# potomac yard planning + vision



planning commission work session 10/09/2025

## agenda

## 01. context

importance for the city + region
development (1/4 mi from metro stations)

## 02. planning for potomac yard

timeline a history of change
progression of potomac yard
metrorail station + planning
north potomac yard + south potomac yard
comparison land use + building types

## 03. takeaways

lessons learned: potomac yard (1999 – present) discussion + questions

## context

## where we are in the process

### SAP

## ZONING

### **DSUP**

development special use permit

### **PERMIT**

vision objectives recommendations



land uses
open spaces
framework streets
design guidelines
phasing



density, architecture, heights, streetscape, public facilities and infrastructure



final site plan building permits, construction



## importance for the city + region



## importance for the city

Scale

Size

Economic impact

Proximity to Metrorail station + transit

Potomac River (proximity + views)

Proximity to Reagan National Airport













Potomac Yard/Oakville 193 acres



Eisenhower East/Carlyle 240 acres

Old Town 430 acres

Landmark Mall

61 acre

## remaining development (¼ mile from metro stations)

POTOMAC YARD

1/4-mile radii from north + south station entrances 1/4-mile radius from station entrance

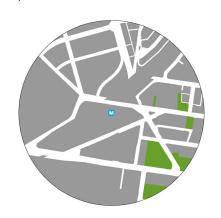


BRADDOCK



KING ST - OT

1/4-mile radius from station entrance



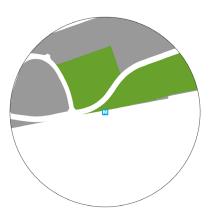
**EISENHOWER** 

1/4-mile radius from station entrance



**VAN DORN** 

1/4-mile radius from station entrance

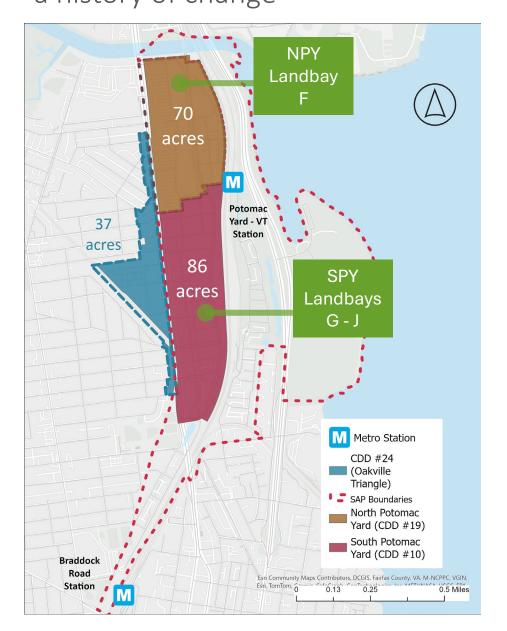


#### key

- developed sites and parks
- sites of planned redevelopment

planning for potomac yard

## timeline a history of change



railroad + transit 1900 - 2023

1906 Southern Railway established

1906 – 1989 Active Rail Yard use (annexed into City 1930)

1989 Rail Yard decommissioned

2014 U.S. Route 1 Bus Rapid Transit (BRT) constructed

2023 PY/VT Metro Station opens

#### planning + redevelopment

1990 – current

1997	Potomac Yard Shopping Center constructed
1999	South Potomac Yard Master Plan + CDD approved

2010/2017 North Potomac Yard Plan + Metro Station

2013 South Potomac Yard park opens

2023/2024 Arena Proposal

Oakville buildings and Inova Healthplex open

North Potomac Yard Park opens

Virginia Tech Innovation Campus opens

## progression of potomac yard (2001-2025)



## metrorail station + planning

#### 1968 and 1975

Metrorail system plans identified Potomac Yard as a site for a future Metrorail station.

#### 1992

The Potomac Yard/Potomac Greens SAP identified the potential for a Metrorail station.

#### 2008

The Metrorail station was included in the Transportation Master Plan.

#### 2010

The NPY SAP was adopted, envisioning a new Metrorail station.

#### 2010

Landbays G + H were amended (use and density).

#### 2016

DSUP approval of Metrorail station for Potomac Yard.

