

Jackie Henderson

37
5-10-16

From: Audrey Lambert via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Tuesday, May 10, 2016 3:18 PM
To: Jackie Henderson; Gloria Sitton
Subject: Call.Click.Connect. #96530: City Clerk and Clerk of Council I understand that the City Council is pl

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 96530.

Request Details:

- Name: Audrey Lambert
- Approximate Address: No Address Specified
- Phone Number: 404-345-2351
- Email: audreylambert8@gmail.com
- Service Type: City Clerk and Clerk of Council
- Request Description: I understand that the City Council is planning to pass a resolution tonight that the majority of the residents of Pulte Yard do not agree with. We expressed our concern at the Working Group meeting last week, that Potomac Ave. should be removed as a "least objectionable alternative" for the transmission line, but the resolution and accompanying memorandum still list Potomac Ave. as a least objectionable alternative. We also requested that the City describe the planned metro station in the resolution, and how the residents of Potomac Yard were singled out to be placed into a "Special Tax District" to fund the metro station. An aboveground line along Potomac Ave. would negatively affect Potomac Ave. home values- likely decreasing them by 10% or more; thus, an aboveground line would negatively affect the funding for the metro station. Why was this point, suggested by our Potomac Yard representative Elias Papasavvas at the last Working Group meeting, ignored in the resolution?

Here are some rough estimates of the impact of an above-ground power line on Potomac Avenue area property values and Metro station funding. These are rounded numbers based on information provided by the city.

Total revenues from taxes and developer contributions (Option B) over the life of the bonds are just shy of \$400 million. Of that roughly three quarters or \$300 million is property taxes from Potomac Yard residential areas: Tier 1 Special Tax District, Tier 2 Special Tax District, and NET New Property Taxes not from the special assessment rates. Net new property taxes are calculated as 60% of the residential property taxes from Potomac Yard. Most of the \$300 in property taxes from Potomac yard are from this net new property tax estimate rather than the special tax district extra taxes. The other \$100 million or so of the \$400 million comes from developer contributions and extra non-property taxes in the area.

The appraisal literature has a number of estimates of the effect of proximity to high voltage transmission lines (HVLTs) on residential property values, ranging from negligible to 4% to 6% to as high as 12%. They vary for a number of reasons, but one is the value of the property. The higher the home price compared to local area median, the stronger the effect.

So, roughly, it's reasonable to say that an above-ground HVTL down Potomac Avenue could lower property values by about 10%. That would cost the city about \$30 million of the \$400 million needed to fund the Metro station.

We feel that the proposed resolution completely forgets about the Metro, the financing scheme relying on Potomac Yard for the payment of Bonds and the effect any above ground option could have. We feel that given that this project will be implemented simultaneously with the Metro, using Potomac Avenue as an alternative is a bad idea and could further delay metro implementation. However, if this is to go below ground in either CSX or Potomac Avenue, we demand that the City uses 100% of the resources obtained as payments from DVP for easements and mitigating actions in Potomac Yard. Among the things, we want these payments to be used to eliminate the special tax district.

-Audrey Lambert

- Expected Response Date: Tuesday, May 17

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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Jackie Henderson

From: Kate Jacobs via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Tuesday, May 10, 2016 4:38 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sittton
Subject: Call.Click.Connect. #96548: Mayor, Vice Mayor, City Council We have recently moved to Potomac Yard a

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 96548.

Request Details:

- Name: Kate Jacobs
- Approximate Address: No Address Specified
- Phone Number: 8658056139
- Email: kateharveyjacobs@gmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: We have recently moved to Potomac Yard and are horrified to learn that Dominion might conceivably invade our space with overhead transmission lines. The impact on property values, the consequent movement of residents away from Alexandria, the resultant failure to attract new buyers -- all these outcomes would be major losses to the City of Alexandria as it moves into the future. Thank you for ardently opposing any possibility of overhead lines!!!
- Expected Response Date: Tuesday, May 17

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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Jackie Henderson

From: Christine Jordan via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Tuesday, May 10, 2016 4:23 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #96544: Mayor, Vice Mayor, City Council at 2006 POTOMAC AVE As a Potomac Yard resident I wanted to v

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 96544.

