

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 *RO*
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 Heron, 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 22304
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.	Smitha Samkhi	2011 Jefferson Davis Hwy #101 Alexandria VA 22301
27.	KURTIS JOHNSON	2013 JEFFERSON DAVIS HWY #102 ALEXANDRIA VA 22301
28.	CHRISTA KESLER	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	2015 Jefferson Davis Hwy #102 Alexandria VA 22301
33.	Andrea Tuttle	2015 Jefferson Davis Hwy #102
34.	Mackenzie Smith	617 E Custis Ave Alexandria VA 22301
35.	Sarah W. Liu	619 E. Custis Ave Alexandria, VA 22301
36.	Cheng Y. 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.	Janny 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 Hansen	2009 Jefferson Davis #102 22301
47.	SARAH HANSEN	2019 " " #102
48.	Leon Cann	620 E Howell #102 Alexandria VA 22301
49.	Debbie Cann	620 E Howell #102 Alexandria VA 22301
50.	Michelle Nguyen	217 Jefferson Davis Hwy #101 Alexandria 22301

51.	Vincent Naxos	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.	E. James A. Merchant	712 E. CUSTIS AVE.
58.	Michael J. Laughlin	723 Annie Rose Ave.
59.	Dorothy Yonakim	723 Annie Rose Ave.
60.	James M. McNeil	2113 Main Line Blvd Alex
61.	Ed T	714 DIAMOND AVE.
62.	Neh. John	714 DIAMOND AVE.
63.	Margaret Mackay	2211 Main Line Blvd. #102
64.	Don	2211 Main Line Blvd. #102
65.	Bryan Plunick	702 Diamond Ave
66.	Tracey Lynn	700 Diamond Ave
67.	David Lee	700 Diamond Ave.
68.	Jack Lee	2007 Jefferson Davis Hwy #102
69.	Summer Aick	2607 Jefferson Davis Hwy. #102
70.	Juan P. Bonilla	727 Diamond Av.
71.	Helen Meisvich	727 Diamond Av.
72.	Mr. Jim	2113 Jeff Davis Hwy #102
73.	James	2113 Jeff Davis Hwy #102
74.	Nancy Klotz	700 E. CUSTIS AVE
75.		717 Diamond Ave
76.	Kathi Mammiscales	717 McKenzie Ave
77.	Joe Mammiscales	717 McKenzie Ave
78.	Matthew J Majkent	2208 Potomac Ave Unit 101
79.	Dawn Majkent	2208 Potomac Ave #101

80.	Cheng-yi Liu		619 E Custis
81.	DARREN CHAN		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 Mond		2300 Main Line Blvd
86.	Michelle Fuh	Rob Saunders	2300 Main Line Blvd
87.	Vickor Eganely		2304 Main Line Blvd
88.	Michelle Coston	Michelle Coston	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 Quast		2305 Main Line Blvd
93.	Elizabeth Pomeroy	Elizabeth Pomeroy	2305 Main Line Blvd
94.	Stephanie Bilimoria		2303 Main Line Blvd #101
95.	Neil Belen	Neil Bilimoria	2303 Main Line Blvd #101
96.	BOWAL	Brian WALSH	2205 MAIN LINE BLVD.
97.	Denise Avink		2203 Main Line Blvd
98.	Jess 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 Tshu		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 mail line Blvd #101

109.	Darrell C. Smith	Handwritten Signature	2304 Potomac Ave, Unit #102
110.	J. Young Smith	Handwritten Signature	2304 Potomac Ave, Unit #102
111.	ESTERE MEDE	Handwritten Signature	2317 Jefferson Davis #102
112.	AGNA MEDE	Handwritten Signature	2317 Jefferson Davis #102
113.	Thad Cox	Handwritten Signature	2313 Jefferson Davis #102
114.	Katherine Cox	Handwritten Signature	2313 Jefferson Davis #102
115.	Jennifer Adams	Handwritten Signature	2309 Jefferson Davis #102
116.	Jemin Dadania	Handwritten Signature	2307 Jefferson Davis #102
117.	Kavita Nar	Handwritten Signature	2307 Jefferson Davis #102
118.	Scott Welchek	Handwritten Signature	2215 Jefferson Davis #101
119.	CONNOR WELCHER	Handwritten Signature	2215 JEFFERSON DAVIS #101
120.	Leo Weibenhoff	Handwritten Signature	2215 Jefferson Davis #102
121.	Jyoti Patel	Handwritten Signature	2207 Jefferson Davis #102
122.	Lawrence Norris	Handwritten Signature	2205 Jefferson Davis #102
123.	Ian Prior	Handwritten Signature	2117 Jefferson Davis #102
124.	Doug Domenech	Handwritten Signature	2115 Jefferson Davis #101
125.	NIKOLAUS EICHMAN	Handwritten Signature	2017 JEFF DAVIS #101
126.	Chris McDonald	Handwritten Signature	2018 Main Line Blvd
127.	Jonathan Boyd	Handwritten Signature	2102 Main Line Blvd
128.	Debra Boyd	Handwritten Signature	2102 Main Line Blvd
129.	Scott Bailey	Handwritten Signature	717 E Custis Ave
130.	Rebecca Brautten	Handwritten Signature	715 E. Custis Ave.
131.	KEVIN BRENTON	Handwritten Signature	715 E CUSTIS AVE
132.	Loel Matz	Handwritten Signature	721 E. Custis Ave
133.	Evan Matz	Handwritten Signature	721 E Custis Ave
134.	Amy Ross	Handwritten Signature	724 E CUSTIS AVE
135.	Dea Ross	Handwritten Signature	724 E CUSTIS AVE
136.	Jordan Franken	Handwritten Signature	722 E. Custis Ave.
137.	Laurel Syms	Handwritten Signature	713 McKenzie Ave
138.	Adam Bramwell	Handwritten Signature	713 McKenzie Avenue
139.	MICHAEL VONN	Handwritten Signature	2307 MAIN LINE BLVD #102
140.	Gary D. Duval	Handwritten Signature	2404 Potomac Ave, 101
141.	Debb N. Duval	Handwritten Signature	2404 Potomac Ave, 101
142.	Paula H. J. Cholmondeley	Handwritten Signature	723 McKenzie Ave
143.	ERIC SWORSKI	Handwritten Signature	2404 Potomac Ave 102
144.	Robert Plach	Handwritten Signature	2406 Potomac #102
145.	Kathryn Mikolajczak	Handwritten Signature	2406 Potomac Ave #101
146.	Frank Mikolajczak	Handwritten Signature	2406 Potomac Ave #101
147.	Rick Courtney	Handwritten Signature	2408 Potomac Ave #101

148.	Ross Kaplan	2408 Potomac Ave Unit 102	Ross Kaplan
149.	Chris Herb	721 Bluemont Ave	Chris Herb
150.	Kaoru Herb	721 Bluemont Ave	Kaoru Herb
151.	Burguera Gerald	2407 Conoy St 101	Gerald Burguera
152.	Cindy MA	2407 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	2406 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 Harburg	618 E Custis Ave.	Patrick Harburg
161.	William Pickle	721 McKEZIE AVE, ALEX, VA 22301	William Pickle
162.	Neevij Binkal	737 Annie Rose Ave	Neevij Binkal
163.	Ron Bowen	2105 Jefferson Davis Hwy Unit 101	Ron Bowen
164.	Levi Bowen	2105 Jefferson Davis #101	Levi Bowen
165.	Rebecca Miller	2005 Jefferson Davis #101	Rebecca Miller
166.	Timothy E. Curley	2210 Potomac Ave Unit 102	Timothy E. Curley
167.	MAX LEATHER	2008 Potomac Ave Unit #102	Max Leather
168.	CORNELIUS CROWLEY	714 E HOWELL AVE, ALEXANDRIA, VA (+KATE)	Cornelius Crowley
169.	CHRIS ARNOLD	710 E HOWELL AVE, ALEXANDRIA, VA	Chris Arnold
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. Santistevan	728 Diamond Ave, Alexandria, VA 22301	Julian D. Santistevan
173.	Angela Maggioncalda	710 E Custis	Angela Maggioncalda
174.	Jodie Wang	710 E Custis prancedood@gmail.com	Jodie Wang
175.	Kimberly Pearson	725 E Custis Ave, Alexandria VA 22301	Kimberly Pearson
176.	Alan Grent	2313 Main Line Blvd, Alexandria, VA	Alan Grent
177.	Linda Grent	2313 Main Line Blvd, Alexandria, VA	Linda Grent
178.	Gate Lew	2204 Potomac Ave	Gate Lew
179.	Grace Lew	2204 Potomac Ave	Grace Lew
180.	Lama Hamandi	2215 Main Line Blvd.	Lama Hamandi
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.	Jim Murch	2004 POTOMAC AVE	Jim Murch

