

Jack Sullivan

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12-18-10

TO MEMBERS OF COUNCIL: December 18, 2010:

As you discuss a vote on the "Criteria for Rezoning without a Master Plan Study" please consider the following amendment:

AMENDMENT TO CRITERIA FOR REZONING WITHOUT A MASTER PLAN STUDY

ATTACHMENT 1, PAGE 3. Para. 3 ("Type of Area), Lines 5 and 6:

It currently reads *"If redevelopment is appropriate, that factor weighs in favor of proceeding."*

It should to be amended to read:

"The need to protect residential neighborhoods would weigh in favor of not proceeding without a thorough study and, if necessary, an areawide rezoning plan."

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12-18-10

**Statement of John Stephenson
President
Alexandria Taxpayers United
At the Public Hearing of the Alexandria City Council
December 18, 2010**

Mayor Euille, Vice Mayor Donley, and Members of the City Council, my name is John Stephenson. I am a resident of Old Town and President of Alexandria Taxpayers United (ATU), a non-partisan, non-profit all-volunteer organization founded to educate the people and elected officials of Alexandria about the merits of low taxes, less spending, and fiscal responsibility. I am honored to appear before you today to offer these comments about recent actions by the city council.

In the spirit of the holidays, I am here to give thanks by commending you for your recent decision to publish online detailed information about the city's contracts for services. Contracts now account for about 10 percent of the city's budget and include service agreements for everything from consulting to printing parking tickets. At a time when the city's budget is tight and the economy weak, it is only prudent that Alexandria taxpayers know where their money is going so that they can help you in deciding what should be the city's spending priorities.

More transparency can yield substantial savings that the city can use to fund critical services without the need for burdensome tax increases or draconian cuts. For example, within a year of posting agencies' budgets online, Texas identified \$8.5 million in savings. Even for a city, the savings can add up. To paraphrase an old saying, "A thousand here, a thousand there, and pretty soon you're talking about real money."

Posting contract information online can also save time and money normally used to fulfill public records requests. Additionally, transparency in contracting improves efficiency and competitive bidding by allowing vendors to evaluate whether they can offer services at lower prices, such as through volume discounts.

ATU hopes that you will continue to make information about Alexandria city contracts available and easily accessible to the public in future budget cycles. Additionally, it is our hope that you will consider expanding the scope of the database to new areas such as the Alexandria City Public Schools.

This past June, the City Council adopted a new Strategic Plan that articulated the goals, objectives and initiatives for Alexandria. Goal 1 is that Alexandria has "a strong, diverse, and growing local economy." To ensure that Alexandria meets this goal in these times of great uncertainty, it is more important than ever for the city to keep its budget manageable so that the city can continue to afford to provide critical services. Transparency is helpful in this endeavor. ATU is willing to assist you as well. I appreciate the opportunity to offer these comments. Thank you for listening and Happy Holidays.

Mr. Mayor and Members of Council. My name is Gary Carr. I am a advocate of restoring running tracks to the City of Alexandria. As the city turns dark at five o'clock, and the only track in the city has not even the dimmest of lights, we are a city without a running track. If I convey one message today of where you can have an immediate impact, don't let the Witter Field project conclude without a track.

But my appearance here is for the other large, indeed mammoth, project making it's way through the political process, Potomac Yard. I would like to submit for the record my statement to the School Board last week, the schools Capitol Improvement Program (ACPS CIP 2012-2021) presentation, and to ask some rhetorical, and not so rhetorical, questions.

What is the benefit to the children of Alexandria from the Potomac Yard project?

The children will say that the main benefit so far is the movie theater; you might point to a liner park, maybe even a bridge or dog park. Perhaps you will cite the fields being constructed on Monroe Street (which by definition serves just a small segment of the children). But the fields are being constructed on the same site as a projected school. The logic of doing this escapes me, especially in light of the pressure being put on the schools by *four million square feet* of new housing development. A school needs to be constructed at Potomac Yard sooner, rather than later. If a new school was built first, the other schools that are stated for reconstruction- Jefferson Houston, Patrick Henry and Cora Kelly- could be emptied during construction. And we would then be left with the most desirable of all scenarios: over-capacity of classroom space. Instead of children being taught at a construction site.

Is "Block Four" in Potomac Yard the best site for a school.?

Block Four, for the uninitiated, is a site that by any measure is very desirable. It's just not a good site for a school. It will have a great view, but it can't be built-out until Potomac Yard is nearly complete. Meanwhile housing construction will continue unabated. And have any of you ever seen an example for the "urban school" to be built at the site? Where will the children play? Where will they run? What is needed is a comprehensive examination of all plausible outcomes. Have you seen the report on how four million square feet of new residential will effect the public schools? Can you tell me where the "TBD" site in the CIP for a new school is to be found? Do you see a need for the school board headquarters to move out of leased space? (Within 7 million square feet of commercial development at Potomac Yard). How about advancing the 15 million pledged for a new school now, simultaneous to the housing construction, for starters? A report needs to be made to this community that answers the question, "**What is the benefit to the children of Alexandria from the Potomac Yard project?**"

Statement to the Alexandria City Council, December 18, 2010 by Gary J. Carr

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Statement to the Alexandria City School Board by Gary J. Carr, December 9, 2010

I have become painfully aware in public speaking that if you deviate off whatever it is you are advocating, your central point gets obfuscated, (if not lost entirely). To be clear, the purpose of me appearing before this august body all these many years is to advance the construction of running tracks at the city's schools and community fields whenever the opportunity presents itself. Then, to use these facilities to combat the most insidious malady of our generation, childhood obesity.

Madame Chair, Mr. Superintendent and members of the School Board, my name is Gary Carr, and I rise primarily in the advancement of running tracks, and then using running to combat childhood obesity. And at the risk of doing what I set out not to do, I'm going to talk about something else. What I am presenting is is not so much for advocacy, but for enlightenment, to you and the community.

My topic is Potomac Yard. I have posed this question before, and I will say it here again. What benefit will the massive Potomac Yard development have for the children of Alexandria? I say this in all sincerity, and request that in the appropriate forums, that you pose the same question. I sat through a two-hour meeting of the Potomac Yard Design Advisory Committee, in which children were not even mentioned. When they solicited comments for members of the community, I asked about the massive amount of housing being constructed (over 4 million square feet) and its impact on the public schools. I asked about how all the new homes that are slated to be completed next year would impact our already overcrowded schools. I was told that enrollment projections were not their purview, and that I should take it up with the School Board. I told them not to worry about that, and so here I am.

I must confess as to not being knowledgeable as to the specific projected impact of the Potomac Yard development on the enrollment in the schools. I can say this. Err on the side of too much capacity, or too little, as was so clearly demonstrated at the Samuel Tucker Elementary School. But I have an even larger message. The site that is currently being proposed off of Monroe Street is unacceptable, and should be rejected. The area being contemplated does not not meet the current or future needs of the schools or community.

Why do I say this? Firstly, the location. No parking, no trees , near a high-traffic area, with limited options for entering and egress. Should I go on? O.K., how about the high-voltage power line that runs underneath the site? It severely limits the options for development.

Statement to the Alexandria City School Board by Gary J. Carr- page 2

You need more? How about the 100 foot tall building currently being proposed directly to the east. What would that do to the site? It would bathe the whole area in shade for much of the day (and it is true, children get vitamin D from the sun). It would also substantially increase traffic to the immediate area. What else? Well if you build the school there, the community loses the “temporary” Potomac fields, thereby pitting one interest of the community against the other . It is the wrong site for a school, and should be rejected.

