

Chapter 1. Vision and Guiding Principles

Vision Statement

The Plan envisions North Potomac Yard as an environmentally and economically sustainable and diverse 21st Century urban, transit-oriented, mixed-use community that is compatible with adjacent neighborhoods. The Plan seeks to create a regional destination with diverse built and natural spaces where people want to spend time in a wide variety of pursuits.

The North Potomac Yard Small Area Plan (Plan) is intended to guide public and private investment and development decisions in the northern portion of Potomac Yard (Landbay F) (North Potomac Yard). The Plan focuses on the creation of dynamic urban forms, a complementary mix of land uses, community amenities, and a range of housing opportunities.

The Plan is a framework to create one of the most sustainable series of neighborhoods within the region, known for its outstanding Four Mile Run waterfront, parks, public transportation, innovative architecture, environmentally sustainable design and practices, and incorporation of Alexandria’s (“Alexandria” or “City”) rich history and culture.

Figure 2a. Plan Principles

- Create North Potomac Yard as a model of environmental sustainability for its site planning, infrastructure, and buildings.
- Create an economically sustainable development.
- Promote excellence in design with a new standard in architecture, urban design, and materials that create a compelling and lasting identity.
- Create a vibrant and diverse mixed-use community that provides options for living, working, shopping, recreation, culture, and civic uses for a wide range of incomes and ages.
- Pursue a comprehensive multi-modal approach to transportation based on a highly walkable urban environment, minimal automobile impact, and maximum use of existing and new Metro stations.
- Create landscaped streets and a network of useable open spaces and parks with a strong connection to Four Mile Run and the Potomac.
- Provide connections, and transitions appropriate to and protective of the character of surrounding neighborhoods.

Creating a Complete, Sustainable Community

The Plan will guide future growth and redevelopment by taking advantage of North Potomac Yard’s strengths: planned economic diversity, history, a central location in the region, dedicated high-capacity transitway ([Metroway](#)), a [future](#) Metrorail station and proximity to the Ronald Reagan Washington National Airport.

The Vision Statement and Plan Principles emphasize the importance of creating a sustainable community. “Sustainability” refers to the long-term environmental, economic, and social health of a community, one in which the needs of this generation are met without compromising the ability of future generations to meet their needs. The City has embraced sustainability as a core value through the adoption of numerous policies and regulations. Together, these policies and regulations will provide a roadmap to move Alexandria toward becoming a more sustainable City. **The fundamental goal of the Plan is for North Potomac Yard to achieve progressive and innovative strategies for sustainability in all aspects of development.**

The three primary elements of sustainability integrated throughout the Plan consist of the following:

1. **Environmental Sustainability and Performance**
Redevelopment is based on establishing long-term environmental goals, such as carbon neutrality, as well as achieving short- and mid-term goals, such as the incorporation of environmentally responsible building and site development practices; aggressive strategies for the reduction of energy and water use, stormwater reduction, and water reuse; and the restoration and continued health of the ecosystem and watershed. These issues are discussed in more detail in Chapter 2: Environmental Sustainability and Performance, Chapter 6: Transportation and Chapter 7: Infrastructure.
2. **Economic Sustainability**
The Plan enables North Potomac Yard to be poised for future growth as a long-term economic development area for the City. This growth, which is good for the City and the region, requires the provision of a **future** Metrorail station. The Plan requires additional office development in order to increase the real estate tax base and the maximization of density (particularly office density) around the Metrorail station. A goal of the Plan is attracting businesses, jobs, visitors, families, shoppers, and tourists. These issues are discussed in more detail in Chapter 4: Land Use.
3. **Social Sustainability**
Consistent with the City goal of diversity, the Plan envisions a mix of uses, amenities, housing opportunities, and community facilities to serve a variety of age groups, interests, and income levels. These issues are discussed in more detail in Chapter 4: Land Use and Chapter 5: Community Facilities.

