



Capital Program, Planning and Real Estate Committee

Item III - C

June 9, 2016

Approval of Greenbelt Joint Development Public Hearing Staff Report

Washington Metropolitan Area Transit Authority

Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
201747

Resolution:
☒ Yes ☐ No

TITLE:

Greenbelt Development Public Hearing Staff Report

PRESENTATION SUMMARY:

Inform the board of public hearing comments and seek approval of the hearing report on the reconfiguration of WMATA facilities at Greenbelt Metro Station.

PURPOSE:

Contingent on selection by the U.S. General Services Administration (GSA) of the Greenbelt station site for a consolidated FBI headquarters, staff is seeking board approval of:

- The Greenbelt Joint Development Public Hearing Staff Report dated April 2016 and the WMATA transit facility changes recommended therein; and
- The amended General Plans and the Adopted Regional System plan to include the changes to WMATA facilities at the Greenbelt Metro station recommended in the Staff Report; and
- Institution of a non-rider parking fee of \$14.50 per day

DESCRIPTION:

To accommodate a consolidated U.S. Federal Bureau of Investigation (FBI) headquarters at Greenbelt Metro station for some 11,000 employees, WMATA, the State of Maryland, and local jurisdictions have been planning for the relocation and reconfiguration of existing WMATA facilities on-site at no cost to WMATA. If GSA does not select Greenbelt for the FBI headquarters, the relocation/reconfiguration of WMATA facilities will not happen. Highlights of the proposed changes are given below.

Key Highlights:

- A covered bus loop with 12 bus bays and 14 bus layover spaces on the ground floor of a new office building and hotel located northeast of the station entrance
- A covered Kiss & Ride lot on the ground level of a residential and retail building with 48 short-term metered/driver-attended parking spaces; 11 accessible spaces for disabled persons; 20 motorcycle spaces; and pick-up/drop-off space for 15 taxis, 4 shuttles, and 9 standard vehicles
- An 8-story Park & Ride garage with 3,669 parking spaces, including 47 accessible parking spaces that will replace the existing accessible spaces in the Park & Ride

- lots, located southeast of the station, with a direct pedestrian connection to the station that meets WMATA access standards
- New well-lit sidewalks from the Kiss & Ride lot, bus facilities and parking garage
- Improved pedestrian and bicycle facilities, including replacement of the existing bike racks and locker
- An event bus layover lot with 30 spaces located just to the east of the bus loop
- A non-rider parking fee of \$14.50 per day

Background and History:

In February 2013, the Board approved an amended agreement with Renard Development Company, LLC (Developer). The agreement allowed the Developer to pursue the relocation and consolidation of the U.S. Federal Bureau of Investigation (FBI) headquarters at Greenbelt. In June 2014, the Developer and GSA signed an option agreement providing a portion of the 78-acre Greenbelt site for potential FBI use. Since that time, GSA has continued to seek developer interest in building a consolidated headquarters at three potential sites, one of which is Greenbelt.

Discussion:

To free up space including buffers at the Greenbelt Metro station for the FBI headquarters, it will be necessary to relocate existing WMATA facilities on-site: principally a bus loop, Kiss & Ride and Park & Ride surface lots, and internal circulation routes for pedestrians, bicycles and other vehicles. Further, to handle additional traffic, a full interchange is needed with Interstate 495, the Capital Beltway. At present, there are only two, rather than four, off-on ramps. The Developer, WMATA, the State of Maryland, Prince George's County and the City of Greenbelt have been cooperatively planning these changes, and the Developer has produced design concepts and conceptual phasing plans that allow for coordinated construction of the WMATA facilities, the interchange, and internal circulation routes.

