ORDINANCE NO. _____

AN ORDINANCE to amend and reordain the Master Plan of the City of Alexandria, Virginia, by adopting and incorporating therein the amendment heretofore approved by city council to the North Potomac Yard chapter of such master plan as Master Plan Amendment No. 2019-00008 and no other amendments, and to repeal all provisions of the said master plan as may be inconsistent with such amendment.

WHEREAS, the City Council of the City of Alexandria finds and determines that:

1. In Master Plan Amendment No. 2019-00008, the Planning Commission, having found that the public necessity, convenience, general welfare and good zoning practice so require, recommended approval to the City Council on March 3, 2020 of an amendment to the North Potomac Yard Chapter of the Master Plan of the City of Alexandria to facilitate the integration of the Virginia Tech Innovation Campus within North Potomac Yard, including an increase to heights; an amendment to square footages and locations of proposed uses; an amendment to the framework streets and location of pedestrian connections; and an amendment to the North Potomac Yard Urban Design Standards and Guidelines to add the North Potomac Yard Design Excellence addendum, which recommendation was approved by the City Council at public hearing on March 14, 2020;

2. The said amendment has heretofore been approved by the planning commission and city council after full opportunity for comment and public hearing.

3. All requirements of law precedent to the adoption of this ordinance have been complied with; now, therefore,

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That the North Potomac Yard Chapter of the Master Plan of the City of Alexandria, be, and the same hereby is, amended by amending Chapter 1 to add new pages to include the Innovation District section; amending Figure 3.1: Framework Streets, Figure 3.2: Street Hierarchy, Figure 3.4: Gateways & Vistas, Figure 4.1: Land Use Plan and 1/4 Mile Pedestrian Walkshed (1/2 Mile pedestrian walkshed covers North Potomac Yard area), Figure 4.3: Required, Optional, and Planned Retail Locations, Figure 4.5B: Maximum Building Heights, Figure 4.8: Plan Area Public and Private Parks with Public Access Easement, Figure 5.1: Block 4 (23) School Reservation Site, Figure 6.2: Proposed Street Network, Figure 6.7: Bicycle Network, Figure 9.1: Land Use Plan, Required and Optional Retail Locations, and 1/4 Mile Pedestrian Walkshed, Table 4.3: Development Summary Table and associated notes; updating specific text; adding the North Potomac Yard Innovation District Design Excellence Prerequisites & Criteria to references with Design Guidelines, all attached hereto and incorporated fully herein by reference.

Section 2. That the director of planning and zoning be, and hereby is, directed to record the foregoing master plan amendment as part of the Master Plan of the City of Alexandria, Virginia.

Section 3. That all provisions of the Master Plan of the City of Alexandria, Virginia, as may be inconsistent with the provisions of this ordinance be, and same hereby are, repealed.

Section 4. That the Master Plan of the City of Alexandria, as amended by this ordinance, be, and the same hereby is, reordained as the Master Plan of the City of Alexandria, Virginia.

Section 5. That the city clerk shall transmit a duly certified copy of this ordinance to the Clerk of the Circuit Court of the City of Alexandria, Virginia, and that the said Clerk of the Circuit Court shall file same among the court records.

Section 6. That this ordinance shall become effective upon the date and at the time of its final passage.

JUSTIN WILSON
Mayor

Introduction: 6/9/20
First Reading: 6/9/20
Publication:
Public Hearing: 6/20/20
Second Reading: 6/20/20
Final Passage: 6/20/20

INNOVATION DISTRICT

Intent

The North Potomac Yard Innovation District builds on the framework of the North Potomac Yard Plan. North Potomac Yard's compact, accessible, amenity-rich design supports a dynamic mix of businesses, housing, office and ground floor retail, grounded on a flexible framework to encourage innovative and creative uses consistent with the district.

Virginia Tech serves as the District's anchor, which along with other potential anchors, will attract and cluster leading-edge institutions, companies, start-ups, incubators, accelerators, co-working spaces, and non-profit organizations to North Potomac Yard. A unique design and identity, manifested in architecture and urban design, will distinguish the District from other neighborhoods within the City and the region.

The North Potomac Yard Innovation District will create a network of indoor and outdoor spaces, open spaces and a variety of land uses that support collaboration, idea sharing, and integrate innovative technology. The uses and spaces will be designed to be open, inclusive, and accessible as a resource for people within the district, adjoining communities, and the city.

The intent is that the combination of all these elements together – the sum of the parts – will create an energy larger than the elements themselves. The result will be a built environment where people can mingle, spark conversations and ideas within and outside of their direct disciplines, and a cultural environment for innovation that supports it.



Figure 1.4: North Potomac Yard Innovation District and Virginia Tech Innovation Campus

> **"Innovation Districts are geographic areas where anchor institutions and companies cluster and connect with small firms, start-ups, business incubators and accelerators."**
>
> **-Bruce Katz, Brookings Institution**

A. Local and Regional Importance

The strategic regional location of the North Potomac Yard Innovation District leverages proximity to future partners near the nation's capital and a major airport, diverse industries, and leading tech companies, including Amazon's HQ2. The Virginia Tech buildings will include academic classrooms, incubator space for new startups and research and development, offices for industry collaboration, and convening space for events. When complete, the campus will enroll students who will address big ideas and broad themes–including security, transportation, energy, and more– to spark discoveries and drive change.



