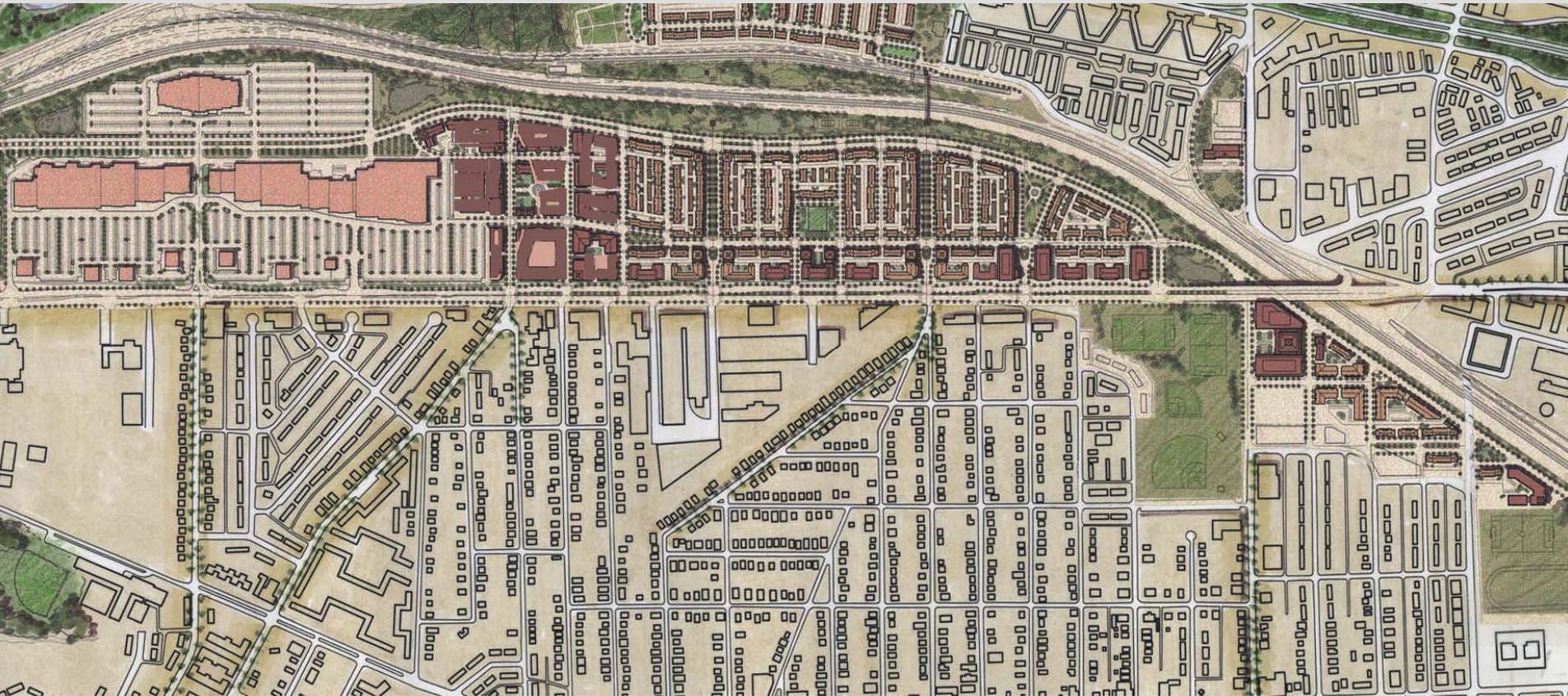
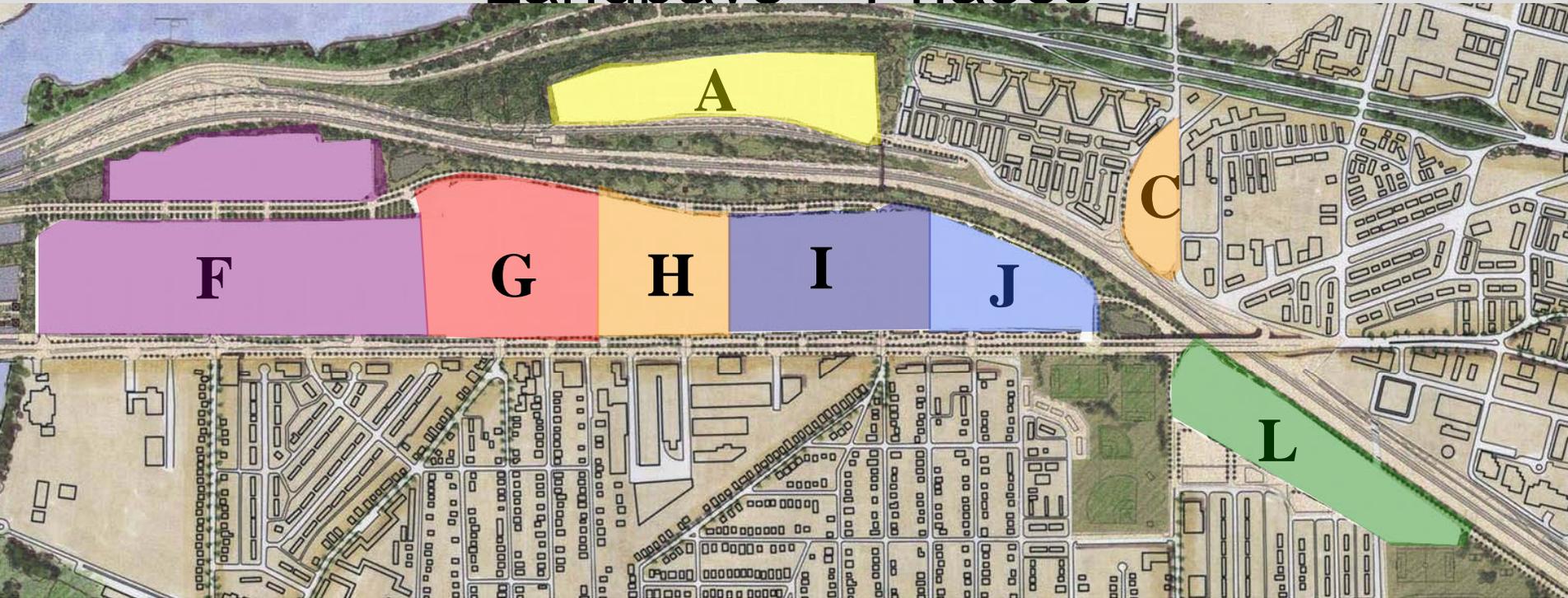


Potomac Yard Amendment



- **Density Transfer**
- **Master Plan Amendment**
- **Text Amendment**

Landbays – Phases



Residential- 1,927 Units

Com./Office- 1,900,000 Square Feet

Retail- 720,000 Square Feet

Potomac Yard Amendment



Potomac Yard Amendment



Potomac Yard Amendment

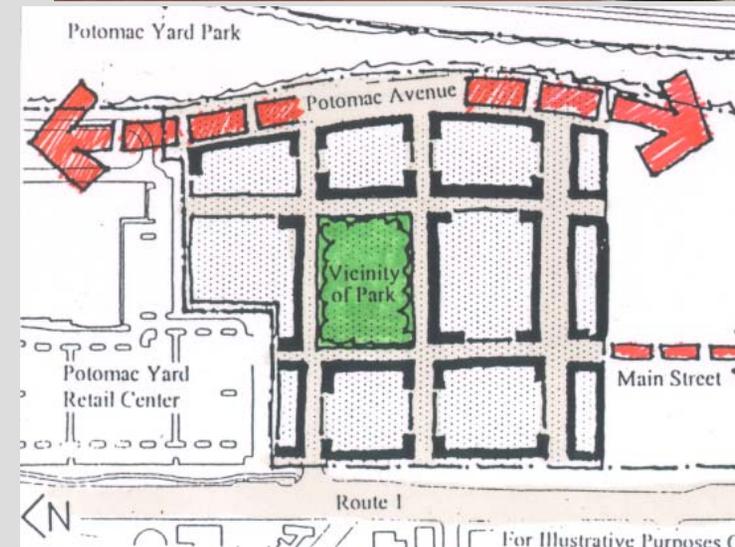


Potomac Yard Amendment



Principles

- Town Center as focal point.
- Variety of uses and building types.
- High density uses near existing and potential transit stations.
- Taller buildings along the street corridors.
- Activate the Town Center with
 - commercial uses
 - civic activity
 - High density residential use within walking distance.

