

# Chapter 5

## Community Facilities

### RECOMMENDATIONS

#### Zoning

- 6.4 Community facilities, including those identified as part of the Plan and other similar community-service uses, should not be deducted from the maximum permitted development to incentive community facilities.

#### Implementation

- 6.5 The community facilities other than a school and daycare are required to be prepared as part of a comprehensive community facilities proposal for the site prior to submission of a Development Special Use Permit. The community facilities proposal shall also include flexibility to accommodate future community facilities.
- 6.6 Floor area for community facilities shall not count against the maximum allowable development, and parking shall be exempt.

# Chapter 6

## Transportation



# 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 Jefferson Davis Highway (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 shall be configured to allow all movements.
  - Explore and evaluate the option of opening Evans, Wesmond, and Lynhaven to provide access to Route 1.
- 6.4 Connect Reed Avenue from Route 1 to Potomac Avenue.

# Chapter 6

## Transportation

### RECOMMENDATIONS

#### Streets

- 6.5 Consider all users in the design of streets and streetscapes.
- 6.6 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).
- 6.7 Prior to the approval of a rezoning to increase density for the plan area, the provision and timing for a street connecting Route 1 to Commonwealth Avenue, or comparable street, circulation, and or transit improvements, will be required.
- 6.8 Prior to the approval of a rezoning to increase density for the plan area, the provision and timing for improvements to the intersection of E. Glebe Road at Route 1 are required.

# Chapter 6

## Transportation

### RECOMMENDATIONS

#### Transit

- 6.9 Build a Metrorail station. Rezoning of the property is contingent upon the city and the landowner agreeing to a financial plan with a substantial developer contribution.
- 6.10 Develop a new intermodal transit hub at the new Metrorail station.
- 6.11 Require dedication of right-of-way along Route 1 to accommodate a high-capacity transitway.
- 6.12 Explore options to incorporate green technologies into the design of the dedicated transit right-of-way.
- 6.13 Vehicle for the dedicated transit way and timing of implementation should be determined in coordination with Arlington County.
- 6.14 Design development to maximize intermodal connectivity.

# Chapter 6

## Transportation

### RECOMMENDATIONS

#### Transit

- 6.15 Develop a comprehensive on- and off-street bicycle network.
- 6.16 Require participation in a Transportation Demand Management (TDM) District in coordination with existing Potomac Yard TDM District.
- 6.17 Employ aggressive Transportation Demand Management (TDM) performance measures, meeting or exceeding a 50% modal split.
- 6.18 Establish parking maximums. (See also recommendations of Chapter 4: Land Use).
- 6.19 Provide unbundled residential parking.
- 6.20 Require shared parking.\
- 6.21 Require on-street parking for all streets, excluding park frontages. On-street parking is required to be metered and managed through a performance parking program.

# Chapter 6

## Transportation

### RECOMMENDATIONS

#### Pedestrian – Bicycle

- 6.20 Provide a continuous, connected and accessible network that enables pedestrians – particularly those with mobility impairments – to move safely and comfortably between places and destinations.
- 6.21 Develop a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists' needs.
- 6.22 Provide a 24-hour bicycle and pedestrian connection across the railroad tracks to Potomac Greens.
- 6.23 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. Commuter and recreational bicycle information could also be available to residents and visitors.
- 6.24 Explore future connection from Landbay K to the Mount Vernon trail.

