

4

Land Use



# Land Use

Figure 12. Land Use Plan



**Note:** Public Buildings/Community Facilities will be permitted within any of the blocks subject to a development special use permit. Proposed Retail will require additional coordination with Landbay G.

## A. Balancing Land Uses

The allocation and mix of land uses are based on the proximity and relationship to transit, planned surrounding uses, open space, the required street network, circulation, and market conditions. A balanced mix of uses provides benefits including:

- Improving safety and walkability by sustaining street life through daytime and evening hours;
- Maximizing use of transportation infrastructure capacity by distributing peak hour traffic over longer periods, maximizing internal trips, and maximizing transit use;
- Decreasing parking demand, and creating opportunities for shared parking; and
- Supporting retail by establishing a diverse customer base.

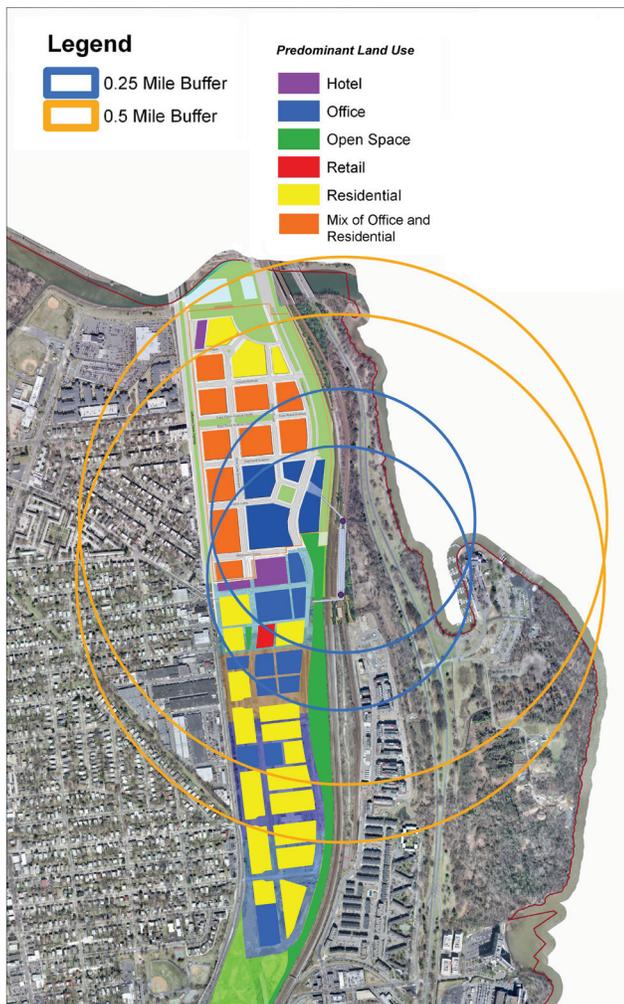
The Plan creates a balance among office, residential and retail uses. Office uses have economic benefits for the City, and provide patrons for restaurants and shops primarily during the day. Residential uses provide activity primarily in the mornings, evening and weekends. Office, residential, and retail uses require connectivity and critical mass to ensure their success. The challenge is to create a fine-grained mix of uses and still meet the market and relationship demands generally required for each of the uses.

A 50/50 mix of residential and office use does not mean an equal distribution of square footage for each use. The City's current occupancy for office is 3.5 employees/1,000 square feet, while multi-family residential use is 1.8 residents/ unit. Therefore, to provide a balance of residents and employees, approximately two to three times more residential than office square footage is necessary.

“No urban area will prosper unless it attracts those who can choose to live wherever they wish.”

- Jonathon Barnett

Figure 13. Metrorail Station Quarter and Half Mile Radii



Note: Uses proposed within Potomac Yard are subject to approval as part of the development review process.

The Plan requires specific uses for certain blocks. For example, the blocks adjacent to the Metrorail station are required to be office. However, the Plan allows flexibility for the upper floors of the majority of the blocks to be residential and/or office use (Figure 12 and Table 3). The final maximum permitted square feet and range of permitted uses for each block will be determined as part of the zoning and subsequent development review process for each building.

### B. Neighborhood Land Use Strategy

The land use strategy capitalizes on the planned \$220 to \$235 million (2015 dollars) investment in a new Metrorail station and the additional investment in the planned dedicated high-capacity transit corridor, local bus, and shuttle service which will be provided for North Potomac Yard. All of the proposed blocks are located within a 1/2 mile radius of the Metrorail station, and more than half of the blocks are located within a 1/4 mile. The close proximity of these blocks to the Metrorail station provides a unique opportunity to integrate land use with transit to create a transit-oriented development for Potomac Yard.



Table 1. Metrorail Station 1/4 and 1/2 Mile Approximate Densities

Northern Options (B2/B3) (North and South Entrances)			
	All Landbays		
	Inside 1/4	Outside 1/4	Total within 1/2
Residential/ Office	5,000,000	4,000,000	9,000,000
Retail	790,000	340,000	1,130,000
Hotel	450,000	170,000	620,000
<b>Total</b>	<b>6,240,000</b>	<b>4,510,000</b>	<b>10,750,000</b>

Note: The density shown includes existing planned development in Potomac Yard, including density proposed for North Potomac Yard. The density is measured from Metrorail Station Option B. See Table 3 for overall development summary proposed as part of the Plan.

While the overall goal of the Plan is to maximize density – particularly office density near the Metrorail station and transit, the land uses are also based on creating community and reinforcing the character of each of the neighborhoods.



Many of the buildings leading to the Metrorail station, Landbay G and adjacent to transit stops are required to provide ground floor retail. (Figure 12). Office uses are required for the upper levels of the blocks closer to the Metrorail station, both to maximize transit use and to benefit from the existing office planned in the adjoining Landbays G and H. With approximately 1.5 to 2.25 million square feet of office use within the Metro Square Neighborhood, the culmination of the planned 1.5 million square feet in Landbays G and H result in a total of 3 to 4 million square feet of office within this neighborhood and the adjacent landbays.

The Market Neighborhood will have the largest amount of retail of all the neighborhoods and a similar density as the Metro Square Neighborhood. The Plan recommends flexibility for the upper floors for office and/or residential uses.

The Crescent Gateway Neighborhood requires predominantly residential uses, hotel, and possible community-civic uses.

### C. Land Use – Future Zoning (Coordinated Development District)

The Land Use Plan (Figure 12) depicts the principal land uses for each block. In The Plan recommends modification of the boundaries of the existing Coordinated Development District (CDD #10) zoning and the creation of a new Coordinated Development District (CDD #19). The rezoning will be contingent on compliance with the vision, intent and recommendations of the Plan and future design guidelines (including a definitive plan agreed to by the property owners and the City in regard to financing the proposed Metrorail station) and approval of a subsequent rezoning, CDD Concept Plan and applicable approvals by the City. Figure 14a depicts the location of the existing CDD zoning in the planning area, and Figure 14b depicts the creation of the new CDD zone for North Potomac Yard. The recommendations of the Plan will function as the CDD Guidelines and basis for approval of a subsequent rezoning.

