



North Potomac Yard Urban Design Standards and Guidelines

Implementing A Complete Sustainable Community

"... The city is in itself the powerful symbol of a complex society. If visually well set forth, it can also have strong expressive meaning, ... The common hopes and pleasures, the sense of community may be made flesh. Above all, if the environment is visibly organized and sharply identified, then the citizen can inform it with his own meanings and connections. Then it will become a true place, remarkable and unmistakable." [Kevin Lynch](#)

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A community defined by transit, retail, open space and design excellence.



I. Acknowledgements

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II. Definitions

Active Uses

Balcony: An unenclosed habitable structure cantilevered from or inset within a facade or elevation.

Block: The aggregate of private lots, passages, rear lanes and Alleys, the perimeter of which abuts Thoroughfares.

Building Configuration: The form of a Building, based on its massing, relationship to Frontages and lot lines, and height.

Building Disposition: The placement of a Building on its lot.

Building Use: The uses accommodated by a Building and its lot.

Build-to-line: A line established within a given Lot indicating where the outer edge of a structure must be located.

Civic Space: An outdoor area provided for public use in perpetuity by fee title or easement. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping and their enfronting buildings. See Table 2 and Design Standards.

Elevation, Floor: Height of floor level above average finish grade.

Entrance, principal: The main point of access of pedestrians into a Building.

Facade: The exterior wall of a building that is set along a Frontage

Floorplate: The total indoor and outdoor Floor Area of any given Story of a Building, measured to the exterior of the wall or balcony.

Frontage: Lot face abutting a public space, such as a Thoroughfare, whether at the front, rear, or side of a lot.

Liner: A building or part of a building with Habitable Space specifically designed to face a public space, masking a use that has no capacity to monitor public space, such as a parking lot, parking garage or storage facility.

Parking Garage or Parking Structure: A structure containing vehicular parking, including mechanical parking systems

Public Realm

Retail Frontage: Lot faces designated where the ground level is available for retail use, including appropriate depth and height of _____ space.

Setback: The distance from a specified reference line to the point where a building may be constructed.

Streetwall: Refers to the facades of buildings up to the first set back that face a Thoroughfare, as provided in the Design Standards. Streetwalls shape the level of visual interest on each block and create a sense of enclosure for pedestrians. A streetwall height is measured from the average grade of the sidewalk level to the first building Setback from the Build-to Line, as shown in the Design Standards. Streetwall heights are determined in part by the street hierarchy (see design standards).

Tower: That position of a building that is built to form the top of the streetwall up to the maximum height for that _____

View Corridor: An axial view terminating on a natural, historical, or special feature.

Note:

1 Introduction

A. Intent of the Standards and Guidelines

The Potomac Yard Design Standards and Guidelines are intended to provide guidance and requirements in written and graphic form for private and public projects in North Potomac Yard – Landbay-F. It is the intent that the buildings and spaces exhibit the highest standards of urban and architectural design and sustainable practices. The *North Potomac Yard Small Area Plan* is the overarching policy document that will guide development within Landbay-F. This document augments the *North Potomac Yard Small Area Plan*, the CDD Concept Plan and CDD conditions and provide specific requirements for future spaces and buildings within North Potomac Yard. Buildings, open space and the public realm will be evaluated based on compliance with the applicable approvals, requirements and this document.

B. Development Principles

The following general design principles shall be applied as part of the development review process for each building and/or block:

General

- A mixed-use development and concentrations of density and height at strategic locations, including adjacent to the metro station.
- Identifiable neighborhoods and a retail core on East Reed, Main Line Boulevard and connections to the metro station.
- Improvement and enhancement of the Route 1 frontage.
- Development of an orthogonal street grid pattern.
- A recognition of the history of the site should provide educational opportunities and inspire creative development and design for the open space, public spaces and buildings.



General—Continued

- Achieve a balance between the retention and enhancement of natural resources adjacent to Four Mile Run.
- Integrate sustainability practices into site design, building construction, and operational strategies.
- Create a varied mixed use urban environment for each neighborhood that attracts residents, employees and visitors to shop, play, recreate, work, and experience of Potomac Yard as a destination.

Open Space

- Use of open space and parks as a plan defining element in each neighborhood.
- Create extensive open space opportunities, access to Four Mile Run trail connections and view corridors
- Attention on design of landscape elements as an extension to the building form, with creative and distinctive design fitting the varied settings and history of North Potomac Yard, and the intended programs for active and passive use.

Streets

- A hierarchy of street network and types.
- Integrate appropriate levels of on- and off-street parking within the overall development, meeting functional requirements while creating a buffer for pedestrians and minimizing the need for underground and/or structured parking.
- Design streets that are pedestrian friendly. Streets need to be designed as low speed, local serving streets that enhance bicycle and transit use. Median plantings should be provided.

Public Realm

- A pedestrian-oriented environment.
- **Incorporate the provision of** safe, efficient, and convenient pedestrian and bicycle circulation systems that connect activity areas, transit hubs, and open spaces and provide public access to Four Mile Run. Sidewalks should be given careful consideration and detail to support the walkability and sustainability of North Potomac Yard.

Buildings

- Create an urban building scale and relationship between buildings, streets and open spaces that ensures walkability, creates compact development and maximizes walkability, the use of transit and the WMATA Metrorail station.
- Select appropriate building materials, textures, facades, and treatments that work together to establish a high quality urban environment.
- Use heights and variety in building materials, orientation, and dimensions to create an interesting and varied skyline.

2 The Art of Creating Great Places

"Urban design and city building are surely among the most auspicious endeavors of this or any age, giving rise to a vision of life, art, artifact, and culture that outlives its authors. It is the gift of its designers and makers to the future." - Fred Kent

The application of civic art in North Potomac Yard or the collective experience of architecture, public spaces, public art, urban design, and landscape design is far more than the sum of its parts, but rather is creating great neighborhoods as well as economic value for the City. An exclusive focus on density and land use will not result in a cohesive urban community, or a long-term sustainable place that will bring long term value to the City. The combination of innovative and high quality architecture, environmentally sustainable elements and great public spaces will create attractive places to live - places that will express the and tradition of Alexandria, while enabling this area to be an effective long-term economic engine for the City. It is critical, as projects proceed that buildings, open space and the public realm be held to the highest standards of quality ensuring that all the redevelopment provides amenities and economic value for the City.

Quality begets quality.



3 Heritage - History

American Indians began to congregate about 5000 years ago along shorelines of bays and streams, such as Four Mile Run. They were attracted by the resources, especially shellfish and spawning fish. This abundance during the seasonal fish runs of spring and summer permitted people to practice a more sedentary life as they set up seasonal campsites on the river shores. Eventually around 900 A.D. American Indians began practicing agriculture, planting maize, squash and beans. They lived in permanent villages, but still spent some time in temporary camps while hunting and collecting wild plants. One of these villages was located just north of Four Mile Run and it was visited by Captain John Smith in 1608.

Three different transportation arteries converged and crossed over Four Mile Run in the 19th century. A wagon road---Route 1---crossed the Run over a small bridge. To the east were the double tracks of the Washington and Alexandria Railroad. Passing over both of these was the Alexandria Canal which crossed over the Four Mile Run on a long stone aqueduct. To pass under the aqueduct and across the Run, the two sets of tracks had to converge into one for the length of the narrow bridge; after the bridge, they split into two tracks once again. This single set of tracks was called a gauntlet and it was here in 1885 that two trains met head-on.

[Add paragraph on railroad history here](#)



4 Plan Framework

"If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places." - Fred Kent

The urban design framework uses public spaces as the primary organizing element for North Potomac Yard. The street network is also an influential force on the urban design framework, providing a hierarchy of access and circulation. Along with the extensive public realm, the hierarchy of views, the massing of structures, and the building typology are all focused on establishing inviting, accessible, varied and interesting open spaces and public realm. This framework will be the basis on which each of the neighborhoods is constructed.

The *North Potomac Yard Small Area Plan* and this document require the construction of the framework streets and parks be constructed as depicted in the Framework Street and Block Plan. Similar to other Alexandria neighborhoods such as Carlyle, Del-Ray and Old Town, the street grid is established which serves as a unifying element for the neighborhood and buildings are constructed within the street grid. This will also be the case for Potomac Yard.



A. Framework Streets – Street Hierarchy

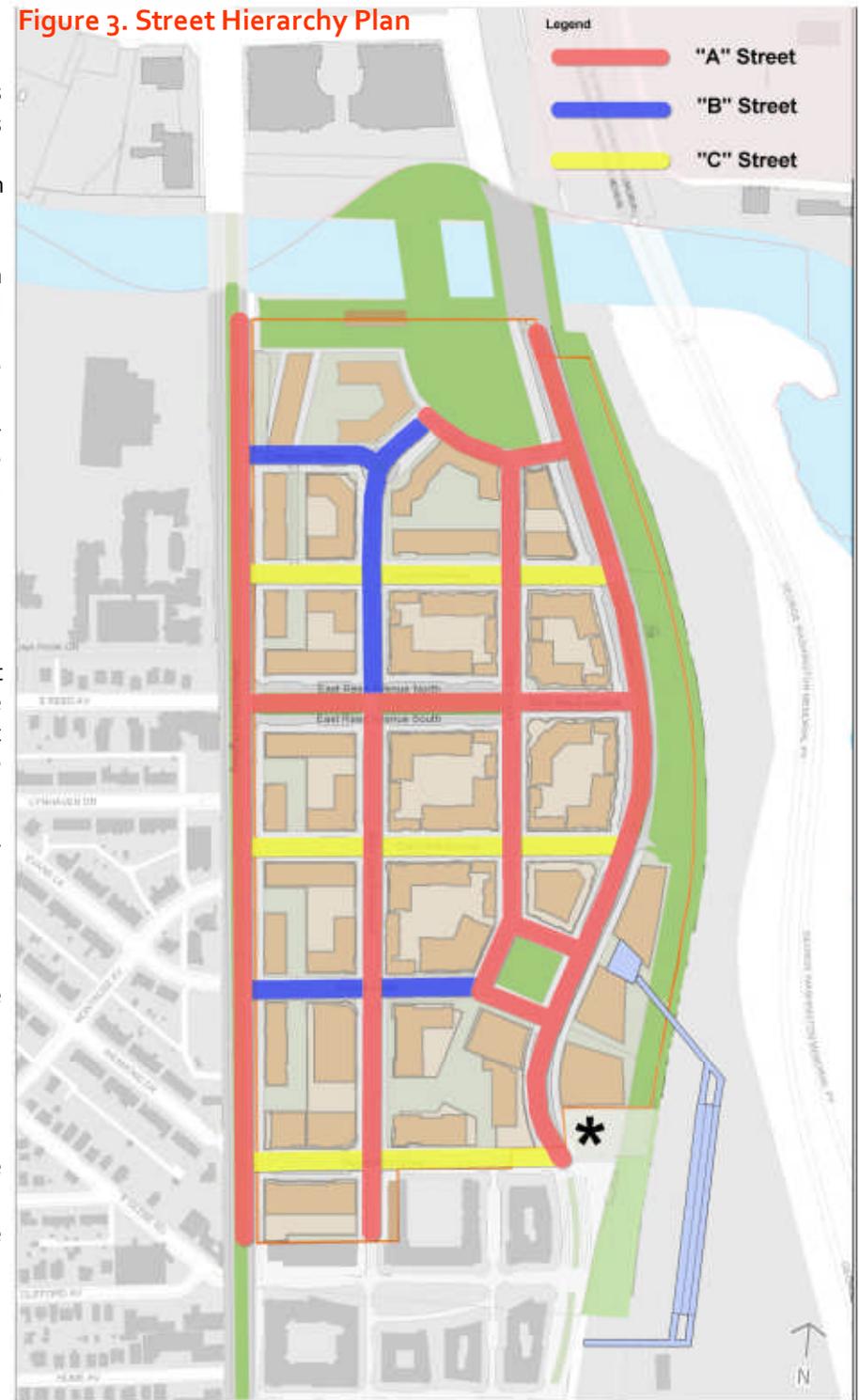
A hierarchy of streets is required to maintain a high-quality street environment and address a variety of needs – from the most prominent pedestrian and vehicle streets, to streets which provide parking and service access and functions. The streets vary in width depending on their function and scale of the adjoining buildings. The required location and width of the streets and sidewalks emulate the characteristics of great urban streets.

“A” streets are the most prominent, and create an “address” for the important buildings in each neighborhood. “B” streets connect “A” streets to each other and to service streets, and provide pedestrian and vehicular circulation for each of the neighborhoods. “C” streets provide a means of access and service entries to parking as well as tertiary streets through the neighborhoods. “C” streets are the least public in nature of all of the streets and, therefore, the least restrictive in design. The “C” streets allow the “A” and “B” street frontages to function as more public primary streets. Internal alleys are required for each block to enable the loading, servicing and other vehicular functions to be located away from the pedestrian realm. This, in turn helps to create a safe, functional and attractive pedestrian environment, similar to Old Town and Del-Ray.

Standards

- 4.1** As part of the approval of the *North Potomac Yard Small Area Plan*, CDD Concept Plan and the Design Standards and Guidelines, the streets within Landbay-F are required to be constructed in the locations depicted in the approved CDD Concept Plan dated _____ prepared by _____ and in the dimensions configured in the required cross-sections outlined below.
- 4.2** On “A” Streets
curb cuts, entrances to parking garages and service bays are prohibited. “A” streets are subject to the highest design standards:
- Buildings shall front the street.
 - Active uses shall be located on all street frontages for all levels.
 - The highest quality of architectural façade and streetscape treatment shall be used.
- 4.3** On “B” Streets
- Buildings shall front the street.
 - Active uses shall be located on all street frontages for all levels
 - A maximum of one curb cut per block shall be permitted on each side of the street.
 - This curb cut shall be for the central alley, and only if the curb cut cannot be located on a “C” Street.
 - Main building and pedestrian entrances shall be located along B street frontage unless adjacent to a “A” street.
 - A high quality of architectural façade treatment is required.

Figure 3. Street Hierarchy Plan



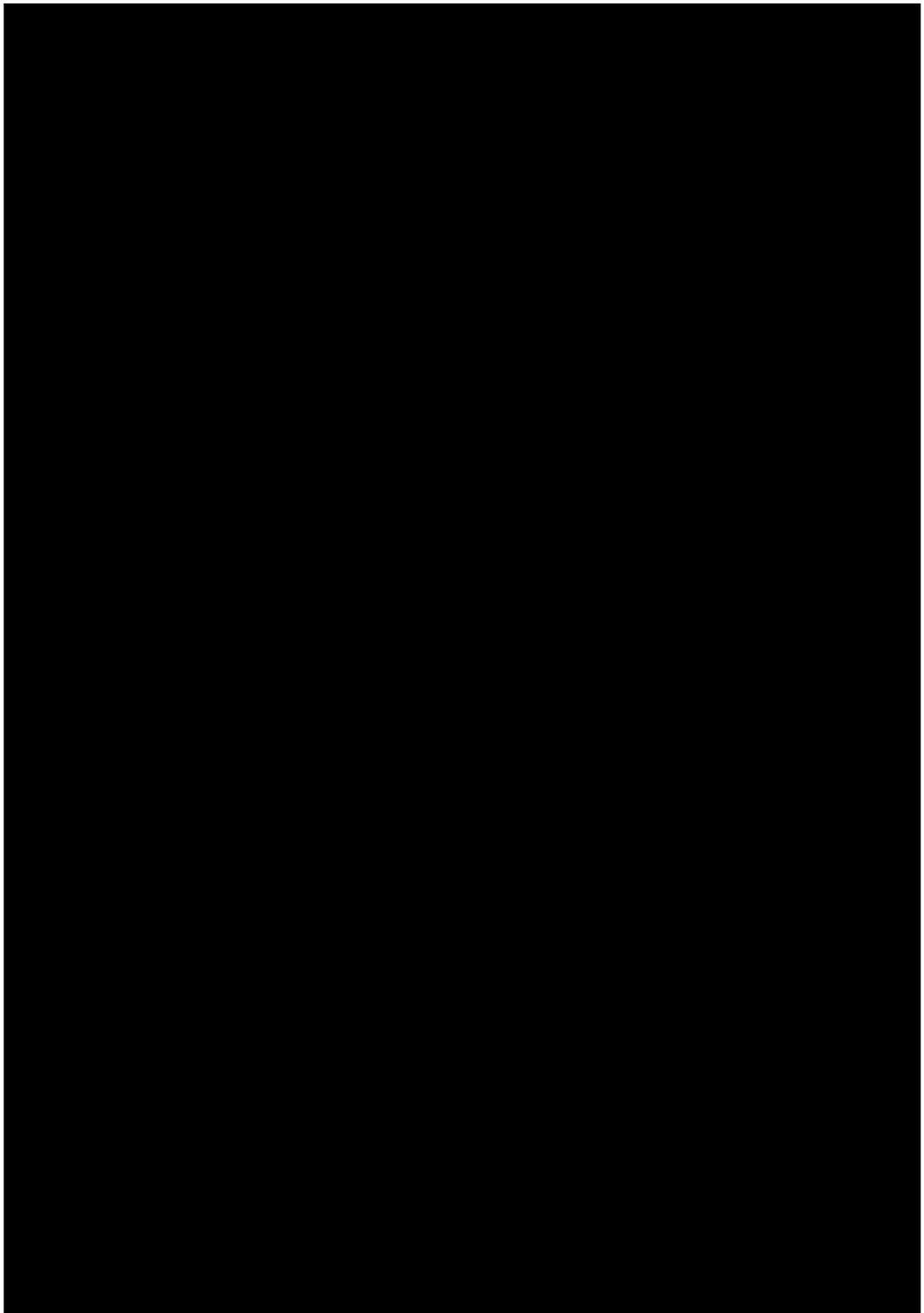
4.4 On “C” Streets

- Curb cuts for internal alleys and service should be located on these streets, unless infeasible.
- All access to service and garages shall be from an internal alley within each of the blocks.
- The internal alleys shall be designed and constructed in a manner to ensure that they will provide shared access for adjacent properties and buildings within the block.

Guidelines

4.5 Locate, design, and/or screen building services to minimize their audible and visual impact on streets and neighboring properties.

4.6 Locate and screen utility boxes, meters, and surface transformer switching pads within the central alleys to minimize their visual impact. Coordinate their location with the respective utility company early in the site plan review process.



B. Permitted – Required Block Sizes

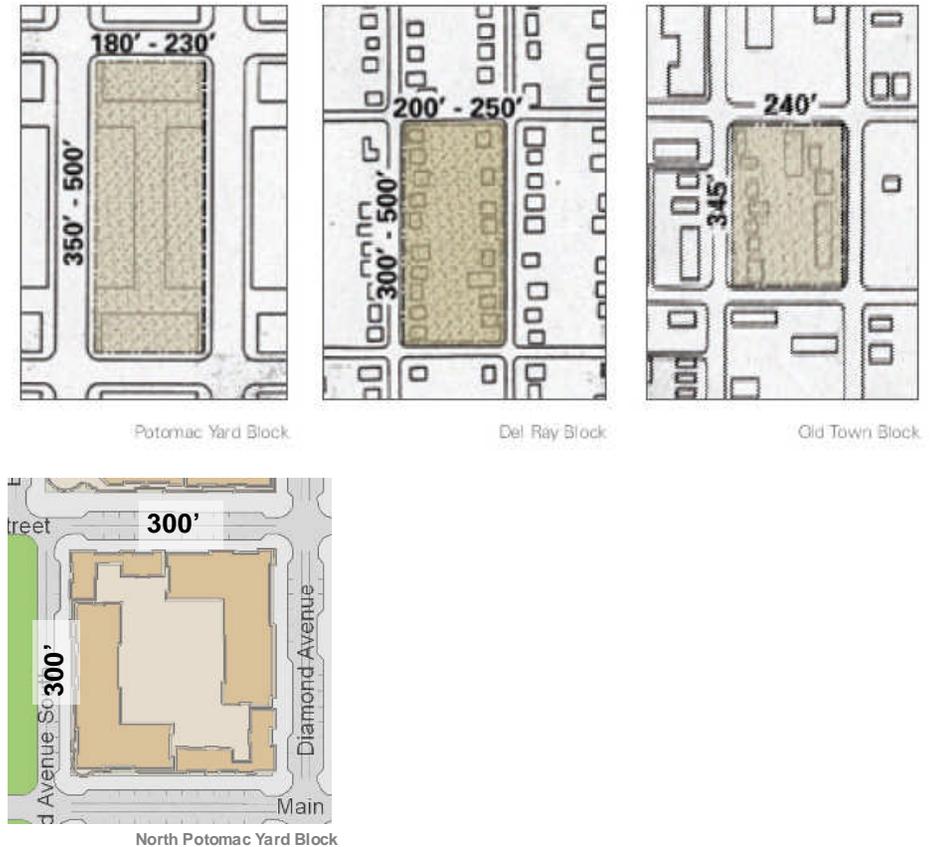
One of the measures to ensure that Landbay-F will develop as an urban, pedestrian-oriented series of neighborhoods is to require urban, human scaled block sizes for each of the neighborhoods. Through the placement of the required framework streets, the block sizes are generally 300 feet by 300 feet or roughly the size of blocks within the surrounding communities of Old Town, Lynhaven and Del Ray, which are used as national planning models due to their block size and associated walkability. For comparison purposes, the block sizes within the adjoining Crystal City development are approximately 600 x 600ft, which creates unurban megablocks within the development.