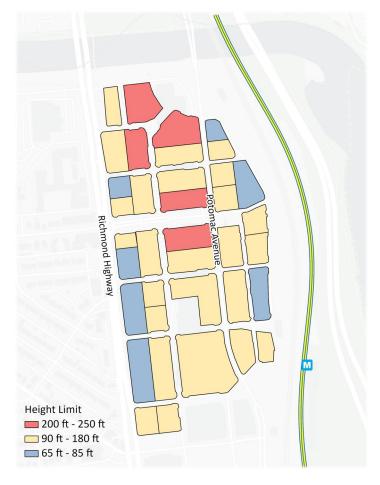
#### 2023

Potomac Yard – VT Metrorail station opens.

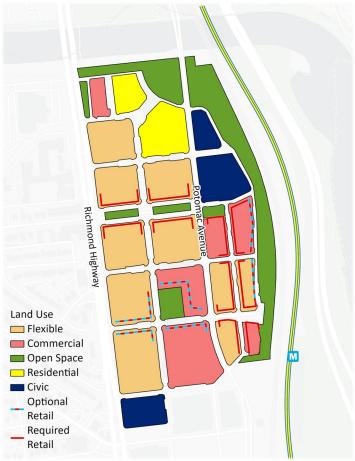


## vision north potomac yard

#### overall vision



#### land uses



- 1. Long-term vision 15-20 years.
- 2. Continue street grid of Potomac Yard.
- 3. Extend transitway to connect to Arlington County
- Extent Potomac Yard park to Four Mile Run
- 5. Four Mile Run and Park improvements
- 6. Maximize density and height near Metrorail station within FAA building height restrictions.
- 7. Neighborhood serving and destination retail.
- 8. School site reservation. (2027)
- 9. 8 parks (9+ acres)

