

# Potomac Yard Update



City Council Work Session  
November 13, 2012

# Agenda

1. Metrorail Station EIS
2. Metrorail Station Costs and Funding
3. EIS and Decision Schedule
4. Master Planning with FAA and Airports Authority
5. North Potomac Yard DVP Electrical Terminal Facility
6. Route 1 Transitway
7. Development Update

# Potomac Yard Development: Key Issues

- Metrorail Station Siting
  - EIS: Environmental Impacts
  - Costs and Funding
  - Record of Decision
  - Selection of Locally Preferred Alternative
- FAA/Airports Authority Master Planning
- DVP Electrical Terminal Station
- Route 1 Transit Corridor Implementation
- Pace of Development



# Owners / Developers



**Landbay F:**  
CPYR/Lionstone/TBD



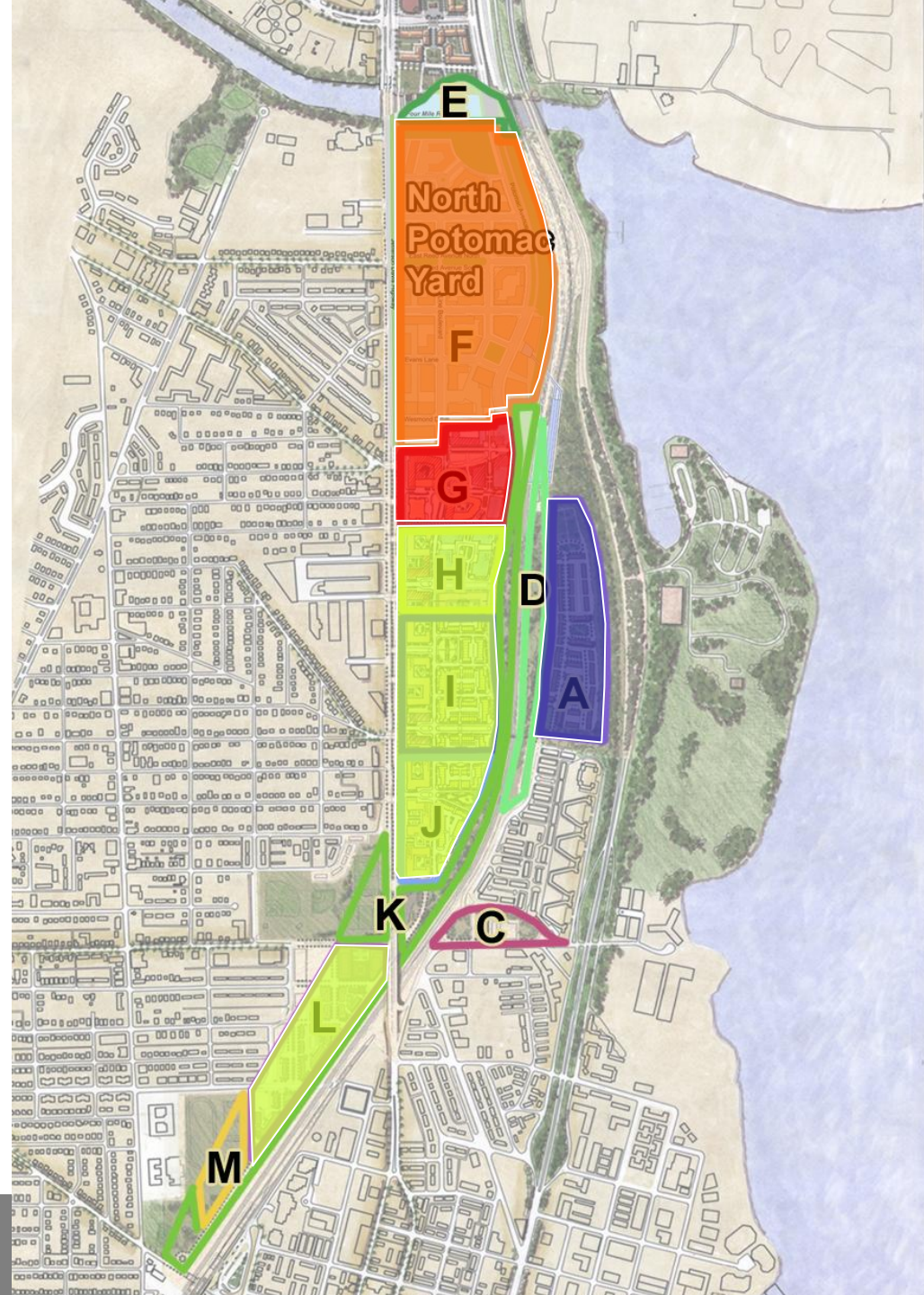
**Landbay G:**  
MRP/JBG



**Landbay H-L:**  
PYD

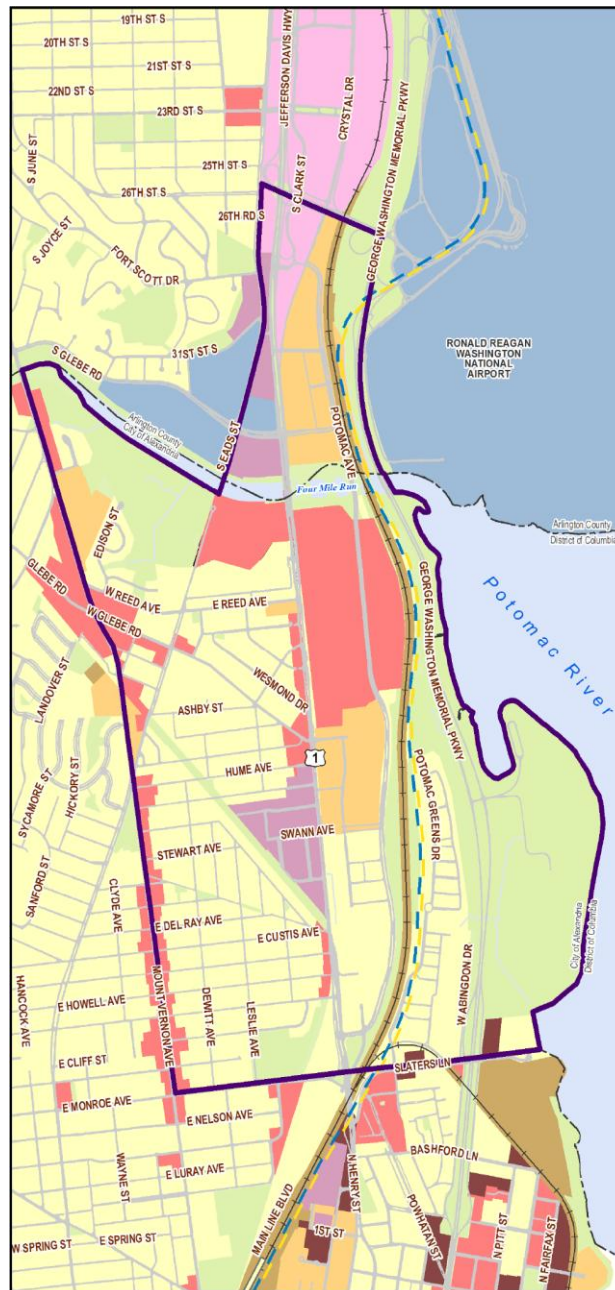


**Landbay A:**  
Potomac Greens



# Governing Documents

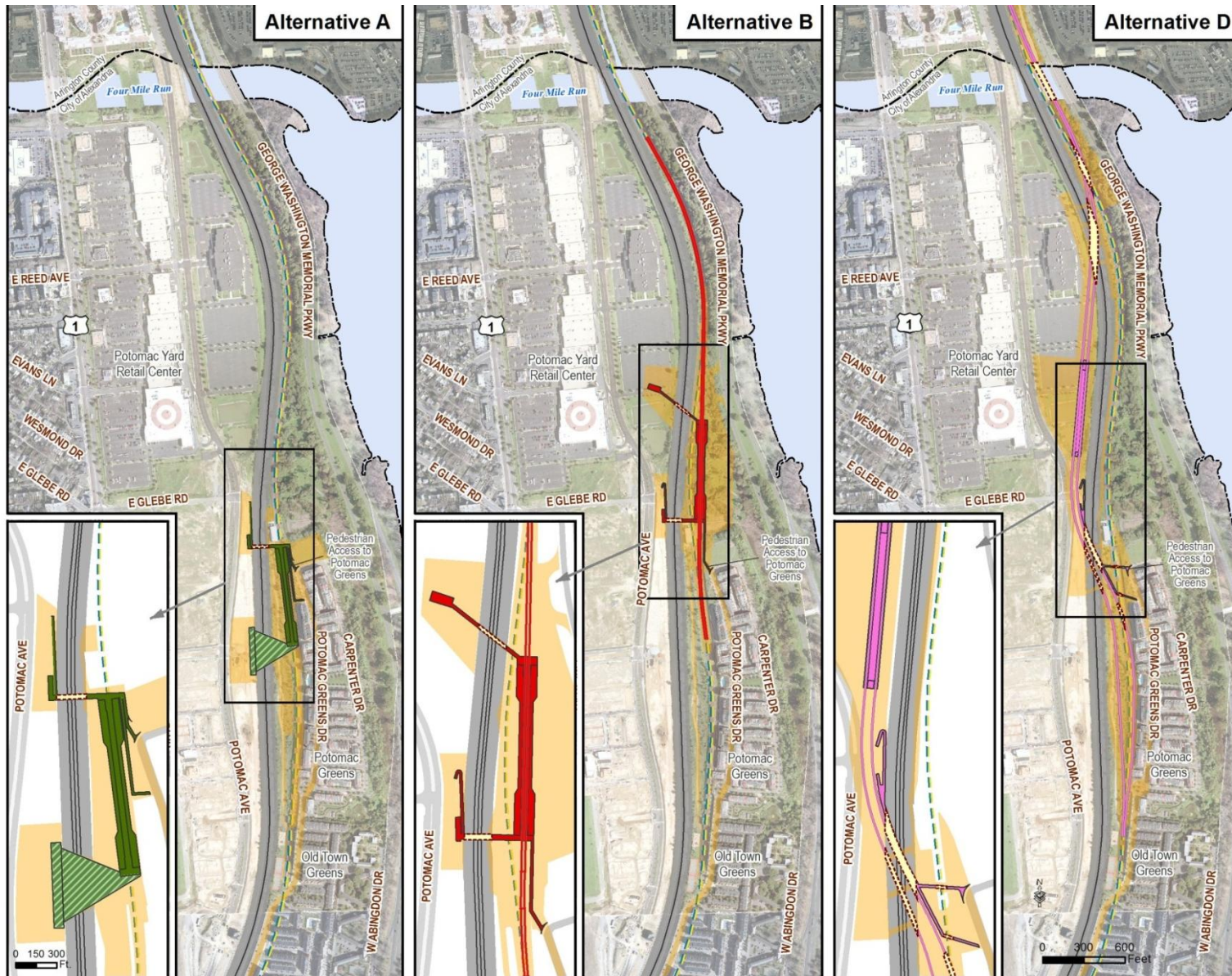
- CDD Zoning
- CDD Design Guidelines
- Four Mile Run Master Plan
- Transportation Master Plan
- FAA – Airport Authority
- BAR Design Guidelines
- MOUs – North and South Potomac Yard
- Potomac Yard Small Area Plan



