

# Appendix VI:

## Summary of Recommendations



# CDD Guidelines

## Summary of Recommendations

### Chapter 2: Environmental Sustainability Recommendations

- 2.1 Explore a minimum of LEED Silver or comparable, or the City's green building standards and requirements, whichever is greater.
- 2.2 Require plan area-wide sustainability through LEED-ND or comparable. Require the provision of green roofs for new development.
- 2.3 Explore the possibility of community gardens so that residents and visitors could have access to edible and non-edible plantings. Community gardens also offer a unique educational opportunity.
- 2.4 Require stormwater management to be integrated as part of the street and open space design.
- 2.5 Encourage water conservation by using ultra low and/or low flow plumbing fixtures and reuse of captured rainwater.
- 2.6 North Potomac Yard should strive to achieve carbon neutrality by 2030.
- 2.7 Require the submission of a Sustainability Plan as part of the submission of the first development special use permit and amended for subsequent block(s) and/or building(s) that demonstrates the compliance with anticipated goals and recommendations of the Plan and the goal of district-wide sustainability measures.

### Chapter 3: Urban Design Recommendations

#### Framework Streets and Blocks

- 3.1 Require the streets and blocks depicted in the Framework Plan to be constructed as part of any redevelopment and dedicated to the City (Figure 3).
- 3.2 The final design and configuration of the streets, blocks, buildings, and open space with the Flexible Metrorail Zone (Figure 9) will be determined through the development review process. The final configuration of the streets, blocks, buildings, and open space shall be subject to the following:
  - a. An approximately 0.70 acre square-shaped park shall be centrally located within the Flexible Metrorail Zone. The park shall be surrounded on all sides by streets, and framed by buildings on each side.

- b. Potomac Avenue (relocated) shall align and connect to the Potomac Avenue right-of-way south of Landbay F and to the final alignment of the Potomac Avenue (relocated) right-of-way to the north of the Flexible Metrorail Zone.
  - c. The overall curvilinear nature of Potomac Avenue (relocated) shall be maintained.
  - d. The shape of the buildings in plan and form within the Flexible Metrorail Zone shall create distinct and memorable three dimensional forms.
  - e. Buildings surrounding the centrally located park shall be required to provide a primary entrance facing the approximately 0.70 acre park.
  - f. Buildings on Potomac Avenue shall be required to provide a primary entrance facing Potomac Avenue.
  - g. Buildings will be required to have more than one entrance and/or through lobbies for buildings with multiple street frontages.
  - h. Pedestrian bridge(s) within the Flexible Metrorail Zone that access the Metrorail station shall be fully integrated into the design for the Metrorail station, adjoining buildings, and open space.
  - i. The alignment of Potomac Avenue (relocated) shall be such that Landbay K park is continuous.
  - j. Development blocks east of Potomac Avenue shall be sufficient size for market-acceptable building floor plates.
  - k. The blocks and buildings shall be subject to the minimum height and density provisions and other applicable zoning provisions, design guidelines, and the North Potomac Yard Small Area Plan.
  - l. The streets shall be configured to accommodate transit and transit stations.
  - m. Buildings should be designed to integrate transit stations and/or stops.
  - n. The streets shall be configured to provide a fine-grained interconnected street grid network and spacing consistent with and connecting to streets outside the Flexible Metrorail Zone.
  - o. Evans Lane is strongly encouraged to connect from Main Line Boulevard to Potomac Avenue (relocated).
- 3.3 Require the street hierarchy to define space and differentiate the character of streets and neighborhoods (Figure 3).
  - 3.4 Require streets to emphasize the pedestrian and bicycles.
  - 3.5 Allow for internal pedestrian connections and alleys within the blocks.
  - 3.6 Improve and enhance the Route 1 frontage with streetscape improvements, buildings, and landscaping.

**Creation of Three Distinct Urban Neighborhoods**

- 3.7 The parks depicted in the Framework Plan shall be required within each neighborhood as a defining element of each neighborhood (Figure 3).
- 3.8 Create three distinctive and unique neighborhoods. Encourage the use of history as inspiration for the design of the open space, public realm, and buildings. Encourage the use of public art to establish distinct neighborhood identities and create unifying themes for the neighborhoods
- 3.9 Encourage a mix of innovative building typologies within each neighborhood.
- 3.10 The Metrorail station shall serve as a focal design element for the Metro Square Neighborhood.

