



Planning, Program Development and Real Estate Committee

Item V - A

September 11, 2014

**Approval to Conduct a Compact Hearing for
Proposed Changes to Transit Facilities at the
Greenbelt Metro Station**

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action Information

MEAD Number:
200955

Resolution:
 Yes No

TITLE:

Approval to Conduct Greenbelt Compact Hearing

PRESENTATION SUMMARY:

Metro has been working with Renard Development, LLC, to replace/relocate existing Metro facilities at the Greenbelt Metro station joint development site that are in the parties' mutual interest. The developer aims to offer a secure parcel for FBI use and provide land for complementary private development. Metro seeks increased ridership, new facilities and increased revenue. Staff is seeking Board approval to hold a Compact hearing on proposed transit facility and parking fee changes.

PURPOSE:

Obtain Board approval to conduct a Compact Public Hearing on proposed transit facility changes and a proposed Non-Rider Parking fee at the Greenbelt Metro Station.

DESCRIPTION:

Key Highlights:

- The Compact hearing will allow public comment on proposed changes to existing transit facilities and the proposed Non-Rider Parking Fee at Greenbelt Metro station;
- Existing facilities (including 3,726 parking spaces and 17 bus bays/layover spaces) will be relocated on-site, and access to the station by bus, foot, bicycle and car will be maintained or enhanced;
- Relocation of transit facilities will allow a secure site to be provided for an FBI headquarters office accommodating 11,000 workers;
- Relocation of transit facilities will also allow development of multi-family housing, offices, hotel and retail;
- Metro will benefit from enhanced ridership and revenue from the sale of the site at fair market value; and
- Maryland, the City of Greenbelt and Prince George's County will benefit from increased tax revenue and economic development engendered by the FBI presence.

Background and History:

Since October 2011, Renard has been pursuing the U.S. General Services Administration's (GSA) initiative to relocate and consolidate the FBI headquarters and

other offices at a new, secure location. In response to the GSA's Request for Information (RFI) of December 2012 and subsequent GSA requests, Renard, with the support of Prince George's County, State of Maryland, Federal and local officials, has proposed the 78-acre Greenbelt Metro station site, largely occupied by a surface parking lot, as a locale meeting GSA's site size, configuration, security, transit and transportation criteria.

FBI requirements include 2.1 million square feet of office space accommodating 11,000 workers, parking for 4,300 cars, and a 350 foot security buffer. The site must be within two miles of a Metro station and 2.5 miles of the Capital Beltway, I-495. The Developer has prepared a preliminary concept plan for the Greenbelt site to meet these criteria. In addition, the Developer is proposing over one million square feet of mixed use residential, retail, hotel and office development to complement the FBI presence and provide enhanced economic development for the City of Greenbelt and Prince George's County. From Metro's perspective, the plan must also include existing transit facilities providing access to the station by car, foot, bicycle and bus. The facilities may be relocated on-site but must function smoothly and meet Metro station access and design standards and operational requirements. The Developer's preliminary concept plan is being refined to address Metro's requirements.

In June 2014, Metro and Renard executed an Assignable Option to Purchase Agreement (Agreement) for the GSA which stated, among other provisions, that Metro and the Developer would use reasonable efforts to produce a mutually agreeable concept plan for relocation of Metro facilities within 90 days of execution of the Agreement. On July 29, 2014, the Agreement execution date, the GSA announced that the Greenbelt site is one of three short-listed for further exploration by potential development teams that will make development proposals to the GSA pursuant to a Request for Proposals (RFP). It is anticipated that the GSA will issue the RFP later this year.

