



Existing Neighborhoods

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EXISTING NEIGHBORHOODS



Figure 8.1: Contextual Map

A. Neighborhood Character

The planning principles state that connections and transitions should be provided that are appropriate and protective of the character of surrounding neighborhoods. Each of the neighborhoods surrounding North Potomac Yard has a unique character that should be retained. New development should be compatible with the surrounding neighborhoods.

B. Established Neighborhoods

The neighborhoods located on the west side of Route 1 are generally low-density residential neighborhoods of historical and architectural significance. In particular, the Town of Potomac (which includes portions of the present-day Mount Jefferson and Del Ray communities), was designated a National Register Historic District in 1992. The area began to develop in 1894 as the planned residential communities of Del Ray and St. Elmo, and was incorporated as the Town of Potomac in 1908 before being annexed by the City of Alexandria in 1930. These neighborhoods were some of the first streetcar suburbs in America.

The Lynhaven community is a predominately residential community of single-family, townhouse, and multi-family homes, most of which were constructed in the 1940s to house the largely African-American Potomac Yard railroad workers. North of Lynhaven, constructed as early as 1942, the Hume Springs community now includes a mix single-family, brick row houses, townhouses, and multi-family homes. The Del Ray and Mount Jefferson communities are located just south of Lynhaven on the west side of Route 1 across from landbays G, H, I, and J. The communities include a mix of single-family, duplex, and multifamily homes, and commercial and industrial uses. Activity in this area is centered around Mount Vernon Avenue. Many of the railroad workers at Potomac Yard resided in the Del Ray and Mount Jefferson communities.



Aerial of Lynhaven neighborhood

C. New Neighborhoods

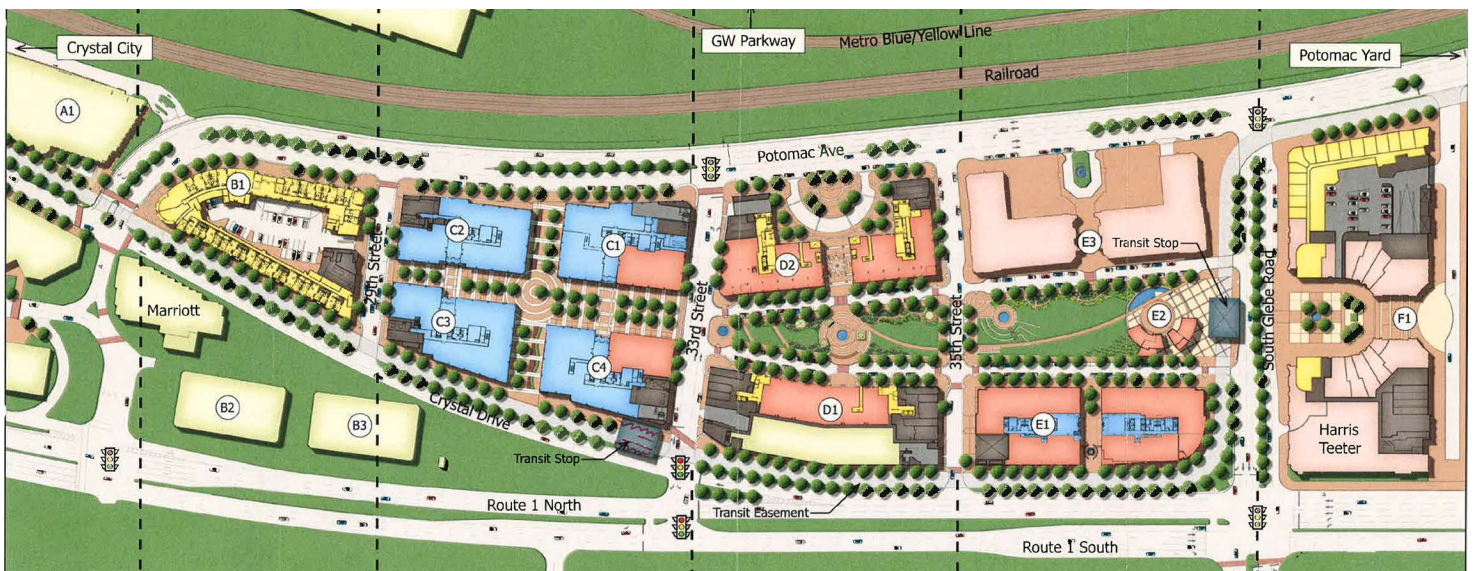
New neighborhoods are also located within the vicinity of North Potomac Yard and include:

- Potomac Yard Arlington
- South Potomac Yard
- Potomac Greens, and
- Route 1 Corridor - Oakville Triangle.

Potomac Yard Arlington - National Gateway

Potomac Yard Arlington is a development which, when complete, will include approximately 2 million sq. ft. of office uses, 225,000 square feet of retail uses, 1,500 multi-family units, and 625 hotel rooms, and nearly 5 acres of new park space.

Building heights will range from approximately 120 to 160 feet.