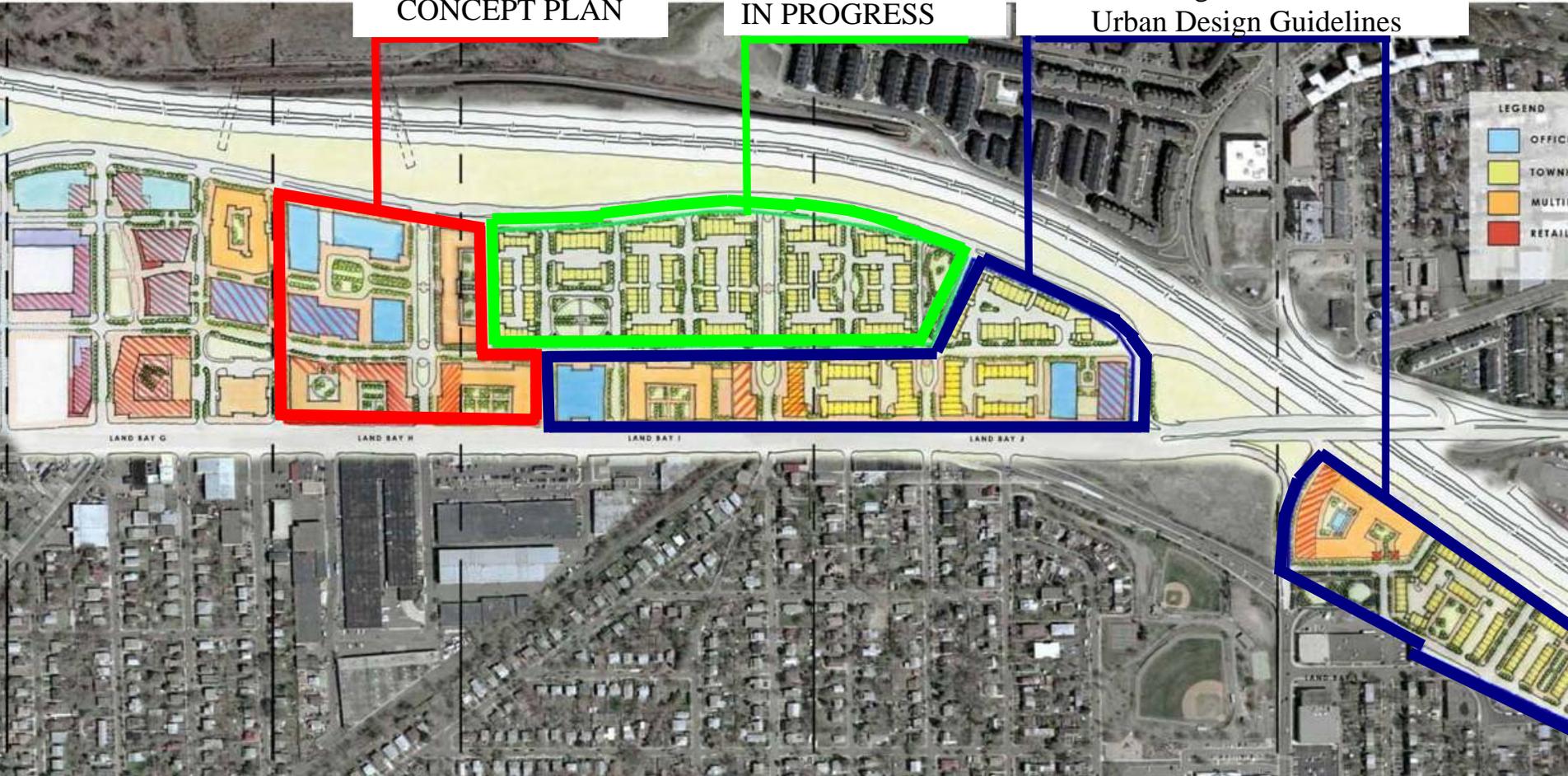


Status of Review

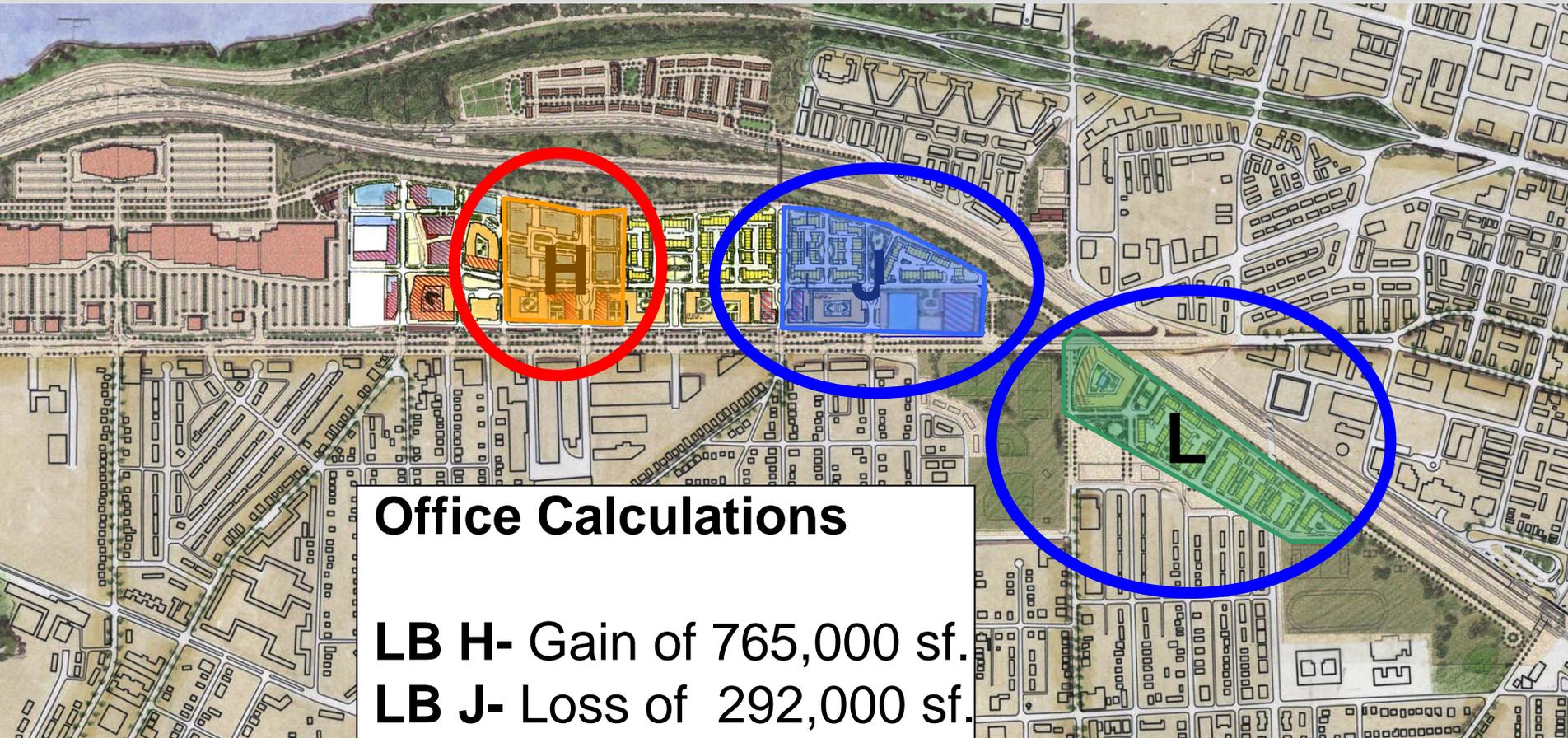
MRP ILLUSTRATIVE
CONCEPT PLAN

PYD DSUP PLAN
IN PROGRESS

Sample Illustrative Concept Plan
Conforming To Current CDD
Urban Design Guidelines



OFFICE USE REALLOCATION



Office Calculations

LB H- Gain of 765,000 sf.

LB J- Loss of 292,000 sf.

LB L- Loss of 473,000 sf.

Proposed Amendments – Zoning Approvals

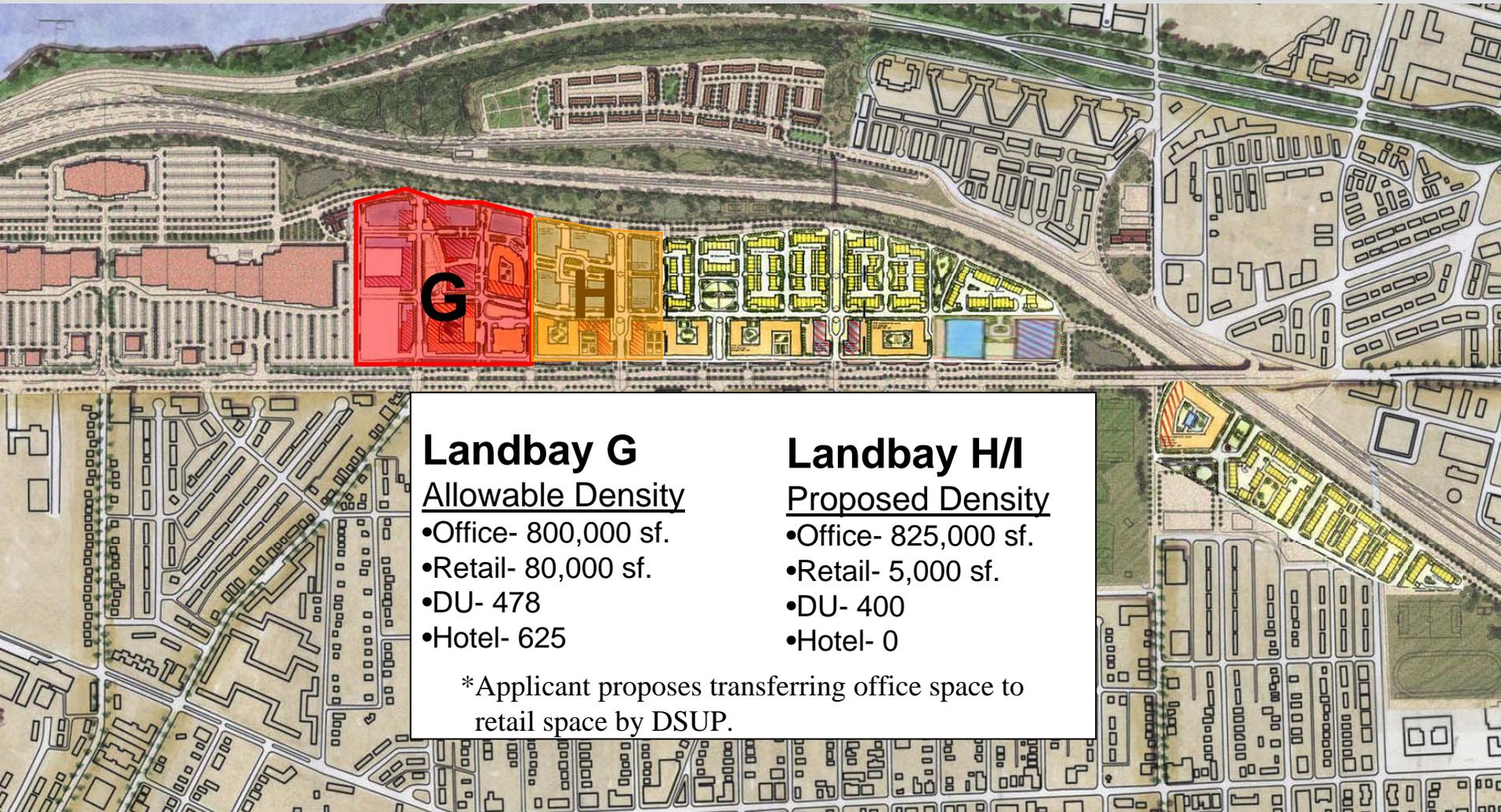
- CDD Concept Plan Amendment, Master Plan Amendment, and Text Amendment
 - Amend Concept Plan to transfer 765,000 SF of office density from Land Bays J and L to Land Bay H.
 - Amend Use and Height Map to designate Land Bay H as mixed-use and to allow up to 110' in height for four buildings and 82' for remainder.
 - Delete the language requiring 1/3 townhouses, 1/3 multifamily, and 1/3 stacked townhouses.
 - Add language to permit conversion of office density to retail density through the Special Use Permit process.