187.	ARPIT SHAH	And sh	2209 Jeff Davis Hwy #102, Alexandria, VA
188.	Dhruvita Shah	Qeinte	2209 Jeff Davis Hwy #102, Alexandria, VA
189.	JAMES MURPHY	to MUR	2004 POTOMAC AVE ALEXANDRIA VA
190.	Kate Crowley		714 E HOWELL AVE See p. 7 168
191.	Michelle Davis		710 E HOWELL AVE See p. 7 168
192.	Jennifer Bennett		710 E HOWELL AVE See p. 7 170
193.	Nathan Marks		2307 Jefferson Davis Hwy #101
194.	Katie Marks		2307 Jefferson Davis Hwy #101
195.	William Ebbes		711 EAST CUSTIS AVE U
196.	Deborah Mayer		720 McKenzie Ave Alexandria VA 22301
197.	Neel Pahlajani		2015 Jefferson Davis Hwy Unit 102
198.	Kavita Pahlajani		"
199.	Christina Elstro		2014 Main Line Blvd
200.	Mike		725 EAST CUSTIS AVE ALEX VA 22301
201.	Tyler Blanchard		2202 Potomac Ave Alexandria 22301
202.	Tyler Blanchard		2202 Potomac Ave Alexandria 22301
203.	Karen McNeil		2113 Main Line Blvd Alexandria 22301
204.	CHRISTOPHER SHAWES		2114 MAIN LINE BLVD, ALEX - 22301
205.	C CURR		2018 main line hwy, Alex 22301
206.	STANLEY AKAHOSHI		729 ANNIE ROSE AVE 5-9-2015
207.	Melissa Tiedeman		2105 mainline 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 22301
215.	Hoi Ling Wong		619 McKenzie Ave #101, Alexandria, VA 22301
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.	Amrita A. Sanghi		1907 Jefferson Davis Hwy 102, Alexandria VA 22301
219.	Mihir Chaudhary		1907 Jefferson Davis Hwy 102, Alexandria VA 22301
220.	Maria Temizuel		2212 Potomac Ave
221.	Preeti Carmichael		737 Diamond Ave
222.	Charles Carmichael		737 Diamond Ave
223.	Ann Grover		2409 Conroy St 101
224.	Duane King		Main Line Blvd

225.	Tiffany King	Main Line Blvd
226.	Dipti Sukumar	2214 Potomac Ave
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Gloria Sitton

From: Jackie Henderson
Sent: Thursday, June 16, 2016 7:41 AM
To: Gloria Sitton
Subject: FW: Corrected date Potomac Yard metro Public Hearing
Attachments: City Council 6 16 2016.docx

From: Poul Hertel [mailto:poulh@erols.com]
Sent: Wednesday, June 15, 2016 4:19 PM
To: Allison Silberberg; Willie Bailey; John Chapman; Timothy Lovain; Del Pepper; Paul Smedberg; Justin Wilson
Cc: Jackie Henderson; 'Pisani, Stephen'; alex_romero@nps.gov
Subject: Corrected date Potomac Yard metro Public Hearing

Subject: Potomac Yard metro Public Hearing

Honorable Mayor and members of the City Council

Please find Bellow and attached my comments regarding City Council Public Hearing Docket for Thursday May 16, 2016.

Sincerely
Poul Hertel
*3716 Carriage House Court
Alexandria, Va. 22309(Fairfax)
(703) 780-1909*

Honorable Mayor and members of the City Council

In reference to the George Washington Memorial Parkway, the Washington Post states that it is "one of the most scenic roads in the metropolitan area."

This powerful statement echoes the sentiments held by those fortunate enough to drive through this Federal Park, which is no accident, but is the result of deliberate planning and preservation efforts performed over generations.

The Parkway was specifically designed to provide a scenic road that would give travelers a setting in which to contemplate George Washington as they made this "Patriotic Pious Pilgrimage" to Mt. Vernon, the residence of the father of this country.

As Congress stated in 1929 when they enacted the law creating this Parkway, it would protect the "scenic values of the National Capital," which were threatened by encroachment of residential and commercial interests.

The City of Alexandria argued that since it still had many original buildings dating back to George Washington's time, what is now Washington Street would make a natural and fitting way point that was very much in keeping with the intent and purpose of the Parkway. In return, the City of Alexandria promised to uphold the memorial character of the Parkway.

Everyone who has ever visited me have marveled at the magnificence of the entrance that the Parkway provides as they enter Alexandria from the North. Also, the Parkway has been responsible for helping to put Alexandria on the world map, and as Ed Braswell taught me, as the Parkway goes, so goes Alexandria.

A current proposal places a Metro Station on the George Washington Memorial Parkway (GWMP) and its scenic easement, which was originally created to protect the view of the Parkway, a U.S. Government parkland. According to a previous Alexandria City Staff Report, the Metro Station “would be clearly visible from the GWMP.” The Metro is to be a large scale, industrial, towering structure, which is accentuated by metal features. The design then becomes an industrial inharmonious and very unfriendly and unsympathetic structure to the George Washington Memorial Highway. A far cry from the spiritual sense intended by the Memorial Character of the Parkway.

This design is not in keeping with the Memorial Character of the Parkway, and it reneges on the promises made by previous city fathers to uphold this memorial character. This Metro should not be built for three critical reasons:

- * The project is literally on the George Washington Memorial Parkway, which is a U.S. Federal Park that was created for the purpose of enhancing and maintaining a historical heritage.
- * The Metro Station will be clearly visible from the George Washington Memorial Parkway.
- * The architecture is an absolute abandonment of that historical heritage, and stands in opposition to the memorial character of the George Washington Memorial Parkway.

Sincerely
Poul Hertel

*T*hree factors converged to create the George Washington Memorial Parkway:

- The eminence of George Washington
- The “George Washington National Parkway” movement
- The City of Alexandria

Concerning George Washington, one can hardly overstate how important George Washington was in unifying the young country. While researching the history of the George Washington Memorial Parkway, one can see newspaper articles from across the country that describe who had visited the city named for and created by Washington, but more importantly, who had made the “Patriotic Pious Journey to the Home of the Father of the Country.” He was truly held in the highest regard by everyone.

The movement to create a parkway in honor of George Washington was inspired by Frederick Law Olmsted, Jr., the landscape architect. He was a strong advocate for preserving the natural scenic beauty of parks for which driving was an amenity. This resulted in Rock Creek Park and the creation of the McMillan Commission, which strongly advocated a George Washington Memorial Parkway. Members of the McMillan Commission envisioned:

“...drives along the palisades of the Potomac above Georgetown to Great Falls, and down the River to Mount Vernon. 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.”¹

The third factor was the City of Alexandria itself, which argued vociferously for a Parkway, and that it should go through Washington Street, so that people could experience the history. Then-Mayor Smoot spoke of “promulgating the patriotic enterprise” to venerate the great unifier of this country.

As Congress stated in 1930;

The purpose of this Parkway was to develop and protect “scenic values of the National Capital,” which were threatened by encroachment of residential and commercial interests. Enactment of the Bill promised to “afford public control along the Potomac from Mount Vernon, where Washington lived, through the National Capital, which he founded, to Great Falls, where the old canal is a valuable relic of his work as an engineer. “Further, the parkway would “be a striking and suitable tribute to the Father of our Nation, and one in which the people of America will take just pride and enjoyment”².

¹ Charles W. Eliot 11, “Preliminary Report, PARK SYSTEM FOR DISTRICT OF COLUMBIA, Submitted in Accordance with Program of Work Adopted August, 1926,” December, 1926, p. 1. National Archives, Record Group 79, Box 4

² National Register of Historic Places Registration Form, United States Department Of Interior National Park Services; George Washington Memorial Parkway 1995 final nomination

To Chairman Lyman and Members of the Planning Commission:

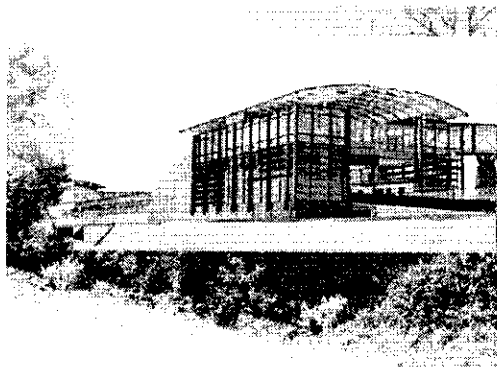
The current proposal to build a Metro Station at Potomac Yard should be rejected because it is incongruent and destructive to the memorial character of the George Washington Memorial Parkway. Three critical issues are:

- The project is literally on the George Washington Memorial Parkway, which is a Federal Park that was created for the purpose of enhancing and maintaining a historical heritage.
- The Metro Station will be clearly visible from the George Washington Memorial Parkway.
- The architecture is an absolute abandonment of that historical heritage and stands in opposition to the memorial character of the George Washington Memorial Parkway.

In 1929, the City of Alexandria reached an agreement with the Federal Government to have the George Washington Memorial Parkway (GWMP), a Federal Park, run through the City of Alexandria by guaranteeing “to restrict the said street to residential and business development of such character and of such types of building as will be in keeping with the dignity, purpose and memorial character of said highway,” and that “it enact no ordinance or take any other action which will be in conflict herewith or contrary to the purpose and Intent hereof.”

