



FAIRFAX COUNTY
SITE-SPECIFIC PLAN AMENDMENT PROCESS
COUNTYWIDE

Nomination Number	CPN22-PR-002
Supervisor District	Providence
Parcel ID Number(s)	29-3 ((15)) 2, 29-3 ((15)) 3A, 29-3 ((15)) 3B and 29-3 ((15)) 3C1
Parcel Address(es)	8251 & 8255 Greensboro Drive, 8281 Greensboro Drive, 8283 Greensboro Drive, and 8285 Greensboro Drive, McLean, VA 22102
Nominator	Zachary G. Williams
Plan Map Designation	Transit Station Mixed Use
Comprehensive Plan Recommendation for Nominated Property	The Tysons Central 7 District, surrounding the Greensboro Metro station, has two subdistricts, separated by Leesburg Pike. The North Subdistrict is oriented towards Greensboro Drive and is envisioned to be a vibrant 24-hour mixed use center with a high concentration of office space. The overall percentage of office uses throughout all of the Transit Station Mixed Use areas should be approximately 65% office. The residential component should be on the order of 20% or more of the total development.
Proposed Land Use	MixedUse
Summary of Proposed Comprehensive Plan Change	Given the continuously fluctuating office market resulting from the COVID-19 pandemic and other factors, the Owner seeks to amend the Comprehensive Plan language to increase flexibility in the land use mix for the Property to permit primarily residential uses, while still offering office, hotel and retail uses. This amendment seeks to further the mixed -use environment that has been successful in the submarket already. Additional residential development helps buoy retail traffic and office traffic creating a node that is attractive not only to work, but also to live. This nomination would create flexibility in the designated percentages for office use to be below 65% and residential use to exceed 60% to reflect current market trends.

October 24, 2022

T 202.344.4369
F 202.344.8300
ZGWilliams@Venable.com

Fairfax County Department of Planning and Development
Planning Division
12055 Government Center Parkway, 7th Floor
Fairfax, VA 22035

Re: SSPA Nomination for The Boro – East

Dear Fairfax County Department of Planning and Development:

On behalf of The Meridian Group (the “Applicant”), please accept this letter as our statement of justification for the Applicant’s nomination for the 2022-2023 Site Specific Plan Amendment Process for property located at 8251, 8255, 8281, 8283, and 8285 Greensboro Drive in Tysons, VA 22102 (Tax Map: 29-3 ((15) 002, 3A, 3B, and 3C1) (the “Property”). The purpose of this application is to permit more flexibility in the allocation of the use mix on the Property. The associated addresses and map numbers for the Property are as follows:

- 29-3 ((15) 002 – 8251 & 8255 Greensboro Drive
- 29-3 ((15) 3A – 8281 Greensboro Drive
- 29-3 ((15) 3B – 8283 Greensboro Drive
- 29-3 ((15) 3C1 – 8285 Greensboro Drive

Background of the Property

The Property is comprised of four tax parcels located in Tysons on Greensboro Drive, with Leesburg Pike to the south, Solutions Drive to the west and Pinnacle Drive to the east. The Property is located within the Providence Supervisor District. The Applicant refers to these parcels as “Boro -East” as the Property will in the future represent the eastern portion of The Boro development in Tysons. The Boro – East parcels are zoned C-4, with SC and HC overlays. In 2000, parcel 29-3 ((15) 002 was approved for a special exception to permit a vehicle rental establishment (SE 00-P-030).

The Property is currently improved with five office buildings and associated structured and surface parking. Under the proposed conceptual redevelopment plan, the office buildings at 8251 and 8281 would be demolished along with connected lobbies. The redevelopment may include a mix of uses, including office, retail, hotel and residential for a total of approximately 1,916,165 square feet of development at 3.37 FAR. Proposed building heights will range from 50 to 315 feet, but could extend up to the maximum allowable height to accommodate the permitted FAR. The proposed land use mix per the concept plan is approximately 32% Office, 64% Residential, and

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4% Retail. This plan is conceptual and intended to demonstrate one of several potential redevelopment scenarios.

Proposed Use Flexibility for the Property

Per the Comprehensive Plan, the Property is located in the North Subdistrict of the Tysons Central 7 District. The North Subdistrict is oriented towards Greensboro Drive and is envisioned to be a vibrant 24-hour mixed use center with a high concentration of office space. The Property is designated for the Transit Station Mixed Use land use category. The Comprehensive Plan recommends that the overall percentage of office uses throughout all of the Transit Station Mixed Use areas should be approximately 65%. The Comprehensive Plan also states that the residential component should be on the order of 20% or more of the total development without a formalized upper bound. As the Comprehensive Plan allows for flexibility, this nomination is seeking to confirm and clarify the allowable ratio. The Comprehensive Plan anticipates that the land use mix will vary by TOD District or subdistrict. Some districts or subdistricts will have a concentration of offices and other areas will have a more residential character, aligning with what the Applicant is proposing for the Boro – East redevelopment of the Property.

Given the continuously fluctuating office market resulting from the COVID-19 pandemic and other factors, the Owner seeks to amend the Comprehensive Plan language to increase flexibility in the land use mix for the Property to permit primarily residential uses, while still offering office, hotel and retail uses. This amendment seeks to further the mixed-use environment that has been successful in the submarket already. Additional residential development helps buoy retail traffic and office traffic creating a node that is attractive not only to work, but also to live. This nomination would create flexibility in the designated percentages for office use to be below 65% and residential use to exceed 60% to reflect current market trends.

County Plan Objectives

Appendix 13 of the Policy Plan states that converting office to residential use is a type of office building repurposing that may be appropriate in the Tysons Urban Center, CBCs, TSAs, Suburban Centers, Suburban Neighborhoods and Low-Density Residential Areas. Additionally, consideration of the location of office to residential conversions should ensure that the new use is not isolated from other residential uses and is located in areas where services and amenities that support residential uses, such as schools, shopping, parks, and other recreational opportunities are provided. This Property would include and maintain services and amenities that support the proposed increase in residential uses. To align with the Policy Plan, a future proposal would address impacts to schools, parks, and other public facilities caused by this change in use proportionally to the number and type of units, using the standards typically used to evaluate rezoning applications.

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This nomination also aligns with the goals of the County's Strategic Plan and Communitywide Housing Strategic Plan. This nomination would allow for the creation of more housing units in an area with access to mass transit and community-serving retail uses. It would also provide for flexibility and adaptability of land use rules, which is a key theme of the Countywide Strategic Plan.

Next Steps

The next steps for this proposal will include a rezoning and development application and the necessary permits leading to construction. The Applicant looks forward to working with County staff and stakeholders during the SSPA process. Please contact me at 202-344-4369 or at zgwilliams@venable.com with any questions or comments regarding this nomination.

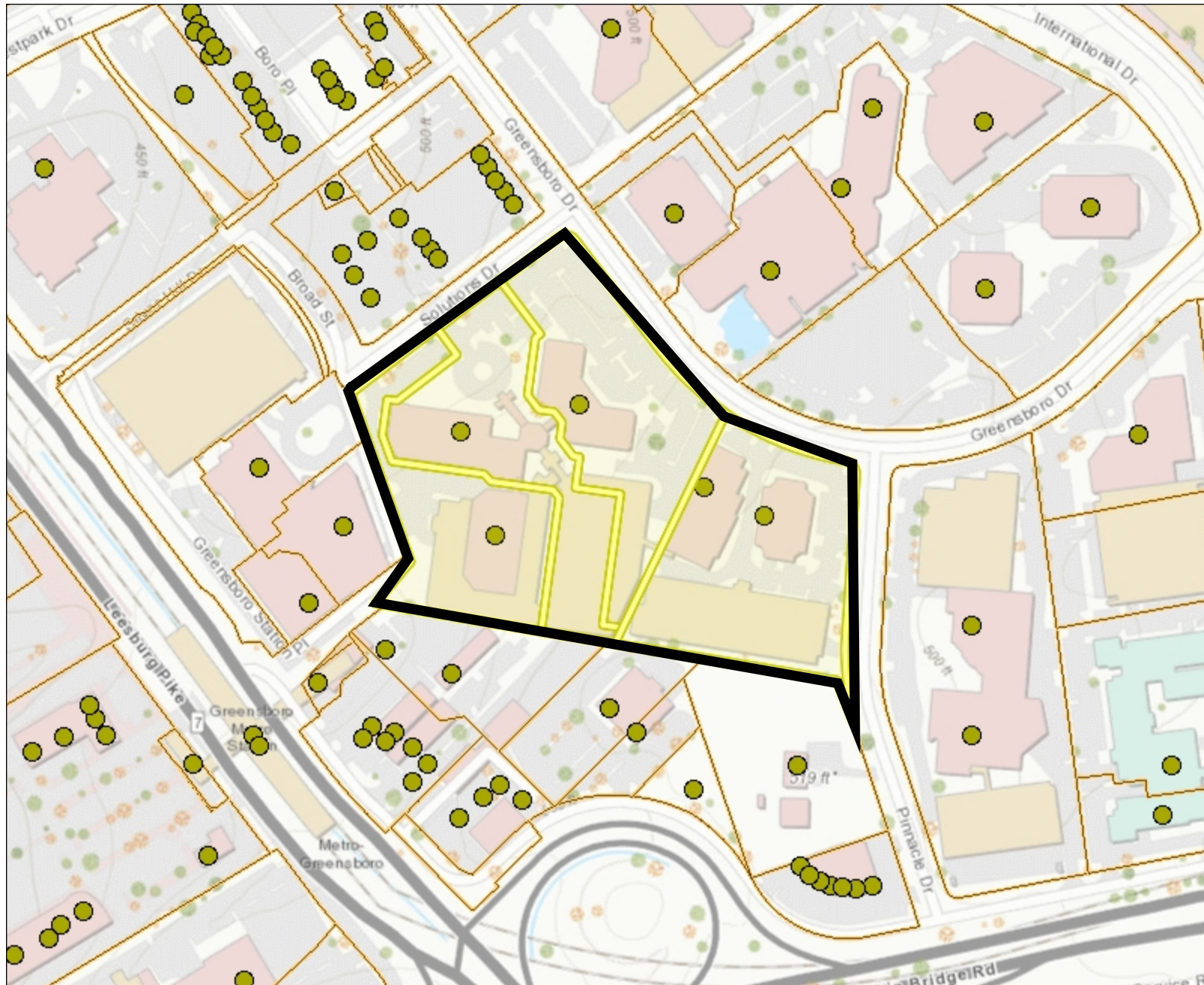
Sincerely,

A handwritten signature in black ink, appearing to read "Zach Williams", with a stylized flourish at the end.

