

ISSUE: Certificate of Appropriateness for new construction

APPLICANT: City of Alexandria and Washington Metropolitan Area Transit Authority (WMATA)

LOCATION: Old and Historic Alexandria District
2500 Potomac Greens Drive (2405, 2501, 3701 Potomac Avenue, 3251 Potomac Avenue [Parcel ID 016.04-01-01], 700 Carpenter Road, 1702 and 1880 Potomac Greens Drive) 2901 Potomac Avenue (2405, 2501, 3701 Potomac Avenue, 3251 Potomac Avenue [Parcel ID 016.04-01-01], 700 Carpenter Road, 1702 and 1880 Potomac Greens Drive)

ZONE: CDD#19, CDD#10, UT/Utilities and transportation

STAFF RECOMMENDATION

1. Approval of the downspout details with the color of the downspouts to match the adjacent structural feature and final review of the cover plate details by staff; the Chocolate Brown Met color flat exoskeleton finish; and the guardrail and stone retaining wall, as submitted.
2. Deferral of the cast stone details and west elevation of the entrance pavilion on the west side of the tracks, the glass handrail/guardrail details in the station and exoskeleton connection details.

BOARD ACTION 12/4/19: Approved Portions, Deferred Portions, as Submitted, 4-0

The Board of Architectural Review voted to approve portions and defer portions of BAR #2019-00241, as submitted. The motions, described individually below, carried on a vote of 4-0. Mr. Sprinkle recused himself.

CONDITIONS OF APPROVAL

1. Staff to follow the final light fixture details throughout the building permit process to ensure that they comply with the BAR's design intent to minimize glare toward the George Washington memorial Parkway.
2. Restudy the shape and connection details of the downspouts.

REASON

The Board agreed with the analysis in the staff report regarding the items presented at this hearing.

SPEAKERS

Stephen Lasser spoke on behalf of the applicant and responded to questions. There were no public speakers.

DISCUSSION 12/4/19

The BAR discussed the locations of the downspouts as well as their design. Mr. Lasser indicated that they would present the final design at a later hearing but appreciated the BAR's input. Mr. Lasser went into great detail to explain that there will be no direct light trespass from the proposed lighting to the Parkway or to the sky. The BAR felt that the proposed directed lighting nicely highlights the architecture and creates an elegant solution to the light escape problem.

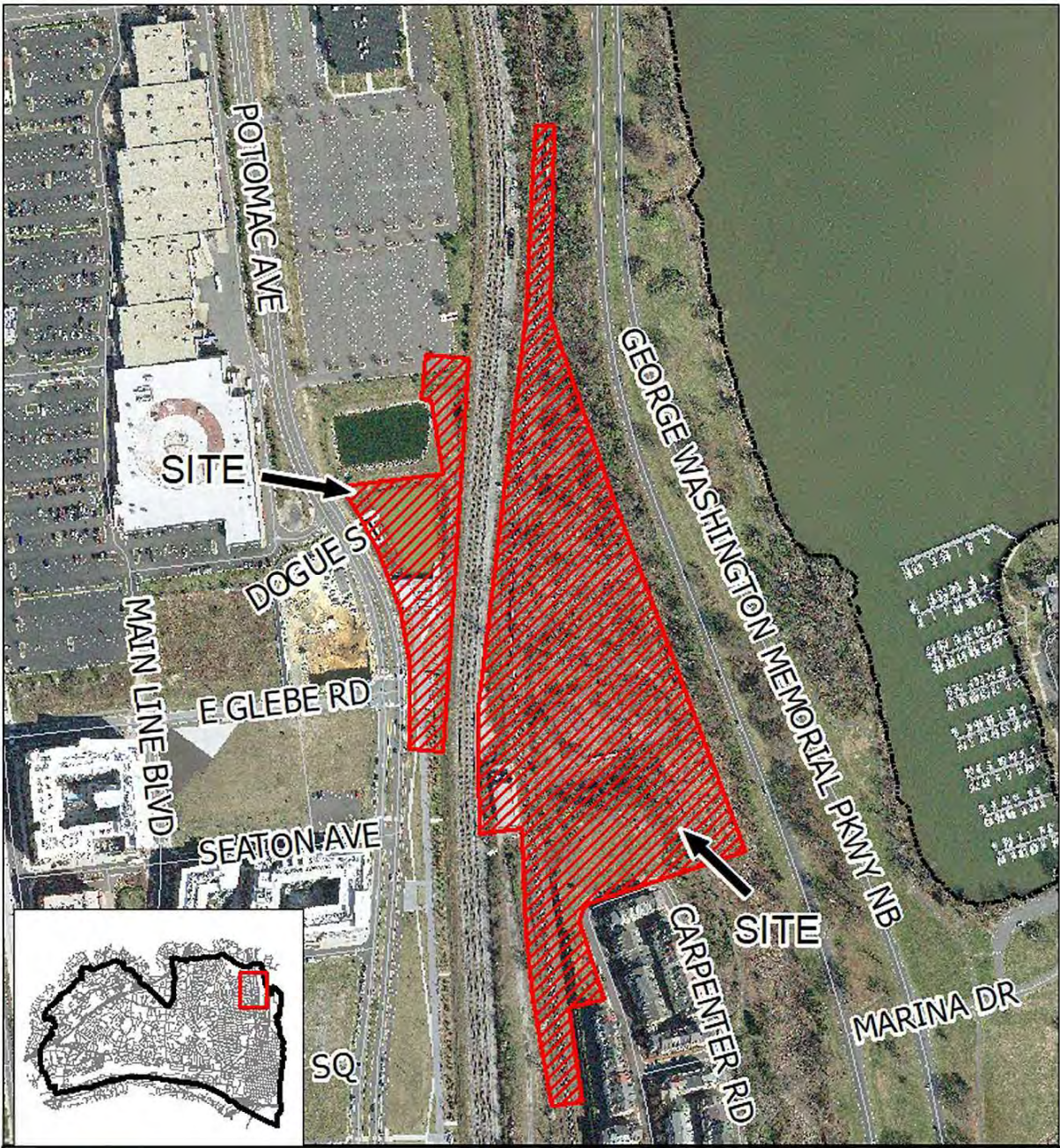
On a motion by Ms. Irwin, seconded by Mr. Spencer, the Board approved the light trough in the ceiling of the pedestrian bridges and the overall lighting of the station by a vote of 4-0.

On a motion by Mr. Conkey, seconded by Mr. Spencer the handrail details and mesh wall in the pedestrian bridges were approved 4-0.

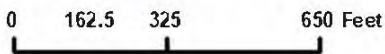


On a motion by Mr. Spencer, seconded by Ms. Irwin the downspout locations on the mezzanine and platform of the station were approved as submitted, with the applicant to return with additional details of the combined conductor head, a restudy of square or rectangular downspouts in lieu of round and with additional details of the cover plate at the notch in the stone base of the building. The motion passed 4-0.

GENERAL NOTES TO THE APPLICANT

1. **APPEAL OF DECISION:** In accordance with the Zoning Ordinance, if the Board of Architectural Review denies or approves an application in whole or in part, the applicant or opponent may appeal the Board's decision to City Council on or before 14 days after the decision of the Board.
2. **COMPLIANCE WITH BAR POLICIES:** All materials must comply with the BAR's adopted policies unless otherwise specifically approved.
3. **BUILDING PERMITS:** Most projects approved by the Board of Architectural Review require the issuance of one or more construction permits by Department of Code Administration (including signs). The applicant is responsible for obtaining all necessary construction permits after receiving Board of Architectural Review approval. Contact Code Administration, Room 4200, City Hall, 703-746-4200 for further information.
4. **ISSUANCE OF CERTIFICATES OF APPROPRIATENESS AND PERMITS TO DEMOLISH:** Applicants must obtain a copy of the Certificate of Appropriateness or Permit to Demolish PRIOR to applying for a building permit. Contact BAR Staff, Room 2100, City Hall, 703-746-3833, or preservation@alexandriava.gov for further information.
5. **EXPIRATION OF APPROVALS NOTE:** In accordance with Sections 10-106(B), 10-206(B) and 10-307 of the Zoning Ordinance, any Board of Architectural Review approval will expire 12 months from the date of issuance if the work is not commenced and diligently and substantially pursued by the end of that 12-month period.
6. **HISTORIC PROPERTY TAX CREDITS:** Applicants performing extensive, certified rehabilitations of historic properties may separately be eligible for state and/or federal tax credits. Consult with the Virginia Department of Historic Resources (VDHR) prior to initiating any work to determine whether the proposed project may qualify for such credits.



BAR#2019-00241
2901 Potomac Ave. (2405, 2501, and 3701 Potomac Ave., 3251 Potomac Ave.
[Parcel ID 016.04-01-01], 700 Carpenter Rd, 1702 & 1880 Potomac Greens Dr.)



UPDATE

At the **July 10, 2019** BAR hearing, the BAR approved the following elements:

- Height
- Scale
- Station Footprint
- Overall Architectural Character

At the **July 24, 2019** BAR hearing, the applicant returned with refined designs requested by the Board and the BAR approved the following items:

- Mass and scale of Pier Option #1 (stone base with Y-shape)
- Mass and scale of roofs at mezzanine and platform, including the platform canopy length per the WMATA specification

At the **September 4, 2019** BAR hearing, the BAR approved or partially approved a number of items which were listed in the memo to the BAR and reflected in the approved minutes of September 4. The applicant has included the status of these items in a table in their present application graphics and a partial response to the BAR's previous concerns and comments.

At the **October 16, 2019** BAR hearing, the Board approved portions and deferred portions, as noted below:

1. Approval of the footprint, scale, mass and architectural character and materials of the pedestrian bridge, ramp and entrance pavilion with a restudy of:
 - a. The lighting and handrails in the pedestrian bridge; and
 - b. The architectural details of the entry pavilion to include, at a minimum, lintels over the fenestration, caps at the stone walls, the color, material and design of the window wall framing members.
2. Approval of the rafters of the pedestrian bridge with a restudy of:
 - a. The number and method of attachment of the handrail/guardrail system; and
 - b. The lighting fixture location and any visible utility conduit must be shown in the renderings.
3. Approval of the architectural lighting with final review by staff to confirm that it is:
 - a. Directed away from the GW Parkway;
 - b. That the color is 3,000 Kelvin or warmer.

At the **December 4, 2019** hearing, the BAR approved the overall lighting design for the project, with staff to follow the final light fixture details throughout the building permit process to ensure that they comply with the BAR's design intent to minimize glare toward the George Washington memorial Parkway. The BAR asked for restudy of the design details of the downspouts and gutters.

I. ISSUE

The BAR has been reviewing this enormous project through an iterative, cumulative process. The applicant has requested approval of the following four items at this hearing. The remaining items will be brought forward on February 19, 2020, or whenever they are ready. Item numbers below

reference a spreadsheet that the applicant has used at the past several hearings and is included in the application materials for this hearing.

1. Item 3 – Downspouts & Gutters;
2. Item 6 – Simulated Weathered Steel;
3. Item 7f – East Guardrail Details (top of retaining wall); and
4. Item 19 – East Retaining Wall (adjacent to NPS)

II. ANALYSIS

Item 3: Downspouts & Gutters

At the previous meeting, the BAR approved the downspout locations on the mezzanine and platform of the station, as submitted, with the applicant to return with additional details of the combined conductor head, a restudy of square or rectangular downspouts in lieu of round and with additional details of the metal cover plate at the notch in the stone base of the building.

The conductor head has been combined into a single, custom made leader from the bottom of the gutter to the downspout, which will be held as tightly as possible to the angled truss member. The 4” x 6” downspouts are all fabricated of heavy gauge rectangular aluminum. The joints and connections have been shown at the transitions, though their prominence is somewhat exaggerated in the renderings and they likely will not appear as bold in the field. Staff has been assured that the support straps will be visually minimal and will have blind fasteners to the structures.

The downspouts, cleanouts and transition to the underground drainage pipe are hidden behind metal cover plates at the battered stone base. These cover plates will have a return on each side that will slip into the stone notch and provide rigidity for the plates. There will be a sloped collar transition at the top of the cover plate that will surround the downspout and rise to the level of the bottom of the coping at the back of the notch.

The final detail that the BAR discussed is the color of the downspouts where they visually conflict with the abutting structural member. This color will have to change when the angled downspout attached to a light grey roof truss member is then attached to a vertical portion of the dark brown color exoskeleton. The downspouts will be prefinished and the color changes will occur at a joint. In general, staff recommends that the downspouts at the platform match the Wickham Gray color of the roof steel structure and the downspouts and cover plates at the stone base match the darker gray Pussy Willow of the steel columns and field stone base. Anywhere the downspout is attached to the Chocolate Brown Met color exoskeleton, should be painted the same brown color. These conditions will be verified by staff in the wall mockup, the construction drawings and in the field.

Item 6 – Simulated Weathered Steel

During concept review for this project, the BAR recommended a naturally weathering steel finish for the exoskeleton in order to blend with the natural environment at the GW Parkway. City and WMATA staff have reviewed several submissions from the applicant and agree that the Chocolate

Brown Met color by Precision Coatings is the best alternative. This Acrylic Polyurethane has a flat, slightly metallic finish that varies in different light conditions. Tests indicate it is durable and can be repaired in the field. A sample of the color will be available at the hearing. Staff finds this finish to be the closest to the character that the BAR originally requested and recommends its approval.

Item 7f – East Guardrail Details (top of retaining wall)

After working with the National Park Service, the form of the retaining wall changed from a steep berm held by a fabric mesh to a structural retaining wall (see the retaining wall description in the section below.) The applicant originally proposed a utilitarian highway department style galvanized steel guardrail and then a split rail wood fence to address the concerns of the BAR for bicyclist and pedestrian safety at the edge of this drop-off. Both of these alternatives were rejected by the BAR. With the new retaining wall condition, a guardrail preventing the passage of a 4” sphere no longer a code requirement. The applicant is, nevertheless, proposing a simple steel guardrail of rectangular steel tube painted to match the brown of the exoskeleton. The intention is to blend with the exoskeleton of the station when viewed from the Parkway and blend with the woodlands when viewed from the station. Aside from the color, the railing is a standard WMATA design constructed to their standards and that can easily be repaired in the field.

Item 19 – East Retaining Wall (adjacent to NPS lands)

As noted above, the retaining wall design has changed as a result of extensive conversations with the National Park Service. Their landscape architects did not believe that the steep earth slope previously proposed would support native plants and would be an unsightly backdrop to the wetlands. Therefore, a vertical concrete retaining wall clad with fieldstone to match the plinth of the Metro station and historic GW Parkway infrastructure is being proposed. The height of the wall varies depending on the adjacent topography and there is an approximately four-foot wide earth berm at the top of the wall that will support plant material and contain the bases for the pole lights for the service road. Staff believes that the stone retaining wall is a far better solution than the earth berm and, although much of it will be hidden by the plant material in the wetland, it will be more attractive from the Parkway. It is also a safer edge condition for bicyclists and pedestrians on the station service road.

Summary

Staff recommends approval of the downspout details, the exoskeleton finish, the guardrail and stone retaining wall for the reasons discussed above. The final station elements noted on the applicant’s approval tracking spreadsheet include: final approval of the cast stone details and west elevation of the entrance pavilion on the west side of the tracks, the glass handrail details in the station and exoskeleton connection details will return to the BAR as soon as they are ready for review.

STAFF

Al Cox, FAIA, Historic Preservation Manager, Planning & Zoning

III. CITY DEPARTMENT COMMENTS (carried forward from previous reports)

Legend: C- code requirement R- recommendation S- suggestion F- finding

Development Division Comments

C-1 Comply with all requirements of DSUP2018-00017.

Code Administration

C-1 A building permit, plan review and inspections are required prior to the start of construction.

Transportation and Environmental Services

C-1 Comply with all requirements of DSP2018-00017. (T&ES)

R-1 The Final Site Plan must be approved and released and a copy of that plan must be attached to the demolition permit application. No demolition permit will be issued in advance of the building permit unless the Final Site Plan includes a demolition plan which clearly represents the demolished condition. (T&ES)

Alexandria Archaeology

F-1 Alexandria Archaeology concurs with the findings and recommendations in the Phase I Archaeological Survey Report dated 2015 for this project. No further archaeological action is necessary at this time.

R-1 The statements below shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Basement/Foundation Plans, Demolition, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheeting and Shoring) so that on-site contractors are aware of the requirements:

- a. The applicant/developer shall call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
- b. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology.