Having this Federal Park run through the city proved to be very beneficial, and it is responsible for the creation of the Historic District in a quid pro quo situation. The Parkway was originally created to enhance the historical heritage and was intended for “recreation rather than movement; restricted to pleasure vehicles, and arranged with regard for scenery, topography and similar features rather than for directness.” In one fell swoop, it is all being jeopardized for the sake of a location and architecture that is not necessary.

The current proposal would build the Metro Station on U.S. Government parkland, and the easement that was originally created to protect the view of that park. According to a previous Alexandria City Staff Report, the Metro Station “would be clearly visible from the GWMP.” The following rendition is a realistic, and to scale, view of the metro station from the George Washington Memorial Parkway.



The current Staff Report now indicates that the architecture can be hidden by vegetation, which is a dubious statement, given that (a) nothing is growing there, and (b) this would be an implicit condemnation of the very architecture.

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".

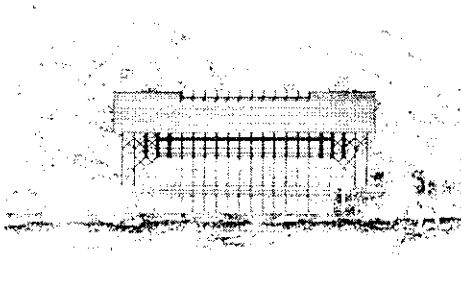
Architecture is incongruent with the memorial Character of the Parkway

Thorncrowne Chapel is a chapel designed by E. Fay Jones and ostensibly, the genesis of the metro design. The design recalls the Prairie School of architecture popularized by Frank Lloyd Wright, with whom Jones had apprenticed.

The chapel rises 48 feet into the sky with over 6,000 square feet of glass and 425 windows. Its dimensions are 24 feet by 60 feet. The chapel is made with all organic materials to fit its natural setting. The only steel in the structure forms a diamond shaped pattern in its wooden trusses.

Constructed mostly of wood and other materials indigenous to northwestern Arkansas, the design minimized material transportation costs. They used materials no bigger than what two people could carry. Though it looks like an open-air structure, the chapel is a glass-enclosed, conditioned space. They enlarged the skylight to have a natural ornamentation lighting effect throughout the chapel.

Visitors to Thorncrowne Chapel will probably be struck by two things: the immense glass walls and ceiling and the dense forest visible all around. ...in which it is nestled into.



The style, size material and harmonious integration, subservience to the trees, are not options, but quite integral to the entire presentation.

North mezzanine looking southwest



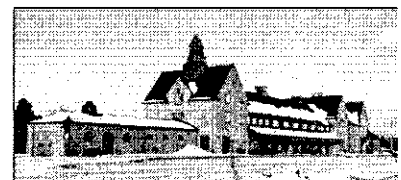
The metro station obeys none of these. It is a towering structure, which bears none of Frank Lloyd's Wright's DNA or Fay Jones sensitivity and is subservient to no other element.



Elevation view looking west

In so doing it creates the opposite effect of Thorncrowne. By building a large scale, and accentuated by the metal, the design becomes industrial inharmonious and very unfriendly and unsympathetic structure to the George Washington Memorial Highway. Far cry from the spiritual sense of Thorncrowne.

I cannot but wonder why it is so different. **Ambiance**, that seems to be the difference. It is the glue that brings forth a sense of harmony and tranquility that helps to hold the community together. Which is why I you reject the proposal and revert to a more traditionalist style as seen here.



Poul Hertel
3716 Carriage House Court
Alexandria Virginia 22309 (*Fairfax*)

Tel. (703) 780-1909
E-mail poulh@erols.com

Gloria Sitton

From: Jim Durham via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Thursday, June 16, 2016 7:35 AM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #99246: Mayor, Vice Mayor, City Council Mayor Silberberg, Vice Mayor Wilson and

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

A request was just created using **Call.Click.Connect.** The request ID is 99246.

Request Details:

- Name: Jim Durham
- Approximate Address: No Address Specified
- Phone Number: 703-519-0762
- Email: jimandcarey48@comcast.net
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Mayor Silberberg, Vice Mayor Wilson and members of City Council,

I am writing as Chair of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) to provide BPAC's input to the July 16th Public Hearing on the Potomac Yard Metro Station, in lieu of speaking tonight. Our input is attached and summarized as follows:

BPAC strongly endorses plans for the Potomac Yard Metrorail Station and commends staff for making walking and biking to this station "inviting". That said, with Capital Bikeshare (CaBi) increasingly recognized as an important multi-modal link, a new Metrorail station without CaBi stations would appear to be incomplete. We ask that the Potomac Yard Metrorail Station design be updated to make it complete by including Bikeshare stations on both the Potomac Greens and Potomac Yard sides of the station.

Sincerely,
Jim Durham

- Expected Response Date: Thursday, June 23

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 or call 703.746.HELP.

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Gloria Sitton

From: Renee Bemish via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Wednesday, June 15, 2016 4:42 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #99219: Mayor, Vice Mayor, City Council Dear Mayor Silberberg and Members of the

Follow Up Flag: Follow up

Flag Status: Flagged

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 99219.

Request Details:

- Name: Renee Bemish
- Approximate Address: No Address Specified
- Phone Number: 703-481-2919
- Email: Reneson40@yahoo.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Dear Mayor Silberberg and Members of the Alexandria City Council -

We moved into our Potomac Greens home nearly 10 years ago. We made the decision to buy in Potomac Greens and move to Alexandria in large part because the Potomac Yard master plan included direct Metro access for the community.

Our home is less than one hundred feet from a large sign that was posted long before we bought. It reads "This Area Reserved For A Potential Future Metro Station." Our home is also located less than 200 feet from the proposed Potomac Green entrance to the long awaited Metro stop.

We have been attending public meetings on the Potomac Yard/PYMIG development since 2006 - and we are very pleased with the responsiveness of the city's project team. They have addressed a wide variety of issues and concerns raised by neighbors, and they have incorporated many recommendations raised at public forums into the Metro design now before you for consideration.

Our family is looking forward to being connected to Potomac Yards by a bridge/pedestrian path and becoming part of the vibrant, walkable, urban community growing up all around us. We also believe Alexandria city residents west and north of Potomac Greens will benefit by having direct pedestrian and biking access over the CSX tracks and into the city park located at the north end of Potomac Greens Drive - which also provides direct access to a path connecting our community to the George Washington Parkway trail system.

We request that you support the Potomac Yard Metro and Parks Staff Report so this project can move forward without delay.

Thank you,
The Bemish Family

- Expected Response Date: Wednesday, June 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 or call 703.746.HELP.

Gloria Sitton

From: Bill Hampel via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Wednesday, June 15, 2016 8:37 PM
To: Jackie Henderson; Gloria Sitton
Subject: Call.Click.Connect. #99237: City Clerk and Clerk of Council Dear City Clerk and Clerk of Council,

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

A request was just created using **Call.Click.Connect.** The request ID is 99237.

Request Details:

- Name: Bill Hampel
- Approximate Address: No Address Specified
- Phone Number: 703 216 8652
- Email: bill1hampel@gmail.com
- Service Type: City Clerk and Clerk of Council
- Request Description: Dear City Clerk and Clerk of Council,

My name is Bill Hampel and I'm trying to register to speak on behalf on Potomac Yard HOA at tomorrow night's (June 16) City Council public hearing on the Potomac Yard Metro station. For some reason when I try to register, the system will only allow me to register for this meeting on June 18. Please register me to speak tomorrow night. I would appreciate being on the schedule as early as possible as I will need to catch a train as soon as possible tomorrow night.

- Expected Response Date: Wednesday, June 22

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

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Gloria Sitton

From: Randy Dingwell via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Thursday, June 16, 2016 8:52 AM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #99250: Mayor, Vice Mayor, City Council I am writing to ask that Capitol Bikeshare

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

A request was just created using **Call.Click.Connect.** The request ID is 99250.

Request Details:

- Name: Randy Dingwell
- Approximate Address: No Address Specified
- Phone Number: 561-818-2656
- Email: randy@dingwell.net
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: I am writing to ask that Capitol Bikeshare be included in the design for the new Potomac Yards Metro station.
The existing bike trails and bikeable streets feeding this location make it an easy reach from many locations in this part of the city. Commuters, visitors, and locals running errands are now using Bikeshare in Alexandria, and as you know, Bikeshare works best when there is a network allowing convenience and flexibility in pick up and drop off. The logic of making this new transportation hub a part of this network is compelling.
Thank you,
Randy Dingwell
- Expected Response Date: Thursday, June 23

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

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Gloria Sitton

From: Jackie Henderson
Sent: Thursday, June 16, 2016 2:44 PM
To: Allison Silberberg; Del Pepper; Dorene Pickup; John Chapman; Justin Wilson; LaShawn Timmons; La'Tangela Bellamy; Mark McHugh; Nancy Lacey; Nancy Lavalle; Paul Smedberg; shelli.gilliam; Timothy Lovain; Willie Bailey
Cc: Gloria Sitton
Subject: FW: Call.Click.Connect. #99355: City Clerk and Clerk of Council Please see attached submission for the r

Follow Up Flag: Follow up
Flag Status: Flagged

From: Victoria Garzon via Call.Click.Connect. [mailto:CallClickConnect@alexandriava.gov]
Sent: Thursday, June 16, 2016 2:42 PM
To: Jackie Henderson; Gloria Sitton
Subject: Call.Click.Connect. #99355: City Clerk and Clerk of Council Please see attached submission for the r

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

A request was just created using **Call.Click.Connect.** The request ID is 99355.