It is likely that the plan area will take 20 to 30 years to fully implement the vision of the Plan. Over this period, it will often be more expeditious or cheaper to create larger “mega blocks” to accommodate development or different uses throughout the redevelopment of the site. However, similar to Old Town, Del Ray and Carlyle, the North Potomac Yard Plan and this document require that development occurs within the established street grid. While the North Potomac Yard Small Area Plan acknowledges the need for some flexibility, block sizes and the framework street location is not an area where flexibility should be permitted.

Standards

- 4.7 The CDD Concept Plan requires block sizes to be 300 x 300ft. (See Figure 2) as generally depicted in Framework Streets and Block Plan

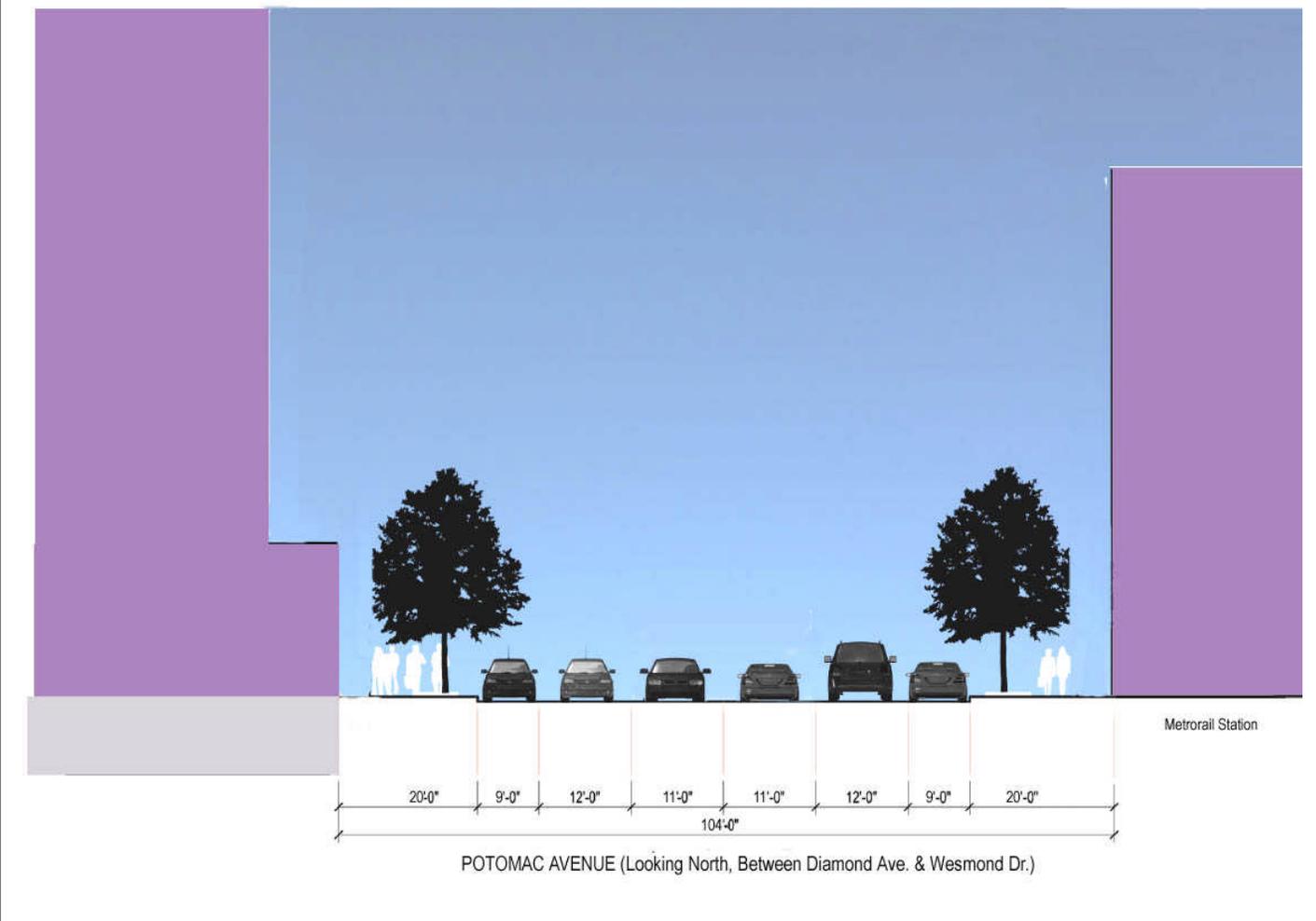
Figure 4. Block Comparisons



Intent

The intent of Potomac Avenue adjacent to the metrorail station is to minimize the width of the street to four lanes, with on-street parking on each side of the street. To minimize the pedestrian crossing—a central median is not permitted in this location from Diamond Avenue to Wesmond Drive. The on-street parking on the eastern portion of the street will likely be used for taxis, and kiss and ride for the metrorail station. The pedestrian crossing at Diamond Street and Potomac Avenue is one of the most important pedestrian crossings, and therefore the cross-section requires bulb-outs and a different color and texture paving for the pedestrian crossings to reinforce the pedestrian nature of this street. The varied color and texture of street paving should be selected for their sustainable properties, maintenance and their ability to reinforce the design of the Metro Square park.

Cross Section



Potomac Ave (Metro)

Overview

Right of Way	104 Ft.
Roadway	46 Ft.
Parking	8 Ft.
Sidewalk	20 Ft.
Crosswalk	Ft.
Bulb-Outs	8 Ft.
Curb Cuts	Ft.
Decorative Paving	Ft.
Paving	Ft.

Intent

This portion of Potomac Avenue (north of the metrorail station-Diamond Avenue) will have a dedicated transit lane within the center of the roadway. A challenge with this portion of Potomac Avenue is the width (111 ft) curb to curb due to the central dedicated transitway. While the roadway will be two lanes in each direction and two transit lanes a central 15 ft. median and large canopy street trees are required within the median and on each side of the street. In addition, the transitway lanes may be a different material and/or color to help reduce the perceived width. Bulbouts will also be provided to reduce the pedestrian crossings

Potomac Avenue (Non-Metro)

Overview

Right of Way	<u>127</u> Ft.
Roadway	<u>72</u> Ft.
Parking	<u>8</u> Ft.
Sidewalk	<u>20</u> Ft.
Crosswalk	<u> </u> Ft.
Bulb-Outs	<u>8</u> Ft.
Curb Cuts	<u> </u> Ft.
Decorative Paving	<u> </u> Ft.
Paving	<u> </u> Ft.

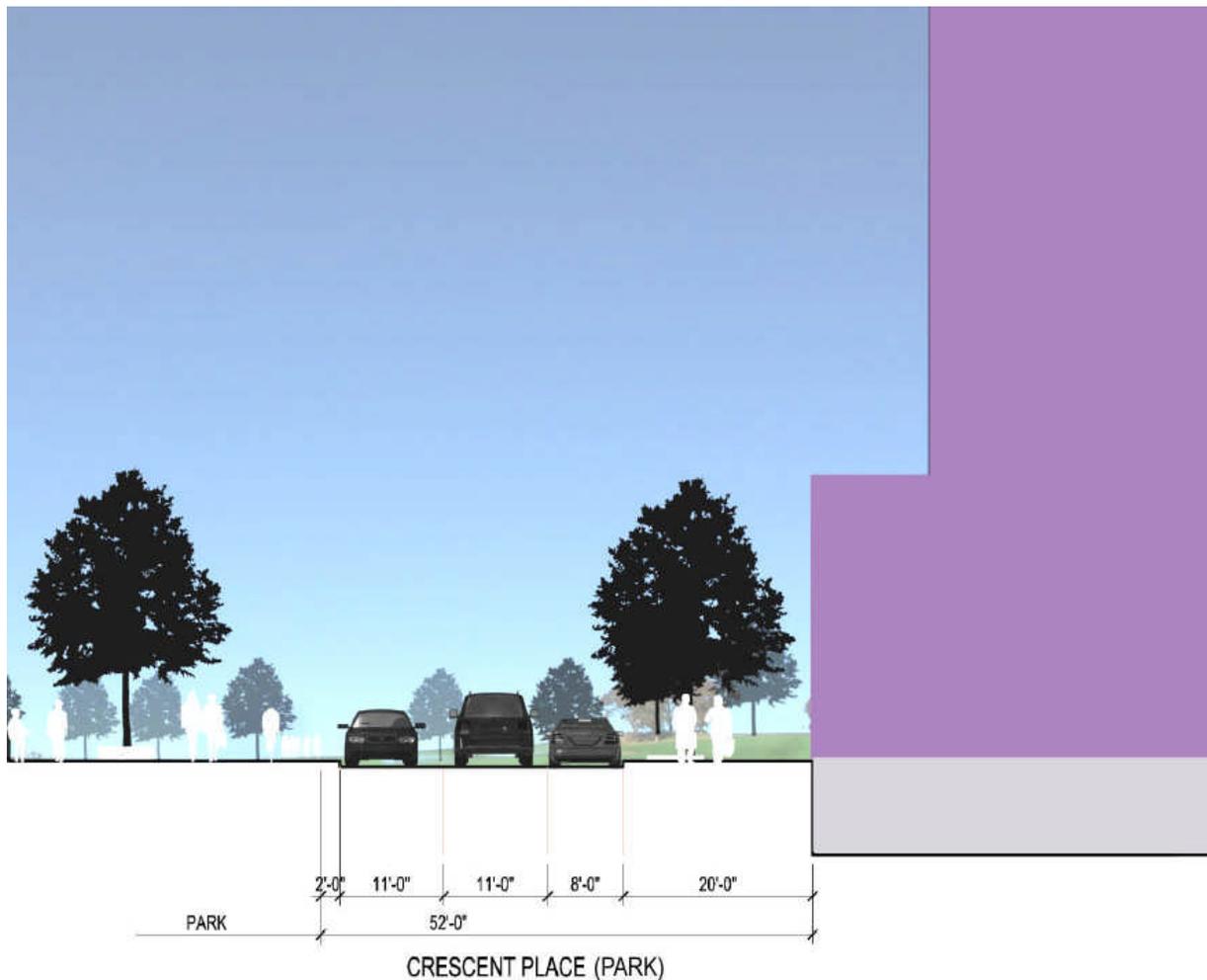
Cross Section



Intent

This street connects Route 1 to Potomac Avenue, through the predominately residential Crescent Neighborhood. Because of the Crescent Park frontage, the street has two different characters and street sections, the north park side and the south non-park frontage. This two-way street is intentionally narrow (22 ft. excluding parking) to enable a more pedestrian-friendly street within this predominantly residential neighborhood adjacent to the park.

Cross Section



Crescent Place (East)

Overview

Right of Way	52 Ft.
Roadway	22 Ft.
Parking	8 Ft.
Sidewalk	20 Ft.
Crosswalk	Ft.
Bulb-Outs	8 Ft.
Curb Cuts	Ft.
Decorative Paving	Ft.
Paving	Ft.

Intent

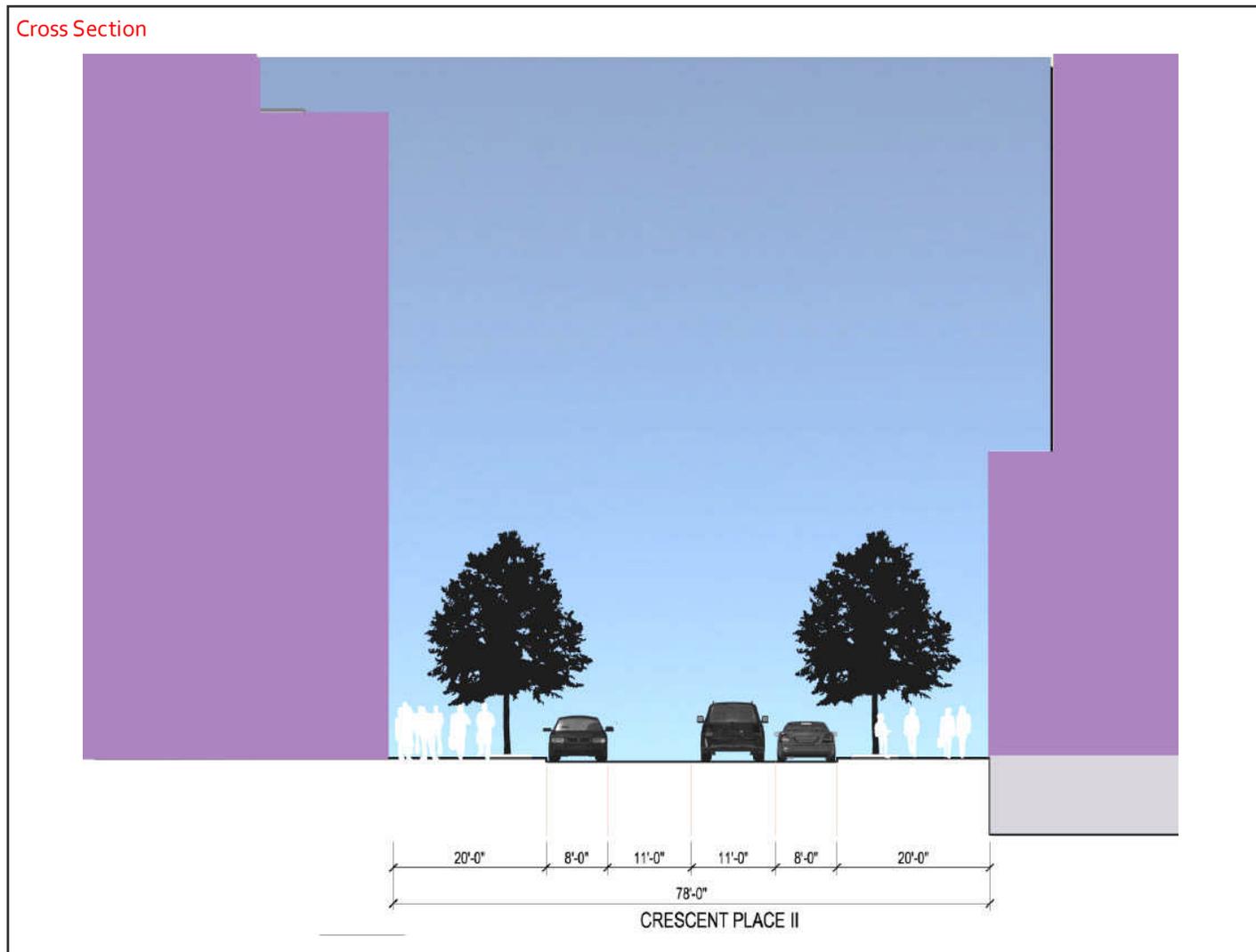
The intent of this street is to be a primarily lower speed and lower volume residential street, which connects to Route 1 and Potomac Avenue. The street will also serve as a potential street connection—signalized intersection for future redevelopment for the properties on the west side of Route 1.

Crescent Place (West)

Overview

Right of Way	<u>78</u> Ft.
Roadway	<u>11</u> Ft.
Parking	<u>8</u> Ft.
Sidewalk	<u>20</u> Ft.
Crosswalk	<u> </u> Ft.
Bulb-Outs	<u>8</u> Ft.
Curb Cuts	<u> </u> Ft.
Decorative Paving	<u> </u> Ft.
Paving	<u> </u> Ft.

Cross Section



Intent

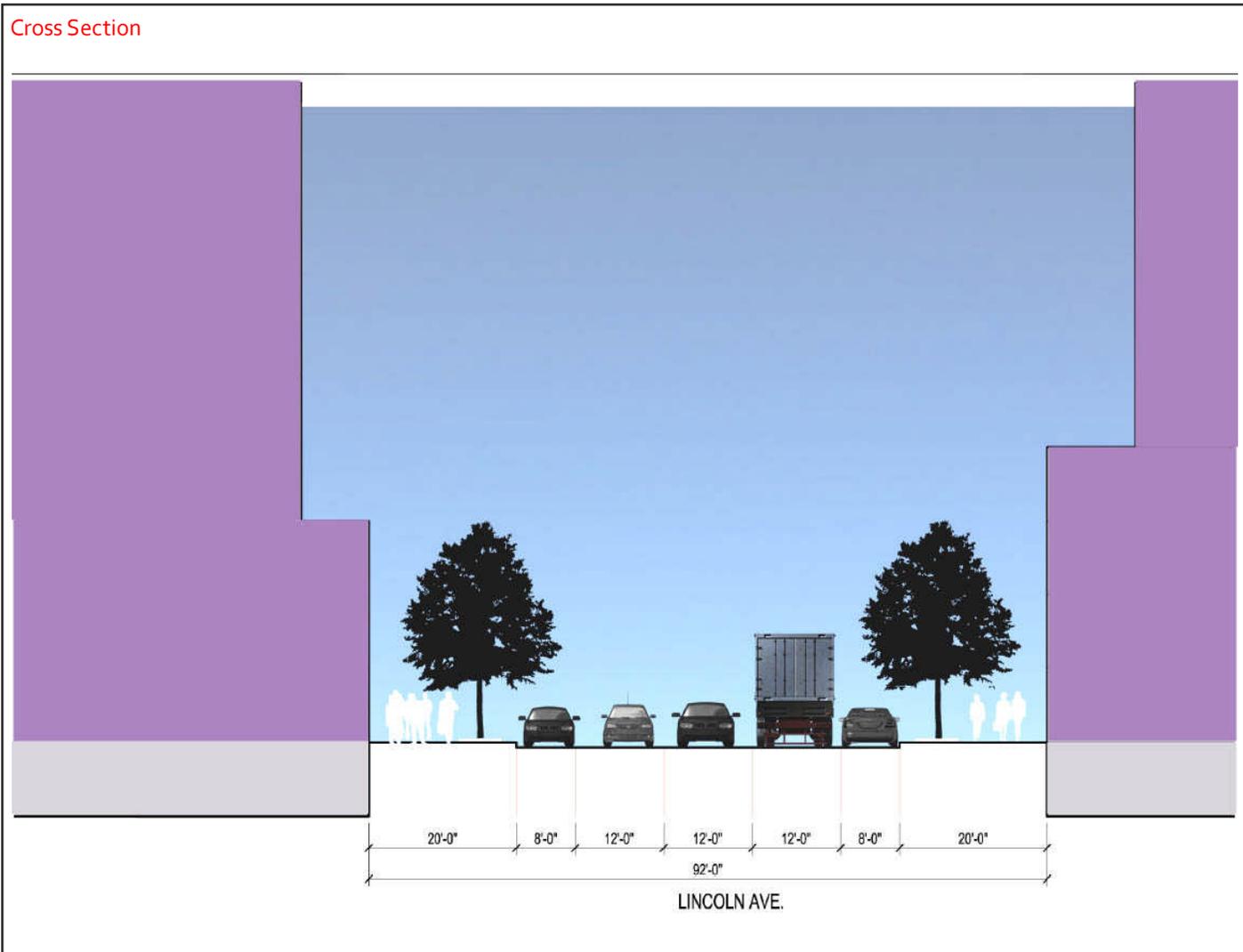
This street is a “C” street within the street hierarchy and will provide access for retail, service areas and is intended as one of the primary streets for truck and service deliveries and pick-up. The other street designated for truck deliveries and service is Diamond Avenue. (See Street Hierarchy pg.11) To accommodate truck turning movements, circulation and the additional volume of cars (because of the alley and garage access points), the street is slightly wider to accommodate a central turn lane and by-pass lane.

