Potomac Yard

City of Alexandria
Department of Planning and Zoning
Issues Raised by PC and PYDAC

- Edge Conditions
- Detached Garages
- Hierarchy of Street vs. Alley
- Open Space-Parks
- Tandem Parking
- “Openness”
- Variation in Height Scale
- Urban/Suburban
- Paving in Alleys
- Route 1 Frontage
- Context
- Transit
Edge Condition - Screening

View of Unscreened Alley

Screened View of Alley
Detached Garages

Kentlands

View from Swann Street

Indicates detached garages
Open Space-Comparisons

Landbay H Neighborhood Park

Required | Provided (approx.)
---|---
10,900 sf min. | 12,000 sf
60ft x 100 ft min. | 90ft x 135ft
Open Space - Comparisons

Swann Finger Park

Required | Provided (approx)
---|---
17,400 sf min. | 18,000 sf
42-50 ft min width | 42 ft
Open Space - Comparisons

- Chetworth Park 12,196 sf
- Swann Finger Park 18,000 sf (approx) 42 ft wide
- Commonwealth Ave. Median 22 ft wide
- Landbay H Park 12,000 sf (approx)
Street Hierarchy

Mixed Use Street

Residential Street

Alley
Tandem Parking

Parking Totals

4/29/05 plan:

- Internal space: 215 (62%)
- Tandem*: 31 (9%)
- Parallel: 99 (29%)
- Total Parking: 345

2/24/05 plan:

- Internal space: 216 (62%)
- Tandem*: 29 (8%)
- Parallel: 108 (30%)
- Total Parking: 353

*Tandem (space behind internal parking space).
Remaining Comments to be Addressed

• “Openness”
• Variation in Height
• Paving in Alleys
• Route 1 Frontage
• Suburban vs. Urban
Building Variation-Articulation
Openness
Townhouse vs. Stacked

Concept Plan (12-13-04)

<table>
<thead>
<tr>
<th>TH</th>
<th>Stack</th>
<th>MF =</th>
<th>Total units</th>
<th>Footprints</th>
</tr>
</thead>
<tbody>
<tr>
<td>89</td>
<td>64</td>
<td>79</td>
<td>232</td>
<td>121</td>
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</tbody>
</table>

Current Plan (4-29-05)

<table>
<thead>
<tr>
<th>TH</th>
<th>Stack</th>
<th>MF =</th>
<th>Total units</th>
<th>Footprints</th>
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<tbody>
<tr>
<td>94</td>
<td>32(16)</td>
<td>106</td>
<td>232</td>
<td>112</td>
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</table>
Character
Urban vs. Suburban

<table>
<thead>
<tr>
<th>Location</th>
<th>Density:</th>
<th>Mix of Uses:</th>
<th>Block Size:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potomac Yard</td>
<td>23 DU/Acre</td>
<td>Res./Office/Retail</td>
<td>350’-500’ x 180’-230’</td>
</tr>
<tr>
<td>Del Ray</td>
<td>11 DU/Acre</td>
<td>Res./Retail</td>
<td>300-500’ x 200-250’</td>
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<tr>
<td>Old Town</td>
<td>21 DU/Acre</td>
<td>Res./Office/Retail</td>
<td>240’x345’</td>
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</tbody>
</table>

Planning Commission Worksession
May 3, 2005
NEXT STEPS

**Landbay H**
- May 16<sup>th</sup> - PYDAC Meeting
- June 7<sup>th</sup> - Planning Commission Worksession
- June (TDB) - PYDAC Meeting

**Landbay K** (Potomac Yard Park)
- May 12<sup>th</sup> - Joint PYDAC/Parks & Rec. Commission Meeting
- June 6<sup>or</sup>9<sup>th</sup> - Joint PYDAC/Parks & Rec. Commission Meeting
- June 11<sup>th</sup> – Site Tour of Landbay K
- June 15<sup>th</sup> – Park & Rec. Commission Meeting
- June (TBD) - Joint PYDAC/Parks & Rec. Commission Meeting

For more information visit the City’s website: http://ci.alexandria.va.us/planningandzoning/development.php
Transit - Connections
Potomac Yard Neighborhoods
Potomac Yard/Potomac Greens Development

Transit Elements:

- Main Street modified to accommodate local transit service
- Right-of-way reserved for possible future Metrorail station
- Review of BRT/LRT transitway alternatives in progress
Transit Principles

• Balance pedestrians, use and design

• Do not preclude local/regional transit opportunities
  • Local transit service along Main Street
  • Regional transit service (BRT, LRT, Metrorail)

• Coordinate transit services with Arlington County
Potomac Yard/Potomac Greens
Main Street

Design Guidelines - Alternative Concept Plan
Potomac Yard/Potomac Greens
Main Street

Curb extensions provide stops for local transit
Metro Rail Station

Site reserved for Metrorail station
Crystal City/Potomac Yard Corridor Transit Alternatives Analysis

Recommendations:

- BRT should be advanced as locally preferred alternative for FTA New Start Evaluation
- BRT, LRT and Metrorail are all viable options and should be carried forward to EIS
- Selection of BRT should not preclude construction of one or more future Metrorail stations
Crystal City/Potomac Yard Transit Analysis
Alternatives Recommended for Further Consideration
Potomac Yard/Potomac Greens
Route 1 Improvements

Design Guidelines: Alternative Concept Plan

Curb to curb width – 82 feet
Route 1 Transitway
Route 1 Transitway

Transitway Requirements for BRT or LRT:

<table>
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<tr>
<th>Requirement</th>
<th>Specification</th>
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<tr>
<td>Travelway</td>
<td>26 feet for two-way operation</td>
</tr>
<tr>
<td></td>
<td>14 - 16 feet for one-way operation</td>
</tr>
<tr>
<td>Station Depth</td>
<td>16 feet minimum desirable</td>
</tr>
<tr>
<td></td>
<td>10 feet absolute minimum</td>
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</tbody>
</table>
Route 1 Transitway

Configuration in Alternatives Analysis

Curb to curb width – 103 feet
Route 1 Transitway

Desired Configuration

Key Factors:

Travel lanes - 11 or 12 feet

Right and left turn lanes provided?

Station depth – 10 to 16 feet

Station locations and configuration?