

**CONSENT AGENDA ITEM**

If no one asks to speak about this case prior to the hearing, it will be approved without discussion as part of the Consent Agenda.

Docket Item #5  
SUB #2007-0001  
POTOMAC AVENUE SUBDIVISION

Planning Commission Meeting  
May 1, 2007

**ISSUE:** Consideration of a request for approval of a subdivision plat for dedication of the Potomac Avenue public right-of-way.

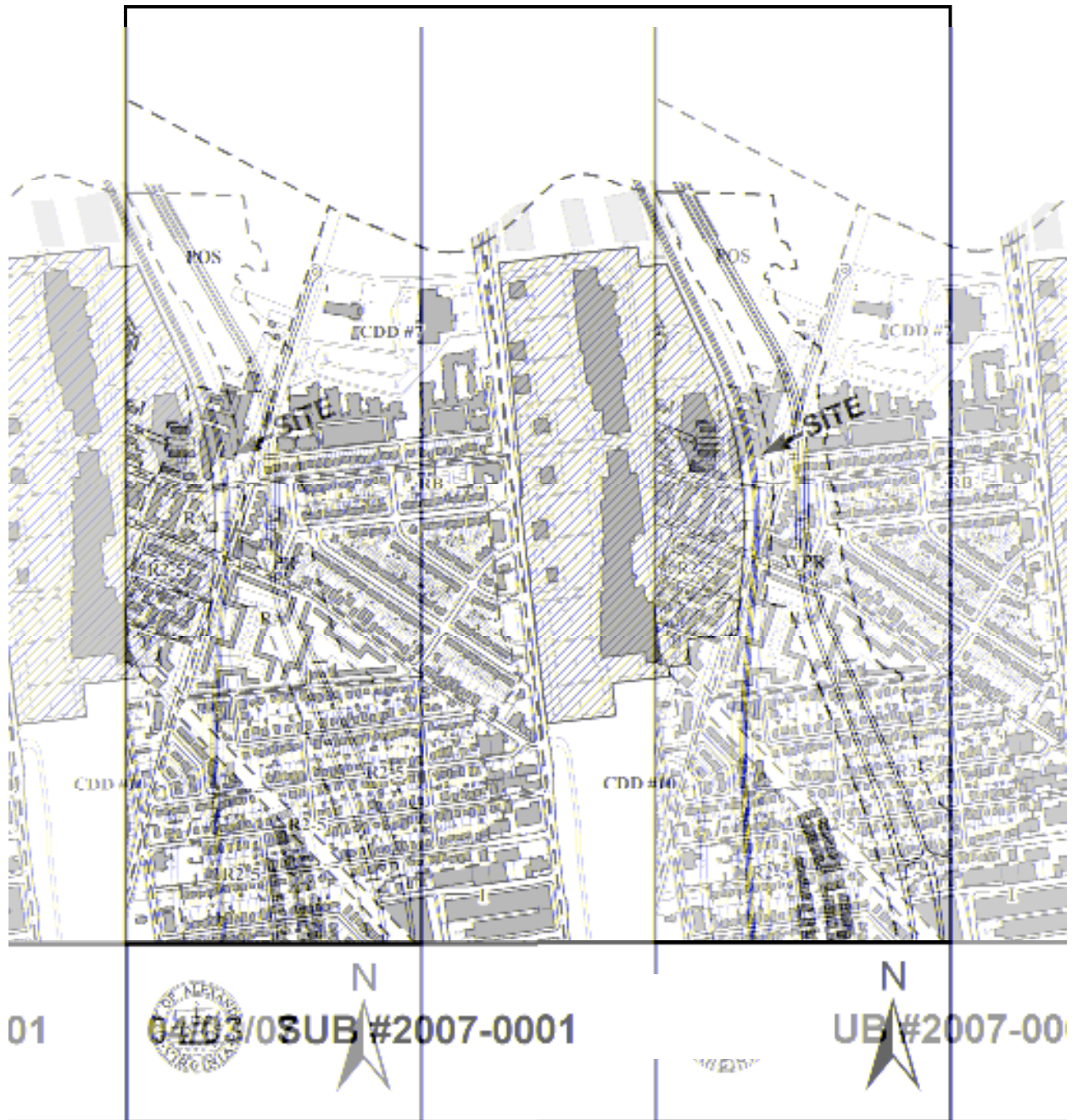
**APPLICANT:** Potomac Yard Development, LLC  
By Duncan Blair and M. Catharine Puskar, attorneys; and