Figure 14 a. Existing CDD Zoning

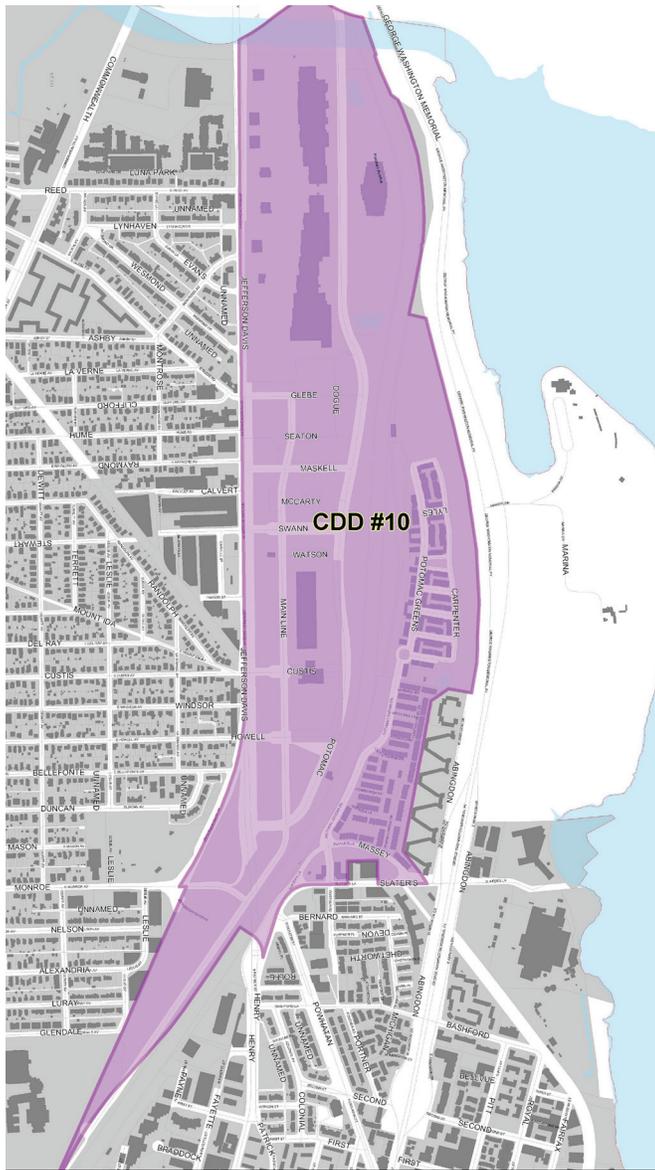
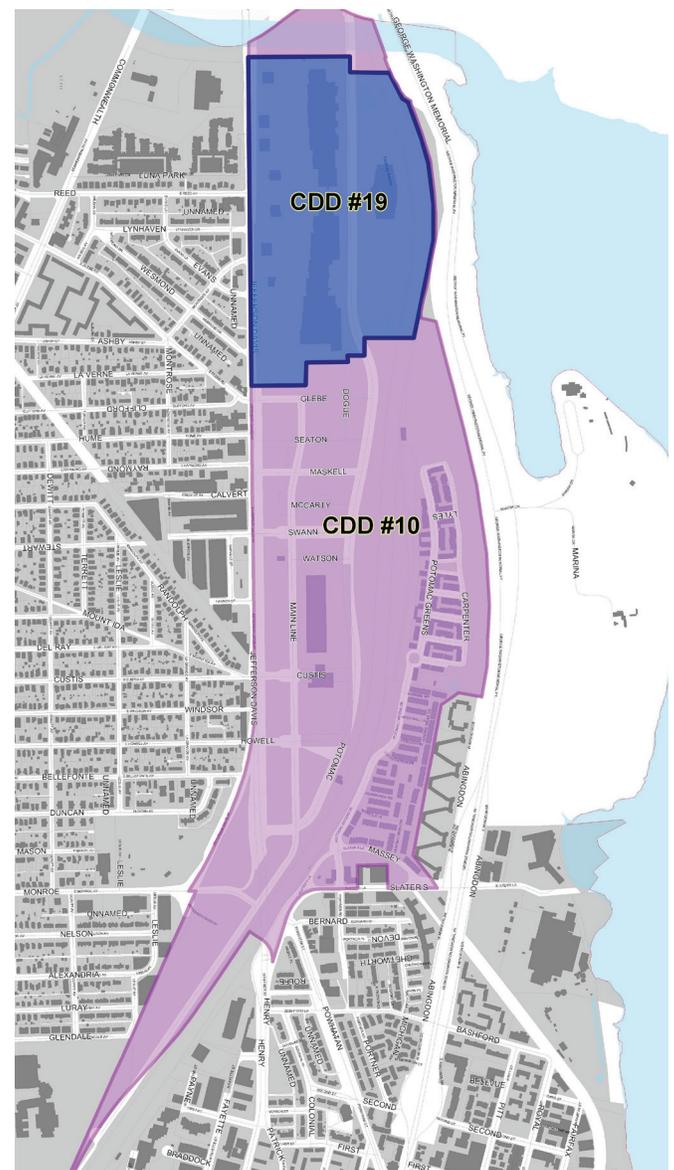


Figure 14 b. Proposed CDD Zoning



### D. Retail Uses

The required retail uses are an integral part of the development and land uses for North Potomac Yard (Figure 15 ). The retail study commissioned to assess the potential for retail within Potomac Yard found that given the scale, amount of development and a future Metrorail station, the market can support the proposed amount of retail (see *Analysis of Market Conditions in Appendix 2*). It is the intent of the Plan that the retail uses provide for the basic needs of residents and employees while also attracting visitors from throughout the region. The anticipated retail uses could include large and small tenants which serve the regional market, neighborhood-serving retail, and restaurants and “lifestyle” entertainment retail (see *Analysis of Market Conditions in Appendix 2: Context for Plan*). Large format retail tenants who serve the regional market should be concentrated in the Market Neighborhood, convenience retail to serve transit users should be concentrated in the Metro Square Neighborhood, and restaurants and entertainment uses could be located in both neighborhoods.

