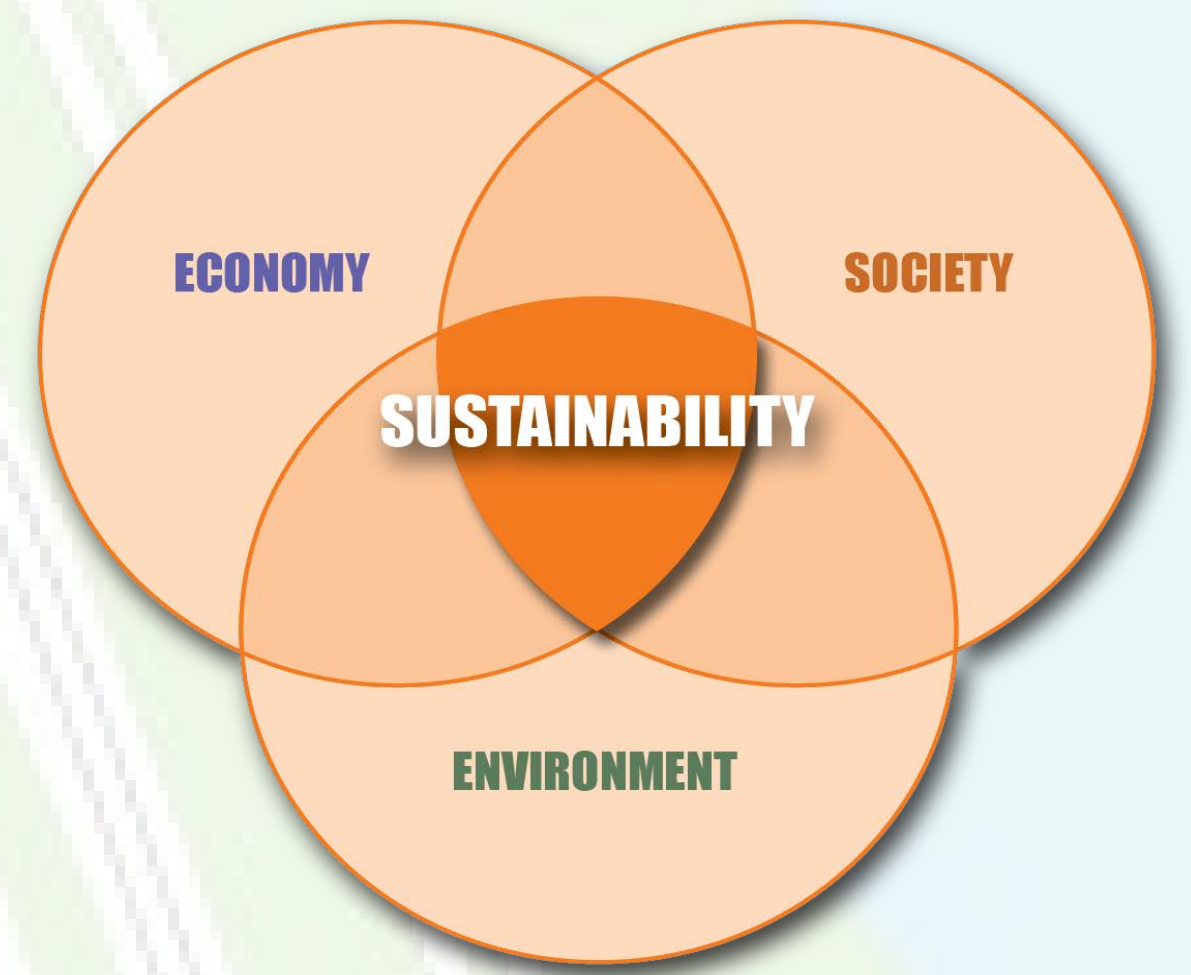


# VISION

VISION &  
GUIDING  
PRINCIPLES

The Plan envisions North Potomac Yard as an environmentally and economically sustainable and diverse 21st Century urban, transit-oriented, mixed-use community that is compatible with adjacent neighborhoods. The Plan seeks to create a regional destination with diverse built and natural spaces where people want to spend time in a wide variety of pursuits.



## GUIDING PRINCIPLES

- Create North Potomac Yard as a **model of environmental sustainability** for its site planning, infrastructure, and buildings.
- Create an **economically sustainable** development.
- Promote **excellence in design** with a new standard in architecture, urban design, and materials that create a compelling and lasting identity.
- Create a **vibrant and diverse mixed-use community** that provides options for living, working, shopping, recreation, culture, and civic uses for a wide range of incomes and ages.
- Pursue a **comprehensive multi-modal approach to transportation** based on a highly walkable urban environment, minimal automobile impact, and maximum use of existing and new Metro stations.
- Create landscaped streets and a **network of usable open spaces and parks** with a strong connection to Four Mile Run and the Potomac.
- Provide **connections and transitions** appropriate to and protective of the character of surrounding neighborhoods.



## PLAN REQUIREMENTS

- **Transit-oriented, Mixed-use Development**
- **District-wide Sustainability Measures**
  - Environmental Sustainability Master Plan
  - LEED ND Silver
- **Energy Efficiency, Conservation, and Building Design**
  - LEED Building Requirements
- **Stormwater Management, Water Conservation, Green Infrastructure, and Natural Vegetation**
  - Wastewater Management Plan
- **Green Roofs**
- **Open Space**

## PLAN RECOMMENDATIONS

### *Environmental Leadership*

- Strive to achieve carbon neutrality by 2040
- Mixed land uses, and a transit-oriented development
- Community gardens with access to edible and non-edible plantings

### *Reduce Energy Use*

- LEED Silver or comparable, or the City's green building standards and requirements, whichever is greater
- Compliance with Environmental Action Plan (EAP), as implemented through City policies. Energy consumption/utilization and stormwater prioritized where feasible
- Alternative energy sources
- Use of natural daylighting in all proposed buildings





### **District – Wide Sustainability Measures**

- Required Environmental Sustainability Master Plan as part of the first development special use permit (DSUP) to demonstrate compliance with Plan goals and recommendations and identifies short-term, mid-term and long-term strategies to achieve district-wide sustainability measures
- Plan area-wide sustainability performance through LEED-ND Silver or comparable
- Green roofs for new development
- Integrated network of open space, which incorporates environmental components as part of its design
- New development prioritizes pedestrians, bikes and transit and minimizes the need for car use
- Parking garages accommodate electric vehicle charging stations
- Affordable housing within ½ mile of Metro Station



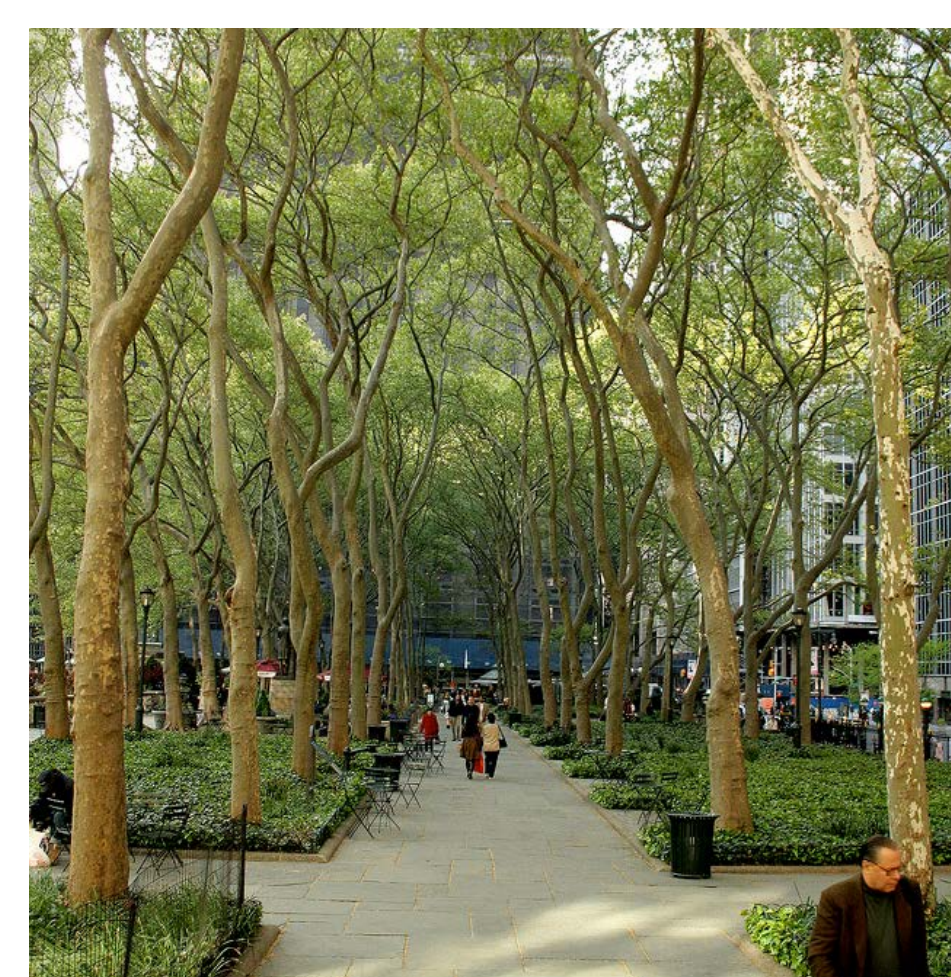
### **Reduce Stormwater Runoff – Water Conservation**

- Minimum quantities of green roof and/or solar power generation on building roofs
- Reuse of captured rainwater
- Stormwater management and recaptured water integrated as part of the street, open space, and proposed buildings design.
- Water conservation using sustainable methods such as ultra-low and/or low flow plumbing fixtures
- Native plant species and water-efficient landscaping