Discussion:

Metro, Renard, State of Maryland, Prince George's County and City of Greenbelt representatives have been working together since early 2014 to arrive at a mutually agreeable concept plan but have not yet produced such a plan. The latest concept plan must undergo further refinement before a Compact Public Hearing will be held. The Developer and Metro are attempting to make those refinements in time to schedule a Compact Public Hearing early in 2015. Metro conducted an access evaluation of the site and concluded that there is no need for either an increase or reduction in existing transit facilities. The proposed plan currently provides for Metro's existing 3,399 commuter parking spaces to be placed in a garage to the southwest of the station, with a direct pedestrian connection to the station that meets Metro access standards. The 327 Kiss & Ride spaces would be located immediately southwest of the station entrance at the ground level of a residential and retail complex. Metro's existing bus loop with 17 bus bays and layover spaces will be to the southeast of the station entrance at the ground level of a hotel and office complex. Metro's existing 30-bus coach lot will be located just to the east of the proposed hotel/office building. Accommodation will be made also for a Bike & Ride station, bike racks and lockers near the station entrance and reserved spaces for 24 motorcycles and four shuttles.

Access to and egress from the parking areas will be via an internal road loop connected to a proposed full interchange to the Capital Beltway. Currently there is access to the site only from the southbound Capital Beltway and egress from the site only to the northbound Capital Beltway. The proposed new access ramps, which include modifications to existing ramps, are being evaluated by the Maryland State Highway Department for conformance with Federal highway standards for safe access and egress. The Developer has engaged a parking consultant to demonstrate whether the proposed concept plan contains adequate queueing lengths within the commuter parking structure and Kiss & Ride facility for a smooth traffic flow. A Developer consultant is also evaluating the ramping and internal road proposals to demonstrate whether they will provide adequately functioning ingress to, and egress from, both Metro parking facilities and the bus loop.

Metro's Compact requires that a hearing be held to obtain public comment on proposed changes to transit facilities. Staff is requesting that the Board authorize such a hearing. A Compact Public Hearing will be scheduled, anticipated to be in early 2015, once Metro is fully satisfied that the proposed circulation systems and replacement facilities will meet Metro design and access standards and operational needs. Considerable progress has been made in producing an acceptable development plan that appropriately provides for Metro's replacement facilities, access and operational needs.

If a proposed Public Participation Plan is approved by the Board, staff will conduct the public hearing process in accordance with the plan. The plan is intended to improve public outreach by Metro, in conjunction with hearings and other events, and to better target affected stakeholders and increase opportunities for public participation.

The GM/CEO will release the Public Hearing Staff Report regarding the proposed changes to Metro's facilities at the Greenbelt Metrorail station for public review, as soon as the Staff Report is available, subject to later submission of the Staff Report Supplement, with final staff recommendations to the Board of Directors for its approval. All Board members will receive the Staff Report concurrently with its release for public review.

A Metro Compact Public Hearing is also required to solicit public comment on a proposed Non-Rider Parking fee of up to \$14.50 per day. There is concern that new office users at Greenbelt may use Metro parking (rather than that provided by the GSA) and, thus, compromise its use for commuters and deprive Metro of ridership revenue. A Non-Rider Parking Fee will discourage non-rider parking and compensate for loss of revenue if non-rider parking occurs. The proposed fee is a total of the round trip rail fare from Greenbelt to Metro Center (\$4.70 each way) and the regular Greenbelt parking fee (\$5.10). Imposition of a Non-Rider Parking fee was first authorized by the Board in 1986, and current Board-authorized Non-Rider Parking fees are in effect at the New Carrollton, Twinbrook and White Flint stations.

Staff may consolidate the public hearing on the proposed changes to Metro's transit facilities at the Greenbelt Metrorail station and the public hearing on a proposed institution of a Non-Rider Parking Fee into one public hearing soliciting comment on both subjects. Staff will report on the findings and comment on the Public Hearing and submit a Staff Report regarding the proposed institution of a Non-Rider Parking Fee to the Board of Directors for its approval.

Staff will compile all Compact Public Hearing comments, along with Metro responses to issues raised and plan revisions if any, and present them to the public for further comment. Staff will then prepare a final Compact Public Hearing report and outreach summary for Board review and approval of the recommended concept plan, most likely in the spring of 2015.

The Board of Directors expressly reserves judgment on either whether a Non-Rider Parking Fee or the proposed changes to the transit facilities is appropriate or justified.