Figure 1.5: National Landing Regional Boundary

B. Framework of the Innovation District

Brookings Institution[1], a leader in innovation district research, describes three major framework elements – physical, economic, and networking – that are critical to the success of these districts. These elements build on the principles of the North Potomac Yard Plan as follows:

- **Physical Elements:** These are the design of buildings, public spaces, open spaces and infrastructure that physically demonstrate and connect the innovation district, encourage collaboration and connect it to adjoining neighborhoods and region.
- **Economic Elements:** These are the institutions, organizations, and companies that will foster, cultivate, and spur an innovation-rich environment and reinforce the economic competitiveness of the district to the region.
- **Networking Elements:** These are the social supports and programming that aid in relationship development and partnership building which are fundamental components to the innovation process and success.

The convergence of these elements, when successfully combined, create what Brookings Institution calls an "innovation ecosystem," a place that fosters and facilitates innovation by creating a relationship between people, institutions, and place.

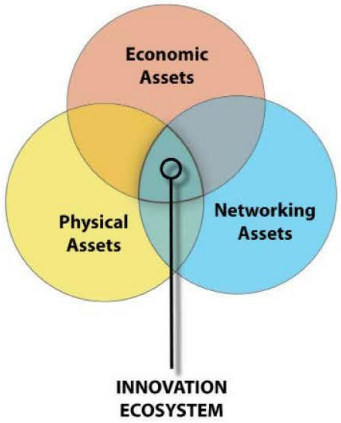


Figure 1.6: Innovation Ecosystem, *Brooking Institution*

[1] *Advancing a New Wave of Urban Competitiveness: The Role of Mayors in the Rise of Innovation Districts, Brookings Institution, 2017*

C. Physical Elements

The district's physical elements are essential to its success. These elements are embedded in the design of buildings, public spaces, open spaces and infrastructure, laying the foundation for a place that promotes collaboration, connectivity, and innovation.



Streets - Public Realm

While much of 20th century urban design was based on cars, the innovation district will be tailored to people. The district will be walkable, bike-able, and connected by transit and fiber for digital technology. In addition, the public realm (streets, sidewalks, open spaces and parks) will be designed to be more than just attractive areas to see or walk through, but rather community places for talking, hanging out, exercise, community events, and unique student or workplace activities. These spaces will provide areas and opportunities for idea sharing and collaboration to spark the generation of new ideas.



The public realm should incorporate elements that create a special sense of place through elements such as materials, unique design approaches and technologies. Streets and public spaces will also include innovative and environmentally sustainable materials and approaches such as smart lights, that visually express the sustainability goals of the North Potomac Yard Plan.

Metrorail Station and the Transitway

An important transportation and civic amenity will be the Potomac Yard Metrorail Station. The Station will be framed by Metro Plaza that will serve both as a point of arrival and departure for transit riders as well as an important civic gathering space for community members, innovators, students, transit riders, and others, where community vitality will converge to create a unique sense of place.



The City's capital investment in the new Station establishes both a transportation anchor as well as an investment anchor in the district. The innovation district is also served by additional City and regional investment in transportation, including the Metroway and enhanced local and regional bus service, providing cross

jurisdictional connections between Braddock Road, Potomac Yard, and Crystal/Pentagon City Metrorail Stations. These transit options will further connect workers and businesses to industry and government partners in the region.



Buildings

Like the importance of the public realm and streets, the design of the buildings will be an important element that signifies the district as a unique new neighborhood within the City and expresses the innovation, education and technology that will be occurring within the district.

Some of the buildings, such as the buildings near the Metrorail Station, the buildings terminating East Reed Avenue, and Virginia Tech, will need to express their visually prominent locations with highest quality materials and design, while other buildings will be high-quality supporting buildings. The accompanying *Innovation District Design Excellence Prerequisites & Criteria* require high-quality materials and that all parking be located below grade. The quality of building design is integral to innovation and the identity of the district.



Individual buildings will express their purpose, use, and program through design while contributing to both the character of the overall district as well as the individual building or block. Using high-quality materials that employ expressive and innovative detailing, buildings will pursue the highest standards of design excellence that will reinforce the innovation and vibrancy of the district.



Buildings will be designed with internal-external visual porosity at the ground level that active the street and public realm. The internal design of buildings should also be designed to foster collaboration. These can include office spaces that are configured and designed as shared work and lab spaces, and smaller affordable spaces that support start-ups.

Private open spaces that are within and between buildings are equally as important and should be designed to foster interaction among users and be perceived as part of an integrated whole within the district.