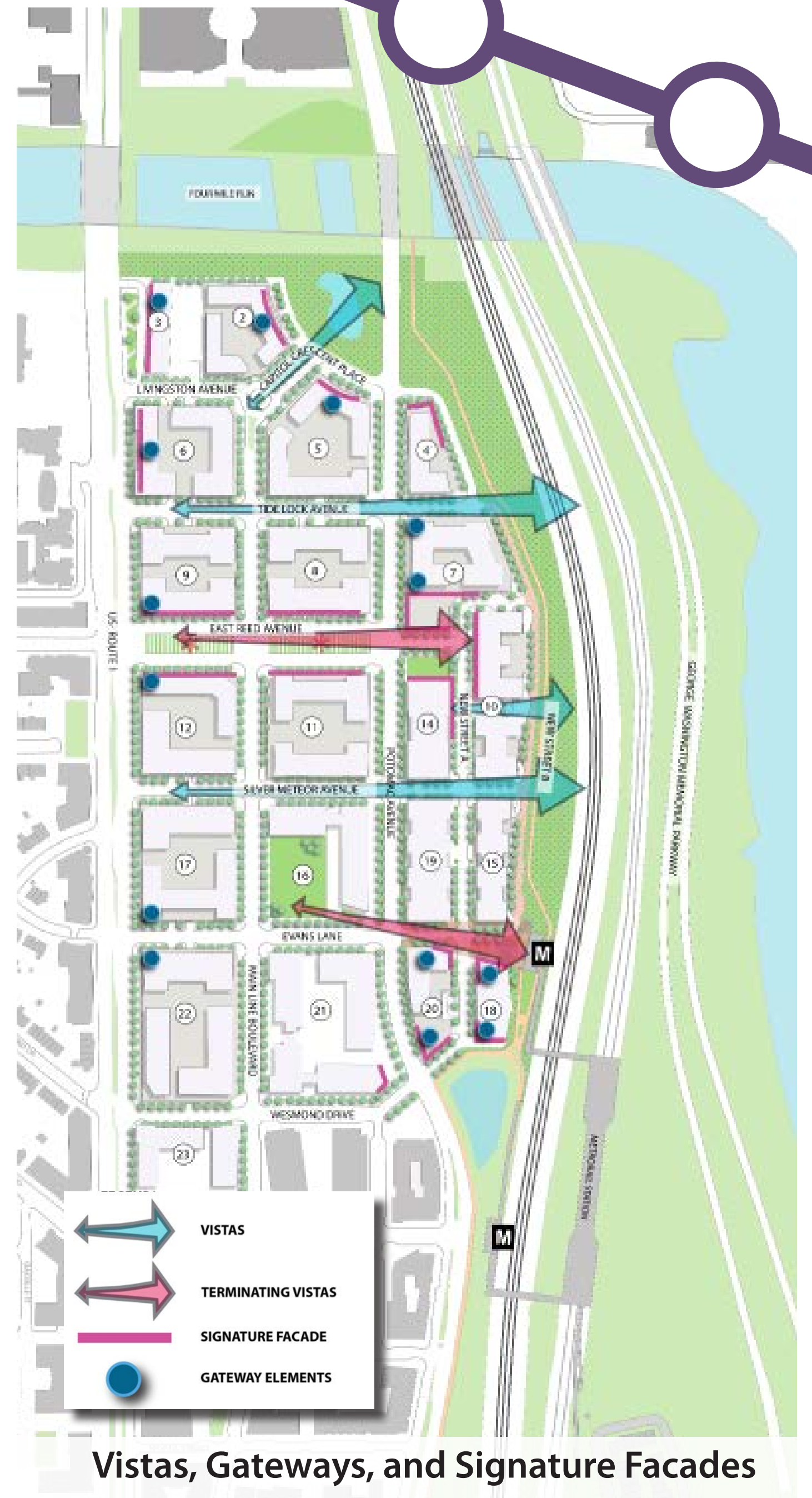


### **Design for Longevity**

- Buildings designed for long-term aesthetic appeal and flexibility for future changes in use
- Quality building materials that consider the long term life cycle of the building
- Walkable small block network of streets and sidewalks for pedestrians; no super blocks

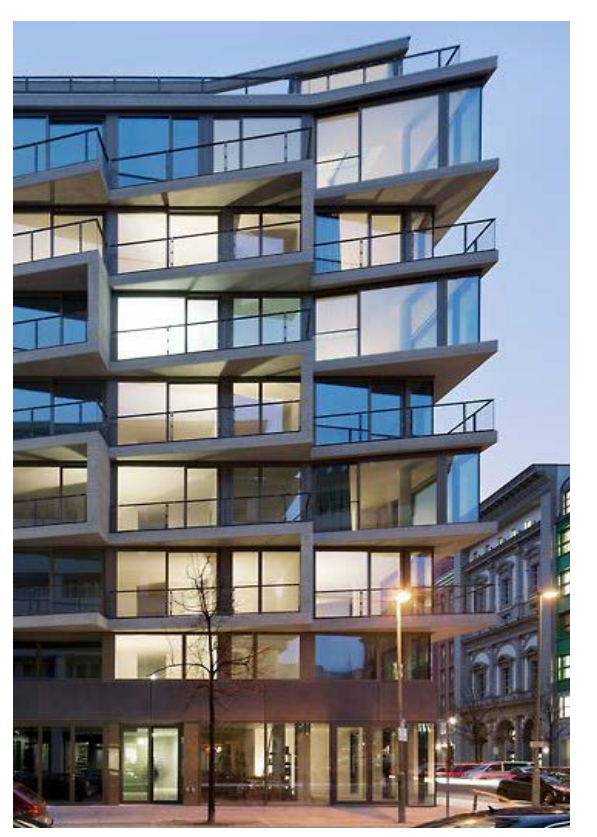






## Plan Framework Elements

- Connected Street Grid
- Walkable, Pedestrian-scale Blocks
- Transit-oriented, Multi-modal Network
- Establish 3 Distinct Neighborhoods
- High Quality Building Design, Form and Building Materials
- Integrated Open Spaces throughout Plan Area
- Signature Facades & Gateway Elements
- Integrated Public Art & History







**Retail**

- Required comprehensive retail marketing strategy
- District-wide management of retail (i.e. business improvement district, or similar)
- Concentrated ground floor retail in strategic locations
- Provides flexibility for optional retail areas
- Adherence to standards for retail storefronts and signage

**Land Use Mix**

- **7.5M sq. ft. of mixed-use development**
- Office use(s) permitted for any blocks within 1/4 mile of Metro (compliant with the max permitted height(s) and total permitted office within CDD 19)
- Flexibility for commercial and/or residential uses on many blocks. Allows mixed use buildings that incorporate office and residential within the same building
- Ground floor retail and active uses to activate the public realm





## Building Height Recommendations

- Range of maximum building heights
- Transitions to neighborhoods to the east, GW Parkway, and FAA flight path
- Variety of height within blocks and building
- Flexibility to ensure height variety
- Taller buildings at center portion of Plan area to reinforce the symbolic center

## Parking Recommendations

- Parking maximums
- Transit-oriented parking ratios
- Shared parking throughout Plan area
- Minimum 1-level below-grade parking
- Design criteria for above-grade parking
- On-street parking