FUNDING IMPACT:

No funds will be required from Metro to make any proposed changes. Assembling funding for the changes will be the Developer's responsibility. The funding for the Metro improvements will come from a variety of sources with the mix to be determined: tax increment bonds backed by the proposed new development, deductions from the fair market land value that would otherwise be paid to Metro, and from state funding. On the other hand, Metro will realize increased revenue from the fair market value of the site, with a minimum cash purchase price required by the JDA, and by the large increase in riders from FBI personnel and mixed use development residents, workers and patrons, commuting (primarily reverse commuting) to and from the site by rail and bus.

Project Manager: Rosalyn Doggett

Department/Office: Chief Financial Officer/Real Estate and Station Planning

TIMELINE:

Previous Actions

- December 2000 - Execution of original Joint Development Agreement (JDA) following Board Term Sheet approval in January 2000
- March 2011 - Execution of First Amended and Restate JDA following Board approval
- October 2011 - Execution of Second Amended and Restated JDA strengthening selected provisions of the First Amended and Restated JDA
- February 2013 - Execution of an amendment to the Second Amended and restated JDA to allow Renard to assign the JDA to Prince George's County if requested by GSA

Anticipated Action After Presentation

- Early 2015- Compact Public Hearing
- Spring 2015 - Staff Compact Public hearing Report presented for Board approval
- Ongoing - Continued work by all parties to meet obligations of the JDA and the Agreement

RECOMMENDATION:

Obtain Board approval to conduct a Compact Public Hearing on proposed transit facility changes and a proposed Non-Rider Parking fee at the Greenbelt Metro Station.



Washington Metropolitan Area Transit Authority

Compact Public Hearing for Greenbelt Metro Station

Planning, Program Development, and Real Estate Committee

September 11, 2014



Purpose

Obtain Board approval to conduct a Compact Public Hearing on proposed transit facility changes and a proposed Non-Rider Parking fee at the Greenbelt Metro Station





Background

- Board approved amended JDA in October 2011
- JDA allowed pursuit of FBI relocation and related joint development for 78-acre site
- GSA short listed site for FBI location in July 2014