Request Details:

- Name: Christine Jordan
- Approximate Address: 2006 POTOMAC AVE (See [map below](#))
- Phone Number: 8042400184
- Email: christineleetchjordan@hotmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: As a Potomac Yard resident I wanted to voice my support for the no above ground option for the Dominion Virginia Power lines proposed for our neighborhood. I live directly on Potomac Avenue and I am concerned and OPPOSE the Potomac Avenue alternative as it would likely mean we would be subjected to the effect of construction on both the transmission lines and the metro AT THE SAME TIME. However, if this is to be done and Potomac Yard is forced to to bear the consequences, in my opinion the City should use funds received from DVP for easements and/or mitigation in our community, including eliminating the special tax district and mitigating noise, nuisance and visual impacts that this project may create. We appreciate that the City manager and City Attorney have used resources to fight the above ground option.
- Expected Response Date: Tuesday, May 17



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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Jackie Henderson

From: Sara Zogg via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Wednesday, May 11, 2016 9:41 AM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #96575: Mayor, Vice Mayor, City Council To City Counsel:I am a resident at P

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 96575.

Request Details:

- Name: Sara Zogg
- Approximate Address: No Address Specified
- Phone Number: 4408402384
- Email: sara_zogg@hotmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: To City Counsel:

I am a resident at Potomac Yard and write to address the "above ground" option that Dominion Virginia Power is proposing for a 230V power line. Along with many of my neighbors who have already expressed their concern with the "above ground" option -- when this matter was first raised and then abandoned in 2013-2014, and again in 2016 -- I too oppose any "above ground" option that would run through Potomac Yard (as I understand it, those would be at least the CSX and Potomac Avenue proposals).

This is a new neighborhood that is continuing to develop. The city has already invested quite a bit in infrastructure, including the wonderful Potomac Yard Park that sees hundreds of visitors everyday for the walking/biking path and playground, and development is ongoing. Like many other residents, I moved to this new and exciting neighborhood both for its location and proximity to downtown along with its atmosphere. It was planned and developed to have open, green spaces, and there are no "above ground" lines of any sort visible in this community. All the power lines and utility lines to our own homes are underground (as is the norm for newer development), and it makes absolutely no sense why Dominion would propose putting a unsightly, dangerous power line "above ground" here. This is a very new community, and Dominion easily could have dealt with this during initial construction by putting in any "underground line" -- before homes were construed, roads were paved and parks were created. Dominion now wants to shift its own failure to plan ahead directly on the residents of Potomac Yard in the form of an "above ground" line.

Dominion's proposal has significant potential to adversely impact our property values, to the detriment of us and the city that taxes Potomac Yard at a premium. Moreover, little has been said about how any "above ground" line would impact construction for the future above ground, in-fill metro station -- in its ability to go forward, financing (the currently depends on special taxes on Potomac yard) and potential delays this will cause (on top of the delays that have already been realized).

If Dominion is determined to run a 230V line through or in the vicinity of Potomac Yard, at the very least it must be required to implement a "below ground" option. And, the City of Alexandria should use any moneys paid by Dominion to mitigate property value decline to residents in Potomac Yard -- who bought here having absolutely no knowledge that this 230V line would become an issue so soon after we moved in -- and to eliminate the "special tax" currently planned for Potomac Yard to fund the metro station. We are the residents of this City who will be impacted by the 230V line, and any monetary gain to the City should go first towards our neighborhood.

- Expected Response Date: Wednesday, May 18

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

Jackie Henderson

From: Rafael Lima via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Tuesday, May 10, 2016 3:41 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #96536: Mayor, Vice Mayor, City Council Dear Mayor, Vice Mayor and Members of th

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 96536.