IV. ATTACHMENTS

- 1 – *Supplemental Materials*
- 2 – [*Staff Report of July 10, 2019 with Board Action*](#)
- 3 – [*Memo of July 24, 2019 with Board Action*](#)
- 4 – [*Memo of September 4, 2019 with Board Action*](#)
- 5 – [*BAR Concept Approval presentation, May 18, 2016*](#)
- 6 – [*Staff Report of October 16, 2019 with Board Action*](#)
- 7 – [*Staff report of December 4, 2019 with Board Action*](#)

ADDRESS OF PROJECT: Potomac Yard Metrorail Station

DISTRICT: Old & Historic Alexandria Parker – Gray 100 Year Old Building

TAX MAP AND PARCEL: _____ ZONING: _____

APPLICATION FOR: *(Please check all that apply)*

CERTIFICATE OF APPROPRIATENESS

PERMIT TO MOVE, REMOVE, ENCAPSULATE OR DEMOLISH
(Required if more than 25 square feet of a structure is to be demolished/impacted)

WAIVER OF VISION CLEARANCE REQUIREMENT and/or YARD REQUIREMENTS IN A VISION CLEARANCE AREA *(Section 7-802, Alexandria 1992 Zoning Ordinance)*

WAIVER OF ROOFTOP HVAC SCREENING REQUIREMENT
(Section 6-403(B)(3), Alexandria 1992 Zoning Ordinance)

Applicant: Property Owner Business *(Please provide business name & contact person)*

Name: City of Alexandria / WMATA

Address: 2500 Potomac Greens Drive

City: Alexandria State: VA Zip: 22314 - 6256

Phone: (703) 746-4055 E-mail: Daphne.Kott@alexandriava.gov

Authorized Agent *(if applicable)*: Attorney Architect Design Builder

Name: Potomac Yard Constructors Phone: (845) 735-3511

E-mail: jwood@halmarinternational.com

Legal Property Owner:

Name: City of Alexandria / WMATA

Address: 2500 Potomac Greens Drive

City: Alexandria State: VA Zip: 22314 - 6256

Phone: (703) 746-4055 E-mail: Daphne.Kott@alexandriava.gov

- Yes No Is there an historic preservation easement on this property?
- Yes No If yes, has the easement holder agreed to the proposed alterations?
- Yes No Is there a homeowner’s association for this property?
- Yes No If yes, has the homeowner’s association approved the proposed alterations?

If you answered yes to any of the above, please attach a copy of the letter approving the project.

NATURE OF PROPOSED WORK: *Please check all that apply*

- NEW CONSTRUCTION
- EXTERIOR ALTERATION: *Please check all that apply.*
 - awning
 - doors
 - lighting
 - other _____
 - fence, gate or garden wall
 - windows
 - pergola/trellis
 - HVAC equipment
 - siding
 - painting unpainted masonry
 - shutters
 - shed
- ADDITION
- DEMOLITION/ENCAPSULATION
- SIGNAGE

DESCRIPTION OF PROPOSED WORK: *Please describe the proposed work in detail (Additional pages may be attached).*

THE PROJECT CONSISTS OF CONSTRUCTION OF A NEW METRORAIL STATION AND ANCILLARY FACILITIES LOCATED AT POTOMAC YARD WITHIN THE CITY OF ALEXANDRIA ALONG THE EXISTING METRORAIL BLUE AND YELLOW LINES BETWEEN THE RONALD REAGAN WASHINGTON NATIONAL AIRPORT STATION AND THE BRADDOCK ROAD STATION. THE PROJECT WILL INCLUDE THE METRORAIL STATION, A PEDESTRIAN AND BICYCLE BRIDGE WITH ACCOMPANYING ACCESSIBLE RAMP, AND AN ENTRY PAVILLION. THE PROJECT WOULD SERVE EXISTING NEIGHBORHOODS AND RETAIL CENTERS AS WELL AS HIGH-DENSITY, TRANSIT-ORIENTED DEVELOPMENT PLANNED BY THE CITY OF ALEXANDRIA. THE PROJECT WOULD PROVIDE ACCESS TO THE REGIONAL METRORAIL SYSTEM FOR THE U.S. ROUTE 1 CORRIDOR OF NORTH ALEXANDRIA.

SUBMITTAL REQUIREMENTS:

Items listed below comprise the **minimum supporting materials** for BAR applications. Staff may request additional information during application review. Please refer to the relevant section of the *Design Guidelines* for further information on appropriate treatments.

Applicants must use the checklist below to ensure the application is complete. Include all information and material that are necessary to thoroughly describe the project. Incomplete applications will delay the docketing of the application for review. Pre-application meetings are required for all proposed additions. All applicants are encouraged to meet with staff prior to submission of a completed application.

Electronic copies of submission materials should be submitted whenever possible.

Demolition/Encapsulation : *All applicants requesting 25 square feet or more of demolition/encapsulation must complete this section. Check N/A if an item in this section does not apply to your project.*

- Survey plat showing the extent of the proposed demolition/encapsulation.
- Existing elevation drawings clearly showing all elements proposed for demolition/encapsulation.
- Clear and labeled photographs of all elevations of the building if the entire structure is proposed to be demolished.
- Description of the reason for demolition/encapsulation.
- Description of the alternatives to demolition/encapsulation and why such alternatives are not considered feasible.

Additions & New Construction: Drawings must be to scale and should not exceed 11" x 17" unless approved by staff. All plans must be folded and collated into 3 complete 8 1/2" x 11" sets. Additional copies may be requested by staff for large-scale development projects or projects fronting Washington Street. Check N/A if an item in this section does not apply to your project.

- ^{N/A} Scaled survey plat showing dimensions of lot and location of existing building and other structures on the lot, location of proposed structure or addition, dimensions of existing structure(s), proposed addition or new construction, and all exterior, ground and roof mounted equipment.
- FAR & Open Space calculation form.
- Clear and labeled photographs of the site, surrounding properties and existing structures, if applicable.
- Existing elevations must be scaled and include dimensions.
- Proposed elevations must be scaled and include dimensions. Include the relationship to adjacent structures in plan and elevations.
- Materials and colors to be used must be specified and delineated on the drawings. Actual samples may be provided or required.
- Manufacturer's specifications for materials to include, but not limited to: roofing, siding, windows, doors, lighting, fencing, HVAC equipment and walls.
- For development site plan projects, a model showing mass relationships to adjacent properties and structures.

Signs & Awnings: One sign per building under one square foot does not require BAR approval unless illuminated. All other signs including window signs require BAR approval. Check N/A if an item in this section does not apply to your project.

- ^{N/A} Linear feet of building: Front: _____ Secondary front (if corner lot): _____.
- Square feet of existing signs to remain: _____.
- Photograph of building showing existing conditions.
- Dimensioned drawings of proposed sign identifying materials, color, lettering style and text.
- Location of sign (show exact location on building including the height above sidewalk).
- Means of attachment (drawing or manufacturer's cut sheet of bracket if applicable).
- Description of lighting (if applicable). Include manufacturer's cut sheet for any new lighting fixtures and information detailing how it will be attached to the building's facade.

Alterations: Check N/A if an item in this section does not apply to your project.

- ^{N/A} Clear and labeled photographs of the site, especially the area being impacted by the alterations, all sides of the building and any pertinent details.
- Manufacturer's specifications for materials to include, but not limited to: roofing, siding, windows, doors, lighting, fencing, HVAC equipment and walls.
- Drawings accurately representing the changes to the proposed structure, including materials and overall dimensions. Drawings must be to scale.
- An official survey plat showing the proposed locations of HVAC units, fences, and sheds.
- Historic elevations or photographs should accompany any request to return a structure to an earlier appearance.

ALL APPLICATIONS: *Please read and check that you have read and understand the following items:*

- N/A I have submitted a filing fee with this application. (Checks should be made payable to the City of Alexandria. Please contact staff for assistance in determining the appropriate fee.)
- I understand the notice requirements and will return a copy of the three respective notice forms to BAR staff at least five days prior to the hearing. If I am unsure to whom I should send notice I will contact Planning and Zoning staff for assistance in identifying adjacent parcels.
- I, the applicant, or an authorized representative will be present at the public hearing.
- I understand that any revisions to this initial application submission (including applications deferred for restudy) must be accompanied by the BAR Supplemental form and 3 sets of revised materials.

The undersigned hereby attests that all of the information herein provided including the site plan, building elevations, prospective drawings of the project, and written descriptive information are true, correct and accurate. The undersigned further understands that, should such information be found incorrect, any action taken by the Board based on such information may be invalidated. The undersigned also hereby grants the City of Alexandria permission to post placard notice as required by Article XI, Division A, Section 11-301(B) of the 1992 Alexandria City Zoning Ordinance, on the property which is the subject of this application. The undersigned also hereby authorizes the City staff and members of the BAR to inspect this site as necessary in the course of research and evaluating the application. The applicant, if other than the property owner, also attests that he/she has obtained permission from the property owner to make this application.

APPLICANT OR AUTHORIZED AGENT:

Signature: Daphne Kott
 Printed Name: Daphne Kott
 Date: 9.3.19

Fred Robertson
 FRED ROBERTSON
 9/6/19

Your ref FQ16146
Our ref 254922-00/MC/
File ref 1-01-09

ARUP

Jeff Wood
Project Manager
Potomac Yard Constructors
421 E. Route 59
Nanuet, NY 10954

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January 6, 2020

Dear Jeff,

**Contract No. FQ16146 - Washington Metropolitan Area Transit Authority
(WMATA) Potomac Yards Metrorail Station
LTR-0104-PM-City of Alexandria January 22nd, 2020 BAR Submission**

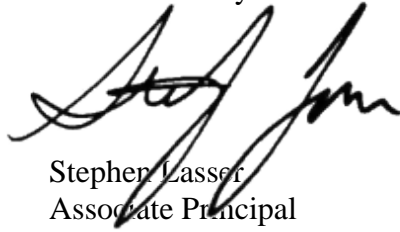
Please accept this correspondence as the application to present to the January 22, 2020 City of Alexandria (“CoA”) Board of Architectural Review (“BAR”) hearing. The purpose of this submission is to continue the process to receive a Certificate of Appropriateness for the Potomac Yard Metrorail Station to facilitate approval of a building permit for vertical construction above grade.

The following is a summary of the approvals requested for this hearing:

1. Item 3 – Provide shape and connection details of the drainage/gutters/downspouts of the Station. Submission: Refer to attached renderings of downspouts and gutters. (Gutter locations approved in 12/4 BAR Meeting)
2. Item 6 – Paint Finish. Provide more information on the proposed MT3 Simulated Weathered Steel, CorTen like finish to confirm its durability and constructability. Submission: Refer to sample submitted to the BAR Staff, photos and spec sheets of which are herein the submission.
3. **Item 7f – Details of Security fence/barrier facing the George Washington Parkway. Note that per design direction given by WMATA to PYC, this barrier will be provided per WMATA pedestrian barrier standards. Please refer to details included in the presentation, taken from WMATA Design Standards drawing DD-A-LAND-001.**
4. **Item 19 – Provide retaining wall at east access road. This retaining wall was required per meetings with the City and NPS. The attached renderings are those discussed with NPS, and are the latest direction agreed with those parties. One item remaining for discussion is the finish of the stone veneer wall shown. The NPS has expressed a request for an “ashlar” or rectangular pattern, while the current rendering shows a fieldstone pattern, which matches the current design direction and contract requirement given for the station and platform at-grade walls.**

Please let me know if you have any questions or need more information.

Yours sincerely

A handwritten signature in black ink, appearing to read "Stephen Lasser". The signature is fluid and cursive, with a large initial "S" and "L".

Stephen Lasser
Associate Principal

Enc 12162019 BAR Update.pdf (Sent 12/16/19)
 12162019 BAR Items Approval Tracker.pdf
 01062020 BAR Update.pdf

cc Matt Carter
 Thomas Wagner
 Eric Carter
 Yves Rugasaguhunga
 Graham Thomas

	Item	Open/Closed	Current Status	Origin	Planned BAR Meeting
1	Restudy the height of the stone base (make more substantial) and increase the thickness of the sill and incorporate curvature into Y-shaped form.	Closed	Approved as shown at the 9/4/19 BAR Meeting	July 28, 2019 BAR Meeting	
2	Refine the sloped roof over the escalator/stair connecting the mezzanine and platform to promote further "disengagement" between the two elements.	Closed	Approved as shown at the 9/4/19 BAR Meeting	July 28, 2019 BAR Meeting	
3	Provide details of the drainage/gutters/downspouts of the station	Open	Locations approve as shown as 12/4/2019 BAR meeting, shape and dimensions to be restudied	July 28, 2019 BAR Meeting	1/22/2020
4	Provide the view from the mezzanine looking down the tracks.	Closed	Approved as shown at the 9/4/19 BAR Meeting	July 14, 2019 Staff Report	
5	Provide a walk-through video showing roof details	Closed	Approved as shown at the 9/4/19 BAR Meeting	July 14, 2019 Staff Report	
6	Provide more information on the proposed MT3 Simulated Weathered Steel, CorTen like finish to confirm its durability and constructability.	Open	Restudy: paint colors and finish as well as materials ; WMATA and CoA staff have put forward a preference for the Gordon product; Meeting with SW on 9/19; samples accepted by PYC; need additional shades, examples where used, maint info	July 14, 2019 Staff Report	1/22/2020
7.a.	Restudy the proportions, connections and construction details of the following: The roof structure above the pedestrian bridge trusses;	Closed	Approved as shown at 10/16/19 BAR Meeting	July 14, 2019 Staff Report	10/16/2019
7.b.	Restudy the proportions, connections and construction details of the following: The visual transparency of the guard fencing on the pedestrian bridges and whether this should be installed on the inside or the outside of the bridge truss elements;	Closed	Approved as shown at the 12/4/19 BAR Meeting	July 14, 2019 Staff Report	
7.c.	Restudy the proportions, connections and construction details of the following: The detailing of the roof structure above the platform, including the fabrication details and the height of the steel columns and the trapezoidal shaped longitudinal beam cover at the side of the pedestrian platform;	Closed	Approved as shown at the 9/4/19 BAR Meeting	July 14, 2019 Staff Report	
7.d.	Restudy the proportions, connections and construction details of the following: Glass handrail details at the station platform;	Open	Bracket concept was not rejected but BAR chose to differ approval pending a detail being reviewed	July 14, 2019 Staff Report	2/19/2020
7.e.	Restudy the proportions, connections and construction details of the following: Metal louver connection details;	Open	Connection concept was not rejected but BAR chose to differ approval to finalization of the exoskeleton finish	July 14, 2019 Staff Report	2/19/2020
7.f.	Restudy the proportions, connections and construction details of the following: Security fence/barrier facing the George Washington Memorial Parkway;	Open	Split rail not accepted; WMATA standard pipe railing not accepted; Stone wall dismissed; Action was to investigate a barrier that would acceptable to WMATA and NPS "more in line" with the station aesthetic; Last meeting with CoA is that NPS is asking for entire slope and barrier concept to be revised; requested sections sent to CoA; Design of this was deferred by CofA to WMATA. Awaiting input from WMATA.	July 14, 2019 Staff Report	1/22/2020

8	Provide detailed information on the size, materials and lighting of the proposed signs.	Closed	Per BAR meeting minutes 10.16.2019 "Staff further explained that a determination had been made that Metro directional signs were considered governmental signs in the zoning ordinance and were, therefore, exempt from BAR review"	July 14, 2019 Staff Report	12/4/2019
9	Provide detailed information on the color, lumens and type of overall architectural and pedestrian lighting, including advertising displays, to assess their impact on views from the Parkway.	Closed	Approved as shown at the 12/4/19 BAR Meeting	July 14, 2019 Staff Report	
10	Provide plans, exterior elevations and design details to evaluate the ramps and pavilions on the west side of the rail tracks.	Closed	Item closed at the 9/4/19 BAR meeting; See item 19 for the specific items for re-study on the Pavilion;	July 14, 2019 Staff Report	
11	Provide a materials sample board for BAR review with all materials that are visible from the Parkway.	Closed	Approved except for the exoskeleton finishes and the mesh on the platform (both carried in other items).	July 14, 2019 Staff Report	
12	Provide full size wall mock-up panels per the DSUP condition for final approval by City staff.	Closed	Approved as shown at the 9/4/19 BAR Meeting	July 14, 2019 Staff Report	
13	Restudy paving material options on walkway/emergency vehicle path on east side of station.	Closed	Approved as shown at the 9/4/19 BAR Meeting	July 14, 2019 Staff Report	
14	Select a mesh that is as open and visually light as possible.	Closed	Approved as shown at the 9/4/19 BAR Meeting	July 14, 2019 Staff Report	
15	Provide additional views from the Parkway and from Potomac Greens. If possible, bring a live model to allow the BAR to explore to the project more fully at subsequent public hearing	Closed	Approved as shown at the 9/4/19 BAR Meeting	July 14, 2019 Staff Report	
16	Provide a site section to demonstrate changing grades and the relationship of the berm and landscaping to station design.	Closed	Approved as shown at the 9/4/19 BAR Meeting	July 14, 2019 Staff Report	
17	Restudy platform mesh to a style with a heavier horizontal wire or extend the glass curtain wall	Closed	Approved as shown at 10/16/19 BAR Meeting	*New item raised at the 9/4 BAR meeting	
18	Provide more information on the Entrance Pavillion	Open	<p>Building Shape, Architectural character, height, and materials approved.</p> <p>The following details were asked to be restudied and brought back to the board.</p> <p>1) Lintels over the doorways and caps on the stonework; preference from the BAR was to match the cap on the stonework on the station for both.</p> <p>2) Details of the wall glazing system and how that will affect the interaction of the glass to the stonework.</p> <p>3) BAR recommended that we look into changing sidewalk colors to help dim the lights and create better sense of entry. Need to verify that the rendering is representative of the civil package design. BAR minutes: " Staff noted that the paving at the entrance will be coordinated with the public plaza paving in the future North Potomac Yard plan."</p> <p>4) Present options for the façade on the front of the building.</p> <p>a. Stone Façade: Current plan is to have the stone follow the angle of the escalators. Proposal was to eliminate the angle and present the transition of the stone to the glass vertically either at the base or the top of the escalator</p> <p>b. Stone Façade: Align End of Stone Façade with column on south side to match how the stone is terminated on the north side of the elevator for even proportions (independent of the stone wall shape in "a" above.)</p> <p>c. Glass Façade: Provide images showing the extension of the glass sections to the south of the entry portal to match the top of glass of the elevator shaft for even proportions</p>	*New item raised at the 9/4 BAR meeting	2/19/2020
	Introduce curve to the mezzanine floor beams	Open	Confirmed with CoA on strategy to not show	*New item raised at the 9/4 BAR meeting	