To assure GSA and potential developers that the WMATA site can be reconfigured to accommodate the FBI relocation, Board approval of the proposed transit facility changes is needed. The changes are summarized in the Key Highlights section of this document. WMATA held a public hearing on the proposed changes on February 23, 2016. Extensive English-language and Spanish-language outreach was performed before and after the public hearing. The outreach included pop-up events at the station, direct e-mails to a sample of station customers, an on-line survey, a direct mail postcard to 5,000 residents within one mile of the station, a 30-day advance notice in local newspapers as required by the WMATA Compact and an information session prior to the hearing. Approximately 436 survey results were obtained, 10 people testified at the hearing, and 27 submitted written comments for the record. The commentary is addressed in the Public Hearing Staff Report.

In general, respondents expressed appreciation for the proposed improvements to the station area and a desire to have continued convenient access to the station by the travel mode used. Staff believes that convenient access has been provided and gave an overview of the multi-level circulation routes for pedestrians, cyclists, bus users and automobile parkers at the public hearing. No changes to plans were necessitated

by public hearing or outreach comments, and maintaining convenient access will continue to be a foremost objective as planning and design of transit facilities for the station advances.

Several commenters were concerned about the potential institution of a non-rider fee at the station to discourage non-WMATA-transit users from parking in the WMATA garage and to replace lost revenue if such parking does occur. The fee reflects the regular garage parking charge and the round trip fare to downtown Washington. It is applied if a departing driver's SmarTrip card does not show WMATA transit use within two hours of exiting the parking garage. Staff noted that the fee will apply only during weekdays. Upon the April 6, 2016, release of the draft Public Hearing Staff Report for a 10-day review period, only one additional comment was received, a request for electric vehicle charging stations in the garage. These stations were already included in the plans.

In addition to replacing WMATA facilities, the Developer proposes to build approximately 1.5 million square feet of mixed use development over the WMATA bus loop and Kiss & Ride facilities. The uses are currently expected to be both residential apartments and condominiums, an office building, a hotel, and retail shops lining an entrance plaza to the Metro station.

Anticipated funding sources for the WMATA replacement facilities include Developer contributions in lieu of paying for the site and, potentially, Prince George's County tax increment financing and/or use of the County's surcharge account. The State of Maryland will pay for the interchange design and construction.

If GSA does not choose Greenbelt for the FBI headquarters, the agreement with the Developer will terminate, and the proposed changes to transit facilities will not occur. If GSA does choose the Greenbelt site, WMATA will work with all parties to achieve timely development. WMATA will sell the site once it has approved 100% construction drawings for replacement facilities, ensured that funding is secure for the replacement facilities and interchange, and determined that Prince George's County has approved the Detailed Site Plan for the site and the Federal Transit Administration has concurred with the transaction.

The schedule to implement the project depends upon GSA's timetable. According to GSA's current timetable, the agency would receive developer proposals in late June 2016 and select a proposal in late 2016 or early 2017, after which sale of the WMATA site to the Developer would occur. It is anticipated that a WMATA replacement garage would be available for use by late 2018 or early 2019. Thereafter, construction on the FBI site would start. Construction of the mixed use development site would start after completion of the WMATA bus loop and Kiss & Ride facilities in late 2020.

FUNDING IMPACT:

There will be no initial impact on funding because the Developer will provide the relocated and reconfigured WMATA facilities at its own cost. There will, however, be revenue benefits. The joint development agreement with Renard provides for an estimated \$16 million cash payment to WMATA upon sale of the site. There will be a significant increase in ridership revenue from the proposed mixed use development occupants and visitors, as well as FBI employees and visitors, estimated by WMATA staff at \$7.3 million annually.