Request Details:

- Name: Rafael Lima
- Approximate Address: No Address Specified
- Phone Number: 202-549-4536
- Email: cavazzonilima@gmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Dear Mayor, Vice Mayor and Members of the City Council,

I am a resident of Potomac Yard and would like to express my perspectives over point #37 of this evening's Legislative meeting agenda (which are shared by many in my community).

To start, I would like to express my support to City Staff and the Working Group recommendation to oppose any above-ground alignment proposed by DVP. I also believe it is in the City's best interest to authorize the City manager and City attorney to take all actions necessary to prevent the construction of an above-ground transmission line in Alexandria. Given all alternatives considered, I think the City is correct in supporting the CSX underground installation route along Potomac Yard park. However, I am concerned with the impact that the CSX underground route would have in our community (which will also bear the construction of the metro). I am also very concerned that City Staff and the Working Group listed an alignment in Potomac Avenue as one of the least objectionable alternatives.

As the proposed resolution goes, I am very critical that it simply does not recognize strategic value of Potomac Yard for the City's future revenue growth. It also does not acknowledge the metro project as an important factor to consider when objecting to some of these alternatives (particularly above-ground alignments). As you know, the financing of the metro station relies 100% on revenue generated from Potomac Yard.

To give you a rough, conservative estimate, Total revenues from taxes and developer contributions (Option B) over the life of the bonds are just shy of \$400 million. Of that roughly three quarters or \$300 million is property taxes from Potomac Yard residential areas: Tier 1 Special Tax District, Tier 2 Special Tax District, and Net New Property Taxes not from the special assessment rates. Net new property taxes are calculated as 60% of the residential property taxes from Potomac Yard. Most of the \$300 in property taxes from Potomac yard are from this net new property tax estimate rather than the special tax district extra taxes. The other \$100 million or so of the \$400 million comes from developer contributions and extra non-property taxes in the area.

The appraisal literature has a number of estimates of the effect of proximity to high voltage transmission lines (HVLTs) on residential property values, ranging from negligible to 4% to 6% to as high as 12%. They vary for a number of reasons, but one is the value of the property. The higher the home price compared to local area median, the stronger the effect. So, roughly, it's reasonable to say that an above-ground transmission line down Potomac Avenue could lower property values in Potomac Yard by about 10%. That would cost the city at a minimum \$30 million of the \$400 million needed to fund the Metro station.

Therefore, I would like to suggest the following language to be added to the resolution as alternative "whereas":

- "WHEREAS Potomac Yard represents smart-growth transit oriented development and is fundamental for

generating new tax revenue for the City as it has the potential to add over a 30 year period as much as 26,000 new jobs to the City and as much as some \$888 million in net new tax revenue that would be available to help fund services and capital investments citywide. The installation of overhead transmission lines will impact future development in this strategic area of the City as well as affect the existing densely populated residential communities and commercial development, including the several thousand new residents already living in the area since the project was proposed and future residents pursuant to the Potomac Yard and North Potomac Yard Plans; and

- WHEREAS, the City is well underway in completing the environmental review process and conceptual design for the construction of an infill Metrorail station in the Potomac Yard, which will be exclusively funded with money generated by the redevelopment of Potomac Yard. The installation of overhead transmission lines will adversely affect existing property values in the area as well as prevent further development, which may negatively affect the City's planned financing for the Potomac Yard Metrorail Station. If authorized, the installation of overhead transmission lines along with a metrorail station may also raise health concerns for residents adjacent to the overhead lines and for the large number of persons who would regularly pass under the overhead lines for commuting or recreational purposes."

Finally, I would also like to request City council the following:

- Eliminate Potomac Avenue as one of the least objectionable alternatives even if below ground, as it would affect the timing of metro implementation and would represent a cumulative impact of two sizeable projects being implemented at the same time in Potomac Yard; and
- If it is implemented either in the CSX route or in Potomac Avenue that the City uses 100% of the resources obtained as payments from DVP for easements and mitigating actions in Potomac Yard. Among the things, we want these payments to be used to eliminate the special tax district.