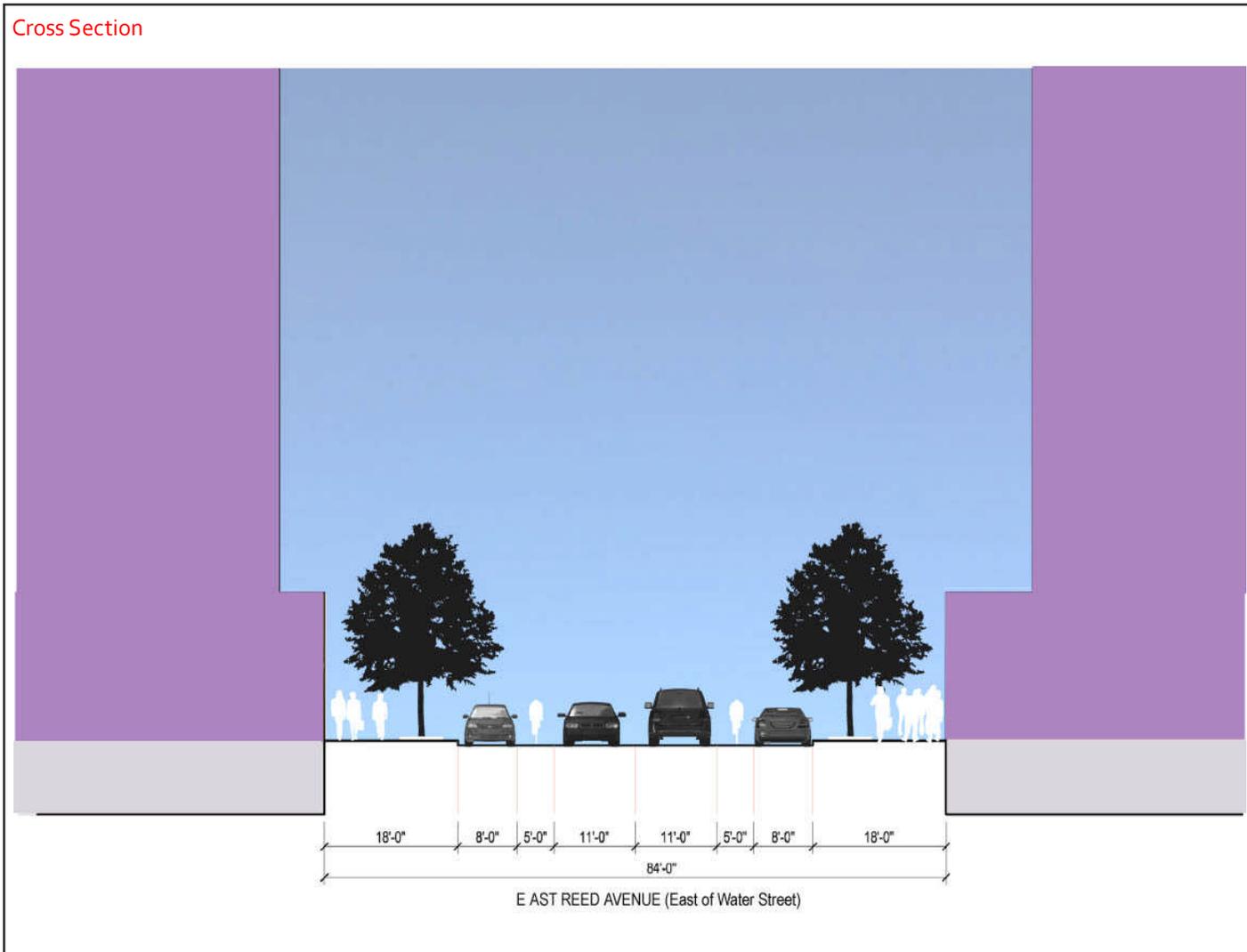
Lincoln Ave

Overview

Right of Way	92 Ft.
Roadway	36 Ft.
Parking	8 Ft.
Sidewalk	20 Ft.
Crosswalk	Ft.
Bulb-Outs	8 Ft.
Curb Cuts	Ft.
Decorative Paving	Ft
Paving	Ft

Cross Section





Overview

Right of Way	86 Ft.
Roadway	20 Ft.
Parking	8 Ft.
Sidewalk	20 Ft.
Bike Lanes	5 Ft.
Bulb-Outs	8 Ft.
Curb Cuts	Ft.
Decorative Paving	Ft.
Paving	Ft.

Intent

East Reed Avenue (West)

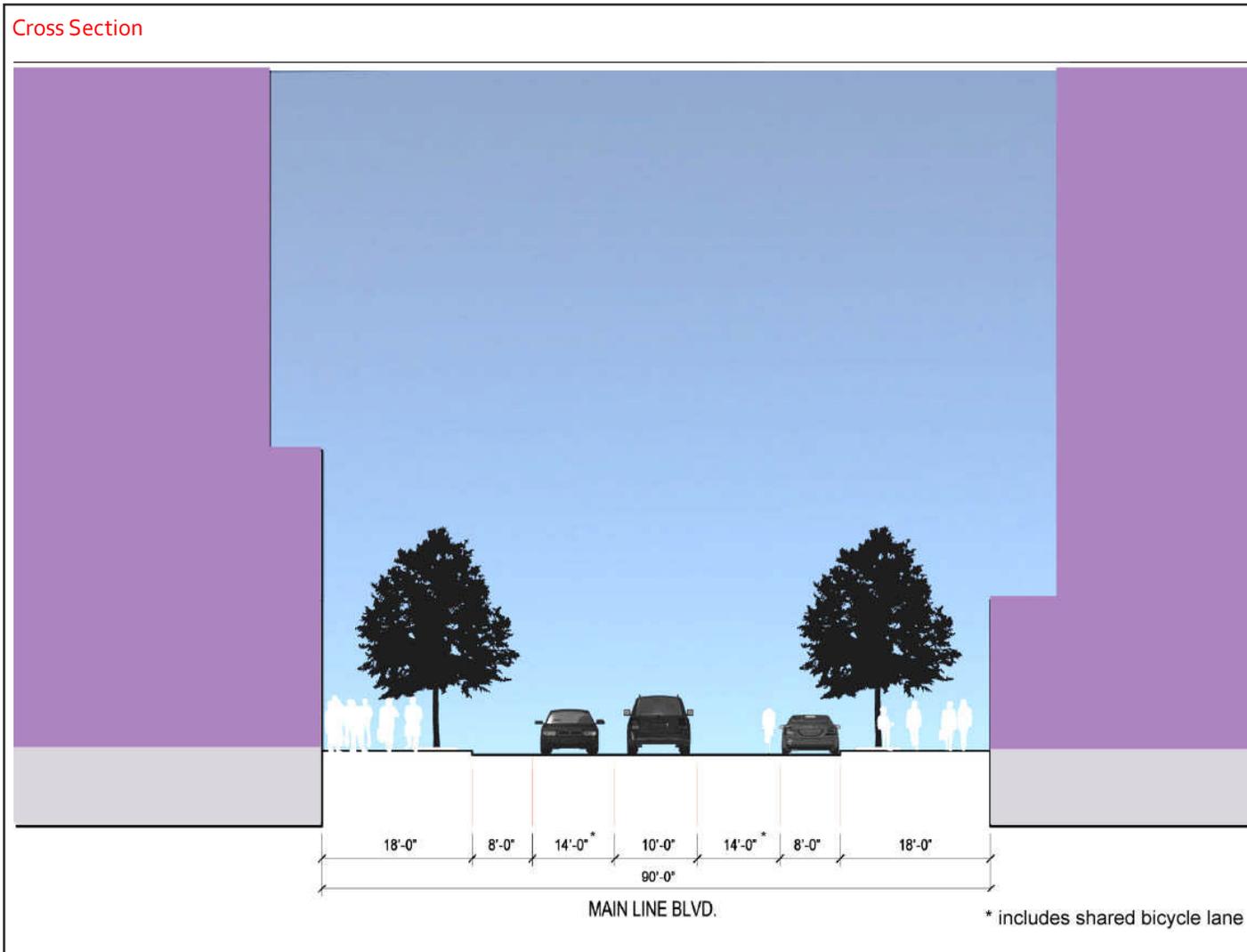


Overview

Right of Way	170 Ft.
Roadway	40 Ft.
Parking	8 Ft.
Sidewalk	20 Ft.
Crosswalk	Ft.
Bulb-Outs	Ft.
Curb Cuts	Ft.
Decorative Paving	Ft.
Paving	Ft.

Intent

Main Line Boulevard



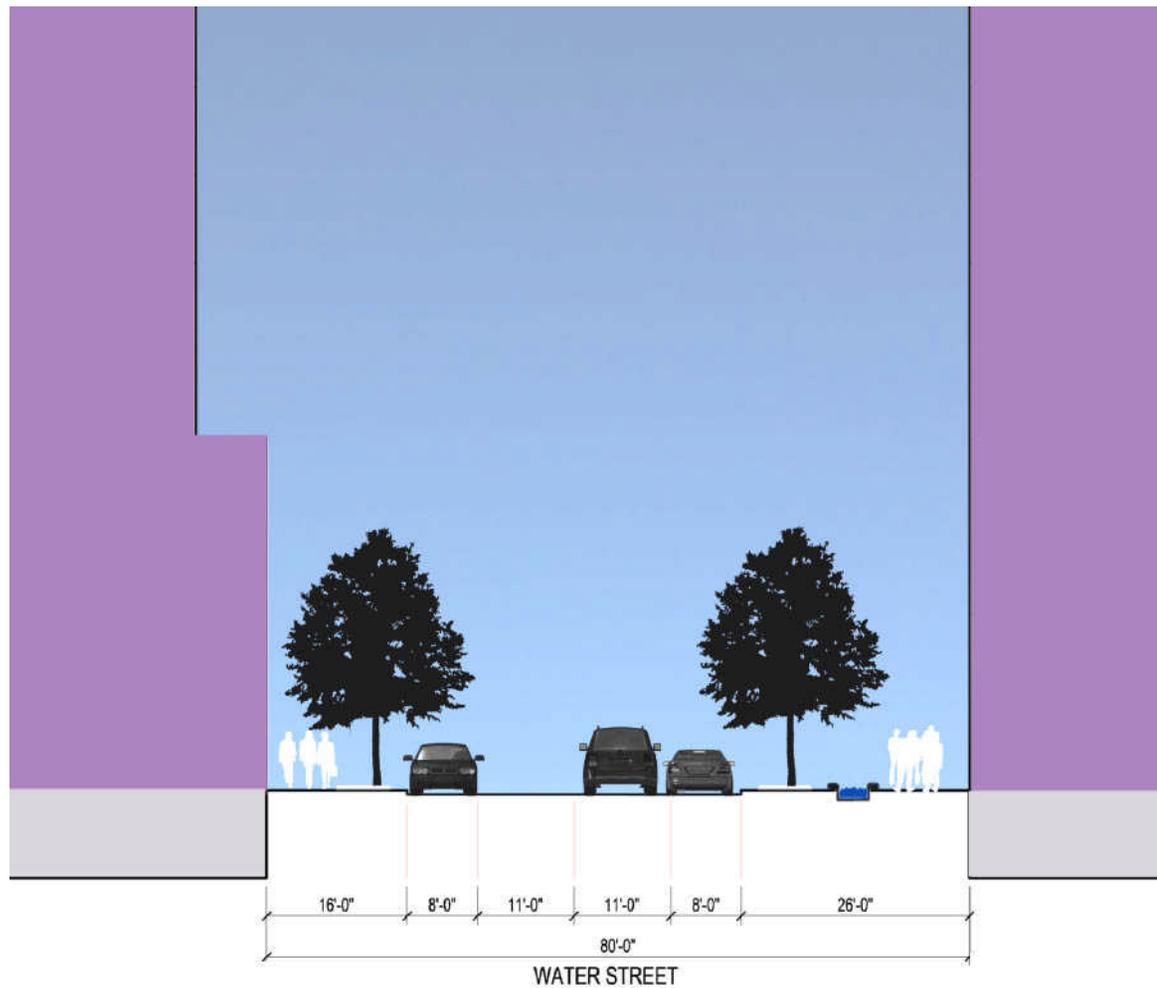
Overview

Right of Way	90 Ft.
Roadway	38 Ft.
Parking	8 Ft.
Sidewalk	18 Ft.
Crosswalk	Ft.
Bulb-Outs	8 Ft.
Curb Cuts	Ft.
Decorative Paving	Ft.
Paving	Ft.

Intent

Water Street

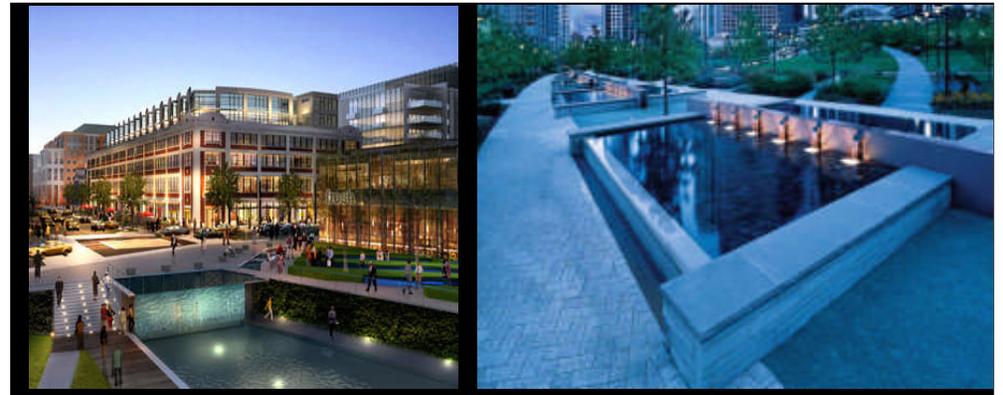
Cross Section



Overview

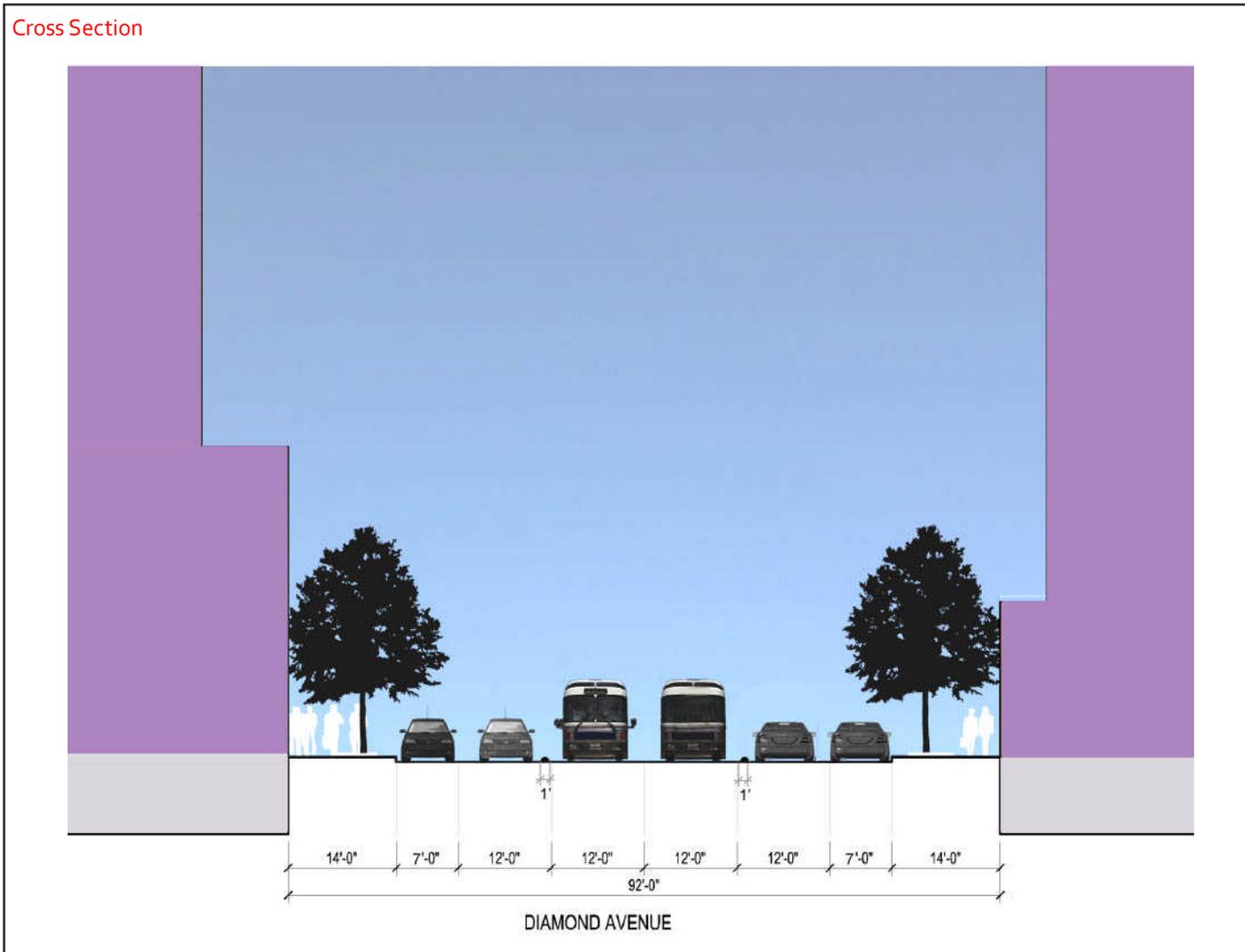
Right of Way	80	Ft.
Roadway	22	Ft.
Parking	8	Ft.
Sidewalk	15-27	Ft.
Crosswalk		Ft.
Bulb-Outs	8	Ft.
Curb Cuts		Ft.
Decorative Paving		Ft.
Paving		Ft.

