CONCEPT SITE PLAN

BOONE BOULEVARD

THE JBG COMPANIES
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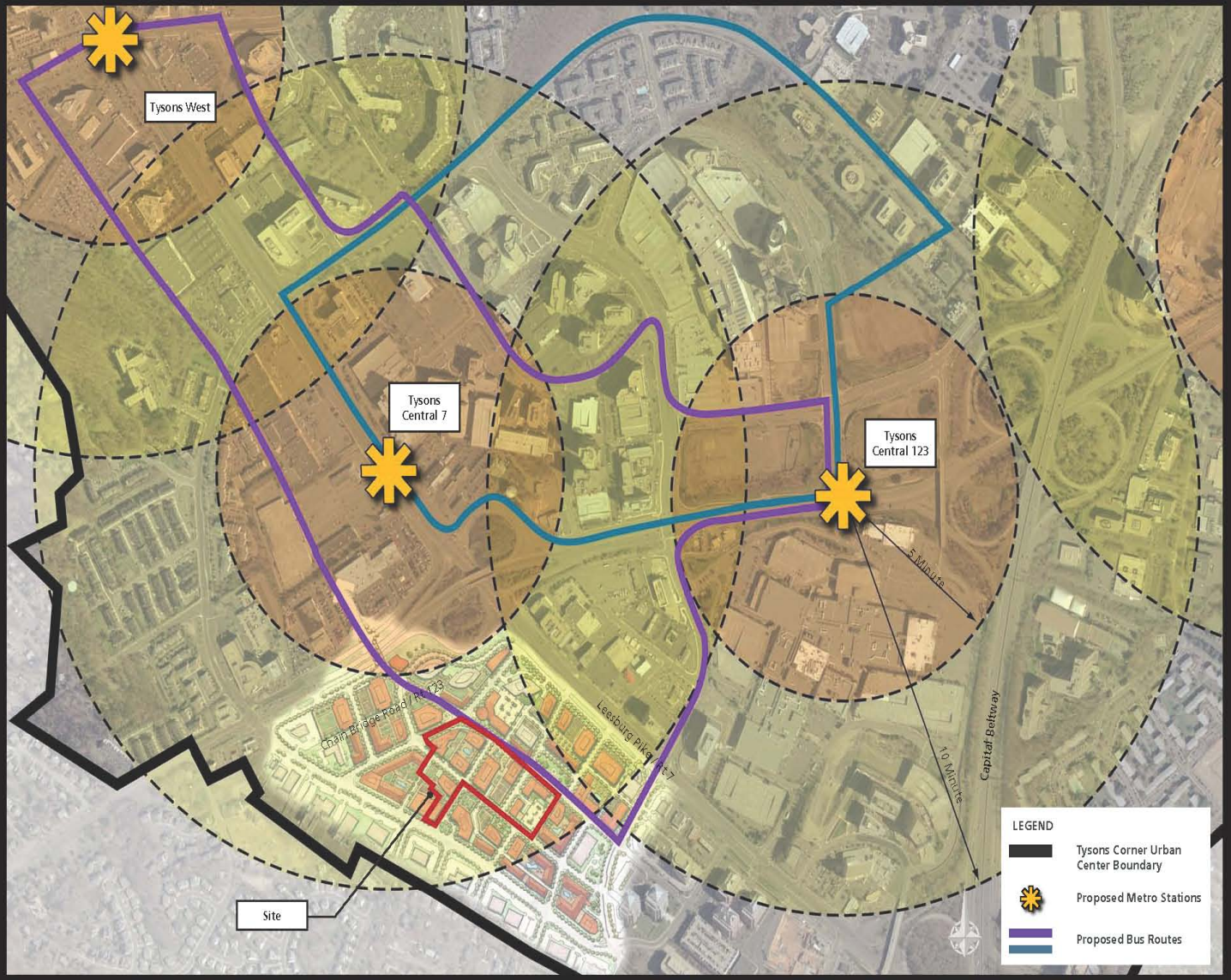
THE JBG COMPANIES



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Master Plan Transportation Links

The Boone Boulevard Neighborhood of Tysons Corner is well situated in respect to take advantage of its proximity to two proposed Metro stops. It lies within a 10 minute walking distance to a Metro stop and it will be well connected to a bus loop which leads to the proposed stops at Tysons Central 123 and Tysons 7.