Land Uses

The Innovation District will be strengthened in part from a diversity and clustering of companies and startups across different sectors - public, private, and academic -- that are concentrated and connected near one another. The Plan's land use mix, anchored by Virginia Tech and other potential anchors in the future, facilitates a spirit of collaboration and innovation opportunities by incorporating academic uses, commercial office, residential, retail, and open spaces into a cohesive framework. The plan also recommends flexibility through the Coordinated Development District approvals needed to support a vibrant mix of uses and a diversity of businesses that will be pivotal to success. This increases opportunities for residents, students and workers at various levels to engage and participate in the innovation economy.



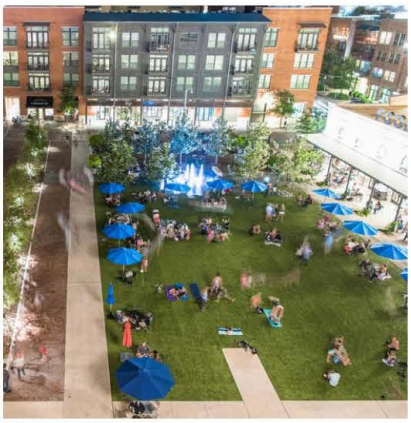
Housing Affordability

The new vision for inclusive growth in North Potomac Yard requires intentionally developing a community which offers housing affordability and housing options for people with different incomes and abilities and at different stages of life. Expanding housing affordability is a key element in the future success of the Innovation District – both its social and economic vitality, as well as its competitiveness in attracting a stable local workforce as businesses decide whether to locate in the City. Planning for housing affordability in North Potomac Yard enables current residents to share in the benefits the new community will offer, as well as attract future workers who wish to live close to jobs, neighborhood amenities and the new Potomac Yard Metrorail Station and expanded transitway. As a priority, housing affordability here will be achieved through a variety of tools such as contributions to the Housing Trust Fund which may be converted to achieve onsite units with willing developers, partnerships between private and nonprofit developers who can leverage third party resources to help fund affordable units, as well as through colocation of uses.



Parks and Open Spaces

Parks and open spaces are community places that are nodes of energy and activity and provide opportunities for active and passive use, community events, and unique spaces for work or play. The district includes a variety of these open spaces across the various neighborhoods including Potomac Yard Park, Metro Plaza, Metro Square, Market Lawn,



Market Commons, Crescent Park, and the private open spaces within developments. These public spaces will be designed to be flexible and programmed to be inclusive, foster collaboration, and encourage various levels of activity.



D. Economic Elements

The district's economic assets are the institutions, companies, and supporting amenities that foster and stimulate an innovation-rich environment. They should create opportunities for inclusive participation by a diverse mix of users across workforce and industry sectors. The three types of economic elements as categorized by Brookings Institute are innovation drivers, cultivators, and neighborhood-building amenities.

Innovation drivers are the anchor institutions, such as Virginia Tech, that will lead the way in the innovation sector. Innovation drivers can include research, education, and medical institutions, large firms, start-ups, and other entrepreneurial entities focused on developing products, services, and leading-edge technology. With this campus, Virginia Tech will triple its footprint in Northern Virginia and be a magnet for leading tech talent and education. The campus will house the advanced degree programs in computer sciences and engineering, building on regional employment sectors and burgeoning technologies.



Innovation cultivators are the companies and organizations that will choose to locate in the innovation district that collaborate to support the growth of ideas. Types of cultivators include business incubators, accelerators, shared working spaces, local high schools, community colleges, and job training firms that advance skillsets for an innovation economy. Examples in North Potomac Yard are the Virginia Tech partnership building that will be on an adjacent block in the Phase 1 redevelopment, the potential new ACPS school, and other private companies that locate here to participate in the innovation economy.



Neighborhood-building amenities include a strong retail and entertainment environment that includes restaurants, coffee-shops, grocery stores, and other innovative and creative neighborhood-serving retail that support residents, students, and workers across the innovation district. The land use mix proposed by the Plan supports this mix of integrated retail. The Plan also encourages flexibility for ground

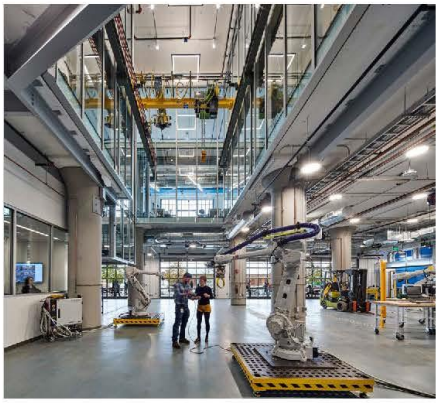
floor uses to encourage innovation and creativity. Additionally, the interconnected series of open spaces within Virginia Tech, around the Metrorail Station, and throughout the district, create neighborhood-building amenities that foster human connection and collaboration.



E. Networking Elements

Networking elements are the intangible social assets that will occur formally and informally through relationships between individuals, groups, organizations, and institutions within the district. These networking relationships will generate, sharpen, and accelerate the development of new concepts and ideas across different fields and uses. Collaborative programming that occurs in public and private spaces such as workshops, conferences, seminars, even informal conversations at a coffee shop, are examples of networking assets that spark innovation.

The physical elements referenced above create the places for networks to strengthen and thrive. The design, programming, use, and function of both public and private buildings and open spaces will promote inclusion and diversity of industry, users, and talent.