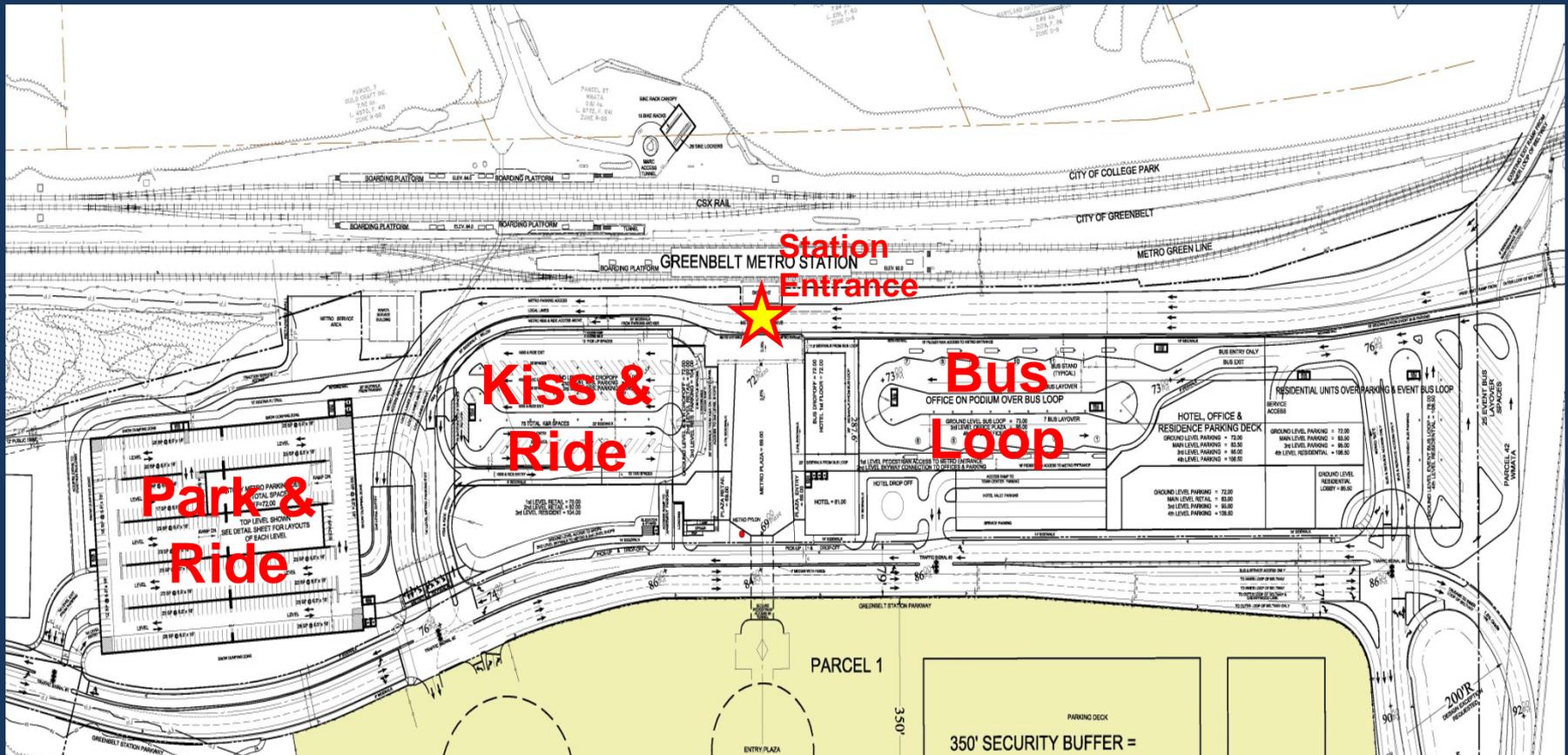


Background – Existing Conditions



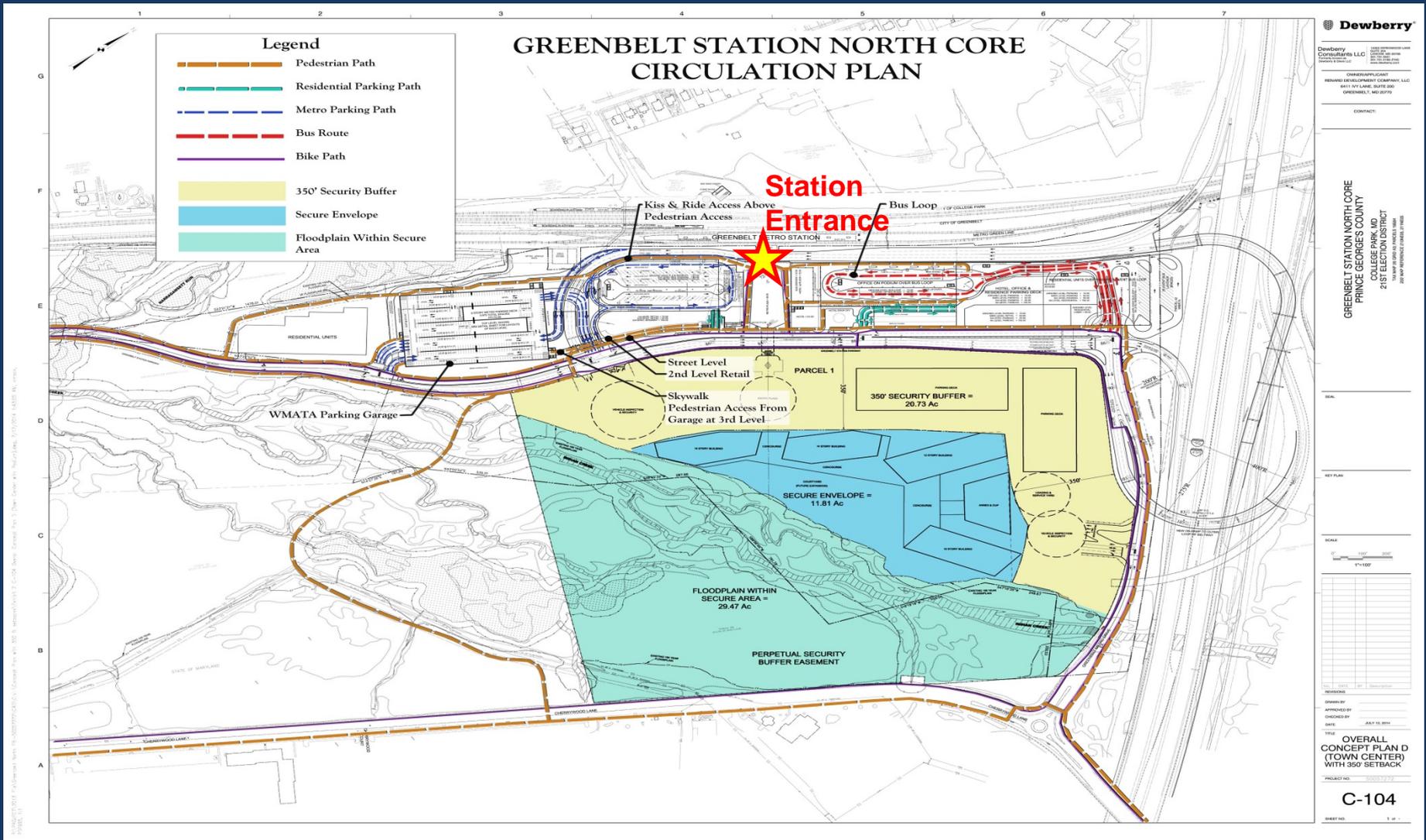


Background – Proposed Facilities





Background – Proposed Circulation





Benefits

The proposed project and changes to transit facilities will support two Momentum Strategic Plan goals

- Improves regional mobility and connects communities by:
 - Enhancing access to the station due to interchange with Capital Beltway (I-495) as part of development and connections to new facilities
 - Encouraging reverse commuting making better use of existing Metro capacity
 - Catalyzing surrounding development
 - Bringing to Metro the transit-oriented land uses and increased ridership long sought at this site
- Helps achieve financial stability and investment in assets by:
 - Replacing Metro facilities at no cost to Metro
 - Providing fair market value for Metro site



Recommendation

Approve conducting a Compact Public Hearing on proposed transit facility changes and a proposed Non-Rider Parking fee at the Greenbelt Metro Station



SUBJECT: APPROVAL TO CONDUCT A PUBLIC HEARING ON PROPOSED CHANGES TO TRANSIT FACILITIES AND ESTABLISHMENT OF A NON-RIDER PARKING FEE AT THE GREENBELT METRORAIL STATION