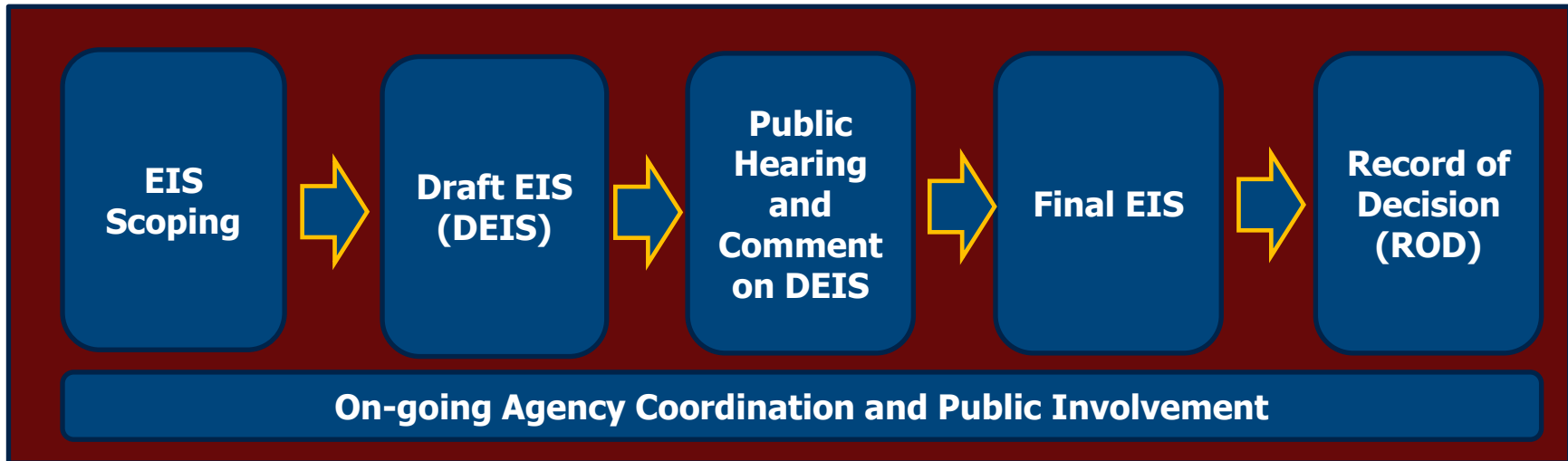
# METRORAIL STATION EIS



# Build Alternatives



# Estimated Schedule



↑  
2011-  
Early 2012

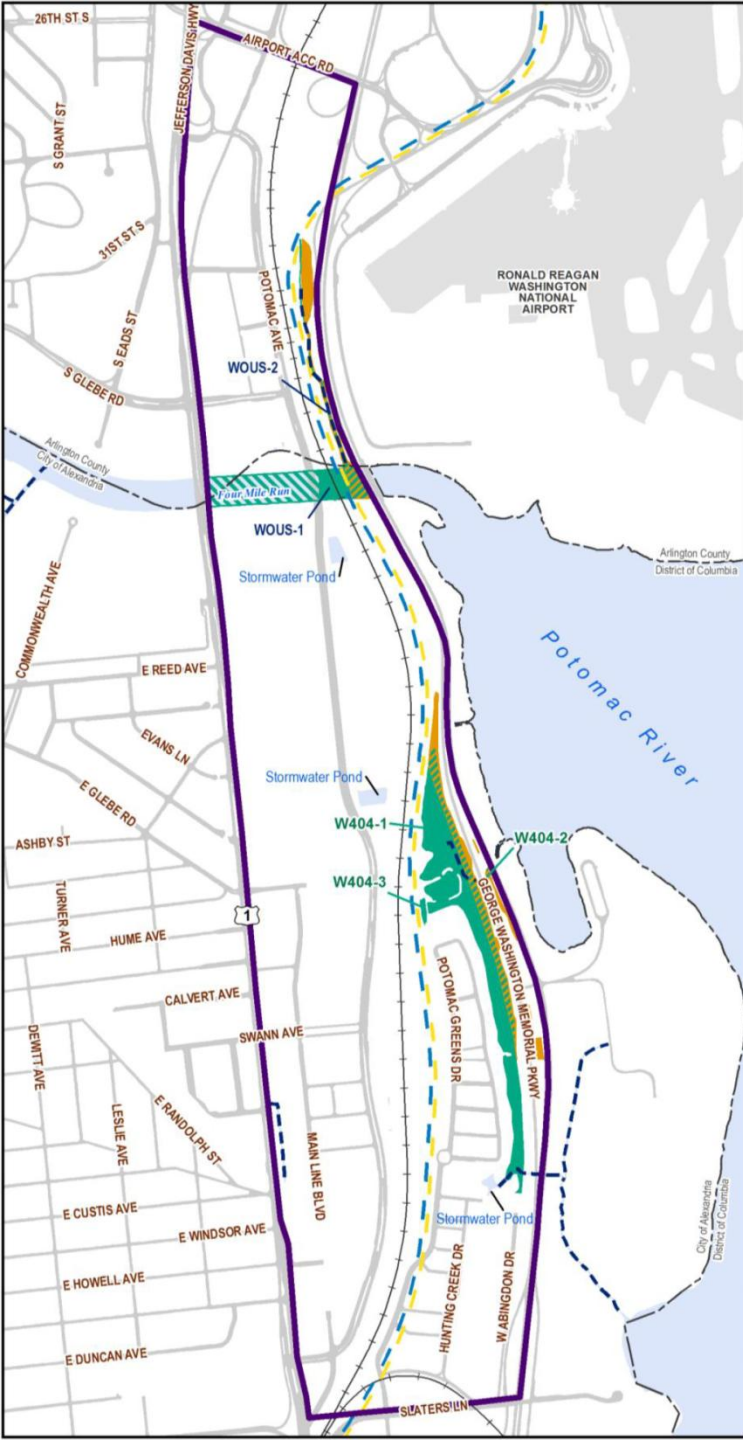
↑  
2<sup>nd</sup> Quarter  
2013

↑  
2<sup>nd</sup> Quarter  
2013

↑  
2<sup>nd</sup> Quarter  
2014

↑  
Mid  
2014

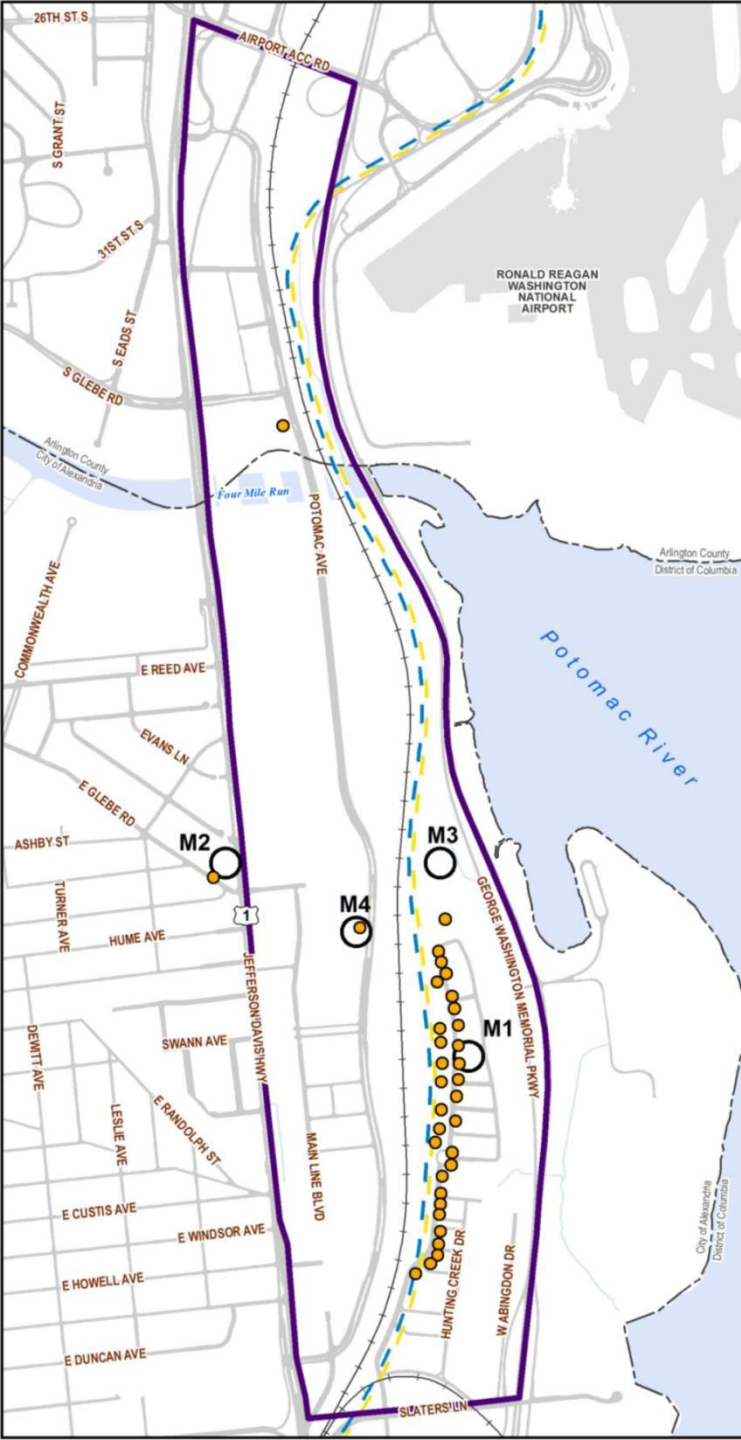




# Water Resources

## Items Reviewed:

- Wetlands
- Water Quality
- Floodplains
- Coastal Zones
- Navigable Waterways
- Designated Scenic Rivers



# Noise and Vibration

## Noise

Existing Noise Levels at Representative Locations in the Vicinity of the Potomac Yard Metrorail Station

Receptor ID	Description	Land Use Category	Peak-Hour $L_{eq}$ (dBA)	24-Hour $L_{dn}$ (dBA)
M1	Potomac Greens, Potomac Greens Dr	Residential	63	63
M2	Lynhaven Community, E Glebe Rd	Residential	72	72
M3	Potomac Greens Park/Trail (N of Potomac Greens)	Park	63	--
M4	Potomac Yard (proposed development)	Residential	60	62

Source: Field measurements, June 2012

## Vibration

Existing plus new

- FTA – increase of 3VdB and exceed 72VdB
- WMATA – exceed 80VdB

# Potomac Greens Park – Scenic Easement

## Alternative A 4f/106 Resources

### LEGEND

- Alternative A & Facilities
- Existing Metrorail Blue/Yellow Line
- CSXT Tracks
- CSXT Right-of-Way
- Existing Parks
- Existing Parks (NPS Property)
- Planned Parks
- Archaeological Sites
- 00AX0000 Archaeological VDHR Number
- Historic Structures Districts
- City of Alexandria Scenic Easement to NPS

