

Revisions incorporated into Revised Draft Plan 4.26.2017

Chapter 1: Vision & Guiding Principles

- Add Figure 1.1: Illustrative Map and note.
- [Note: Plan maps throughout the North Potomac Yard Plan are intended for illustrative purposes only. The final design and configuration of buildings and open spaces within the Plan area shall be designed as part of the development review process in compliance with the North Potomac Yard Design Standards and Guidelines and applicable requirements and City policies.](#)

Chapter 2: Environmental Sustainability & Performance

- Add the following language to section E. Stormwater Management, Green Infrastructure, and Natural Vegetation. “Stormwater management, [and if feasible, recaptured water](#), is required to be integrated as part of the street and open space design to improve the site’s hydrology to reduce runoff, improve water quality, and provide residents and visitors opportunities to participate in the natural processes of their environment. [Creative use of water within the public realm increases vitality and adds visual interest to public spaces.](#)”
- Update 2.14 – Replace “Require” with “Establish”. [Establish](#) minimum quantities of green roofs and/or solar power generation on building roofs.

Chapter 3: Urban Design/Framework

- Update Figure 3.1 Street Hierarchy.
- Add Figure 3.2 Shared Street Map
- Add new recommendation 3.7 [Incorporate creative use of water elements and features within the public realm including streetscapes and public spaces.](#)
- Update Figure labels for maps throughout the chapter
- Add Street Connectivity map – update map reference on page 3, line 1.
- Add block 7 diagrams – Establish the intent. The road connection should ensure visibility and provide a sight corridor to Potomac Yard Park. Explore the feasibility and impacts of final road design and shall be determined through the development review process.

Chapter 4: Land Use

- Update retail frontage map Figure 4.3 on Blocks 15, 18. Revised required retail on Blocks 14 and 19 where loading is located. Update required retail on Block 10 internal ped connection.
- Figure 4.5b – Provide language for Block 7, min and max
- Gateway & King Case Study change completion date to 2019
- Update Recommendation 4.34 Any above-grade parking is required to be lined with active uses for each level for all street and park and/or open space frontages (Figures 4.6a, 4.6b, 4.6c, 4.6d). If collector parking garages are provided for retail uses, the garages will be predominantly screened with active uses and/or architectural treatments [and/or landscape elements.](#)
- Update Figure 4.8: Block 21 mid-block connection-remove E-W connection, update PY Park portion with garage underneath.
- Add new recommendation under land use section. **New 4.3** [“The Plan provides flexibility for commercial or residential uses on many blocks. In addition, mixed use buildings that incorporate office and residential within the same building may be allowed as determined through the development review process.”](#)
- Add new recommendation **New 4.51** [The Plan recommends the design, configuration, and final location of the Market Green will be determined as part of the development review process for the future phases.](#)

- Add language to recommendation **4.53** [If blocks adjacent to Route 1 request bonus height pursuant to Section 7-700, the maximum height of buildings shall not exceed the maximum height per Figure 4.5b.](#)
- Added notes to development summary table (Table 4.3) and Building heights map (Figure 4.5b)
 6. [The maximum building height for the Metrorail Station shall not exceed 50 feet in the general location as depicted within the Plan.](#)
 7. [The maximum height of the pump station or any park structures must comply with the intent of the Plan and require review as part of the development review process.](#)
- Updated Open Space Exhibits
- Added Market Green configuration options p.53

Chapter 5: Community Facilities

- Update/Clarify recommendation 5.1 “co-located [uses](#)”
- Revise recommendation 5.2 Require the provision of daycare/childcare facilities, [within North Potomac Yard](#), as part of the community facilities, mixed-use, and/or office buildings. [Distribution and location of daycare/childcare facilities will be determined as part of the development review process and consistent with the Community Facilities Plan.](#) Daycare/ childcare facilities shall be permitted through an administrative approval within existing buildings.
- Revised 5.5 and address more clearly in Chapter 9: Implementation. The community facilities proposal should include coordination with the City and address community facility needs of the City and future residents/users. The proposal should anticipate the location and approximate size of associated facilities.

Chapter 6: Transportation

- Recommendation Update 6.6, last bullet: “Incorporate special treatment. Explore materials/pavers or vertical elements to slow traffic [for walkability and safety.](#)”
- Revised language to remove references to 2010 Plan
- Added reference to Chapter 3 in recommendation 6.6.
- Add new recommendation: **Add 6.32** [“Explore opportunities to enhance bike and pedestrian circulation around the existing stormwater pond in Potomac Yard Park using elements such as bridges, decks and landscaping.”](#)
- Add a new recommendation: **Add 6.33 Loading** [“Ensure that the functions of passenger loading, unloading, and vehicle layover in the vicinity of the Metro Station are designed so as to prioritize the pedestrian environment envisioned by the Plan.”](#)

Chapter 7: Infrastructure

- Section E. Revise first sentence to [“A pump station and any associated infrastructure upgrades will...”](#)
- New 7.14: [A pump station and any associated infrastructure upgrades shall be constructed to accommodate the planned development within North Potomac Yard.](#)
- Update 7.16 Any future power transmission lines [will](#) be undergrounded by DVP and located in a manner to minimize the [impact on and integrate with](#) planned [open space and infrastructure](#) improvements within North Potomac Yard and Four Mile Run. As part of the construction of any additional transmission lines, the existing terminal station within Four Mile Run (Figure 7.2), [will](#) be removed by DVP.

Chapter 8: Existing Neighborhoods

- Add updated SPY development numbers previously removed.
- Update 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 [of traffic calming improvements](#) will be proactive and phased with [the build out of North Potomac Yard](#) development.

Chapter 9: Implementation

- [Updated Metro Funding Section](#)
- [Added Phase I Development](#)
- [Added Plan Area Implementation](#)

Base Map Updates:

- Remove Courtyard open space on Block 21.
- Update Midblock connection E-W connection
- Added Route 1 Gateway open space