

Docket Item #9  
SUB #2006-0004  
POTOMAC YARD SUBDIVISION

Planning Commission Meeting  
September 7, 2006

**ISSUE:** Consideration of a request for a subdivision of residential streets and public right-of-way within Potomac Yard.

**APPLICANT:** Potomac Yard Development, LLC  
By M. Catharine Puskar and Duncan Blair, attorneys

**LOCATION:** 2501 Jefferson Davis Highway  
Potomac Yard Development

**ZONE:** CDD-10/Coordinated Development District

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**I. DISCUSSION:**

**A. Proposal:**

The applicant is requesting subdivision approval of the main body of Potomac Yard (See Figure 1) to dedicate the right-of-way for the framework streets and the additional right-of-way on Route 1. The right-of-way proposed to be dedicated will consist of the framework streets, namely Main Street, Potomac Avenue, E. Howell Avenue, E. Custis Avenue, E. Swann Avenue and E. Glebe Avenue, and the right-of-way on Route 1. In addition, the applicant is proposing to dedicate the right-of-way for Residential Street # 1 (name to be approved by Planning Commission later), which is located on the northern portion of Landbay H. The subdivision-dedication of right-of-way will also create parcels between each of the street rights-of-way, including Landbay E. Figure 2 shows a bird's eye view of the extent of property that will be dedicated to the City.



Figure 1

**B. Background:**

The CDD Concept Plan recognized the utility of an infrastructure phasing plan for a large-scale project such as Potomac Yard. The CDD conditions require the streets to be constructed at certain development thresholds. Rather than constructing streets incrementally, the applicant will construct all of the framework streets prior to commencement of development. This is similar to the approach which was used for other large multi-phased developments such as Carlyle and Cameron Station where many of the public streets were constructed in advance of the development of each parcel. Staff is recommending approval of the proposed subdivision, which will enable the framework streets to begin to be constructed and eventually dedicated to the City.

Similar to these developments, the framework streets (and Residential Street # 1) are proposed to be subdivided and dedicated to the City. While the streets will be dedicated, the City will not accept the streets at this time. For example, while many of the streets within Cameron Station were dedicated to the City, they are just now being accepted by the City for purposes of maintenance as part of the bond release for the project. This ensures that the streets are dedicated to the City and can be used by the general public, but not damaged due to on-going construction traffic.



Figure 2

The approved Potomac Yard Concept Plan and the Design Guidelines specify the location and width of each of the framework streets. In this case, staff has reviewed the location and width of each street to ensure that the proposed streets comply with the Potomac Yard Concept Plan and Design Guidelines.

## II. STAFF ANALYSIS:

The benefit of constructing the framework streets at one time is that it enables the City to coordinate the street and utility improvements comprehensively, and facilitates safe access to the area for both the residents and construction vehicles as the development is built out. The construction of the streets also begins to establish the street grid, which is a fundamental component of the plan. As the Commission is aware, the applicant has submitted final site plans for administrative review of the proposed framework streets. While the dedication of the streets and establishment of the street grid are positive elements of the plan, there are several issues raised by the proposed dedications of the streets, which staff believes can be addressed through the proposed recommendations.



Figure 3

### A. Existing Buildings and Parking Lots:

The Potomac Yard development consists of one lot; however, there are two existing buildings on it - the GSA facility, and the Avis car rental agency. Both these uses have ground leases, but are not located on separate lots. Because the existing buildings are leases and are not located on fee-simple lots, the users are not co-applicants to this subdivision.

Two of the framework streets proposed for subdivision will impact the proposed Avis rental car facility. Custis Avenue is located in the approximate location of the existing Avis building (*Figure 3*) and Howell Avenue is located on a portion of the Avis facility parking lot. In addition, the dedication and subdivision of Potomac Avenue will eliminate a portion of the Avis parking lot (*See Figure 4*). To address this condition, staff has added a recommendation that will require the applicant to demonstrate to the City that the applicable provisions of the lease are removed before the City releases the subdivision to dedicate the streets.