Potomac Yard Landbay H, I, J, L

	Existing CDD Approval			Proposed CDD Amendment			Change in Use from Existing CDD		
	Office	Retail	DU	Office*	Retail	DU	Office	Retail	DU
Land Bay H	60,000	5,000	232	825,000	5,000	232	(+765,000)	-	-
Land Bay I	104,000	10,000	407	104,000	10,000	407	-	-	-
Land Bay J	463,000	15,000	272	171,000	15,000	272	(-292,000)	-	-
Land Bay L	473,000	10,000	358	0	10,000	358	(-473,000)	-	-
Totals	1,100,000	40,000	1,269	1,100,000	40,000	1,269	-	-	-
Total Retail and Office SF	1,140,000			1,140,000			-		
Total Residential Units	1,269			1,269			-		

* Office Use can be converted to Retail Use with City Council approval through the SUP process

LB G & LB H Comparison



Landbay G

Allowable Density

- Office- 800,000 sf.
- Retail- 80,000 sf.
- DU- 478
- Hotel- 625

Landbay H/I

Proposed Density

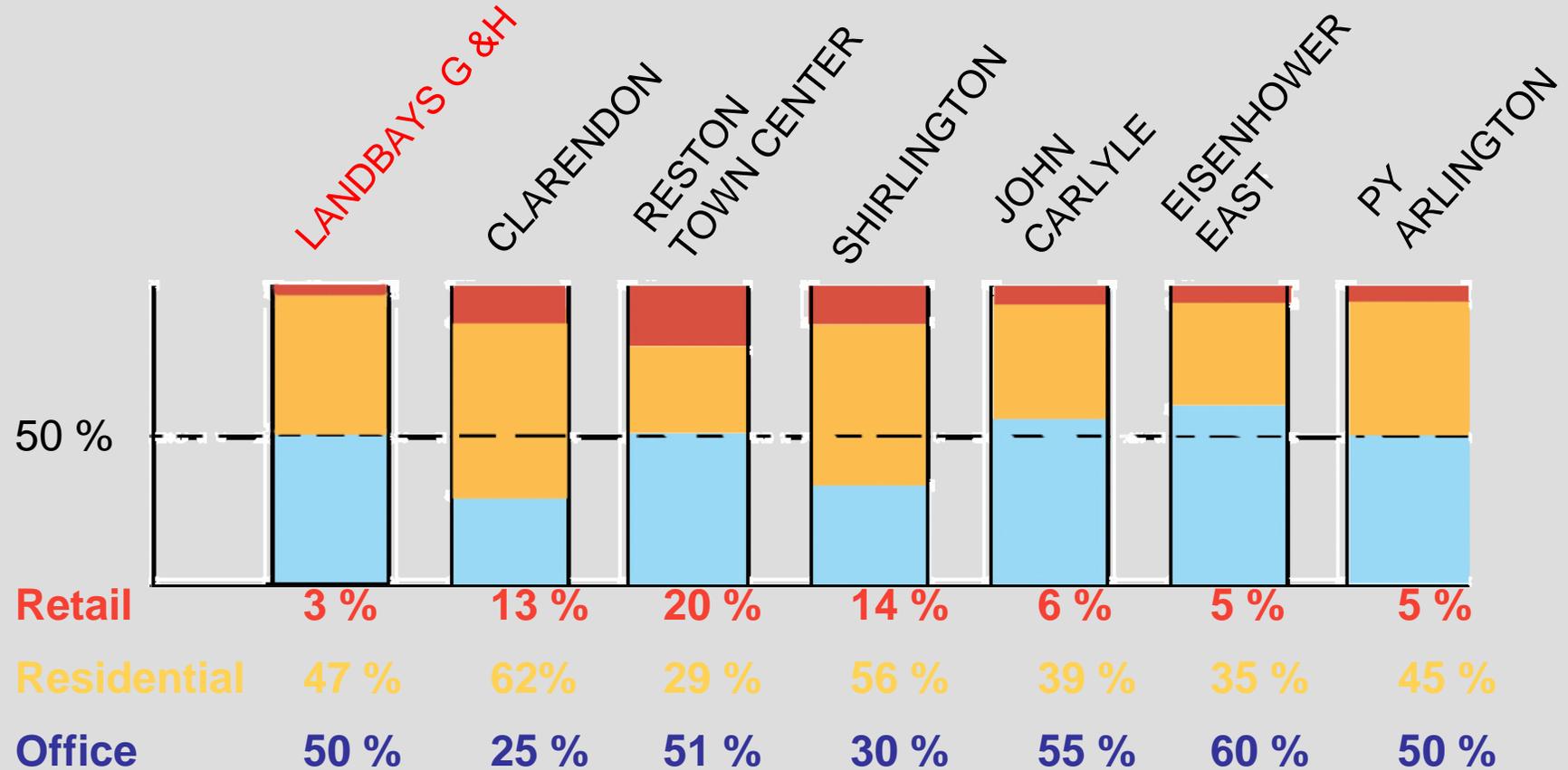
- Office- 825,000 sf.
- Retail- 5,000 sf.
- DU- 400
- Hotel- 0

*Applicant proposes transferring office space to retail space by DSUP.

Staff Analysis

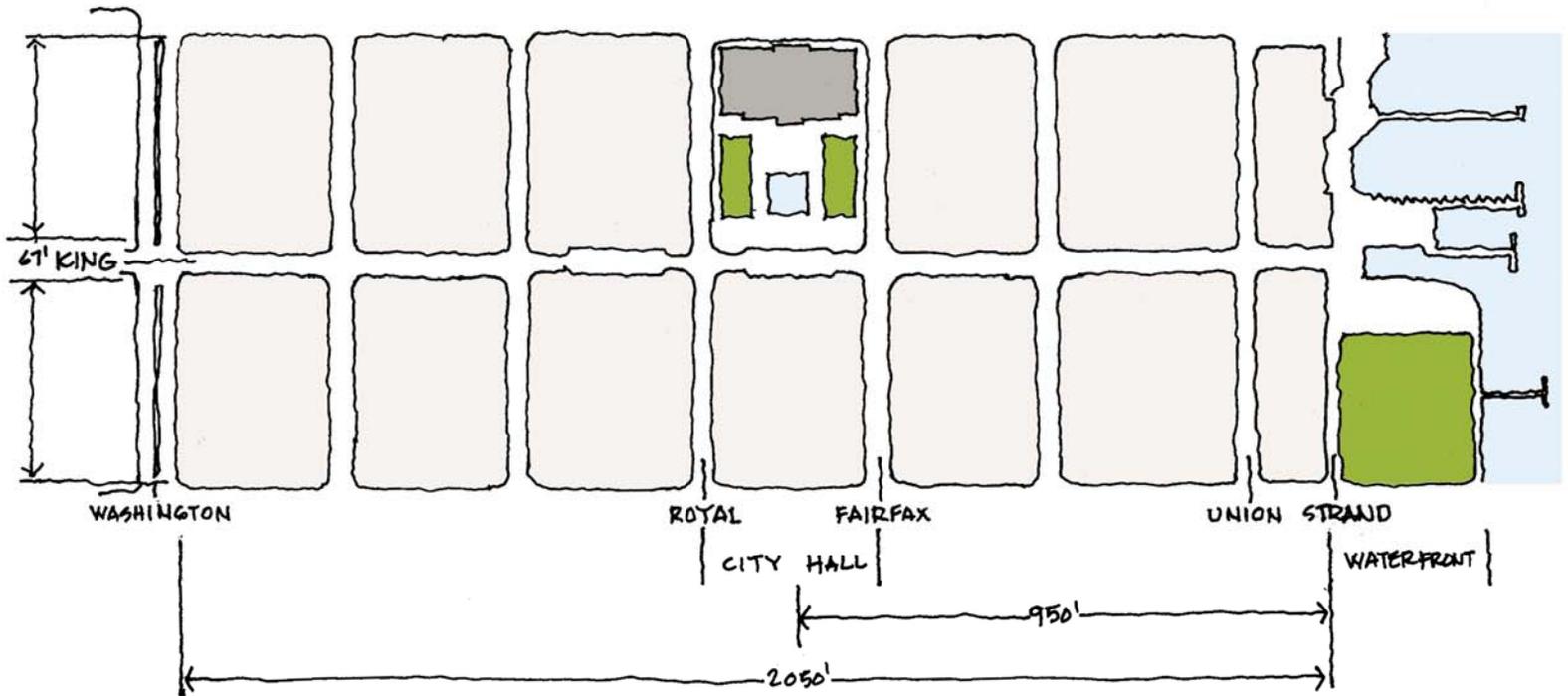
- Land Use Planning - Compatibility
- Retail Uses – Main Street
- Master Plan – Height - Density
- Traffic – Metro
- Fiscal Impact
 - Economic Sustainability

Use Comparisons

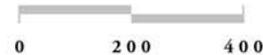


* Applicant proposes transferring office space to retail by DSUP.

King Street (2,050 ft.)



