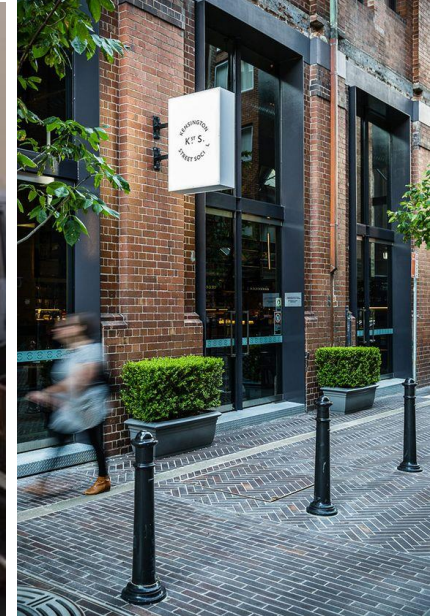
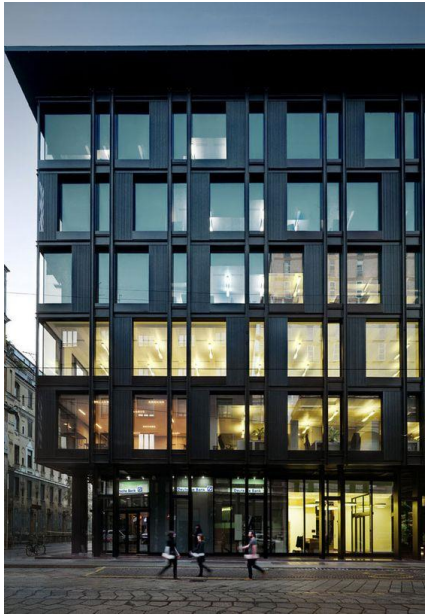
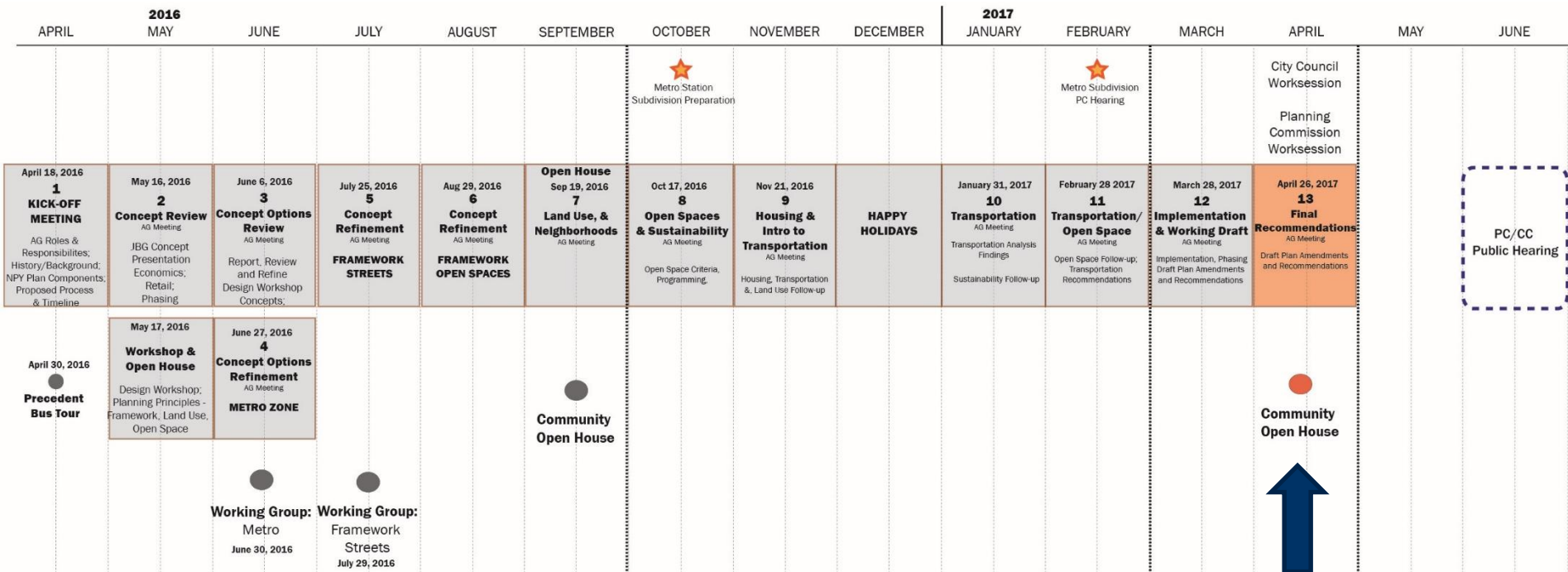


# North Potomac Yard



Small Area Plan Update  
Planning Commission Work Session  
April 6, 2017

# Community Process

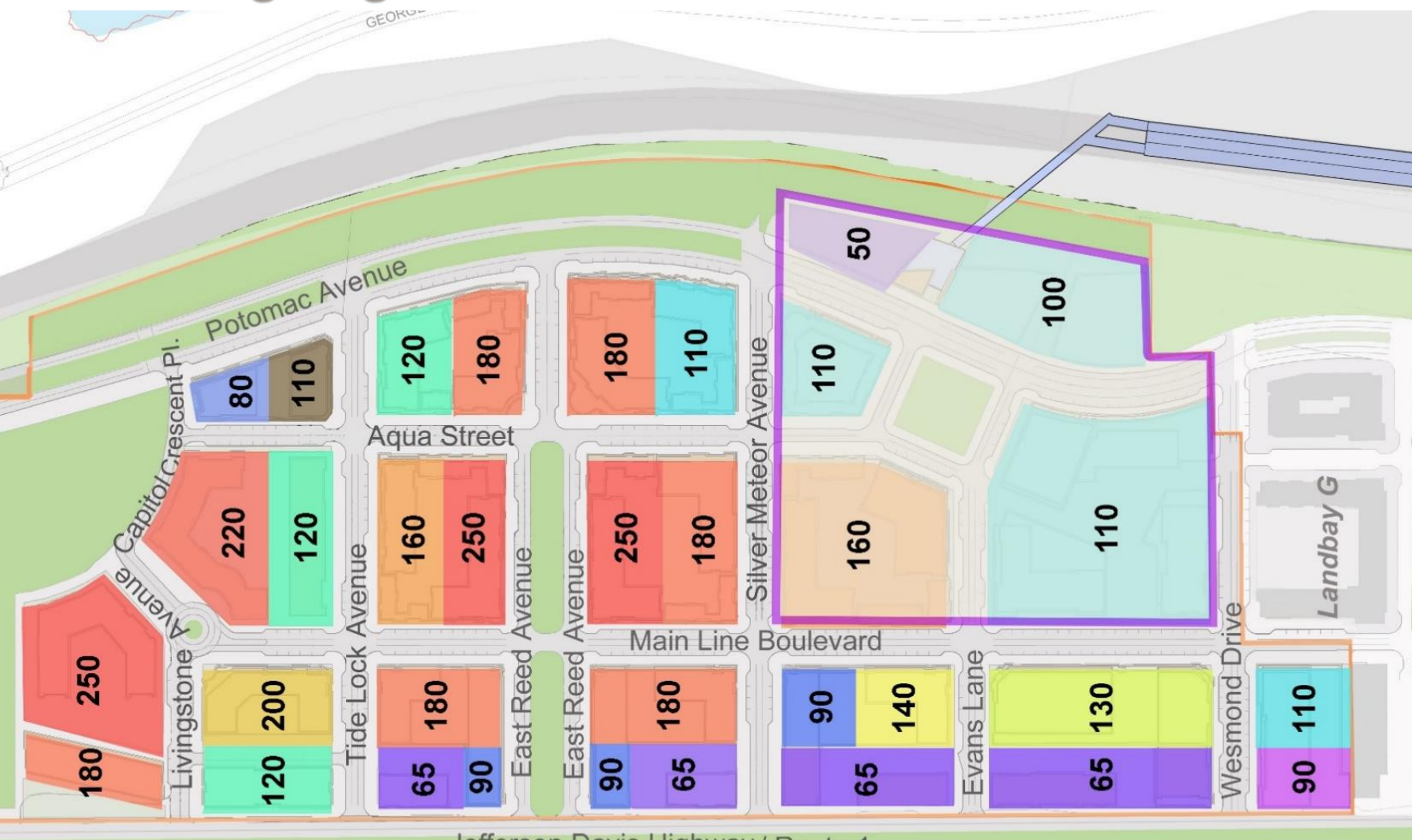


- 12 Advisory Group Meetings since April 2016
- 2 Advisory Group Worksessions
- 1 Design Workshop
- 2 Community Open Houses
- Bus Tour
- Planning Commission Worksession (September 2016)
- City Council Worksession (April 2017)

## Next Steps:

- Transportation Commission, Parks & Recreation Commission, AHAAC, PYDAC
- Community Open House April 18
- Final AG Meeting April 26

