

DEPARTMENT OF PLANNING AND ZONING

DATE: August 27, 2025

TO: Potomac Yard Design Advisory Committee

FROM: Department of Planning & Zoning Staff

SUBJECT: Potomac Yard Landbays G&H Discussion

Summary of Proposal

The applicant is requesting approval of three distinct Development Special Use Permits (DSUP's) to construct three projects on three different sites in Potomac Yard. These are the last three remaining building sites in Potomac Yard (CDD#10). Additional details on the three sites are listed below.

In addition to these land use approvals, the applicant is requesting the following approvals:

- Amendment to the Potomac Yard / Potomac Greens Small Area Plan
- Amendment to CDD#10, and
- A Text amendment to reflect changes to the CDD#10 zoning requirements

Mixed-Use Building (2901 Main Line Blvd – Landbay G-B/E)

- 432 residential units
- 564,073 Gross square foot building
- 13,196 square feet of retail
- 20,000 square foot public park
- 14,036 square feet private open space
- 3.1 Acres lot area
- 85-foot building height, seven stories
- 278 parking space, including 22 space for commercial parking

Affordable Housing Building (601 E Glebe – Landbay G-G)

- 88-unit affordable housing building
- 119,633 square foot building
- 82 feet tall, seven stories
- 44 parking spaces

- FAR 4.53
- 0.5486-acre site

Townhouses (2601 Main Line Blvd – Landbay H)

- 120 townhouses
- 326,638 gross square feet building area feet
- 45 building height
- 4.2 acres
- 46,703 square feet open space
- 240 parking spaces

Design Considerations

From the last time the projects were presented to PYDAC on July 16, 2025, the applicant has made refinements. Below staff has identified the refinements made to the project, as well as some remaining challenges for PYDAC consideration.

Mixed-Use Building (Landbay G-B/E)

Refinements

1. Shifted the proposed commercial space further north towards Glebe Road, thereby activating the main street between Route 1 and the Metro Station South entry. This shift will better relate to the vacant commercial space directly across the street in the NIB building. (Exhibit MU-1)
2. Shifted the east facing lobby entry to the multi-unit residential in a way that results in a more interesting and “happen stance” impact on the Glebe Road façade. (Exhibit MU-1)
3. Provided updated architectural elevations show the use of lighter colors and a massing of elements that assist in breaking up the overall building mass. (Exhibit MU-2)
4. Enhanced the small plaza space at the lobby entry at Glebe Road and Main Line Boulevard. (Exhibits MU-1 and MU-2)
5. Provided a dedicated location for a bikeshare station on Main Line Boulevard. (Exhibit MU-1)

Remaining Challenges

6. Explore ways to further improve the relationship between the southern pedestrian crosswalk across Seaton Avenue and the proposed building and ground plane. Explore how this space can be further activated as well as consider enhancing the mid-block pedestrian crossing by creating a larger landing area. (Exhibit MU-1)
7. Further explore ways to activate the southern façade and adjoining walkway. Consider different murals/art or historical elements that draw people west towards the town center

open space. Any art or railway historical theme could be emphasized at the point where the mid-block pedestrian crosswalk meets the building. (Exhibit MU-1 and MU-2)

8. Explore ways to further activate north façade of the building and the northwest corner plaza, both areas are on a major walking route to and from the Metro Station. (Exhibit MU-1 and MU-3)

Affordable Housing Building (Landbay G-G)

Refinements

9. Enhance design details to emphasize main entry on Glebe. (Exhibit AFF-1)
10. Have enlarged amenity space at the southeast corner of the first floor. (Exhibit AFF-2)
11. Corner design enhancement with subtle tower feature creating a stronger design presence at this corner. (Exhibit AFF-3)

Remaining Challenges

12. Explore ways to make the main lobby entry more prominent on the first floor. (Exhibit AFF-1)
13. Which street corner should weigh more heavily in activating the first floor, southwest corner at Route 1 or the southeast corner at Mainline Boulevard or both. (Exhibit AFF-2)
14. How do we balance the need for parking space with the desire to activate the first floor? (Exhibit AFF-2)
15. Does the colonnade at the southwest corner of the building detract or add the building? (Exhibit AFF-3)
16. Does the colonnade communicate entry to the building? (Exhibit AFF-3)
17. North elevation, first floor. Consider another pattern to break up the floor that provides a more regular pattern. (Exhibit AFF-4)
18. Explore a more orderly pattern of blind or ventilated openings on the first-floor north façade, perhaps using the Glebe Road first floor façade as a cue. (Exhibit AFF-4)