**Figure 15. Required, Preferred, and Planned Retail Locations**

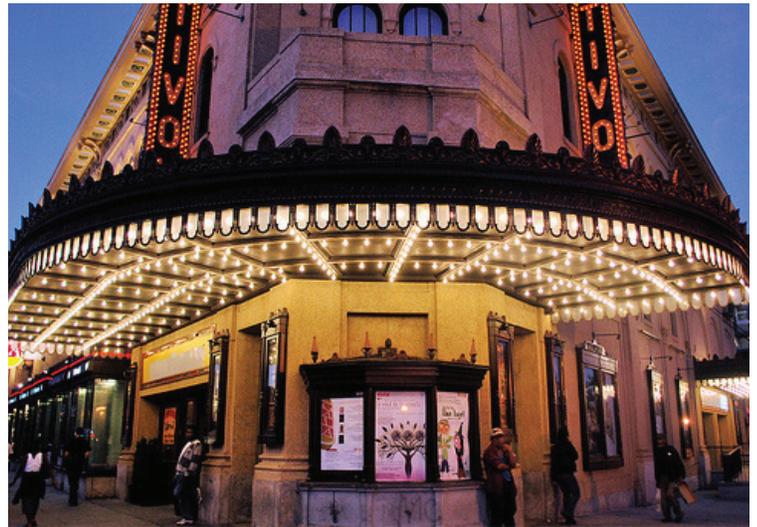


Note: Proposed retail will require additional coordination with Landbay G

The Plan concentrates a significant amount of retail and provides connections to the planned retail for Landbay G (Figure 15). The Plan creates a new East - West retail street (Reed Avenue), and a new retail street (New Street D) which will connect East Reed Ave., the Metrorail station, and the retail planned for Landbay G.

The locations depicted as Required Retail (Figure 15) will provide ground floor retail as part of the development of each of the blocks. The retail is also required to connect to Landbay G. See Table 3 for the amount of maximum retail for each block. The locations depicted as Preferred Retail are anticipated to be retail, but the final ground floor use will be determined as part of the development review process. However, even where retail uses are preferred, the height and depth of the ground floor space, and potential loading and service areas are required to be designed to not preclude future retail uses. As part of the redevelopment, the retail must be focused and continual

The Plan requires the submission of a comprehensive retail strategy that addresses coordinated management and maintenance issues. The retail strategy will be required prior to the submission of a development special use permit for the first building and/or block to ensure that the retail properties are managed in a comprehensive manner for the entirety of North Potomac Yard. Future design guidelines will have standards for the design of the retail uses, storefronts and signage.

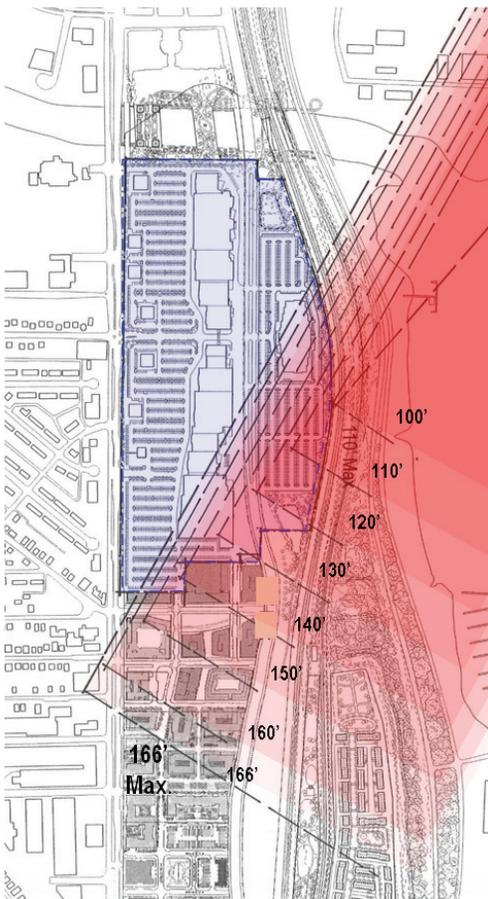


## E. Adjacent Redevelopment Sites

Although not specifically a part of North Potomac Yard, there are several possible redevelopment sites in close proximity to North Potomac Yard. Development and future planning of these sites should be mutually beneficial for the adjacent Route 1 corridor and Potomac Yard.

As North Potomac Yard redevelops, and the new Metrorail station and dedicated high-capacity transitway are constructed and implemented, it is possible that several of the larger sites on the west side of Route 1 could redevelop. This Plan does not recommend land use or zoning changes for these properties. However, future redevelopment of sites in close proximity to Potomac Yard will need to enhance connections with Potomac Yard both physically and through programming of land uses and public amenities so that these individual parcels are integrated into Potomac Yard. The Plan recognizes that the value of these properties will be positively impacted by the significant infrastructure and other public amenities constructed at Potomac Yard and recommends that, when these properties redevelop as a result of a rezoning, that they be required to participate in the financing of these and other improvements as may be determined by a future planning process.

Figure 16. FAA Height Restrictions.



Note: Heights depicted are heights above sea level

## F. Building Height

The height for each neighborhood is based on the following:

- Define open space, streets and the public realm;
- Maximize density in proximity to the Metrorail station;
- Smaller scale buildings on Route 1 adjacent to the lower scale established neighborhoods of Lynhaven and Del Ray to the west;
- Taller buildings in the central portion of the site to provide transitions to the existing neighborhoods to the west and the George Washington Memorial Parkway to the east;
- Taller signature buildings at the central portion of the site to denote the symbolic center of North Potomac Yard and at the visual terminus of Main Line Boulevard on the northern portion of the site;
- Using taller and shorter heights to demarcate the required gateways; and
- A variety of heights within each block and for individual buildings.

Adjacent to the Metrorail station, the Federal Aviation Administration (FAA) flight path limits the building heights to approximately 100 feet (Figure 16). Despite the limitation, the majority of the density in North Potomac Yard is located within a ¼ mile of the planned Metrorail station. A recommendation of the Plan is that the City work with the FAA to explore the possibility of eliminating or revising the flight path height restrictions to permit additional height and density near the proposed Metrorail station.

Note: Heights depicted are heights above sea level.

The Plan recommends maximum heights which range from 50 feet to 250 feet for several taller signature buildings (Figure 17). In addition to maximum heights, the Plan is also recommending minimum heights to ensure an appropriate urban scale and density near the planned transit and Metrorail station (Figure 18).