Request Details:

- Name: Victoria Garzon
- Approximate Address: No Address Specified
- Phone Number: Potomac Yard Home Owners Association
- Email: victoria.garzon@fsresidential.com
- Service Type: City Clerk and Clerk of Council
- Request Description: Please see attached submission for the record at tonight's public hearing on the new Metro station at Potomac Yard.
- Attachment: [2016-06-16 HOA letter to City on STD final.pdf](#)
- Expected Response Date: Thursday, June 23

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 or call 703.746.HELP.

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City Council Public Hearing – Potomac Yard Metro Station

Honorable Mayor and Members of the City Council,

In anticipation of the City Council Public Hearing scheduled for this Thursday, June 16, 2016 concerning the approval of a Master Plan Amendment, Rezoning and Development Special Use Permits related to the Potomac Yard Metrorail Station, I, on behalf of the Potomac Yard Home Owners Association, would like to bring to your attention some considerations related to the funding structure - particularly the Tier II portion of the Special Tax District ("STD")- as well as issues related to the design and impact of the proposed metro station in our community. These are issues that matter to me personally, but are also concerns shared by many in Potomac Yard.

Therefore, we ask you to consider the following points prior to deciding the matters before you:

- 1) As currently conceived, the Tier II portion of the Special Tax District which affects exclusively residential properties in Potomac Yard needs to be repealed by City Council.**

Metrorail has historically been paid for by all taxpayers (not just those who live by a station), or by the creation of a transportation district that includes only commercial properties pursuant to Va. Code 58.1-3221.3. For example, the Silver Line is being funded by a transportation district. However, the application submitted for your consideration (see pages 11 and 12 of the Staff Report) indicates that under the funding structure for the proposed Potomac Yard Metrorail Station, the bulk of the capital costs will be paid for using new Potomac Yard-generated tax revenues and developer contributions. It also indicates that two STDs have been established to generate revenue for the "Station Fund". The City has told us that these STDs are the only special tax districts in the City of Alexandria. One of them, the Tier II STD, would apply to single-family and condominium development in the lower part of Potomac Yard and is planned to assess 10 cents per \$100 of valuation with collections to begin in the calendar year after the station opens.

We believe the above STD is a significant problem for the implementation of this project, given that the Tier II portion of the STD was constructed on the basis of "arbitrary, discriminatory, or irrational" criteria, which is the test applied by Virginia Circuit Courts to decide whether to strike down decisions made by local assemblies in such matters when a STD is unconstitutional under the Virginia Constitution tax uniformity clause (see precedents here). Also, our community takes grave offense with the way the City Council approved the Tier II STD to target solely our community and, therefore, requests it be repealed immediately.

Before rejecting our arguments, please let us explain why we believe that is the case.

As thoroughly described in the Potomac Yard Planning & Development Information website, the City started discussing the redevelopment of the Potomac Yard site in 1987 and developed a Potomac Yard/Potomac Greens Small Area Plan in 1992. Subsequently, the City developed a comprehensive development plan for a large portion of Potomac Yard in 1999. Next, the City considered a series of Development Special Use Permits for each of the Potomac Yard Landbays, thus establishing the legal framework under which land use aspects would be considered for the entire area.

The first Development Special Use Permits considered by City Council were related to Landbay A – Potomac Greens and were approved on May 17, 2003. The DSUP#2002-0026 related to Potomac Greens included a series of conditions related to the Future Metro Station and Pedestrian Bridge (see pages 120 and 121 of the “Staff Report”), including the following:

“Special District Conditions: If the City establishes a special service tax district for this area to raise funds to finance transit capital projects or transit operating programs and services which would serve, in part, Potomac Greens (such as, but not limited to, assisting in the financing of a new Metrorail station adjacent to Potomac Greens), in accordance with the TMP for Potomac Yard, all owners of property within this development, including fee-simple owners and the HOA shall be required to participate in the district. The developer shall include such requirement in the official disclosure statements to potential purchasers and attach it to the deed established for all properties. Language indicating that a special service district would entail an add-on real estate tax to the regular City real estate tax shall be included in these documents.”

On May 28, 2010, the City Staff agreed with Potomac Yard Development, the developer of our neighborhood, to include the future residents of Potomac Yard in a STD that would fund the metro station, in exchange for Pulte not being required to pay other developer contributions to the City of Alexandria. The MOU signed between the City of Alexandria and the Potomac Yard Developers provides (see page 4 of 10, paragraph f in Exhibit A):

“The special service tax district will end when the bond is repaid or, if the bond is not issued prior to July 1, 2016, the special tax district will end at that time.”

Likewise, the North Potomac Yard Small Area Plan (see page 83), adopted by City Council on June 12, 2010, included an overview of financing for the Potomac Yard Metro Station as follows:

“The City plans to enact special tax districts on Landbays F, G, H, I, and J as well as Potomac Greens that will help pay for a portion of the cost of the Metrorail station, and to issue general obligation or other types of municipal bonds for such construction, most likely backed by the full faith and credit of the City of Alexandria, or a similar pledge. Special tax districts could be implemented as early as 2011 to help finance pre-construction and environmental study costs. At this time the needed tax rate prior has not been determined. Two special tax districts are contemplated: one district for the higher density Landbays F, G, and H, and a second tax district for the lower density Landbays I and J and Potomac Greens. The exact boundaries in Landbay H, I, and J remain to be determined.”

Therefore, Potomac Yard was planned for over 10 years under the assumption that all surrounding neighborhoods would be part of a STD to fund the future Potomac Yard Metrorail Station.

Despite the above conditions adopted by the City, in a Memorandum dated May 19, 2011 submitted by Bruce Johnson to the Mayor and Members of City Council (see page 1 of the Memorandum Concerning the Ordinance to Establish the Tier II Potomac Yard Metrorail Station Special Services District), the then Acting Manager surprisingly recommended that City Council introduce the ordinance establishing the Tier II Potomac Yard Metrorail Station Special Services District, without the inclusion of Potomac Greens.

At that time, the residents of Potomac Greens made the following key points as objections to their inclusion in the Tier II STD (see page 3 the Memorandum Concerning the Ordinance to Establish the Tier II Potomac Yard Metrorail Station Special Services District):

- *“Metrorail has historically been paid by all City taxpayers, not just those living close to a station.*
- *Potomac Greens residents were not here in 1999 to participate in the decision which contemplated a special tax district, nor was the tax district in place when they purchased their homes.*
- *Disclosure of the possibility of a tax district in homeowners' settlement documents was not widely known.*
- *Because Potomac Greens homes will eventually appreciate because of the adjacency of a Metrorail station, the average Potomac Green homeowner will pay approximately \$800 more per year already in City real estate taxes (assumes 10% appreciation due to adjacency to a Metrorail station). This will generate about \$0.2 million in revenue that will be directed to the Potomac Yard Metrorail Station fund.*
- *The adjacent Old Town Greens is not in the tax district.*
- *The recent two-cent increase in the City's real estate tax rate means that all City residents, including those in Potomac Greens, will be paying higher taxes for transportation purposes.”*

City staff also recognized that the exclusion of Potomac Greens would have a fiscal impact to the city and a funding source to close the \$0.2 million annual revenue gap would need to be identified (see page 4 of the Memorandum Concerning the Ordinance to Establish the Tier II Potomac Yard Metrorail Station Special Services District). Notwithstanding this fiscal impact, City Council authorized the creation of the Tier II Potomac Yard Metrorail Station Special Tax District by Ordinance No. 4722 on June 25, 2011, excluding Potomac Greens.

The above history is precisely why our community takes grave offense with the way the Tier II STD was approved by City Council. Our request for it to be repealed immediately is justified because the very reasons presented by the residents of Potomac Greens to justify their exclusion of the STD are equally applicable to the residents of Potomac Yard.

The fact that the proposed exclusion of Potomac Greens was inconsistent with the conditions of the Potomac Yard Coordinated Development Districts as well as the Potomac Greens Development Special Use Permit was also made clear to City Council at the time of such approval (see letter submitted by CPYR the owner of Potomac Yard Landbay F included as an annex to the Memorandum Concerning the Ordinance to Establish the Tier II Potomac Yard Metrorail Station Special Services District). City Council decided, nonetheless, to set a precedent and removed Potomac Greens from the Tier II portion of the STD despite the potential fiscal impact and consequences to the financing structure of the Potomac Yard Metrorail Station.

Therefore, City Council should extend to Potomac Yard residents the same treatment granted to Potomac Greens residents, as our right to equal and fair treatment by City Council, as citizens, should be more important than securing all possible funding for the Potomac Yard Metrorail station (a project that primarily benefits the City, not the residents of Potomac Yard). This was already requested to City Council in 2015, through a petition signed by 226 residents (see Exhibit B).