# Building Height– 2010 Plan

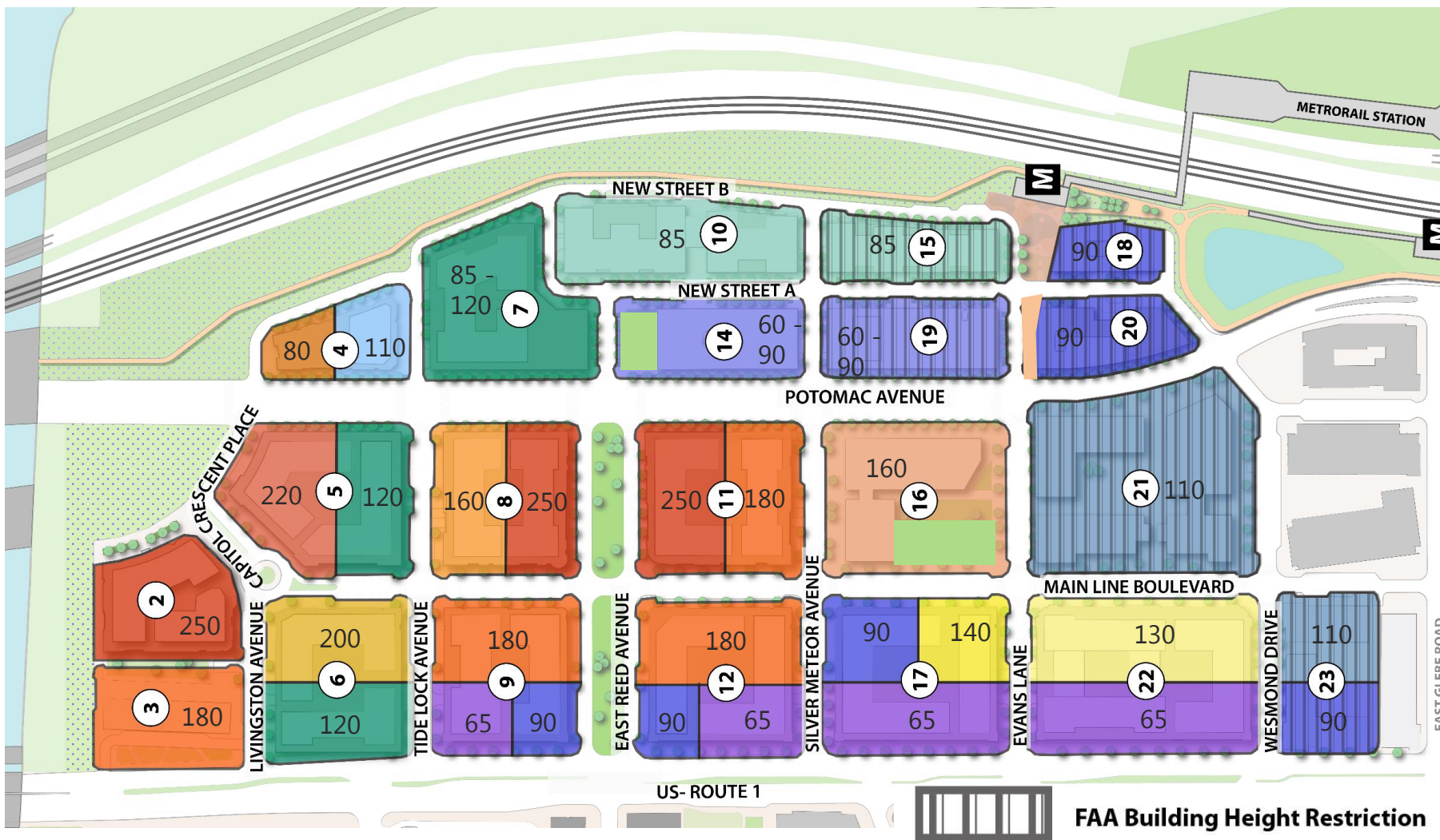




# Building Height - Proposed

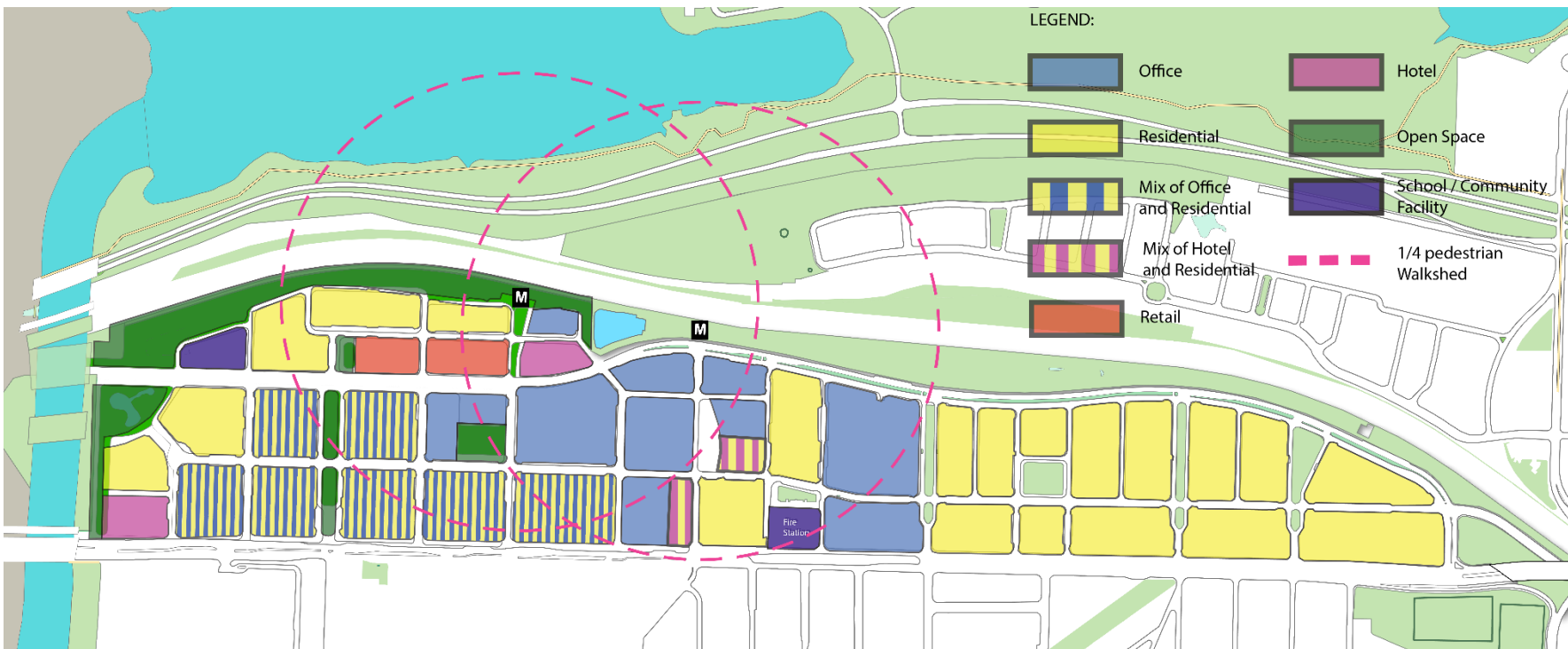


## North Potomac Yard





# Potomac Yard Existing and Proposed Land Uses



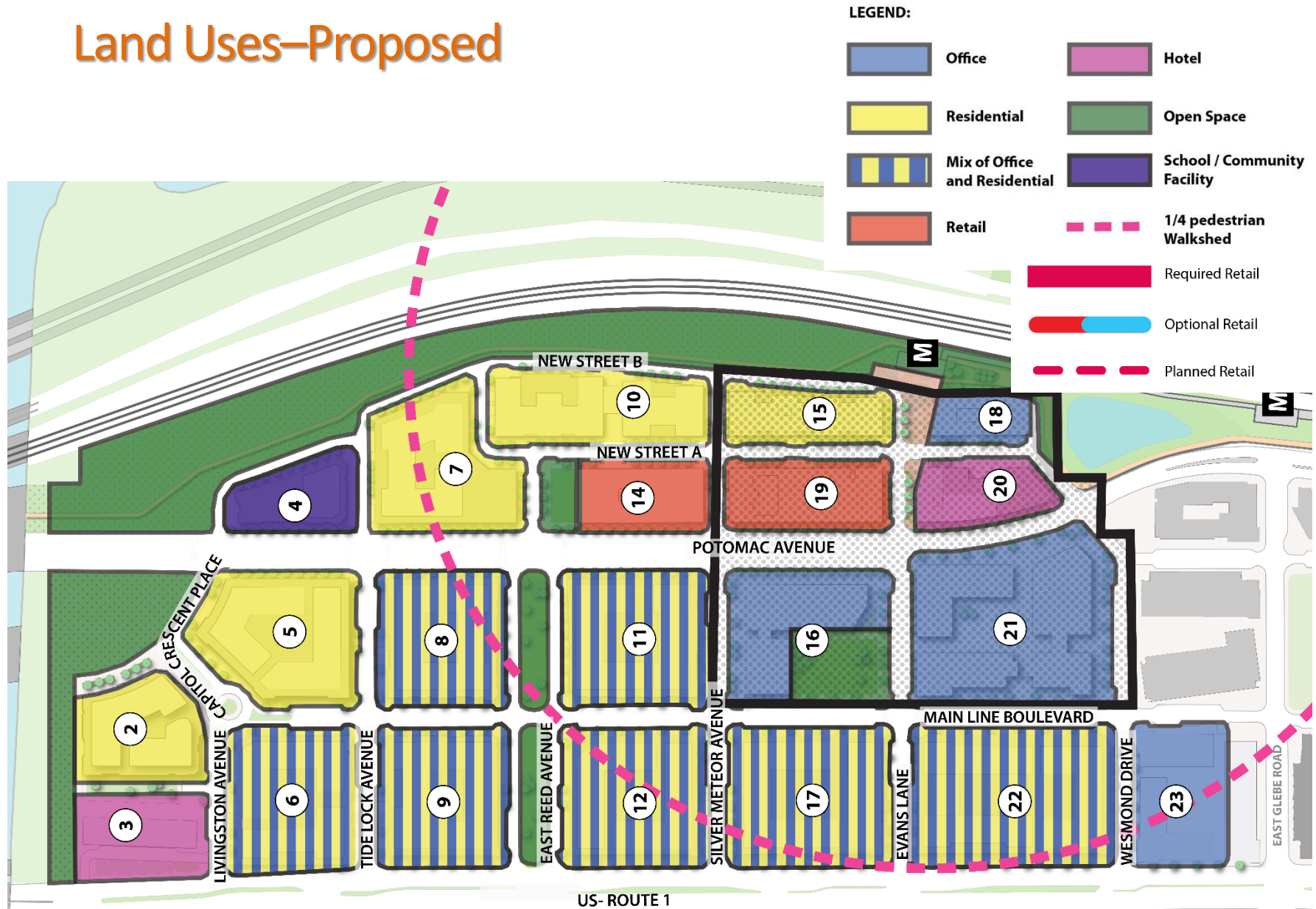
## North Potomac Yard

Office (SF)	1,930,000
Residential (SF)	1,100,000
Office or Residential (SF)	3,395,00
Retail (SF)	930,000
Hotel (SF)	170,000

## South Potomac Yard

Office (SF)	2,072,346
Residential (DU)	1910
Retail (SF)	148,817
Hotel (Rooms)	170

# Land Uses—Proposed








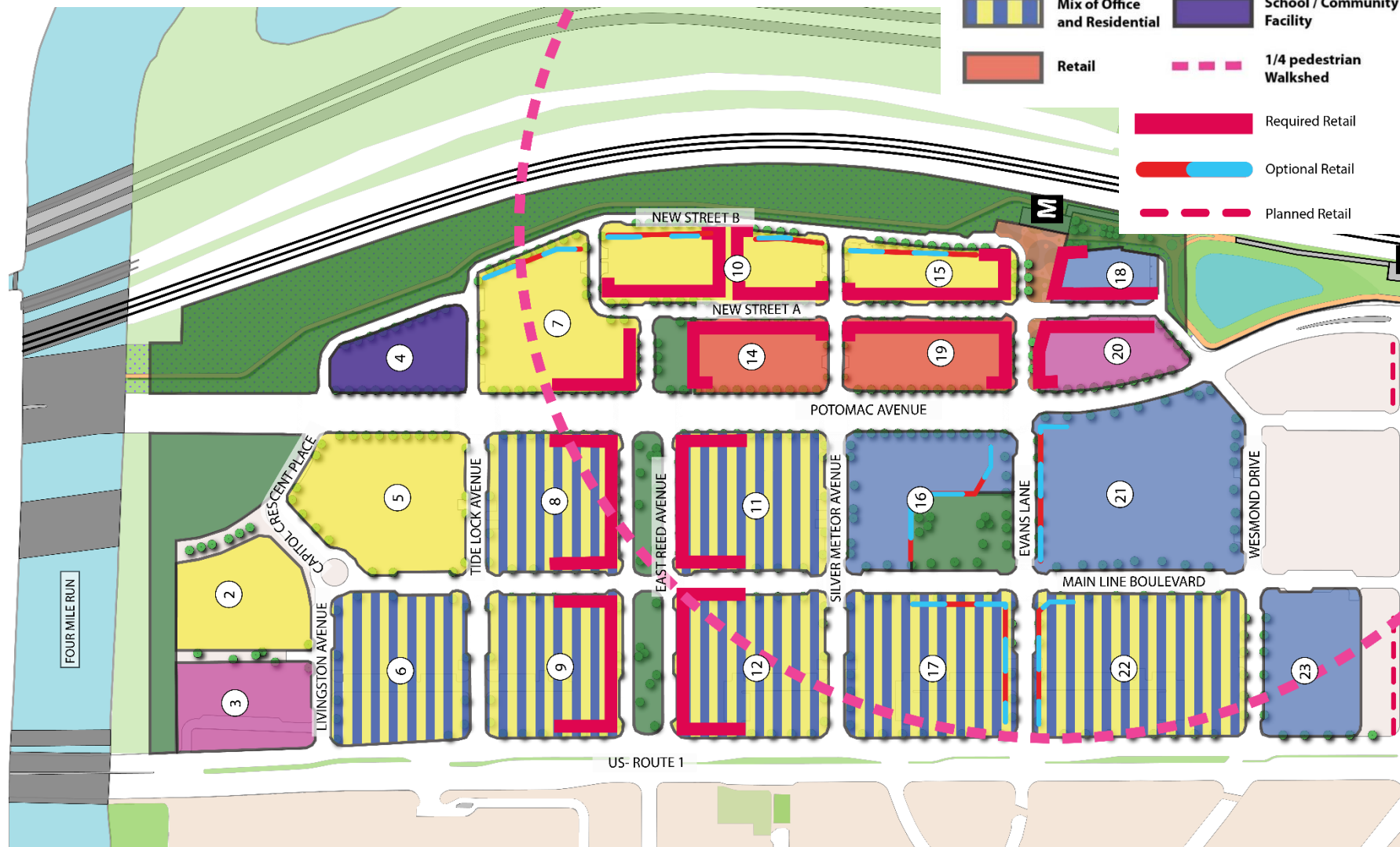
# Retail



## LEGEND:

	Office		Hotel
	Residential		Open Space
	Mix of Office and Residential		School / Community Facility
	Retail		1/4 pedestrian Walkshed