Chapter 2 Environmental Sustainability & Performance

Sustainable design is not so much a collection of technologies, but rather the integration of the built environment into the natural ecosystem. The Plan supports redevelopment of a site impacted by historic rail yard operations by using innovative techniques and environmental requirements to achieve innovative outcomes in sustainability. North Potomac Yard will demonstrate environmental leadership through the following ~~are the primary~~ strategies to ensure that the redevelopment of the Plan area enhances the natural environment and quality of life, and improves environmental performance with new development. The goal of the Plan is to prioritize strategies of the City's Environmental Action Plan and to provide a strategy to implement sustainable approaches and technologies for the entire site.

A. Mixed-use development: The Plan provides a balance of office, residential, and retail to maximize walkability and transit use. Creating a walkable mixed-use community with easy access to the Potomac Yard Metro Station, Metroway, local bus service and pedestrian and bicycle networks will reduce the amount of single-occupancy vehicle trips and greenhouse gas (GHG) emissions.

Editorial note: The order of topics A-I has been changed as shown below and text within each topic updated as shown in track changes.

B. District-wide sustainability measures: The intent of the Plan is to encourage district-wide sustainability measures that will be integrated in a coordinated and comprehensive manner supporting the City's environmental goal of new construction to be carbon neutral by 2030/2040. These measures will be identified as part of an Environmental Sustainability Master Plan (ESMP), and will include, but are not limited to, green buildings, open spaces, stormwater management, energy and water efficiency, conservation measures, and use of renewable resources and emerging technologies. The Plan recommends strategies to evaluate district or neighborhood sustainability through certification approaches such as LEED-ND Silver or comparable.

C. Energy Utilization, Conservation, and Building Design: In addition to district-wide strategies, the Plan also recommends sustainability enhancements to individual buildings, particularly in energy use and stormwater. By transforming the built environment to be more energy-efficient and climate-friendly, the buildings in North Potomac Yard can reduce their carbon footprint. Buildings should incorporate effective use of energy utilization and conservation methods including but not limited to: lighting efficiency, electric vehicle charging stations, reduction in water resources, as well as other green infrastructure/technologies.

D. Green roofs: New development will be required to provide green roofs. Green roofs have the potential to provide amenity space for building users; reduce heat (by adding thermal mass and thermal resistance value); reduce cooling (evaporative cooling) loads on buildings; reduce the urban heat island effect; increase the life span of the roof; reduce stormwater runoff; filter airborne pollutants and CO₂ out of the air; filter pollutants, nutrients and heavy metals out of rainwater; and increase wildlife habitats in an urban area.

E. Stormwater Management, Green Infrastructure, and Natural Vegetation: Stormwater management is required to be integrated as part of the street and open space design to improve the site's hydrology to reduce runoff, improve water quality, and provide residents and visitors opportunities to participate in the natural processes of their environment.

F. Water conservation: Rainwater collection systems, natural irrigation, and greywater recycling are encouraged, and green roofs are required to help conserve energy and limit potable water usage.

A-G. Open space network: An interconnected park and greenway system will provide residents, employees, and ~~visitors~~visitors with access to local and regional active and passive recreation amenities. Sustainable design of parks and open spaces can include pervious materials and native landscaping in addition to providing crown coverage and tree canopy to this area of the City.

H. Native plants: The use of native plant species and water-efficient landscaping limits the need of fertilization and conserves water.

B-I. Designing for Longevity: Quality built forms that create timeless buildings which are also designed for longevity will encourage reuse rather than replacement and account for life cycle analysis.

The Plan recommends the submission of an Environmental Sustainability Master Plan (ESMP) as part of the submission of the first development special use permit (DSUP), which will identify strategies to implement the phased recommendations on a plan-area wide basis. ~~The This Sustainability Plan~~ESMP should integrate long-term progressive goals in successive phases, with the ultimate goal of carbon neutrality for the entire Plan area. The phasing should anticipate a 20 to 30 year build-out of North Potomac ~~Yard, Yard~~ and the evolution of sustainability requirements and technology during that period. The Plan encourages the creative use of technology and design to incorporate green infrastructure and sustainable design into buildings, structures, open spaces, and environment. The ESMP will be updated with the submission of subsequent DSUPs to meet the plan objectives and ensure the area continues to utilize progressive and new technologies for environmental performance and sustainability.