Design Intent of Water Street



Intent

Diamond Avenue

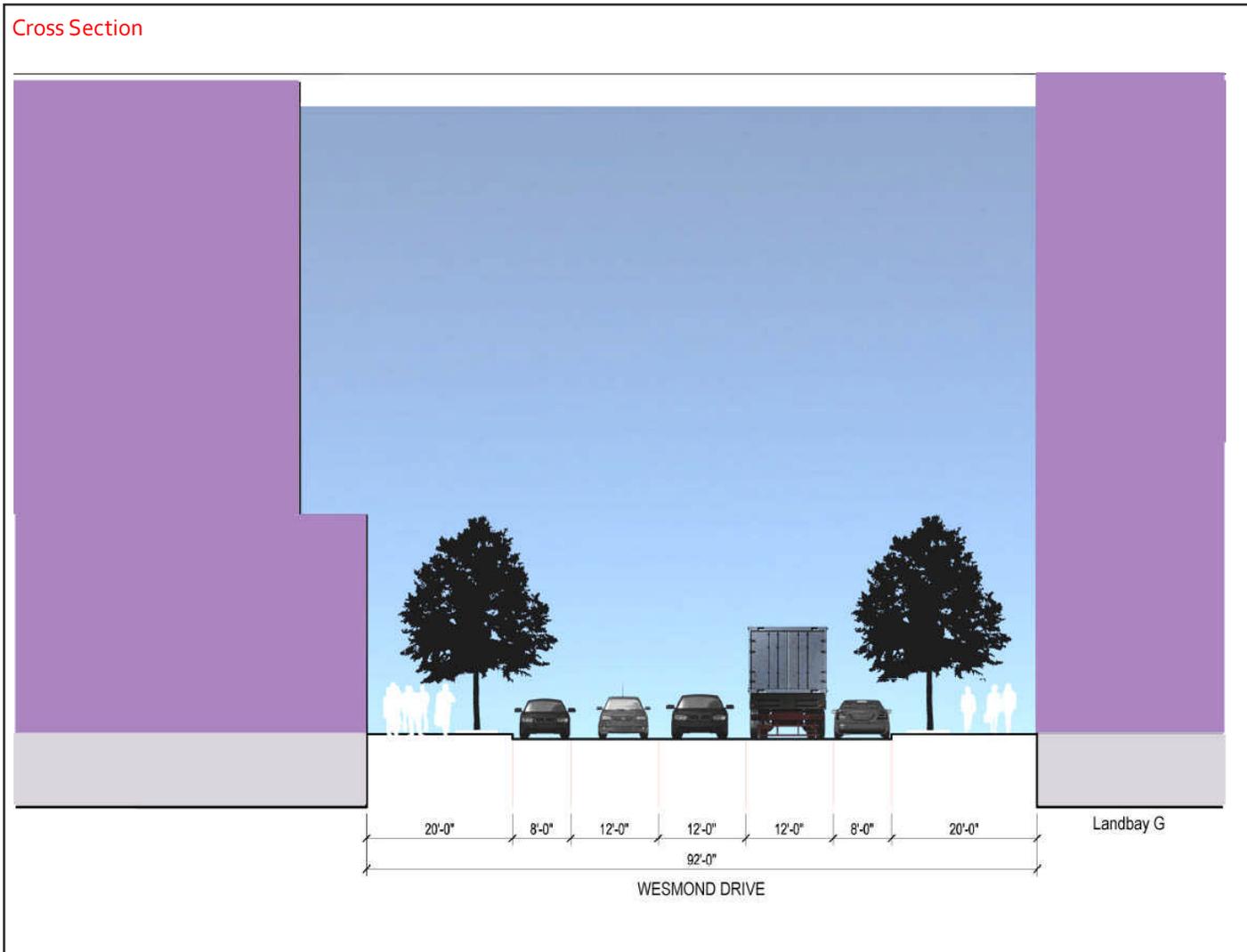


Overview

Right of Way	<u>92</u> Ft.
Roadway	<u>48</u> Ft.
Parking	<u>8</u> Ft.
Sidewalk	<u>14</u> Ft.
Crosswalk	<u> </u> Ft.
Bulb-Outs	<u>8</u> Ft.
Curb Cuts	<u> </u> Ft.
Decorative Paving	<u> </u> Ft.
Paving	<u> </u> Ft.

Intent

Wesmond Drive



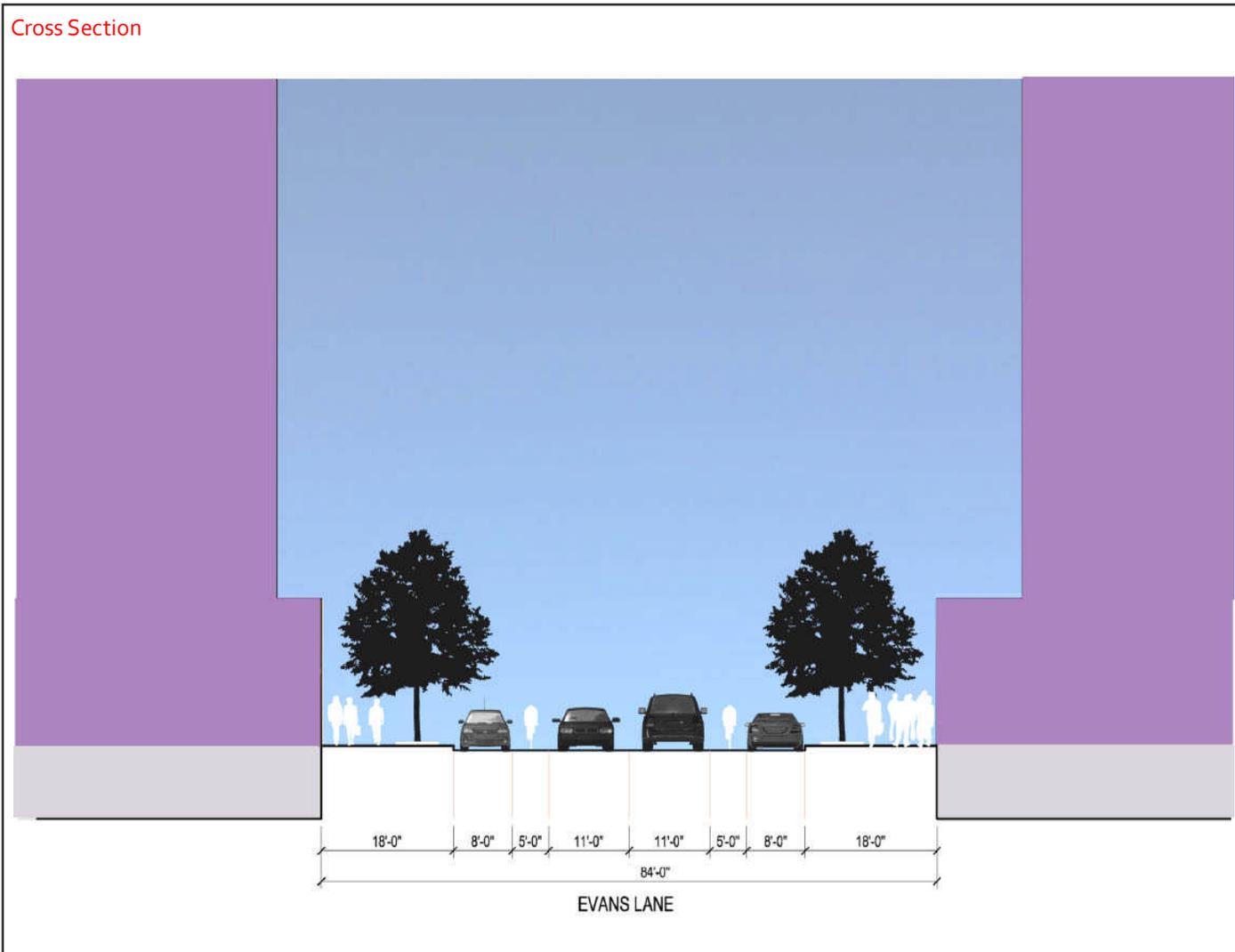
Overview

Right of Way	92 Ft.
Roadway	36 Ft.
Parking	8 Ft.
Sidewalk	20 Ft.
Crosswalk	Ft.
Bulb-Outs	8 Ft.
Curb Cuts	Ft.
Decorative Paving	Ft.
Paving	Ft.

Intent

Evans Lane

Overview



Right of Way	84 Ft.
Roadway	22 Ft.
Parking	8 Ft.
Sidewalk	18 Ft.
Crosswalk	Ft.
Bulb-Outs	Ft.
Curb Cuts	Ft.
Decorative Paving	Ft.
Paving	Ft.

C. Neighborhoods

Intent

A defining element of Alexandria, is the distinct series of neighborhoods. North Potomac Yard is set within the context of the adjoining neighborhoods that surround the site, which include Old Town, Del-Ray, Northeast, Lynhaven, Hume Springs, Rosemont and Parker Gray all of which create character and reinforce the distinctive character of the City. Alexandria also includes numerous emerging or transitioning neighborhoods such as Carlyle, Eisenhower East, and Landmark/VanDorn. The differences in identity, character and scale of the various neighborhoods compliment each other and contribute to the richness of the urban experience of Alexandria. Building on the City's longstanding foundation a collection of distinct neighborhoods, the guidelines and standards require the creation of three-distinct urban neighborhoods:

Crescent Gateway Neighborhood

Market Neighborhood

Metro Square Neighborhood

The function of each neighborhood is unique, and the uses and design strategies employed within each neighborhood is required to be unique and varied to reinforce the individuality of each neighborhood. Through the development review process, the individuality of each neighborhood should be expressed through the architecture and the open space to reinforce the individual character of each neighborhood. While the design will be different for each of the neighborhoods, the street grid and consistent streetscape will visually unify the neighborhoods, similar to other neighborhoods within the City.



Figure 5. Neighborhoods



Crescent Gateway Neighborhood

The Neighborhood

The defining element of this neighborhood will be the 2.5 acre crescent shaped park that will be a gateway to the City from Potomac Avenue and will also provide a “residential address” and park frontage for this predominately residential neighborhood. The buildings adjacent to the crescent shaped park are required to be curved to reinforce the curved shape of the park. The park and neighborhood will have views of the Nations Capitol and the Potomac River.

The blocks fronting onto Four Mile Run provide the City with an opportunity to reclaim a part of its waterfront as envisioned by the *Four Mile Run Master Plan and accompanying Design Guidelines*.

The neighborhood will reflect the spirit of the city’s traditional open space oriented neighborhoods and create a unique and desirable place to live within North Potomac Yard.



A residential neighborhood defined by the Crescent Park, curved building forms and relationship to Four Mile Run



The Street and Block Plan

The Street and Block Plan will primarily orthogonal, except in curved street (Crescent Place) adjustment to the Crescent Park. A portion of this neighborhood contains Water Street.

The Neighborhood Parks

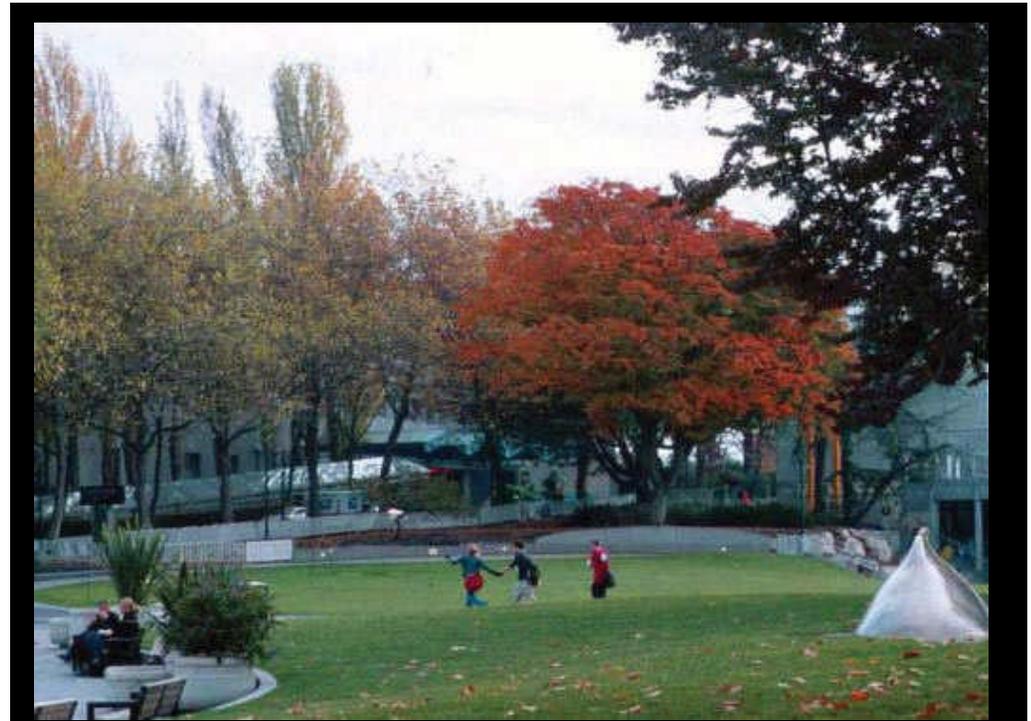
Crescent Park

The Crescent Park is a 2.5 acre park which is required to be located in the north-eastern portion of the neighborhood and serve as a focal element of the neighborhood and a connection to the adjoining Landbay-K. This park is required to be crescent shaped and incorporate a water-storm water amenity as part of its design. more than 30% may be occupied for water-storm water amenities. The southern portion of the park will be bordered by a street with on street parking on the building side. A prominent location in the Crescent Park should be reserved for a civic use. The enhancement of additional open space, less impervious surfaces, and elimination of the surface parking, additional landscaping, and trails will help to revitalize Four Mile Run.

As part of the Four Mile Run improvements, the existing _____square feet bridge crossing Four Mile Run will be required to be improved with_____. There is additional City owned land north of this bridge, which is required to be designed and developed to enhance the visual, open space, and recreational qualities of this neighborhood.

Other Parks—Open Space

In addition to the Crescent Park a ground level open space– park is required to be located on the central portion of Blocks 2 and 5 The open space-parks are required to be publically accessible through the provision of a perpetual public access easements. Units and uses adjacent to the park are required to provide active uses and entry ways from the park frontage to the greatest extent feasible. In addition ground level open space of Block 6 and Block 9 is required.



The Buildings

The neighborhood is intended to be a primarily residential neighborhood, ranging from townhouse scale elements at the street to larger multi-family buildings. The building types for this neighborhood will consist of predominately medium and large multi-family buildings. The tallest building within the neighborhood is 250 feet which is permitted on Block 2 to screen the electrical substation and provide a visual terminus for Main Line Boulevard. The tallest buildings are located within the central portion of the site to enable the adjoining buildings to “step-down” in height to Route 1 and the George Washington Memorial Parkway.

Because of the height of Block 2, 3, 4 and 5, the skyline of these buildings will be important, and it is essential that these three blocks comply with the building top-skyline requirements (Section 6, pg 55).

Block 3 is required to be angled (See Framework Plan) to create a gateway building form and open space on Route 1. It is anticipated that redevelopment on the western side of Route 1 could provide a similar gateway treatment as part of the redevelopment of the properties.

Parking and service are required to be from internal alleys and in no case is parking-loading-service permitted to front onto the Four Mile Run park-open space frontage (see the [Four Mile Run Design Guidelines](#)) for applicable requirement adjacent to Four Mile Run.



Market District Neighborhood

The Neighborhood

Serving as a primary local and regional retail shopping destination within North Potomac Yard, the neighborhood will include a mixture of shops, restaurants and possible civic uses and a central open space.

The retail core will be the most mixed-use of all of the neighborhoods, offering a range of housing choices to residents in addition to office and the local and regional retail uses.

The Street and Block Plan

The street and block plan will be orthogonal. The extension of Reed Avenue to Potomac Avenue is required and will be a full signalized intersection on Route 1 and Potomac Avenue. Lincoln Avenue and Diamond Avenue are the signalized intersections and their designation as a “C” streets will enable these streets to function as a primary road for access to the significant amount of retail within the neighborhood. Diamond Avenue and Lincoln Avenue form the outside perimeter of the neighborhood. Water Street— an important visual and physical corridor between the two parks, is located on the eastern portion of the neighborhood.

The street network will provide pedestrian, transit and vehicular access to shops, hotels, and other retail venues to create a 24-hour urban environment throughout the neighborhood, and is designed to allow occasional street closures of selected street separates to encourage larger events such as farmers’ markets, festivals and antique car shows, etc.



The retail “heart” of the community



The Neighborhood Parks

The neighborhood is located around a centrally located ____ acre park. The central park—open space has been configured in a way that will enable the adjoining streets within the central block to perhaps be periodically closed for events such as a farmers' market, antique car shows etc. The neighborhood and central open space need to be designed to accommodate civic uses such as a farmers' market and concerts for the neighborhood to create an exciting retail and cultural destination within North Potomac Yard.

The Buildings

The tallest buildings are located within the central portion of this neighborhood to denote the symbolic center of this neighborhood. Buildings on Route 1 are generally 50-60 ft. ft with taller (90 ft.) gateway buildings on East Reed to provide visually prominent building forms at the entrance to the primary retail street. Building heights step down to the west and the George Washington Memorial Parkway to the east.



Metro Square Neighborhood

The Neighborhood

This neighborhood will be located adjacent to a future infill WMATA metrorail station, one of only _____ infill stations to be constructed since the creation of the metrorail system in _____. A defining element of the neighborhood is the approximately one acre open space plaza surrounded by streets and buildings on each of the four sides.

Because of the proximity to the planned metrorail station, this neighborhood is a neighborhood with higher density, that includes generally continuous building frontages. The uses planned for the neighborhood are predominantly office, although it is essential that a mix of residential uses and ground floor retail be provided within the neighborhood. While a higher percentage of office use is required within the neighborhood, retail and entertainment uses are also required to ensure ground-level activity and add night time activity to balance the office use. The entertainment uses will capitalize on office parking that will not be as heavily used during evening hours.

In addition to the metrorail station, dedicated transit (bus and/or street car) will serve the neighborhood with stops focused around the future metrorail station which will function as a transit center for Potomac Yard, the adjoining neighborhoods and the City.



The office and entertainment district



The Street and Block Plan

The street and block plan will primarily be orthogonal, except in the location of the metro station and the metro square park. Potomac Avenue is curved to reinforce the curvilinear nature of the street. Evans and Water Street are angled to frame the park. Evans Lane is an important pedestrian pathway to the metro station from the adjoining Del-Ray and Lynhaven neighborhoods. The median in Potomac Avenue is eliminated to minimize the pedestrian crossing to the metro station.

The Neighborhood Park

The buildings surrounding the square park are required to be configured in footprint to reinforce the square shape of the park. The Metro Square Park is intended to be an urban park with a combination of active and passive uses. A portion of the park is intended to be a water-stormwater as an extension of Water Street and to visually connect the Crescent and Metro Square Parks.

The Buildings

Because of the existing FAA height restrictions, the majority of the blocks within this neighborhood will be similar heights ranging from approximately 90 to 110ft., resulting in a neighborhood that will be characterized by Washingtonian scale buildings. Many neighborhoods within great cities are comprised of neighborhoods with generally consistent heights framing beautiful streets. While four of the blocks will have similar heights, the remaining thirteen blocks are required to have varied heights.

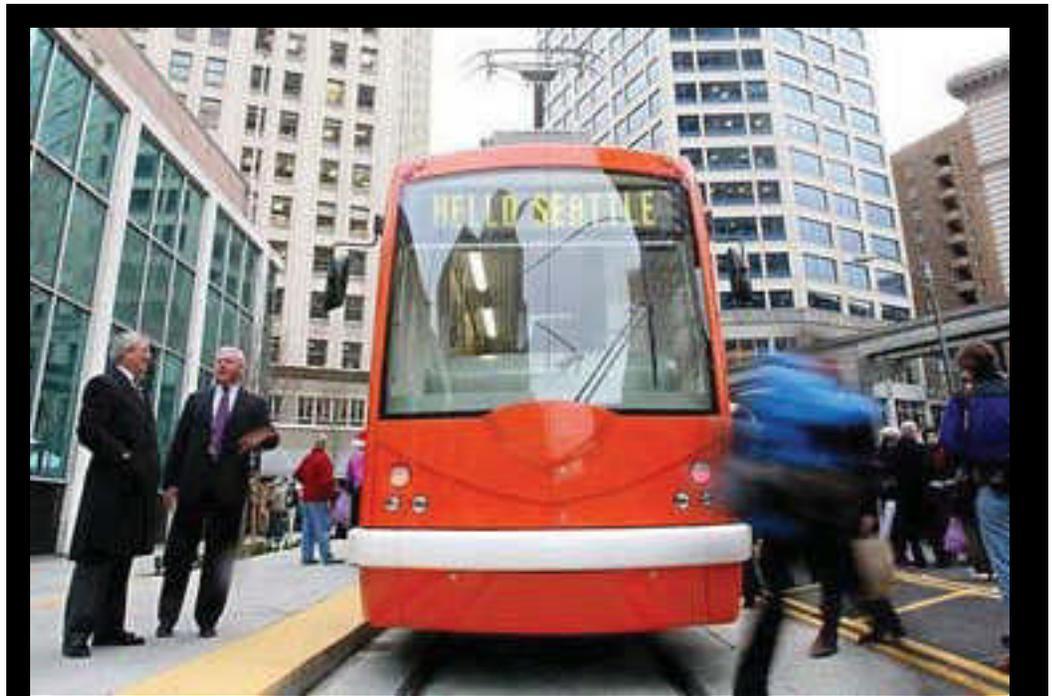
Because of the similar heights within the neighborhoods, it is essential that the curved forms of blocks adjacent to the metro rail station be expressed. The curved building forms are required to ensure that the area adjacent to the metro rail station is a distinctive and memorable portion of the neighborhood and on Potomac Avenue. The horizontal building forms also present an opportunity to incorporate the transportation future and railroad history through the expression of the buildings.



