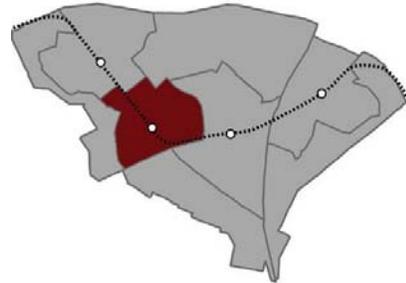


Tysons Central 7

Proposed by Trulie Investments



Vision

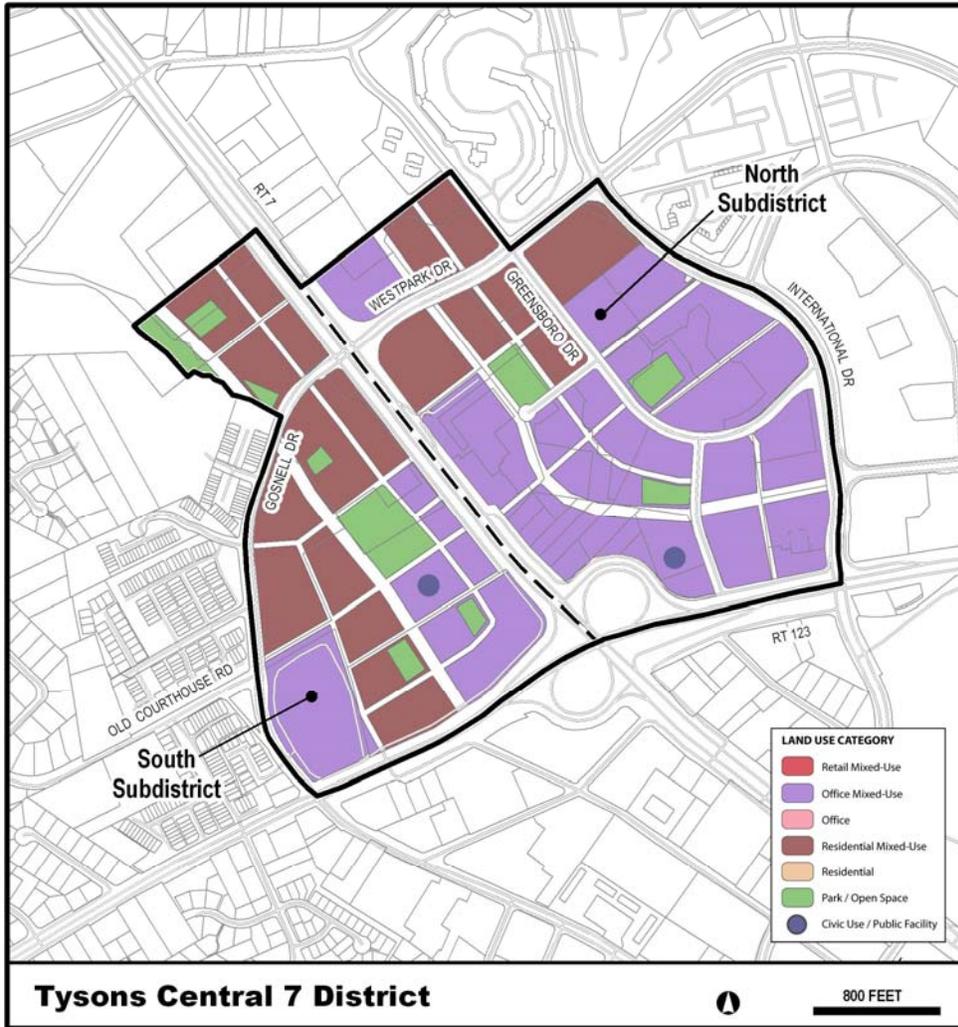
Tysons Central 7 District has two subdistricts, separated by Route 7. The North Subdistrict is envisioned to be a vibrant 24-hour mixed use center with residential, retail, and hospitality uses, as well as a high concentration of office space. The South Subdistrict is envisioned as a mixed use center with office, residential and retail space and the opportunity for new civic uses. The transformation in the South Subdistrict will be influenced by redevelopment that comes with the extension of Boone Boulevard. The northwestern portions of both subdistricts provide connectivity to the Tysons West District by means of the grid of streets, which provides streets parallel to Route 7.