	Required Retail
	Optional Retail
	Planned Retail



# North Potomac Yard

# Land Use and Density – Phase I

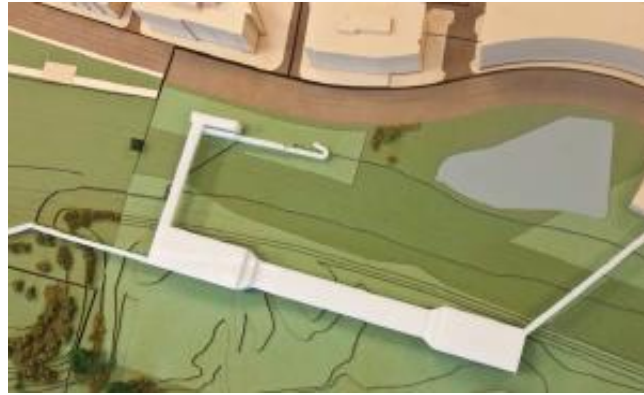








# Sustainability

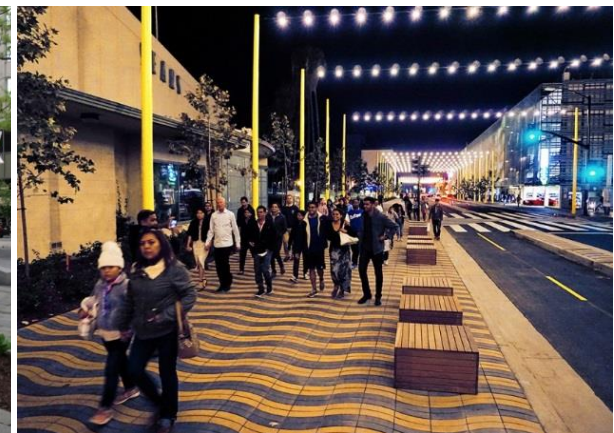
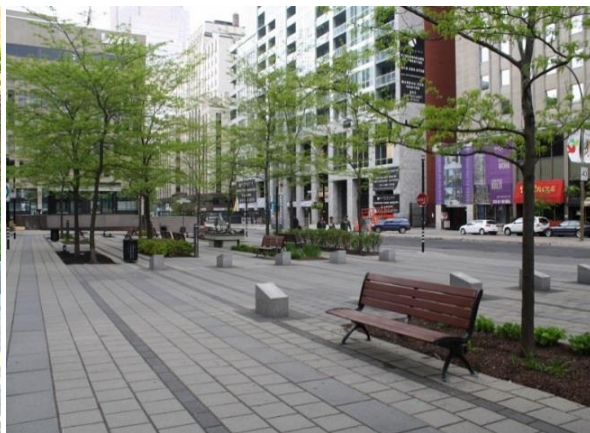


## North Potomac Yard

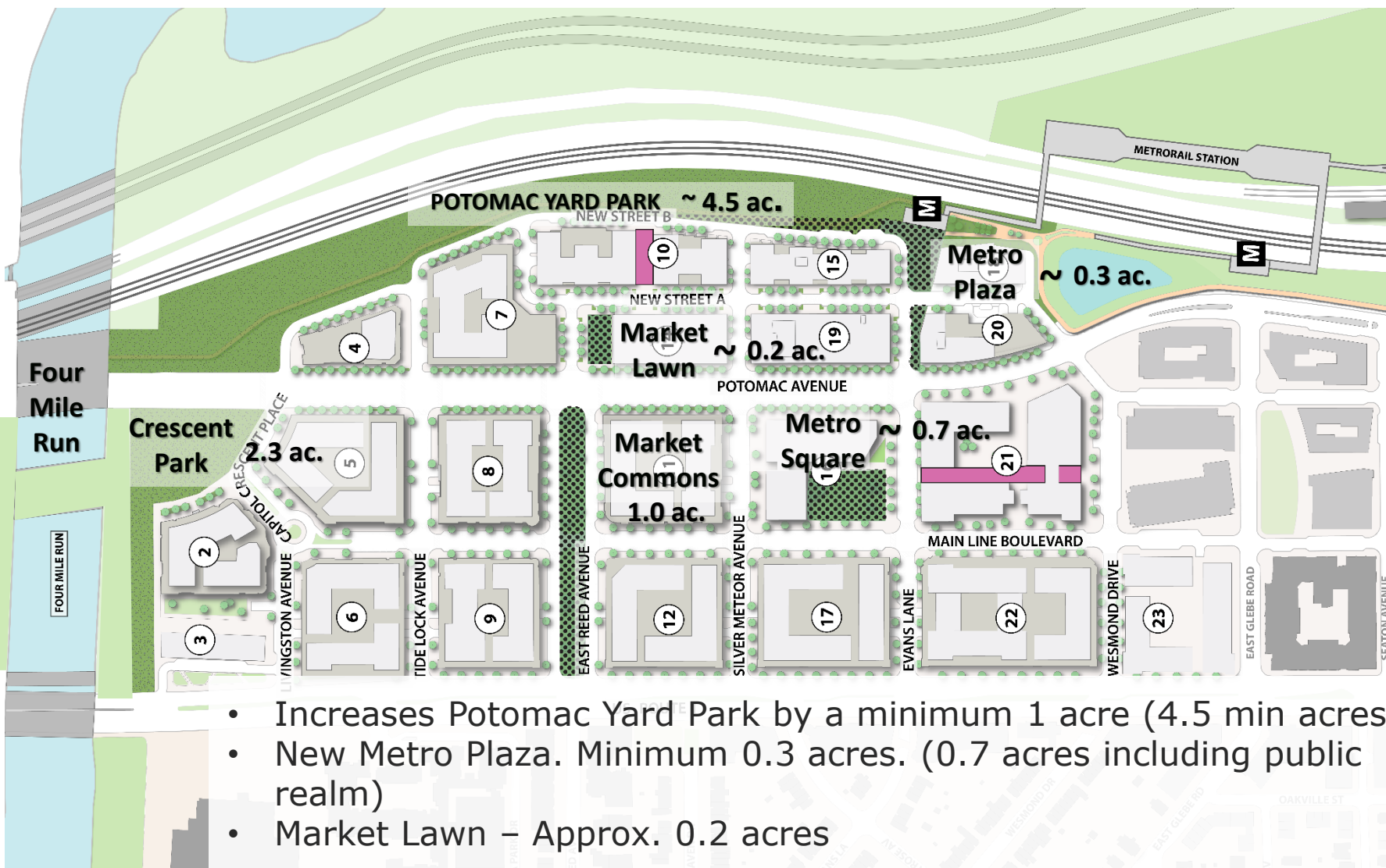




# Metro Plaza

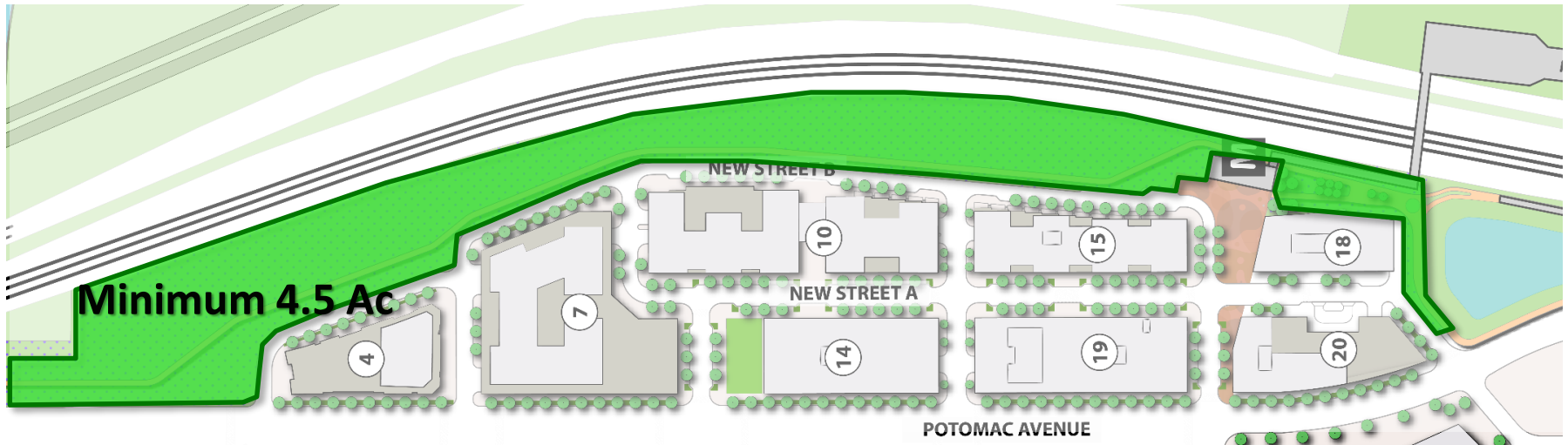


# North Potomac Yard Open Space Network



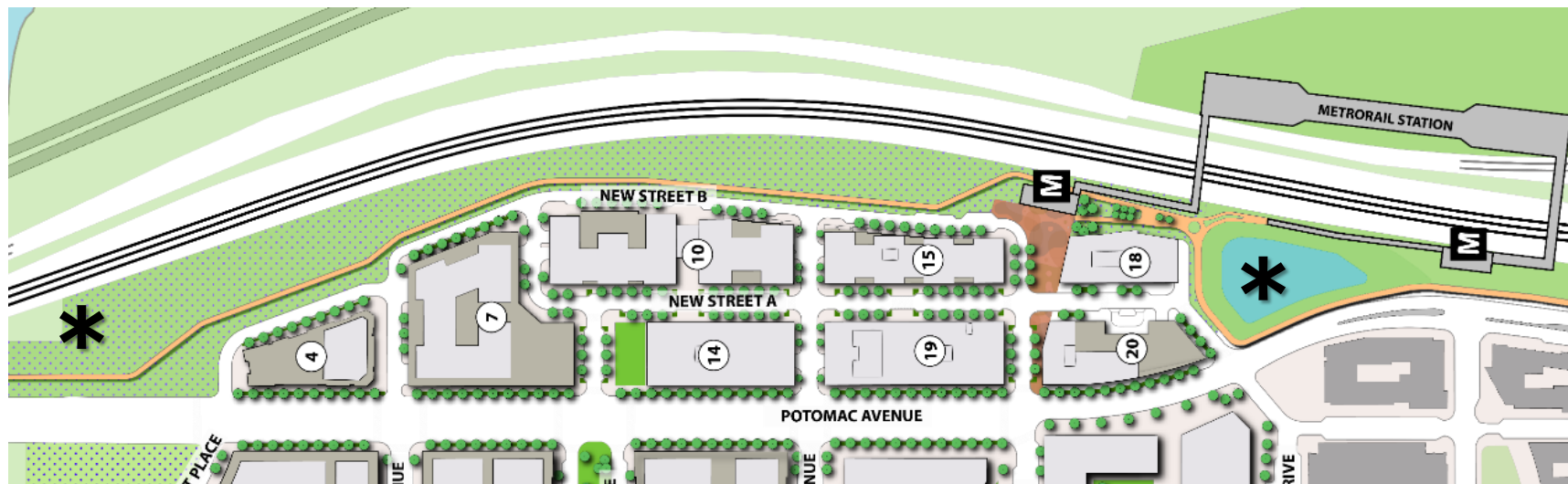


# Potomac Yard Park Extension





# Stormwater & Sewer Infrastructure





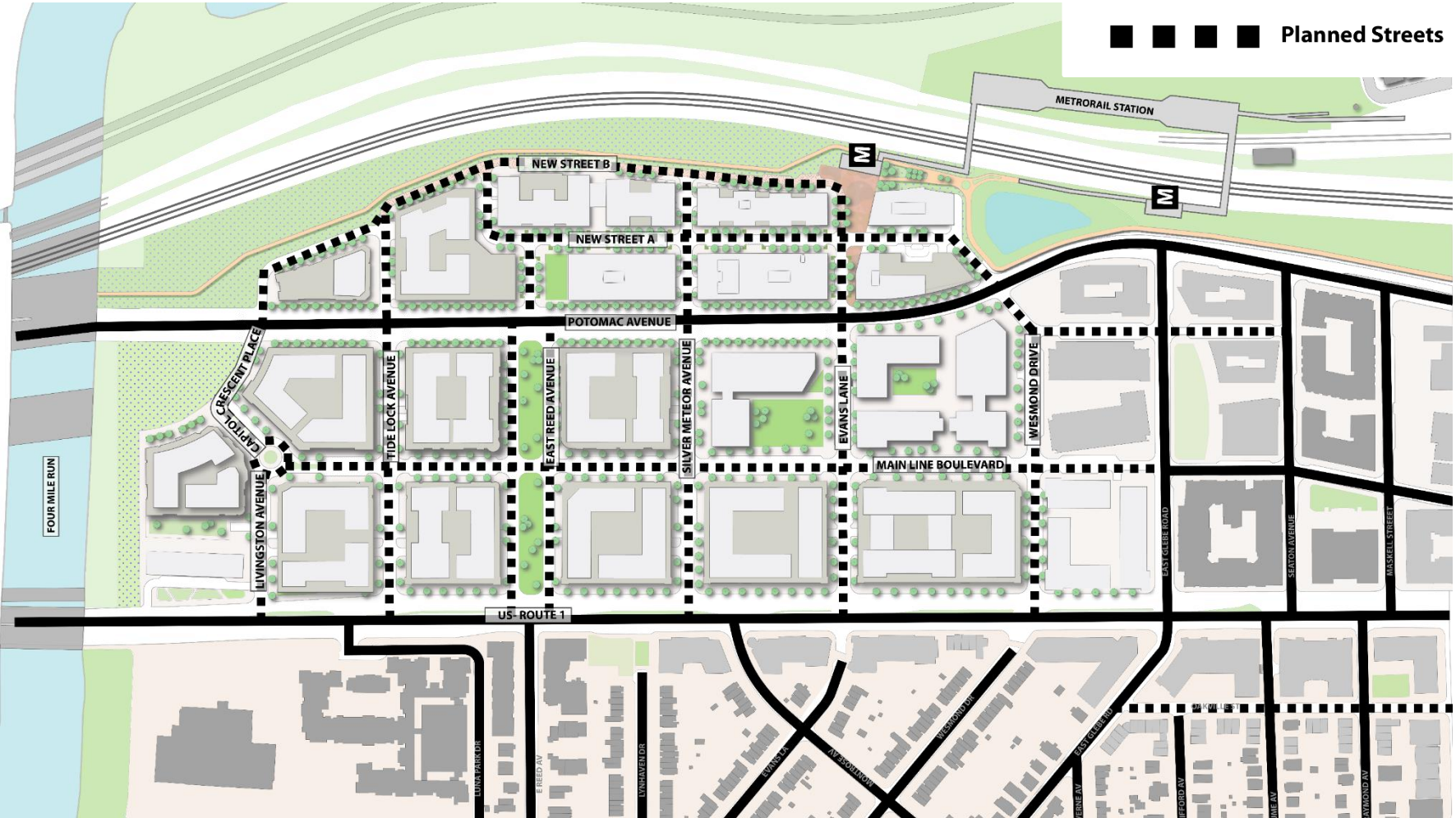
# Street Network



LEGEND:

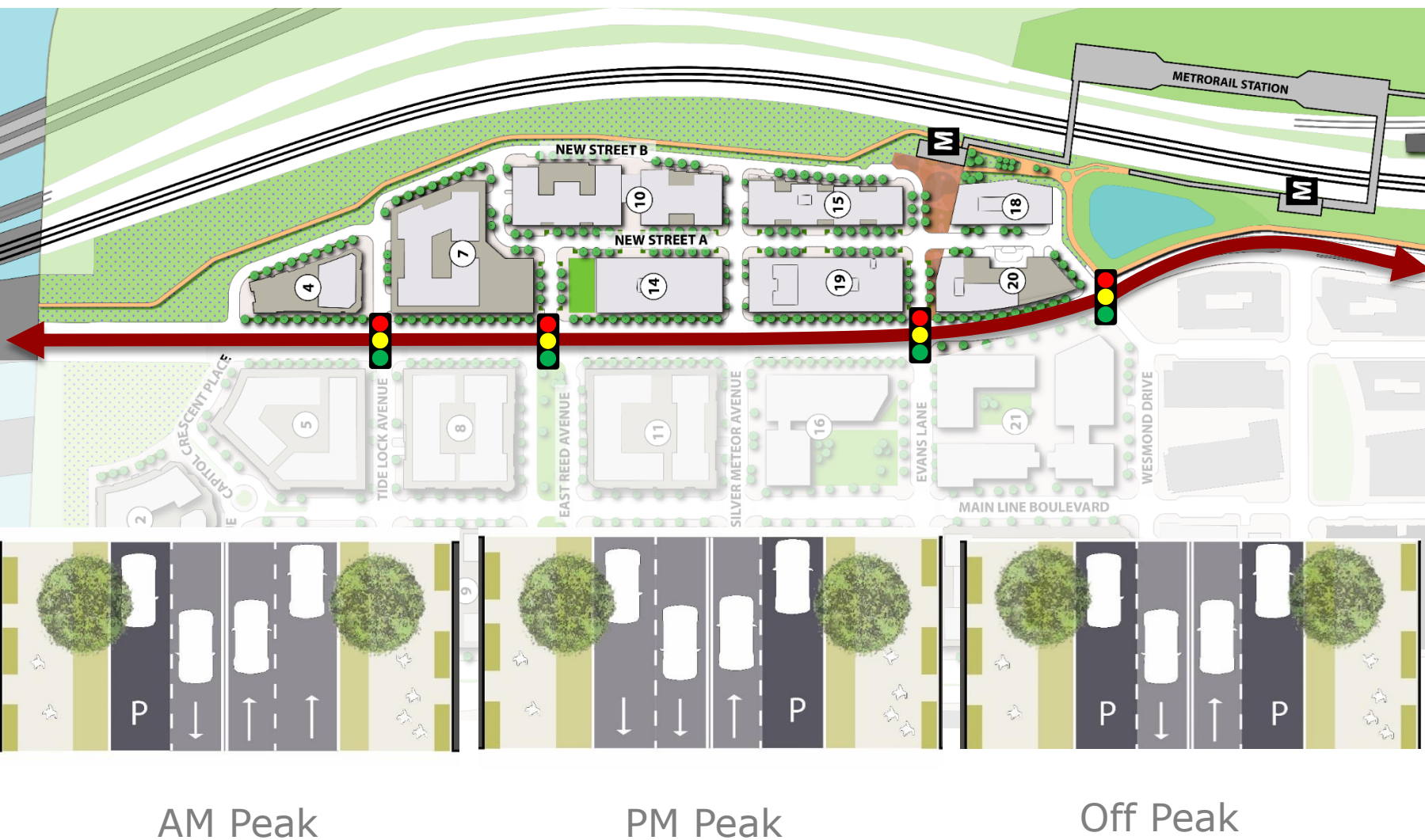
 Existing Streets

 Planned Streets



North Potomac Yard

# Street Character – Potomac Ave Phase I





# Street Character – Potomac Ave Phase II

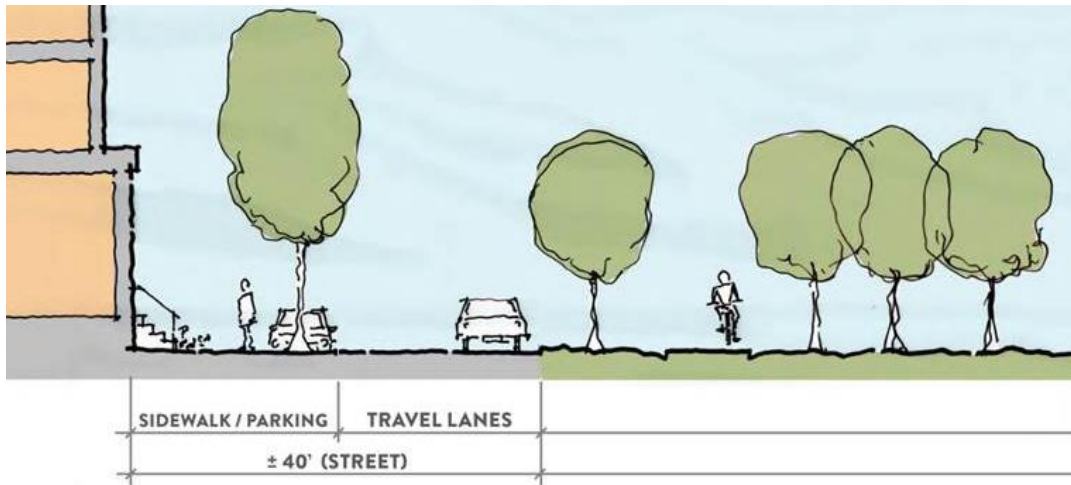
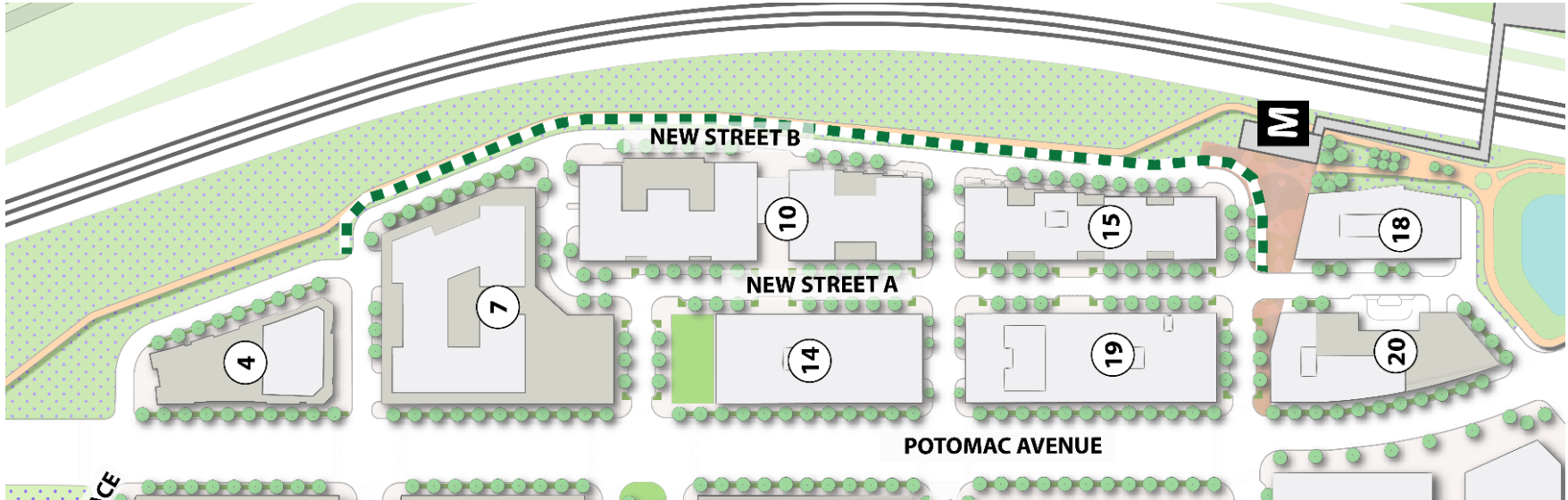
**Multimodal urban street that prioritizes pedestrians, bikes, transit and cars in that order.**

## **Phase II Criteria:**

- BRT alignment integrated to maintain urban scale streets and walkability
- Minimum width necessary to accommodate planned multi-modal functions
- Generous 20-25 ft. streetscape
- Minimize crossing distance for pedestrians and cyclists
- Traffic signals at urban intervals to for safe pedestrian crossings
- Buildings designed to frame and activate the street
- On-street parking where feasible
- Facilitates connections between neighborhoods east and west of the street, knitting the two areas together
- Accessibility to Metroway (bus rapid transit) to maximize ridership