Potomac Yard Arlington Illustrative Site Plan

South Potomac Yard

South Potomac Yard is a neighborhood with a mix of office, residential, and retail uses. The neighborhood contains approximately 2 million sq. ft. of commercial uses, approximately 1,840 residential units and approximately 145,000 sq.ft. of retail. The building types include mid-rise multi-family buildings, townhouses, office and hotel buildings. The heights within South Potomac Yard currently range from 40 to 44 feet for most townhouses, up to 82 feet for multi-family residential buildings, and up to 132 feet for office buildings. Within South Potomac Yard is an approved mixed-use, urban “Town Center” development in Landbay G. The Town Center is a mix of office, retail, hotel, and multi-family residential uses. The South Potomac Yard neighborhood establishes the framework that the North Potomac Yard builds upon creating a walkable, urban-scale system of blocks with active uses and encourages and reinforces the pedestrian experience.

Potomac Greens/Old Town Greens

Potomac Greens/Old Town Greens, located to the east of the CSX railroad and Metrorail tracks, is a new residential community consisting of 2- and 3-story townhouses. There are 436 townhouse units within the Potomac Greens/Old Town Greens neighborhood. Building heights range from 35 to 45 feet. Also, there is an approximately 15,000 sq. ft. of neighborhood serving retail on Slater’s Lane which is located in Landbay C (Potomac Plaza).



Above: Images of townhouse development in South Potomac Yard

Left: Potomac Greens Park within the Potomac Greens Neighborhood



D. Connectivity and Accessibility

The existing neighborhoods are served by an interconnected system of streets, pedestrian and bicycle routes and trails, and open space. Route 1 is currently perceived as a barrier between the existing neighborhoods and Potomac Yard, in particular for pedestrians and bicyclists. The 1999 Concept Plan for Potomac Yard strives to integrate new development with existing neighborhoods. The continuation and expansion of this philosophy in North Potomac Yard will not only enable residents, workers, and visitors of existing neighborhoods to access amenities at Potomac Yard, but also it will increase the accessibility of amenities in existing neighborhoods to future residents, workers, and visitors of Potomac Yard.

The Metroway and new Metrorail station provide existing and future residents with direct access to the larger regional and sub-regional transit system and encourage multi-modal transportation use. The Metroway provides jurisdictional connections between Braddock Road and Crystal City while the Metrorail station provides regional connections to Fairfax County, Arlington, Washington DC, and Maryland. Specific information concerning the transportation network can be found in *Chapter 6: Transportation*.



Mount Vernon Avenue retail and restaurants



Northbound Metroway on Route 1



Above: Rendering of pedestrian and bicycle access entrance for Metrorail Station from Potomac Greens

E. Mitigating Neighborhood Traffic Impacts

The Potomac Yard Multi-modal Transportation Study found that traffic will increase with new development, including on collector streets such as E. Glebe and Reed, and incremental increases on local streets. Currently, some of the streets on the west side of Route 1 do not have access to Route 1. Threshold analyses were performed to confirm that the anticipated volumes on the east-west roadways would not exceed the design capacity of the local roadway system. The analysis also showed that the greater the connectivity of the street grid, the greater the dispersal of trips on the street network, thus the impact on any one street is minimized. The Plan provides for some amenities and benefits to surrounding neighborhoods, including enhanced transit service, better connectivity and bicycle and pedestrian accommodations. (*Chapter 6: Transportation* identifies some recommendations that address issues of connectivity and mitigating impacts on adjacent neighborhoods).

While the anticipated impact does not exceed the technical capacity of the existing local streets, there will be some impacts perceived by the residents living in adjacent neighborhoods. The narrow streets and frequent blocks in the adjacent neighborhoods are already a model of good neighborhood design that distributes traffic and encourages lower speeds.



Image of a neighborhood traffic circle



Image of bulb-outs and improved pedestrian crossings

In anticipation of increased traffic volumes, a variety of additional traffic calming and parking management strategies could be considered. The Plan recommends that the developer be required to provide a monetary contribution for a comprehensive traffic calming strategy, to be implemented in the immediately adjacent neighborhoods and beyond and appropriately phased with development as it comes in for review. The City will conduct engagement with the neighborhoods to identify potential impacts and traffic calming improvements prior to the completion of developments. Baseline traffic data will be collected for evaluation of future impacts of development. While some tools would be considered as part of the comprehensive strategy, one strategy may be to provide traffic calming treatments specifically within the first blocks off of Route 1 to alert drivers of the residential character of the neighborhoods. Other tools include managing intersections with streetscape improvements, raised crosswalks, curb extensions, speed cushions, traffic circles, developing a parking management plan and other traffic calming treatments.

Existing Neighborhoods Recommendations

- 8.1** Require the developer to provide a monetary contribution for the preparation and implementation of a comprehensive traffic calming and parking management strategy for the neighborhoods to the west of North Potomac Yard. The study and implementation will be proactive and phased with development.
- 8.2** Evaluate alternatives for traffic calming treatments at gateway locations along the west side of Route 1 and throughout neighborhoods.
- 8.3** Promote smooth transitions between existing neighborhoods and new development at North Potomac Yard through a careful consideration of uses, heights, and massing.
- 8.4** Development at North Potomac Yard should preserve and build upon the unique history and character of existing neighborhoods.
- 8.5** Develop connections which are consistent and compatible with existing development within Potomac Yard and across Route 1.