

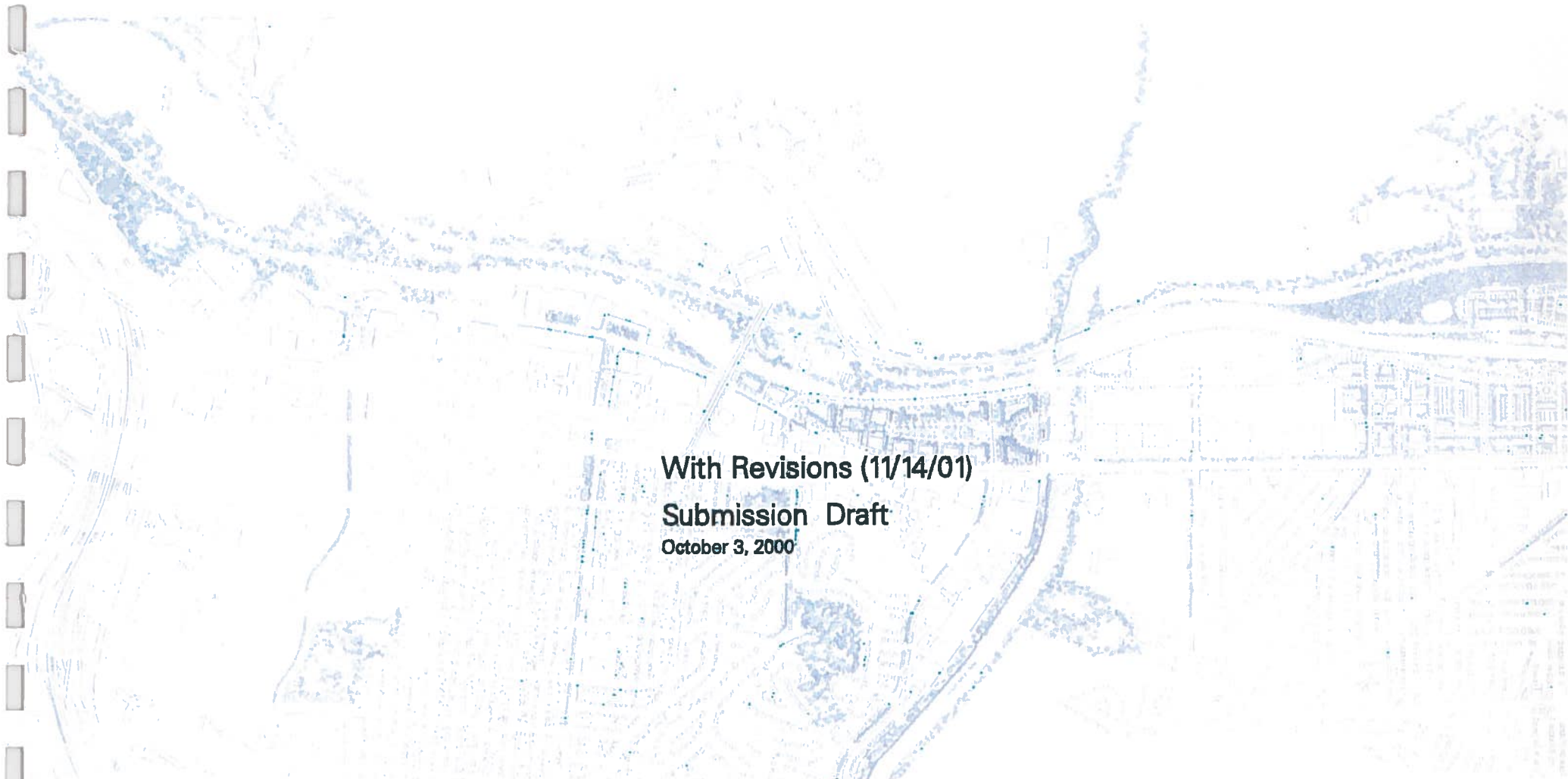
Potomac Yard Design Guidelines Arlington County, Virginia

Commonwealth Atlantic Properties, Inc.

With Revisions (11/14/01)

Submission Draft

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Introduction

Statement of Purpose

The plan for the Potomac Yard South Tract in Arlington County, Virginia envisions the site as an urban mixed use campus, in which several intense compact centers of activity are set in and connected by a linked system of carefully sculpted, richly landscaped open spaces. This document describes the Urban Design Guidelines that have been developed to ensure a standard of high quality urban and architectural design within the South Tract development. They are meant to assist members of the community, project developers, designers, and County boards and staff by explaining the design intent for the site, the design principles that shaped the plan, and by providing specific criteria and examples for building and landscape design.

The Guidelines explain the structure of the plan, its streets and open space, and how they are to be integrated to create a comprehensive and pedestrian oriented place. Specific criteria, including block, street and sidewalk dimensions are given. Recommendations for open space and building design to support the overall design objectives are described, and this material is supported with illustrative material that shows potential implementation of these guidelines. Through the use of these guiding principles, the South Tract will develop a pedestrian and transit oriented character that will maximize its contribution to Arlington County's evolving urban character.

Design Goals

The South Tract is a unique, highly valuable asset within Arlington County, and indeed within the metropolitan area. To ensure that the Plan is successful—that its uses, buildings and open spaces are integrated to create an attractive, memorable and active pedestrian environment, and that it has a high utilization of public transit—a number of Design Goals were established against which the proposed Plan would be measured. These included:

Identity and Sense of Place

- The creation of a singular, memorable overall image and sense of place for the entire project.
- The creation of readily identifiable addresses for a range of tenants.

Uses

- The integration of a range of uses (including office, residential, retail and hotel), building types and open space to create a lively day and night urban environment for the project's residents, workers and visitors.

Open Space and Amenities

- The development of a comprehensive system of attractive public and private open space, to enrich the urban lifestyles of residents and workers and visitors. This system must be supportive of and enhanced by the adjacent buildings, and include connections to the local and regional bike and walking trail system.

Public Realm

- All development should focus on the creation of an active, attractive and safe public realm. Buildings and site amenities should be connected by a safe, convenient and simple system of pedestrian routes, offering a high level of pedestrian activity.
- Place special emphasis on the design of pedestrian routes to reduce the reliance on private automobile usage, and to encourage the use of public transportation.
- Connect the site to the facilities and infrastructure of the adjacent Crystal City and Alexandria.

Transportation

- Emphasize the importance of public transportation in the design and layout of the site including the integration of a proposed transitway and its stations. Treat existing and proposed transit elements as integral features of the design concept, not as add-ons.
- Minimize the visual impacts of the private automobile on the design of the site. Place parking below grade. If not feasible, design above ground parking elements as visually important pieces of the building project's fabric that must support the goals for the creation of an attractive streetscape.
- Incorporate bicycle-supportive features in the plan.
- Minimize traffic congestion and automobile conflicts.

Phasing

- Create a plan that allows the orderly phasing of buildings and infrastructure, and that minimizes construction impact on completed portions of the project. Individual phases should each look complete, and the site should not look like a construction site over the course of its development.
- Create a design concept that will provide a framework in which future buildings and open spaces can be incrementally created in a visually harmonious way.

Place Names

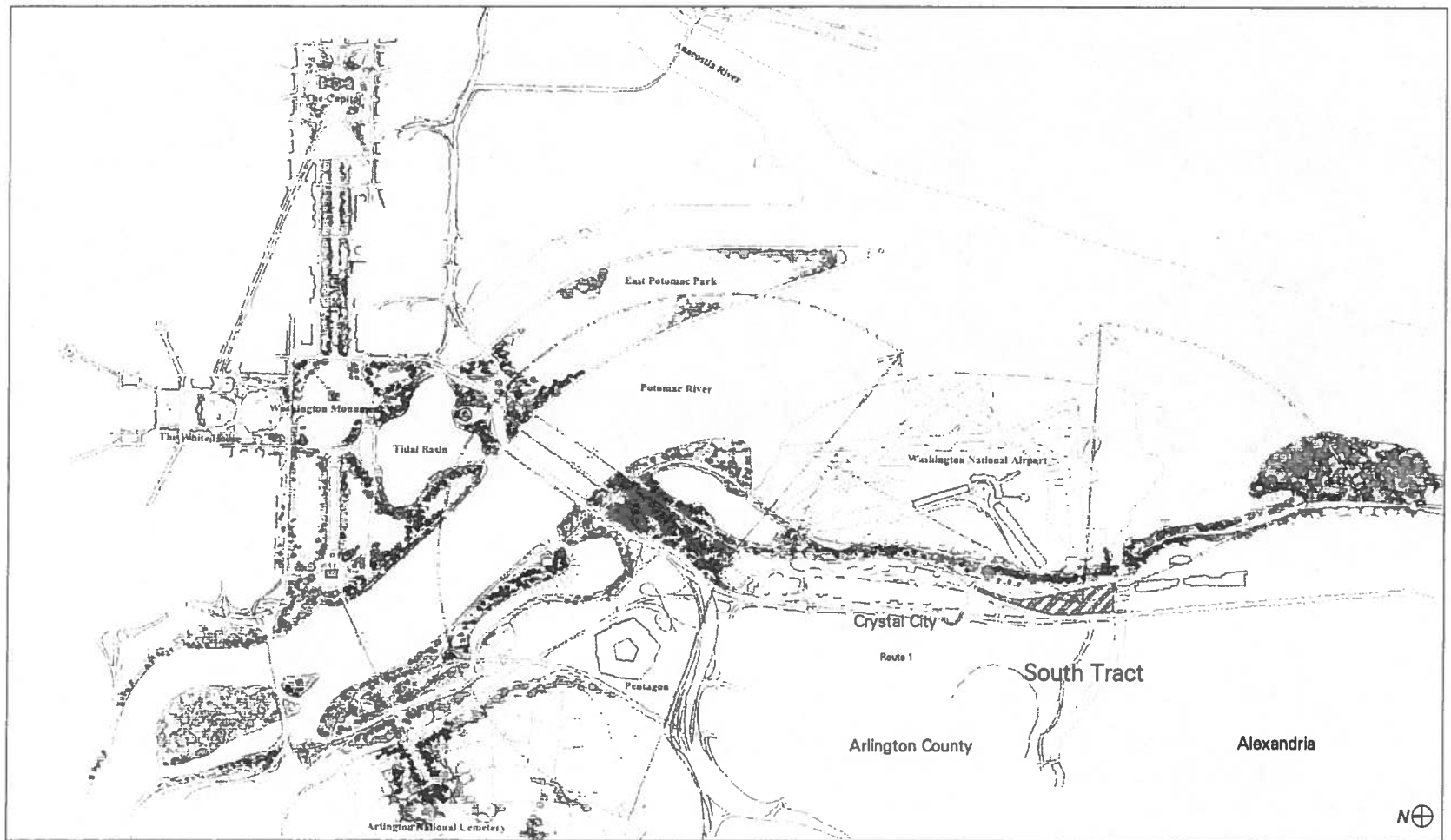
- The names used for parks and streets shown within this development plan are illustrative, and are included solely for the convenience of describing the plan's intent. All names eventually chosen will be subject to the Arlington County's official naming policy and procedures.



Site Analysis

Site Location

The Potomac Yard South Tract is located in the southeast corner of Arlington County, adjacent to National Airport and just south of existing Crystal City. It is bounded by Jefferson Davis Highway/Route 1 and Crystal Drive to the west, Four Mile Run and the City of Alexandria to the south, the CSX railroad corridor to the east, and by the 27th Street viaduct to the National Airport on the north. The gross site area is approximately 50 acres.



Overall Site Context

Site Context

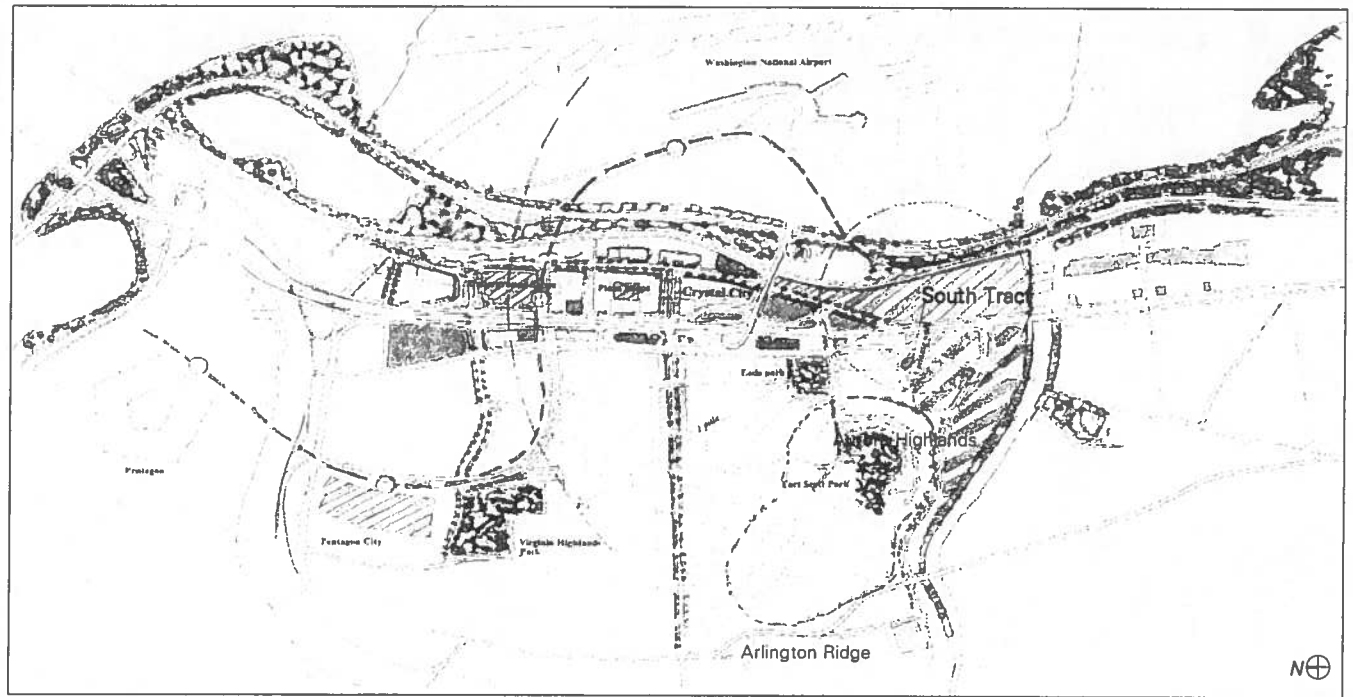
The site is the southernmost extension of a corridor of large scale mixed use development that includes Crystal City, and remnants of industrial uses, to the north. Major transportation infrastructure (including the George Washington Memorial Parkway, the Blue and Yellow Metro Line, a CSX regional rail corridor and National Airport) forms its eastern boundary, and the limited access Route 1 corridor separates it from two long established residential neighborhoods, Aurora Highlands and Arlington Ridge. The recently approved plans for the redevelopment of Potomac Yard in Alexandria will complement the existing Potomac Yard Retail Center (a regional "big box" retail center including a multi-screen cinema), with a mixed-use town center, and up to 2,000 new residential units to the south in Alexandria. The tree lined streets, conventional orthogonal block pattern, and street-related retail of 23rd Street in the existing Aurora Highlands neighborhood, and the new development in the Alexandria portion of the Yard are time-tested, familiar elements of traditional cities upon which the South Tract design is based.



23rd Street Retail



Crystal Drive



Surrounding neighborhoods in the immediate vicinity of the site

Summary of Site Analysis

Regional Corridors

The Potomac Yard site is part of a much larger pattern of regional north/south corridors that pass by the site and that help shape this portion of metropolitan Washington. These corridors include the Potomac River itself, the George Washington Memorial Parkway, the Metro and rail corridors, and Route 1. Thus the site is part of a much larger regional, traffic, transportation and infrastructure network that has profound physical impacts on the site and adjacent neighborhoods. This condition creates the site's most defining characteristic, its linearity. Its long thin shape greatly influences any plan organization for the South Tract.

Site Isolation

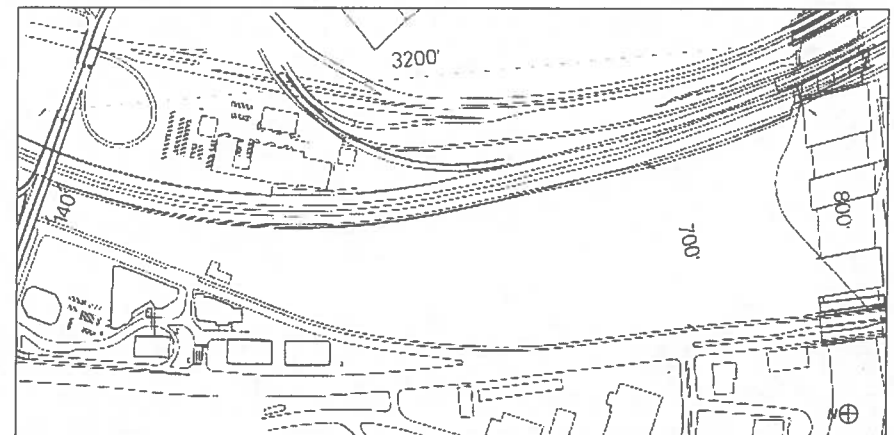
The site is landlocked by surrounding transportation infrastructure and land uses (including a sewage treatment plant and a bus maintenance facility) that are reflective of its former industrial use. The design of the site must simultaneously seek to extend beyond these traditional barriers, while acknowledging that their pervasive nature will require that the South Tract create a strong sense of individual place.

Site Configuration

With approximately 35 acres of developable land, the site is a large development parcel. However the potential configuration of the development is strongly influenced by the long thin tapered shape of the parcel. The site is the northern "tail" of a former marshalling yard, and is approximate 3,200' long, and very narrow, ranging in width between 700' at the extension of South Glebe Road, and 140' at its northern end. At its thinnest end the site becomes so narrow that it is effectively all edges.



Site Isolation



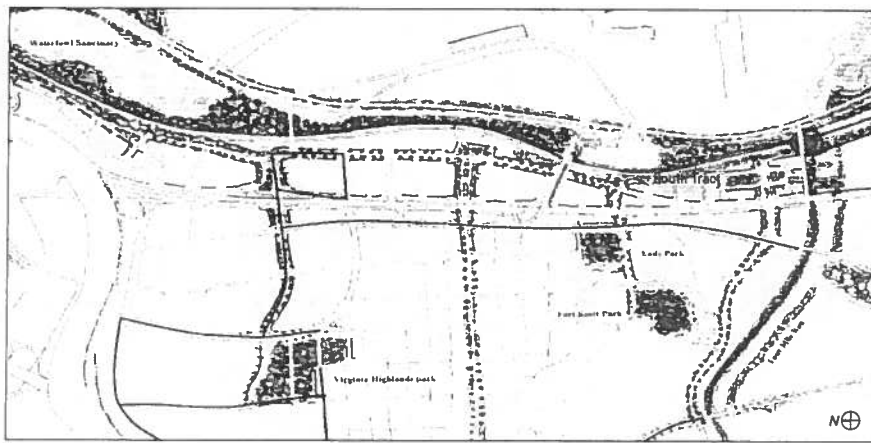
Site Configuration

Open Space

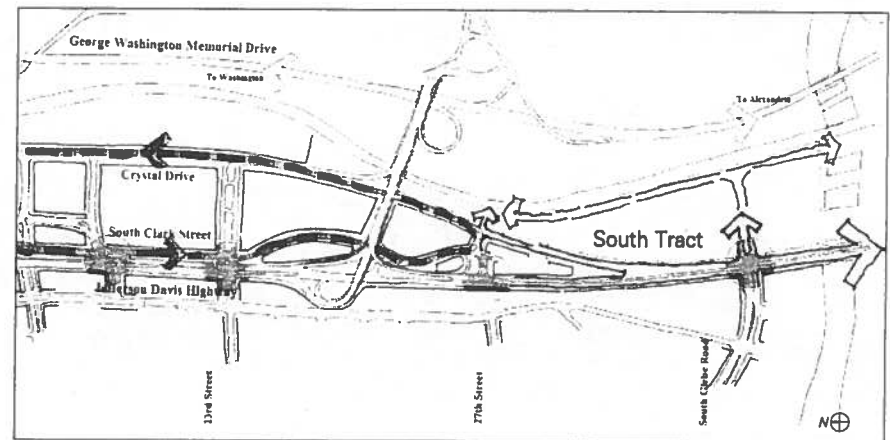
The site is the potential point of connection among regional trail systems along Four Mile Run, the George Washington Memorial Parkway, and Potomac Avenue in Alexandria, which extends from Four Mile Run to Braddock Road. Their successful integration is a key element in the design of a new waterfront park at Four Mile Run. Although the bridges and most of the waterfront at Four Mile Run are within the City of Alexandria, it offers the opportunity to create a vibrant urban waterfront for Arlington County. Potomac Yard in Alexandria will have a major 26 acre linear park, and the County will develop a large active recreation park on the North Tract. Together with local neighborhood parks like Eads Park and Fort Scott Park, the site has a rich open space network.

Transportation

The site's frontage on the Jefferson Davis Highway is the point at which the corridor changes from a limited access highway to a major urban street. The project's front door, and its principal connection to this route, offering both north and south-bound movement, will be at South Glebe Road. Crystal Drive and South Clark Street form a one-way couplet that offers indirect connections to the George Washington Memorial Parkway and National Airport at the viaduct. Access to this couplet is at 26th and 27th Street. This is also proposed to be the point at which Potomac Avenue would be extended through the South Tract to join with Crystal Drive and the Arlington Street network. Potomac Avenue is built on the easternmost former rail bridge over Four Mile Run. Special care will be required for pedestrian movement onto and from the site across the regional north-south infrastructure.



Open Space



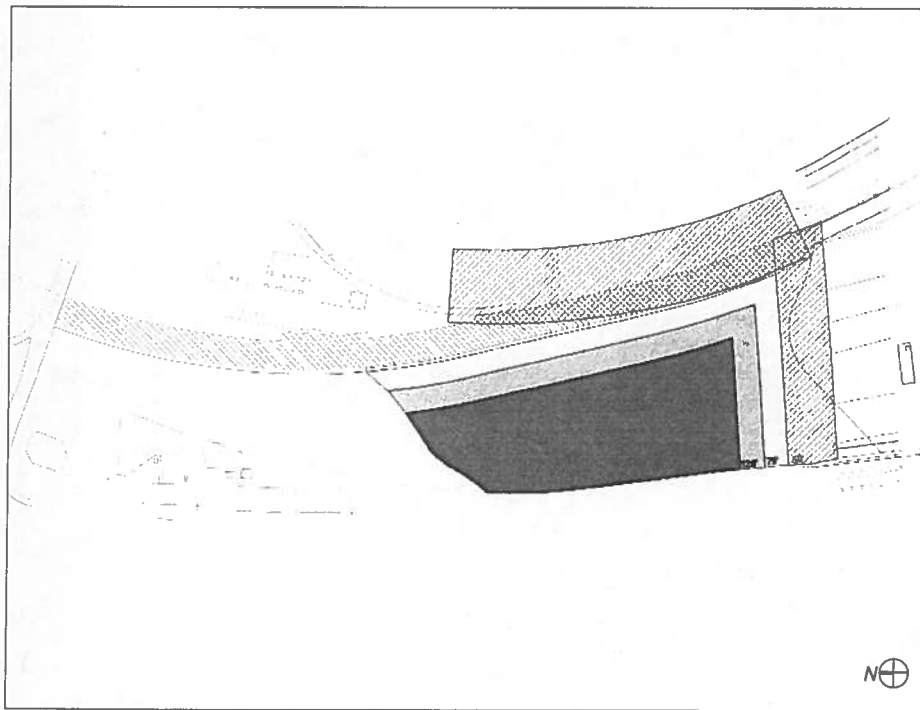
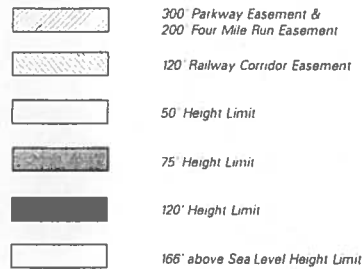
Transportation

Transit Service

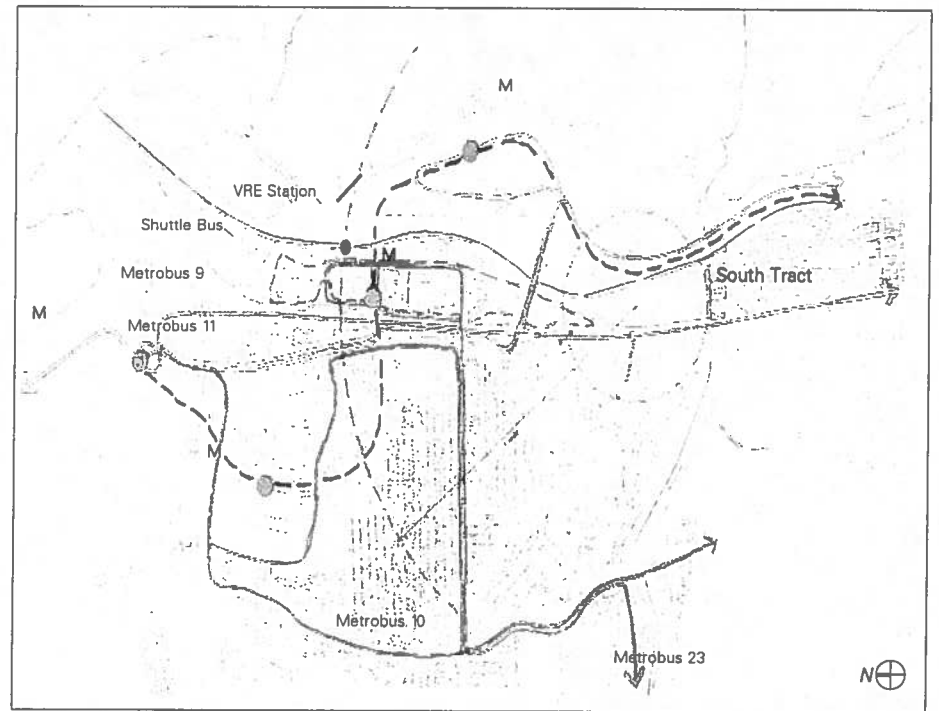
The site is served by regional bus routes, and a County provided local shuttle system focused on the nearby Crystal City Metro and VRE commuter rail stations. These stations have existing capacity, and encouraging the utilization of transit, especially through the provision of high quality pedestrian facilities, will be a key focus of planning for the site.

Regulations

In addition to the underlying height limits imposed by the County and the adjacent airport, there are a series of setback and stepped height limits required under an agreement with the National Park Service. These limits are designed to protect the integrity of the George Washington Memorial Parkway and Four Mile Run. As these regulations affect the broadest area of the site, they have a significant impact on the potential massing and program distribution on the site.

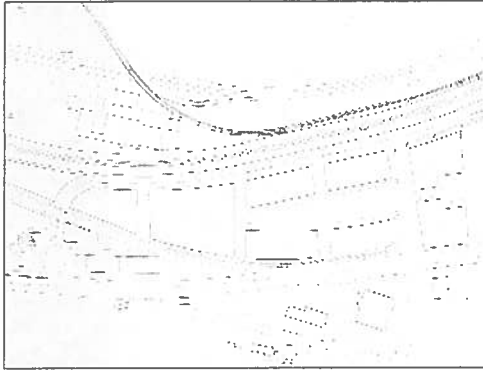


Regulations

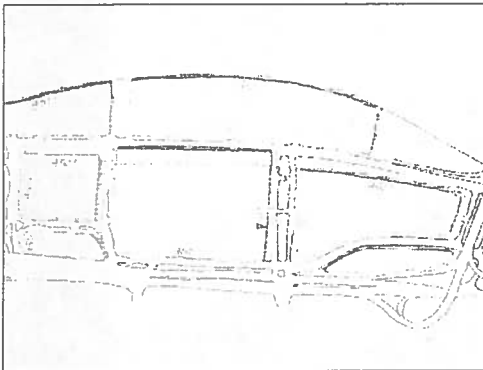


Transit Service

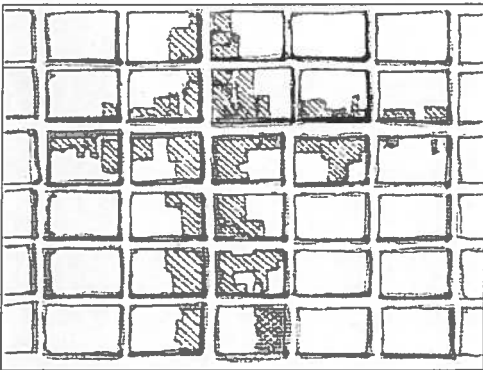
Note: Below three plans are shown at the same scale illustrating the relative sizes of development blocks



Illustrative Block Plan for South Tract



Crystal City



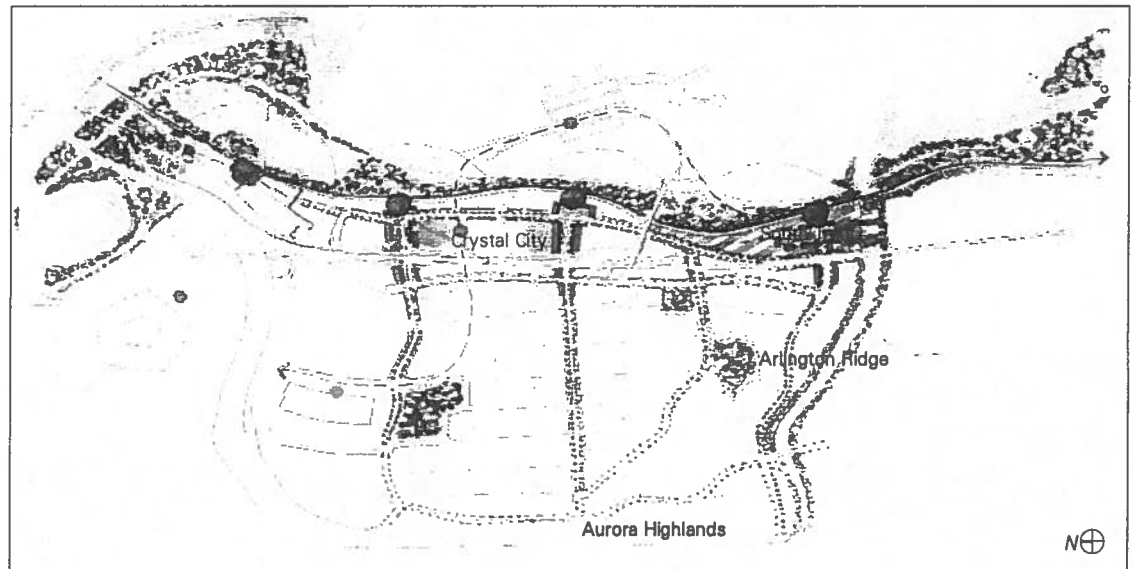
Alexandria

Neighborhoods

The rail/Metro corridor and Route 1 create very strong edges that act to contain development. Opportunities to establish the South Tract as an extension to the adjacent neighborhoods are therefore limited. However, the existing street and land use pattern suggests the possibility of viewing the corridor east of Route 1 as a series of pedestrian-oriented, 1/4 mile radius neighborhoods, each of which could tie into an existing east-west street and the neighborhoods beyond. Such connections would facilitate interaction between these existing neighborhoods, including Crystal City, and the residents and workers in the South Tract project.