Thank you for your consideration.

Yours sincerely,

Rafael Lima

- Expected Response Date: Tuesday, May 17

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Jackie Henderson

37
5-10-16

From: Mark Jinks
Sent: Friday, May 06, 2016 6:28 PM
To: Mark Jinks; City Council
Cc: Emily Baker; Yon Lambert; William Skrabak; Jackie Henderson
Subject: UPDATED: Docket Item # 37 Revised Resolution Regarding 230 kV Transmission Line
Attachments: 14-5021 Resolution Regarding 230 kV Transmission Line 5.9.16 rv.pdf

The previously attached resolution was missing page 2.

From: Mark Jinks
Sent: Friday, May 06, 2016 6:02 PM
To: City Council
Cc: Emily Baker; Yon Lambert; William Skrabak; Jackie Henderson; Sermaine McLean
Subject: Docket Item # 37 Revised Resolution Regarding 230 kV Transmission Line


The Underground Transmission Line Work Group met last night and proposed a few amendments to the resolution that is proposed for Council action on May 10. The proposed changes are attached. The amendments from the Work Group arrived in our office too late this afternoon for posting in the Legistar system. They will be posted on Monday morning.

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 9, 2016

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: MARK B. JINKS, CITY MANAGER 

SUBJECT: 14-5021 Resolution Regarding 230 kV Transmission Line

The purpose of this memo is to update City Council on the meeting held Thursday May 05, 2016 with the Underground Transmission Line Working Group (UTLWG).

Based upon the feedback obtained from the working group, City staff is recommending to revise the resolution to oppose any above ground transmission lines connecting Dominion Virginia Power's Glebe Substation and Pepco's Station C Potomac River Substation.

The proposed minor edits include revising the language regarding safety concerns in and out of Reagan National Airport and an additional recital to emphasize the increased density within Potomac Yard and potential decrease of property values associated with an installation of an overhead line.

Attachment 2: 14-5021 Resolution
Attachment 2a: 14-5021 Resolution Track Changes

cc: Emily A. Baker, Deputy City Manager
Yon Lambert, Director, T&ES

RESOLUTION NO. _____

RESOLUTION TO OPPOSE ANY ABOVE GROUND TRANSMISSION LINES CONNECTING DOMINION VIRGINIA POWER'S GLEBE SUBSTATION LOCATED AT THE INTERSECTION OF SOUTH GLEBE ROAD AND SOUTH EADS STREET, AND PEPCO'S STATION C POTOMAC RIVER SUBSTATION AT THE INTERSECTION OF SLATERS LANE AND EAST ABINGDON DRIVE

WHEREAS, since 1971, §5-3-3, of the Code of the City of Alexandria, as amended, requires transmission, distribution and main lines to be placed underground for all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City and consequently such installation or relocation shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways; and

WHEREAS, the City of Alexandria ("City") strongly opposes all overhead transmission line options proposed by Dominion Virginia Power ("DVP") and the City will not allow City rights-of-way to be used for overhead utility lines; and

WHEREAS, all new utilities serving Coordinated Development District #2009-0001(Potomac Yard North), whether located within or outside of the CDD, shall be placed underground at the applicant's expense, excluding the aerial 230 kV lines currently in existence as of June 12, 2010. All utilities with the exception of those having a franchise agreement with the City shall be located outside the public rights-of-way; however, no transformers or switch gears shall be placed in the public rights-of-way; and

WHEREAS, pursuant to Section III (C) – Electrical Line Extensions of the Dominion Franchise Agreement; within any development for which underground electrical service has been installed, only electric underground service will be provided by the company (DVP). All utilities serving Coordinated Development District #2012-0004 (Potomac Yard South) have been installed underground; and

WHEREAS, DVP has already invested and built a 230kV transmission line located along the Route 1 corridor that was installed underground. Any new above ground transmission lines would be inconsistent with these earlier investments; and

