

# Online Engagement Opportunity (December 17 – 24, 2020)

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## Potomac Yard, Land Bay C – East (Hazel National Landing)

New Site Plan, PDSP and Site Plan Amendments

Crystal Drive (RPC# 34-027-071)

Project webpage: <https://projects.arlingtonva.us/projects/potomac-yard-land-bay-c-east/>



# Agenda

1. Planning Evaluation
2. Site Location/Existing Conditions
3. Phased Development Site Plan (PDSP) Amendment
4. Development Proposal
5. Site Layout
6. Building Form/Architecture
7. North Park Plaza (Open Space)
8. Transportation
9. Process/Next Steps

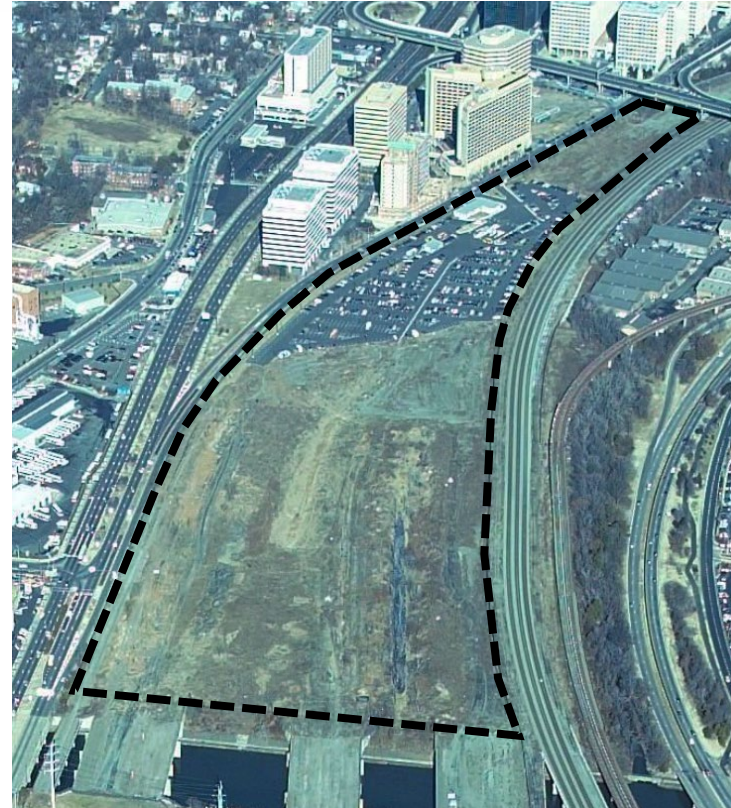


# Planning Evaluation

- **Administrative Guidance**
  - Administrative Guidance for Office Conversion
  
- **Zoning Regulations and Policy Guidance**
  - Potomac Yard
    - Approved Final Site Plan – Land Bay C (2007)
    - Approved PDSP (2000)
    - Potomac Yard Design Guidelines (2000)
  - General
    - Off-Street Parking Guidelines (2017)
    - Arlington County Retail Plan (2015)
    - General Land Use Plan (GLUP)
    - Zoning Ordinance

# Potomac Yard Guidance

- **PDSP Goals**
  - Create an **urban, mixed-use, transit-oriented** campus, where several intense compact centers of activity are connected by a linked system of landscaped open spaces
- **Land Bay C**
  - Originally envisioned and approved as an office campus (2007)
- **North Park Plaza**
  - Northern terminus of the open space system
  - ~0.5 acre total
  - Retail-focused, hardscaped plaza; with a focal feature that relates to the view of the Center Park (to the south)
  - Provide activity to support transit