Townhouses (Landbay H)

Refinements

19. Updated exterior façade design approach resulting in two different neighborhood groups.
 - a. One set of townhouses (along the west and north sides of the site) has distinct red and beige brick façade combinations in groups of two townhouses. (Exhibit TH-1)
 - b. The second set of townhouses (along the east and south sides of the site) have a less distinct combination of red and white brick with light grey fiber cement. (Exhibit TH-2)

20. Increased the spacing between the different rows of townhouses to provide increased landscaping and minimize the narrow feel when walking through the site. (Exhibit TH-5)
21. Provided more interior open space with the block (Exhibit TH-5):
 - c. Creating a larger central park with a shade structure, benches, public art; and
 - d. An east/west landscaped pedestrian path connecting Main Line Boulevard to Potomac Avenue.

Remaining Challenges

22. The proposed exterior façade designs for the second set of townhouses are too similar and may benefit from more material diversity. (Exhibit TH-2)
23. All end units, both adjacent to the public street and the interior private street, should wrap the primary front façade materials to side and rear facades to create higher quality appearance when walking or driving through the neighborhood. (Exhibit TH-3)
24. The one, uniform design of the rear facades lacks diversity, and would be improved by adding refinements along the rear facades including (Exhibit TH-4):
 - a. Varying the window placement and design;
 - b. Varying materials and color schemes to match the respective front facades of each stick of towns.
 - c. Façade relief with elements like Juliet balconies.
25. For the southwest and southwest corners, consider opening the corners and increasing green space by recessing the end townhouse. This could be achieved by recessing the end unit, and the garage being direct entry. (Exhibit TH-5)
26. Could the location of the transformers be moved to more interior of the block, rather than visible from the public streets (even with the landscaping) (Exhibit TH-5)

Conclusion

Staff believe that the submission is approaching general conformance with the Potomac Yard Design Guidelines subject to final design updates.