Below, we present a series of arguments to better illustrate how the reasons presented by Potomac Greens, which resulted in them being removed from the Tier II STD, apply equally to Potomac Yard:

- *“Metrorail has historically been paid by all City taxpayers, not just those living close to a station.”*

The above is entirely applicable to Potomac Yard residents as well. Given the selection of Alternative B, Potomac Yard is not even the closest community to the proposed metro station (it is considerably further away than Potomac Greens itself as illustrated in page 13 of the Staff Recommendation for the Preferred Alternative). In fact, recently City staff indicated to our Community that the transportation and economic benefit area of a Metrorail station for residential property is considered to be about 0.5 miles from a Metrorail station. A substantial portion of the residents of Potomac Yard included in the Tier II of the STD are beyond 0.5 miles from the site selected by City Council for the metro station.

Furthermore, the proposed station is being constructed as an economic development measure for the City, not to serve the residents of Potomac Yard. As stated by the Chairman of the Alexandria Chamber of Commerce in a letter of support for NVTA funding (see page 256 [here](#)):

“Alexandria’s primary opportunity to realize economic development necessary to balance and grow our tax base lies within Potomac Yard. Redevelopment of Potomac Yard will create a vibrant mixed use community of residences, hotels and office, retail and open space -- all with significant economic benefit to the City. It will enable the City to compete for existing and future federal and other large commercial users. Their presence in Alexandria will help rebalance our tax base. The Potomac Yard and Potomac Yard North Coordinated Development District plans contemplate and depend upon Metro service. Constructing a new Metro station at Potomac Yard, is critical to successful redevelopment.”

Also, the Staff Recommendation for the Preferred Alternative provides (see p. 14):

“Projections show that a Metrorail station at Alternative B will result in approximately \$1.5 billion in net revenue to the City over forty years. By the end of that period, the development in Potomac Yard will be producing approximately \$98 million of revenue every year beyond what is needed to pay for the station and City services for the residents and businesses in Potomac Yard (see Figure 4, Alternative B Cash Flow). This means that the redevelopment of Potomac Yard will be producing \$98 million every year that can be used to pay for services and amenities throughout the City.”

- *“Potomac Greens residents were not here in 1999 to participate in the decision which contemplated a special tax district, nor was the tax district in place when they purchased their homes.”*

Potomac Yard residents were not here in 1999 to participate in the decision either, when the City contemplated a STD. Further, the existence of a STD at the moment of purchase bears no relationship with whether such community will benefit or not from such development. Therefore, the policy basis rationale presented by City Staff for drawing a distinction between Potomac Yard and Potomac Greens residents relative to tier II STD is simply flawed. No special tax will be levied until the station is actually constructed and

operational. Therefore, both Potomac Yard and Potomac Greens residents are on equal footing as to the applicability of the tax relative to the timing of purchase of their homes.

- *"Disclosure of the possibility of a tax district in homeowners' settlement documents was not widely known."*

As discussed above, the DSUP#2002-0026 related to Potomac Greens included a series of conditions related to the Future Metro Station and Pedestrian Bridge (see pages 120 and 121 of the "Staff Report"). As established by the City, Potomac Greens developers were required to disclose the possibility of a STD to all Potomac Greens buyers.

Likewise, Potomac Yard residents were not clearly aware of the existence of said tax district at the moment of purchase. The sales agreement for the homes in Potomac Yard merely indicated the following, on page 54: *"In accordance with the Transportation Management Plan (TMP) for Potomac Yard; if the City establishes a special taxing district for this area to raise funds to finance transit capital projects or transit operating programs and services which would serve, in part, partial Landbay J/partial Landbay I, all owners of property within Potomac Yard, including fee-simple owners, condominium owners and the Homeowners' Association, shall be required to participate in the district."* The language included alludes to a possibility, not a fact. It also does not indicate the amount of the tax, or that only our small group of residences within the City would be subject to such additional special tax - rather than all residences within Alexandria or all residences equidistant to the metro station. Further, the deeds for Potomac Yard residents do not mention the special tax district.

- *"Because Potomac Greens homes will eventually appreciate because of the adjacency of a Metrorail station, the average Potomac Green homeowner will pay approximately \$800 more per year already in City real estate taxes (assumes 10% appreciation due to adjacency to a Metrorail station). This will generate about \$0.2 million in revenue that will be directed to the Potomac Yard Metrorail Station fund."*

This statement is applicable to Potomac Yard as well. In fact, the applicability of the STD to only the residences located in Potomac Yard may cause the value of Potomac Greens homes to artificially appreciate. Conversely, Potomac Yard homes will artificially depreciate in relative terms, causing market distortions and undermining the very purpose of the STD.

- *"The adjacent Old Town Greens is not in the tax district."*

This statement is even more relevant to Potomac Yard than it was to Potomac Greens, as the adjacent Potomac Greens and Oakville Triangle, as well as parts of Del Ray, are much closer to the proposed station than Potomac Yard but are not included in the STD (as illustrated in page 13 of the Staff Recommendation for the Preferred Alternative). Old Town Greens also continues to be excluded.

- *The recent two-cent increase in the City's real estate tax rate means that all City residents, including those in Potomac Greens, will be paying higher taxes for transportation purposes.*

Much like the case of Potomac Greens, this statement is entirely applicable to Potomac Yard residents. Further, we do not understand why the City cannot use the transportation funds generated from this tax increase, to remove our neighborhood from the STD, or why the City cannot increase the City's real estate tax rate by the estimated 1/10 of one cent that was calculated to be necessary to remove Potomac Yard from the STD.

Regarding the City's differential treatment of Potomac Greens and Potomac Yard residences in relation to fiscal impacts, please note that in a Memorandum dated May 15, 2015, submitted by Mark Jinks to the Mayor and Members of City Council (see attachments to Memorandum With Additional Information on The Potomac Yard Tier II Special Tax District), the City Manager indicated that the Tier II revenues provide about 5% of the funding for the station, and estimated roughly that eliminating the Tier II from the STD would have a potential fiscal impact to the city of about a \$0.5 million annual revenue gap which would need to be eventually funded by an alternative source. However, more recently when Potomac Yard residences objected to being included in the STD, the City Manager pointed to certain downside risks to the City of removing Potomac Yard from the STD, stating that the City cannot assume with certainty until the construction contract is ready to be awarded that these revenues would not be needed for this project. Also, City staff and members of City Council recently told us they are unwilling to remove Potomac Yard from the STD at this time, despite their removal of Potomac Greens from the STD in 2011, and despite several Councilmembers' campaign statements (made in 2015) that they would be working with City Staff on a revised financial plan and would support an alternative funding source to the Tier II STD to exclude residential properties (see details here).

Further, we recently found out that since 2010, the City has been using 40% of the property taxes of Potomac Yard residences to pay for the metro project and plans to continue doing so, while also planning to impose the burdensome STD on our residences for 30 years to pay for the Potomac Yard Metrorail Station (see page 5-3, lines 73-81 of the "Project Costs and Funding" section of the Potomac Yard Metrorail Station Final EIS).

Therefore, our community believes that City Council (advised by City Staff) is applying an "arbitrary, discriminatory, or irrational" basis to give to Potomac Yard a different treatment than the one applied to Potomac Greens in the same matter. While City Council allowed Potomac Greens to be excluded from the Tier II STD despite a potential fiscal impact, the City Council is telling Potomac Yard residents they have to wait until the funding structure of the project is defined to know if they will be exempted or not from paying such special taxes. Therefore, the current state of the Tier II STD is unacceptable for obvious reasons of uniformity and fairness.

If the above was not sufficient by itself to repeal the STD as currently constructed, please note that the bond related to the Potomac Yard Metrorail Station has not been issued by the City and will not be issued prior to July 1, 2016; thus, according to the MOU signed between the City of Alexandria and the Potomac Yard Developers (see page 4 of 10, paragraph f in Exhibit A for details), the STD for Potomac Yard should end immediately.