Potomac Yard – January 2001

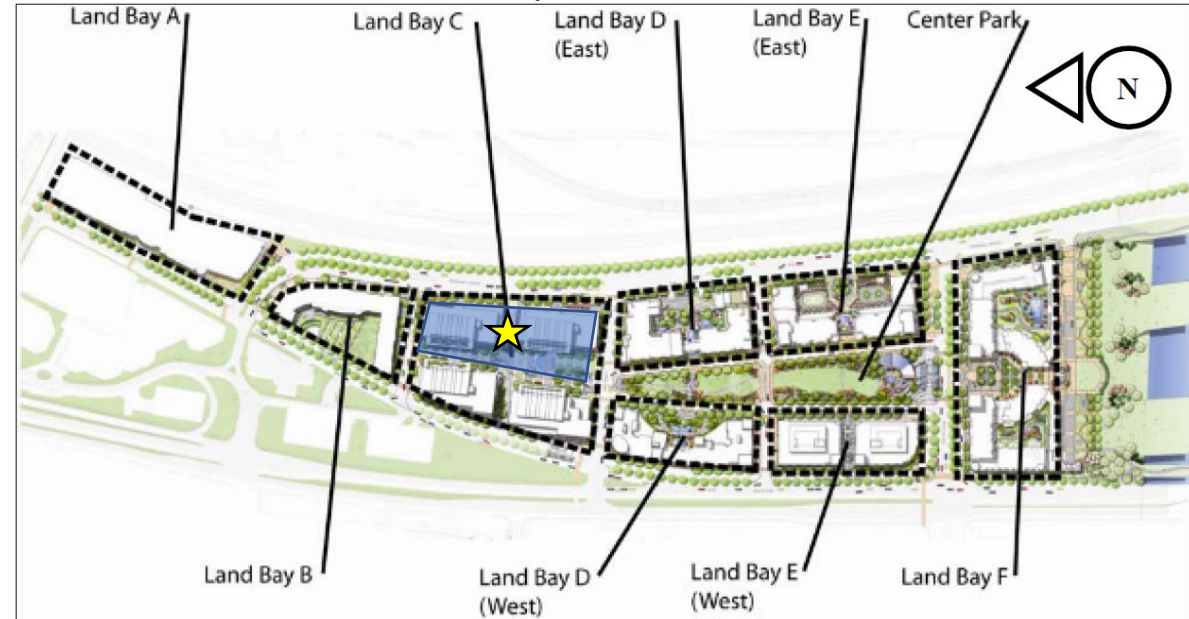


Potomac Yard – April 2020

# Site Location/Existing Conditions



Land Bay C - East



Potomac Yard – Concept Map

# PDSP Amendment

## Approved

Land Bay	Office/Commercial GFA	Residential/Hotel GFA	Religious GFA	TOTAL GFA
A	654,000			654,000
B	10,000	430,000		440,000
<b>C</b>	<b>1,105,623</b>			<b>1,105,623</b>
D-East	16,503	425,752		442,255
D-West	5,015	385,382	23,906	414,303
E-East	4,143	391,714		395,857
E-West	445,797			445,797
F	30,000	482,000		512,000
<b>TOTAL GFA</b>	<b>2,271,081</b>	<b>2,114,848</b>	<b>23,906</b>	<b>4,409,835</b>
<b>USE MIX (%)</b>	<b>51.50%</b>	<b>47.96%</b>	<b>0.54%</b>	

## Proposed

Land Bay	Office/Commercial GFA	Residential/Hotel GFA	Religious GFA	TOTAL GFA
A	654,000			654,000
B	10,000	430,000		440,000
<b>C - East</b>	<b>9,181</b>	<b>509,001</b>		<b>518,182</b>
<b>C - West</b>	<b>587,441</b>			<b>587,441</b>
D-East	16,503	425,752		442,255
D-West	5,015	385,382	23,906	414,303
E-East	4,143	391,714		395,857
E-West	445,797			445,797
F	30,000	482,000		512,000
<b>TOTAL GFA</b>	<b>1,762,080</b>	<b>2,623,849</b>	<b>23,906</b>	<b>4,409,835</b>
<b>USE MIX (%)</b>	<b>39.96%</b>	<b>59.50%</b>	<b>0.54%</b>	