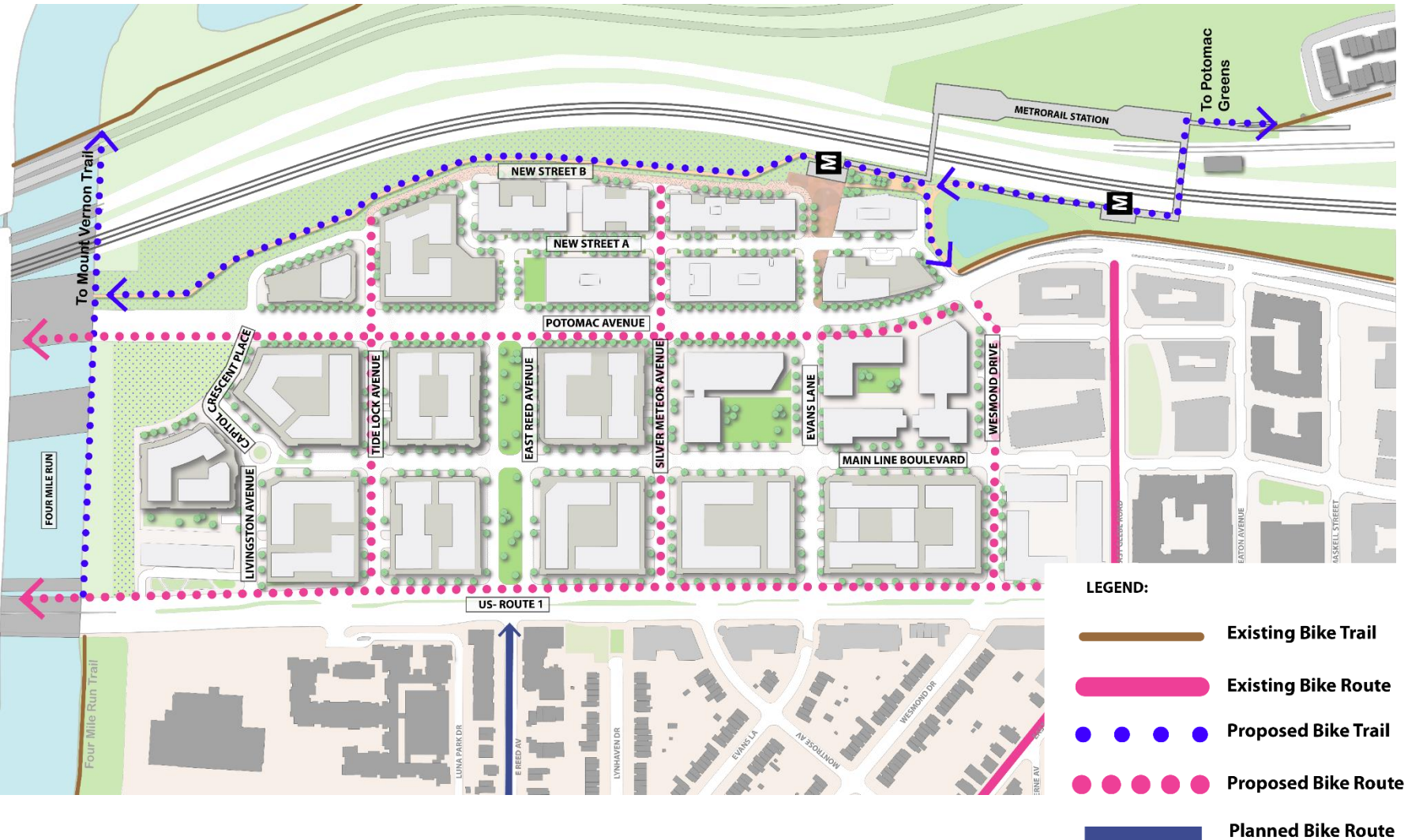


# Street Character – Shared Street/Park Road





# Bicycle Network



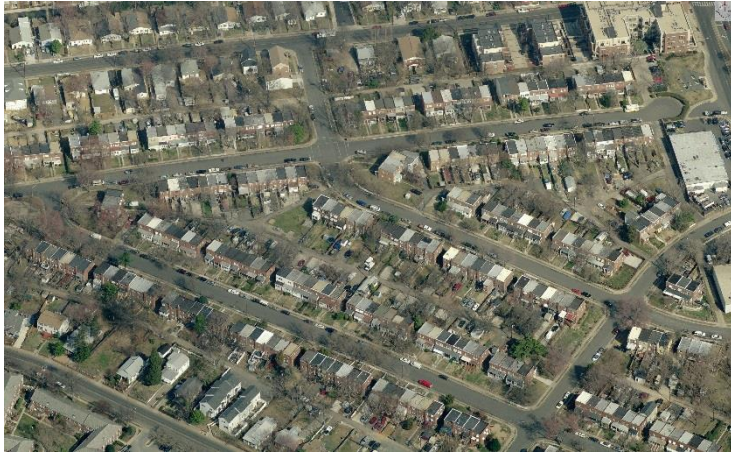
# Housing

- Allow bonus density of 30% for the provision of affordable housing pursuant to Section 7-700 of the Zoning Ordinance, as appropriate.
- Allow for potential ARHA replacement units in the Plan area.
- Explore opportunities for public, private and nonprofit collaborations to maximize the use of private and public land and to leverage all available resources for the development of affordable and workforce housing, including public housing and/or replacement Resolution 830 units.
- Encourage co-location of affordable housing, including senior or assisted living, with future civic, municipal, and other uses.

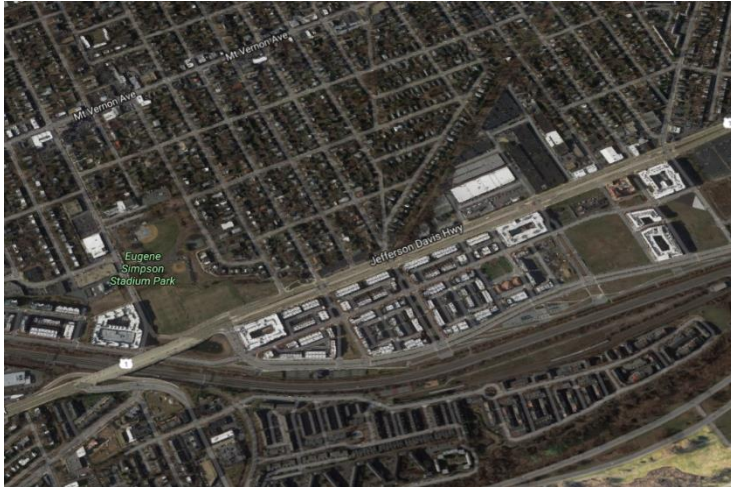


Questions –Comments

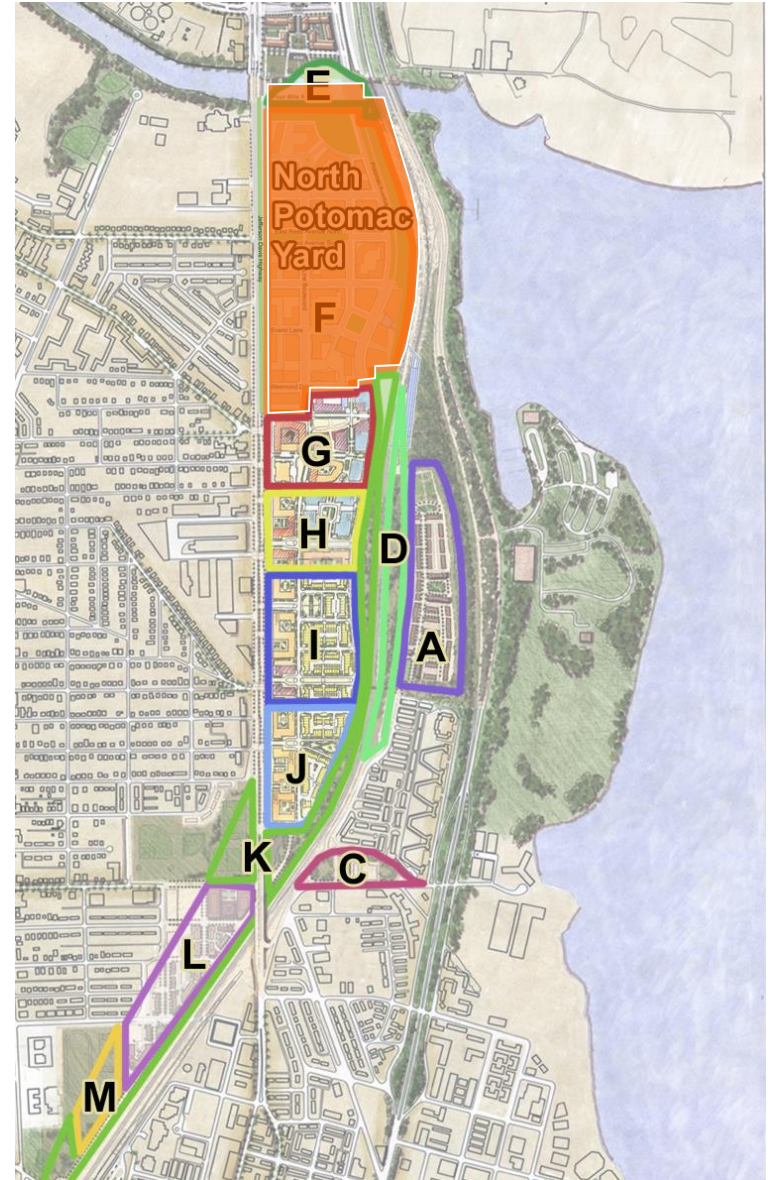
# Context



Lynhaven Neighborhood to the West



South Potomac Yard, Potomac Greens,  
Old Town Greens, and Del Ray neighborhoods





# Development Summary Table



2010  
Plan

Phase I

Phase II  
Adjusted  
by Phase I

Modified  
2010 Plan

Total square  
footage from  
2010  
unchanged

BLOCK #	PRINCIPAL LAND USE	OFFICE (SF)	RESIDENTIAL (SF)	OFFICE OR RESIDENTIAL (SF)	RETAIL (SF) <sup>5</sup>	HOTEL (SF)	TOTAL <sup>3,4</sup>
1	OPEN SPACE (CRESCENT PARK)						
2	RESIDENTIAL	0	500,000	0	0	0	500,000
3	HOTEL	0	0	0	0	82,900	82,900
4 <sup>1</sup>	COMMUNITY FACILITY/ PUBLIC BUILDING	0	0	0	0	0	0
5	RESIDENTIAL	0	600,000	0	0	0	600,000
6	OFFICE/ RESIDENTIAL	110,000	0	250,000	35,000	0	395,000
CRESCENT GATEWAY NEIGHBORHOOD TOTAL		110,000	1,100,000	250,000	35,000	82,900	1,577,900
7	OFFICE/ RESIDENTIAL	0	0	240,400	31,600	0	272,000
8	OFFICE/ RESIDENTIAL	0	0	643,300	154,800	0	798,100
9	OFFICE/ RESIDENTIAL	55,000	0	260,000	40,000	0	365,000
10	OFFICE/ RESIDENTIAL	0	0	328,600	36,000	0	364,600
11	OFFICE/ RESIDENTIAL	0	0	643,400	171,900	0	815,300
12	OFFICE / RESIDENTIAL	55,000	0	295,000	50,000	0	400,000
13	OPEN SPACE (MARKET GREEN)						
14	RETAIL	0	0	0	62,900	0	62,900
MARKET DISTRICT NEIGHBORHOOD TOTAL		110,000	0	2,410,700	547,200	0	3,067,900
FLEXIBLE DISTRICT NEIGHBORHOOD ZONE (BLOCKS - 15, 16, 18 - 21) <sup>2</sup>	OFFICE	1,100,000	0	484,300	212,800	87,100	1,884,200
17	OFFICE/RESIDENTIAL	60,000	0	250,000	50,000	0	360,000
22	OFFICE	370,000	0	0	65,000	0	435,000
23	OFFICE	180,000	0	0	20,000	0	200,000
METRO SQUARE NEIGHBORHOOD TOTAL		1,710,000	0	734,300	347,800	87,100	2,879,200
24	OPEN SPACE (POTOMAC YARD PARK EXTENSION)						
TOTAL (SF)							7,525,000

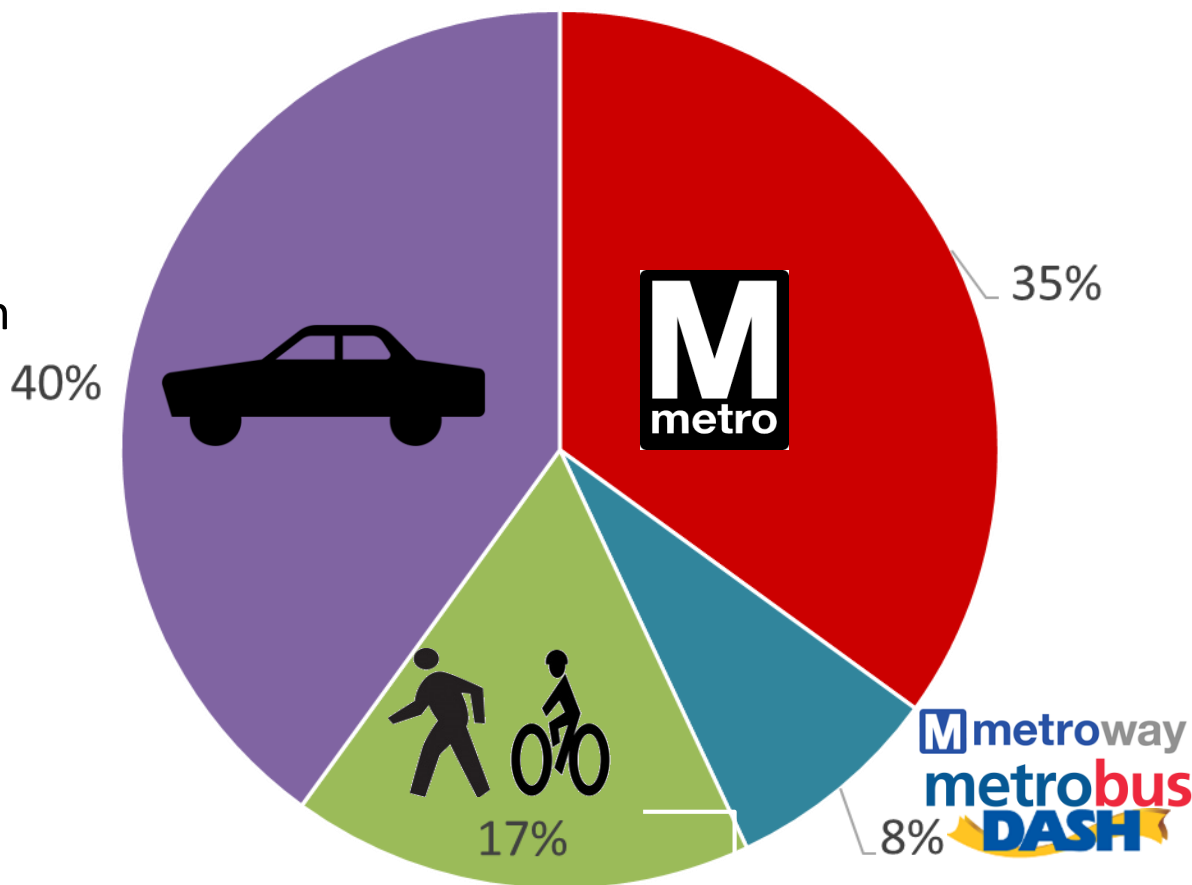
North Potomac Yard

# Mode Split – Transportation Analysis

- Based on land use and proximity to high-capacity transit
- Reduced auto mode split from 2010 Plan from 47% to 40%