Figure 17. Maximum Building Heights

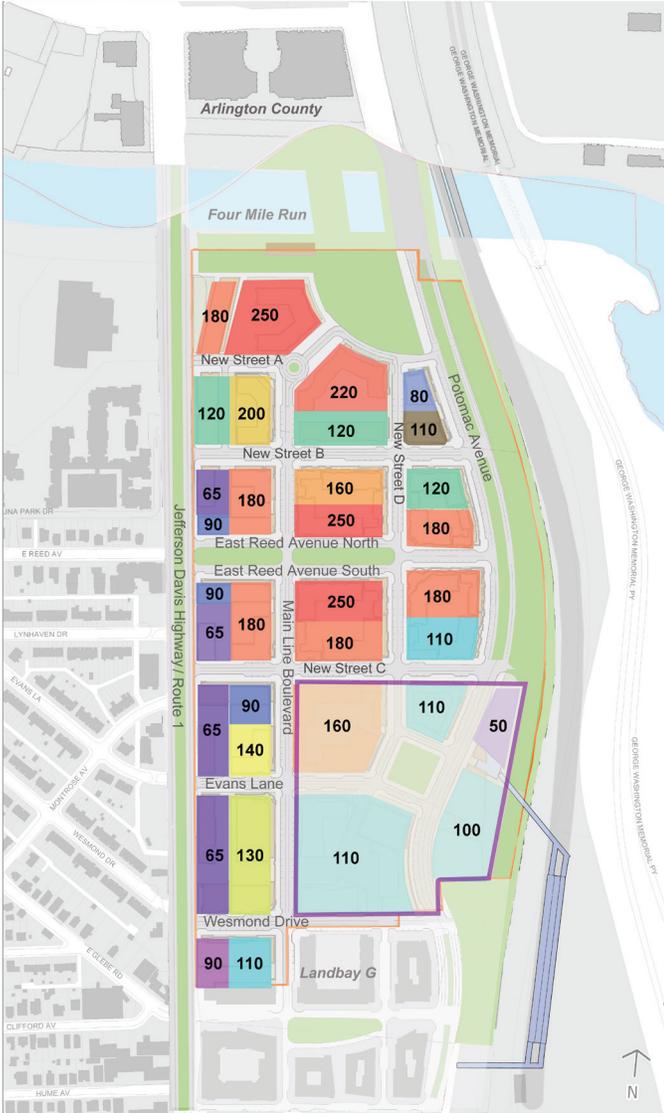


Figure 18. Minimum Building Heights

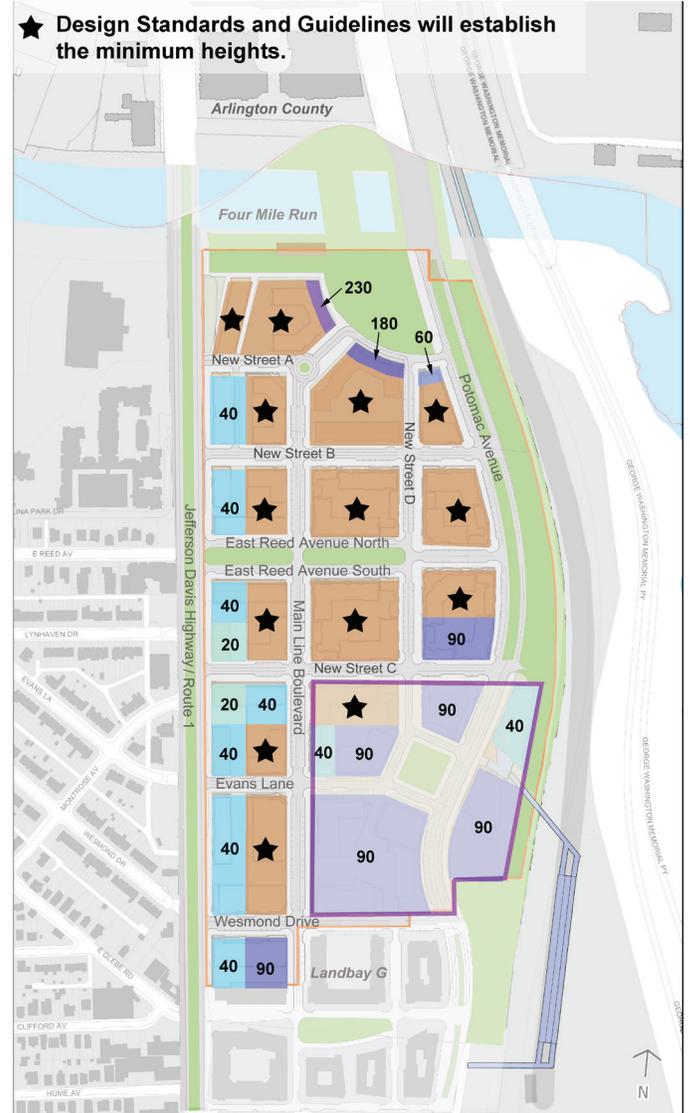
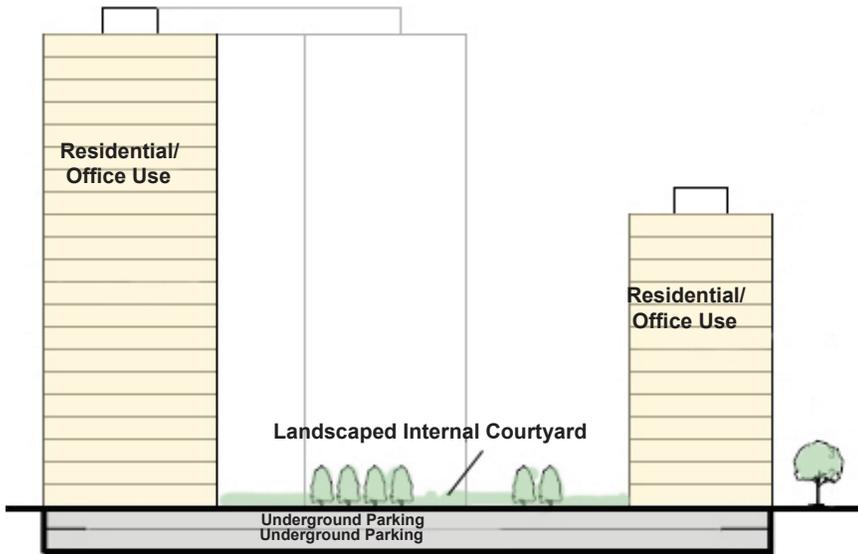


Figure 19. Below-Grade Parking.



## G. Parking Strategy

### Location of Parking

A goal of the Plan is that to the extent possible, parking should be located below-grade. Below-grade parking enables uses and people (rather than cars) to be located at and above the street level. Below-grade parking generally reduces the scale of buildings and generally results in a more urban building form. In addition, when there are height limits, above-grade parking generally reduces both density and open space, which is inconsistent with the vision and intent of the Plan.

Each building and block within North Potomac Yard is required to provide a minimum of one level of underground parking. All of the parking for Block 2, Block 3, Block 5 and Block 21 is required to be located below grade regardless of the use to enable the internal ground level open space and possible pedestrian connections planned for these blocks (Figure 19). On-street parallel parking is generally required for all of the streets, excluding the park frontages.