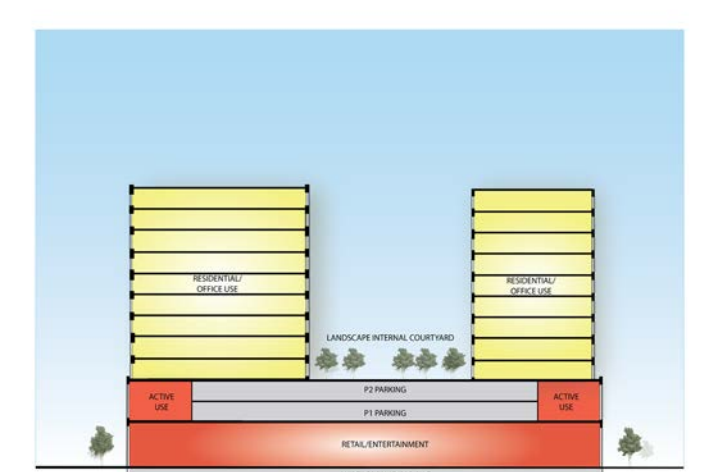
Below-Grade Parking



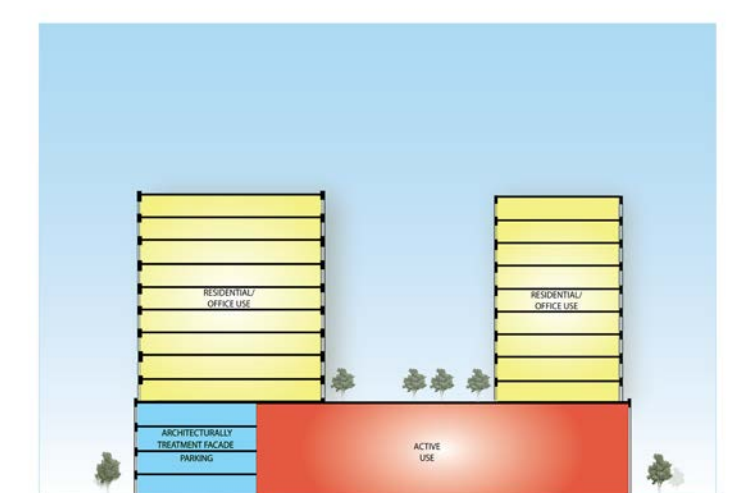
Embedded Parking



Embedded Parking above Retail



Retail Collector Garage





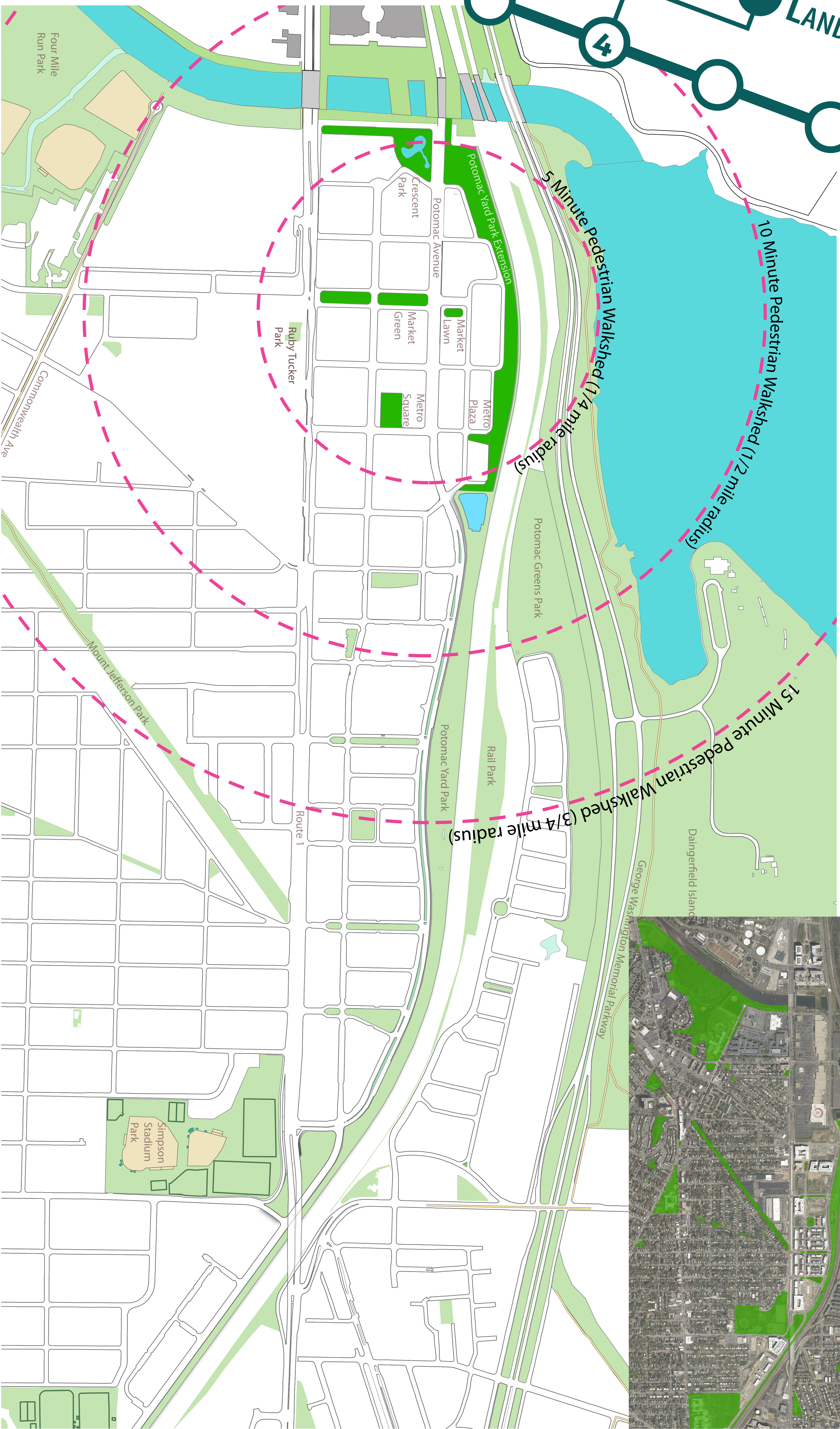
# NORTH POTOMAC YARD

SMALL AREA PLAN

## OPEN SPACE: REGIONAL NETWORK

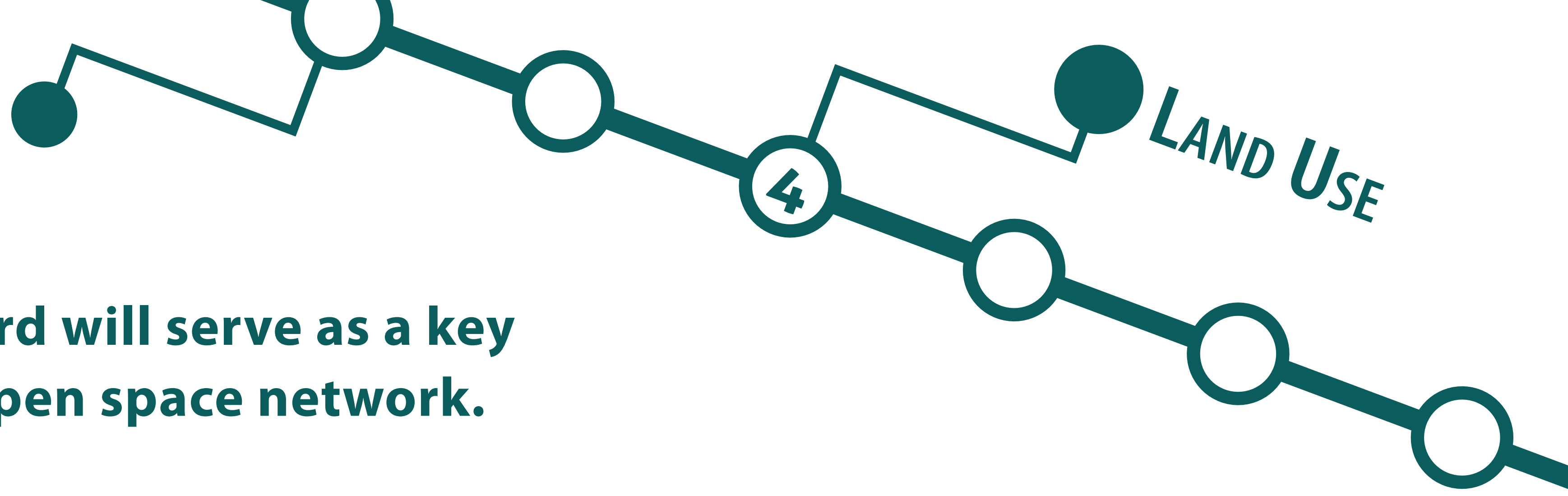
LAND USE:

4





## OPEN SPACE

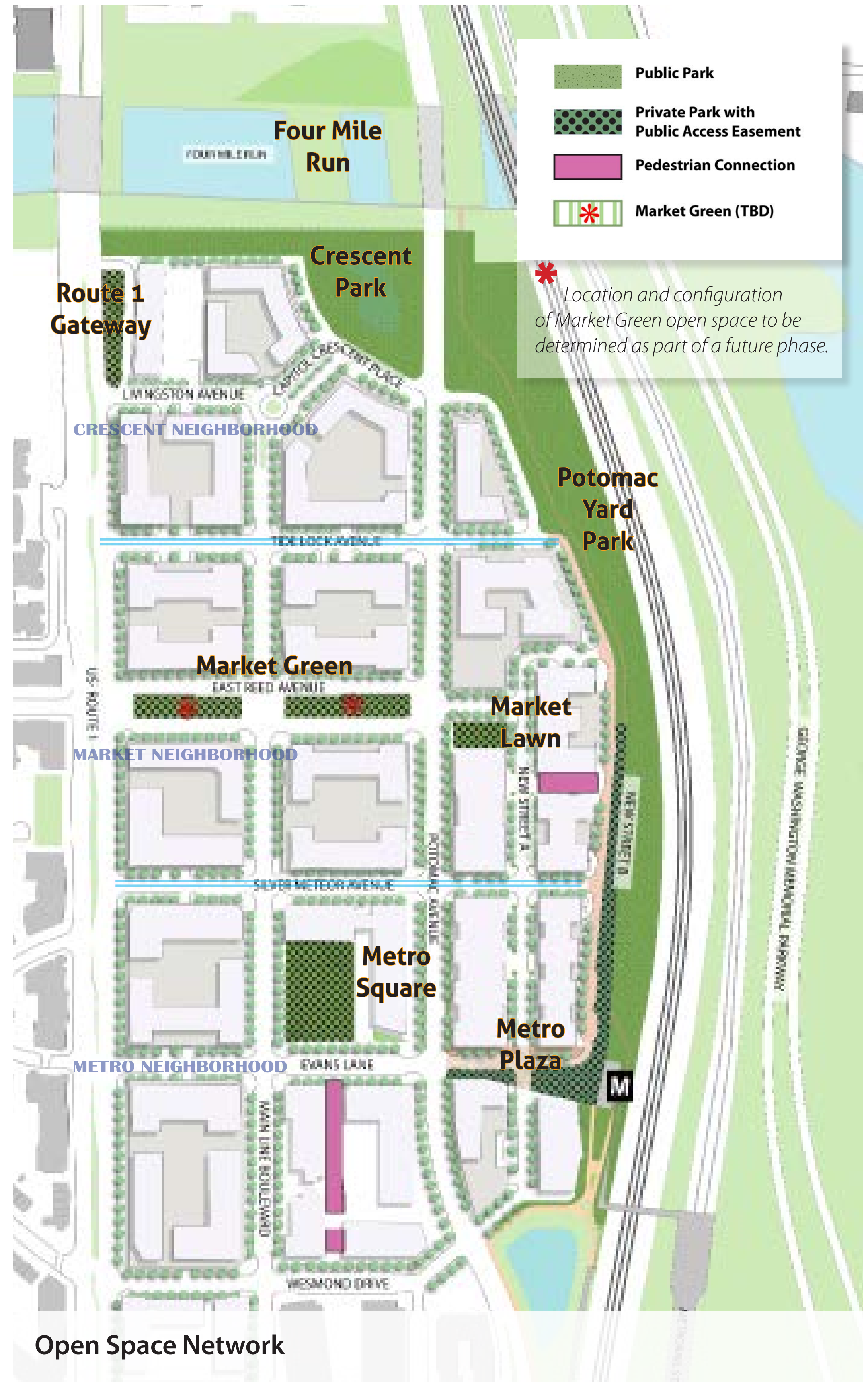


**North Potomac Yard will serve as a key link in the City's open space network.**

Requires a Comprehensive Open Space Plan and include a mixture of active, passive, civic, and social spaces.

The required parks/open space will be implemented within each neighborhood:

- **Potomac Yard Park Extension** - Min. **4.5-acre** extension of Potomac Yard Park to provide usable open space along the rail corridor
- **Crescent Park** - Min. **2.3-acre** public park at Four Mile Run to provide a meaningful connection to the City's open space network, consistent with the Four Mile Run Restoration Master Plan
- **Market Green** - **1.0 acre** park/open space in the Market Neighborhood
- **Market Lawn**- **New 0.2-acre** open space east of Potomac Avenue in the Market Neighborhood
- **Metro Square** - **0.7-acre** park / urban square
- **Metro Plaza** - **New 0.3-acre** plaza at the Metrorail Station
- Route 1 Gateway - an open space area in front of the hotel on Block 3 along Route 1
- Internal pedestrian connections with adjacent active uses in the Metro Square and/or Market Neighborhoods