Source: City of Alexandria; National Park Service; VDHR

0 200 400 Feet

POTOMAC YARD  
METRORAIL STATION EIS

## Alternative B 4f/106 Resources

### LEGEND

- Alternative B & Facilities
- New Track for Alternative B
- Existing Metrorail Blue/Yellow Line
- CSXT Tracks
- CSXT Right-of-Way
- Existing Parks
- Existing Parks (NPS Property)
- Planned Parks
- Archaeological Sites
- 00AX0000 Archaeological VDHR Number
- Historic Structures Districts
- City of Alexandria Scenic Easement to NPS

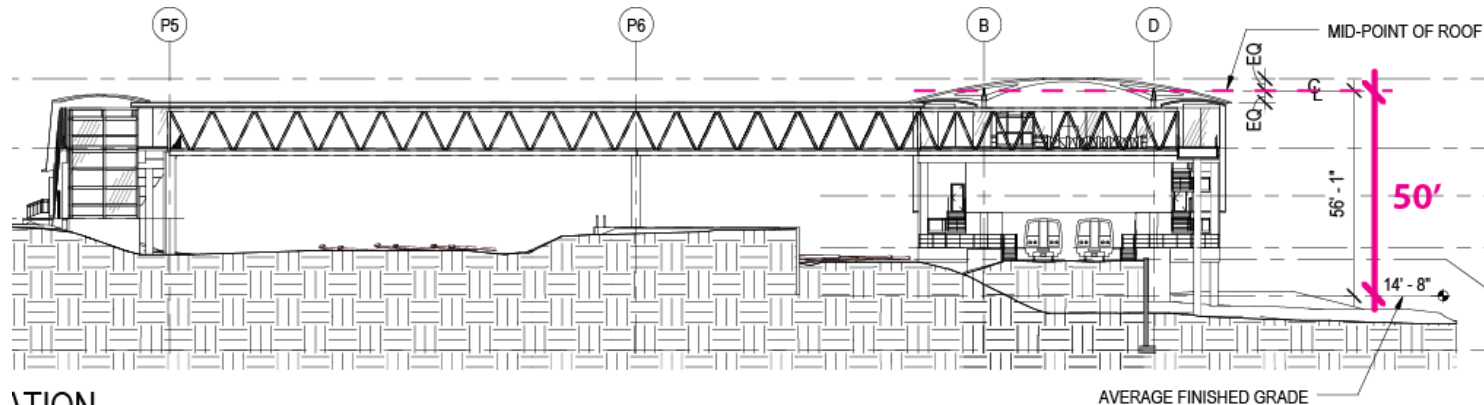
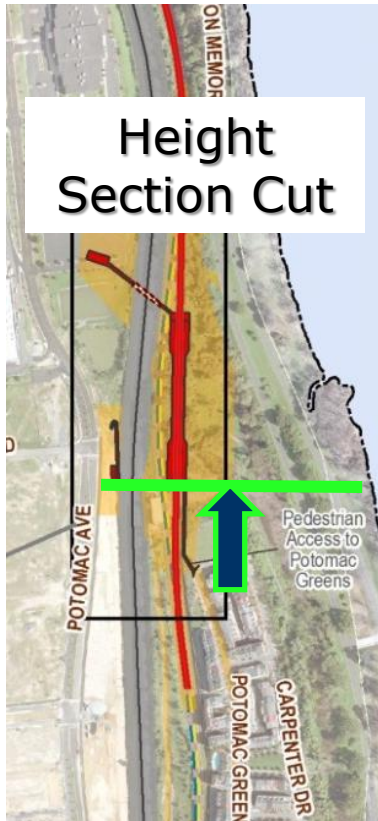
Source: City of Alexandria; National Park Service; VDHR

0 200 400 Feet

POTOMAC YARD  
METRORAIL STATION EIS



# Height



# Metrorail Balloon Tests

- Used to visually represent the elevations of the proposed station locations.
- Will be completed in mid/late November.
- Still photos will be taken at various viewsheds
- Balloons replaced with rendering of station



# METRORAIL STATION COSTS AND FUNDING



# 2009-2010 Metrorail Station Planning

- Two study groups
- Extensive public process
- Station siting preliminary and tentative
- Subject to EIS process
- Feasibility analyses
  - Engineering/technical
  - Financial

# Council Approved MOUs with Developers

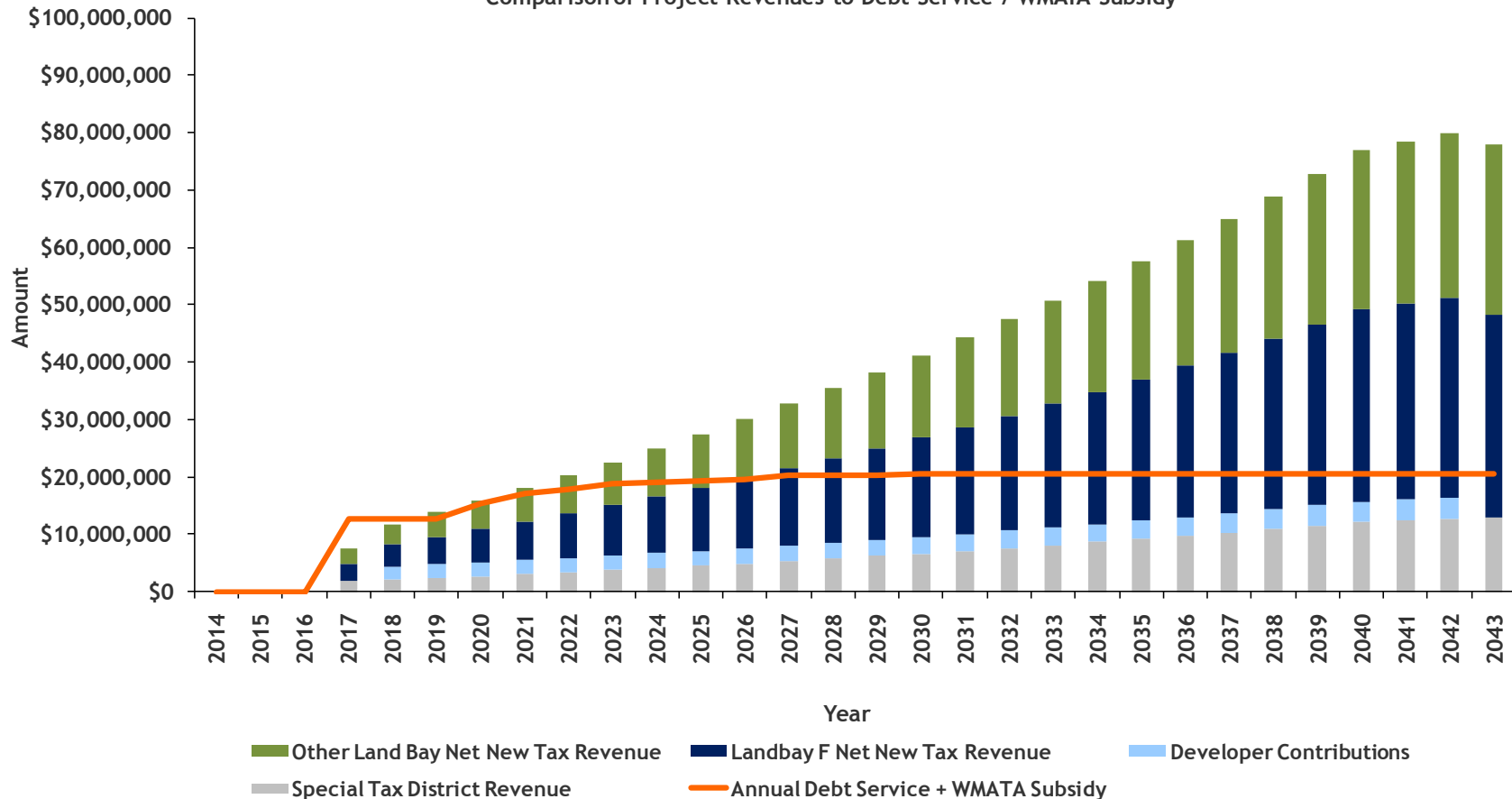
- CPYR, Inc.
  - If site B, then \$10 @ sq. ft. plus inflation
  - \$49 million contributions becomes \$73 million
  - Contributions accelerated if \$32 million shortfall guarantee needed
  - If not Alternative B, then no contributions and North Potomac Yard density cut by 3.8 million sq. ft.
- PYD, LLC.
  - Over \$100 million in infrastructure contributions to date
  - \$2 million shift of pedestrian bridge monies