19	Provide retaining wall at east access road	Open	New item to be brought up. Introduced by NPS		1/22/2020
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Item 3 – Downspouts & Gutters



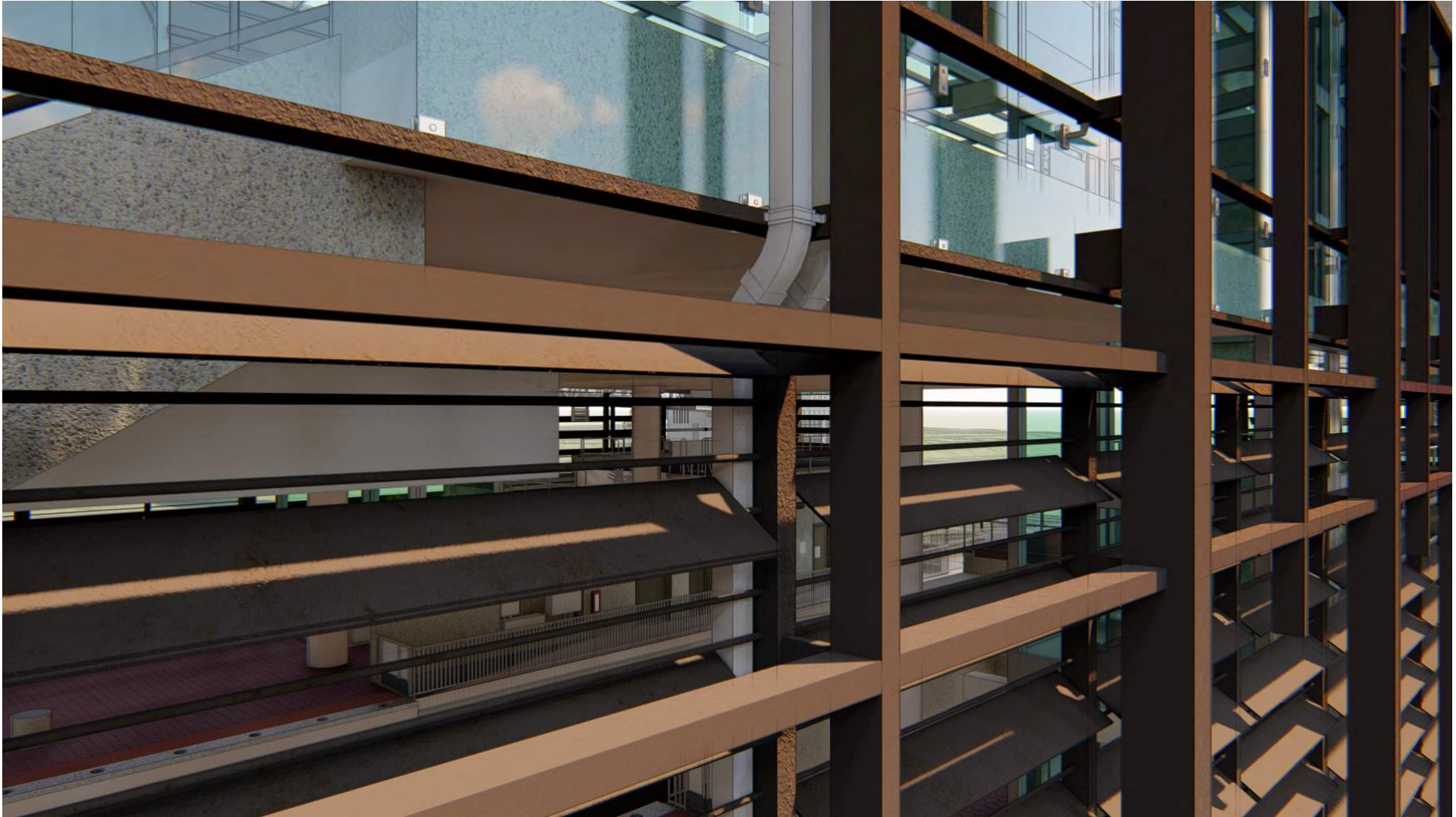
Item 3 – Downspouts & Gutters



Item 3 – Downspouts & Gutters



Item 3 – Downspouts & Gutters



Item 3 – Downspouts & Gutters



Item 3 – Downspouts & Gutters

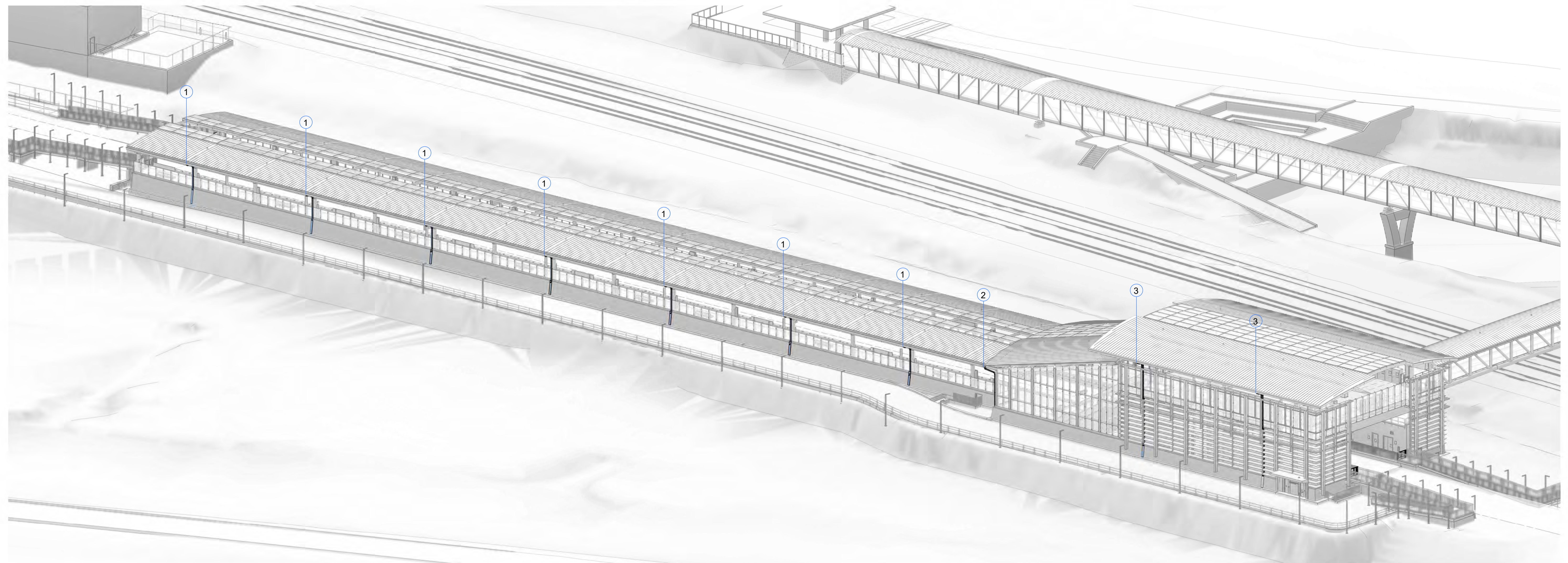


Item 3 – Downspouts & Gutters

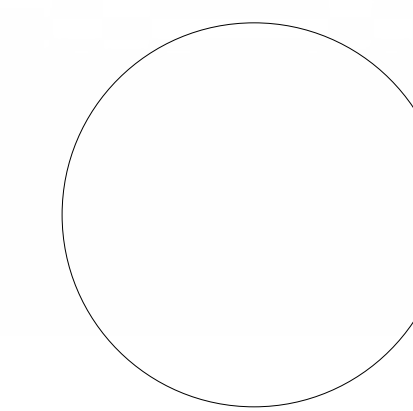


DOWNSPOUT TYPES

- ① DOWNSPOUT AT PLATFORM
- ② DOWNSPOUT AT ESCALATOR ROOF
- ③ DOWNSPOUT AT MEZZANINE



1 DOWNSPOUT AERIAL DIAGRAM



PROFESSIONAL CERTIFICATION:
 I HEREBY CERTIFY THAT THESE DOCUMENTS
 WERE PREPARED OR APPROVED BY ME, AND
 THAT I AM A FULLY LICENSED PROFESSIONAL
 ARCHITECT UNDER THE LAWS OF THE STATE
 OF VIRGINIA.

LICENSE NO. 0401015717
 EXPIRATION DATE: 06/30/2021

12/16/2019 12:11:30 PM C:\Users\gengullado\Documents\18-2260 - POTOMAC YARD METRO_MCP_2019 - P02 - Station_Etcgullado.rvt

DESIGNED			REFERENCE DRAWINGS		REVISIONS		
Designer	DATE		NUMBER	DESCRIPTION	DATE	NUM	DESCRIPTION
11/18/19							

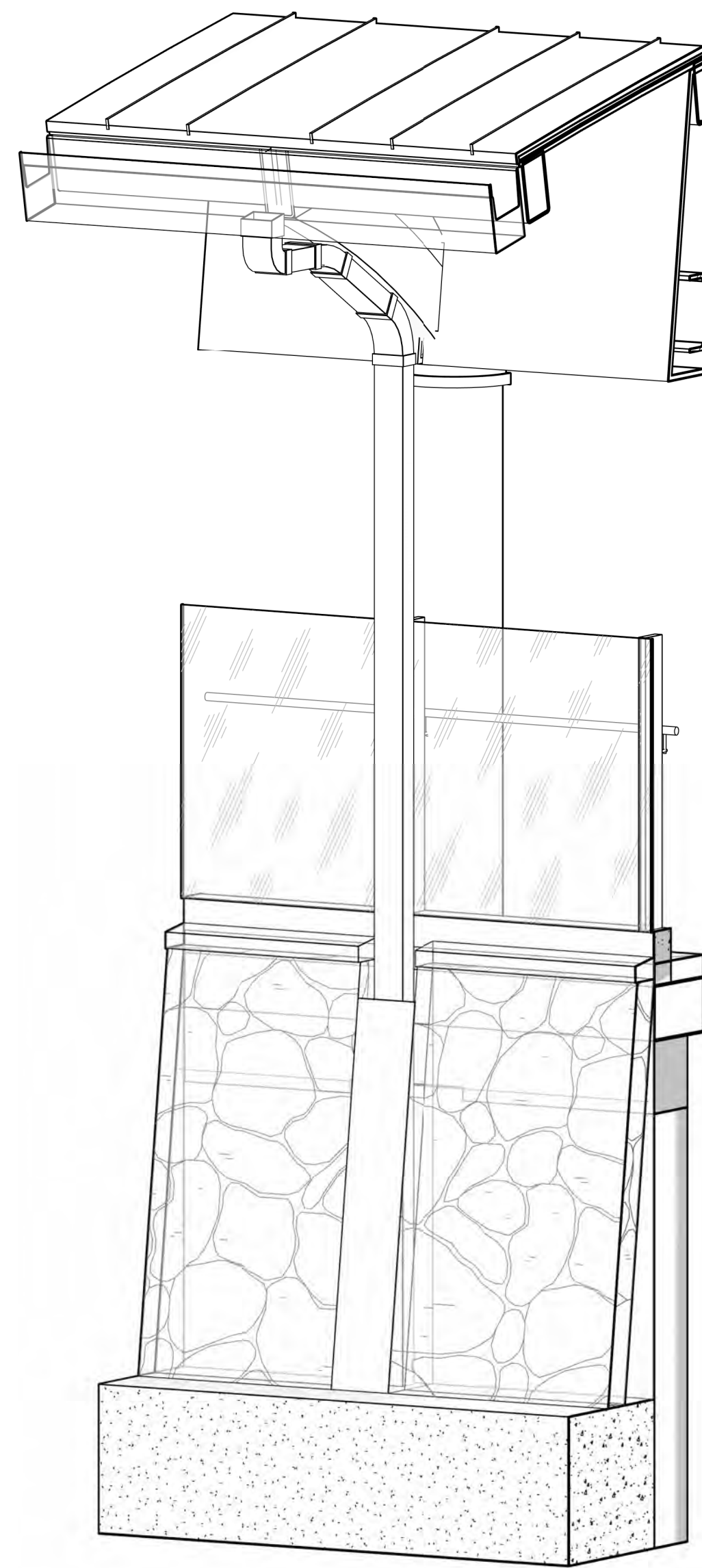
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
 DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES
 OFFICE OF THE CHIEF ENGINEER, INFRASTRUCTURE

SUBMITTED _____ DATE _____
 APPROVED _____ DATE _____
 DIRECTOR

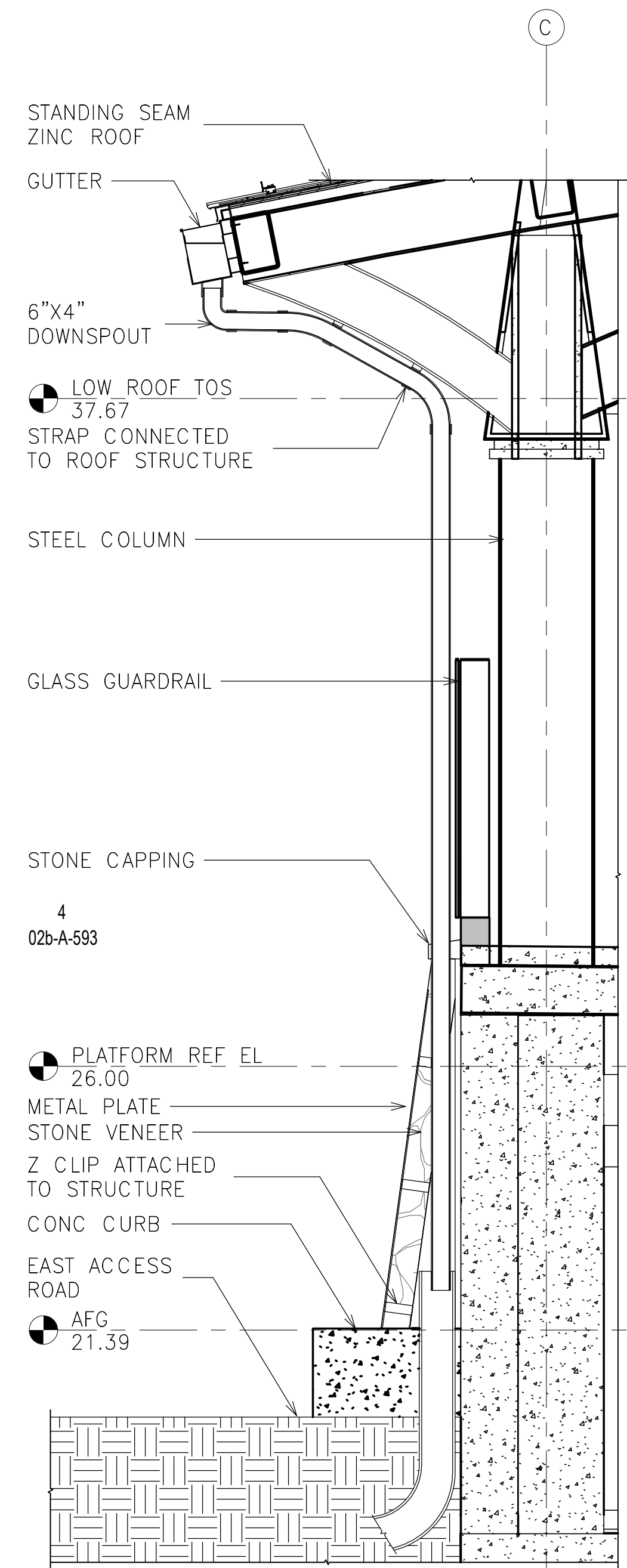
WMATA POTOMAC YARD METRORAIL STATION
 ARCHITECTURAL
 BAR SUBMISSION
 DOWNSPOUT OVERALL DIAGRAM