Therefore, we ask City Council to explain to our community the following:

- (i) Will the City Council repeal the Tier II Special Tax District immediately for the reasons indicated above?
 - (ii) If not, how do you justify the difference in treatment given by City Council to two neighborhoods with similar socio-economic backgrounds and planned under the same Coordinated Development Districts with respect to a special tax district?
 - (iii) When will our community see a detailed series of costed-out alternatives for Council consideration, including changes to revenue sources and a consideration of options to address the unfairness of the Tier II special tax district, as expressly ordered by City Council on May 20, 2015 during the consideration of a resolution to adopt a locally preferred alternative for the Potomac Yard Metrorail Station? See the Meeting Minutes of the City Council Special Meeting of May 20, 2015 [here](#). We have only been provided with the May 15, 2015 Memorandum With Additional Information on The Potomac Yard Tier II Special Tax District, which was submitted to the City Council before the City Council ordered a more detailed consideration of options.
- 2) The City Council also needs to consider certain aspects concerning the design and impact of the proposed station to Potomac Yard residents.**

While recognizing there has been some progress on some of these issues as of late, we would like to bring to your attention that the Staff Report does not fully reflect our community's substantive previous engagement with City Staff in matters of design and impact. Specifically, we have the following concerns:

- **Costs.** We would like to understand how cost factors were considered and can be reduced, as part of the design process of the station. Despite the reasons presented by Commissioner Koenig as part of the Planning Commission Actions taken on June 7, 2016, we are concerned with how the choice of materials/forms selected by City Staff will adversely affect the overall price of the project. We were told that based on research, design and choice of materials can increase the overall project price by 8-12% in similar infrastructure projects. As indicated above, the Tier II portion of the STD corresponds to only 5% of the funding for the station. Therefore, a consideration of how station design costs can be reduced is relevant for our community, given the magnitude of the Special Tax District planned to be imposed on us.
- **Ramps.** We would like to discuss alternatives to the planned access ramp, as the solution of one ramp between both communities that is accessible only at WMATA hours directly contradicts a previous decision made by City Council. The DSUP#2002-0026 related to Potomac Greens included a series of conditions related to the Future Metro Station and Pedestrian Bridge (see item 3 in pages 120 of the "Staff Report"). Also, we would like to see alternatives to the proposed bike ramps on the West side of the tracks, as the City is projecting the ramps towards the north of the development, despite the fact that the dedicated bike lanes along Potomac Yard Park run towards the south.

- **Impact.** We would like to see specific consideration of the following requests made by our community:
 - Present a plan to mitigate construction traffic impact along Jefferson Davis Highway/Route 1 and traffic inflow into our community,
 - Either pursue the option to use the metrobus lanes for construction traffic and obtain an exception to do so from the relevant federal agency, or plan to conduct inspections pre-and-post construction on the houses located along Jefferson Davis Highway/Route 1.
 - Install traffic calming measures along Potomac Avenue, in addition to the high visibility cross-walk currently planned for the playground located in Potomac Yard Park.
 - Develop a comprehensive parking solution to Potomac Yard immediately, considering the periods of construction and operation of the metrorail station. In doing so, consider the creation of parking districts and installing private parking lots near the North Pavilion.
 - Plan to add a Kiss and Ride near the North Pavilion, possibly on the west side of Potomac Avenue or alternatively plan for concrete mitigating actions to prevent kiss and ride behavior along Potomac Avenue.
- **Community engagement.** Review the section "V. Community" of the Staff Report to recognize that the City's consultation so far was heavily focused in Potomac Greens and that the City needs to solve pending issues with our community, particularly regarding the STD.

Therefore, we urge City Council to take these points into consideration and request that City Staff make changes to address these concerns prior to approving the applications and special use permits requested.

Sincerely,
Potomac Yard Home Owners Association



Adam Nelson
President

**Exhibit A – Memorandum of Understanding between the City of Alexandria and Potomac
Yard Developers**

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding is entered into this ____ day of May, 2010, by and between the City of Alexandria, a municipal corporation of the Commonwealth of Virginia (the "City"), Potomac Yard Development, LLC, a Delaware limited liability company ("PYD"), and RP MRP Potomac Yard, LLC, a Delaware limited liability company ("MRP"), collectively referred to as the "Parties."

RECITALS:

1. PYD and MRP are owners of the real property located in the City of Alexandria, Virginia, containing approximately 116.56 acres of land and 13.28 acres of land, respectively, and known collectively as "Potomac Yard", and thereby have the existing rights and obligations as applicants, under the zoning and land use approvals reflected in the CDD Coordinated Development District 99-001 and associated zoning approvals, as amended.
2. The North Potomac Yard Small Area Plan proposes to increase the density within Landbay F from 600,000 SF to approximately 7,500,000 SF.
3. The City is evaluating the relocation of the Metrorail station north of the existing reservation.
4. The City desires to obtain easements from PYD necessary to construct and operate a Metrorail station north of the existing reservation.
5. The City desires to create special service tax districts including PYD and MRP's property to fund the Metrorail station.
6. PYD and MRP desire to obtain timely approval of amendments to CDD 99-001, as amended through CDD 2008-0004, and certain associated approvals including the Alternative Concept Plan, the Potomac Yard Urban Design Guidelines, the Potomac Yard/Potomac Greens Small Area Plan, DSUP 2008-0027,0028 and 0029, DSUP 2006-0013 and City Code section 5-6-25.1 (herein collectively referred to as the "Amendments").
7. PYD and MRP desire to obtain confirmation from the City that they will not be subject to any "developer contribution" associated with the funding of a Metrorail Station.
8. PYD desires to obtain timely approval of new DSUPs with preliminary site plans for the townhouse/urban loft portions of Landbay I, J, and L development permitted by the Amendments and to commence construction of the development in 2013.

9. MRP desires to obtain timely approval of an amendment to DSUP 2007-0022, to reflect the Amendments and to commence construction of Phase I in 2011.
10. The Parties agree that timely approval and construction of the mixed use development and a Metrorail Station in Potomac Yard will be mutually beneficial.
11. The Parties have agreed to the terms of this Memorandum of Understanding to memorialize, define, and acknowledge the expectations and agreements of the Parties with respect to the matters contained herein.
12. Nothing in this document is intended to, or can, affect the authority or discretion of the Planning Commission or City Council in reviewing or approving applications submitted or required to be submitted by the Parties pursuant to the Zoning Ordinance, City Code, and/or State Code.
13. This Memorandum of Understanding shall supersede any prior draft documents prepared and discussed by the Parties during the negotiation of this Memorandum of Understanding.
14. The Parties agree to cooperate and coordinate with each other to establish a timely, orderly, and defined review and approval process in order to implement the agreements contained herein.
15. The Parties agree that the Amendments and DSUP Applications set forth below are subject to a public process with review by PYDAC, staff, the Planning Commission and City Council, and that modifications to the Amendments and associated DSUP Applications may be necessary due to new information that was not known during the negotiation of this Memorandum of Understanding. The Parties further agree that to the extent that such modifications materially alter the agreements set forth herein, the Memorandum of Understanding shall be amended to adjust for such change(s) in circumstance.

AGREEMENTS:

The Parties, each pursuant to due and proper authority, agree to the following points, which shall govern the Parties' actions with respect to the matters contained herein:

A. Special Service Tax District

1. PYD and MRP agree to participate in a special service tax district to contribute towards the cost of the environmental studies, planning, design, construction of public infrastructure and debt service associated with the proposed Potomac Yard Metrorail Station, should such a tax district be imposed by City Council.
2. In recognition of the significant developer contributions previously made and to be made for major infrastructure improvements, PYD and MRP will not be subject to any "developer contribution" associated with the funding of a Metrorail station.
3. The City intends to create two special service tax districts (Tier I and Tier II) effective as of January 1, 2011 with tax rates to be set in accordance with the City budget cycle, to fund a Metrorail station in Potomac Yard. The Parties agree that Landbays G, H, I, and J will be part of the special service tax districts subject to the following:
 - a. The special service tax districts are planned to be created prior to the end of 2010, which should be after the approval of the CDD Amendments listed below:
 - b. While state law requires a special service district to be created prior to the calendar year in which the levy first occurs, the actual rate setting will occur simultaneous to the normal City budget and tax rate setting schedules. These special taxes will be billed and due as part of the regular real estate tax billing and payment process (June and November of each year).
 - c. Landbay L will not be part of any special service tax district;
 - d. The non-multifamily (i.e. townhouse and urban loft) portion of Landbay I and all of Landbay J will be included in the Tier II special service tax district and taxed at the same rate as Landbay A. The Tier II tax levy will not start until the Metrorail station opens (2018 is the current projection). The Tier II district will be taxed at a lower rate (currently contemplated at 10-cents per \$100 of assessed value) than the Tier I district.
 - e. Landbays G, H, and the multi-family portion of I will be included in the Tier I special service tax district, and taxed at the same rate as Landbay F. The Tier I tax levy will start no sooner than 2011 in order to help fund station pre-development costs. The Tier I district will be taxed at no more than 20-cents per \$100 of assessed value.

- f. The special service tax district will end when the bond is repaid or, if the bond is not issued prior to July 1, 2016, the special service tax district will end at that time.

B. The Amendments

PYD and MRP agree to file, and the City agrees to process, the Amendments required to achieve the following, in good faith conformance with the schedule attached as Exhibit A:

1. Reallocate the uses and densities within Potomac Yard in general conformance with the Potomac Yard Concept Plan dated May 19, 2010 and attached as Exhibit B.
2. Reconfigure the retail uses in Landbay G to emphasize the primary retail focus on Glebe Road and retail connections to Landbay F in Block A.
3. Increase the density in Landbay G, Block F to accommodate office use or residential units in a five story building on Block F in general conformance with the Potomac Yard Concept Plan dated May 19, 2010 and attached as Exhibit B.
4. Permit flexibility in retail uses in Landbays G, H, I, J, and L.
5. Permit reduced parking ratios in Landbays G, H, I, and J when the WMATA Board issues a Design/Build RFP for the construction of a Metrorail station.
6. Permit above grade parking for each multifamily and office building and block subject to the following:
 - each multifamily or office building and block shall provide a minimum of one level of underground parking;
 - above-grade structured parking may be located within the central portion of the block at grade, provided that a minimum of one level of parking is provided below grade and each level of the entire street and/or park/open space frontage is devoted to active uses (residential, office and/or retail);
 - If above-grade structured parking is provided above the ground floor uses, the parking is required to be screened with active uses (residential, office and/or retail) for the entire street and/or park/open space frontage;
 - This shall not impact the approved parking in Landbay G, Block D.