Changes in blue

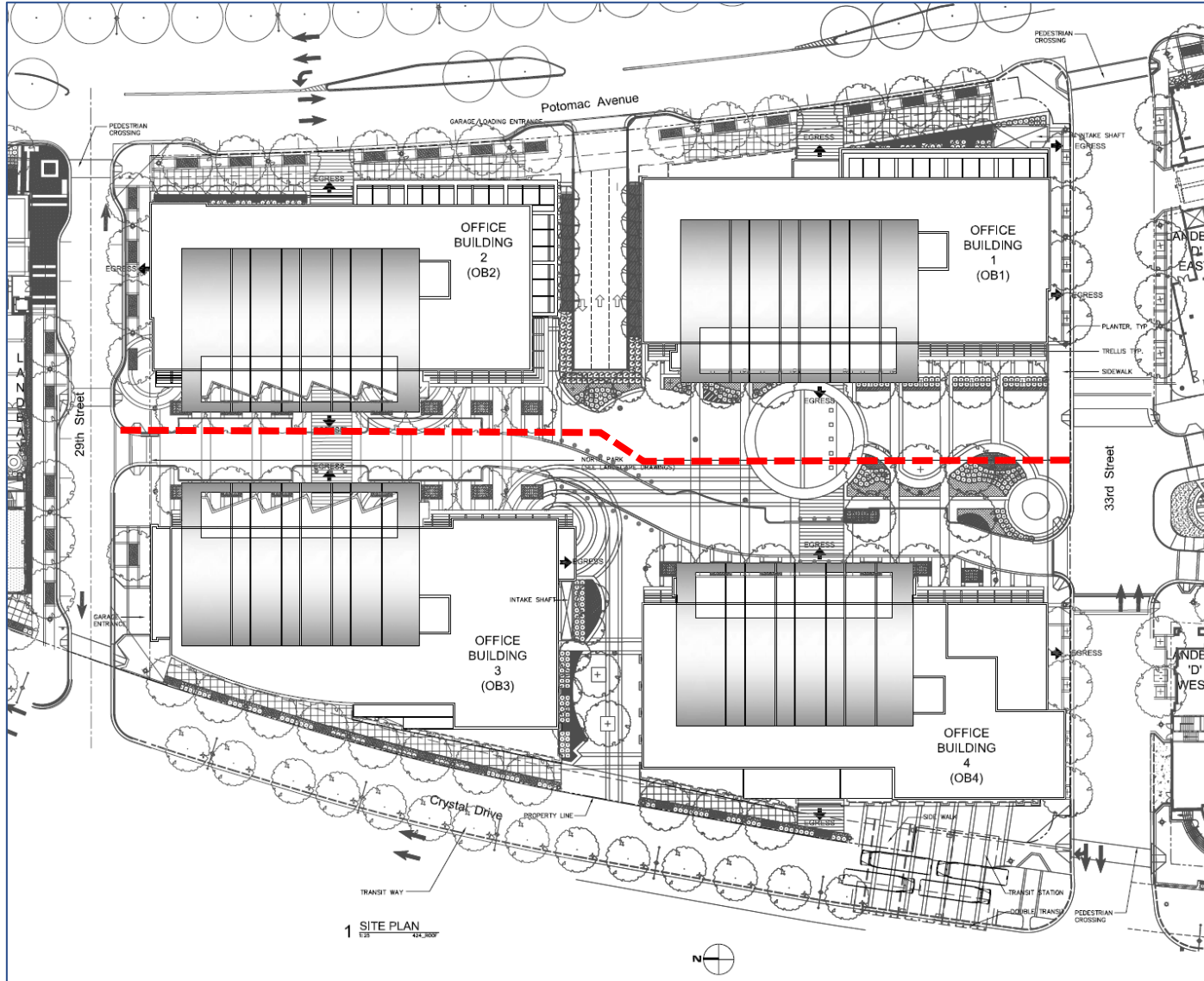
### Key Points:

- No change to approved total PDSP density
- Land Bay C divided into East and West site plans
- C-East proposed to convert from office to residential use (with retail)
- No change proposed to the approved C-West density and use allocations
- Overall PDSP use mix shifts from ~50/50 to ~40/60, commercial to residential use

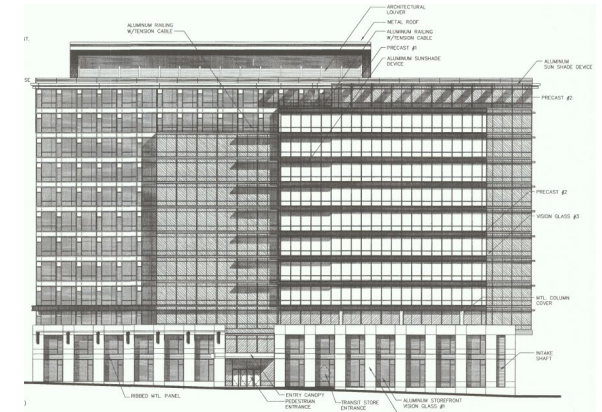
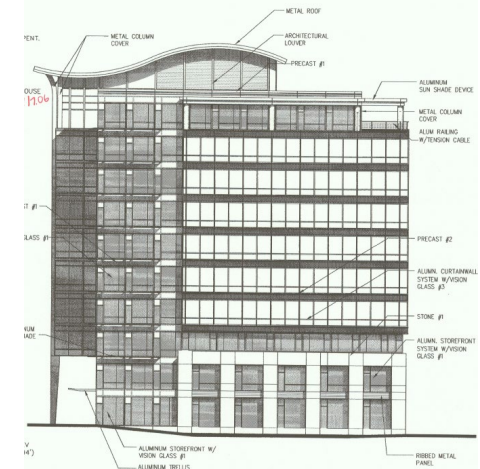
# Previously Approved Final Site Plan (2007)

East

West



Typical Elevations



# Development Proposal Summary

## Overview

- Two (2) residential buildings, with ground floor retail
  - 488 total dwelling units
  - Underground parking
- Office → residential conversion
- Total proposed GFA matches previously approved GFA

## Additional features

- North Park Plaza (portion)
- LEED Silver
- Other TBD

## Development Proposal Statistics

(sq. ft.)	Approved (C-East Only)	Proposed	Difference
Site Area	-	88,418	-
<b>Residential GFA</b>	0	<b>509,001</b>	+509,001
<b>Office GFA</b>	503,027	<b>0</b>	-503,027
<b>Retail GFA</b>	15,155	<b>9,181</b>	-5,974
<b>TOTAL GFA</b>	518,182	<b>518,182</b>	0
			<b>Proposed</b>
<b>Dwelling Units</b>			<b>488 du</b>
North Building (Phase I)			297 du
South Building (Phase II)			191 du
<b>Parking</b>			<b>414 spaces</b>
Residential Parking Ratio			0.82 per du (399 spaces)
Retail Parking Ratio			1 per 612 sq. ft. (15 spaces)
<b>Loading Spaces</b>			<b>5 spaces</b>
North Building			3 spaces
South Building			2 spaces