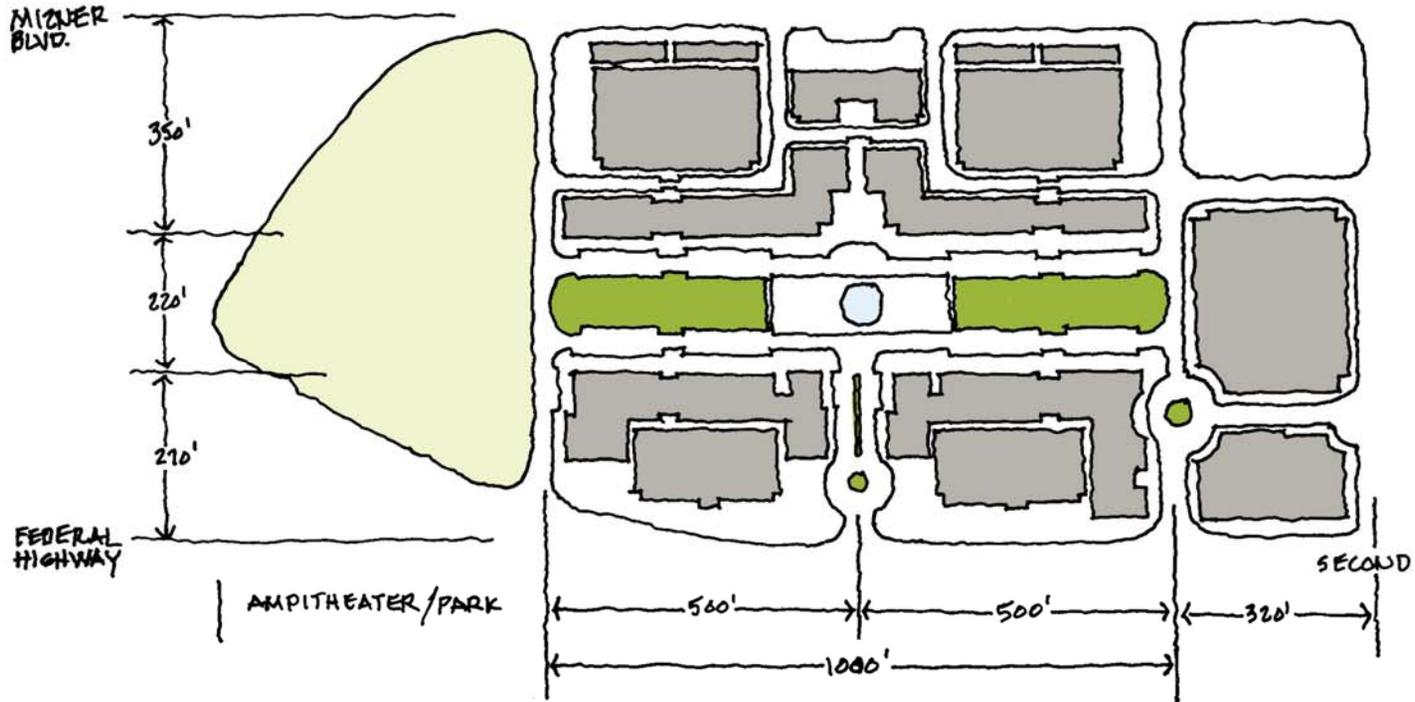
KING STREET, ALEXANDRIA, VA



05.01.08



Mizner Park (1,080 ft.)



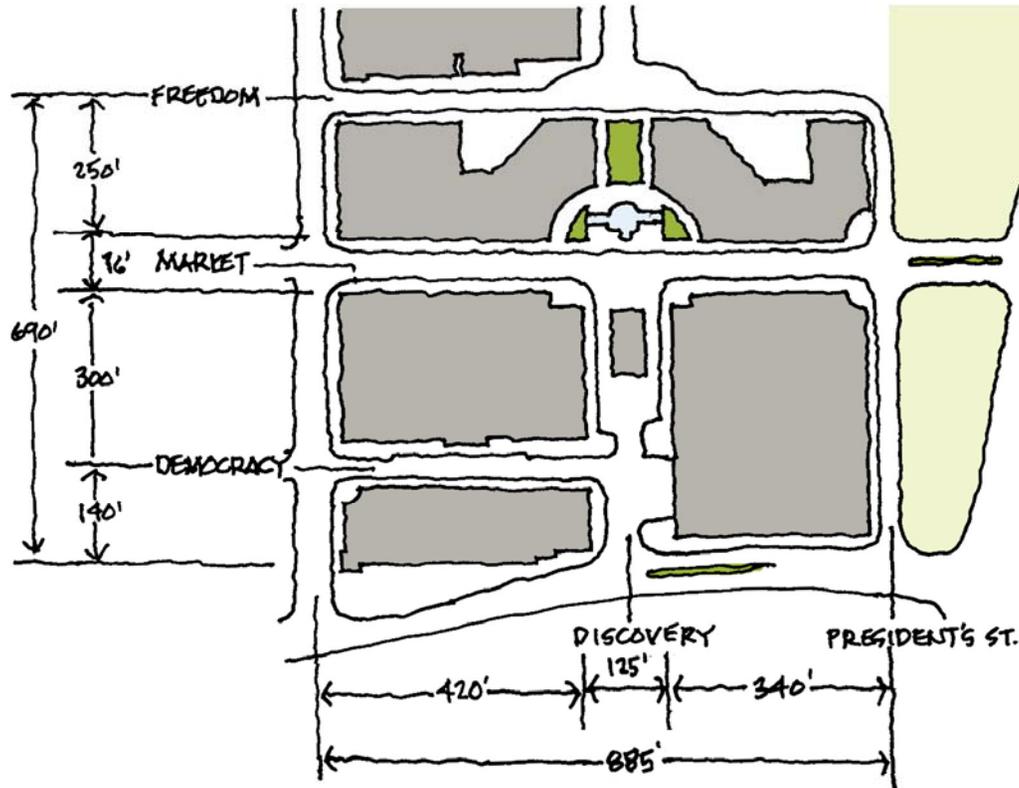
MIZNER PARK, BOCA RATON, FL



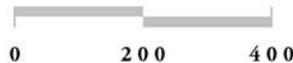
05.01.08



Reston Town Center (885 ft.)



RESTON TOWN CENTER, VA

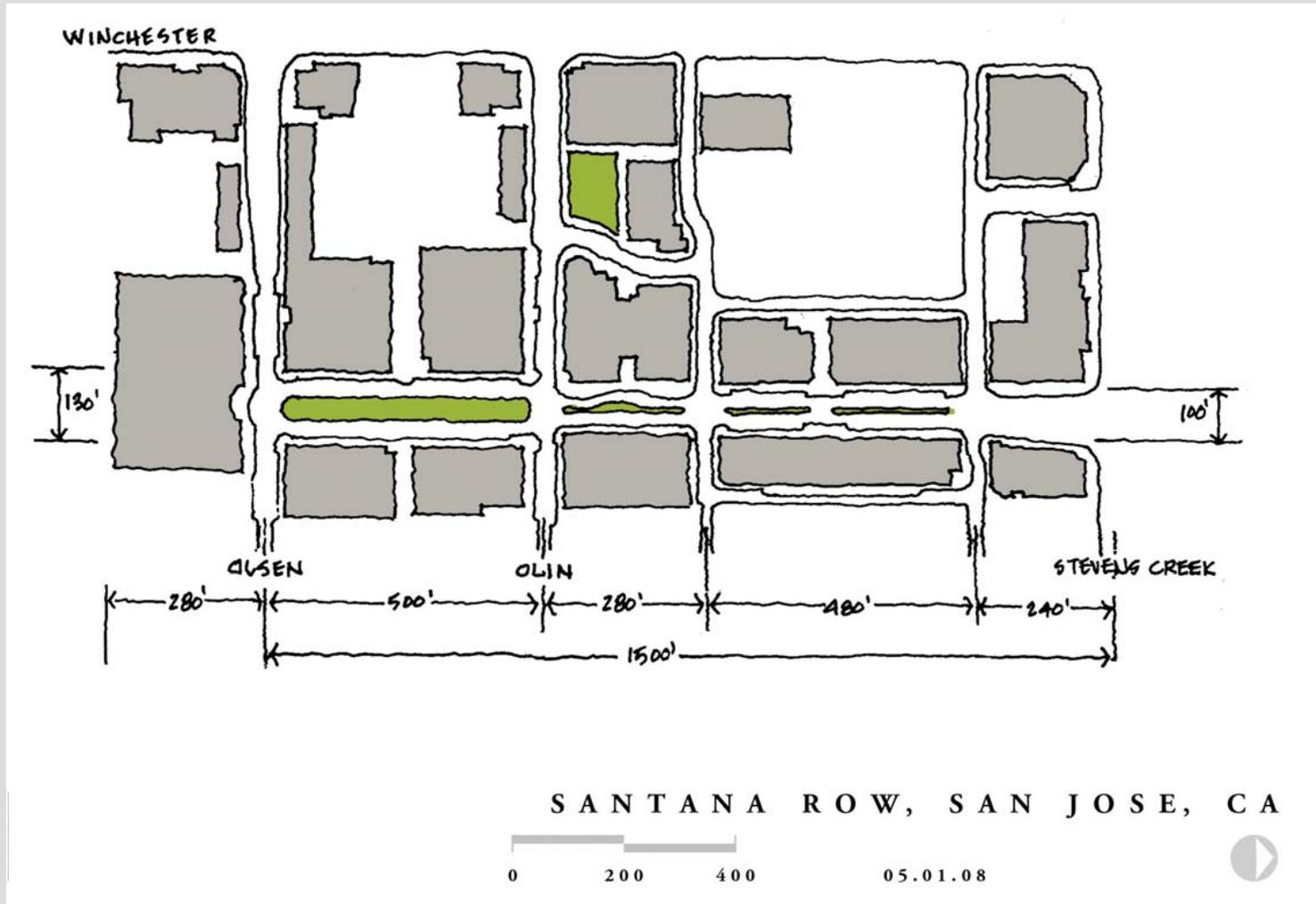


05.01.08



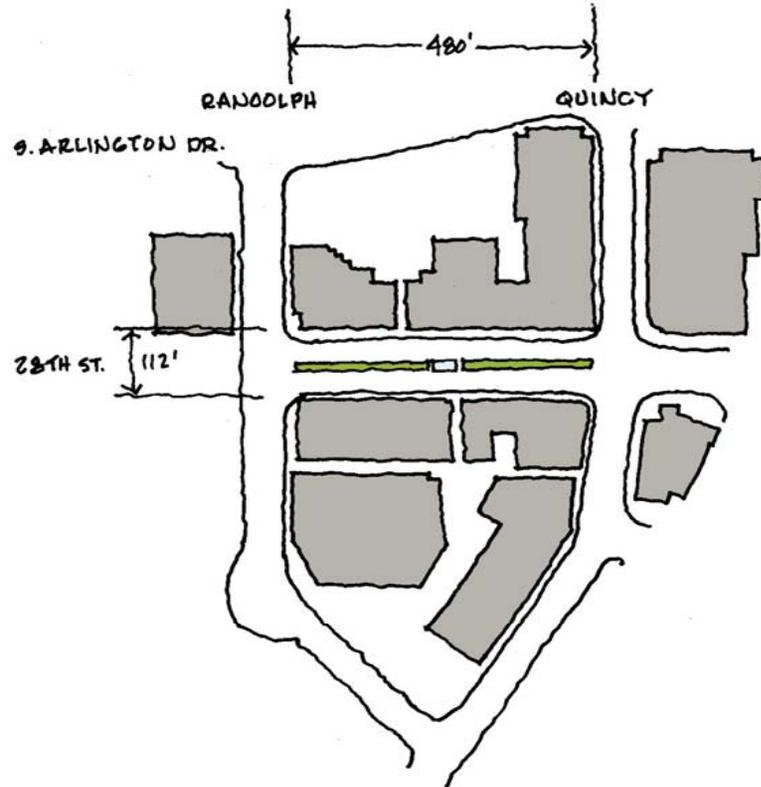
Potomac Yard Amendment

Santana Row (1,500 ft.)