Development Pattern

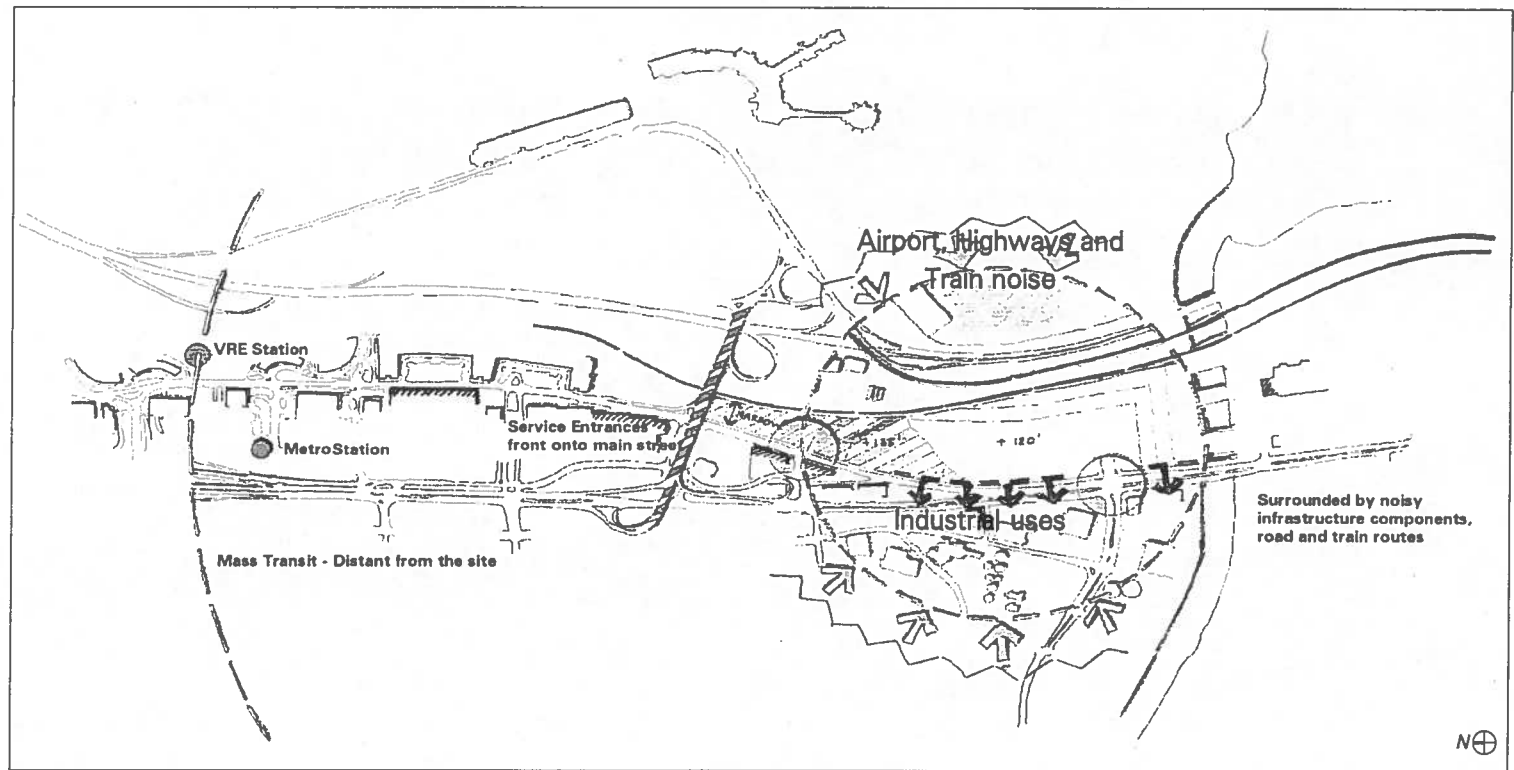
The overall goal should be to make South Tract an integral part of a much larger whole. Instinctively this suggests examining the adjacent context, and trying to introduce that structure into the new plan. However, in this case the immediate adjacent pattern is that of Crystal City. Although the land use and density are compatible, that development is characterized by unconventional and extremely large super blocks. This creates a pattern that internalizes activity within the blocks and which is not conducive to the street-related activity and rich public realm that is the goal of the South Tract development. Therefore the plan for the South Tract will be based on a new pattern of finer grained, smaller blocks, designed to provide a strong emphasis on the public realm and development flexibility.



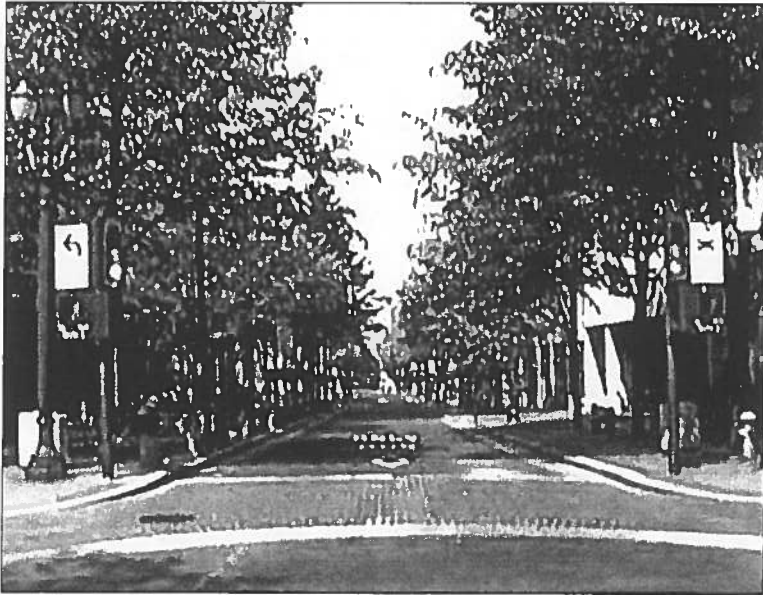
Neighborhood Context

Physical Conditions and Constraints

Despite its strategic location within the metropolitan region, and a desire to exploit its obvious potential as an example of "smart growth" infill, this site has a number of serious obstacles to overcome. The shape of the site (long and very narrow) makes it difficult to create north-south connections. It is bounded by physical barriers that tend to isolate it from adjacent communities. The CSX and Metro rail corridors, the viaduct at 26th Street, and the flood control channel known as Four Mile Run all represent challenges to movement to and from the site. Route 1—its traffic volume, speed and size of roadway—presents another barrier to neighborhood and pedestrian connections. It is also surrounded by uses that were much more compatible with its former rail use, including a major airport, and a regional sewage treatment plant. The challenges to transform the character and image of the site, both visually and in people's memories, from industrial to a mixed-use community, will be considerable. Those challenges will include transportation and utility infrastructure, streets, and parks.



Site Constraints



Pedestrian Friendly Streets

To overcome these formidable physical disadvantages, several planning strategies have been adopted in the preparation of the plan for the site. They include:

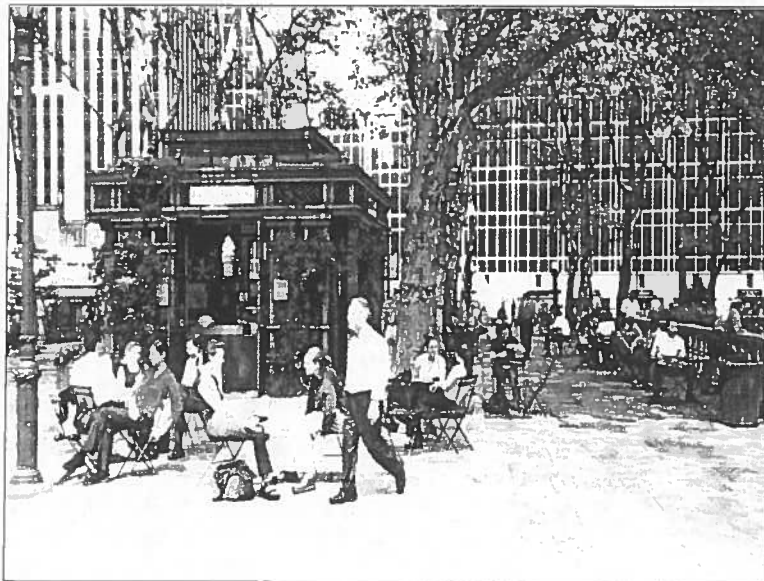
- a) Pedestrian orientation
- b) Open space as development focus

a) Pedestrian Orientation

The site is small enough to be organized as a single walkable neighborhood in which all residents and workers can enjoy easy pedestrian access to the full range of neighborhood services and facilities, including transit. The design of the public realm—the quality and consistency of sidewalks, street trees and furniture, building frontage and ground floor uses and public open space—is therefore very important to the success of the plan.

b) Open Space

Open Space is ultimately more important, and enduring, than the buildings which surround it. In order to create a strong sense of place on the site, it needs to be organized around significant open spaces. Parks should be fully integrated with the streets to assure high visibility and accessibility, preventing them from being isolated and unsafe. In addition, the streets themselves should seem park-like, to create a unified system in conjunction with the open spaces.

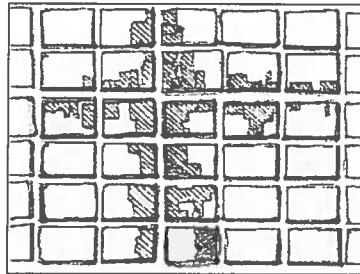


Focus on Open Space

Urban Design Principles

The conceptual design for the Potomac Yard South Tract, and the design guidelines that are presented here to guide the implementation of that vision, are based on a series of Design Principles. While the Guidelines themselves will be subject to, and indeed encourage, creative interpretation, all subsequent design and development decisions should be tested against these principles:

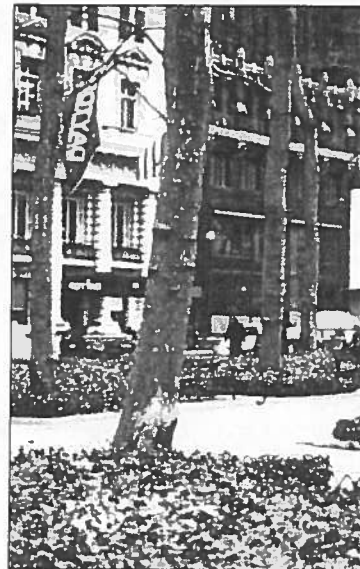
- A mix of uses, with concentrations of density to reinforce important public places in the Plan.
- A pedestrian friendly and pedestrian-oriented environment.
- Utilization of an orthogonal grid and block pattern.
- The use of public open space as the means to organize and characterize the site.
- Emphasis on transit-oriented design as an integral, not supplementary, feature of the plan.



Alexandria, VA, an example of an orthogonal grid pattern



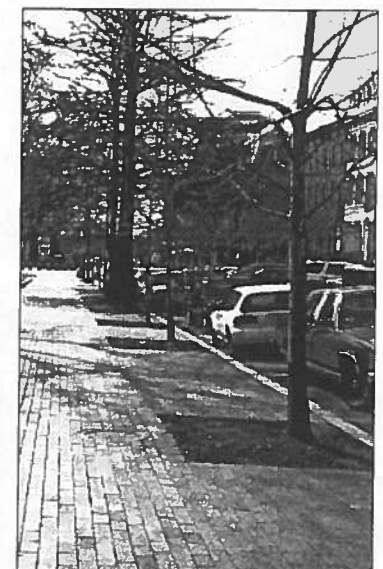
Mixed-Use Development



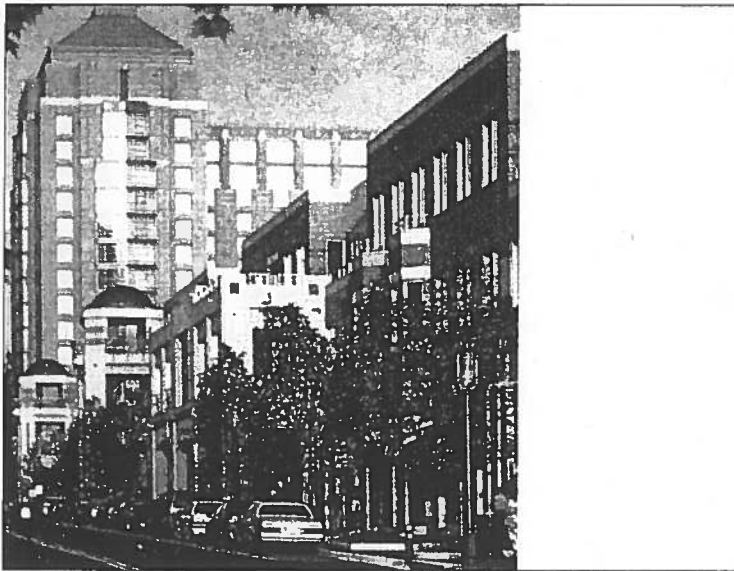
Use of Public Open Space



Transit Oriented Design



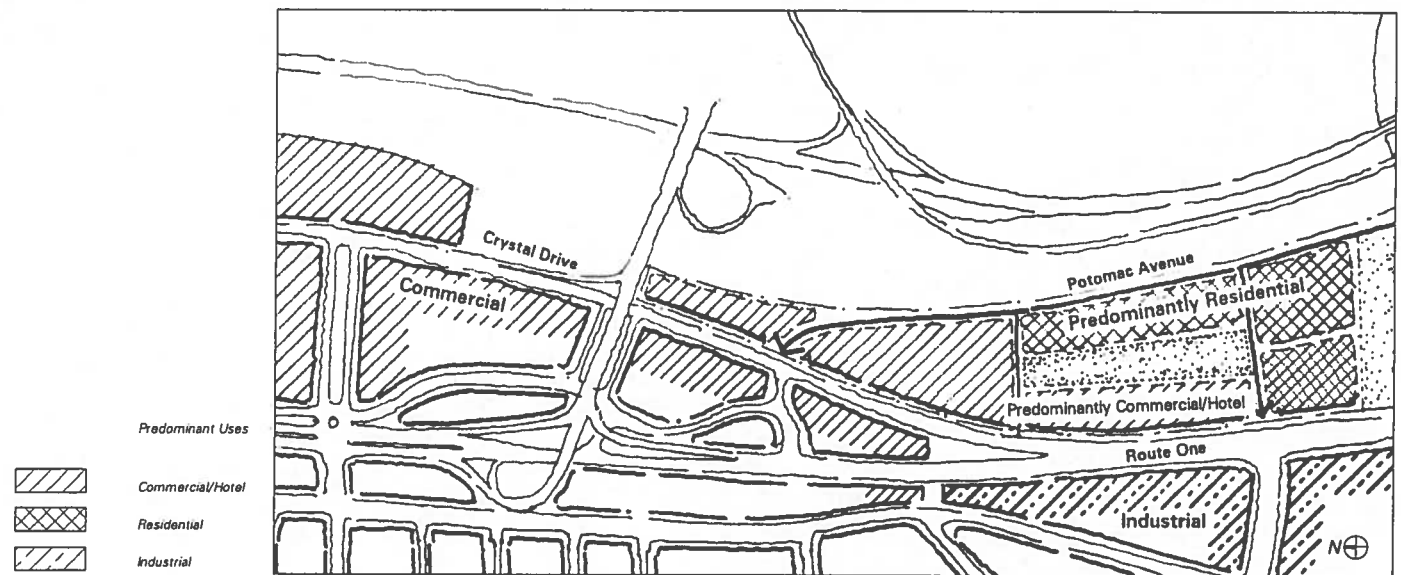
Pedestrian Friendly Environment



Example of Mixed Use Development, Reston VA

A Mixed-Use Development

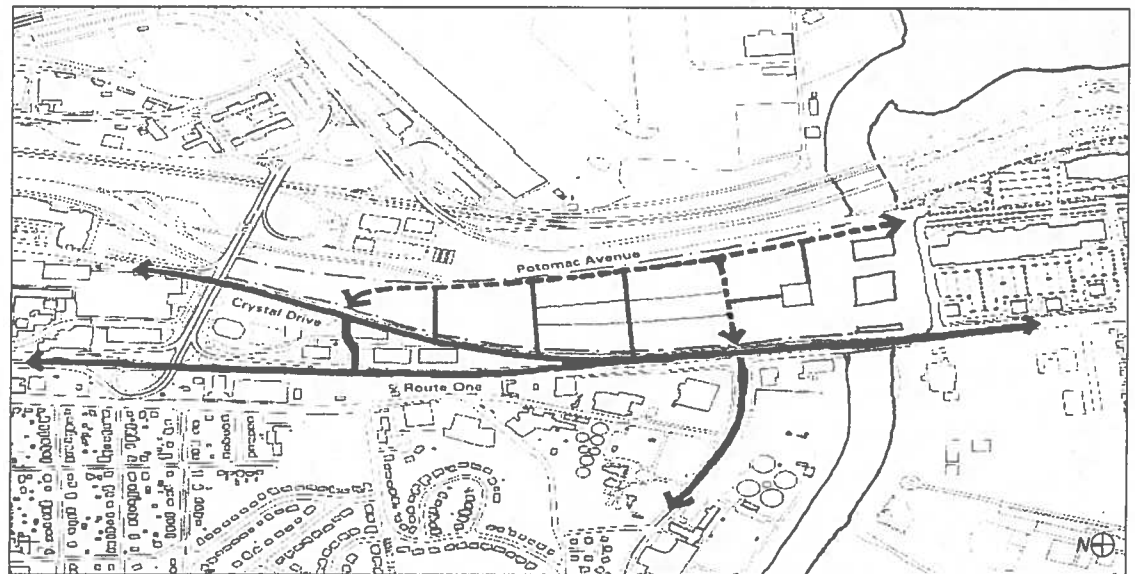
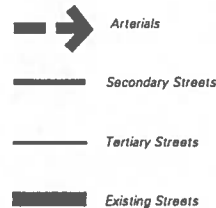
A vital objective of the Plan is to ensure an urban character on the site by combining commercial, retail, residential and civic (such as major public parks) uses within this single new neighborhood. Traditional cities are satisfying and memorable by providing a flexible framework for a vast array of human interaction. This intricate interdependence between a city's many parts is best facilitated in a fabric that mixes places of commerce, residence, recreation, entertainment and service. Only through this mixing can the different components create the symbiosis that benefits them all. In addition to promoting a wide variety of successful commercial and cultural enterprises, this also leads to the creation of an active, vibrant public realm that encourages use day and night, weekday and weekend, by the greatest possible diversity of citizens. A very important coincident benefit to these users is the increase in the range of transportation options that are available to them, including the ability to walk to work.





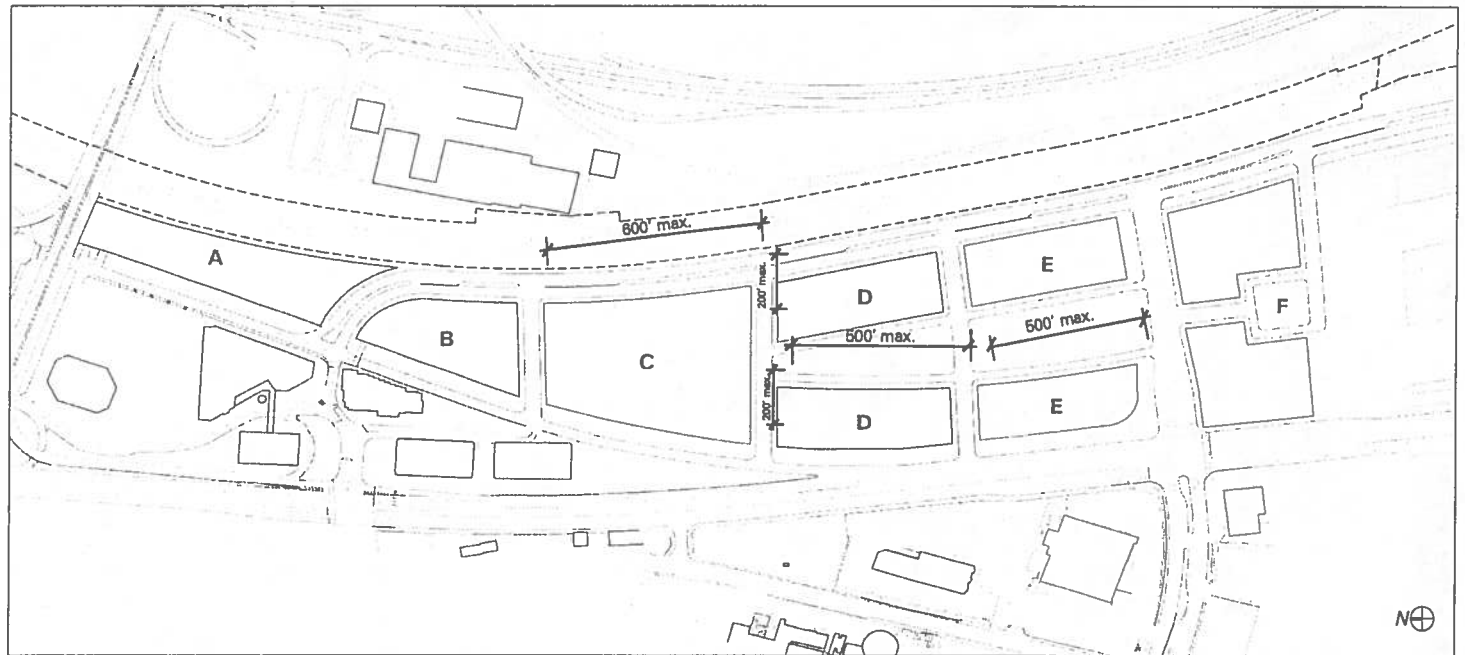
Hierarchy of Streets

The plan is organized as a series of conventional orthogonal streets and blocks that form an interconnected network. Streets define development parcels, provide vehicular access to them and create a network of public walkways that will link the site's facilities and uses to one another and to the surrounding context. Not all streets serve the same function and neither will they have the same dimension and character. However, all streets must be designed to accommodate both vehicles and pedestrians. The main arterial roads are Potomac Avenue, Crystal Drive, South Glebe Road extension and Route 1. Potomac Avenue is the spine road connection from Route 1 and Crystal Drive to Alexandria. It is located at the site's eastern edge to create a needed address and frontage to the adjacent rail corridor. Secondary streets are the east-west connections between Potomac Avenue and Crystal Drive and Route 1. A third or tertiary level of streets are those providing internal access between the east-west streets. In the illustrative plan, these streets frame the central open spaces, and provide local access and address to the buildings that frame it.



Block Characteristics

The Plan will be created from conventional blocks. They are rectangular, small and of a consistent size. This creates a fine-grained, comprehensible public realm for pedestrians, and a street network with many alternate routes. Unless otherwise noted, the maximum block dimension in any direction is 600', and the total maximum block perimeter, measured at the property line along a publicly accessible street, may not exceed 1600'. However, block sizes and orientation will vary by location, and are determined by the configuration of the site at these points. Block A is too shallow for perimeter circulation, and its pedestrian focus will be along Crystal Drive. Its size is determined by the intersection of Potomac Avenue with Crystal Drive and 27th Street. A minimum of 3 east-west streets linking Potomac Avenue with Crystal Drive must be developed between 27th Street and South Glebe Road. Block B is a potential hotel site. It will have pedestrian circulation through the block in the ground floor public areas. Block C is the largest block in the plan, in allowing for its use by a single large corporate tenant. It exceeds the maximum block dimensions (the max. for C will be 600' in any one dimension, and a total perimeter of 2000' max.), but must at minimum have a north/south public pedestrian walkway through it. East-west pedestrian connections through this block and through blocks "D" and "E" are also encouraged. Blocks fronting the major central open space will have a maximum width of 500' and a maximum depth of 200'. The parcel south of South Glebe Road must be divided into a minimum of two blocks by an north/south street linking South Glebe Road with the park at Four Mile Run.

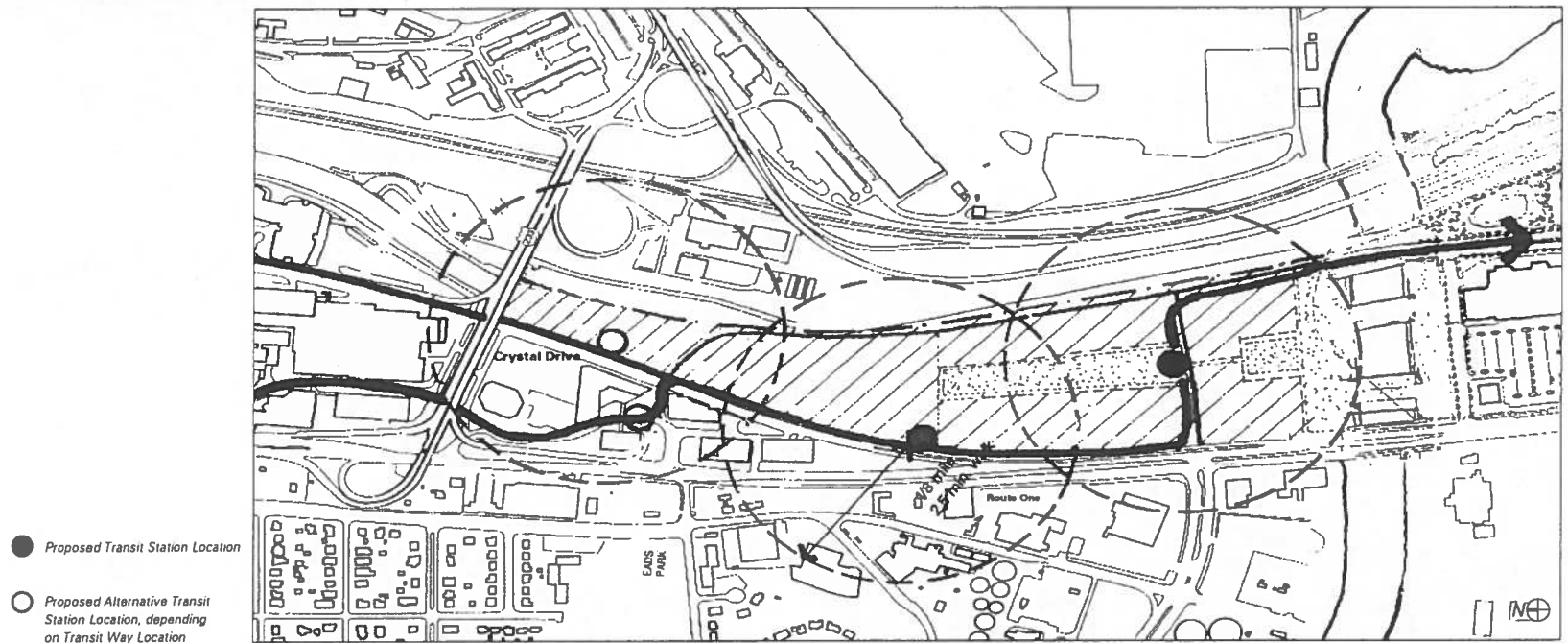




Representative LRT System

Transit Oriented Development

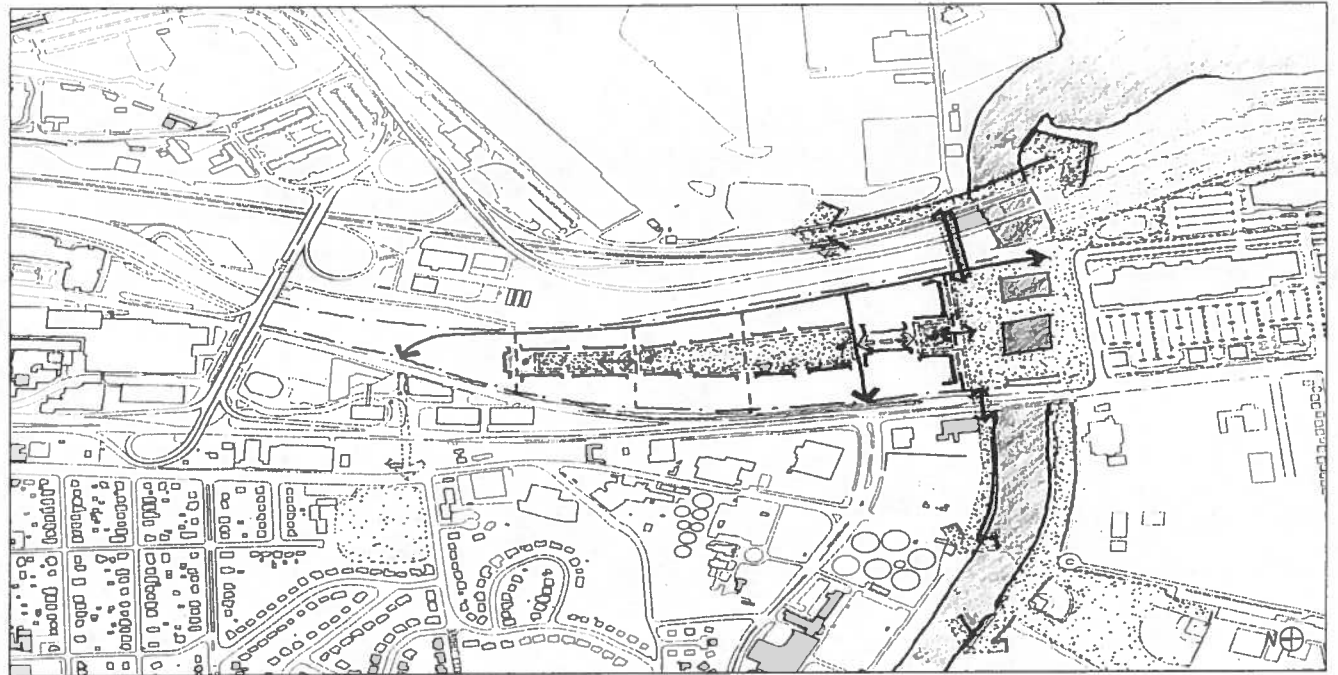
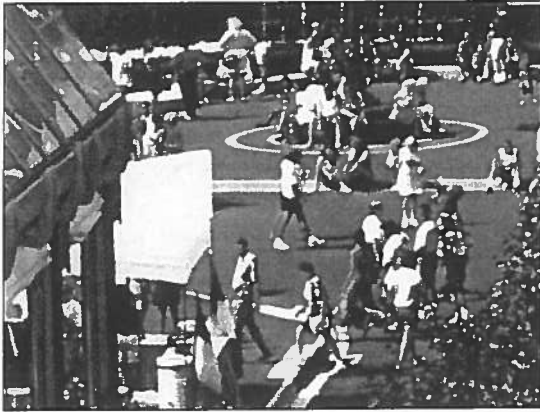
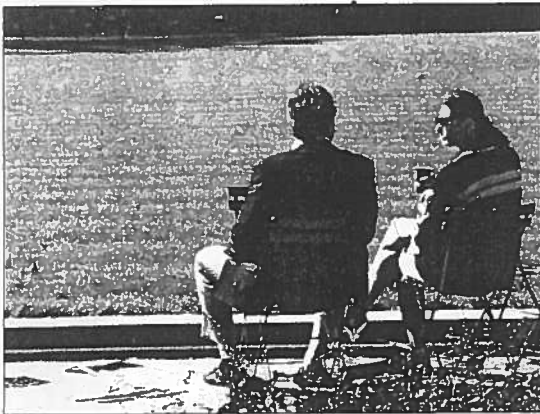
Transit must be an integral design element within the plan, and it includes the reservation for a right-of way for a proposed future Light Rail Transit (LRT) or Bus Rapid Transit (BRT) system. As part of such a system, all transit stops, shelters, and stations must be designed as attractive and convenient elements that are seen to be extensions of the landscape and building vocabulary on the site. Provision will be made for a minimum of two major transit stations on the site, to be located along the reserved right-of-way. These stations must be located close to activity centers, be visible from the interior of the project, and must feature generous, well-lit sidewalks connecting them to interior streets and open spaces. Station amenities shall include service and local information; and public safety elements, retail and other public uses should animate the building frontages along these routes (refer also to Retail Guidelines, p. 5.7), which must be designed to feel secure and inviting during day and night time hours. As all transit trips begin as pedestrian trips, all aspects of the pedestrian environment require careful consideration.

