Finance and Capital Committee

Information Item II-C

September 13, 2018

Huntington Metro Station Joint Development

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

◉ Action ○ Information	MEAD Number: 202012	Resolution: ◉ Yes ○ No

TITLE:

Huntington Metro Station Joint Development

PRESENTATION SUMMARY:

Staff is requesting authorization to issue a Joint Development Solicitation for Huntington Metro Station. Development on portions of the Metro station site provides the opportunity to increase transit ridership, improve pedestrian access to the station and integrate Fairfax County's bus rapid transit terminus.

PURPOSE:

Board authorization to issue a Joint Development Solicitation for Huntington Metro Station.

DESCRIPTION:

Staff is recommending issuing a Joint Development Solicitation for Huntington Metro Station. Given the tight physical conditions at the south entrance of the Huntington Metro Station, where the South Garage is located, staff recommends engaging a real estate developer to program, design and construct a replacement parking garage, if needed, as well as to plan and entitle Metro's property on the south and north sides of the Metro station. The area has long-term potential for joint development and the south entrance, in particular, should be designed to improve the station entrance area as well as accommodate joint development in the future.

Huntington Metro Station has three Park & Ride garages (the South Garage, Middle Garage, and North Garage), together which had an average utilization of 61% in fiscal year 2018. The physical condition of the 885-space South Garage has deteriorated significantly since its construction in 1983, and it is now structurally unsafe. As a result, the South Garage was closed in August 2018. How much replacement parking to build is unclear because of low parking utilization at the station, changing development patterns next to the station site and in the station's service area, and changing modes of access to the station. For example, the planned Richmond Highway (Route 1) Bus Rapid Transit (BRT) route from Huntington to Fort Belvoir would provide bus access from points south. As a result of the South Garage's closure, there is an opportunity to replan the Metro station area to include joint development, which staff recommends.

Key Highlights:

- Given the physical ground conditions and site complexities of the Huntington Metro Station site, staff recommends issuing a Joint Development Solicitation and engaging a real estate developer to: (a) program, design and construct Metro replacement parking, if any, for a fee, and (b) plan and entitle both the north and

south site of the Metro station through the Fairfax County Comprehensive Plan amendment process.

Background and History:

Metro has long sought joint development at Huntington. One joint development was completed at Huntington Metro Station in 2005, which has delivered 600 residential units. As part of the county's approvals of that joint development, 250,000 square feet of office use was proffered, but the market on the south side of the station has not yet supported the construction of an office building. Considerable new development has been completed by private developers along Huntington Avenue, and there are a number of planned developments immediately surrounding the station, chief of which is the Huntington Club redevelopment on N. Kings Highway and along Huntington Ave.

In the meantime, the oldest parking garage at Huntington Metro Station (the South Garage), built in 1983, has significantly deteriorated and was closed in August 2018 due to unsafe conditions for parking customers. Given the complexities and physical ground conditions of the southern Metro station entrance area, Metro staff desires to engage a real estate developer to: (a) program, design and construct Metro replacement parking, if any, and (b) plan both the southern and northern parcels around the Metro station and entitle the joint development plan through the Fairfax County Comprehensive Plan amendment process.

Fairfax County's Comprehensive Plan amendment cycle begins in 2019, which would allow Metro's selected joint development partner to propose a site plan as part of the County's scheduled approval process.

Discussion:

Joint development has many benefits to Metro, including increasing transit ridership from the tenants of the development, and improving the station area and access to the station for pedestrians, bicyclists, vehicles and other transit providers. In the case of Huntington, joint development provides an opportunity to redesign Metro's property along North Kings Highway (the south entrance to the station) and incorporate the Richmond Highway (Route 1) Bus Rapid Transit, which is planned to have its terminus at the Metro station.

In addition, Metro desires to have a development partner to determine how best to integrate the transit facilities with private development at Huntington, because there are many site conditions and development constraints that are complex on both the south and north parcels of the station. The site considerations include very steep grades from one end of the station along North Kings Highway to Huntington Ave., the tail tracks of the Metrorail line directly underneath the existing South Garage, and geotechnical conditions that must be studied before any construction could begin.