The other supposed school site at Potomac Yard is so-called “block four”. If you are interested in the impact of the Potomac Yard development on the children of Alexandria, you need to ask about “block four”. It is a hi-rise tower that requires of the completion of a lot of other buildings stretching ten years into the future. What kind of school can go there, and where will the children play? You should reject that inadequate triangular parcel known as Landbay K, and the decade in the future pie-in-the sky “urban school” site at so-called “Block 4” (where will the children play and where is a model for this type of school?). If we build a school at Landbay K we lose two fields, pitting one public interest against another. The Block 4 plan is carefully cloaked in the language of “in the event the city elects not to construct a school on the site”. We are going to need a school, but not at Block 4. We should not position ourselves for public resource fratricide. For 7 million square feet of development and nearly 8 thousand new residents, we and our children, deserve better than what is currently being offered at Potomac Yard.

You ask that speakers come not just with problems and complaints, but with solutions. If we don't accept these inferior sites, then where will we put the schools? My answer, before it is too late, is Landbay L. Landbay L for the uninitiated, is the site to the north and east of the G. W. Middle Schools. At one time it was suggested to swap Landbay L for the West Braddock Field site. That was the non-starter, lead-balloon of all time, strongly rejected by the community. If developed it would also include a road “Main Street” that I believe will have a negative impact on the school grounds. Instead, let's try another land swap, the school systems interest in these two disjointed areas in exchange for Landbay L. Forward the 15 million promised for the school so that we can build one now. I don't know how much sense this proposal makes to the Potomac Yard development companies, (They proposed a land swap before), but it makes imminent sense to the children of Alexandria.

Statement to the Alexandria City School Board by Gary J. Carr- page 3

What is a possible solution? A campus incorporating the site of George Washington Middle School, Braddock Field and Landbay L) is the solution to many of the problems that ails us. One- we could begin construction of an elementary school there *before* we begin on Jeff-Houston and Pat Henry. This would allow us to successively evacuate the school sites during construction, (instead of, as we have done in the past, have our kids endure a learning environment that is a construction zone). Two- you could build the administration headquarters and board meeting room at the site bring policymakers in close proximity to their charges, and gets you out of these leased space in the middle of nowhere. Three- construct a world class special education training facility, and in collaboration with local universities, a work-study teaching curriculum. (This would stop the hemorrhaging of funds that is our special-ed program). Four- we could do something truly innovative, like offering efficiency apartments to new teachers in difficult to fill specialties. Five- we could build a world class track, field and sport complex the likes of which a public school has never seen. All of this on a site that it sits astride and metro station, with bus, taxi and parking.

Ask “What are the benefits to the children of Alexandria from the Potomac Yard Development?” Then tell them about a concept called the comprehensive campus at George Washington Middle School. And say for me , “if you build it, they will learn”.

SCHOOL BUILDINGS TO SUPPORT IMPROVED STUDENT LEARNING

FY 2012-2021 CAPITAL IMPROVEMENT PROGRAM (CIP)

Alexandria City Public Schools
School Board Meeting
December 9, 2010

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High quality physical space is connected to improvements in student learning

- Student scores on achievement tests, adjusted for socioeconomic status, were found to be up to 5 percentile points lower in buildings with lower quality ratings.
- Poorer achievement was associated with specific building condition factors such as substandard science facilities, air conditioning, locker conditions, classroom furniture, more graffiti, and noisy external environments.
- Students in overcrowded schools scored significantly lower on both mathematics and reading exams than did similar students in underutilized schools.
- When asked, students and teachers in overcrowded schools agreed that overcrowding negatively affected both classroom activities and instructional techniques
- For more information see:
<http://www2.ed.gov/offices/OESE/archives/units/construction/impact2.html>

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Agenda

- What drives our CIP needs?
- How much are our total CIP requirements for the next ten years?
- How does this year's CIP compare with last years?
- Which projects are the most important to promote student learning?
- What are the next steps?

Appendix A, page 1

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CIP Cost Drivers: Increasing enrollment

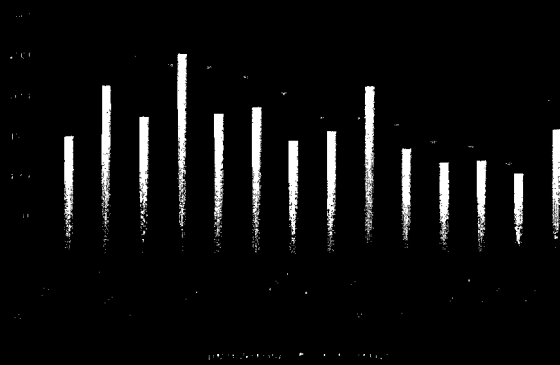
- An increase of almost 1,700 students since SY 2006-07 – the equivalent of four elementary schools or three middle schools
- Extra rooms at the start of SY 2011-12, without additional construction
 - 9.5 elementary
 - 18.5 middle school
 - 5.0 high school
- Number of additional rooms needed over the next five years (by SY 2015-16): 93.0
- Room deficit by SY 2015-16 without additional construction: 60.0 rooms – enough space to house 1,320 students with 22 students to a room.

Appendix B, page 1

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Result: Decline in space (square feet) per student

Changes in Square Feet per Student: Elementary Schools



- Division average has dropped from 206 to 177 overall
- Elementary average has declined from 193 to 156
- Middle school average dropped from 222 to 214
- High school average went from 219 to 196

For comparability, the above data includes gym space for schools where gyms are owned by City Recreation Department

Comparisons to our neighbor: Is the grass greener?

Square Feet per Student Current School Year				
	Alexandria		Fairfax	
	Max	Min	Max	Min
Elementary	250	101	230	81
Middle	250	187	220	97
High	199	187	267	130

CIP Cost Drivers: Aging Buildings

- The average age of an ACPS school is 54 years
- We have 2.1 million square feet of space to maintain.
- Our average maintenance costs for the next 20 years is \$3.70 per square foot per year, at a total 20 year cost of \$154.0 million
 - The 1.1 million square feet that is 54 years or older will cost us \$92.3 million to maintain, at an average cost/sq ft per year of \$4.29
 - The 1.0 million square feet that is under the average will cost \$3.07 per square foot per year