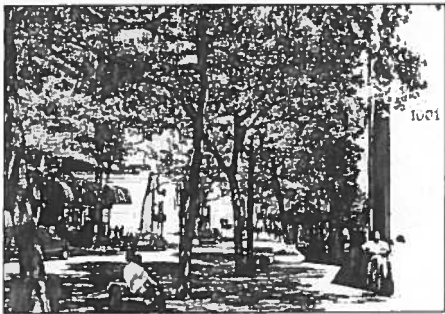


Concept diagram illustrating that proposed LRT/BRT stations would be within easy walking distance from any location on the site

Open Space

A network of relatively large and varied public open spaces, streets and parks will be the crucible of public life in the project, and must therefore be the focal point of the South Tract plan. The plan includes a variety of spaces, differing in size and character. They include a major central passive park running north/south down the center of the site, a waterfront park along Four Mile Run, an urban Plaza north of the central park, and a series of private landscaped courts and gardens related to individual buildings. These spaces need to be designed to serve as an interconnected system, but may vary in character depending on their individual sites and programs. Buildings are designed to give shape and character to the open space network, and are intentionally treated as the background to the public spaces. Programs for these spaces are generally passive, and must support a diversity of users, from the young to the old.





A Pedestrian Friendly Environment

Attention to detail is required to ensure the creation of a vibrant and inviting pedestrian environment. Sidewalks should be provided on both sides of each street (except on east side of Potomac Avenue) to facilitate pedestrian circulation. Streets should be provided with shade trees to create a comfortable walking experience. Crosswalks shall be provided at all signalized intersections and at critical locations, including non-signalized intersections, for ease of pedestrian crossing. Width of streets and curb radii should be kept to a minimum to improve pedestrian safety and to slow traffic. Buildings should provide streetwalls and active ground level frontages at the front property line to frame spaces and to provide a sense of enclosure. Ground floor storefronts and entrances should provide visual interest. Squares and parks will provide destinations and stopping points along the path of pedestrian circulation routes.



Density and Massing

Massing will generally follow the guidance from the combination of existing height restrictions and the desired open space pattern. Buildings will be taller along the Crystal Drive/Route 1 frontage, lower along Potomac Avenue and Four Mile Run. It is important that a consistent streetwall be created around the perimeter of the Center Park, to create a great public outdoor room in that space. The massing of buildings, and a corresponding intensity of use, should be focused around the major public open spaces (see Section 5, Building Guidelines for more discussion of massing.)

Architectural Controls

A broad range of architectural expression is possible in the South Tract, but it must be done within a framework of high quality and consistency that takes its clues from the principal open spaces that many of the buildings will frame. In addition to certain requirements for overall massing and materials, the lower floors of the buildings must be designed to activate and engage the pedestrian on adjoining streets. Parking and service areas must be screened, and materials chosen to complement the desired overall desired quality of the plan.

Summary of Design Principles

Mixed Use

- Ensure a mix of commercial, retail, residential and public uses.

Hierarchy of Streets

- Establish a hierarchy of streets, providing regional access and local address, all of which are designed to appeal to and comfort the pedestrian

Block Characteristics

- Create a regularized street and block pattern to establish a fine-grained pedestrian realm, and to afford development flexibility as logical increments for phasing.

Transit Oriented Development

- Treat the need for and design of all transit infrastructure, including stations and shelters, as integral elements within the Plan. Utilize Metrorail and the Crystal City VRE Station as a key focus of transit planning.

(cont.)

Open Space

- Provide a variety of interconnected public open spaces framed by buildings, to attract and serve a wide variety of potential active and passive users. Develop Four Mile Run as an active and passive recreation corridor.

Pedestrian Friendly Environment

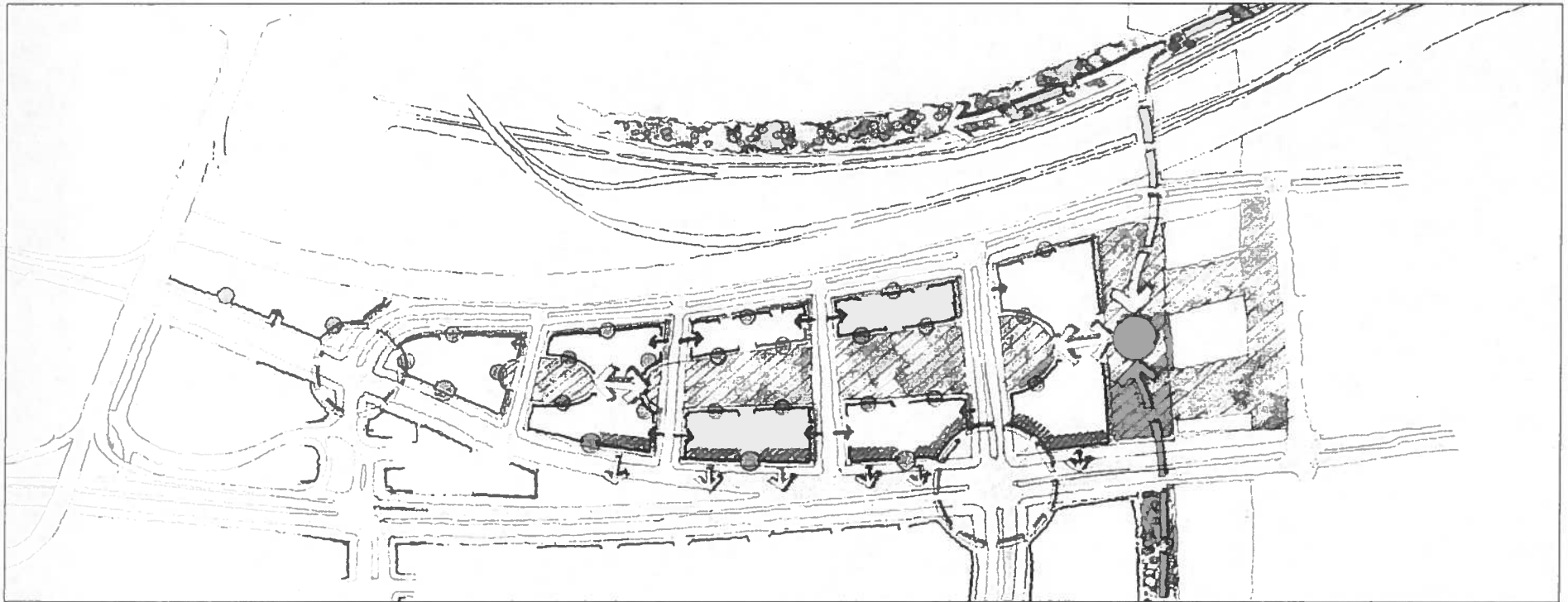
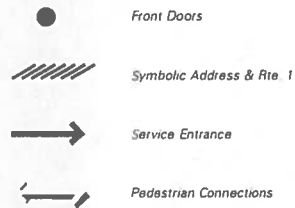
- Provide a high level of pedestrian amenity, including sidewalks and street furniture, planting and lighting, and ensure street and building design supports the creation of an active, safe and attractive public realm.

Density and Massing

- Locate buildings to frame and provide comfortable edges to major open spaces and streets and to provide intensity of use around key public focal points.

Architectural Controls

- Construct high quality buildings that have architectural consistency, design references to adjacent open space, that screen parking and service functions, and lower floors that encourage activity and comfort on adjoining streets.

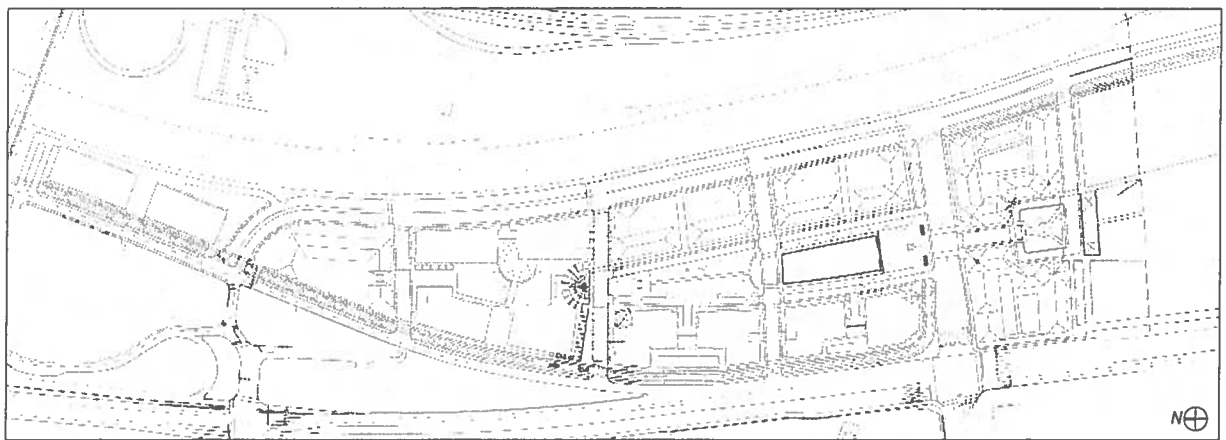


Development Guidelines

The Potomac Yard South Tract will be built over an extended period of time and, potentially, by different entities. In order to achieve the goals outlined by the design principles, a coordinated approach to the design of streets, parks, infrastructure, and buildings is required. These Development Guidelines are a set of rules and criteria for those elements critical to achieving the goals set out by the design principles. They address street design (i.e., dimensions, character, and material); open space design (intent, character, and criteria); parcel development criteria (including block dimensions); pedestrian and vehicular circulation; and general building criteria.

The representation of the plan that evolved through the public process to address the development goals, design principles and site constraints that is described here is illustrative. The eventual development on the site may well vary from this illustration, but will recreate the ambience the illustrative plan implies through conformance with these guidelines.

The character that is envisioned for the site is that of an urban mixed-use campus. The plan is intended to create several intense, compact centers of activity that are set in and connected by a linked system of carefully sculpted and richly landscaped public open spaces. The character of this landscape is one of verdant urbanity, not pastoral wilderness. The geometry of the lawn and gardens of the main public areas are softened by the overall landscape palette, but not totally obscured by it. The proportion of active, intense public use and the quieter green open spaces is not based on an equality in size, since to be effective the retail and gathering places must be small to focus their activity. Rather it is based on creating a rich contrast between these two complementary elements of an urbane home and workplace. The plan's architecture supports this public domain through building massing that defines and holds the open spaces; materials and detailing that create visual interest; and through the creation of building bases that reinforce and animate the public areas that surround them. It is a place where our use of the private auto, and its contribution to providing access and surveillance to the street, is acknowledged, but balanced with the need to create a warm and inviting place for people on foot.

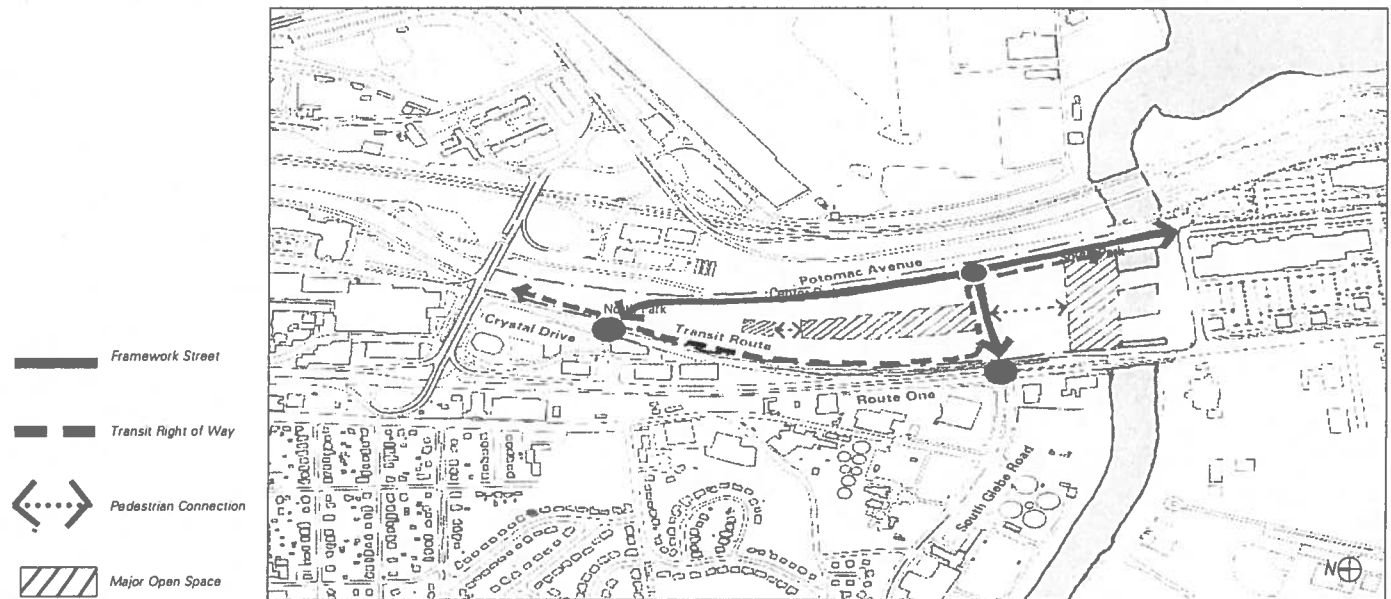


for illustrative purposes only

Framework Plan

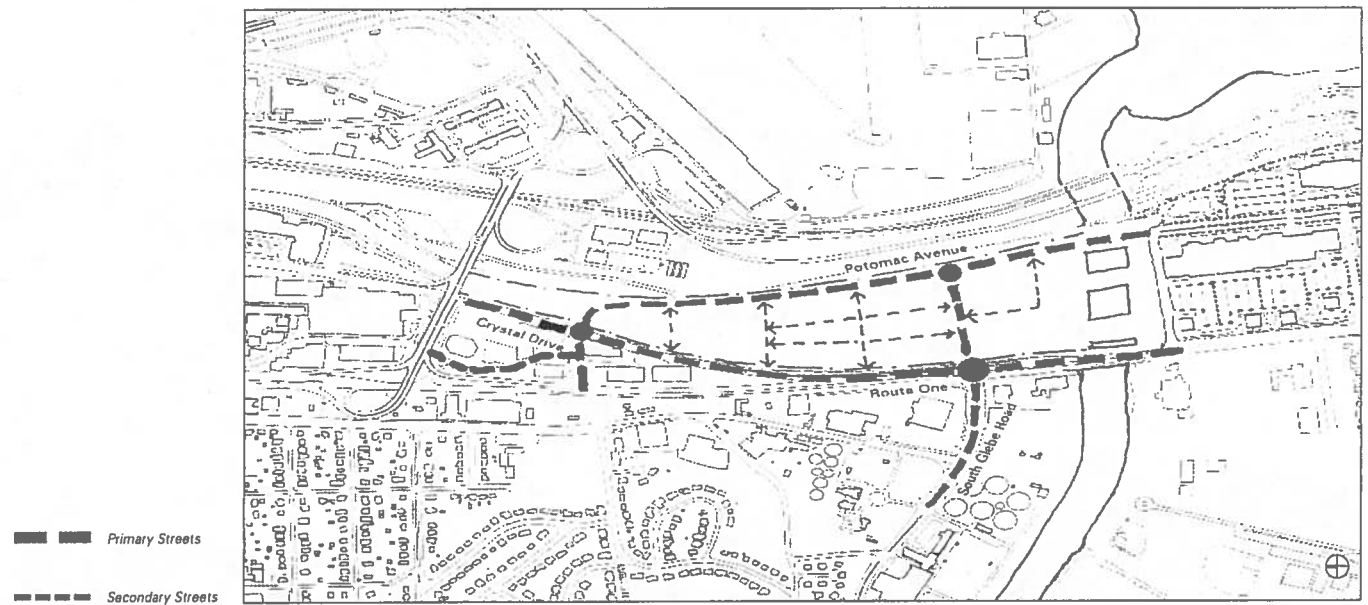
The basic organization of the site is structured by the Framework Plan. It locates major transportation infrastructure, and the principal public open spaces. Their layout is dictated by the long and narrow shape of the site. Potomac Avenue, a boulevard linking south to Alexandria, provides additional capacity to the existing Route 1/ Jefferson Davis corridor. It parallels the east edge of the site, joining its extension in Alexandria across a former rail bridge, and to Crystal Drive in Arlington at 27th Street. South Glebe Road shall extend east into the site to connect with Potomac Avenue. Intermediate east-west streets connecting Potomac Avenue to Crystal Drive will be used to create a regularized street and block pattern.

There will be a major public open space, oriented north-south and located roughly midway between Potomac Avenue and Crystal Drive, fronting onto South Glebe Road extension at its southern edge. It will have direct pedestrian access across South Glebe Road to a second open space element in the Plan, a park along Four Mile Run. A smaller Plaza shall be provided in the northern part of the site, with a pedestrian connection to Center Park. A transit right-of-way will be provided along Crystal Drive and Route 1 turning into the north side of South Glebe Road extension and further onto the east side of Potomac Avenue connecting south with Alexandria.



Vehicular Circulation

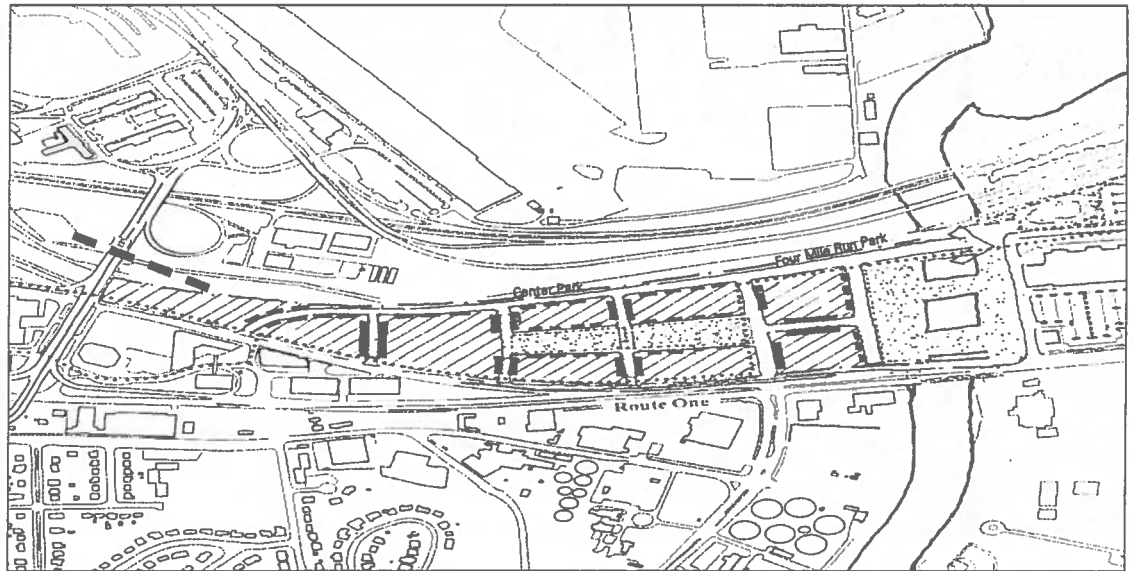
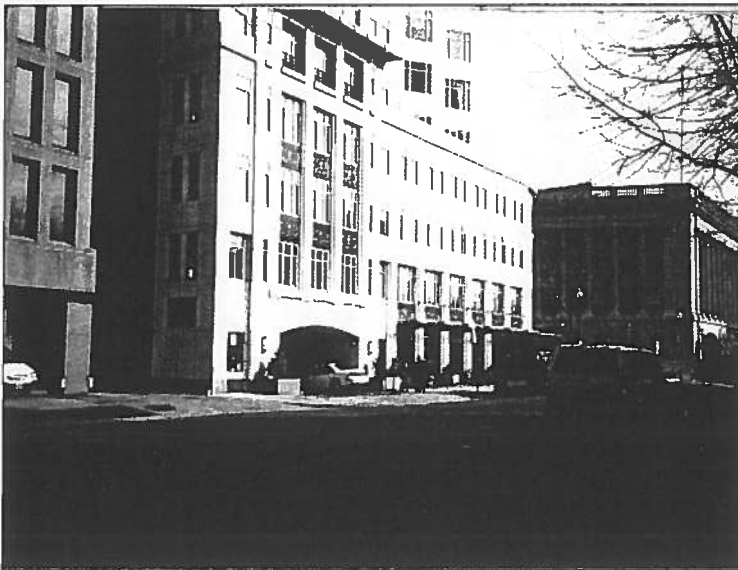
The primary north-south streets serving the South Tract are Potomac Avenue and Route 1, which connect the site to Crystal City and Washington DC to the north, Alexandria to the south and the National Airport to the east. Together with the South Glebe Road extension, the primary east-west connection, they create the system of Framework Streets. These roads, in conjunction with the east-west secondary streets, form an interconnected network which serves the development. The road network is configured to calm traffic and favor the pedestrian in order to achieve the desired urban quality. An internal loop system fronting the central open space will serve as a drop-off and address for residential and office uses.



Parking/Service Access

The location of all parking and service access is carefully controlled to minimize disruptions to sidewalks and protect the quality of public spaces. All parking and service entrances shall be located only along the secondary streets at a minimum distance of 50' from street intersections. Wherever possible, driveways and access to building service areas should be combined to minimize the total number of required curb-cuts. Limited curb-cut access shall be provided on the tertiary streets fronting any open space to create building entries and shall be restricted to the spaces between the buildings. Parking and service access across the transitway is not permitted. Along Potomac Avenue, curb-cuts shall be limited to maintain the boulevard character of the avenue. In case of a hotel development taking place on Parcel B, drop-offs and curb-cuts could be provided on Potomac Avenue.

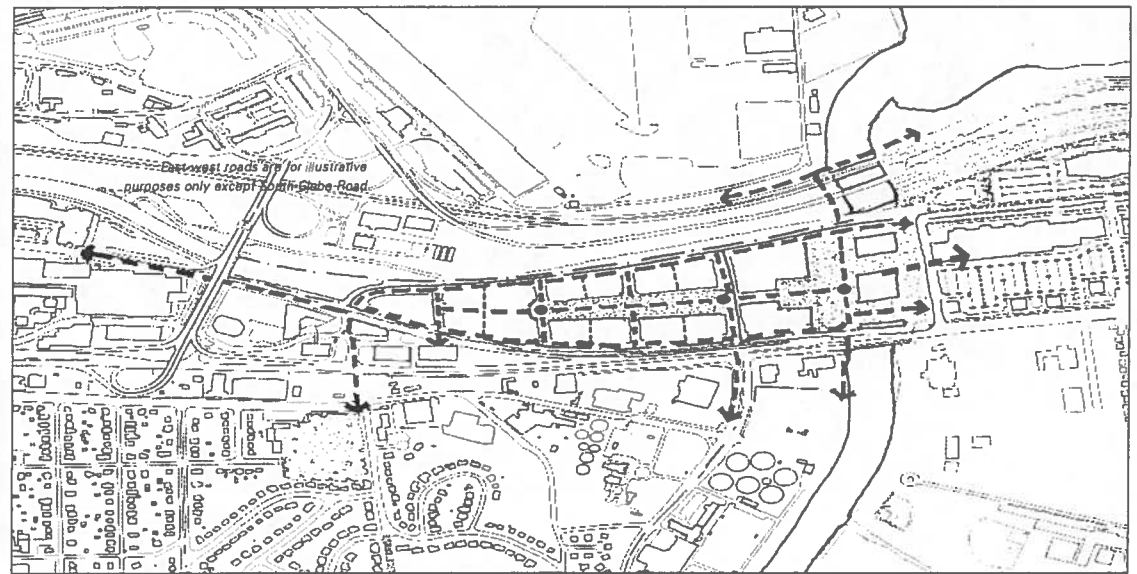
- Curb Cut Location Zones
- Limited Curb Cut Locations
- Transit Route



East-west roads are for illustrative purposes only except South Glebe Road

Pedestrian Circulation

It is critical to apply familiar dimensions and streetscape elements to each street in order to create a pedestrian-friendly character. Sidewalks should be provided on both sides of each street except Potomac Avenue, which has sidewalks on the west side only. Streets should be provided with shade trees to create a comfortable walking experience. Crosswalks with distinctive paving should be provided at signalized intersections for ease of pedestrian crossing. Width of streets and curb radii should be kept to a minimum to improve pedestrian safety and to slow traffic. Buildings should provide streetwalls and active ground level frontages at the front property lines to frame spaces and to provide a sense of enclosure. Ground floor storefronts and entrances should provide visual interest. Parks and squares will provide destinations and stopping points along the path of pedestrian circulation routes.

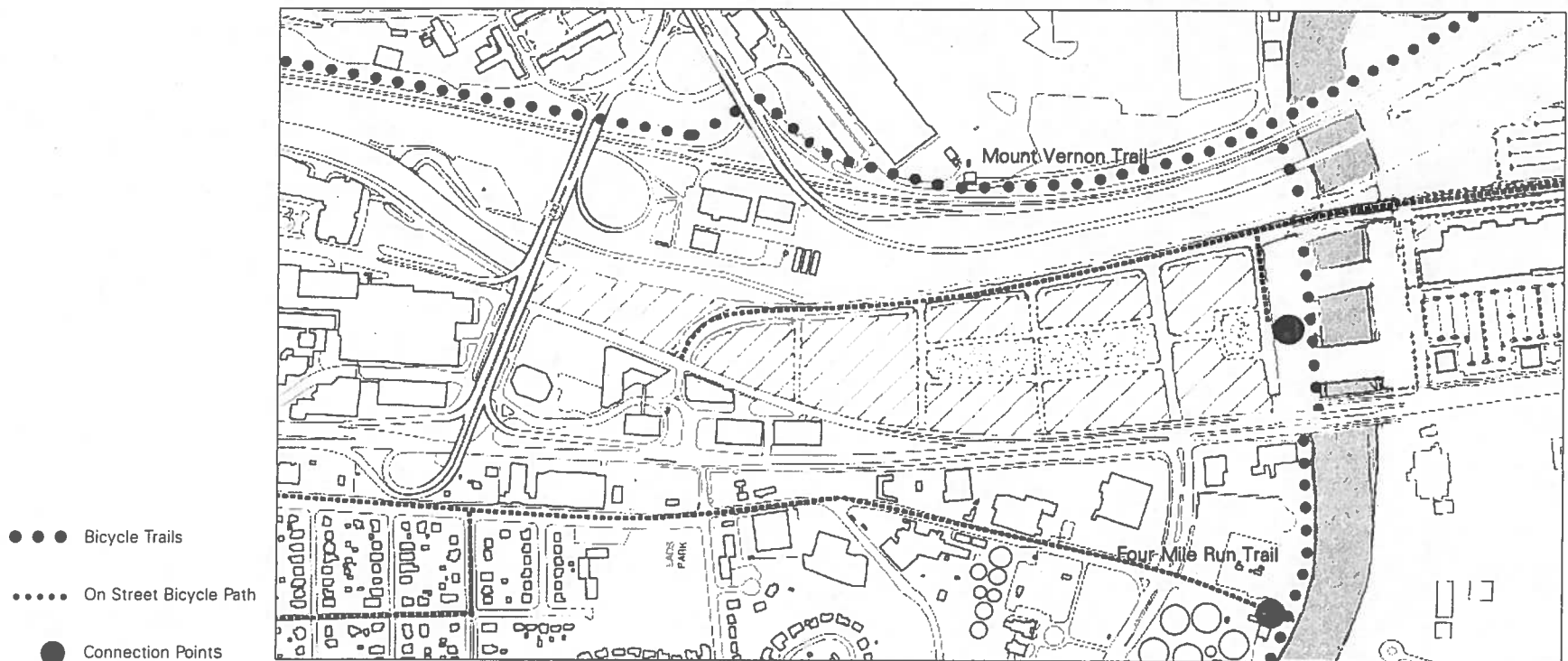


East-west roads are for illustrative purposes only except South Glebe Road

Bicycle Transportation

The design of the South Tract will encourage bicycling as a significant element in an overall transportation strategy, as well as a popular recreational pursuit. Potomac Avenue will be designed to include striped bike lanes, as a continuation of the north south bike trail to be developed in the linear Potomac Yard Park in Alexandria. To ensure they are attractive to pedestrians and cyclists, interior project streets are intentionally narrow to control traffic volume and speed. Office buildings will provide facilities that support bicycle commuters, such as storage lockers and showers.

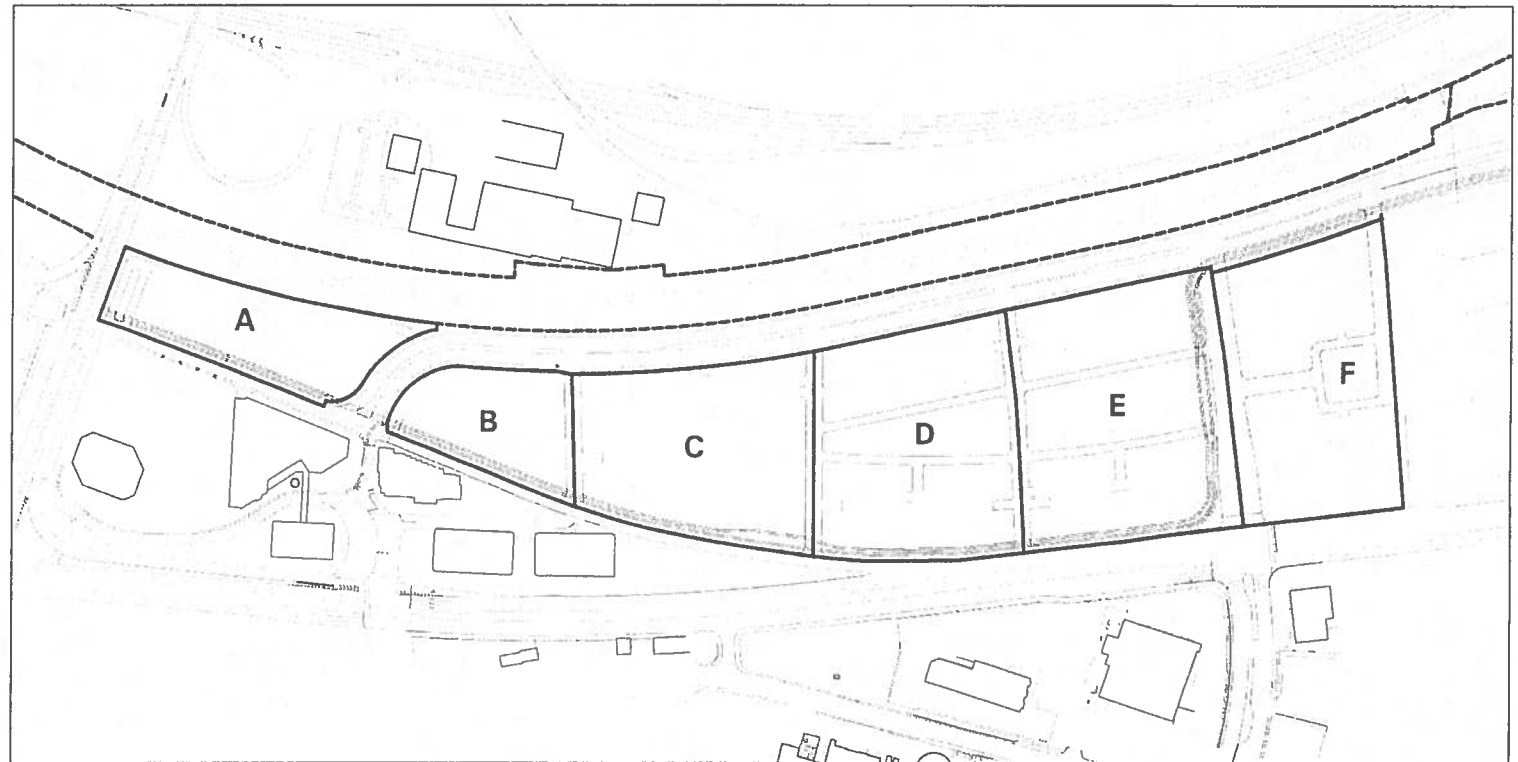
Subject to the PDSP Conditions, the design process for the enhanced improvements for the park at Four Mile Run shall include a direct connection between the Four Mile Run trail, down at the level of the Run, and the trail to be developed along Potomac Avenue.



