Potomac Yard
Metrorail Station Amendment

DSUP #2018-0017

City Council
December 15, 2018
Project Description

• A Metrorail station with a side platform configuration providing access from both the east and west sides of the rail corridor

• Three points of station entry:
  • North Potomac Yard
  • East Glebe Road
  • Potomac Greens

• A pedestrian bridge connecting neighborhoods
Proposed changes

Approved Design

- South Mezzanine & Ramp Removed
- Bridge Removed
- South Pavilion Removed

General location of North Pavilion

Proposed Design

- Revised East Access
- Confirmed North Pavilion
- E. Glebe Road Access
Station Design:

N
Glebe Rd Entry

EXISTING WMATA TRACTION POWER SUB-STATION
NEW A.C. SWITCHGEAR BUILDING
STATION ACCESS
FUTURE DEVELOPMENT PEDESTRIAN RAMP POTOMAC AVE.
BICYCLE TRAIL
PEDESTRIAN BRIDGE
BERM STATION ACCESS PLATFORM SECURITY FENCE
GWMP SOUTHBOUND MEZZANINE
ENTRANCE
NEW WMATA TRACKS EXISTING WMATA TRACKS EXISTING CSX TRACKS
Station Design: Station with Stair Option
Building Design:
Station – Ramp - Entrances

North Mezzanine & Pedestrian Bridge

Ramp to the Pedestrian Bridge Connection

Northern Entrance

Glebe Road Entrance
## Community Outreach

### PY Metro Key Event Dates

<table>
<thead>
<tr>
<th>Date</th>
<th>Meeting / Organization</th>
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<tbody>
<tr>
<td>Wednesday, April 04, 2018</td>
<td>Community Meeting at Charles Houston Rec Center</td>
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<tr>
<td>Tuesday, April 10, 2018</td>
<td>City Council Legislative meeting</td>
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<tr>
<td>Thursday, April 12, 2018</td>
<td>WMATA Finance and Budget Committee Meeting</td>
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<tr>
<td>Wednesday, May 09, 2018</td>
<td>PYMIG Meeting</td>
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<tr>
<td>Monday, June 04, 2018</td>
<td>Lynhaven Civic Association</td>
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<tr>
<td>Thursday, June 21, 2018</td>
<td>Potomac Yard Civic Association PYCA</td>
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<tr>
<td>Monday, August 20, 2018</td>
<td>Potomac Yard Civic Association</td>
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<td>Thursday, August 23, 2018</td>
<td>Potowmack Crossing II Condo</td>
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<tr>
<td>Wednesday, September 12, 2018</td>
<td>Del Ray Citizens Association</td>
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<td>Monday, September 17, 2018</td>
<td>Old Town Greens Condo and Town House Association</td>
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<tr>
<td>Wednesday, September 19, 2018</td>
<td>Northeast Citizens Association</td>
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<tr>
<td>Tuesday, September 25, 2018</td>
<td>City Council - Project Update</td>
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<td>Wednesday, September 26, 2018</td>
<td>PYMIG Meeting</td>
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<tr>
<td>Monday, October 01, 2018</td>
<td>Lynhaven Civic Association</td>
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<tr>
<td>Wednesday, October 17, 2018</td>
<td>Board of Architectural Review Briefing</td>
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<td>Wednesday, October 17, 2018</td>
<td>Potomac Greens HOA</td>
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<tr>
<td>Thursday, October 18, 2018</td>
<td>Potomac Yard Civic Association PYCA</td>
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<tr>
<td>Monday, October 22, 2018</td>
<td>PYMIG Meeting</td>
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<td>Tuesday, October 23, 2018</td>
<td>City Council Project Update</td>
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<tr>
<td>Monday, October 29, 2018</td>
<td>PYMIG Meeting</td>
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<tr>
<td>Monday, November 05, 2018</td>
<td>PYMIG Meeting</td>
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<tr>
<td>Monday, November 12, 2018</td>
<td>PYMIG Meeting</td>
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<tr>
<td>Monday, November 26, 2018</td>
<td>PYMIG Meeting</td>
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<tr>
<td>Tuesday, November 27, 2018</td>
<td>City Council Project Update</td>
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<tr>
<td>Tuesday, December 06, 2018</td>
<td>Planning Commission Public Hearing</td>
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<tr>
<td>Saturday, December 15, 2018</td>
<td>City Council Public Hearing</td>
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<tr>
<td>Winter 2019</td>
<td>BAR Public Hearing</td>
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PYMIG Design Criteria

