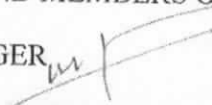


9  
5-16-15

City of Alexandria, Virginia

MEMORANDUM

**DATE:** MAY 15, 2015  
**TO:** THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL  
**FROM:** MARK B. JINKS, CITY MANAGER   
**SUBJECT:** ADDITIONAL INFORMATION ON THE POTOMAC YARD TIER II SPECIAL TAX DISTRICT

At Council's last Legislative meeting and in subsequent discussions with Council members, staff were asked to provide Council additional information on the Tier II special tax district, as well as alternatives to the previously adopted Tier II special tax district rate and structure.

The Potomac Yard Tier II special tax district, which was adopted was adopted in 2011, has a 10-cent real estate tax rate that would be applied starting the calendar year after the station opens (2019 or 2020) and continue for 27 years when the bonds are fully repaid. Over its projected life, it is estimated that the Tier II district would generate \$20.3 million towards the \$392.1 million debt service and annual operating costs of the new Metrorail station.

It should be noted that while the \$20.3 million in Tier II revenues provides about 5% of the revenues towards station costs, those revenues are part of a multi-layered stack of projected and assumed revenues. These include: \$72.0 million developer contributions (largely only available for Alternative B and partially at risk per recent JBG letter), \$20.8 million in net new tax revenues generated at Potomac Yard, \$278.3 million in Tier I special tax district revenues, \$69.5 million in potential Northern Virginia Transportation Authority (NVTA) grants, and \$1.0 million in federal Urban Funds granted through the state.

These are projected revenues based on a development build-out forecast, projected economic values, tax rates, developer agreements, and an assumed outcome of the new NVTA grant processes. Almost all of these revenues are projections and subject to downside risk if a number of unexpected factors occur. On the expense side, the downside risks are that the construction cost of Alternative B is greater than \$268 million, and that interest rates on the City issued bonds might be higher than what has been projected.

As is the case with any long-range forecast – *even this conservative forecast* - there are downside risks to the City. The risk to the City in the early years of debt repayment is that the City's General Fund might need to cover financial shortfalls above the developer shortfall guarantee. The chief financial risks are:

- Potomac Yard build-out (i.e., North Potomac Yard, Landbays G and H) occurs slower than projected, thereby tempering downward projected tax revenues.
- NVRTA grants are significantly less than assumed.
- Real estate appreciation does not occur as projected.
- Metrorail station construction costs are higher than projected.
- The developer contribution/shortfall is not at the level projected or does not occur at the times projected (development build-out related).

Some of these risks will be reduced or eliminated by the time that the station construction contract is ready to be awarded. By then construction costs, the developer contribution amounts, and NVRTA grant amount will be known and those risks substantially mitigated. *As a result, one cannot assume with certainty until that point in time when those major cost and grant items are known, if there are revenues not needed for this project.*

**Question:** How do Tier II revenues fit into the overall financing plan?

**Answer:** The attached charts provide a more granular look at the various revenue sources that comprise the financing plan. Since the first decade of Tier II revenues (2019 to 2028) is the decade where most of the risk is, a snapshot of that decade is attached.

**Question:** What options are available in lieu of the current Tier II special tax district structure?

**Answer:** While preserving revenue options at this time would be beneficial given the above stated risks, and put the City in a better negotiating position in regard to the North Potomac Yard developer contributions and shortfall guarantee agreement, among the options for future consideration are the following:

1. Reduce the number of years of the Tier II district to less than the 27 years planned. In particular, the risks to the City are the greatest in the first 10 years of the financial projections (see attached) when the amount of development in Potomac Yard is the lowest. This would reduce the Tier II contribution from \$20.8 million to about \$5.7 million. The 10-year timeframe is an example, as any timeframe greater than 10 years (up to 27 years) or less than 10 years could be considered.
2. Tier II tax rate from 10-cents to 5-cents per \$100 of real estate valuation. This would reduce the Tier II contribution from \$20.8 million to \$10.4 million. The 5-cent rate is an example, as any rate lower than the currently planned 10-cent rate could be considered.
3. Eliminate the Tier II tax rate and district. This would reduce the \$20.8 million down to \$0.

Since debt service and operating costs are fixed any loss of Tier II monies would have to be replaced with other sources.

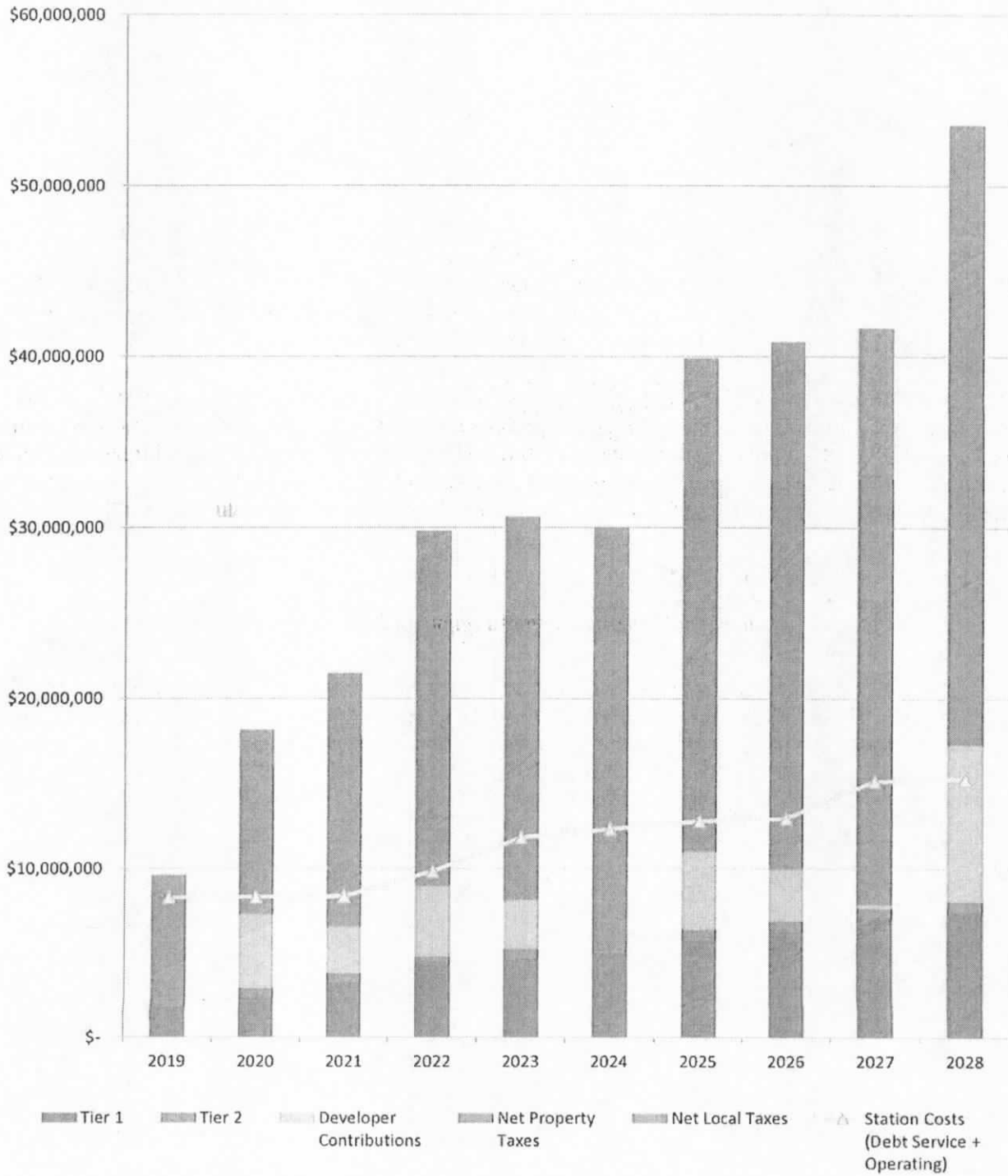
**Question:** Can the Oakville Triangle project contribute in some way to the Potomac Yard Metrorail station financing? Could the Tier II special tax district be expanded to include Oakville Triangle?

**Answer:** The Oakville Triangle project as currently envisioned by the developer entails some 1.5 million square feet of new development with some 0.9 million projected to be delivered in 2020 and the balance of 0.6 million square feet of development projected to be delivered in 2025 or later. The value of this new development is approximately \$450 million. Council could decide to place the Oakville Triangle net new tax revenues into the Potomac Yard Fund to assist with paying for station debt service and operating costs. Based on current staff thinking, as has been the case with other recent small area plans some percentage of net new tax revenues (maybe as much as 20%) would be proposed to be set aside for public benefits (utility undergrounding, streetscape, infrastructure improvements, affordable housing, etc.) within the Oakville Triangle / Route 1 small area plan now under consideration. If one sets aside the 20% of net new tax revenues from the Oakville Triangle project for plan area public benefits, on a rough order of magnitude basis the remaining net new tax revenues would start at about \$1.0 million per year in 2020 and then rise to about \$1.5 million per year by full build out

A policy choice could be made to include Oakville Triangle in the Tier II special tax district. Since this new development is within walking distance to the Potomac Yard Metrorail station there is a logical nexus between the Tier II district and this site. While City staff have raised this concept with the developer of the Oakville Triangle, discussions are at a very early stage. A 10-cent rate would generate about \$0.3 million per year in 2020 and then rise to about \$0.5 million per year by full build out.

Attachment: Alternative B – Financing Elements 10-year Snapshot

## Alternative B - Financing Elements 10-Year Snapshot: FY 2019 through FY 2028





**Alternative B - Financing Elements**  
**10-Year Snapshot: FY 2019 through FY 2028**

<b>Fiscal Year</b>	<b>Tier 1</b>	<b>Tier 2</b>	<b>Developer Contributions</b>	<b>Net Property Taxes</b>	<b>Net Local Taxes</b>	<b>Total</b>	<b>Station Costs (Debt Service + Operating)</b>
2019	\$ 1,842,937	\$ 499,304	\$ -	\$ 6,115,285	\$ 1,164,245	\$ 9,621,771	\$ 8,305,444
2020	\$ 2,455,181	\$ 514,283	\$ 4,315,378	\$ 8,711,683	\$ 2,149,893	\$ 18,146,418	\$ 8,335,254
2021	\$ 3,320,526	\$ 529,711	\$ 2,716,536	\$ 11,292,679	\$ 3,637,625	\$ 21,497,077	\$ 8,365,661
2022	\$ 4,307,819	\$ 545,603	\$ 4,114,469	\$ 15,501,508	\$ 5,324,707	\$ 29,794,106	\$ 9,836,675
2023	\$ 4,747,631	\$ 561,971	\$ 2,830,355	\$ 16,696,815	\$ 5,790,248	\$ 30,627,020	\$ 11,845,054
2024	\$ 5,104,415	\$ 578,830	\$ -	\$ 18,125,542	\$ 6,223,527	\$ 30,032,314	\$ 12,341,131
2025	\$ 5,805,966	\$ 596,195	\$ 4,601,635	\$ 21,232,854	\$ 7,640,968	\$ 39,877,618	\$ 12,810,599
2026	\$ 6,318,954	\$ 614,081	\$ 3,008,897	\$ 22,675,153	\$ 8,211,296	\$ 40,828,381	\$ 12,968,470
2027	\$ 7,055,552	\$ 632,503	\$ 223,156	\$ 25,024,208	\$ 8,711,572	\$ 41,646,991	\$ 15,143,267
2028	\$ 7,429,477	\$ 651,478	\$ 9,206,311	\$ 26,561,431	\$ 9,714,165	\$ 53,562,862	\$ 15,276,080

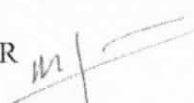
# City of Alexandria, Virginia

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## MEMORANDUM

**DATE:** MAY 15, 2015

**TO:** THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

**FROM:** MARK B. JINKS, CITY MANAGER 

**SUBJECT:** ADDITIONAL COMMUNITY FEEDBACK ON SELECTION OF A  
LOCALLY PREFERRED ALTERNATIVE FOR THE POTOMAC YARD  
METRORAIL STATION

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As part of the Environmental Impact Statement process for the Potomac Yard Metrorail Station, the public comment period is open until Monday, May 18, 2015. This memo provides a summary of new comments that have been received since staff released its recommendation regarding the selection of a Locally Preferred Alternative (LPA) on April 24, 2015. That document included a summary of the feedback received from the community up to that date.

Since the release of the staff report on April 24, 2015, staff has received additional community feedback through public meetings and written and e-mailed commentary. In addition, staff has presented its recommendation to boards and commissions, including the Board of Architectural Review, the Planning Commission, the Environmental Policy Commission, the Park and Recreation Commission, the Transportation Commission, and the Potomac Yard Metrorail Implementation Work Group. This memorandum is intended to update City Council on the feedback received from these boards, commissions, and committees, as well as the public. Included attachments are a summary of board, commission, and committee actions (Attachment 1) and a summary of additional community feedback received since April 24 (Attachment 2).

### Attachments:

1. Board, Commission, and Committee Actions
2. Additional Community Feedback on Impacts of Alternatives

### cc:

Emily A. Baker, P.E., Acting Deputy City Manager  
Yon Lambert, AICP, Director, T&ES  
Karl W. Moritz, Director, P&Z  
James Spengler, Director, RP&CA  
Mitchell Bernstein, P.E., Acting Director, DPI  
Morgan Routt, Acting Budget Director, OMB  
Christopher Spera, Deputy City Attorney, Office of City Attorney

## Actions by Boards, Commissions, and Committees

Following the release of the staff recommendation for the preferred alternative for the Potomac Yard Metrorail Station, City of Alexandria staff met with the following boards, commissions, and committees to present the staff recommendation and receive feedback:

- Board of Architectural Review (Old and Historic District)
- Environmental Policy Commission
- Planning Commission
- Park and Recreation Commission
- Transportation Commission
- Potomac Yard Metrorail Implementation Work Group (PYMIG)

The Board of Architectural Review, the Planning Commission, and the Transportation Commission each voted unanimously to support the staff recommendation for Alternative B as the Locally Preferred Alternative (LPA) for the Potomac Yard Metrorail Station. The Environmental Policy Commission, the Park and Recreation Commission, and PYMIG did not vote, but agreed by consensus to support the staff recommendation.

In addition to the boards, commissions, and committees mentioned above, the Beautification Commission has expressed support for the staff recommendation.

Attached are the actions from the Board of Architectural Review and Planning Commission meetings, as well as letters of support from the Environmental Policy Commission, the Park and Recreation Commission, and the Beautification Commission. A letter from the Transportation Commission is anticipated and will be forwarded to City Council as soon as it is available.

**BOARD OF ARCHITECTURAL REVIEW (OLD AND HISTORIC DISTRICT)  
ACTION, APRIL 29, 2015\*:**

Ms. Roberts made a motion to support Alternative B as the preferred station alternative, based on its consistency with the relevant Standards listed in Section 10-105 of the zoning ordinance, with the following conditions:

1. If Alternative B is selected, the BAR recommends that any potential impacts of the station design include, at a minimum, the following mitigation:
  - a. Construction access shall not occur from the GWMP.
  - b. The overall station design should use materials that are appropriate to the local Alexandria building traditions and the original GWMP infrastructure construction.
  - c. Particular attention must be paid to the following elements to insure that they are harmonious with the old and historic aspect of the GWMP:
    - i. Landscape berms and retaining wall materials that minimize the apparent height of the overall structure and blend with the natural landscape, using materials already found on the GWMP, such as stone;
    - ii. The roof design and materials of the station;
    - iii. The form and materials of the platform roof and the pedestrian bridges must be as visually light as possible;
    - iv. Lighting must be minimal, directed away from the Parkway, and should complement the station design; and
    - v. The height of the structures should be minimized to the maximum extent possible.
2. The BAR will be actively involved in the schematic design of the station, through the BAR Concept Review process, and at each appropriate step in the station design review process until a Certificate of Appropriateness is approved.

Ms. Roberts further moved that, although Alternative B is the only location within the Old and Historic Alexandria District, the BAR is concerned that the viewshed from the GWMP and that the memorial character of the GWMP be protected, including aspects of the cultural landscape such as historic grading, historic trees and historic wetlands, regardless of which station alternative is selected.

\* The minutes from the April 29, 2015 Board of Architectural Review meeting are still in draft form. Formal approval will take place on May 20, 2015.

**PLANNING COMMISSION ACTION, MAY 5, 2015:** On a motion by Vice Chairman Dunn, seconded by Commissioner Wasowski, the Planning Commission voted to recommend Alternative B, with construction access Option 2, for the Potomac Yard Metro Station and determined that it is consistent with the City's Master Plan. The motion carried on a vote of 5 to 0 with Commissioner Lyle absent and Commissioner Macek recusing himself.

Reason: The Planning Commission agreed with the staff analysis that the provision of a Metrorail station, specifically in the location of Alternative B, is most consistent with and represented in the preceding planning processes and documents. Further commentary discussed that the impacts to the George Washington Memorial Parkway can be mitigated through collaboration already outlined through the draft net benefits agreement with the National Park Service, and that the Alternative B location minimizes impacts to the linear park [Potomac Yard Park] in Potomac Yard.

May 15, 2015

Honorable Mayor William D. Eulle and Members of City Council  
City of Alexandria  
Suite 2300, City Hall  
301 King St  
Alexandria, VA 22314

**Re: Potomac Yard Metrorail Station Preferred Alternative Endorsement**

Dear Mayor Eulle and Members of Council:

On behalf of the Alexandria Environmental Policy Commission (EPC), I am writing to urge your approval of the City staff's recommendation of "Alternative B" for the location of the future Potomac Yard Metrorail Station.

The EPC believes the proposed Station provides much needed increased access to public transportation along a rapidly growing corridor in the City of Alexandria. The new station supports the overall intent of Alexandria's Environmental Action Plan (EAP), and several key goals within it. With a focus on climate change and sustainability, the EAP calls for substantial reductions in emissions from daily vehicle miles traveled, and increased access to integrated transit.

The EAP sets a target, by 2020, of increasing the number of commuters who use public transportation by 25% over 2000 census data. It also specifically calls for a Potomac Yard Metrorail Station to be operational before the occupancy rate of the Potomac Yard development area reaches 70%. In addition to meeting specific goals of the EAP under transportation, the new station will also support objectives in air quality improvement, energy conservation, and climate change mitigation. Proposed Alternative B, as presented to EPC, supports the goals of the EAP outlined above by maximizing service to residents within the critical half-mile walking radius.

Alternative B will result in a net loss of wetlands. While EPC is reluctant to reduce any wetlands acreage, the mitigation framework drafted with the National Park Service (NPS) will result in higher quality wetlands and improved storm water management along a crucial riparian corridor in Alexandria. We understand there will also be opportunities for improvements to Daingerfield Island and the heavily used Mt Vernon trail. Additionally, we note that high density development at public transit sites has much less aggregate impact on wetlands and other natural resource areas than low density, single-occupancy vehicle oriented development in outer suburbs.

We look forward to working with Council and staff as the City develops designs for the new station, and begins making detailed planning decisions. To cite one important design component, we will advocate for the incorporation of bike share stations, bicycle parking facilities, and pedestrian and bicycle trail access to create a truly multi-modal transportation hub.

For the reasons stated above, we urge your endorsement of preferred Alternative B. Should you have any questions or be in need of our assistance, please do not hesitate to contact me at the email address below.

Sincerely,



Jim Kapsis  
Chair, Environmental Policy Commission  
kapsisje@gmail.com



**DEPARTMENT OF RECREATION, PARKS  
AND CULTURAL ACTIVITIES**

1108 Jefferson Street  
Alexandria, Virginia 22314  
Phone: (703) 746-4343  
Fax: (703) 746-5585  
James B. Spengler, Director

**Park and Recreation Commission**

May 15, 2015

Mayor William Euille  
Vice Mayor Allison Silberberg  
Councilman John Taylor Chapman  
Councilman Timothy B. Lovain  
Councilwoman Redella S. Pepper  
Councilman Paul C. Smedberg  
Councilman Justin M. Wilson

Re: Potomac Yard Metro Station

Dear Mayor Euille and City Council Members:

The Park and Recreation Commission supports the staff recommendation of Alternative B as the location for the Potomac Yard Metro Station because it is consistent with park plans and goals.

Throughout the process, the Commission has received reports from staff regarding the various options, including taking a walking tour of the various proposed sites. Alternative A would either destroy or significantly and negatively impact the newly constructed play spaces and water feature in Potomac Yard park and would mean that the largest section of that linear park would not be usable as parkland. Alternative B has a much smaller impact on the existing Potomac Yard Park, as it will land in a plaza area that was initially conceived as a landing point for a pedestrian bridge.