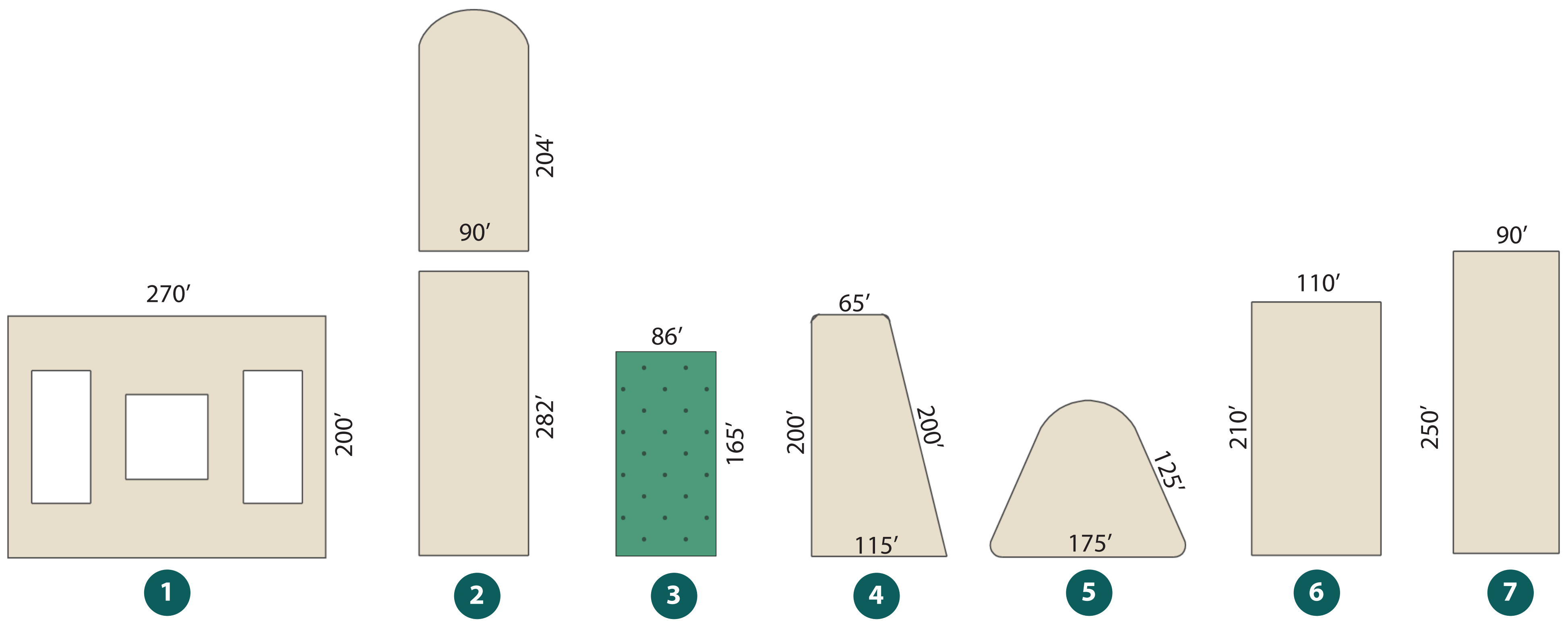


### Plan-wide:

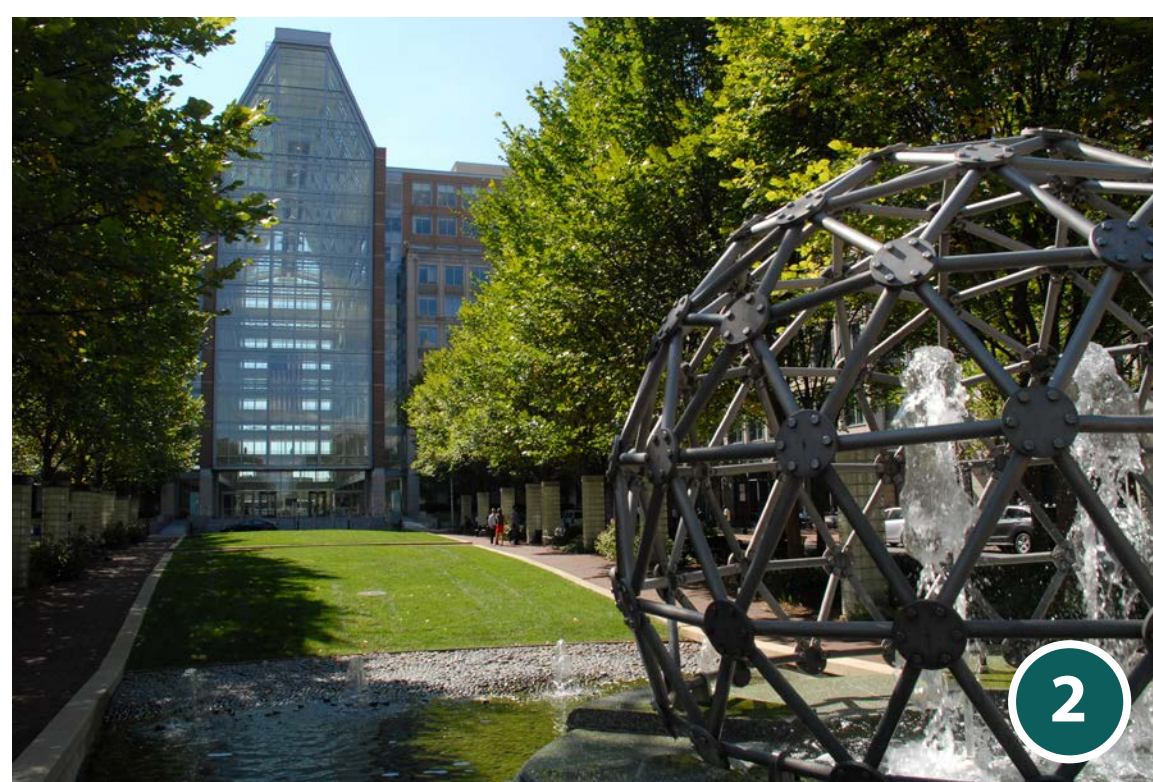
A minimum of **15%** ground level open space, with an additional **25%** to be provided at either ground level or on rooftops



# MARKET LAWN OPEN SPACE COMPARABLES



Market Square, Alexandria VA



Dulany Park, Alexandria VA



Strawberry Park, Mosaic District, VA



Columbia Heights Civic Plaza, DC



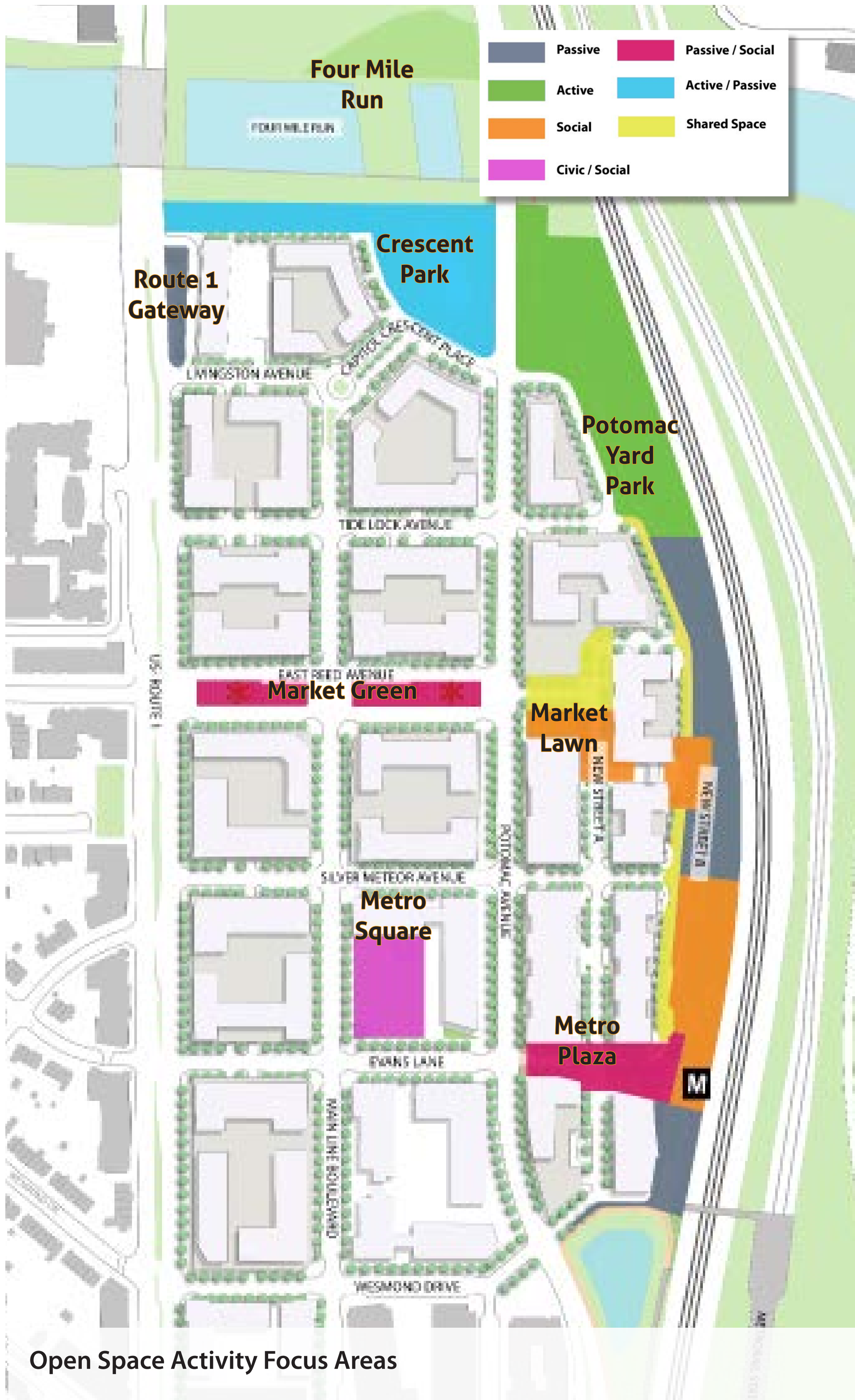
Rockville Town Square Plaza, Rockville, MD



Braddock Interim Open Space, Alexandria, VA



# OPEN SPACE ACTIVITY FOCUS AREAS



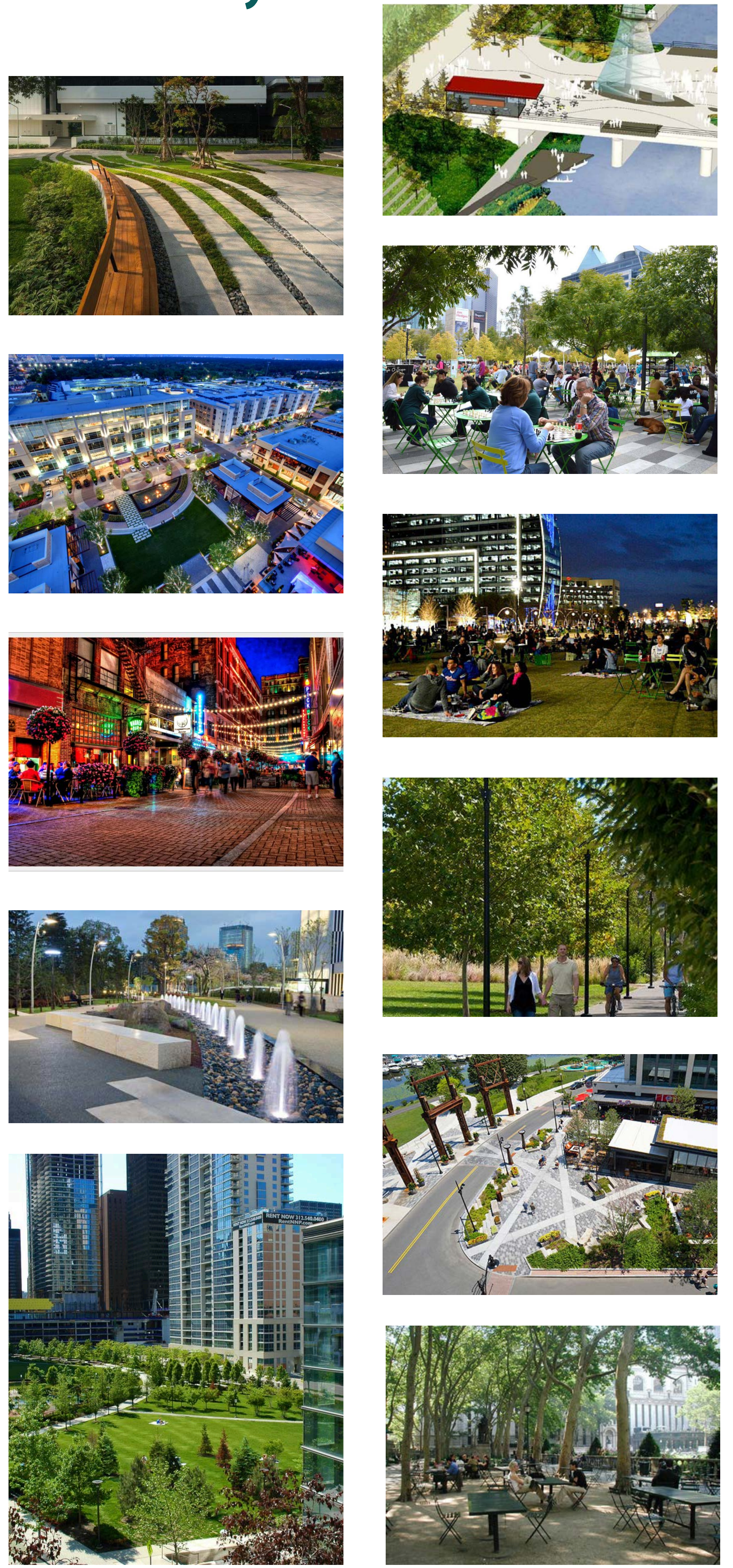
The Plan recommends a network of open spaces that provide a variety of experiences. Each open space will have a focus -- active, social, passive, or civic, but many will include flexibility for more than one activity.

**Active open spaces:** sports, exercise, or active play; recreational facilities such as playgrounds, playing fields, flexible fields spaces, courts, multi-purpose areas and dog parks; or can include areas for large events, and intense activity/programming.

**Social open spaces:** for impromptu and organized gatherings and can include game elements, seating areas, community gardens, farmer's markets, and small event spaces.

**Passive open spaces:** for relaxation, such as sitting or strolling and can include trails, picnic areas, and open areas.