Exhibit MU-1

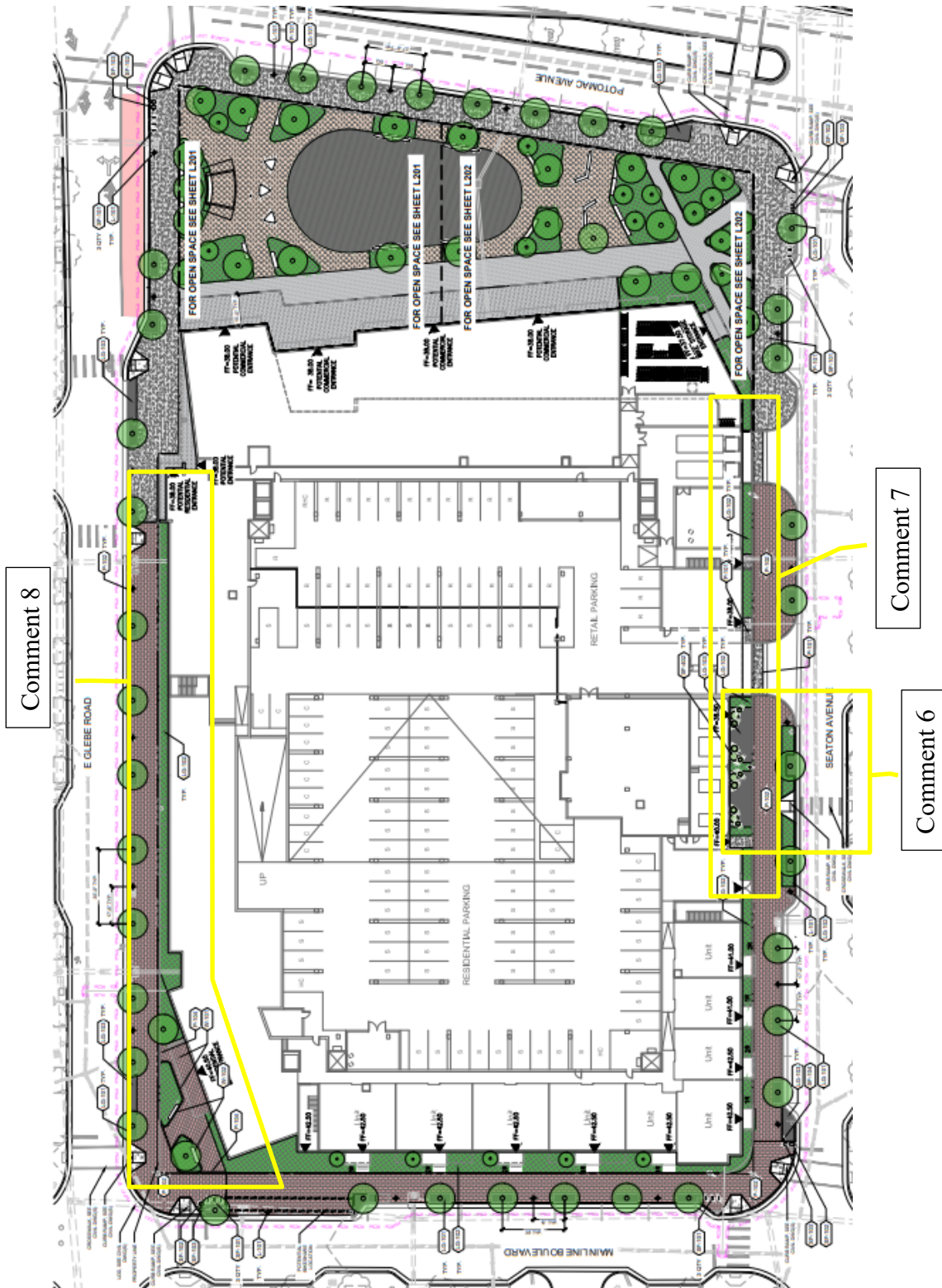


Exhibit MU-2