Environmental Sustainability & Performance Recommendations:

Environmental Leadership

2.1) North Potomac Yard should strive to achieve carbon neutrality by ~~2030~~2040.

2.2) Provide a mix of land uses, and a transit-oriented development as part of the redevelopment of the Plan area.

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.

Reduce Energy Use

2.4) Explore a minimum of LEED Silver or comparable, or the City's green building standards and requirements, whichever is greater. In addition, new buildings will comply with the Environmental Action Plan (EAP), as implemented through City policies. Energy consumption/utilization and storm water should be prioritized in the certification for the buildings.

2.5) Encourage the use of alternative energy sources including but not limited to solar and wind power throughout the Plan area.

2.6) Integrate the use of natural daylighting in all proposed buildings.

District – Wide Sustainability Measures

2.7) Require the submission of an Environmental Sustainability Master Plan as part of the submission of the first development special use permit (DSUP) that demonstrates the compliance with the goals and recommendations of the Plan and identifies short-term, mid-term and long-term strategies to achieve 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. ~~amended for The Plan should be updated with each~~ subsequent block(s) and/or building(s) ~~that demonstrates the compliance with anticipated~~ to show how the project achieves the Plan's goals, ~~and recommendations of the Plan and~~

2.8) Require plan area-wide sustainability through LEED-ND Silver or comparable.

2.9) Require the provision of green roofs for new development.

2.10) Provide an integrated network of open space, which incorporates environmental components as part of its design.

2.11) Design new development to prioritize travel by pedestrians, bikes and transit and minimize the need for car use.

2.12) Design parking garages to accommodate electric vehicle charging stations.

2.13) Provide affordable housing within ½ mile of Metro Station.

Reduce Stormwater Runoff – Water Conservation

2.14) Require minimum quantities of green roof and/or solar power generation on building roofs.

2.15) Encourage reuse of captured rainwater.

2.16) Require stormwater management, and if feasible, recaptured water, to be integrated as part of the street, ~~and~~ open space, and proposed buildings design.

2.17) Encourage water conservation using sustainable methods such as by using ultra-low and/or low flow plumbing fixtures ~~and reuse of captured rainwater~~.

2.18) Use native plant species and water-efficient landscaping.

Design for Longevity

2.19) Design buildings for long-term aesthetic appeal and flexibility for future changes in use.

2.20) Utilize quality building materials that consider the long term life cycle of the building.

2.21) Maintain a walkable small block network of streets and sidewalks for pedestrians; avoid super blocks.

Chapter 3 Urban Design Plan Framework

Creating North Potomac Yard as a great place will involve the collective experience of architecture, public spaces, public art, urban design, and landscape design. An exclusive focus on density and land use will not result in a high quality cohesive urban community or an enduring sustainable place that will bring lasting value to the City. The combination of innovative and high-quality architecture, environmentally sustainable elements and great public and private spaces will create attractive places to live - places that will express the culture and tradition of Alexandria, while also enabling this area to be an effective long-term economic engine for the City. It is crucial that as projects proceed, buildings, open space and the public realm be held to the highest standards of quality, ensuring that all of the redevelopment provides amenities and economic value for the City. Quality begets quality.

A. Urban Design Framework

The urban design framework plan (Figure 3.1) provides the basic structure for an interconnected series of streets, blocks, and parks. The required street grid is based on Alexandria's historical pattern of pedestrian-scale blocks, with expected variations in the street grid pattern at the Metrorail station and Crescent Gateway Park to create a distinctive and memorable street pattern at these visually prominent locations. The Metrorail station serves as a focal design element for Metro Square neighborhood. The framework streets will connect to existing streets within the rest of Potomac Yard, Potomac Yard Arlington, and align neighborhoods to the west. The Plan recommends the adoption of North Potomac Yard Urban Design Guidelines-Standards and Guidelines to augment the urban design elements of the Plan.