**Civic spaces:** plaza and event areas.

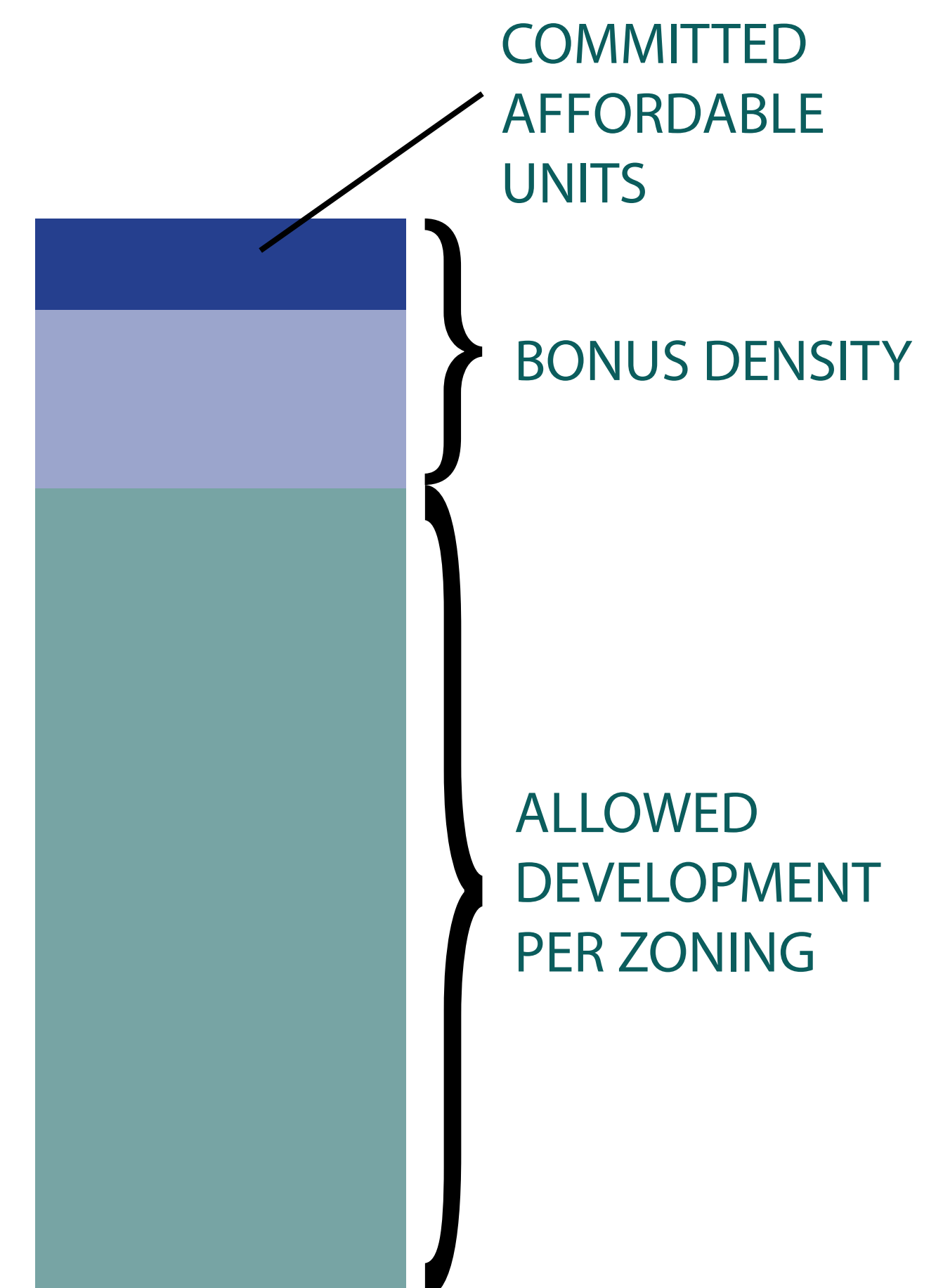




## HOUSING RECOMMENDATIONS

- Allow bonus density of 30% for the provision of affordable housing, as appropriate
- Respects height maximums along Route 1 when applying bonus height
- Encourage co-location with future civic, municipal, and other uses where possible
- Allow for potential ARHA replacement units
- Offer a range of housing types to accommodate different household sizes and compositions
- Incorporate green and sustainable designs and materials
- Explore opportunities for public, private and nonprofit collaborations
- Permit micro-units, where appropriate, to enhance housing affordability options

## HOW DOES BONUS DENSITY WORK?



## WHAT DOES BONUS DENSITY LOOK LIKE?





# PLAN RECOMMENDATIONS

- **A Comprehensive Community Facilities Plan**
- **Urban School Reservation/Community Facility Site**
  - Block 4 reserved for a possible school site. If a school is constructed in this location, will be an urban form with compact design
  - If Block 4 is not used for a school, the City may use the block for other purposes such as open space and/or a comparable community facility/public building with potential co-located uses.
- **Co-location of civic + other uses where feasible**
- **Possible Community Facilities**



Block 4 - Urban School Co-location Yield Study



Station at Potomac Yard is an example of a civic use with co-located affordable housing residential units above.