Project Manager:	Rosalyn Doggett
Project Department/Office:	CFO/LAND

TIMELINE:

Previous Actions	February 2013 Board approval of agreement with Developer to pursue FBI September 2014 Board authorization of Public Hearing on changes to transit facilities
Anticipated actions after presentation	June 2016 GSA receipt of proposals from potential FBI developers Early 2017 GSA award of site/developer If GSA does not select Greenbelt site, termination of JDA If GSA selects Greenbelt site: Mid-2017 Sale of site following Metro approval of construction drawings and funding Winter 2018-2019 Metro garage completed Spring 2019 - 2022 Construction of FBI complex and mixed use development over WMATA facilities

RECOMMENDATION:

Contingent on selection by the U.S. General Services Administration (GSA) of the Greenbelt station site for a consolidated FBI headquarters:

- Approve the Greenbelt Joint Development Public Hearing Staff Report dated April 2016 and the WMATA transit facility changes recommended therein
- Amend the General Plans and the Adopted Regional System plan to include the changes to WMATA facilities at the Greenbelt Metro station recommended in the Staff Report
- Approve institution of a non-rider parking fee of \$14.50 per day



Washington Metropolitan Area Transit Authority

Greenbelt Metrorail Station Joint Development Public Hearing Staff Report

Capital Programming, Planning, and Real Estate Committee

June 9, 2016



Purpose

Obtain Board approval of Public Hearing Staff Report for Greenbelt Metrorail Station and authority to:

- Replace and reconfigure Metro facilities
- Institute a non-rider parking fee of \$14.50





Background



Existing Greenbelt Metro Station site

- February 2013: Board approved amended JDA to pursue FBI relocation
- July 2014: GSA short-listed Greenbelt site for FBI relocation
- September 2014: Board approved public hearing on existing transit facilities
- February 2016: WMATA held public hearing



Proposed Developer Site Plan



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RENARD DEVELOPMENT | Gensler



Public Hearing on 2/23/16

Feedback

- ✓ 75 attendees
- ✓ 10 oral responses
- ✓ 27 written responses

Outreach

- ✓ English/Spanish ads
- ✓ On-line survey
- ✓ Mailers
- ✓ Pop-up events



- Desire for improved pedestrian and bicycle access
- Concern about additional traffic and circulation throughout site

- Questions about number of proposed parking spaces
- Clarification wanted about application of the non-rider fee



Non-Rider Parking Fee

Proposed fee of \$14.50/day = Current parking fee + fare to Metro Center

- Will discourage non-riders from parking in Metro garage
- Will Make up for lost revenue if non-riders park in Metro garage
- Will parallel non-rider fees currently charged at New Carrollton, Twinbrook, and White Flint Metro stations



Rendering of new Greenbelt parking garage



Next Steps

June 2016: Developer proposals due to GSA

Early 2017: General Services Administration negotiation with developers and award of site



Possible Outcomes

Greenbelt Selected

Mid 2017: Sale of site following WMATA approval of construction drawings and funding

Greenbelt Not Selected

Joint Development Agreement Terminated



Recommendation

Approve Public Hearing Staff Report for Greenbelt Metrorail Station and provide authority to:

- Replace and reconfigure Metro facilities
- Institute a non-rider parking fee of \$14.50

SUBJECT: APPROVAL OF PUBLIC HEARING STAFF REPORT FOR THE REPLACEMENT AND RECONFIGURATION OF METRO FACILITIES AT THE GREENBELT METRORAIL STATION AND THE INSTITUTION OF A NON-RIDER PARKING FEE

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

WHEREAS, On February 28, 2013, the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors approved an amended agreement with Renard Development Company, LLC (Developer), permitting the Developer to pursue a major Federal tenant for the Greenbelt Metrorail station joint development site; and

WHEREAS, On July 29, 2014, the U.S. General Services Administration (GSA) executed an option agreement with Developer that conditionally offered a portion of the Greenbelt Metrorail station site for U.S. Federal Bureau of Investigation (FBI) headquarters use; and

WHEREAS, Redevelopment of the joint development site for FBI use will require on-site relocation of existing WMATA pedestrian, bicycle, bus, taxi, automobile and related transit facilities; and

WHEREAS, The redevelopment of the site will require a full interchange with the I-495 Capital Beltway, to accommodate all future site occupants and the Developer. WMATA, the State of Maryland, Prince George's County and the City of Greenbelt have cooperated to design a full interchange that is integrated with the site's internal circulation system; and