Metrorail Station

During the North Potomac Yard planning process, the Metrorail Station Feasibility Work Group was established to examine the technical and financial feasibility of a potential new Metrorail station at Potomac Yard. The Work Group analyzed eight potential locations, and considered factors relating to the technical feasibility, including issues such as land ownership, environmental conditions, the location of the CSX railroad tracks, access and impacts to adjacent properties, and on-line versus off-line construction. The group determined that three of the eight original station location alternatives were technically feasible, and would proceed to the Environmental Analysis phase of the feasibility process. With regard to the financial feasibility, it was determined that a new station would cost between \$190 and \$230 million in 2012 depending on the alternative.

The implementation of the Metrorail station will require coordination with WMATA, the National Park Service (NPS), Federal highway and transit agencies, CSX and the landowners in all of Potomac Yard. Issues to be resolved include impacts on the NPS scenic easements, delineation and mitigation of possible wetlands, financing and phasing. The developer will be required to contribute substantially to the financing of the construction of the station.



Route 1 Frontage

While not a separate neighborhood, the Route 1 frontage is a visually prominent frontage for the City and the region and will serve as the “front door” for North Potomac Yard. As a gateway entrance for the City, the image of Route 1 will be improved with the streetscape and building requirements. Buildings and uses are required to provide frontages on Route 1, including the provisions of front doors, entryways and retail uses.

The moderate heights on Route 1 are proposed to provide a transition in scale to the established neighborhoods of Lynhaven, Hume Springs and Del Ray.

Route 1 is designated as an “A” Street within the street hierarchy, which requires the highest level of architectural treatments for the facades, and prohibits buildings from turning their “backs” on Route 1. The buildings will be set-back a minimum of 25 feet from the curb on Route 1, providing a double row of street trees and a 10 ft. wide sidewalk on the frontage similar to the Route 1 frontage on the remainder of the Yard. The majority of the frontage will consist of a ___ ft. landscape median and two ___ ft. wide landscaped median where dedicated transit lanes are located. The street trees will need to be coordinated with existing underground 230 KV line which is located along the entire Route 1 frontage. In addition to the highest quality of architectural facades, and entry ways, the buildings on Route 1 will be required to provide significant window openings, transparency and active uses for the Route 1 facades



An office and entertainment district with ground floor retail centered on the metro station and transit.



D. General Land Use Plan



E. Required and Preferred Retail Locations

Required retail is concentrated on Reed Avenue, Main Line Boulevard, and the streets connecting to the metrorail station. North Potomac Yard is envisioned as a retail entertainment core, with destination retail. The Market Neighborhood is the primary concentration of retail, with Reed Avenue serving as a central spine for the retail. Retail will also be provided on Main Line Boulevard, and the streets connecting to the metrorail station and Landbay G.

Standards

- 4.8 Retail areas are required to provide a minimum of 20 feet clear interior heights and a minimum depth of 50 feet, with up to 80 ft of retail depth which may be required as part of the development review process.
- 4.9 A minimum of 75% glazing is required for retail storefronts along the streetwall. (Also see requirements for retail storefronts Chapter ____)
- 4.10 Retail shall provide a minimum 40 foot storefront extension around the corner from a street—open space where retail is required to be provided.
- 4.11 For Preferred Retail locations, the retail is strongly encouraged. However, if the applicant can demonstrate that the retail is not feasible as part of a development special use permit process, uses other than retail may be permitted. However, the height and depth of the ground floor spaces (regardless of use) shall be designed in a manner that will not preclude future retail and comply with all applicable requirements of the retail requirements herein.
- 4.12 Ground floor retail uses may be provided in locations other than the Required or Preferred Locations, however, the retail must deducted from the permitted square footage on the block as part of a development special use permit process.



E. Large Format Retail Uses

Within the North Potomac Yard it is envisioned that several large format retail tenants (footprint exceeding 20,000 s.f.) could be located within the Metro Square and/or Market neighborhoods. The requirements below identify the required configuration for larger retail tenants.

Standards

Two Level Stores

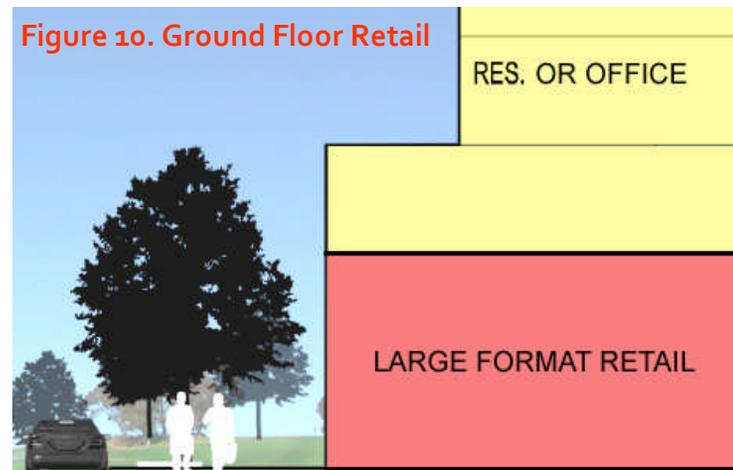
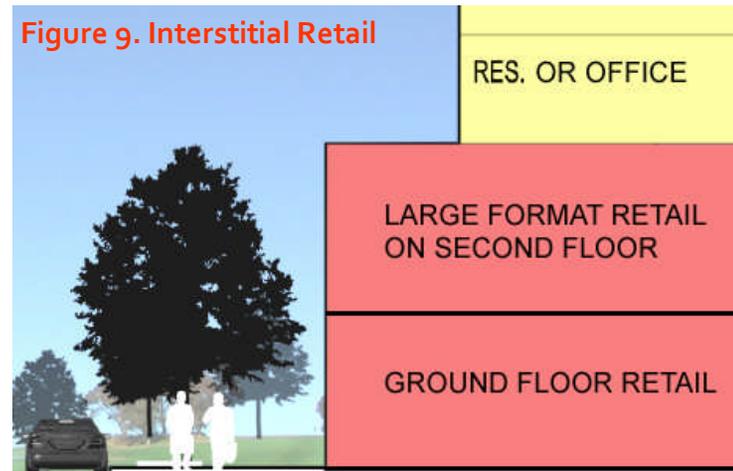
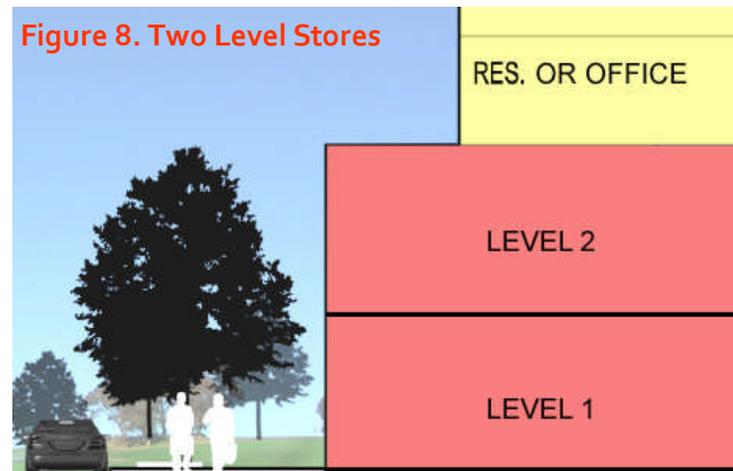
- 4.13 Larger format retailers are encouraged to be multiple (two or three) levels rather than a single level to better integrate within the urban street grid and neighborhoods. If located on two levels the larger format retail use is required to provide active uses (*see definitions*) windows and doors for a minimum of 50 % of the second level street frontage. The first floor is required to comply with the applicable ground floor retail standards. The remainder of the façade shall consist of display windows, murals and glazing. (See Figure 8)

Second Level—Interstitial Retail

- 4.14 To the extent that larger format retailers cannot be located on multiple levels, the tenants shall explore the possibility of locating the retail on a second level interstitial level above smaller retail uses on the ground floor with an entry on the primary street frontage. The second level of interstitial retail is required to provide active uses (*see definitions*) windows and doors for a minimum of 70 % for each street frontage. The remainder of the façade shall consist of display windows, murals and glazing. (See Figure 9)

Single Level At-Grade - Ground Floor

- 4.15 The least desirable of the options is that the larger format retailers be provided on a single level at grade. This approach is only permitted if the Director of Planning and Zoning determines that this is the only feasible and practical alternative as part of a development special use permit process. The at-grade-ground floor uses for each street frontage will be required to provide active uses (*see definitions*) windows and doors for a minimum of 90 % of the street frontage. The remainder of the façade shall consist of display windows, murals and glazing. (See Figure 10)



F. Height

Figure 11 depicts the permitted maximum height within each block. Also see pg_____ for Building Form for other applicable height provisions and requirements for each block. Figure 12 depicts minimum heights for each block.

Figure 12. Minimum Heights (Feet)



Figure 11. Maximum Heights (Feet)



G. Gateway Locations, Signature Facades, and Vistas

Intent

Similar to Old Town, the east-west streets generally terminate visually towards the Potomac River and the Linear Park (except within the Metro Square Neighborhood) providing water and open space views for many of the streets and neighborhoods. The Gateway locations and vistas are defined by their strategic location and relationship to adjoining public streets and open space. Special elements such as towers, gateway elements or unique architectural expressions are required at these locations. These features draw attention to specific points of interest and mark the location of “entries” and “places” for each of the neighborhoods and for the important corridors. In addition, architectural significant facades that are visually and physically prominent “faces” and “edges” of the plan and require the highest level of design excellence and materials. The façade features shall feature the innovative uses of materials and design.

Standards

- 4.16 Architecturally significant facades require the highest level of design excellence and materials. The facades shall also feature the innovative use of materials.
- 4.17 The locations with required architectural features shall provide distinctive three-dimensional forms, unique shapes and materials to reinforce the significance of each location. The gateway element shall be proportioned to the size and scale of the building.

Guidelines

- 4.18 Blocks and buildings should also explore the use of secondary gateways which are elements that define an “edge” or create a pass-through for pedestrians. Secondary Gateways should have qualities that make them distinct from other streetscape pieces and from other gateways i.e. larger, taller, specialty lighting, change of materials.



H. Development Program

This chart reflects the development parameters for each of the blocks. While the table depicts the maximum square footage and/or dwelling units (du's) for each block, the final permitted square footage and/or dwelling units for each block will be subject to compliance with the applicable design standards for each block as part of the development review process for each building and/or block.

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

¹ The final land use for these blocks is permitted to be residential and/or office use. The final use of the blocks shall be determined as part of the development review process.

² Minimum height is subject to Chapter 6 of the North Potomac Yard Design Standards and Guidelines.

³ See Figure 11 for the specific height requirements for each block.

⁴ See Figure 12 for minimum height requirements for each block.

⁵ The provisions of Section 7-700 of the zoning ordinance that allow a density bonus for the provision of low and moderate income housing does not apply to North Potomac Yard (Landbay F).

⁶ The amount of permitted development within each block is conceptual. The final maximum permitted square feet will be determined as part of the development review process.

5 Open Space

The open space network for will feature a variety of new open spaces, including a new __ acre crescent park, a _ acre central market green and a ____ acre metro square park.

Great public spaces are the living rooms of the city - the places where people come together to enjoy the city and each other. Public spaces make high quality life in the city possible - they form the stage and backdrop to the drama of urban life and activity. Public spaces with Potomac Yard will range from a large city-wide park adjacent to Four Mile Run to a _____, to small, local neighborhood parks and pocket parks.

While buildings are important visual elements, the design of the public realm is critical in establishing the visual context and overall character of North Potomac Yard. The physical design and character of the public realm contributes a great deal to the perceived unity of North Potomac Yard its quality, and its identity as a unique place. Varying in size and character, from small, primarily hardscaped urban plazas to a large parks with and open recreational areas.

Standards

The quality of open space on a parcel is only as good as its design and landscaping. All public spaces should include as many of the following design elements as possible:

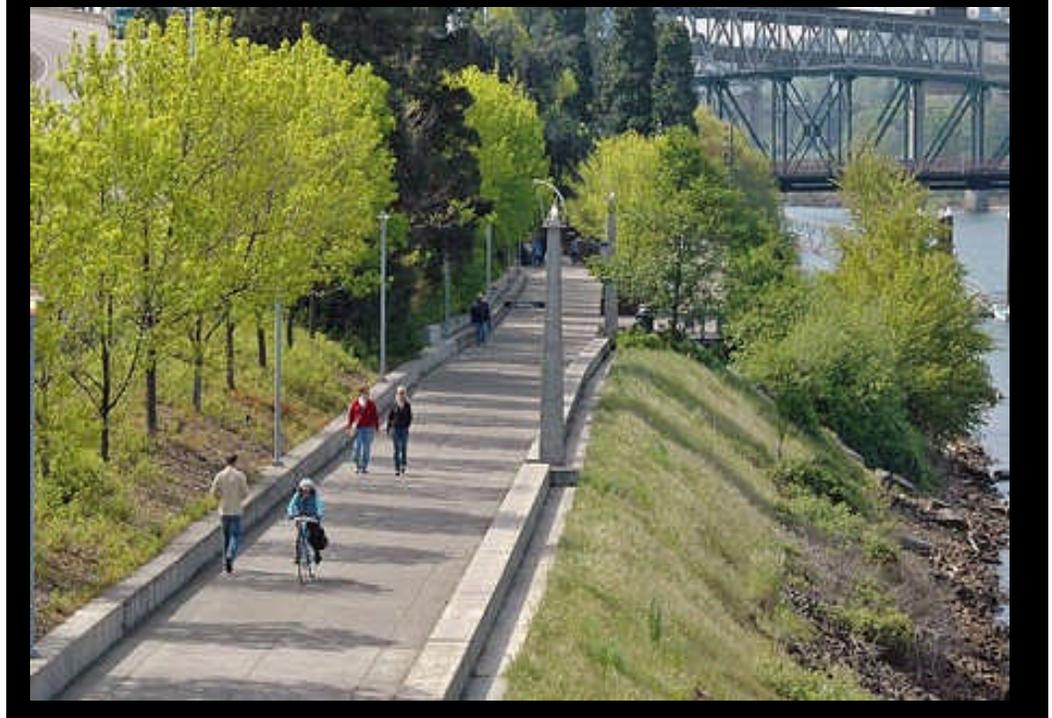
- 5-1** High visibility through the space from sidewalks, streets and buildings, accessible to all.
- 5-2** Sustainable design – native plants requiring minimal maintenance, manipulation of rainwater for natural irrigation, plants that provide pest control and require little non-organic treatment



Parks and open space are the defining element of each neighborhood



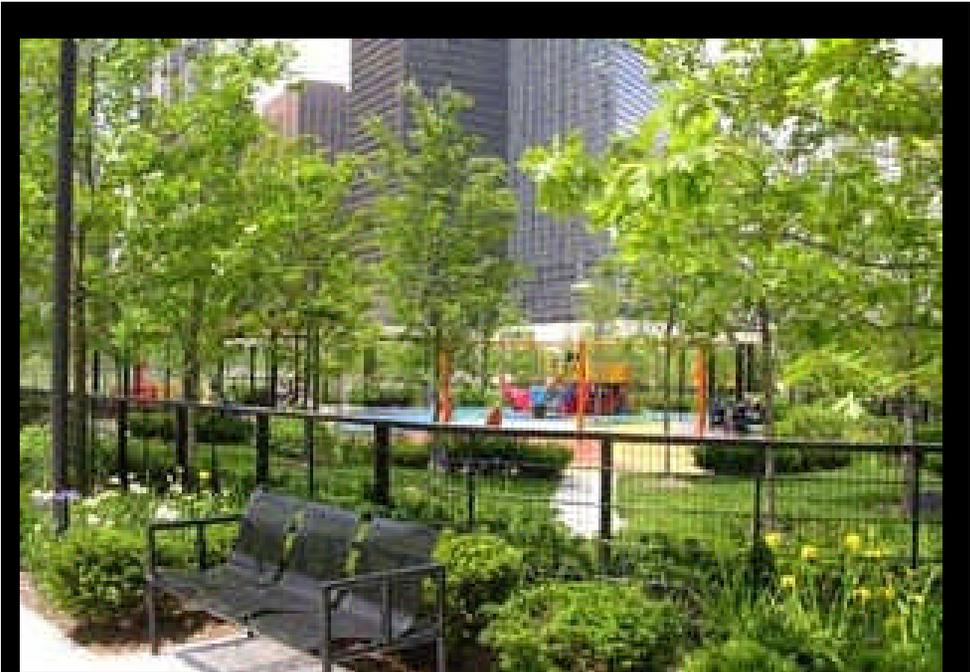
- 5-3** Opportunities for shade or sun, with water elements to offer a sensory change and softening of urban noise and wind protection
- 5-4** Range of active and passive uses with the necessary infrastructure to promote flexibility
- 5-5** Opportunities for art placement
- 5-6** Seamless integration with adjacent public right-of-way space
- 5-7** Be physically (except for environmentally sensitive areas) and visually accessible, and designed shall be designed to invite people of various ages and mobility.
- 5-8** Spaces should be designed for their intended function; for example, plazas should be designed with adequate amounts of hardscape to accommodate public gatherings; large greens or parks should minimize hardscape areas that will detract from their intended appearance as a green oasis dominated by native vegetation, some lawn areas, and trees.
- 5-9** Spaces should not be overly designed and/or landscaped with structures and planting that will block visibility to storefronts, public art, or important vistas.
- 5-10** Spaces should be designed with consideration for climate and sun exposure during different seasons of the year.
- 5-11** Where appropriate, take advantage of views from open spaces to visually link these spaces with the public realm and special sites within the rest of Potomac Yard.
- 5-12** Space design should give careful consideration to maintenance.
- 5-13** Spaces should provide for a variety of seating locations, orientations, and arrangements, including primary seating (benches and chairs with backs) and secondary seating in the form of steps, planters, and walls.
- 5-14** Materials shall be selected that are durable and appropriate for the scale and context of Potomac Yard. Materials should be typical of the types used in the construction of urban spaces. Although materials must be suitable for significant pedestrian use, their quality and appearance shall reflect their importance as open space within the public realm.
- 5-15** Walls should be constructed of brick, stone or other highly finished, appropriate material.
- 5-16** Pavement in open space shall be brick, stone, concrete pavers, or concrete. Large expanses of concrete without details, scoring patterns, or brick/stone banding are prohibited.
- 5-17** Pervious materials are required for paths in parks and natural areas.
- 5-18** Children of all ages should have easy access to appropriately located, designed, and landscaped outdoor play areas suited to their development and play needs.