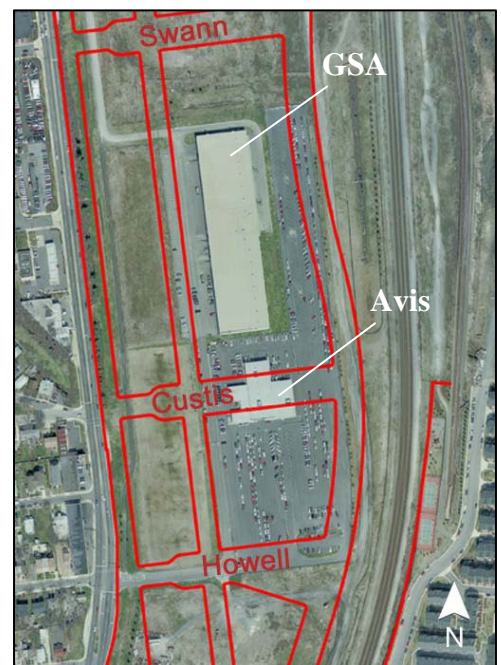


Figure 4

***B. Open Space- Parks:***

Typically, the dedication of streets would not impact open space. However, in this case the framework streets have the framework open space-parks within the center of each street. These open spaces are required by the Potomac Yard CDD approvals to be City parks, which will upon their completion be dedicated and maintained by the City as public parks. The *Potomac Yard Design Guidelines* state that the finger parks are intended to be “extensions of Potomac Yard Park ” and that the parks will be high quality passive open spaces for each neighborhood and the City.

A question raised by the dedication of the subdivision is how the open space will be dedicated to the City. As currently proposed, the open space will be within the right-of-way for each framework street. In the past, open space-parks within developments such as Carlyle and Cameron Station have generally been subdivided as a separate parcel. In other cases such as Commonwealth Avenue, open space is located within the public right-of-way. Whether the property is located within the public right-of-way or delineated as its own parcel, the City has control of the area for public use. In addition, staff has included a recommendation of approval, which will require that any amendment to the size and/or configuration of open space within the right-of-way will require subsequent approval by the Planning Commission and City Council.

***C. Glebe Road Extension:***

East Glebe Road is one of the framework streets identified in the CDD Concept Plan and the main east-west connection for Landbay G. Unlike the other framework streets, the design for the park in the middle of this framework street has not been specified in the Concept Plan. As such, the final width and alignment of East Glebe Road between Main Street and Potomac Avenue will be determined by the park design. The right-of-way for this portion of Glebe Road should be finalized in conjunction with the design of the park. In the interim, a temporary access road will be provided to maintain the connectivity of the street system in Potomac Yard, especially the need for an east-west public access between Route 1 and Potomac Avenue in Landbay G, for emergency vehicle access and construction vehicle access. A temporary traffic signal at Main Street and Potomac Avenue may be needed as part of this interim improvement.

**III. STAFF RECOMMENDATION:**

Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the following conditions:

***A. Glebe Road Extension:***

1. The applicant or successors shall provide a 34-foot wide public access and emergency vehicle easement(s) to enable a temporary connection between Main Street and

Potomac Avenue. The roadway and easement(s) shall be considered “temporary” until the formal dedication and construction of the public street for East Glebe Road between Potomac Avenue and Main Street. The alignment of the east-west easement(s) shall be an extension of East Glebe Road and shall provide a continual connection between Main Street and Potomac Avenue to the satisfaction of the Directors of P&Z, T&ES and Code Enforcement. The applicant or successors shall be responsible for constructing a two-way “temporary” road and temporary asphalt sidewalks and associated elements such as street signs and street lighting as part of the construction of Main Street and Potomac Avenue to the satisfaction of the Director of T&ES. The “temporary” roadway shall be completed and shall connect to Main Street prior to the completion and/or use of Potomac Avenue or an earlier date if deemed necessary by the Director of T&ES or Code Enforcement for traffic or fire access-circulation. The easement shall be extinguished upon the formal dedication of East Glebe Road. (P&Z) (Code) (T&ES)