F. Focused Governance

An innovation district cannot follow any of these principles without addressing governance. The Plan recommends the establishment of a business improvement district (BID) or comparable governance entity that can support the intent, vision, and principles of the Innovation District and North Potomac Yard Plan. The governance entity could involve a range of stakeholders including the City, academic and civic organizations, businesses, and residents that can identify assets, develop finance and strategic initiatives, manage public spaces, and evaluate progress and success of the innovation district.



At a smaller scale, sensory or seasonal elements are recommended to ensure that every visit feels inspiring or new. Governance will enable programming and events to foster enhanced vitality on the sidewalks, streets, open spaces and parks – bringing people together through places and programming.

G. Implementation

Implementation of the Innovation District will occur over time with the redevelopment of North Potomac Yard. Successful implementation means ensuring the physical elements and infrastructure are in place in concert with a diverse mix of industries, business, and land uses, and networking opportunities that can be cultivated in an innovative space. It will also be essential that the district be designed to be accessible and integrated into the adjoining neighborhoods of the City.



Recommendations: Measures of Success

Successful implementation of the innovation district concept in North Potomac Yard will reflect the following:

Physical Elements

General

1.1 The North Potomac Yard Innovation District will have a unique design and identity that distinguishes the district from other neighborhoods within the City and the region.

Streets - Public Realm

1.2 The streets will serve as a living lab showcasing innovation, which may include elements such as street infrastructure, energy, smart city and next generation technology and fiber connectivity.

1.3 The public realm (streets, sidewalks, open spaces and parks) will be designed to provide opportunities for idea sharing and collaboration.

1.4 The public realm will include opportunities to demonstrate and display innovative and environmentally sustainable tools, infrastructure, and energy sources.

Parks & Open Space

1.5 The district will include a variety of open spaces (indoor and outdoor) that are designed to be flexible and programmed to be inclusive, foster collaboration and idea sharing, and integrate innovative technology.

1.6 The public open spaces and parks will be designed as a public resource -- welcoming, inclusive, and accessible for all users within the district, adjoining communities, and the City.

Buildings

1.7 Buildings will be designed using high-quality materials that employ expressive and innovative detailing. Buildings will pursue the highest standards of design excellence that will reinforce the innovation and vibrancy of the district.

1.8 Buildings will be designed with internal-external visual porosity at the ground level that active the street and public realm. The internal design of buildings should also be designed to foster collaboration.

1.9 Some buildings will need to express their visually prominent location, such as Virginia Tech, the buildings near the Metrorail Station and the buildings terminating East Reed Avenue, while other buildings will be high-quality supporting buildings.

1.10 The accompanying *Innovation District Design Excellence Prerequisites & Criteria* require high-quality materials and all parking be located below grade.

1.11 Private open spaces that are within and between buildings will be designed to foster interaction among users and be perceived as part of an integrated whole within the district.

Land Use: Diverse, Inclusive + Equitable

1.12 The innovation district will encourage uses that facilitate a spirit of collaboration and innovation.

1.13 The land use mix should include a diversity of industries and economic sectors, providing opportunities for workers at various levels to engage and participate in the innovation economy.

1.14 Flexibility should be given for ground floor uses that encourage creativity and innovation within the Coordinated Development District approvals for CDD#19.

Economic Elements

1.15 The land uses should include a mix of anchors in addition to Virginia Tech, that will foster, cultivate, and spur an innovation-rich environment. They should create encourage opportunities for inclusive participation by a diverse mix of users across workforce and industry sectors.

1.16 Encourage a mix of innovation drivers, cultivators, and neighborhood-amenity uses.

Focused Governance

1.17 Establish a governance entity such as a Business Improvement District or comparable entity to ensure programming of the open spaces, public spaces, mix of ground floor uses that support a culture of innovation, and evaluate progress.

1.18 Encourage programming offering a range of public and private activities that foster collaboration and connection, grow skills, and build networks within public open spaces and private buildings.

a. Amend Chapter 1 to add new pages to include the Innovation District section. See attached Chapter 1.

b. *Updates to text*: New text is shown in *underlined italics*; deleted text is shown in ~~strikethrough~~.

- p.34: Amend the Note as follows: Note: The amount of development shown, *based on a 2017 point-in-time analysis,* includes total existing and planned development in North and South Potomac Yard. Planned development outside Potomac Yard, such as Oakville Triangle, is not included.

- p.40: 4.5b notes.
  - Amend third bullet as follows: *For Blocks 7 and 10, height, massing, and building design will be compatible with the adjoining character of the George Washington Memorial Parkway*. For Block 7, maximum building height will be 85 feet *on the eastern portion of the site.* ~~However, additional height may be permitted as part of a development review process in consultation with National Park Service (NPS).~~ *For the western portion of the Block 7,* in no event will the maximum building height exceed 120 feet for the northern portion and 180 feet for the southern portion of the block.
  - Delete fourth bullet 4 that states: ~~For Block 14 and 19, the height range will be 60-90 feet. However, to ensure height variety, only one block is permitted to go up to 90 feet. The remaining block will have a maximum height of 60 feet~~.