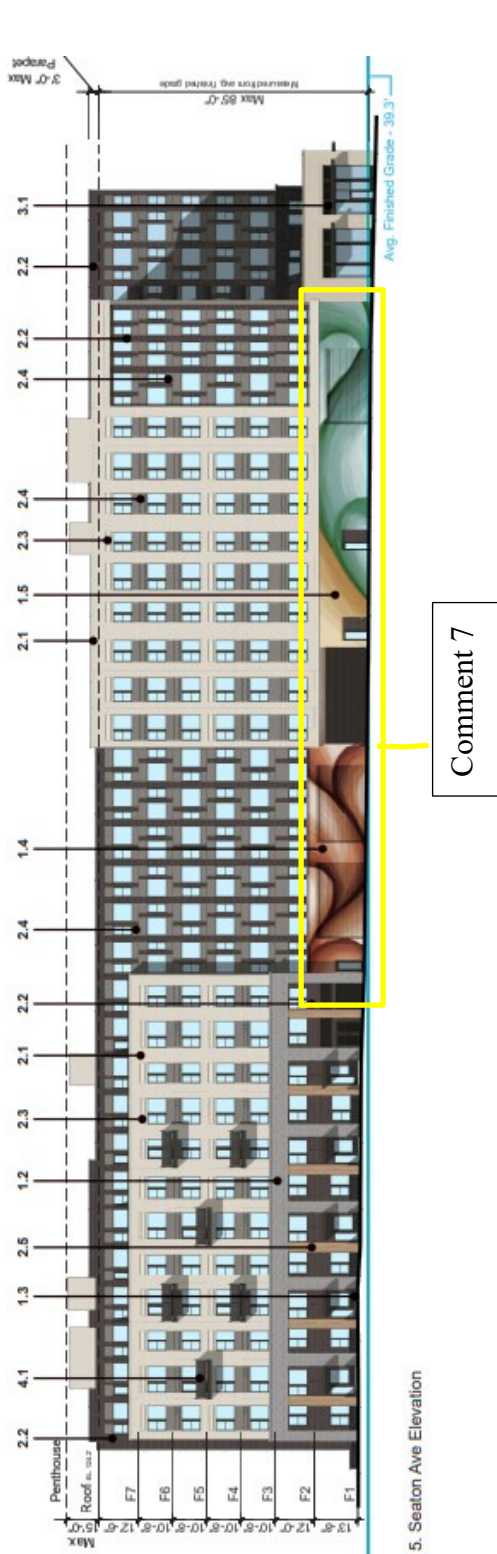


Exhibit MU-3

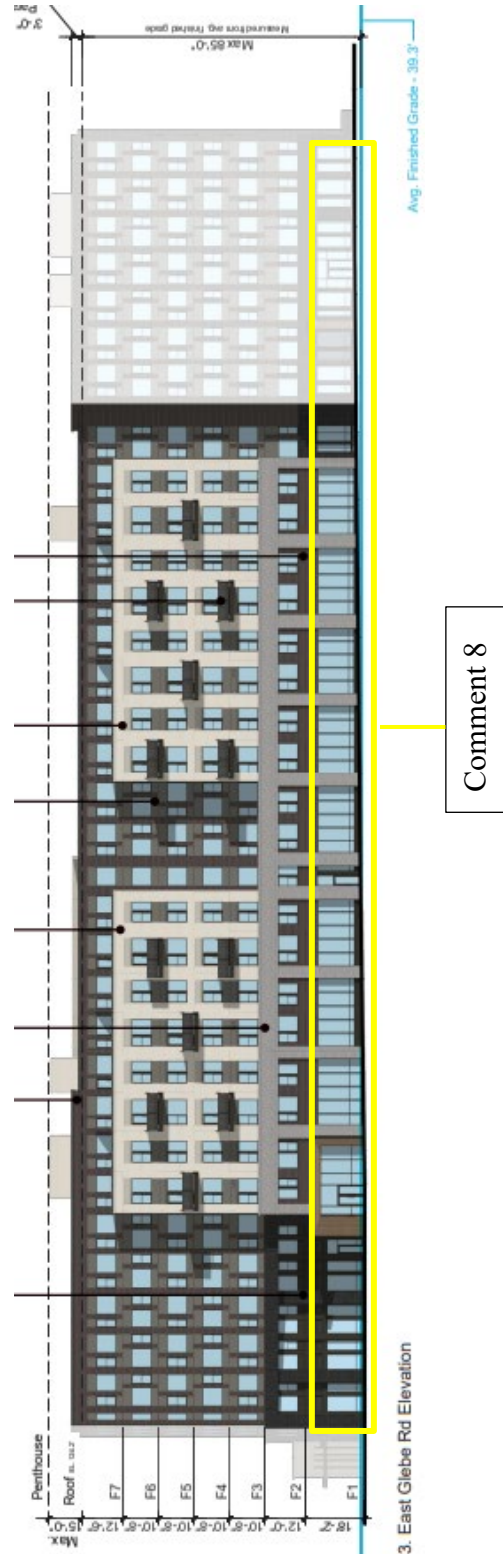