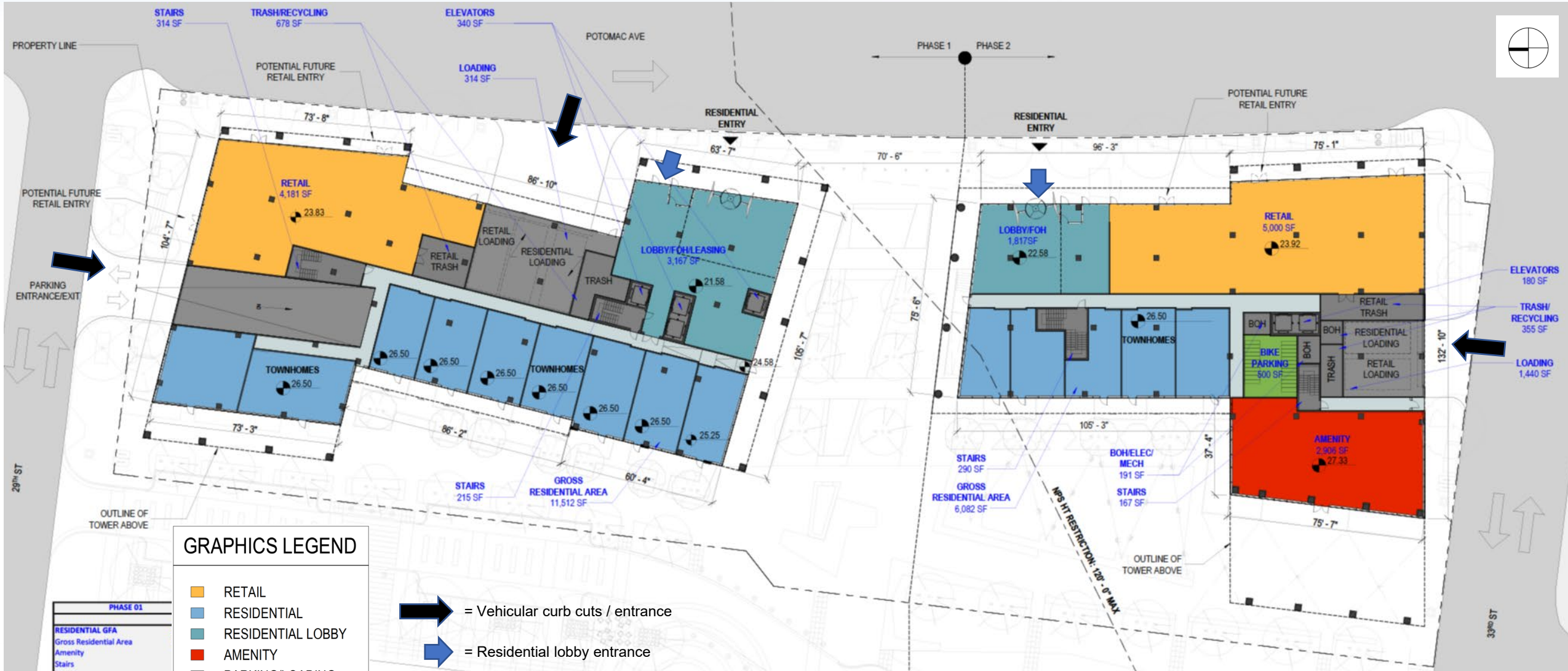
## Office to Residential Conversion Factor

Office to Residential Conversion Factor	1 dwelling unit per 1,100 sq. ft.
LEED Silver (0.3 FAR) =	24 du
Approved Office GFA =	457 du
Units Available (subtotal)	481 du
Units Proposed	488 du
Units to be Earned (net total)	7 du