- p. 41: Amend sentence as follows: All of the parking for Blocks 2, 3, *4*, 5, *7*, 10, 14, 18, 19, 20, and 21 is required to be located below-grade.

- p. 43: Table 4.2: Amend language as follows: Add parking maximum ratio for *collegiate school or university: 0.25 spaces /1,000 sq. ft. (minimum) and 3.0 spaces /1,000 sq. ft. (maximum).*

- p. 54: Amend language as follows: An internal pedestrian connection is also proposed ~~within Block 10~~ *between Block 7*(Figure 4.14) *within Virginia Tech* ~~to provide~~ *providing pedestrian* access from the pedestrian retail street *through the campus* to Potomac Yard Park. This pedestrian connection will be framed *by buildings and include a central campus open space* ~~with active uses and can include overhead elements and lighting to create visual interest for the park users~~.

- p. 62: Amend Recommendation 4.27 as follows: For Blocks 7 and 10, height, massing, and building design will be compatible with the adjoining character of the George Washington Memorial Parkway. For Block 7, maximum building height will be 85 feet *on the eastern portion of the site.* ~~except additional height may be permitted as part of a development review process in consultation with the National Park Service (NPS).~~ *For the western portion of the Block 7*, in no event will the maximum building height exceed 120 feet for the northern portion and 180 feet for the southern portion of the block.

- p. 63: Delete Recommendation 4.28 which states: ~~For Block 14 and 19, the height range will be 60-90 feet. However, to ensure height variety, only one block is permitted to go up to 90 feet. The remaining block will have a maximum height of 60 feet.;~~.

- p. 63: Amend language for Recommendation 4.35 as follows: All of the parking for Blocks 2, 3, *4*, 5, *7*, 10, 14, 18, 19, 20, and 21 is required to be entirely below-grade.

- p. 70: Amend language as follows: *With the relocation of the possible school site from Block 4 to Block 23, a portion of the site shall be reserved for affordable housing* If the school reservation *portion (Block 23)* is not used for a school site, the City would reserve the right to use *that portion of* the block for other purposes such as ~~open space~~, *affordable housing*, and/or a comparable community facility/public building with potential collocated uses above. The remainder of the community facilities will be determined as part of the development review process.

- p. 73: Amend language in Recommendation 5.2 as follows: Adequate provision shall be made to accommodate an urban school, collocated with a childcare facility and/or comparable uses. Block ~~4~~ *23* shall be reserved for a possible urban school *and a portion shall be reserved for affordable housing*. If ~~Block 4~~ *Block 23* is not needed for a school, the City may use *that portion of the* block for ~~open space and/or~~ a comparable community facility/public building with *affordable housing or other* potential collocated uses above, *or adjacent to the public use.* ~~or as approved by Council~~.

- p. 78: Add the following Note: **The referenced analysis was conducted as part of the 2017 planning process and reflects a point in time analysis. Updated transportation analyses will be conducted as part of Phase 1 and subsequent development review Phases as the site redevelops.*

- p. 98:
  - Amend language as follows: The plan recommends increasing permitted amount of development from 600,000 sq. ft. to ~~7.5~~ *7.675** million sq. ft.

  - Amend language as follows: The applicant will contribute funding toward the required improvements to the infrastructure to provide the necessary conveyance for the ~~7.525~~ *8.425* million sq. ft. in the proposed development.

  - Add the following Note: *To ensure adequate capacity of public facilities and infrastructure capacity, including stormwater and sewer, technical analyses will examine a maximum density of 8.425 million sq. ft. (inclusive of community facilities).*

- p. 114: Amend language as follows: The increase in allowable development from 600,000 sq. ft. to approximately ~~7.525~~ *7.675** million sq. ft. will require significant investment from the developer for infrastructure and facilities and amenities to meet public needs.
- p. 116: Amend language as follows: The rezoning of North Potomac Yard (Landbay F) increases the development in North Potomac Yard from 600,000 sq. ft. of "big box" retail to ~~7.525,000~~ *7,675,000** sq. ft. of mixed-use development.

- p. 130:
  - Amend Recommendation 4.27 as follows: For Blocks 7 and 10, height, massing, and building design will be compatible with the adjoining character of the George Washington Memorial Parkway. For Block 7, maximum building height will be 85 feet *on the eastern portion of the site*. ~~except additional height may be permitted as part of a development review process in consultation with the National Park Service (NPS).~~ *For the western portion of the Block 7,* in no event will the maximum building height exceed 120 feet for the northern portion and 180 feet for the southern portion of the block.

  - Delete Recommendation 4.28 which states: ~~For Block 14 and 19, the height range will be 60-90 feet. However, to ensure height variety, only one block is permitted to go up to 90 feet. The remaining block will have a maximum height of 60 feet.;~~.

- p. 131: Amend sentence as follows: All of the parking for Blocks 2, 3, *4*, 5, *7*, 10, 14, 18, 19, 20, and 21 is required to be located below-grade.