Although the Commission supports the staff recommendation, the Commission does so with the following four pieces of advice related to issues of concern to the Commission.

First, and presence of the Metro station at Potomac Yard will undoubtedly increase use of the Potomac Yard Park and the pedestrian and bicycle trail. The increased use will result in the need for significant additional maintenance including the need for additional trash pick-up, among other things. Council must plan now to make available the appropriate funding to ensure that the increased needs created by increased use related to Metro can be met.

Second, the Potomac Yard bicycle and pedestrian trail is a key element for the success of the Metro station, as residents and visitors will be able to safely walk and bike to and from the station. The Commission urges Council to ensure that the planning and design process includes areas for bicycle share stations and personal bicycle parking. There are many examples of innovative bicycle parking solutions around the world. The planning process should include consideration of creative solutions for bicycle parking. The Commission expects to see bicycle parking and bicycle share stations accounted for in the design phase.

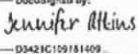


Third, to the extent entrances to the station are in a park, those entrances must be designed as park features so that they are consistent with and seamless with the character and use of the surrounding park. Council should direct staff to ensure that the planning and design process includes the consideration of the station entrances as park elements.

Fourth, Council should direct staff to make every effort to ensure that both Potomac Greens Park and Potomac Yard Park remain safe and accessible throughout the construction phase. Council should ensure that appropriate maintenance of the parks continues throughout the construction phase to keep the parks safe and accessible. If areas of the parks must be made inaccessible for safety reasons, the time of inaccessibility should be as limited as possible and adequate communication regarding alternatives must be made to the public. To the extent that, for example, the Potomac Yard pedestrian and bicycle trail might become unusable at some point during construction, there must be a well-designated detour to ensure appropriate through travel for cyclists and pedestrians. Likewise, any interruption to the safe use of the play space in Potomac Greens Park must be limited and well communicated to the community.

The Commission supports the addition of Metro to Potomac Yard and urges Council to take steps to make clear that the planning, design, and construction process must include careful attention to ensure the existing Potomac Yard Park and Potomac Greens Park are enhanced by the presence of the Metro station.

Sincerely,

DocuSigned by:  
  
DS42HC159181409

Jennifer Atkins, Co-Chair  
Park and Recreation Commission



# City of Alexandria, Virginia

Alexandria Beautification Commission

P.O. Box 178

Alexandria, Virginia 22312



Honorable William D Euille, Mayor  
and Members of City Council  
City of Alexandria  
City Hall Room 2300  
301 King St.  
Alexandria, VA 22314

May 14, 2015

Dear Mayor Euille and Members of Council,

I am writing on behalf of the City's Beautification Commission to inform you of the Commission's views and concerns regarding the proposed Potomac Yard Metrorail Station. The Beautification Commission supports the City staff endorsement of Build Alternative B, provided suitable efforts are taken to maintain the existing viewshed from the George Washington Memorial Parkway (GWMP), mitigate impacts on existing wetlands and the scenic easement, minimize alterations to Potomac Yard Park, and minimize the increase in impermeable surfaces in the station design.

The Commission strongly recommends that Construction Access Option 2 be selected in order to maintain the existing viewshed from the George Washington Memorial Parkway. The temporary convenience of construction access from the GWMP is far outweighed by the long-lasting degradation of user experience.

The Commission is encouraged by the framework net benefit agreement reached with the National Park Service regarding the Greens Scenic Area easement for mitigating impacts and the loss of parkland within the GWMP. In addition to the terms outlined in Table 2 and Appendix B of the staff recommendation, the Commission requests careful consideration of mitigation efforts to minimize the permanent and temporary impacts to the wetlands. The Commission recommends that the land remaining in this important ecological area after construction of the Metrorail Station be improved by removing non-native trees and vegetation.

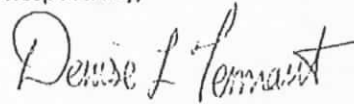
As you may be aware, the Commission recognized Potomac Yard Park in its 2014 annual awards for the park's contribution to the beautification of the City. The park is a tremendous asset to the area and has proven to be very popular with local families. Build Alternative B, though not the most intrusive of the build alternatives, will have temporary and permanent impacts on this park. The Draft Environmental Impact Statement indicates that one station exit will be located at the northern end of Potomac Yard Park. If it is not possible to move the station outside of the park during final station design, we ask that mitigation measures be taken to minimize the impact of this intrusion into the park.

Lastly, the Commission is concerned about the increase in impermeable surfaces in the Potomac Yard area with the addition of the proposed Metrorail Station. Impermeable surfaces contribute to the pollution of surface water and do not permit the water table to be naturally recharged, among other ill

effects. True beautification of the City requires careful consideration of the environmental impact of new development, and we request that the final design of the Metrorail Station incorporate permeable surfaces to the greatest extent possible.

While we recognize that there are many factors that will contribute to the final Metrorail Station build option selection and design, we submit that the goal of beautifying our City remains important and should not be overlooked. We believe that the proposed Metrorail Station will play an important role in the future of Alexandria and hope that it will contribute to the future beautification of Alexandria as well.

Respectfully,

A handwritten signature in cursive script that reads "Denise L. Tennant". The signature is written in black ink and is positioned above the printed name.

Denise L. Tennant  
Chair, Beautification Commission

## New Community Feedback on Impacts of Alternatives

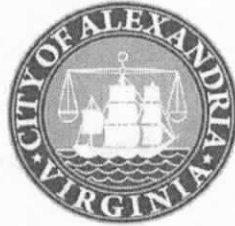
Based on Comments Received April 24 – May 15, 2015

The evaluation of the costs and benefits of each of the alternatives considered in the Draft Environmental Impact Statement included a consideration of comments from the public, including both benefits and issues related to each alternative. The staff recommendation for the preferred alternative included a summary of the most frequent comments heard throughout the process (Appendix C: Feedback on Impacts of Alternatives).

Since the release of the staff report, there has been additional feedback from the public. This feedback was received by email, through public testimony, and heard at board, commissions, and community meetings. Staff has summarized below the new feedback from the public since the release of the staff recommendation on April 24, 2015.

The following concerns are typically being heard from residents and organizations regarding all of the Build Alternatives since the release of the staff recommendation:

- **Pedestrian/Bicycle Access:** Several residents have suggested that the City incorporate planning for safe and well-designed pedestrian and bicycle connections to the Metrorail Station as the project moves forward. Residents have also noted the need for covered and secure bicycle parking and urged that such provisions be included in the station design. Some residents have also noted the need to minimize construction impacts to pedestrian and bicycle facilities, particularly the multi-use path on Potomac Avenue.
- **Traffic on East Glebe Road:** Residents along East Glebe Road have noted that the traffic analysis projects that many of the auto trips from people dropping off or picking up at the station would use East Glebe Road. Residents have asked that consideration be given to traffic calming measures that could lessen the impacts of such traffic.
- **Impact on Metrorail Operations:** Some residents have expressed concern about impacts to existing Washington Metropolitan Area Transit Authority (WMATA) Metrorail operations to the Blue and Yellow Lines and the system as a whole. Each of the Build Alternatives would add additional riders to the Metrorail system.
- **Tier II Special Tax District:** Some residents of Potomac Yard have questioned the rationale behind the Tier II Special Tax District. Under the existing ordinance, the Tier II Special Tax District would apply to single-family and condominium development in the lower part of Potomac Yard and would assess 10 cents per \$100 of valuation. Collections would begin the calendar year after the station opens.



# **Potomac Yard Metrorail Station: Selection of the Preferred Alternative**

City Council  
May 16, 2015



# Overview

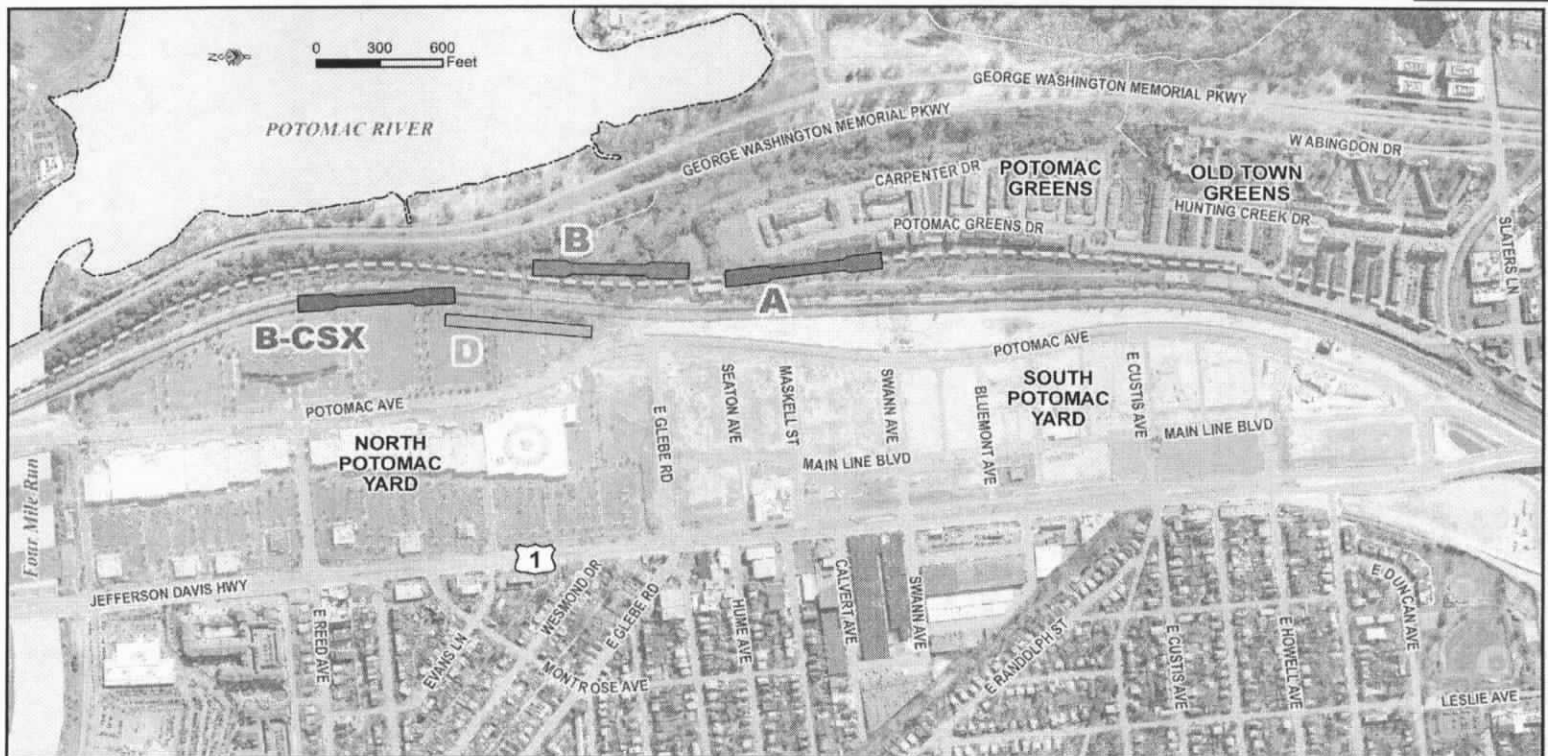
- Background
- Staff Recommendation
- Next Steps

# Potomac Yard





# Build Alternatives Considered (in addition to No Build Alternative)



**LEGEND**

- Alternative A Station Location
- Alternative B Station Location
- B-CSX Design Option Station Location
- Alternative D Station Location
- Existing Metrorail Blue/Yellow Line

Note: Trackwork and Bridges not shown



# Staff Recommendation

- Alternative B as the preferred alternative
  - Support high-density mix of uses
  - Support adjacent communities
  - economic development, and regional benefit
- Option 2 for construction access
- Mitigation framework for impacts to the George Washington Memorial Parkway

# Alternative B

- Provides maximum accessibility to the Metrorail station



# Alternative B

- Provides the most transportation benefit
  - 11,300 daily trips on Metro
  - 34% daily trips using transit, walking, or bike
  - 5,000 daily auto trips removed from the road





# Alternative B Station Funding Plan

## Sources for Construction

Sources	Amount of Funds (millions)
General Obligation Bonds	\$ 143.6
Virginia Transportation Infrastructure Bank Loan	\$ 50.0
Northern Virginia Transportation Authority Funds	\$ 69.5
Other Sources	\$ 5.0
<b>TOTAL</b>	<b>\$ 268.1</b>

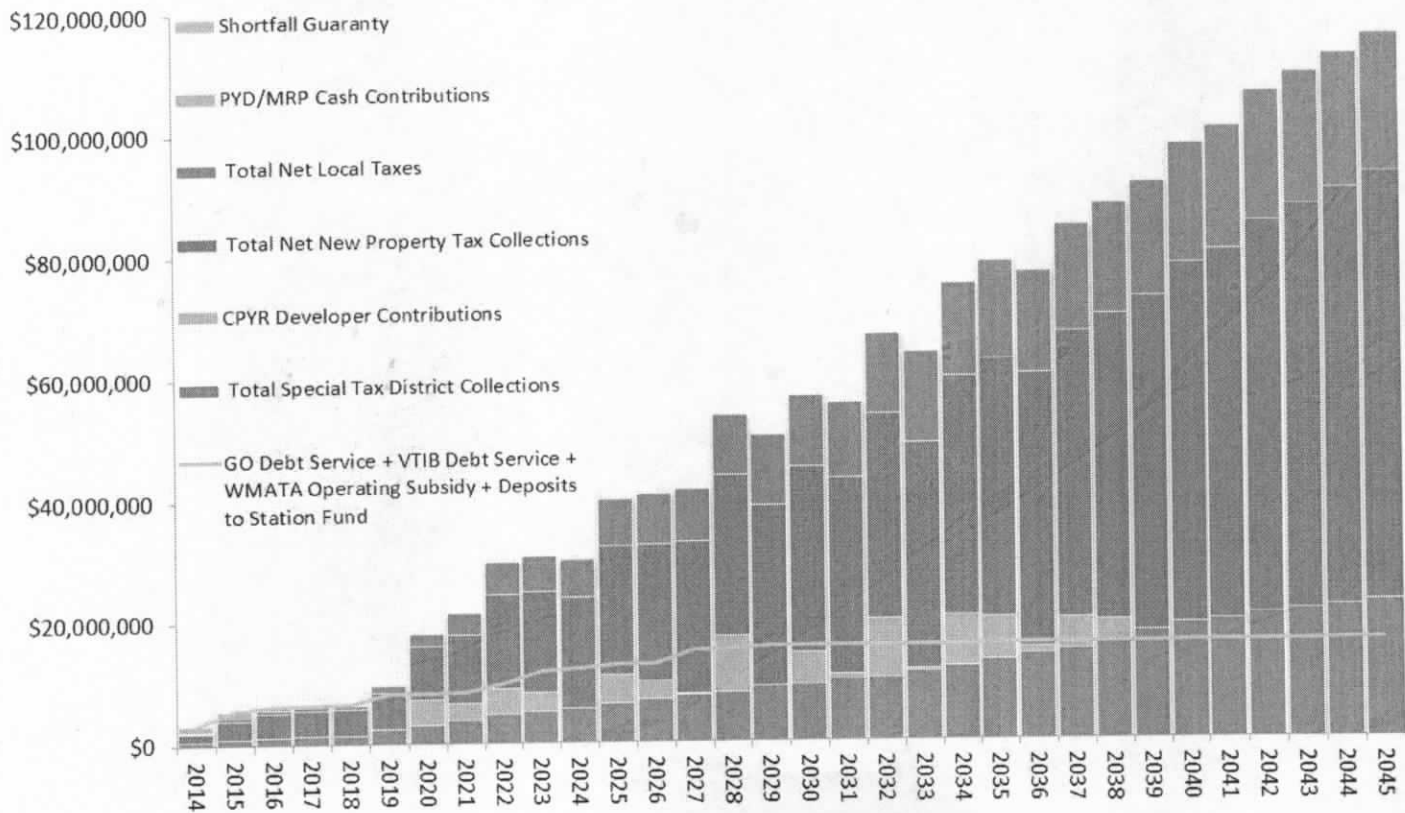
## Sources for Station Debt Service and Operating Costs 2019 - 2045

Sources	Amount of Funds (millions)
Developer Contributions	\$ 72.0
Tier I Special Tax District	\$ 278.3
Tier II Special Tax District	\$ 20.3
Net New Taxes/Other	\$ 21.5
<b>TOTAL</b>	<b>\$ 392.1</b>



# Alternative B Financing Plan

- Results in \$1.5 billion in net revenue to the City over 30 years





# GWMP/Scenic Easement





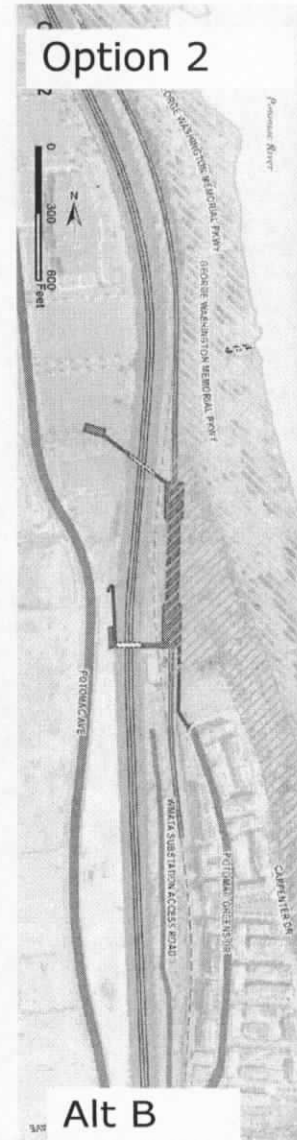
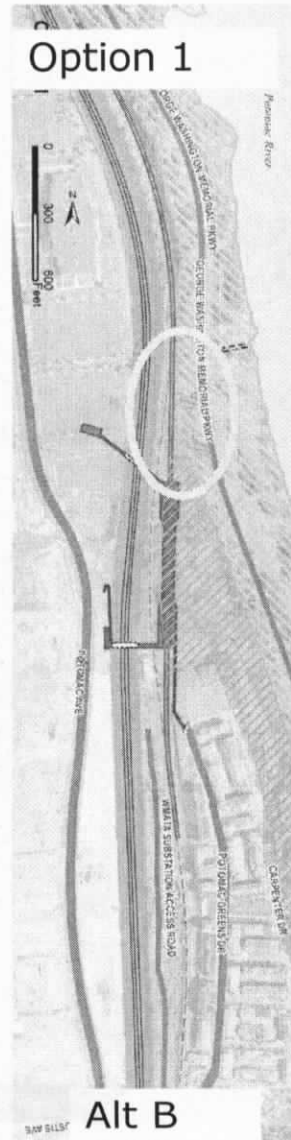


## George Washington Memorial Parkway Mitigation

- Framework for “net benefit agreement” between the City and NPS
  - Landscaping to screen station
  - NPS participation in station design
  - Potomac Yard height, lighting, signage protection
  - Exchange of 13 acres of City land for 0.16 acres of NPS land
  - Stormwater management plan and improvements
  - Daingerfield Island master plan and improvements
  - Improvements to Mount Vernon Trail
  - **Total \$12 Million**

# Construction Access

- Two construction access options evaluated:
  - Option 1 **includes** access to the GWMP
  - Option 2 **excludes** access to the GWMP
- Staff recommends **Option 2**





# Outreach since February 2015

- Briefings with boards and commissions
- Community Meetings
  - 250 residents reached
- Three open houses
  - 100 residents reached
- Farmers Markets and Earth Day
  - 175 residents reached
- Extensive media coverage



## Most Frequent Comments (as of May 15)

<b>Comment Topic</b>	<b>Count*</b>
For Build Alternative B	32
For No Build	10
Need for Bicycle & Pedestrian Access; Bicycle Parking	10
Impacts to GWMP	8
Opposition to Tier II Special Tax District	8
For Alternative A	6
For B-CSX Design Option	5
Impacts on Traffic and East Glebe	4
Against B-CSX Design Option	2
Financial Feasibility	2

\* Multiple comments from one individual on the same topic were counted once

109 comments received 3/27 - 5/15

- Oral (at WMATA/NEPA Public Hearing)
- Public comments at Boards & Commissions
- Written