WHEREAS, the Four Mile Run Restoration Master Plan calls for undergrounding the transmission lines along Four Mile Run. A new above ground 230kV transmission line is inconsistent with and in direct conflict with the goals of the Four Mile Run Restoration Master Plan; and

WHEREAS, the City supports the CSX underground installation route, along with the CSX/DRCA Alternative underground installation route as the most preferred alternative alignment, and requests that DVP make every effort to limit its consideration to this Least Objectionable Alignment in its submission to the Virginia State Corporation Commission ("SCC"), or at a minimum, support this CSX routing and the CSX/DRCA Alternative routing as the only feasible options for the routing of transmission lines connecting DVP's Glebe substation and Pepco's Station C Potomac River substation; and

WHEREAS, there are currently 700-800 flights per day to and from Reagan National Airport, using a general aviation flight path over Potomac Yard, and other air operations involving the use of helicopters, meaning therefore the installation of any above ground transmission line ~~would~~ may create an unacceptable safety risk to our community; and

WHEREAS, there has been a significant investment into the Potomac Avenue development and particularly the Potomac Yard Rail Park. The eighty-foot right of way needed for an above ground transmission line would require the removal of hundreds of trees in the park. As millions have been invested and the park only recently opened, requiring the unnecessary elimination of trees in Potomac Avenue would be financially and aesthetically devastating; and

WHEREAS, the installation of overhead transmission lines will adversely affect the existing densely populated residential communities and commercial development and will impact future development in the City, including the several thousand new residents since the project was proposed and future residents pursuant to the Potomac Yard and North Potomac Yard Plans. Moreover, installation of overhead transmission lines will adversely affect the property values of the residential communities and may raise health concerns for residents adjacent to the overhead lines.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Alexandria, Virginia that:

The Council of the City of Alexandria, Virginia:

1. Is opposed to any above ground transmission lines connecting Dominion's Glebe Substation located at the intersection of South Glebe Road and South Eads Street, and Pepco's Station C Potomac River Substation at the intersection of Slater's Lane and East Abingdon Drive.
2. Authorizes the City Manager and the City Attorney to take any and all action necessary to prevent the construction of an above ground transmission line.

Adopted: _____

Oral reports/Council
5-10-16



WMATA SafeTrack Plan Proposal

**City Council
May 10, 2016**



SafeTrack Plan Overview

- June 2016 through May 2017
- Aims to fit 3 years of work into 1 year
- No additional early openings or late closings
- Service will end at **midnight** every night starting June 3
- Work will not be performed during three specific events (Independence Day, Presidential Inauguration, and Cherry Blossom Festival)
- First major repairs will take place between Franconia-Springfield and Van Dorn between **June 4- June 19**
- WMATA to dedicate 40 buses and operators as shuttles between major destinations



SafeTrack Results

- Installation of NTSB-recommended **boots and seals** on all 3rd rail cables by end of summer*
 - Note: All underground boots will be retrofitted by end of this month
- Replacement of **12,000 Insulators**
- Remove **3rd rail expansion joints in underground system**, reducing risk
- Eliminate **ALL temporary gauge bars** that prevent spread of tracks
- Replacement of approx. **48,000 wooden ties** (achieves state of good repair)
 - Will need to replace 11,000 ties/year to maintain steady state
- Replacement of approx **36,000 direct fixation fasteners** (achieves state of good repair)
 - Will need to replace 18,000 fasteners/year to maintain steady state
- Clearing of **87,000 linear feet of drains**
- Extensive **tunnel leak mitigation**

June 4 - 19 (15 days)

Continuous single tracking between Franconia-Springfield & Van Dorn St

REDUCED SERVICE AT FRANCONIA-SPRINGFIELD & VAN DORN ST ONLY

- Major impact to **18,000** weekday trips
- Trains from Franconia every **24 minutes**
- Trains from Van Dorn Street every **12 minutes**
- All other Blue Line stations will have near-normal service
- Some trains will run to/from Huntington instead
- Riders who use Franconia-Springfield or Van Dorn St stations should consider alternates, especially during rush hour
- Bus shuttles will be available during rush hour between Franconia and Pentagon