Land Bay Plan/Program

The development of the South Tract will contain retail, office, hotel and residential uses, to be developed and integrated over a period of time. The site is divided into six parcels. These parcels are delineated by streets and are sequenced from north to south, A through F.

Parcel	Use	SF
A	Office	650,000
	Base Retail	4,000
B	Hotel	469,835
	Base Retail	10,000
C	Office	1,200,000
	Base Retail	14,000
D	Office	515,000
	Residential	250,000
	Base Retail	10,000
E	Office	515,000
	Residential	250,000
	Base Retail	10,000
F	Residential	500,000
	Base Retail	12,000
Total		4,409,835
Office and Retail		2,940,000
Residential and Hotel		1,469,835
(700- 1200 dwelling units, up to 625 hotel rooms)		



Street Guidelines

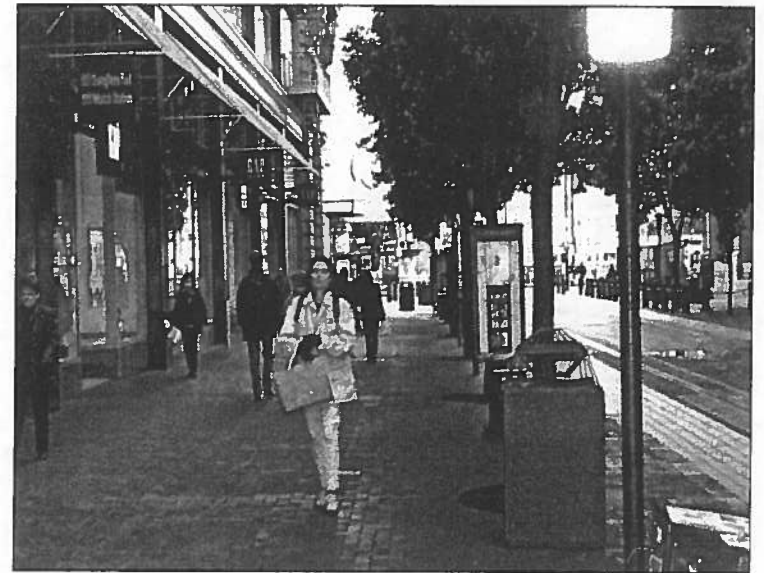
All streets are designed—through sidewalk, pavement and right of way widths, geometry and curb radii, tree planting, and paving materials—to favor the pedestrian, calm vehicular speed, and correspond to the characteristics and the scale of the buildings fronting on that street. Refer to the Streetscape Standards in the Landscape Guidelines chapter for street tree, sidewalk, lighting and site furniture standards.

Framework Streets

Potomac Avenue and South Glebe Road are the project's framework streets. These major arterials are the only streets whose location is fixed in the plan. Crystal Drive, an existing arterial, is included here because it is to incorporate allowance for a proposed Bus Rapid Transit (BRT) or Light Rail (LRT) right of way, which will change the current section.

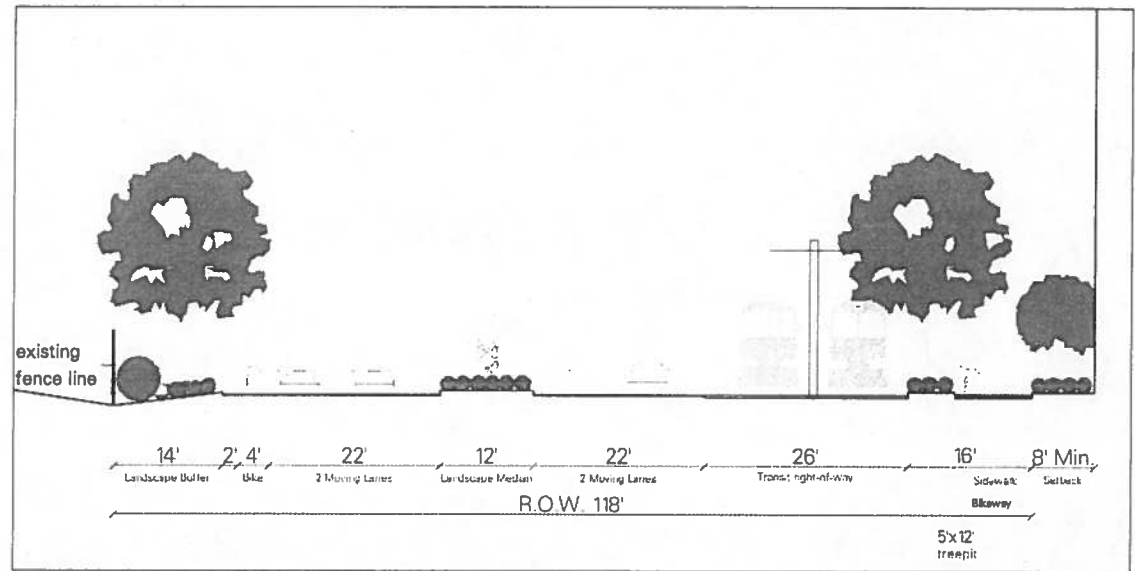
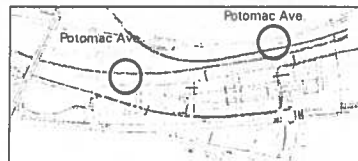


Examples of streets and sidewalks designed to favor the pedestrian

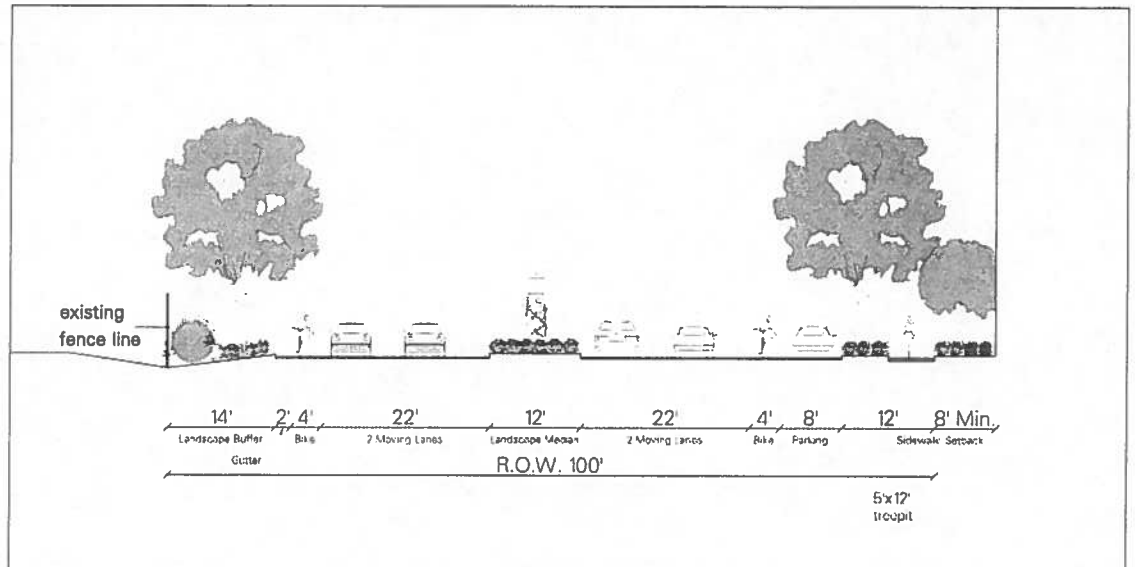


Potomac Avenue

Potomac Avenue is boulevard like in character, with two lanes in each direction and a landscaped median providing left-turn lanes at most intersections. On-street parking, sidewalk, bike lane and street trees will be provided on the west side (building side) of the street. South of South Glebe Road, a transit right-of-way (r.o.w.) going towards Alexandria will be provided on the west side of Potomac Avenue. The right-of-way will include a shared sidewalk and bikeway. On the east side there will be a landscaped buffer and a bike lane with no on-street parking. In addition this side of the street will require a landscape screen to shield views of the adjacent heavy rail corridor. This screen may include a decorative fence or wall, which will be subject to CSX requirements. These elements must not exceed 10' in height, and must be screened by plantings that will obscure 80% of the surface within 5 years of the initial planting. Vistas down street corridors must be designed to provide pleasant terminations of these important views at the rail right of way.



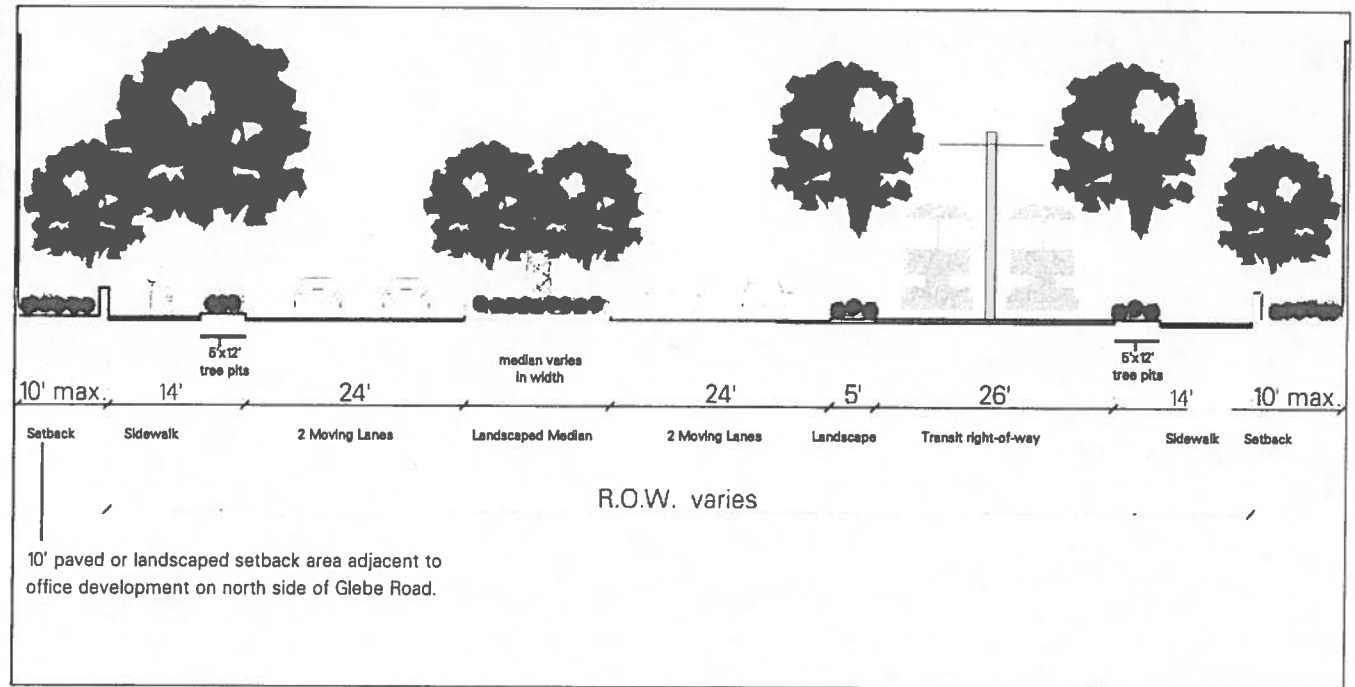
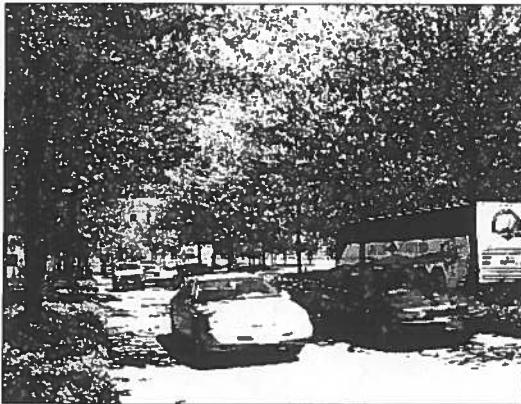
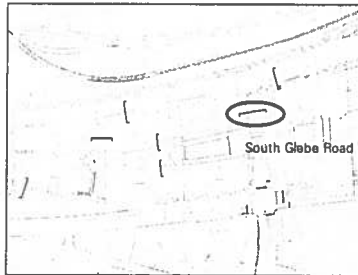
Section through Potomac Avenue, south of South Glebe Road



Section through Potomac Avenue, north of South Glebe Road

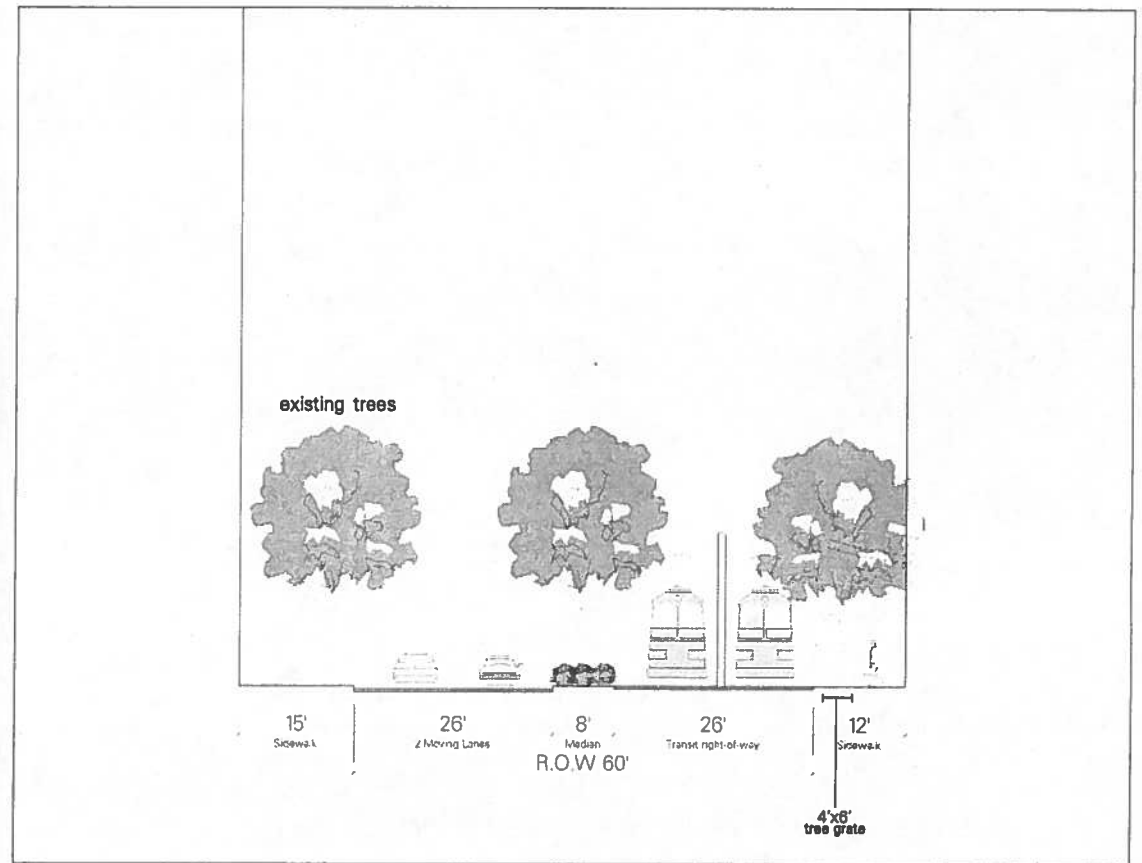
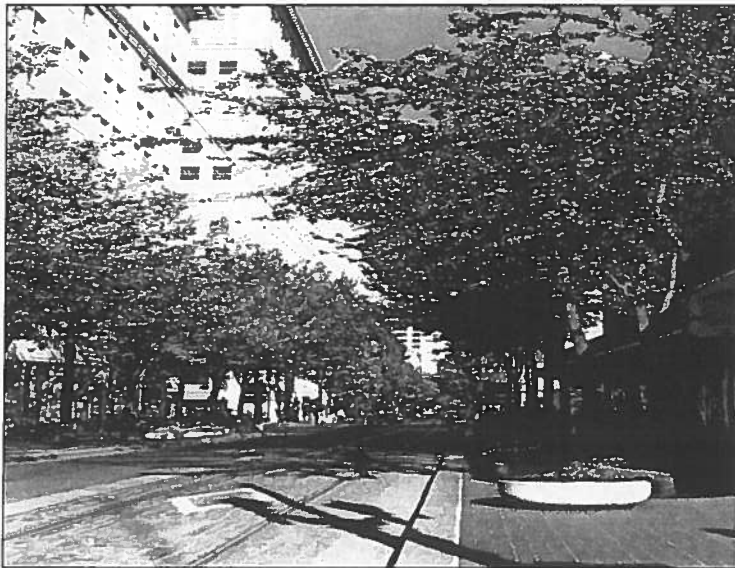
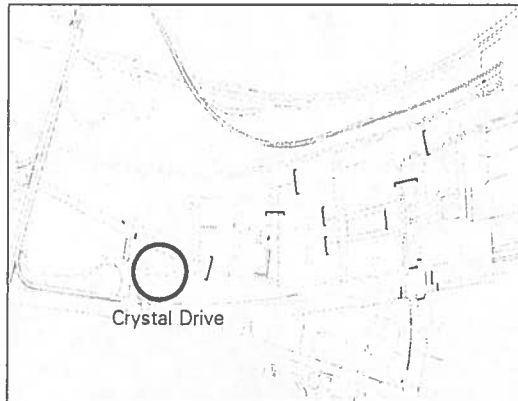
South Glebe Road

South Glebe Road within the development is as an extension of the existing road, across Route 1 to Potomac Avenue. It will have four moving lanes, two in each direction, separated by a landscaped median. The intersection at Route 1 will be modified to a full movement, four leg intersection with additional turning lanes provided. The north side of South Glebe Road extension will be designed to accommodate the transit r.o.w. that continues from Crystal Drive onto Potomac Avenue. The portion of South Glebe Road that fronts onto the proposed transit station in the central open space shall have a minimum 5' wide pedestrian refuge/planting strip installed on the south side of the BRT/LRT right of way as part of interim and permanent treatment of the central median. The central median on South Glebe Road should receive a special landscape treatment that will be consistent from Route 1 to Potomac Avenue. This may include trees, ornamental plantings or decorative elements. Setback along commercial development shall not be landscaped.



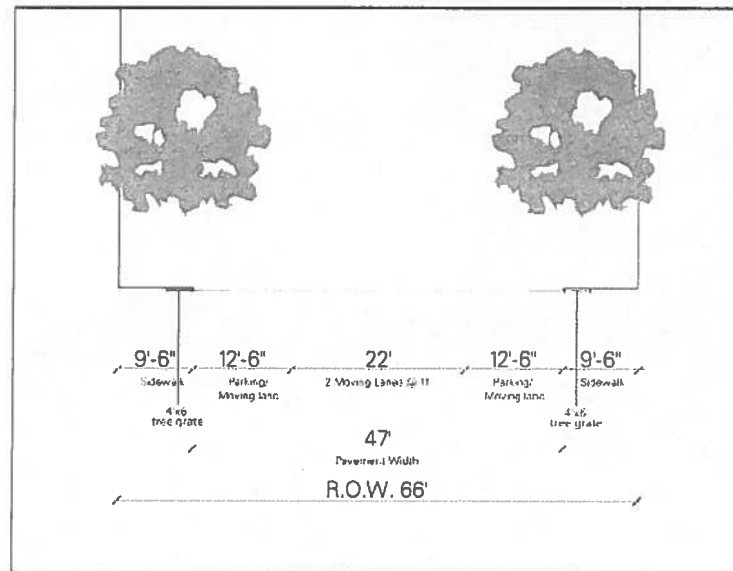
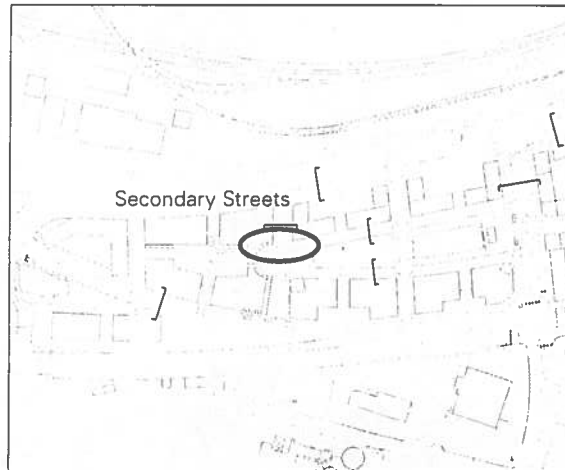
Crystal Drive

Crystal Drive is the front door for Potomac Yard South Tract. It will be transit-oriented, with two lanes moving north. The transit r.o.w. will be separated from the vehicular lanes by a tree planted median. Continuous sidewalks and street trees are to be provided to maintain a pedestrian-friendly character.

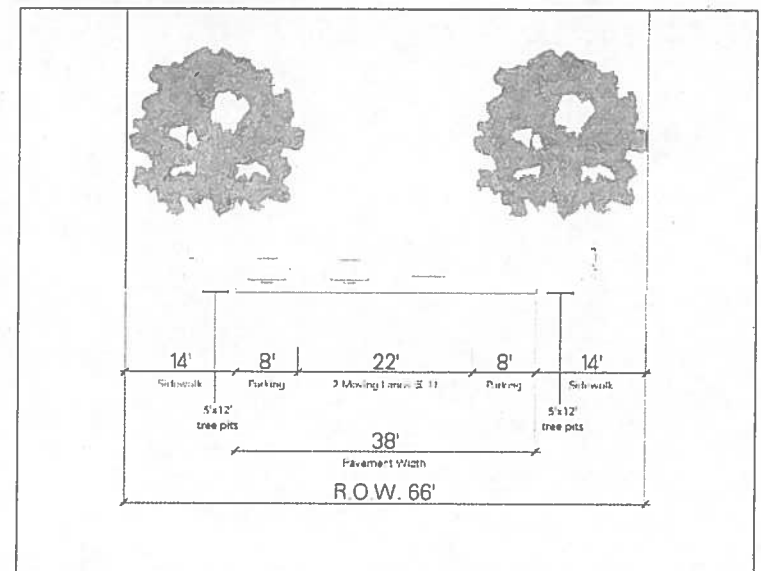


Secondary Streets

These streets are the east-west connections between Crystal Drive and Potomac Avenue. They will be designed as two moving lanes, one in each direction, with on-street parking. They will be pedestrian friendly with continuous sidewalks and street trees. They will provide parking and service access for buildings. Curb-cuts will have to be provided at a minimum of 50' distance from the street intersections, and none are permitted in front of the major open spaces.



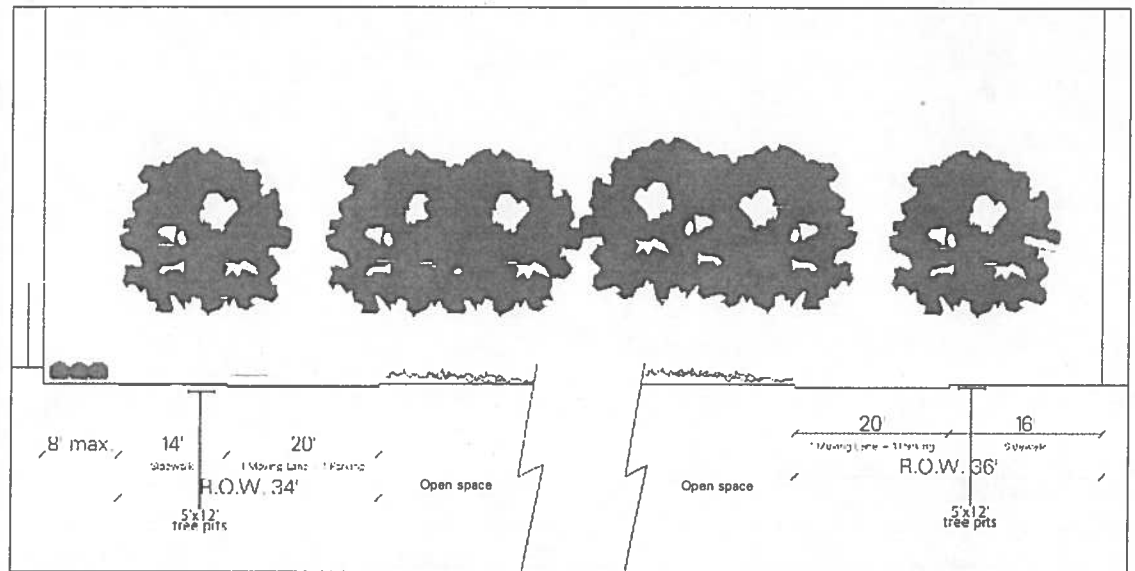
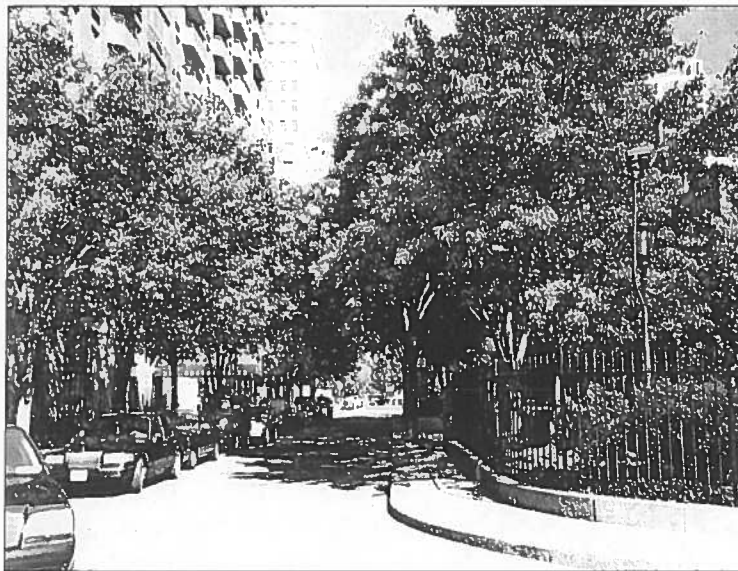
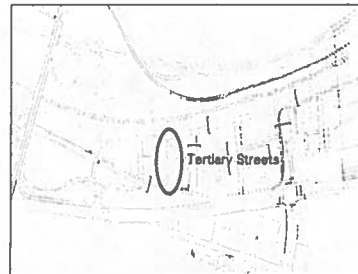
Alternate 33rd Street, minor arterial street



Typical secondary street

Tertiary Streets

These streets front the major open spaces, serving as an address and drop-off for all the buildings located along them. They will be designed as an extension of the open spaces, and have one moving lane and on-street parking. Continuous sidewalks and street trees will be provided along their building side.



Note: Setbacks not designed for personal use. Edge against walk defined by fences, (black decorative metal), hedges decorative stone/ brick walls up to 30" max.

Summary of Street Characteristics

	Potomac Avenue	Route 1	South Glebe Road	Crystal Drive	Secondary Street	Tertiary Street	88rd Street
1. Vehicular Movement	Two-Way	Two-Way	Two-Way	One-Way	Two-Way	One-Way	Two-Way
2. Movement Pattern	Medium	High	Medium	Medium	Slow	Slow	Slow
3. No. of Travel Lanes	4 + Left Turn	Varies (3 Northbound + 1 Turn Lane)	4 + Left/Right Turns	2 Moving Lanes	2 Moving Lanes	1 Moving Lanes	4 Moving Lanes
4. Design Speed	25-35 mph	45 mph	35 mph	25-35 mph	15-25 mph	10-15 mph	15-25 mph
5. Right of Way	118' w/ Transit Lanes; 100' without	Varies	118' at East Intersection; Varies otherwise	60'	66'	34' on Residential Side; 40' on Commercial Side	66'
6. Pavement Width (curb to curb)	50' south of South Glebe Road; 62' otherwise	Varies (Northbound Lane 44' to 68')	Varies	26'	38'	20'	47'
7. Median Width	12'	Varies (10.5' min North of Glebe 4 min South of Glebe)	16'	8'	—	—	—
8. Sidewalk Width	16' south of South Glebe Road; 12' otherwise	12' North of Glebe 16' South of Glebe	14'	12'	14'	14' on Residential Side;	9'6"
9. On-Street Parking	None south of South Glebe Road; Building side only otherwise	None	—	—	16' on Commercial Side Both Sides	Building Side only	Both sides/off-peak
10. Striping	Yes	Yes	Yes	Yes	No	No	Yes
11. Curb Type & Radius	Raised, 25'	Raised, 25"	Raised, 25'	Raised, 25'	Raised, 15'	Raised, 15'	Raised, 15'
12. Street Trees	30', O.C.	30' O.C.	30', O.C.	30', O.C.	30', O.C.	30', O.C.	30', O.C.
13. Street Trees Pits	5' X 12'	4' X 6' (Tree Grate)	5' X 12'	4' X 6' (Tree/Grate)	5' x12' or 4' X 6' (Grates)	5' X 12'	4' X 6' (Tree Grate)

Transit Design

Transit Right-of-Way

A transit right of way has been reserved in the South Tract for a proposed future LRT or BRT transit system. This right of way runs along the western edge of the site from its northern boundary to South Glebe Road, then up Glebe to Potomac Avenue, and then along Potomac Avenue and into Alexandria. This right of way will be planted along both sides with a continuous row of trees, except on Potomac Avenue. The track or road bed will be paved with a distinctive paving material such as modular pavers to distinguish it from adjacent roadways, and separated from those roadways with a raised decorative curb. Granular ballast is not permitted in the right of way.

The following are design criteria for permanent transit improvements within the transit right-of-way. The implementation and funding of these permanent transit improvements will be the responsibility of the public or semi-public agency or agencies that will construct a larger transit system of which the South Tract transit improvements would be a part.

General

1. Transitways will only be utilized for light rail equipment or for wheeled vehicles that are effectively of the same design in relation to operational speed, appearance and overall impact on the pedestrian environment. All other transit types will operate from the normal streets.
2. Transit equipment operating on the transitway should be limited to a maximum of two cars in order to avoid extended waits at crosswalks for pedestrians and other negative impacts from longer vehicles.
3. Fuel cell, induction or other technologies that do not require overhead wires are the preferred options for powering the transit equipment. If a system requiring overhead wires is selected then these wires should be masked by the tree canopy.
4. Operational speed should be kept to a minimum.