- **Access Proximity**
  - Existing pedestrian path to the pond
  - Access could start further north.
  - East & West have different priorities

- **Budget constraint**
  - Need to improve design within budget

- **Access Quality**
  - Enhanced ADA Accessibility
  - Shade & Rain protection
  - Lighting & Even paving treatments
  - Direct, non-meandering path of travel
  - Pedestrian Aesthetic experience

- **Connectivity & Multimodal functionality**
  - Map out path of travel
  - Bike & Bus accessibility

- **Safety**
  - Lighting – Even lighting, not just minimum
  - Ease of exit – no dead ends.

- **Sustainability**
  - Stormwater vs. aesthetic experience
  - LEED compliance
  - Easy access for Maintenance

- **Design**
  - “Cohesive” design/architecture
  - Prioritize pedestrian experience,
  - Design can differ from other parts of the station
  - Draw people towards the south end
  - Doesn’t feel like an after thought
  - Sense of equilibrium
  - Experience at grade VS ramp
  - What is the experience like under the ramp?
  - Lighting
Community Concerns

• Noise
  • Normal Work Hours
  • Noise Variance Permit

• Dust/contaminated materials
  • Soils Management Plan
  • Health and Safety Plan
  • Vehicle Cleaning
  • Erosion and Sediment Control Plan

• Parking
  • Off-street parking provided for all construction workers, no parking on streets, and bus shuttle will be provided to/from site.
Community Concerns

• Construction traffic
  • Maintenance of Traffic Plan

• Damage to property
  • Contractor required by code and contract to repair all damage.
  • Pre-construction building surveys prior to commencement of construction for all properties within 250 feet of the project site.

• Community outreach
  • Weekly community meetings with WMATA project team
  • Advance notice for major upcoming activities – “what to expect”
Funding the Metrorail Station

• City has developed a financing plan that keeps the station self-funded through grants, developer contributions, low-interest state and federal loans, developer contributions and taxes generated in Potomac Yards with no City General Funds.

• Revised Memorandum of Understanding with North Potomac Yard (CPYR)
  • $32 million Shortfall Guarantee divided into two phases.
  • Deferral of developer contributions on office, hotel & retail on Phase I to Phase II.
  • Annual CPI adjustment will ensure value to City remains constant.

• Tier II Special Tax District:
  • Recommendation to City Council to Eliminate.
  • Increase in property values due to Amazon/Virginia Tech Innovation Campus should generate anticipated revenues.
Additional State Funding

• State announced $50 million in future grant funds on November 13 for south entrance, tied to Amazon’s job creation targets.

• State to support acceleration of transportation projects, but funds are not immediately available.

• New funding will require approval by Commonwealth Transportation Board (CTB), timeline still uncertain.
Keeping the Project on Track

• City is working with WMATA and the State to explore feasibility and cost of including south entrance in current station design.

• Determining whether the scale of the entrance will be the same as contemplated in original station design.

Approval of this DSUP is key to timeline of current design/build contract.
Next Steps

• Project as approved would proceed to Final Site Plan Review.

• Review and input from National Park Service during final review and prior to issuance of building permits.

• Continued PYMIG involvement through final design and construction, including review of any modifications to the south access.
Conclusion

Staff and Planning Commission recommend **approval** of the DSUP amendments subject to compliance with all applicable codes and conditions.