M NO. M1316	CONTRACT NO. FQ16146	SCALE:	DRAWING NO. A-592	SHEET NO. OF 143
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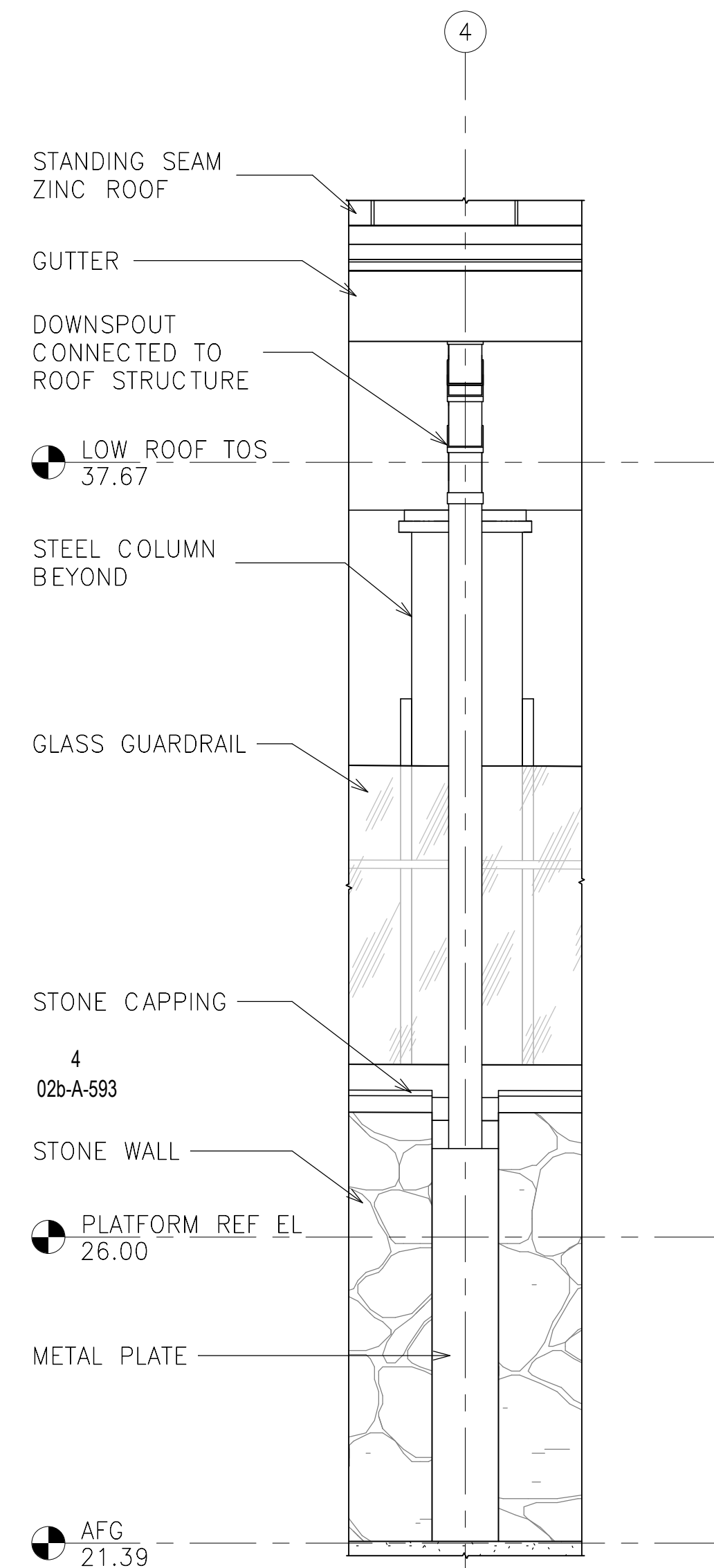




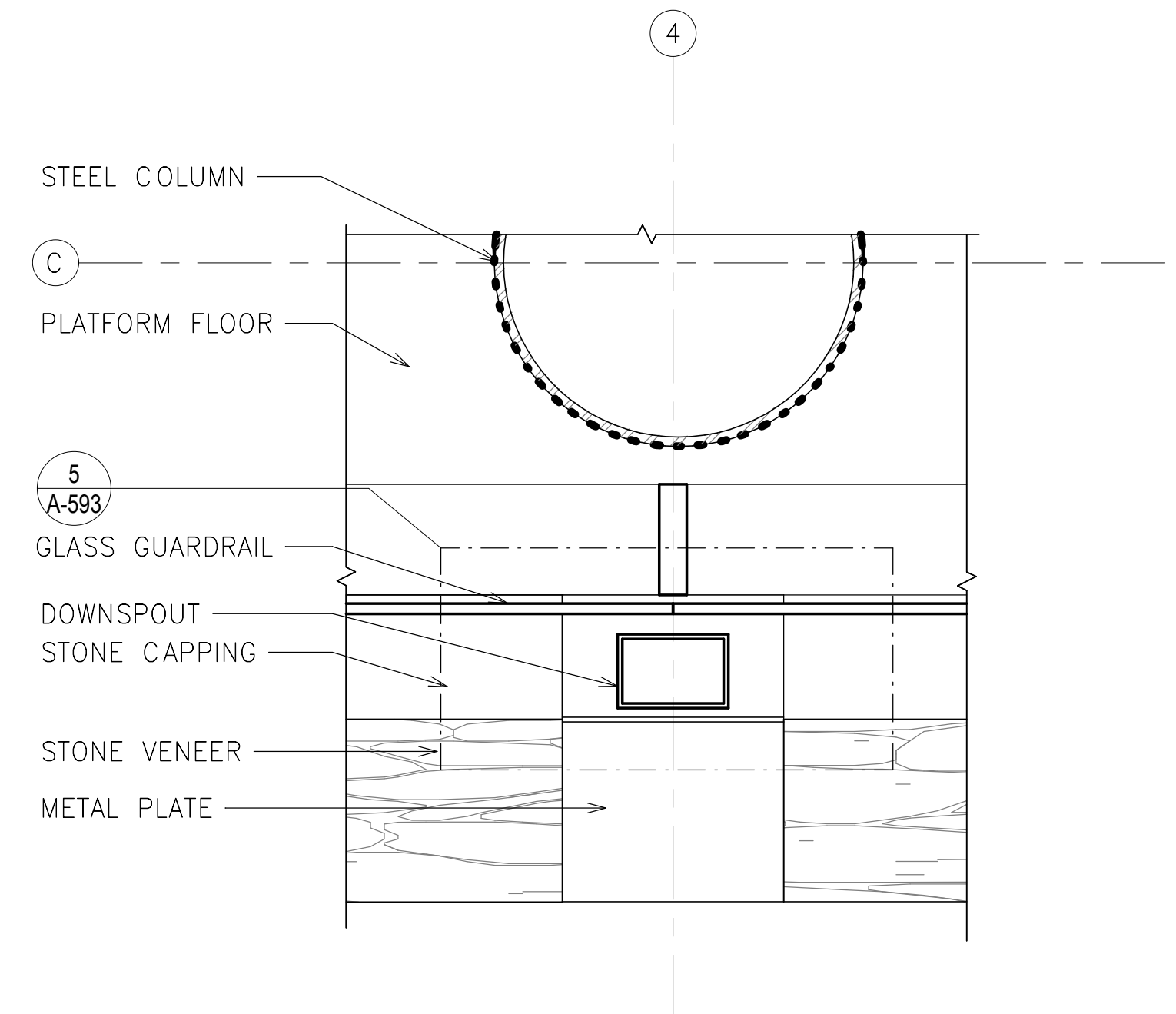
1 DOWNSPOUT PLATFORM AXON



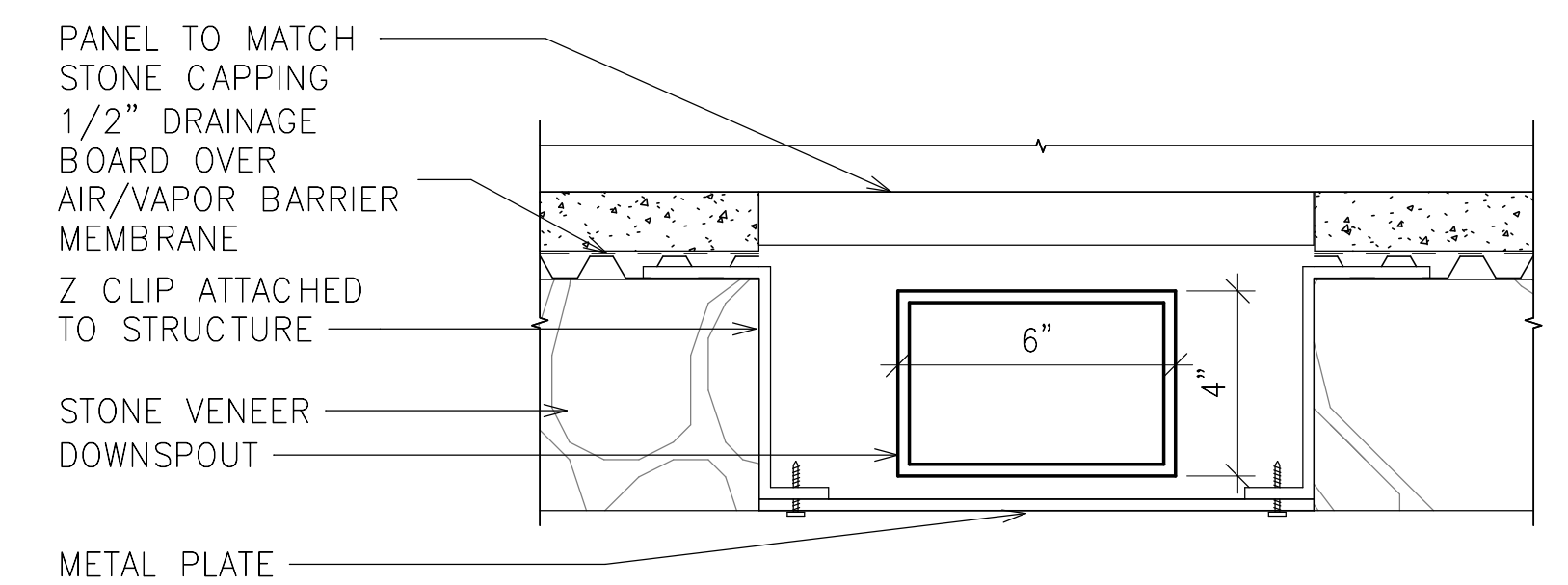
2 DOWNSPOUT PLATFORM SECTION
1/2" = 1'-0"



3 DOWNSPOUT PLATFORM ELEVATION
1/2" = 1'-0"



4 DOWNSPOUT PLATFORM PLAN
1 1/2" = 1'-0"



5 TYP. DOWNSPOUT DETAIL AT EAST STONE WALL
3" = 1'-0"

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EXPIRATION DATE: 06/30/2021

12/16/2019 12:11:32 PM C:\Users\Genguilado\Documents\18-1260 - POTOMAC YARD METRO_MCP_2019 - P02 - Station_Gabby_Enguilado.rvt

DESIGNED			REFERENCE DRAWINGS			REVISIONS		
NUMBER	DESCRIPTION	DATE	DATE	NUM	DESCRIPTION	DATE	NUM	DESCRIPTION
DESIGNED	G.THOMAS	11/11/19						
DRAWN	G.ENGUILADO	11/11/19						
CHECKED	B.FLYNN	11/11/19						
APPROVED	G. THOMAS	11/11/19						

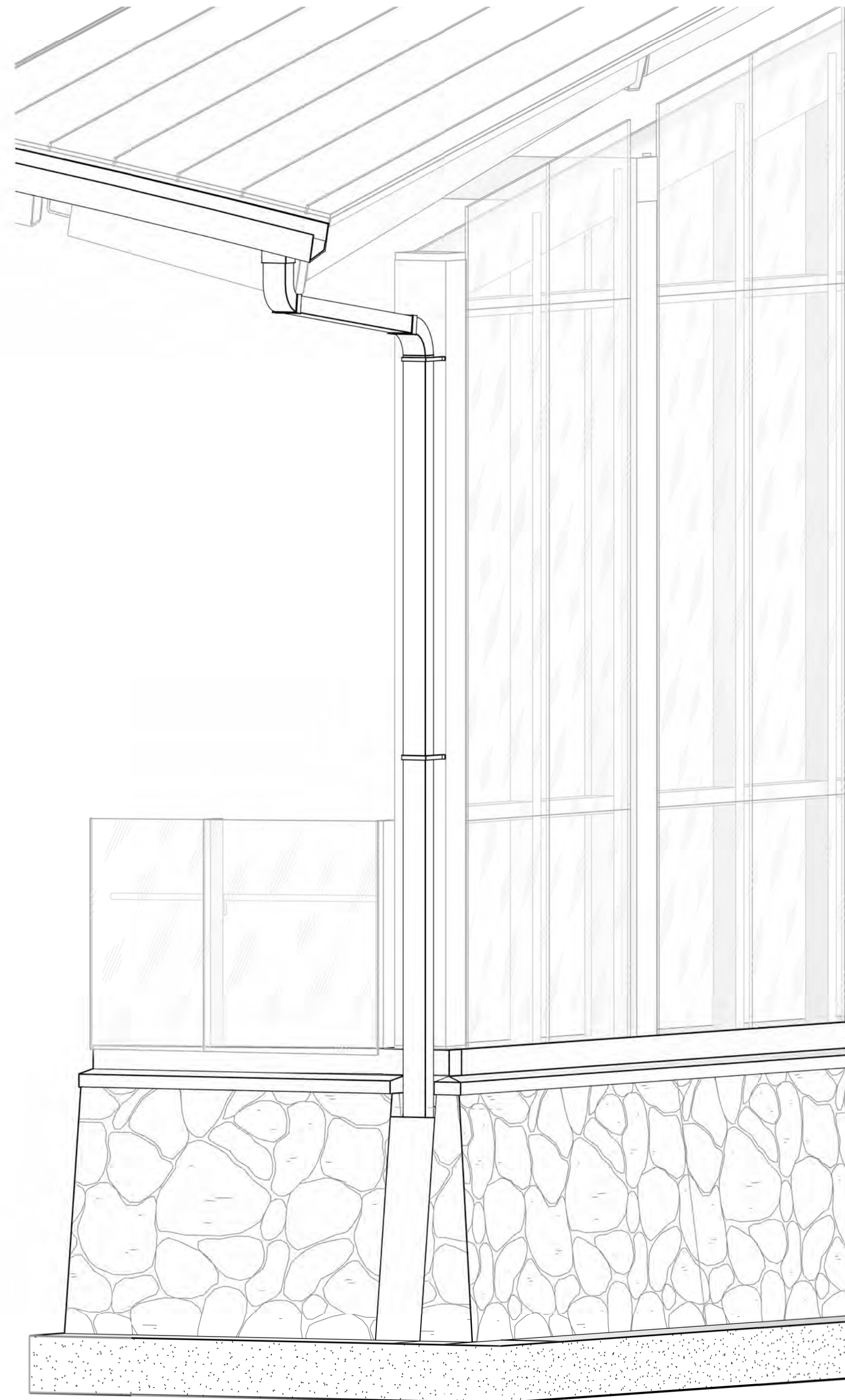
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES
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SUBMITTED _____ DATE _____
APPROVED _____ DATE _____
DIRECTOR