# Chapter 6

## Transportation

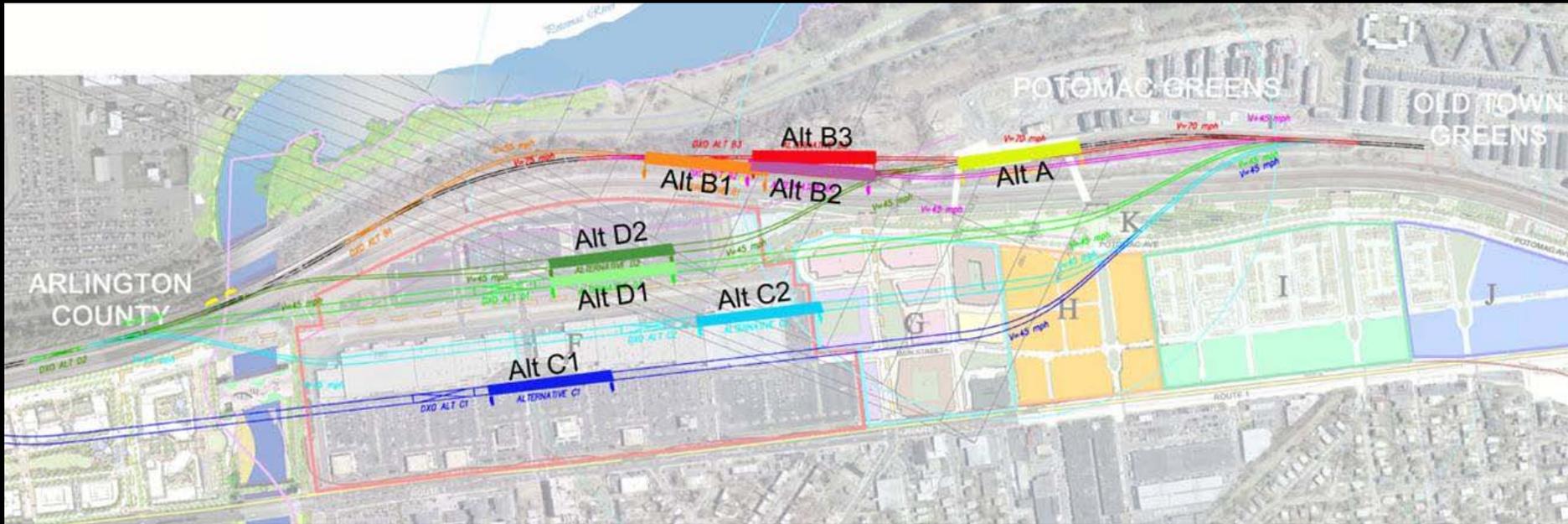


Figure 24

# Chapter 6 Transportation

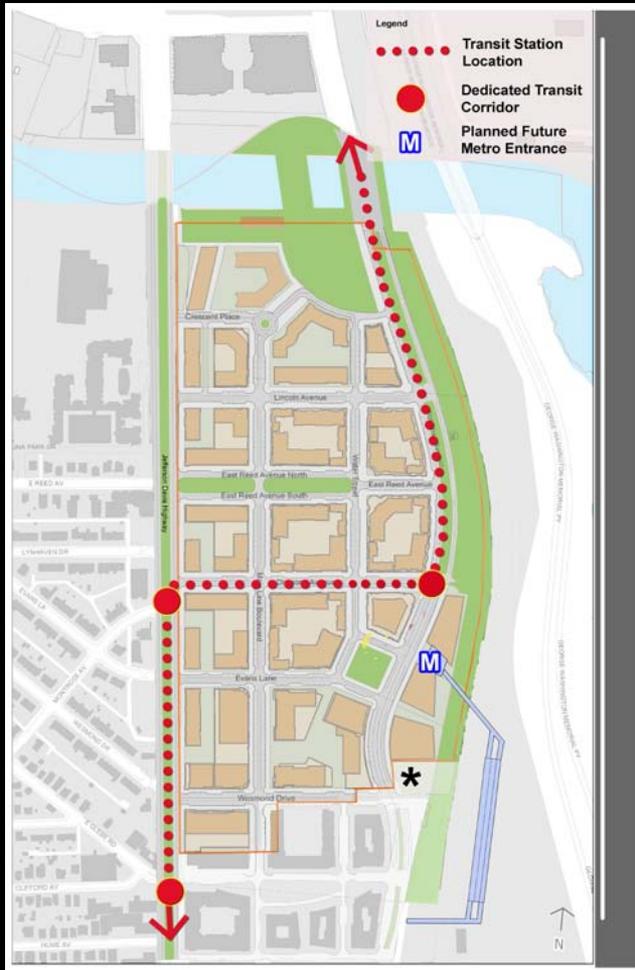


Figure 25

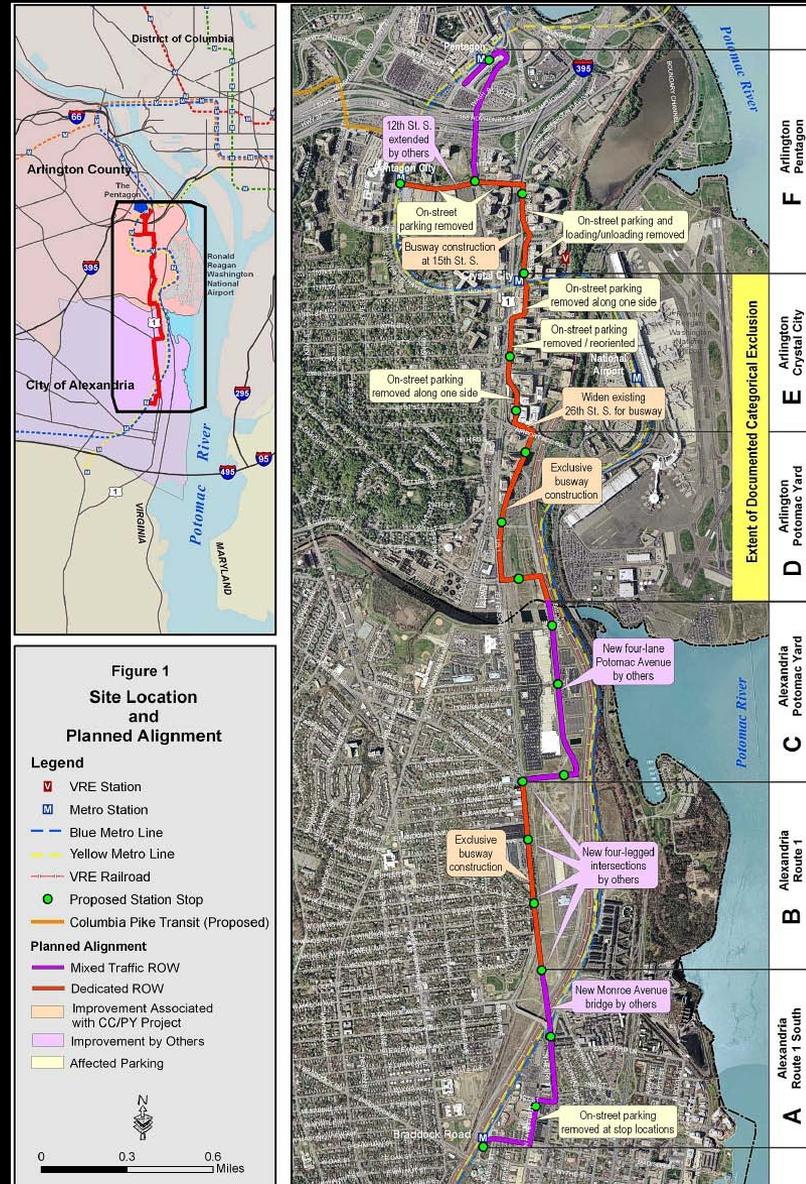


Figure 27

# Chapter 6

## Transportation



Figure 28

# Chapter 7

## Infrastructure



# Chapter 7

## Infrastructure

### RECOMMENDATIONS

- 7.1 Require the submission of a master plan for storm and wastewater management with the CDD approval. The Plan 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 roofs, sidewalks, and streets to reduce generation of stormwater runoff . Maximize use of rooftop space for other sustainability practices, (for example, for public 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.

# Chapter 7

## Infrastructure

### RECOMMENDATIONS

- 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 reuse of greywater.
- 7.8 Construct additional sanitary sewer conveyance infrastructure and address Chesapeake Bay nutrient treatment needs.
- 7.9 Pursue partial on site treatment of sanitary flows.
- 7.10 Research and evaluate other pioneering technologies to address the capacity needs.

# Chapter 8

## Existing Neighborhoods



# 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 Potomac Yard through a careful consideration of uses, heights, and massing.
- 8.4 Development at 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.

# Chapter 8

## Existing Neighborhoods



Figure 29

# Development Summary

Block	Land Use	Maximum Permitted Development (Square Feet)	Permitted Retail (Square Feet)	Required Retail (Square Feet)	Permitted Hotel (Square Feet)	Minimum Permitted Height (Feet)	Maximum Permitted Height (Feet)
<b>Block 1</b>	<b>Crescent Park</b>						
Block 2	Residential	480,000	0	0	0	See note 2	250
Block 3	Hotel	0	0	0	170,000	See note 2	180