Glebe Road Extended

5. The interface between the sidewalk and transitway should be as seamless as possible with the edge of the transitway defined by bollards, street trees, other landscaping and textural changes in the sidewalk pavement.
6. The transitway should be at the same elevation as the sidewalk.
7. The design of the Glebe Road station should be such that it provides continuity/connection/extension between the central open space the space opposite that leads to Four Mile Run.

Route 1/Crystal Drive

8. Trees of sufficient caliper to establish an edge to the street must be planted at the back of curb. The incorporation of architectural or other streetscape elements that also establish this edge are likewise encouraged.
9. The elevation of the transitway should not be the same as that of the adjoining street.
10. The design of the station should complement the architecture of the adjacent buildings and be a fitting addition to the overall context of that part of the development. To the extent possible, this should be accomplished using design themes developed for the Glebe Road station.

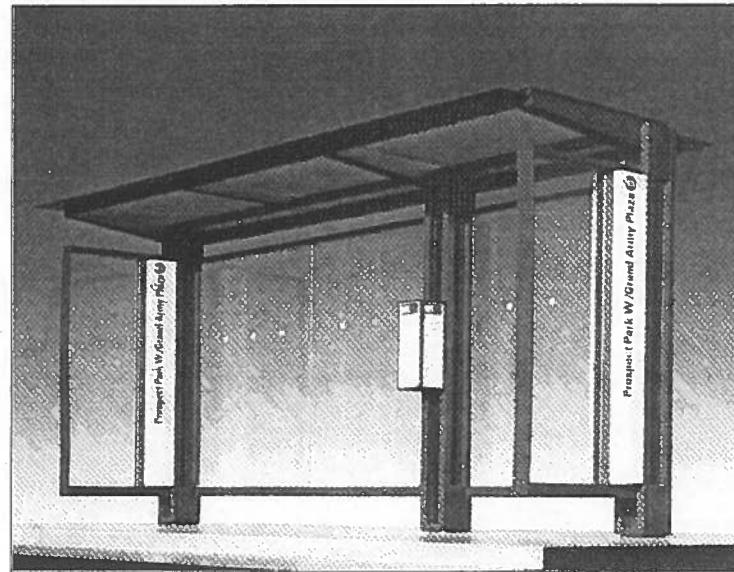
Prior to implementation of such a LRT or BRT system and as adjacent development parcels are constructed, the transit right-of-way shall be improved on an interim basis with landscaping which shall consist of plant materials that may be easily removed in the future. Tree planting within the right-of-way is not permitted. At a minimum, lawns shall be planted and maintained. Additional decorative plantings such as shrubs, perennials, ornamental grasses, and wild flowers may be installed. Planting design should complement adjacent development landscape designs and/or adjacent streetscape designs. For that portion of the transit right-of-way adjacent to the extension of South Glebe Road, the interim improvements shall include a combination of hardscape and landscape elements that could allow the transit right-of-way to function as an integral part of the streetscape.

Transit Stations and Shelters

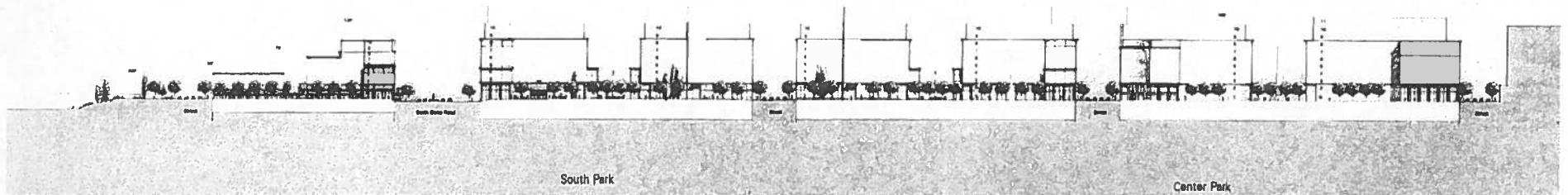
At such times as a transit system is implemented, the stations that are to be part of the system shall be designed to be integral architectural elements of the South Tract, not generic elements of an overall system. Station design should include high quality materials for structure and site paving, and should be designed as extensions of the open spaces in which they may sit. The design vocabulary should reflect the character developed within the buildings and open spaces of the plan. Sidewalks leading between the stations and Center Park should be a minimum of 16' in width, and retail and ancillary uses are encouraged to be incorporated within the stations or immediately adjacent to them. Signalization and the noise of stations and intersections, need to carefully balance safety concerns with the requirements of the immediate residents.



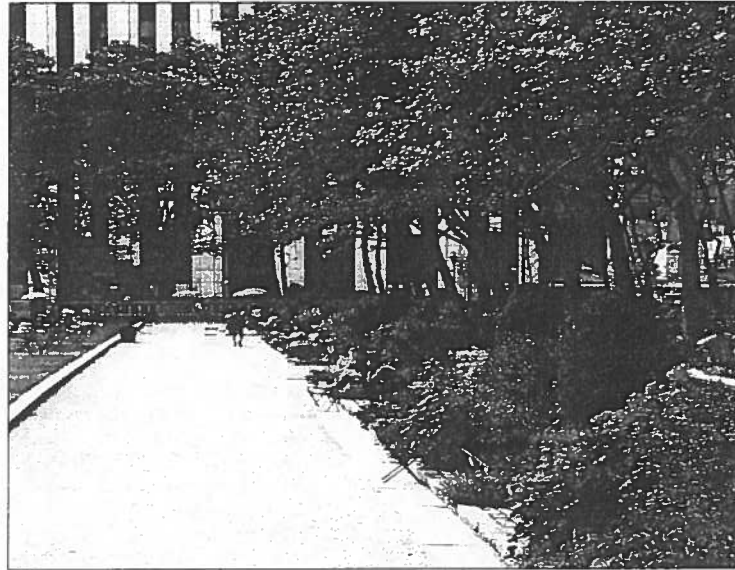
Prior to implementation of the LRT or BRT system, the transit service shall feature attractive and high quality shelters to protect patrons at stops. Shelter locations must be lit, and provide wind and rain protection. They shall be of a consistent design throughout the project, and should be designed to be movable to allow flexibility in transit routing as the project and its bus system matures.



The open spaces in the development will be used to unify the wide range of uses and building types, thus creating a common campus identity for the project. They will be predominantly simple rectangular spaces, centrally located and shared by all residents, tenants and visitors. They will be enclosed and protected from adjacent highways and rail lines by the surrounding buildings, while maintaining access by both vehicles and pedestrians. The Center Park will be the heart of the project and will be connected to the redesigned Four Mile Run waterfront which will comprise the southern terminus of the project. It will extend north into Land Bay C as a smaller open space and organizing element of the commercial spaces.



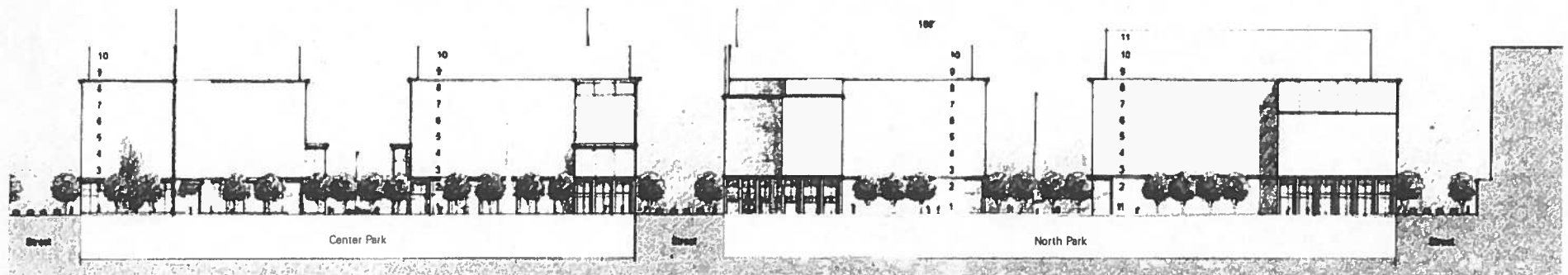
For illustrative purposes only



Bryant Park, NY. A beautifully landscaped edge to a grand public lawn



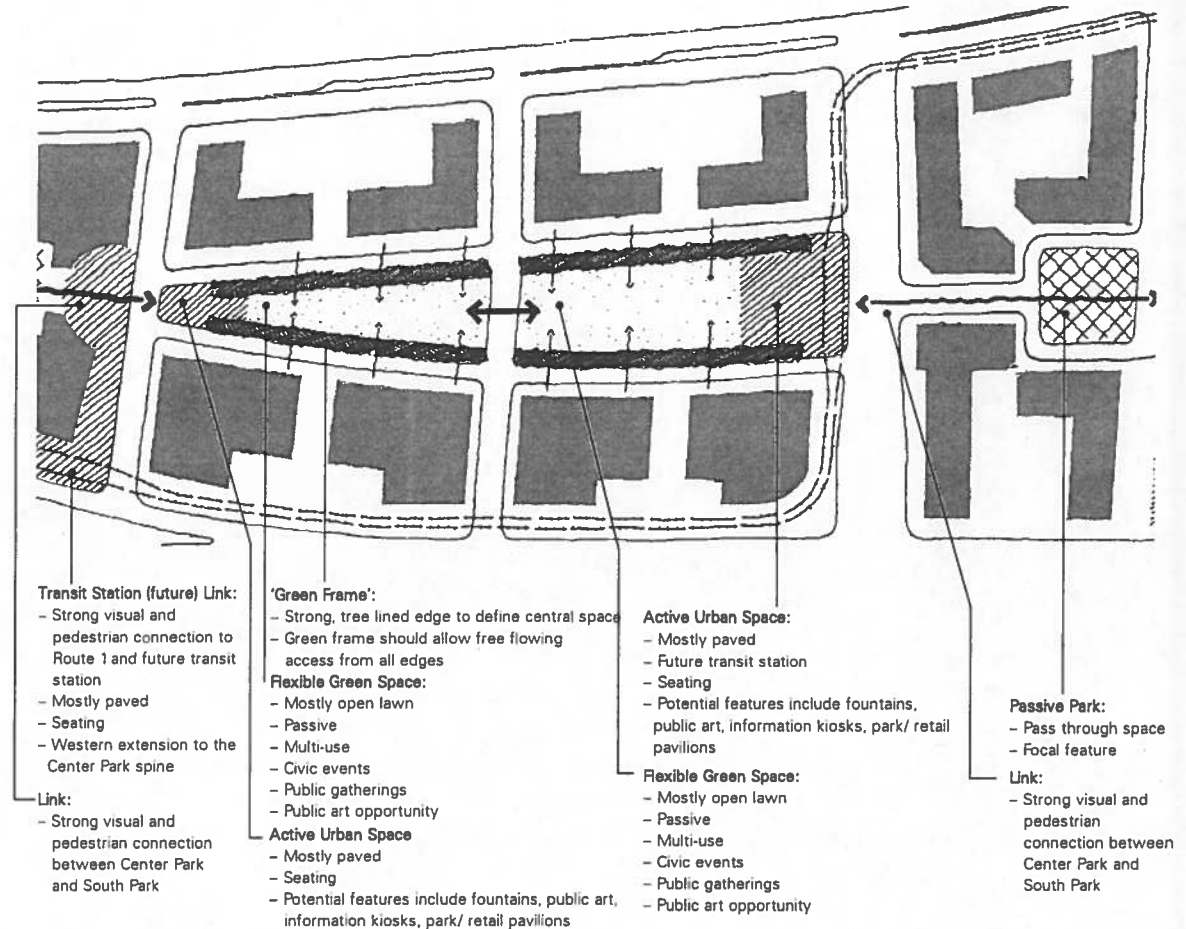
Water is a potential thematic design element throughout the open space system

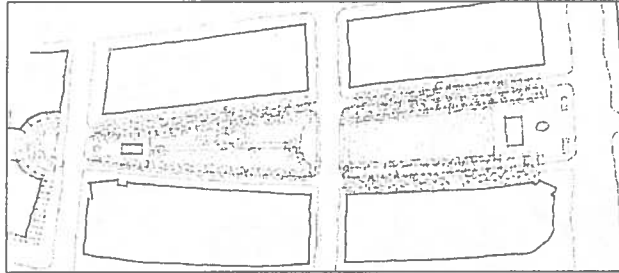


Center Park

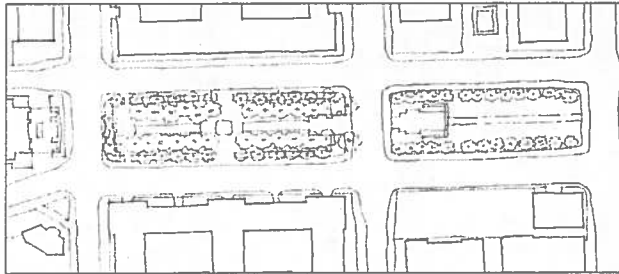
This park will be generally rectangular, though tapered, in shape, and will be approximately 2 acres in size. It will be bordered on the east and west sides by Tertiary streets providing access to the adjacent residential and commercial buildings. It is enclosed by the walls of consistently setback buildings around it to create a grand outdoor room. Its southern end will front onto and cross South Glebe road, to connect with a small plaza and the South Park Base improvements. The southern end of the Center Park is the site of a proposed transit station. This Transit Focal Point could then become the focus for retail activities such as restaurant kiosks, and movable seating, newsstands, and other complementary uses. The park is to be a minimum of 750' long, with an average curb to curb width of not less than 120'. At its northern end its minimum width is 50'. The Park may be traversed by one or two intermediate or Secondary east west streets.

The Commercial focal point at its northern end is to be a place for ground floor retail concentration. It should be supported with fixed or movable seating, decorative hard surface paving to accommodate modest gatherings, shade trees, and focal objects, such as fountains, sculpture, performance or recreational pavilions. The center of this major open space is conceived as predominantly a passive lawn, with trees and decorative plantings to reinforce its enclosure. This is a multi purpose space that can support casual games, people watching, and other forms of primarily passive recreation.

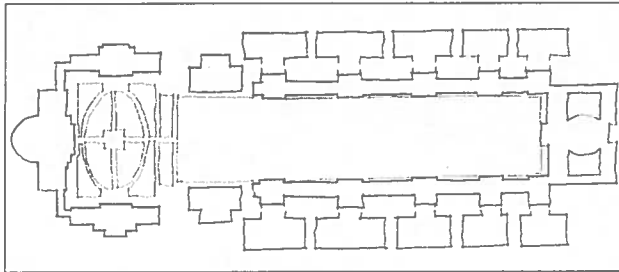




Potomac Yard, Center Park

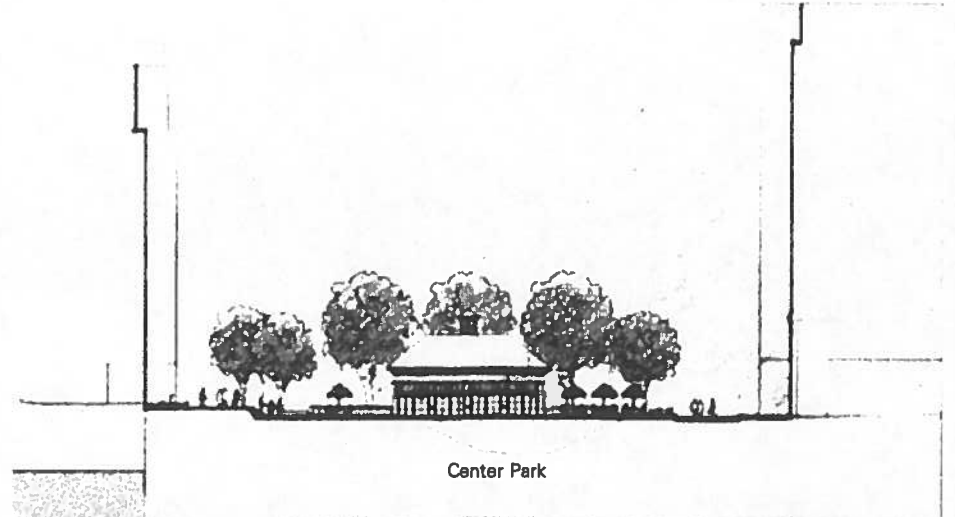


Rawlin's Park, Washington DC



University of Virginia, Charlottesville, VA

Note: All drawings shown above at the same scale



Center Park

For illustrative purposes only

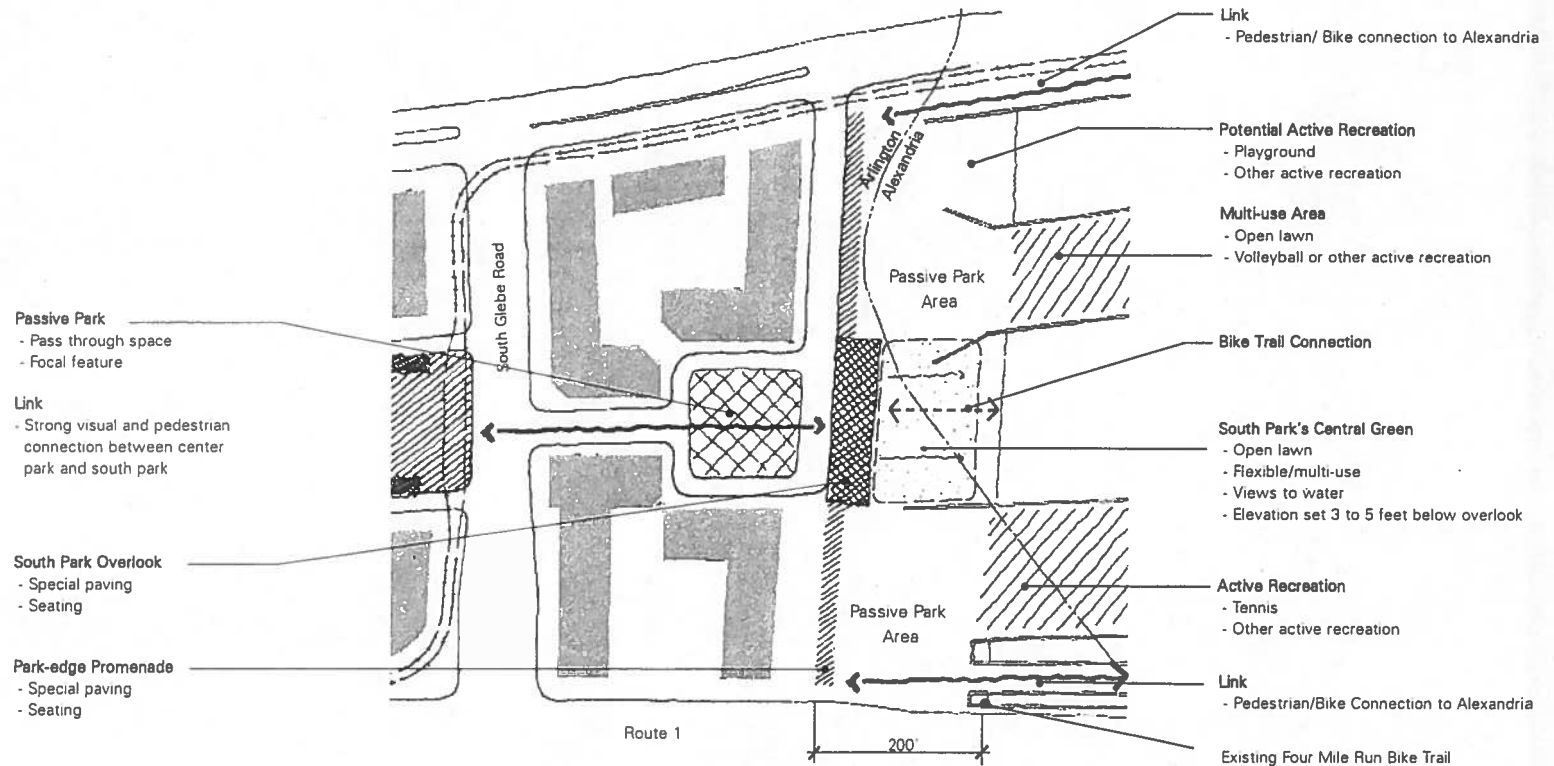


South Park

The full extent of South Park is defined by a 200' setback line from the edge of Four Mile Run. This area, roughly 2.8 acres (including areas within Alexandria), is further subdivided into two zones. The first 60' from the northern edge of the park will be constructed in conjunction with the residential and retail development on the adjacent land bay. These permanent improvements will include a promenade, retaining wall and stairs from the adjacent street down to the remainder of the park. The promenade should

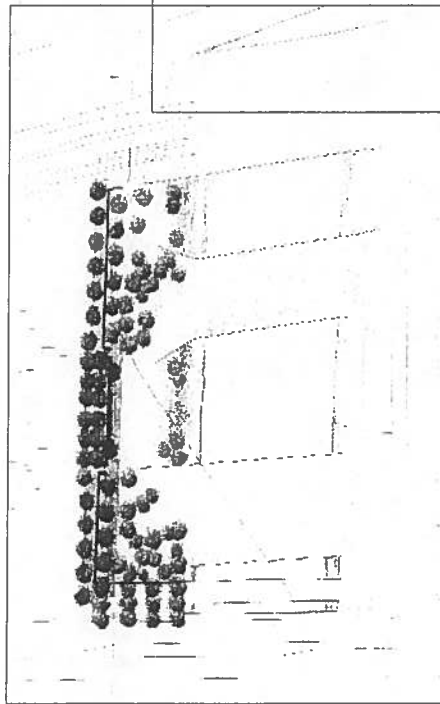
be designed to complement the adjacent small plaza or square, which is to be a focal point for retail uses in Land Bay F; and the visual terminus for the extension of the Center Park to the Run.

The remaining approximate 140' of the setback from the Run, much of which is in the City of Alexandria, will be developed in two phases. The first, or base condition, will improve the look and usability of the land and buildings adjacent to the Run through the creation of a consistent lawn and

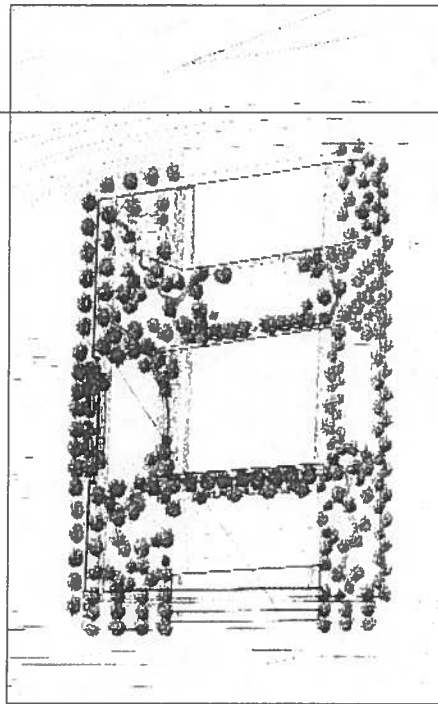


Note
All improvements and uses in Alexandria require Alexandria approval. All improvements and uses in Arlington require Arlington approval.

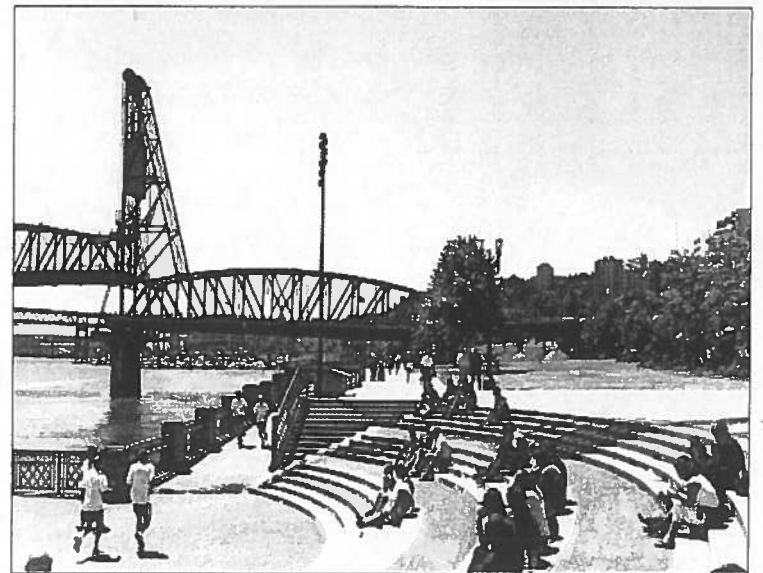
complementary plantings, subject to the PDSP Conditions. The bridges should accommodate pedestrian access to Alexandria, and provide space for the active recreation concessions specified in prior approvals from the City of Alexandria. The second or extended phase of improvements in this portion of the Run will be subject to potential, future joint deliberations by Alexandria and Arlington. The program for this area will be developed at that time. The improvements located there should however be designed to respect the adjacent residential uses, provide ways of linking the bike trails running parallel to and over the Run subject to the PDSP Conditions, and take advantage of the proximity and aquatic theme possibilities of the channel.

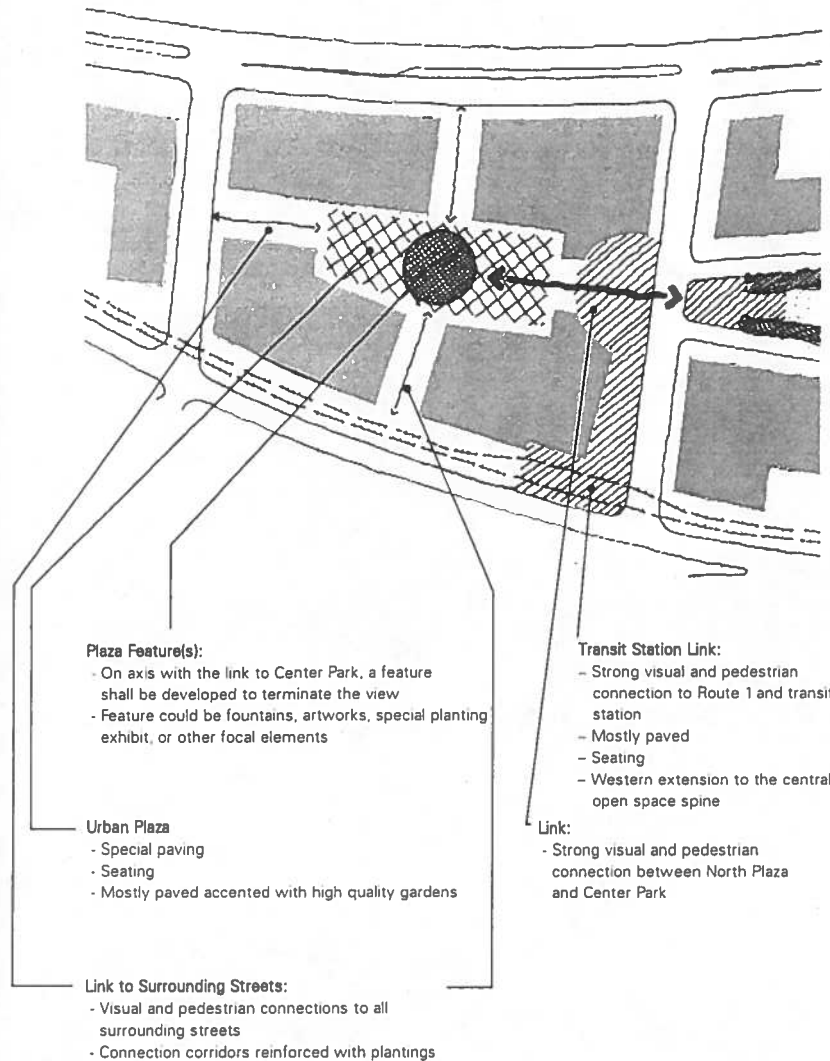


Illustrative Plan Area A
A: Base Improvements



Illustrative Plan Area B
B: Base Improvements



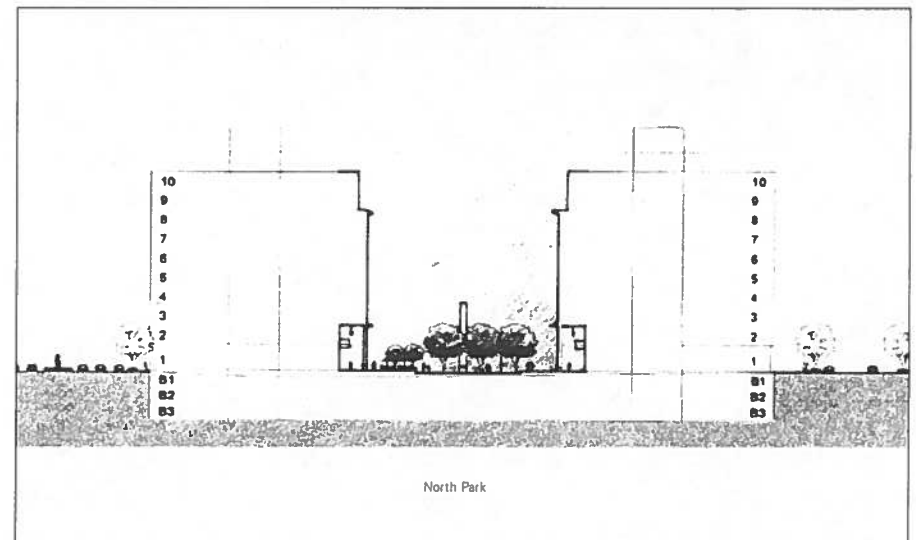


North Park

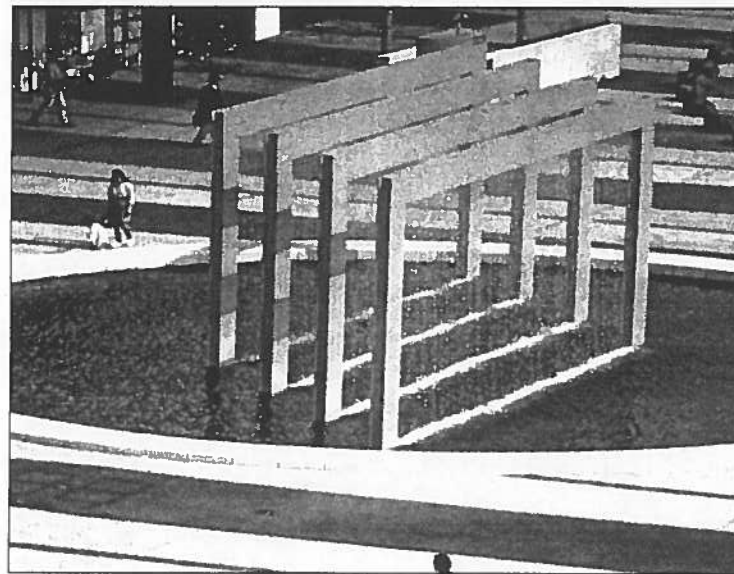
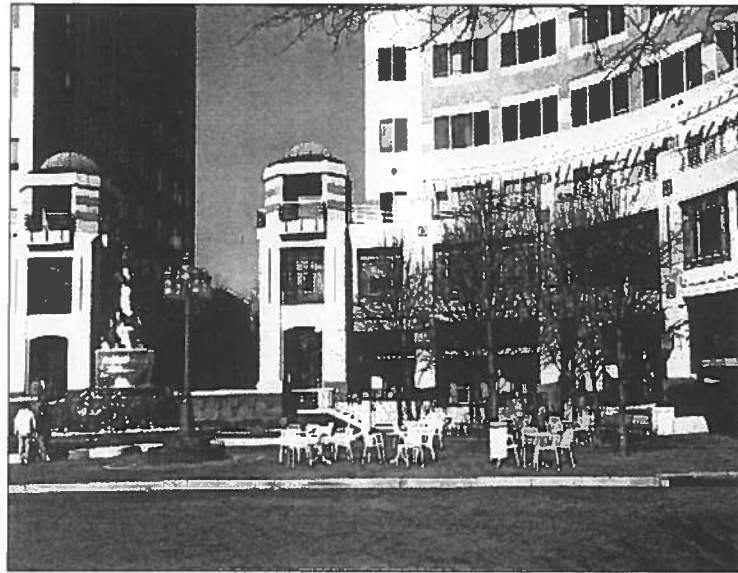
This small plaza is a focus for retail activities, and an extension of the Retail Focal Point at the northern end of the Center Park. Located in parcel C, it should be a minimum of .5 acre in size. It should be lined with retail uses on both sides, and will serve as an important north-south link within this large land bay. This space must be designed to create an active linkage to the potential transit station located along the reserved right of way on Crystal Drive. Ground floor retail uses, and special elements such as carefully designed arcades, will ensure a round-the-clock sense of security for people coming to and from the proposed transit station.