Fairfax County is also planning to initiate the South County Comprehensive Plan amendment process in 2019, because increased development in the area and traffic conditions require renewed study. To achieve additional development on the Huntington Metro Station site, a change is needed in the Fairfax County Comprehensive Plan because, with the exception of a small portion at the southern end, the Huntington

Metro station site is entitled for transportation use. Timing is such that Metro should select a developer to undertake the planning process and submit an application for consideration in the County's Comprehensive Amendment process.

Given the long-range nature of development at the Huntington Metro Station, staff proposes the following approach to this Joint Development Solicitation:

- The developer would work with Metro to determine the need for replacement parking of the South Garage, as well as to plan the north and south sites for joint development and station improvements.
- In conjunction with Fairfax County's Comprehensive Plan amendment cycle, anticipated to begin in late 2019, the developer would seek entitlements for their proposed site plan.
- Metro would hold a Compact public hearing on any changes to the Mass Transit Plan, if any, prior to redevelopment occurring.
- The developer would build the replacement transit facilities (for example: Metro parking, bus loop to include the BRT terminus, Kiss & Ride).
- The developer would develop the approved site plan, over time.

The south and north joint development parcels at Huntington should be offered at the same time as part of this joint development solicitation, so that the developer can work with both sites to deliver a mix of uses. Currently, only office uses are permitted on the south side of the station; Metro desires to have a mix of uses in its joint development projects to maximize transit ridership, which can best be accomplished if the selected joint developer can plan both development parcels.

FUNDING IMPACT:

The issuance of a Joint Development Solicitation has no funding impact.	
Project Manager:	Rosalyn Doggett, Senior Real Estate Advisor
Project Department/Office:	CFO/LAND

TIMELINE:

Previous Actions	2005 - Residential joint development completed August 2018 - Closure of South Garage
Anticipated actions after presentation	Fall/Winter 2018 - Issuance of Joint Development Solicitation Spring/Summer 2019 - Selection of Developer Summer/Fall 2019 - Board approval of Joint Development Agreement execution 2019 - Fairfax County's Comprehensive Plan Amendment process begins

RECOMMENDATION:

Board authorization to issue a Joint Development Solicitation for Huntington Metro Station.