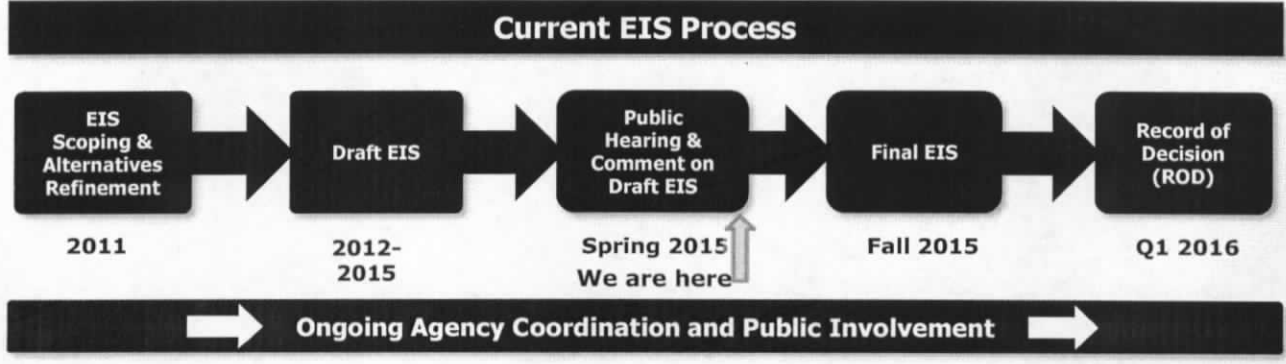
# Boards and Commissions

- Unanimous support from:
  - Board of Architectural Review
  - Environmental Policy Commission
  - Planning Commission
  - Park and Recreation Commission
  - Transportation Commission
  - Potomac Yard Metrorail Implementation Work Group
- Comments:
  - Involvement throughout the process
  - Design should minimize visual impacts
  - Minimize construction impacts
  - Ensure quality bicycle and pedestrian access and bicycle parking



# Next Steps

- Complete Final EIS (Q2 2015 - Q4 2015)
- Develop MOU with WMATA (Q2 2015 – Q4 2015)
  - Staff developing plan to integrate City and WMATA processes (DSUP and Design-Build)
  - Result will be a Memorandum of Understanding outlining roles and responsibilities in the design-build process
- Amend Agreement with WMATA (Q3 2015)
  - Authorize and fund design-build contractor selection process
- Negotiate Net Benefit Agreement (Q3 2015 – Q1 2016)
- Record of Decision (Q1 2016)

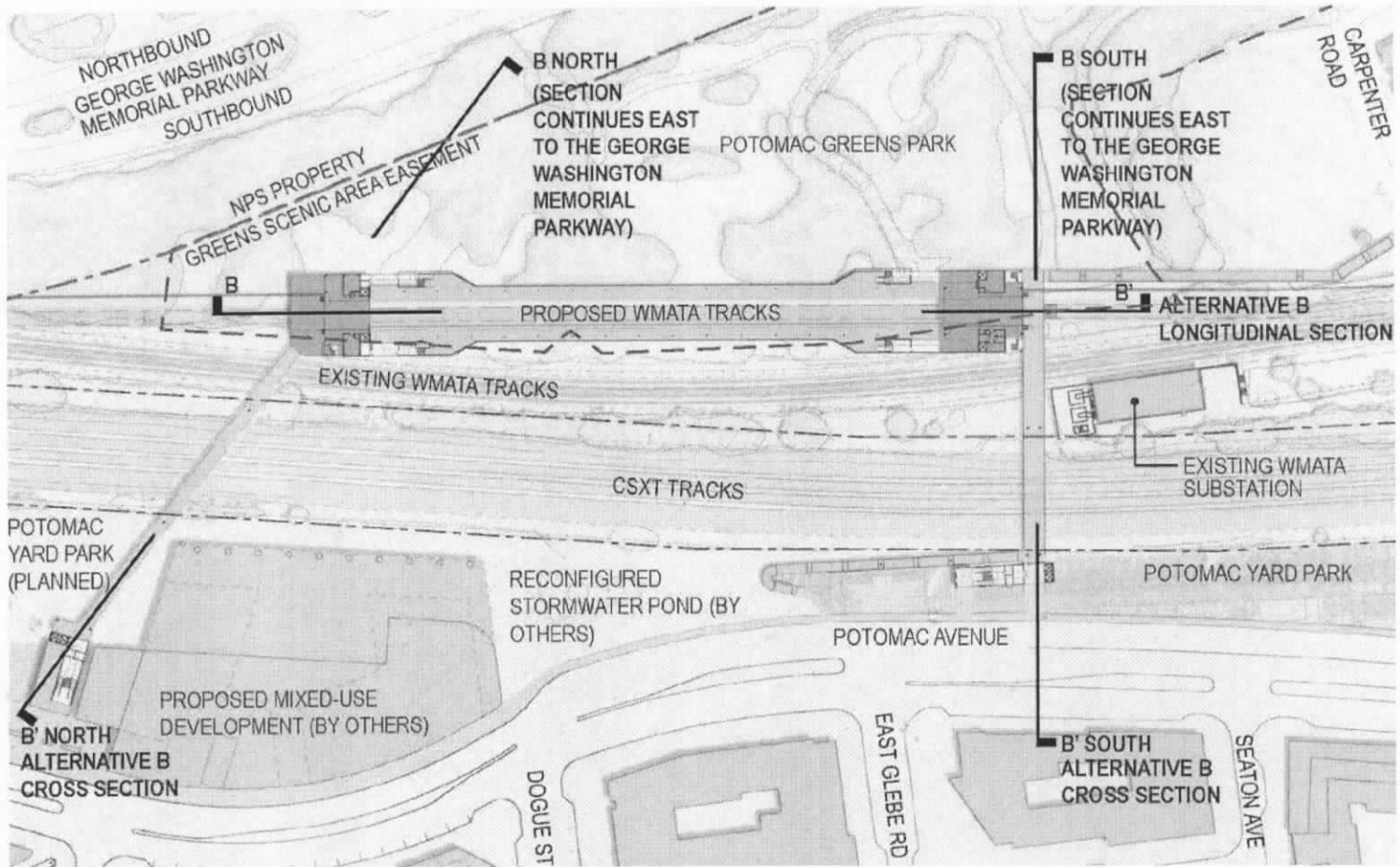




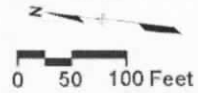
# Questions?

**For more information, visit:  
[www.alexandriava.gov/PotomacYard](http://www.alexandriava.gov/PotomacYard)**



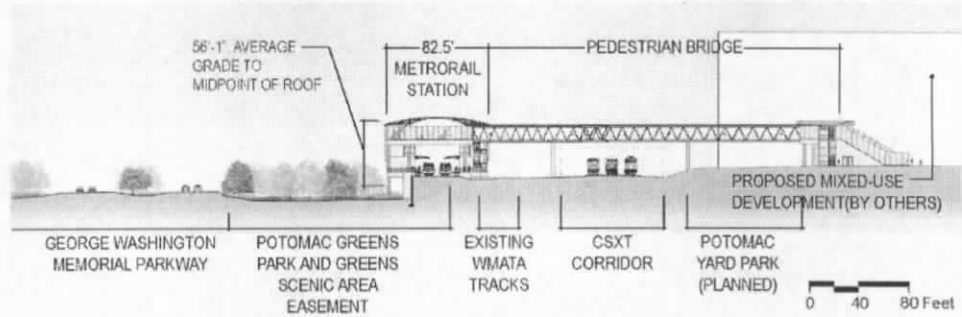


MEZZANINE	PEDESTRIAN RAMP OR BRIDGE	EXISTING WMATA ROW	SIDEWALK
STATION PLATFORM	STAIRS, ESCALATOR, OR ELEVATOR	PROPOSED WMATA ROW	ROADWAY
- - - GREENS SCENIC AREA EASEMENT		- - - CSXT TRACKS ROW	
- - - - - NPS PROPERTY LINE			

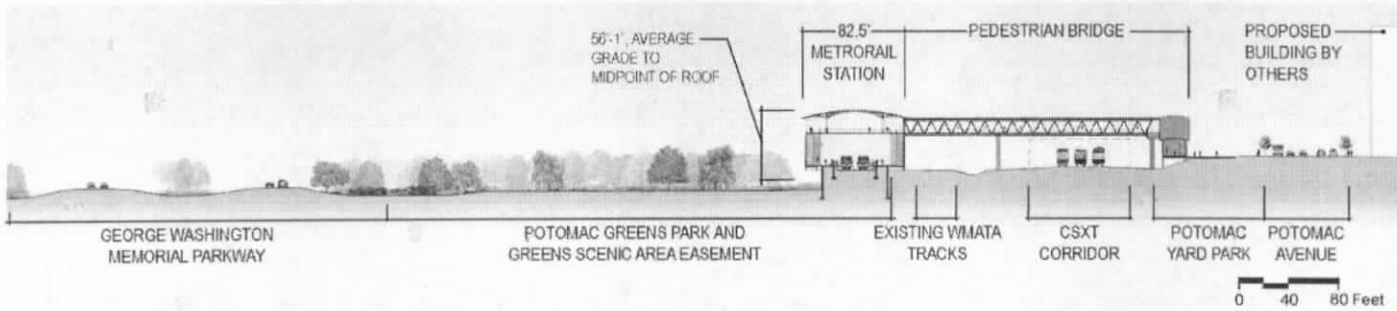


NOTE: THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES ONLY. THE FINAL DESIGN OF THE STATION, AMENDMENTS TO OPEN SPACE, AND THE PEDESTRIAN BRIDGES WILL OCCUR AS PART OF THE DESIGN-BUILD PROCESS AND WILL REQUIRE ALL APPLICABLE WMATA AND CITY APPROVALS.

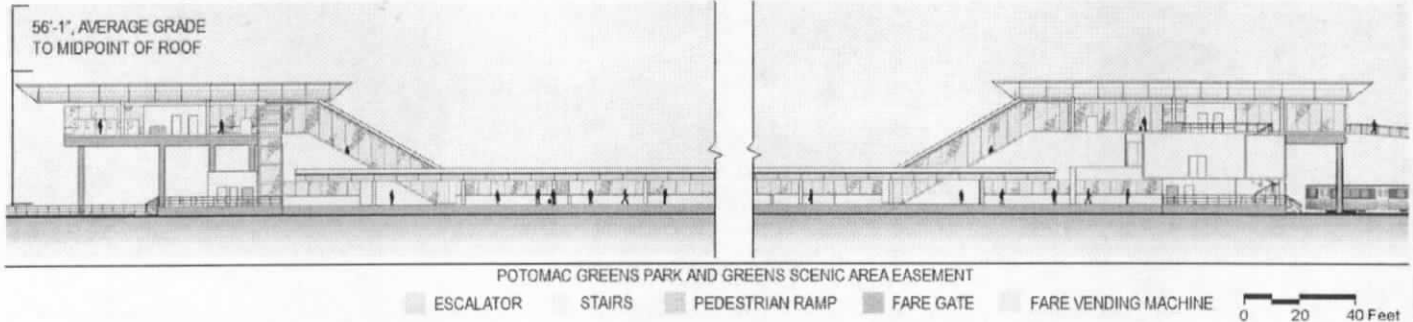
Alternative B-B' North Cross Section - View South



Alternative B-B' South Cross Section - View South

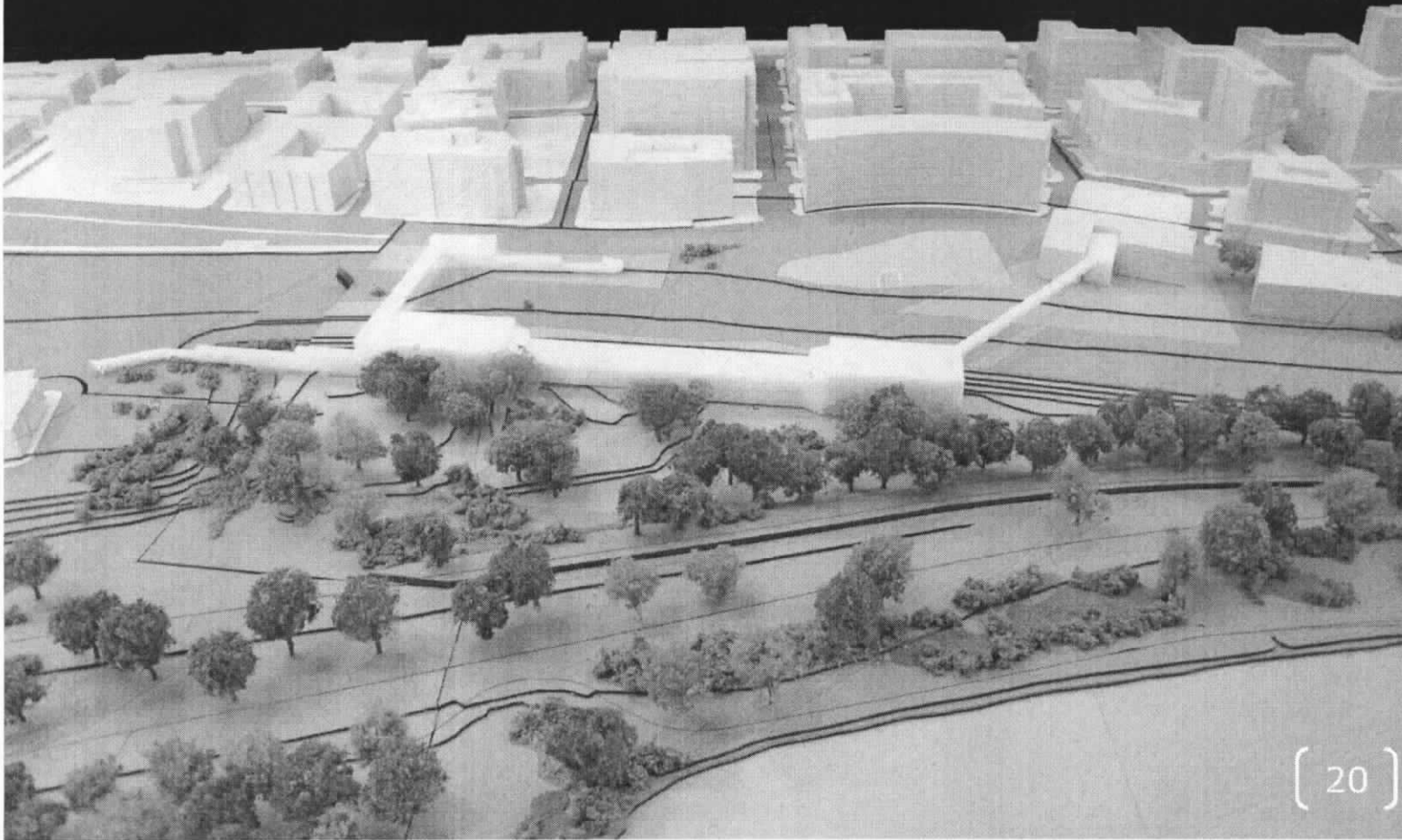


Alternative B-B' Longitudinal Section - View East



NOTE: SECTIONS DEPICT CONCEPTUAL DESIGNS. ALL DESIGNS OF THE STATION ARE SUBJECT TO ALL APPLICABLE WMATA AND CITY APPROVALS.

# Alternative B



## THE JBG COMPANIES

Honorable William D. Euille, Mayor  
and Members of City Council  
City of Alexandria  
City Hall Room 2300  
301 King St.  
Alexandria, VA 22314

Re: Potomac Yard Center (Landbay F)  
CDD # 19 – North Potomac Yard

Dear Mayor Euille and Members of Council,

As we have discussed with the City Manager, JBG, together with Lionstone and the owner of Landbay F, are committed to cooperatively working with the City of Alexandria (the "City") to enable the construction of a Metrorail station within Potomac Yard, and ultimately enable the development of the approximate uses and total densities described in the North Potomac Yard Small Area Plan. We believe these densities are achievable under either a Location A or a Location B scenario.

Since JBG's engagement in 2013, the new development team consistently has stated that the constraints of the in-place leases require us to re-develop in a phased approach. This is different but more realistic than the approach envisioned by the prior development team. As you may know, the owner of Landbay F replaced the team that lead the entitlement effort and created the initial development plan with a new investment advisor – Lionstone Investments. In 2012, Lionstone, raised the issue of whether the upfront burden of the \$32MM shortfall guaranty attached to Location B in CDD # 19 could be economically supported by the value of the development of the first phase of Landbay F (Phase I). Lionstone then engaged JBG as the new Master Developer, and charged them with, among other things, developing an economically viable plan to develop Phase I, regardless of the Metro location.

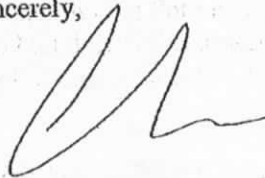
In order to start Phase I and ensure an economically viable redevelopment plan for Potomac Yard Center under a Location B scenario, the City Manager requested and JBG proposed a conceptual framework to amend the prior approvals. This framework included a reduction of the shortfall guaranty and the restructuring of Phase I proffers as outlined in Exhibit A. Although we have discussed these changes with City staff over several months, we want to provide this information in writing to the City Council as you consider the selection of the locally preferred alternative for the Metrorail station, as no one wishes these matters to appear unexpected after making the important LPA decision and the associated expectations with that location. We support the Location B alternative with the conceptual framework proffer package as defined in Exhibit A.

Under this framework, we still have significant contingent Metro Contributions if Location B is selected, provided that the contributions are phased with new development. Fortunately, the City's new financial model indicates that this approach will provide adequate funding to pay for the new Metro station without resulting in a projected shortfall requiring general fund resources. In addition, the new framework would restructure some of the non-Metro proffer obligations during Phase I as we have presented to City staff and detailed on Exhibit A.

Of course, this framework would only apply if Location B is selected. In the event Location A is selected, we would pursue a dual path of developing the lower maximum density approved under the current CDD # 19 while working with the City to revise the CDD Approvals to add additional density on Landbay F to support the tax assessment base for the Metrorail station.

We understand that approval and implementation of the Exhibit A framework would require a planning and legislative process. While we support the Location B with this revised framework, we simply want to be clear that without it, we do not see a viable path to redevelop and add density to Landbay F under a Location B scenario. We look forward to continuing to work with the City to enable a Metrorail station to be constructed within Potomac Yard.

Sincerely,



Andrew Vanhorn  
The JBG Companies  
Master Developer for Landbay F

Cc: Mark Jinks, City Manager

Exhibit A – Framework Agreement

1. Revised proffer sizing and timing as outlined below.

Category	Current		Revised	
	\$ Cost	Condition	\$ Cost	Condition
Shortfall Guarantee # 22.c.x	\$32,000,000	Max \$10M drawn/year.	\$15,000,000	Max \$5MM drawn every two years, fully credited against Metro Contributions
Metro Contribution, A1 #22b	\$49,000,000	\$10/sf for first 4.9 million sf	\$10/sf fixed	No escalations for CPI while shortfall is posted
Traffic calming	\$1,000,000	First C of O		Reset CPI to \$2015
National Park Service Landscaping	\$200,000	First Building		Reset CPI to \$2015
BRT construction	*3	At 1.5M square feet		At 2MM square feet of new development
E. Glebe	*3	Route 1 Improvements (At 2M square feet)		At 2MM square feet of new development
BRT stations	*3	At 2M square feet		At 2MM square feet of new development
Sanitary Sewer	*3	At 2M square feet		At 2MM square feet of new development
Synthetic Turf Field	*3	At 2M square feet		At 2MM square feet of new development
School Land Reservation	*3	2,000 units (phase 5) - Prevents building on "Block 4" in first phase		Move to Block 1, 2, or 3 and no earlier than 2,000 units

2. Revised CDD language to enable DSUP approvals (McGuire Woods to draft language):
  - a. Ability to break infrastructure plan into 4 phases: 1 phase east of Potomac Avenue and 3 phases west of Potomac Avenue (TBD)
  - b. Staff to agree to work to reduce other enhanced DSUP requirements that were unique to this project (Environmental Sustainability Master Plan, etc.)
3. Improvements to be completed per requirements of CDD. Actual cost TBD.





VIRGINIA RAILWAY EXPRESS

May 15, 2015

Ms. Terry Garcia Crews  
Regional Administrator  
Federal Transit Administration  
1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124

Mr. Mark Jinks  
Acting City Manager  
City of Alexandria  
301 King St.  
Alexandria, VA 22314

Dear Ms. Garcia Crews and Mr. Jinks:

Please accept the following comments from the Virginia Railway Express (VRE) regarding the Potomac Yard Metrorail Station Draft Environmental Impact Statement (DEIS). VRE is a commuter rail service operating 32 trains a day within the CSXT right-of-way between Fredericksburg, VA and Washington, D.C. that carry about 19,000 riders each weekday. VRE provides a safe, reliable and efficient alternative to driving for long-distance commuters and provides the equivalent capacity of a lane of traffic on the I-95/395 and I-66 travel corridors in the morning and evening commuting periods. On-time performance is extremely high with approximately 95 percent of trains arriving at their final destination within five minutes of their scheduled arrival time. This is very important to VRE riders who have identified it in customer surveys as a top factor influencing their decision to travel on VRE.