B. Street Hierarchy

A street hierarchy based on the function identifies prominent streets and streets for parking and service access (Figure 3.1). "A" streets are the most prominent streets; "B" streets connect "A" and "C" streets and provide general pedestrian and vehicular circulation for the neighborhoods. "C" streets provide a means of access and service entries to parking. The Design Guidelines may provide for service entries on "B" streets when buildings have no alley or "C" street frontage. The streets vary in width depending on their function, hierarchy and scale of adjacent buildings. The required width of the streets and sidewalks capture the characteristics of great urban streets. All streets will be designed to favor the pedestrian and keep the vehicle at low speeds.- All streets will also be designed to be consistent with the City's Complete Street Design Guidelines.

The Plan also recommends that portions of the roads adjacent to Potomac Yard Park and the Metro station be designed as shared streets, intended to prioritize the pedestrian and provide a more seamless transition from the open space and the adjoining streets. Shared streets are also intended to have design elements such as pavers to differentiate from other streets within North Potomac Yard, and encourage slower traffic to maximize safety adjacent to Potomac Yard Park and Metro Plaza.

The required street cross-sections for each street are depicted in North Potomac Yard Urban Design Standards.

C. Creation of Three Distinct Urban Neighborhoods

A defining element of the City is its distinct neighborhoods, such as Old Town, Del Ray, Northeast, Lynhaven, Rosemont, and Parker-Gray. The City also includes numerous emerging or transitioning neighborhoods such as Carlyle, Eisenhower East, and Landmark/Van Dorn. The differences in identity, character, and scale of the various communities complement each other and contribute to the richness of the urban experience of the City. Consistent with the City's urban tradition of a series of interconnected, distinctive neighborhoods, the Plan requires three unique and identifiable neighborhoods (Figure 43.2).

- Metro Square Neighborhood
- Market Neighborhood
- Crescent Gateway Neighborhood

The Metro Square Neighborhood

This neighborhood is the transit hub of North Potomac Yard, where the Metrorail station, dedicated high-capacity ~~transitway~~Metroway, local and regional ~~and local circulator~~ bus services, and bike lanes will converge. Two important public spaces define the character of the neighborhood, including Metro Plaza and Metro Square Park. These open spaces are discussed in greater detail in Chapter 4: Land Uses.

The neighborhood is characterized by a mix of uses, but will be predominantly office with ground floor retail. In addition, uses such as entertainment and/or live performance arts are encouraged. An entertainment district could provide a unique identity for this neighborhood and would differentiate this new town center from others in the region. The entertainment and theater uses can utilize the office parking during the evening hours, and add evening activity within the neighborhood.

The Market Neighborhood

This neighborhood is the heart of North Potomac Yard, where a significant amount of retail and restaurants will create an exciting regional destination. This neighborhood is where large format retailers may be located (see *Analysis of Market Conditions in Appendix 2*). This neighborhood will provide the greatest mix of uses, offering a range of housing and office uses above the ground floor retail ~~uses~~ near the Potomac Yard Metrorail Station. ~~Because of the retail and adjoining Metrorail Station.~~ One of the blocks may include an internal pedestrian walkway/connection.

Crescent Gateway Neighborhood

Located in the northern portion of the site at the gateway to the City, this neighborhood primarily consists of residential uses, with other uses such as a hotel and a possible school. The neighborhood will be defined by its Crescent Park and will take advantage of the adjacent Four Mile Run and parks. The Crescent Park creates a residential address for the adjoining larger scale residential buildings. Buildings in this neighborhood are situated to enjoy views of the Potomac River and the Washington, D.C. skyline. A signature element of the neighborhood will be the required curved building facades adjacent to Crescent Park. Taller buildings are located within the central portion of the neighborhood and step down in height to the existing smaller-scale neighborhoods to the west and the George Washington Memorial Parkway to the east.

D. Gateways and Vistas

Similar to Old Town and ~~the remainder~~ South of Potomac Yard, most the east-west streets visually terminate into the Potomac River or linear park ~~(except within the Metro Square Neighborhood~~ where the street terminates at the Metro station pavilion and plaza.