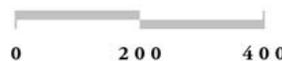


Potomac Yard Amendment

Shirlington Village (480 ft) (882 ft)



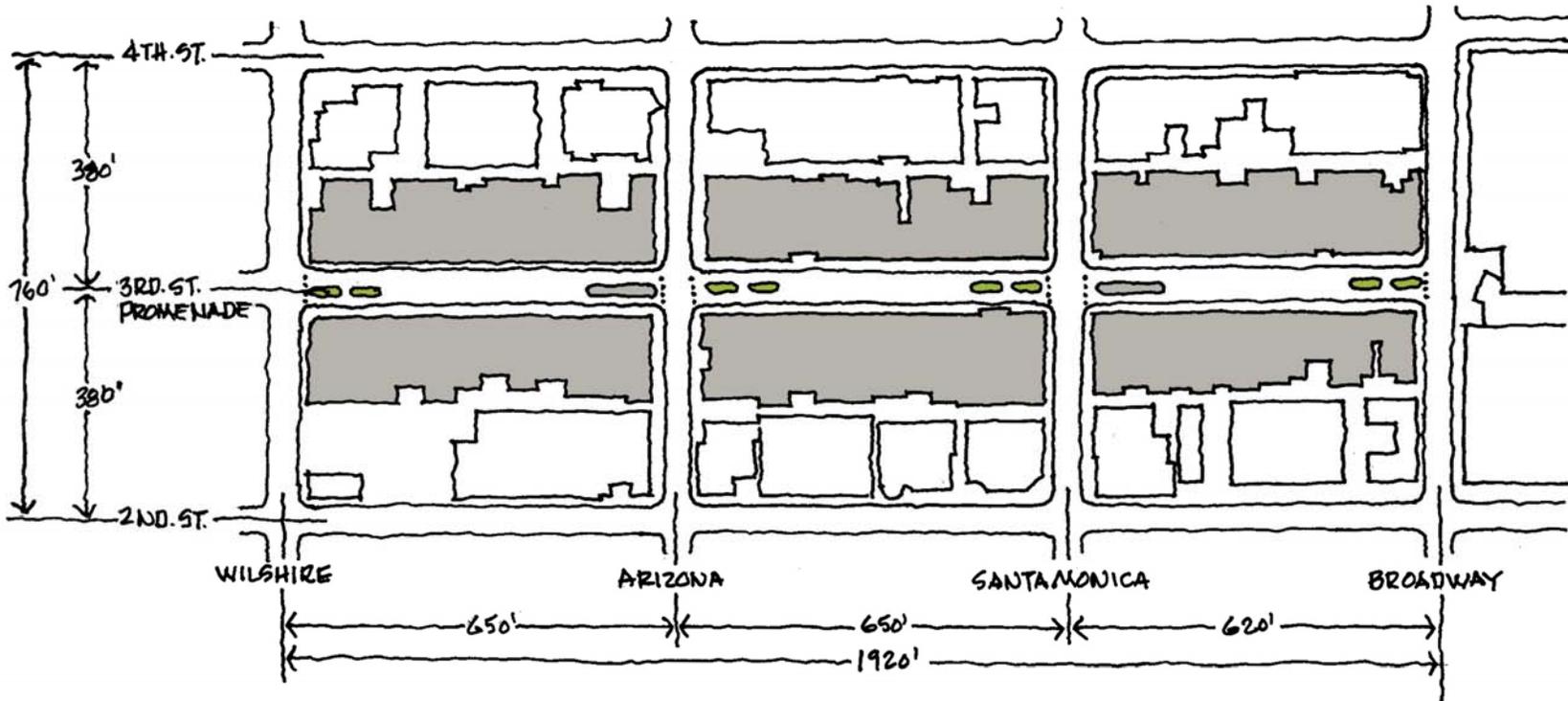
SHIRLINGTON VILLAGE, VA



05.01.08



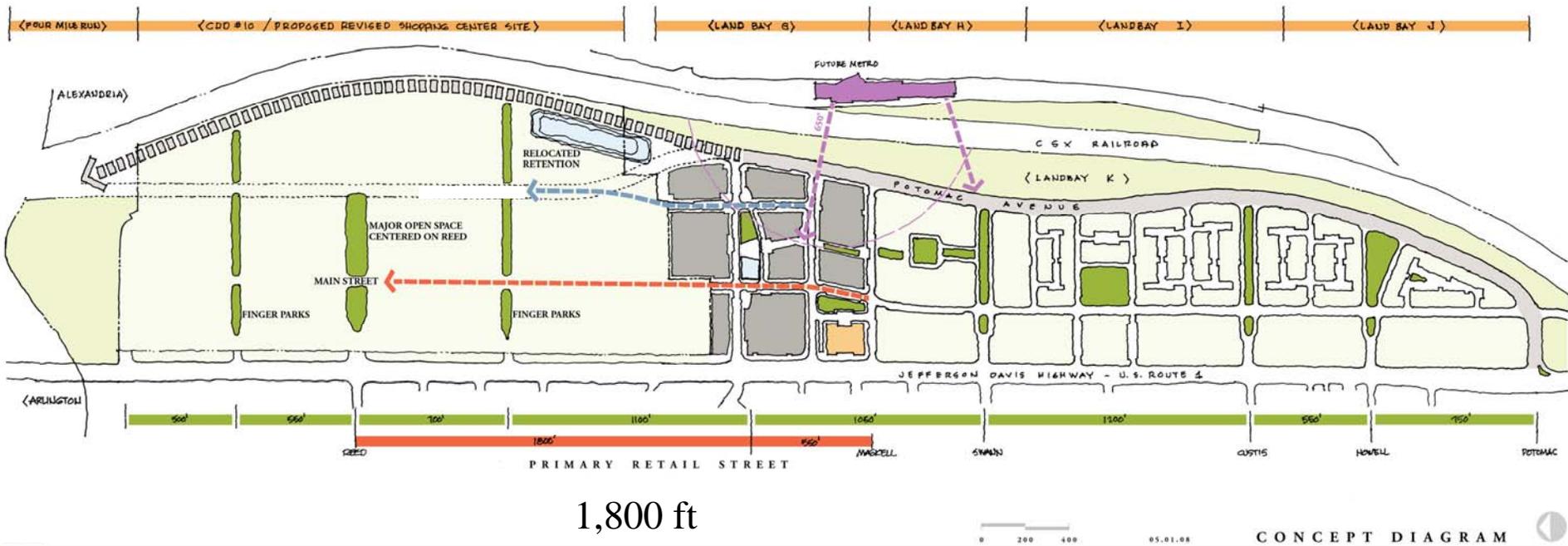
Third Street Promenade (1,920 ft.)



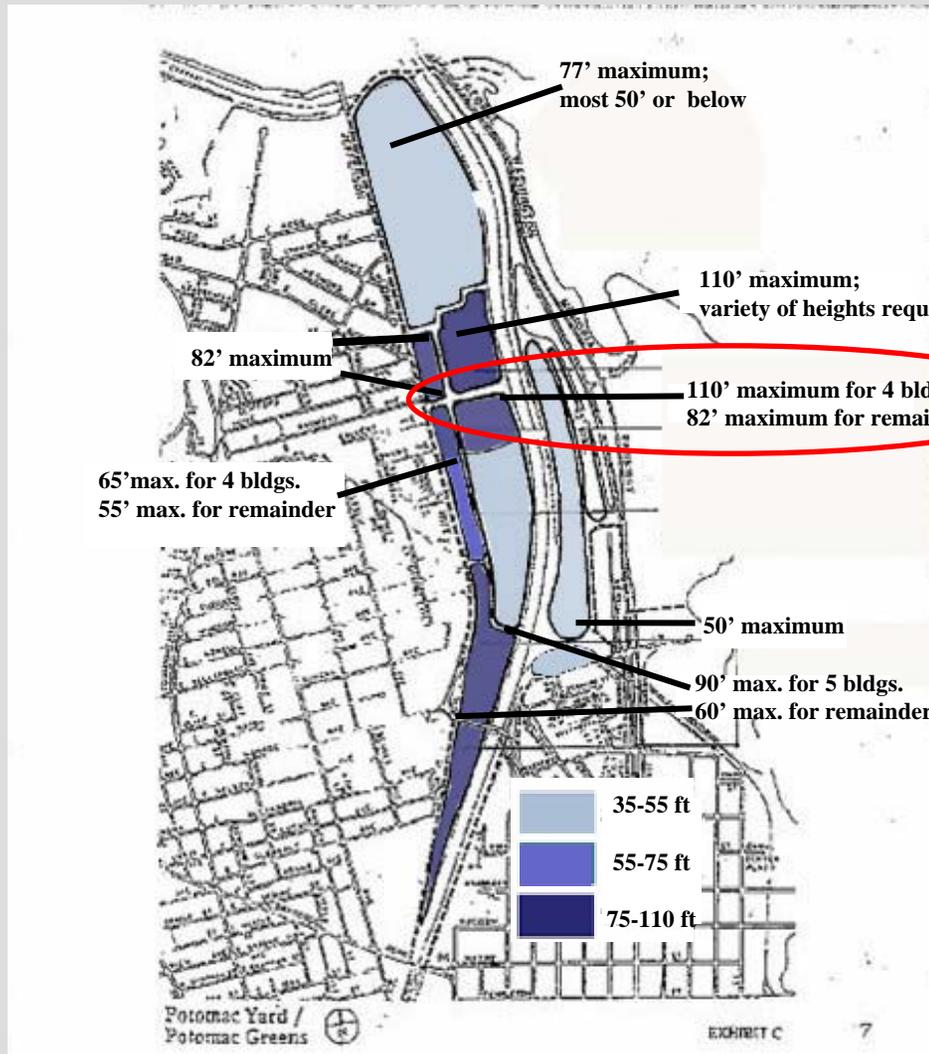
THIRD STREET PROMENADE, SANTA MONICA, CA