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, On February 28, 2013, the Washington Metropolitan Area Transit Area (WMATA) Board of Directors approved an agreement with Renard Development Company, LLC (Developer), permitting the Developer to pursue a major Federal tenant; and

WHEREAS, On March 4, 2013, the Developer, on behalf of itself and Prince George's County, Maryland, submitted to the U.S. General Services Administration (GSA), a response to GSA's Request for Information regarding a headquarters consolidation of the U.S. Federal Bureau of Investigation (FBI); and

WHEREAS, On July 29, 2014, the GSA executed an option agreement that conditionally offered a portion of the Greenbelt Metrorail station site for FBI use; and

WHEREAS, The Option Agreement states that the Developer and WMATA, "agree to use reasonable efforts to obtain conceptual approval the WMATA Replacement Facilities within ninety (90) calendar days," following the execution date; and

WHEREAS, Use of the Greenbelt Metrorail station site for the FBI and additional mixed-use development being proposed by Developer requires replacing existing WMATA facilities on the site; and

WHEREAS, Those facilities, which must be replaced on-site at no cost to WMATA, now include:

1. 3,399 Park & Ride spaces
2. 327 Kiss & Ride spaces (55 attended waiting spaces, 11 spaces for disabled persons, 261 metered spaces, and 6 car sharing spaces)
3. 17 Metrobus bays and layover spaces
4. 30 coach bus spaces