Any actions that have the potential to degrade VRE operations are troubling. I am writing to share VRE concerns regarding the Potomac Yard Metrorail station alternatives considered in the DEIS. We believe the Alternative B-CSX Design Option would have a substantial negative effect on VRE commuter rail operations due to the impact of construction activities within and adjacent to the CSXT right-of-way. Combined with similar negative impacts to Amtrak intercity trains, which also use the CSXT right-of-way, and freight traffic, the effect on railroad operations will be significant.

The Draft EIS indicates the realigned CSXT tracks would be constructed first and railroad traffic shifted to the new alignment. Once the CSXT track work is complete, construction of the Metrorail station would begin; the total construction period is estimated to be two years. Primary access to the construction area is from the western side of the CSXT right-of-way across the active CSXT tracks. Although the DEIS indicates B-CSX Design Option will require "extensive preplanned outages on CSXT track", it fails to evaluate the effect of the outages on railroad operations or the potential for daily, unplanned stoppages

of train traffic to allow construction workers, vehicles and equipment to cross the CSXT right-of-way to access the Metrorail station construction site or the potential for the imposition of slow orders for trains operating within the CSXT right-of-way for the duration of the construction period.

The uncertainty of the types and levels of potential construction impacts associated with the B-CSX Design Option and the lack of detailed evaluation of those impacts on railroad operations are serious concerns for VRE. This segment of track is used by all VRE trains and any activities that affect travel in the rail corridor can have a devastating effect on VRE operations. Queuing of trains through the construction site would become commonplace for the duration of construction due to slow orders and/or temporary shutdowns of the railroad. Given the volume of rail traffic in the corridor, the effect of a single delay or stoppage is magnified and can have a cascading effect as one train after another is slowed. This will significantly degrade VRE on-time performance and customer satisfaction and ultimately reduce VRE ridership. VRE riders would likely revert to using single occupancy vehicles, since few long-distance transit alternatives exist, resulting in increased traffic congestion and worsening of air quality in the region.

As an illustration of the effect railroad construction can have, extensive CSXT and Norfolk Southern track work in 2005 and 2006 had a significant, negative effect on VRE on-time performance. VRE on-time performance dropped to a low of 50% on the CSXT-Fredericksburg Line. On the Norfolk Southern-Manassas Line on-time performance dropped to 68% during track construction. The impact of the decline in on-time performance was seen directly in VRE ridership which decreased by seven percent and took two years to recover to where it was prior to the start of the track work. With on-time performance currently averaging 95 percent, the ability to sustain that level of reliability is critical to VRE's viability as a regional transportation option. I urge the Federal Transit Administration and the City of Alexandria to eliminate the B-CSX Design Option from consideration for the Potomac Yard Metrorail station.

While the B-CSX Design Option poses the greatest potential negative impacts to VRE operations, Alternatives A, B and D also have the potential to effect train operations in the CSXT right-of-way during construction. I ask that the evaluation of the construction impacts of those alternatives be expanded to provide a more detailed discussion of the effects on train operations within the CSXT right-of-way. In particular, the expected impact of the construction access easement required for Alternative B across a portion of the CSXT right-of-way to enable construction vehicles to get around the west side of the Metrorail traction power station adjacent to the CSXT tracks should be evaluated (e.g., timing, frequency and duration of use). While this easement would not cross the CSXT tracks, its use by construction vehicles will likely affect rail operations. Greater detail on the effect of construction of the pedestrian bridges over the CSXT tracks (and Metrorail tracks in Alternative D) on rail operations should also be provided.



Ms. Terry Garcia Crews and Mr. Mark Jinks  
Page 3  
May 14, 2015

Finally, as the design and construction of the selected Locally Preferred Alternative is advanced, all efforts should be made to avoid and minimize effects on the CSXT right-of-way and train operations. Ongoing coordination should be maintained with VRE, as well as CSXT, to ensure information regarding planned or unplanned rail traffic stoppages or slow orders is available to VRE operations personnel.

Thank you for the opportunity to share VRE concerns regarding this project.

Sincerely,



John C. Cook

VRE Operations Board Chairman

JCC:cmh

c: Members of the Alexandria City Council  
Members of the VRE Operations Board  
Ms. Melissa Barlow, Federal Transit Administration  
Ms. Lee Farmer, City of Alexandria  
Mr. Bryan Rhode, CSXT  
Ms. Kelley Coyner, NVTC  
Mr. Eric Marx, PRTC

9  
5-16-15

**Jackie Henderson**

---

**From:** jeffreynedles@gmail.com  
**Sent:** Tuesday, May 12, 2015 10:00 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton  
**Subject:** Call.Click.Connect. #72659: Mayor, Vice Mayor, City Council Mayor, Vice Mayor and City Council:I

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 72659.

**Request Details:**

- Name: Jeffrey Needles
- Approximate Address: No Address Specified
- Phone Number: 9783197700
- Email: [jeffreynedles@gmail.com](mailto:jeffreynedles@gmail.com)
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Mayor, Vice Mayor and City Council:

I am writing to express my extreme displeasure at discovering that the City of Alexandria intends to wholly fund the Potomac Yard Metro Station through a special property tax levied solely on the residents of Potomac Yard. Further, that this has been in the works for several years, and other neighbourhoods, such as Potomac Green, have been exempted from this tax despite the fact that they will benefit more than Potomac Yard, is infuriating.

This approach to city planning and governance is criminal. Taxation should be equally distributed across the municipality, and not divided into enclaves who are secretly forced to bear greater burdens than others, though all will benefit equally in aggregate. The community development (that promise of the metro has brought to the area in terms of businesses and residences), which in turn generate additional tax revenue, is shared equally across all of the city programs.

Following your selective taxation approach, one could suggest that only local neighborhoods pay for the roads in front of their houses, or the school in their district. By this reasoning, I should not be forced to pay for kids at the western end of the city to attend elementary school.

We all accept that this sort of selective taxation based on perceived localized benefit is absurd. By extension, secretly planning to stick the residents of Potomac Yard with the bill for the new Metro station is underhanded and unfair.

I hope that my letter will be read at the council meeting on Saturday, 16 May 2015. I am unable to attend as that I am an officer in the Virginia Air National Guard, and must attend drill duty that day. Nonetheless, I am disgusted by this taxation scheme. If Potomac Yard is to be the only neighborhood to be saddled with a tax bill for the Metro station, I would prefer not to have it constructed.

Respectfully,  
Jeffrey Needles  
Potomac Yard Resident

- Expected Response Date: Tuesday, May 19

Please take the necessary actions in responding, handling and/or updating this request at the [Call.Click.Connect. staff interface.](#)

If you need assistance with handling this request, please contact [CallClickConnect@alexandriava.gov](mailto:CallClickConnect@alexandriava.gov) or call 703.746.HELP.

9  
5-15-16

**Gloria Sitton**

---

**From:** michye00@hotmail.com  
**Sent:** Wednesday, May 13, 2015 12:06 PM  
**To:** City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton  
**Subject:** Call.Click.Connect. #72721: Mayor, Vice Mayor, City Council I just read the staff recommendation tha

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 72721.

**Request Details:**

- Name: IMicheline Eyraud
- Approximate Address: No Address Specified
- Phone Number: [REDACTED]
- Email: [REDACTED]
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: I just read the staff recommendation that will be presented at the May 20th meeting. First, I am wondering who the staff works for as the reports says that they don't even need the developer contribution (which the developer wants to reduce even further). Second, I don't even know why you requested the report since it recommends the option (B) that you wanted in the beginning. Everything else is unacceptable (of course) even option A because it would be close a residential area (although not closer than my residence, from which I can see the tunnels for the Yellow and Blue lines). I can assure both you and the staff that the operation of Metro is not overly loud and would not be a burden for those residents. Why can't you chose a less expensive option (especially when the city is planning to let the developer off the hook for paying a small portion of the total cost). After all, developers count in this city, taxpayers do not.
- Expected Response Date: Wednesday, May 20

Please take the necessary actions in responding, handling and/or updating this request at the **Call.Click.Connect.** staff interface.

If you need assistance with handling this request, please contact [CallClickConnect@alexandriava.gov](mailto:CallClickConnect@alexandriava.gov) or call 703.746.HELP.

This is an automated email notification of a **Call.Click.Connect.** request. Please do not reply to this email.

9  
5-16-15

**Gloria Sitton**

**From:** Yon Lambert  
**Sent:** Thursday, May 14, 2015 7:12 AM  
**To:** Rafael Lima  
**Cc:** Adrien Kay Lopez; City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton; Mark Jinks; Emily Baker  
**Subject:** Re: Call.Click.Connect. #70431: Mayor, Vice Mayor, City Council Dear Mayor Euille, My name is Adrien  
**Attachments:** Attachment- Table 1.pdf

Dear Mr. Lima,

Thank you again for your questions regarding the Special Tax Districts in Potomac Yard. Below, please find responses to the three questions contained in your email:

**1. Special Tax Districts under Virginia Law and the Uniformity Clause under the Virginia Constitution**

Answer: The City adhered to the state code both with respect to allowed use and with respect to process when it established the Special Tax Districts in Potomac Yard and there is a rational basis for the current district boundaries. There is no question that residents within the tax district as currently in effect will benefit from the proposed transportation infrastructure. Specific language about the reasoning for the district boundaries for contemplated tax district was included in the land use approvals. After the 1999 City land use decisions, the possibility of a special tax district was disclosed in all closing documents provided to buyers in Potomac Yard.

Moreover, the Special Tax District is being applied uniformly to all residents within the established tax district. The City Attorney's views on the tax district were considered at the time City Council considered the Tier II Special Services District (May 2011). The state constitution expressly allows differences in rates of taxation within a jurisdiction pursuant to process established by the General Assembly and that is exactly what the City did here – it followed the process for establishing a special tax district that the General Assembly made a part of Virginia law.

**2. Expectation of a Tax District vs. Existence of a Tax District vs. Levy of the Tax**

Answer: City staff was not currently contemplating planning to broaden the Tier I or the Tier II tax base. However, the City did construct the Special Services District approach based on Potomac Yard property adjacent to the Metrorail station in order to provide a revenue source for the station construction related debt service costs.

The tax district concept initially contemplated in 1999 was mirrored in the 2010 land use approvals enacted by the City for North Potomac Yard. In 2010, the concept of how to finance the Metrorail Station became more refined. It was contemplated in June 2010 that there would be two Special Services Districts. The first, or "Tier I Special Services District," which City Council approved in December 2010, encompasses North Potomac Yard (Landbay F) as well as Landbays G, H and the multi-family portion of Landbay I. These are generally the highest density landbays. The planned rate for the Tier I District was set by Council in May when Council adopted the FY2012 budget and property tax rates for 2011.

The boundaries of the Tier II District were established to encompass all of Landbay I not in the Tier I District and all of Landbay J. In general, the Tier II District is the southern part of Potomac Yard not including the development sites south of Monroe Avenue Bridge. The Tier II District was approved not including Potomac Greens as those townhouses had already been largely constructed when the Tier II district was established.

**3. Relevance of Tier II Revenues to Debt Service**

Answer: Please refer to Table 1 in the attachment which includes the Special Tax District Detail by Tier for Alternative B. Since April 30, the numbers have been slightly revised based on updated projections. The first year of the Tier II levy, some \$0.5 million is expected to be raised with that increasing by an estimated 3% per year until it reaches \$1.1 million in 2045.

At build-out, there are planned to be 472 single-family and condominium units in the portion of Potomac Yard within the Tier II Special Tax District, as well as 183 multifamily units and 5,263 square feet of retail. All of these units and the retail portion are expected to be constructed by the year after the station opens, which is when Tier II special taxes would begin collection. Single-family residential comprises approximately 80% of the funding in the Special Tax Tier II column.

If you have any additional questions, please let me know.

All the best,  
Yon

Yon Lambert, AICP  
Director  
Department of Transportation & Environmental Services  
City of Alexandria  
703.746.4025 w  
571.220.0842 m  
yon.lambert@alexandriava.gov  
www.alexandriava.gov

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**From:** Rafael Lima <cavazzonilima@gmail.com>  
**Date:** Thursday, April 30, 2015 at 6:11 PM  
**To:** Yon Lambert <yon.lambert@alexandriava.gov>  
**Cc:** Adrien Kay Lopez <adrienkay@gmail.com>, City Council <CityCouncil@alexandriava.gov>, City Council Aides <CityCouncilAides@alexandriava.gov>, Jackie Henderson <Jackie.Henderson@alexandriava.gov>, Call Click Connect <CallClickConnect@alexandriava.gov>, Gloria Sitton <Gloria.Sitton@alexandriava.gov>  
**Subject:** Re: Call.Click.Connect. #70431: Mayor, Vice Mayor, City Council Dear Mayor Euille, My name is Adrien

Dear Mr. Lambert,

First of all, Adrien and I would like to extend our gratitude and appreciation for you and your team for this most complete answer. Indeed, it is reassuring to realize the municipality is taking our concerns seriously. As a Director of Transportation and Environmental Services, I understand you must be versed on the peculiarities of Special Tax Districts in general both from the legal and technical standpoints and should possess deep knowledge of the financial modeling of the proposed metro station in Potomac Yard.

Taking on your offer to address further questions, we would like to pose a few considerations that perhaps you could address for us (with or without help from other offices as the case may be, but surely within a reasonable time frame):

1) Special Tax Districts under Virginia Law and the Uniformity Clause under the Virginia Constitution

As you correctly identified, special services districts are authorized under Virginia Law and may be instituted in geographic areas in which the market value of real estate is enhanced due to the influence of a public improvement and in which a tax is apportioned to recover the costs of the public improvement. Hence it is reasonable to assume that center to the discussion of a special tax district is the notion of "benefit" and "to whom" it accrues. A special assessment is based strictly upon the concepts of "need" and "benefit." Special

assessments require a finding that the public improvement is "needed" for a reason consistent with the law which permits the special assessment and that each property specially assessed receives a "unique", "measurable" and "direct" benefit from the public improvement. These consist, or should consist of, only those properties which are designated by the applicable law as having received a "specific" and "unique" benefit from the public improvement that was needed.

In addition, the Virginia Constitution has a special tax provision known as a uniformity clause (Va. Const. art. X, § 1) which states that: "[a]ll taxes shall be levied and collected under general laws and shall be uniform upon the same class of subjects within the territorial limits of the authority levying the tax."

Therefore, we would like to understand and obtain a response from you as to why the City of Alexandria considers that the discriminatory factor that you described ("*property owners were made aware of the tax district before they purchased their homes*") complies with both these standards (i) through the application of this factor the city is able to reach the properties that "benefit" in a "specific" and "unique" from the project; and (ii) the special tax is being applied uniformly within the same class of citizens that "benefit" from the project in this case. Or in other words: is the time of purchase of the property material to determine who benefits from the project and should contribute to it? Isn't the city accepting a potential liability/shortfall in the financial structure of the project? Could the City Attorney provide us with his views on this issue?

## 2) Expectation of a Tax District vs. Existence of a Tax District vs. Levy of the Tax:

You indicated that "*the homes in Potomac Greens were excluded from the special tax district largely because the tax district and its potential rate were not in place when the Potomac Greens residents purchased their homes. It was therefore decided to levy the tax only on those properties where the owners would purchase their homes after the tax district and its rates had been established.*" However, it is widely known that Potomac Greens residents said they did not know about the possible district despite the information being included in their closing documents. You can find supporting evidence by a statement attributed to Mr. Mark Jinks reflected in this article from the Washington Post ([http://www.washingtonpost.com/local/potomac-greens-neighborhood-excluded-from-special-tax-district/2011/05/23/AGrEP1BH\\_story.html](http://www.washingtonpost.com/local/potomac-greens-neighborhood-excluded-from-special-tax-district/2011/05/23/AGrEP1BH_story.html)). This is materially consistent with the situation that many Potomac Yard residents faced when buying our homes. If you compare the disclosure in the closing documents they are quite alike.

Irrespective of the expectation or existence of the tax district at the time of purchase, the fact is that up until now the "no build" option was in the table and there was no expectation that the taxes would actually be levied. In that sense, all arguments used to bail out Potomac Greens from the Special Tax District could be used to justify excluding the residential portion of Potomac Yard from tier II as well.



If the time of purchase was indeed an acceptable factor, why the Special Tax District was not constructed based on a said radius of the metro station (.5 or 0.75 miles) excluding existing owners but reverting such exclusion at the moment of sale of real property. This is to say, new buyers into the area would accept to buy with the tax? At least, this would not distort the real estate market as there would not be arbitrage between neighboring communities and would broaden the tax base. In fact, do you see any options to broaden the Tier II tax base?

### 3) Relevance of Tier II Revenues to Debt Service:

You also mention that the Tier II Special Tax District is expected to generate \$700,000 in 2019 and gradually increase up to \$1.2 million by 2045. We fail to understand where these figures are coming from and would ask you to share the financial model of the project with us. We would like to understand the share of single family homes included in the Tier II in the debt service of the project. Recently, we obtained information from Pulte Homes that there are 298 units closed in the taxable portion of the development with assessed values ranging from \$600K to \$1000K. If you average 800K for the community (which is quite certainly more than it is), the City would obtain no more than \$240K a year. How material is that to the project? Do you see/consider alternatives to replace this source of revenue in the following years? If so, which?

I look forward to hearing from you.

Best,

Adrien and Rafael

2015-04-30 16:43 GMT-04:00 Adrien Kay Lopez <[adrienkay@gmail.com](mailto:adrienkay@gmail.com)>:  
FYI

----- Forwarded message -----

From: **Yon Lambert** <[Yon.Lambert@alexandriava.gov](mailto:Yon.Lambert@alexandriava.gov)>

Date: Thu, Apr 30, 2015 at 2:55 PM

Subject: Call.Click.Connect. #70431: Mayor, Vice Mayor, City Council Dear Mayor Euille, My name is Adrien

To: "[adrienkay@gmail.com](mailto:adrienkay@gmail.com)" <[adrienkay@gmail.com](mailto:adrienkay@gmail.com)>

Cc: City Council <[CityCouncil@alexandriava.gov](mailto:CityCouncil@alexandriava.gov)>, City Council Aides <[CityCouncilAides@alexandriava.gov](mailto:CityCouncilAides@alexandriava.gov)>, Jackie Henderson <[Jackie.Henderson@alexandriava.gov](mailto:Jackie.Henderson@alexandriava.gov)>, Call Click Connect <[CallClickConnect@alexandriava.gov](mailto:CallClickConnect@alexandriava.gov)>, Gloria Sitton <[Gloria.Sitton@alexandriava.gov](mailto:Gloria.Sitton@alexandriava.gov)>

Dear Adriene Lopez and Rafael Lima,

Thank you for your email regarding the Tier II Special Tax District for the Potomac Yard Metrorail Station. As you are aware, the Tier II Special Tax District was established in 2011 by City Council as part of the financing plan for the Metrorail station at Potomac Yard.

The tax will assess, starting in 2019 or later, an additional 10 cents per \$100 of valuation on single-family homes in the southern portion of Potomac Yard. This equates to an average annual tax bill of approximately \$900 for the owner of a \$900,000 home. It is correct the district does not include the development sites south of the Monroe Avenue Bridge or Potomac Greens. The homes in Potomac Greens were excluded from the special tax district largely because the tax district and its potential rate were not in place when the Potomac Greens residents purchased their homes. It was therefore decided to levy the tax only on those properties where the owners would purchase their homes after the tax district and its rates had been established.

Special tax districts, also called special services districts, are authorized under Virginia law (Code of Virginia §15.2-2400) and may be created to provide additional services to certain areas than provided in a locality as a whole. The special tax district includes Potomac Yard because this area will benefit from the construction of the Metrorail station, both in terms of added transportation options, and through enabling the full development of the neighborhood.