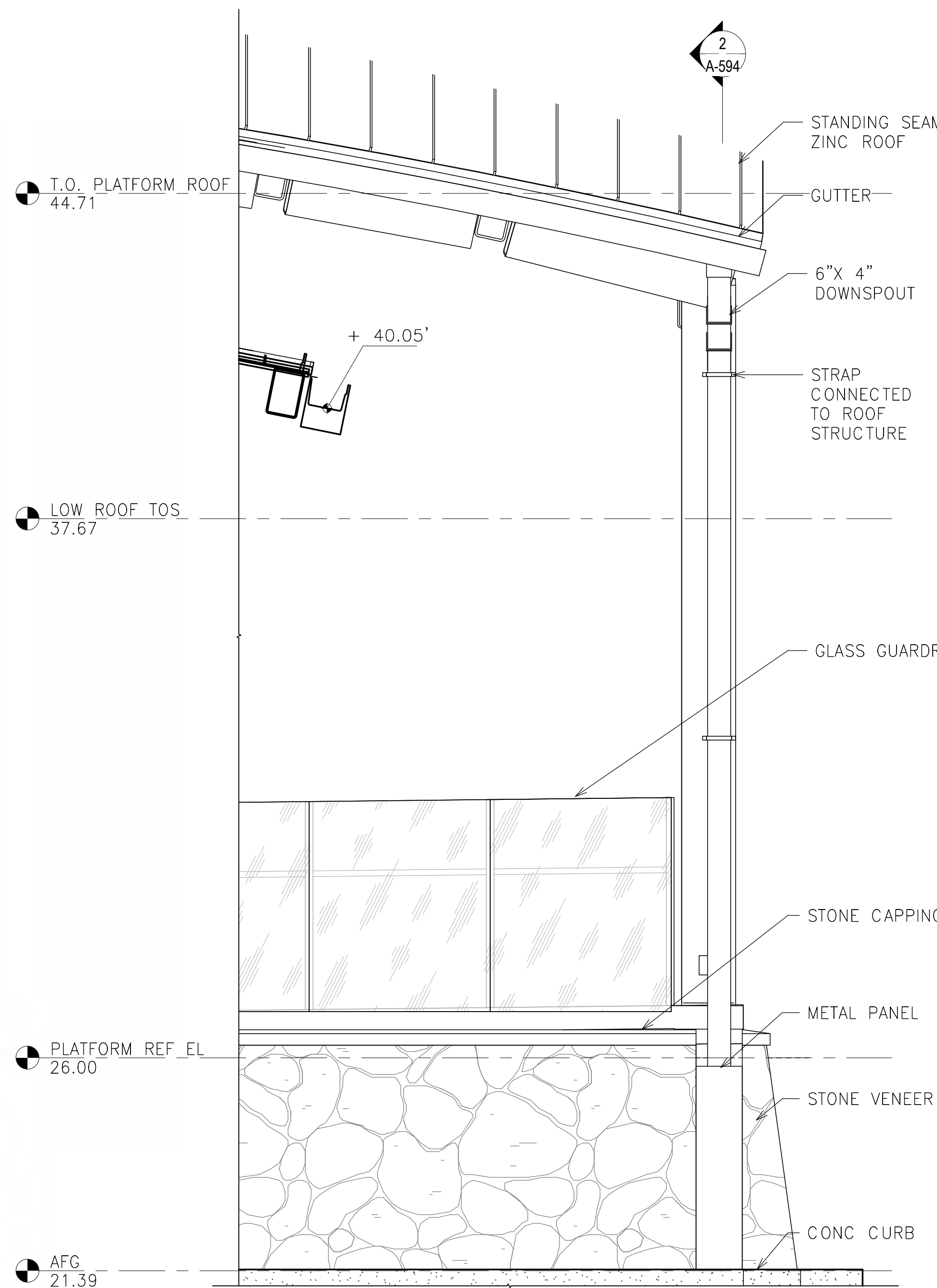


WMATA POTOMAC YARD METRORAIL STATION ARCHITECTURAL BAR SUBMISSION DOWNSPOUT AND GUTTER DETAILS - PLATFORM				
M NO.	CONTRACT NO.	SCALE:	DRAWING NO.	SHEET NO.
M1316	FQ16146		A-593	OF 143

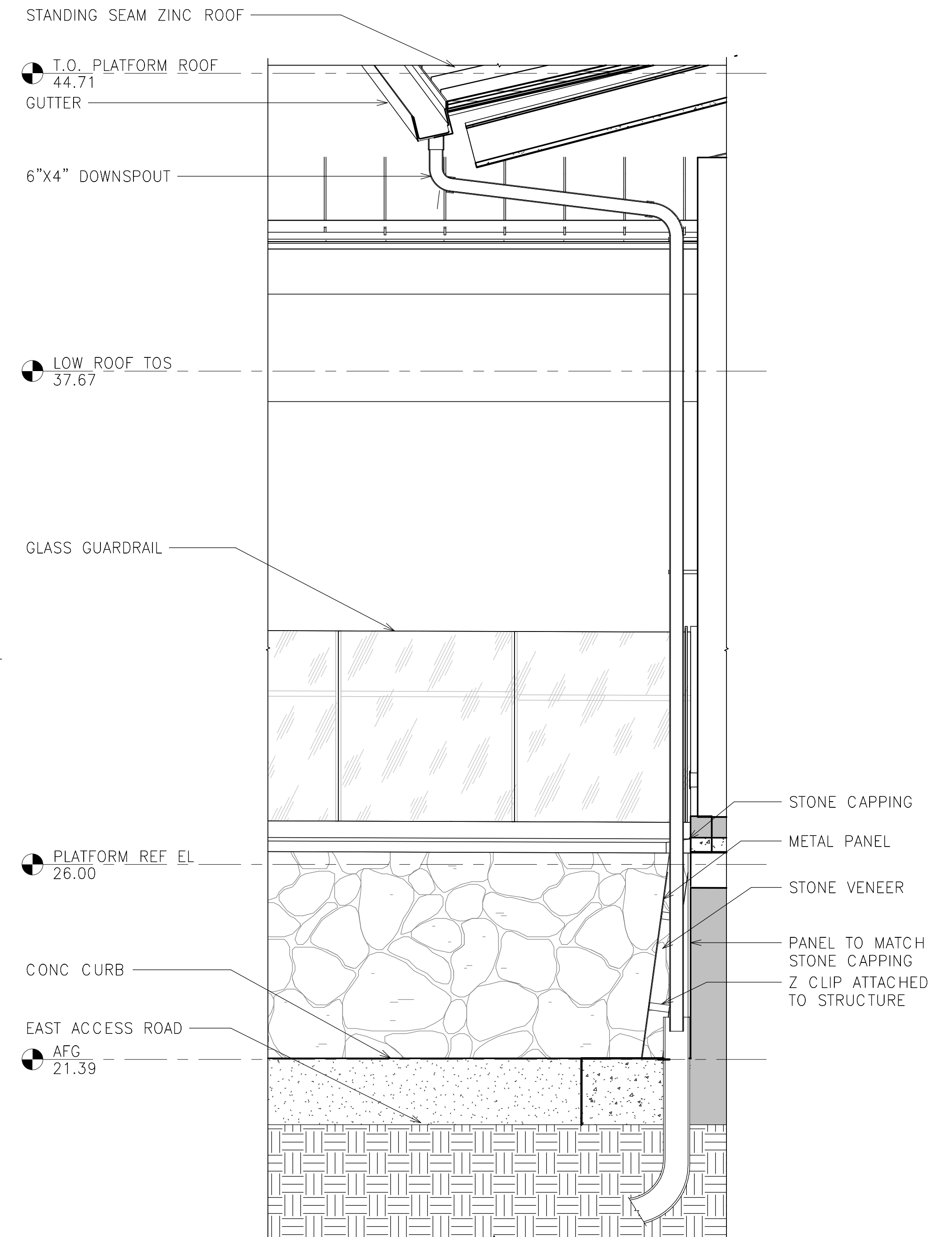
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3 DOWNSPOUT ESCALATOR AXON



1 GUTTER SLOPING ROOF SECTION
1/2" = 1'-0"



2 GUTTER SLOPING ROOF ELEVATION
1/2" = 1'-0"

PROFESSIONAL CERTIFICATION:
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ARCHITECT UNDER THE LAWS OF THE STATE
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LICENSE NO. 0401015717
EXPIRATION DATE: 06/30/2021

DESIGNED			REFERENCE DRAWINGS			REVISIONS		
DATE	NUMBER	DESCRIPTION	DATE	NUM	DESCRIPTION			
11/11/19								
11/11/19								
11/11/19								
11/11/19								

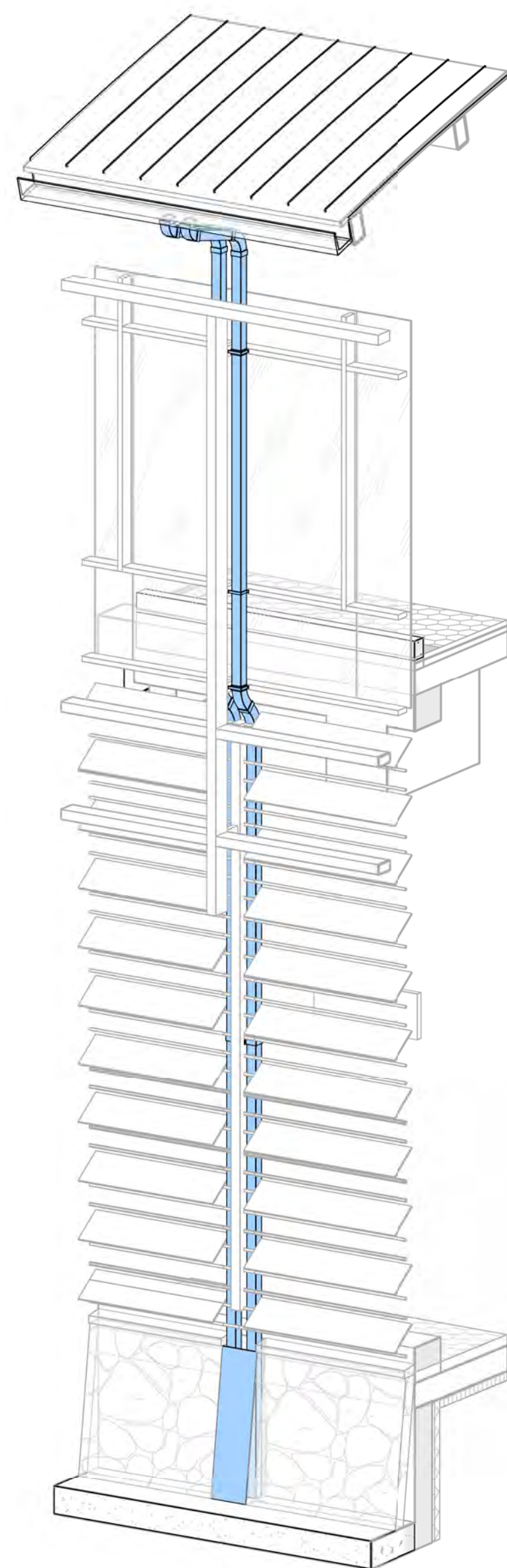
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES
OFFICE OF THE CHIEF ENGINEER, INFRASTRUCTURE

SUBMITTED _____ DATE _____
APPROVED _____ DATE _____
DIRECTOR _____

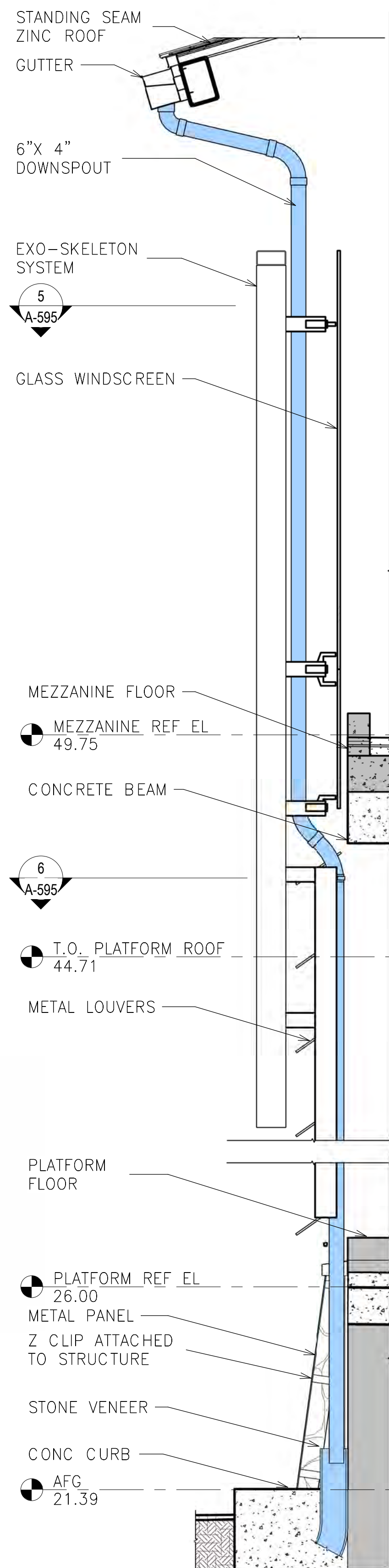


WMATA POTOMAC YARD METRORAIL STATION ARCHITECTURAL BAR SUBMISSION DOWNSPOUT AND GUTTER DETAILS - ESCALATOR ROOF				
M NO.	CONTRACT NO.	SCALE:	DRAWING NO.	SHEET NO.
M1316	FQ16146		A-594	OF 143

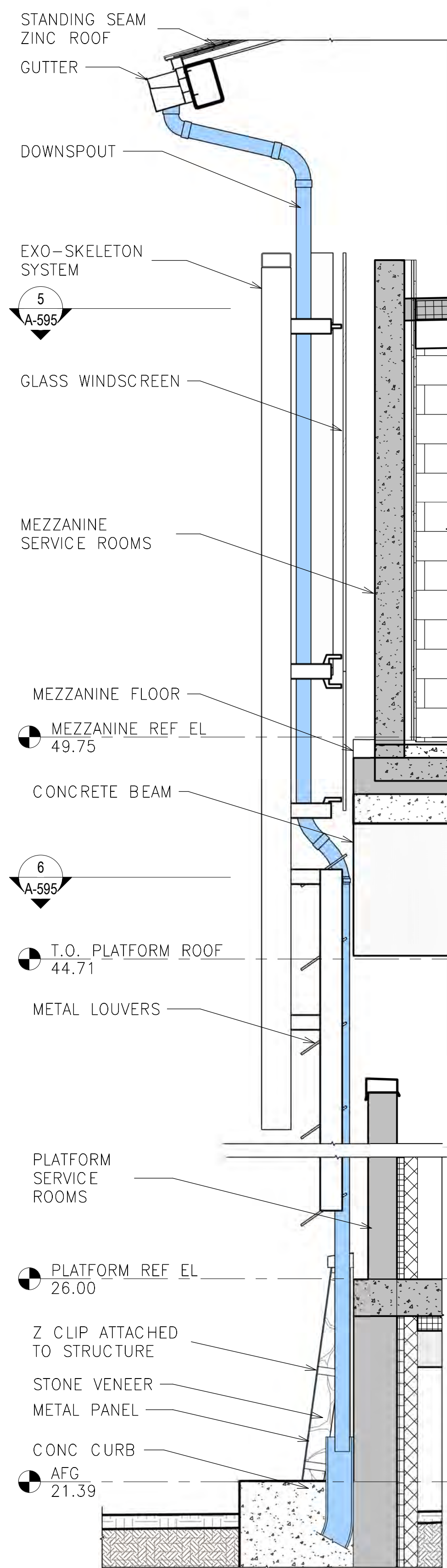
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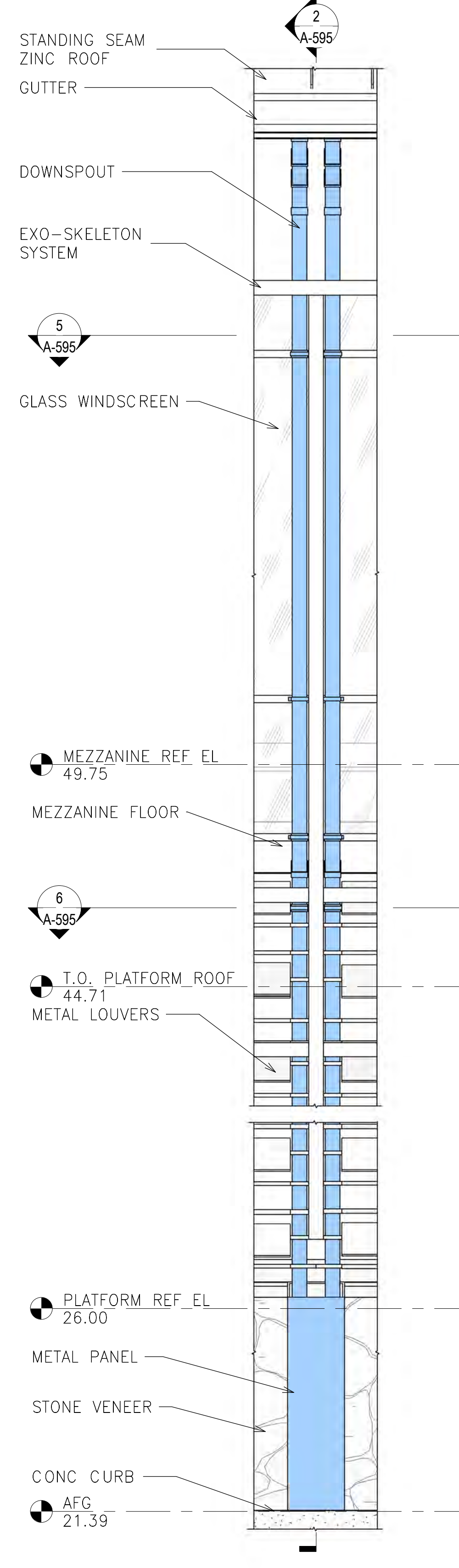
1 DOWNSPOUT MEZZ. AXON