Zachary G. Williams



The Boro - East



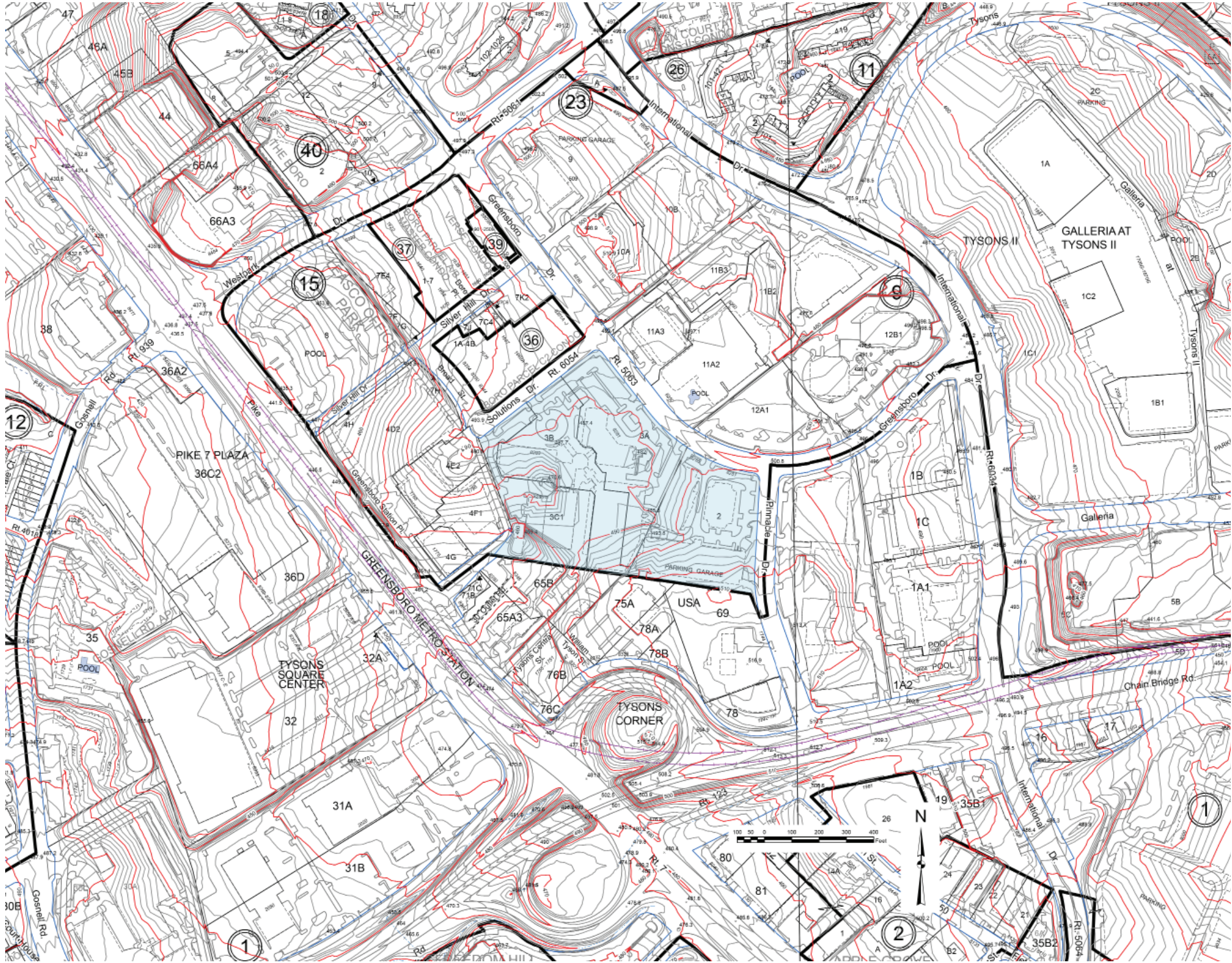
Legend

- Address Points
- Parcels

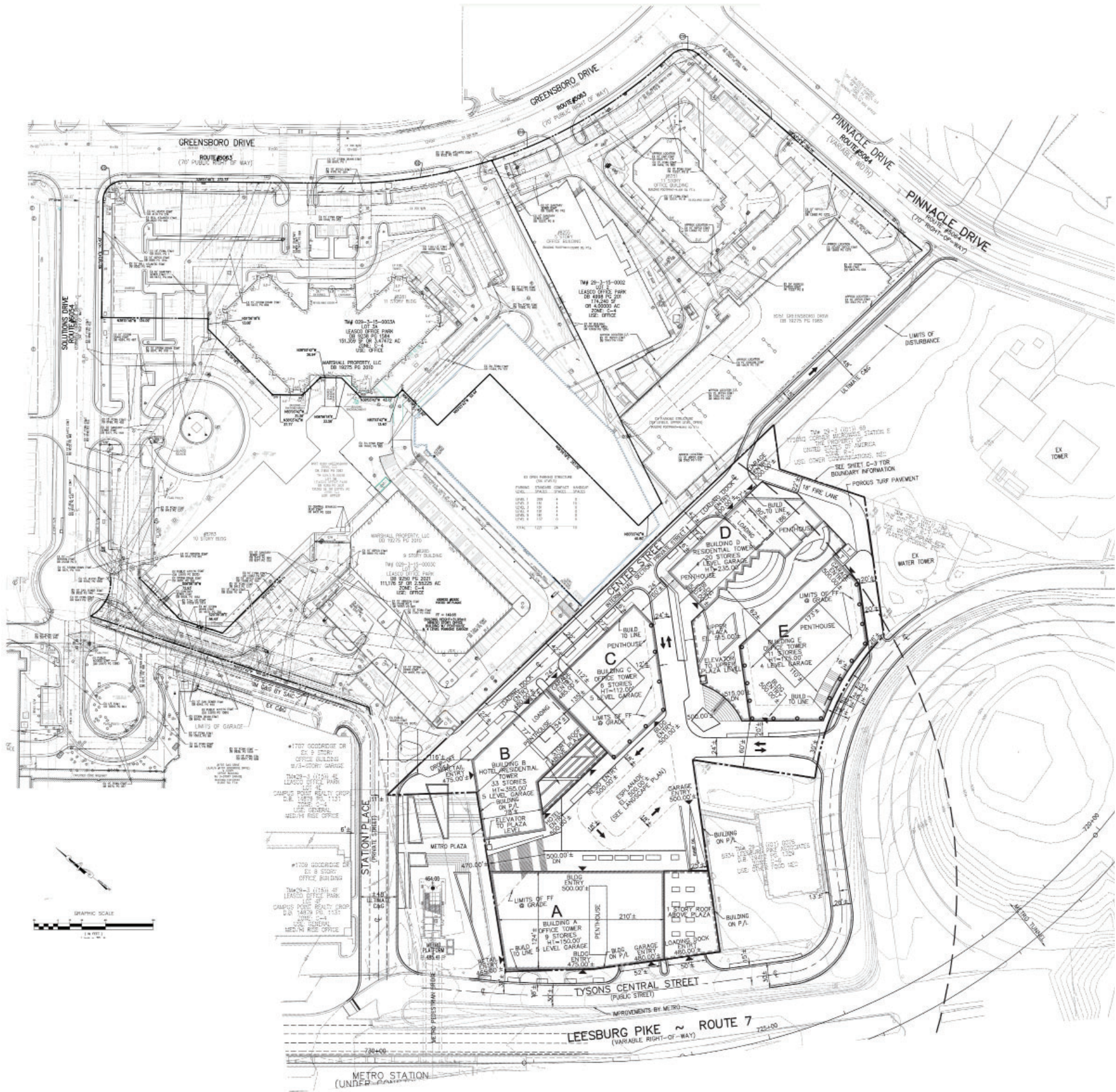
Notes:

Map produced: 10/18/2022

This map is intended for reference purposes only. Fairfax County does not provide any guarantee of the accuracy or completeness regarding the map information.