As of 12/9/2010

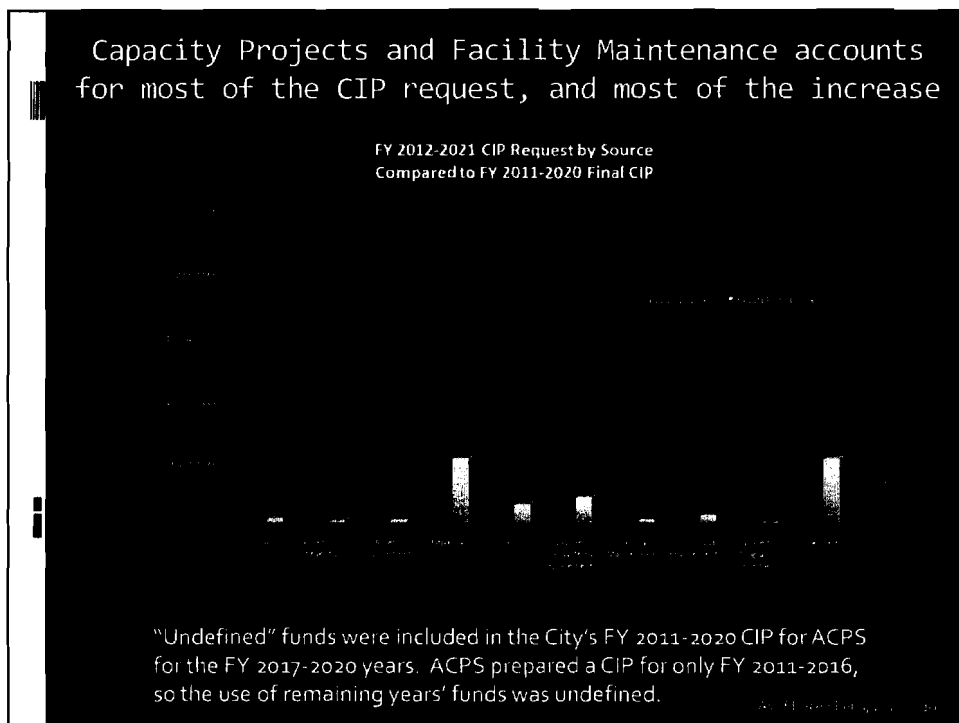
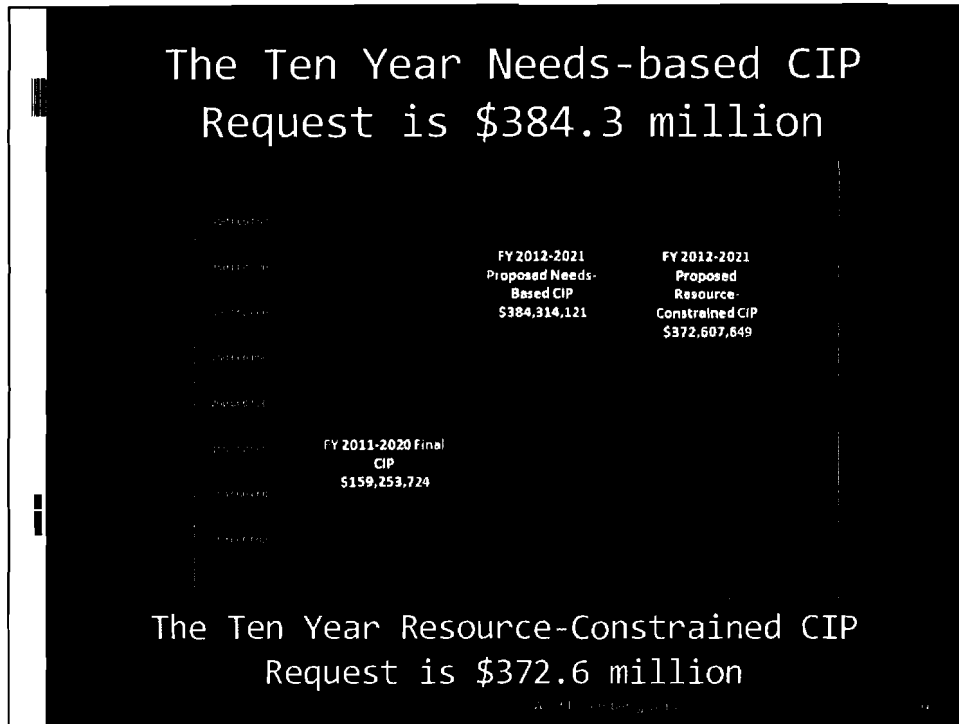
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Cost Drivers: Shared Program Priorities

- Shortage of preschool space in Alexandria
- Quality space for alternative programs
- Shared school space for health clinics; other community needs
- Equipment requirements for schools to serve as emergency shelters
- Playing fields and tennis courts

As of 12/9/2010

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Promoting Student Learning: Providing the Right Amount and the Right Kind of Space for All Students

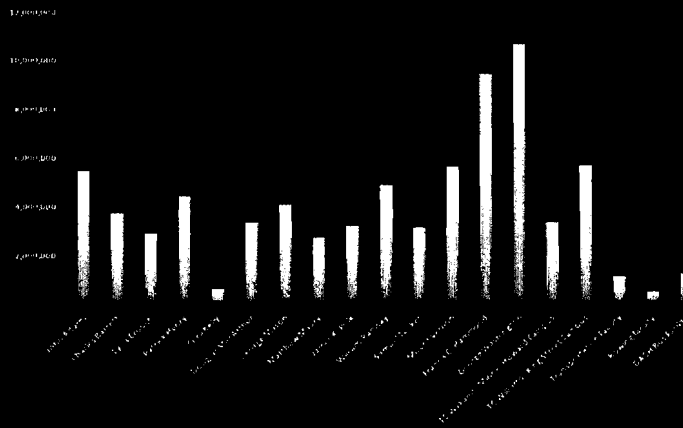
▪ Capacity Projects

- Additional modular classrooms
- Jefferson Houston new K-8 building
- Patrick Henry new K-8 building, with the existing building remaining open
- Cora Kelly new K-8 building
- Fourth new K-8 building, site TBD
- 56-classroom addition for grades 9-12

ACPS continues its strong support for pre-kindergarten programs, but for budgetary purposes has included them as separate items in the "Shared Program Priorities" group in this CIP request.

Promoting Student Learning: Exemplary Space for Exemplary Learning

Facility Maintenance Costs for ACPS Schools:
2012 to 2021 Resource-Constrained Request



Facility maintenance costs for Cora Kelly are limited due to the projected replacement of the Cora Kelly building.

Jefferson-Houston maintenance funds are eliminated due to the projected replacement of the current building.

Other Project Areas

- ADA Compliance:
 - Ramsay elevator, to facilitate breakfast for all
 - FC Hammond elevator
- EcoCity Projects
 - Energy conservation
 - Green roofs
 - Rain water harvesting
 - Day lighting and high efficiency interior lighting

W. M. ...

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Next Steps

- School Board work sessions on the CIP, December 15, 2010
- Public hearing on the CIP and School Board work session, January 6, 2011
- FY 2012 Combined Funds Budget presentation, January 13, 2011
- Budget Adoption, all funds, February 24, 2011

W. M. ...

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Questions?

Anticipated Phasing of Amenities

	Phase I (2.0 msf Total)	Phase II (2.0 - 3.7 msf)	Phase III (3.7 - 7.5 msf)
Open Space & Parks	Landbay K (Initial) Market or Metro Park * Synthetic Field NPS Contribution Possible 4MR Contrib *	Landbay K (final) Market or Metro Park * (park not built in Ph I)	Crescent Park (w/ Civic Structure) Four Mile Run Imp 3 Public Courtyards
Community Facilities	<u>School Site Dedication*</u> Affordable Housing Public Art	<u>School Contribution</u> Affordable Housing Public Art Theater / Civic Bldg *	Affordable Housing Public Art Theater / Civic Bldg
Infrastructure	2 Transitway Stops Sewer Contribution Utility/Sewer Infrs	As Required by Phasing	Pump Station * Stormwater Pond