- p. 134: Amend language in Recommendation 5.2 as follows: Adequate provision shall be made to accommodate an urban school, collocated with a childcare facility and/or comparable uses. Block ~~4~~ *23* shall be reserved for a possible urban school *and a portion shall be reserved for affordable housing*. If ~~Block 4~~ *Block 23* is not needed for a school, the City may use *that portion of the* block for ~~open space and/or~~ a comparable community facility/public building with *affordable housing or other* potential collocated uses above, *or adjacent to the public use.* ~~or as approved by Council~~.

- Add *North Potomac Yard Innovation District Design Excellence Prerequisites & Criteria* to references with Design Guidelines.

c. Updates to Figures and Tables

- Figure 3.1: Framework Streets
- Figure 3.2: Street Hierarchy
- Figure 3.4: Gateways & Vistas
- Figure 4.1: Land Use Plan and ¼ Mile Pedestrian Walkshed (1/2 Mile pedestrian walkshed covers North Potomac Yard area)
- Figure 4.3: Required, Optional, and Planned Retail Locations
- Figure 4.5B: Maximum Building Heights
- Figure 4.8: Plan Area Public and Private Parks with Public Access Easement
- Figure 5.1: Block 4 (*23*) School Reservation Site
- Figure 6.2: Proposed Street Network
- Figure 6.7: Bicycle Network
- Figure 9.1: Land Use Plan, Required and Optional Retail Locations, and ¼ Mile Pedestrian Walkshed
- Table 4.3: Development Summary Table and associated notes

See next page.