# 2010 Base Case Summary

## Key Metrics

- Required Bond Issuance: \$275 million
- Size of Funding Gap: \$5.9 million
- Breakeven Year: 2019
- Maximum Annual Debt Service Payment: \$19.8 million

Comparison of Project Revenues to Debt Service / WMATA Subsidy





# 2012 Update of 2010 Financial Model

- Model A, B, D alternatives
- Update assumptions
  - Build-out projections
  - Per sq. ft. / unit \$ values
  - Interest rates
  - Federal/state funding
  - Cost of station re-estimated

# Metrorail Cost Estimates

	Low	High	85% of High*
Alternative A	\$119M	\$228M	\$195M
Alternative B	\$149M	\$293M	\$250M
Alternative D	\$275M	\$538M	\$462M

\*"85% of High" represents 100% of fixed costs (e.g., EIS, Art-in-transit, preliminary engineering) and 85% of remaining costs (e.g., design/build contract, contingency, utility coordination, etc.). Financial feasibility study will be based on "85% of High."

# Risk Mitigation

- Model higher interest rates
- Model slower growth rates
- Budget cost contingent
- \$32 million shortfall guarantee (Alt. B only)
- Bond repayment structure
- Gauge pace of development
- Approve construction when timing is right

# City Debt Related Financial Policies

- Conservative structure
- Debt as a % of real property assessed value
  - 1.1% target / 1.6% limit
  - Amend limit to 2.2%
- Adjust other debt ratios upward
- Bond rating agency reviews



# PROJECTED SCHEDULE

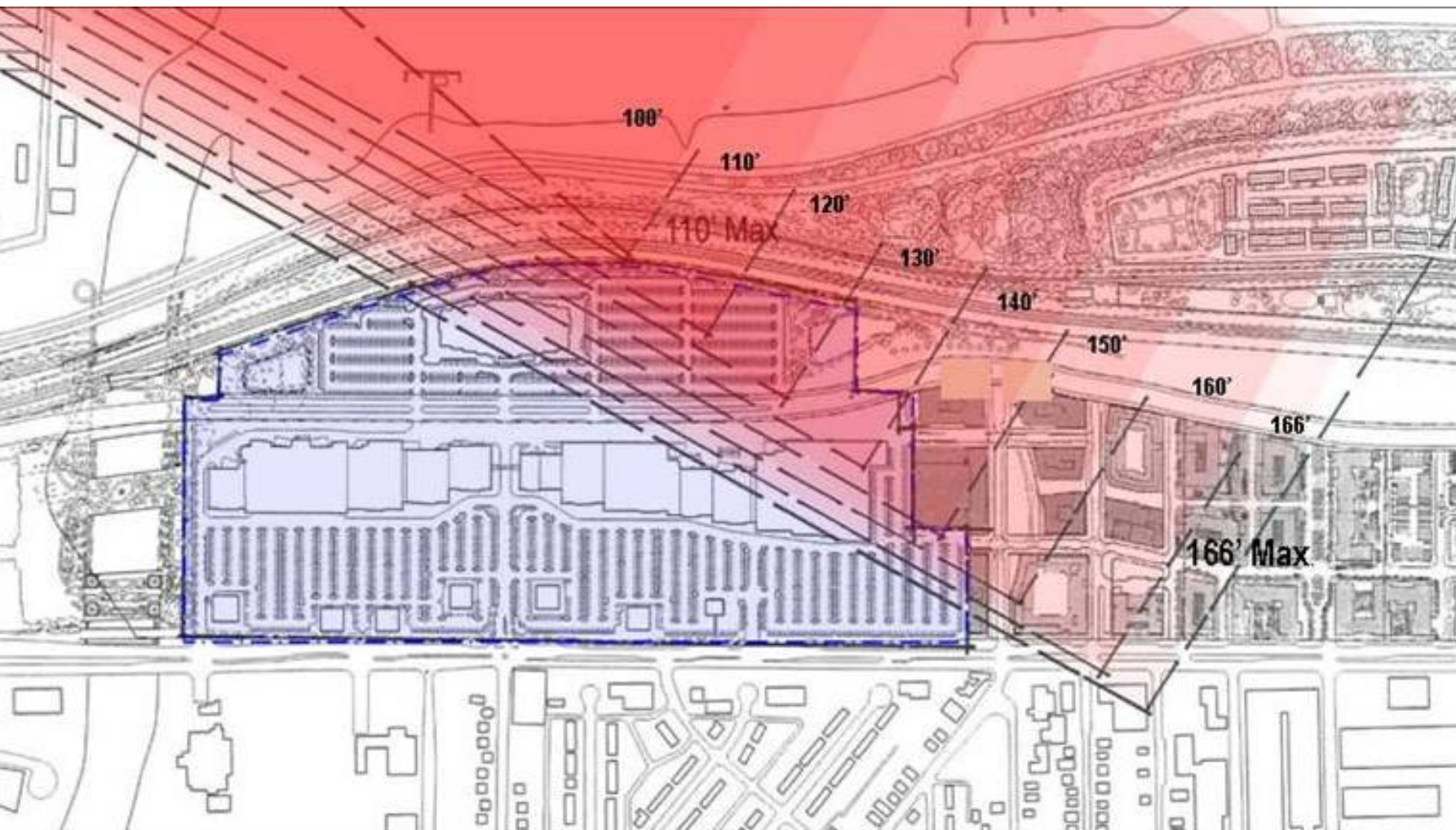
# EIS and Council Decision Estimated Schedule

- Updated Financial Modeling (January 2013)
- Draft EIS Released (April 2013)
- *\*Selection of Locally Preferred Alternative (September 2013)*
- *\*Amendment of Debt Related Guidelines (September 2013)*
- *\*Authorization of Design Build Competition (September 2013)*
- Final EIS Released (April 2014)
- Record of Decision (June 2014)
- *\*Authorization of Construction (Late 2014)*