CPYR, Inc.  
By Mark M. Viani, attorney

**LOCATION:** 3601 Jefferson Davis Highway  
Potomac Yard Development

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

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## **I. DISCUSSION**

### **A. Proposal**

The applicants, Potomac Yard Development, LLC (PYD), and CPYR, Inc. (CPYR) are requesting subdivision approval to dedicate an 80-foot wide public right-of-way between the existing retail center and movie theaters, identified as Landbay F of the Potomac Yard/Potomac Greens Coordinated Development District (CDD #10). The proposed right-of-way is necessary to construct the portion of Potomac Avenue in Landbay F that will connect the Arlington portion of the Yard with the Alexandria portion. CPYR is the owner of the retail center (Landbay F) while PYD is the owner of the landbays south of the retail center.



**Figure 1. Aerial showing the Overlay of Potomac Avenue ROW in the Retail Center**

### **B. Background**

#### ***Potomac Yard Retail Center Approval***

A site plan application (SIT#95-0020), was originally approved on November 9, 1995 to develop a 667,484 sq.ft. regional shopping center and 3,367 surface parking spaces for the 69-acre site. At the time of approval, a north-south road (now called Potomac Avenue) was anticipated and an area was set aside for this future road. The area is currently being used as a temporary hauling road between Alexandria and Arlington.



**Figure 2. Potomac Avenue/Temporary Hauling Road**

***Plan for Potomac Avenue in CDD Concept Plan and Design Guidelines***

Subsequent to the approval of the retail center in 1995, Potomac Yard (including the retail center – Landbay F) was approved as part of an overall CDD Concept Plan, with accompanying Zoning and Design Guidelines. The Potomac Yard Design Guidelines envisioned Potomac Avenue as one of the north-south roadways in Potomac Yard in addition to Route 1. The Guidelines require a right-of-way of 90 ft. for Potomac Avenue, consisting of a 15-ft. wide median, two travel lanes in opposite directions, and on-street parking on the west side (southbound lanes) of Potomac



**Figure 3. Illustrative Plan showing Framework Streets in Potomac Yard**

Avenue. As the Commission is aware, staff has approved the infrastructure plan for Potomac Avenue. PYD, the developer of Potomac Yard to the south of the retail center, is scheduled to start construction of Potomac Avenue in May of this year. Construction is phased so that the portion of Potomac Avenue in the retail center will not be constructed until the subdivision plat is approved and recorded. As such, the dedication of the right-of-way is necessary to facilitate PYD’s completion of construction of Potomac Avenue and provide the necessary connection with the Arlington portion of Potomac Avenue, which has been constructed since 2006.

***Dedicated Transit Lane on Potomac Avenue***

In addition, the Planning Commission and City Council approved a Master Plan Amendment (MPA #2005-0006) which indicated that dedicated transit lanes were to be accommodated on Route 1 and connect to Arlington and also the Pentagon METRO station. The dedicated transit route as currently planned would use part of Landbay G, and Potomac Avenue, to connect to Arlington and the Pentagon METRO stations. This emphasizes the importance of Potomac Avenue in the



**Figure 4. Transit Route through Potomac Yard**

overall plan for regional transportation service in Alexandria and Arlington. Eventually it is anticipated that the dedicated transit lanes could possibly be located to the Route 1 section of the retail center when the retail center redevelops.