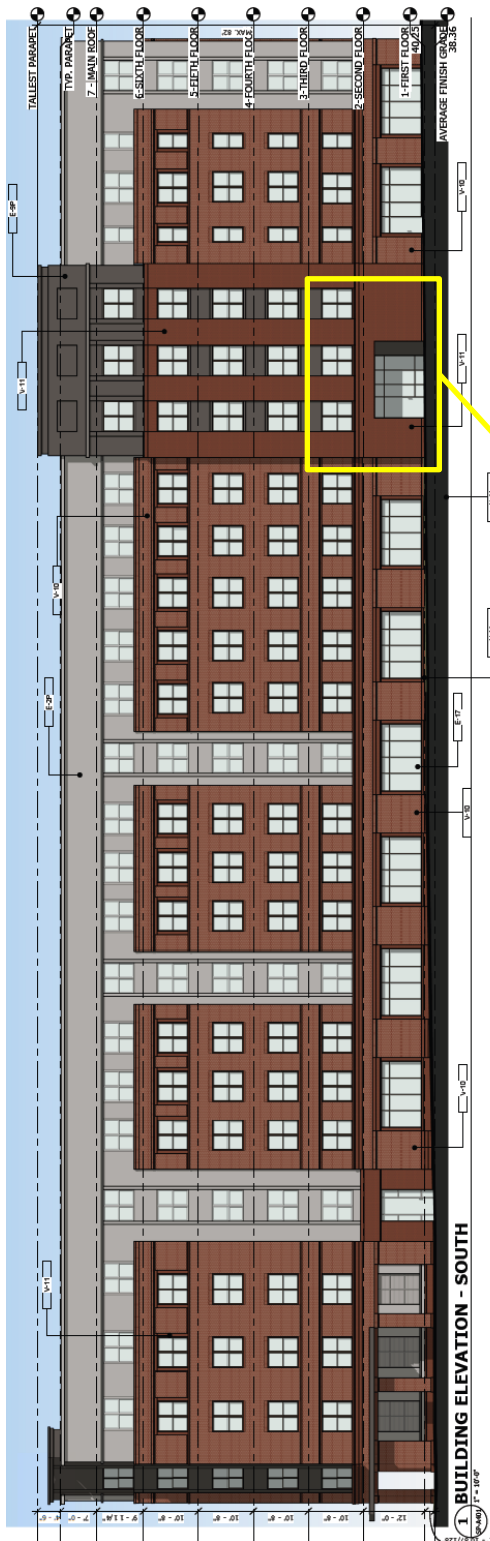
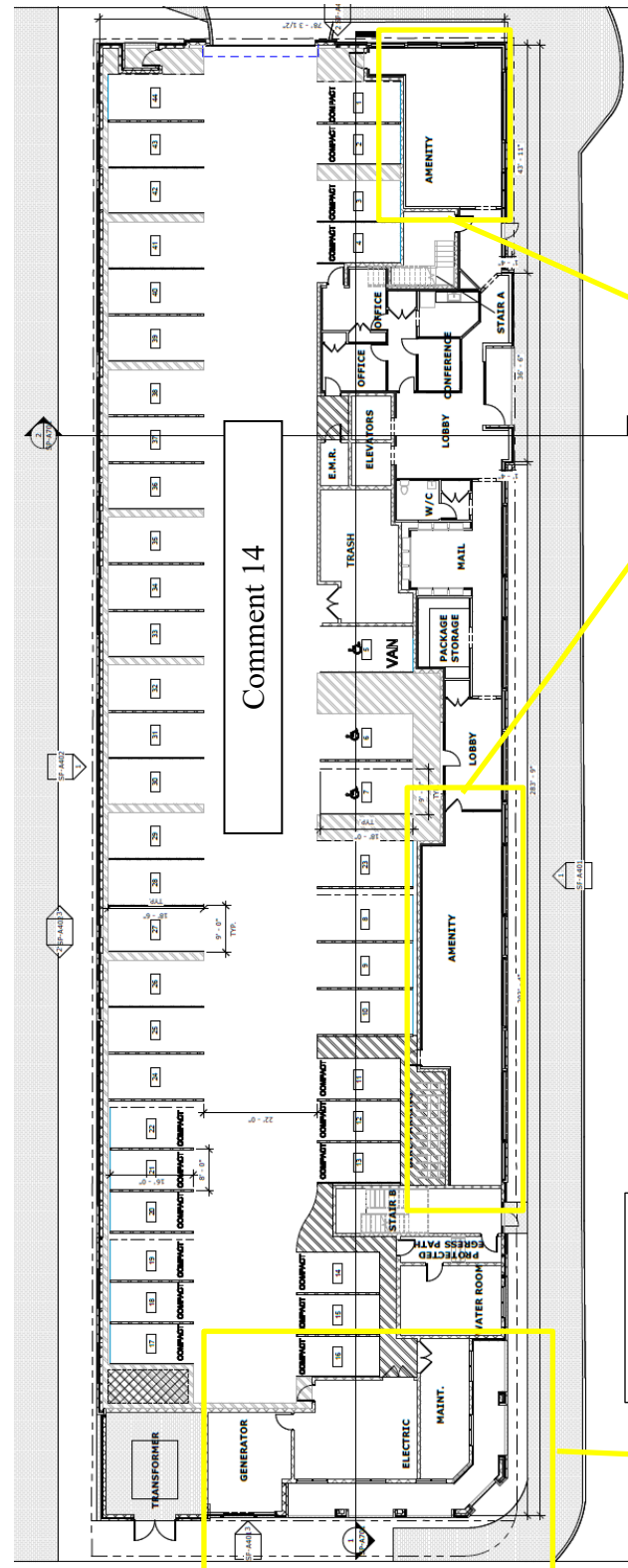