Prior to adoption of the special tax district, the City developed a financing plan for the Potomac Yard Metro Station with the goal of fully covering the costs of building and operating the station, with no negative fiscal impact on the City's General Fund in any year. The special tax district is part of the revenue required to ensure this. The special tax district was contemplated as part of the 2010 North Potomac Yard Small Area Plan and was listed as a possibility in a disclosure document signed by all Potomac Yard home purchasers when they purchased their homes. The revenues associated with the Tier II Special Tax District at the planned 10 cent tax rate – while smaller than the commercial and multi-family Tier I District – are not inconsequential compared to the scope of the project as a whole. The Tier II Special Tax District is expected to generate \$700,000 in 2019 and gradually increase up to \$1.2 million by 2045. In total the Tier II revenues are projected to generate about \$24 million over a 27 year period and cover about 7% of the overall Potomac Yard debt service cost.

City staff understands that residents of Potomac Yard have specific objections to the tax, but it is important to note that, by establishing the tax district in 2011, City Council could be assured that all property owners were made aware of the tax district before they purchased their homes.

If you have any questions, please feel free to contact me at your convenience at either [yon.lambert@alexandriava.gov](mailto:yon.lambert@alexandriava.gov) or [703.746.4025](tel:703.746.4025).

Thank You,

Yon Lambert, AICP

Director



Transportation and Environmental Services

City of Alexandria

301 King Street

Alexandria, VA 22314

[www.alexandriava.gov](http://www.alexandriava.gov)

**From:** [adrienkay@gmail.com](mailto:adrienkay@gmail.com) <[adrienkay@gmail.com](mailto:adrienkay@gmail.com)>

**Sent:** Wednesday, April 15, 2015 10:23 PM

**To:** City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton

**Subject:** Call.Click.Connect. #70431: Mayor, Vice Mayor, City Council Dear Mayor Euille, My name is Adrien

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 70431.

**Request Details:**

- Name: Adrien Lopez
- Approximate Address: No Address Specified
- Phone Number: [907-321-7739](tel:907-321-7739)
- Email: [adrienkay@gmail.com](mailto:adrienkay@gmail.com)
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Dear Mayor Euille,

My name is Adrien Lopez, and along with my husband Rafael Lima, are part of a Steering Committee representing concerned residents living in the areas of Potomac Yard that will be affected by the Special Tax District instituted by the City of Alexandria to fund the proposed Potomac Yard Metro Project.

While we are in favor of the proposed metro station, we believe our community is being uniquely – and unjustly – targeted by the city. In particular, we are concerned by how the special tax district was defined in an inequitable way, excluding other neighboring communities who will certainly benefit as much from the project, particularly Potomac Greens, Old Town Greens and the new Oakville Triangle Development.

After carefully reviewing the statement from the City of Alexandria dated March 4, 2014 which confirmed that Old Town Greens was not subject to the Special Tax District and the memorandum from the Acting City Manager dated May 19, 2011 later excluding Potomac Greens from the area in which a special assessment would be applied, our community believes that the residential area of Potomac Yard was only included in the Tier II portion of the Special Tax District due to the fact that residents could not be represented in the deliberation process at the time and, as a result, the tax burden was passed along to us.

The problem is that the other communities will benefit as much if not more from the metro, since they are geographically closer and have more residents. We want to ask the City to either apply the tier II of the special tax district to all residents within a set radius or also exclude us from the tier II.

We look forward to hearing from you. Attached is our petition which will be delivered at the May 16th Public Hearing of the Alexandria City Council.

Thanks in advance for listening and caring about this issue as the Mayor of our community.

Best regards,

Adrien Lopez & Rafael Lima

717 Diamond Avenue, Alexandria, VA 22301

- Attachment: [Potomac Yard STD Petition.docx](#)
- Expected Response Date: Wednesday, April 22

Please take the necessary actions in responding, handling and/or updating this request at [the \*\*Call.Click.Connect.\*\* staff interface.](#)

If you need assistance with handling this request, please contact [CallClickConnect@alexandriava.gov](mailto:CallClickConnect@alexandriava.gov) or call 703.746.HELP.

This is an automated email notification of a **Call.Click.Connect.** request. Please do not reply to this email.

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**Alaska Identity Project**

KTOO Radio 104.3, Thursdays 7-8pm

<http://www.ktoonews.org/category/alaska-identity/>

<http://adrienchile.blogspot.com>

@alaskaidproject, *like* on FB

**Table 1: Special Tax District Detail by Tier for Alternative B**

Date	Special Tax Tier I	Special Tax Tier II	Total Special Tax Collection
31 Dec 10	-	-	-
31 Dec 11	\$460,601	-	\$460,601
31 Dec 12	\$473,250	-	\$473,250
31 Dec 13	\$495,111	-	\$495,111
31 Dec 14	\$587,660	-	\$587,660
31 Dec 15	\$1,016,408	-	\$1,016,408
31 Dec 16	\$1,237,470	-	\$1,237,470
31 Dec 17	\$1,379,332	-	\$1,379,332
31 Dec 18	\$1,420,712	-	\$1,420,712
31 Dec 19	\$1,842,937	\$499,304	\$2,342,240
31 Dec 20	\$2,455,181	\$514,283	\$2,969,464
31 Dec 21	\$3,320,526	\$529,711	\$3,850,238
31 Dec 22	\$4,307,819	\$545,603	\$4,853,422
31 Dec 23	\$4,747,631	\$561,971	\$5,309,602
31 Dec 24	\$5,104,415	\$578,830	\$5,683,245
31 Dec 25	\$5,805,966	\$596,195	\$6,402,161
31 Dec 26	\$6,318,954	\$614,081	\$6,933,035
31 Dec 27	\$7,055,552	\$632,503	\$7,688,055
31 Dec 28	\$7,429,477	\$651,478	\$8,080,955
31 Dec 29	\$8,338,268	\$671,023	\$9,009,290
31 Dec 30	\$8,588,416	\$691,153	\$9,279,569
31 Dec 31	\$9,238,489	\$711,888	\$9,950,377
31 Dec 32	\$9,567,613	\$733,244	\$10,300,857
31 Dec 33	\$10,516,790	\$755,242	\$11,272,031
31 Dec 34	\$11,244,562	\$777,899	\$12,022,461
31 Dec 35	\$12,274,858	\$801,236	\$13,076,094
31 Dec 36	\$13,216,523	\$825,273	\$14,041,796
31 Dec 37	\$13,841,806	\$850,031	\$14,691,837
31 Dec 38	\$15,128,803	\$875,532	\$16,004,335
31 Dec 39	\$16,697,081	\$901,798	\$17,598,879
31 Dec 40	\$18,007,448	\$928,852	\$18,936,300
31 Dec 41	\$18,547,671	\$956,718	\$19,504,389
31 Dec 42	\$19,517,915	\$985,419	\$20,503,335
31 Dec 43	\$20,103,453	\$1,014,982	\$21,118,435
31 Dec 44	\$20,706,556	\$1,045,431	\$21,751,988
31 Dec 45	\$21,327,753	\$1,076,794	\$22,404,547
31 Dec 46	-	-	-
31 Dec 47	-	-	-
31 Dec 48	-	-	-
<b>Project Total</b>	<b>\$302,323,006</b>	<b>\$20,326,473</b>	<b>\$322,649,479</b>

9  
5-16-15

**Gloria Sitton**

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**From:** Rafael Lima <cavazzonilima@gmail.com>  
**Sent:** Thursday, May 14, 2015 1:53 PM  
**To:** Yon Lambert  
**Cc:** Adrien Kay Lopez; City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton; Mark Jinks; Emily Baker  
**Subject:** Re: Call.Click.Connect. #70431: Mayor, Vice Mayor, City Council Dear Mayor Euille, My name is Adrien  
**Attachments:** Area Benefited from Metro.jpg

Dear Mr. Lambert,

First and foremost, my sincere appreciation for you taking the time to address my previous questions and concerns. Last night, I was given the opportunity to read the memorandum submitted by the City Manager to the Mayor regarding the Potomac Yard Special Services District. The responses you provided are essentially aligned with that document.

Overall, our community took very seriously the content of this memorandum and, quite frankly, we are even more concerned with the direction this discussion is taking and the type of fiscal policy being applied by the city. My main takeaways from said document were:

1) The Special Tax District (STD) is perceived to be legal:

As far as the narrow interpretation of the anti-taking and uniformity of taxation provisions held both in state and federal law can be withheld in a court of law, then one may admit that indeed you are applying consistently the same tax rate within the tier two portion of the STD. It may be also correct to point out that we are being taxed because we are obtaining a special benefit as a result of the proposed development. However, the Memorandum does not indicate if the city/general assembly can "cherry-pick" and "play favorites" by choosing to tax only a portion of those receiving said special benefit. As you can see from the attached picture containing the walking distance analysis from the proposed option B, there is quite a substantial portion of both Del Rey and particularly Potomac Greens that are obtaining a benefit as special if not more special than us (red portions of the map). Why did the city let go such revenue given that they are specially benefiting from the project? Is it legal to play favorites?

In our community, we are starting an outreach effort to create a legal fund. We aim to convince our peers that signed our petition (220+) to contribute \$500 dollars per household (half of one year projected tax). With the resources committed thus far, our first measure will be to ask for an independent legal opinion on this in the following days.

2) The criteria chosen by the city to discriminate between residents is not objective or supported by numerous precedents:

The decision made to only impose the STD tax on pre-existing property was not applied objectively as there were then (2011) numerous houses being constructed in Potomac Greens and renewed in Del Rey. The city opted to adopt a snapshot perspective and, as a result, opted to select rather arbitrarily areas to impose the new tax. One point you did not address on your response was the static nature of the application of that criteria. Why not to tax new developments and or houses sold within the benefited area after 2011?

In addition, Mr. Jinks memorandum correctly indicates *"most special tax districts created in Virginia [if not all] have been established to apply to existing developed property"*. The reason for that is quite obvious, most general assemblies do realize that the time of construction of a property bears no relationship with whether such property will benefit from a project development. The lack of objectivity here creates a very dangerous precedent and may well be used in the future to impose taxes on citizens without cause. This is something that city officials have the duty to oppose.

3) The City Administration is not contemplating or planning to broaden the tax base of the Tier II portion of the STD:

This is perhaps the most alarming of all the aspects of Mr. Jinks memorandum, because it demonstrates that staff is not responding to legitimate public demands and providing policy alternatives to public officials. Several Council Members and the Mayor himself have clearly indicated the need to look at alternatives to address this situation. In absence of any political indication from public officials, it would still be your duty (jointly with your colleagues quoted in said memorandum) to explore alternatives to make the financing of the metro less precarious. Because it has to be precarious if the city cannot replace/find alternative sources of funding for roughly \$400K on a yearly basis (on a optimist perspective given the numbers of units you provided 472 is more than the 416 currently approved). Little for the city, but quite impacting on single family budgets.

You know for instance that the developer contributions for the Oakville Triangle have not been negotiated yet, at least the big ticket items. Wouldn't a potential contribution of that nature be sufficient to exclude single family residential homes from the STD? Going back to what have been done in similar areas in Virginia (Fairfax), weren't single family homes excluded from the special tax district?

Again, I hope you can provide us with alternatives and a clear comparison of the rate of dependability of Option A and Option b on the income generated by the single family residential portion of the Tier II Special Tax District. Only with that information, we will be in a position to support a decision. Otherwise, our community will most likely support the cheaper option and/or request the City Council not to deliberate on this matter until appropriate information have been provided to the community. This issue needs to be duly addressed by the City.

Kind regards,

Rafael and Adrien

2015-05-14 7:12 GMT-04:00 Yon Lambert <[Yon.Lambert@alexandriava.gov](mailto:Yon.Lambert@alexandriava.gov)>:

Dear Mr. Lima,

Thank you again for your questions regarding the Special Tax Districts in Potomac Yard. Below, please find responses to the three questions contained in your email:

**1. Special Tax Districts under Virginia Law and the Uniformity Clause under the Virginia Constitution**

Answer: The City adhered to the state code both with respect to allowed use and with respect to process when it established the Special Tax Districts in Potomac Yard and there is a rational basis for the current district boundaries. There is no question that residents within the tax district as currently in effect will benefit from the proposed transportation infrastructure. Specific language about the reasoning for the district boundaries for contemplated tax district was included in the land use approvals. After the 1999 City land use decisions, the possibility of a special tax district was disclosed in all closing documents provided to buyers in Potomac Yard.

Moreover, the Special Tax District is being applied uniformly to all residents within the established tax district. The City Attorney's views on the tax district were considered at the time City Council considered the Tier II Special Services District (May 2011). The state constitution expressly allows differences in rates of taxation within a jurisdiction pursuant to process



established by the General Assembly and that is exactly what the City did here – it followed the process for establishing a special tax district that the General Assembly made a part of Virginia law.

## 2. Expectation of a Tax District vs. Existence of a Tax District vs. Levy of the Tax

Answer: City staff was not currently contemplating planning to broaden the Tier I or the Tier II tax base. However, the City did construct the Special Services District approach based on Potomac Yard property adjacent to the Metrorail station in order to provide a revenue source for the station construction related debt service costs.

The tax district concept initially contemplated in 1999 was mirrored in the 2010 land use approvals enacted by the City for North Potomac Yard. In 2010, the concept of how to finance the Metrorail Station became more refined. It was contemplated in June 2010 that there would be two Special Services Districts. The first, or "Tier I Special Services District," which City Council approved in December 2010, encompasses North Potomac Yard (Landbay F) as well as Landbays G, H and the multi-family portion of Landbay I. These are generally the highest density landbays. The planned rate for the Tier I District was set by Council in May when Council adopted the FY2012 budget and property tax rates for 2011. The boundaries of the Tier II District were established to encompass all of Landbay I not in the Tier I District and all of Landbay J. In general, the Tier II District is the southern part of Potomac Yard not including the development sites south of Monroe Avenue Bridge. The Tier II District was approved not including Potomac Greens as those townhouses had already been largely constructed when the Tier II district was established.

## 3. Relevance of Tier II Revenues to Debt Service

Answer: Please refer to Table 1 in the attachment which includes the Special Tax District Detail by Tier for Alternative B. Since April 30, the numbers have been slightly revised based on updated projections. The first year of the Tier II levy, some \$0.5 million is expected to be raised with that increasing by an estimated 3% per year until it reaches \$1.1 million in 2045.

At build-out, there are planned to be 472 single-family and condominium units in the portion of Potomac Yard within the Tier II Special Tax District, as well as 183 multifamily units and 5,263 square feet of retail. All of these units and the retail portion are expected to be constructed by the year after the station opens, which is when Tier II special taxes would begin collection. Single-family residential comprises approximately 80% of the funding in the Special Tax Tier II column.

If you have any additional questions, please let me know.

All the best,  
Yon

Yon Lambert, AICP  
Director  
Department of Transportation & Environmental Services  
City of Alexandria  
703.746.4025 w  
571.220.0842 m  
[yon.lambert@alexandriava.gov](mailto:yon.lambert@alexandriava.gov)  
[www.alexandriava.gov](http://www.alexandriava.gov)

---

**From:** Rafael Lima <[cavazzonilima@gmail.com](mailto:cavazzonilima@gmail.com)>

**Date:** Thursday, April 30, 2015 at 6:11 PM

**To:** Yon Lambert <[yon.lambert@alexandriava.gov](mailto:yon.lambert@alexandriava.gov)>

**Cc:** Adrien Kay Lopez <[adrienkay@gmail.com](mailto:adrienkay@gmail.com)>, City Council <[CityCouncil@alexandriava.gov](mailto:CityCouncil@alexandriava.gov)>, City Council Aides <[CityCouncilAides@alexandriava.gov](mailto:CityCouncilAides@alexandriava.gov)>, Jackie Henderson <[Jackie.Henderson@alexandriava.gov](mailto:Jackie.Henderson@alexandriava.gov)>, Call Click Connect <[CallClickConnect@alexandriava.gov](mailto:CallClickConnect@alexandriava.gov)>, Gloria Sitton <[Gloria.Sitton@alexandriava.gov](mailto:Gloria.Sitton@alexandriava.gov)>

**Subject:** Re: Call.Click.Connect. #70431: Mayor, Vice Mayor, City Council Dear Mayor Euille, My name is Adrien

Dear Mr. Lambert,

First of all, Adrien and I would like to extend our gratitude and appreciation for you and your team for this most complete answer. Indeed, it is reassuring to realize the municipality is taking our concerns seriously. As a Director of Transportation and Environmental Services, I understand you must be versed on the peculiarities of Special Tax Districts in general both from the legal and technical standpoints and should possess deep knowledge of the financial modeling of the proposed metro station in Potomac Yard.

Taking on your offer to address further questions, we would like to pose a few considerations that perhaps you could address for us (with or without help from other offices as the case may be, but surely within a reasonable time frame):

#### 1) Special Tax Districts under Virginia Law and the Uniformity Clause under the Virginia Constitution

As you correctly identified, special services districts are authorized under Virginia Law and may be instituted in geographic areas in which the market value of real estate is enhanced due to the influence of a public improvement and in which a tax is apportioned to recover the costs of the public improvement. Hence it is reasonable to assume that center to the discussion of a special tax district is the notion of "benefit" and "to whom" it accrues. A special assessment is based strictly upon the concepts of "need" and "benefit." Special assessments require a finding that the public improvement is "needed" for a reason consistent with the law which permits the special assessment and that each property specially assessed receives a "unique", "measurable" and "direct" benefit from the public improvement. These consist, or should consist of, only those properties which are designated by the applicable law as having received a "specific" and "unique" benefit from the public improvement that was needed.

In addition, the Virginia Constitution has a special tax provision known as a uniformity clause (Va. Const. art. X, § 1) which states that: "*[a]ll taxes shall be levied and collected under general laws and shall be uniform upon the same class of subjects within the territorial limits of the authority levying the tax.*"

Therefore, we would like to understand and obtain a response from you as to why the City of Alexandria considers that the discriminatory factor that you described ("*property owners were made aware of the tax district before they purchased their homes*") complies with both these standards (i) through the application of this factor the city is able to reach the properties that "benefit" in a "specific" and "unique" from the project; and (ii) the special tax is being applied uniformly within the same class of citizens that "benefit" from the project in this case. Or in other words: is the time of purchase of the property material to determine who benefits from the project and should contribute to it? Isn't the city accepting a potential liability/shortfall in the financial structure of the project? Could the City Attorney provide us with his views on this issue?

#### 2) Expectation of a Tax District vs. Existence of a Tax District vs. Levy of the Tax:

You indicated that *“the homes in Potomac Greens were excluded from the special tax district largely because the tax district and its potential rate were not in place when the Potomac Greens residents purchased their homes. It was therefore decided to levy the tax only on those properties where the owners would purchase their homes after the tax district and its rates had been established.”* However, it is widely known that Potomac Greens residents said they did not know about the possible district despite the information being included in their closing documents. You can find supporting evidence by a statement attributed to Mr. Mark Jinks reflected in this article from the Washington Post ([http://www.washingtonpost.com/local/potomac-greens-neighborhood-excluded-from-special-tax-district/2011/05/23/AGrEP1BH\\_story.html](http://www.washingtonpost.com/local/potomac-greens-neighborhood-excluded-from-special-tax-district/2011/05/23/AGrEP1BH_story.html)). This is materially consistent with the situation that many Potomac Yard residents faced when buying our homes. If you compare the disclosure in the closing documents they are quite alike.

Irrespective of the expectation or existence of the tax district at the time of purchase, the fact is that up until now the “no build” option was in the table and there was no expectation that the taxes would actually be levied. In that sense, all arguments used to bail out Potomac Greens from the Special Tax District could be used to justify excluding the residential portion of Potomac Yard from tier II as well.

If the time of purchase was indeed an acceptable factor, why the Special Tax District was not constructed based on a said radius of the metro station (.5 or 0.75 miles) excluding existing owners but reverting such exclusion at the moment of sale of real property. This is to say, new buyers into the area would accept to buy with the tax? At least, this would not distort the real estate market as there would not be arbitrage between neighboring communities and would broaden the tax base. In fact, do you see any options to broaden the Tier II tax base?

### 3) Relevance of Tier II Revenues to Debt Service:

You also mention that the Tier II Special Tax District is expected to generate \$700,000 in 2019 and gradually increase up to \$1.2 million by 2045. We fail to understand where these figures are coming from and would ask you to share the financial model of the project with us. We would like to understand the share of single family homes included in the Tier II in the debt service of the project. Recently, we obtained information from Pulte Homes that there are 298 units closed in the taxable portion of the development with assessed values ranging from \$600K to \$1000K. If you average 800K for the community (which is quite certainly more than it is), the City would obtain no more than \$240K a year. How material is that to the project? Do you see/consider alternatives to replace this source of revenue in the following years? If so, which?

I look forward to hearing from you.