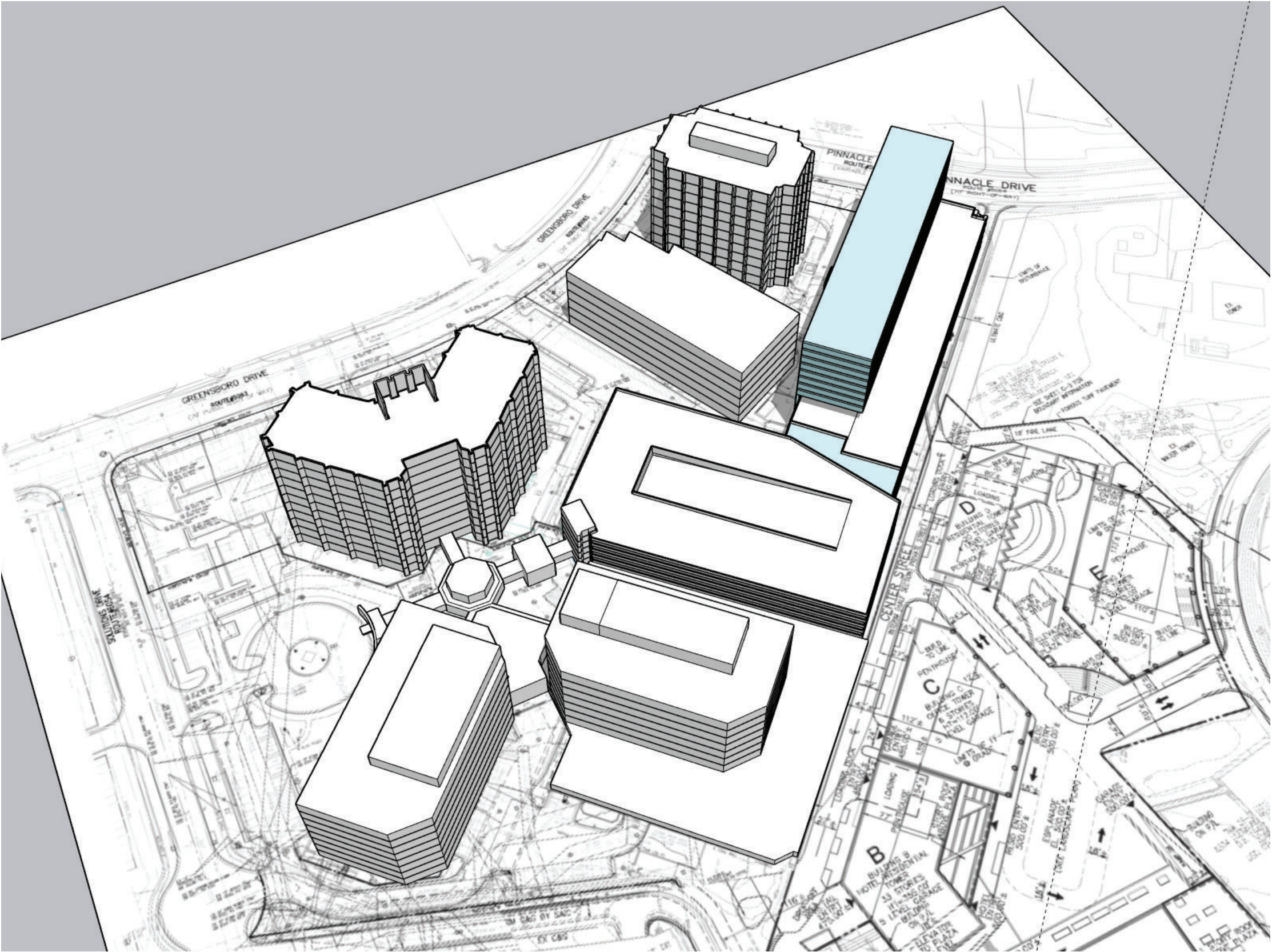
TOPOGRAPHY AND PARCELS



VICINITY MAP

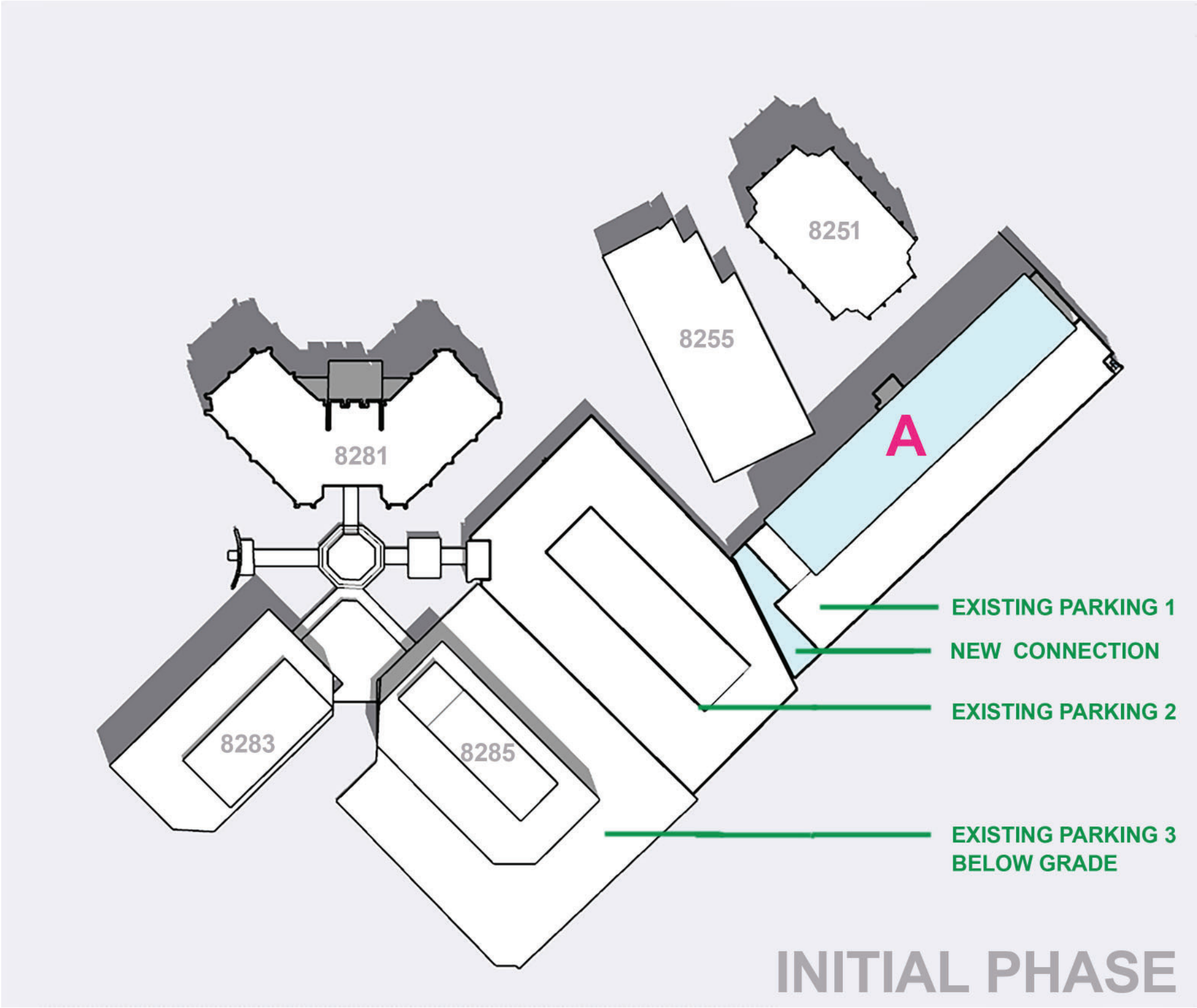


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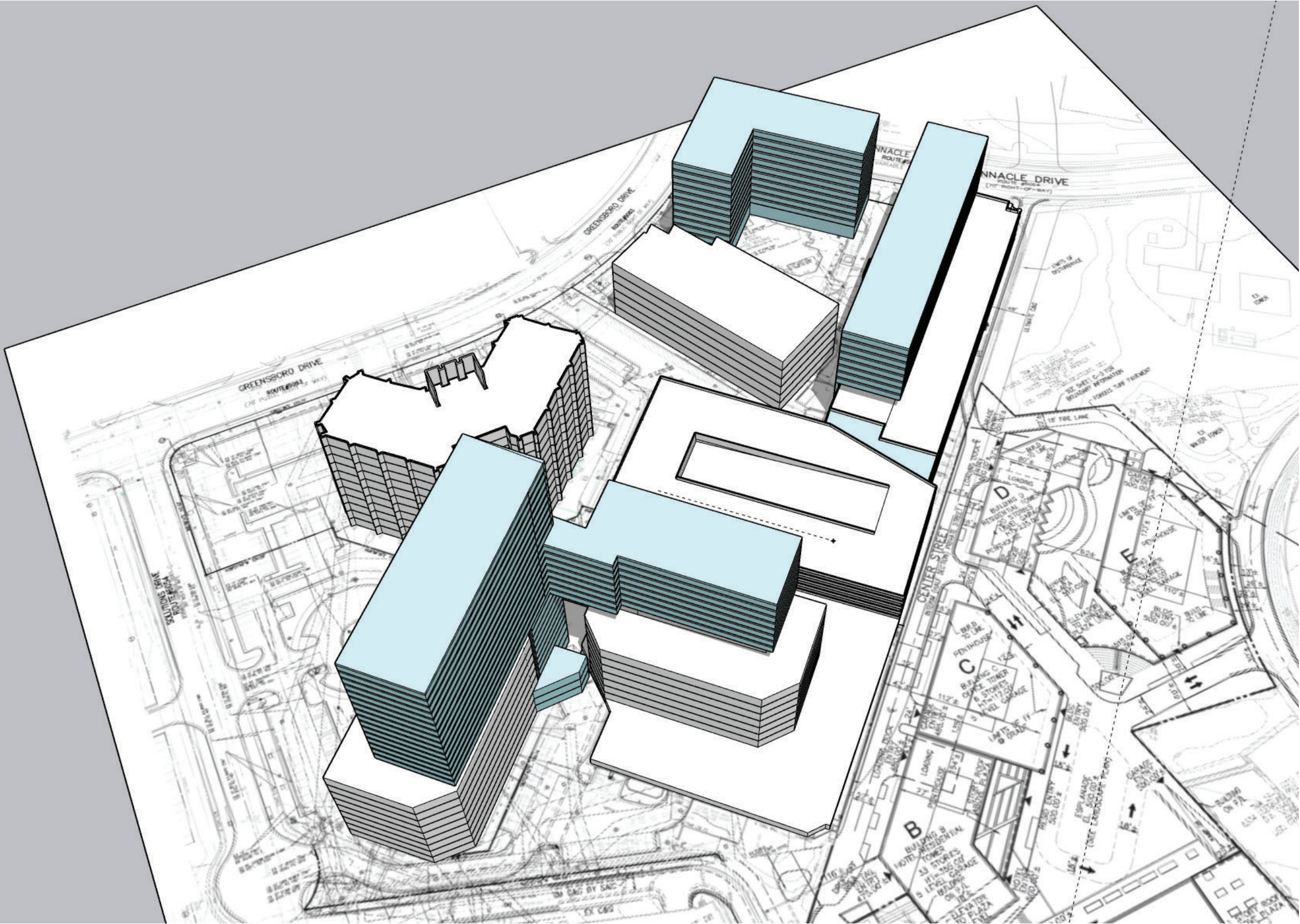


