

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 101060	Resolution: <input type="radio"/> Yes <input checked="" type="radio"/> No
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TITLE:

Approve Amended Greenbelt Joint Development Agrmt.

PURPOSE:

Obtain Board approval to execute an Amended and Restated Joint Development Agreement (JDA) with Metroland Developers, LLC, for the sale of the Greenbelt Metrorail station joint development site.

DESCRIPTION:

This action will support Metro's goal of using every resource wisely by allowing Metroland Developers, LLC (Developer) a time extension to compete for a major federal office tenant for the Greenbelt joint development site. A federal tenant would catalyze development, thus bringing to Metro the transit-oriented land uses and increased ridership long sought at this site.

Staff is requesting that the Board approve an amended JDA with three key provisions: a modified time schedule; inclusion of local stakeholders in the planning/decision making process as envisioned in Metro's most recent version of Joint Development Policies and Guidelines; and a method for establishing site value once the parameters of development are known.

On December 21, 2000, Metro executed a JDA with the Developer for the sale of the 78-acre site. The pre-development process has been lengthy because of the Developer's need to obtain state funding for construction of a new Beltway interchange and Prince George's County funding for infrastructure, a requirement by local government to have high-end retailers at the site, and the need to mesh project planning more closely with Metro's operational needs. State funding for the interchange has not been obtained, and it has become clear that gaining a high-end retail center is not achievable given local market competition.

Instead the developer has requested that it be allowed to seek a major federal tenant that would occupy most of the site with the possibility of ancillary mixed-use development. Having a major employment center at Greenbelt would be beneficial for the Metro system encouraging reverse commuting and making better use of existing capacity.

The amended JDA will: 1) extend the term of the JDA for three years from the present

March 2011 expiration date to allow competition for the major Federal tenant and 2) provide additional time to consummate a deal should the Developer be selected to compete in a second round for that tenant. If the Developer were eliminated from the competition earlier than three years, the JDA would terminate.

The amended JDA also requires the Developer to involve local communities in the planning process for the site, including the review of site plans. This is a strengthened requirement from the existing JDA.

Finally, the amended JDA proposes an appraisal process upon conclusion of site planning to value the site fairly for its intended use while allowing the Developer a market rate of return. The long period of time involved in attempting to bring development to this site and the change in intended uses for the site have called into question agreements on sale price in the current JDA.

Metro facilities would be relocated on-site at the developer's cost. These include 3,399 commuter parking lot spaces, 327 Kiss & Ride parking spaces, 17 bus bays and layover spaces, bicycle and motorcycle parking and storage, and 30 bus coach parking spaces for special events.

FUNDING IMPACT:

The amended JDA postpones the settlement date for this contract from March 2011 to March 2014. The amended JDA requires payments to WMATA in return for the extension and sets out an appraisal process to determine a settlement value once development plans for the site become firm.

Money from this project will be deposited into the Transit Infrastructure Investment Fund (TIIF).

Project Department/Office: PLJD/SAAM
Project Manager: Rosalyn Doggett

RECOMMENDATION:

Approval to execute an Amended and Restated Greenbelt Joint Development Agreement.