5. 4 shuttle bus spaces
6. 24 motorcycle spaces; and

WHEREAS, Future facilities must include a bicycle storage station, bike lockers and racks convenient to the station entrance; and

WHEREAS, The site now has only a partial interchange with I-495, the Capital Beltway, and must be improved with a full interchange to accommodate all future site occupants; and

WHEREAS, The Developer, WMATA, the State of Maryland, Prince George's County and the City of Greenbelt have been cooperatively working to develop a concept plan for the interchange, an internal circulation system for all modes of travel (pedestrian, bicycle, bus, taxi and car) to serve the Greenbelt Metrorail station, the FBI headquarters and potential private development and relocated WMATA facilities including a new Park & Ride structure; and

WHEREAS, The current concept plan has been progressively refined but will require additional refinement to ensure safe and functional access by all travel modes to and from the station entrance, to and from bus and parking facilities and within adequate replacement bus and parking facilities; and

WHEREAS, The proposed redevelopment of the site will increase WMATA ridership, including peak morning and evening reverse commuting from and to Greenbelt Metrorail station, and provide replacement of existing WMATA facilities with new ones and additional revenue for the Metro system from the sale of the site; and

WHEREAS, There will be substantial non-transit demand for WMATA's replacement transit parking at the Greenbelt Metrorail station by FBI personnel due to limited parking at the proposed FBI headquarters; and

WHEREAS, Any increase in fares or parking fees requires a public hearing pursuant to the WMATA Compact; and

WHEREAS, The proposed changes to the WMATA transit facilities require a public hearing pursuant to the WMATA Compact; now, therefore be it

RESOLVED, That, in accordance with Sections 13-15 of the WMATA Compact, the Board of Directors authorizes the conduct of a public hearing on the proposed changes to WMATA's transit facilities at the Greenbelt Metrorail station; and be it further

RESOLVED, That the General Manager and Chief Executive Officer (GM/CEO), in coordination with the Board of Directors, will establish the date, time and location of the hearing on the proposed changes to the WMATA transit facilities, and that such hearing

shall not be scheduled until such time as the GM/CEO is satisfied that the concept plan's WMATA replacement facilities and proposed circulation systems will meet WMATA design and access standards and safe and functional access by all travel modes to and from the station entrance, to and from bus and parking facilities and within adequate replacement bus and parking facilities; and be it further

RESOLVED, That the Board of Directors authorizes the GM/CEO to release the Public Hearing Staff Report regarding the proposed changes to WMATA's facilities at the Greenbelt Metrorail station, as soon as the Staff Report is available, subject to later submission of the Staff Report Supplement, with final staff recommendations to the Board of Directors for its approval. All Board members will receive the Staff Report concurrently with its release for public review; and be it further

RESOLVED, That, in accordance with Section 62 of the WMATA Compact, the Board of Directors will conduct a public hearing to solicit public comment on a proposed institution of a Non-Rider Parking Fee at the rate of up to \$14.50 per day; and be it further

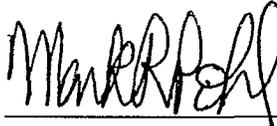
RESOLVED, That staff shall consolidate the public hearing on the proposed changes to WMATA's transit facilities at the Greenbelt Metrorail station and the public hearing on a proposed institution of a Non-Rider Parking Fee at the Greenbelt Metrorail station into one public hearing soliciting comments on both subjects; and be it further

RESOLVED, That staff will report on the findings and comments on the public hearing and submit a Staff Report regarding the proposed institution of a Non-Rider Parking Fee to the Board of Directors for its approval; and be it further

RESOLVED, That the Board of Directors expressly reserves judgment on either whether a Non-Rider Parking Fee or the proposed changes to the transit facilities is appropriate or justified; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



for Kathryn H.S. Pett
General Counsel

WMATA File Structure Nos. :
9.12.9 Tariff (WMATA Fare Structure)
12.7.2 Master Plans/Mass Transit Plan
18.8 Public Hearings and Meetings