Block 4	Residential	255,000	0	0	0	See note 2	110-180
Block 5	Residential	510,000	0	0	0	See note 2	120-220
Block 6	Residential	235,000	25,000	0	0	West: 50 East: See note 2	65-200
<b>Subtotal</b>		<b>1,480,000</b>	<b>25,000</b>	<b>0</b>	<b>170,000</b>		
Block 7	Residential/Office <sup>1</sup>	330,000	110,000	110,000	0	See note 2	120-180
Block 8	Residential/Office <sup>1</sup>	620,000	120,000	120,000	0	See note 2	120-250
Block 9	Residential/Office <sup>1</sup>	275,000	35,000	35,000	0	West: 50 East: See note 2	65-180
Block 10	Residential/Office <sup>1</sup>	270,000	110,000	110,000	0	South: 90 North: See note 2	110-180
Block 11	Residential/Office <sup>1</sup>	750,000	120,000	120,000	0	See note 2	180-250
Block 12	Residential/Office <sup>1</sup>	320,000	40,000	40,000	0	West: 20-50 East: See note 2	65-180
<b>Block 13</b>	<b>Market Green Park</b>						
<b>Subtotal</b>		<b>2,565,000</b>	<b>535,000</b>	<b>0</b>	<b>0</b>		
Block 14	Office	135,000	5,000	5,000	0	50	50
Block 15	Office	160,000	20,000	20,000	0	90	110
Block 16	Residential/Office <sup>1</sup>	440,000	25,000	25,000	0	North: See note 2 South: 50-90	160
Block 17	Residential/Office <sup>1</sup>	320,000	40,000	0	0	Southeast: See note 2 Remainder: 20-50	65-140
Block 18	Office	180,000	25,000	25,000	0	90	110
<b>Block 19</b>	<b>Metro Square Park</b>						
Block 20	Office	205,000	25,000	25,000	0	90	100
Block 21	Residential/Office <sup>1</sup>	340,000	60,000	40,000	0	90	110
Block 22	Residential/Office <sup>1</sup>	410,000	65,000	65,000	0	West: 50 East: See note 2	65-130
Block 23	Residential/Office <sup>1</sup>	160,000	20,000	20,000	0	West: 50 East: 90	90-110
<b>Subtotal</b>		<b>2,350,000</b>	<b>285,000</b>	<b>0</b>	<b>0</b>		
<b>Block 24</b>	<b>Landbay K</b>						
<b>Total</b>		<b>6,395,000</b>	<b>845,000</b>	<b>0</b>	<b>170,000</b>		