Deleted: center with a great public space and a significant new public building or buildings. The South Subdistrict will also include a mix of public, residential and commercial uses.

Along Route 7, a transformed streetscape will create a wide tree-lined boulevard on either side of the at-grade Metro station. This redesign will result in a calming of traffic through this office area while maintaining the capacity of Route 7. The streets leading to and from Tysons Central 7 will be pedestrian-friendly, encouraging people to walk and bike and leading people to the civic center and the business areas of the district.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

The map below shows the land use concept for the Tysons Central 7 District.





SOUTH TYSONS CENTRAL 7 SUBDISTRICT (CIVIC CENTER)

The South Subdistrict is comprised of about 76 acres, and is generally bounded by Route 7 on the east, Route 123 on the south, and Gosnell Road and Old Courthouse Spring Branch Stream Valley Park on the west. Existing land use is a mix of retail, auto dealerships, office and multi-family residential uses.

Base Plan

The multi-family and office uses located along Gosnell Road are planned and developed as a transition in scale and building mass to the townhouse uses in the West Side District. Along Route 7, the area is planned for and developed with auto sales and retail uses.

Redevelopment Option

The vision for the area is to redevelop into a mixed use area with mid-rise and high-rise buildings. Office uses should be concentrated closest to the Metro station, and the area should transition to more residential use away from the Metro station as illustrated on the Land Use Concept Map. The focal point of the Tysons Central 7 District is the “Civic Commons”, a public park/plaza, of approximately two acres in size. This public space will be an important element for creating the area’s new identity and will provide the setting for community events and celebrations within this portion of Tysons. The space should consist of both hardscape and open lawn areas and should feature urban park amenities that will draw people in, such as interactive artwork or a unique water feature. It may be appropriate to include elements that interpret the history of Tysons

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Deleted: the civic center’s great public space,

Deleted: which should be about three to four acres

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Deleted: As the signature civic open space in Tysons Corner,

Deleted: the Civic Commons should

Corner from country crossroads to suburban office park to vibrant urban center. With easy access to transit, the Civic Commons could be a good location within Tysons for staging major public events such as outdoor concerts or public markets.

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Abutting the Civic Commons is the opportunity for a new public uses in commercial or public buildings, such as a public library, community center, and/or arts center. These public uses could bring a civic presence, and shape positive urban spaces brought to life by the interaction of employment, residential and retail uses, and outdoor events and street life.

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As the subdistrict extends west to the West Side District, urban residential neighborhoods should be developed and be distinguished by calm, dignified blocks linked together by tree-lined streets with cycling, promenades and sitting spaces. Residential blocks should provide for public, semi-public, and private open space amenities.

To achieve this vision, development proposals should address the Areawide Recommendations and provide for the following.

- The vision for this subdistrict is to concentrate high intensity office uses closest to the Metro station, with the area transitioning to a higher proportion of residential use away from the Metro station. Other land uses may include hotel, retail and public uses which should be provided at intensities and land use mixes consistent with the guidance in the Areawide Land Use Recommendations.
- Logical and substantial parcel consolidation should be achieved; should result in well-designed projects that function efficiently on their own; should include a grid of streets and public open space system; and should integrate with and facilitate the redevelopment of other parcels in conformance with the Plan. In most cases, consolidation should be sufficient in size to permit redevelopment in several phases that are linked to the provision of public facilities and infrastructure and demonstrate attainment of critical Plan objectives such as TDM mode splits, green buildings and affordable/workforce housing. If consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

- ~~For the area between Gosnell Road and Route 123, which includes five properties, the consolidation or coordinated proffered development plans should include a minimum of 20 acres. A key component of any redevelopment proposal should be the provision of a significant portion of or all of the three to four acre Civic Commons as well as land for the civic building(s).~~
- For the area northwest of Gosnell Road (fronting on Route 7), which includes three properties, full consolidation should be provided. If full consolidation cannot be achieved, as an alternative, coordinated proffered development plans may be provided as indicated in the Areawide Land Use Recommendations.