DRAFT



July 5 10PM - July 12 (7 days)

Line segment shutdown between National Airport & Braddock Road

REDUCED SERVICE AT ALL TIMES AT MANY STATIONS, PRIMARILY YELLOW/BLUE IN VIRGINIA

- Major impact to **50,000** weekday trips
- 50% reduction in rail service south of Pentagon (**trains every 12 minutes/line**)
- Blue/Yellow customers encouraged to consider alternate travel options during this time
- Shuttle buses operate via Metroway between Braddock Road, Crystal City and Pentagon City
- Service between DC and National Airport available via train



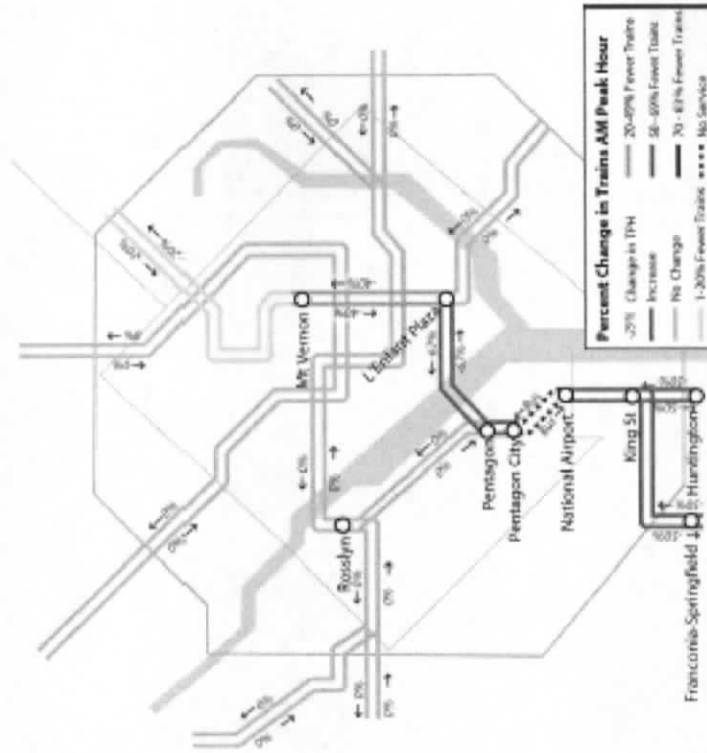
July 12 - 19 (7 days)



Line segment shutdown between National Airport & Pentagon City

REDUCED SERVICE AT ALL TIMES AT MANY STATIONS, PRIMARILY YL/BL IN VIRGINIA

- Major impact to **86,000** weekday trips
- 50% reduction in rail service south of Pentagon
- Shuttle buses operate via Metroway between Braddock Road, Crystal City and Pentagon City
- Reagan National Airport served via shuttle bus to/from Pentagon City & Braddock Road
- Blue/Yellow customers encouraged to consider alternate travel options during this time
- Blue Line every **12 minutes**
- Yellow Line every **12 minutes**
- No Rush+ Yellow





City Preparations

- 68 days total impact to lines that directly serve the City but we are planning for system wide impacts
- External
 - Parking, shuttles & DASH coordination
 - Traffic management center
 - Communications
 - Coordination with VisitAlexandria, Chamber & more
- Internal
 - Communications
 - Outreach to employees with SmartTrip
 - Departmental telework plans

Next Steps

- WMATA coordinating with jurisdictions on mitigation
- SafeTrack plan to be finalized May 16
- First major repairs between Franconia and Van Dorn between June 4 and June 19
- Service will end at midnight every day
- City is preparing for impacts to employees and transportation system
- Questions