Internal Courtyards—Parks

Pocket Parks

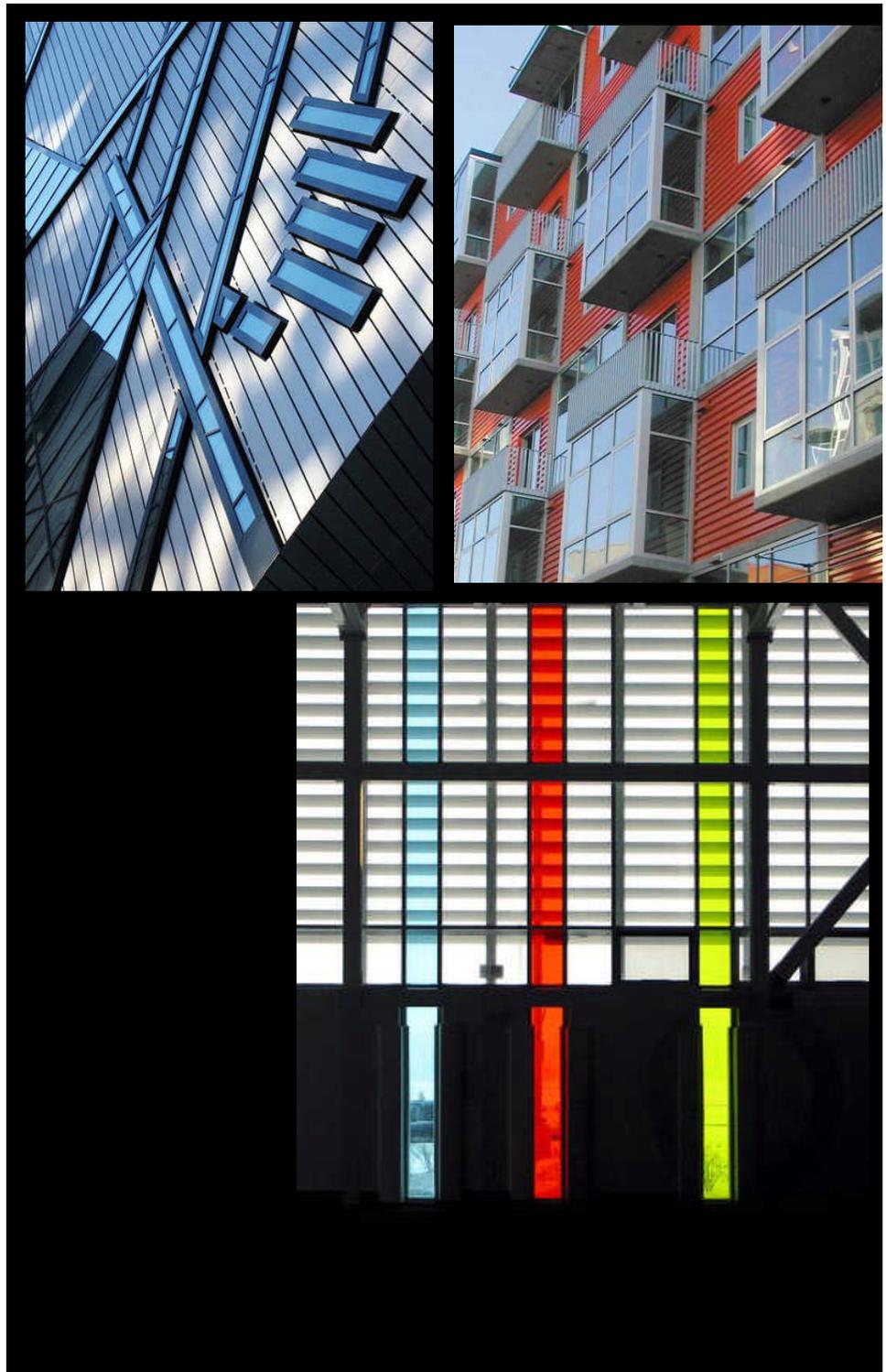


6 Urban Design - Building Character

"If buildings are beautiful, higher density compounds that beauty. Conversely, if buildings are ugly, higher density compounds that ugliness." - Vince Graham

The character, image, and marketability of North Potomac Yard will be shaped in large part by the quality of the buildings and public spaces. The standards and guidelines require that new buildings employ the best of contemporary design along with the latest environmentally sustainable building approaches. Each building is required to be designed to be unique and not share a design approach with other buildings to avoid a campus-like setting. Buildings are required to be differentiation within each block. The varied design of each building will provide variety and can also reinforce the unique character of each neighborhood. New buildings are encouraged to integrate Potomac Yards' transportation and railroad heritage while also seeking bold and adventurous designs that enhance the distinctiveness of each neighborhood. The incorporation of the history should be done in an integrated manner and be considered as part of the early design conception for the buildings, public realm and open space.

One reason for Alexandria's continued residential and commercial growth is the attraction to Alexandria's unique character and quality of life. Many people are moving here from areas which offer little sense of quality or community. Residents and offices are also attracted by the unique character and urban mix of uses. These characteristics are required as part of the redevelopment of North Potomac Yard.



General Standards

- 6.1 Materials shall be selected for their sustainable properties durability, and be appropriate for the urban scale and context. They shall be consistent with materials that are typically used in the construction of urban buildings.
- 6.2 Buildings shall express the sustainability of its building and site through the materials and the expression of the design of the building.
- 6.3 Buildings shall provide architectural scaling and material elements to reduce the appearance of the height and length of building facades through the use of changes in wall plane, height, and materials.
- 6.4 All building materials shall be used to express their specific purpose and express the tectonic nature of the materials. For example, heavier materials support lighter materials.
- 6.5 All buildings greater than 100 feet in height shall have a clearly defined base, middle, and top. Buildings shall have a greater number of stories for their base and top and use expression lines (such as a horizontal band, projecting material, shift in vertical plane, change in building material, or other treatment) to delineate the divisions between the base, middle and top.
- 6.6 Buildings shall consist of high quality, durable materials for each façade which shall consist of the following:
- Brick, stone, wood, precast and/or metal.
 - Utilize stone, metal or similar durable materials for trim.
- 6.7 HVAC and mechanical equipment shall be integrated into the overall building design.
- 6.8 Sides and rears of buildings that are visible from the public right-of-way or public open space shall be designed in a compatible manner utilizing a similar architectural treatment as the primary facade. Blank facades are prohibited for any frontage.
- 6.9 Exposed foundations are prohibited.
- 6.10 Block or multi-building projects shall compose facades as a series of smaller adjacent facades to be designed as a collection of buildings.



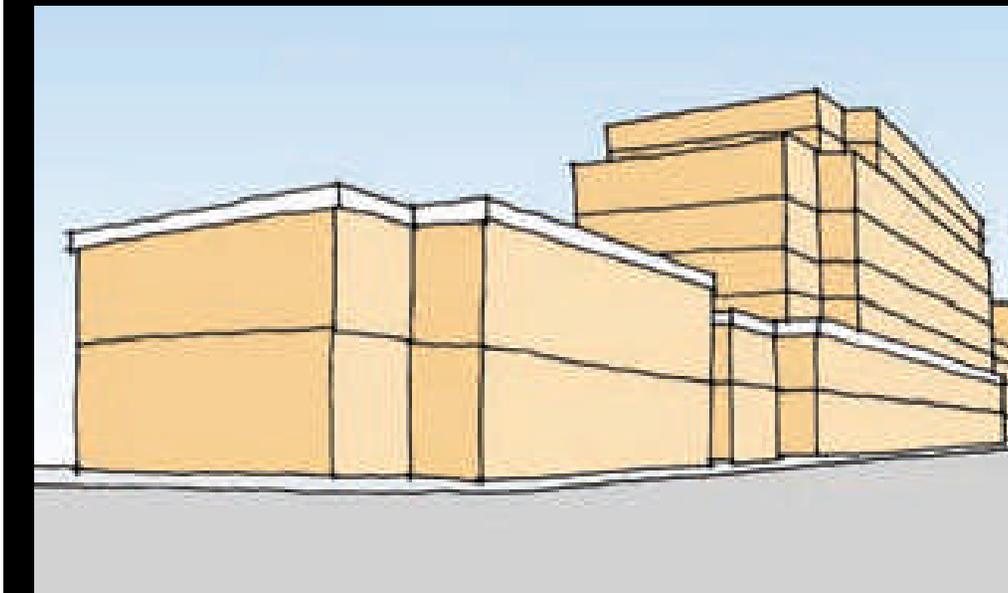
A. Building Streetwall

Alexandria's urban building form consists of buildings generally aligned parallel to the street, with a generally consistent setback from the sidewalk. This pattern clearly defines the street edges and reinforces the public street with a sense of spatial definition to enable the street to function as an outdoor room, and concentrate and reinforce pedestrian activity on the sidewalk.

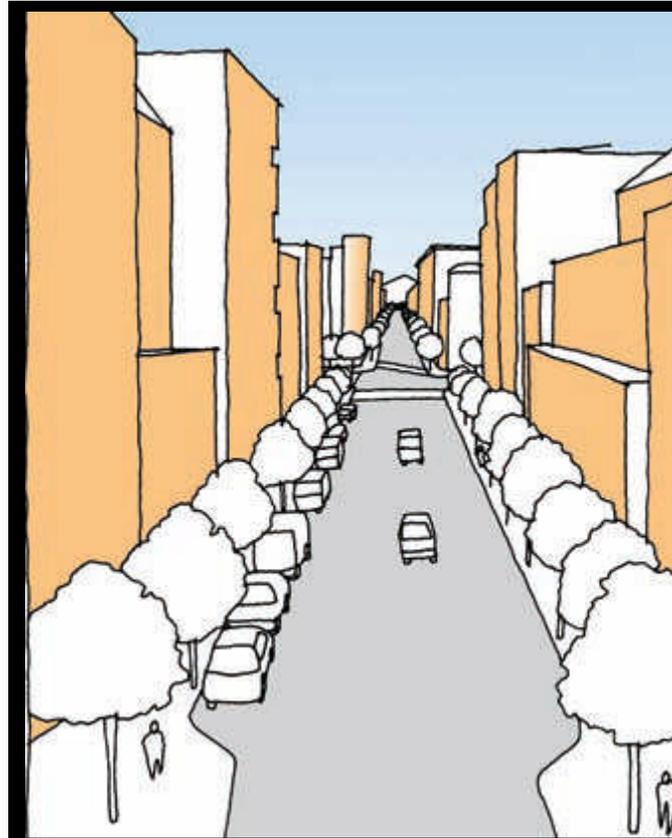
The design, location and quality of the first 40 to 60 feet of the building adjacent to the street – the streetwall – is the portion which is experienced the most by pedestrians and should be the area within the building façade which is given the most attention and the highest quality design and materials. While maintaining the streetwall is important, it is also important that some of the buildings have building breaks, front yards, alleys, recesses, and courtyards to reinforce the character of each neighborhood and to provide a variety of landscaping and building forms for each street and neighborhood.

Standards

- 6.11** All buildings shall provide a building streetwall that defines the adjoining street. The height of the building streetwall shall be proportional to the height of the building and width of the street. A minimum streetwall height of 40 to 90 ft shall be maintained for each of the streets. (See Figure ___)
- 6.12** For "A" Streets a minimum of 90% of a building's streetwall shall be parallel to the build-to-line and constructed within the required streetwall height. The remaining 10% of the building's streetwall shall not be constructed more than 10 feet from the build-to-line for commercial uses and 15 ft. for residential uses. **The remaining streetwall height shall be a minimum of 30 ft. tall.**
- 6.13** For "B" Streets a minimum of 80% of a building's streetwall shall be parallel to the build-to-line and constructed within the required streetwall height. The remaining 20% of the building's streetwall shall not be constructed more than 10 feet from the build-to-line for commercial uses and 15 ft. for residential uses. **The remaining streetwall height shall be a minimum of 30 ft. tall.**
- 6.14** For "C" streets a minimum of 70% of a building's streetwall shall be parallel to the build-to-line and constructed within the required streetwall height. The remaining 30% of the building's streetwall shall not be constructed more than 10 feet from the build-to-line for commercial uses and 15 ft. for residential uses. **The remaining streetwall height shall be a minimum of 30 ft. tall.**



- 6.15 When multiple streetwall heights are required for a block, a single streetwall height shall wrap around each corner a minimum of 80 feet. The streetwall which is required to turn the corner shall be based on the street hierarchy. An "A" street shall wrap onto a "B" street, and a "B" street shall wrap onto a "C" street.
- 6.16 While a continual streetwall is required for each building, the streetwalls shall incorporate articulation through bays and modulation to ensure that the maximum uninterrupted length of the facade of an office or hotel building shall be limited to 100 feet and residential uses shall be limited to 40 feet .
- 6.17 Active uses shall be provided for a minimum depth of 30 ft for office uses. for residential area for all street frontages as required for each block. Active uses shall be required for street frontages—building base.
- 6.18 Each building shall provide streetwall heights as depicted on the streetwall height diagram (exhibit __) for each street frontage. Height shall not generally vary more than one or two stories along street frontages.
- 6.19 Streetwall design shall reflect or complement the language of the buildings above, and shall not create the effect of a differentiated podium.
- 6.20 Projections such as bay windows may extend beyond the build-to line provide visual interest to the streetscape.



C. Urban Building Form

The required building form and arrangement of buildings in each neighborhood and block will determine the amount of light and air that reach the adjoining streets and open spaces and are intended to ensure a human-scaled design. While taller buildings are permitted, the standards require building variation in height for each building to avoid large monolithic and unvaried building forms. As buildings get taller, they are required to provide a significant variation in height, and the upper portions are required to be smaller than the midsection floors, which should be smaller than the base.

Standards

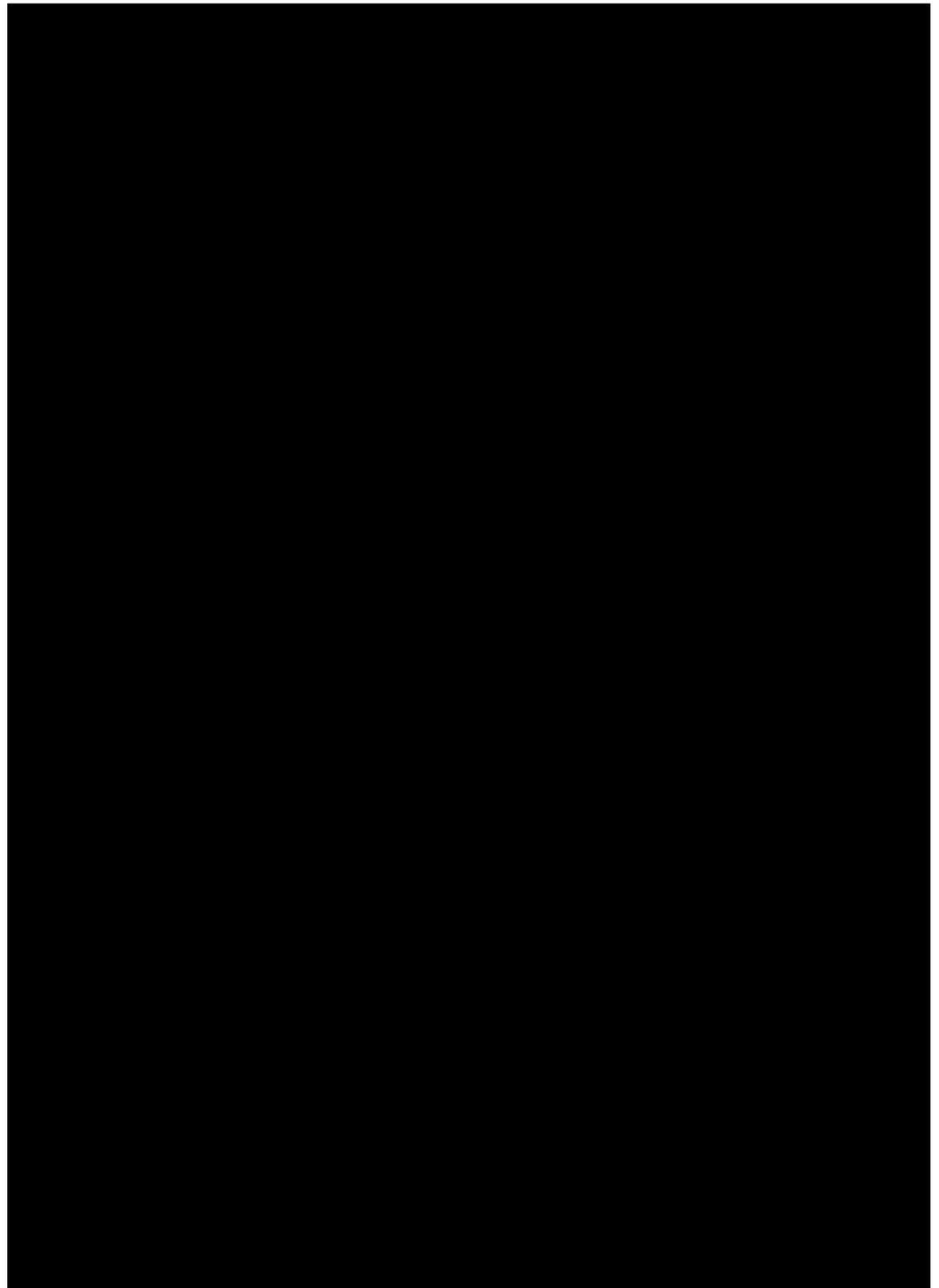
- 6.21 The standards below require variations in height and form for each building. The development of each building and/or block shall be subject to the following as part of the development review process. The form of each building (for blocks _____) shall comply with the following:
- a. 50% of the entire building footprint (excluding parking) shall be constructed to the maximum height as defined on the height diagram (exhibit__).
 - b. 30% of the building footprint (excluding the portion of the building subject to 5.32a) (excluding parking) shall be constructed to a height halfway between the provided streetwall and the maximum height, plus or minus twenty feet.
 - c. 20% of the building footprint (excluding the portion subject to 5.32a and 5.32b) shall be constructed to the height between that of the streetwall and the height defined in b) above, inclusive. Optional: this portion can be built to a height greater than defined in b), but must be at least twenty feet different in height from a) or b).
 - d. (insert spacing condition)
- 6.22 For blocks _____, the block shall be subject to the maximum and minimum heights and the other applicable provisions and requirements.

D. Building Stepback

Building stepbacks above the required streetwall (Figure _____) enable the taller buildings to express a more pedestrian-scale element and building form at the pedestrian –street level. Buildings within North Potomac Yard will be required to provide a minimum stepback of 5 ft. to a maximum stepback of 20 ft. The stepback should be proportional to the width of the street.

Standards

- 6.23 The buildings stepback is required above the required streetwall height
- 6.24 A portion of the façade may be coplanar above the required streetwall for a maximum length of the street frontage.