Huntington Metro Station

Finance & Capital Committee

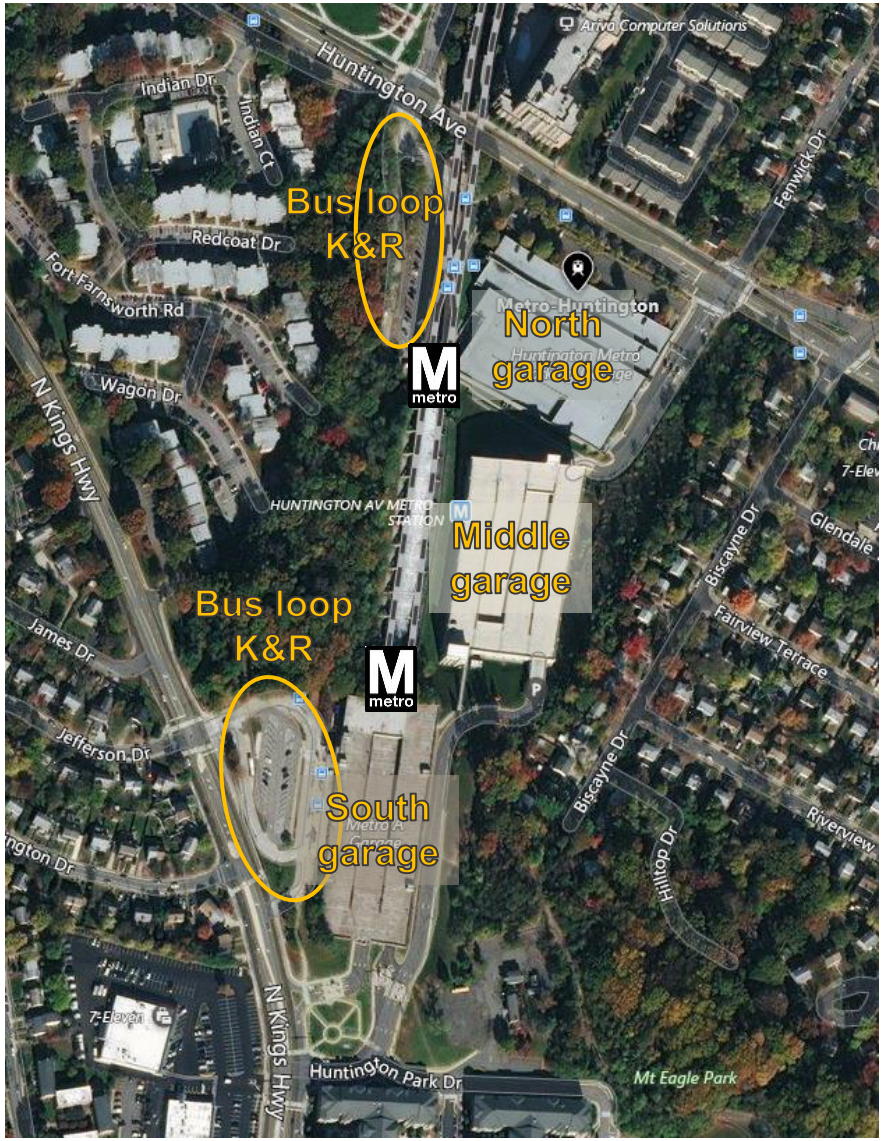
September 13, 2018

Purpose

- Authorize staff to issue a Joint Development Solicitation for Huntington Metro Station

Existing Conditions

- 2 station entrances
- 7,390 average weekday entries
- 10 bus bays
- 2 Kiss & Ride lots
- 3,617 parking spaces total
  - North Garage: 1,281
  - Middle Garage: 1,451
  - South Garage: 885 (closed)



Planned Development Around Station

- Private development planned around station
- Richmond Highway Bus Rapid Transit (BRT) with terminus at Metro station
- South garage site joint development is opportunity to respond to parking demand, modernize and improve station access
- North garage site also has joint development potential in long-term

Private development

Joint development areas

Joint Development Goals

- Maximize transit ridership
- Incorporate BRT terminus at station
- Replace parking based on demand
- Enhance station area and pedestrian connections
- Advance joint development partnership
  - Developer creates site plan and seeks approval through Fairfax County's Comprehensive Plan Amendment process (2019-2020)
  - Developer designs, builds Metro parking as needed, for a fee

Next Steps

Fall/Winter 2018

- Issue Joint Development Solicitation

Spring 2019

- Staff selects developer

Summer 2019

- Board approval to execute Joint Development Agreement

Fall/Winter 2019

- Developer submits Comprehensive Plan Amendment to Fairfax County

2020-2021

- Fairfax County Comprehensive Plan Amendment decision

Recommendation

- Authorize staff to issue a Joint Development Solicitation for Huntington Metro Station

SUBJECT: APPROVAL TO ISSUE A JOINT DEVELOPMENT SOLICITATION FOR THE HUNTINGTON METRORAIL STATION

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

WHEREAS, Resolution 2018-13 requires the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors to approve joint development solicitations; and

WHEREAS, There are three Park & Ride garages at the Huntington Metrorail Station in Fairfax County, VA with a combined capacity of 3,615 parking spaces, and a combined utilization rate of 61% for fiscal year 2018; and

WHEREAS, The South Garage, which contains 885 parking spaces, was closed in August 2018 due to its deteriorated and unsafe condition, and will be demolished in 2019; and

WHEREAS, Staff recommends issuing a joint development solicitation for redevelopment at the Huntington Metrorail Station, and to assess and build any replacement parking spaces as part of the project; NOW, THEREFORE, be it

RESOLVED, That the Board of Directors authorizes staff to issue a joint development solicitation for redevelopment at the Huntington Metrorail Station; and be it finally

RESOLVED, That this Resolution shall be effective 30 days after adoption in accordance with Section 8(b) of the WMATA Compact.

Reviewed as to form and legal sufficiency,

Patricia Y. Lee
General Counsel

WMATA File Structure No.:
21.9.1. Joint Development Solicitations and Requests for Proposal

PROPOSED