A nodal orientation model of development espouses increasing densities at each of the Metro stops and radiating lower densities further out from each node. Traditional neighborhood planning techniques typically use a 5 and 10 minute walking distance as a framework in town planning. Five minutes is typically a comfortable distance someone is willing to walk to get to amenities. People are willing to walk 10 minutes to get to a regional Metro hub. The nodal model concentrates densities within a 10 minute walk and then steps the heights down.

An second option to the nodal model is to linearly place development along major bus routes. Suitably, the Boone Boulevard Neighborhood also benefits from a adjacent location to a proposed bus route to run along Boone Blvd and connect the site to two Metro stops.

Whether Tysons Corner espouses the nodal or the linear model of growth, the Boone Boulevard Neighborhood masterplan reflects the intent to concentrate development in an appropriate location close to major public transportation.

One FAR

Site Area: 386,700 sf (8.9 ac)
1 FAR : 386,700 sf

PROGRAM:

Retail: 0 sf	0 parking
Office: 279,600 sf	727 parking
Hotel: 107,000 sf	self park
Residential: 0 sf	0 parking

TOTAL DEVELOPMENT: 386,700 sf

- Suburban character
- Surface parking
- Underutilized
- No new streets
- Keep existing office buildings
- New hotel added on Block A

TOTAL PARKING: 727 (Excluding Hotel)

- Majority of the surface lot remains
- Parking deck is added behind the hotel to accommodate parking for the hotel and office uses

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Open Space Precedents

The public realm of Boone Blvd. contributes to the neighborhood identity and character. Open spaces will be comprised of plazas, greens and generous sidewalks which will allow passive seating and cafe dining areas. These assorted spaces supports the neighborhood life and interactions between people. Numerous open spaces will be located to provide accessible green spaces to residents, visitors and the office lunch crowd.

Streets are integral to a successful open space plan as they connect the offices and residential areas to parks and open spaces. Streets will be more than a corridor for traffic, rather a place for people to walk, neighbors to socialize and bicycles to safely travel.

To the left are examples of parks and streetscapes proposed for Boone Blvd. Hardscaped plazas can accommodate outdoor seating and arcades of trees produce agreeable shade for outdoor recreation.

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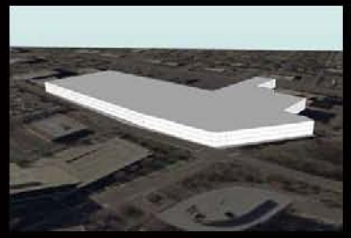


Three FAR

Site Area: 386,700 sf (8.9 ac)
3 FAR : 1,160,100 sf

PROGRAM:

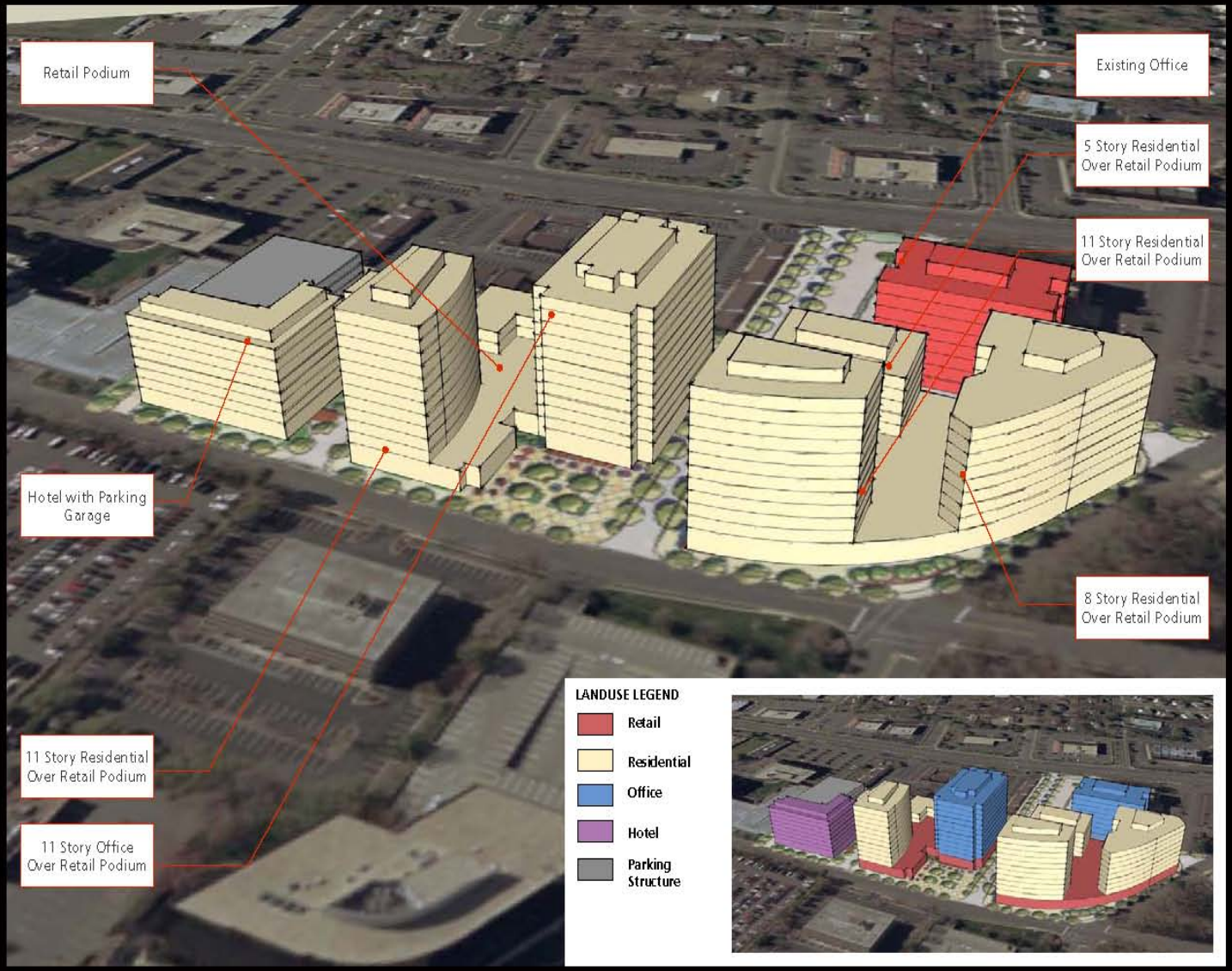
Retail: 107,400 sf	638 parking
Office: 354,400 sf	1,046 parking
Hotel: 107,000 sf	self park
Residential: 591,300 sf	790 parking

TOTAL DEVELOPMENT: 1,160,100 sf

- Removal of one existing office building
- Full block definition
- Multiple connecting streets
- Ground floor retail
- Civic plaza along Boone Blvd.

TOTAL PARKING: 2,474 (Excluding Hotel)

- Parking is accommodated with underground parking garages (excluding the hotel parking structure)



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Site Plan

The commencement of Tysons Boone Boulevard Neighborhood begins with the development along Boone Blvd. The impetus for positive change to Tysons can be seen in the layout of these blocks, placement of the buildings and the organization of open spaces.

It is the intention of this site plan, and the larger environs of Boone Boulevard Neighborhood Plan to offer a vibrant, around the clock neighborhood. This is accomplished with increased density and mixing uses so that residents and visitors alike can shop, work and play without reliance on automobiles. Reducing the size of the blocks is also positive step in order to create a positive pedestrian experience as blocks seem more inviting at shorter distances. Proposed streets are planned between this site and adjacent properties to increase connectivity between the existing and proposed neighborhoods. A network of streets also disperses traffic more evenly reducing congestion on any particular street.

The civic "heart" of Boone Blvd. is centered around a public plaza. Stores front directly on this plaza and offer tables and chairs for the lunchtime crowd. Residential and office towers are placed to offer convenient access to this public amenity. The square will be designed to offer flexibility and can accommodate farmer's markets, musical events and a myriad of public events.