PROPOSED INITIAL PHASE | MODEL VIEW

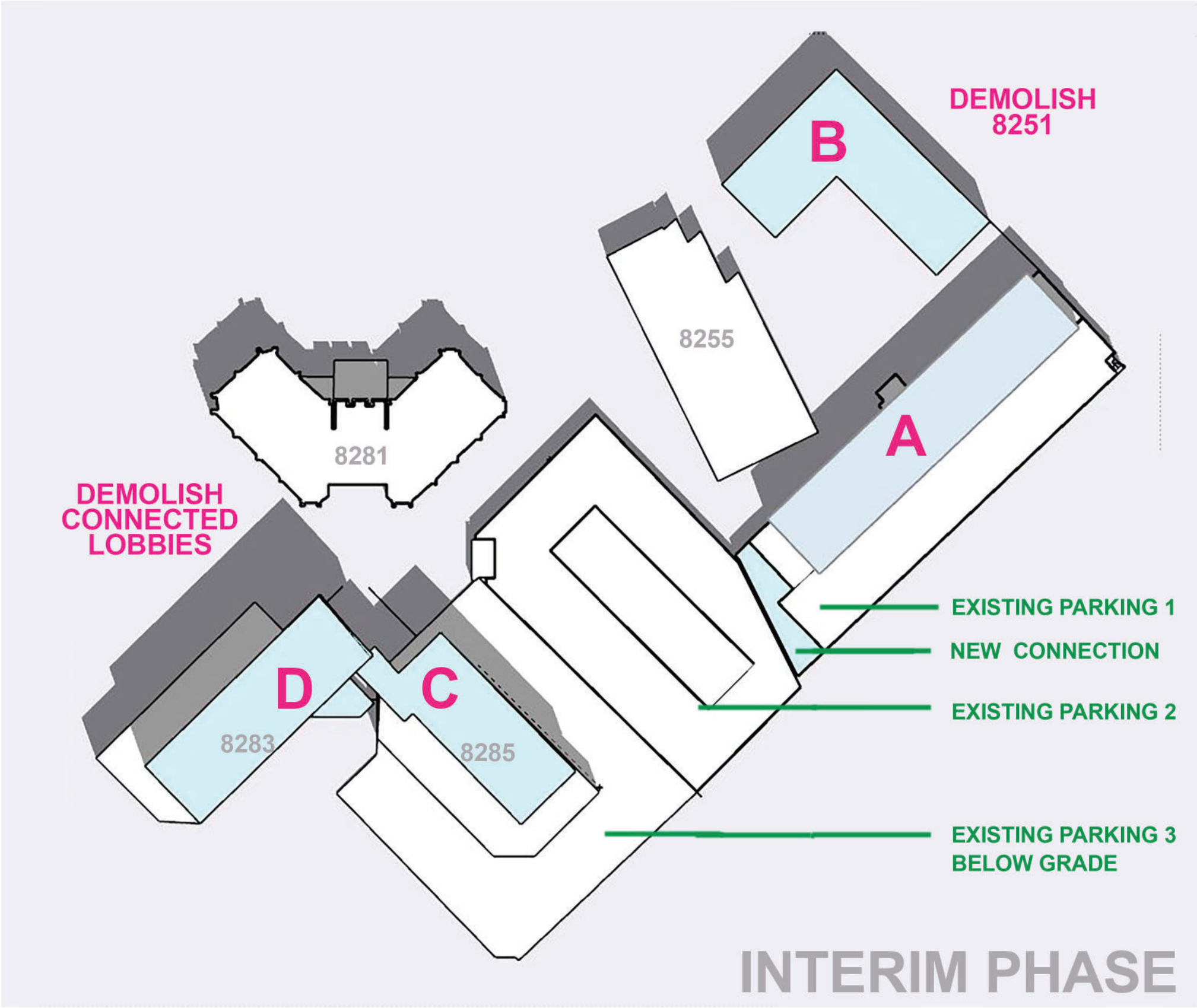
BORO EAST MASTER PLANNING | GREENSBORO DRIVE, TYSONS, VIRGINIA



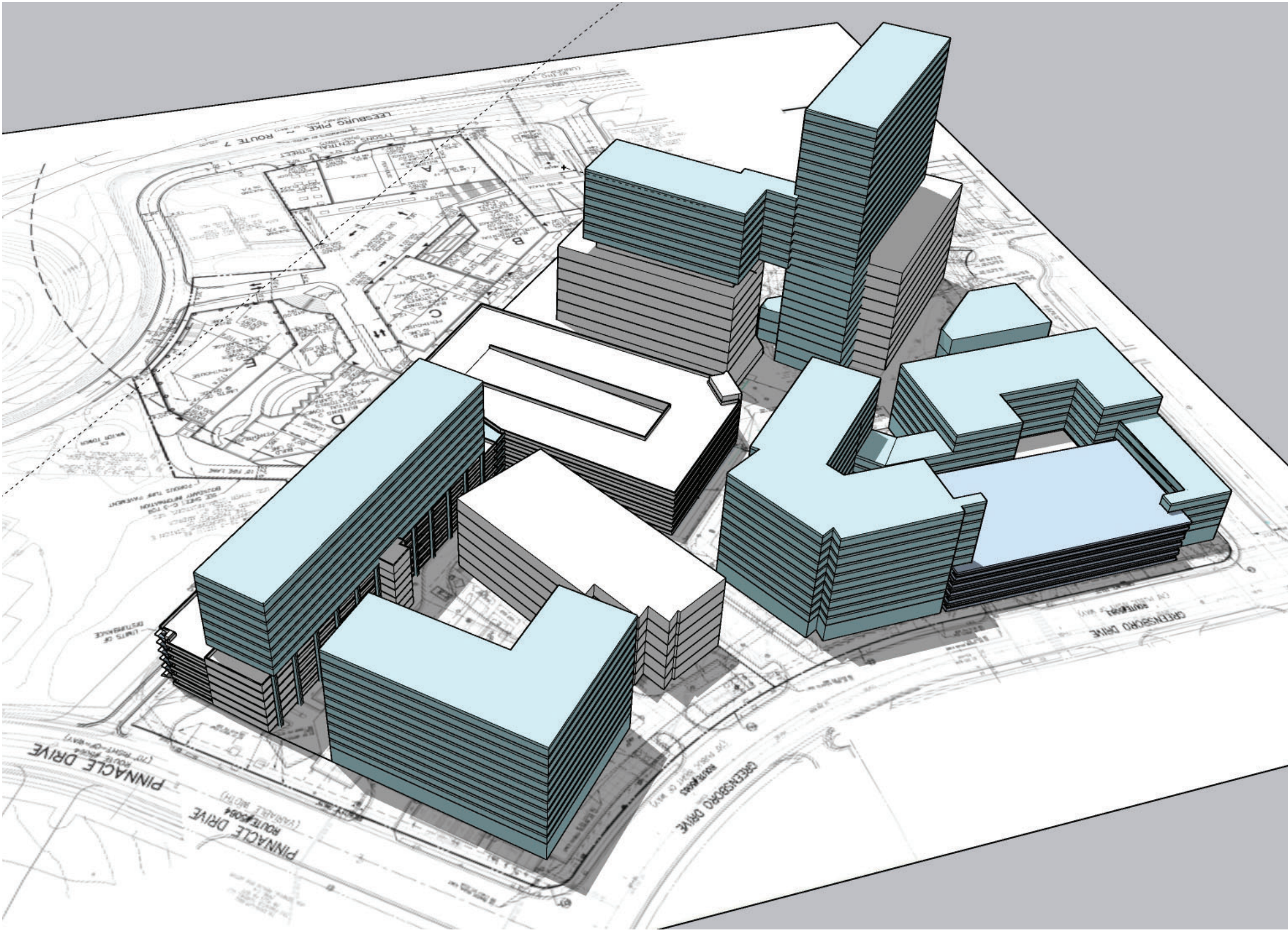
PROPOSED INITIAL PHASE



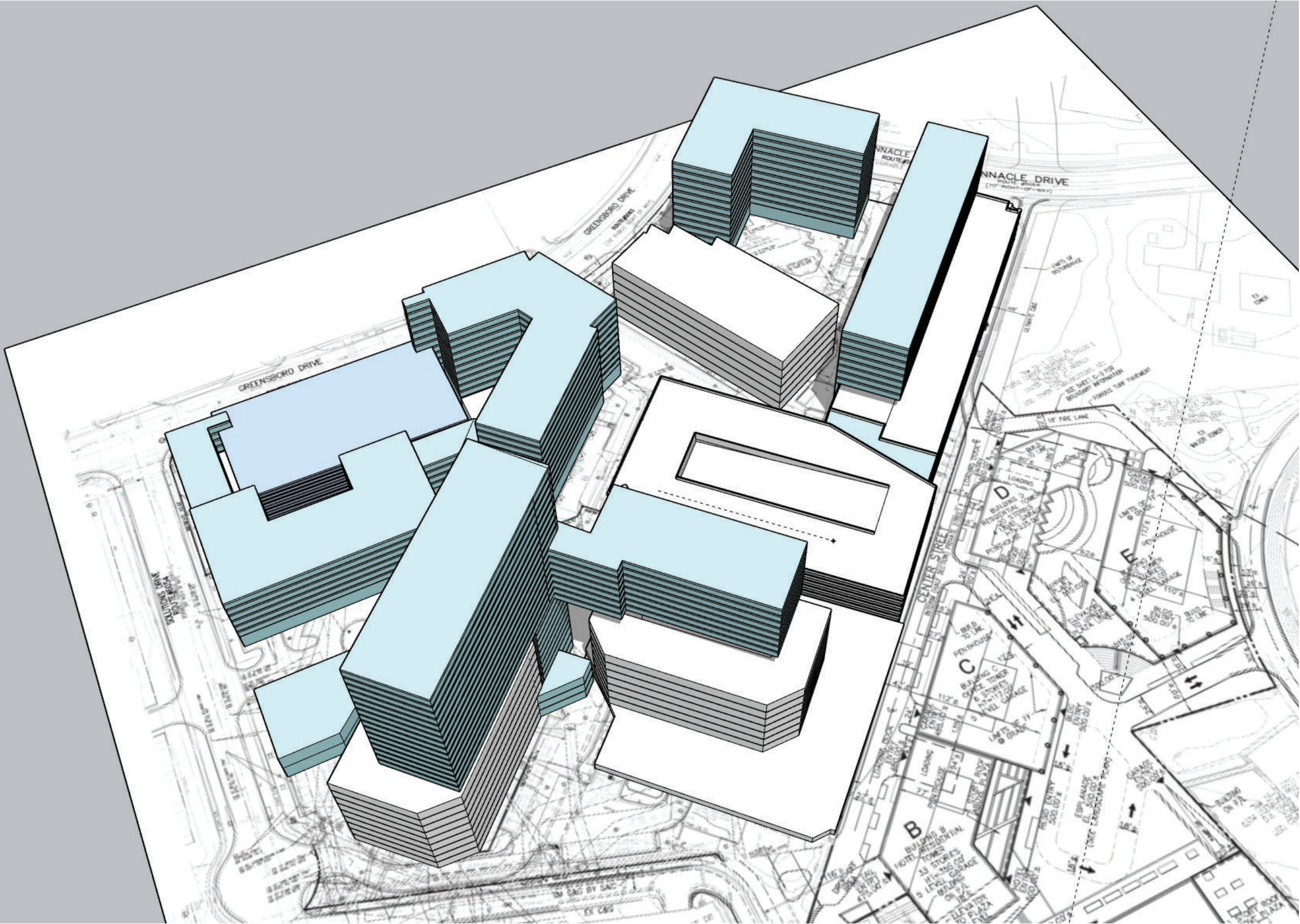
PROPOSED INTERIM PHASE | MODEL VIEW



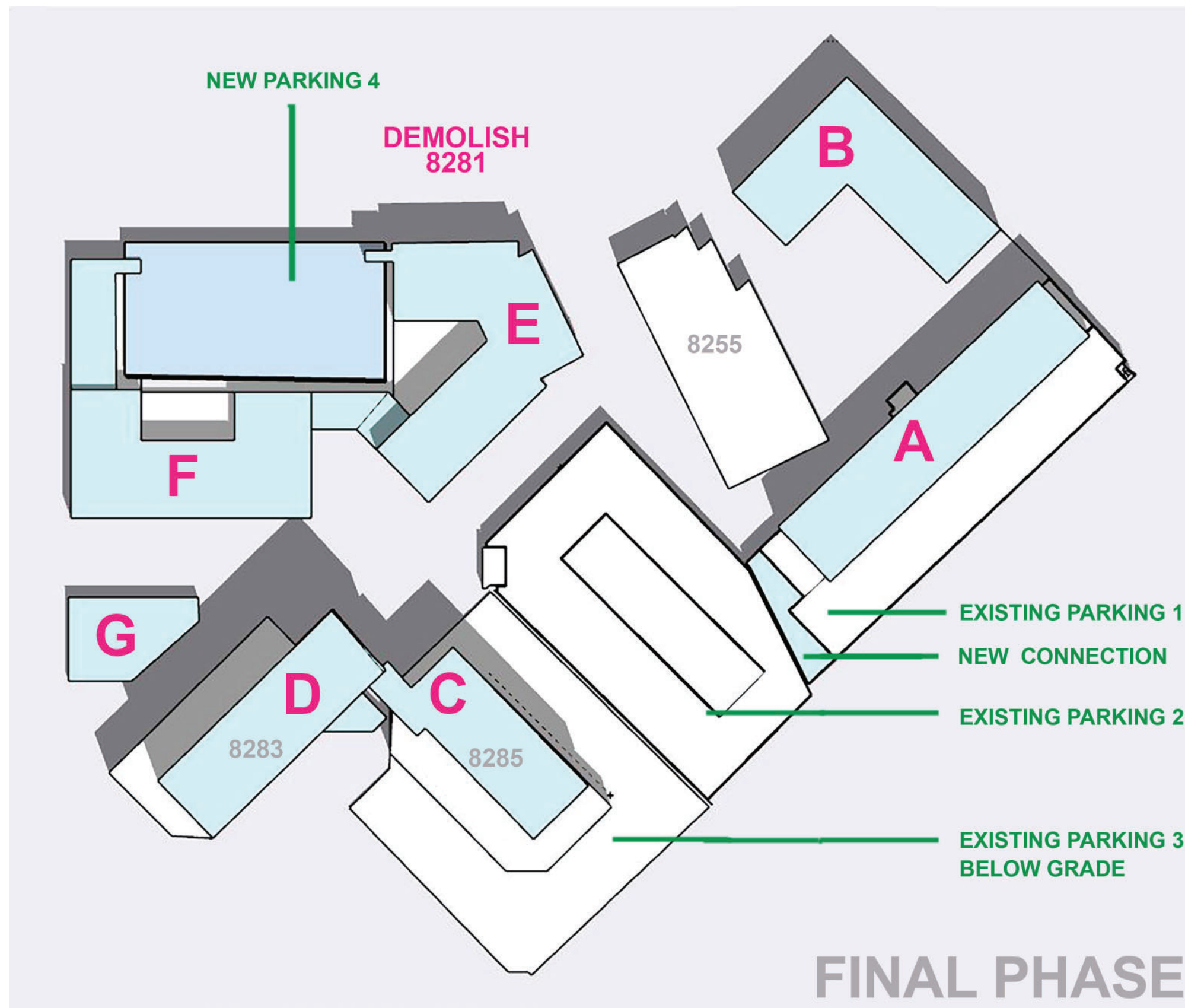
PROPOSED INTERIM PHASE



PROPOSED FINAL PHASE | MODEL VIEW 1



PROPOSED FINAL PHASE | MODEL VIEW 2



DEVELOPMENT SUMMARY

567,967 S.F. SITE AREA

(3.37 FAR PROPOSED)

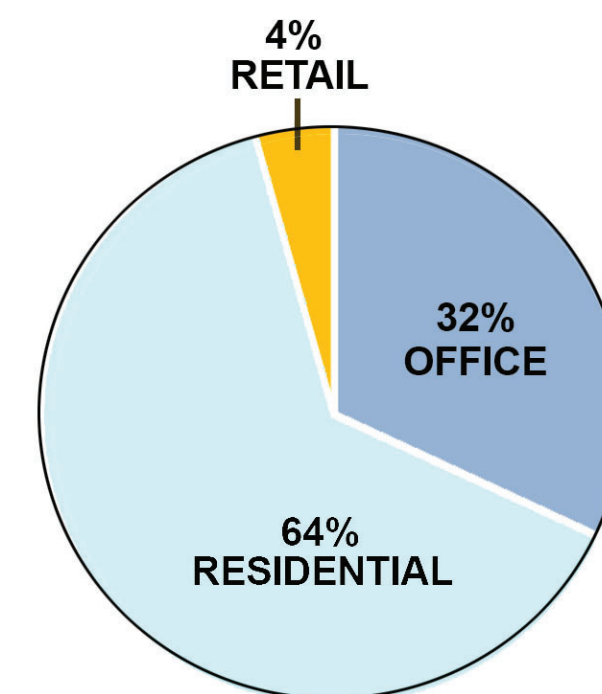
1,914,215 S.F DEVELOPMENT

96,000 S.F. RETAIL

611,000 S.F. OFFICE SPACE

974 RESIDENTIAL UNITS

3,291 PARKING SPACES
(150 CARS | OVERFLOW AND MONTHLIES FOR METRO)



PROPOSED FINAL PHASE

FINAL PHASE OFFICE					
	BUILDING NUMBER	FLOOR AREA	# OF FLOORS	TOTAL AREA	2.1 CARS 1,000 SF
DEMOLISHED	8251				
	8255	20,965	10	209,650	440
DEMOLISHED	8281				
	8283	21,132	10	211,320	444
	8285	21,132	9	190,188	399
TOTAL OFFICE AREA				611,158	
TOTAL PARKING REQUIRED FOR OFFICE USE					1,283

