City of Alexandria, Virginia

MEMORANDUM

DATE:

FEBRUARY 25, 2005

TO:

THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

JAMES K. HARTMANN, CITY MANAGER

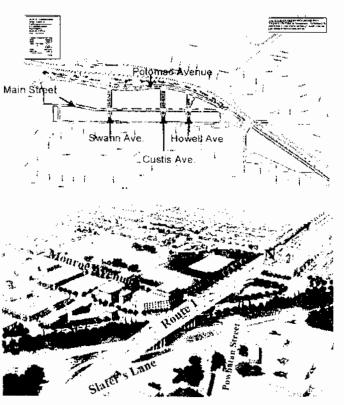
SUBJECT:

POTOMAC YARD MEMORANDUM OF WIDERSTANDING

The City and Potomac Yard Development, LLC, Pulte-Centex have recently entered into a Memorandum of Understanding (MOU). An executed copy was received by the City this morning (attached). The MOU lays out a process for review and construction of the infrastructure for Potomac Yard. This memo explains the key points contained in the Potomac Yard MOU.

Background

As Council is aware, in 1999, the City Council approved an overall Concept Plan for Main Street Potomac Yard which identified: (1) a maximum number of units and square footage to be constructed, (2) a minimum amount of open space, (3) a mixture of residential and commercial uses, (4) a Transportation Management Plan, (5) Urban Design Guidelines, and (6) Concept Plan conditions. The Concept Plan also provided for a Preliminary Infrastructure Plan to lay out the basic grid work for streets, sewers and other major infrastructure. The applicant was also required to obtain development special use * permit approvals for each of the twelve Potomac Yard Landbays to identify the specific type, location and amount of development.



The Concept Plan provided two alternatives

for the Monroe Avenue Bridge: (1) keeping the bridge in its current configuration, and (2) an Alternative Concept Plan to straighten the Monroe Avenue Bridge. In 2003, the differential cost for straightening the bridge, approximately \$15.0 million, was to be borne by the City (using state urban highway funds) based on Council's approved Alternative Concept Plan for straightening the bridge.

Memorandum of Understanding

In the summer of 2004, Pulte-Centex purchased Potomac Yard and approached the former City Manager Phil Sunderland with a request to proceed with the construction for the infrastructure of Potomac Yard prior to the approval of the individual Landbays. Pulte-Centex proffered that they would absorb all costs for straightening the Monroe Avenue Bridge. This request to proceed with infrastructure construction formed the basis of the MOU between the City and Pulte-Centex.

I have reviewed the MOU, in consultation with the City Attorney, and the Directors of Planning and Zoning, Transportation and Environmental Services, Code Enforcement and Recreation, and we have all reached agreement with Pulte-Centex regarding the MOU. The MOU identifies the specific content of the Preliminary Infrastructure Plan for review and approval by the Directors of Planning and Zoning, and Transportation and Environmental Services. The Preliminary Infrastructure Plan will provide for the following:

- Construction of Potomac Avenue;
- Construction of Main Street;
- Construction and realignment of the eastern portion of Route 1;
- Construction of Howell Avenue;
- Construction of Swann Avenue:
- Construction of Custis Avenue;
- Construction of East Glebe Road;
- Construction of a pumping station within Landbay K;
- Straightening of the Route 1 Monroe Avenue Bridge;
- Stormwater Master Plan;
- Construction of sanitary above grade pump station;
- Below grade sanitary forcemain; and
- Miscellaneous below-grade infrastructure associated with the streets, such as storm lines and water lines.

As to the streets, the widths and locations are specified within the approved Design Guidelines and Concept Plan. The Directors' review will ensure that the final infrastructure plan is consistent with these guidelines. The Preliminary Infrastructure Plan will establish the framework and context for each of the Landbays. As stated above, each Landbay, including the use, open space, design, density, etc., will require special use permit approval by the Planning Commission and City Council. The Preliminary Infrastructure Plan will also be presented for discussion purposes to the Planning Commission at the upcoming Work Sessions.

Review Process

The City has established a process to provide for extensive public input through both the Potomac Yard Design Advisory Committee and the Planning Commission Work Sessions. This format affords an opportunity for all members of the community to comment and be heard in a public forum. The

second in a series of Planning Commission Work Sessions on Potomac Yard will occur on March 1, 2005, at 6:00 p.m. The Potomac Yard Design Advisory Committee will hold its second meeting to discuss the Potomac Yard proposal on March 10, 2005.

Next Steps

The applicant has submitted the following material to the City:

- A Preliminary Infrastructure Plan for review by all City departments, which is subject to approvals by the Directors of Planning and Zoning, and Transportation and Environmental Services.
- 2. The Pump Station plan, sanitary force plan, and the master stormwater plan.
- 3. A Conceptual Plan for Landbay H--a mixed use residential neighborhood north of Swann Avenue with centrally located open space and retail activity.
- 4. A Conceptual Plan for Landbay K-the Linear Park.

As indicated above, both Landbay H and Landbay K will be brought forward for discussion and public input to the Potomac Yard Design Advisory Committee and the Planning Commission in the upcoming months. Landbay K (the Linear Park) will be brought forward for discussion and input by the Park and Recreation Commission. The development special use permits are anticipated to be heard by the Planning Commission and City Council in the fall of 2005. The applicant has indicated a desire to revise Landbay G, the Town Center, which will require a major amendment to the approved Concept Plan. There will be opportunity for extensive input on this proposed amendment.

We are committed to ensuring, through this very public process, that Potomac Yard will reflect the highest quality development consistent with the community's expectations and the City's vision. Please do not hesitate to contact me if you have any additional questions.

Consideration of how to reprogram the \$15.0 million in state urban highway funds (saved because Pulte-Centex will construct the new Monroe Avenue bridge) will occur this spring as part of the City's annual transportation funding request to the Commonwealth Transportation Board for their Six-Year Plan update process.

Attachment

cc: Planning Commission Members
Mark Jinks, Assistant City Manager
Michele Evans, Assistant City Manager
Eileen Fogarty, Director, Planning and Zoning
Kirk Kincannon, Director, Recreation, Parks and Cultural Activities
Rich Baier, Director, Transportation and Environmental Services
Arthur Dahlberg, Director, Code Enforcement