Just as South Park serves as the southern terminus to the Center Park, the North Park will serve a similar function to the north. This Plaza must be visible and accessible from both the north and south ends of the block, to ensure spillover of activities from the adjoining land bays.

It may vary in width, but may not be less than 30', and must be open to the sky or, if enclosed or covered, utilize a glass roof. This space is to be conceived of as a public room into which retail activities may project, and must accommodate public seating and focal elements such as fountains or sculpture that are not part of private retail establishments.

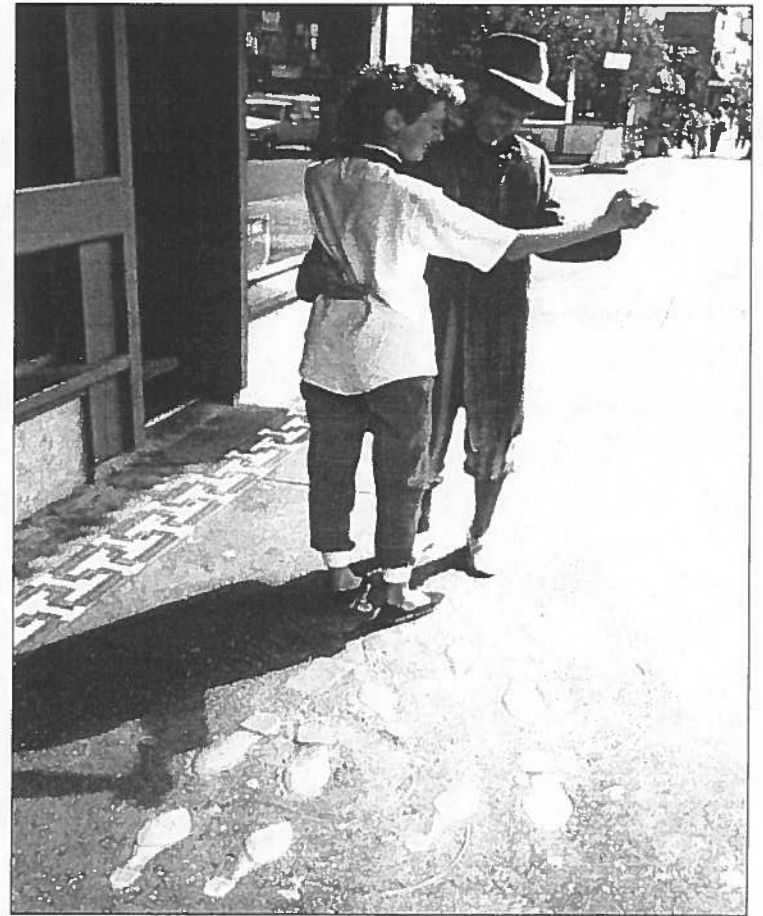
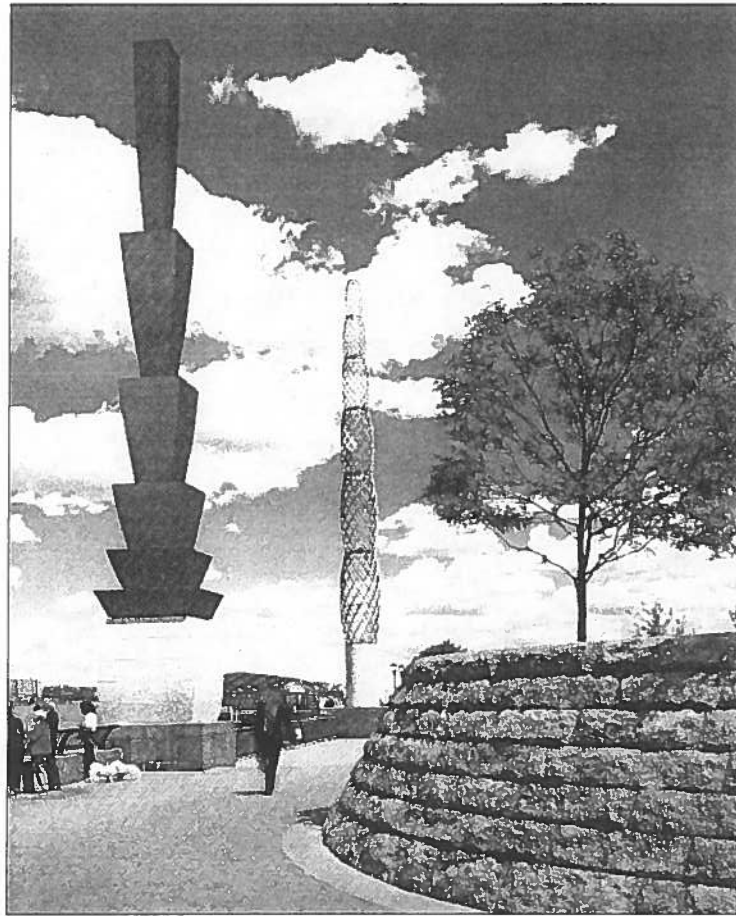


For illustrative purposes only



Public Art

Public Art can enliven and humanize public space, and can increase our enjoyment of it by providing insightful interpretations of a community's activities, aspirations and history. To facilitate these aims it is recommended that a professional Public Art Consultant be designated to develop a public art concept plan for the South Tract. The aim of this program should be to integrate public art into the design of the project's architecture, open space and infrastructure. Works that are site specific are particularly encouraged, especially in important public destinations such as transit stations and focal points within major open spaces. They could be included in the project's building entrances, transit stations, street medians, street furniture, such as lighting, seating and other streetscape elements.



Building Guidelines

The quality of the neighborhood and its streets and open spaces will be derived in large part by the character of the buildings that front on these spaces. These guidelines identify and focus on those elements that comprise the most public side of the buildings. The following categories of standards designated by building type comprise the basic design requirements.

Urban Standards

Frontage and Orientation
Heights and Massing
Parking and Service

Architectural Standards

Materials
Architectural Elements
Special Features

Building Types

Residential
Office
Hotel

All buildings are encouraged to be designed to meet the Leed Standards of the USGBC or other applicable Green Building program as determined by Arlington County.

Residential

Residential buildings to a maximum height of twelve to thirteen stories are proposed along the eastern edge of the Center Park and along South Glebe Road. The height will vary according to the rules of the applicable height restrictions. Retail and professional office uses are permitted on the ground floor.

Urban Standards

Frontage and Orientation

All residential buildings shall have their primary facades with the main entries fronting the street. Buildings that abut both Potomac Avenue and the Center Park will have their primary facade on the park. Not less than 75% of the front lot width should be covered by the front facade for buildings along the streets, except along Potomac Avenue and Route 1 where landscaped courts may be created. The buildings may be setback a distance of 8' from the front property line to allow landscaping. Blank walls at ground level should be avoided. Building entries should be significantly articulated.

Height and Massing

Buildings will vary in height depending on their location in the plan. The buildings fronting the Center Park shall have a common vocabulary which includes a horizontal base expression above two stories and an upper story horizontal expression at approximately 80'. Setbacks are allowed and encouraged above the 80' horizontal expression line. A horizontal base expression above one story shall be used for buildings less than seven stories. Fenestration, articulation and massing of all building facades should be designed to create visual interest, pedestrian scale and rich streetscapes for adjacent public open spaces. Long, repetitive and uninterrupted facades are discouraged.

Parking and Service

The required parking shall be provided in underground facilities. Parking entrances shall be located along the secondary streets. They shall not be



A desirable massing pattern



Landscaped setback



Vertical expression



Use of masonry as a predominant building material

located along the Center Park and Four Mile Run Park and shall not disrupt the flow of pedestrian circulation. They shall be discreetly designed to minimize views from adjacent buildings and streets or designed to create a special entry feature that will provide a vertical break between different building groups.

Architectural Features

Materials

Residential buildings shall merit different treatments depending on whether they are located along the Center Park or on any other parcel. Buildings along the Center Park shall be designed in coordination with the office buildings fronting the space to create a harmonious ensemble along the Center Park. All buildings shall nevertheless be predominantly masonry material, including brick and stone. Trim materials may be of stone, metal or similar materials.

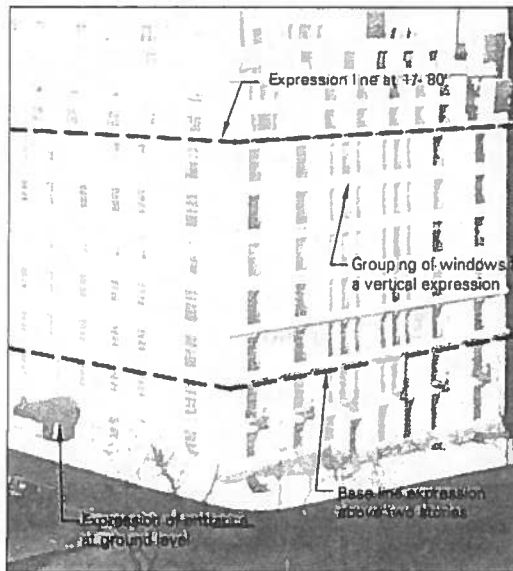
Architectural Elements

Exterior openings may vary in size and pattern but should be of a prominently vertical proportion. Window to wall ratio of the front facade should be a minimum of 30% and a maximum of 50%. The roof of the building may be either flat or pitched. The recommended roof pitch for the lower (less than 7 storeys) buildings is 5/12 to 7/12. A cornice line or similar expression at the parapet or at the eave of the roof is strongly encouraged. No running balconies are allowed but recessed alcoves, loggias and setbacks are encouraged. In lower residential buildings,

balconies are permitted, but they shall not be continuous and they shall create a vertical rhythm to the building. Mechanical or HVAC units shall not be seen from the street.

Special Features

Awnings or other architectural treatments to mark the entrance are encouraged. In the lower residential buildings, it is encouraged to have separate entry features to the individual dwelling units at the ground floor level. All facade elements in the lower residential buildings, such as windows, gutters, setbacks and balconies shall be grouped to emphasize a vertical expression. Bay windows are allowed but they shall follow the same rules as set for all other facade elements.



Office

Ten to twelve story office buildings, depending on their location, are proposed in the development. They are to be located along the western edge of the Center Park and on the northern part of the site. Their floor plates will generally range from 15,000 SF to 40,000 SF. All of the office buildings are permitted to have retail space such as stores, cafes and restaurants at the ground floor.

Urban Standards

Frontage and Orientation

Buildings shall have their front facades parallel to the front property line. Not more than 80% of the front lot width should be covered by the front facade for buildings along Route 1. Not less than 80% of the front lot width should be covered by the front facade for buildings along other streets. Corner lots are considered to have two front lot lines. The main entrance to the building shall be at the front facade and articulated as a significant public entrance. Blank walls at ground level shall be avoided. The base of office buildings will generally be designed to accommodate ground floor retail use. (see Retail Section)

Height and Massing

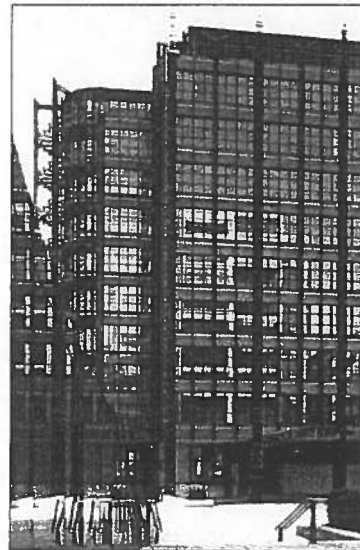
Buildings vary in height, subject to localized height restrictions in each land bay. Setbacks are allowed only on the upper floors, and are encouraged on the facades facing the center park, and can be used for loggias or terraces. There shall be a horizontal expression line above the second floor to maintain a sense of continuity. In general, all office buildings will read with an expression of a base, middle and the top. Buildings with floor plates over 28,000 SF or with facades over 100 feet in length must incorporate articulation (setbacks, changes in fenestration patterns, etc.) to reduce their apparent bulk.

Parking and Service

The required parking shall be provided in underground facilities or be completely hidden from adjacent public streets. Loading areas and parking entrances shall be predominantly located along the secondary streets and discretely designed to minimize views from adjacent buildings and streets. They shall not be located along any of the open spaces and shall not disrupt the flow of pedestrian circulation.



Facade Composition



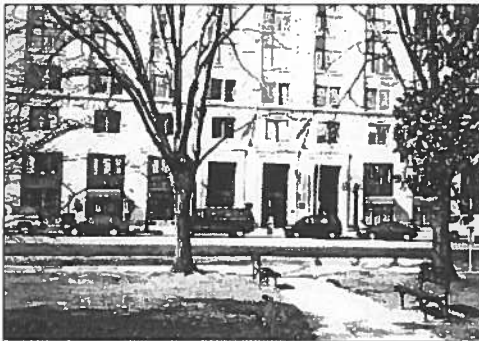
Material Options



Base expression



Ground floor treatment



Entry



Discreet garage entrance

Architectural Standards

The treatment of office buildings shall vary depending on where they are located—along the Center Park or on any of the other parcels.

Materials

Office buildings along the Center Park shall be designed in coordination with the residential buildings to create a harmonious ensemble along the Center Park. Buildings shall have a predominantly masonry material, including brick, stone and high quality precast concrete panels. Trim materials may be of stone, metal or similar material. Metal and glass could be used to provide a different expression at the top floor level.

In addition to masonry materials, curtain walls and metal cladding could be allowed for office buildings in other locations with respect to the three part composition of the building elevation (base, middle and top).

Architectural Elements

Exterior openings should be proportionately appropriate for the building function. The use of reflective or darkly tinted glass is prohibited. Mechanical or HVAC units shall not be seen from the street. Roof tops overlooked by other buildings shall be attractively designed; vegetated roofs are encouraged. The building may be vertically recessed above the second floor horizontal expression line. While punched windows are strongly encouraged for the building facades, an all-glass vertical expression is allowed in the recessed area.



*Arlington County
Potomac Yard*

Special Features

Special Features such as balconies are allowed on the second floor, particularly to enhance the entry. Awnings are encouraged at the ground level to distinguish retail functions. Arcades are prohibited along the Center Park but are allowed near the transit stations and at places to mark the terminus of a prominent open space. At prominent building corners and spaces between buildings not crossed by streets, building projections are allowed to the maximum height of five stories.

Hotel

The Plan allows for approximately 625 hotel rooms, with supporting facilities such as conference rooms, restaurants etc.

Urban Standards

Frontage and Orientation

The main entrance shall be at the front facade and articulated as a major public entrance.

Height and Massing

Maximum building height will vary by location. There shall be a horizontal base expression above the first two floors, which will typically be higher in ceiling height to accommodate retail and other commercial activities. A second horizontal expression line is encouraged at approximately 100'. In general, the building shall be read with an expression of a base, middle and top.

Parking and Service

Refer to the office building guidelines. A single porte cochere is permitted.

Architectural Guidelines

Materials

Refer to the office building guidelines.

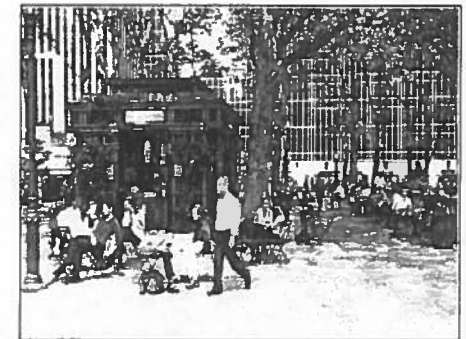
Architectural Elements and Special Features

Refer to the office building guidelines, except that the roof may be pitched. Retail space incorporated into the base of the hotel should be visible from the street or public plazas. Blank walls that may result from the creation of large conference facilities require special ground floor articulation treatments to mitigate their impact on surrounding streets such as display windows, public art, etc.

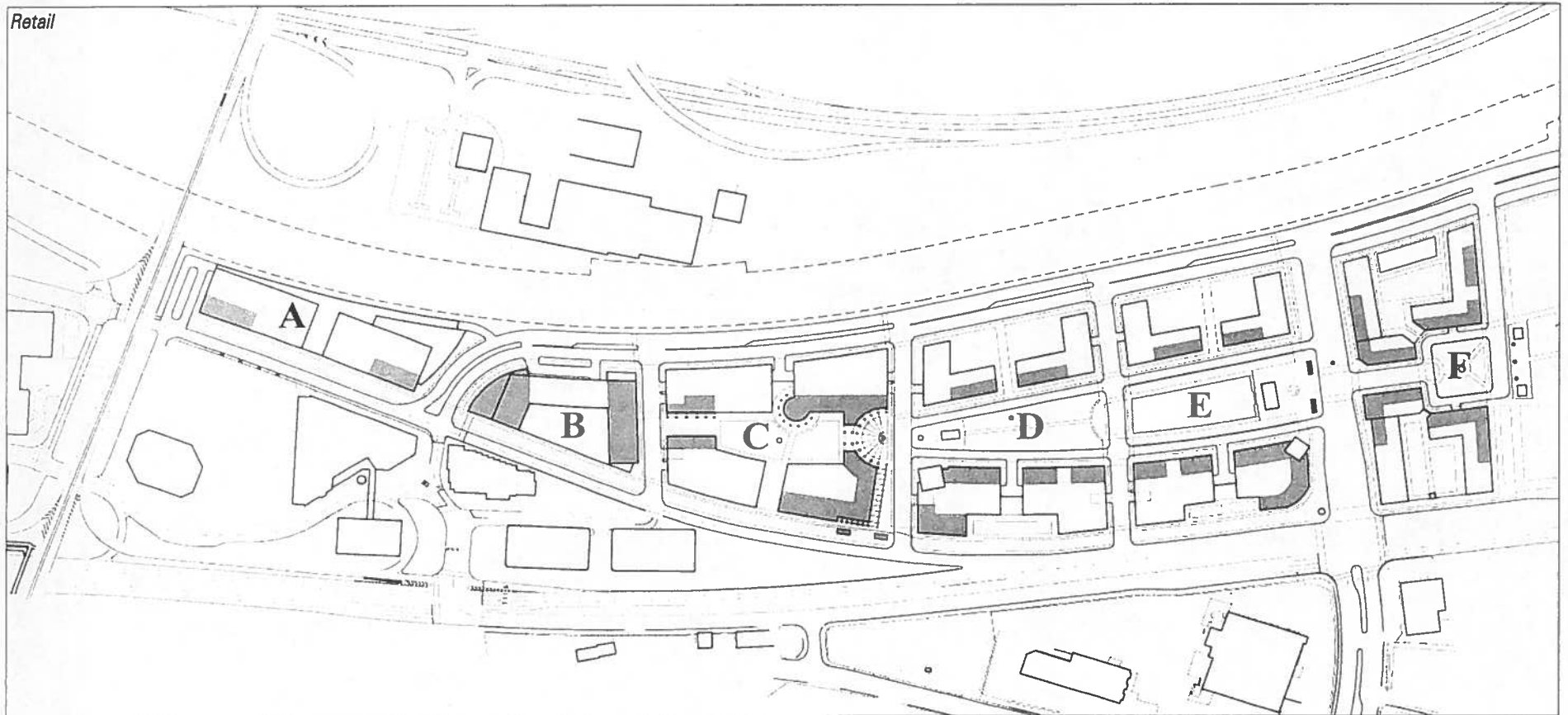


Retail

Retail facilities will be an important contributor to the successful street life of the project. Retail space should be concentrated around major focal points, but the ground floors of all office buildings should be designed to accommodate it. Potential retail space locations are shown on the following page. All of the retail space shall be designed and constructed to include interior and exterior improvements necessary to ensure that the space is functional and attractive to prospective retailers including, but not limited to, floor to floor heights of at least 12', (these heights shall be increased wherever possible), direct access to service corridor/areas, venting systems required for restaurant use, direct frontage on streets or public areas (excluding hotel) and access, and clear glazing on the windows. Storefronts should be readily identifiable, and differentiation among tenants through individual signage and storefront design is encouraged.



Retail



Potential Retail Space

Land Bay

Retail Space

(Base and Potential Additional Retail)

Minimum Floor to Floor Height

A	10,000 SF	12'-0"
B	25,000 SF	15'-0"
C	35,000 SF	12'-0"
D	25,000 SF	12'-0"
E	25,000 SF	12'-0"
F	30,000 SF	12'-0"

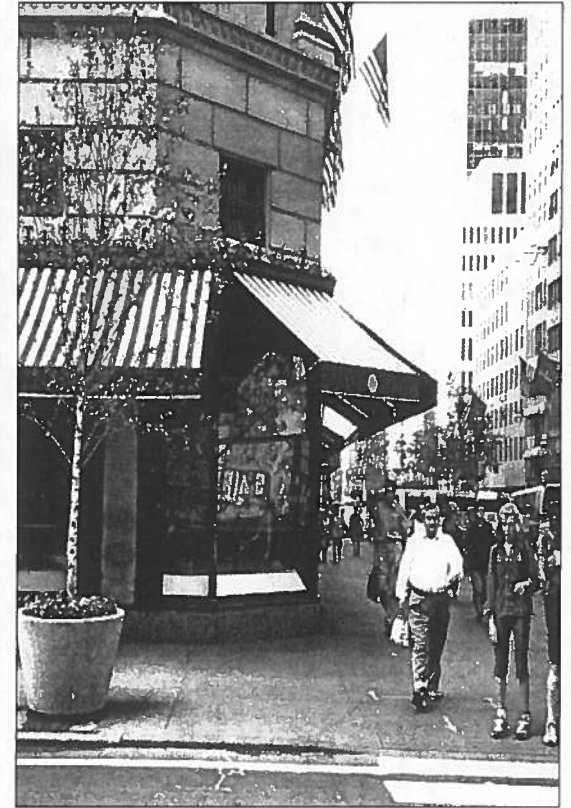
Retail kiosks shall have a 15'-0" minimum floor to floor height.

Potential Retail Space locations shown are based on an illustrative plan. Final plan locations should approximate these as closely as possible.

Signage

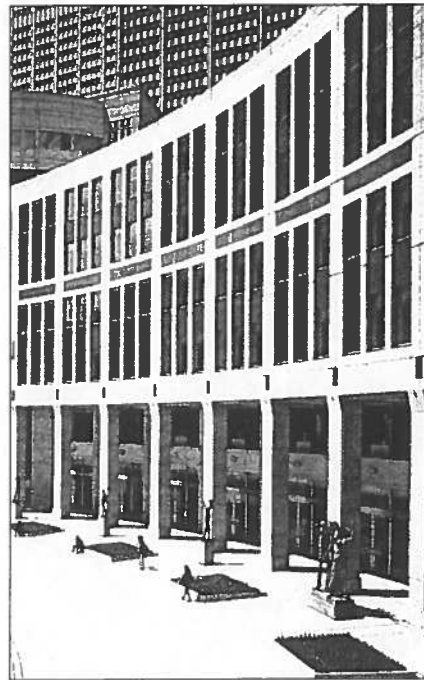
General project signage design guidelines will be required at the time the first commercial building undergoes Final Site Plan review. Retail signage shall distinguish the retail from other uses in the building, be readily visible to pedestrians and/or motorists and augment the retail character of the facade. Individual awnings for each establishment are encouraged. Awnings should be made from canvas or equivalent material; plastic or vinyl is strongly discouraged. Signage is prohibited above the first floor, except for company names or logos.

All rooftops signage will require county board approval and will be reviewed for compliance with Arlington county's "Sign Guidelines for Site Plan Buildings," including orientation toward and impact on residential neighborhoods to the west.

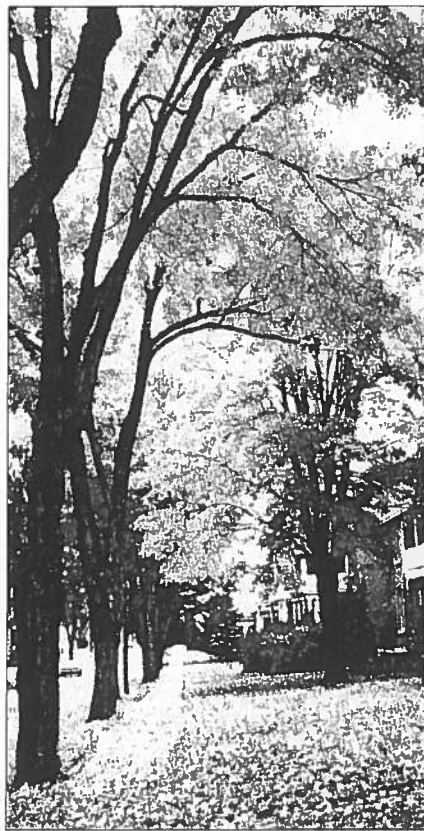


Arcades

Covered walkways incorporated into the base of adjacent buildings are optional elements that, if provided, require careful consideration of several design criteria to be successful. Retail must be accessed from the adjacent sidewalk, which must be at the same level as the floor of the arcade. Arcades should be designed as extensions to adjacent sidewalks and streets and must be both attractive and secure. They should be no less than 10' deep and require clear ceiling heights roughly double their effective depth. Ceilings should be carefully designed to be attractive feature of the arcade. Supporting columns should be masonry. Arcades must be carefully lit, and must be designed so that they are perceived to be safe when their retail uses may be closed.



Streetscape Standards



Typical Street Tree Planting

Street Trees and Associated Street Plantings

Plant Material Quality and Size

All plantings and installation methodologies shall conform to the County of Arlington standards and as defined by this guideline. Plants shall be nursery-grown in accordance with the latest edition of USA standards for Nursery Stock. Unless otherwise noted within this guideline, street trees shall be at least 4" caliper and shall begin branching no less than 6 feet from the base. Groundcovers shall be established, well-rooted, in containers with not less than the minimum number and length of runners required by ANSI 260-1 for pot size used. Plants shall be sized and spaced such that ground plane coverage is 90% complete within two years of installation.

Consistency - Spacing and Species

Using a variety of street tree species at Potomac Yard is encouraged. However, each individual street shall be planted with one tree species throughout its entire length. Each species shall be installed at sizes uniform in caliper and height. North-south streets must maintain size uniformity for a distance of at least one full block. East-west streets must be uniform throughout its entire length. Tree spacing shall also be consistent on each individual street with some allowance for conflicts with drive entrances, alleys, and underground services.

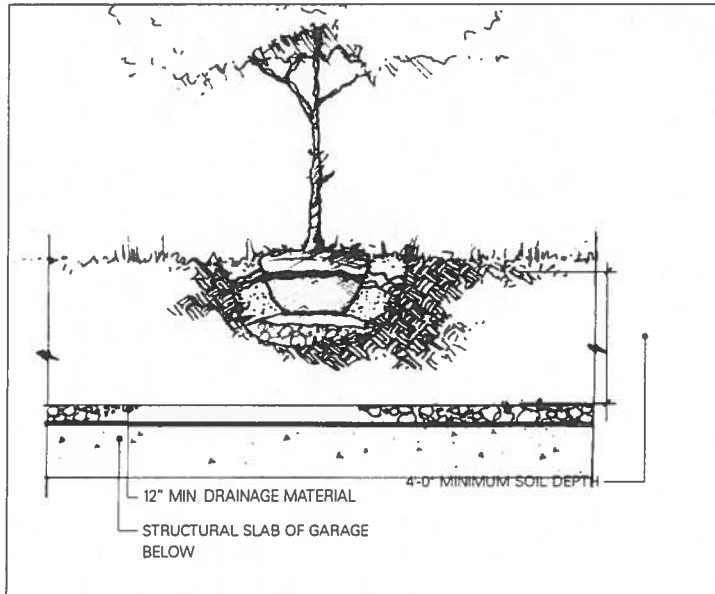
Tree Pits

Unless otherwise noted, sidewalks shall be located immediately adjacent to back of curb with street trees centered in tree pits. Tree pits shall be 5' x 12' in size with the long dimension oriented parallel to the street. Tree pits located adjacent to on-street parking shall include a 12" wide pavement border to help accommodate pedestrian movement to and from parked cars. The border shall be constructed within the tree pit using 4" x 4" x 4" granite sets, split face on all sides. The granite sets shall be placed directly on the planting soil with hand tight joints.

Plantings Over Structure

Installation of plantings over parking structures shall conform to Arlington County standards and as defined by this guideline. Trees shall have a minimum depth of planting soil as indicated on plant list, either by depressing the structural slab or by mounding soil. Mounding of soil must include an area around the tree that is the full specified depth. See plant list for radius of full planting depth. Street trees shall have a continuous 4' deep by 5' wide soil panel for the full length of each block. Lawn and groundcover areas shall have a minimum 15" depth of planting soil. Planted spaces located over structure shall be irrigated.

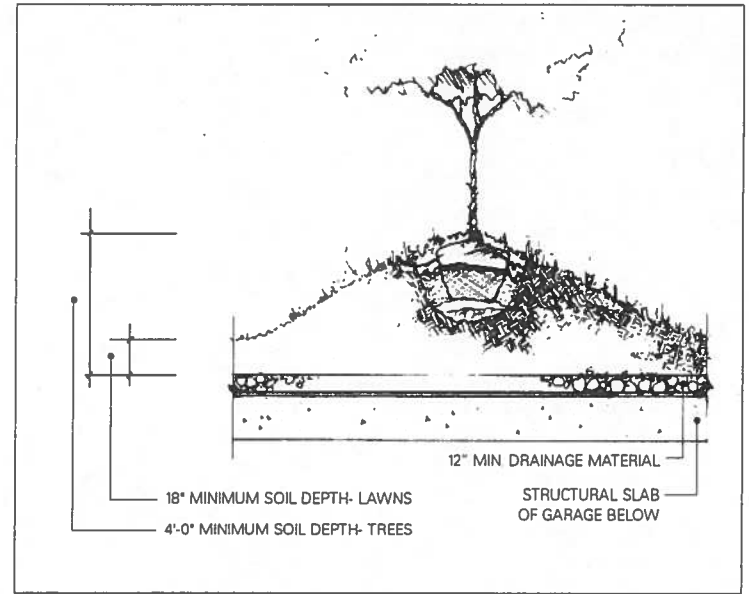
All street trees and large shade trees shall have a minimum 4' depth of planting soil. Street trees shall have a continuous 4' deep by 5' wide soil panel for the full length of each block. Lawn areas and groundcovers shall have a minimum 18" depth of planting soil. Planted spaces located over structure shall be irrigated.