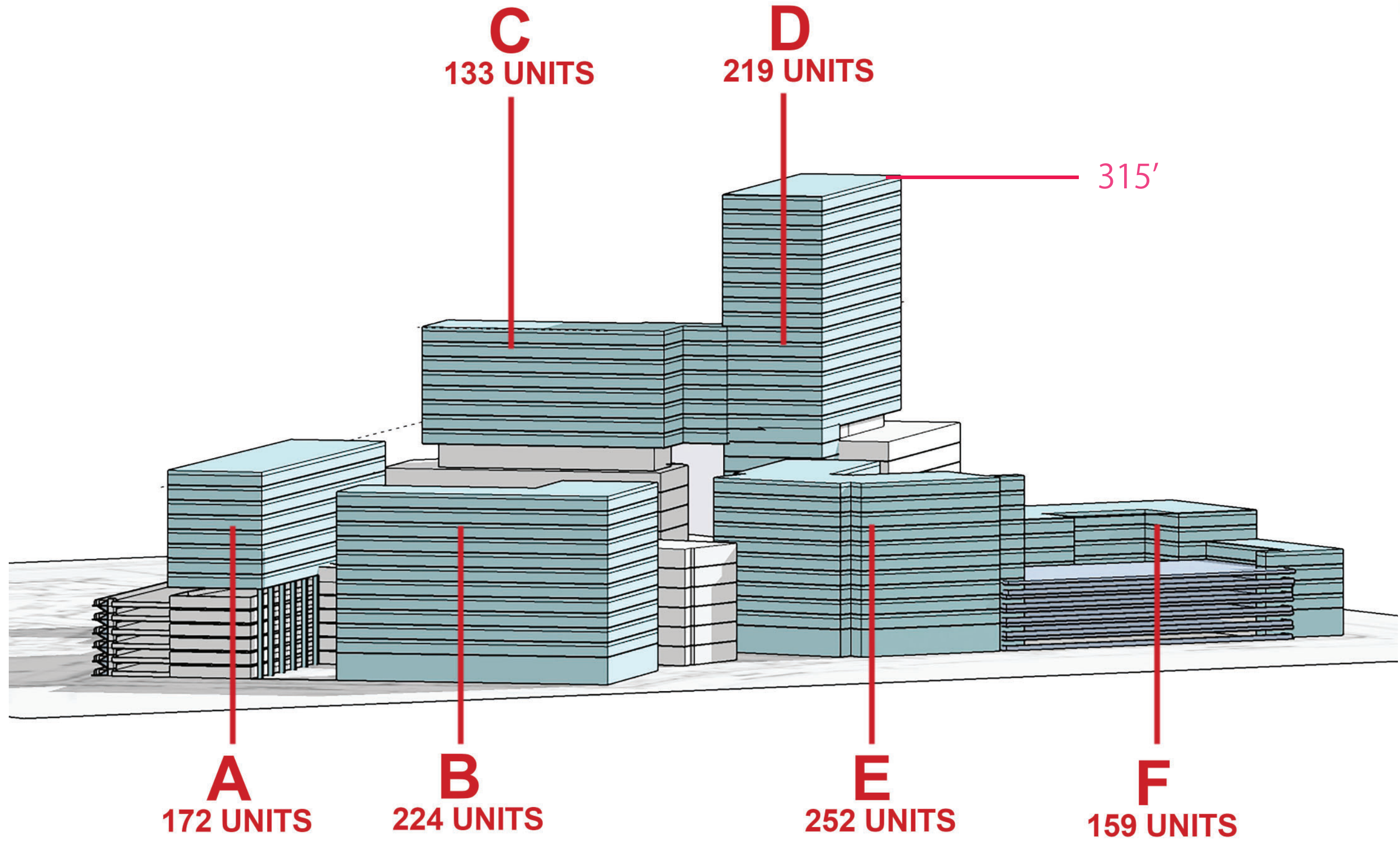
FINAL PHASE RESIDENTIAL						
BUILDING NAME	FLOOR AREA	# OF FLOORS	TOTAL AREA	# OF UNITS	1.2 1050 SF UNIT	
A	23,100	8	184,800	176	211	
B	19,600	12	235,200	224	269	
C	13,950	9	125,550	120	143	
D	16,400	14	229,600	219	262	
E	VARIES	4 - 10	265,113	252	303	
F	VARIES	4 - 6	166,794	159	191	
TOTAL RESIDENTIAL AREA			1,207,057	974		
TOTAL PARKING REQUIRED FOR RESIDENTIAL USE					1,379	

FINAL PHASE RETAIL		
BUILDING NAME	RETAIL AREA	4 1000 SF
8255	10,600	42
A		
B		
C	20,700	83
D	11,500	46
E	11,700	47
F	25,800	103
G (2 LEVELS)	15,700	63
TOTAL RETAIL AREA		96,000
TOTAL PARKING REQUIRED FOR RETAIL USE		259

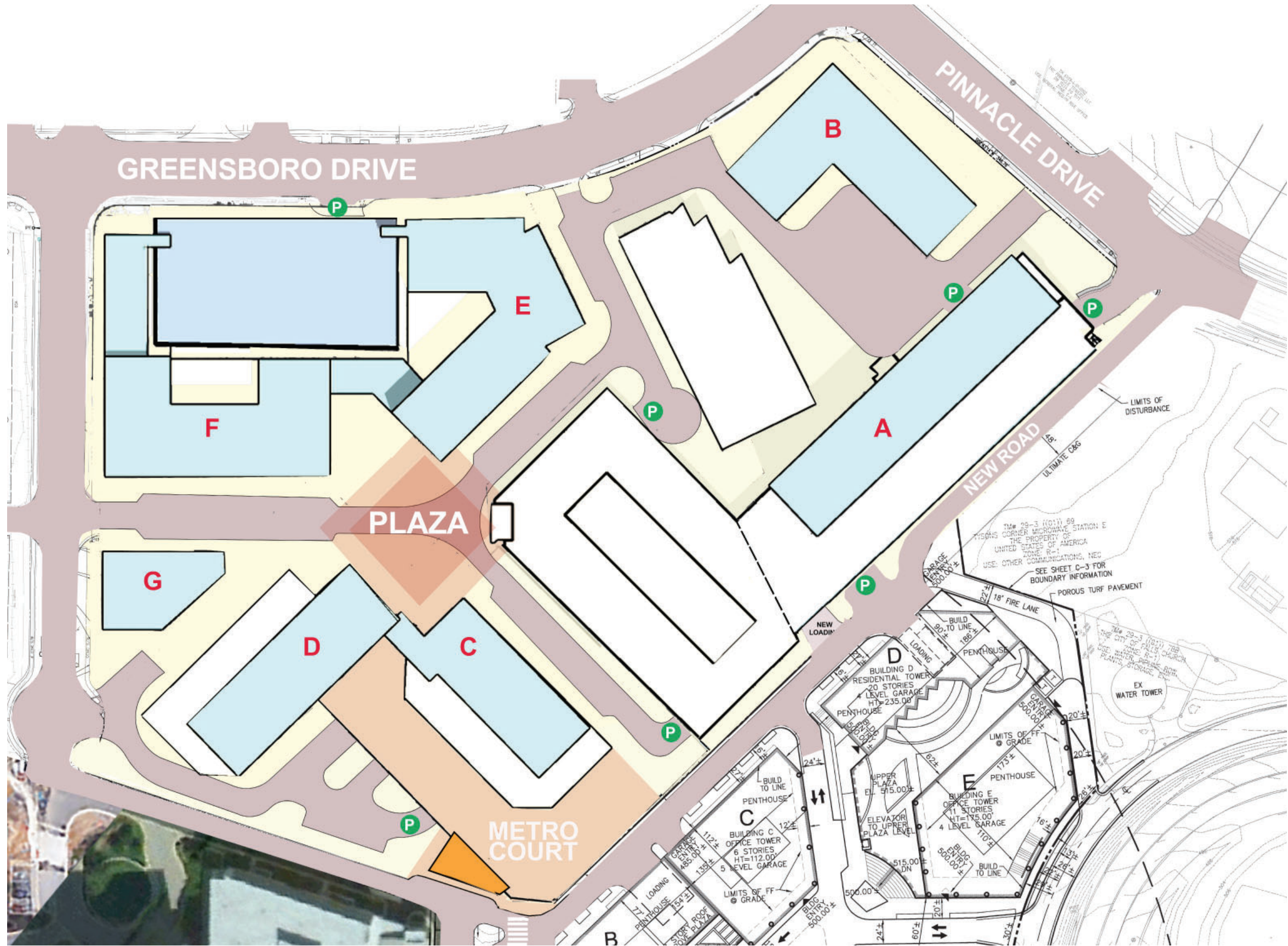
PARKING			
	LEVELS ABOVE	LEVELS BELOW	TOTAL PARKING
PARKING STRUCTURE 1	6		560
PARKING STRUCTURE 2	6		1255
CONNECTING PARKING 1 AND 2	6		54
PARKING STRUCTURE 3		4 (ASSUMED)	800
NEW PARKING STRUCTURE 4	6		570
SURFACE PARKING			52
TOTAL PARKING PROVIDED			3,291
TOTAL PARKING REQUIRED			2,922
POSSIBLE OVERFLOW PARKING			369
369-150 (VISITORS AND MONTLIES = 219 /1.2 CARS/UNIT = 182 MORE APARTMANTS			

FINAL PHASE AREAS

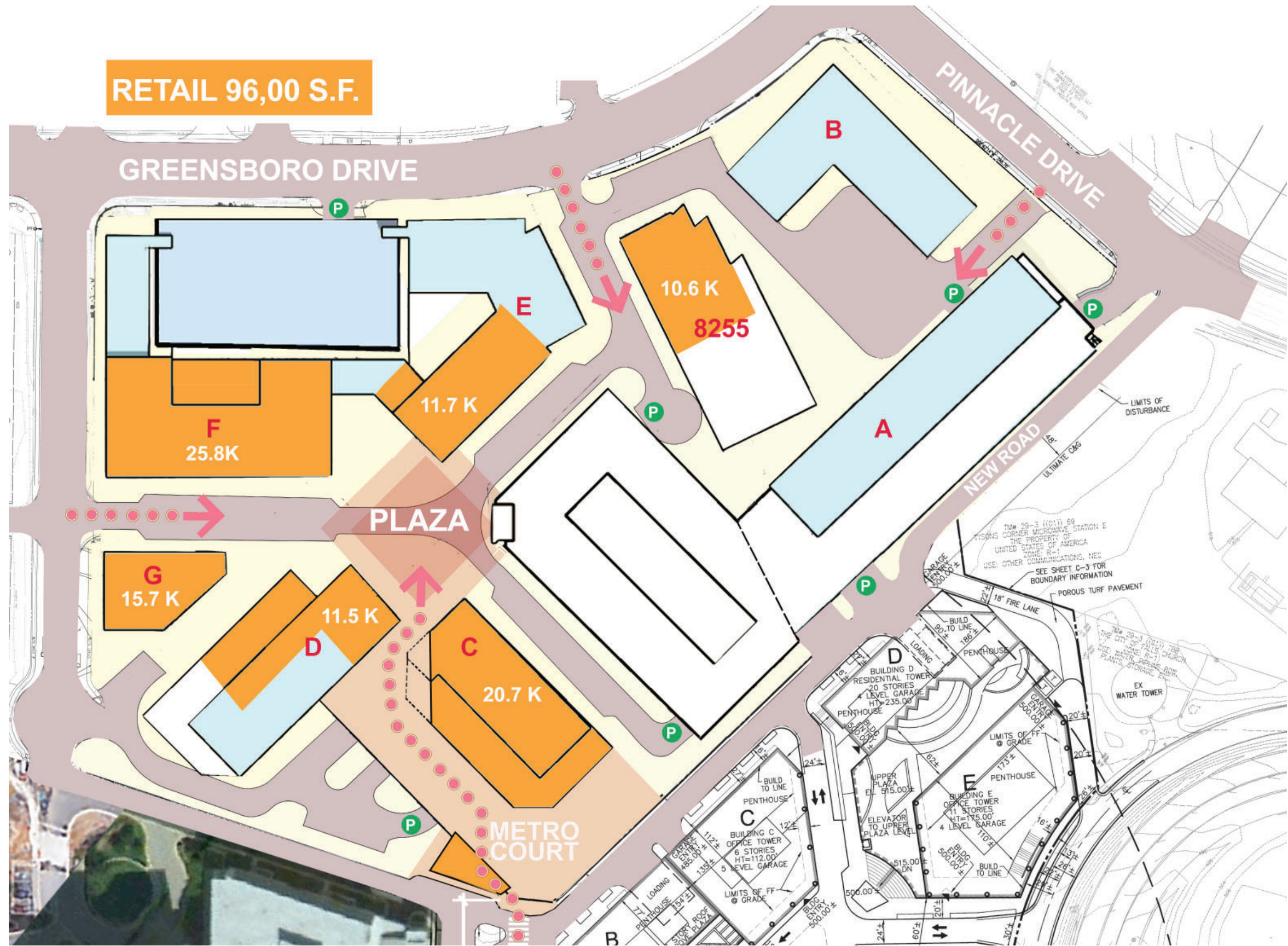
M:\MKT\CONCEPT\Erju\TomD\East BORO\ boreast.indd Copyright ©2022, Davis Carter Scott | DCS Design | All rights reserved.