Above-grade structured parking may be located within the central portion of the block at grade, provided that a minimum of one level of parking is provided below grade and each level of the entire street and/or park/open space frontage is devoted to active uses (residential, office and/or retail) (Figure 20 a). If above-grade structured parking is provided above the ground floor uses, the parking is required to be screened with active uses (residential, office and/or retail) (Figure 20 b) for the entire street and/or park/open space frontage. Additional parking and screening requirements will be included in future design guidelines and subsequent zoning conditions.

Figure 20 a. Embedded Parking

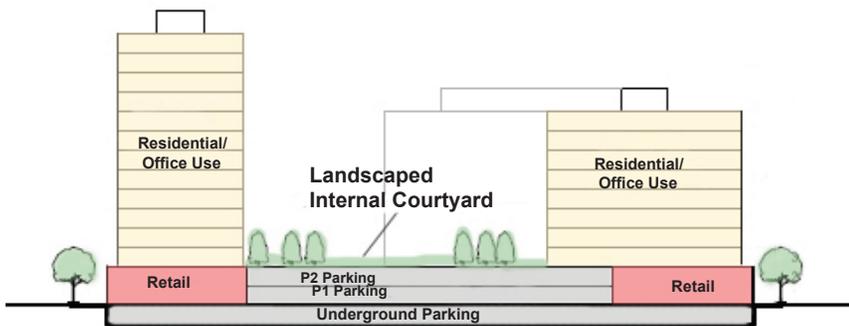
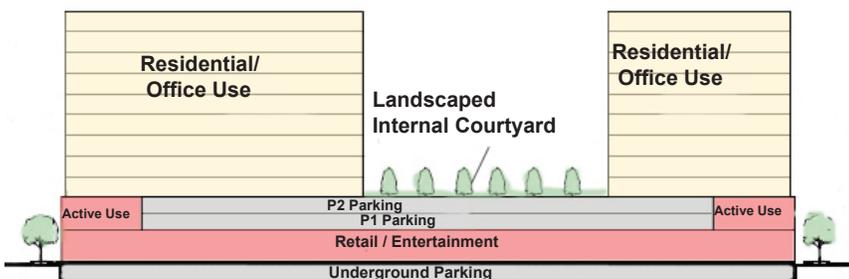


Figure 20 b. Embedded Parking above retail



**Parking Ratios and Shared Parking**

The amount of parking is intended to meet the economic and programmatic demands of the planned uses while also creating a transit-oriented development. To discourage single occupancy vehicle (SOV) travel, a maximum parking ratio is recommended for each land use. No minimum parking requirements are recommended in the Plan. The minimum amount of parking will be determined as part of the development review process for each block and/or building. The parking maximums have several advantages that include:

- Encouraging commuters to make transportation choices other than private autos, decreasing vehicle miles traveled, and reducing auto congestion and air pollution; and
- Maximizing the use of developable land and ensuring that the urban form remains compact.

Table 2 compares the parking required by the City’s Zoning Ordinance and the parking maximums recommended by the Plan.

**Table 2: Existing Parking and Proposed Parking Maximums**

USE	EXISTING ZONING ORDINANCE MINIMUMS	PARKING MAXIMUMS**
Civic/Community Facilities/Theatre	5.0 spaces/1,000 sq. ft. (community buildings, museums, libraries, or similar) 1.0 space/5 seats (church) 1.0 space/ 25 seats (elementary school) 2.0 spaces/classroom (day nursery-childcare)	2.5 spaces/1,000 sq. ft.
Hotel (per room)	1.0 space/2 rooms + 1.0 space/ 15 employees	0.75 space /room
Office	1.7 spaces /1,000 sq. ft.	1.21 spaces/1,000 sq. ft.
Residential	1.3 spaces/unit (1 BR) 1.75 spaces/unit (2 BR) 2.2 spaces/unit (3+ BR)	1.0 space /unit*
Restaurant	1.0 space per 4 seats	3.5 spaces /1,000 sq. ft.
Retail/Grocery	4.35 spaces /1,000 sq. ft.	3.5 spaces /1,000 sq. ft.

Note: \*Visitor parking may be required by the City as part of the development review process.  
\*\* All Uses will be required to participate as part of a comprehensive shared parking strategy.

Shared parking will be required as part of the development of each building and block. Therefore, the amount of parking for each of the blocks and buildings will likely be lower than the parking maximums. The amount, location, distribution and management of shared parking will be determined as part of the development review process. For additional information on parking, see *Chapter 6: Transportation*. A number of factors contribute to the success of shared parking, including:

- A mixture of uses that would lend itself to multiple stops within the same vehicular trip;
- Variations in the timing of peak parking demand for different uses;
- Alternate modes of transportation available; and
- Good pedestrian connections, amenities and appropriate scale to encourage walking.



## H. Open Space

The Plan recommends a comprehensive network of parks and public open spaces that serve to define the neighborhoods in which they are located, with connections to local and regional open space systems and trails (Figure 21). The parks will be a combination of active and passive open spaces and will integrate historical interpretive elements, public art, and improve the City's urban tree canopy. A minimum of 15% of North Potomac Yard is required to be provided as ground level open space, with an additional 25% open space required to be provided at either ground level and/or on roof-tops. Blocks 2, 3, 5 and 21 will be required to provide ground level open space due to the the required underground parking.

Figure 21. Public Parks



## Four Mile Run

North Potomac Yard is bordered on the north by Landbay E (Four Mile Run Park) and Four Mile Run, a heavily urbanized flood control channel that is planned for restoration. The Four Mile Run Restoration Master Plan was adopted to be a model of urban ecological restoration. Through the sensitive and sustainable integration of natural areas with active urban nodes, the Four Mile Run Restoration Master Plan proposes that the corridor be a place along which the communities of Arlington and Alexandria can gather, recreate and celebrate a shared waterfront. The Four Mile Run Restoration Master Plan identifies Potomac Yard as “a vibrant urban node that is home to thousands of new residents and workers while offering terrific shopping. On nice days, it’s great to relax on the terraced banks that lead down to the water, on benches along the stream or in the elevated park.”

Figure 22. Concept Rendering of Four Mile Run



The Plan builds on the Four Mile Run Restoration Master Plan: it requires Crescent Park and improvements next to Four Mile Run, which are intended to provide wide range of opportunities, both active and passive, and include opportunities for a gathering and event space. Figure 22 depicts a conceptual rendering of Four Mile Run along North Potomac Yard. Together, through the Four Mile Run Restoration Master Plan and the Plan, amenities will be provided on both sides of Four Mile Run and on the existing approximately 1-acre pedestrian bridge, which will connect to Crescent Park and Landbay K beyond, providing a series of spaces for a variety of interests which celebrate the connection to the water and natural environment.

