Potomac Yard Metrorail Station Amendment

DSUP #2018-0017

City Council
December 15, 2018
Project Location & Request
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
- Approved Design
- Revised East Access
- Confirmed North Pavilion

**Proposed Design**

- Additional Eastern Access Amenities to be Developed
- Station Access
- E. Glebe Road Access
- DSUP#2018-0017  PY Metrorail Station
Station Design:

[Diagram of the station design with labels for various features such as Glebe Rd Entry, existing WMATA tracks, power sub-station, etc.]

DSUP#2018-0017
Py Metrorail Station
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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<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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<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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<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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<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.