

***DECEMBER 23, 2009***  
***PROPERTY OWNER'S SUGGESTED REVISIONS***  
***(See Shaded Text)***

**SOUTH MAGARITY SUBDISTRICT**

Magarity South Neighborhoods are developed with residential use, except for the northernmost portion, which is the location of an elementary school and park.

**Subarea 1: Westgate School and Park**

This is developed and planned for public school and park uses. These facilities are Westgate Elementary School, Westgate Park and a portion of Scotts Run Park. Scotts Run Park is envisioned to become an open space amenity with improved access from the planned grid of streets and the provision of connecting sidewalks and trails (See the discussion of Parks and Open Space in the Areawide Environmental Stewardship Recommendations). Westgate Park should be redesigned to include an additional athletic field to meet the recreational needs of residents in the East Side District. This subarea could also be the location for one of the new school sites that will be required to serve new residential development at Tysons.

**Subarea 2: South Residential Condominium Neighborhoods**

This subarea is comprised of about ~~100~~ **70** acres ~~and is~~ located south of West Park School between Magarity Road and the Beltway (**excluding the Dolley Madison Apartments at Tysons rental apartments described in Subarea 3 below**). **This area includes the gated condominium communities of The Regency, The Encore, The Colonies, as well as McLean Chase Condominiums and McLean Place Condominiums.**

**Base Plan**

This subarea is planned for and developed with low-rise multifamily use up to 20 dwelling units per acre, except for the Regency and Encore high-rise apartments which are planned for and developed with multifamily use up to 30 dwelling units per acre.

Redevelopment Option

As an option, the low-rise multifamily uses are appropriate for redevelopment to single-family attached residential use at 8-12 dwelling units per acre or multifamily residential use at 20-30 dwelling units per acre. Redevelopment should include logical and substantial parcel consolidation that ensures well-designed projects that function efficiently and integrates with and facilitates the redevelopment of other parcels in conformance with the Plan.

Residential projects should provide for recreational and other amenities as well as support retail and service uses for the residents. Proposed redevelopment should be accompanied by the dedication of public or publicly accessible park land, and by the construction of recreational facilities, which include one or two athletic fields. In addition, creative approaches should be used to ensure provision of adequate recreational facilities. This may include indoor and rooftop facilities or those located above underground stormwater management facilities.

Development proposals should address the Areawide Recommendations, which ~~includes~~ **include** the provision of affordable/workforce housing and should provide for the following:

- A compatible transition to the Pimmit Hills single-family neighborhood across Magarity Road, by screening, landscape buffering and/or through building design.
- For redevelopment near the Beltway, noise attenuation measures should be provided ~~as determined appropriate by the~~ **in conformance with** County **policies and regulations**.
- Vehicular connections from Old Meadow Road to Magarity Road as well as other streets that create urban blocks consistent with guidance in the Urban Design and Transportation chapters of the Areawide Recommendations.
- Building heights in this subarea ~~ranges~~ **range** from 45 feet to 150 feet, depending upon location, as shown on the building height map in the Areawide Urban Design Recommendations. The lowest building height is adjacent to Magarity Road which has a maximum height of 45 feet. Height increases with distance from Magarity Road, with this area's maximum height of 150 feet limited to the existing Regency and Encore residential buildings, which are adjacent to the Capital Beltway. (See also the building height guidelines in the Areawide Urban Design Recommendations.)

A potential circulator alignment is shown on Old Meadow Road and extends across the Beltway (as described in the Transportation section of Area-wide ~~recommendation~~ **Recommendations**). In addition to the above guidance for this area,

redevelopment proposals along the circulator route should provide right-of-way or otherwise accommodate the circulator and make appropriate contributions toward its construction cost. See the Intensity section of the Areawide Land Use Recommendations.

### **Subarea 3: Dolley Madison Apartments at Tysons**

**This subarea consists of approximately 30 acres (Tax Map Parcels 39-2 ((1)) 67, 67C, 67E, 67F, 67G and 72) currently under single ownership and located one-half mile from the future Tysons East Metro Station, on the south side of Old Meadow Road between Westgate Industrial Park and the Capital Beltway. This subarea currently is zoned R-20 and is developed with 581 rental, garden apartments built in the early 1960s. The gated Regency and Encore high-rise multifamily residential condominiums abut this subarea to the northwest and multifamily condominiums and townhouses abut this subarea to the south and east.**

#### **Base Plan**

**This subarea is planned for low-rise multifamily residential uses at 20-30 dwelling units per acre and/or single-family attached residential uses at 8-12 dwelling units per acre.**