Best,



Adrien and Rafael

2015-04-30 16:43 GMT-04:00 Adrien Kay Lopez <[adrienkay@gmail.com](mailto:adrienkay@gmail.com)>:

FYI

----- Forwarded message -----

From: **Yon Lambert** <[Yon.Lambert@alexandriava.gov](mailto:Yon.Lambert@alexandriava.gov)>

Date: Thu, Apr 30, 2015 at 2:55 PM

Subject: Call.Click.Connect. #70431: Mayor, Vice Mayor, City Council Dear Mayor Euille, My name is Adrien

To: "[adrienkay@gmail.com](mailto:adrienkay@gmail.com)" <[adrienkay@gmail.com](mailto:adrienkay@gmail.com)>

Cc: City Council <[CityCouncil@alexandriava.gov](mailto:CityCouncil@alexandriava.gov)>, City Council Aides <[CityCouncilAides@alexandriava.gov](mailto:CityCouncilAides@alexandriava.gov)>, Jackie Henderson

<[Jackie.Henderson@alexandriava.gov](mailto:Jackie.Henderson@alexandriava.gov)>, Call Click Connect <[CallClickConnect@alexandriava.gov](mailto:CallClickConnect@alexandriava.gov)>, Gloria Sitton

<[Gloria.Sitton@alexandriava.gov](mailto:Gloria.Sitton@alexandriava.gov)>

Dear Adriene Lopez and Rafael Lima,

Thank you for your email regarding the Tier II Special Tax District for the Potomac Yard Metrorail Station. As you are aware, the Tier II Special Tax District was established in 2011 by City Council as part of the financing plan for the Metrorail station at Potomac Yard.

The tax will assess, starting in 2019 or later, an additional 10 cents per \$100 of valuation on single-family homes in the southern portion of Potomac Yard. This equates to an average annual tax bill of approximately \$900 for the owner of a \$900,000 home. It is correct the district does not include the development sites south of the Monroe Avenue Bridge or Potomac Greens. The homes in Potomac Greens were excluded from the special tax district largely because the tax district and its potential rate were not in place when the Potomac Greens residents purchased their homes. It was therefore decided to levy the tax only on those properties where the owners would purchase their homes after the tax district and its rates had been established.

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Prior to adoption of the special tax district, the City developed a financing plan for the Potomac Yard Metro Station with the goal of fully covering the costs of building and operating the station, with no negative fiscal impact on the City's General Fund in any year. The special tax district is part of the revenue required to ensure this. The special tax district was contemplated as part of the 2010 North Potomac Yard Small Area Plan and was listed as a possibility in a disclosure document signed by all Potomac Yard home purchasers when they purchased their homes. The revenues associated with the Tier II Special Tax District at the planned 10 cent tax rate – while smaller than the commercial and multi-family Tier I District – are not inconsequential compared to the scope of the project as a whole. The Tier II Special Tax District is expected to generate \$700,000 in 2019 and gradually increase up to \$1.2 million by 2045. In total the Tier II revenues

are projected to generate about \$24 million over a 27 year period and cover about 7% of the overall Potomac Yard debt service cost.

City staff understands that residents of Potomac Yard have specific objections to the tax, but it is important to note that, by establishing the tax district in 2011, City Council could be assured that all property owners were made aware of the tax district before they purchased their homes.

If you have any questions, please feel free to contact me at your convenience at either [yon.lambert@alexandriava.gov](mailto:yon.lambert@alexandriava.gov) or 703.746.4025.

Thank You,

Yon Lambert, AICP

Director

Transportation and Environmental Services

City of Alexandria

301 King Street

Alexandria, VA 22314

[www.alexandriava.gov](http://www.alexandriava.gov)

**From:** [adrienkay@gmail.com](mailto:adrienkay@gmail.com) <[adrienkay@gmail.com](mailto:adrienkay@gmail.com)>

**Sent:** Wednesday, April 15, 2015 10:23 PM

**To:** City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton

**Subject:** Call.Click.Connect. #70431: Mayor, Vice Mayor, City Council Dear Mayor Euille, My name is Adrien

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 70431.

**Request Details:**

- Name: Adrien Lopez
- Approximate Address: No Address Specified
- Phone Number: 907-321-7739
- Email: adrienkay@gmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Dear Mayor Euille,

My name is Adrien Lopez, and along with my husband Rafael Lima, are part of a Steering Committee representing concerned residents living in the areas of Potomac Yard that will be affected by the Special Tax District instituted by the City of Alexandria to fund the proposed Potomac Yard Metro Project.

While we are in favor of the proposed metro station, we believe our community is being uniquely – and unjustly – targeted by the city. In particular, we are concerned by how the special tax district was defined in an inequitable way, excluding other neighboring communities who will certainly benefit as much from the project, particularly Potomac Greens, Old Town Greens and the new Oakville Triangle Development.

After carefully reviewing the statement from the City of Alexandria dated March 4, 2014 which confirmed that Old Town Greens was not subject to the Special Tax District and the memorandum from the Acting City Manager dated May 19, 2011 later excluding Potomac Greens from the area in which a special assessment would be applied, our community believes that the residential area of Potomac Yard was only included in the Tier II portion of the Special Tax District due to the fact that residents could not be represented in the deliberation process at the time and, as a result, the tax burden was passed along to us.

The problem is that the other communities will benefit as much if not more from the metro, since they are geographically closer and have more residents. We want to ask the City to either apply the tier II of the special tax district to all residents within a set radius or also exclude us from the tier II.

We look forward to hearing from you. Attached is our petition which will be delivered at the May 16th Public Hearing of the Alexandria City Council.

Thanks in advance for listening and caring about this issue as the Mayor of our community.

Best regards,  
Adrien Lopez & Rafael Lima  
717 Diamond Avenue, Alexandria, VA 22301

- Attachment: Potomac Yard STD Petition.docx
- Expected Response Date: Wednesday, April 22

Please take the necessary actions in responding, handling and/or updating this request at the **Call.Click.Connect.** staff interface.

If you need assistance with handling this request, please contact [CallClickConnect@alexandriava.gov](mailto:CallClickConnect@alexandriava.gov) or call 703.746.HELP.

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**Alaska Identity Project**

KTOO Radio 104.3, Thursdays 7-8pm

<http://www.ktoonews.org/category/alaska-identity/>

<http://adrienchile.blogspot.com>

[@alaskaidproject](#), *like* on FB

**Gloria Sitton**

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9  
5-16-15

**From:** jimandcarey48@comcast.net  
**Sent:** Thursday, May 14, 2015 11:08 AM  
**To:** City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton  
**Subject:** Call.Click.Connect. #72802: Mayor, Vice Mayor, City Council Mayor, Vice Mayor, and Council members,

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 72802.

**Request Details:**

- Name: James Durham
- Approximate Address: No Address Specified
- Phone Number: 703-508-0762
- Email: [jimandcarey48@comcast.net](mailto:jimandcarey48@comcast.net)
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Mayor, Vice Mayor, and Council members, BPAC supports moving forward with Metro Station design, and asks that no matter which build option is selected, that both walking and biking access be included in the follow-on design effort. We were informed this week that a decision to include bike access in the design effort had not yet been made. Out of respect for your time, I do not intend to speak at Saturday's Public Hearing, but BPAC would appreciate your support to ensure that follow-on station design efforts include "Bike accessibility" features such as safe pathways (deconflicted from pedestrian pathways), covered and secure bike parking (including a Bike and Ride facility), and Bikeshare. More details are provided in the attached comments.  
Thanks so much and have a great weekend!  
Jim Durham
- Attachment: [PYMS DEIS Comments 2015-0514.docx](#)
- Expected Response Date: Thursday, May 21

Please take the necessary actions in responding, handling and/or updating this request at the [Call.Click.Connect. staff interface](#).

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May 14, 2015

**Comments on the Potomac Yard Metro Station Draft Environmental Impact Statement**

I am a resident of Alexandria, VA and am also writing as Chair of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC).

BPAC members are excited about the prospect of a Metro Station in Potomac Yard, and ask that “bicycle accessibility” be included in the Metro Station design efforts. As an urban station, biking and walking will be primary means of accessing this station; including accessibility and covered and secure bike parking in the design will ensure safe and secure access for people who walk and bike.

Please include “bike accessibility” in the Potomac Yard Metro Station design, including features listed below. These features will help WMATA achieve its goals to increase biking mode share to Metro stations!

**(1) Safe pathways**

- a. Designed for the 60% of people who are casual riders, not just experienced riders.
- b. Designed to/from the station, from both the east and west, deconflicted from pedestrian access
- c. Designed to enable 24/7 bike access to/from Potomac Greens to Potomac Yard

**(2) Covered, Safe and Secure Bike parking.**

- a. A Bike and Ride facility, similar to or adapted from Metro’s 2012 prototype at the University of Maryland College Park station.
- b. Secure bike lockers and standard, covered bike racks in sufficient quantities for initial and future demand.
  - i. Avoid under-estimating demand for bike parking as was the recent case for Silver Line stations. At the McLean station, for example, an additional 40% needed to be added immediately after the station opened.

**(3) Bikeshare: 1/3 of Metro stations have Bikeshare stations today. Bikeshare needs to be part of the design effort to make the Potomac Yard Metro station bike accessible.**

Please include “Bike accessibility” in the Potomac Yard Metro Station design effort, and include features such as safe pathways (deconflicted from pedestrian pathways), covered and secure bike parking (including a Bike and Ride facility), and Bikeshare.

Thanks so much,

Jim Durham

Chair, Alexandria Bicycle and Pedestrian Advisory Committee  
622 Fort Williams Pkwy, Alexandria, VA 22304

9  
5-16-15

## Gloria Sitton

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**From:** croson22@yahoo.com  
**Sent:** Thursday, May 14, 2015 10:40 AM  
**To:** City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton  
**Subject:** Call.Click.Connect. #72797: Mayor, Vice Mayor, City Council Date: May 14, 2015Subject: Support

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 72797.

### Request Details:

- Name: Matthew Croson
- Approximate Address: No Address Specified
- Phone Number: 703-566-5038
- Email: [croson22@yahoo.com](mailto:croson22@yahoo.com)
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Date: May 14, 2015

Subject: Support Metro Build Option with Traffic Calming on E. Glebe Rd

This letter and attachment was also submitted to [comments@potomacyardmetro.com](mailto:comments@potomacyardmetro.com) as a comment to the Draft EIS.

My family supports the build option for the Potomac Yard Metro Station; however, my wife and I are very concerned with the increased traffic that it will bring to E. Glebe Rd. Multiple families live along E. Glebe Rd with young children, including my family's 4-year old and 2-year old girls. These children are a vibrant part of the community and are frequently visited in their homes by other children from all areas of the city. If traffic calming measures are not taken, we feel the result could be increased danger to bicyclists and pedestrians that currently use E. Glebe Rd, in particular the young children that live in and visit the homes along E. Glebe Rd.

The draft EIS predicts that E. Glebe Rd will carry 34% of the vehicular traffic going to the new metro rail station, which is almost twice the metro traffic of any other road [see Reference 1]. The EIS traffic study suggests this will change the East-bound traffic rating of the E. Glebe – Rt 1 intersection in the first year of operation from a 'D' in the 'No-Build' alternative to an 'F' in the 'Build' alternative [see Reference 2]. The study states, "...the eastbound approach experienced a substantial LOS downgrade..." Specifically, the average delay per vehicle is supposed to more than double from 52 seconds/vehicle to 136 seconds/vehicle in the first year the station is built [see Reference 2]. Traffic is then expected to further increase each year the metro is in service. This traffic would be further exacerbated if the Oakville Triangle project proceeds as proposed. Important to note, the impact of the Oakville Triangle project on traffic is not addressed by the Draft EIS. The Draft EIS study shows that the metro will cause traffic to increase more on E. Glebe Rd than on any other road, and that the E. Glebe – Rt 1 intersection is the only intersection predicted to have an overall rating of 'E' in 2040 (E is defined as unstable flow / intolerable delay) [see Reference 3].

Our primary concerns with the increased traffic are: being able to safely cross E. Glebe Rd, being able to safely get into our cars parked on the street, and being able to safely pull out onto E. Glebe from our alley. We support the metro station, but would like the city to include some sort of traffic calming option to maintain and enforce current speeds on E. Glebe Rd, improve the safety getting into and out of parked cars, and allow our children to safely cross E. Glebe Rd to get to and from their homes and visit their friends. Potential options may include addition of a curb-cut to better define the parking lane, addition of a bike lane to increase separation between parked cars and traffic, addition of a speed sensitive traffic light, addition of a lighted crossing walk at the intersection of E. Glebe Rd – Ashby Street – Montrose Ave, etc.

In conclusion, we are in favor of a metro 'Build' option. However, we also request the city include some funds to



manage the increase in traffic that is expected on E. Glebe Rd, and which is predicted to be the single road most affected by the metro.

Sincerely,  
Matthew and Kathryn Croson  
302 East Glebe Road  
Alexandria, VA 22305

Ref 1: Figure 1-3 (pg 10) of the Transportation Technical Memorandum dated 2/2013

Ref 2: Tables C-3 to Table C-12 (pg C-18) of the Transportation Technical Memorandum dated 2/2013

Ref 3: Tables 3-1 and Table 3-2 (pg C-16) of the Transportation Technical Memorandum dated 2/2013

- Attachment: [PYMS DEIS Volume II Part 2.pdf](#)
- Expected Response Date: Thursday, May 21

Please take the necessary actions in responding, handling and/or updating this request at the [Call.Click.Connect. staff interface](#).

If you need assistance with handling this request, please contact [CallClickConnect@alexandriava.gov](mailto:CallClickConnect@alexandriava.gov) or call 703.746.HELP.

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Mr. Mayor and members of the City Council

Connie and I are influenced by no diminution of zeal for your future interest nor deficiency of grateful respect for your past kindness. But, we have the deepest concerns about the venture being proposed.

The George Washington Memorial Parkway is one of finest federal parks in the Unites States that uniquely incorporates the beauty of DC with the marvels of nature. It is also the reason we have the historic district, which was created in 1946 to protect the integrity and purpose of the parkway. Furthermore, the designers wanted to create a magnificent entranceway into the City and exerted great effort into achieving it. Every guest who has visited us has remarked on the beauty of this entranceway.

Option B, is clearly visible from the Parkway and will largely extinguish the special entrance, especially with the 500 ft. very high bridge that almost parallels the Parkway. The National Park service entered into an agreement under significant political pressure and while Fixing up Dangerfield Island is laudable, it is not part of the purpose of the Memorial Highway and in no way compensates for the degradation of the parkway that will transpire. Furthermore, the notion that option A is as visible and obtrusive to the parkway is absurd.

The argument that enhanced proximity of option B will create greater density is tautological since the density is allowed only if they get option b. From the target store the difference between stations A and B is only 500ft.

Option B is actually more than 1/2-mile from the center of the area of the additional density provided by option B. Suddenly the 1/4-mile rule is no longer as weighty.

Option B's debt servicing cost is expected to be \$5.1 million more than option A.

On a more general note, the studies did not incorporate any value for the loss of scenic vistas. More acutely, the EIS should have specified the cost that the city will incur by losing the Potomac Yard Shopping Center, which is approximately \$14Million in sales revenue every year. These costs raise the annual expense of Option B above \$28 million.

Finally, the developer has expressed not only the desire to redo the whole plan, but also to pay a lot less than expected if he does get option B.

The George Washington Memorial Parkway is the impetus for the entire Historic District, and by inference, responsible for Alexandria's place on the tourist maps. It inculcates a heritage that warrants sharing with the world, as people from all over the globe make a pilgrimage from Washington D.C. to Mount Vernon to pay their respects to the Father of this Country. The Parkway also represents a trust placed on the City by the Federal Government that it would maintain the highway for the purpose and dignity it was envisioned to convey. Option B also sets a dangerous precedence for diminishing the support and protection of federal parks.

So, does it make sense for Alexandria to incur greater risk, pay higher debt servicing costs, and destroy its cultural and scenic heritage for less than the distance to the Alexandria Courthouse from here.

.....No

Poul Hertel and Connie Graham

## **Comments on Draft EIS**

*Poul Hertel*

*3716 Carriage House Court*

*Alexandria, Va. 22309*

### **Degradation of the George Washington Memorial Parkway**

George Washington's residence at Mount Vernon and the city that bore his name could be dismissed as cultural icons, if it were not for his importance to the American heritage. The two became intertwined through not only George Washington, but also by the road connecting the two. This connection was so great, that early writers described how "every patriotic American who visits Washington makes a pious pilgrimage to the home and tomb of the Father of his Country. The road, however was at some spots little more than wooded trails.

Consequently, in 1887 Edward Fox came up with the idea to create a National Highway from Washington DC to Mount Vernon, which was finished in 1932 to mark George Washington's Bicentennial. Congress envisioned that the Parkway (or ways through or between parks) would be distinguished from highways or ordinary streets by the dominant purpose of recreation rather than movement; restricted to pleasure vehicles, and arranged with regard for scenery, topography and similar features rather than for directness.

In order to get the Parkway to go through Alexandria, they entered into a 1929 agreement with the Federal Government promising to keep the memorial character of the Parkway. However, by 1946, Alexandria had fallen off the memorial wagon (so to speak), so the Federal Government indicated that the Parkway was to be moved away from Alexandria. At this point, the City of Alexandria offered to create a historic district to protect the Parkway, which would then continue to traverse through Alexandria.

The George Washington Memorial Parkway is one of finest federal parks in the United States, it uniquely incorporates the beauty of the District of Columbia with the marvels of nature. It is also the reason that the City of Alexandria has a historic district, which was created in 1946 to protect the integrity and purpose of the parkway. Furthermore, the designers wanted to create a magnificent entranceway into the City and put in easements to achieve it. Every guest who has visited us has remarked on the beauty of this entranceway into the City of Alexandria.

Option B is clearly visible from the Parkway, and it will largely extinguish the special entrance, especially with the 500 ft. long and very high bridge from the Yard to the metro stop that runs practically parallel to the Parkway. The Park Service has entered into an agreement under significant political pressure, and while fixing up Dangerfield Island is laudable, it is not part of the purpose of the George Washington Memorial Highway, and this in no way compensates for

the degradation of the parkway that will transpire. Furthermore, the notion that option A is as visible and obtrusive to the parkway is absurd.

The George Washington Memorial Parkway is not a neglected stepchild, but rather the impetus for the entire Historic District, and by inference, it is responsible for Alexandria's place on the tourist maps. It inculcates a heritage that warrants sharing with the world, as people from all over the globe make a pilgrimage from Washington D.C. to Mount Vernon to pay their respects to the Father of this Country. The Parkway also represents a trust placed on the City by the Federal Government that it would maintain the highway for the purpose and dignity it was envisioned to convey.

So, does it make sense for Alexandria to incur greater risk, pay higher debt servicing costs, and destroy its cultural and scenic heritage for the equivalent of less than the distance of three City blocks in Old Town?

Does it make sense for the rest of us to surrender and diminish the purpose of federal parkland in the form of the George Washington Memorial Parkway because the City of Alexandria decided it wants to use the "wasted space"?

And, did it make sense for our Federal Delegation to put so much pressure on the National Park Service to give up this Historic and cultural heritage ( not to mention parkland) in order to move the Metro station less than distance of three City blocks in Old Town?

It also sets a dangerous precedence for diminishing the support and protection of federal parks.

This seems like a great deal of pain for so little gain.

### **Concerns about City of Alexandria arguments**

The George Washington Memorial Parkway is one of finest federal parks in the Unites States that uniquely incorporates the beauty of DC with the marvels of nature. It is also the reason we have the historic district, which was created in 1946 to protect the integrity and purpose of the parkway. Furthermore, the designers wanted to create a magnificent entranceway into the City and put in easements to achieve it. Every guest who has visited us has remarked on the beauty of this entranceway into Alexandria.

Option B, is clearly visible from the Parkway and will largely extinguish the special entrance, especially with the 500 ft. very high bridge that runs practically parallel to the Parkway. The Park service entered into an agreement under significant political pressure and while Fixing up Dangerfield Island is laudable, it is not part of the purpose of the George Washington Memorial Highway and in no way compensates for the degradation of the parkway that will transpire. Furthermore, the notion that option A is as visible and obtrusive to the parkway is absurd.

The argument for option B that because of its enhanced proximity it will create density is tautological since the density is allowed only if they get option b. From the target store, the difference between stations A and B is only 500ft.

If we measure to the middle of the station, Option B is actually more than ½-mile from the center of the area of the additional density provided. In fact, over two thirds of the area claimed to be with the ¼ mile is no longer there. Then suddenly the ¼-mile rule is no longer as weighty.

Option B is currently expected to cost the City \$13.9 million a year, or \$5.1 million more than option A.