## II. STAFF ANALYSIS

The proposed subdivision is the final approval necessary to allow Potomac Avenue to be constructed. As previously discussed, this is an important roadway for Potomac Yard and the City. The applicants are proposing an 80-foot right-of-way for the retail center portion of Potomac Avenue (Figure 5A), while a 90-foot right-of-way for Potomac Avenue was approved as part of the infrastructure plan in compliance with the 1999 CDD Concept Plan and Design

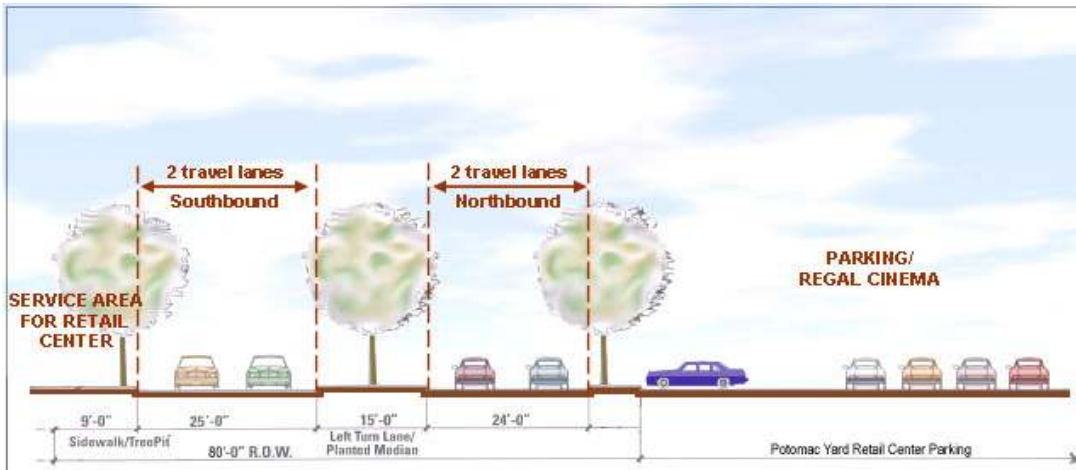


Figure 5A. Looking North - Potomac Avenue in the Retail Center

Guidelines (Figure 5B). An 80-foot right-of-way is proposed because the area is adequate to provide the number of travel lanes in each direction and the median envisioned by the CDD Design Guidelines. The 10-foot difference is essentially the absence of on-street parking and variation in sidewalk widths. Staff supports this approach because the ultimate sidewalk width,