7. Allow interim surface parking to be provided in Landbay G, Blocks A, B, D, E and /or G.
8. Provide for the construction of the Mainline Boulevard and other associated improvements such as street lights, curbing, etc. to enable the connection within Landbay G to occur with the first phase of construction but starting no later than December 31, 2011 provided that the Mainline Boulevard connection along the western face of Block D within Landbay-F-North Potomac Yard has been constructed by others. Temporary asphalt sidewalks will be provided along the Mainline Boulevard connection within Landbay-G, with permanent sidewalks and streetscape to be constructed concurrently with the buildings on Block D and Block G.
9. Permit a cash contribution in lieu of construction of a pedestrian bridge. The cash contribution will be utilized by the City toward the design, permitting, and other soft and hard costs associated with construction of a Metrorail station at Potomac Yard. The contribution will be made as follows:
 - i. \$500,000 within 30 days of final unappealable approval of the Amendments that achieve the principles outlined herein.
 - ii. \$500,000 to the City within 30 days of final unappealable approval of a DSUP with preliminary site plan for the remaining townhouse/urban loft parcels in Landbay I and J in conformance with the Potomac Yard Concept Plan dated April 14, 2010, that achieves the principles outlined herein.
 - iii. \$500,000 to the City within 30 days of final unappealable approval of a DSUP with preliminary site plan for the townhouse/urban loft parcels in Landbay L in conformance with the Potomac Yard Concept Plan dated May 19, 2010, that achieves the principles outlined herein.
 - iv. Notwithstanding provisions ii and iii above regarding the timing of payments, the \$1 million set forth therein shall be paid to the City no later than December 31, 2013.
 - v. \$500,000 within 30 days of the bond being issued for funding of the Metrorail station. If the bond is not issued for a Metrorail station, no additional contribution will be made.
10. Permit design and additional parking flexibility to accommodate GSA tenants in Landbay H/partial I in conformance with the Potomac Yard Concept Plan dated May 19, 2010, with the understanding that mutually agreeable design parameters for GSA tenants will be developed as part of the Amendments process.

11. Increase the height on Landbay H between Mainline Boulevard and Route 1 from a 65' maximum up to a 100' maximum and increase the height in Landbays I/J from a 55' maximum up to a 75' maximum, with appropriate transitions to adjacent uses.
12. Remove the responsibility for construction of the "North Trail" and any other Landbay K enhancements adjacent to Landbay F beyond the northern stormwater management pond (the "Improvements"). PYD will dedicate the portion of Landbay K beyond the northern stormwater management pond to the City and make a cash contribution of \$300,000 in lieu of the Improvements prior to issuance of a building permit for the 100th residential unit associated with DSUP 2006-0018 (Landbay I/J East).
13. Reflect two phases within Landbay K, based on the removal of the Improvements from the Landbay K Plan. Remove all references to the Improvements and pedestrian bridge from the Landbay K Plan.
14. Revise City Code Section 5-6-25.1 (c) to extend the time frame for sanitary sewer connection applications at the reduced rate set forth therein from "within 15 years" to the date of issuance of the first building permit subsequent to April 1, 2002 to "within 22 years."
15. In the event that the east/west road in Landbay F is installed prior to the construction of Block A, MRP will construct a "T" intersection on its portion of the east/west road where it meets Potomac Avenue.

C. DSUP Applications

1. PYD agrees to file DSUP with preliminary site plan applications for the townhouse/urban loft portion of Landbay I, J, and L, in conformance with the Amendments, no later than September 1, 2010.
2. MRP agrees to file an amendment to DSUP 2007-0022, in conformance with the Amendments, no later than September 1, 2010.
3. The City agrees to process and docket the DSUP applications set forth in 1 and 2 above, as soon as possible, but no later than April 2011.

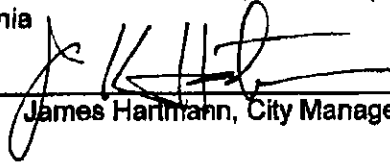
D. Metro Easements

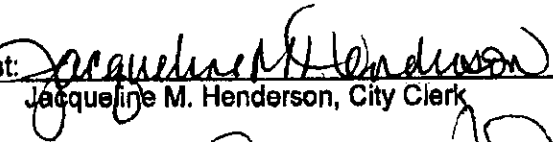
1. PYD will grant permission to the City, WMATA, the National Park Service, and their respective consultants to access PYD's property to perform work associated with the process for determining the Metrorail station location, subject to the appropriate insurance requirements being in place.

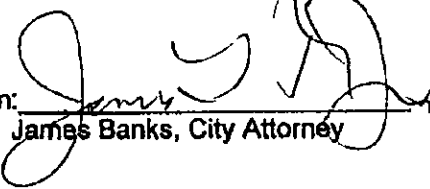
2. PYD intends to grant the necessary easements to the City, including two crossings of the railroad tracks, for construction and operation of a Metrorail station once the final location and design of the station has been approved, but not before unappealable approval of the Amendments and the DSUP with preliminary site plans for the townhouse/urban loft portions of Landbay I, J, and L.

This Memorandum of Understanding is entered into as of the ____ day of _____, 2010.

CITY OF ALEXANDRIA, a municipal corporation of Virginia

By: 
James Hartmann, City Manager

Attest: 
Jacqueline M. Henderson, City Clerk

Approved as to form: 
James Banks, City Attorney

POTOMAC YARD DEVELOPMENT, LLC,
a Delaware limited liability company

By: Potomac Yard Development Sole
Member LLC,
a Delaware Limited Liability Company
its sole member

By: Centex Homes, A Nevada general
partnership, Member

By: Centex Real Estate Corporation, a
Nevada corporation, its Managing
General Partner

By: 

Name: Lewis Birnbaum

Title: Div. President

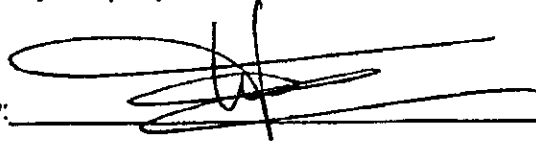
PULTE HOME CORPORATION, a Michigan
corporation, Member

By: 

Name: Lewis Birnbaum

Title: Div. President

RP MRP POTOMAC YARD LLC, a Delaware limited liability company

By:  _____

Name: FREDERICK W. BISHOP

Title: AUTHORIZED PERSON

**MOU/AMENDMENTS SCHEDULE
MAY – DECEMBER, 2010**

MAY

- 5/5 Meeting regarding Amendments/MOU
- 5/12 Meeting regarding Amendments/MOU
- 5/19 Finalize MOU
- 5/28 File Amendments

JUNE

- 6/9 PYDAC Meeting #1 regarding Amendments

JULY

- 7/7 PYDAC Meeting #2 regarding Amendments

August

- 8/18 PYDAC Meeting #3 regarding Amendments

September

- 9/8 PYDAC Meeting #4 regarding Amendments
- 9/9 PC Worksession regarding Amendments
- 9/14 CC Worksession regarding Amendments & Special Service Tax District

October

- 10/5 PC public hearing regarding Amendments
- 10/16 CC public hearing regarding Amendments

November

- 11/9 CC legislative meeting: Special Service Tax District Ordinance (Introduction & 1st reading)
- 11/13 CC public hearing regarding Special Service Tax District Ordinance (2nd reading and public hearing. Defer adoption to 11/23)
- 11/16 Amendment appeal period ends
- 11/23 CC Legislative Meeting: Adopt Special Service Tax District Ordinance

Schedule If Amendments get deferred In October

11/4 PC public hearing regarding Amendments

11/13 CC public hearing regarding Amendments

12/13 Amendment appeal period ends

12/18 CC public hearing, 2nd reading and adoption of Special Service Tax
District Ordinance