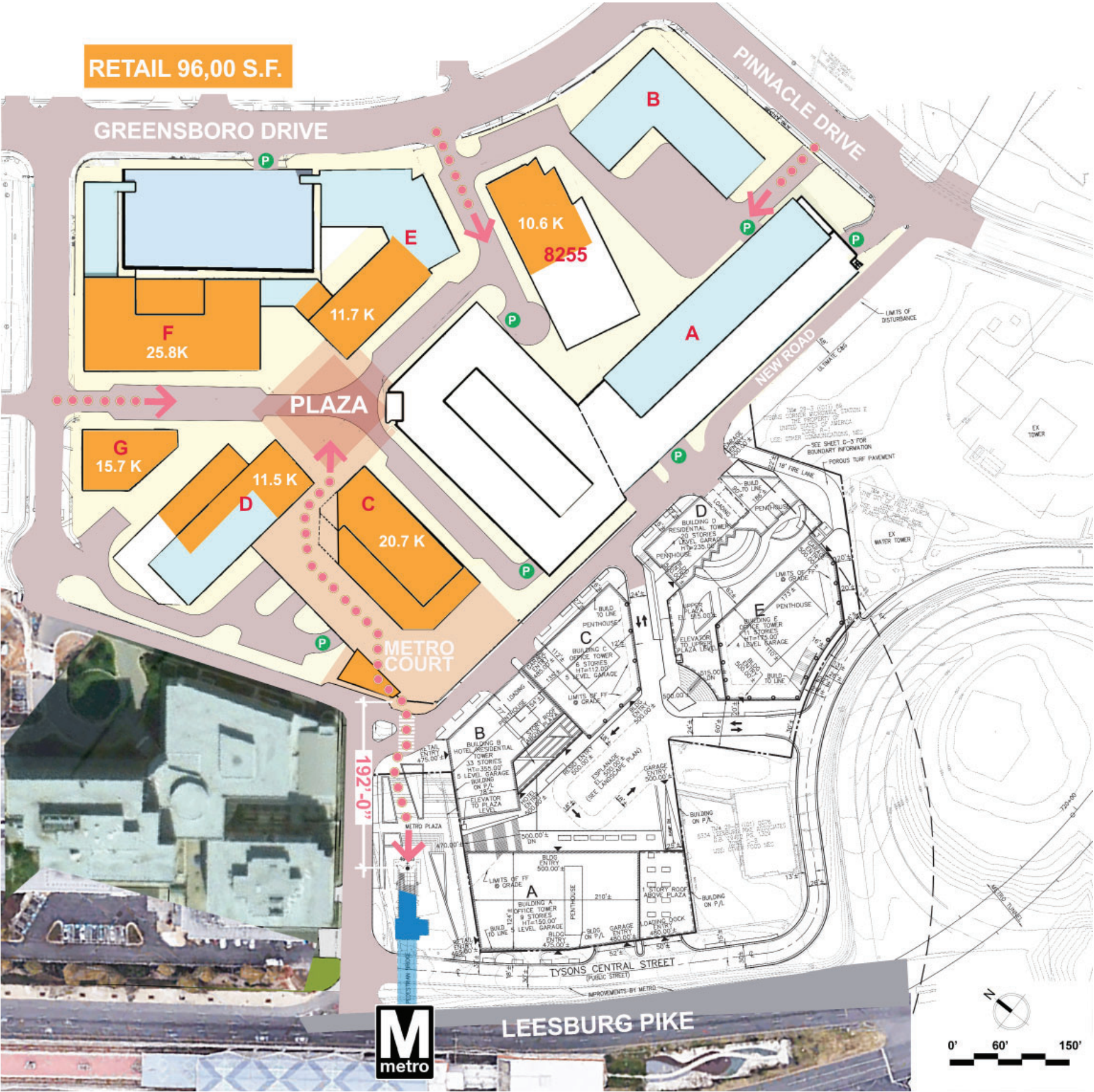
FINAL PHASE | RESIDENTIAL UNITS



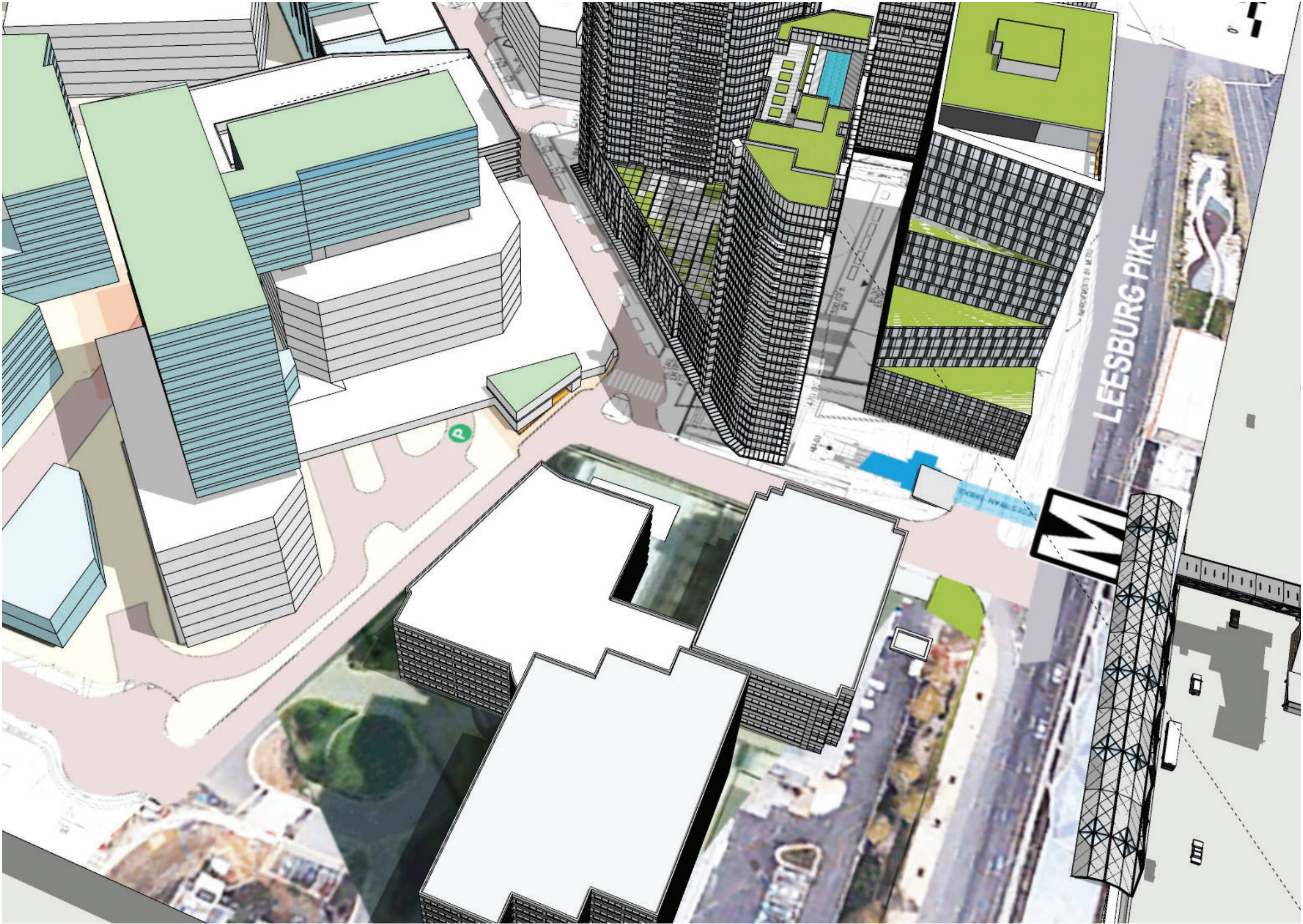
FINAL PHASE | SITE PLAN



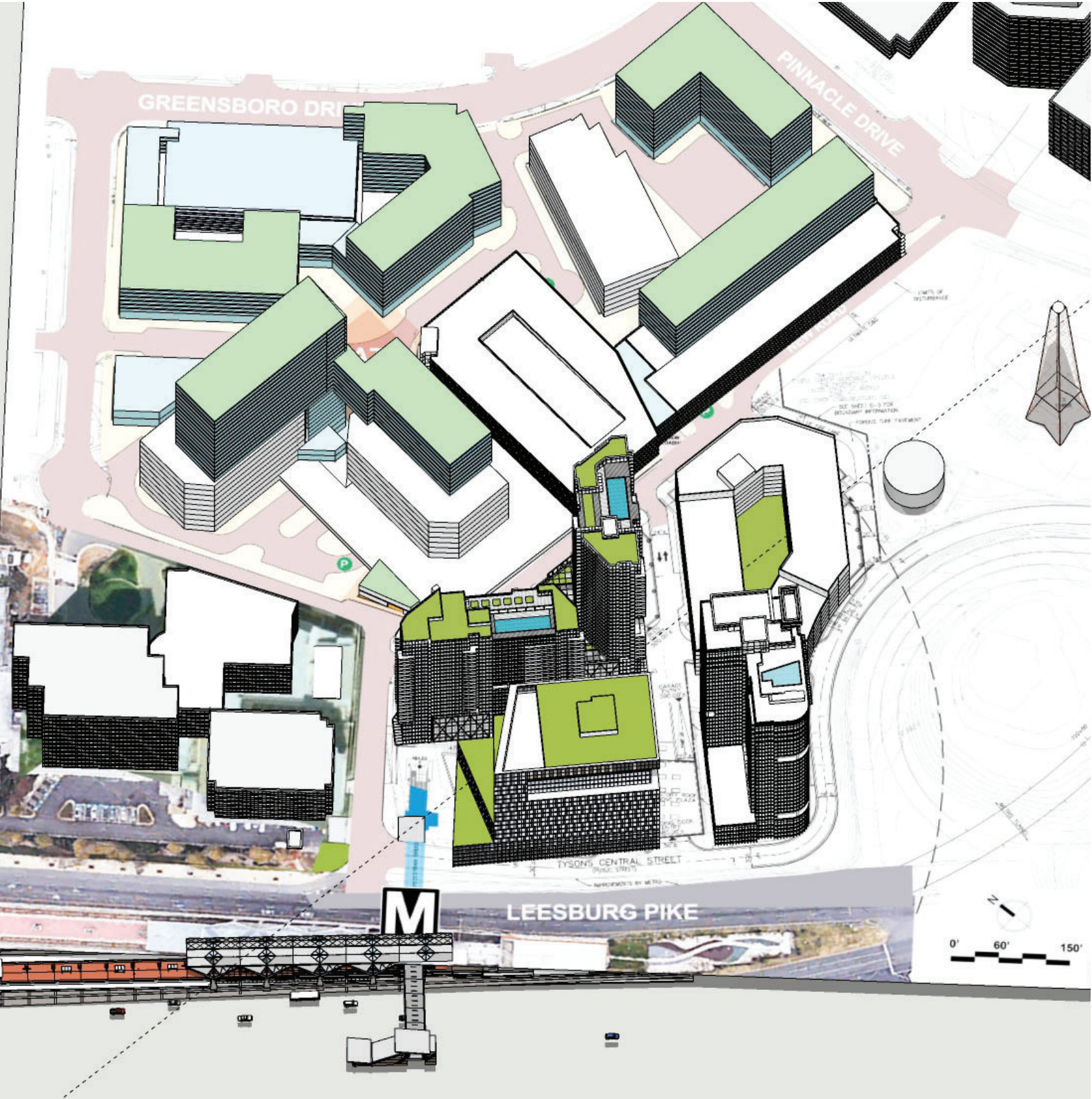
FINAL PHASE | RETAIL PLAN



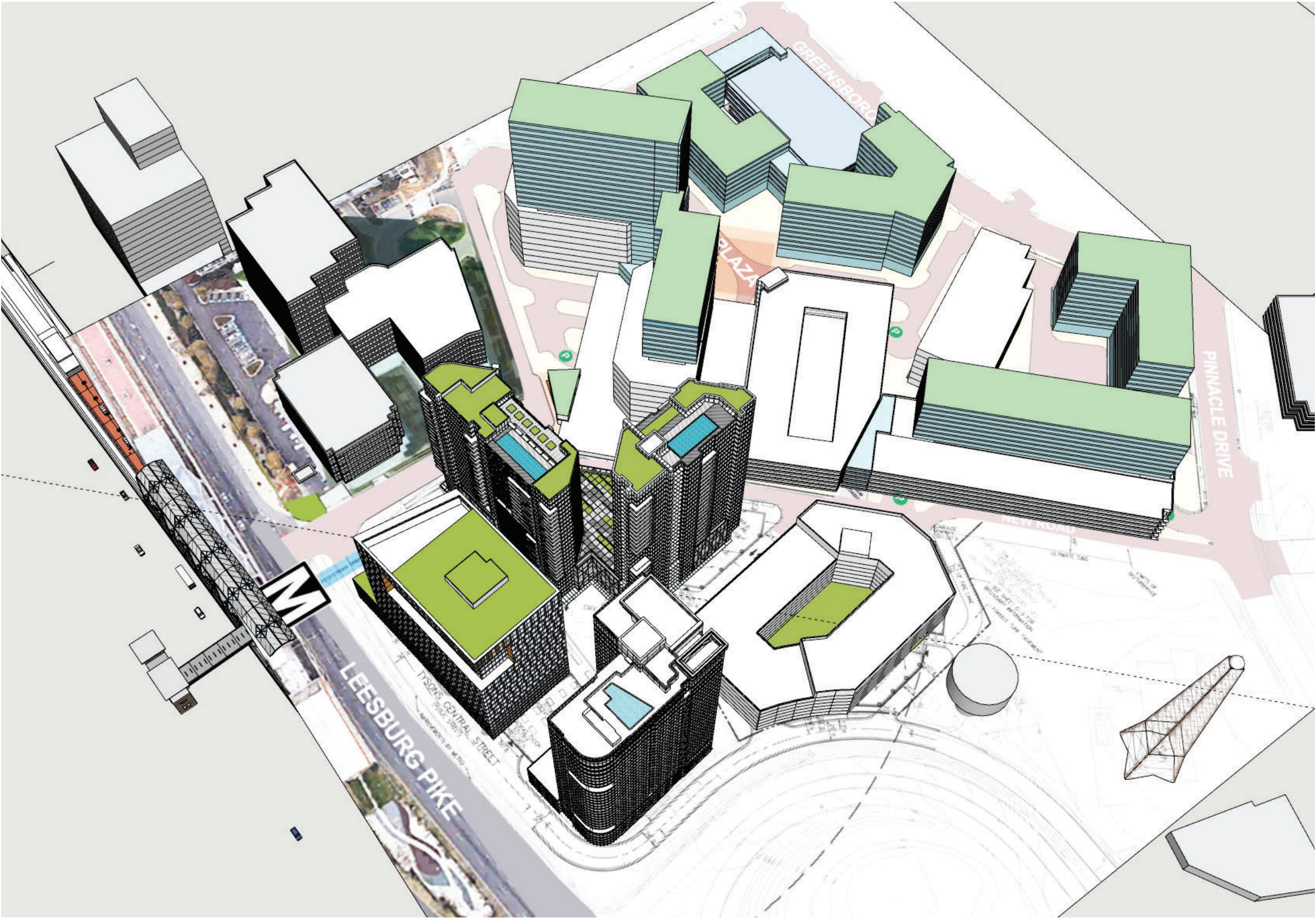
FINAL PHASE | CONNECTIVITY



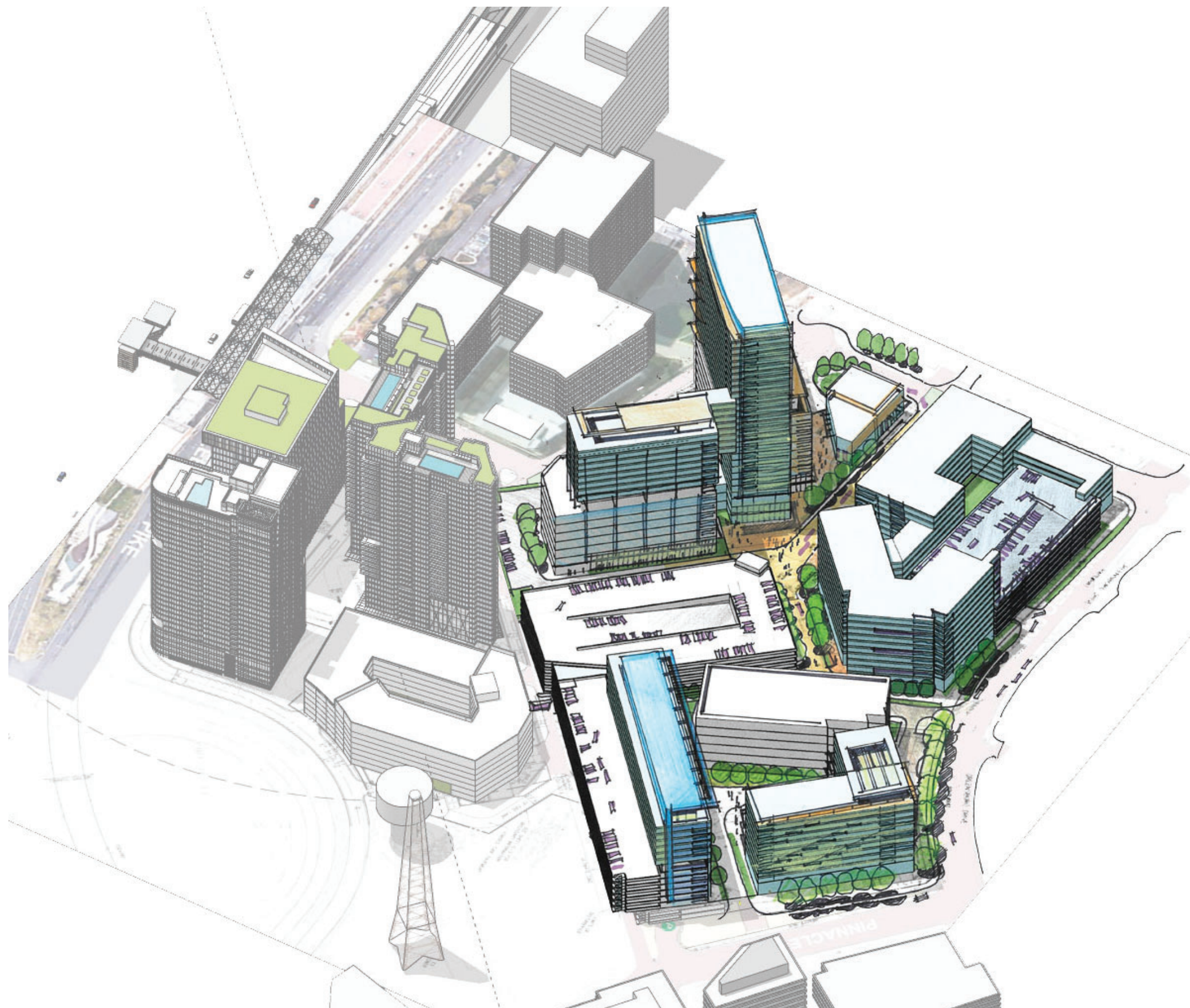
FINAL PHASE | METRO CONNECTION



FINAL PHASE | CONTEXT MODEL VIEW 1



FINAL PHASE | CONTEXT MODEL VIEW 2



Property Owner Consent Letter

October 18, 2022

Fairfax County Department of Planning and Development
Planning Division
12055 Government Center Parkway, 7th Floor
Fairfax, VA 22035

Re: SSPA Nomination for The Boro - East

To Whom it May Concern:

The Meridian Group, through the undersigned entities, is the owner of property located in Tysons at 8251, 8281, 8283, and 8285 Greensboro Drive (Tax Map: 29-3 ((15) 002, 3A, 3B, and 3C1) (the "Property"), which is being nominated for a Comprehensive Plan land use change as a part of the 2022-2023 Site Specific Plan Amendment Process. We have reviewed the subject nomination and consent to the property being submitted for consideration. Furthermore, we understand the expectations for the process and we are willing to participate in the review, analysis, and community engagement, as needed.

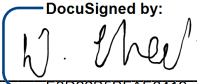
We do hereby authorize Kedrick Whitmore and Zachary G. Williams and Venable LLP to act as agents in the furtherance of this nomination and all related applications on the Property.

Sincerely,

TMG TMC 4 LLC

Approved By: Tom Boylan

(Owner of 8285 Greensboro Drive (29-3 ((15)) 3C1)

By: 
E3D22B5BFAE6419...

TMG TMC 5 LLC

(Owner of 8283 Greensboro Drive (29-3 ((15)) 3B)

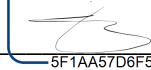
By: 
0AB2B05289F24DD...

TMG TMC 3 LLC

(Owner of 8281 Greensboro Drive (29-3 ((15)) 3A)

By:

DocuSigned by:

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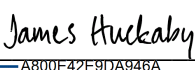
5F1AA57D6F584E7...

TMG TMC 1 AND 2 LLC

(Owner of 8251 Greensboro Drive (29-3 ((15)) 2)

By:

DocuSigned by:

A blue ink handwritten signature, "James Huckaby", is written over a horizontal line.

A800E42E9DA946A...

seamlessly from one place to the next. The connectedness and uniqueness of each place will be mutually supportive, creating a 24-hour urban center of great vitality.

TOD Districts

Each of the four station areas is considered a TOD District, and is described briefly below.

Tysons West: Tysons West should be a signature gateway to the urban center. Streets leading to and from the Spring Hill Metro station are expected to redevelop with retail uses, drawing people off Metrorail and into the neighborhoods. In addition, Tysons West is an optimal location for an arts and entertainment district, including restaurants and entertainment options that stay open after the workday ends.

Tysons Central 7: Tysons Central 7 District, surrounding the Greensboro Metro station, has two subdistricts, separated by Leesburg Pike. The North Subdistrict is oriented towards Greensboro Drive and is envisioned to be a vibrant 24-hour mixed use center with a high concentration of office space. The South Subdistrict is oriented towards Leesburg Pike and is envisioned as a civic center with a mix of public, residential and commercial uses.