## 60%

of trips anticipated to use modes other than personal vehicles



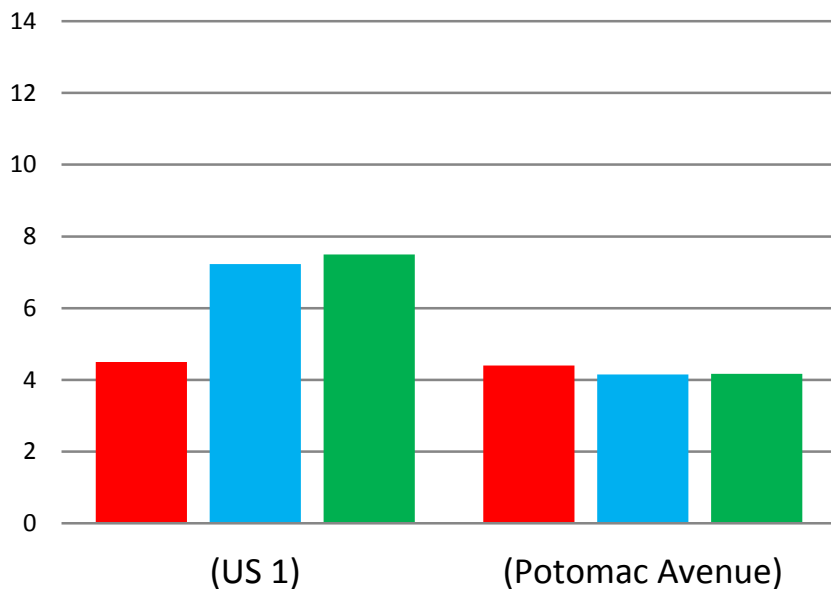


# Transportation Analysis 2021 Results (Phase I)

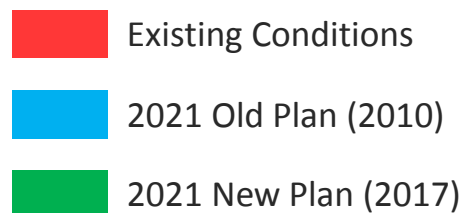
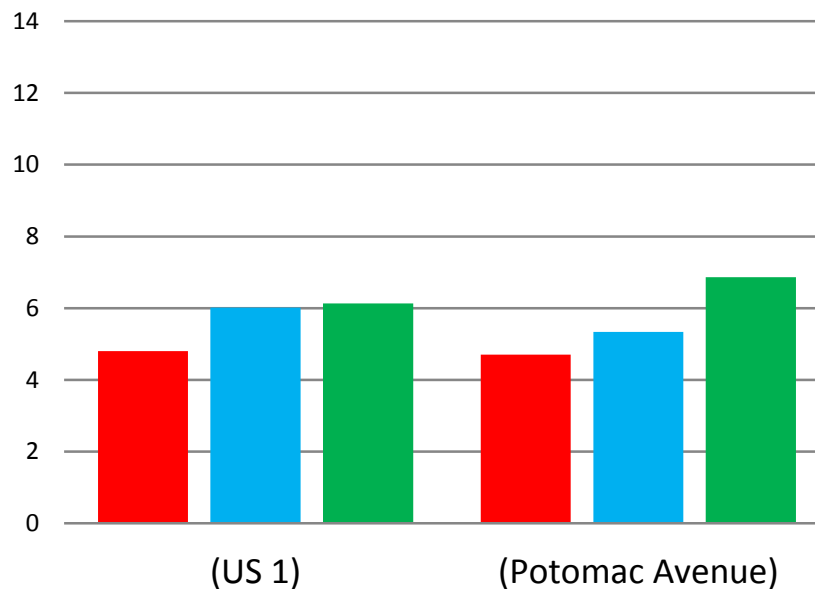


## Northbound AM Travel Time (minutes)

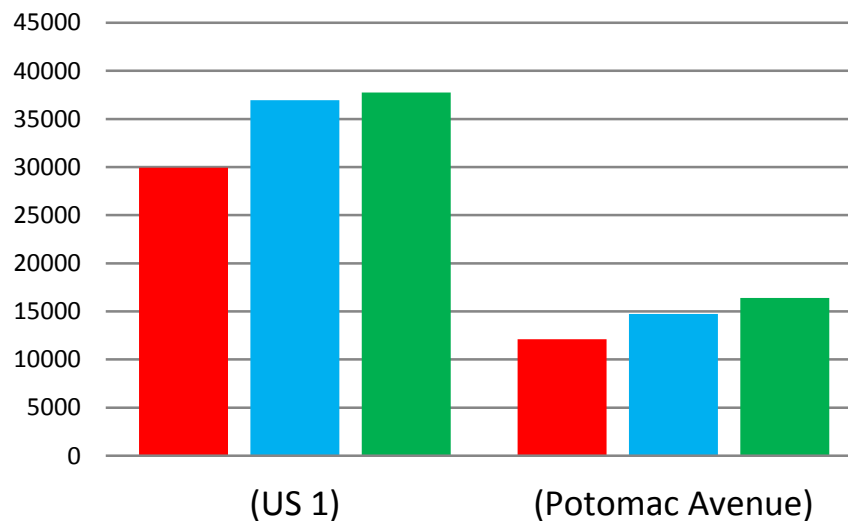
\*Traffic Volume just north of E. Reed Avenue



## Southbound PM Travel Time (minutes)



## 2-Way Daily Traffic Volume



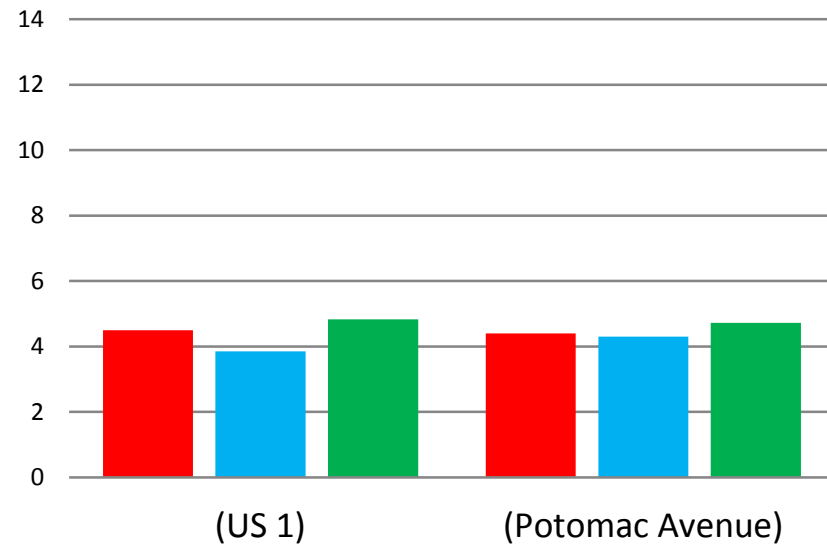
Preliminary Analysis Results - February 2017

# Transportation Analysis 2040 Results (Full Build-out)

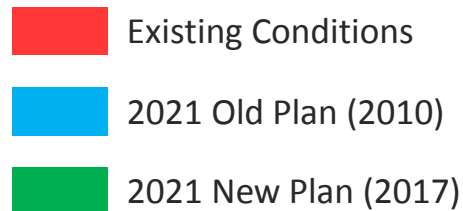
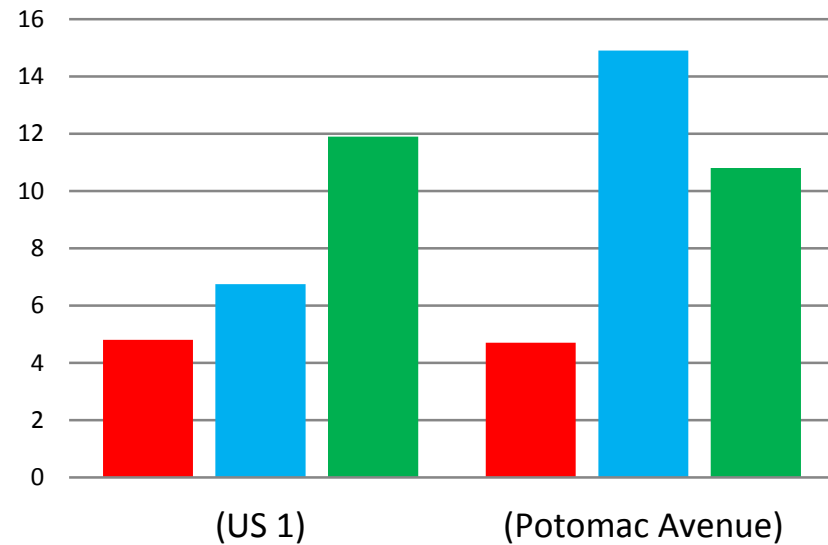


## Northbound AM Travel Time (minutes)

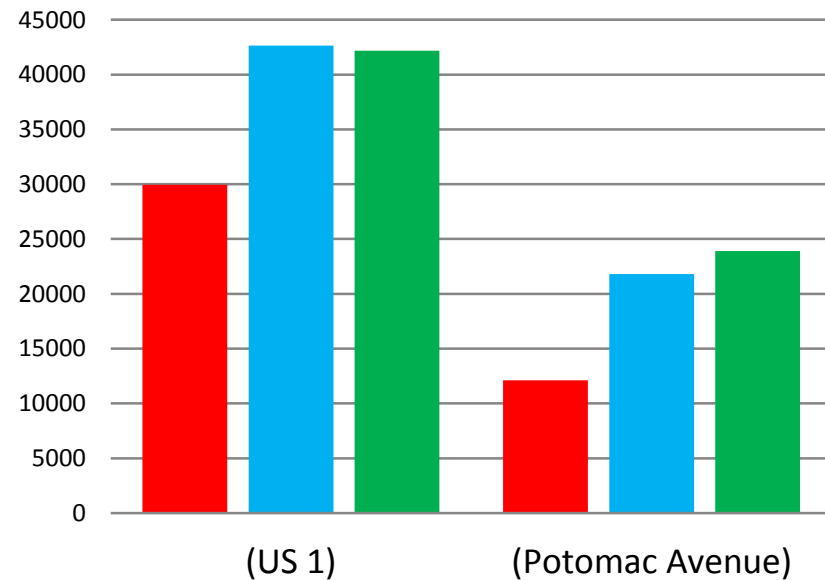
\*Traffic Volume just north of E. Reed Avenue