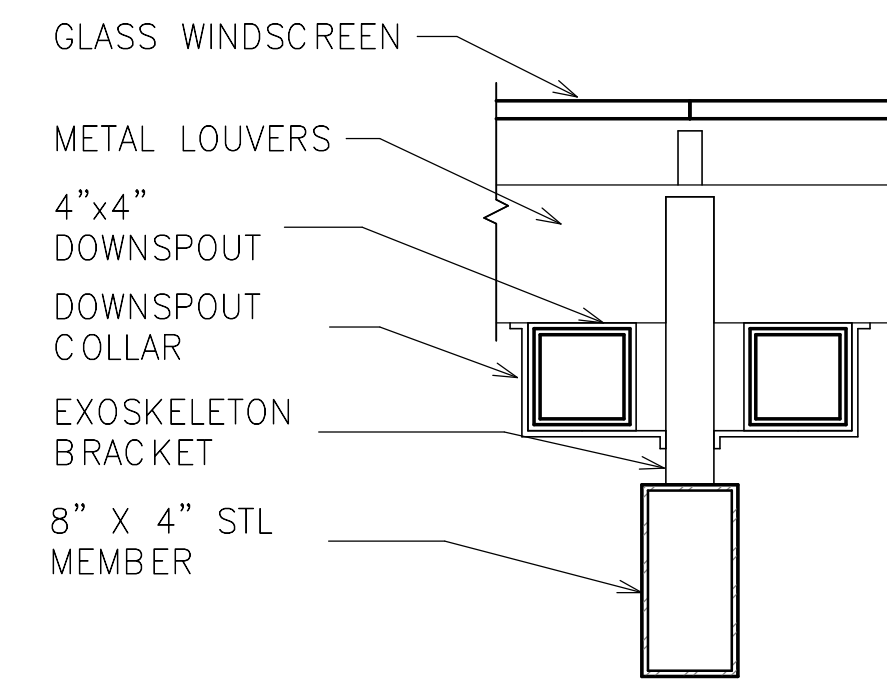
2 DOWNSPOUT S MEZZ. SECTION
1/2" = 1'-0"



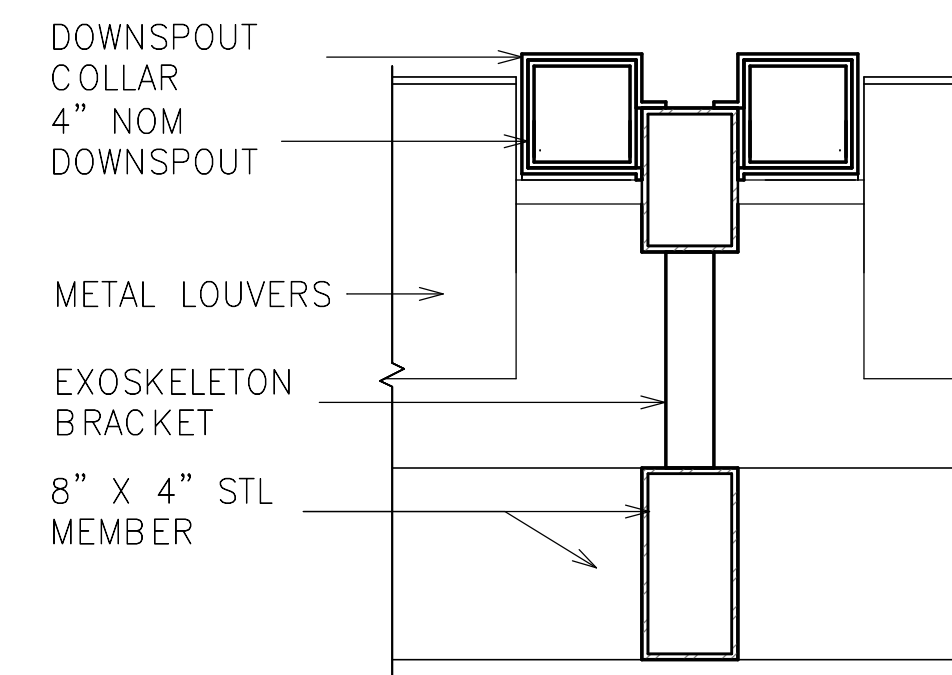
3 DOWNSPOUT N MEZZ. SECTION
1/2" = 1'-0"



4 TYP DOWNSPOUT MEZZ. ELEVATION
1/2" = 1'-0"



5 DOWNSPOUT MEZZANINE PLAN
1 1/2" = 1'-0"



6 DOWNSPOUT MEZZANINE PLAN 2
1 1/2" = 1'-0"

PROFESSIONAL CERTIFICATION:
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LICENSE NO. 0401015717
EXPIRATION DATE: 06/30/2021

DESIGNED	G.THOMAS	11/11/19
DRAWN	G.ENGUILADO	11/11/19
CHECKED	B.FLYNN	11/11/19
APPROVED	G. THOMAS	11/11/19

REFERENCE DRAWINGS	
NUMBER	DESCRIPTION

REVISIONS		
DATE	NUM	DESCRIPTION

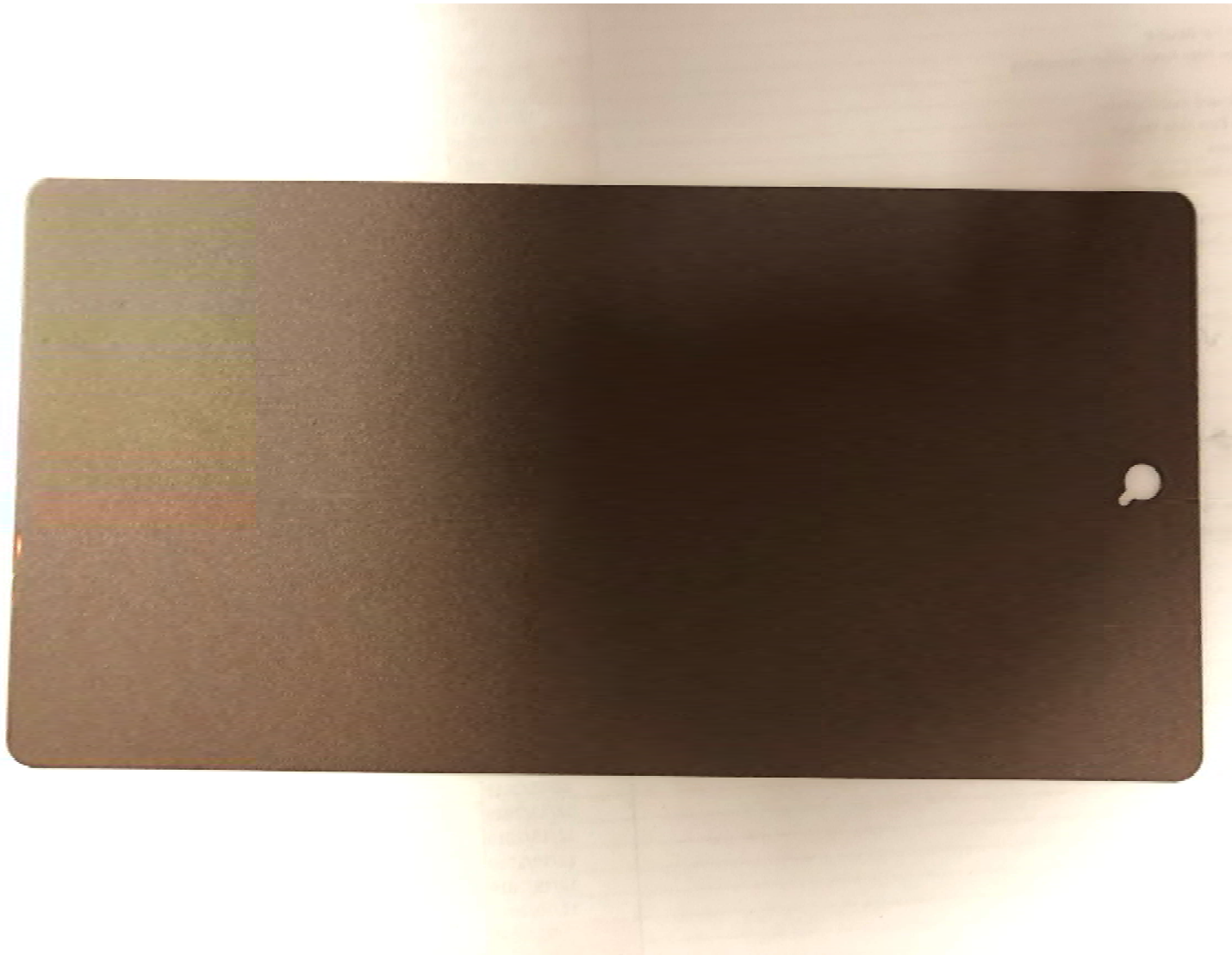
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES
OFFICE OF THE CHIEF ENGINEER, INFRASTRUCTURE

SUBMITTED _____ DATE _____
APPROVED _____ DATE _____
DIRECTOR

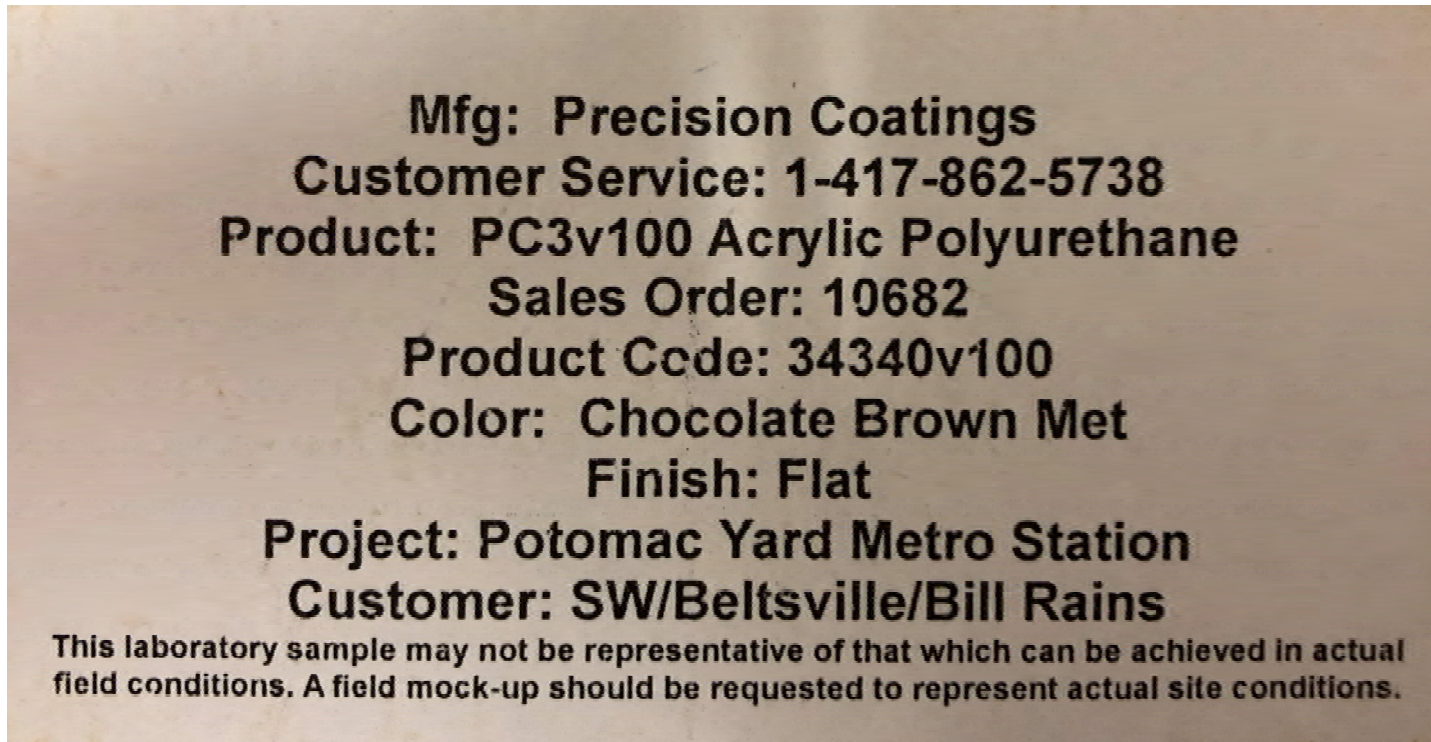


WMATA POTOMAC YARD METRORAIL STATION ARCHITECTURAL BAR SUBMISSION DOWNSPOUT AND GUTTER DETAILS - MEZZANINE		M NO.	CONTRACT NO.	SCALE:	DRAWING NO.	SHEET NO.
		M1316	FQ16146		A-595	OF 143

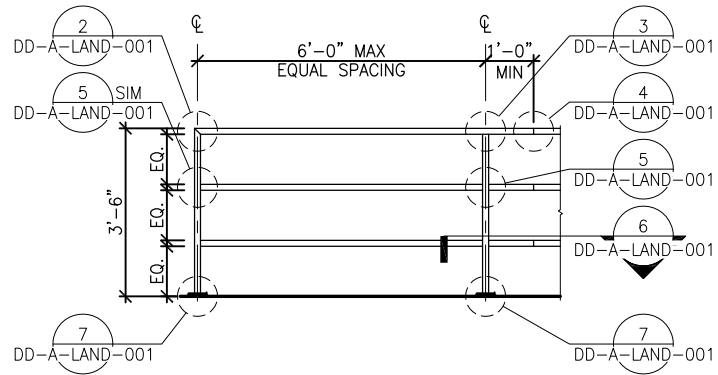
Item 6 – Simulated Weathered Steel



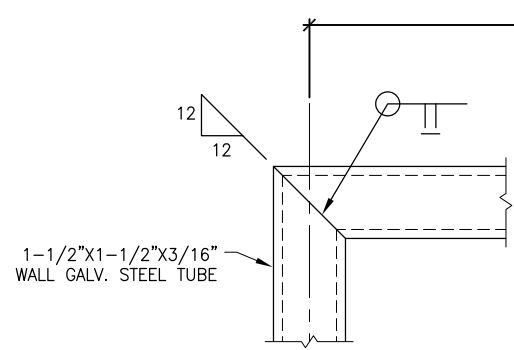
Item 6 – Simulated Weathered Steel



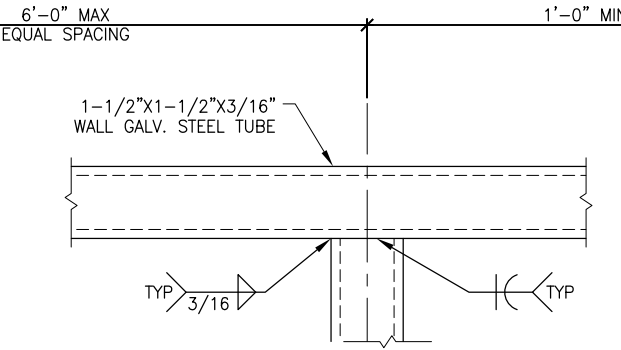
Item 7f – East Guardrail Details



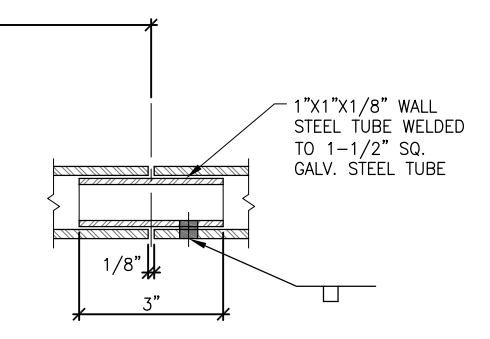
1 PEDESTRIAN BARRIER ELEVATION
DD-A-LAND-001 SCALE: 1/2" = 1'-0"