Exhibit AFF-1: Main Entry



Comments 9, 12

Exhibit AFF-2: First Floor Amenity and Parking

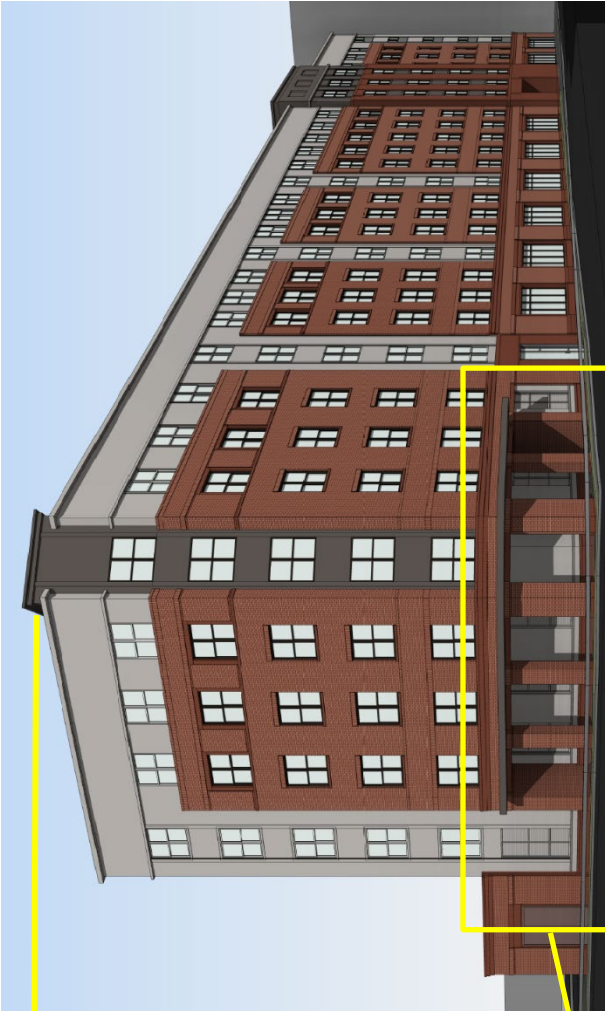


Comment 14

Comments 13, 14

Comment 10

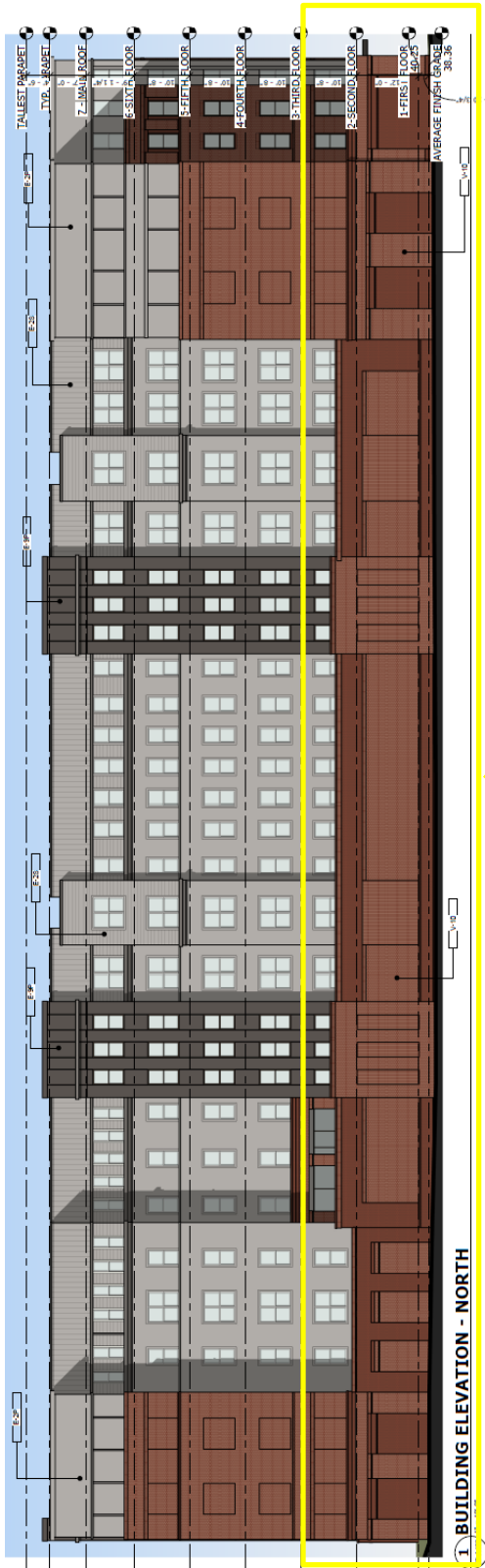
Exhibit AFF-3: Southwest Colonnade & Tower