Figure 3.1: Framework Streets and Figure 6.2: Proposed Street Network

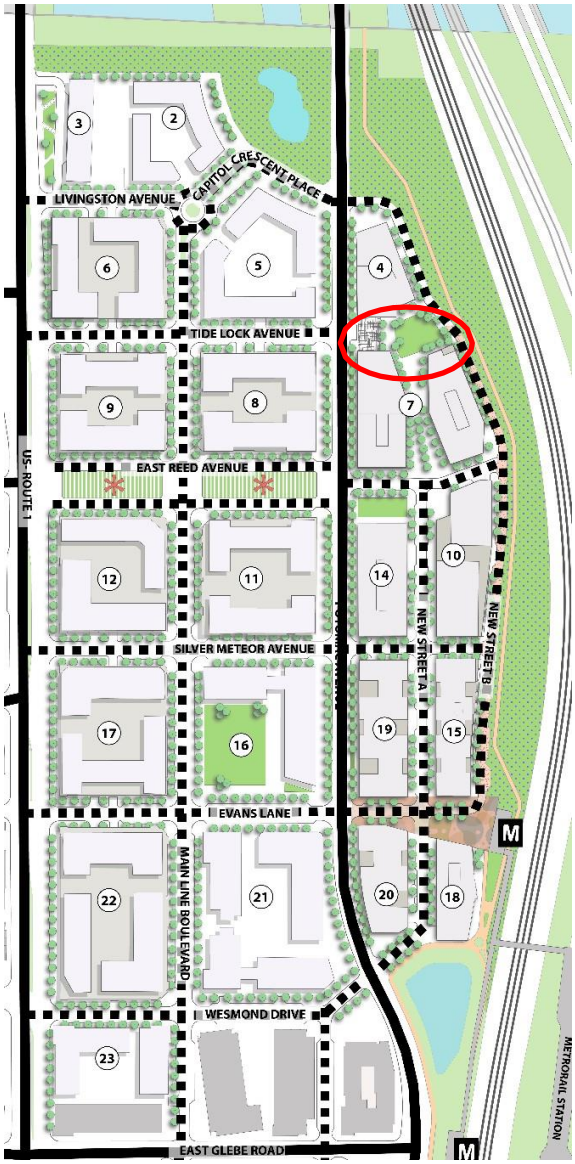


Figure 3.2: Street Hierarchy

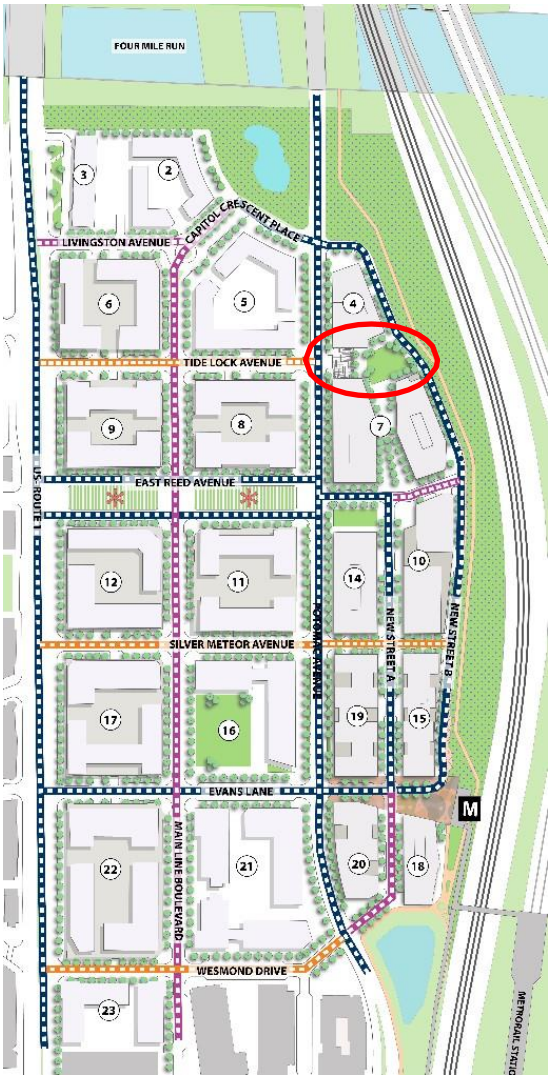


Figure 3.4: Gateways & Vistas - *remove Block 10 gateway*

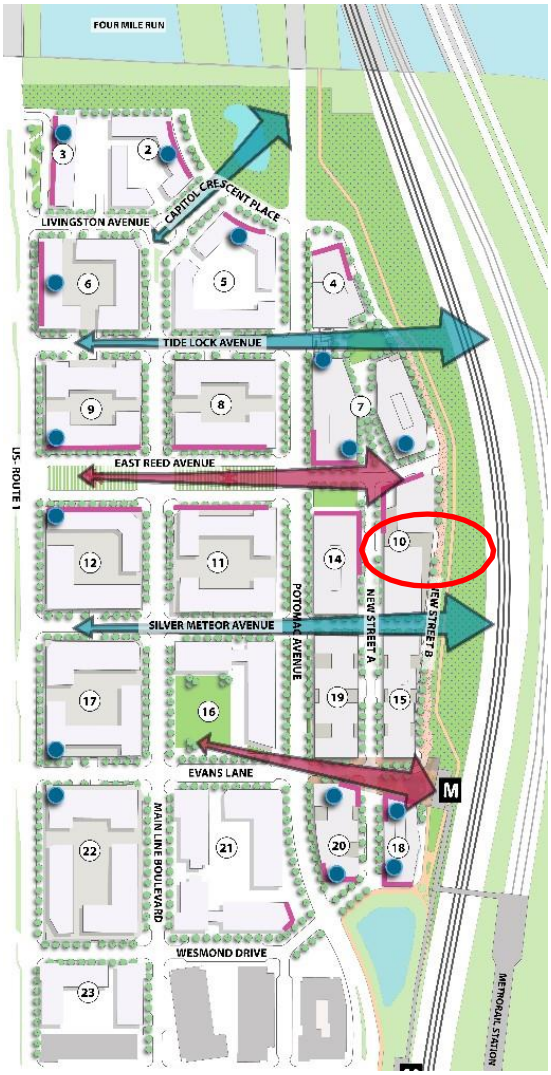


Figure 4.1: Land Use Plan and ¼ Mile Pedestrian Walkshed (1/2 Mile pedestrian walkshed covers North Potomac Yard area) and Figure 9.1: Land Use Plan, Required and Optional Retail Locations, and ¼ Mile Pedestrian Walkshed



Figure 4.3: Required, Optional, and Planned Retail Locations

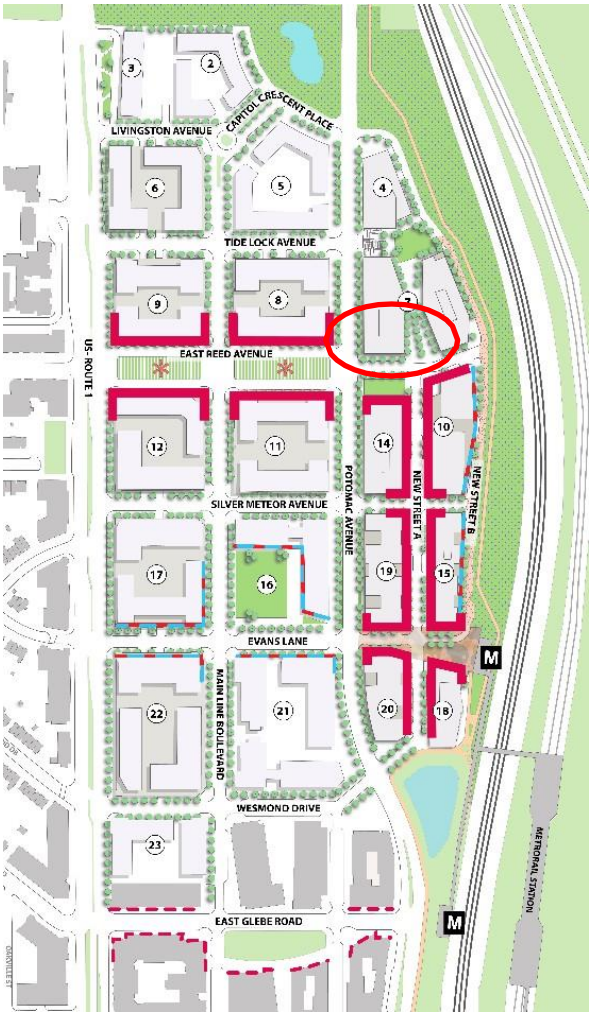


Figure 4.5B: Maximum Building Heights



Figure 4.8: Plan Area Public and Private Parks with Public Access Easement – *relocate midblock connection from Block 10 to Block 7*