* Depends on Order of Phasing



LEGEND	
	POTOMAC TOWNSHIP BOUNDARY
	POTOMAC GREENS SITE BOUNDARY
	LANDBAY BORDER
	PROPOSED MAJOR NEW STREETS
	COUNTY LINE
	EXISTING NEIGHBORHOOD BOUNDARY
	POTOMAC RIVER SHORE LINE
	PROPOSED BIKELANE/PEDESTRIAN PATHS (LANDSCAPE CONCEPTS)
	EXISTING PEDESTRIAN SYSTEM
	PROPOSED ACCESS POINTS
	LIMITS OF WETLANDS/RESOURCE PROTECTION AREA/FLOODPLAIN (TO BE PROTECTED & PRESERVED)
	RAILROAD CORRIDOR
	VIEW LINES
	NO THROUGH TRAFFIC
	FOUR MILE RUN WATER AREA
	METRO (METRO) CORRIDOR
	POSSIBLE ACCESS POINTS
	TRAFFIC FLOW ARROWS
	RIGHT IN RIGHT OUT

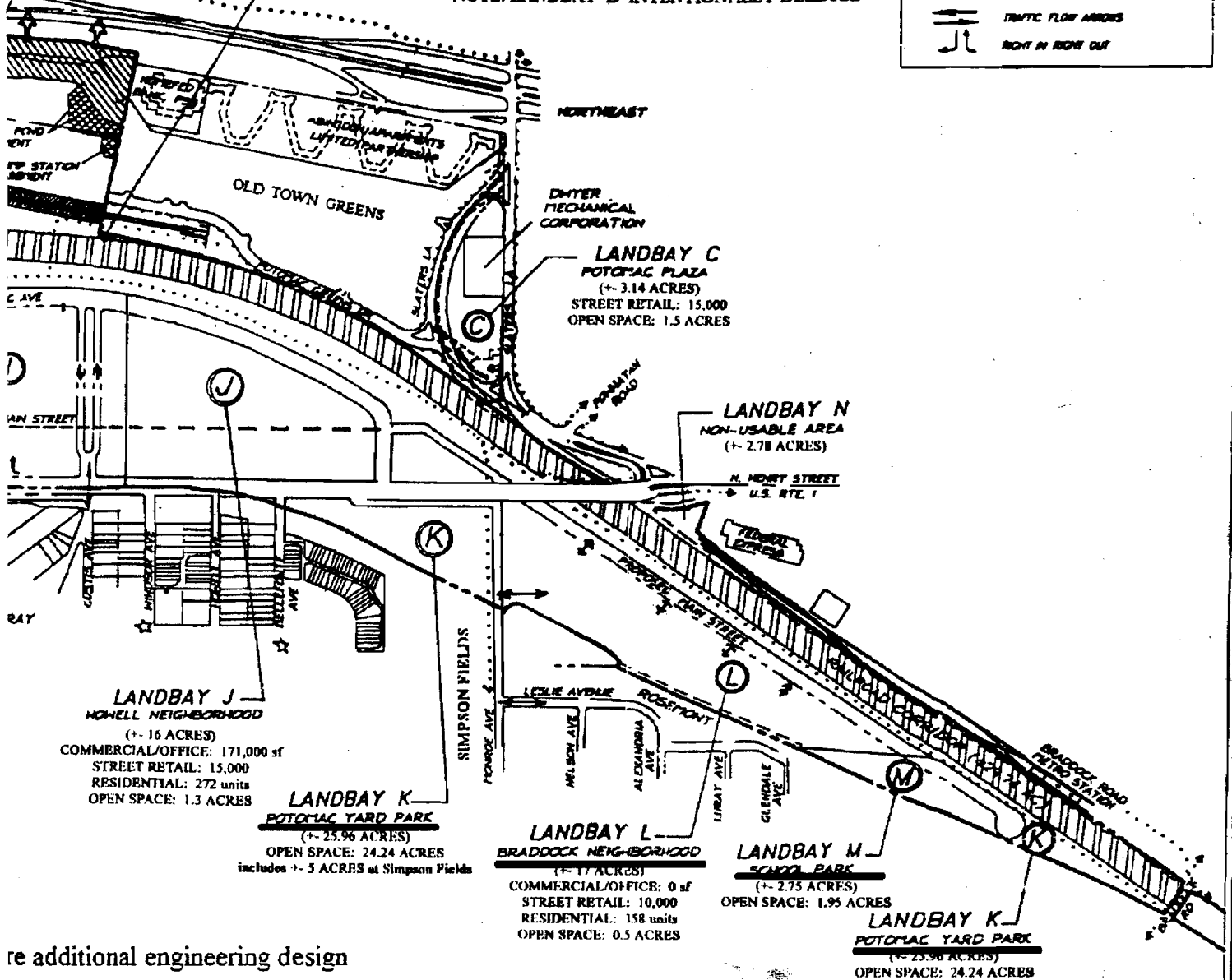
LANDBAY A
POTOMAC GREENS
(+ 33.66 ACRES)
RESIDENTIAL: 244 units
OPEN SPACE: 19.94 ACRES