*\*City Council decision points*

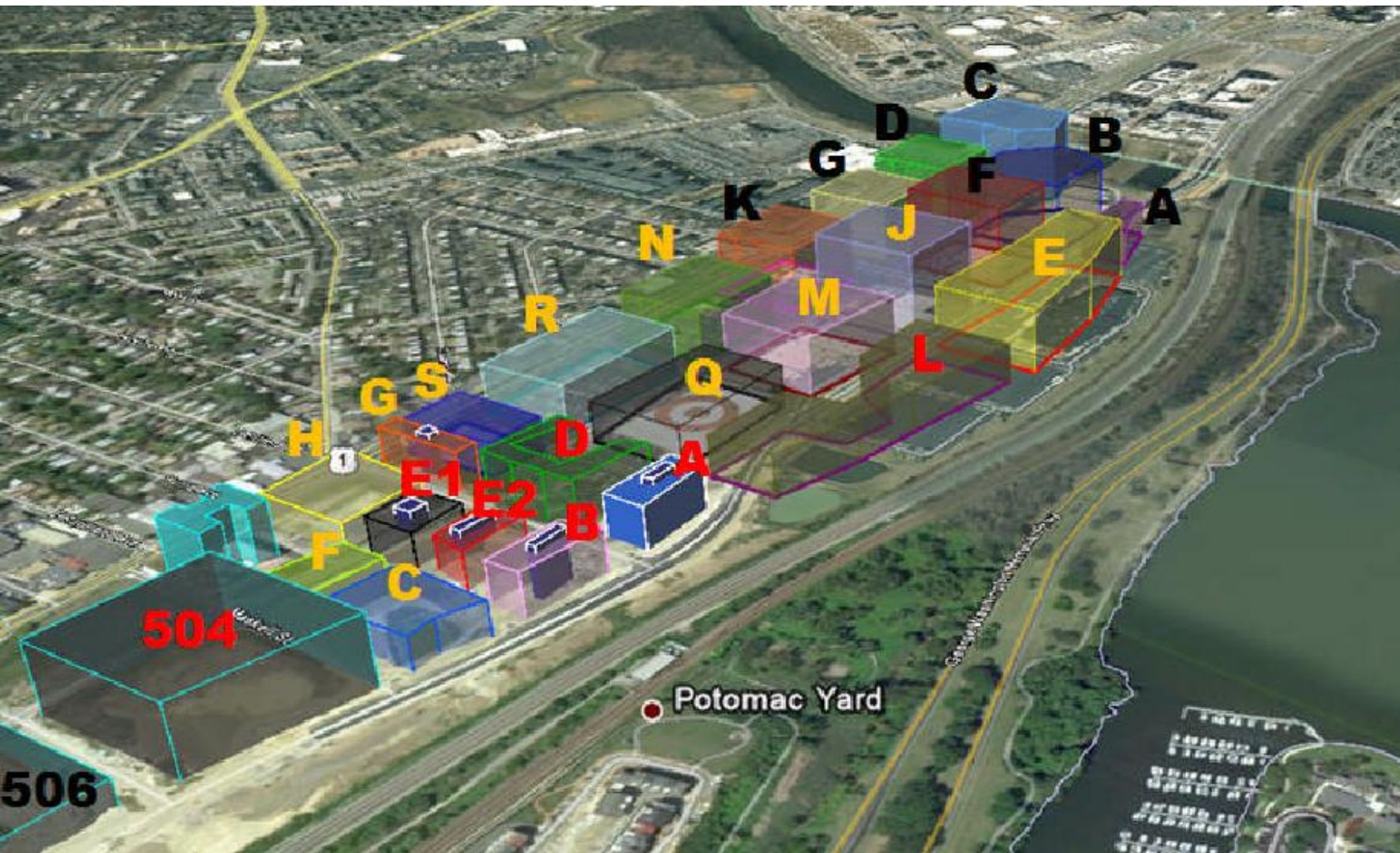
# MASTER PLANNING WITH FAA AND AIRPORTS AUTHORITY

# Height – FAA – Airports Authority





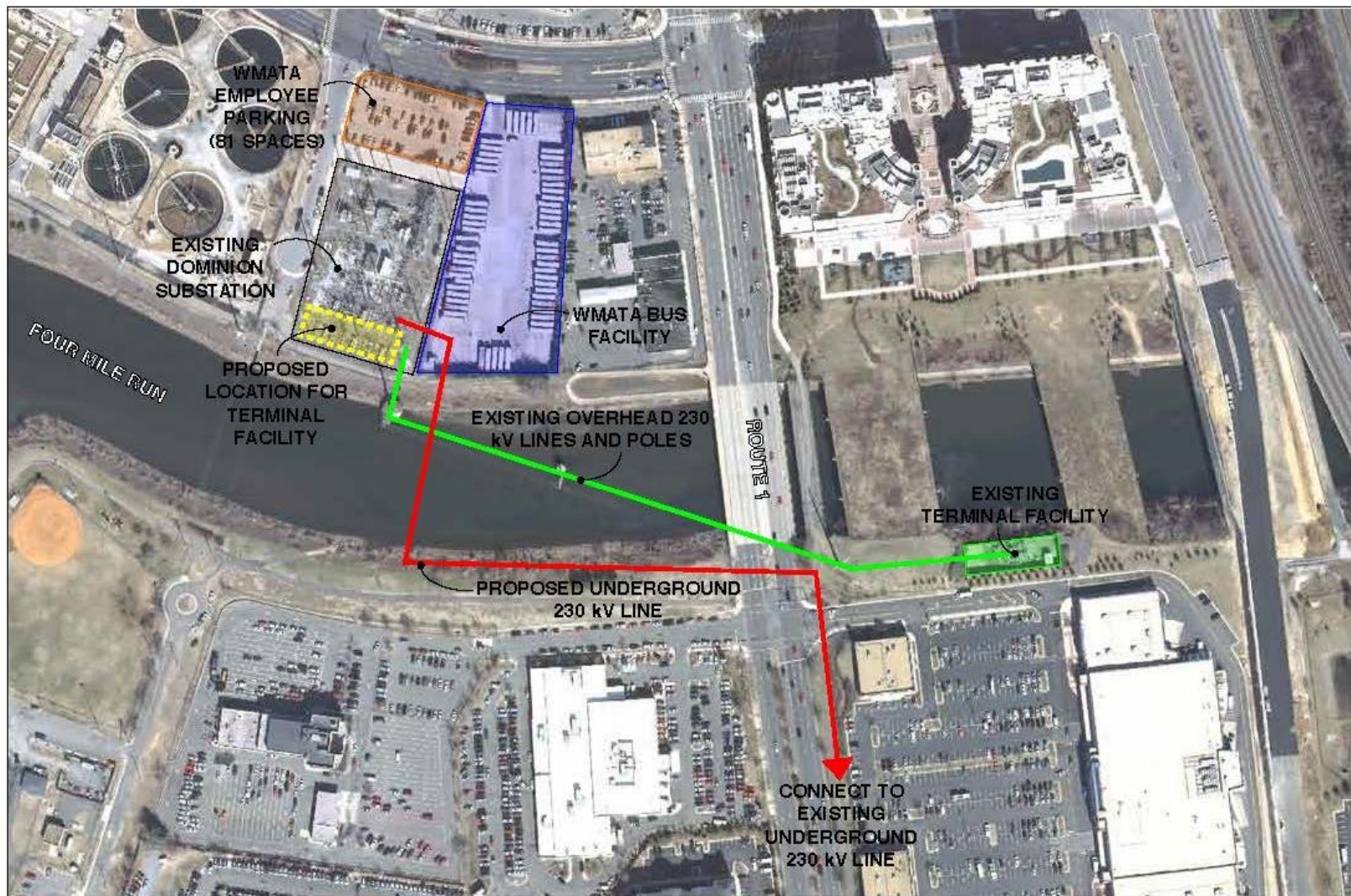
# Height – FAA – Airports Authority



# NORTH POTOMAC YARD DVP ELECTRICAL TERMINAL FACILITY



# North Potomac Yard DVP Electrical Terminal Facility





# North Potomac Yard DVP Electrical Terminal Facility



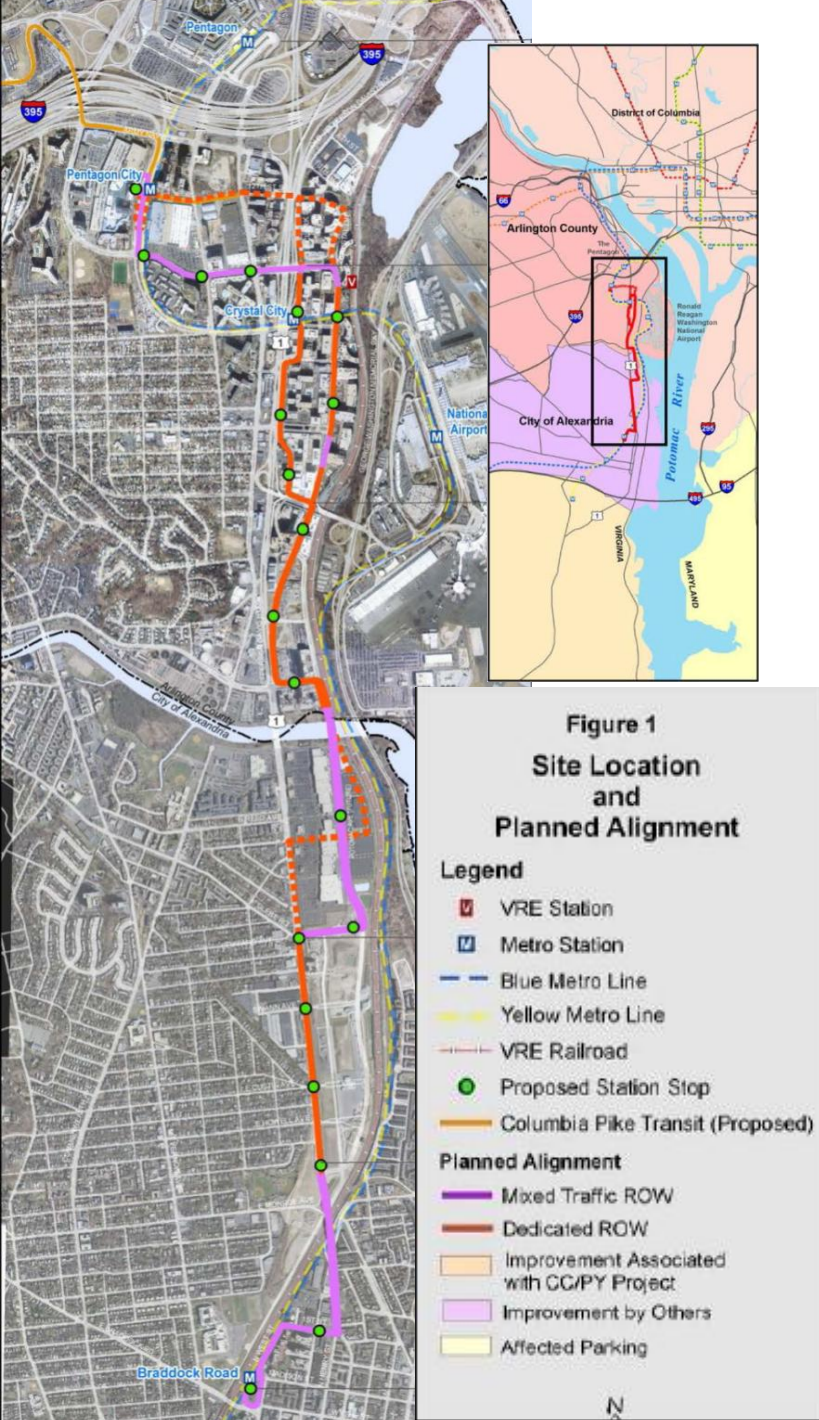
Potomac Yard Update