## Southbound PM Travel Time (minutes)



## 2-Way ADT Traffic Volume\*





# Metrorail Station

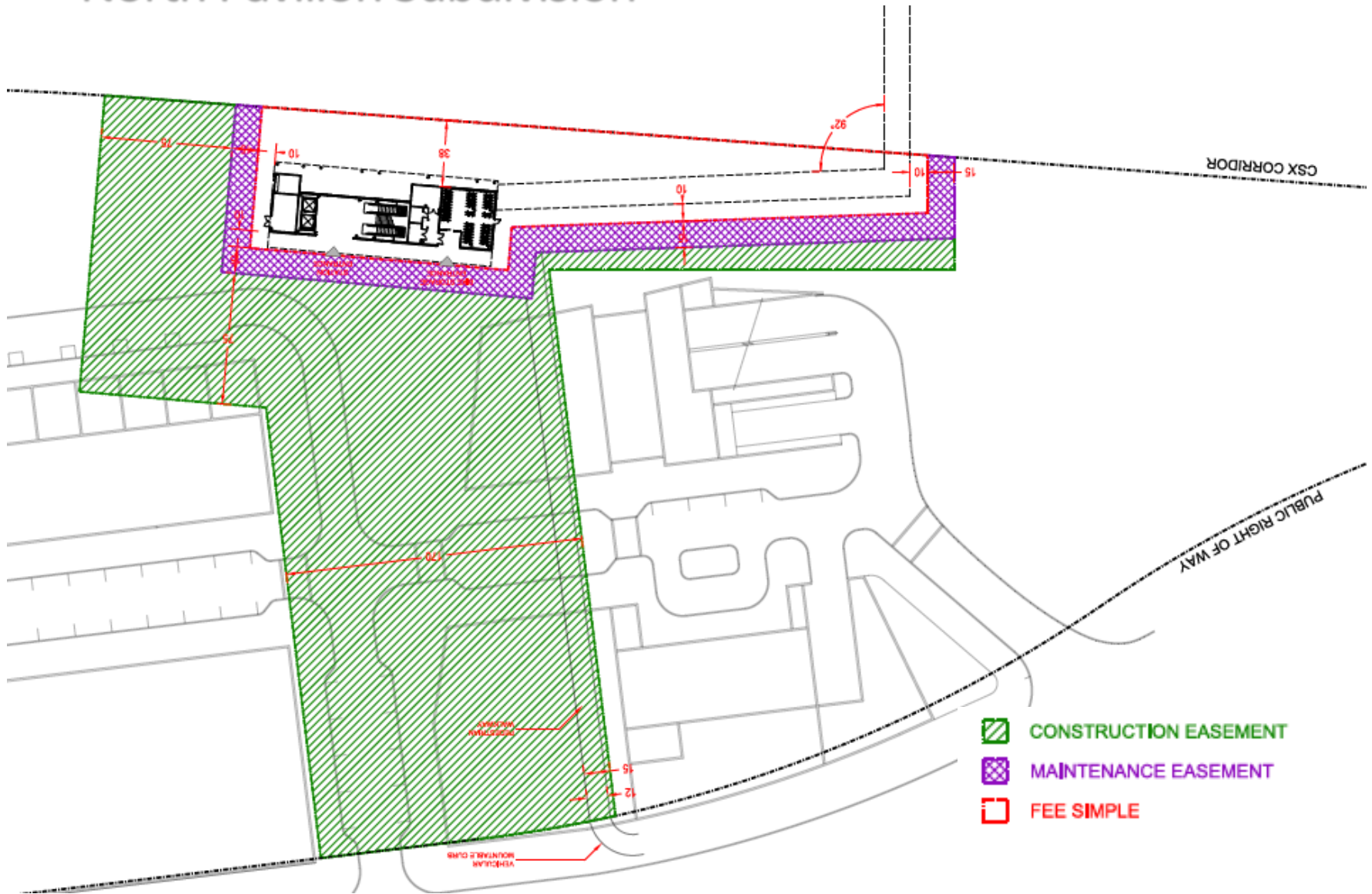


*"The City expects that any amendment to the Potomac Yard/Potomac Greens Small Area Plan which results in an increase in density beyond what is currently approved will include reasonable provisions to address the development of and funding of an additional Metrorail Station."*



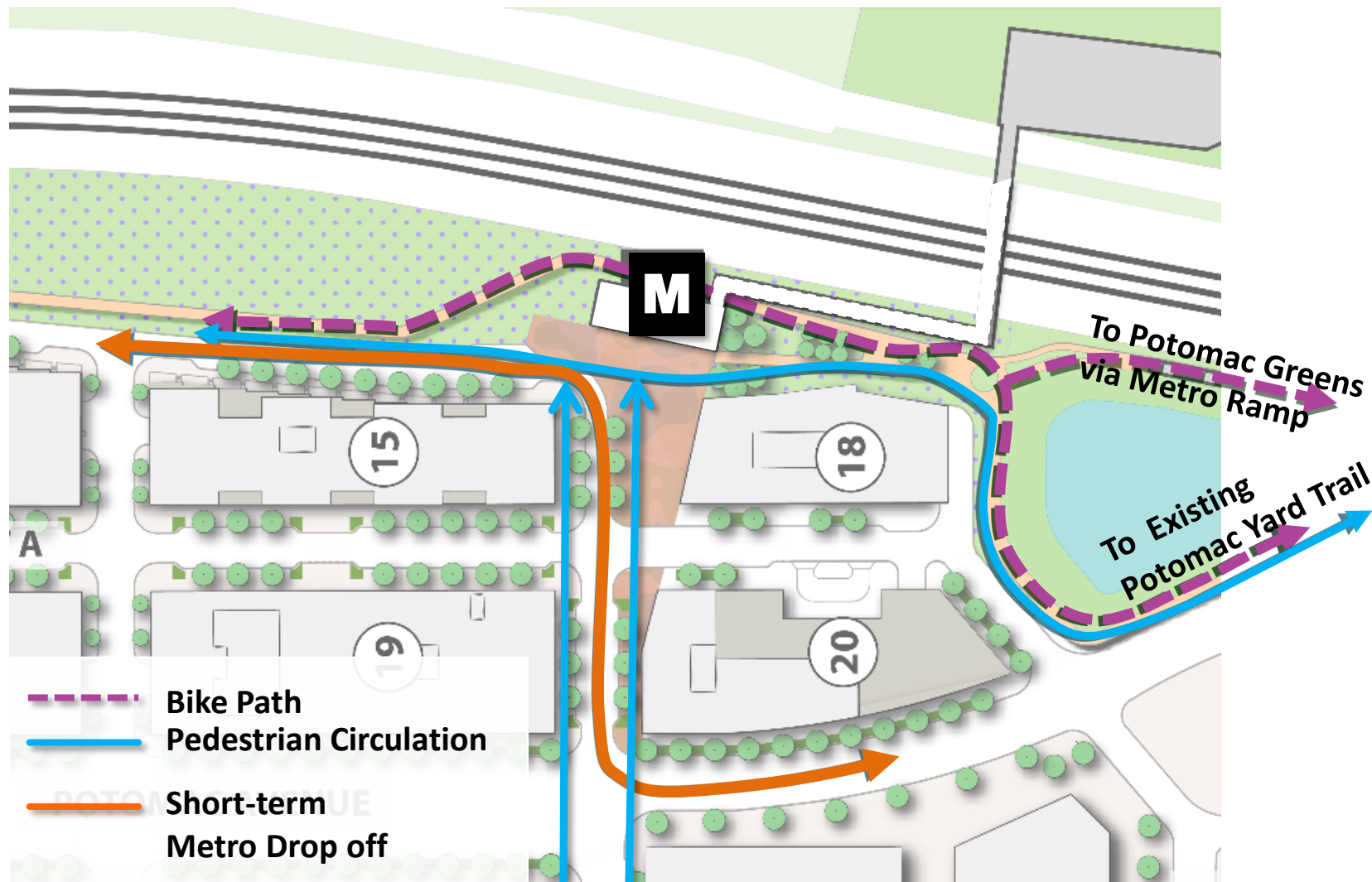
North Potomac Yard

# North Pavilion Subdivision

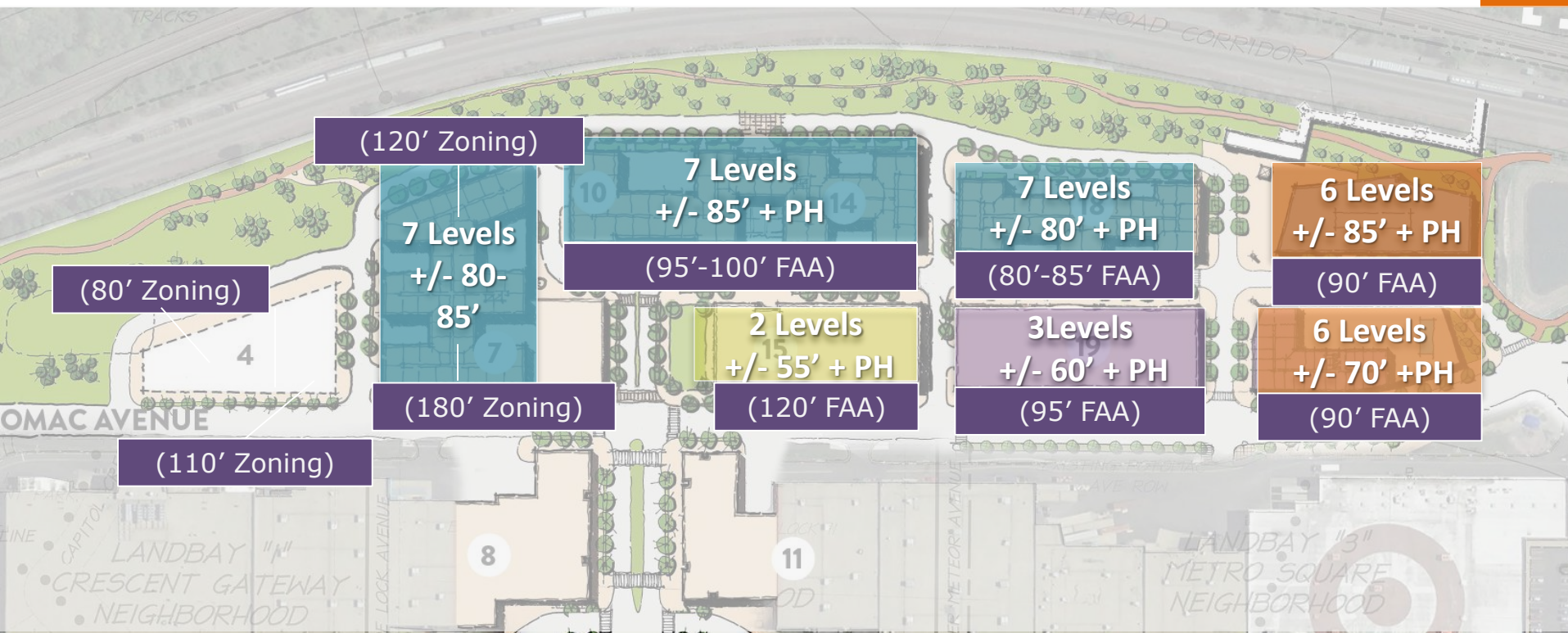




# Metro Plaza Station Circulation



# Building Height (JBG – Phase I Proposal)



- PH = Penthouse
- FAA Heights are averaged on each proposed block

# Sustainability: What We've Heard

Recommendation prioritization to align with sustainability goals

## Reduce Energy Use

- Establish consistency of building requirements to the EAP
- Encourage alternative energy sources
- Integrate natural daylighting in buildings

## District-wide Measures

- Establish criteria for comprehensive Plan-wide sustainability
- Establish minimum requirements for green roofs and/or solar