LANDBAY D
RAIL PARK
(+ 4.22 ACRES)
OPEN SPACE: 4.22 ACRES

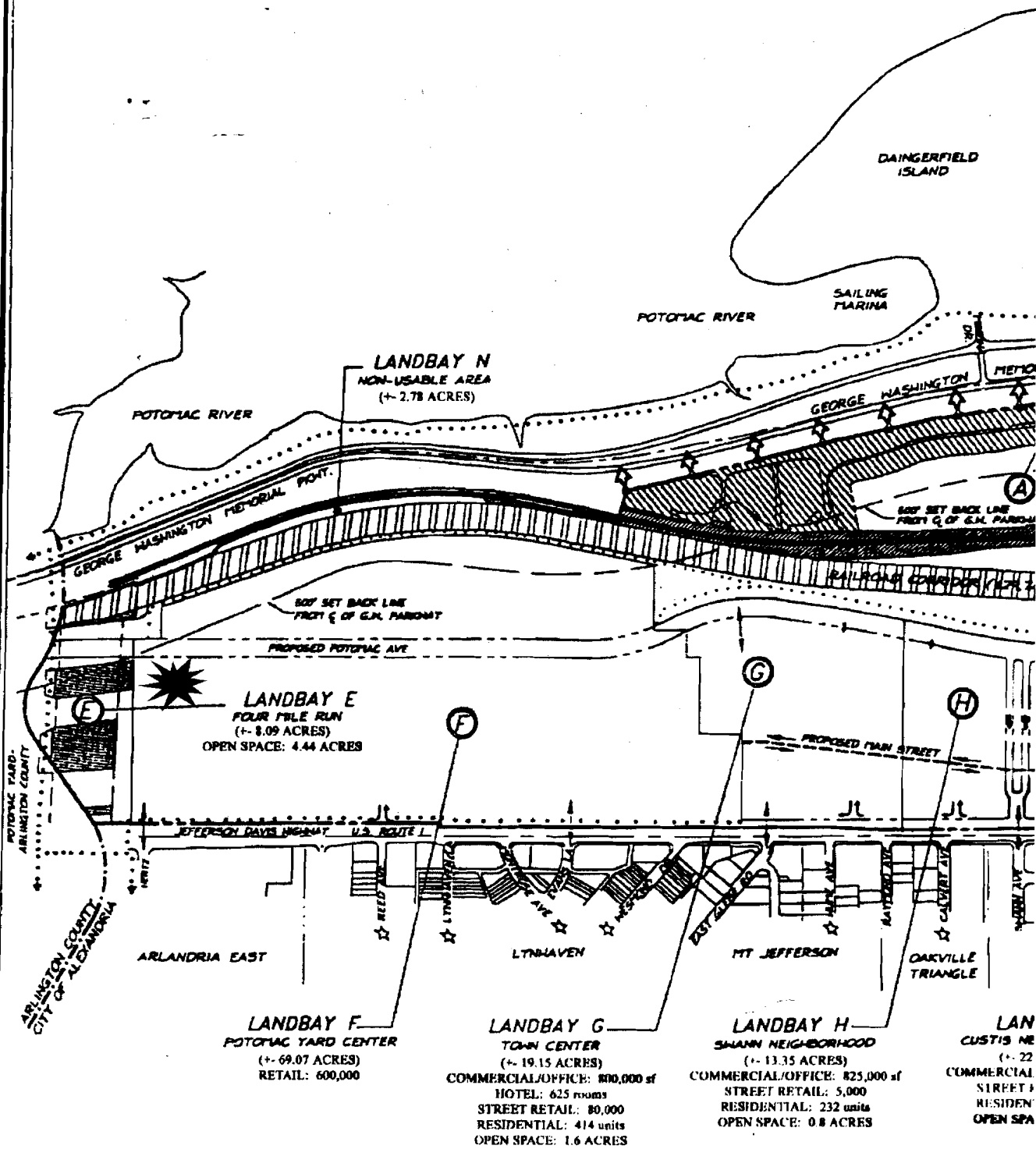
LANDBAY K
POTOMAC YARD PARK
(+ 25.96 ACRES)
OPEN SPACE: 24.24 ACRES

LANDBAY N
NON-USABLE AREA
(+ 2.78 ACRES)

NOTE: LANDBAY B INTENTIONALLY DELETED



CDD # 10 - Potomac Yard / Potomac



CDD Concept Design Plan

NOTE: Sizes of landbays J, K and L are staff est to determine the exact sizes

buildings, with heights up to 250 feet. The tallest building, proposed on Block 2, is 250 feet in height and is designed to screen the electrical substation and provide a visual terminus for Main Line Boulevard. Heights proposed in the Market Neighborhood range in height from 20 feet at the street level to 250 feet in the center of the neighborhood, while heights within the Metro Square Neighborhood are approximately 90 to 110 feet due to Federal Aviation Administration height restrictions.

J. Public Benefits and Community Facilities

The major increase in density recommended in the North Potomac Yard Small Area Plan and proposed by the applicant significantly increases the value of the North Potomac Yard property. In addition to the increased density, the value of the property is amplified further with the construction of a Metrorail station. Due to the substantial increase in property value, staff believes that it is necessary for the applicant to provide and contribute to community facilities and services in North Potomac Yard.

Typical of most development projects, the applicant has agreed to construct the infrastructure necessary to serve the proposed development including the streets, streetscape, and related improvements; bus shelters; open space and associated amenities; utilities; and below-grade parking. The applicant has also agreed to provide high-quality architecture and comply with the City's Green Building Policy and to voluntarily follow the Affordable Housing Policy guidelines in place at the time of development special use permit approval.

In addition to this basic infrastructure, staff has requested and the applicant has agreed to contribute funding for the future Metrorail station and the high-capacity transitway, as well as provide improvements to existing intersections, install traffic calming in adjacent neighborhoods, and construct two transitway stations. Furthermore, staff has requested and the applicant has agreed to provide the following:

- Secondary sanitary sewer conveyance, as required by the Department of Transportation and Environmental Services;
- Upgrades to stormwater facilities and provision of pervious paving for parallel parking spaces and sidewalks;
- Improvements to Four Mile Run, including bridge improvements, slope stabilization, landscaping, and construction of amenities as recommended in the Four Mile Run Master Plan and Design Guidelines;
- Access to amenity space on the top floor of a building constructed on Block 2 to the City as well as community and non-profit organizations several times each year to ensure public enjoyment of the viewshed.
- A live performing arts theater within the Metro Square Neighborhood;
- * ▪ Land for the construction of an urban elementary school; and
- Additional cultural and civic use space, such as a day care facility, a recreation and community center, or similar civic uses.

The staff recommendations require the applicant to reserve Block 4, located on the western side of the site near Crescent Park, for the construction of a new Alexandria City Public School or

comparable school facility. The applicant has agreed to contribute \$15 million toward the construction of this new school facility. The school facility is envisioned as an urban school, with either residential units or office located on the upper floors. While the school facility is required to comply with the *North Potomac Yard Urban Design Standards*, the school and any accessory uses required are not deducted from the maximum square footage permitted within the Coordinated Development District (CDD). In the event the City elects not to construct a school on the site, a community facility, public building or comparable use may be located on Block 4.

K. Affordable Housing

With the level of increased density proposed in the CDD, it is possible that approximately 4,500 new residential units will be produced in North Potomac Yard to complement planned commercial, retail, office and other uses as the 70-acre tract is built out to realize the City's vision of a mixed use, transit-oriented urban community. To ensure the long term sustainability of North Potomac Yard's redevelopment, it is critical that a range of housing choices be available for households of diverse age, size, composition and income. To this end, and given the anticipated scale of overall residential development, the City's goal is to secure a substantial number and variety of affordable housing options, including public housing and both affordable and workforce rental and sales housing throughout the CDD area.

While urban design and high-rise construction present first-cost challenges in achieving the level of efficiency required to produce affordable housing, incorporating green features and resource-efficient appliances, systems and infrastructure will yield long term savings which benefit for residents of public, affordable and workforce housing. Locating housing that is affordable to potential employees of the commercial, retail, office and other uses within North Potomac Yard will not only lessen traffic congestion in the immediate area, but will provide a consumer base within walking distance for neighborhood serving retail and service businesses.

To achieve affordability across a diverse mix of housing types, the City will work closely with developers and with the community as specific development plans are brought forward and reviewed through the development special use permit process to ensure significant components of public, affordable and/or workforce housing are provided in new developments throughout North Potomac Yard.