Tysons Central 123: Tysons Central 123 is located to the north and south of the Tysons Corner Metro station. This district contains two major shopping malls and will remain the region's signature shopping destination. Redevelopment is expected to add street-front, ground floor retail and entertainment, and high-rise residential buildings. In addition, high-rise hotel and conference facilities will provide services to local residents and will be a short walk from the office concentration in the Tysons Central 7 District.

Tysons East: Tysons East, located around the McLean Metro station, serves as a signature gateway for those entering the urban center from the east. The defining focus of Tysons East will be Scotts Run, which is envisioned to transform into a great urban park surrounded by mixed use development, including office, residential, hotel, support retail and service uses. In addition, the area could include institutional and public uses, such as educational and recreational facilities.

Non-TOD Districts

The four Non-TOD Districts are generally located between TOD Districts and the edges of Tysons that are adjacent to surrounding residential communities. Each is described briefly below.

West Side: The West Side District is developed with two residential neighborhoods and includes the Old Courthouse Spring Branch stream valley park as a key feature. Because of its location on the edge of the urban center, this district serves as a transition from planned high intensity mixed use in the Tysons West and Tysons Central 7 TOD Districts to the single-family neighborhoods just outside of Tysons.

Old Courthouse: The Old Courthouse District will have smaller scale office buildings and residential developments than TOD Districts and will serve as a transition area between the Tysons Central 123 District and the neighboring communities. With additional infill and redevelopment, portions of this district will evolve into a neighborhood that supports an active 24-hour environment where people go to restaurants or stores after work.

2050. This iteration of the Tysons Plan focuses on a 20 year period of redevelopment while providing a framework for growth beyond the year 2030¹. Ultimately, the desired land use mix will provide a ratio of four jobs for every household in Tysons – a significant improvement over the ratio of approximately thirteen jobs for every household in 2010. This greater mix of uses throughout Tysons will promote walking by providing more people with the opportunity to live near their jobs and other everyday destinations.

In the future, most areas of Tysons should have a mix of land uses. This mix will include many of the same land uses that existed in Tysons, including residences, offices, retail stores, hotels, and public facilities. However, the land use concept promotes the redevelopment of uses such as car dealerships and strip retail centers into more efficient, higher intensity land uses. Consideration should be given to incorporating retail and service uses, car dealerships, and compatible industrial businesses into new mixed use buildings.

