History of Land Use and Planning in Potomac Yard

Transportation corridor develops along Potomac Yard connecting Alexandria to Georgetown (now Route 1).

1857—First rail line constructed connecting Alexandria to DC.

1880s—Canal ceases operation.

1906—Potomac Yard opened for purposes of classifying freight for six different railroads. The new yard was one of the largest in the United States. The yard was decommissioned in 1989.

1987—Alexandria 2020 Plan proposed 16 million square feet mixed use (never formally submitted to city).

1992—Potomac Yard/Potomac Greens Master Plan updated, and CDD Zoning approved for 8.8 million square feet mixed use.

1992-1993—Jack Kent Cooke football stadium proposed, but never approved. Allowable density increased to about 11.4 million square feet.

1995—Retail Center (Landbay F) approved. Old Town Greens townhomes approved.

1999—Approval of current Potomac Yard/Potomac Greens Small Area Plan, CDD and Urban Design Guidelines at 6.4 million square feet.


2008—Transfer of 765,000 sf of office from Lb J and L to H.

2008—PYPAG starts meeting. Metrorail Station Feasibility Work Group starts meeting.

Office Calculations
Lb H - Gain of 765,000 sf.
Lb J - Loss of 292,000 sf.
Lb L - Loss of 473,000 sf.