Note: All figures subject to change throughout review process



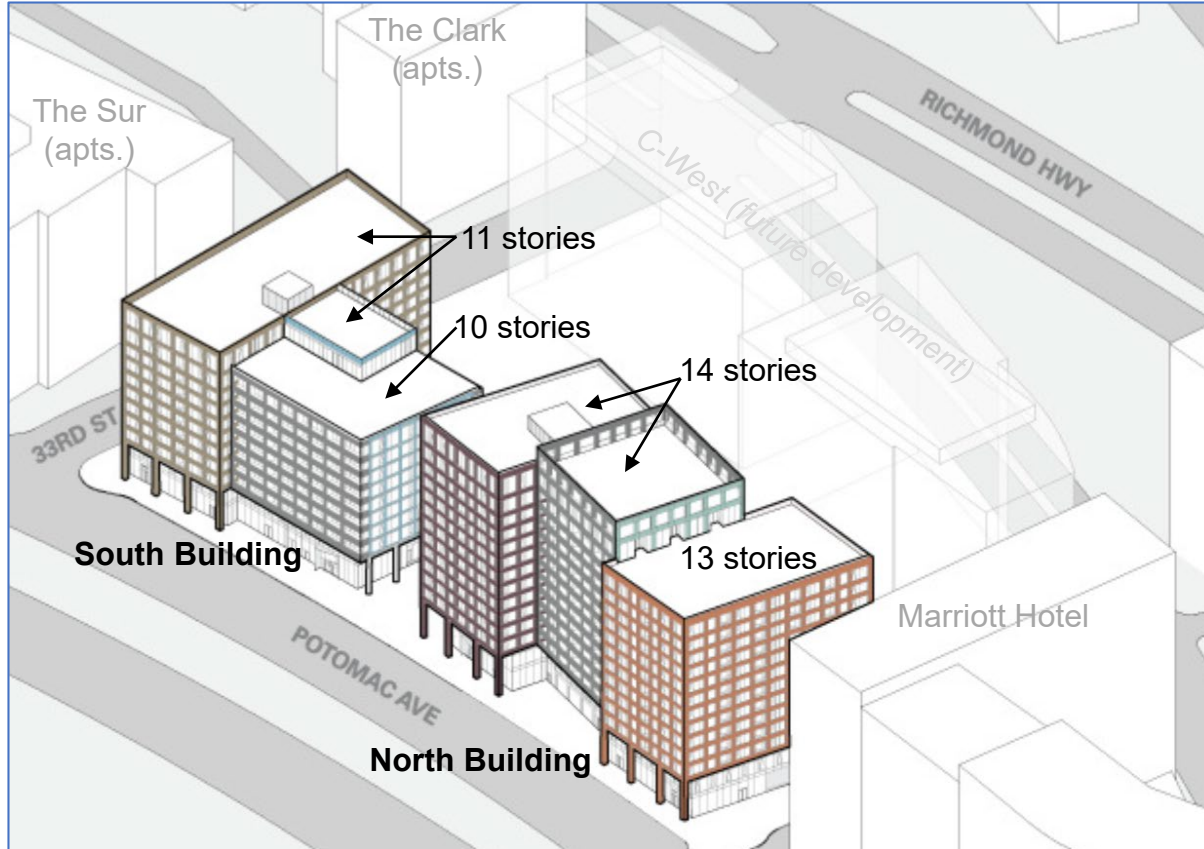
# Site Layout



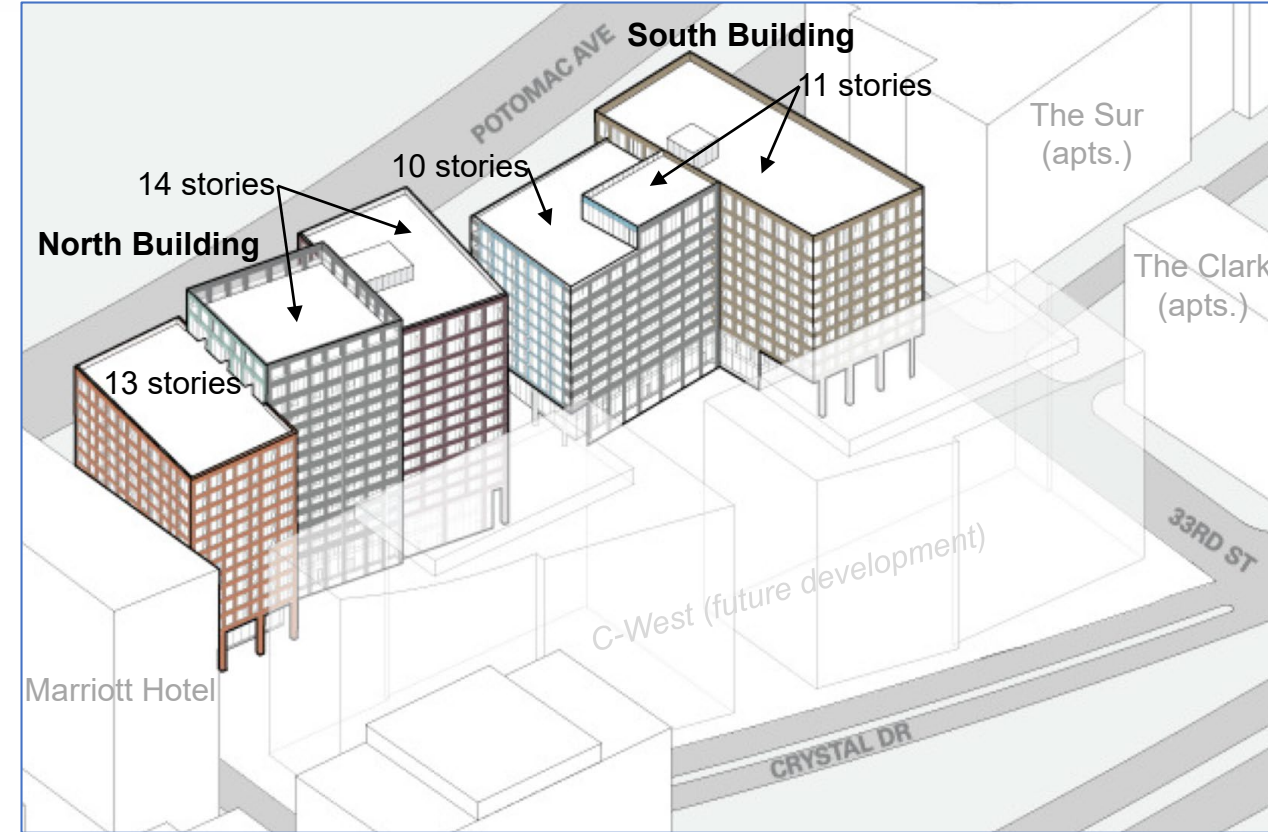
**Proposed Ground Floor Plan**

# Building Form and Height

## Northeast axon



## Northwest axon

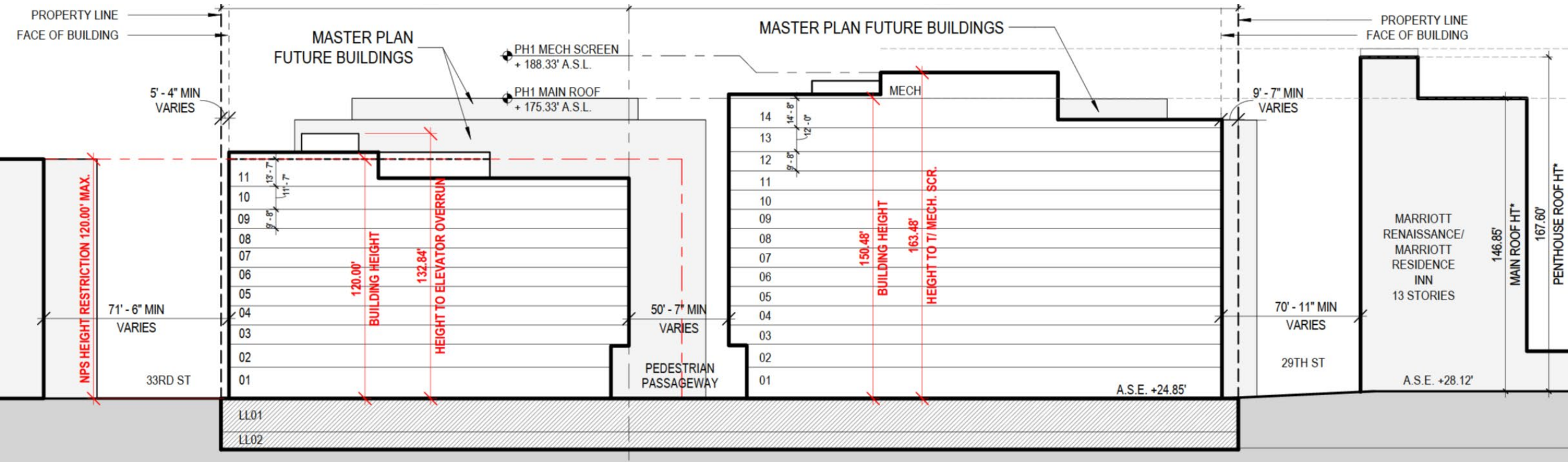


### Notes on Height:

- Proposed max. building heights of **14 stories (North Building)** and **11 stories (South Building)**
- Zoning Ordinance allows for heights between 12 to 18 stories (in the “C-O-1.5” district)
- PDSP sets 12 stories as a benchmark for max. average height of all buildings within the PDSP (Potomac Yard) area
- National Park Service indenture restricts proposed South Building height to 120 feet (excluding penthouses)