Depressed Slab- Tree Planting

Route 1

Route 1 shall have street trees planted on the east side and the median. Trees shall be planted with consistent spacing and be of the same species throughout the entire length of the corridor. Tree spacing shall have an average spacing of 30' on center. Tree species shall be one of the specified Broad Deciduous Street Trees. An effort should be made to coordinate street tree species with the corridor's existing street tree plantings. Trees planted along the east side of Route 1 shall match tree species used in the Potomac Yard portion of Crystal Drive. In order to reduce conflicts with proposed light rail, tree species shall be one of the specified Narrow Deciduous Street Trees. Ground plane treatment of the median shall match treatment used throughout Arlington's Route 1 corridor.



Mounded Soil- Tree Planting

Crystal Drive

Crystal Drive shall have street trees planted along the east side only. Trees shall be planted with consistent spacing and be of the same species throughout the entire length of the corridor. Tree spacing shall be an average of 30' on center. In order to reduce conflicts with proposed transit corridor, tree species shall be one of the specified Narrow Deciduous Street Trees.

Potomac Avenue

Potomac Avenue shall have street trees planted on the east side, west side, and median. Trees shall be planted with consistent spacing and be of the same species throughout the entire length of the corridor. Tree spacing shall have an average spacing of 30' on center. Tree species shall be one of the specified Broad Deciduous Street Trees. Street trees located along the east side of Potomac Avenue shall be planted consistently offset three feet from back of curb. The median shall be developed as a continuous planting strip with street trees and lawn/groundcover. On the west side of Potomac Avenue, sidewalks shall be immediately adjacent to the back of curb with street trees planted in tree pits. Tree pits shall be planted consistently with one of the tree pit groundcovers specified. An effort should be made to coordinate street tree species and ground plane treatment of Arlington's

portion of Potomac Avenue with the Alexandria portion of Potomac Avenue, allowing for a consistent intra-jurisdictional treatment of the corridor's streetscape.

South Glebe Road

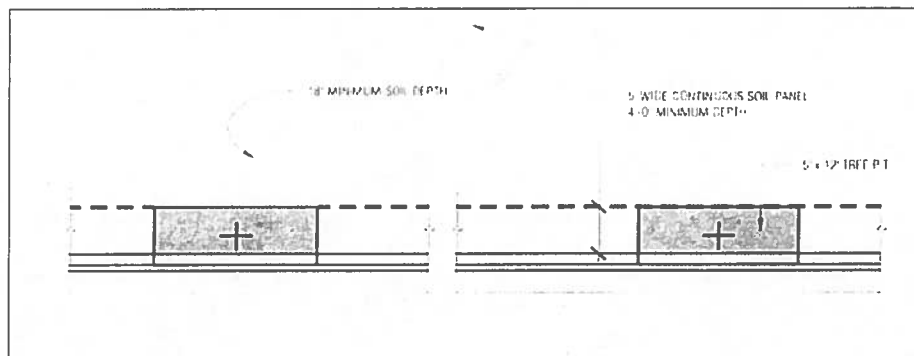
South Glebe Road shall have street trees planted on both sides of the street and median. On the north and south sides of the street, trees shall be planted with consistent spacing and be of the same species throughout its entire length. Tree spacing shall have an average spacing of 30' on center. In order to reduce conflicts with proposed transit corridor, tree species shall be one of the specified Narrow Deciduous Street Trees. Trees planted in the median may be of a variety that is different than trees planted on the north and south sides of the street. Tree species may be one of the Broad Deciduous Street Trees or one of the Ornamental Street Trees specified. The median shall be developed as a continuous planting strip with street trees and lawn/groundcover.

Secondary Streets

Each of the east/west streets shall be planted with one of the Broad Deciduous Street Trees, one species per street, each street with a different species. All east-west streets shall be developed with sidewalks located immediately adjacent to back of curb.

Tertiary Streets

North-south streets that border Center Park shall be planted with one of the specified Broad Deciduous Street Trees, consistently spaced on both sides of the street throughout the entire park. On the building side of the streets, sidewalks shall be placed immediately adjacent to the back of curb with street trees planted in tree pits. Walkway locations on the park side of the street shall be determined as part of the park design process. If the park design calls for walkways that are not immediately adjacent to the back of curb, street trees shall be planted consistently offset three feet from back of curb.



Street Tree- Continuous Soil Panel

Sidewalk Paving

Continuous Pedestrian Circulation System

Pedestrian circulation throughout the site shall be continuous. Unless otherwise noted, all streets shall be bordered with sidewalks. Except in parks, sidewalks shall be placed immediately adjacent to back of street curb with openings in the sidewalk to accommodate tree pits. Pedestrian pathways through parks shall serve as extensions to the street sidewalk system. These pathways shall always abut street curbs at intersections, aligning with crosswalks.

Accessibility

Sidewalks shall be constructed in accordance with all local, state, and national regulations including the latest ADA and ADAG regulations. Accessibility ramps shall be provided at all street corners in accordance with Arlington County standards.

Crosswalks

Crosswalks shall be delineated at every intersection except along Route 1 and Potomac Avenue. Crosswalks along Route 1 and Crystal Drive shall be limited to Glebe Road, 27th Street, and one intersection located somewhere in between. Crosswalks along Potomac Avenue shall be limited to Crystal Drive and one location near Four Mile Run Park. Specialty pavement shall be used for crosswalks along central spine connecting North Park, Center Park, and South Park and is encouraged for all crosswalks.

Concrete Sidewalks

Concrete sidewalks shall conform to the Arlington County standards and include color additive per District of Columbia standard sidewalks "lamp black" as specified by the District of Columbia Standard Specifications for Highways and Structures. Concrete shall be scored, 4' by 4' pattern.

Specialty Pavement Sidewalks

Special pavements such as brick, stone, or concrete pavers that are used for typical sidewalks shall be consistent throughout the project. Brick or stone that is different than the material selected for typical sidewalks may be used for special spaces such as Center Park, urban plazas, Four Mile Run Park, and transit plazas. The compressive strength of any brick used shall be not less than 10,000 pounds per square inch for any 5 bricks tested. Brick shall be capable of withstanding a minimum of a 100 freeze-thaw cycles. Tolerances shall conform to the most current ASTM Designation C-902. Brick pavers shall be wire cut with sand swept hand tight joints set on a bituminous setting bed per brick manufacturers recommendations. Setting bed materials may vary only where on-structure conditions prevent the use of bituminous materials such as waterproofing conflicts. Base materials, on-structure and off-structure, shall be designed to withstand light vehicular traffic.



Sidewalk- Specialty Pavement

South Glebe Road

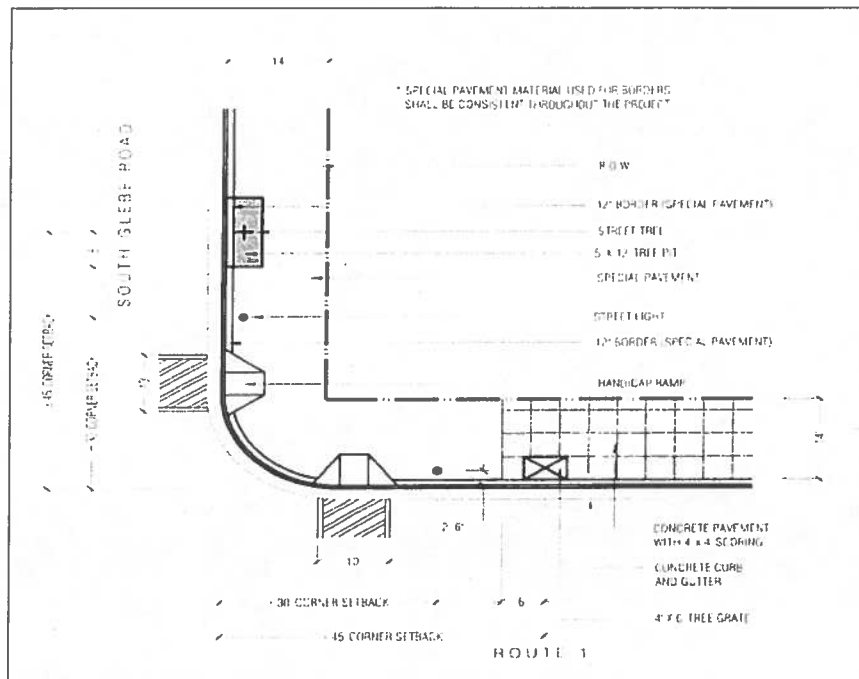
South Glebe Road sidewalks shall be located on both sides of the street, and be constructed of special paving. 5' x 12' tree pits shall be placed adjacent to the street curb.

Secondary Streets

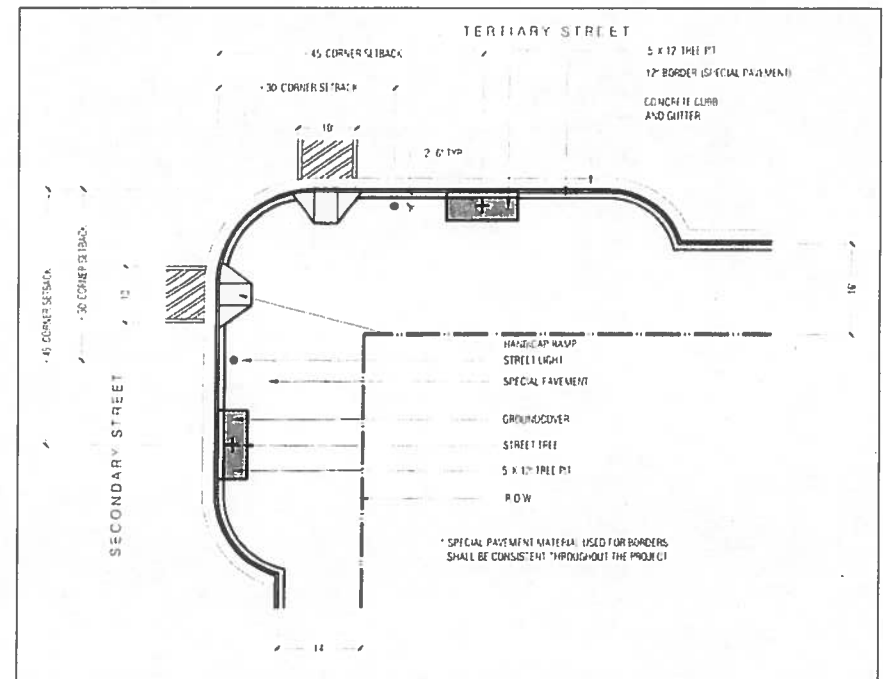
Secondary project streets shall be constructed of concrete with special paving banding, or special paving. Walks shall be constructed immediately adjacent to the curb, and have openings to accommodate tree pits.

Tertiary Streets

Sidewalks located along the building side of Center Park's north-south streets shall be constructed of special pavement. Walkways shall be located immediately adjacent to curb, and have openings to accommodate tree pits. Sidewalks located on park side of the street shall be developed as part of the park's design.



Route 1 (without on-street parking) south of South Glebe Road & South Glebe (without on-street parking) Typical Intersection



Secondary Street (with on-street parking) & Tertiary Street (with on-street parking) (east side) Typical Intersection

Street Furniture

Site furniture at Potomac Yard shall be consistent in style, quality, and character. Specialty furniture for select civic spaces is permitted if the design is more fitting for those spaces.

Benches

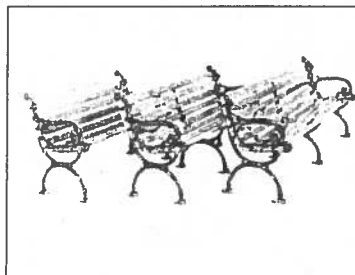
Street Benches shall be of a consistent style throughout the development with exceptions granted for special locations such as transit stations or parks where specialty benches may be used. Bench style may be traditional or contemporary similar to the examples shown below.

Trash Receptacles

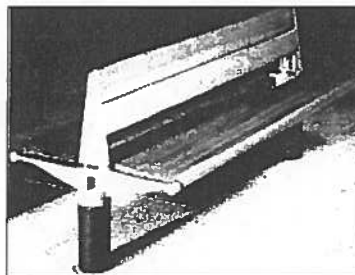
Trash receptacles shall be of the same family as the bench style selected. Models shall include an attached lid or cover for weather protection. Receptacles shall be placed at every intersection along Potomac Avenue, Route 1/Crystal Drive, and at Center Park (minimum one per intersection and one at midblock where blocks exceed 300', and at high use locations such as parks, plazas, transit stations, and building entrances).

Bike Racks

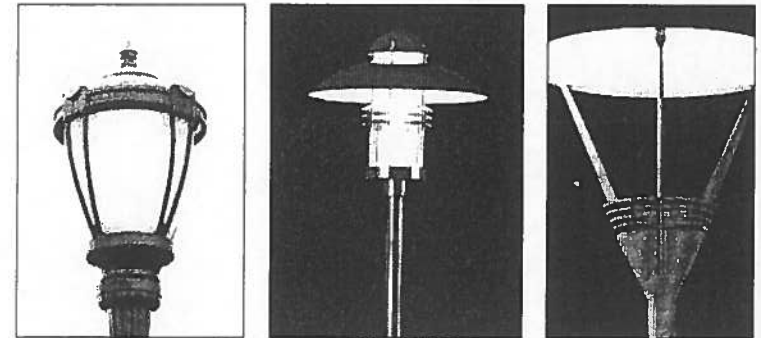
The design of bike racks shall complement the style of other street furnishings. Bike rack streetscape locations shall be limited to Center Park, SouthPark, and near transit stations.



Street Bench - Traditional



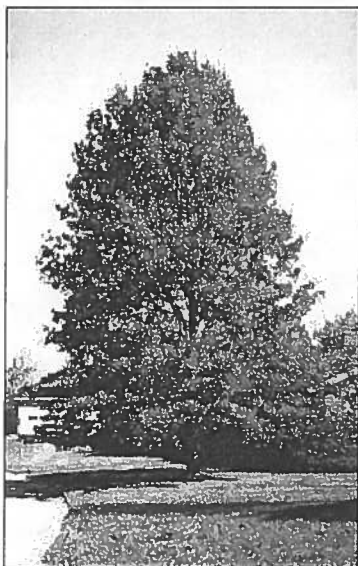
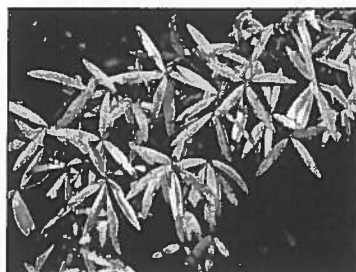
Street Bench - Contemporary



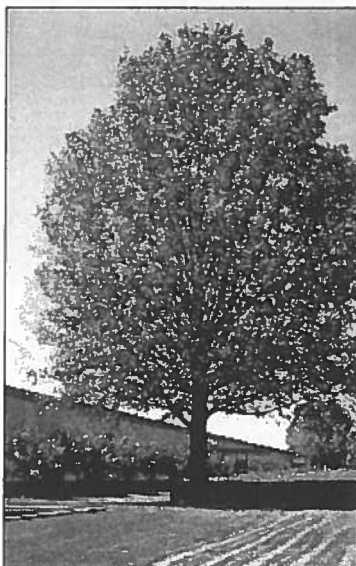
Potential Site Light Options

Site Lighting

Site lighting at Potomac Yard will be consistent in style, quality, and character and compliment the pedestrian emphasis of the plan. Street lighting including fixtures, power supply, and light levels shall comply with all local, state, and federal regulations applicable for public space including those for energy efficiency and light pollution. Street lights shall be consistent on all streets except Potomac Avenue and Route 1. Potomac Avenue and Route 1 shall have an ornamental light from the same design family as the Potomac Yard street lights; pole heights may be taller to accommodate roadway lighting requirements. Alternate site light styles may be used for Center Park or other special civic spaces if desired. If used, alternative site lights shall be energy efficient and meet LEED standards for light pollution. Street lights shall be similar to models shown above. The project poles shall be primed and painted. Color shall be consistent throughout and shall be in the black or dark gray range. Street light locations shall be consistent in spacing and setback from curb. Street light spacing shall be coordinated with the rhythm of street tree spacing. Center of pole shall be set two feet six inches from back of curb. Street light foundations shall be concealed from view.



Recommended Primary Street Trees



Potomac Yard Recommended Plant List

Streetscape Plantings

Deciduous Street Trees - Broad Streets (Soil depth 4', radius: 15')

- Acer rubrum 'October Glory' October Glory Red Maple
- Nyssa sylvatica Black Gum
- Platanus x acerifolia 'Bloodgood' London Planetree
- Quercus palustris Pin Oak
- Quercus phellos Willow Oak
- Quercus rubra Northern Red Oak
- Tilia cordata 'Greenspire' Little Leaf Linden
- Ulmus parviflora Lacebark Elm

Deciduous Street Trees - Narrow Streets (Soil depth 4', radius: 10')

- Acer rubrum 'Armstrong' Armstrong Red Maple
- Ginkgo Biloba 'Magyar' Magyar Upright Ginkgo

Median Groundcovers

- Arctostaphylos uva-ursi Bearberry
- Cotoneaster horizontalis Rock Cotoneaster
- Gaultheria procumbens Wintergreen
- Juniperus horizontalis cultivars Creeping junipers
- Pachysandra procumbens Allegheny Spurge
- Lawn (see Lawns)

Tree Pit Groundcovers

- Arctostaphylos uva-ursi Bearberry
- Gaultheria procumbens Wintergreen
- Liriope muscari Lilyturf
- Liriope spicata Creeping Lilyturf
- Ophiopogon japonicus Mondo Grass
- Pachysandra procumbens Allegheny Spurge
- Pachysandra terminalis Japanese Spurge

Park Planting

Plant Material Quality and Size

All plantings and installation methodologies shall conform to the Arlington County standards and as defined by this guideline. Plants shall be nursery-grown in accordance with the latest edition of USA standards for Nursery Stock. Groundcovers shall be established, well-rooted, in containers with not less than the minimum number and length of runners required by ANSI 260-1 for pot size used. Groundcover plants shall be sized and spaced such that ground plane coverage is 90% complete within 2 years of installation.

Plantings Over Structure

Installation of plantings over parking structures shall conform to Arlington County standards and as defined by this guideline. Trees shall have a minimum depth of planting soil as indicated on plant list, either by depressing the structural slab or by mounding soil (*see streetscape standards section for illustrations and soil depth radii associated with mounding*). Mounding of soil must include an area around the tree that is the full specified depth. See plant list for radius of full planting depth. Avoid berming or mounding at edges of park that may impede access to park. Street trees shall have a continuous 4' deep by 5' wide soil panel for the full length of each block (*see streetscape standards section for illustrations soil depth radii associated with mounding*). Lawn and groundcover areas shall have a minimum 18" depth of planting soil. Planted spaces located over structure shall be irrigated.



Example of Urban Park, White Plains

Park Furniture

Benches

Park Benches shall be compatible with Street Benches (see Street Benches in the Streetscape Standards). Park Benches shall be located along bicycle/pedestrian trails, along pathways and central paved areas within parks.

Trash Receptacles

Trash receptacles shall be of the same family as the bench style selected. Receptacles shall be placed in each park, and along bicycle/ pedestrian trails. Locations shall be coordinated with Arlington County.

Bike Racks

The design of bike racks shall complement the style of other park furnishings. Bike racks shall be located in Center Park and Four-Mile Run Park.

Park Lighting

Park lighting shall be consistent with street light standards selected. Specialty light fixtures may be used in Center Park but should honor the desired pedestrian scale. Fixture height within the park should not exceed 18' in height.

Sidewalk and Trail Paving

Park paths shall be designed to accommodate light vehicular traffic. Paths within Center Park shall be brick, stone, or stone dust, as appropriate for the park design. Paths within Four Mile Run Park Short-term Plan shall be either asphalt, concrete, or stone dust, as appropriate for the park design. All bicycle trails shall be 10' to 12' wide and constructed of asphalt. Bicycle trails shall link to on-street bikeways and to Alexandria trails along Potomac Avenue and Route 1.

Parks

Center Park

Center Park is envisioned as a flexible, multi-functional urban green space that is centrally located and serves as a focal point for the development. It shall have wide pedestrian walkways at its edges with a simple overlay of trees and lawn covering most of the park's interior. Urban plazas and hard-scaped areas may also be developed in association with the more intense activity areas. In all cases, flexibility is key. The park should be able to accommodate a variety of functions including large civic gatherings, informal recreation, strolling, and other passive recreation. A transit station is currently planned to be located along Glebe Road at the south end of the park. It should be considered a significant park feature and highlighted within the park design. Inclusion of public attractions such as water features, park pavilions, and public art are encouraged. The only plantings for Center Park that are specifically defined by this guideline are the street trees that edge the park on all sides. Although other tree plantings may be needed, this document does not list specific requirements with the intent of not limiting the breadth of design possibilities.

North Park

Located at the heart of Potomac Yard's planned commercial development, North Park is imagined as an active space with a highly manicured landscape. It will serve as a primary open space and should have a strong physical, visual, and psychological connection with Center Park. At least 40% of this space shall be hardscape. The remaining open space could include gardens, water features, feature landscape structures, and public art. Tree canopy coverage of this space shall be 20% to 60% at maturity as gauged by the Arlington County Administrative Regulation 4.3 "Tree Planting Program on Public and Private Property". Plant species selections shall conform with Arlington County standards.

South Park

South Park is conceptually divided into a couple of sections. South Park A and South Park B, as defined by the PDSP Conditions. South Park A, as shall be developed with emphasis on the northern edge of the park where it abuts the first street of the Potomac Yard development. This edge treatment should be of a high quality level and include, in addition to streetscape improvements, walls of stone or brick, special stairs/ramps, overlooks or terraces, park pavilions or park structures, and park information kiosks. While giving a strong edge to the neighborhood, this treatment should also emphasize a strong link to Center Park offering clean pedestrian access and visual connections. The portion of South Park B that is in Arlington shall be developed with base improvements that include lawns, plantings, trails and associated park seating to further the usability of the space. Base improvements for the portion of South Park B that is in Alexandria must comply with applicable existing or future requirements by the City of Alexandria. Treatments may include development of lawns and tree planting. A trail connection from Potomac Yard trails and pedestrian ways to the Four Mile Run regional trail will be provided subject to the PDSP Conditions.

Private and Semi-private Open Spaces

Open spaces that are privately owned will be highly manicured landscapes of high aesthetic quality. Use of these spaces may vary depending on adjacent land use. Small-scale active recreation such as playgrounds and tot lots are encouraged for spaces adjacent to residential buildings. Semi-private open spaces associated with commercial buildings could be developed as outdoor rooms for sitting and dining, or as manicured pass-through spaces. Plant material selections shall comply with Arlington County standards and recommendations provided within this document. Tree canopy coverage of these spaces shall be at least 40% at maturity as defined by the Arlington County Administrative Regulation 4.3 "Tree Planting Program on Public and Private Property."

Parks - Interim Landscape Treatment

The timing and geographic extents of interim landscape treatments for parks within Potomac Yard are defined by the PDSP Conditions. The defined areas shall be developed and maintained at a high quality level. Treatments will include lawns and temporary supplemental plantings that are easily removable.

Parkscape Plantings

Trees for Urban Plazas and Terraces (Soil depth 4', radius: 10')

- Cercidiphyllum japonicum Katsura Tree
- Cladrastis lutea American Yellowwood
- Crataegus phaenopyrum Washington Hawthorn
- Ginkgo Biloba Maidenhair Tree
- Gleditsia triacanthos var. inermis Thornless Honey Locust

Large Deciduous Parkland Trees (Soil depth 4', radius: 15')

- Acer rubrum Red Maple
- Fagus grandifolia American Beech
- Fagus sylvatica European Beech
- Fraxinus pennsylvanica 'Patmore' Green Ash
- Gymnocladus dioica 'Prairie Titan' Kentucky Coffeetree
- Platanus x acerifolia London Planetree
- Quercus alba White Oak
- Quercus coccinea Scarlet Oak
- Quercus phellos Willow Oak
- Quercus rubra Northern Red Oak

Medium Deciduous Parkland Trees (Soil depth 4', radius: 10')**

- Cercidiphyllum japonicum Katsuratree
- Sophora japonica 'Regent' Japanese Scholartree

Understory Parkland Trees (Soil depth 3', radius: 5')

- Amelanchier canadensis Serviceberry
- Cercis canadensis Eastern Redbud
- Cornus kousa Kousa Dogwood
- Carpinus caroliniana American Hornbeam
- Oxydendron arboreum Sourwood

Large Evergreen Parkland Trees (Soil depth 4', radius: 15')**

- Cedrus atlantica 'Glaucous' Blue Atlas Cedar
- Magnolia grandiflora Southern Magnolia
- Picea abies Norway Spruce
- Picea glauca White Spruce
- Pinus nigra Austrian Pine
- Ilex opaca American Holly
- Tsuga canadensis Canadian Hemlock

Small Evergreen Parkland Trees (Soil depth 3', radius: 5')**

- Ilex x 'fosterii' Foster Holly
- Ilex x 'Nellie Stevens' Nellie Stevens Holly

Lawns

Seed

Seed mix shall be state certified, VA/MD Approved Turf Type, and shall comply with Federal Seed Act.

Sod

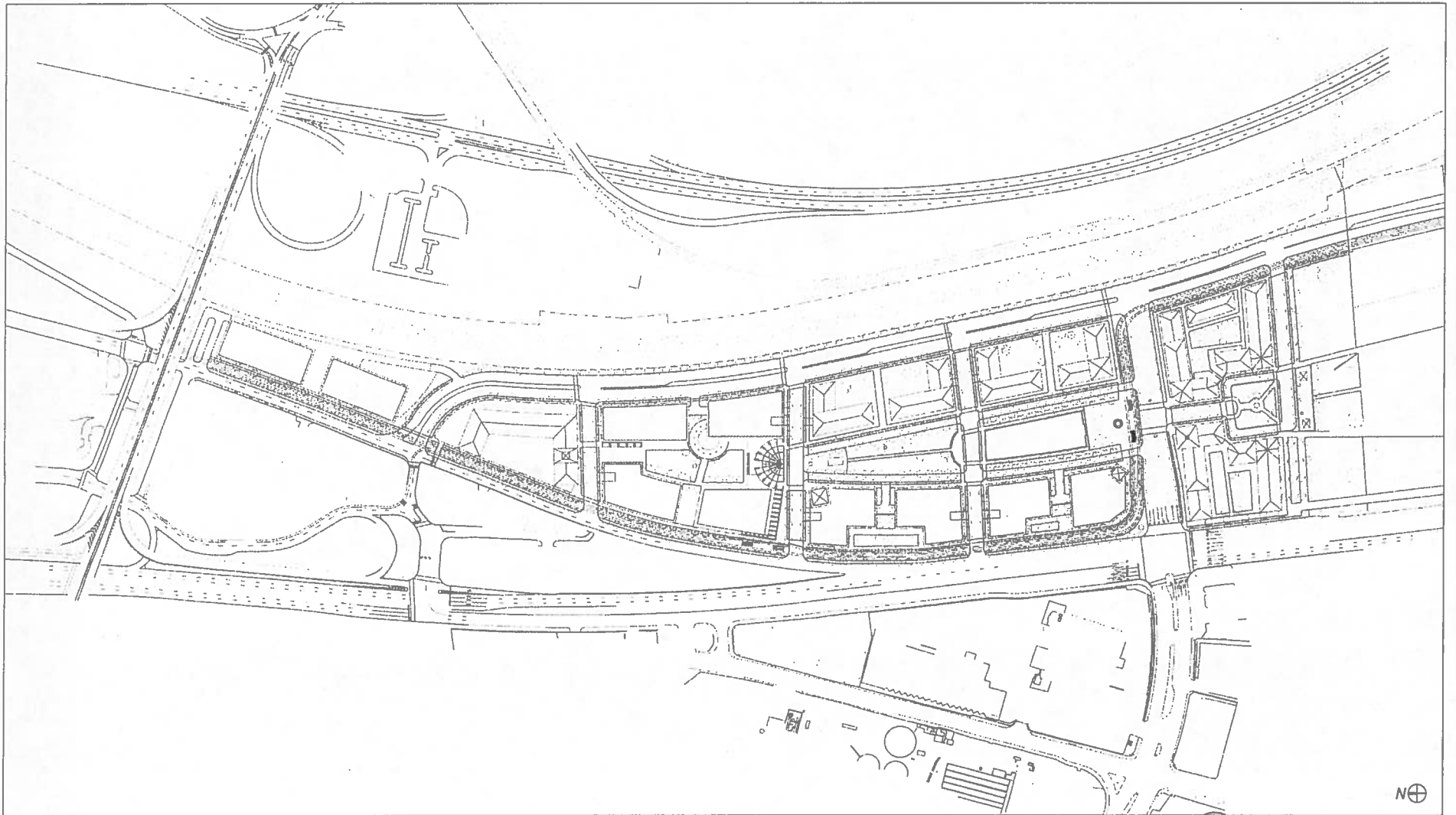
Sod, if used, shall be American Sod Producers Association (ASPA) Grade: Nursery Grown or Approved, and shall comply with ASPA classes of sod materials.

**** Soil Mounding Over Structure:** Next to the tree type designations shown at left, the minimum soil depth requirements are defined for trees planted over structure. Soil Depth means the depth of planting soil required measured from finish grade to drainage material below. Radius refers to the minimum extents of the required soil depth. Measured from the center of the tree trunk, a radial distance surrounding the tree must maintain the indicated minimum soil depth.