# ROUTE 1 TRANSITWAY

## Overview

- 5-mile corridor from Pentagon City to Braddock Road Metrorail stations
- Largely dedicated right-of-way
- Will be first completed TIGER grant in region (\$8.5 million)
- Construction began in July 2012
- Slated to open December 2013/early 2014
- Initially operated by WMATA
- First BRT in region



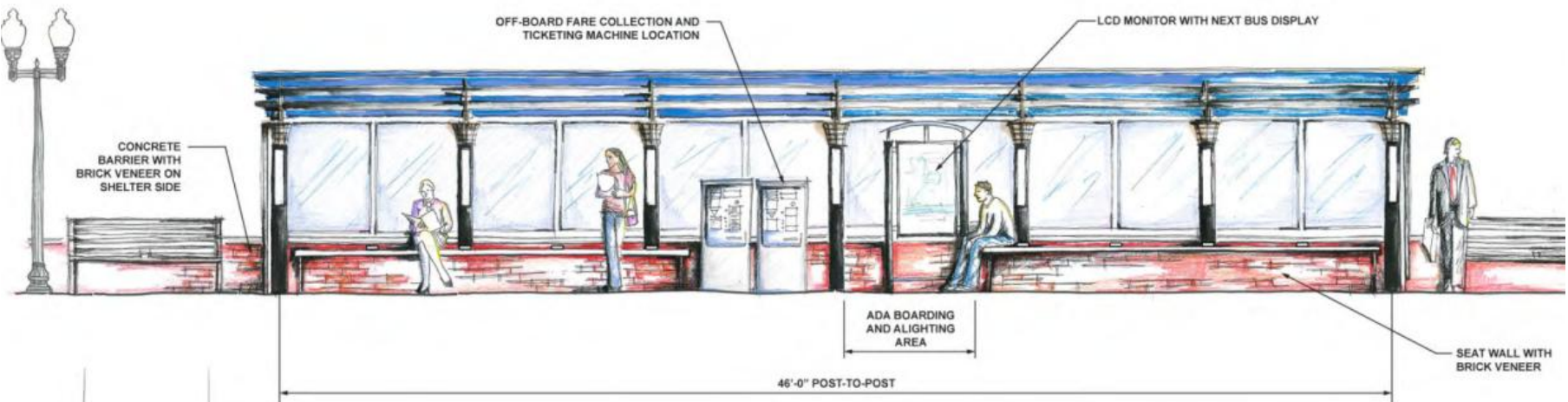
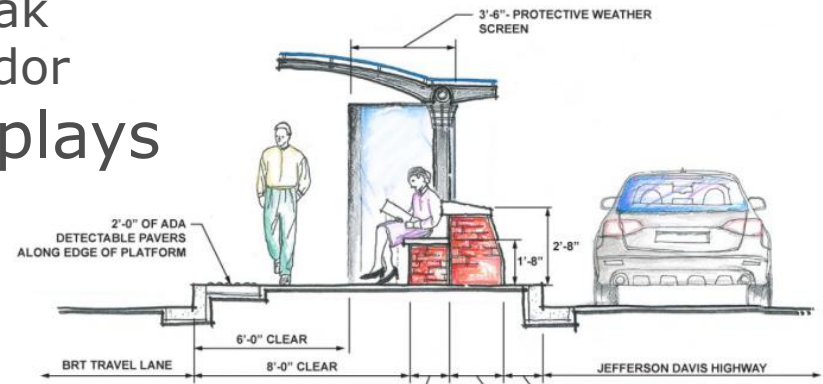
# Route 1 Transitway Cross Section



At the transitway stations (stations are far-side of intersection)