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 *RO*
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. Nishit 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. Shikha Gankhi 2011 Jefferson Davis Hwy #101 Alexandria VA 22301
27. Kurtis Johnson 2013 Jefferson Davis Hwy #102 Alexandria VA 22301
28. Christa Keesler 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 2015 Jefferson Davis Hwy #102 Alexandria VA 22301
33. Andrea Tuttle 2015 Jefferson Davis Hwy #102
34. Nicole Marie 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 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. Janney 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 Hansen 2009 Jefferson Davis #102 22301
47. Sarah Hansen 2019 " " #102
48. Leon Cann 620 E Howell #102 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 Naxxon	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.	E. Jaime A Merchant	712 E. CUSTIS AVE.
58.	Michael Ambruschkin	783 Annie Rose Ave.
59.	Dorsal Vourakin	723 Annie Rose Ave.
60.	James M. Alet	2113 Main Line Blvd Alex
61.	Edith	714 DIAMOND AVE.
62.	Neh. Johnson	714 DIAMOND AVE.
63.	Harold Macklin	2211 Main Line Blvd. #102
64.	Don	2211 Main Line Blvd. #102
65.	Bryan Plunick	702 Diamond Ave
66.	Tracee Orrin	700 Diamond Ave
67.	David Orr	700 Diamond Ave.
68.	Jack Orr	2007 Jefferson Davis Hwy #102
69.	Summer Aick	2107 Jefferson Davis Hwy. #102
70.	Juan P. Bonilla	727 Diamond Av.
71.	Helen Heinrich	727 Diamond Av.
72.	Dr. June	2113 Jeff Davis Hwy #102
73.	June	2113 Jeff Davis Hwy #102
74.	Nancy Klotz	700 E. CUSTIS AVE
75.		717 Diamond Ave
76.	Kathi Mammiscales	717 McKenzie Ave
77.	Joe Mammiscales	727 McKenzie Ave
78.	Matthew J Majkent	2208 Potomac Ave Unit 101
79.	Dawn Majkent	2208 Potomac Ave #101

80.	Cheng-yi Liu		619 E Custis
81.	DARAZU CIZU		2207 MAIN LINE BLVD UNIT 102
82.	Julia Peyton		2210 Main Line Blvd
83.	Donna Lemt		2210 Main Line Blvd
84.	Todd Nelson		2216 Main Line Blvd
85.	Rodney Mond		2300 Main Line Blvd
86.	Michelle Fuh	Rob Saunders	2300 Main Line Blvd
87.	Victor Gortely		2304 Main Line Blvd.
88.	Michelle Coston	Michelle Coston	2308 Main Line Blvd.
89.	Carnero Cosby	Carnero Cosby	2308 Main Line Blvd.
90.	Chris Hutchison		2311 Main Line Blvd
91.	Elena Hutchison		2311 Main Line Blvd
92.	Greg Quast		2305 Main Line Blvd
93.	Elizabeth Pomeroy	Elizabeth Pomeroy	2305 Main Line Blvd
94.	Stephanie Bilimoria		2307 Main Line Blvd #101
95.	Neil Belen	Neil Bilimoria	2303 Main Line Blvd #101
96.	B. O. Wal	BRIAN WALSH	2205 MAIN LINE BLVD.
97.	Denise Avink		2203 Main Line Blvd
98.	Jesse 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		2111 Main Line Blvd
103.	Eric King		2109 Main Line Blvd
104.	Natasha King	Natasha	2109 Main Line Blvd
105.	Ahmad Tshad		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	2304 Potomac Ave	Unit #102
110.	Jiyungr Smith	2304 Potomac Ave	Unit #102
111.	Estere Mede	2317 Jefferson Davis	#102
112.	ASHA Mede	2317 Jefferson Davis	#102
113.	Thad Cox	2313 Jefferson Davis	#102
114.	Katherine Cox	2313 Jefferson Davis	#102
115.	Jennifer Adams	2309 Jefferson Davis	#102
116.	Jemin Dadiana	2307 Jefferson Davis	#102
117.	Kavita Nar	2307 Jefferson Davis	#102
118.	Scott Welchek	2215 Jefferson Davis	#101
119.	CONNIE WELCHECK	2215 JEFFERSON DAVIS	#101
120.	Leo Weizenhoff	2215 Jefferson Davis	#102
121.	Jyoti Patel	2207 Jefferson Davis	#102
122.	Lawrence Norton	2205 Jefferson Davis	#102
123.	Ian Prior	2117 Jefferson Davis	#102
124.	Doug Domenech	2115 Jefferson Davis	#101
125.	NIKHILS EICHMAN	2017 JEFF DAVIS	HWY
126.	Chris McDonald	2018 Main Line Blvd	
127.	Jonathan Boyd	2102 Main Line Blvd	
128.	Debra Boyd	2102 Main Line Blvd	
129.	Scott Bailey	717 E Custis Ave	
130.	Rebecca Brenton	715 E. Custis Ave.	
131.	KEVIN BRENTON	715 E CUSTIS AVE	
132.	Loei Matz	721 E. Custis Ave	
133.	Evan Matz	721 E Custis Ave	
134.	Amy Ross	724 E CUSTIS AVE	
135.	Dea Ross	724 E CUSTIS AVE	
136.	Jordan Franken	722 E. Custis Ave.	
137.	Laurel Syms	713 McKenzie Ave	
138.	Adam Bramwell	713 McKenzie Avenue	
139.	Michael Vonn	2307 MAIN LINE BLVD	#102
140.	Gary D. Duval	2404 Potomac Ave	101
141.	Douglas N. Duval	2404 Potomac Ave	101
142.	Paula H. Cholmondeley	723 McKenzie Ave	
143.	ERIC SIKORSKI	2404 Potomac Ave	102
144.	Rebecca Rich	2408 Potomac	#102
145.	Kathryn Mikolajczak	2406 Potomac Ave	#101
146.	Frank Mikolajczak	2406 Potomac Ave	#101
147.	Rick Courtney	2408 Potomac Ave	101

148.	Ross Kaplan	2408 Potomac Ave Unit 102	Dave 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	2407 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	6186 Custis Ave.	Patrick Harenburg
161.	William Pickle	W. Pickle 721 McKENZIE Ave, Alex, VA 22201	William Pickle
162.	Neevraj Birkar,	737 Annie Rose Ave	Neevraj Birkar
163.	Ron Bowen	7105 Jefferson Davis Hwy Unit 101	Ron Bowen
164.	Lois Bowen	8165 Jefferson Davis #101	Lois Bowen
165.	Rebecca Miller	2605 Jefferson Davis #101	Rebecca Miller
166.	Timothy E. Curley	2210 Potomac Ave Unit 102	Timothy E. Curley
167.	Max Leather	2008 Potomac Ave Unit #102	Max Leather
168.	CORNELIUS CROWLEY	714 E HOWELL AVE, ALEXANDRIA, VA (KATE)	Cornelius Crowley
169.	CHAS MICHAEL DAVIS,	710 E HOWELL AVE, ALEXANDRIA, VA	Chas 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 2230	Sandra J. Aguirre
172.	Julian D. Santisteban,	728 Diamond Ave, Alexandria, VA 22310	Julian D. Santisteban
173.	Angelina Maggioncalda	710 E Custis	Angelina Maggioncalda
174.	Jodie Warrage	710 E Custis prancerhood@gmail.com	Jodie Warrage
175.	Kimberly Person	725 E Custis Ave, Alexandria VA 22301	Kimberly Person
176.	Alan Groat	2313 Main Line Blvd, Alexandria, VA	Alan Groat
177.	Linda Groat	2313 Main Line Blvd, Alexandria, VA	Linda Groat
178.	Gate Lew	2204 Potomac Ave	Gate Lew
179.	Grace Lew	2204 Potomac Ave	Grace Lew
180.	Lama Hamendi	2215 Main Line Blvd.	Lama Hamendi
181.	Oubwb Khalil	2215 Main Line Blvd	Oubwb 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.	Jim Murch	2004 POTOMAC AVE	Jim Murch

187.	ARPIT SHAH	And sh	2209 Jeff Davis Hwy #102, Alexandria, VA
188.	Dhruvita Shah	Leite	2209 Jeff Davis Hwy #102, Alexandria, VA
189.	JAMES MURPHY	to Murt	2004 POTOMAC AVE ALEXANDRIA VA
190.	Kate Crowley		714 E HOWELL AVE See p. 7 168
191.	Michelle Davis		710 E HOWELL AVE See p. 7 168
192.	Jennifer Bennett		710 E HOWELL AVE See p. 7 170
193.	Nathan Marks		2307 Jefferson Davis Hwy #101
194.	Kate Marks		2307 Jefferson Davis Hwy #101
195.	William Ebbes		711 EAST CUSTIS AVE
196.	Deborah Mayer		720 McKenzie Ave Alexandria VA 22301
197.	Neel Pahlajani		2015 Jefferson Davis Hwy Unit 102
198.	Kavita Pahlajani		"
199.	Christina Elstro		2014 Main Line Blvd
200.			325 EAST CUSTIS AVE ALEX VA 22301
201.	Tyler Blanchard		2202 Potomac Ave Alexandria 22301
202.	Tyler Blanchard		2202 Potomac Ave Alexandria 22301
203.	Karen McNeil		2113 Main Line Blvd Alexandria 22301
204.	Christina Shores		2114 Main Line Blvd, Alex - 22301
205.	Christina Shores		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 J. 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.	Amrita A. Sanghi		1907 Jefferson Davis Hwy 102, Alexandria VA 22301
219.	Mihir Chada		1907 Jefferson Davis Hwy 102, Alexandria VA 22301
220.	Maria Terriquez		2212 Potomac Ave
221.	Preeti Carmichael		737 Diamond Ave
222.	Charles Carmichael		737 Diamond Ave
223.	Ann Grover		2409 Conroy St 101
224.	Duane King		Main Line Blvd

225.	Tiffany King	Main Line Blvd
226.	Dipti SUKUMAR	2214 POTOMAC AVE
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