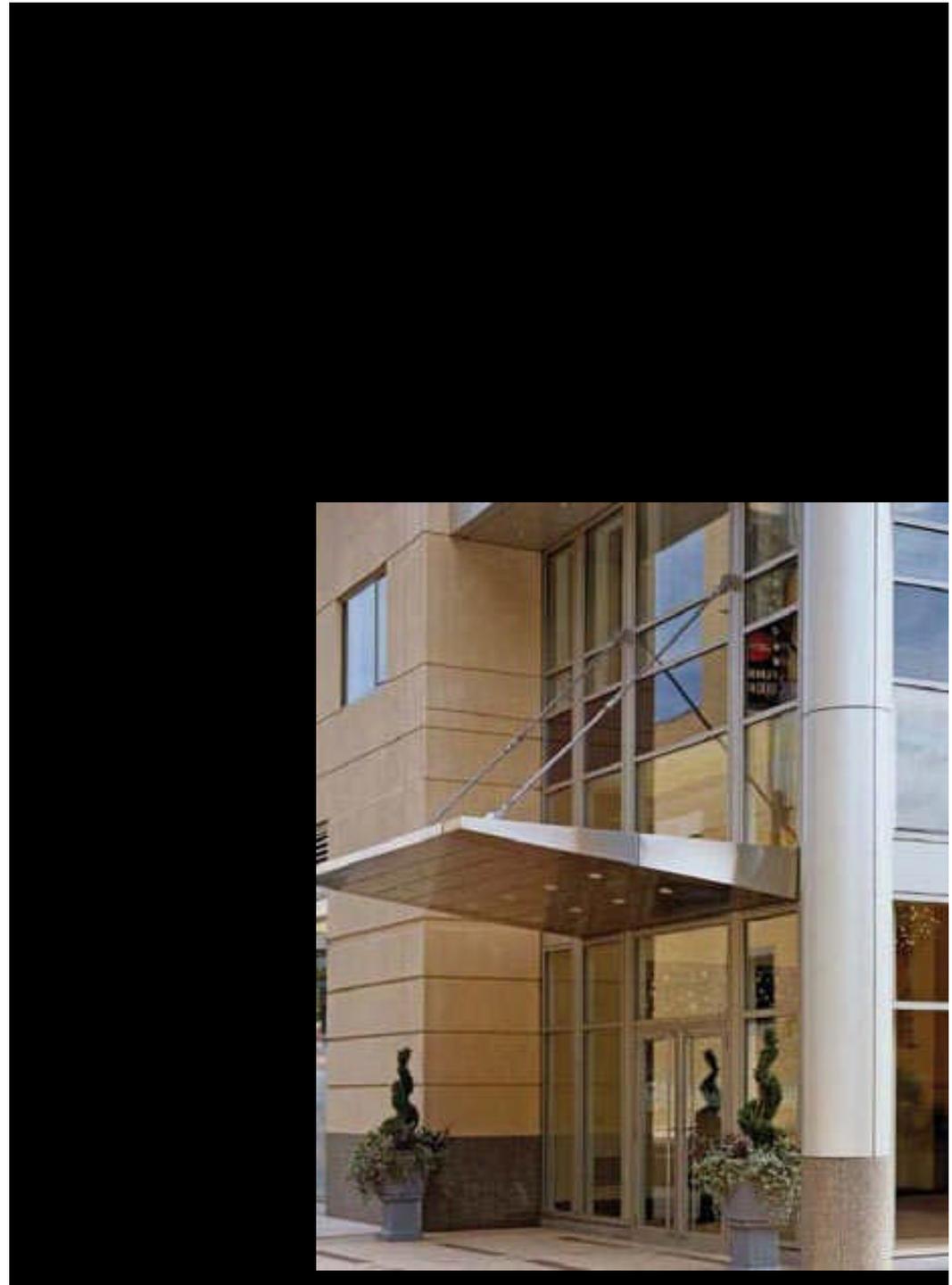


E. Building Entries

Building entries are required to enhance the scale, activity and function of building facades by orienting building entries to the adjoining streets. Building entries should also reinforce pedestrian activity and circulation along the street by creating as many external street oriented entries as possible at the ground floor for the street frontages. The building entries are required to be distinctive features and be an integral part of the design of the building, with a size and scale appropriate to the scale of the building. The entries should be easy to locate from the street for pedestrians and motorists.

Standards:

- 6.25** Building Entrances shall:
- Be given prominence on the street frontage.
 - Be sized and scaled appropriately for the scale of the building.
 - Have a change in material and/or wall plane.
 - Be individual, with steps, porches or stoops when facing streets, greenways or courts, for ground floor residential uses.
- 6.26** The primary pedestrian entrance shall front the adjoining street.
- 6.27** Use and enhanced level of architectural design and treatment and, where appropriate, landscape treatment to emphasize the primary entrance for multi-family and office buildings.
- 6.28** Differentiate architecturally between the residential and commercial entrances in mixed use buildings.
- 6.29** Provide entrances to retail, residential and other active ground level uses every 20 to 80 feet along the street frontage.
- 6.30** Entries shall provide protection from the elements, with canopies, recesses, or roof overhangs to reinforce the pedestrian scale.
- 6.31** Buildings that face more than one street shall provide their primary entry based upon street hierarchy (ex: front entry provided on "A" street vs. "B" street).
- 6.32** For retail frontages, the width of residential and office lobbies shall be the minimum necessary for circulation and lined with retail uses.



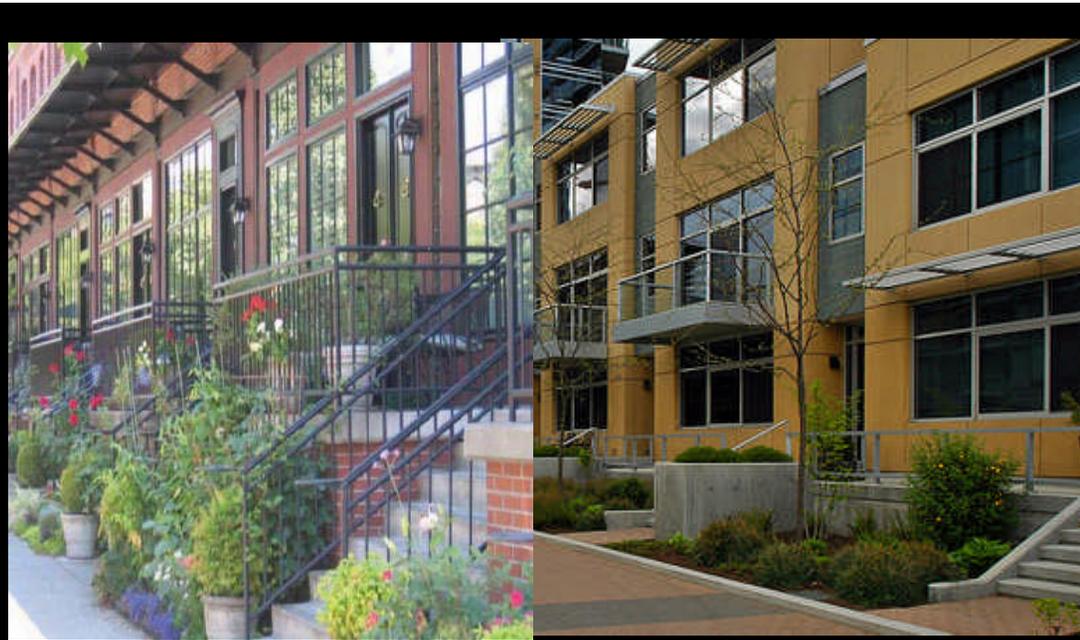
E. Residential Uses At Grade

Intent

On certain streets residential uses are required or permitted. To ensure an appropriate relationship between the residential uses and the adjoining sidewalk, the residential uses should provide a transition between residential buildings and the adjoining sidewalk.

Standards

- 6.33** The build-to line for residential buildings shall provide a 5 to 15 ft. setback from the required sidewalk to provide space for individual unit yards, plantings, fences, stoops and similar elements.
- 6.34** Ground-floor levels shall be elevated approximately 2 feet above the adjoining sidewalk level. In no case shall the ground-floor level exceed a height of 4 feet above the adjoining sidewalk level
- 6.35** Stoops, porches, and canopies are strongly encouraged for all residential units at grade.
- 6.36** Individual entries and “townhouse-scale” elements are strongly encouraged for the residential multi-family buildings



Ground Floor Residential with Individual Entries



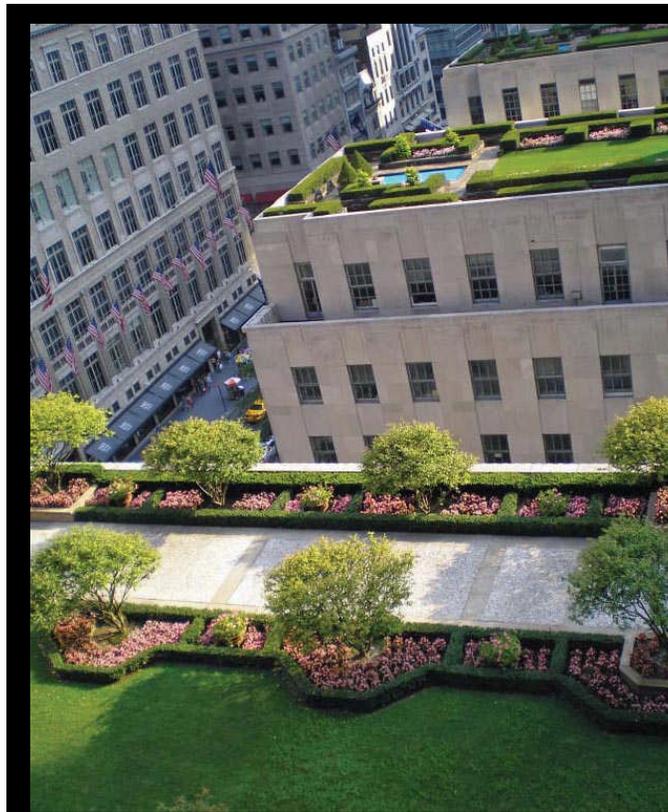
F. Building Roof

Intent

The roof of the building is required to be designed to be integrated as part of the architectural form of the building.

Standards

- 6.37** Rooftop equipment (including elevator equipment, HVAC equipment, etc.) shall be concealed in penthouse structures designed as an integral part of the building or screened with a parapet.
- 6.38** Roof penetrations such as vents, attic ventilators, turbines, flues, etc. shall be placed to limit their visibility from the street and designed in material and color to match the color of the roof, except those made of metal, which may be left natural.
- 6.39** Roofs may be pitched or flat. Alternative uses for roofs, such as terraces and gardens are strongly encouraged.
- 6.40** Mechanical penthouses and roof top equipment shall be designed as an extension of the building fabric, employing building materials and design treatments consistent with the exterior facades of the building.
- 6.41** Sloped roofs shall be metal, slate, tile, or other comparable high quality material.



G. Building Tops– Skyline

Building tops and other skyline elements deserve special attention as prominent elements in the public realm. Many of the buildings will be visible from the adjoining neighborhoods. As these taller buildings take their place in the cityscape, their tops will begin to play an important role in redefining the character and scale of the area, both as seen from the streets immediately below, and as recognizable and memorable parts of the skyline as a whole. Building tops should be both designed as attractive landmarks with special forms and materials, and limited in scale so as not to appear bulky. Special treatment of upper floors where a building meets the sky creates a sense of drama, helps to make a memorable place, aids in wayfinding, and conveys the message that the building was designed with care, keeping its relationship to its surroundings in mind. A high quality, well designed treatment of the top of the buildings is critical to approval of the permitted heights.

Standard

- 6.42 Buildings or portions of buildings taller than 100 feet in height shall be required to comply with the following.
- a. Distinctive architecture and rooftop designs that are dramatic and deliberate. They should add visual interest to the skyline by offering 360 degree sculpted tops with design flourishes.
 - b. Both the daytime and nighttime presence of the upper portions of the buildings, and appropriate lighting of the exterior of buildings shall be considered.
 - c. Designed to ensure that the building's upper floors are distributed in a way that will add significantly to the sense of slenderness of the buildings and to the visual interest to the termination of the building.
 - d. Incorporation of expressive features, sculptural forms, color, innovative use of high-quality materials, and dynamic roofscapes.

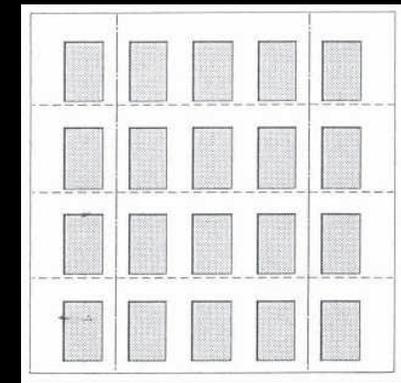
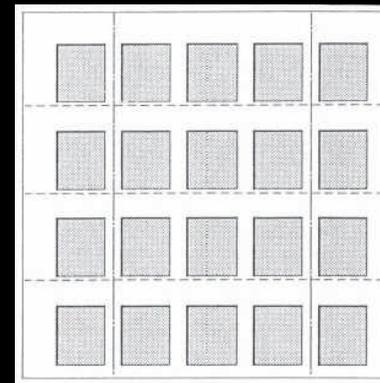
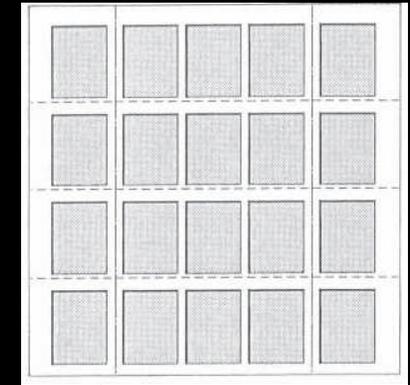
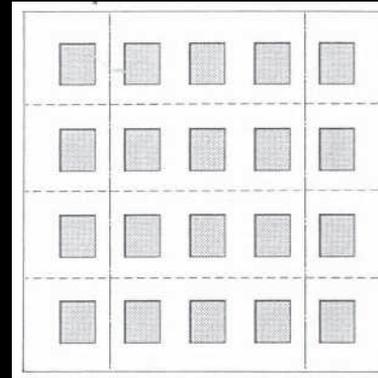


H. Building Fenestration

The size, frequency, and location of window opening within the wall contribute to a wall's primary visual characteristics, in addition to the profile of the building wall, its height, setback and scale. The solid-to-void (wall-to-window) ratio is adjusted to reflect the variation in wall types and their specific locations.

Standards

- 6.43 Window and door placement provide the following:
- A high degree of transparency at the lower levels of the building.
 - Maximizing visibility of pedestrian active uses.
 - Provide a human scaled architectural pattern along the street.
 - Establish a pattern of individual windows and exterior openings within building facades that provides a greater variety of scale through material variation, detail and surface relief.
- 6.44 The solid-to-void ratio for each building shall be between 50 and 60%.
- 6.45 Buildings shall provide a vertical fenestration pattern
- 6.46 At least 70% of the linear ground floor façade (as measured from floor to floor) and any second floor retail façade shall be constructed of transparent materials. Additionally, the base of all windows shall be no more than thirty (30) inches above the sidewalk.
- 6.47 Street level retail and restaurant use as are encouraged to use operable windows and doors which can allow them to open onto sidewalk areas.
- 6.48 Mirrored reflective, frosted reflective or _____ tinted glass is prohibited.
- 6.49 Windows shall be used as an element which helps to articulate the character of a façade, and designed to reveal the thickness/depth of the façade wall. Windows shall be well-proportioned, and operable where appropriate.
- 6.50 Windows shall be grouped to establish rhythms across the façade and hierarchies at important places on the façade (see Figure ____).
- 6.51 Balconies and bay windows shall be integrated into the overall design.



Guidelines

- 6.52 Transparent glass shall contain a minimum 60% light transmittance factor.
- 6.53 Windows should reflect a rhythm, scale and proportion compatible with the overall building design.
- 6.54 Design windows and doors to be consistent and compatible with the context.
- 6.55 Avoid monotonous grids of repeated windows; use multiple rhythms in placing window opening.

I. Walls – Fences

Standards

- 6.56 Retaining walls and fencing shall be integrated as part of the overall design concept, rather than as a separate element on the site.
- 6.57 The height, length, and visual impact of walls and screen walls shall be pedestrian scale and in no case shall exceed 3 feet.
- 6.58 In highly visible public areas where fencing is needed, decorative metal fencing is required.
- 6.59 Retaining walls and fencing shall incorporate materials, elements, or details of the building design.
- 6.60 Walls and fences should minimize visual monotony through changes in plane, height, texture and material.
- 6.61 Materials for walls shall be brick, metal, and or stone.

7 Public Sidewalks- Streetscape – Public Realm

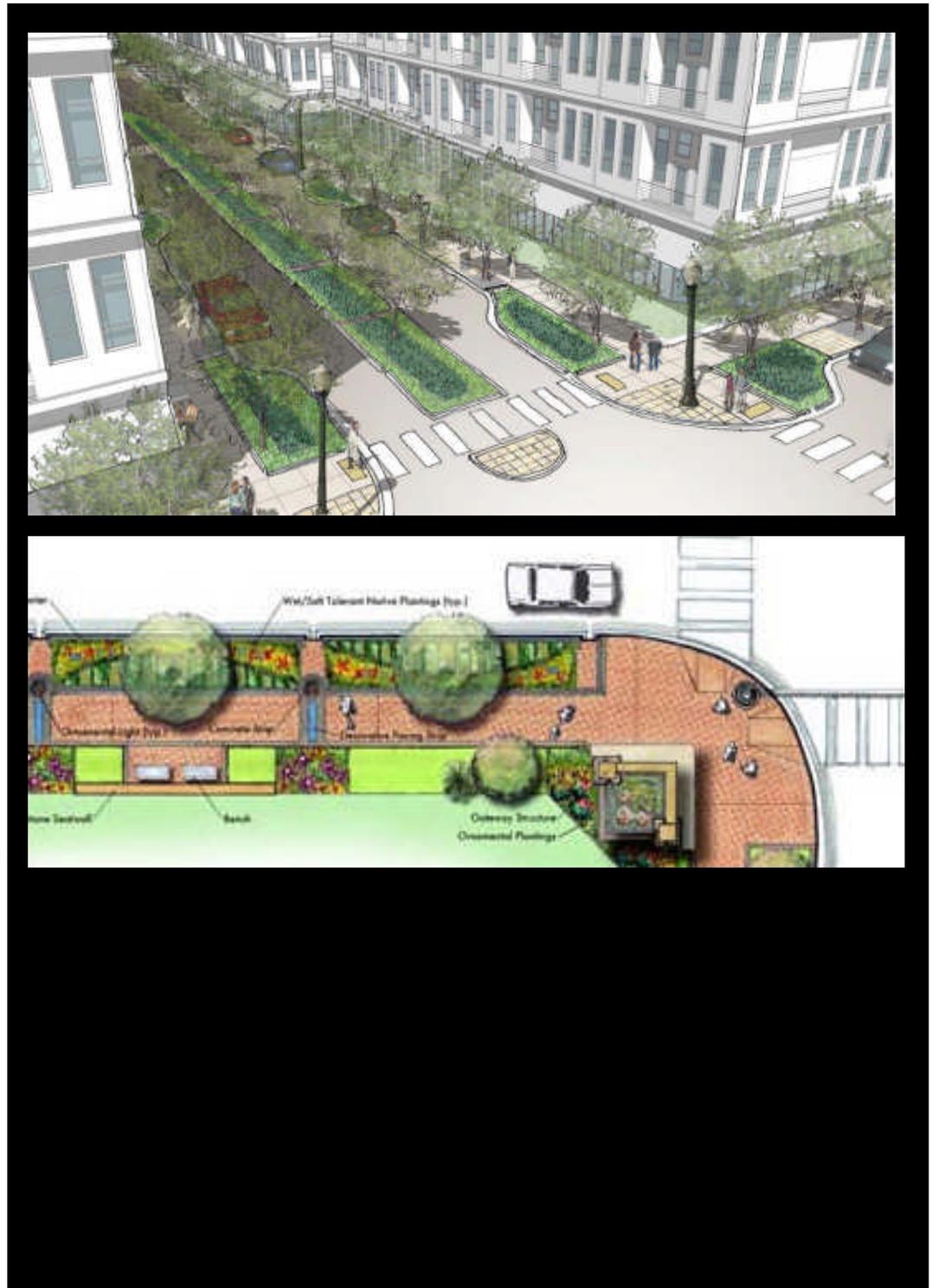
Streetscape design plays an important role as the design of buildings in enhancing the streets and promoting strong pedestrian-oriented streets. Elements such as trees, lighting, street furniture, and pavement materials need to all be used to animate the street and provide visual interest. The arrangement and location of streetscape amenities, should allow for comfortable and easy circulation and navigation for all persons including persons with disabilities. Street trees provide shade, buffer pedestrians, and add green-tree canopy to the urban streets. All sidewalks (except for the parks) are required to be 14 feet to 20 feet wide from the curb to the building, with adjacent parallel parking.

Sidewalks are the primary areas within the public streets that are reserved specifically for pedestrian use. They also serve as the interface between the buildings and uses of the private realm and the vehicular travel way, providing both connections and buffers. Therefore, the design of the sidewalk and the elements within it are critical to the creation of an active, pedestrian-friendly urban environment, which in turn is essential to establishing North Potomac Yard as a successful transit-oriented urban community. The Plan provides a blueprint for the implementing green and sustainable infrastructure for North Potomac Yard through implementation of the following goals.