# Building Form and Height

## Looking West – Comparative Heights Section

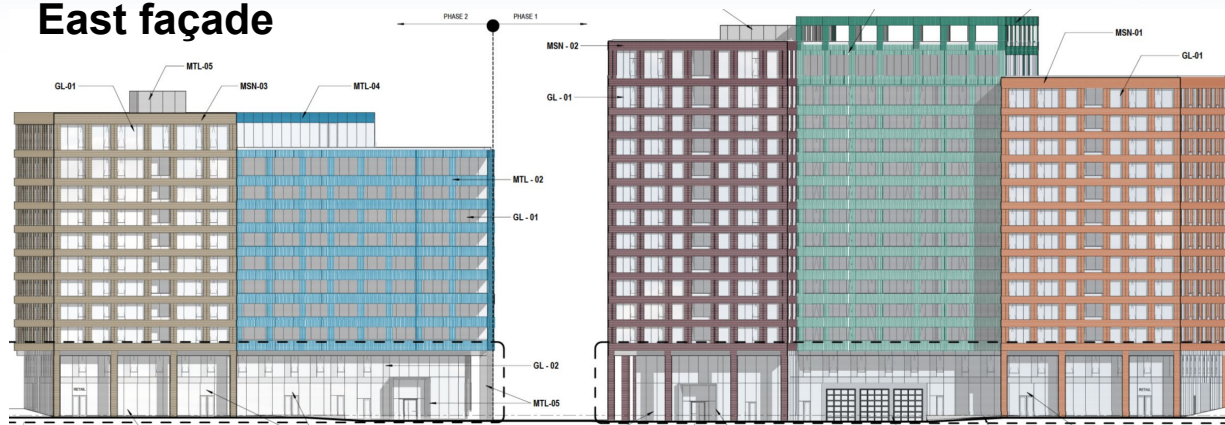


### Notes on Height:

- Proposed 14-story North Building is ~163 ft. in total height (penthouse from ASE)
- Proposed 14-story North Building is *shorter* in total height than the adjacent 13-story Marriott hotel (~168 ft.)
- Future office buildings on C-West are approved at ~184 ft. (penthouse from ASE)

# Building Form/Architecture

East façade



Façade detail

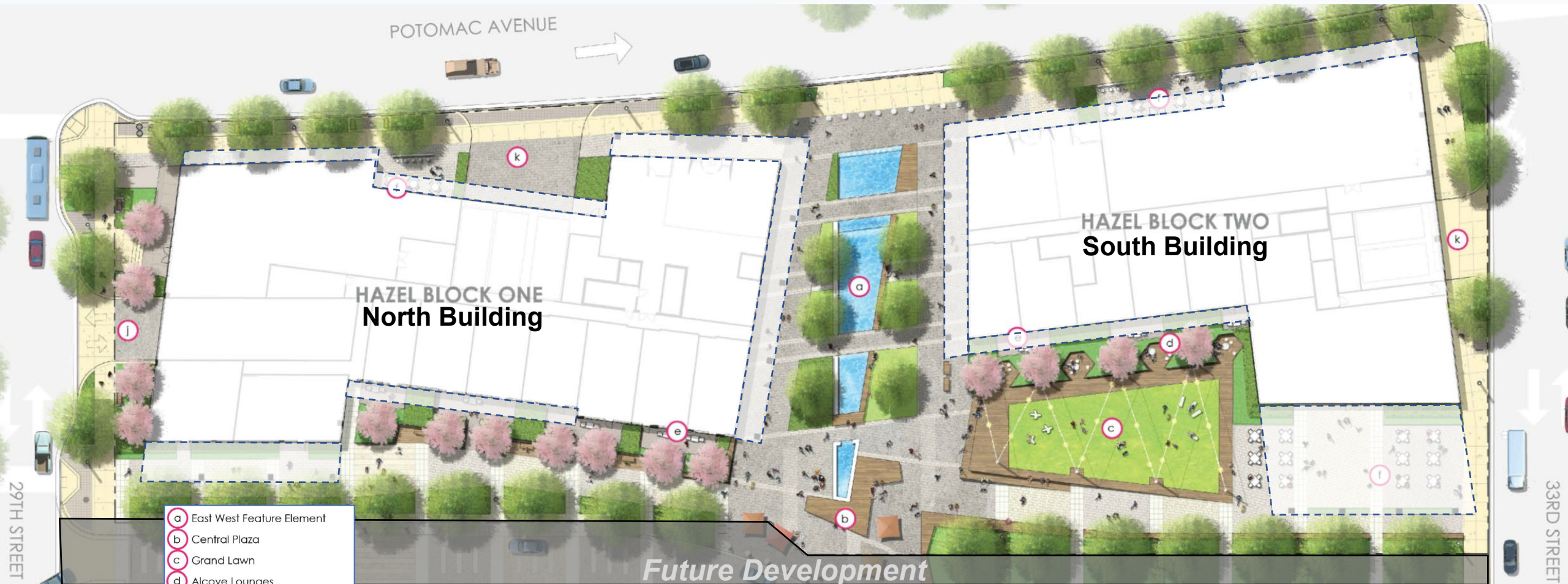


South Building  
arcade  
(looking north into  
North Park Plaza)




East-west ped. path (looking west)