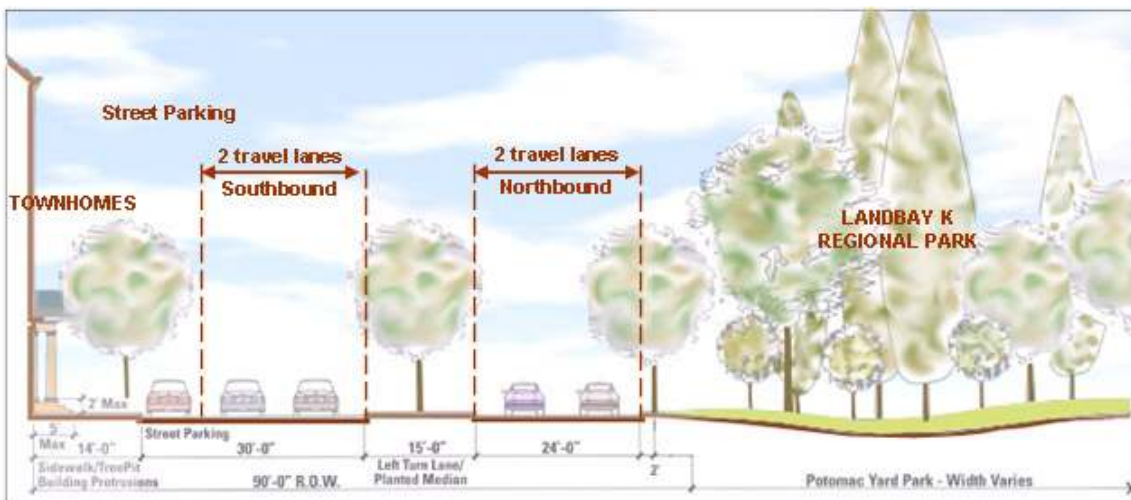


Figure 5B. Looking North - Potomac Avenue in the PYD section of the Yard

on-street parking, any additional right-of-way, etc., will be evaluated when the retail center redevelops. Staff recommends approval of the proposed subdivision to enable the construction of this important roadway with the understanding that additional sidewalks and or right-of-way will be obtained as part of the redevelopment of the retail center.

**Required Landscape Screening  
from SIT#95-0020 Approval**

With the construction of Potomac Avenue, the service areas and loading docks of the buildings in the main area of the retail center becomes highly-visible. Given the “gateway” function of Potomac Avenue, these areas will need to be screened visually. The site plan approval for the Retail Center, SIT#95-0020, includes a condition stating:



**Figure 6. View of Service Area behind Retail Center**

***“At such time as the spine road through the shopping center is built, additional landscaping and screening shall be provided along the rear of the main buildings to provide screening of the rear loading area from along the roadway to the satisfaction of the Director of P&Z. (P&Z)”***

Because the existing trees will be removed as part of the construction of Potomac Avenue, the loading/unloading area will be visible when this roadway in the retail center becomes operational. Therefore, staff has included a condition of approval recommending that landscape screening be installed prior to the opening of the roadway. Staff anticipates that the screening will be a combination of evergreen and deciduous trees to provide a screening until the retail center is redeveloped.

**STAFF:** Richard Josephson, Acting Director, Department of Planning and Zoning;  
Jeffrey Farner, Division Chief, Development;  
Amy Tarce, Principal Planner; and  
Raka Choudhury, Urban Planner

### **III. STAFF RECOMMENDATIONS**

Staff recommends **approval** of the subdivision for dedication of right-of-way with the following conditions:

1. Clearly depict and label each of the newly created lots (Parcel 524 and Parcel 525). The perimeter of each parcel shall be shown on the final plat. (P&Z)
2. A final landscape plan shall be submitted by CPYR, Inc. within two months of the approval of this subdivision by the Planning Commission. The landscaping shall be developed, installed and maintained to the satisfaction of the Directors of P&Z and RP&CA. In accordance with Condition #13 of the approved site plan for the retail center (SIT 95-0020), a landscape buffer shall be installed on the western portion of Potomac Avenue prior to October 2008 or prior to public use of the road, whichever comes first. (P&Z) (RP&CA)
3. The existing emergency vehicle easements and CSX access easement at the north end of Potomac Avenue within the right-of-way shall be vacated upon dedication of Potomac Avenue to the City. (P&Z) (RP&CA)
4. The three existing emergency vehicle easements accessing Hoyt Theater shall remain as shown on Sheet-2. The existing EVEs intersecting Potomac Avenue in an east-west direction that are behind the Potomac Yard Retail Center shall remain as shown on Sheet-2 until an alternative route is provided to the satisfaction of the Director of Code Enforcement. (Code)
5. The final subdivision plat shall comply with the provisions of Section 11-1709 of the City's Zoning Ordinance. (T&ES)
5. The discrepancy between instrument number shown for property owner on plat and the one listed in note 2 and the certificate shall be explained or resolved in the final plat submission. (T&ES)
6. Names and addresses of owners of property immediately adjoining the proposed subdivision shall be indicated on the final plat. (T&ES)
7. VCS coordinates shall be provided on at least three property corners shown on the plat. (T&ES)