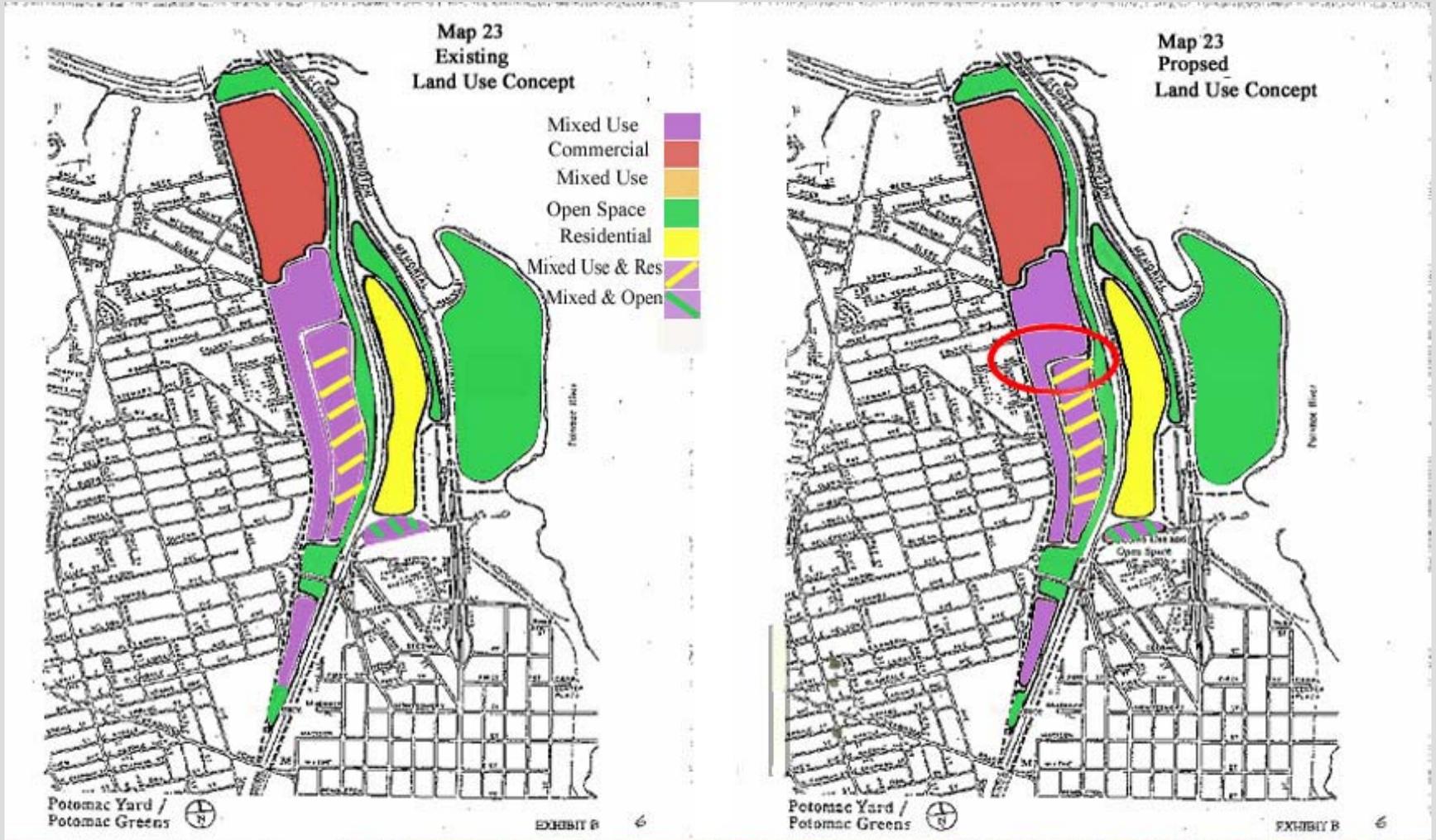
Main Street



Proposed Change to Height Limit for CDD



Proposed Land Use Map Amendment



Potomac Yard Amendment

Existing



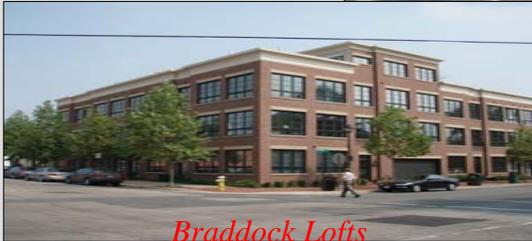
Proposed



Building Heights



35-45 feet



65-75 feet



90 feet

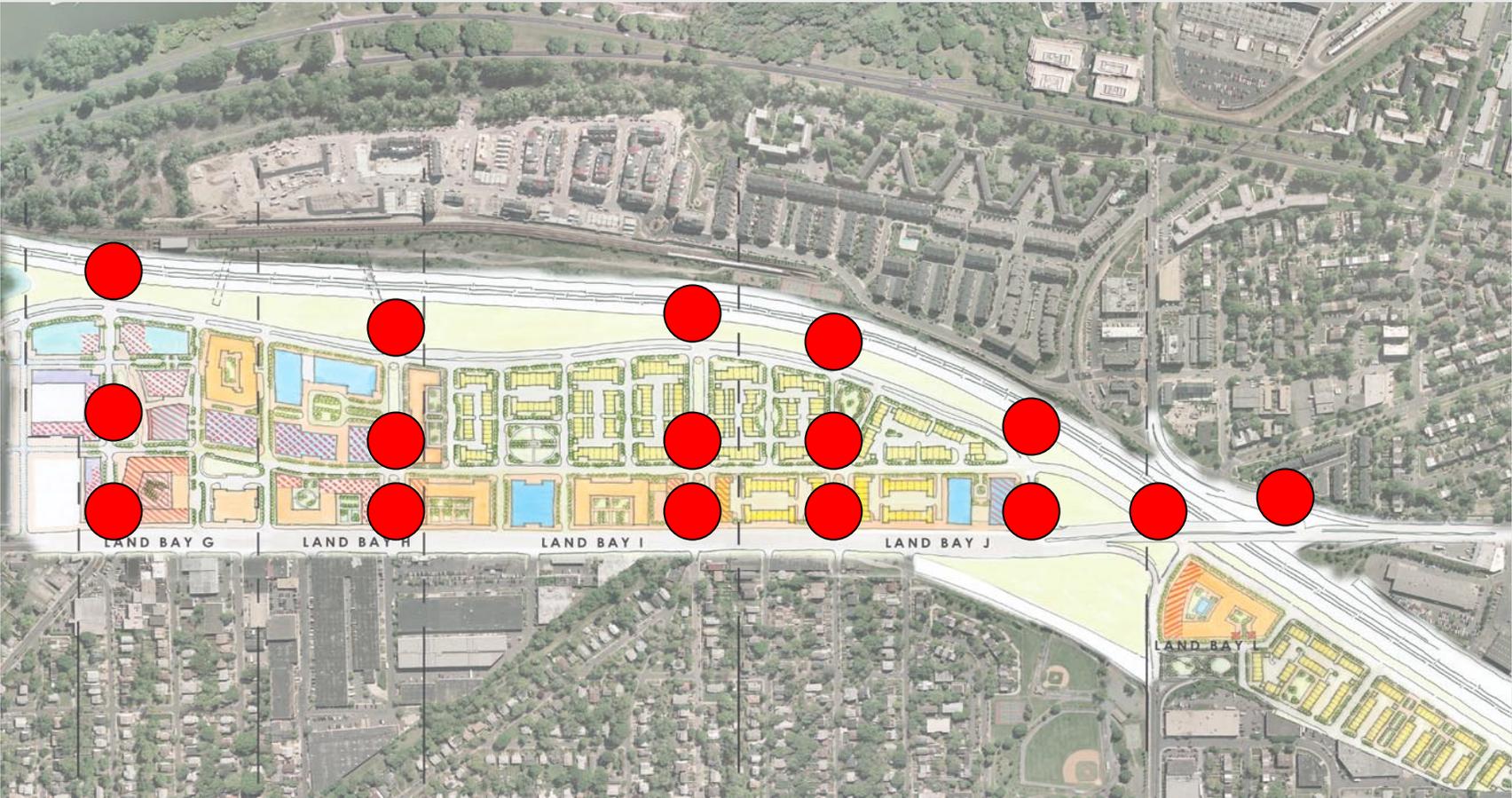


TRAFFIC ANALYSIS

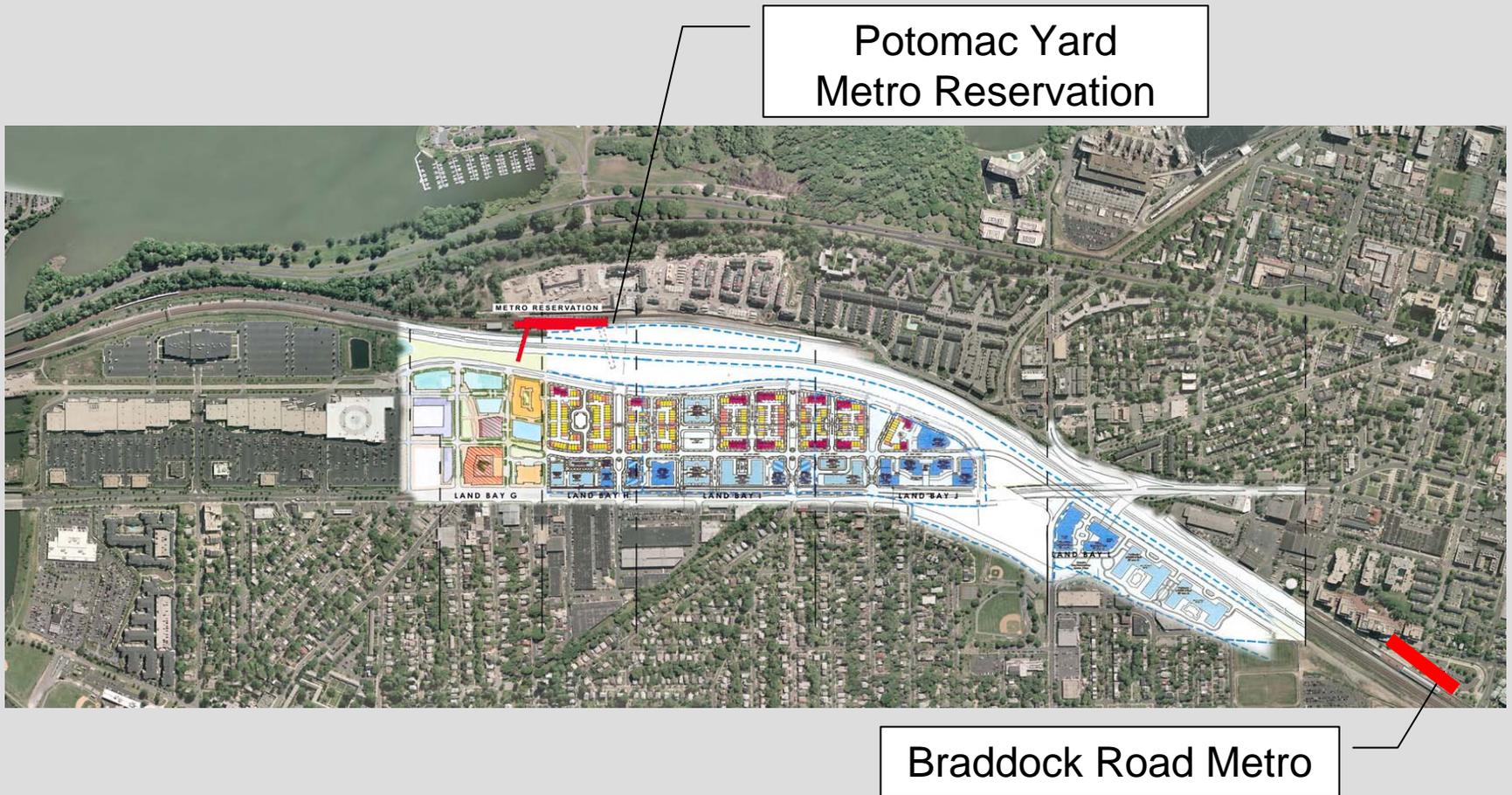
	Existing CDD Approval		Proposed CDD Amendment	
	AM Peak Total	PM Peak Total	AM Peak Total	PM Peak Total
Land Bay G	728	889	728	889
Land Bay H	93	112	469	529
Land Bay I	166	198	165	199
Land Bay J	305	370	162	210
Land Bay L	332	385	101	128
Total Trips	1624	1954	1625	1955

▶ *Source: Wells + Associates*

Traffic Analysis Study Intersections

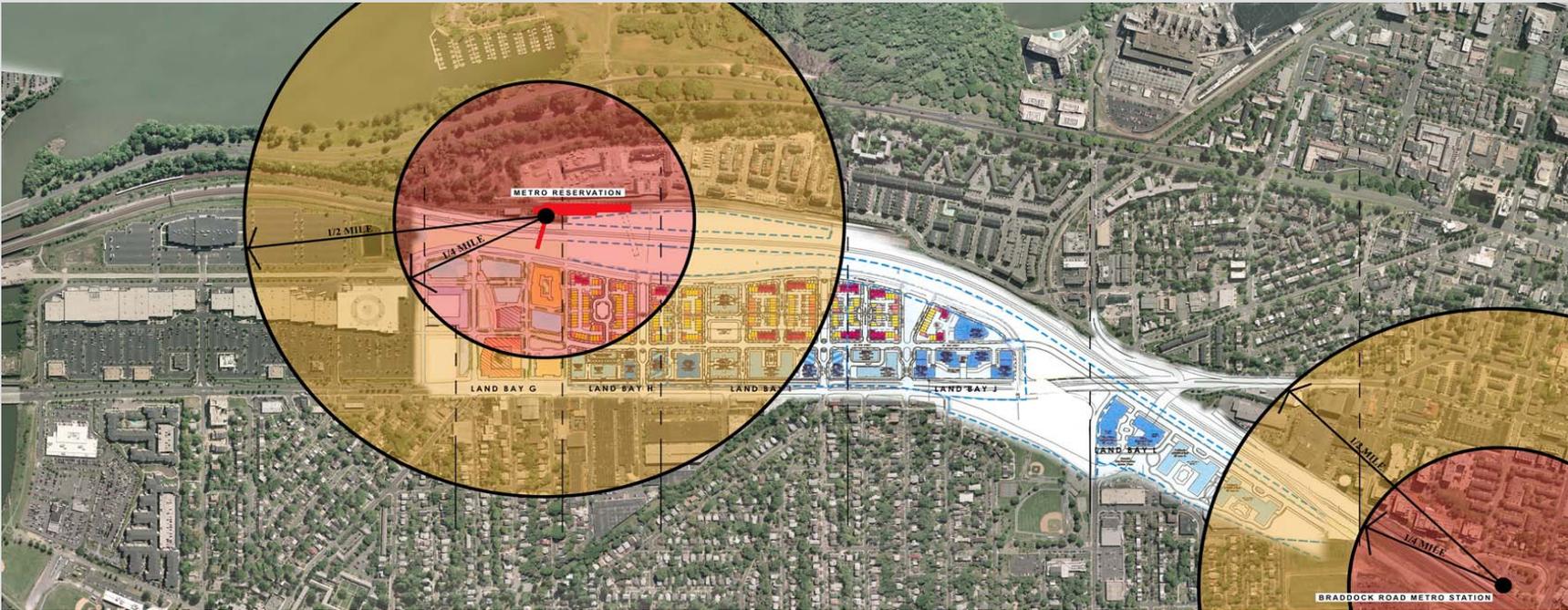


Existing and Possible Metro Locations



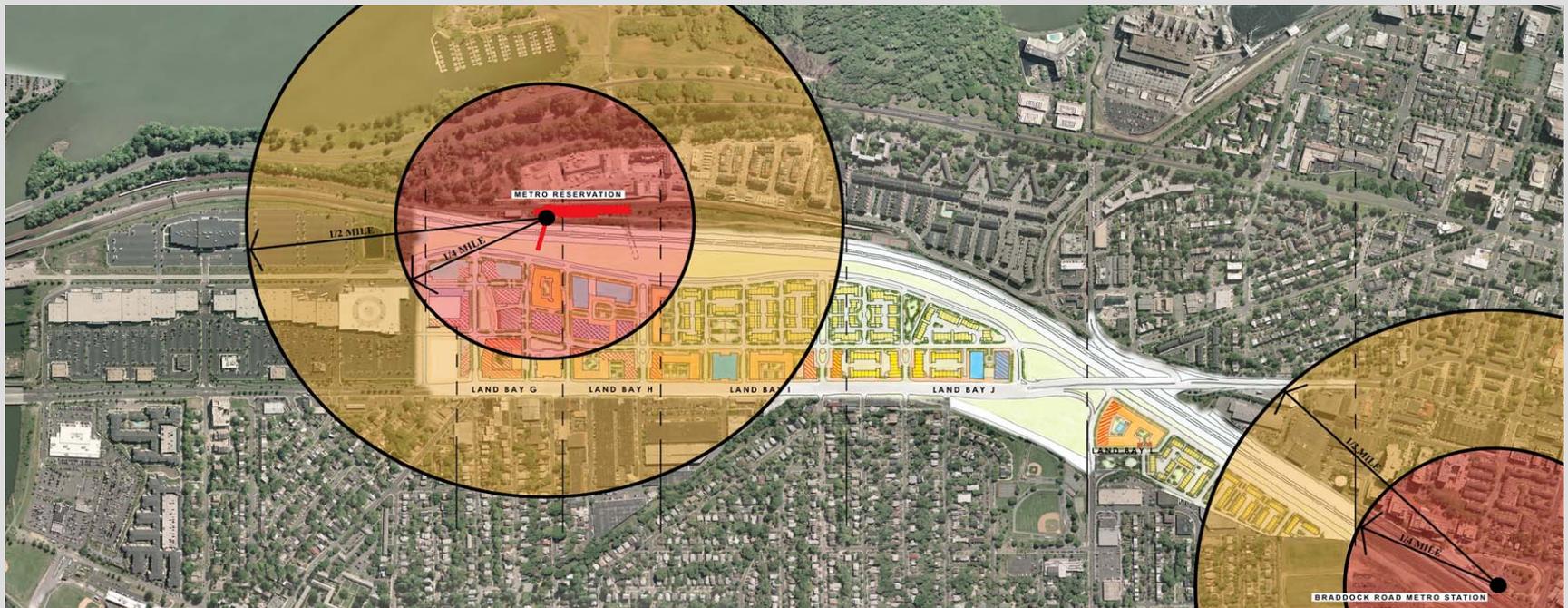
Metro Walk Shed Diagram

1/4 and 1/2 Mile Walk Shed on Current Illustrative Plan



Metro Walk Shed Diagram

¼ and ½ Mile Walk Shed on Proposed Illustrative Plan



Office Space within ½ mile of Braddock Metro in both plans – 0 SF
Density Transfer doubles office SF to 1.5MM within ¼ Mile of Metro Reservation
Density Transfer increases Metro office SF by 772k SF – or 3,216 workers

Density Transfer Traffic Analysis

- Approved density for Potomac Yard would generate approx. 1,624 AM peak hour vehicle trips and 1,954 PM peak hour vehicle trips.
- Density transfer would have few impacts to the study intersections with no decreases in operation within the unacceptable range.
- Traditional grid pattern provides many opportunities and diffuses traffic to allow acceptable operation across the entire project.
- Any conversion of office SF to retail SF is expected to improve weekday AM and PM peak levels of service and would be evaluated during the SUP process.
- If a new Metro station were to be built in the future adjacent to Land Bay G and H, an additional 15% reduction in external vehicle trips would be expected.