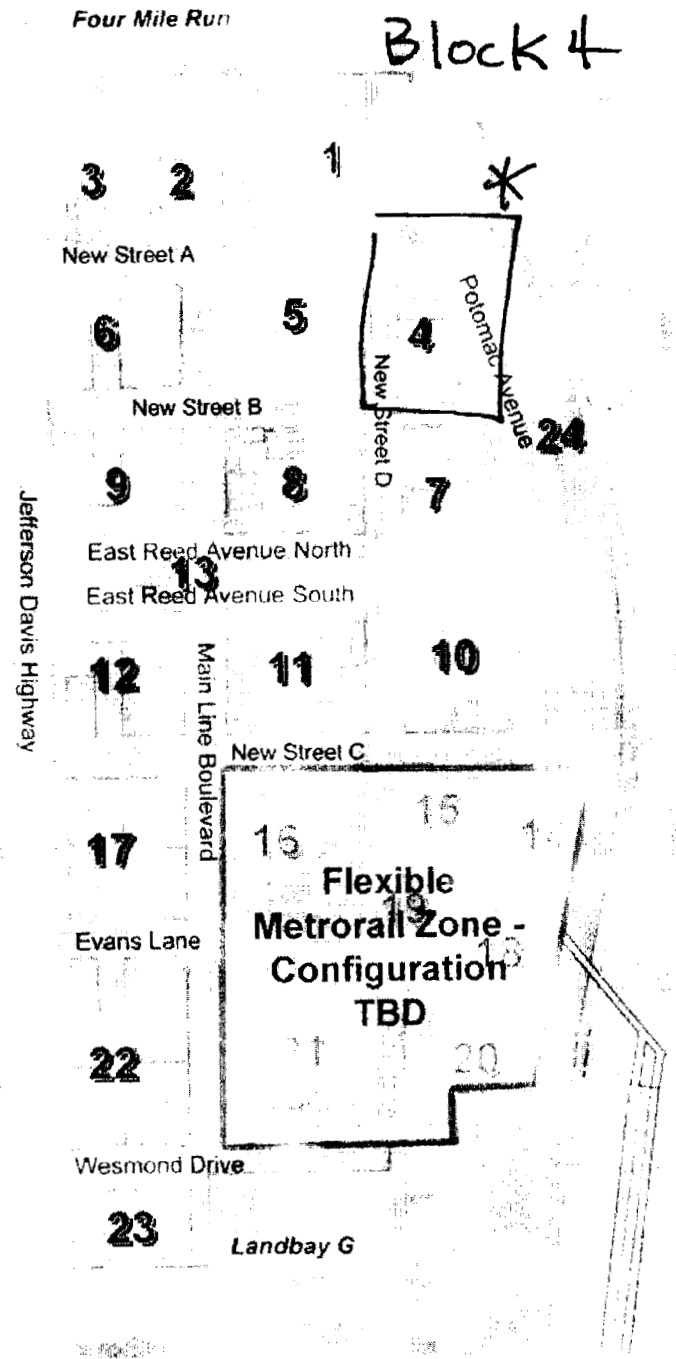
In addition to mixed income developments, which incorporate affordable set aside sales or rental units along with market rate units (in the case of rental units, the affordability is typically committed for a specified term, such as 30 years) when feasible, public-private collaborations may offer a mechanism to efficiently leverage land and both City and non-City resources to underwrite costs associated with producing affordable housing, to increase the potential yield of subsidized units.

At its discretion the City may choose to apply future developer contributions to produce and/or acquire units within the CDD area. The applicant has indicated its willingness to provide public, affordable and/or workforce housing on site within the residential development of North Potomac Yard. As noted in the staff recommendations, the City retains the discretion to select the proportion of the monetary contribution and the proportion of dedicated on-site units,

Zoning Proposal

Rezone site with:

- 7,525,000 sf Mixed-Use
- Metro Station & Transitway
- 10+ ac. Open Space (ground-level)
- Enhanced Bike / Ped Network
- On-Site Affordable Housing
- Urban Design Standards
- Incentives for Community Facilities
- Environmentally Sustainable Site Design & Construction
- Contribution & Site for School / Public Building



- g. Any streets, alleys, walkways, common areas, and open spaces, not defined herein, shall be maintained by the BID.
- h. Valet parking: coordination of any valet management plan between the owners in CDD#19. (P&Z) (T&ES) (RC&PA)

Q. COMMUNITY FACILITIES

- 88. For purposes of these CDD conditions, "Community Facilities" is defined to include day care facilities, schools, community/youth/senior centers, performing arts theatre, education centers, neighborhood reading rooms, libraries, community spaces and any similar use that contributes a significant benefit to the community, as determined by the Director of P&Z. (P&Z)
- 89. Space for which floor area has been allocated and approved as a community facility, public building or day care facility, using an exclusion from the development floor area maximums established in the development summary table, shall remain devoted to uses that qualify as day care facilities, community facilities or public buildings at all times, subject to the satisfaction of the Director of P&Z. Additionally, any accessory uses approved using the development exclusion shall retain the originally approved use, unless amended with a special use permit by Planning Commission and City Council. (P&Z)

* 90. School: The Applicant shall dedicate Block 4 as depicted in the North Potomac Yard Small Area Plan to the City for a possible school, community facility and/or a public building.

- a. The site shall be reserved and made available for the construction of a new Alexandria City Public Schools (ACPS) and/or comparable school facility if, in the future, it is jointly determined by the City Council and School Board to locate a school at this site. Alternately if determined by the City, the site may be utilized for open space, community facilities, public building and/or comparable use.
- b. The reservation shall also permit collocated uses which may include but is not limited to office and/or residential uses above the school.
- c. The school, community facility, public building, and associated uses shall be subject to all applicable provisions of the North Potomac Yard Small Area Plan, North Potomac Yard Urban Design Standards and other applicable requirements and be subject to a DSUP. The school, community facility, public building, and accessory uses shall not be deducted from or counted against the maximum permitted square footage of development within CDD#19.
- d. Block 4 shall have an approximate block size of 30,000 sq.ft., excluding the public right-of-way.
- e. Prior to dedication of the land to the City, the Applicant shall be responsible for construction of all necessary streets and infrastructure adjacent to the site.
- f. Subsequent to the dedication to the City and until the commencement of construction for a school and/or comparable building for the site, the site may be used as an interim open space to the joint satisfaction of the Superintendent of ACPS and the Director of RP&CA.

- g. In the event that the City elects not to construct a school on the site, the City may utilize the site for a community facility and/or public building and accessory uses as defined herein or for use as a public park-open space.
 - h. If the City does not use Block 4 for a school site, public park-open space or other community facility, the property shall be offered to the Applicant for purchase at its then appraised value less 15% prior to offering the site to any third party for purchase.
 - i. As part of the redevelopment of Blocks 5, 7 and/or 8, the City reserves the right for potential shared parking to accommodate possible school and/or community facilities located on Block 4. Adequate parking shall be determined as part of the DSUP process for Blocks 5, 7 and/or 8.
 - j. The Applicant shall provide a monetary contribution of \$15,000,000 adjusted annually by the CPI-U for each year beyond 2010, to contribute to the construction of a school in Potomac Yard or a location that serves Potomac Yard students. The contribution shall be made payable to the City prior to the Certificate of Occupancy permit for the first project exceeding 2,000 or more units within CDD#19. In the event the school, community facility and / or public building(s) is constructed by the City or ACPS prior to payment by the Applicant of the amount due, the monetary amount required herein shall be to reimburse the City or ACPS. (P&Z) (ACPS) (RP&CA) (PC)
91. Applicant shall provide at no charge, an amenity space on the top floor of Block 2, overlooking the Potomac River and Washington D.C., to community and non-profit organizations located in adjacent Alexandria neighborhoods in addition to Alexandria City government agencies at least 24 times per year during the hours of 8:00 a.m. to 10:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays on a space-available basis, upon request by the City. (P&Z)
92. The Applicant shall construct or contribute to a live performance arts theater, cultural/civic use space and/or comparable amenities as determined by City Council an amount not to exceed \$10,000,000 adjusted annually by the CPI-U for each year beyond 2010, or an equivalent area within a building as part of the DSUP process. The location of the theater shall be depicted and approved as part of the phasing condition required herein. The theater shall be constructed or the monetary contribution shall be made payable to the City prior to the first Certificate of Occupancy permit for the block in which the theater is located. If applicable, the Applicant shall participate in the rental management of the space(s) to the satisfaction of the Director of P&Z. (P&Z)
93. **Recycling Center:** To recycle the Municipal Solid Waste (MSW) products, the Applicant shall provide an area of 500 sq.ft. for the construction of a community recycling center, entirely enclosed within a building, architecturally screened to be integrated with the remainder of the building and accessed from a C Street as defined by the North Potomac Yard Urban Design Standards, within CDD#19. The facility must be accessible by standard City vehicles that will collect the recycling. The location of which shall be mutually agreeable to the City and the Applicant. The Applicant shall also develop a solid waste management plan per the City's "Solid Waste and Recyclable

G. Community Facilities

Considerable land value will be created as part of the rezoning, and some of the added value should be used to create public amenities. Public amenities should be consistent with the vision of the Plan, and include community facilities such as a school, child care, and live performance theatre.