2 END CONDITION
DD-A-LAND-001 SCALE: 6" = 1'-0"

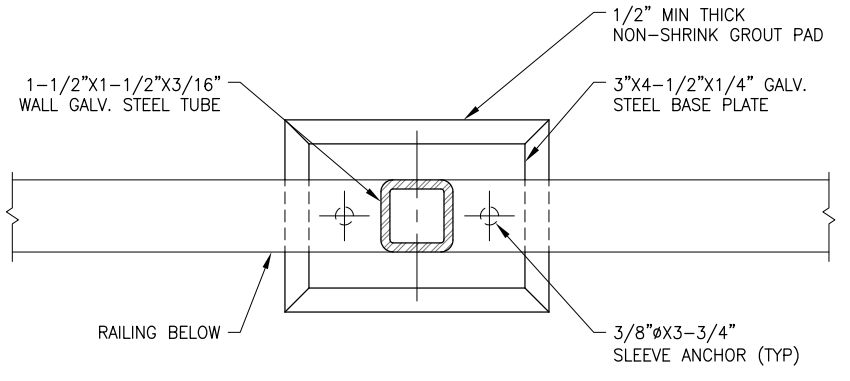


3 TOP RAIL/INTERMEDIATE POST CONDITION
DD-A-LAND-001 SCALE: 6" = 1'-0"

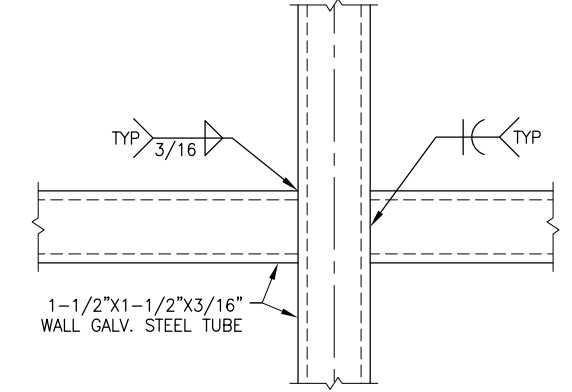


4 RAILING EXPANSION SPlice
DD-A-LAND-001 SCALE: 6" = 1'-0"

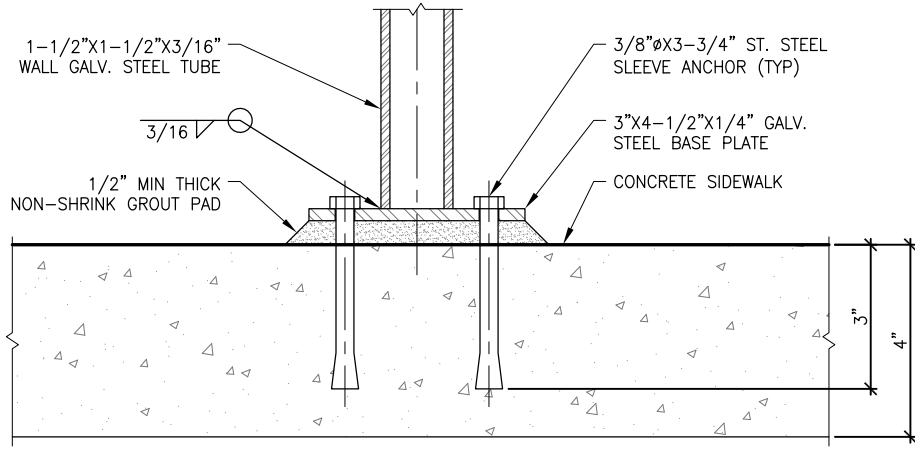
- PEDESTRIAN BARRIER NOTES:**
1. PEDESTRIAN BARRIER SHALL NOT BE USED AS A GUARDRAIL OR HANDRAIL. BARRIER IS INTENDED AS A SEPARATION DEVICE ONLY.
 2. PEDESTRIAN BARRIER RAILING SHALL HAVE A HOT-DIP GALVANIZED OR PAINT FINISH. EXACT FINISH TO BE DETERMINED BY BARRIER LOCATION.
 3. PROVIDE EXPANSION SPLICES IN THE TOP AND INTERMEDIATE HORIZONTAL RAILINGS.
 4. REFER TO SPECIFIC SITE DRAWINGS FOR LOCATIONS OF RAILING EXPANSION SPLICES.
 5. ALL WELDS SHALL BE GROUND FLUSH.



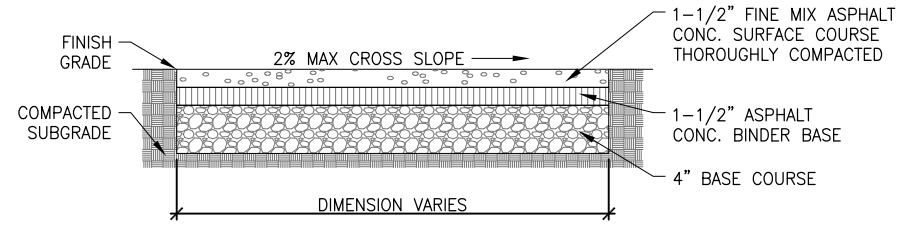
6 PEDESTRIAN BARRIER POST SECTION
DD-A-LAND-001 SCALE: 6" = 1'-0"



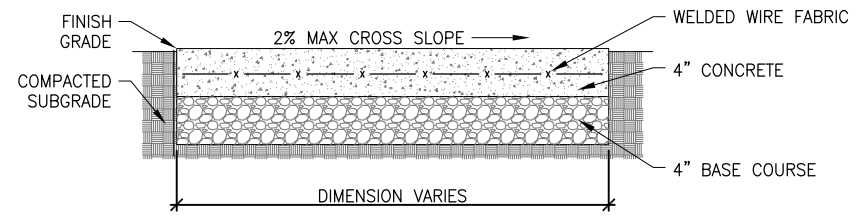
5 INTERMEDIATE RAIL & POST CONDITION
DD-A-LAND-001 SCALE: 6" = 1'-0"



7 PEDESTRIAN BARRIER ANCHORAGE DETAILS
DD-A-LAND-001 SCALE: 6" = 1'-0"



8 TYPICAL ASPHALT SIDEWALK SECTION
DD-A-LAND-001 SCALE: 1 1/2" = 1'-0"



9 TYPICAL CONCRETE SIDEWALK SECTION
DD-A-LAND-001 SCALE: 1 1/2" = 1'-0"

	REFERENCE DRAWINGS		REVISIONS	
	NUMBER	TITLE	DATE	DESCRIPTION
DESIGNED	P.FANFULIK	09/2016		
		DATE		
DRAWN	P.FANFULIK	09/2016		
		DATE		
CHECKED	I.KARADIMOV	10/2016		
		DATE		

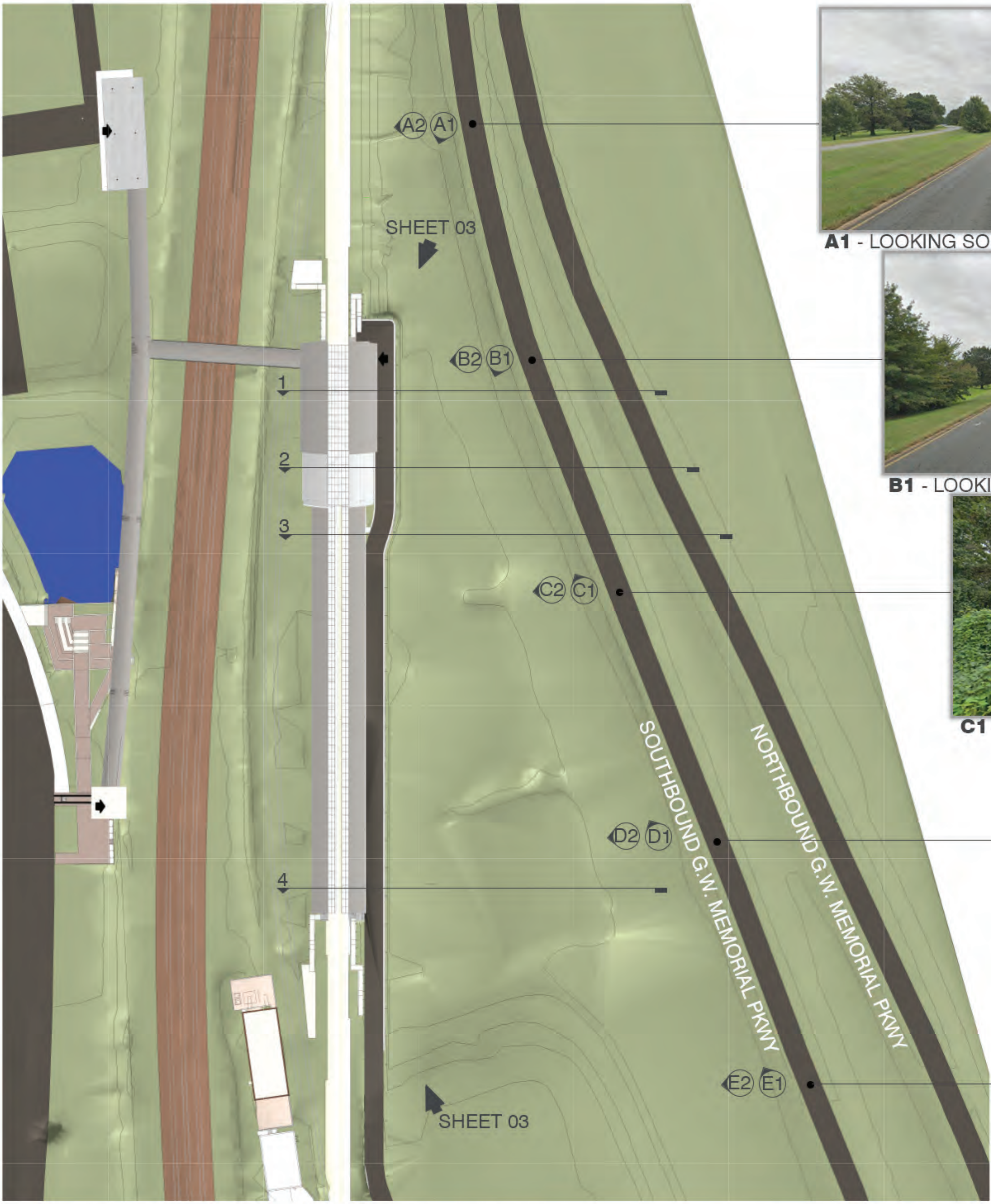
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES
CENI - TRACK STRUCTURES & FACILITIES

REVISION SUBMITTED _____ DATE _____
APPROVED _____ DATE _____
MANAGER OF ARCHITECTURE

LANDSCAPE DESIGN DRAWING
PEDESTRIAN BARRIER AND SIDEWALK DETAILS

CONTRACT NO. FQ-	SCALE AS NOTED	DRAWING NO. DD-A-LAND-001	SHEET NO. ## of ##
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Item 19 – East Retaining Wall (NPS)