WHEREAS, The option agreement calls for timely Board of Directors approval of changes to WMATA transit facilities so that potential redevelopers of the remaining portion of the site might be assured of WMATA's satisfaction with the concept plan for WMATA replacement facilities; and

WHEREAS, There may be substantial non-transit demand for WMATA's replacement transit parking at the station by FBI personnel due to limited parking at the proposed FBI headquarters, necessitating a Non-Rider Parking Fee to discourage use for non-WMATA rider parking and compensate for revenue loss if such parking does occur; and

WHEREAS, Any increase in fares or parking fees requires a public hearing; and

WHEREAS, A public hearing to, among other things, solicit public comment on the proposed institution of a Non-Rider Parking Fee at the rate of up to \$14.50 per day, was held on February 23, 2016, and the record remained open for written comments until March 4, 2016; and

WHEREAS, Prior to and following the public hearing, substantial English-language and Spanish-language public outreach was conducted by WMATA staff to inform the public of the proposed transit facility changes and solicit comment, including pop-up events at the Greenbelt Metrorail station, direct emails to a sample of station customers, advertisements and notices in area newspapers, a direct mail postcard to 5,000 residents within one mile of the station, an on-line survey, and an information session prior to the public hearing; and

WHEREAS, A report on the results of the public outreach and the public hearing entitled *Greenbelt Joint Development Public Hearing Staff Report, R-16-01, Proposed Changes to WMATA Facilities at Greenbelt Metro Station/Compact Public Hearing No. 608, Staff Analysis of the Public Hearing and Staff Recommendations, April 2016* (Staff Report) was presented to the public for review and comment on April 6, 2016; and

WHEREAS, The public comment period closed on April 15, 2016, and the Staff Report has been supplemented with additional comments received; and

WHEREAS, The updated Staff Report was provided to the Board of Directors for review and the Board of Directors has considered this information; now, therefore be it

RESOLVED, That the Board of Directors approves the replacement and reconfiguration of existing surface transit facilities including two Kiss & Ride lots with 106 total parking spaces; a bus loop with seven bus bays and eight layover bays; a Park & Ride lot with 3,677 parking spaces; and an event lot with 26 bus coach parking spaces; and be it further

RESOLVED, That the Board of Directors approves the attached Staff Report and amends the General Plans and the Adopted Regional System plan to include the following changes to Metro facilities at the Greenbelt Metrorail Station:

- A covered bus loop with 12 bus bays and 14 bus layover spaces to be located on the ground floor of an office building and hotel to be developed above, located northeast of the station entrance;
- A covered Kiss & Ride lot located on the ground level of a residential and retail building with 107 total spaces including 48 short-term metered/driver-attended

- parking spaces; 11 accessible spaces for disabled persons; pick-up/drop-off space for 15 taxis, four shuttles, nine standard vehicles, and 20 motorcycle spaces;
- An eight-story Park & Ride garage with 3,669 parking spaces, including 47 accessible parking spaces which will replace the existing accessible spaces in the Park & Ride lots located southeast of the station with a direct pedestrian connection to the station that meets WMATA access standards;
 - New well-lit sidewalks from the Kiss & Ride lot, bus facilities and parking garage;
 - Improved pedestrian and bicycle facilities, including replacement of the existing bike racks and lockers;
 - An event bus layover lot with 30 spaces located just to the east of the bus loop;
 - Institution of a Non-Rider Parking Fee of \$14.50 per day; and be it further

RESOLVED, That if the Greenbelt Station site is not selected as the location of a consolidated FBI headquarters, this Resolution shall be rescinded without further Board action, and of no further force and effect; and be it finally

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

Reviewed as to form and legal sufficiency,



Mark R. Pohl
Acting General Counsel

WMATA File Structure Nos.: 9.12.9 Tariff (WMATA Fare Structure)
12.7.3 Station Area Plans
21.9.4 Joint Development Agreements