# North Park Plaza (east portion only)



- a** East West Feature Element
- b** Central Plaza
- c** Grand Lawn
- d** Alcove Lounges
- e** Semi-Private Spaces
- f** Retail Plaza
- g** Internal Road
- h** Feature Element Off Site
- i** Dedicated Transportation Lane
- j** Garage Entrance
- k** Loading Entrance

 = Arcades / Building Tower Above

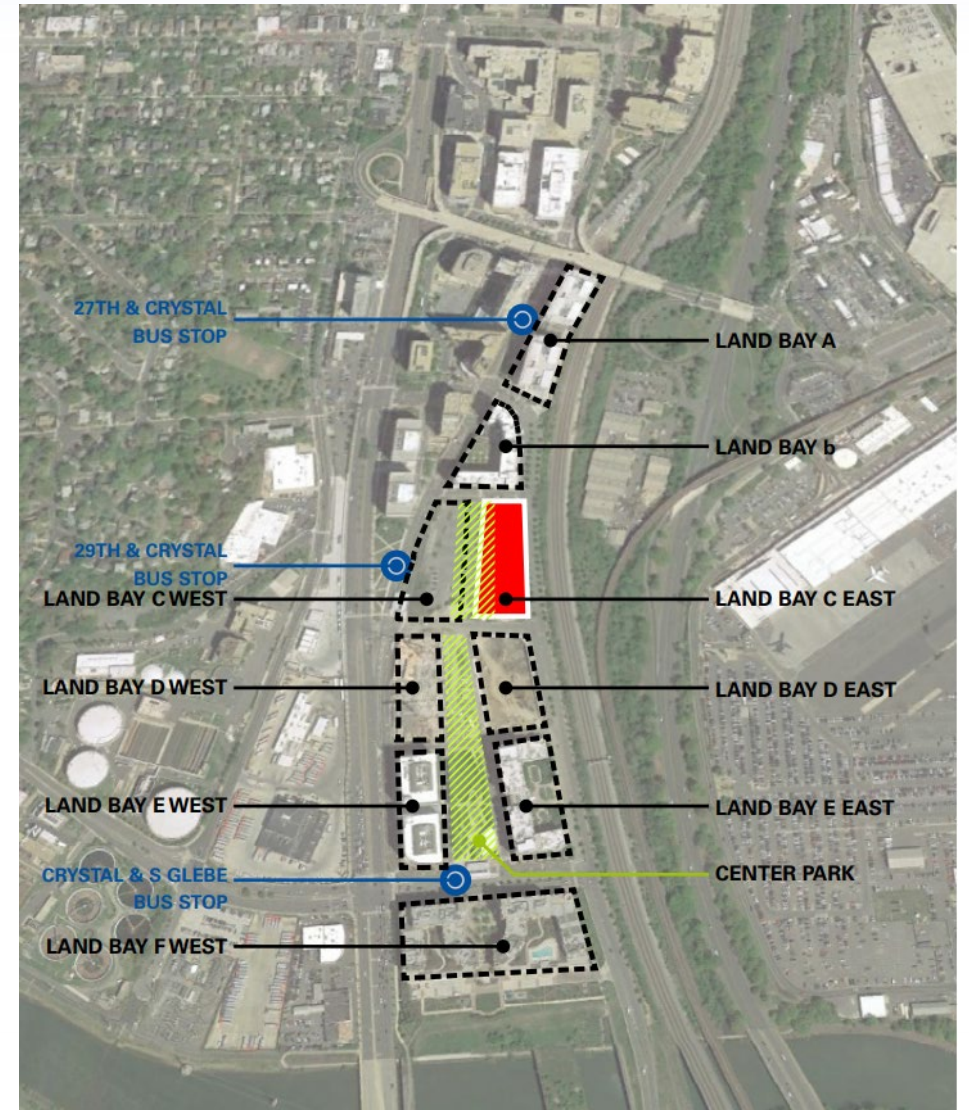
# Transportation – Well Supported by Multimodal Transportation

- A Metroway transit stop is located on the west side of land bay.
- New buffered and protected bike facilities have been built along Potomac Ave adjacent to the site.
- Bikeshare stations located throughout Potomac Yard development.
- Excellent connectivity local and regional roadway network.
- The project will complete the last missing link of sidewalks with Potomac Yard.
- The conversion from office to residential use will result in an overall reduction in vehicle trips projected to be generated by the Potomac Yard development.

Walk Score  
**79**  
Very Walkable

Transit Score  
**59**  
Good Transit

Bike Score  
**83**  
Very Bikeable



# Community Engagement Process/Next Steps

**We are here**



# Online Engagement Topics

- Open to ALL topics:
  - Land Use
  - Building Form and Height
  - Architecture
  - Open Space
  - Transportation
  - Construction/Phasing
  - Sustainability
  - Etc.



# For more information visit:

## Project webpage:

<https://projects.arlingtonva.us/projects/potomac-yard-land-bay-c-east/>

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