A1 - LOOKING SOUTH



A2 - LOOKING WEST



B1 - LOOKING SOUTH



B2 - LOOKING WEST



C1 - LOOKING NORTH



C2 - LOOKING WEST



D1 - LOOKING NORTH



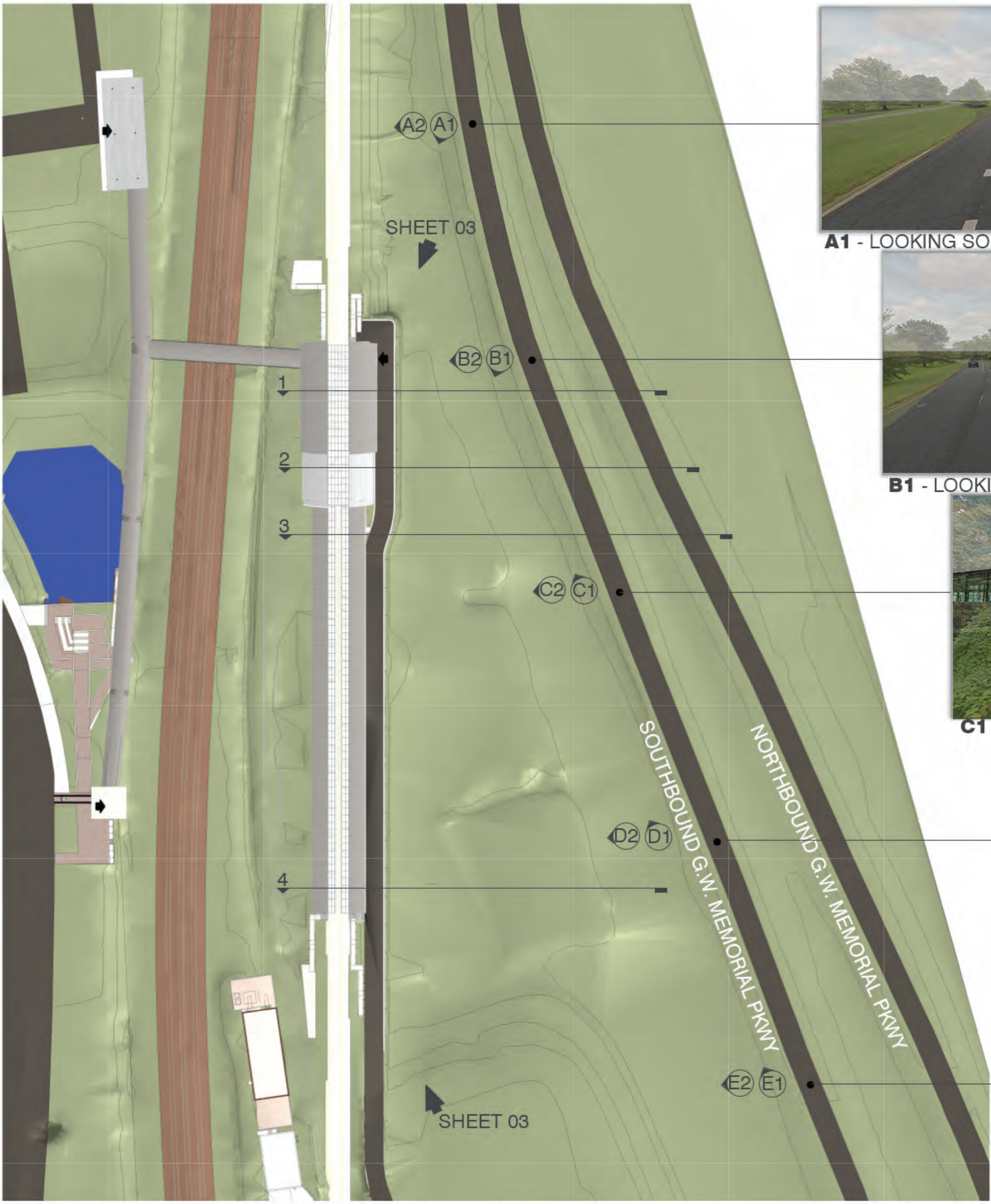
D2 - LOOKING WEST



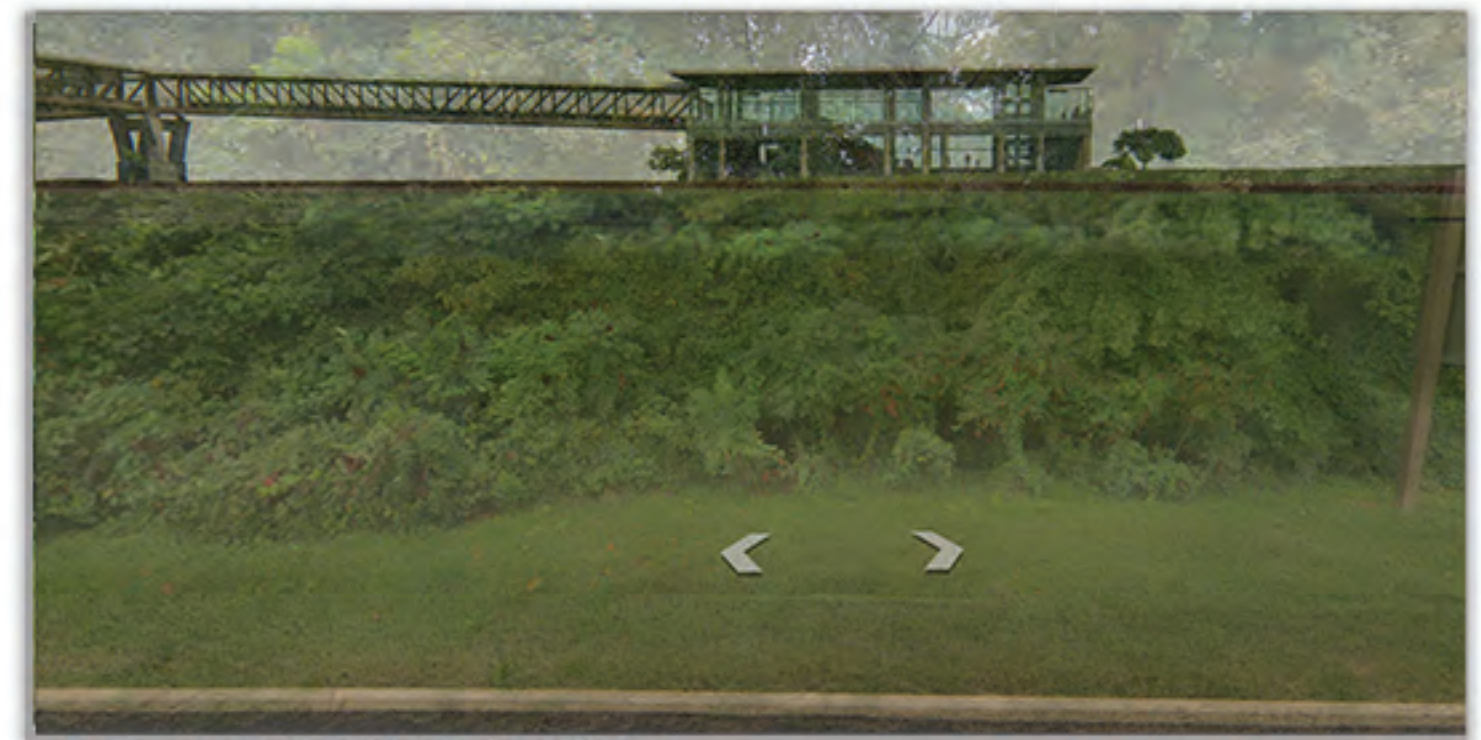
E1 - LOOKING NORTH



E2 - LOOKING WEST



A1 - LOOKING SOUTH



A2 - LOOKING WEST



B1 - LOOKING SOUTH



B2 - LOOKING WEST



C1 - LOOKING NORTH



C2 - LOOKING WEST



D1 - LOOKING NORTH



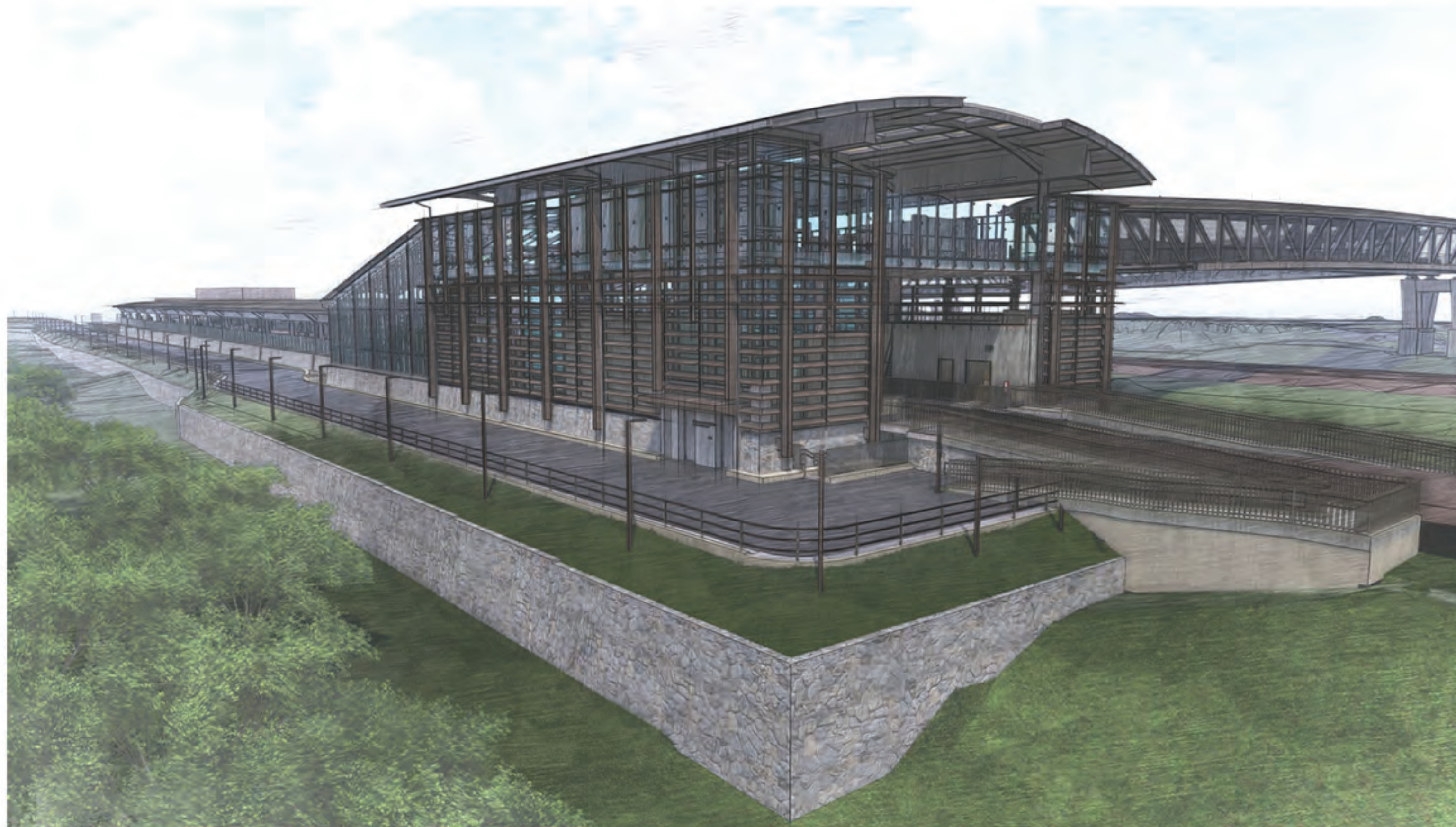
D2 - LOOKING WEST



E1 - LOOKING NORTH



E2 - LOOKING WEST



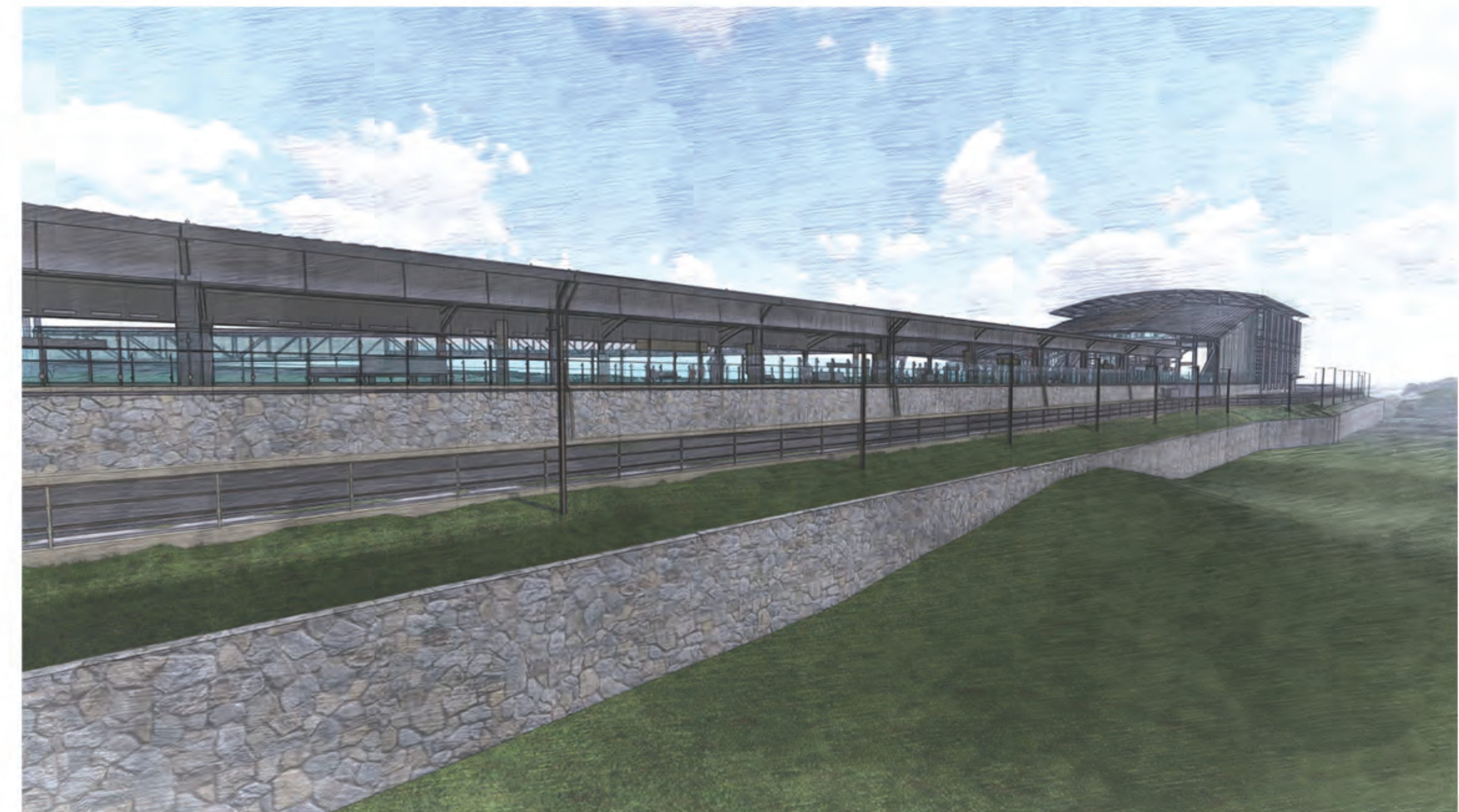
A1 - ONE TIER NORTH EAST CORNER



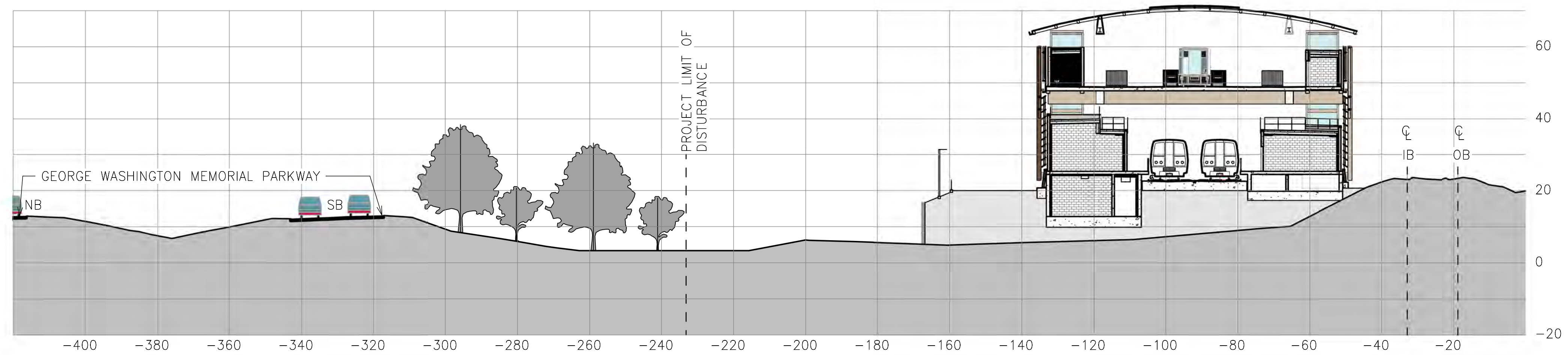
A2 - ONE TIER SOUTH EAST CORNER



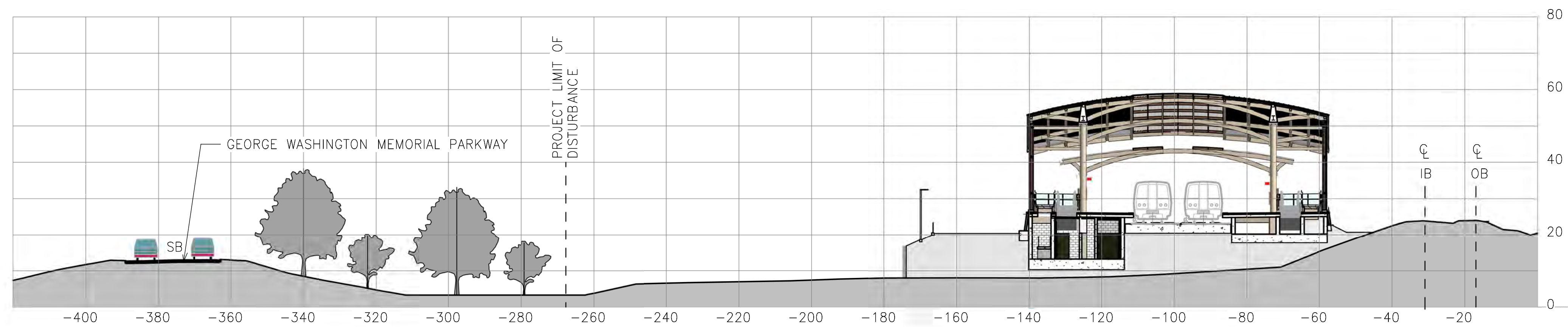
A3 - ONE TIER NORTH EAST



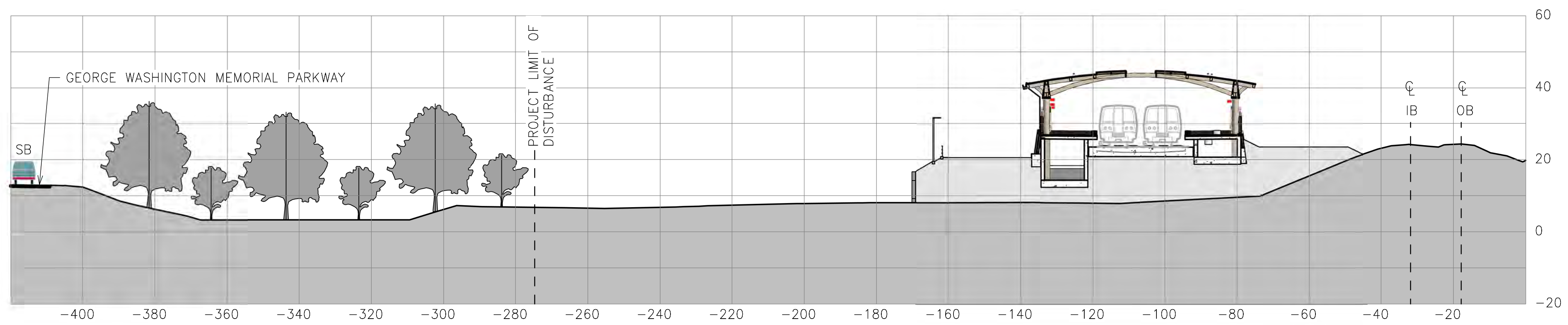
A4 - ONE TIER SOUTH EAST



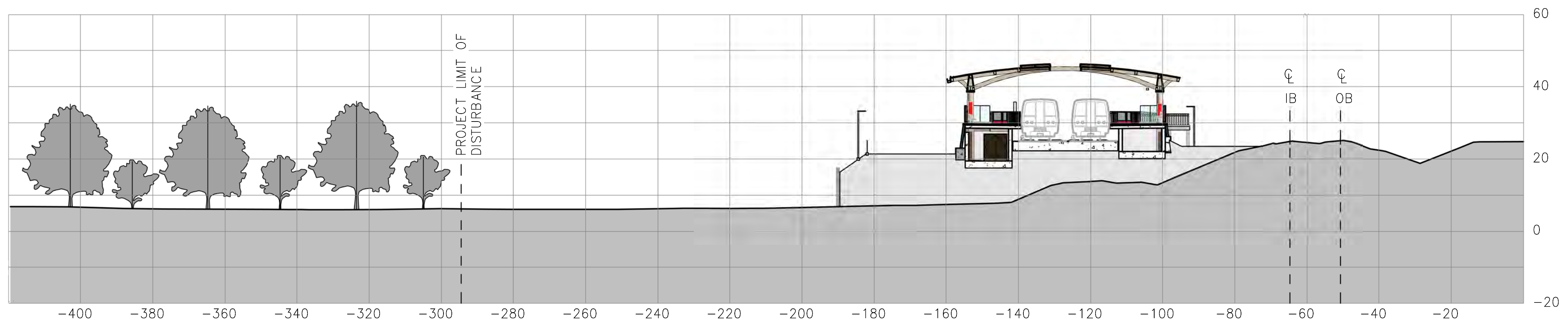
1 SECTION AT 448+00
1" = 20'-0"



2 SECTION AT 449+00
1" = 20'-0"



3 SECTION AT 450+00
1" = 20'-0"



4 SECTION AT 454+00
1" = 20'-0"