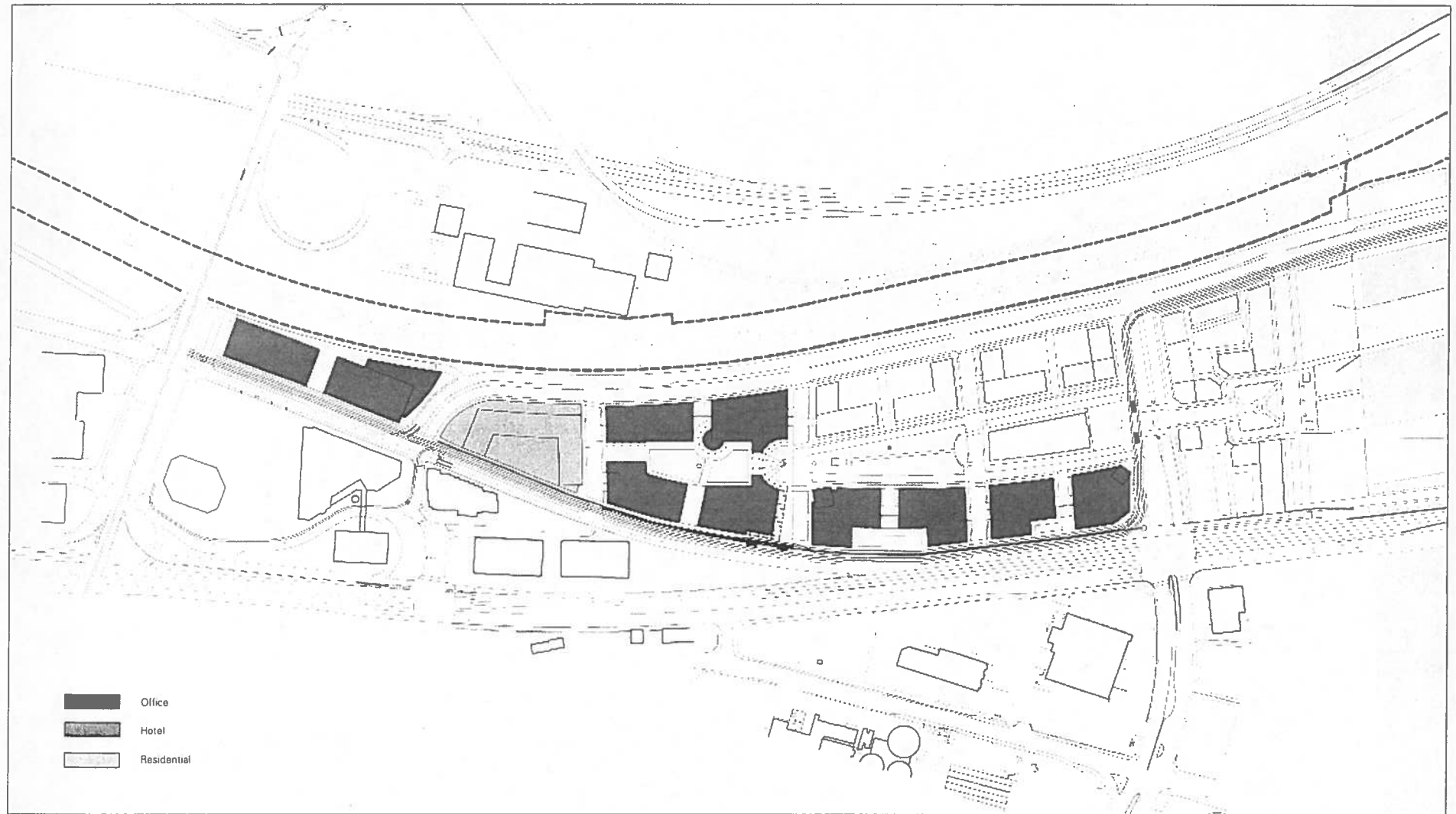
Illustrative Drawings

The illustrative material accompanying these guidelines show one possible build-out of the plan according to the guidelines. Recognizing that development of a large-scale project can take a long time, a certain flexibility is required, and the final build-out may vary from the illustrative materials. The guidelines serve to preserve the design principles and the framework plan as approved by the public authorities and to ensure that the development evolves as a harmonious family of buildings and open spaces, providing desirable living, working and recreational opportunities to the new residents and users and its surrounding neighborhoods.

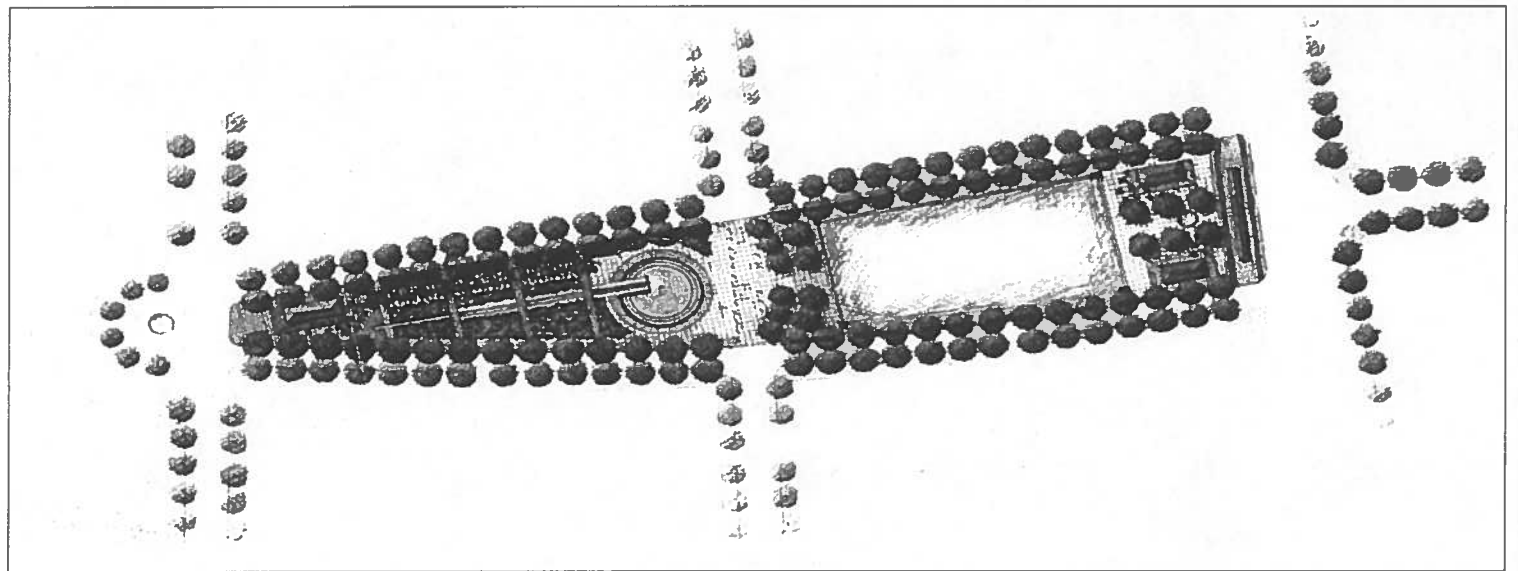
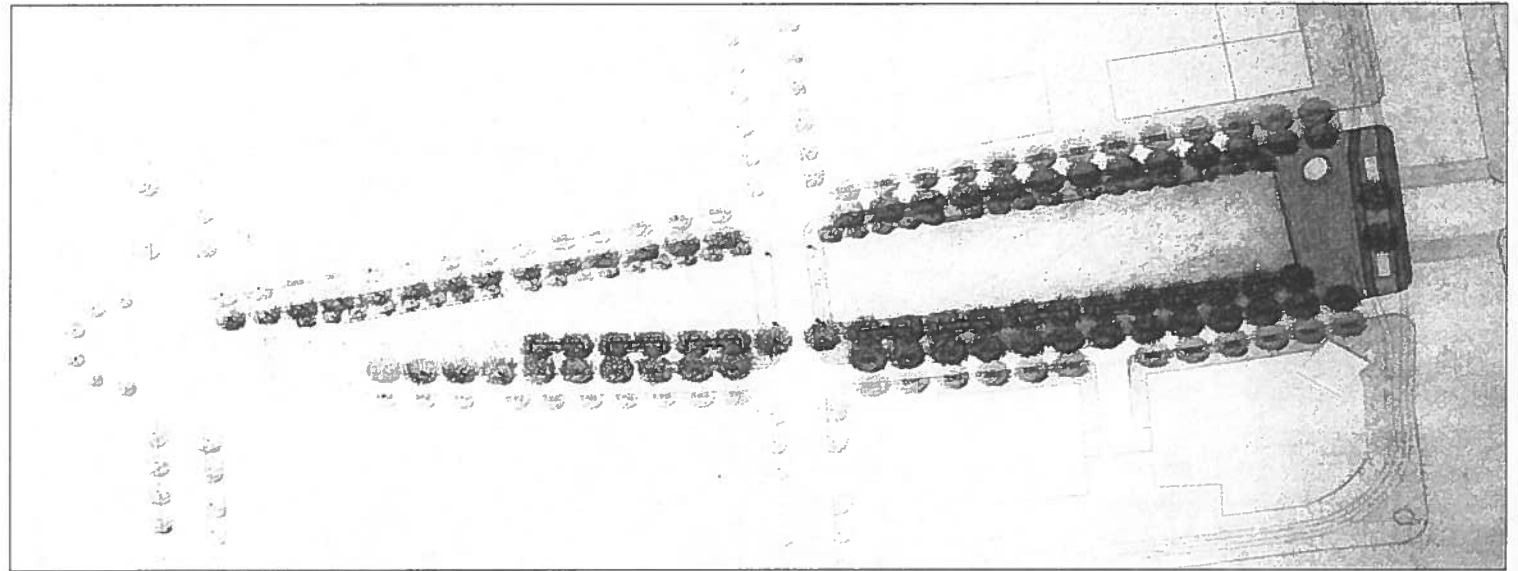
Illustrative Site Plan



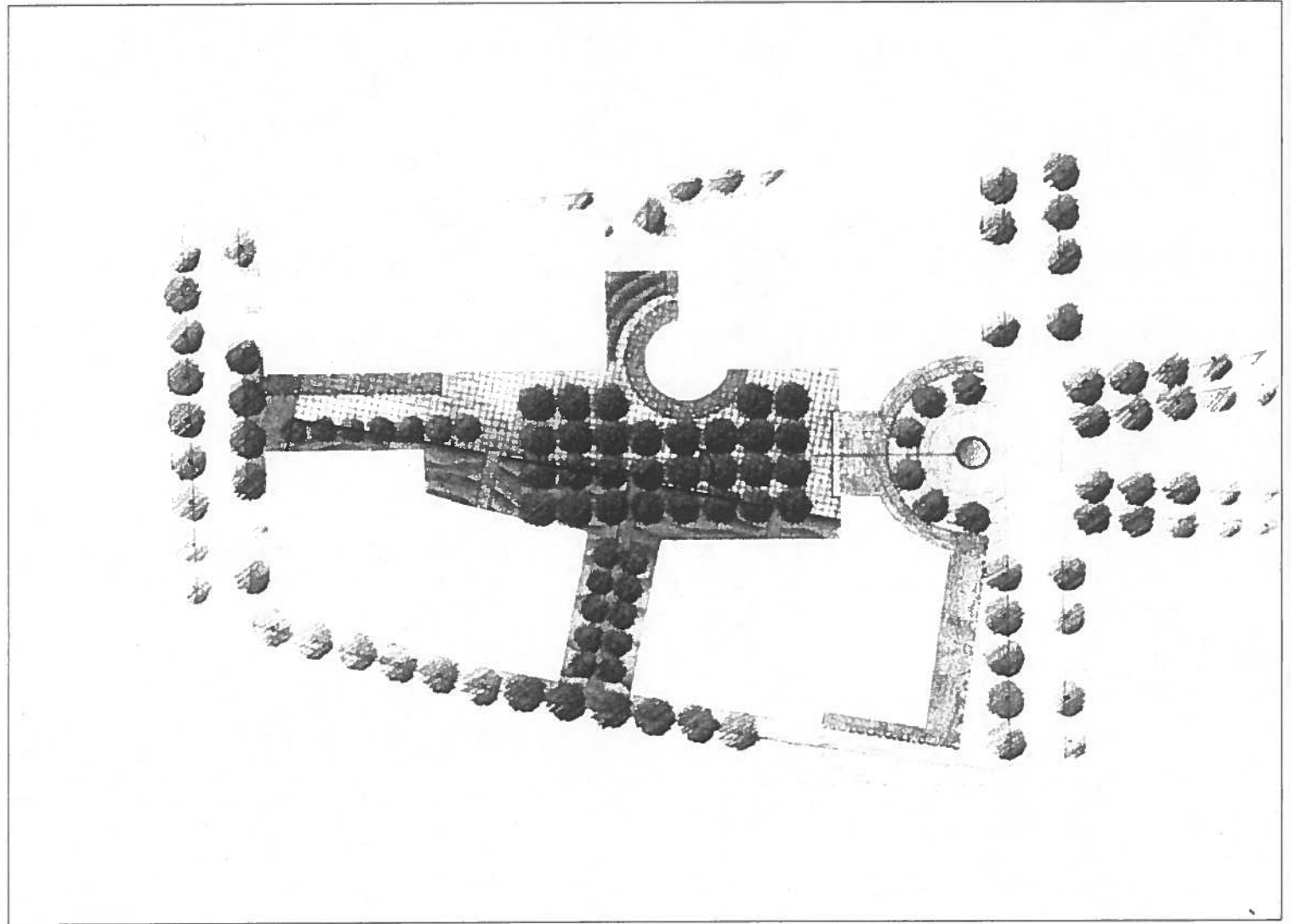
Illustrative Land Use Plan



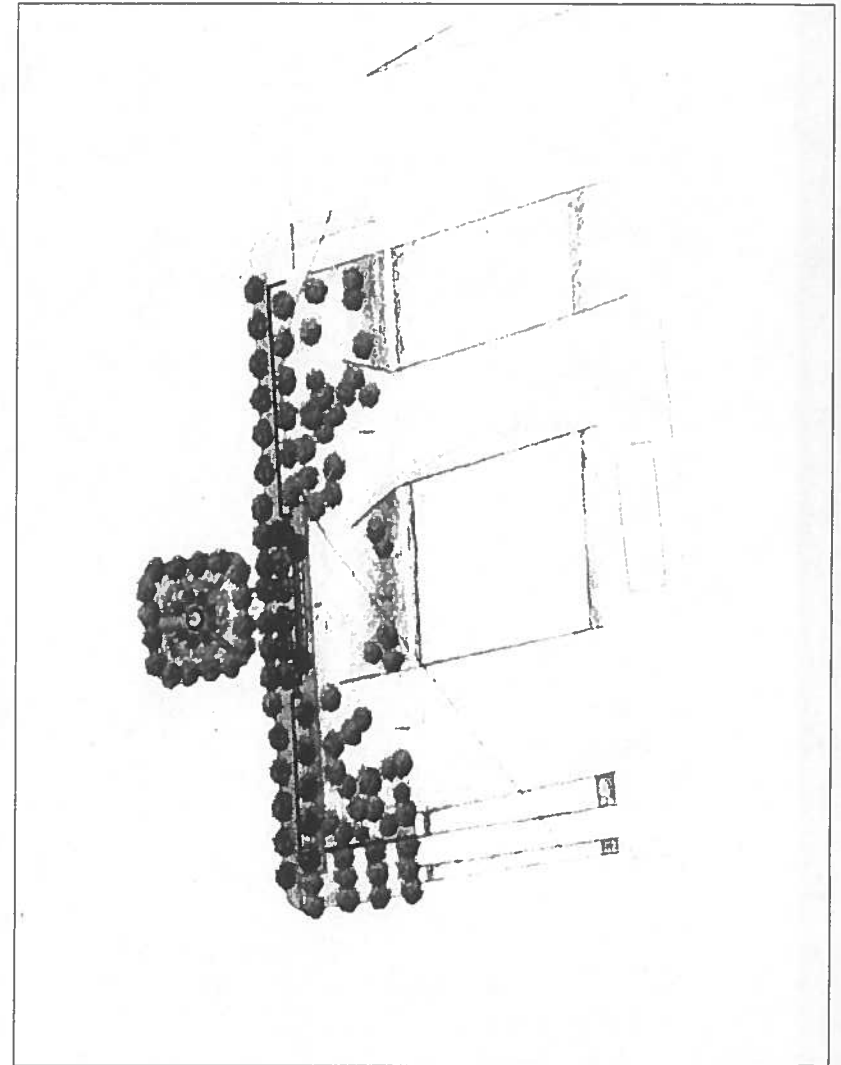
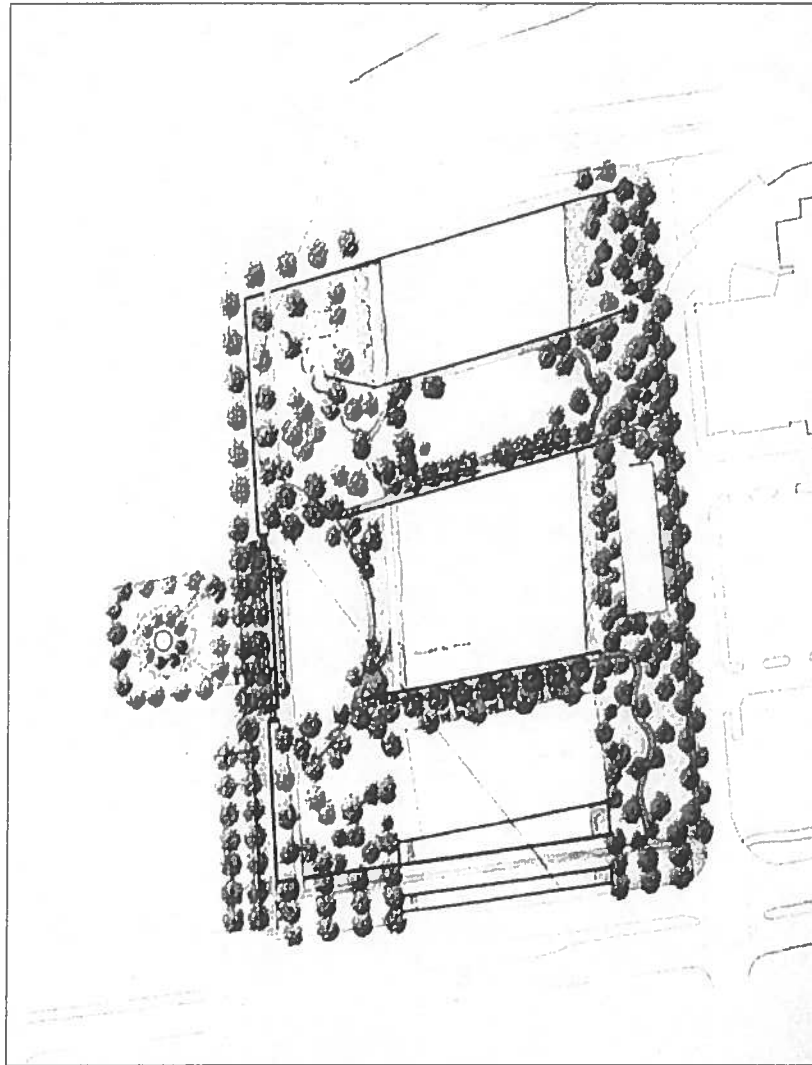
*Illustrative Center Park
Design Options*



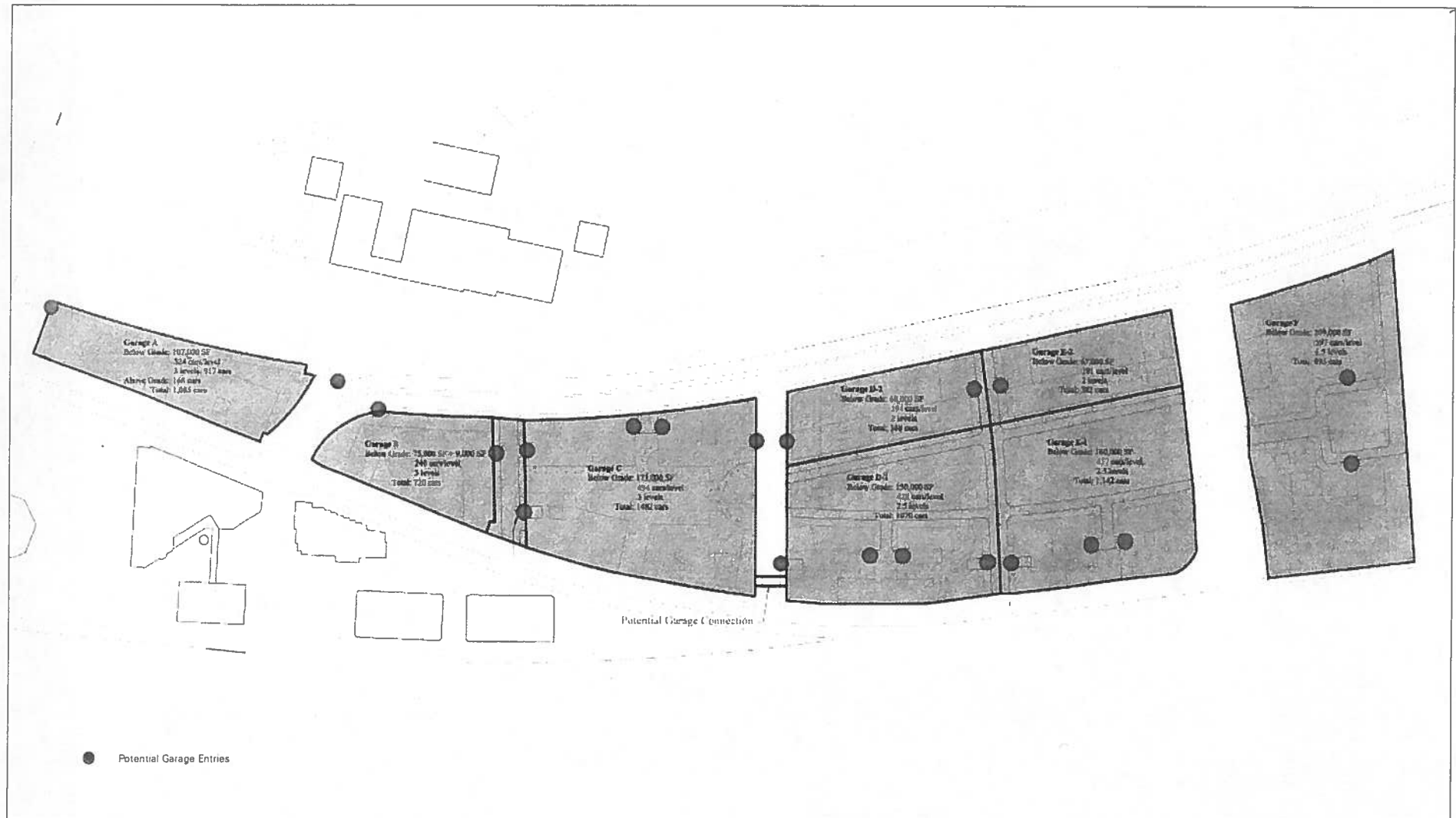
Illustrative North Park Site Plan



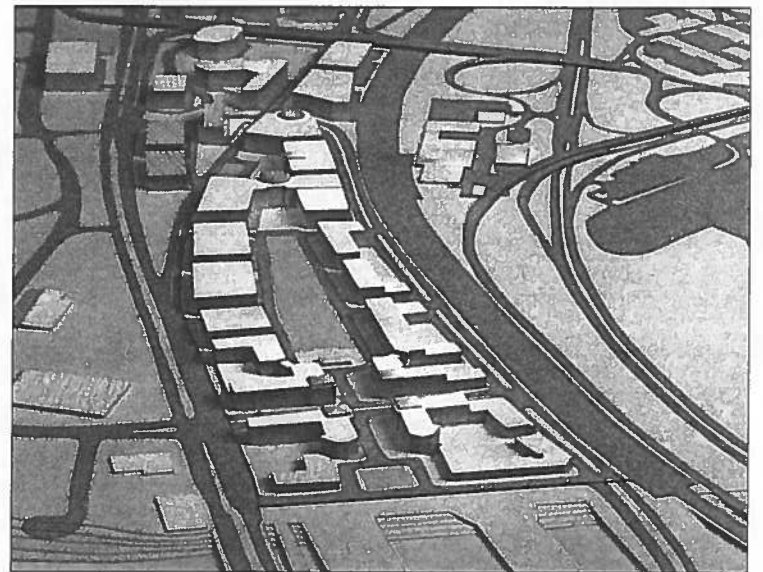
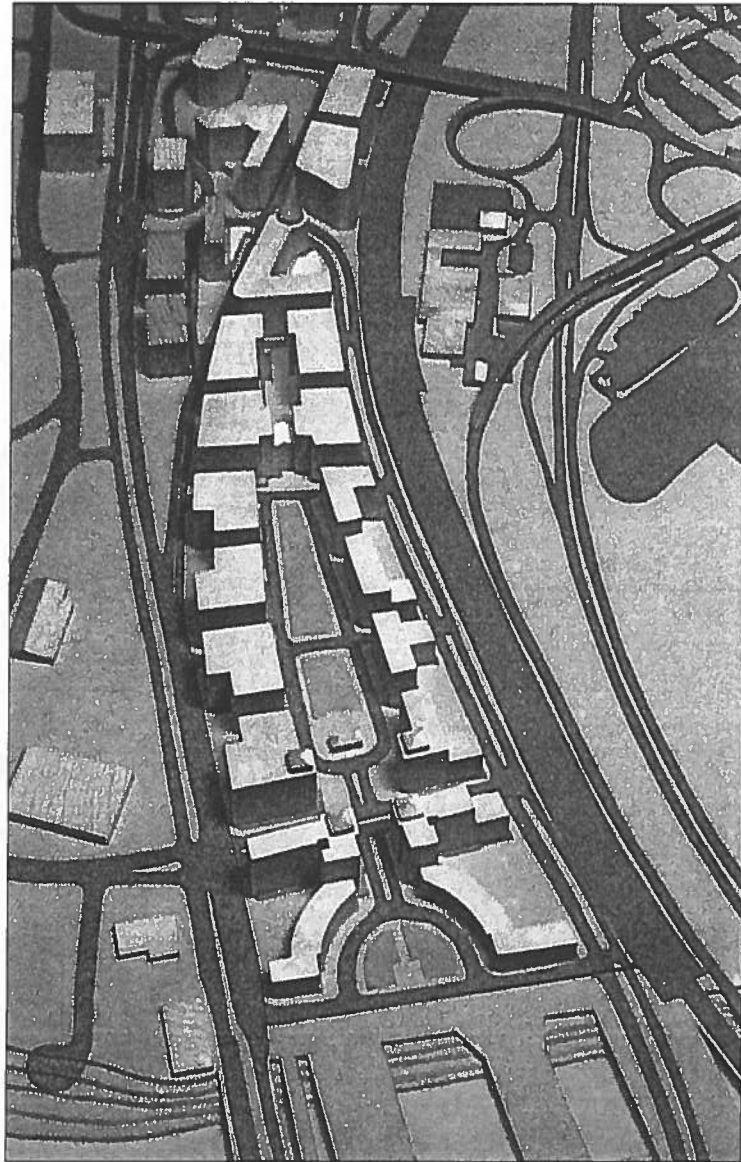
*Illustrative South Park
Design Options*

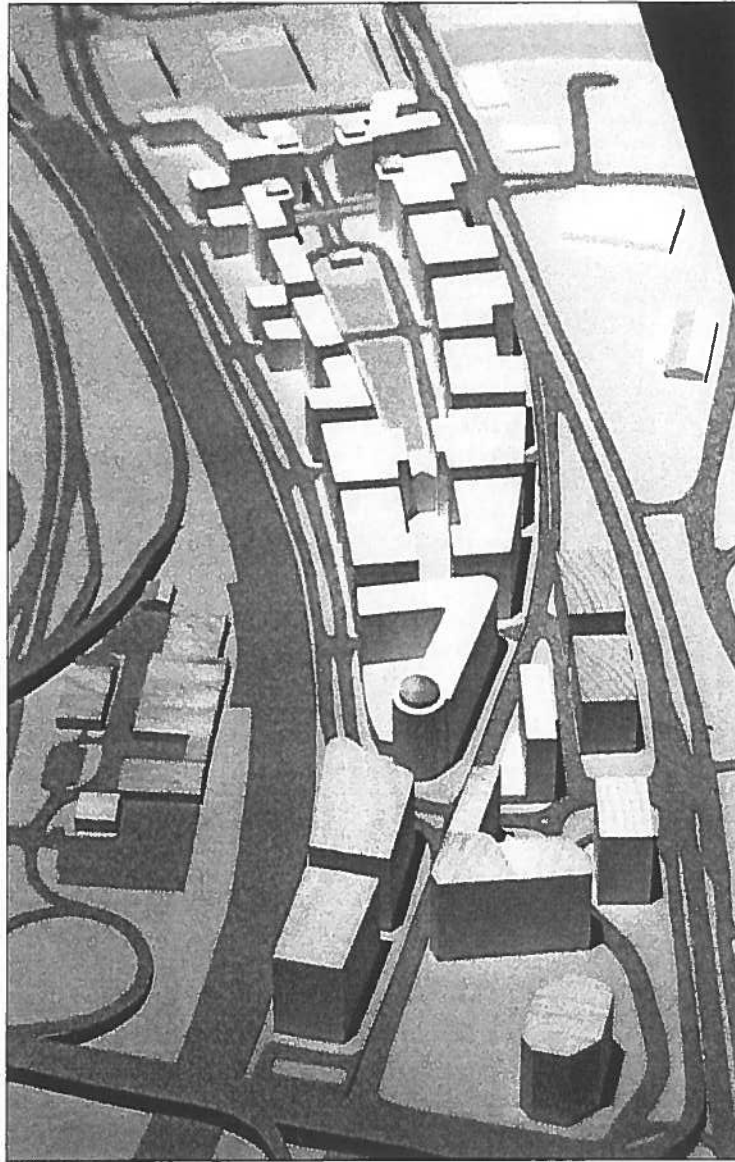


Parking and Entrances

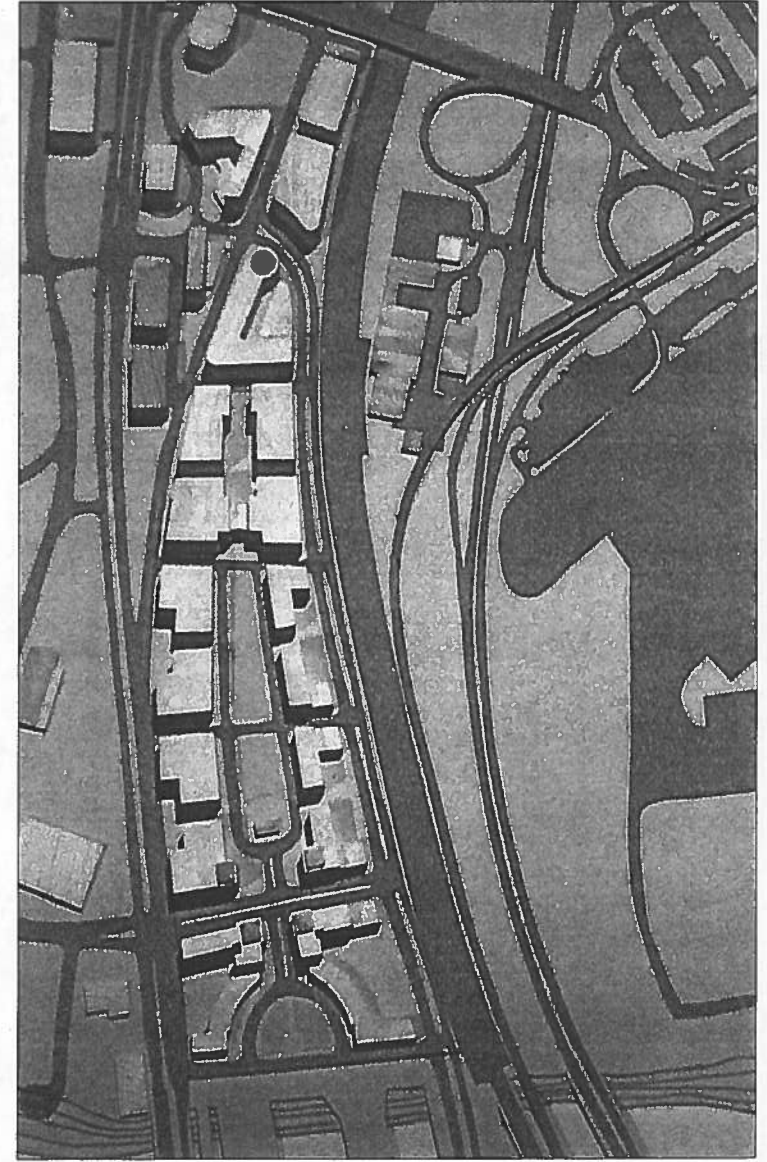


Illustrative Models





Arlington County
Potomac Yard



Design Guidelines
Chapter





Prepared by:
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Landscape Architecture

Christopher Consultants, Ltd.
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