On a more general note, the studies did not incorporate any value for the loss of scenic vistas. Also, and more acutely, the EIS should have specified the cost that the city will incur by losing the Potomac Yard Shopping Center, which is approximately \$14Million in sales revenue every year. Adding this cost raises the annual costs (not including the operational costs) of option B to over \$28 million per year.

Finally, the developer has expressed not only the desire to redo the whole plan, but also to pay a lot less than expected if he does get option B.

The George Washington Memorial Parkway, is not a neglected stepchild, but rather the impetus for the entire Historic District, and by inference, it is responsible for Alexandria's place on the tourist maps. It inculcates a heritage that warrants sharing with the world, as people from all over the globe make a pilgrimage from Washington D.C. to Mount Vernon to pay their respects to the Father of this Country. The Parkway also represents a trust placed on the City by the Federal Government that it would maintain the highway for the purpose and dignity it was envisioned to convey.

So, does it make sense for Alexandria to incur greater risk, pay higher debt servicing costs, and destroy its cultural and scenic heritage for less than the distance to the Alexandria Courthouse from City Hall...no

### **History of the George Washington Memorial Parkway**

No words can adequately express just how important the first president was in uniting a young nation. George Washington's residence at Mount Vernon and the city that bore his name could be dismissed as cultural icons, if it were not for his importance to the American heritage. The two became intertwined through not only George Washington, but also by the road connecting the two. This connection was so great, that in "Historic Buildings of America as Seen and Described by Famous Writers", Arthur Shadwell Martin relates how "every patriotic American who visits Washington makes a pious pilgrimage to the home and tomb of the Father of his Country. " But, haste was out of the question," the Family Magazine related in 1837, "for never was worse road extant than that to Mount Vernon." Departing from Alexandria, the road to Mount Vernon went inland, rather than along the river as it does today. There was scarcely a

glimpse of the scenic Potomac. Instead, one was required to traverse two large hills on an inland road in various state of disrepair that sometimes was more like a wooded trail.

Caroline Gilman described it in her book, "the Poetry of Travelling" as being "intolerably bad," and that "no one probably passes it without thinking before he arrives at Mount Vernon, that he has paid too dear for his whistle." The City of Alexandria fared no better than the road, having also fallen on hard times. Many authors described it as a dilapidated little town where "no one wishes to linger." Nevertheless, the importance of Mount Vernon was growing in the national conscience, even bringing forth calls for the government to take it over. While the family of George Washington had graciously accepted visitors for many years, they eventually could not manage the upkeep of the Mansion.

To save this landmark, the Mount Vernon Ladies Association was created in 1856 as the first historic preservation effort in America. It raised enough money to purchase the property two years later. Although, roads existed to Mount Vernon, they were neither the original one, nor ones that lent themselves to contemplative or pleasurable drives. Consequently, in 1887, in an article he wrote for the National Republican (a DC paper), Edward Fox came up with the idea to create a National Highway from Washington DC to Mount Vernon. Fox called for the "making of a splendid drive, a grand avenue and 100 feet wide that was properly graded and shaded between the capital city of the nation and the tomb of its great founder."

Building on the enthusiasm of the Fox article, in 1888, Mayor John B. Smoot of Alexandria founded the Mount Vernon Avenue Association in Alexandria to promulgate the creation of a national road to George Washington's home. The road would travel through Alexandria on the basis that many existing establishments were there when George Washington walked these streets. Since fortune had bypassed Alexandria, the buildings were still there. The Mount Vernon Avenue Association appealed to Congress the following year, which then really got started with trying to design this. They appropriated money for a Colonel Haines to come up with three routes (one of which came through Alexandria). No matter which route was selected along the Potomac, Haines intended it always to be in the process of development and embellishment. Envisioned as having a monumental character, the proposed "National Road", was a symbolic link between Mount Vernon Estate, the site so closely associated with George Washington, and the city that bore his name. Congress, unfortunately allocated no further money.

By 1898, the Centennial of the Nation's Capital was impending, so a group of citizens approached President McKinley about a plan for celebrating the event. This eventually resulted in the creation of the McMillan Senate Park Committee in 1901-1902, which was one of the most important committees in the nation's history, and which was named for Senator James McMillan of Michigan, Chairman of the Senate Committee on the District of Columbia. Park enthusiasts, historians, and planners in Washington, DC, often invoke the great and expansive vision of the McMillan Plan as the conceptual underpinnings of today's National Mall and Washington, D.C.'s Park System.

Although the McMillan Commission did not directly deal with it, they very specifically addressed the need for and importance of having a road leading to the home of the father of our nation. The McMillan Senate Park Committee had clearly been influenced by landscape architect



pioneers Olmstead, Vaux, Cleveland, and Eliot, who are credited with creating the term "Parkway." The McMillan Committee envisioned that "these drives had certain definitions: Parkways or ways through or between parks; distinguished from highways or ordinary streets by the dominant purpose of recreation rather than movement; restricted to pleasure vehicles, and arranged with regard for scenery, topography and similar features rather than for directness".

Although WWI had taken its toll, interest in history (particularly Colonial and early American history) remained strong. The Bicentennial of George Washington's birth was the impetus for a 1924 committee formed by Congress, and in 1932, the road was constructed. The road did travel through Alexandria on what is now known as "Washington Street." In doing so, the City of Alexandria entered into a 1929 agreement with the Federal Government promising to keep the memorial character of the Parkway. However, by 1946, Alexandria had fallen off the memorial wagon (so to speak), so the Federal Government indicated that the Parkway was to be moved away from Alexandria. At this point, the City of Alexandria offered to create a historic district to protect the Parkway, which would then remain in Alexandria. That is the genesis of Alexandria's historic district. Over the years, there have been numerous battles back and forth between Alexandria and the Federal Government.

In 1999, Alexandria requested that the National Park Service provide a clarification as to the memorial nature of the Parkway. Many of the features from the National Park Service's response to the City of Alexandria were incorporated into the Washington Street Standards as we know them today. The George Washington Memorial Parkway is therefore the genesis of the Alexandria Historic District, which, in turn, has generated a significant tourism response. The George Washington Memorial Parkway (and the City of Alexandria) thus shares this heritage with the world, as people from all nations and walks of life pass through Alexandria to make a pilgrimage to Mount Vernon to pay their respects to the "Father of Our Country." The George Washington Memorial Parkway also represents a trust placed on the City by the Federal Government that Alexandria would maintain the highway for the purpose and dignity it that was envisioned to convey, and that the Historic District created as a quid pro quo would continue to protect this singular heritage.

To conclude, the George Washington Memorial Parkway, is not a neglected stepchild, but rather the impetus for the entire Historic District, and by inference, it is responsible for Alexandria's place on the tourist maps. It inculcates a heritage that warrants sharing with the world, as people from all over the globe make a pilgrimage from Washington D.C. to Mount Vernon to pay their respects to the Father of this Country. The Parkway also represents a trust placed on the City by the Federal Government that it would maintain the highway for the purpose and dignity it that was envisioned to convey. No person states this as well as did Caroline Oilman in 1838: "indeed, it is a curious step from Alexandria to Mount Vernon; the one teeming with the most worldly associations, and the other sacred to the highest feelings of our nature".

## Faulty Logic

The City of Alexandria is going to choose its newest "potential income generator," the Potomac Yard Metro Station. Just two choices merit consideration if the City chooses to continue with the Metro Station proposal. The "preferred site" lies on a scenic easement and government parkland (both of which were created to secure the picturesque perspective shed of the George Washington Memorial Parkway), while the alternate is situated on the site that was initially proposed for it more than 20 years back. However, there are three main issues with the "preferred site", since it is more distant than people think, more costly, and more destructive than the alternate.

Despite the fact that the Metro Station viability study makes an impassioned plea to put the station on the scenic easement and federal government parkland, the proposed stations are separated by less than 900 feet when measured from the center of one station to the other, which is about the separation of three city blocks in Old Town. Additionally, the City made an actual scale model to show how the stations would look. However, you cannot put the two stations in the model at the same time, because they literally overlap!! This is an interesting observation, since the study asserts that one site (the more expensive one) is more attractive due to its capacity to create density, while the other site (on the grounds that it is "too far away") does not, inferring that the target travelers (the millennials) can't walk less than three Old Town City blocks.

Option B, the more costly station is also at a greater distance from the hypothetical Potomac Yards center than has been portrayed, since it is measured from the staircase that leads to the bridge to the Metro (which is very long), rather than from the station itself. This creates an illusion of closer proximity than is really the case. A straight-line estimation from the Target Store "bulls eye" to the midpoint of the two stations reveals only a 500ft difference, which is less than two Old Town City blocks. When the expensive station is touted as being within a quarter mile of Potomac Yards, in reality, only the staircase landing base to the Metro bridge is (barely) within a quarter mile. Option B is actually more than 1/2-mile from the center of the area of the additional density provided. In fact, over two thirds of the area claimed to be with the 1/4 mile is no longer there. Then suddenly the 1/4-mile rule is no longer as weighty.

Also, in walking time and separation, the more costly station is really further from the proposed developments (including those areas destined to be the first to be built) since it is much further east from Potomac Yard than the less expensive one (it is practically all the way on the George Washington Memorial Parkway).

This is a significant issue, since the expenses of building the stations are not equivalent. Even with a good deal of optimism, the annual debt servicing cost for option B the "preferred one", will be almost \$14million or over \$5 million more expensive than the other. So, in order to present the more costly station as being more alluring, the study expects that it will create more density than the less expensive one (without any real basis to do so), and that the developer will pay more for that site, but the developer is now pulling back from this aspect of the "expensive" proposal.



Furthermore, the EIS should have specified the cost that the city will incur by losing the Potomac Yard Shopping Center, which is approximately \$14Million in sales revenue every year. This cost should have been included in the analysis. Doing so raises the annual costs (not including the operational costs) of option B to over \$28 million annually.

Finally, the more expensive, station will create a wholesale destruction of the view shed of the George Washington Memorial Parkway. The required longer bridge has minimum height requirements that (with its location and length) will make it a significant intrusion on scenic vistas from the George Washington Memorial Parkway. So, does it make sense for Alexandria to incur greater risk, pay higher debt servicing costs, and destroy its cultural and scenic heritage for less than 900 feet (or is it really 500ft) ? Even worse is the suggestion that having a Metro Station at the Alexandria City Court House is too far for the City Hall to feel any effect. In the case of the City's rationale for the more expensive station, the City has no valid justification for proceeding with the more expensive station.

The discipline of Behavioral Finance has a lot to say about conformation bias, which is the human tendency to put greater weight on evidence that supports desired outcomes, and Alexandria is no different, having created a hypothetical construct based on selective data.

### **The EIS Does Not Include:**

- *An agreement between the City of Alexandria and Park Services regarding compensation for a using scenic easement and federal parkland to build to option B.*

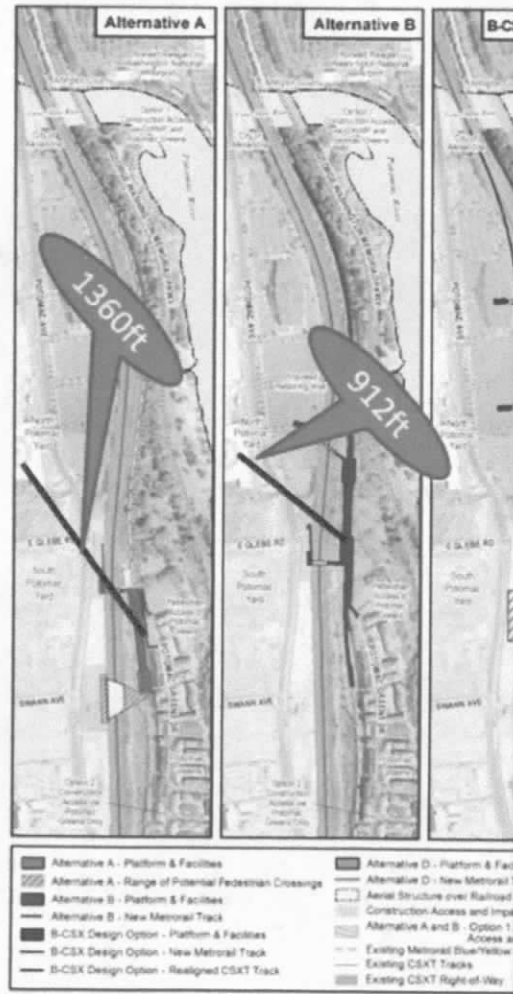
The construction of the George Washington Memorial Parkway included easements to obscure the railroad yard to insure the creation of a beautiful vista as one entered the City of Alexandria. The current arrangement is not included in the EIS, except for a monetary amount devoted to the trail and Dangerfield Island. Fixing up Dangerfield Island is laudable, but is not part of the purpose of the George Washington Memorial Highway and in no way compensates for the degradation of the parkway that will transpire. It also sets a dangerous precedence for diminishing the support and protection of federal parks.

- *The mitigation needed for cleaning up the wetlands.*

Potomac Yard was at one time the most active railroad yard in the United States, with significantly polluted soil, and the water from the yard runs off into the wetlands. There is no discussion about it, or the ramifications in the EIS.

- *Discussion about the current and projected conditions on the Blue line.*  
The current conditions on the Blue line are already deplorable, and there is no discussion on the effects of an additional station.

### Project Build Alternatives



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5-16-15

submitted by  
Robert Giroux

Thank you Mr. Mayor and all the council members for your work on this, and all the many things you're involved with, here in City Hall. We citizens very much appreciate it and recognize your incredible dedication.

I come here as one of the representatives of the Potomac Yard Special Tax District Committee for Tax Fairness and as such I would like to present this petition, a work in progress, which has over 220 signatories.

I'd also like to recognize my neighbors in attendance, (would you please all stand,) many of whom will also be speaking here today.

Our form of government is an example to others.

Being council members at large provides you with the advantage of not being beholden to the particular interests of a narrow minority but rather to think of the bigger picture. This privilege also demands a higher level of self-scrutiny and attention to fairness for all.

I'm here to tell you that the bigger picture isn't the success or failure of the metro project. The metro is important, maybe even vital to the economic health of Alexandria.

But more important than what you achieve is how you achieve it.

The metro is not to be gotten at all costs.

We citizens of Alexandria, residents of Potomac Yard, are certainly willing to do our part.

What we are NOT willing to do is be the sole Alexandria residents to shoulder an excess taxation burden, above and beyond property taxes, above and beyond the builder contributions of Pulte which has been passed onto us in the purchase price of our homes.

This is not the American way. This is not the way you want to build the metro.

This is NOT how things are done in a democracy.

Our form of government is an example to others.

Singling out a few hundred taxpayers, to bear the financial burden that others would not. The burden of building public infrastructure that is intended to revitalize and bolster the economic viability of an entire town.

We humbly request that you immediately put up for consideration the elimination of the single family contribution to the Tier-II Special Tax District and limit it instead to only include commercial and multi-family properties. Thank you.

**To:** The Honorable Mayor and City Council

**From:** Potomac Yard Residents

**RE:** Potomac Yard Metro Project - Special Tax District Boundaries

WHEREAS, the Alexandria City Council has established two special tax districts (Tier I and Tier II) to help finance the redevelopment of the Potomac Yard Area.

WHEREAS, the "Tier I Special Services District," which City Council approved in December of 2010, encompasses North Potomac Yard (Landbay F) as well as Landbays G, H and the multi-family portion of Landbay I.

WHEREAS, beginning in calendar year 2011, Tier I properties are assessed a tax of \$0.20 per \$100 in assessed value in addition to the City's base real estate tax rate (for a tax rate of \$1.238 per \$100 in calendar year 2013).

WHEREAS, the "Tier II Special Services District" encompasses all of Landbay I not in the Tier I District and all of Landbay J, generally including southern part of Potomac Yard and not including the development sites south of the Monroe Avenue Bridge and Potomac Greens.

WHEREAS, beginning in calendar year 2016, Tier II properties will be assessed a tax of \$0.10 per \$100 in assessed value in addition to the City's base real estate tax rate.

WHEREAS, previous documents considered by the City Council indicate that the Tier II Special Services District initially encompassed a broader area including at least Potomac Greens as confirmed by the statement from the City of Alexandria dated March 4, 2014; a decision which was later reverted as indicated in the memorandum from the Acting City Manager dated May 19, 2011.

WHEREAS, Potomac Yard Residents believe that some residential areas of Potomac Yard (namely Landbay I not in the Tier I District and all of Landbay J) were only included in the Tier II portion of the Special Services District due to the fact that residents could not be represented in the deliberation process at the time and, as a result, the tax burden was passed along to such community.

NOW, THEREFORE, WE, the concerned residents of Potomac Yard, INDICATE that while we are strongly in favor of the Potomac Yard Metro project and will not seek to deliberately delay it in any way, WE AIM at bringing forth an equitable status for the residents of Potomac Yard who currently find themselves alone in the Tier II "special tax district" that would otherwise normally be defined by some logical geographic boundary, such as "within a 0.5 mile radius" or some other equitable and democratic zoning.

IT IS HEREBY REQUESTED that, either through the act of the Mayor or the Members of the City Council, a review of this matter is requested, deliberated, voted and, as a result, a decision is made to adopt one of the options outlined below:

1. REDEFINE the "**Tier II Special Services District**" to include all the neighborhoods within walking distance (or some specific radius) of the Metro station, as they *will all share equally* in

the benefits, considering a proportional reduction in the assessed tax of \$0.10 per \$100 in assessed value; or

2. REMOVE the residential areas of Potomac Yard included in the "Tier II Special Services District" as you did previously for neighboring communities, particularly Old Town Greens and Potomac Greens, therefore recognizing that the amount of funds to be raised by the levying of the special Potomac Yard tax is negligible compared to the scope of project funding, yet is a substantial and disproportionate burden on each of the families of Potomac Yard.