Deleted: For the area between Gosnell Road and Route 123, which includes five properties, the consolidation or coordinated proffered development plans should include a minimum of 20 acres. A key component of any redevelopment proposal should be the provision of a significant portion of or all of the three to four acre Civic Commons as well as land for the civic building(s).

Tyson's Land Use Task Force Draft Review Committee Comment. The committee recommended adding the paragraph after the above bullet:

However, redevelopment of a smaller land area may be considered if the proposed development demonstrates the ability to provide adequate vehicular and pedestrian access and circulation, as well as provides necessary commitments to the grid of streets, parks and open space and phasing as indicated under Areawide recommendations and guidelines.

- Redevelopment should occur in a manner that fosters vehicular and pedestrian access and circulation. Development proposals should show how the proposed development will be integrated within the subdistrict as well as the abutting districts through the provision of the grid of streets.
- The major circulation improvement in this subdistrict is the Boone Boulevard extension. Development proposals should accommodate the eventual construction of this street. Redevelopment along this street's planned alignment should dedicate and construct this street, in phases if necessary. The width of Boone Boulevard should be determined at the time of redevelopment with the objective of ensuring an appropriate scale that emphasizes the pedestrian over the car.
- In addition, other streets (creating urban blocks) as well as other pedestrian and bike circulation improvements should be provided to improve connectivity. The ability to realize planned intensities will depend on the degree to which access and circulation improvements are implemented consistent with guidance in the Areawide Urban Design and Transportation Recommendations.
- In addition to the Civic Commons, urban design and open space amenities, such as streetscapes, plazas, courtyards, landscaping, public art, lighting and seating should be provided according to the Urban Design guidelines, as well as consistent in quantity with the urban park and open space standards under the Areawide Environmental Stewardship Recommendations.

Deleted: As mentioned under the subdistrict's vision, the signature piece of the subdistrict is the three to four acre Civic Commons.

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Tyson's Land Use Task Force Draft Review Committee Comment

The committee recommends deletion of the Civic Commons acreage size.

- For active recreation, about four to six acres of new park land to support two athletic fields should be established in the area between existing park land and the Boone Boulevard extension. The land for these athletic fields may also be located in part in the abutting Tysons West District.
- When redevelopment includes a residential component, it should include recreational facilities and other amenities for the residents, as well as

affordable/workforce housing as indicated in the Areawide Land Use Recommendations.

- Public facility, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. Also, commitments should be provided for needed improvements and for the mitigation of impacts identified in the public facility, transportation and infrastructure analyses, as well as improvements and mitigation measures identified in the Areawide Recommendations.
- An electrical power substation has been identified as a needed public facility, in either the Tysons West District or in this subdistrict northwest of Gosnell Road. From this new substation to the existing substation on Tyco Road, the high voltage line should be placed underground, in order to ensure a pedestrian friendly environment.
- Building heights in this subdistrict range from 75 feet to 400 feet, depending upon location, as conceptually shown on the Building Height Map and discussed in the Areawide Urban Design Recommendations. The lowest building height is adjacent to Gosnell Road which has a maximum height of 75 feet; in this area buildings need to provide a compatible transition in building scale and mass to the adjacent West Side District across Gosnell Road. Height increases with distance from Gosnell Road, with the maximum height of 400 feet limited to the area nearest the Metro station.
- A potential circulator alignment extends across this subdistrict, as described in the Areawide Transportation 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 should make appropriate contributions toward its construction cost. See the discussion of Intensity in the Areawide Land Use Recommendations.

Deleted: In addition, if the subdistrict existing residential use is redeveloped, the minimum affordable/workforce housing commitment should be a one for one replacement of residential units considered affordable/workforce units.

Deleted: In addition, specific public facility improvements identified are: 1) civic building(s) that contain public uses, such as a library, community center, and/or arts center; and 2) a

Deleted: northwest of Gosnell Road, which is to be located either this subdistrict

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