Community facilities are a critical component of a package of amenities to provide needed services, and to create a sense of place. The Plan encourages that a number of community facilities be considered as the area develops, including the reservation of a site for a possible urban school. Based on current projections, it was determined that the proposed residential density in the plan area will generate several hundred potential students. The provision for a school is required to include child care facilities, and child care facilities are also encouraged in all office buildings and/or mixed-use buildings. The Plan recommends the reservation of an approximately .80-acre site for a possible school. City Council and Alexandria City Public Schools (ACPS) will decide as part of a future action whether a future school is warranted or desirable at this location.

Entertainment uses will be important to locate in the area around the Metrorail station where there is a higher concentration of office uses. Entertainment uses extend the duration of activity on the street, contribute to improved safety and walkability, and maximize use of parking spaces. The Plan encourages entertainment uses in the Metro Square Neighborhood generally, and specifically recommends the provision of a performing arts theatre in the Metro Square Neighborhood.

The Plan recognizes the current and future need for uses such as day care, live performance theatre and other community facilities, and encourages these uses by recommending that their floor area not be deducted from the maximum allowable floor area. Public amenities, including community facilities, will be determined as part of subsequent DSUP processes.

H. Wastewater Management

Staff has analyzed the capacity of the existing sanitary sewer infrastructure that serves the North Potomac Yard area. Much of this infrastructure was recently constructed as part of the Potomac Yard/Potomac Greens CDD. The analysis included projected flows from the Potomac Yard CDD, projected redevelopment along the west side of Route 1, redirected wet weather flows from the Four Mile Run pump station and future separation of combined sewer flows. With these projected flows, the existing infrastructure is predicted to require additional capacity required in some locations. The applicant has analyzed these capacity needs and a condition of future rezoning will be to contribute funding, proportional to the contribution of flows, toward the necessary conveyance improvements.

year period that North Potomac Yard will generate \$537 million in net new taxes. Note that the development square feet below for office and residential assumes the balance in occupancy as discussed earlier in the report.



Table IV: Development and Potential Jobs/Residents

	Development Sq. Ft.	Jobs/Residents (Occupancy)
Retail	930,000	1,860 jobs*
Office	2.2 million	7,600 jobs
Residential	4.2 million	(7,600 new residents)
Hotel	170,000	204 jobs

*Includes existing jobs.

As a regional destination, the Plan will create opportunities for new residents, shoppers, workers and tourists. The Plan also recognizes the need for fiscal responsibility for such a significant investment as a Metrorail station, and the benefit of a financing strategy that provides for shared risk with developer contributions.

F. Affordable Housing

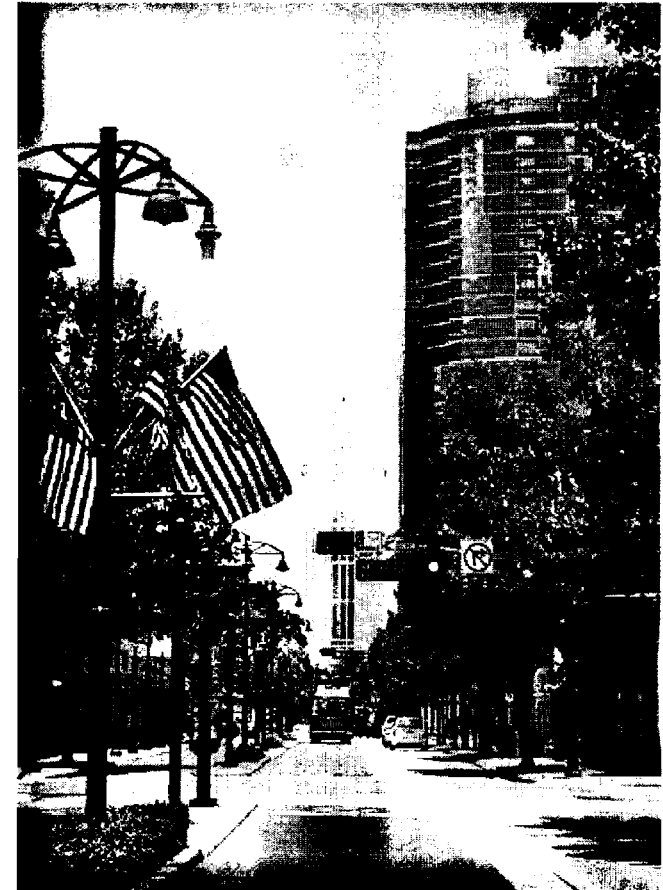
The Plan recognizes that a successful urban community is one that creates housing opportunities for people of a variety of ages and incomes. The Plan broadly addresses the City's goal to secure a variety of types of affordable housing units and options (including public housing, affordable housing and workforce rental and sales units) as redevelopment occurs. Many of the Plan recommendations contribute to the creation of a diverse community, including the variety of uses, building types, open spaces, and multiple transportation modes.

The attributes that make the site desirable for affordable housing such as mix of use, proximity to a Metrorail station, community facilities, and adjoining parkland, also make it desirable for market-rate housing. In addition, because of the density of the blocks, the buildings and parking will be more expensive to build. While the provision of affordable, workforce and/or public housing present cost challenges, the Plan is recommending that a continuum of housing, to include all of these types, be provided on-site to enable the neighborhoods to be diverse, which is one of the seven principles of the Plan. Community comments regarding the specific provision for affordable housing will be addressed subsequent DSUPs (see attached community comments). The Plan recommends that the site be subject to the affordable housing policy at the time of development approval.

Conclusion

Benefits of Development

- Walkable Mixed-Use Community
- Enhanced Metro and Transitway
- Potential School
- Four Mile Run Improvements
- Parks & Trails
- Live Theater / Community Facilities
- Public Art
- Affordable Housing
- LEED Buildings and Neighborhoods
- Create a City Gateway



2
12-18-10

City of Alexandria, Virginia – City Council Meeting of December 18, 2010
Public Discussion Period - Comments of Donald N. Buch (389 Livermore Lane)

I don't suppose it will surprise any of you to find that my focus today is on BRAC. More specifically, I am requesting that you provide this community a cost/benefit analysis of the development you encouraged to locate here. In recent months there appear to be more and more project costs likely to be borne by this community.

We recently learned that the short and medium-term roadway improvements will cost somewhere in the neighborhood of \$17-20 million – a number that just escalated by a third in the course of a week. One might note that, despite the beneficial impacts of those improvements, our worst performing intersections will no longer be 2 Level of Service Ds but will become 1 LOS E and 2 LOS Fs. In addition, consideration is being given to an \$80-100 million off-ramp from I-395 to Seminary Road. Based upon a waiver which City Council gave the developer in January, 2004, none of these expenses will apparently be borne by the developers although the SUP had previously called for them to do so.

Council Meeting, January 24, 2004: "An earlier condition of approval required that the applicant work with the city to investigate alternatives for providing a direct connection into the project from the existing I-395 interchange with Seminary Road. The city has concluded that this direct connection is not feasible or desirable. Further consideration of the direct ramp connection alternative is not advisable. Therefore, the applicant has fulfilled the intent and obligation of the previous condition to explore the possibility of an interchange ramp or construct comparable road improvements."