Source: Wells + Associates

Density Transfer Traffic Analysis Conclusions

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Source: Wells + Associates

Special Tax District Condition (30A)

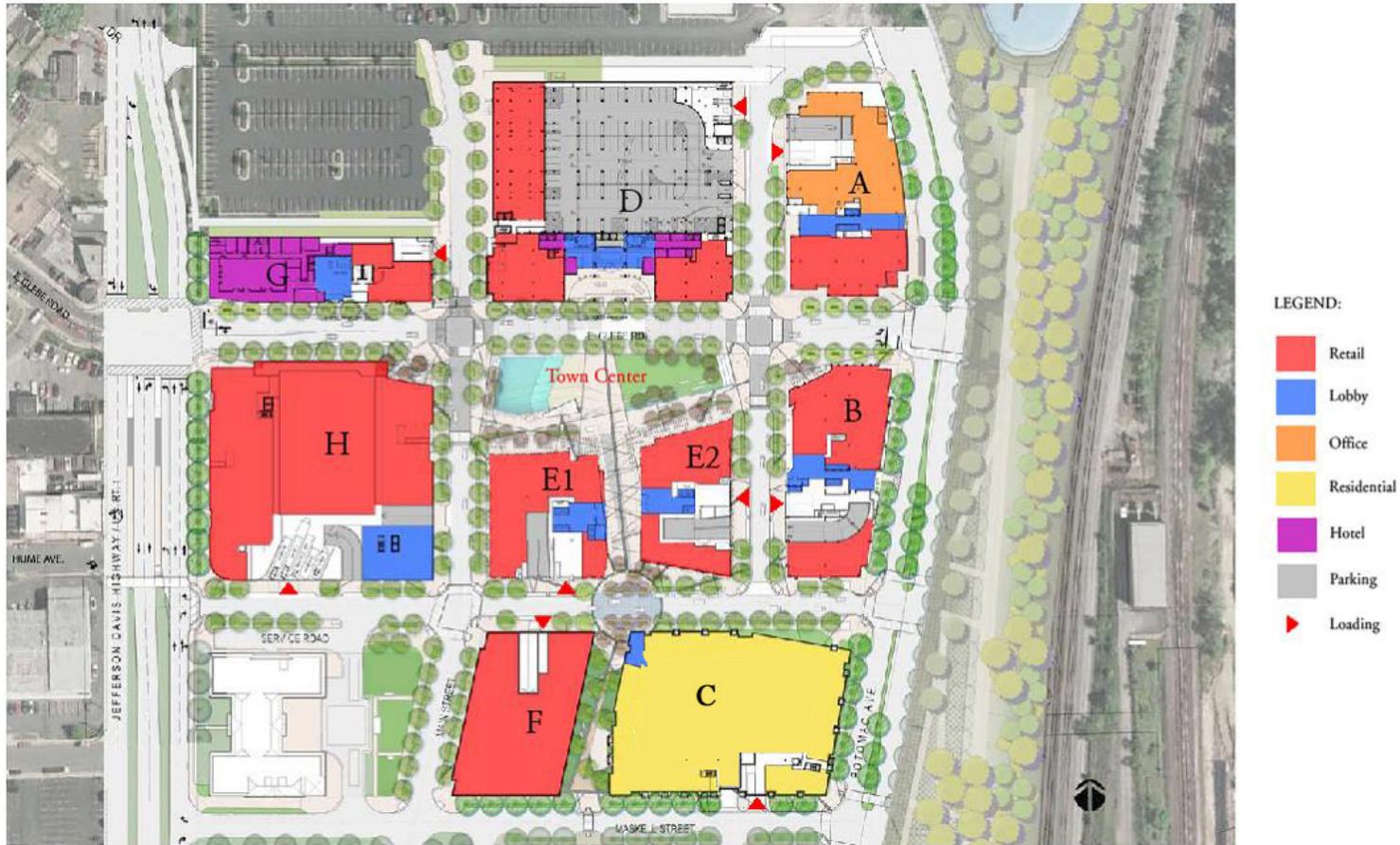
In the event funding from sources other than CAP (Applicant) becomes available in the future for the construction of a WMATA rail station at the Metro Site, and the City concurs in the decision to proceed with such construction, CAP (Applicant) shall:

- Convey the Metro site to WMATA, or another entity identified by WMATA at no cost to the grantee party, for construction of a rail station.
- If requested by the City, cooperate in the establishment of a special service tax district, or another district or are having a comparable purpose, within the CDD, or a portion thereof, to assist in financing the construction of the rail station.
- To the maximum extent feasible, re-locate the uses in Landbay G & H, as shown in the concept plan and alternative concept plan in order to increase the utilization of the WMATA station by persons residing and working in these landbays.

Massing Model



Current Site Plan Ground Floor Uses



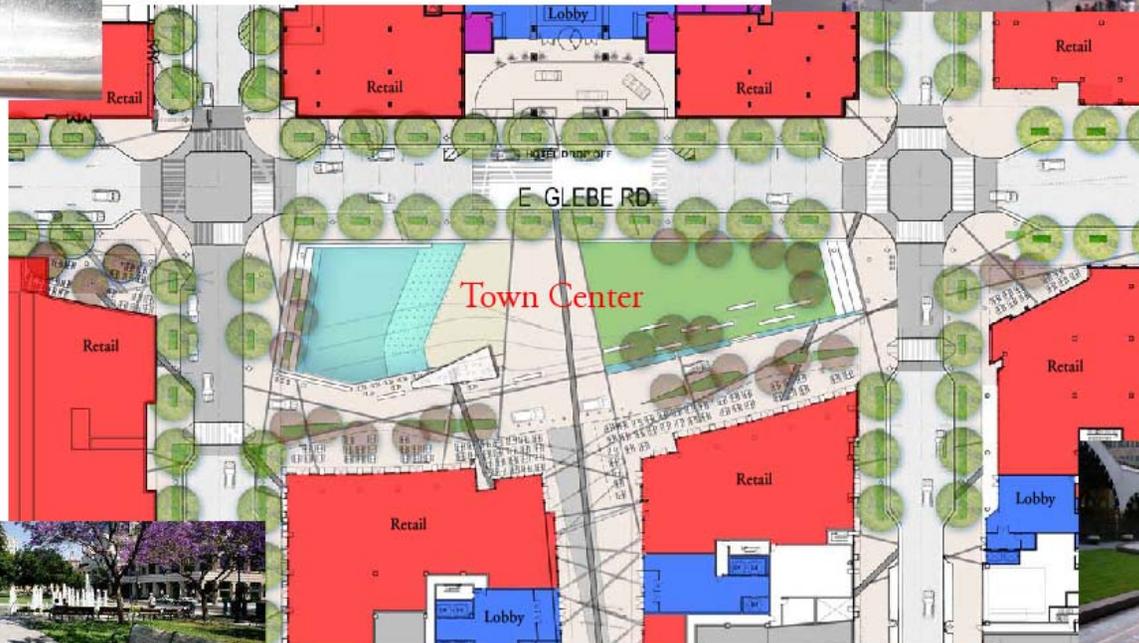
Current Site Plan - Central Open Space



Amenities - Water



Activity



Landscape

Amenities - Seating



Retail Character



Building B

Building E2

Building E1

Building H

Estimate of Full Build Out Value of Potential Potomac Yard Development
(Chart reflects Land Bays G, H and the Potomac Yard Retail Center only)

	<u>Office</u>	<u>Retail</u>	<u>Dwelling Units</u>	<u>Hotel Rooms</u>
Block G (existing)	800,000	80,000	414	625
Block H (existing)	60,000	5,000	232	---
Block H (proposed) ¹	765,000	---	---	---
Potomac Yard Retail Center (existing)	---	600,000	---	---
Potomac Yard Retail Center (hypothetical new) ²	1,000,000	150,000	2,500	TBD
Total	<u>2,625,000</u>	<u>835,000</u>	<u>3,146</u>	<u>625</u>
Unit Values³	<u>x \$400/sq ft</u>	<u>x \$300/sq ft</u>	<u>x \$350,000/unit</u>	<u>x \$250,000/room</u>
Total Estimated Value	\$1,050.0 million	\$250.5 million	\$1,101.0 million	\$156.3 million

ESTIMATED VALUE AT FULL BUILD OUT: \$2,557,850,000

¹Proposed office density transfer from Land Bays J and L.

²Hypothetical development scenario using Land Bay G level of density.

³Represent average values in 2008 dollars.

Community

- March 12, 2008 – PYDAC Meeting #1 – introduce proposed density transfer with Q&A
- April 3, 2008 – Community Meeting #1 - introduce proposed density transfer with Q&A
- April 9, 2008 - PYDAC Meeting #2 – height and use models with Q&A
- April 29, 2008 - Community Meeting #2 - height and use models with Q&A
- May 6, 2008 – Planning Commission work session
- May 14, 2008 – PYDAC Meeting #3 – traffic and economic reports with Q&A
- May 29, 2008 – Community Meeting #3 - traffic and economic reports with Q&A
- June 3, 2008 – Planning Commission Hearing
- June 14, 2008 – City Council Hearing
- *In addition to the meetings listed above, City Staff is also having regular meetings with the Applicant and consultants*

Conclusion – Next Steps

Green Sustainable Buildings

Underground Parking

Amount of Retail Within Landbay – H – Retail Conversion

Security Measures – Office Use

Height Transition(s) – Landbay L