Source: North Potomac Yard Small Area Plan

## vision south potomac yard

overall vision

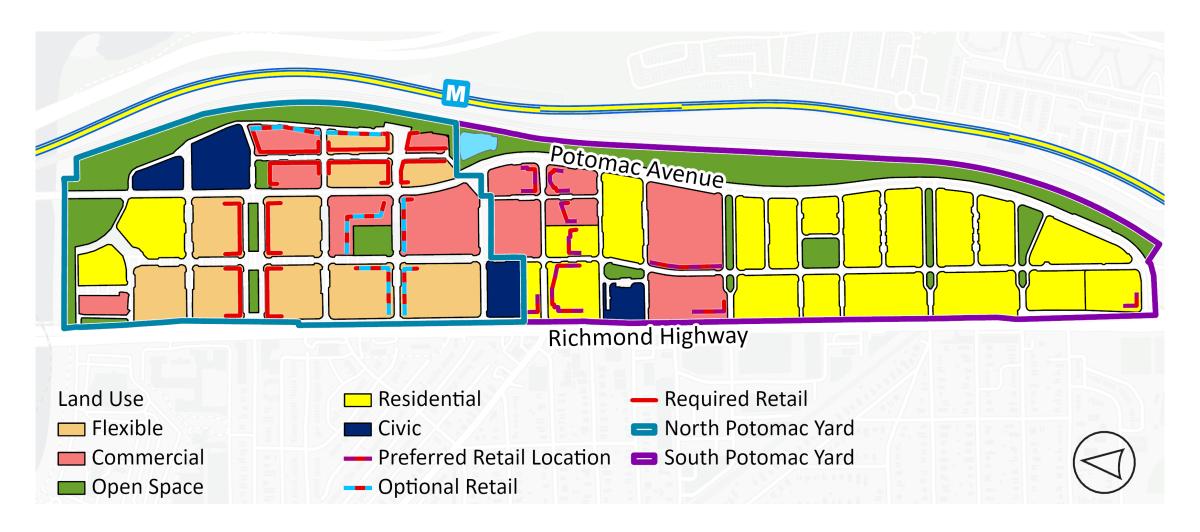
land uses



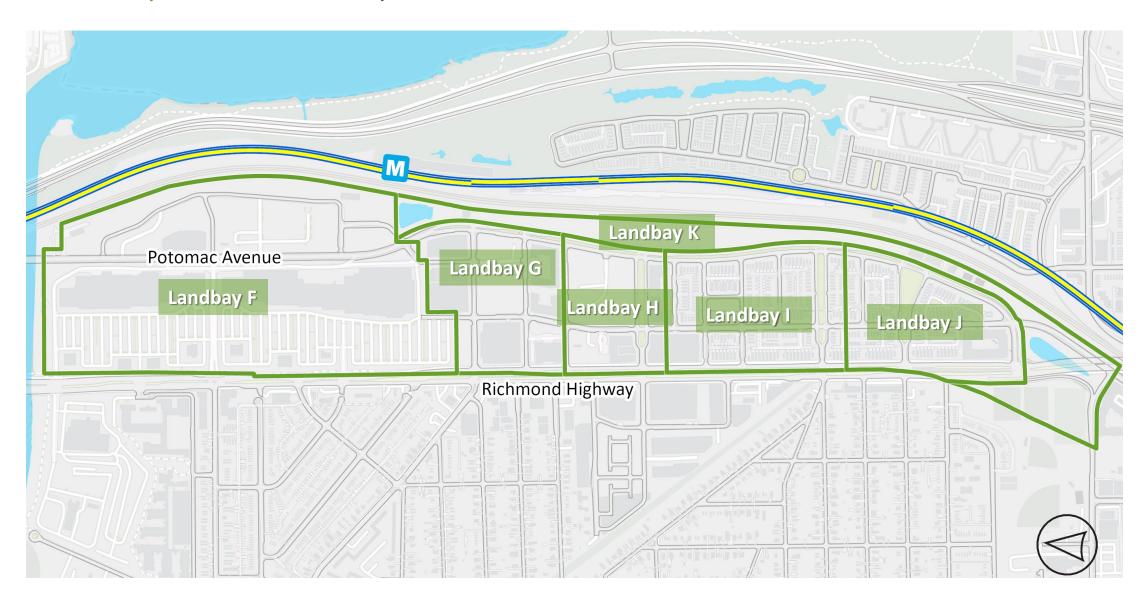
- 1. Higher densities and heights generally farther north (Landbays G + H) Probably pull from the Goals in the SAP?
- 2. Robust and interconnected grid of streets.
- 3. Neighborhood parks, finger parks within each neighborhood.
- 4. Larger park Potomac Yard park on east
- 5. Commercial uses generally in Landbay G and later Landbay H
- 6. Potomac Ave a second north-south connector
- 7. Importance of connecting and relating to adjoining neighborhoods of Del-Ray and Lynnhaven and later Oakville
- 3. Importance of design (design guidelines)

Source: Potomac Yard/Potomac Greens Small Area plan + CDD# 10

## north + south potomac yard putting it all together



## potomac yard – landbays



## comparison: land uses + building types









#### office

#### civic

#### multi-unit

#### townhouses

landbay g + h

P: 1,747,346 sf

C: 567,945 sf

landbay f

P: 1,610,300 sf

C: 0

landbay g + h

P: 0

C: 24,800 sf

landbay f

P: 750,000 sf

C: 300,000 sf

landbay g + h

P: 868,000 sf

C: 868,000 sf

landbay f

P: 4,971,100 sf

C: 0

landbay g + h

P: 0 sf

C: 0 sf

landbay f

P: 0

C: 0

## comparison: land uses + building types







civic



multi-unit



townhouses

tax revenue +/-\$ 850,000/ bldg

fiscal impact (80-90%)

tax revenue/2 acres +/-\$1.5 Million

fiscal impact (60-70%)

density/acre
+/- 125 units per acre

tax revenue/2 acres +/-\$650,000

fiscal impact (70-80%)

density/acre
+/- 25 units per acre

takeaways

## lessons learned potomac yard (1999-present)

- 1. The importance of having a plan vision prior to individual proposals.
- 2. Overall plan for infrastructure (streets and parks) with clear phasing.
- 3. A broad vision of land use(s) and building heights and types.
- 4. Design Guidelines for the public realm and buildings.
- 5. A Concept Plan that is adaptable and flexible while maintaining overall vision.
- 6. Importance of well-designed infrastructure (Metrorail station and transitway).
- 7. Variety of building types and land uses.
- 8. Importance of incorporating civic uses into a neighborhoods (fire station, future school/public use).
- 9. Retail does not work piecemeal and should not wait to the end.
- 10. The element of time.





discussion + questions