Improved street ecology: On-site stormwater management to reduce combined sewer overflows; resource-efficient elements and materials; streets as green corridors.

Distinctive, unified streetscape design: Street trees as defining the streetscape rhythm; integrated site furnishings; regular pedestrian-oriented lighting; minimizing cluttering elements.

Universal design: Generous, unobstructed sidewalks, curb ramps for all users, accessible pedestrian signals



Integrating pedestrians with transit: Transit rider amenities at key stops; safe, convenient pedestrian routes to transit; mutual features that benefit pedestrian safety and comfort and transit operations, such as bus bulb-outs and boarding islands

Creative use of parking lanes: Permanent curb extensions with seating and landscaping; landscape planters in the parking lane; flexible, temporary use of the parking lane for restaurant seating or other uses

Extensive greening: Healthy, well-maintained urban forest; expanded sidewalk plantings; efficient utility location to provide more potential tree planting locations. commercial areas with high numbers of pedestrians.

Space for public life: Safe, useable public seating for neighborhood gathering; generous curb extensions for seating and landscaping; reclaiming of excess street space for public use; space for outdoor café and restaurant seating and merchant displays

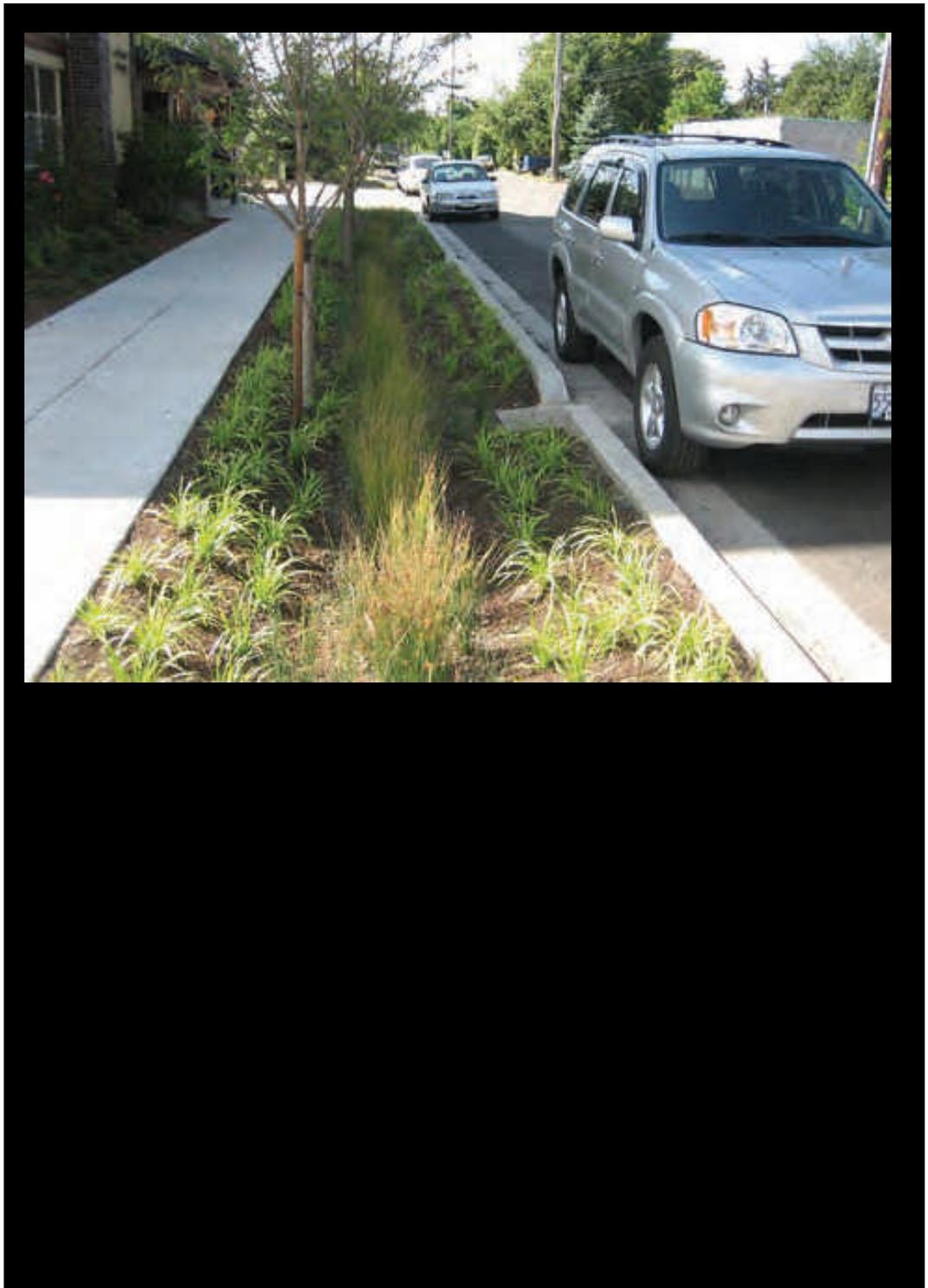
Enhanced pedestrian safety: Safe, convenient pedestrian crossings; curb radii and curb extensions that slow traffic, shorten crossing distance, and enhance visibility; pedestrian countdown signals and other pedestrian priority signals

A. Sidewalks

- 7.1 Pedestrian circulation sidewalks throughout the site shall be continuous on each side of the street (see figure ____).
- 7.2 Sidewalks shall align with one another and connect to park trails and pathways, providing an unbroken circulation system.
- 7.3 Except in parks, sidewalks shall be placed adjacent to back of street curb with openings in the sidewalk to accommodate treewells and/or landscape strips.
- 7.4 Pedestrian pathways through parks shall serve as extensions to the street sidewalk system.
- 7.5 At signaled intersections, provide pedestrian signals that display a numeric countdown of crossing time remaining and have audible indications of phase.
- 7.6 Curb radii shall be limited to 15 ft. where curbside parking occurs (with no bulb-out), and 25 feet where curbside parking does not occur and where bulb-outs do occur.
- 7.7 All sidewalk areas for new development shall be a minimum of 14 feet to 20 feet as required by the street sections (figure ____)
- 7.8 All streets shall be city standard concrete sidewalks with visual accents such as score lines. DC Standard Sidewalks must conform to concrete and other City of Alexandria standards, and include "lamp black" color additive.



- 7.9** Landscaping should be sized and located to allow plants to consume stormwater or building greywater. The use of potable water to irrigate landscaping is discouraged. Emerging technologies such as Structural Soil should be considered where appropriate.
- 7.10** Native plant materials should be used wherever possible as they require less maintenance, watering and fertilization.
- 7.11** Landscape design should incorporate a wide range of strategies to minimize water consumption, e.g. native species, use of mulches and compost, alternatives to grass and rainwater or greywater collection systems.
- 7.12** Impervious areas directly connected to the storm drain system are the greatest contributor to the storm water management system. Breaks in such areas, by means of landscaping or other permeable surfaces should be provided to allow runoff absorption into the soil.
- 7.13** Innovative wastewater treatment, water reduction and sustainable irrigation strategies are encouraged, including the use of water efficient or greywater plumbing fixtures.
- 7.14** Stormwater management can be achieved through pervious pavement, naturalized landscaping, green roofs, and underground cisterns. A project by project analysis should be employed to determine what features are possible, reducing peak stormwater runoff reduces the required capacity of the City stormwater system and generally benefits the environment.
- 7.15** Water efficient landscaping that uses no potable water or no irrigation should be pursued for all developments. Such landscaping can use building grey water for irrigation or use native drought resistant plantings that don't require irrigation. However, where such options have been explored and found to be problematic, traditional irrigation systems may be considered.
- 7.16** Innovative wastewater technologies such as grey water systems can be used to reduce building wastewater, irrigate landscaping, and reduce building potable water consumption.
- 7.17** Water use reduction can be achieved through the use of high efficiency appliances and fixtures as well as through the use of grey water where possible.

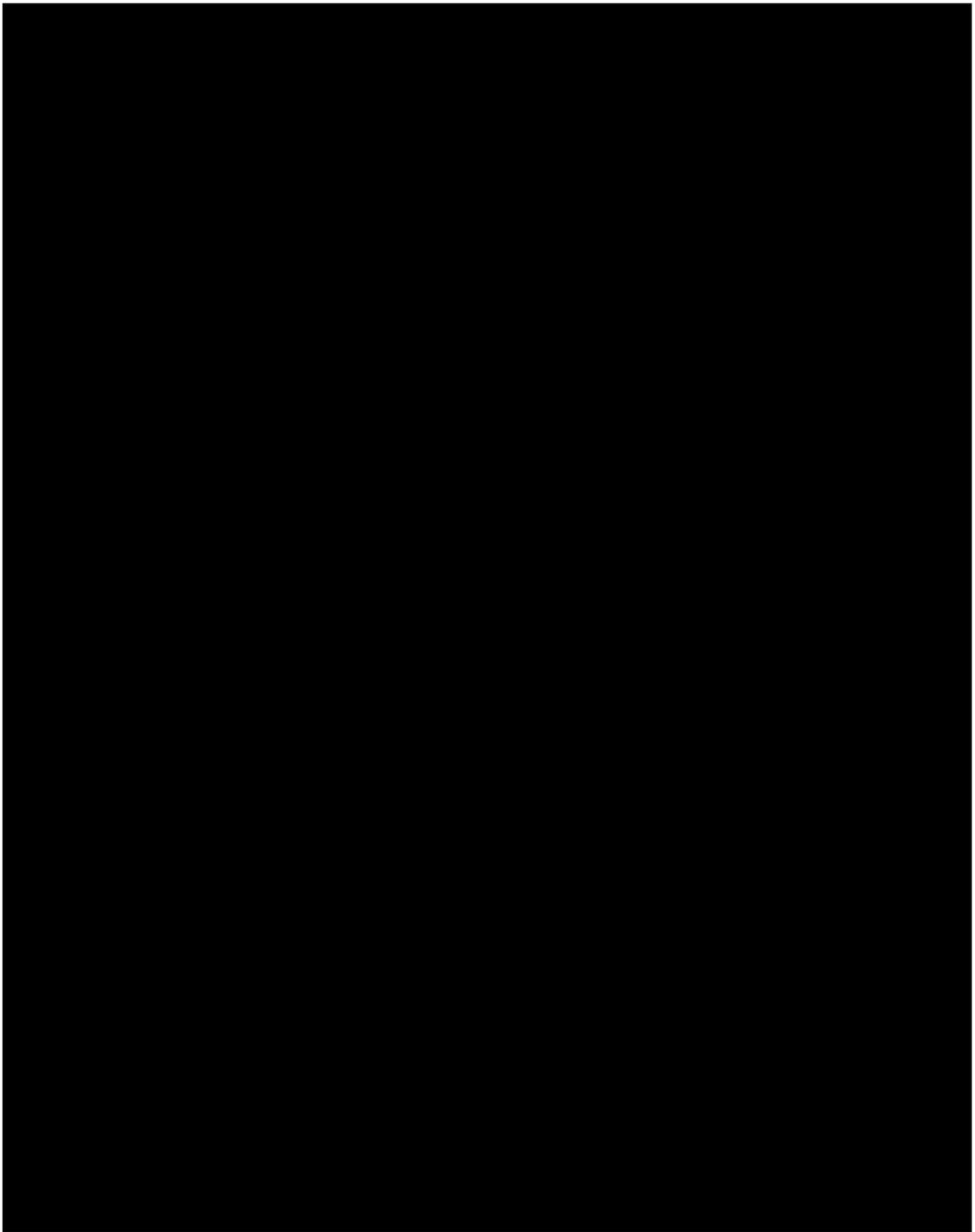


B. Street Trees

- 7.18 Provide a continuous spacing of street trees lining both sides of the street, 25-30 feet on center.
- 7.19 Choose tree species that are native to the area, can tolerate drought, and contribute to street character.
- 7.20 Select species to reinforce general continuity of character along the length of streets, with contrasting species occurring along different streets and/or at special locations such as public parks, plazas and retail areas.
- 7.21 Where possible, plant trees in planting strips that are as long and continuous as possible to maximize stormwater infiltration, help trees thrive, and reduce stormwater flows.
- 7.22 Where tree wells are provided, observe the following:
 - (1) Tree wells shall be a minimum of 4 x 10 feet for new development. New development shall provide contiguous tree trenches to provide maximum soil area for roots to spread and water and air to penetrate.

C. Lighting

- 7.23 Fixtures shall be single black Dominion Virginia Power acorn lighting fixtures for all streets except Route 1 with a standard black finish.
- 7.24 The street light on Route 1 shall be double acorn with a standard black finish.
- 7.25 All streetlights shall be placed to avoid conflict with street trees.
- 7.26 Where located next to residential uses, streetlights should include house-side shields as needed to prevent lighting from directly entering residential windows.
- 7.27 Use of fixtures that generate their own power from solar or wind sources is encouraged.



D. Street Furniture

Development shall provide street and on-site furniture and amenities for public use. Street furniture may include benches, bicycle racks, trash receptacles, and other forms of art where appropriate.

7.28 Benches

- Benches located on public streets shall be the Timberform Restoration Series manufactured by Columbia Cascade or similar as approved by the City of Alexandria. The exact bench type within the series may be selected by the property owner.
- A minimum of two benches shall be provided in each block in appropriate locations based on the specific ground-floor use and the location of bus stops and public open space.
- Bench seats shall be yellow cedar and the metal frames shall have a standard black, powdercoat finish.

7.29 Bike racks

- To encourage and facilitate biking as a means of transportation, bike racks shall be provided.
- Bike racks should be placed in groups at convenient, safe, well lit paved areas in the building or curb zone.
- Bike racks shall also be provided in parking garages; and Desired style: consult Transportation and Environmental Services Department staff.

7.30 Trash Receptacles

- The trash receptacle to be used throughout the area is the Iron Site Bethesda Series Receptacle (model SD-42) by Victor Stanley or equal as approved by the City of Alexandria.
- Trash receptacles shall have a black, powdercoat finish.
- Recycling ???
- Trash receptacles shall be generally located near the curb.
- One trash receptacle shall be located at each intersection.

E. Above Grade Utilities

Utilities, including utility cabinets, transformer vaults, hydro meters and gas meters should be incorporated into the building and not located at corners or visible to pedestrians. Utility companies should be continually encouraged to bury these elements or examine ways to improve the appearance and interface of utility infrastructure. Less publicly visible locations (at the side or rear of buildings) and attractive enclosures or screening for utilities such as on-sidewalk transformers should be developed.

F. Street Paving

Should typically be asphalt except surrounding _____ park, metro square and Crescent Park which may be concrete, brick or asphalt pavers. Paving patterns, colors and textures should complement surrounding streets and buildings

8 Parking

The parking requirements described below manage the siting and provision of parking to encourage travel by foot, bicycle and transit, while meeting the on-site parking and loading needs of new development. By managing supply and access, the parking requirements support the creation of active, walkable, and transit-oriented neighborhoods in North Potomac Yard, which capitalize on the planned transit corridor and metrorail station.

Parking is a significant land use component of any neighborhood and both the amount and location of parking can dramatically impact the character of each neighborhood. It is a goal of the City, that to the extent possible, parking should be located below grade, which enables uses and people (rather than cars) to be located above grade. Below grade parking also generally helps to reduce the scale of buildings and results in a more urban building form for the City. In addition, because there are height limits, above grade parking generally reduces density and open space, which is inconsistent with the intent of the *North Potomac Yard Small Area Plan*.

Surface parking lots—other than parallel parking adjacent to a street are prohibited. Each block is required to provide a minimum of one level of underground parking within each of the blocks.

A goal of the City is that to the extent possible all parking should be located below-grade. Below-grade parking enables uses and people (rather than cars) to be located at the street. Below-grade parking generally reduces the scale of buildings and results in a more urban building form. In addition, when there are height limits, above grade parking generally reduces both density and open space, which is inconsistent with the vision and intent of the Plan.

Each building and block within the plan area is required to provide a minimum of one level of underground parking. All of the parking for Block 2, Block 5 and Block 20 is required to be located below grade regardless of the use to enable the internal ground level open space and pedestrian connections planned for these blocks. On-street parking is generally required for all of the streets, excluding the park frontages.

Above-grade structured parking may be located within the central portion of the block at grade, provided each level of the entire perimeter of each street and/or park frontage is devoted to active uses (Figure 17). If above-grade structured parking is provided above the ground floor uses, the parking will be required to be screened with active uses for the entire length of each street and park frontage (see *Design Guidelines* for additional parking and screening requirements).

Parking Ratios and Shared Parking

The amount of parking required is intended to meet the economic and programmatic demands of new development, consistent with a well-planned transit-oriented development. To discourage single occupancy vehicle (SOV) travel, a maximum parking ratio is required for each land use. If the developer desires to provide parking below the maximum, this request will be reviewed during the development review process. No minimum parking requirements are recommended in the Plan. The parking maximums have several advantages that include:

- Encouraging commuters to make transportation choices other than private autos, decreasing vehicle miles traveled, and reducing auto congestion and air pollution; and
- Maximizing the use of developable land and ensuring that the urban form remains compact.

USE	EXISTING ZONING ORDINANCE MINIMUMS	PROPOSED MAXIMUMS
Civic/Community Facilities	5.0/1,000 sq. ft. (community buildings, museums, libraries, or similar) 1.0 space/5 seats (church) 1.0 space/ 25 seats (elementary school) 2.0 spaces/classroom (day nursery-childcare)	Exempt
Hotel (per room)	1.0 space/2 rooms + 1.0 space/15 employees	1.0/1,000 sq. ft.
Office	1.7/1,000 sq. ft.	1.21/1,000 sq. ft.
Residential	1.3 spaces/unit (1 BR) 1.75 spaces/unit (2 BR) 2.2 spaces/unit (3+ BR)	1.0 spaces/unit*
Restaurant	1.0 space per 4 seats	3.5/1,000 sq. ft.
Retail/Grocery	4.35/1,000 sq. ft.	3.5/1,000 sq. ft.
Theatre	1.0 space/4 seats	Shared with office

10 Retail Uses - Storefronts

Intent

Many of the City's successful retail streets and storefronts reflect a fine-grain pattern of multiple shops and businesses with narrow frontages. Within a given block the variety of retail offerings, complexity of window displays and multiple entrances provide the pedestrian with a level of interest. The successful performance of a retail areas is directly related to the successful design and construction of the retail facades. Fit and finish of all components is required to be of the highest quality. Lighting adds to both the character and the safety of public streets, as well as contributing to the overall success of a neighborhood. Night lighting will help animate North Potomac Yard, prolong street life after business hours, and increase pedestrian safety.

It is the intent of the retail storefronts that all retail tenants will have the opportunity to design and install their own storefronts as a way to express their individual identity. Storefronts should be "individual" expressions of a tenant's identity and tenants will be encouraged to avoid cookie cutter representations

Standards

- 10.1** The retail frontages shall be designed to create a comfortable yet highly animated pedestrian environment utilizing a rhythm of multiple retail frontages architecturally articulated through materials, numerous entrances, display windows, canopies and signage.
- 10.2** Building materials shall be high quality and contribute to a human-scaled public realm.
- 10.2** Blank walls shall be prohibited.
- 10.3** To establish pedestrian-scaled design on the ground floors of larger buildings, use window groupings, material changes, or columns on the principal facade to accentuate individual storefronts and denote a smaller increment of building bays.
- 10.4** Required retail areas shall provide a minimum 20 ft clear interior height and a minimum depth of 80 feet.
- 10.5** For retail provide transparent windows for approximately 75% or more of the retail area. For other comparable uses such as "live-work" units or other comparable uses transparent windows shall be provided for a minimum of 90% of the façade where the use(s) are located.

