This district is composed of two subdistricts: the North Tysons Central 123 subdistrict, which includes the Tysons II mixed use development; and the South Tysons Central 123 Subdistrict, which is dominated by Tysons Corner Center. The district also includes two urban neighborhoods along Watson Street and Towers Crescent Drive.

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.

NORTH TYSONS CENTRAL 123 SUBDISTRICT

The North Tysons Central 123 subdistrict is comprised of about 115 acres and is generally bounded by Westpark Drive on the northeast, Route 123 on the south, and International Drive on the west. Existing development includes a regional shopping mall, office buildings, a hotel and a multifamily development. The vision for this subdistrict is to transform into a significantly more intense mixed use area transit-oriented area. The subdistrict contains three subareas.

Subarea 1: Tysons II

Subarea 1 is comprised of about 87 acres, bounded by International Drive on the west, Route 123 on the south, Subarea 2 on the northeast, and Subarea 3 on the north. Existing development includes the Galleria at Tysons II shopping mall, office buildings and a hotel.

Base Plan

The area is planned and approved for transit-related mixed use development with a total gross floor area of approximately 6,800,000 square feet.

Deleted: Prior to Metrorail, the area was planned and approved for a mix of offices, hotels and retail mall with an intensity of 1.0 FAR (or approximately 4,700,000 square feet).

Redevelopment Option

Land uses should include office, hotel, conference or convention center, and residential development. The existing mall should be retained or reconfigured with additional ground level retail and service uses. To encourage the establishment of a conference or convention center, a density bonus may be considered.

Deleted: The area is planned and approved for transit-related mixed use development with approximately 6,800,000 square feet.

The vision of this intensification is to create urban spaces that people can walk through easily, as well as to and from the adjacent Metro rail station. The area should include urban design amenities such as extensive streetscape features, plazas, and an amphitheater. Some plazas should be large enough for open-air activities such as musical

performances by small groups. A variety and an abundance of seating, and public art will make these spaces appealing and attractive.

While the mall and other existing developments do not readily accommodate a grid of streets, efforts should be made to provide a connected network of streets and to provide new pedestrian and bicycle connections where streets are not possible. In addition, redevelopment or reconfiguration of the mall should seek, where possible, to reduce views of parking garages, wrapping such structures with other uses and/or providing attractive façade treatments and screening.

Development above the approved level of 6,800,000 square feet may occur if it is consistent with the guidance on intensity and land use mix in the Areawide Land Use Recommendations, and if it meets the following conditions:

- Changes to the mix of uses may be necessary to address traffic impacts during peak periods, such as converting approved office to residential uses.

- If additional residential uses are provided, they should include recreational facilities and other amenities for the residents, as well as affordable/workforce housing as discussed 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.

- Additional publicly accessible open space amenities within the subarea and/or in conjunction with Subarea 2 should be provided. To address this issue, innovative solutions should be explored to provide additional open space amenities, coordinating development with the adjacent South West Park Subarea. For example, the “pooling” of land between the two subareas could result in a major open space amenity for this portion of Tysons Corner. Open space should be consistent with the urban park and open space standards in the Areawide Environmental Stewardship Recommendations.

- Improvements to pedestrian and vehicular accessibility within Subareas 1 and 2 of this subdistrict will be necessary to address the envisioned urban character. To enhance connectivity, pedestrian terraces and plazas could be built into the side of the hill between Tysons Boulevard and West Park Drive. To improve vehicular

circulation, the Jones Branch extension should be provided as shown in the Areawide Transportation Recommendations.

- Existing and approved building heights range from The Galleria at Tysons II at approximately 65 feet, to high-rise buildings approved at almost 350 feet. Changes in approved building heights should be consistent with the conceptual Building Height Map and Guidelines in the Urban Design section. This guidance indicates that the tallest buildings are planned up to 400 feet and are located near the Metro station, south of Galleria Drive. North of Galleria Drive and along either side of Tysons Boulevard, buildings are planned and approved up to 300 feet, and the southern portion of the mall site is planned for building heights up to 300 feet. As indicated under the building height guidelines in the Urban Design section, building heights should vary within the subarea.

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- Potential circulator routes, as described in the Areawide Transportation Recommendations, extend through or abut portions of this subarea. In addition to the above guidance for this area, redevelopment proposals along the circulator routes should provide right-of-way or otherwise accommodate these circulators and should make appropriate contributions toward their construction cost. See the Intensity section of the Areawide Land Use Recommendations.

Subarea 2: South West Park

This portion of West Park forms the northeastern boundary of the subdistrict and is comprised of about 20 acres. Existing development is suburban office buildings with surface parking. The area's existing intensity is about 0.40 FAR.

Base Plan

This area is planned for office with support retail and service uses at an intensity averaging about 0.6 FAR. As an option, it is planned for a mix of office and residential uses averaging about 0.80 FAR (if the mix of uses has less traffic impact than office redevelopment at 0.6 FAR).

Redevelopment Option

With the advent of Metrorail, the vision for this area is to redevelop primarily with mixed use with an urban character at a substantially higher intensity than the Base Plan. The mix of uses should include ground level retail. However, the degree of intensification is contingent on how well development integrates with Tysons II through pedestrian and vehicular linkages. Any redevelopment that is not within 1/2 mile distance of the Metro station should not exceed an intensity of 1.0 FAR for office use or should not exceed 1.5 FAR for mixed use including residential use (the mix of uses should have less traffic impact than office redevelopment at 1.0 FAR).