#### **Redevelopment Option**

**Given its size, its proximity to the Tysons East Metro Station and the critical need in this location to replace the existing private parking lots and travel aisles with a functioning grid of public streets, this subarea should be encouraged to redevelop with residential uses that do not exceed 1.5 FAR (excluding possible bonus density) prior to operation of circulator service, contingent upon the following:**

- Consolidation of the entire 30-acre subarea into a high-quality, urban neighborhood in a pedestrian-oriented and bicycle-friendly environment with tree-lined public streets and sidewalks, as set forth in the Areawide Recommendations.**
- Reconstruction of the existing private parking lots and travel aisles into a grid of public streets (with on-street parallel parking) as generally depicted on Map 7 to establish safe and convenient public street connections between Old Meadow and Magarity Roads (including upgrades of Holly Ridge Drive and Kennedy Drive as listed on Table 8) and to permit efficient public bus service within this portion of the East Side District.**

- **Creation of a two-acre public (or publicly-accessible) urban park for active recreation. In addition, a swimming pool and bathhouse facility will be provided for the private use of the subarea and the McLean Chase condominiums in accordance with an existing agreement.**
- **Provision of affordable and workforce housing units in accordance with the policy for Tysons Corner set forth in the Areawide Land Use and Environmental Stewardship Recommendations. To the extent practicable, construction of new residential units should be phased in order to preserve some portion of the existing rental apartment units while the initial new residential buildings are under construction.**
- **Maximum building heights ranging from 45 feet to 140 feet depending upon location, with new multifamily residential buildings up to 140 feet in height adjacent to the Capital Beltway and along Old Meadow Road on the northwestern portion of the subarea, and transitioning down to mid- and low-rise multifamily and single-family townhouse residential uses up to 45 feet in height on the southeastern portion of the subarea closest to Magarity Road.**
- **If the circulator route serving this subarea depicted as Option 5A is approved on an adopted amendment to the Comprehensive Plan, redevelopment will dedicate or reserve, at the time of rezoning, right-of-way for such future circulator route along the northern boundary of the subarea between the terminus of Old Meadow Road and the Capital Beltway, including right-of-way to accommodate a future Beltway bridge crossing. Redevelopment at residential intensities greater than 1.5 FAR in the portion of the subarea within 600 feet of such circulator right-of-way should be permitted once a circulator serving this subarea becomes operational.**
- **A strong commitment to TDM strategies, including reduced parking and participation on a pro rata basis in private shuttle service within this area of Tysons Corner in cooperation with other landowners and until such time as a circulator serves this neighborhood.**
- **Contribution on a pro rata basis with other landowners in the area toward improvements to Scotts Run Stream Valley Park, including creation of a trail system linking this subarea to the Tysons East Metro Station.**
- **For redevelopment near the Beltway, noise attenuation measures should be provided in conformance with County policies and regulations.**
- **Provision of opportunities for ground-floor, neighborhood-supporting retail limited to the northwestern half of the subarea.**

- **Construction of structured underground and/or above-grade parking "wrapped" with residential buildings on all sides, except along a service street, to ensure attractive facades and streetscapes.**
- **A compatible transition to the Pimmit Hills single-family neighborhood located east of Magarity Road through the use of screening, landscaping, open space and/or building orientation and design.**



View from future urban neighborhood in the South Magarity Subdistrict

### **BELTWAY/ROUTE 7 SUBDISTRICT**

The only portion of the East Side District that is developed with commercial use is the north and south quadrants of the Beltway/Route 7 Subdistrict. The North quadrant is entirely developed with office use and the South quadrant is developed with office use and a hotel.

The North quadrant is planned for and developed with office, support retail and service uses up to .85 FAR. As an option, the office building on parcel 39-2((1))62B may be appropriate for an expansion up to .90 FAR, if a development proposal provides for the following:

- Any expansion or alteration should maintain the existing buffer area and screening to avoid any visual impacts on the adjacent housing;
- Any additional structures on the subject property should be designed to be architecturally compatible with the existing office buildings;

- A transportation analysis should be performed in conjunction with any development application, and commitments for any improvements identified as needed to mitigate transportation impacts directly related to site generated traffic should be provided;
- Any cellar space included in the expansion will not be used for office space or other peak hour traffic generating purposes.
- Building height does not exceed 125 feet (also, see Building Height Guidelines).

The South quadrant is to retain its existing character which provides a transition inscale to the neighborhood east of Tysons Corner. The office buildings and hotel adjacent to the Capital Beltway are planned and developed up to 1.0 FAR, and the office uses adjacent to George C. Marshall High School are planned and developed up to .50 FAR. Building heights range from 75 to 105 feet, depending upon location (see Building Heights Map and Building Height Guidelines in the Areawide Urban Design Recommendations).