Air Rights Development Project Briefing
August 6, 2013

Speakers:
Tony Kinn, Director
Sam Beydoun, Program Manager
Jonathan Walk, Jones Lang LaSalle
Meeting Objectives

• Provide background on the Office of Transportation Public Private Partnerships

• Summarize project goals and objectives

• Describe Rosslyn and East Falls Church sites

• Understand objectives and topics of RFI

• Field and answer questions from participants
About OTP3

• Virginia’s Office of Transportation Public-Private Partnerships (OTP3) is responsible for developing and implementing a statewide program for project delivery for public-private partnerships related to transportation.
• OTP3 is an independent office that reports directly to the Secretary of Transportation
• OTP3 works closely with VDOT and other state transportation agencies as well as localities (County, City governments) to coordinate project delivery
About OTP3 – Track Record

• Virginia enacted Public Private Transportation Act (PPTA) in 1995
• Successful P3 track record ($6.3 B in last 2 years)
• Strong institutional knowledge of P3 project delivery
• Goals include public outreach and education and delivery of tangible benefits
Commonwealth Goals for Air Rights Development

- *Generate revenues* to fund transportation improvements
- *Improve utilization* of public assets
- Promote *transit-oriented development*
- Spur *local economic development* in Arlington County
- Create *model project* for future development of Air Rights above highways/rail in Virginia
- Create a collegial *prototype for cooperation* between the Commonwealth and localities
Approach and Approvals to Date

• To develop an understanding of the Air Rights concept and define the potential benefits, OTP3 undertook the following steps:
  – Completed OTP3 PPTA High Level Screening Report (approved by VDOT September 2012)
  – Conducted OTP3 PPTA Detail Level Screening Report (approved by VDOT, PPTA Steering Committee June 2013)
  – RFI Released (July 2013)
• No NEPA, Traffic, Engineering, Geotechnical or other detailed studies have been completed to this point
Commonwealth Objectives for Air Rights RFI

- Validate business case, feasibility and assumptions for air rights development at each prospective site

- Validate feasibility and assumptions for conventional development of parking lot at East Falls Church

- Collect information to issue an appropriate RFP that addresses the market realistically

- Generate innovative ideas for Air Rights and underdeveloped property development
Rosslyn - Contemplated Development Areas

**Pink** – Study site identified by OTP3  
**Green** – other potential Air Rights over I-66 held by VDOT
Rosslyn – Potential Site Details

- Within Interstate 66 Right-of-Way (ROW)
- ROW and Air Rights owned by the Commonwealth of Virginia
- ~70,000 SF study site chosen due to topography, connectivity, and prominence
- Potential for additional air rights development areas – seeking private sector input on feasibility and desirability of other areas
Rosslyn – Planning Context

- I-66 right-of-way is currently zoned “S-3A Special Districts” – which is generally used for public and semi-public uses such as parks and government facilities, and is “Public” on General Land Use Plan.
- Adjacent developed areas of Rosslyn are zoned “C-O” and “C-O Rosslyn.”
- Arlington County is currently updating the Rosslyn Sector Plan through a community planning process, RealizeRosslyn.
- RealizeRosslyn team has been briefed on the Air Rights concept and RFI.
- Regular progress updates with Arlington County and planning team of progress and results of RFI.
- Sector Plan Update Site: sites.arlingtonva.us/rosslynsector/
East Falls Church – Contemplated Development Areas

**Pink** – Potential Air Rights area  **Blue** – Conventional Development Area
East Falls Church – Potential Site Details

• Potential Air Rights over I-66 Right-of-Way and Metro tracks in median
• Metro parking lot area includes 5.3 acres of land, 455 parking spaces and bus loop
• Metro parking lot is jointly owned by VDOT and WMATA
• Due to active highway and rail facilities, operational and maintenance needs and procedures must be taken into account by any development
• Proximity to WMATA tracks requires compliance with WMATA Adjacent Construction Project Manual
• Development of parking lot would need to consider the replacement of existing parking and bus infrastructure
East Falls Church – Planning Context

• Air Rights area and Metro Parking area both zoned “S-3-A Special Districts” – which is generally used for public and semi-public uses such as parks and government facilities, and is “Public” on General Land Use Plan
• Community planning process initiated in 2007 to create new East Falls Church Long Range Area Plan.
• Area Plan adopted by Arlington County Board in 2011
• Improved access to Station a key component of Plan
• Area Plan contemplated mid-rise residential mixed use and pedestrian areas including a public plaza on Metro parking site
• Plan Site: www.arlingtonva.us/departments/CPHD/forums/eastfallschurc.aspx
• Adjacent localities are also interested in improved accessibility to the Metro station
RFI Topics – General

- Point of Contact and Firm Background
- Optimum Size / Phasing of Platform
- Relationship of Platform to Building Size and Footprint
- Due Diligence and Studies Required, Duration of Predevelopment / Planning Period
- Preferred Transaction Structure
RFI Topics – Rosslyn

- Viability of studied site for Air Rights development
- Most attractive site for Air Rights over I-66 in Rosslyn?
- Feasibility – product types, potential scope
- Phasing
- Cost of Platform
- Values and Transaction Structure
- Public Subsidy
- Key Risks
RFI Topics – East Falls Church

- Viability of Air Rights concept and conventional development of parking lot
- Feasibility - product types, potential scope – Air Rights and parking lot
- Phasing
- Cost of Platform
- Values and Transaction Structure
- Public Subsidy
- Approach to Metro Operations and Infrastructure
- Key Risks
Key Considerations

- Key to preserve uninterrupted operations of highway and Metro throughout development, construction, operations and maintenance during the entire lifecycle of project
- Compliance with WMATA Adjacent Construction Project Manual for East Falls Church site
- Requirements of FHWA / VDOT / FTA / NFPA 502 (Standard for Roads, Tunnels, Bridges and other Limited Access Highways)
- Compliance with VDOT and FHWA Design and Bridge Specifications, Operations Protocols, Interoperability Guidelines
Air Rights RFI / RFP Process

- **July 3** – RFI Issued to solicit private sector developer input into viability and desirability of various sites
- **August 6** – Project Briefing, George Mason University Founders Hall Auditorium
- **September 30** – Responses due via email or postal mail
- **Fall 2013** – Review responses to RFI to gauge interest and potential benefits
- **Early 2014** – Potential issuance of RFPs for development
Submission Details

• Responses due September 30, 2013, preferably via e-mail: sam.beydoun@vdot.virginia.gov
• Submission instructions and requirements outlined in Sections 4 through 7 of RFI
• Responses will be shared among OTP3, VDOT, WMATA, DRPT, Arlington County
• No confidential information is requested; see instructions in Section 6 of RFI for marking proprietary information
• One on one meetings with OTP3 after close of RFI can be requested by respondents (October-November 2013)
Contact Information

Project Website – Updates will be posted here
www.virginiadot.org/airrights

Project Point of Contact and RFI Submission
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