~~There are opportunities~~ Throughout the development, ~~for~~ buildings will to reinforce visually reinforce visually prominent locations-vistas along Route 1, Potomac Avenue and the George Washington Memorial Parkway. The scale, character, elements and orientation of new buildings are required to highlight the designated gateways and vistas. Signature facades and gateway elements draw attention to specific points of interest and mark the location of entries and places for each of the neighborhoods servicing(Figure 3.3). The Plan recommends variety in building massing, design, ~~and~~ height, and distinctive building tops for taller buildings.

E. Urban and Building Form

The urban form is based on the best of Alexandria's design elements such as pedestrian scale at the street level while creating distinctive urban buildings and forms. The buildings are intended to be contemporary, exhibit design excellence, and reinforce the public realm and character of each neighborhood. The higher density, mixed-use buildings in some of the neighborhoods will provide the urban density ~~to help necessary to~~ activate retail and restaurants as well as reinforce a sense of place, urban life, and vitality for Potomac Yard.

The basic bulk and form of buildings will be governed by the block-specific Development Summary Table ~~(Table 3)~~, Maximum Building Heights ~~(Figure 17)~~, and Minimum Building Heights ~~(Figure 18)~~ *found in Chapter 4: Land Use*. Collectively, these standards will ensure that appropriate densities are maintained and that buildings will create an urban street wall from which the streets and open spaces will be defined and framed. Densities and building heights are discussed in more detail in *Chapter 4: Land Use*. The North Potomac Yard Design Standards and Guidelines address urban and building form elements such as building setbacks, variation in heights, and form.

F. Flexible Metrorail Zone

~~The final design and location of the Metrorail station requires additional coordination with the Washington Metropolitan Area Transit Authority (WMATA), the National Park Service (NPS), and other applicable Federal and State agencies. In addition, although the conceptual route for the dedicated high-capacity transitway has been finalized, the type of vehicle that will be utilized (bus rapid transit and/or streetcar) and the location of the stations are not yet finalized. Within the Flexible Metrorail Zone (Figure 9), the final configuration of the streets, blocks, buildings, and open space will be determined as part of the development review process, subject to the intent and recommendations provided in the Plan. Figures 10 and 11 represent two possible configurations of the Flexible Metrorail Zone. The location of the Metrorail station and access points have been established, and the Metrorail Station access pavilion is one of the primary and central components that has driven the function and design for the area around the Metrorail station. The Plan recommends that the streets that contain the Metroway will need to be designed with as narrow a cross-section as possible, while still accommodating transit, to ensure that these streets do not create a visual or physical barrier for the neighborhoods within Potomac Yard or adjoining neighborhoods that will need to access the retail and Metrorail Station. See Chapter 6 Transportation, for a more detailed description of Potomac Avenue and the conceptual alignment of the Metroway.~~

The Flexible Metrorail Zone is envisioned as an urban place centered around the Metrorail station, Metro Plaza, Metro Square Park, and adjacent buildings. Key goals of the Flexible Metrorail Zone include:

- Creation of an urban Metrorail station which primarily serves pedestrians and not automobiles;
- Maximization of the accessibility of the Metrorail station and high-capacity transitway route and stations;
- Emphasis on connectivity to the Metrorail station and high-capacity transitway stations;
- Maximization of building height and office density, and memorable building forms in the vicinity of the Metrorail station;
- Provision of a centrally-located, well-defined urban park;
- Potomac Avenue ~~(relocated)~~ will connect to the planned street network to the north and south;
- Inclusion of a visual terminus for Water Street Evans Lane at Metro Square Plaza; and
- Provision of a meaningful connection to ~~Landbay K~~ Potomac Yard Park.

Refer to recommendation 3.2 for the specific requirements within the Flexible Metrorail Zone.

G. Public Art and History

Public art and historical interpretation help define a community, create a sense of place, celebrate the site's unique history, reinforce a design theme, engage and inspire the public, and add beauty to space that will be enjoyed for generations to come. Consideration should be given to the integration of public art and historical references, interpretation, and educational opportunities. The public art element of the Plan will need to be consistent with any city-wide public art funding policy and/or as required through the development review process. The Plan recommends a Public Art and History Interpretive Plan to integrate public art and history in a comprehensive way throughout the plan area.