Community Arts, Exhibition, and/or Performance Space

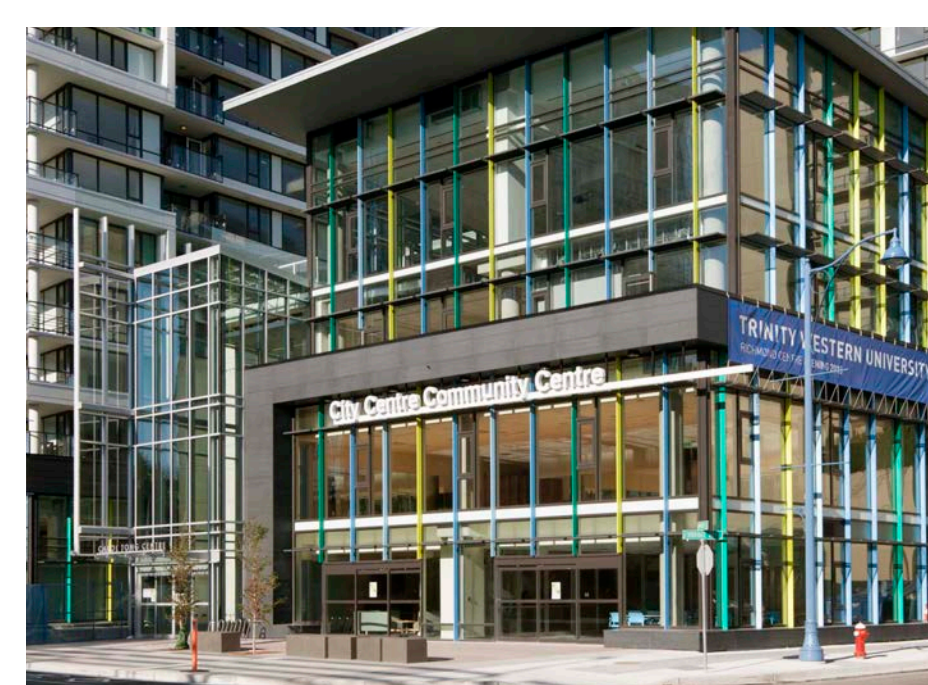
Education Center

Community Center

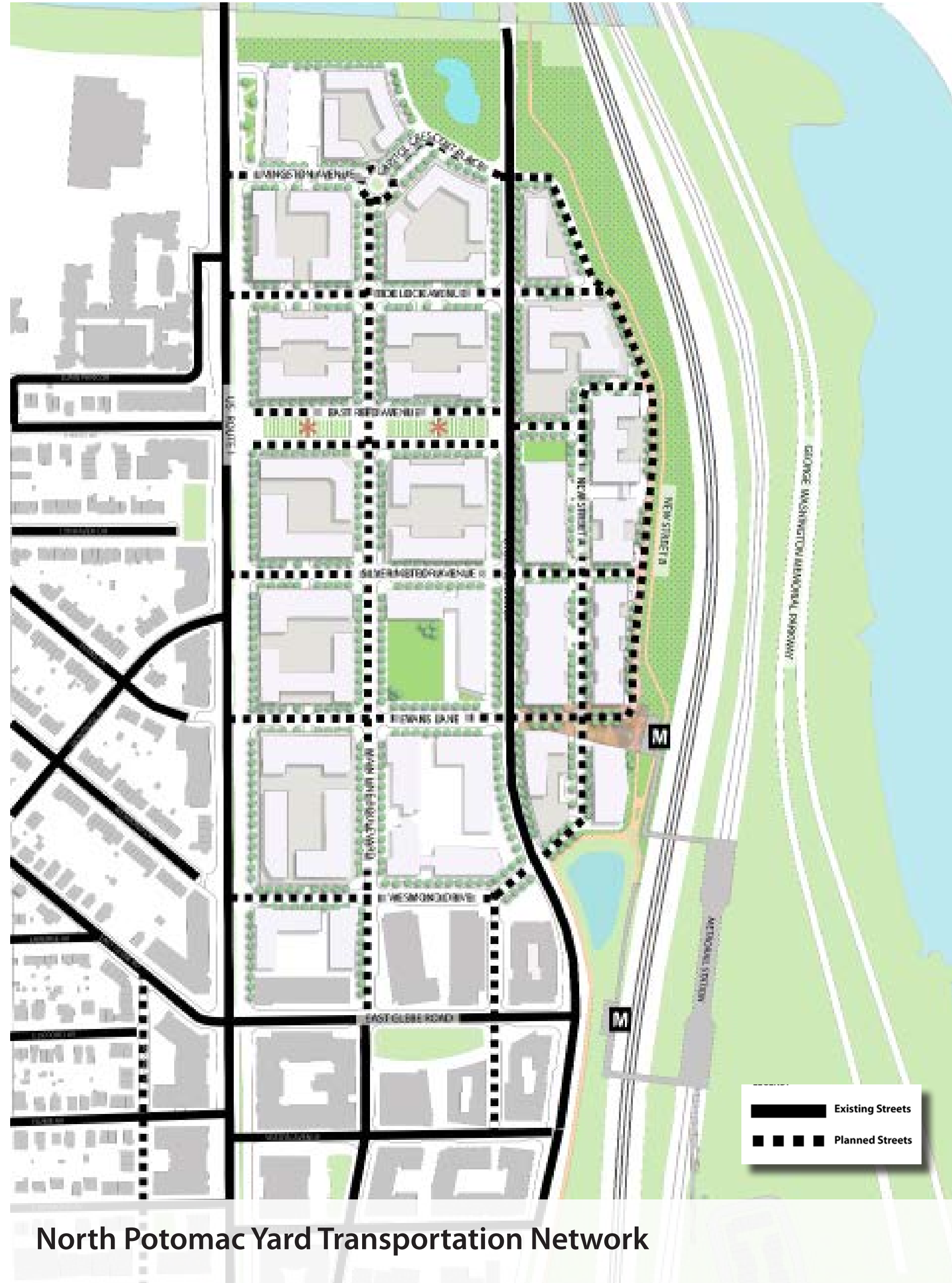
Daycare & Childcare Facilities

Recycling Center/Program

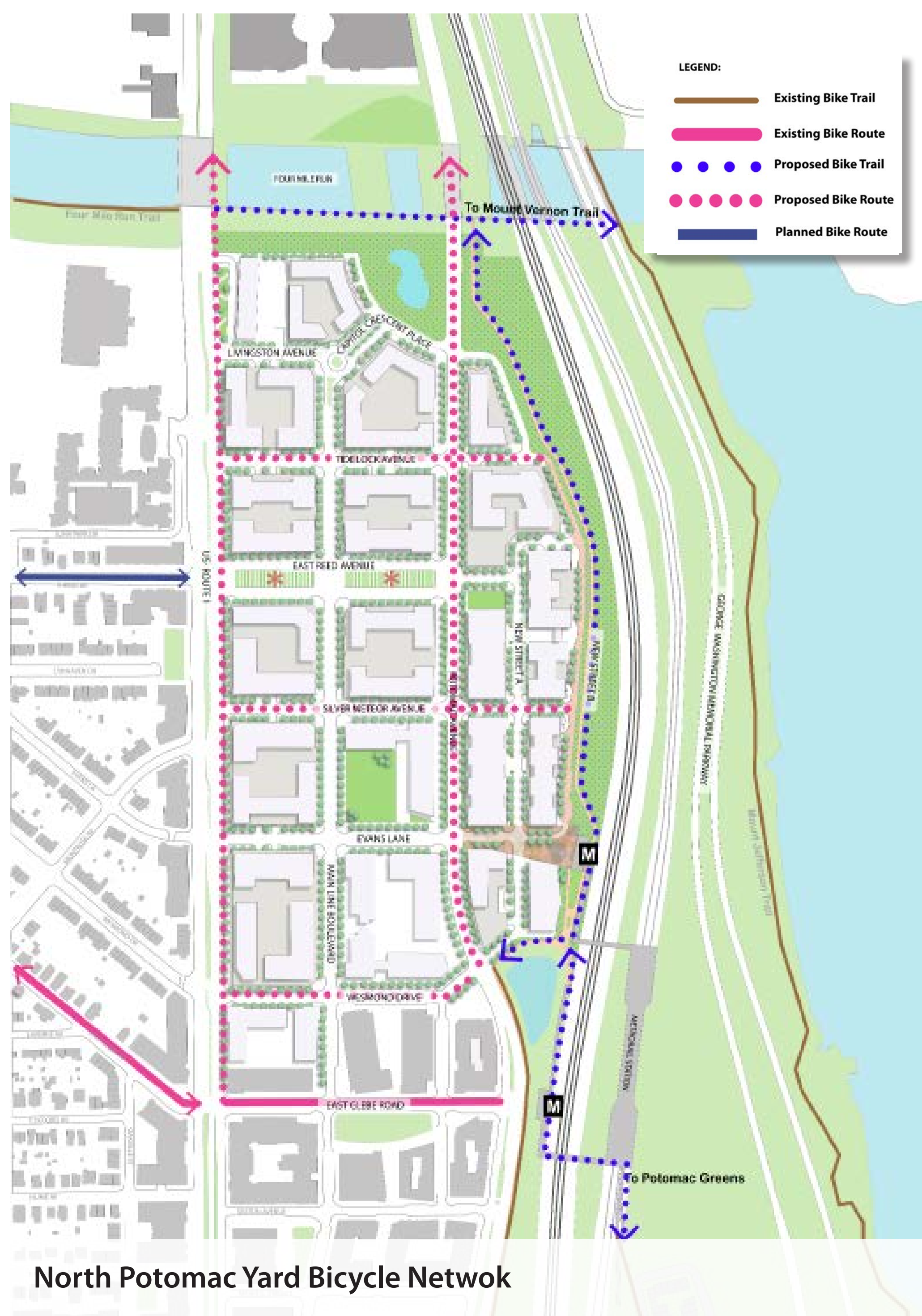
Youth/Recreation Center







North Potomac Yard Transportation Network



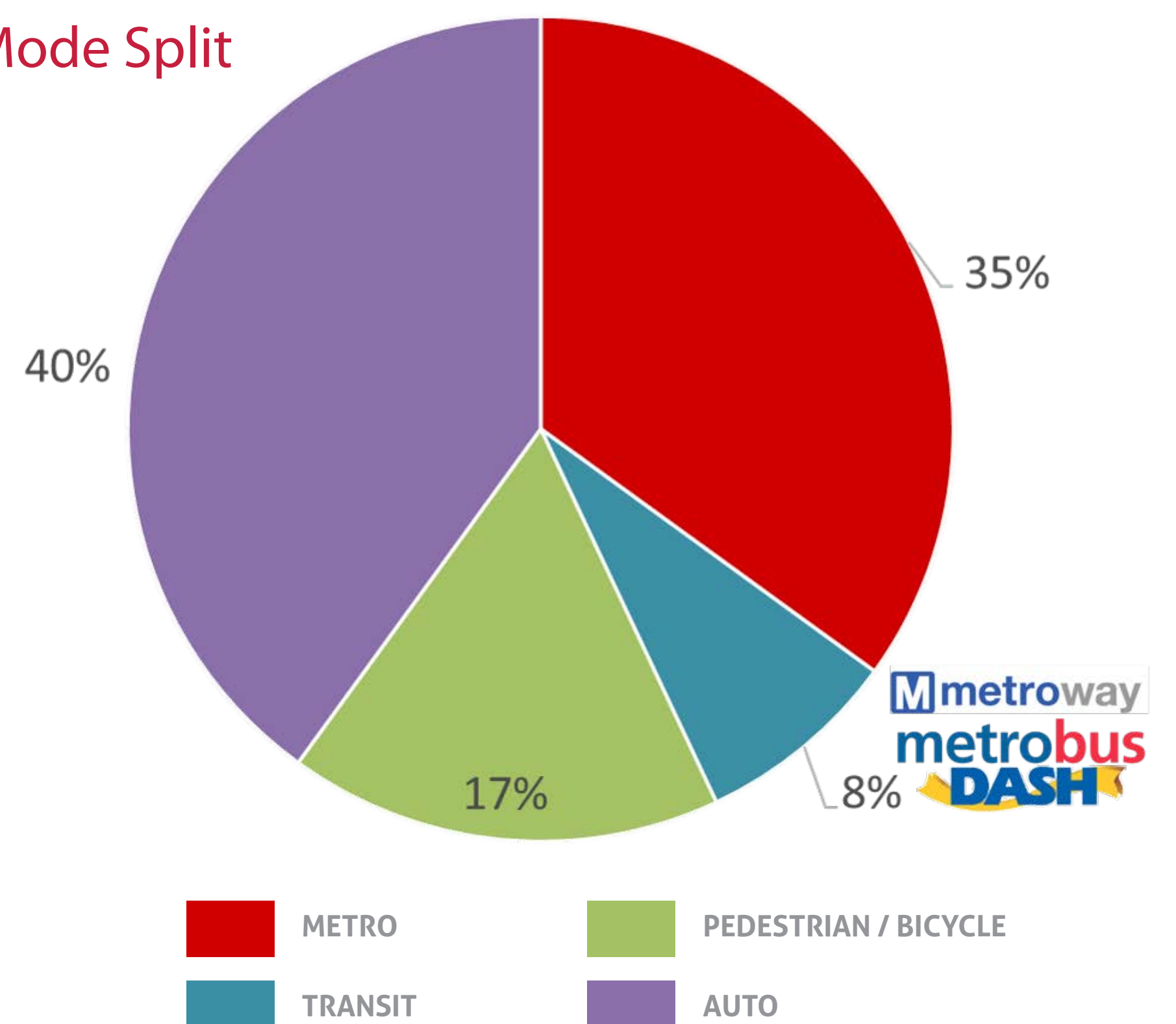
North Potomac Yard Bicycle Network

## PLAN RECOMMENDATIONS

Recommendations include strategies to manage transportation demand (TDM), expand the street grid and connectivity, provide additional transit capacity, incorporate an expansive bicycle and pedestrian network and create a culture of people first in a complete green streets context.

- **A robust multi-modal street network**
- **Prioritization of pedestrians and bicyclists**
- **Transit-oriented, mixed-use development**
- **Emphasis on Metro and transit**
- **Enhanced bicycle facilities and network**
- **Shared parking**
- **Transportation Management Plan**

Mode Split



Note: The chart represents the combined mode split for the Plan area using specific mode choice assumptions by land use.