- 3.11 Explore the possibility of providing cultural and civic uses to reinforce the character of each neighborhood.

### **Gateways and Vistas**

- 3.12a Require variety in building massing, design, and height.
- 3.12b Use heights and variety in heights, building materials, orientation, and dimensions to create distinctive building tops for taller buildings.
- 3.13 Provide distinctive building forms and architecture at the designated gateway locations (Figure 7).

### **Urban and Building Form**

- 3.14 Balance the aesthetic and functional criteria of sustainable design.
- 3.15 Create an urban building scale and relationship between buildings, streets and open spaces that ensures urban relationships of the buildings and sidewalk, and maximizes walkability and the use of transit.
- 3.16 Require any building with government tenants or tenants who require security measures to meet the Vision, applicable provisions of the Master Plan and future design guidelines.
- 3.17 Adopt future design guidelines to implement the Vision of the Plan.

### **Public Art and History**

- 3.18 Require the submission of a Public Art & History Interpretive Plan for North Potomac Yard and explore relationships between public art and the history of the site.
- 3.19 Integrate small and large-scale public art which considers the history of the site, as well as thematic, artistic, and cultural ideas into new development and the public realm, including the following areas: trails, transit infrastructure, open spaces, buildings, site furnishings, lighting, gateways, and wayfinding.

## **Chapter 4: 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.
- 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);
  - 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.

## **Chapter 5: Community Facilities Recommendations**

### **School**

- 5.1 Adequate provision shall be made to accommodate an urban school, collocated with a childcare facility and/or comparable uses. Block 4 shall be reserved for a possible urban school. If Block 4 is not needed for a school, the City may use the block for open space and/or a comparable community facility/public building.

### **Daycare/Childcare**

- 5.2 Require the provision of daycare/childcare facilities as part of the community facilities, mixed-use, and/or office buildings. Daycare/childcare facilities shall be permitted through an administrative approval within existing buildings.

### **Collocation, Flexibility And Development Incentive**

- 5.3 To the greatest extent feasible, community facilities shall be collocated, and be designed to provide for flexible use of interior spaces.

### **Zoning**

- 5.4 Community facilities and/or public buildings may be included on or in any block and/or building and shall not be deducted from the maximum permitted development. These uses shall be defined as part of the rezoning for the Plan area.

### **Implementation**

- 5.5 Provide a comprehensive Community Facilities proposal depicting the general size and locations of community facilities and/or public buildings proposed within North Potomac Yard, including but not limited to the school and daycare/childcare facilities recommended herein. This Proposal shall be submitted as part of the first development special use permit and amended as necessary to accommodate future uses and programming.

## Chapter 6: Transportation Recommendations

### Streets

- 6.1 Provide a compact grid of streets consistent and in alignment with, and connecting to the established street grid in Potomac Yard (Potomac Avenue and Main Line Boulevard), on the west side of Route 1, and in Potomac Yard Arlington.
- 6.2 All streets and rights-of-way shall be dedicated to the City.
- 6.3 Maximize the street grid within the site and connectivity to adjacent neighborhoods including:
  - Reed Avenue at Route 1 shall be configured to allow all movements.
  - Explore and evaluate the option of opening Evans, Wesmond, and Lynhaven in the future to provide access to Route 1.
  - Study the intersection of Commonwealth and Reed Avenue to determine the need for signalization and pedestrian upgrades.
- 6.4 Consider all users in the future design of streets and streetscapes.
- 6.5 Study, develop and implement a comprehensive phased approach to address traffic impacts in neighborhoods adjacent to development and other impacted neighborhoods. (See also recommendations in *Chapter 8: Existing Neighborhoods*).
- 6.6 New east-west connectivity or comparable street, circulation, and/or transit improvements, should be explored as part of any proposed development and/or any future planning efforts for properties to the west of Route 1.
- 6.7 With any rezoning of the property, the provision and timing for improvements to the intersection of E. Glebe Road at Route 1 are required.
- 6.8 Each development will be required to submit a comprehensive approach and policy regarding truck loading and deliveries as part of the development review process.