**B. Open Space:**

2. The Swann, Custis and Howell Avenue open space areas shall be contained within the right-of-way for each street. The applicant or successors shall continue to be responsible for the amount, configuration, design and construction of each open space for each finger park as required pursuant to the applicable provisions of the Potomac Yard Concept Plan, CDD zoning and Design Guidelines. The amount of open space accommodated within the right-of-way is consistent with the open space exhibits prepared by Christopher Consultants dated 8-15-06 (See Attachments A, B, C). The open space for Landbay-K shall be dedicated to the City. Any substantive revisions to the configuration and/or amount of open space within the open space exhibits prepared by Christopher Consultants dated 8-15-06 shall require subsequent review and approval by the Planning Commission and City Council.(P&Z)(RP&CA)

**C. Existing Buildings:**

3. The applicant or successors shall provide the City Attorney with documentation of Avis consent to the proposed subdivision prior to final approval of the subdivision plat. Title for any portion of dedicated rights-of-way within the Avis leasehold area shall transfer upon termination of the Avis lease and demolition of the existing building. The applicant or successors shall diligently pursue the demolition permit and demolition of the building upon the termination of the Avis lease, which termination shall occur no later than August 1, 2008. (P&Z)

**D. Metro Station:**

4. Prior to the final approval of the subdivision plat, the applicant or successors shall reserve and/or dedicate the future metro station pursuant to CDD condition # 30a to the satisfaction of the City Attorney. (P&Z)

**E. General:**

5. The newly created parcels shall be assigned the lot numbers shown in the last column of the table below to the satisfaction of the Director of P&Z. (P&Z):

<b>PROPOSED</b>	<b>Size in Square Feet (approx.)</b>	<b>Size in Acres (approx.)</b>	<b>New Parcel Numbers</b>
Landbay E	272,619	6.17	<b>501</b>
Landbay G East	473,379	10.87	<b>502</b>
Landbay G West	154,909	3.56	<b>503</b>
Landbay H East	186,810	4.29	<b>504</b>
Landbay H West	87,810	2.02	<b>505</b>
Landbay I East	440,328	10.11	<b>506</b>
Landbay I West	224,479	5.15	<b>507</b>
Landbay J Northeast	174,255	4.00	<b>508</b>
Landbay J Northwest	94,648	2.17	<b>509</b>
Landbay J Southeast	86,884	1.99	<b>510</b>
Landbay J Southwest	132,531	3.04	<b>511</b>
Landbay K1	2,478,117	56.89	<b>512</b>
Landbay K2	23,533	0.54	<b>513</b>
Landbay K3	179,653	4.12	<b>514</b>
Landbay K4	100,038	2.30	<b>515</b>
Landbay L	502,055	11.53	<b>516</b>
Landbay M	84,213	1.93	<b>517</b>
Rail Corridor	1,295,475	29.74	<b>518</b>

The newly created lots shall be designated as parcels, not landbays, to be consistent with subdivision plat legal nomenclature. (P&Z)

6. Final street names shall be subject to subsequent approval by the Planning Commission. (P&Z)
7. The applicant shall depict the northern property line for Landbay K and verify that the acreage is consistent with the approved Potomac Yard CDD plan and Design Guidelines. (P&Z) (RP&CA)

STAFF: Eileen P. Fogarty, Director, Department of Planning and Zoning;  
Jeffrey Farner, Division Chief, Development;  
Amy Tarce, Principal Planner; and  
Colleen Rafferty, Urban Planner.

**CITY DEPARTMENT COMMENTS**

C - code requirement      R - recommendation      S - suggestion      F - finding

Transportation and Environmental Services:

- F-1.    “Hereby” is misspelled in vacation text for the old Monroe Avenue Bridge right-of-way.
  
- F-2.    Show three Virginia State Grid Coordinates in each sheet for mapping purposes.



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REPORT ATTACHMENTS  
AVAILABLE IN THE PLANNING AND ZONING OFFICE