Respectfully,

**The following residents of Potomac Yard**

1. Robert Giroux, 2103 Jefferson Davis Hwy *RB*
2. Cindy Xu, 2103 Jefferson Davis Hwy
3. etc... MARTHA CUSAK, 2212 POTOMAC AVE 101
4. etc... AUSTIN CUSAK 2212 POTOMAC Ave 101
5. Veronica B. Orem, 2316 Potomac Ave., Alexandria
6. Nicholas & Melissa Karon, 2206 Potomac Ave Unit 102, Alexandria
7. MICHAEL AND CATHY SALVATO; 2005 MAIN LINE BLVD, ALEXANDRIA
8. Nishil and Meera Patel; 700 E. Howell Ave., Alexandria, VA 22301
9. THEODORE L. GEIBEL JR 621 E. CUSTIS AVE ALEXANDRIA 22301
10. Scott Phillips 2306 Potomac Ave #102 Alexandria VA 22301
11. Daniel Chong 716 DIAMOND AVE ALEXANDRIA VA 22301
12. Diane M. Hampel, 734 E Howell Ave, Alexandria, VA 22301
13. RAFAEL C. Lima, 717 DIAMOND AVE, ALEXANDRIA, VA, 22304
14. M.T. Franken, 722 E. CUSTIS AVE, ALEX 22301
15. RICHARD LAFACE 610 E HOWELL ALEXANDRIA, VA 22301
16. Cindy Xu 2103 Jefferson Davis Hwy, Alexandria VA 22301
17. ROB MERENYI 727 Annie Rose Dr. Alex. VA 22301
18. Bill Hampel 734 E. Howell Ave, Alex VA 22301
19. Vickie Lessa 622 E. Custis Ave, Alex VA 22301

22.	Randy Scott Tripp	2003 Jefferson Davis Hwy #101, Alexandria VA, 22301
23.	Dung Nguyen	2003 Jefferson Davis Hwy #101, Alexandria VA, 22301
24.	Daniel Raphael	2005 Jefferson Davis Hwy #102 Alexandria VA 22301
25.	Rachel Raphael	2005 Jefferson Davis Hwy #102 Alexandria VA 22301
26.	Shirna Ganthi	2011 Jefferson Davis Hwy #101 Alexandria VA 22301
27.	KURTIS JOHNSON	2013 JEFFERSON DAVIS HWY #102 Alexandria VA 22301
28.	CHRISTA KESZAR	2013 JEFFERSON DAVIS HWY #102 Alexandria VA 22301
29.	Neel Pahlajani	2015 Jefferson Davis Hwy #102 Alexandria VA 22301
30.	Kavita Mainkar-Pahlajani	2015 Jefferson Davis Hwy #102 Alexandria VA 22301
31.	Keith Salmon	2011 Jefferson Davis Hwy #102 Alexandria VA 22301
32.	Sean Tuttle	2115 Jefferson Davis Hwy #102 Alexandria VA 22301
33.	Andrew Tuttle	2115 Jefferson Davis Hwy #102
34.	Nickelnie Smith	617 E Custis Ave Alexandria VA 22301
35.	Sarah W. Liu	619 E. Custis Ave Alexandria VA 22301
36.	Chengyi Liu	619 E. Custis Ave Alexandria VA 22301
37.	Evelyn Chou Alex Cheng	2016 Main Line Blvd Alexandria, VA 22301
38.	Alex Cheng	2016 MAIN LINE BLVD ALEXANDRIA VA 22301
39.	Mark Bury	2000 Main Line Blvd #102, Alexandria VA 22301
40.	Chris Hyde	2015 Rt 1 #101 Alex VA 22301
41.	Jenny Hyde	2015 Rt. 1 #101 Alex VA 22301
42.	Kevin Park	624 E Howell Ave Alex 22301
43.	Erin Park	624 " " " "
44.	MARC NESTER	2011 JEFFERSON DAVIS HWY #102 ALEXANDRIA 22301
45.	RYAN NESTER	2011 JEFFERSON DAVIS HWY #102, ALEXANDRIA VA, 22301
46.	Lars Nester	2009 Jefferson Davis #102 22301
47.	SARAH HANSEN	2019 " " " 102
48.	Leon Cann	620 E Howell #107 Alexandria VA 22301
49.	Debbie Cann	620 E Howell #102 Alexandria VA 22301
50.	Michelle Nguyen	2117 Jefferson Davis Hwy #101 Alexandria VA 22301



51.	Vincent Nauron	2117 JEFFERSON DAVIS HWY #101 ALEXANDRIA, VA 22301
52.	Michael Byrd	2107 Main Line
53.	ANGELA Byrd	BLVD # 101
54.	Tanya Culbert	2107 Jefferson Davis #101
55.	Victoria Lessa	2109 Jefferson Davis Hwy Unit 101
56.	Alan Merchant	712 E. CUSTIS AVE.
57.	Elaine A Merchant	712 E. Custis Ave
58.	Michael J. Laughlin	723 Annie Rose Ave.
59.	Dorrah Youakim	723 Annie Rose Ave.
60.	James M. McNeil	2113 Main Line Blvd AVE.
61.	Edith	714 DIAMOND AVE.
62.	Neh. Johnson	714 DIAMOND AVE.
63.	Margaret M. Mackey	2211 Main Line Blvd. #102
64.	Donna	2211 Main Line Blvd. #102
65.	Bryan Plunicki	702 Diamond Ave
66.	Tracee L. Smith	700 Diamond Ave
67.	Dawn Smith	700 Diamond Ave.
68.	Judy Lynn	2007 Jefferson Davis Hwy #102
69.	Summer Aick	2607 Jefferson Davis Hwy. #102
70.	Juan F. Bonilla	727 Diamond Av.
71.	Helen Heinrich	727 Diamond Av.
72.	Erin	2113 Jeff Davis Hwy #102
73.	Michelle	2113 Jeff Davis Hwy #102
74.	Nancy Klotz	700 E. CUSTIS AVE
75.	[Signature]	717 Diamond Ave
76.	Kathi Maniscalco	717 McKenzie Ave
77.	Joe Maniscalco	717 McKenzie Ave
78.	Matthew J Majkut	2208 Potomac Ave Unit 101
79.	Dawn Majkut	2208 Potomac Ave #101

80.	Cheng-yi Liu		619 E Custis
81.	DARRIN CUN		2207 MAIN LINE BLVD UNIT 102
82.	Julia Peyton		2210 Main Line Blvd
83.	Donna LeMA		2210 Main Line Blvd
84.	Todd Nelson		2216 Main Line Blvd
85.	Rodney Mann		2300 Main Line Blvd
86.	Michelle Fuh	Rob Saunders	2300 Main Line Blvd
87.	Victor Fierely		2304 Main Line Blvd.
88.	Michelle Cosby	Michelle Cosby	2308 Main Line Blvd.
89.	Camero Cosby	Camero Cosby	2308 Main Line Blvd.
90.	Chris Hutchison		2311 Main Line Blvd
91.	Elena Hutchison		2311 Main Line Blvd
92.	Greg Quest		2305 Main Line Blvd
93.	Elizabeth Avner	Elizabeth Avner	2305 Main Line Blvd
94.	Stephnie Bilimoria		2303 Main Line Blvd #101
95.	Neil Belen	Neil Bilimoria	2303 Main Line Blvd #101
96.	Brian Walsh	Brian Walsh	2205 MAIN LINE BLVD.
97.	Denise Avink		2203 Main Line Blvd
98.	Jean Williams		2203 Main Line Blvd
99.	Jeffrey Needles		2115 MAIN LINE BLVD
100.	Sara Needles		2115 MAIN LINE BLVD
101.	Melissa Patel	Melissa Patel	2111 Main Line Blvd
102.	Janish Patel	Janish Patel	2111 Main Line Blvd
103.	Erick King		2109 Main Line Blvd
104.	Natasha King	Natasha	2109 Main Line Blvd
105.	Ahmad Tshay		2105 Main Line Blvd #102
106.	Corinna Sigsbury		2103 Main Line Blvd #101
107.	Steven Sigsbury		2103 Main Line Blvd #101
108.	Homa Pajomand		2009 main line Blvd #101

109.	Darrell L. Smith	<del>2304 Potomac Ave</del>	2304 Potomac Ave, Unit #102
110.	Jiyoung Smith	<del>2304 Potomac Ave</del>	2304 Potomac Ave, Unit #102
111.	ESTERE MEDE	<del>2317 Jefferson Davis</del>	2317 Jefferson Davis #102
112.	Asha Mede	<del>2317 Jefferson Davis</del>	2317 Jefferson Davis #102
113.	Thad Cox	<del>2313 Jefferson Davis</del>	2313 Jefferson Davis #102
114.	Katherine Cox	<del>2313 Jefferson Davis</del>	2313 Jefferson Davis #102
115.	Jennifer Adams	<del>2309 Jefferson Davis</del>	2309 Jefferson Davis #102
116.	Jemin Dadiana	<del>2307 Jefferson Davis</del>	2307 Jefferson Davis #102
117.	Kavita Nar	<del>2307 Jefferson Davis</del>	2307 Jefferson Davis #102
118.	Scott Welchek	<del>2215 Jefferson Davis</del>	2215 Jefferson Davis #101
119.	CONNIE WELCHECK	<del>2215 JEFFERSON DAVIS</del>	2215 JEFFERSON DAVIS #101
120.	Leo Weikenhoff	<del>2215 Jefferson Davis</del>	2215 Jefferson Davis #102
121.	Jyoti Patel	<del>2207 Jefferson Davis</del>	2207 Jefferson Davis #102
122.	Lawrence Norton	<del>2205 Jefferson Davis</del>	2205 Jefferson Davis #102
123.	Ian Prior	<del>2117 Jefferson Davis</del>	2117 Jefferson Davis #102
124.	Douy Domenech	<del>2115 Jefferson Davis</del>	2115 Jefferson Davis #101
125.	NIKLAUS EICHMAN	<del>2017 JEFF DAVIS HWY</del>	2017 JEFF DAVIS HWY
126.	Chris McDonald	<del>2018 Main Line Blvd</del>	2018 Main Line Blvd
127.	Jonathan Boyd	<del>2102 Main Line Blvd</del>	2102 Main Line Blvd
128.	Debra Boyd	<del>2102 Main Line Blvd</del>	2102 Main Line Blvd
129.	Scott Bailey	<del>717 E Custis Ave</del>	717 E Custis Ave
130.	Rebecca Brenton	<del>715 E. Custis Ave</del>	715 E. Custis Ave
131.	KEVIN BRENTON	<del>715 E. CUSTIS AVE</del>	715 E. CUSTIS AVE
132.	Lori Matz	<del>721 E. Custis Ave</del>	721 E. Custis Ave
133.	Evan Matz	<del>721 E Custis Ave</del>	721 E Custis Ave
134.	Amy Ross	<del>724 E CUSTIS AVE</del>	724 E CUSTIS AVE
135.	Dea Ross	<del>724 E CUSTIS AVE</del>	724 E CUSTIS AVE
136.	Jordan Franken	<del>722 E. Custis Ave.</del>	722 E. Custis Ave.
137.	Laurie Syms	<del>713 McKenzie Ave</del>	713 McKenzie Ave
138.	Adam Bramwell	<del>713 McKenzie Avenue</del>	713 McKenzie Avenue
139.	MICHAEL VOWN	<del>2307 MAIN LINE BLVD #102</del>	2307 MAIN LINE BLVD #102
140.	Gary D. Duval	<del>2404 Potomac Ave, 101</del>	2404 Potomac Ave, 101
141.	David N. Duval	<del>2404 Potomac Ave, 101</del>	2404 Potomac Ave, 101
142.	Paula H J Cholmondeley	<del>723 McKenzie Ave</del>	723 McKenzie Ave
143.	ERIC SIKORSKI	<del>2404 Potomac Ave 102</del>	2404 Potomac Ave 102
144.	Brendan Plach	<del>2400 Potomac #102</del>	2400 Potomac #102
145.	Kathryn Mikolajczak	<del>2406 Potomac Ave #101</del>	2406 Potomac Ave #101
146.	Frank Mikolajczak	<del>2406 Potomac Ave #101</del>	2406 Potomac Ave #101
147.	Rick Courtney	<del>2408 Potomac Ave #101</del>	2408 Potomac Ave #101

148.	Ross Kaplan	2408 Potomac Ave Unit 102	Ross Kap
149.	Chris Herb	721 Bluemont Ave	Chris Herb
150.	Kaoru Herb	721 Bluemont Ave	Kaoru Herb
151.	Burguera Gerald	2907 Conoy St 101	Gerald Burguera
152.	Cindy MA	2907 Conoy St 101	Cindy MA
153.	Therese Magnuson	2409 Conoy St 102	Therese Magnuson
154.	Barbara Coster	2218 Main Line Blvd	Barbara Coster
155.	Michael Coster	2218 MAIN LINE BLVD	Michael Coster
156.	Glenn G. Cooper	2401 Conoy St,	Glenn G. Cooper
157.	ED AUFRIEND	715 DIAMOND AVE	Ed Aufriend
158.	JACQU AUFRIEND	715 DIAMOND AVE	Jacqu Aufriend
159.	Anna Magoulas	618 E Custis Ave	Anna Magoulas
160.	Patrick Harenburg	618 E Custis Ave.	Patrick Harenburg
161.	William Pickle	W. A. Rieck 721 MCKENZIE AVE, ALEX, VA 22301	William Pickle
162.	Neevraj Bindal	737 Annie Rose Ave	Neevraj Bindal
163.	Ron Bowen	2105 Jefferson Davis Hwy Unit 101	Ron Bowen
164.	Levi Bowen	2105 Jefferson Davis #101	Levi Bowen
165.	Rebecca Miller	2605 Jefferson Davis #101	Rebecca Miller
166.	Timothy E. Curley	2210 Potomac Ave Unit 102	Timothy E. Curley
167.	MAX LETCHER	2008 Potomac Ave Unit #102	Max Letcher
168.	CORNELIUS CROWLEY	714 E HOWELL AVE, ALEXANDRIA, VA (+KATE)	Cornelius Crowley
169.	CHRIS MICHAEL DAVIS	710 E HOWELL AVE, ALEXANDRIA, VA	Chris Michael Davis
170.	Michael + Jennifer Bennett	712 E. Howell Avenue Alexandria VA 22301	Michael + Jennifer Bennett
171.	Sandra J. Aguirre	728 Diamond Ave, Alexandria, VA 22301	Sandra J. Aguirre
172.	Julian D. Santisteban	728 Diamond Ave, Alexandria, VA 22301	Julian D. Santisteban
173.	Angela Maggioncalda	710 E Custis	Angela Maggioncalda
174.	Jodie Wang	710 E Custis prancedood@gmail.com	Jodie Wang
175.	Kimberly Person	725 E Custis Ave, Alexandria VA 22301	Kimberly Person
176.	Alan Grant	2313 Main Line Blvd, Alexandria, VA	Alan Grant
177.	Linda Grant	2313 Main Line Blvd, Alexandria, VA	Linda Grant
178.	Gate Lew	2204 Potomac Ave	Gate Lew
179.	Grace Lew	2204 Potomac Ave	Grace Lew
180.	Lama Hamoudi	2215 Main Line Blvd.	Lama Hamoudi
181.	Oubub Khalil	2215 Main Line Blvd	Oubub Khalil
182.	Bradley Denisar	700 Annie Rose Ave	Bradley Denisar
183.	Katie Denisar	700 Annie Rose Ave	Katie Denisar
184.	Patrick Bolliger	2314 Main Line Blvd	Patrick Bolliger
185.	Courtney Williams	2314 Main Line Blvd	Courtney Williams
186.	Bill Murch	2004 POTOMAC AVE	Bill Murch



187.	ARPIT SHAM	And Sol	2209 Jeff Davis Hwy #102, Alexandria, VA
188.	Dhruvita Shah	Recite	2209 Jeff Davis Hwy #102, Alexandria, VA
189.	JAMES MURTHA	For Murt	2004 POTOMAC AVE ALEXANDRIA VA
190.	Kate Crowley		714 E Howell Ave See p. 7168
191.	Michelle Davis		710 E Howell Ave See p. 7168
192.	Jennifer Bennett		712 E Howell Ave See p. 7170
193.	Nathan Marks		2307 Jefferson Davis Hwy #101
194.	Katie Marks		2307 Jefferson Davis Hwy #101
195.	William Ebbs		711 EAST CUSTIS AVE
196.	Deborah Mayer		720 McKenzie Ave Alexandria VA 22301
197.	Noel Pahlajani		2015 Jefferson Davis Hwy Unit 102
198.	Kavita Pahlajani		"
199.	Christina Elstro		2014 Main Line Blvd
200.	John K.		325 EAST CUSTIS AVE ALEX VA 22301
201.	Tyler Blanchard		2202 Potomac Ave Alexandria 22301
202.	Tyrese Blanchard		2202 Potomac Ave Alexandria 22301
203.	Karen McNeil		2113 Main Line Blvd Alexandria 22301
204.	CHRISTIAN SHAW		2114 MAIN LINE BLVD, ALEX - 22301
205.	CCU Decca		2018 main line Hwy, Alex 22301
206.	STANLEY AKAHOSHI		729 ANNIE ROSE AVE 5-9-2015
207.	Melissa Tiedeman		2105 main line Blvd 101, Alex VA 22301
208.	Andy Tiedeman		2105 Main Line Blvd 101 Alexandria VA 22301
209.	Elias Papasavvas		725 Annie Rose Ave Alexandria VA 22301
210.	Christina P. Bump		725 Annie Rose Ave Alexandria, VA 22301
211.	Harold F. Hogan		2207 Main Line Blvd #101 Alexandria, VA 22301
212.	Marc T. Scott		2209 Main Line Blvd #102 Alexandria, VA 22301
213.	Allina K. Scott		2209 Main Line Blvd #102 Alexandria VA 22301
214.	SIMON LEUNG		619 McKenzie Ave Unit #101 Alexandria, VA 22304
215.	Hoi Ling Wong		619 McKenzie Ave #101, Alexandria, VA 22304
216.	Travis K. Weyer		1907 Jefferson Davis Hwy 101, Alexandria VA 22301
217.	Hailey A Hoffman		1907 Jefferson Davis Hwy #101, Alexandria, VA 22301
218.	Amika A. Sanghi		1907 Jefferson Davis Hwy 102, Alexandria VA 22301
219.	Mihir Chouda		1907 Jefferson Davis Hwy 102, Alexandria VA 22301
220.	Maria Temiquel		
221.	Preeti Carmakal		
222.	Charles Carmakal		
223.	Ann Grover		
224.	Duane King		

225.	Tiffany King	
226.	Dipti Sukumar	2214 Potomac Ave
227.		
228.		
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5-16-15

submitted by  
Austin Cusak

Mayor and Council,

Over the last three weeks the Potomac Yard Fairness Steering Committee has been able to meet with every council member concerning the current Special Tax District our community has been placed in.

Let the record show we held discussions on April 29<sup>th</sup> with Councilman Wilson, April 30<sup>th</sup> with Councilman Smedberg, May 1<sup>st</sup> with Mayor Euille and City Manager Jinks, May 7<sup>th</sup> with Councilman Lovain, May 12<sup>th</sup> with Vice Mayor Silberberg, and May 15<sup>th</sup> with Councilmembers Pepper and Chapman.

Council, Mr. Mayor, Ms. Vice Mayor, thank you. Thank you for caring enough about us that on very short notice you made time to meet and listen to our concerns, despite the hectic schedule and pressures you were under with the city budget.

No matter the words, emotions, or frustrations shared about the decision to burden us with this special tax, please know that we ALL appreciate your dedication to this city, your commitment to our communities, and your tireless efforts to make our lives better.

Personally, meeting with each of you has inspired me to get more involved with this city and my community.

My wife Martha and I moved to Alexandria because we love this area and wanted our daughters to grow up in a good community that appreciates history, culture, nature, and diversity. Martha purchased our home in Potomac Yard a year before it was built, using a VA loan while I was away on Military service. If not for the VA loan, we would not be living here. We plan to stay here a long time and support the metro because we believe it will help the entire area become more prosperous.

We feel there must be a better way to solve the current geographical taxing dilemma, and ask you to consider modifying the existing Tier II portion of the Special Tax District to apply only to commercial properties in the area. We have presented our case to each of you, and my colleagues will now present facts to support our position. Please consider their words with an open mind to help us find a better solution.

I look forward to future correspondence with each of you concerning our community, and share gratitude on behalf of the families of Potomac Yard for your service.

Austin Cusak 16 May 2015

[pogicusak@gmail.com](mailto:pogicusak@gmail.com)

801.369.4114



\*submitted by Rafael Lima

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5-16-15

### Potomac Yard – Rafael Lima’s Talking Points

<b>Introduction</b>	First of all, I would like to thank the Mayor and all City Council Members for your leadership during this process. I truly trust you can lead us in this moment and that you can recognize when you face an unfair situation.
<b>Context of the Meeting</b>	While we generally support the idea of building the metro, we find that either option A or option B brings with it a fundamental problem: The tier II portion of the special tax district.
<b>Issues</b>	<p>We have generally two reasons for that:</p> <p>1) We question if the Tier II Portion of the Special Tax District is legal:</p> <p>In a recent memorandum, the City Manager defended that it is legal to tax our Single Family Residential homes because we are obtaining a special benefit from the metro and that the special tax is being uniformly applied to our area.</p> <p>As you can see from the map with the walking distance analysis, if we used the City’s own standard to measure benefit (i.e. to be within a distance of up to 1/2 miles from the proposed station), two thirds of the area currently included in the Tier II Special Tax District could not be considered as receiving a direct benefit.</p> <p>So, I ask if we do really benefit from Option B?</p> <p>Also how can it be legal to “cherry-pick” and “play favorites” by choosing to tax only a portion of those receiving a special benefit. Look again at the map and see how many areas are much closer to the proposed station than us (i.e Potomac Greens and Del Rey). How come they are not being taxed?</p> <p>Even if it was legal, is it fair? Is this the type of policy this Council wants to apply in this city?</p> <p>2) We also believe that the criteria chosen by the city to discriminate between residents is not objective or supported by precedents in Virginia:</p>

	<p>If the decision back in 2011 was to impose the tax only on non-pre-existing properties, then that criterion was not applied objectively. There were several houses in Potomac Greens and Del Rey built and/or renovated after that and they will never be taxed based on the current rules. Also, the application of this criterion contradicts what has been done in most areas in Virginia, as Mr. Jinks correctly recognizes in his memorandum. To quote his words: "<i>most special tax districts created in Virginia have been established to apply to existing developed property</i>".</p> <p>By choosing to pursue this route, Alexandria is setting a bad precedent for the entire region.</p>
<b>Option A or Option B?</b>	<p>So if the tier II portion of the Special Tax District is to remain, we must say that we are not in a position to validate the preferred alternative by city staff (Option B).</p> <p>We have reason to believe that Option A would be closer to us, cheaper and, as such, might depend less on the income to be generated by our community.</p>
<b>Conclusion</b>	<p>If the city really wants to pursue Option B despite all of our concerns, we ask of you to please modify the existing Tier II portion of the Special Tax District to either (i) equally tax all Single Family Residential Areas benefiting from the project; or what we think it is more logical; (ii) to apply it only to multi-family and commercial properties in the area (particularly the new Oakville Triangle Development) which is consistent with what was done in other areas in Virginia).</p> <p>Thank You. Rafael Lima</p>