### Landbay K (Potomac Yard Park)

The Plan requires the extension of the currently approved Landbay K to provide a continuous open space connection and off-street trail from Four Mile Run to Braddock Road. The proposed (approximately 3.5 to 4 acres) and approved (24 acres) parks will result in an approximately 28-acre park for the City. The park should be designed as a regional amenity for users of all ages and abilities, and will provide active and passive recreational amenities for future residents and visitors. The park will be designed to incorporate interpretive elements of the multi-century transportation history of this corridor. It will also provide a crucial non-motorized connection between Braddock Road Metro and Four Mile Run.

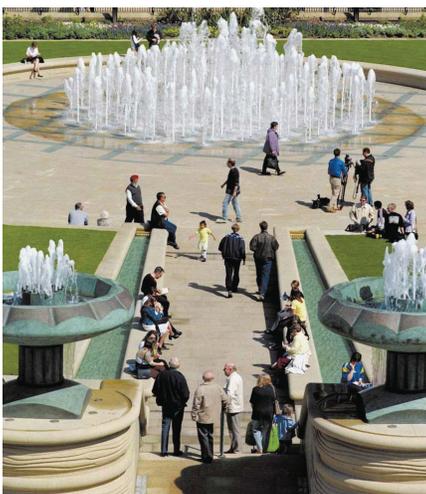
*Figure 23. Landbay K*



The continuation of Landbay K into North Potomac Yard enables integration of the park with the remainder of the Potomac Yard development. The current Landbay K plan includes an approximately 15-foot section of land between North Potomac Yard and the active rail corridor. The extension of Landbay K along the eastern edge of North Potomac Yard will provide the opportunity to create a meaningful connection between the existing Landbay K, Crescent Park, Four Mile Run, and the George Washington Memorial Parkway. The Plan recommends that the Landbay K extend to Four Mile Run along the eastern edge of Landbay F, and that the extension be wide enough to provide substantial trail amenities, plantings, interpretive areas, active use amenities, and a vegetative buffer along the rail corridor consistent with the already planned portion of Landbay K.

### Metro Square

This park is proposed as an urban square of approximately 0.70 acres at a transit hub which includes the Potomac Yard Metrorail station across the street, nearby dedicated transit, and local bus service. The park is required to be surrounded by public streets and framed by the surrounding buildings with retail at the ground floor. Located at the intersection of Evans Lane, Water Street and Potomac Avenue, Metro Square will be the focal element of this neighborhood where office workers, potential theatre-goers, shoppers, commuters and residents can gather. The park is envisioned to include a mix of landscaping and hardscape (pervious where appropriate), providing a range of experiences to accommodate



**Figure 24. Bryant Park**



**Figure 25. Stone Street**



**Figure 26. Mizner Park**



active social gathering. Amenities in the park may include benches, movable furniture, high-quality temporary retail carts, public art, historic interpretation, and water features. The park should be designed to accommodate programming and events that serve its diverse users. In support of the principle of collocation, future development should consider utilizing the space below the park (underground) for uses supportive of the character of the neighborhood, such as a theatre.

The Plan proposes three buildings adjacent to the Metrorail station. The area to the south of the proposed buildings is not part of North Potomac Yard, but is part of the approved Landbay K (Potomac Yard Park). While there is a potential for an additional building at this location, the Plan does not recommend a building because of the impact on planned and approved open space. Further analysis of a building to the south of North Potomac Yard would need to occur as part of a subsequent planning process. As previously discussed, the blocks adjacent to the Metrorail station are subject to the Flexible Metrorail Zone and the applicable standards.

### **Internal Pedestrian Street / Connection**

The Plan requires that, at a minimum, one continual internal pedestrian connection be provided for one of the blocks within the Metro Square or Market Neighborhood which could consist of a central hardscaped open space area that could be lined with restaurants, outdoor dining, music venues, and theatre uses. This space is envisioned to be primarily hardscape with amenities that celebrate culture, art and creative expression. Stone Street in New York City could serve as a potential design precedent (Figure 25). This space provides a “break” in the standard street grid.



### **Market Green Park**

The Market Green is a linear open space forming the core of the Market Neighborhood. The green is proposed to occupy approximately one acre at the center of Reed Avenue, within two elements separated by Main Line Boulevard. The Market Green will be framed at the ground level by active retail uses, and buildings that along portions of the park will rise up to 250 feet, the tallest and most prominent buildings in all of Potomac Yard. The design of the Market Green should reinforce this prominent location, and is envisioned to accommodate passive uses including pedestrian pathways, large open green spaces, plantings, and trees. Mizner Park has a similar character (Figure 26). Uses and activities in the Market Green may include special events, such as fairs, live music, markets, and other similar events, which may on occasion also utilize the adjacent streets. For this purpose, the street surfacing material surrounding the Market Green should be of a distinct character and material from the other streets to enhance the pedestrian experience. The linear configuration of the Market Green is consistent with the finger parks established in the southern landbays of Potomac Yard.



### Crescent Park

Located at the intersection of the existing Landbay K trail and Four Mile Park (Landbay E) is Crescent Park. This curved open space (and adjoining strip to the west along Four Mile Run) creates an important connection between these two regional parks linking the associated trail networks with the Four Mile Run pedestrian bridge and Arlington. This intentional break in the street grid also provides a meaningful terminus for New Street D. The park is required to be approximately 3 acres, and its orientation and crescent shape are configured to maximize access and vistas, including views of the Nation’s Capitol. The park also serves as a buffer between the proposed buildings and the George Washington Memorial Parkway. The park is partially bordered on its curved edge by a street, and defined by signature buildings that follow the curved, crescent shape of the park. The amenities for the park will likely include a large gathering and event space, pedestrian pathways, large open green spaces, significant landscaping, pedestrian and bicycle pathways, a stormwater water amenity, and a possible civic use.



To realize the vision of these open spaces, and to reinforce them as a coordinated system of spaces, the Plan requires a comprehensive open space plan, that includes rooftop open space, with the specific requirements to be provided as part of the rezoning approval.



### Roof-Top Open Space

Suggested roof-top amenities could include active courts and turf areas, dog parks and/or dog runs, and playgrounds, as well as passive recreational spaces to meet the needs of the anticipated population. Public access of certain blocks should be considered to enhance the recreational opportunities and views within North Potomac Yard, increase community interaction, and, on office buildings, to activate space in the evenings. These roof-top open spaces are anticipated to incorporate substantial sustainable components, while maintaining access and uses for residents and building users.