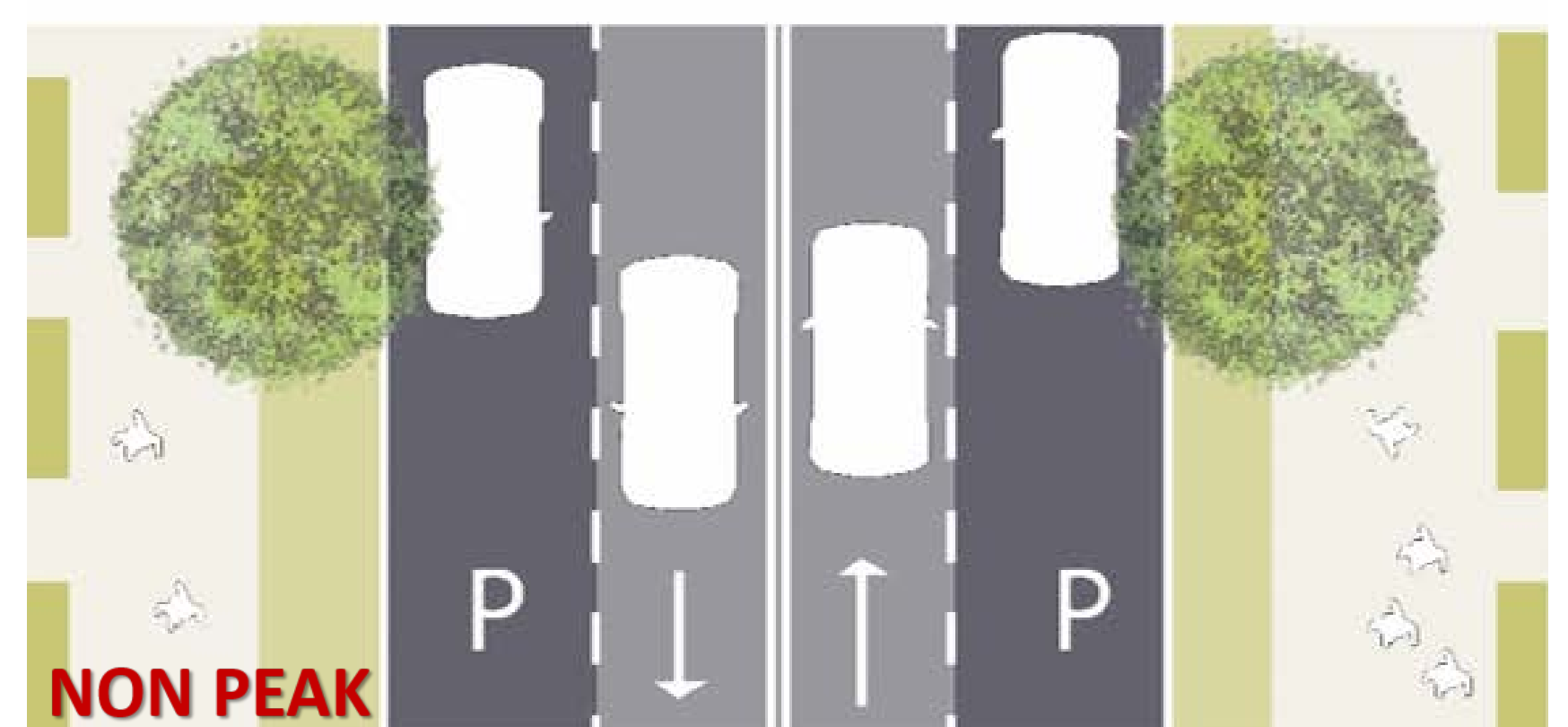
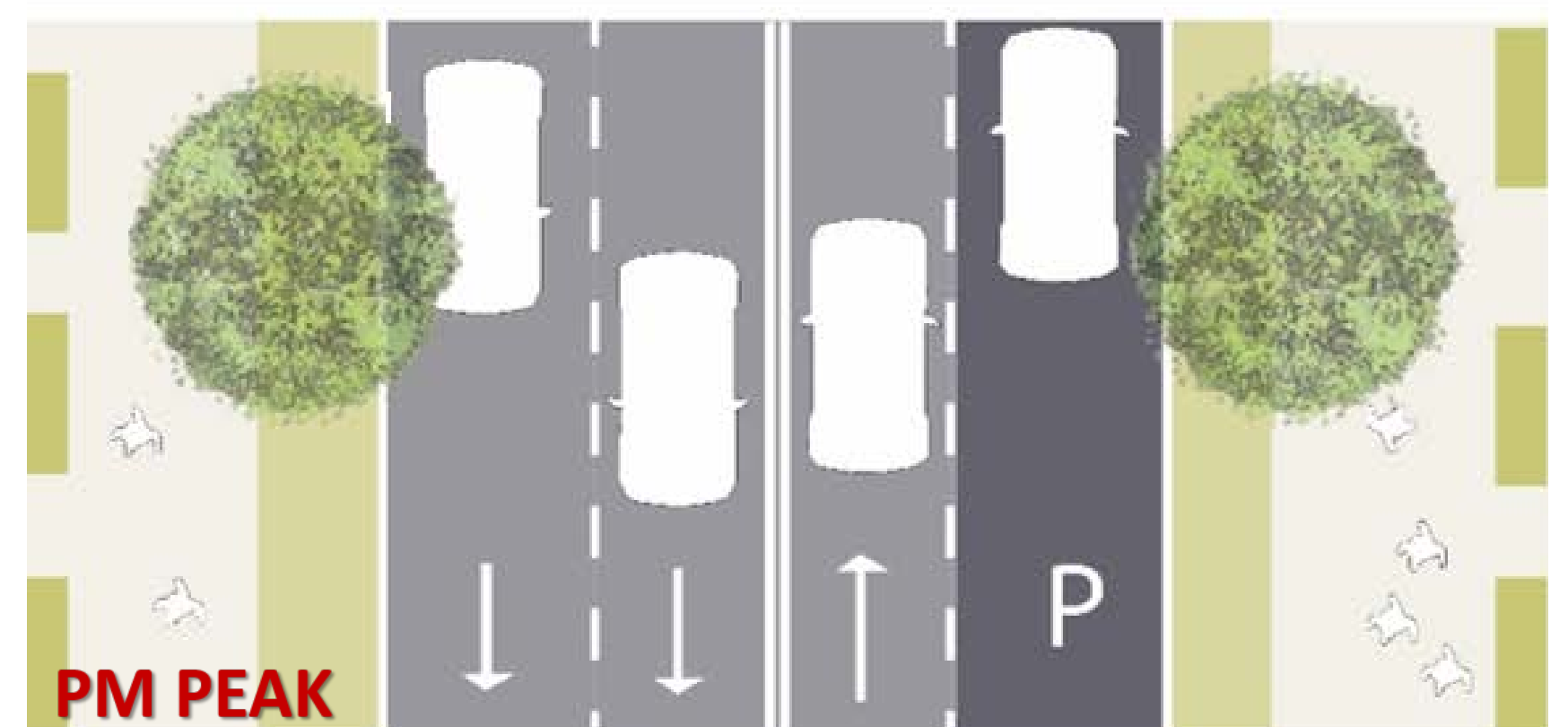
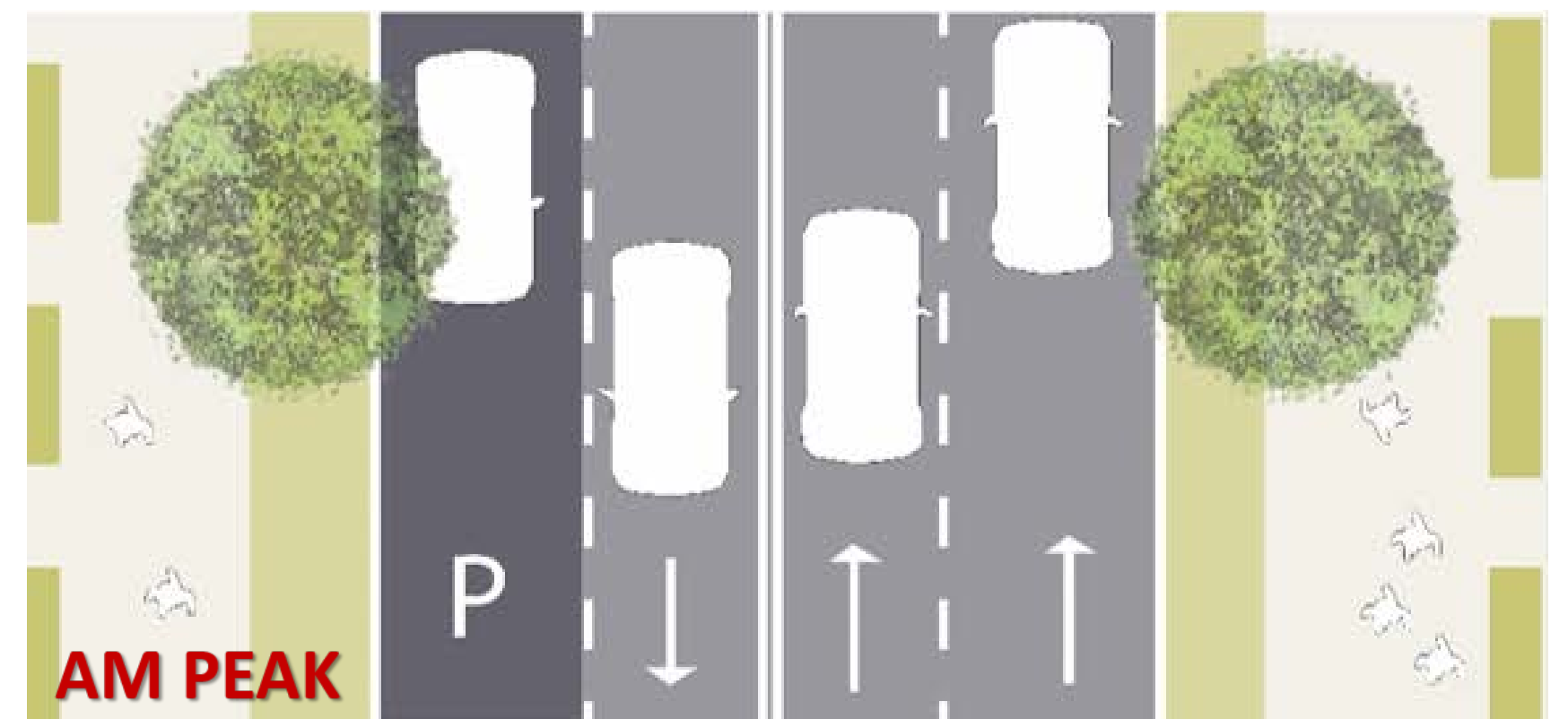


## Potomac Avenue Phase I Improvements

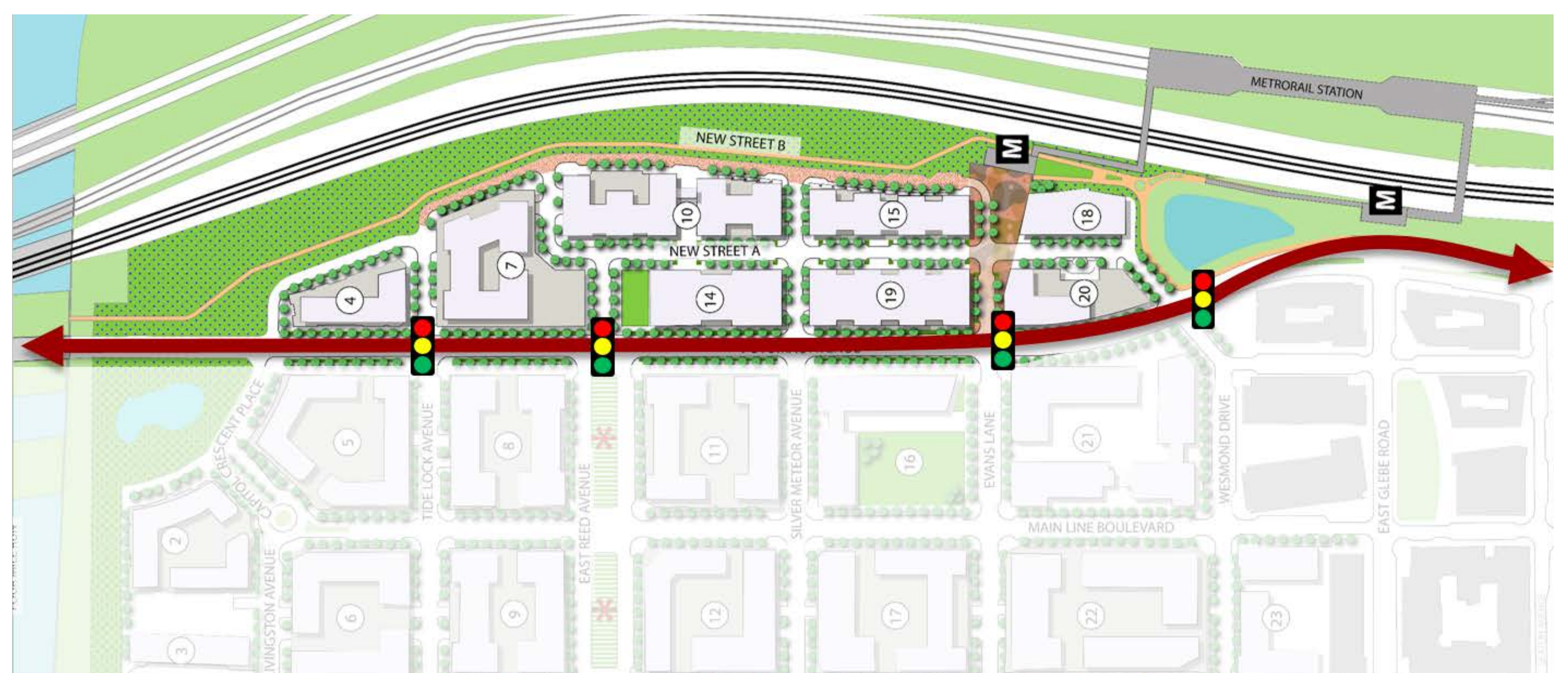
- **Designed to prioritize pedestrians, bicyclists, transit and cars in that order**
- **Pedestrianization**
- **Signalization**
- **Reduced Vehicle Travel Speeds**

## Potomac Avenue Phase II Design Criteria

- Include a generous 20-25 foot streetscape on each side with accommodation for an enhanced bicycle facility on or adjacent to Potomac Avenue;
- Provide traffic signals at urban intervals to facilitate safe and timely pedestrian crossings;
- Minimize the distance pedestrians need to cross with streetscape enhancement for walkability and safety;
- Facilitate connections between neighborhoods east and west of the street, striving to knit the two areas together;
- Design buildings to frame and activate the street and provide on-street parking where feasible; and
- Maximizes accessibility, reliability and ridership of Metroway service.