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.~~ Flexible Metro Zone

The final configuration of the streets, blocks, buildings, and open space shall be subject to the following:

- a. An approximately .70- acre shaped Metro Plaza shall be provided adjacent to the Metrorail Station and in the general shape and configuration as generally depicted in Figure (3.5).
- b. An approximately 0.70-acre square-shaped park shall be centrally located within the Flexible Metrorail Zone on either Block 16 or 21 as generally depicted in Figure 3.5a. Final location of Metro Square Park will be determined during Phase II.
- ~~a.~~ ~~The Parks shall be surrounded on all sides by streets, and framed by streets, buildings, and active uses on each side that activate the parks/open spaces.~~
- c.
- ~~b.d.~~ 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.
- ~~e.e.~~ The overall curvilinear nature of Potomac Avenue (relocated) shall be maintained.
- f. The shape of the buildings in plan and form within the Flexible Metrorail Zone shall create distinct and memorable three-dimensional forms.
- ~~d.g.~~ Buildings surrounding the centrally located Metro Square Park shall be required to provide a primary entrance facing the approximately 0.70-acre park.
- ~~e.h.~~ Buildings on Potomac Avenue shall be required to provide a primary entrances facing designed to frame and activate Potomac Avenue.
- i. Buildings will be required to have more than one entrance and/or through lobbies for buildings with multiple street frontages.
- ~~f.j.~~ 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 adjacent open spaces.
- ~~g.k.~~ The alignment of Potomac Avenue (relocated) shall be such that Landbay K Potomac Yard Park is continuous.
- ~~h.l.~~ Development blocks east of Potomac Avenue shall be of sufficient size for market-acceptable building floor plates.
- ~~i.m.~~ 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.
- ~~j.~~ The streets and buildings shall be configured to accommodate transit and transit stations, and
- ~~k.~~ Buildings should be designed to integrate transit stations and/or stops.
- ~~t.n.~~

~~m.o.~~ 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.

~~m.p.~~ Evans Lane ~~is strongly encouraged to will~~ connect ~~from Main Line Boulevard~~ Route 1 to Potomac Avenue. ~~(relocated).~~

3.3) Require the street hierarchy to define space and differentiate the character of streets and neighborhoods (Figure 3.1).

3.4) Require streets to ~~prioritize emphasize the~~ pedestrian and bicycles ~~connections and safety.~~

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

3.7) Street design will be consistent with the City's Complete Street Design Guidelines.

Creation of Three Distinct Urban Neighborhoods

3.8) The parks and open spaces depicted in the Framework Plan shall be required within each neighborhood as a defining element of each neighborhood (Figure 3).

3.9) 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.

3.10) Encourage a mix of innovative building typologies within each neighborhood.

3.11) The Metrorail station shall serve as a focal design element for the Metro Square Neighborhood.

3.12) Explore the possibility of providing cultural and civic uses to reinforce the character of each neighborhood.

3.13) Incorporate distinctive wayfinding signage throughout North Potomac Yard that orients pedestrians, cyclists, and auto users to prominent sites and locations within and around the Plan area.

Gateways and Vistas

3.13a) Require variety in building massing, design, and height.

3.13b) Use heights and variety in heights, building materials, orientation, and dimensions to create distinctive building tops for taller buildings.

3.14) Provide distinctive building forms and architecture at the designated gateway locations (Figure 7).

Urban and Building Form

3.15) Balance the aesthetic and functional criteria of sustainable design.

3.16) Create an urban building scale and relationship between buildings, streets and open spaces that ensure urban relationships of the buildings and sidewalk, and maximizes walkability and the use of transit.

3.17) 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~~ North Potomac Yard Design Standards and Guidelines.

3.18) ~~Adopt future~~ here to the North Potomac Yard Urban Design Standards and Guidelines to implement the vision of the Plan.

Public Art and History

3.19) 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.

3.20) 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.