### Playing Fields

The City recognizes the need for additional athletic playing fields generally. While the Plan does not require the provision of playing fields within North Potomac Yard, the Plan recommends that the developer assist in the provision of off-site playing fields.

## I. Housing

The Plan envisions a place designed to accommodate a wide range of incomes, ages, and household types and sizes. By planning for a variety of housing types and products, which offer a variety of affordability options, it is likely that those who work, shop, and recreate in North Potomac Yard will also be able to live there. To achieve this, the Plan recommends that developers be encouraged to:

- Provide affordable and workforce housing units, both rental and for sale, throughout North Potomac Yard;
- Explore the provision of public housing units;
- Offer a range of housing types to accommodate different household sizes and compositions, including studio, one, two and three bedroom units;
- Incorporate green and sustainable designs and materials to enhance the interior living environment and to yield energy savings for residents;
- Integrate universal design and/or accessibility features to accommodate multiple life stages and abilities; and
- Explore opportunities for public, private and non profit collaborations to maximize the use of land and to leverage all available resources for the development of workforce and affordable, including public housing.

Affordable housing contributions in the Plan will be governed by the city-wide guidelines in effect at the time development approvals are sought. Such guidelines are expected to provide for both mandatory and voluntary contributions. It is anticipated that voluntary contributions will be satisfied through the provision of on-site housing units and/or cash contributions to the City's Housing Trust Fund.

In Alexandria the range of household income typically served by public housing units is generally 20-30% of the Washington, D.C. area median income ("AMI"); affordable rental housing serves households with incomes up to 60% AMI; workforce rental units serve those households earning up to (mathematical) 80% AMI. For sales housing, the City offers a range of homeownership assistance for qualified first time homebuyers with incomes up to 100% of the area median income.

## Housing Case Study:

### The Station at Potomac Yard Alexandria, Virginia

The Station is an award-winning, creative approach to meeting multiple community needs in a dense, high-cost exurb of Washington, D.C., and provides an easily replicated model of sustainable design and construction. The project's innovative mixed-use design combines a fire station, 64 units of affordable and workforce rental housing and retail space, maximizing the use of land in a built environment.

The project was made possible through a successful public-private collaboration among the City of Alexandria, Potomac Yard Development, LLC (PYD), a joint venture of national homebuilders, Pulte and Centex Corporations, and the Alexandria Housing Development Corporation (AHDC), a local non-profit housing developer. Conceived when it was realized that PYD's proposed urban design (which had already been vetted and approved through a public process) might hinder optimal emergency services response times within the Yard, PYD offered to provide land and money for a new fire station, and the City utilized air rights above the fire station to produce critically needed affordable housing (between 2000 and 2007, more than 10,000 of the City's existing privately owned "market affordable" rental housing stock in the City was lost to rent increases or redevelopment). Through AHDC, significant



1.1 acres

Total development cost \$34 million

Project features:

- Four bay state-of-the-art fire station
- 64 apartments (including one, two and three bedroom units, with three fully accessible units; 44 are "affordable" to households at or below 60% of the area median income (AMI); 20 units have rents affordable at the "workforce level", at or below 80% AMI
- Retail space (planned to be neighborhood serving)
- Two levels of underground parking (142 spaces)

In addition to PYD's donation of land and its contributions to the fire station (\$6.6 M) and to the housing facility (\$7.5 M); other funding includes \$8.6 M in low income housing tax credit equity and \$8.35 M in loans from the Virginia Housing Development Authority (VHDA), with the balance coming as loans and grants from the City.

federal, state and local funds were leveraged to finance four stories of affordable housing. During the public outreach process, the community expressed a strong desire to include workforce housing: PYD's voluntary contribution of \$7.5 million to the City's housing fund helped underwrite the costs to develop 20 workforce units. Consistent with Alexandria's Eco-City charter, The Station is "green" — the residential component is built to Earthcraft program standards (yielding energy savings for residents) and the first floor fire station LEED Silver-certified.

**Table 3. Development Summary**

Block #	Principal Land Use	Office SF	Residential SF (DU)	Office or Residential SF (DU)	Retail (SF)	Hotel (SF)	Total <sup>3</sup>
1	Open Space	(Crescent Park)					
2	Residential	0	500,000 (500)	0	0	0	500,000
3	Hotel	0	0	0	0	170,000	170,000
4 <sup>1</sup>	Community Facility/ Public Building	0	0	0	0	0	0
5	Residential	0	600,000 (600)	0	0	0	600,000
6	Office / Residential	110,000	0	250,000 (250 DU)	35,000	0	395,000
<b>Crescent Gateway Neighborhood</b>		<b>110,000</b>	<b>1,100,000 (1,100)</b>	<b>250,000 (250 DU)</b>	<b>35,000</b>	<b>170,000</b>	<b>1,665,000</b>
7	Office / Residential	0	0	320,000 (320 DU)	90,000	0	410,000
8	Office / Residential	0	0	690,000 (690 DU)	110,000	0	800,000
9	Office / Residential	55,000	0	260,000 (260 DU)	40,000	0	355,000
10	Office / Residential	0	0	330,000 (330 DU)	160,000	0	490,000
11	Office / Residential	0	0	700,000 (700 DU)	120,000	0	820,000
12	Office and/or Residential	55,000	0	295,000 (295 DU)	50,000	0	400,000
13	Open Space	(Market Commons)					
<b>Market District Neighborhood TOTAL</b>		<b>110,000</b>	<b>0</b>	<b>2,595,000 (2595 DU)</b>	<b>570,000</b>	<b>0</b>	<b>3,275,000</b>
<b>Metro Flex Zone (Blocks 14, 15, 16, 18, 20 &amp; 21) <sup>2</sup></b>							
	Office	1,100,000	0	300,000 (300 DU)	190,000	0	1,590,000
17	Office / Residential	60,000	0	250,000 (250 DU)	50,000	0	360,000
19	Open Space	(Market Square Park)					
22	Office	370,000	0	0	65,000	0	435,000
23	Office	180,000	0	0	20,000	0	200,000
<b>Metro Square Neighborhood TOTAL</b>		<b>1,710,000</b>	<b>0</b>	<b>550,000 (550 DU)</b>	<b>325,000</b>	<b>0</b>	<b>2,585,000</b>
24	Open Space	(Landbay K extension - Potomac Yard Park)					
							<b>Total (SF)</b>
		1,930,000					<b>7,525,000</b>

NOTES:

- Community facilities, public buildings and accessory uses may be provided on any block and are not deducted from the maximum permitted development; however the uses will be subject to the height requirements, design guidelines and other applicable elements as part of the development review process. Block 4 is reserved as a possible school site.
- The blocks located within the Metro Flex Zone are defined herein and the final block configuration and number of blocks will be determined as part of the rezoning and development review process.
- The maximum amount of development shall be 7,525,000 sf; however the amount of permitted development within each block is conceptual. The final amount of development may be permitted to be transferred from block to block and will be determined as part of the rezoning for the subject property and development special use permit.
- In addition to the maximum amount of development, a minimum amount of density is required for each block pursuant to the minimum heights and other applicable requirements.
- Section 7-700 of the zoning ordinance is not applicable to North Potomac Yard (Landbay F).