Figure 5.1: Block 4 (*23*) School Reservation Site



Figure 6.7: Bicycle Network – *remove bicycle connection east of Tidelock*

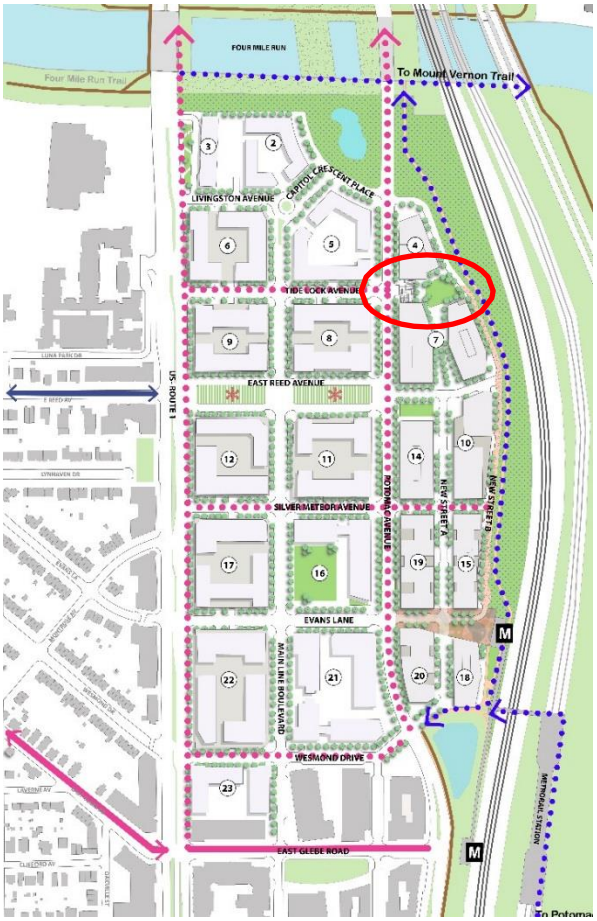


Table 4.3: Development Summary Table

BLOCK #	PRINCIPAL LAND USE	OFFICE (SF)	RESIDENTIAL (SF)	OFFICE OR RESIDENTIAL (SF)	RETAIL [5] (SF)	HOTEL (SF)	SCHOOL /CIVIC USE (SF)	[3,4] TOTAL
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[1]	SCHOOL/ACADEMIC	0	0	0	0	0	(150,000)[1]	(150,000)[1]
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**	**(150,000)**	**1,577,900**
7[1]	SCHOOL/ACADEMIC	0	0	0	0	0	(450,000)[1]	(450,000)
8	OFFICE/ RESIDENTIAL	0	0	643,300	154,800	0		798,100
9	OFFICE/ RESIDENTIAL	55,000	0	260,000	40,000	0		355,000
10	OFFICE	230,300	0	0	32,600	0		262,900
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	OFFICE	266,900	0	0	17,600	0		284,500
MARKET DISTRICT NEIGHBORHOOD TOTAL		**607,200**	**0**	**1,841,700**	**466,900**	**0**	**(450,000)[1]**	**2,915,800**
FLEXIBLE DISTRICT NEIGHBORHOOD ZONE (BLOCKS - 15, 16, 18 - 21)[2]	OFFICE	1,100,000	0	1,009,400	126,900	0		2,236,300
17	OFFICE/RESIDENTIAL	60,000	0	250,000	50,000	0		360,000
22	OFFICE/RESIDENTIAL	0	0	370,000	65,000	0		435,000
23[1]	COMMUNITY FACILITY /AFFORDABLE HOUSING	0	150,000	0		0	(150,000)[1]	150,000
METRO SQUARE NEIGHBORHOOD TOTAL		**1,160,000**	**150,000**	**1,629,400**	**241,900**	**0**	**(150,000)[1]**	**3,181,300**
24	OPEN SPACE (POTOMAC YARD PARK EXTENSION)[6,7]							
						TOTAL (SF)		**7,675,000**

Notes:

1. *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~~ 23 is reserved as a possible school site. Collocation of uses within Block ~~4~~ 23 (including residential) is encouraged where feasible and shall not count toward the maximum development square footage.*
2. *Approximately 0.7-acres within block 16 or 21 will be provided as open space for Market Square Park within the Flexible Metrorail Zone.*
3. *The maximum amount of development shall be ~~7,525,000~~ 7,675,000 sq. ft.; 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.*
4. *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.*
5. *Additional ground floor retail locations may be approved, if they are consistent with the intent of the Small Area Plan and is approved as part of the development review process. The retail amount will be deducted from the maximum amount of development permitted within each block.*
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.*
8. *To support a diversity of uses, hotel uses will be permitted on blocks designated office or residential, subject to the maximum development and height provisions for each block(s).*