Comment 11

Comments 15, 16

Exhibit AFF-4: North Façade



Comments 17, 18

Exhibit TH-1: Townhouses Elevations for west and north sides

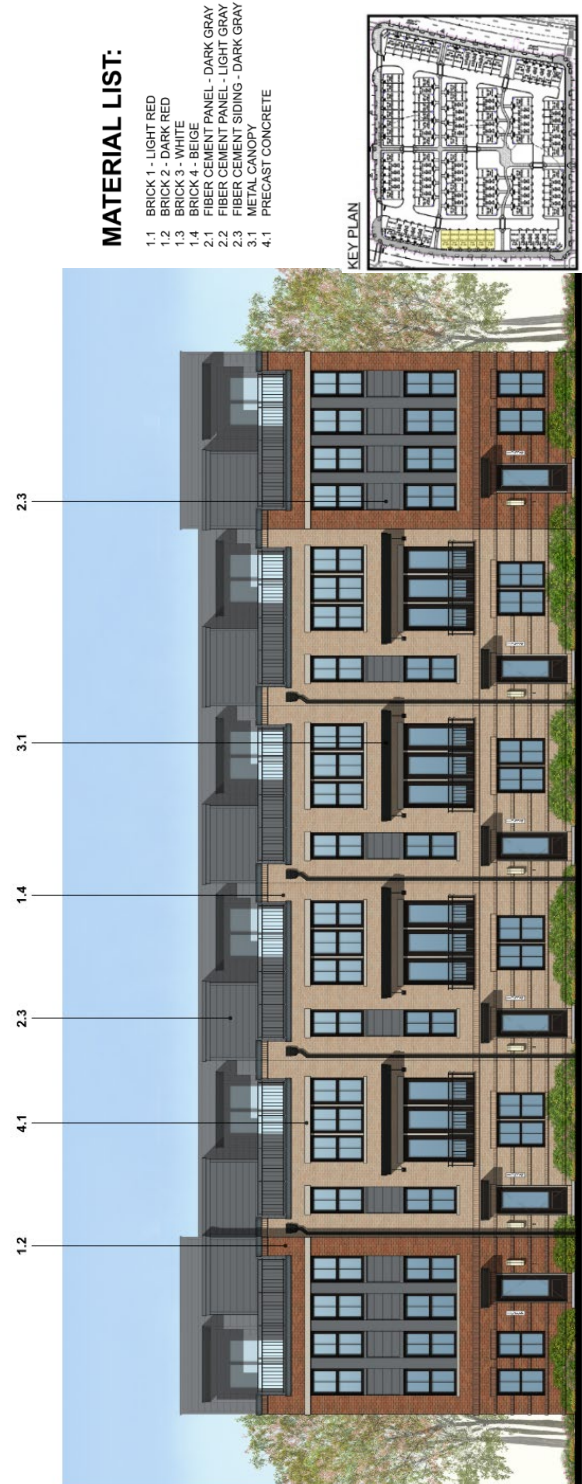


Exhibit TH-2: Townhouses Elevations for east and south sides



Exhibit TH-3: Townhouses Side Elevations



Exhibit TH-4: Townhouses Rear Elevations



Exhibit TH-5: Townhouses Site and Open Space Plan