Depicts two travel lanes in the AM and PM peak directions, and on-street parking in both directions at all other times.



Depicts traffic signal improvements with Phase I redevelopment



# Potomac Yard Metro Station

The Potomac Yard Metrorail Station is a key element of the transportation plan for Potomac Yard and consistent with the City's Transportation Master Plan.

- Provides direct access to the regional Metrorail system
- Enables the density and mix of uses envisioned by the Plan
- Provides pedestrian access on both the east and west sides of the rail tracks.
  - North pavilion will serve North Potomac Yard framed by Metro Plaza.
  - Designed to serve pedestrians, bicyclists, buses, and anticipates short-term drop-off adjacent to the station entrance.
  - Pedestrian access ramp on the east side of the tracks will provide access to and from Potomac Greens.



# Metroway

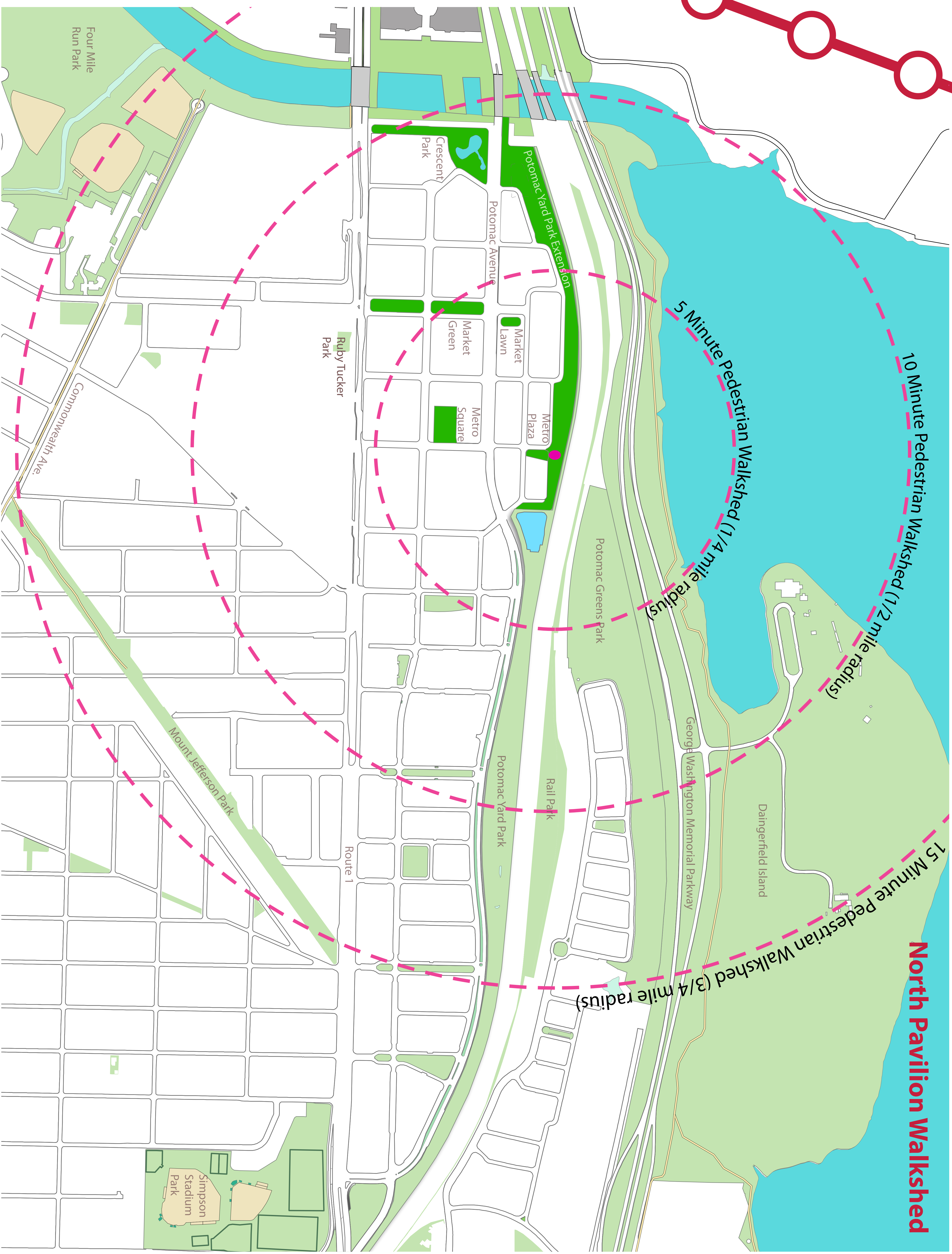


Note: The final alignment of Metroway and location of transit stations within North Potomac Yard will be determined as part of a future planning process and require approval by City Council.



# NORTH POTOMAC YARD

SMALL AREA PLAN



TRANSPORTATION

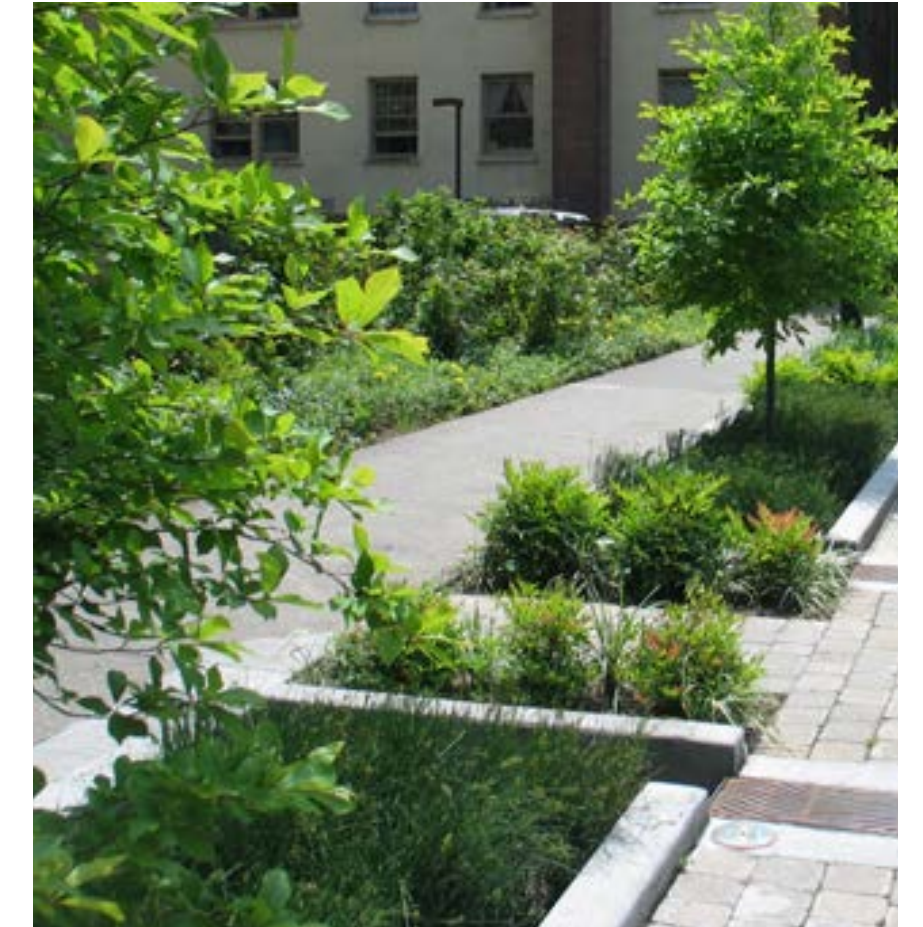
6



# PLAN RECOMMENDATIONS

## Stormwater Management

- Water Management Master Plan (WMMP) to coordinate water supply, stormwater management, and wastewater systems, with a comprehensive approach for the entire Plan area
- Green infrastructure
- Green roofs
- Use of harvested rainwater
- Pioneering technologies to address capacity needs



## Wastewater Management

- Water conservation measures
- Reuse of greywater



## Solid Waste Management

- Recycling program for commercial and multi-family buildings and a community recycling program



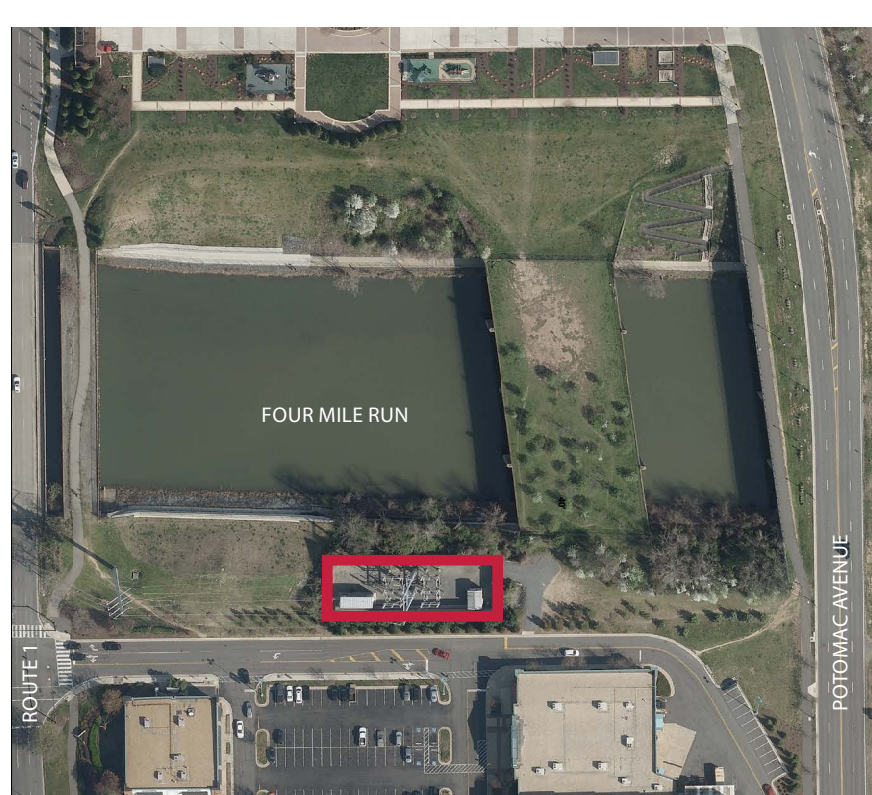
## Pump Station

- Provide a pump station in the northeast portion of the Plan area as well as any associated infrastructure upgrades to accommodate new development
- Pump station to be designed with high quality materials that ensures integration and compatibility with the design and programming of Potomac Yard Park



## Dominion Virginia Power Proposed 230-KV Transmission Line

- Future power transmission lines will be undergrounded and the existing terminal station within Four Mile Run will be removed by DVP.



Depicts the existing Potomac Yard Terminal Station to be removed with DVP Transmission Line.