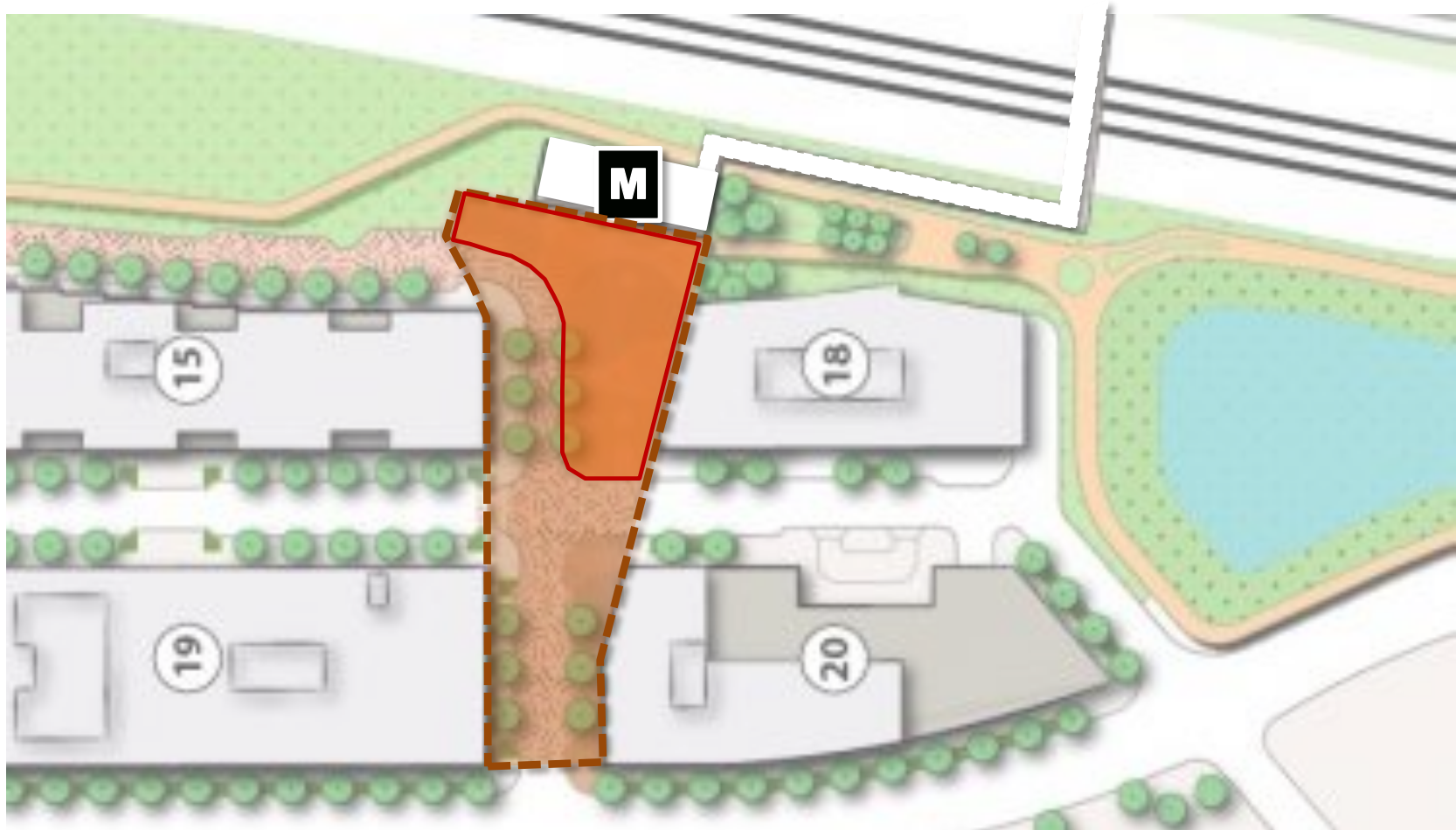
## Sustainable Buildings

- Establish criteria for design longevity of site/building.





# Metro Plaza

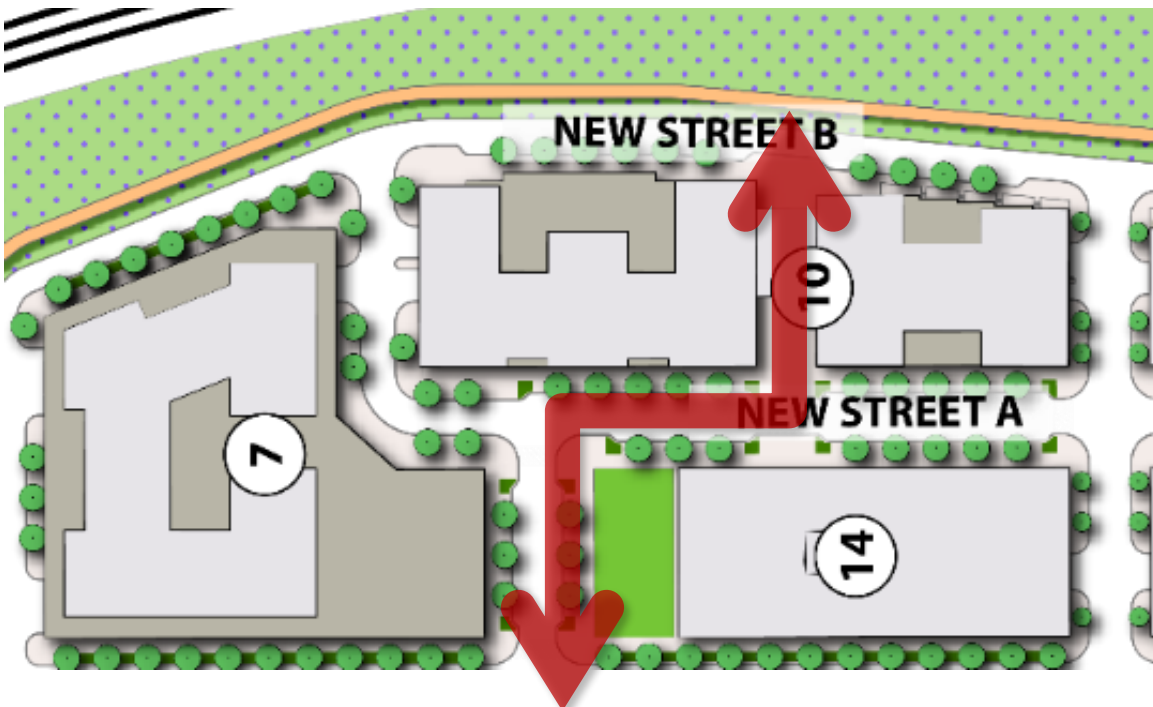


Approx. 0.3 acres



Approx. 0.7 acres

# Market Lawn & Midblock Connection

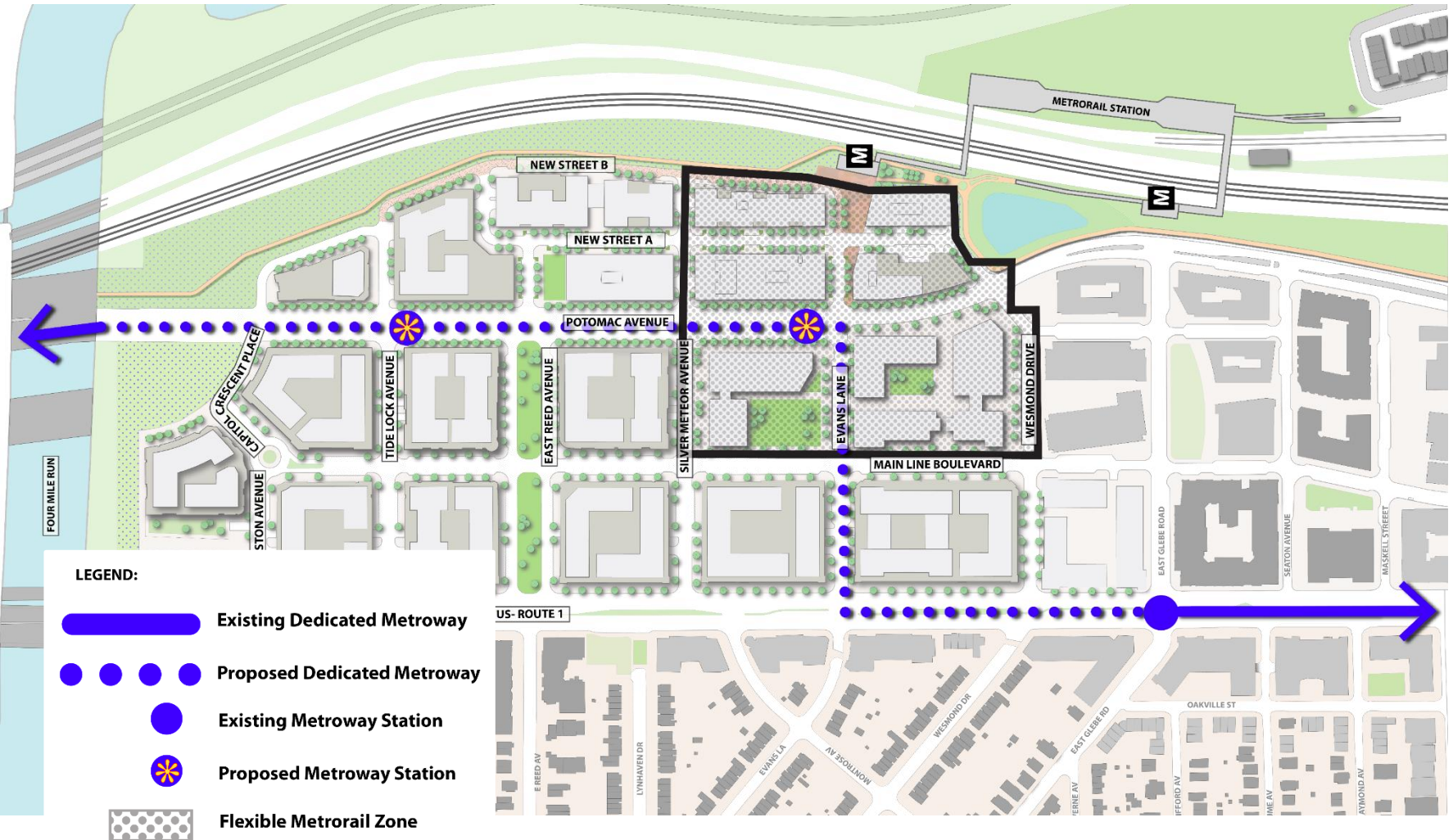


Approx. 0.2 acres



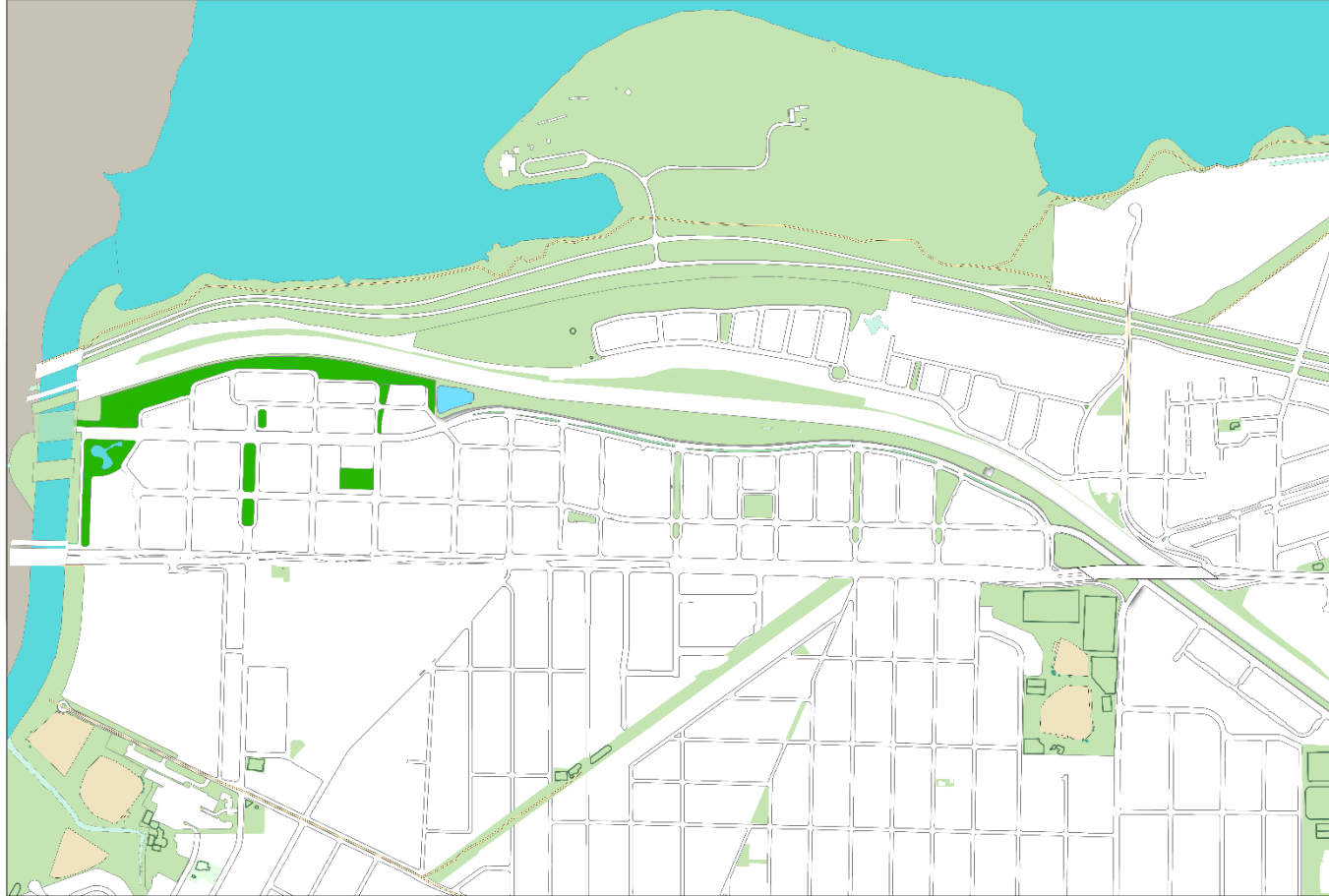


# Metroway Alignment





# Regional Park System



North Potomac Yard includes approximate

**9** acres of open space

South Potomac Yard includes approximate

**57** acres of open space

 North Potomac Yard Open Spaces

**66** acres of public parks

In north and south Potomac yard

North Potomac Yard