# Transitway Elements

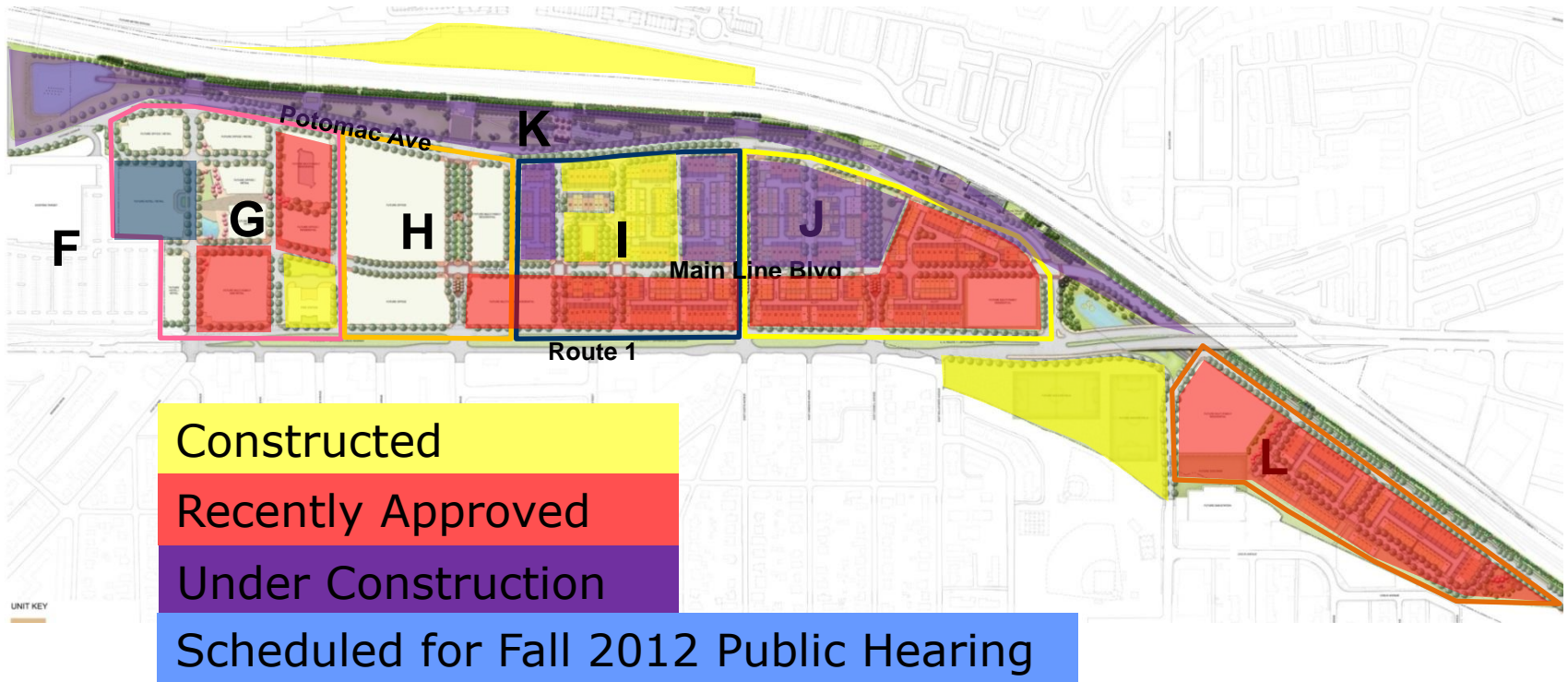
- Specialized shelters
- Frequent, reliable service
  - 6 minute headways during peak hours along much of the corridor
- Real-time information displays
- Off-board Fare Collection
- Boarding at all doors
- Branded bus-fleet





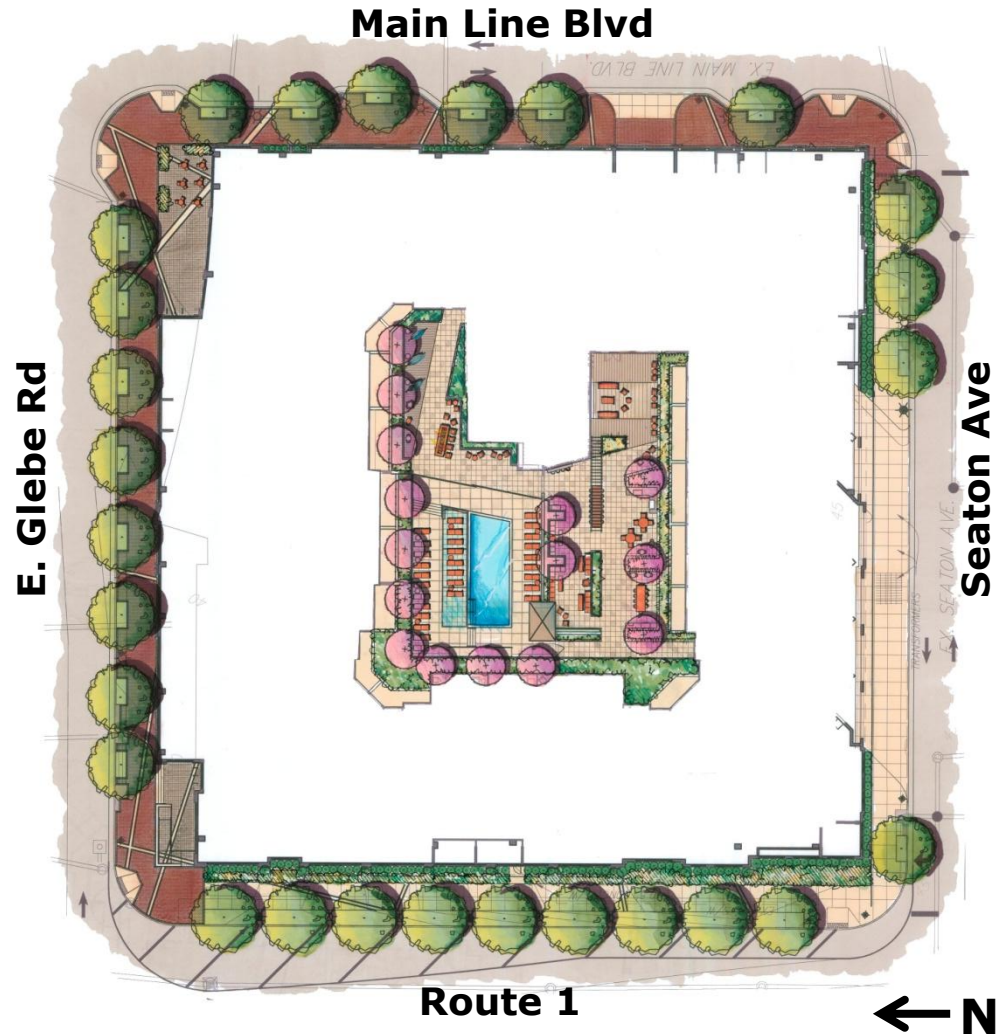
# DEVELOPMENT UPDATE

# Overview



# Giant – Landbay G/Block H

- Mixed-Use Building (~ 330,000 SF)
- Ground-Level Grocery Store (~ 69,000 SF)
- 253 units
- 12 on-site affordable units
- 2.5 levels of below-grade parking



# IDA – Landbay G/Block D

- 560,506 sf (GSF)
- 580 spaces (one level of below-grade and 4 levels of above grade)
- Will comply with FAA height requirements





# Landbay G/Blocks F & C

- Multi-family residential building
- 112 residential units
- 149 parking spaces below-grade parking



*Main Line Boulevard Perspective*



*Seaton Avenue Perspective*



# Potomac Yard Landbays

	PULTE - PYD							MRP - JBG		CPYR
	A	C	D	I	J	K	L	G	H	F
ZONING										
INFRASTRUCTURE PLANNED										
INFRASTRUCTURE CONSTRUCTED										
DSUPs IN PROCESS										
DSUPs APPROVED										
FINAL SITE PLAN IN PROCESS										
FINAL SITE PLAN APPROVED										
BUILDING CONSTRUCTION STATUS										

 = COMPLETE
  = PARTIAL COMPLETE