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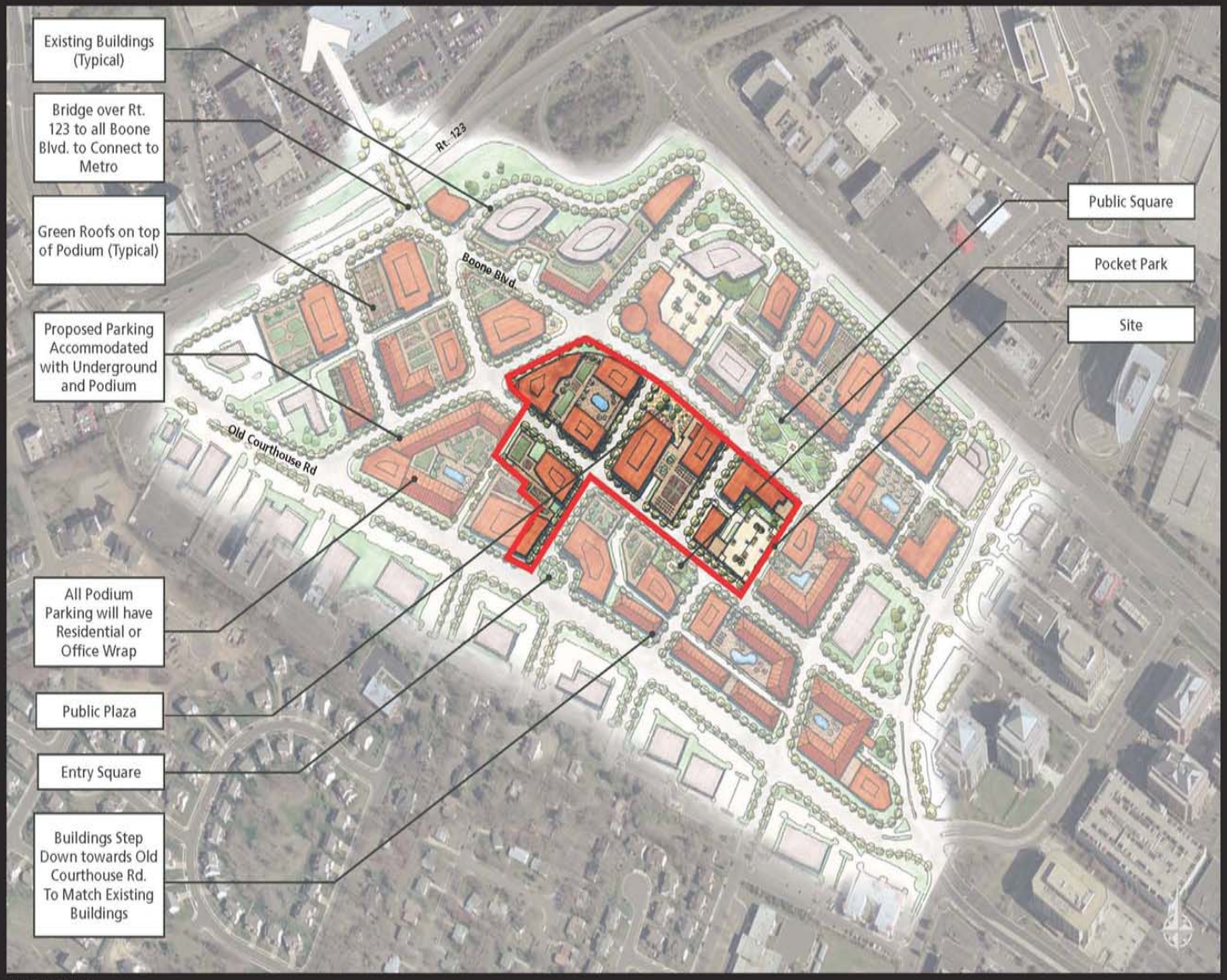
Tysons Corner Boone Boulevard Neighborhood

The Boone Boulevard Neighborhood at Tysons Corner is will be a vibrant, lively, mixed-use neighborhood: with around the clock vitality featuring a balance of residential, retail and offices centered around a planned open space network. It is a masterplan that is intended to provide a pedestrian friendly environment for its residents, adjacent neighborhoods and visitors alike.

This neighborhood offers a balanced program of restaurants, shops, office, passive and active recreation uses and parks, high-quality residences and office space and an atmosphere reminiscent to some of the most cherished urban neighborhoods in America. Some design features include small-scaled blocks with buildings that face the street (loading and parking needs are kept in the middle of the block, hidden from the pedestrian experience). Elegant fountains, parks and shaded arcades of street trees all contribute to a favorable pedestrian atmosphere and enjoyable character. Tysons Boone Boulevard Neighborhood will be an amenity-rich, pedestrian friendly addition to Fairfax County and the entire region.

The Boone Boulevard Neighborhood at Tysons Corner offers a variety of open spaces. The public park is intended to be a lawn, planted with lush shrubs and trees while the public square has more paving and can accommodate civic gatherings such as markets and entertainment events. The neighborhood is highly connected to the existing neighborhood fabric by connecting existing streets into its network. A bus route along Boone Blvd. will also connect this neighborhood to two Metro stops via a proposed bridge across Rt. 123.



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