In January, 2008, the City wrote the Mark Center owners advising them that, if the City were to support this site as a location for BRAC, it faced the loss of an estimated \$60 million in real estate taxes over the next 20 years. In turn, the City stated that such support would be contingent upon the City receiving significant financial compensation. Despite the City having supported the location, we now understand that the City has not, and likely will not, receive any compensation whatsoever for the \$60 million in lost real estate taxes.

Mayor Euille to Howard Middleton, January 4, 2008: "... any city support of the Mark Center site... is contingent upon the city obtaining significant financial compensation to offset its multiyear loss of future real estate taxes." "... We have calculated... the net present value of foregone real estate taxes over a 20 year period... would be about \$60 million."

More recently we've heard the Fire Chief estimate that it will cost somewhere in the neighborhood of \$2 million per year to provide acceptable fire and emergency services to the BRAC neighborhood. Despite that, in March of last year the City entered into the Northern Virginia Emergency Services Agreement relative to the provision of these services. Both Alexandria and Fort Belfour are parties to the agreement which says no party will be compensated by another for any services rendered. In turn, one can understand DOD's position that they do not intend to compensate our city for the services. Consequently, it appears the cost of providing them will fall on city taxpayers, of which DOD is not one.

Northern Virginia Emergency Services Mutual Response Agreement, March 2009: "Each party... when needed or requested, will automatically dispatch the most appropriate response resource(s) available to an incident location without regard to jurisdictional boundary lines." "... A party to this agreement shall not be indebted to another party for the cost of any usual and customary emergency services rendered by the other party..."

Given just these three examples, it appears we could well be out of pocket more than \$150 million as the cost of having appealed to BRAC to locate at Mark Center. I believe the citizens of this City are overdue an explanation of why you were so eager to attract this terrorist target to a site that VDOT consistently asserted was "not viable" from a traffic perspective. In addition, I believe we are long overdue an accounting of the cost/benefit of this development and would ask you to let us know when one might be forthcoming.

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12-18-10

Statement of John Gosling on behalf of the Old Town Civic Association
to
City Council
December 18, 2010
Draft Waterfront Small Area Plan

Thank you Mayor Euille and members of the City Council, my name is John Gosling and I am the President of the Old Town Civic Association and I am here today to share our views on the Draft Waterfront Small Area Plan. My comments are based on a review of the material presented by City staff at the December 13, "Community Open House Meeting".

The City staff's presentation had new material including some generalized cost/benefit assumptions, a preliminary parking plan, and an architectural model of the commercial core area at the foot of King Street that illustrated the scale and urban form of the proposed new waterfront development between the two Robinson terminals.

Several key elements of the plan have changed in response to community input including:

- Addition of a hard landscaped plaza (Fitzgerald Square) at the foot of King Street as the "heart" of the waterfront and a venue for community activities.
- Relocating the new marina to a location at the Robinson South property to improve security and to segregate commercial and pleasure boat traffic.
- Addressing the buildings framing the public spaces by proposing some outdoor art space at the Torpedo Factory as a means for creating greater transparency, and by proposing a new interior layout for the Food Courts that would include a restaurant and outdoor terraces overlooking the Marina.

However, there are still have several questions regarding the plan and its implementation that were asked by our members several months ago, most notably:

- How is the plan phased, what are the costs and how will we pay for it?
- Where are the high impact events located?
- Where is the supporting parking? The parking plan places too much reliance on valet parking and private owners willing to open parking to the public. In any event valet parking does not solve our issue – **visitor's car traffic penetrating deep into Old Town, and**
- Where are the memoranda of understanding or letters of agreement from the Corp of Engineers, the District, National Parks Service, etc., that will allow this version of the plan to move forward?

It is our understanding that the plan is anticipated to be released by the Department of Planning and Zoning in January with a presentation of the full plan to City Council in February, 2011. In order for the waterfront plan to succeed and be well received by the community, we respectfully ask that you delay the planning process until our members have time to absorb the implications of the new plan revisions and until we have time to work through some of our issues with City planning staff.

Thank you for your consideration.

December 18, 2010

Comments on the City's waterfront planning

Mr. Mayor and members of Council, I am Bert Ely, an Old Town resident since 1981. I am here to speak about the City's waterfront planning process. While I belong to several organizations interested in the future of the Alexandria waterfront, I am speaking only on behalf of myself and not on behalf of any interest group. However, I know the concerns I am about to express reflect the views of many Alexandria residents.

My concerns about the waterfront planning process can be summarized as follows: The plan has gone too far down the road based on assumptions and untested assertions – it is being built on a foundation of quicksand, or perhaps it is marine clay. We have seen lots of enticing sketches and heard the painting of pretty word pictures, but we have not seen hard data or heard firm answers to the many questions which any planning process raises. The time has come for Council to say STOP, stop peddling a waterfront vision until questions are answered which will shape what the waterfront in fact will become.

Let me cite specific issues for which we have not heard concrete answers.

First, the outcome of the pending waterfront litigation will greatly impact what happens at the bottom of King Street and in the Potomac. If the Boat Club wins in the D.C. Circuit Court of Appeals, the dynamic of the waterfront planning process will change greatly. Key elements of the waterfront plan simply cannot be finalized until that litigation is resolved once and for all.

Second, the pretty pictures show docks and piers extending into D.C. waters and into or close to the shipping channel. We have been told that City staff have held discussions with the D.C. government and the Corp of Engineers about obtaining permission to build those structures, but no firm permissions have been obtained, and may not be. The waterfront planning process cannot be finalized until D.C. and the Corps have signed off on specific elements of the plan.

Third, is the all-important money issue. Monday evening, we were shown a cost estimate of \$32 to \$42 million for constructing the public-sector portions of the plan. Several sources of funding to pay for these improvements were listed but not quantified. No maintenance costs were listed; they can be significant for any facility located near or on water nor the cost of repairing docks and other facilities after the next Isabel sweeps down the Potomac. City staff need to put detailed numbers on the table and present a year-by-year cash-flow projection for the waterfront plan so that Council and voters can assess whether the proposed plan is worth it financially.

I was especially distressed Monday evening to hear that the plan assumes the construction of 600 hotel rooms along or near the river, with hotel taxes to pay for a substantial portion of the waterfront improvements. Yet we heard nothing about the likely impact of those 600 rooms on Old Town and its overloaded streets and sidewalks.

Fourth is parking, a perennial problem. We have heard that valet parking is the silver bullet that will ship visitors' cars deep into nearby garages, but we have heard absolutely nothing about what valet parking will cost, who will pay for it, and what will be done with people like me

who absolutely will not use a valet parking service. Worse, valet parking means more cars clogging Old Town streets and more visitors on already crossed sidewalks. The real issue is not a lack of parking spaces, it is too many cars on Old Town streets and too many people on Old Town sidewalks, especially on lower King and Union.

The question I often heard Monday evening was this: Is this plan for the tourists or the residents? Clearly, it is aimed at bringing more tourists to Old Town, it is not for the residents. The time has come to suspend the never-ending sales pitch for the proposed waterfront plan, to get firm answers to the many unanswered questions, to put firm cost and revenue numbers on the table, and to reorient the plan towards the interests of residents, not tourists.

Thank you for your time. I welcome your questions.