**Note:**

Specific deadline and submission requirements not specified for recommendations will be determined as part of the rezoning for the subject property.

## LAND USE RECOMMENDATIONS

### **Land Use - Zoning**

- 4.1 Establish a new CDD zone to implement the Vision and recommendations of the Plan.
- 4.2 Permit the flexibility of office and/or residential uses for Blocks 6-12, 17, 22, 23, and a portion of Block 16.

### ***Metro Square Neighborhood***

- 4.3 Require predominantly office uses and ground floor retail uses for the Metro Square neighborhood.
- 4.4 Explore the provision of live performance space/theatre.
- 4.5 Explore the possibility of uses such as a theatre below Metro Square Park (underground).

### ***Market Neighborhood***

- 4.6 Allow flexibility for office and/or residential uses on upper floors within the blocks of this neighborhood.

### ***Crescent Gateway Neighborhood***

- 4.7 Require predominantly residential uses in this neighborhood.

### **Retail Uses**

- 4.8 Locations with required retail shall be provided as depicted in Figure 15.
- 4.9 For preferred retail locations, the ground floor height and depth shall be designed to not preclude retail uses.
- 4.10 Develop design standards and guidelines for all retail uses, including large-format retailers.
- 4.11 Develop standards for retail storefronts and signage.
- 4.12 Encourage opportunities for live-work and comparable ground floor uses.
- 4.13 Encourage neighborhood-serving retail uses, including the potential provision of a grocery store within the Metro Square or Market neighborhoods.
- 4.14 Explore the possibility of allowing street carts - vendors.
- 4.15 Require the submission of a comprehensive retail marketing strategy prior to the submission of a development special use permit for the first building and updated with each subsequent development approval.
- 4.16 Require district-wide management of retail (i.e. business improvement district, or other similar entity).

### **Building Height**

- 4.17 Ensure that the ceiling heights and depths for various uses are flexible to encourage a broad range of uses within the residential and commercial buildings, particularly the ground floor.

## LAND USE RECOMMENDATIONS (CONTINUED)

- 4.18 Transition building height and scale to Route 1 and the existing residential neighborhoods to the west and the George Washington Memorial Parkway to the east.
- 4.19 Differentiate the height of the gateway elements of the neighborhood by establishing taller or shorter heights for these elements.
- 4.20 Explore the possibility of eliminating or revising the Federal Aviation Administration (FAA) flight path restrictions.
- 4.21 Implement maximum and minimum heights for each block consistent with Figures 17 and 18.
- 4.22 Require that any amenity space on the top floor of the building of Block 2 be made periodically available for public functions and/or meetings.
- 4.23 Provide taller signature buildings at the central portion of the site to denote the symbolic center of North Potomac Yard, and at the visual terminus of Main Line Boulevard on the northern portion of the site. Require a variety of heights within each block and for individual buildings.

### Parking

- 4.24 Implement parking maximums.
- 4.25 Require unbundled residential parking.
- 4.26 Implement parking ratios that reflect the transit-oriented nature of the development consistent with Table 2.
- 4.27 Require shared parking throughout North Potomac Yard.
- 4.28 A minimum of one level of underground parking is required for each block and/or building.
- 4.29 All of the parking for Blocks 2, 3, 5, and 21 is required to be entirely below-grade.
- 4.30 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 19, 20 a, 20 b).
- 4.31 Generally require on-street parking for streets, excluding park frontages.
- 4.32 Require provision of long and short-term bicycle parking.

### Open Space

- 4.33 Require the submission of a comprehensive Open Space Plan to identify the programming within each park/public open space.
- 4.34 The parks/open space required within the Framework Plan, which consist of the following, need to be implemented with the development of each neighborhood:
  - Expanded open space 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; (Crescent Park)
  - A finger park in the retail district (Market Green);
  - A square shaped plaza/urban square at the Metrorail station (Metro Square);

## LAND USE RECOMMENDATIONS (CONTINUED)

- An extension of Landbay K to provide usable open space along the rail corridor and make a non motorized transportation connection to Four Mile Run; and
  - Internal pedestrian connections with adjacent active uses shall be provided in the Metro Square and/or Market Neighborhoods.
- 4.35 Require that Landbay K and Crescent Park be dedicated to the City as public parks, with an agreement for private maintenance in perpetuity. The remainder of the parks (Metro Square, Market Green) and the central open spaces are required to be privately-owned and privately maintained but accessible to the public through the provision of a perpetual public access easement.
- 4.36 A minimum of 15% of North Potomac Yard is required to be provided as ground level open space, with an additional 25% to be provided at either ground level or on rooftops. Blocks 2, 3, 5 and 21 within North Potomac Yard shall be required to provide additional open space due to the central ground level spaces within the blocks.
- 4.37 Explore the possibility of collocating uses in open space, for example, entertainment, civic and cultural uses, historical interpretation, public art, and stormwater management.
- 4.38 Provide off-street shared-use paths in the open space at Four Mile Run and through Landbay K (Potomac Yard Park).
- 4.39 Provide public and private dog parks and/or runs. Explore the possibility of locating these facilities on roof tops.
- 4.40 The developer shall assist in the provision of off-site playing fields.
- 4.41 Employ sound urban forestry principles and practices to improve the City's tree canopy.
- 4.42 Explore the possibility of including interim active recreational fields.

### Housing

- 4.43 Contribute to the City's affordable housing trust fund, consistent with guidelines in effect at the time development approvals are sought; and /or provide affordable and workforce housing units, both rental and for sale, throughout North Potomac Yard.
- 4.44 Provision of public housing in North Potomac Yard shall be strongly encouraged particularly as other public housing sites in the City redevelop. Consideration of the existing project based density bonus for affordable housing should be considered to facilitate possible public housing relocation to North Potomac Yard.
- 4.45 Offer a range of housing types to accommodate different household sizes and compositions, including studio, one, two and three bedroom units.
- 4.46 Incorporate green and sustainable designs and materials to enhance the interior living environment and to yield energy savings for residents.
- 4.47 Integrate universal design and/or accessibility features to accommodate multiple life stages and abilities.
- 4.48 Explore opportunities for public, private and non profit collaborations to maximize the use of land and to leverage all available resources for the development of affordable and workforce housing, including public housing.