### Transit

- 6.9 Require the construction of an operational Metrorail station. Rezoning of the property is contingent upon the City and the landowner agreeing to a financial plan funding the Metrorail station.
- 6.10 In conjunction with other public agencies, a new intermodal transit and transit center shall be constructed proximate to the new Metrorail station.
- 6.11 Require the construction of a transitway. The final alignment of the transitway and station locations shall be determined with any rezoning for the site.
- 6.12 Require dedication of right-of-way to accommodate the high-capacity transitway.
- 6.13 Explore options to incorporate green technologies into the design of the dedicated transit right-of-way and stations.
- 6.14 Require participation in a Transportation Management (TMP) District in coordination with existing Potomac Yard TMP District.
- 6.15 Transit stations should be designed to include real-time transit information and innovative display technologies to include route maps, schedules, and local and regional information.
- 6.16 Employ aggressive Transportation Management Plan (TMP) performance measures, meeting or exceeding a 50% modal split.

- 6.17 Explore additional local-serving routes to connect locations within Potomac Yard to nearby communities and destinations.

### **Parking**

- 6.18 On-street parking is required to be metered and managed through a performance parking program.
- 6.19 Provide advanced parking management systems including real-time parking availability, pre-trip parking information and parking reservation/navigation systems.
- 6.20 Require long and short-term bicycle parking.

### **Pedestrian – Bicycle**

- 6.21 Provide a continuous, connected and accessible network that enables pedestrians – particularly those with mobility impairments – to move safely and comfortably between places and destinations.
- 6.22 Develop a comprehensive on- and off-street bicycle network.
- 6.23 Develop a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists' needs.
- 6.24 Provide a 24-hour bicycle and pedestrian connection across the railroad tracks to Potomac Greens in conjunction with Metrorail station development.
- 6.25 Provide centralized bicycle storage facilities, located near the Metrorail and transit locations for all users of Potomac Yard – including areas for private and for shared use bicycles – in conjunction with Metrorail station development. Commuter and recreational bicycle information could also be available to residents and visitors.
- 6.26 Explore future connection from Landbay K across the George Washington Memorial Parkway to the Mount Vernon Trail.
- 6.27 Provide a future connection from Landbay K to the Four Mile Run Trail.
- 6.28 Require an off-street shared-use path along the length of Landbay K between Braddock Road to the south and Four Mile Run to the north.

## **Chapter 7: Infrastructure Recommendations**

- 7.1 A Water Management Master Plan (WMMP) is required as part of the rezoning. The WMMP will be updated/amended with each building and/or block to demonstrate compliance with each applicable phase.
- 7.2 Require use of pervious surfaces on sidewalks, driveways, parking areas, and streets to reduce generation of stormwater runoff. Maximize use of rooftop space for other sustainability practices (for example, for open space, community gardens, green roofs, energy generation, etc).
- 7.3 Maximize on-site stormwater reduction and reuse techniques to reduce impact on public stormwater infrastructure.
- 7.4 Remove impervious surfaces within RPAs and revegetate to restore function and quality.
- 7.5 Use harvested rainwater to meet irrigation demand.
- 7.6 Maximize exposure of stormwater management facilities as functional amenities to promote citizen awareness and understanding of stormwater quality issues.
- 7.7 Use water conservation measures to reduce the generation of municipal wastewater and explore reuse of greywater.

- 7.8 Construct additional sanitary sewer conveyance infrastructure and address Chesapeake Bay nutrient treatment needs.
- 7.9 Research and evaluate other pioneering technologies to address the capacity needs.
- 7.10 Develop and launch an education program that will include hierarchy of uses: Reduce, Reuse, Recycle, and Proper Disposal of hazardous wastes.
- 7.11 Develop a recycling program for commercial and multi-family buildings.
- 7.12 Develop a community recycling program.

## **Chapter 8: Existing Neighborhoods Recommendations**

- 8.1 Require the developer to provide a monetary contribution for the preparation and implementation of a comprehensive traffic calming and parking management strategy for the neighborhoods to the west of Potomac Yard. The study and implementation shall be proactive and phased with development.
- 8.2 Evaluate alternatives for traffic calming treatments at gateway locations along the west side of Route 1 and throughout neighborhoods.
- 8.3 Promote smooth transitions between existing neighborhoods and new development at North Potomac Yard through a careful consideration of uses, heights, and massing.
- 8.4 Development at North Potomac Yard should preserve and build upon the unique history and character of existing neighborhoods.
- 8.5 Develop connections which are consistent and compatible with existing development within Potomac Yard and across Route 1.