Providing a mix of uses, either in a single building or within a distance of two to three blocks, will reduce the separation among residents, workers, and services, encouraging people to walk or take transit rather than drive to fulfill many of their daily needs. People will be able to engage in routine errands and find restaurants, entertainment, and shopping all within walking distance of their homes, offices and transit. Ground floor retail and convenience services will be essential for residential neighborhoods. Housing can also be successfully co-located with public facilities, such as schools, libraries, and fire stations.

Land Use Categories and Map

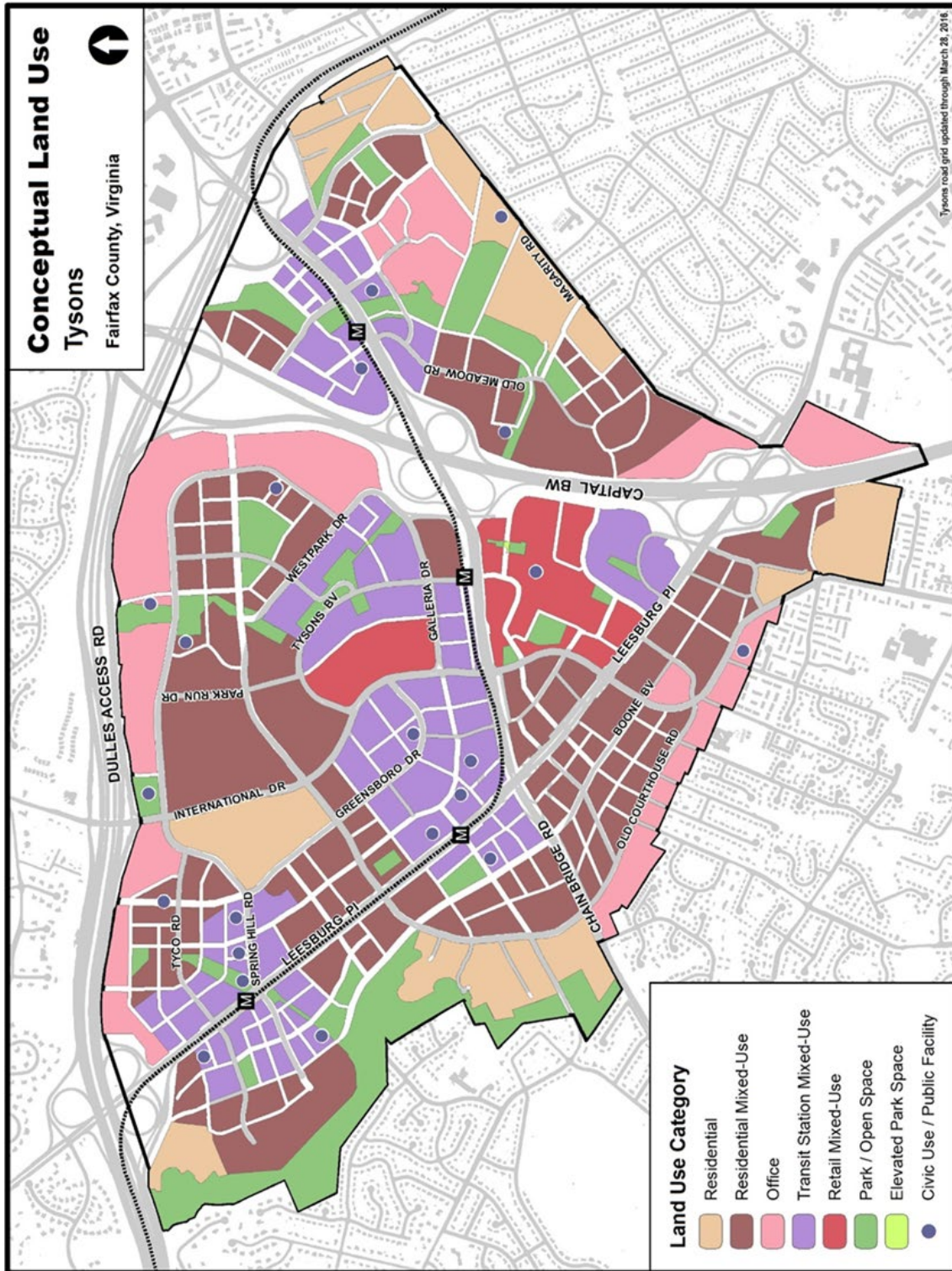
Most of the new office uses built in Tysons are intended to be concentrated in mixed use developments within 1/4 mile of the Metro stations. The areas beyond 1/4 mile of the stations should be developed primarily with multifamily housing units. This pattern reflects studies of transit-oriented development which have found that people going to and from their homes will walk farther to transit than people going to and from their jobs.

The following land use categories correspond to the proposed conceptual land use pattern, shown on Map 3. These categories indicate a general proportion of uses; however, the appropriate mix will be evaluated on a case-by-case basis during the development review process. Projects that contain more than one land use category may be granted flexibility in the location of uses as long as the overall land use mix is consistent with the proportions recommended for the entire project area.

In some cases, the District Recommendations provide multiple land use options that are associated with different intensities. The conceptual land use map generally reflects the highest intensity redevelopment option.

Transit Station Mixed Use: These areas are generally located near the Metro stations. They are planned for a balanced mix of retail, office, arts/civic, hotel, and residential uses. The overall percentage of office uses throughout all of the Transit Station Mixed Use areas should be approximately 65%. This will help Tysons maintain a balance between land use and the necessary transportation infrastructure. Individual developments may have flexibility to build

¹ In 2010, it was estimated that by the year 2030 Tysons could have approximately 167,000 jobs and 44,000 residents.



MAP 3

Note: Planned park spaces are shown conceptually on Map 9.

more than 65% office if other developments in the category are built or rezoned with a use mix that contains proportionately less office. The residential component should be on the order of 20% or more of the total development. It is anticipated that the land use mix will vary by TOD District or subdistrict. Some districts or subdistricts will have a concentration of offices and other areas will have a more residential character.

Retail Mixed Use: These areas are planned for regional and sub-regional retail centers that should be a mix of residential, office, hotel, and arts/civic uses. The residential component should be on the order of 20% or more.

Office: These areas are planned almost exclusively for office uses. Supporting retail and service uses, such as hotels, adult/child daycare, and restaurants, are also encouraged in these areas. Educational and institutional uses are encouraged, as well.

Residential Mixed Use: These areas are primarily planned for residential uses with a mix of other uses, including office, hotel, arts/civic, and supporting retail and services. These complementary uses should provide for the residents' daily needs, such as shopping and services, recreation, schools and community interaction. It is anticipated that the residential component should be on the order of 75% or more of the total development.

Residential: These areas are planned almost exclusively for residential uses, including multifamily housing and townhouses. Supporting retail uses are allowed and should be compatible with and integrated into the character of the neighborhood.

Civic Use or Public Facility: These areas are planned for public uses, such as a library, school, arts center, or community center. These uses may be in a stand-alone building or located within a commercial or residential building. The conceptual land use pattern shows the planned locations for civic and public uses identified in the Public Facilities section. In addition, civic or public facilities may also be located in areas planned as Retail Mixed Use, Office Mixed Use or Residential Mixed Use.

Parks/Open Space: These areas are planned for passive and active park land and urban open spaces such as plazas and pocket parks. In instances when intensity credit is given for dedicating land for a park or open space, the land use mix applied to the intensity credit should be consistent with the land use category of an adjacent area. Additional guidance on parks and open space can be found in the Parks and Recreation section.

TIERED INTENSITY

A key ingredient for transforming Tysons is to strategically use intensity to maximize the benefits of Metrorail and transit and to create sustainable, walkable urban environments. This objective is consistent with the county's policy on transit-oriented developments. Intensity can also be an important economic incentive by encouraging the redevelopment of auto-dependent uses, thereby strengthening Tysons' status as Fairfax County's Urban Center.

The land use concept for Tysons links intensity to transit accessibility based on how far most people are willing to walk to and from transit. Expressed as floor area ratio (FAR), the proposed levels of intensity are primarily based on distance from Metrorail stations. Development is planned to be most intense in the areas nearest the stations and least intense at

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.

NORTH TYSONS CENTRAL 7 SUBDISTRICT

The North Subdistrict is comprised of about 102 acres, and is generally bounded by Leesburg Pike on the west, International Drive on the north and east, and Chain Bridge Road on the south. This area contains the highest natural elevation in the county, which make its skyline visible from great distances. Office use is the predominant land use in the subdistrict. Two hotels are situated at opposite ends of the area, one on the east side and one on the west. In addition, a small number of freestanding retail uses are concentrated in the area adjacent to the Leesburg Pike/Chain Bridge Road interchange, which is also the location of a water tower and a U.S. Army Communications Tower. Since the tower has a strategic location near the highest point in Fairfax County, the communications tower function is expected to remain, although it is desirable that the tower itself be removed and its functions incorporated onto the top of a new building or buildings.

Base Plan

This area is planned for office with support retail and service uses at intensities up to 1.65 FAR. The exception is the area adjacent to the Leesburg Pike/Chain Bridge Road interchange, which is planned for and developed with retail uses and two existing public facilities (a communication tower and water tower).

Redevelopment Option

The area will continue to have one of the highest concentrations of office space in Tysons, which has made this cluster of business activity a desired address for businesses seeking signature headquarters buildings. However, the subdistrict is envisioned to become a vibrant 24-hour mixed use area with an increased intensity and diversity of land use including more office and hotel use and the addition of residential and retail uses.

A Common Green type urban park of at least one acre in size should be provided in the area between Leesburg Pike and Greensboro Drive as generally shown on the Land Use Concept Map. It should be large enough for open-air activities. Public art and water features are encouraged to make the space appealing and attractive. The Land Use Concept Map also shows that other open space amenities should be provided throughout the area.

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

- The vision for this subdistrict is to remain one of Tysons' greatest concentrations of office space, with the provision of more office buildings with highest intensities near the Metro station. However, to become a vibrant 24-hour area, the area's diversity of land use including hotel, residential and retail uses should be provided at intensities and land use mixes consistent with the Areawide Land Use Recommendations.
- Logical and substantial parcel consolidation should be provided that results in well-designed projects that function efficiently on their own, include a grid of streets and public open space system, and 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 developed with freestanding retail uses that is east of the station (adjacent to the Leesburg Pike/Chain Bridge Road interchange) and west of the existing water tower, full consolidation should be provided in order to address circulation and access needs associated with a significant increase in intensity for this area. If full consolidation cannot be achieved, coordinated proffered development plans encompassing most of this area may be an appropriate alternative if critical vehicular circulation improvements which connect Pinnacle Drive to both Solutions Drive and Route 7 can be provided and if it can be demonstrated that any unconsolidated property can be developed in accordance with the Plan. Under both circumstances, this area will also need to coordinate access and circulation with the abutting portion of this subdistrict.
 - For the area fronting Leesburg Pike abutting the station to the west and north, the goal for assembling parcels for consolidation or coordinated proffered development plans is at least 20 acres and should include adequately phased circulation and access improvements, as well as providing the area's envisioned mix of uses. In addition, this area will need to provide a Common Green type urban park of about one acre in size to provide active and passive recreation and leisure opportunities for residents and workers as shown on the land use concept map. A consolidation of less than 20 acres should be considered if the performance objectives for consolidation in the Land Use section of the Areawide Recommendations are met.
 - For the area north of Greensboro Drive, consolidation should include two or three properties as needed to provide open space and street grid improvements as shown on the land use concept map.
 - For the area north and west of Westpark Drive, consolidation should occur with property in the abutting Tysons West District.
- 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 for this subdistrict is a new street connecting Westpark Drive to Pinnacle Drive and potentially extending to International Drive, where the new street would align with Tysons Boulevard. Redevelopment along the planned new street alignment should provide the right-of-way and construct the street, in phases if necessary. 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 the Areawide Urban Design and Transportation Recommendations.
- Publicly accessible open space and urban design amenities should be provided consistent with the Areawide Urban Design Recommendations and the urban park and open space standards in the Environmental Stewardship recommendations.
- 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 under the Land Use guidelines.
- 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.
- This subdistrict contains the highest natural elevation in the county, and its skyline is visible from great distances. This subdistrict has some of the tallest buildings in Tysons, and new buildings are expected to contribute to its distinctive skyline. Maximum building heights range from 175 feet to 400 feet, depending upon location, as conceptually shown on the building height map and discussed in the Areawide Urban Design Recommendations. The tallest buildings should be closest to the Metro station with a maximum height of 400 feet.
- 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.