



Meeting Notes

North Potomac Yard Small Area Plan Update Advisory Group Meeting #9

Monday, November 14, 2016 | 7:00-9:00PM | Community Room, Station at Potomac Yard

Topic: Affordable Housing & Intro to Transportation

1 Welcome and Introduction (5 min)

Richard Lawrence, P&Z

Staff provided a brief recap of the previous Advisory Group Meeting and outlined discussion and follow-up topics to be addressed in future Advisory Group meetings.

2 Intro to Transportation

Carrie Sanders, T&ES

Staff provided an introduction to transportation related issues and topics that will be addressed as part of the transportation analysis. The briefing began with the existing transportation infrastructure in and around the Plan area and identified future infrastructure to be provided by other City plans and policies (streets, transit, and bicycle facilities). Focusing the discussion on concepts discussed thus far, staff solicited comments and feedback about the shared street concept for "Park Road". The briefing concluded with how traffic calming will be addressed with future implementation and provided an outline for next steps relative to transportation related topics.

In addition to the characteristics for the shared street (Park Road) that staff presented, AG members wanted the following characteristic be included:

- The road should have the flexibility to potentially/periodically close for programming, etc.
- The design of the street should include two-way circulation and provide on-street parking that allows for a separation between public and private spaces. The on-street parking will also allow for short-term parking for park users.
- Ensure that the street is designed and functions as a smaller/neighborhood street.

Adjacent to the shared street, land uses should complement the character and intent of the Plan. The Plan should provide flexibility for retail and active frontages adjacent to the park should the market determine the locations viable. Edges and facades adjacent to the park should be active and inviting to adjacent park users. The Plan should also encourage outdoor dining in this area adjacent to the Park.

Traffic Calming & Parking

- As part of traffic calming implementation the Hume Springs community should be included in addition to Del Ray and Lynhaven.
- The developer contributions received specifically for traffic calming should be strategically utilized and spent over time over the build-out of the entire Plan area.
- Staff should consider creative mitigation tools such as yield streets, etc. as traffic calming implementation.
- Other creative solutions could include the provision of free after-hours parking or opening office parking for public use to reduce the parking demand on local streets.
- Staff should also consider the impact of commuter/spill-over parking on local neighborhoods once the Metro is operational.

3 Affordable Housing

Helen McIlvain, Office of Housing

Staff provided a briefing on affordable housing within the City. The briefing included an overview of the 2013 Housing Master Plan, 2010 NPY Small Area Plan recommendations, and discussed the

mechanics/tools used for providing affordable housing including voluntary housing contributions, bonus density, and rezonings. The briefing concluded with tools used to leverage City resources and discussed opportunities for affordable housing within the Plan area,

The Advisory Group discussed the applicability of affordable housing within the Plan area and had clarifying questions from the staff presentation. There was substantial discussion about potentially increasing the bonus density allowance from 20% to 30%, whether a density cap was warranted/needed, and impacts to the Plan and adjacent neighborhoods should bonus density be applied. The Advisory Group achieved consensus that colocation of affordable housing should be a priority, especially on the school reservation site. The AG also agreed that the Plan should identify affordable housing as a commitment and high priority to have the flexibility to take advantage of future implementation opportunities. , .

The AG asked staff to bring back information demonstrating the potential additional density that would result under a 20% to 30% increase scenario, including information/recommendations about an overall cap and/or specific locations where additional bonus density would be most appropriate within the Plan area. The AG requested that additional bonus density not impact currently required building transitions and heights adjacent to Route 1 and the Park.

4 September AG Follow-up – Heights/Density Jeff Farner, P&Z/ Matt Ginivan, JBG

Staff provided a follow-up presentation regarding topics discussed in September’s Advisory Group meeting. The presentation discussed heights and density of the Phase I proposal compared to those proposed in the 2010 Plan, reconciled height maximums with FAA limitations, and how variety of height can be achieved. JBG then provided a briefing on the design strategy envisioned for the Phase I development.

The Advisory Group generally agreed with most of the heights as proposed in Phase 1. However some members questioned whether the two retail blocks/buildings could be constructed to allow additional uses/heights at a later Phase, and whether Block 7 could be phased in later, in order to take advantage of the taller height allowed on that block once the market could support it.

Some AG members favored the lower building heights as proposed. The lower building heights create a variation in building heights and prevent the interior streets from a “canyon effect”. AG members also discussed what range of heights can be anticipated in Phase II, how to guarantee taller buildings in future phases, and emphasized the importance of height variety across buildings/blocks.

AG members supported the architect diversification strategy as the design approach proposed by the developer team. AG members believed this will create a diverse design aesthetic that creates a sense of place. AG members requested staff provide an update on minimum height requirements.

5 Public Comment (10 min)

Upon conclusion of the presentation and Advisory Group comments, members of the public provided the following comments/questions:

What is the dimension of Potomac Ave as proposed? The Plan should discuss the Pedestrianization of Potomac Ave to prioritize pedestrians, then cyclists, and then auto. Lessons should be learned from the existing conditions in South Potomac Yard where pedestrians have trouble accessing the Park with the current road design. Additionally, the dimension should not create another Route 1, an experience pedestrians West of Route 1 already have issue with.

Careful consideration should be given to the facades that front along the river.

Creating a sense of place should be amongst the highest of priorities. If the development is unsuccessful in doing this, the Plan will fail. The variety in height and lower building heights in some areas will support a sense of place -- maximizing height and density on every block will not. We should avoid creating a "Crystal City - Part 2".

6 Next Steps (5 min)

Richard Lawrence, P&Z

Staff outlined next steps, provided alternate meeting dates for the January AG meeting, discussed upcoming meeting topics, and adjourned the meeting.