

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 2, 2020

TO: CHAIR AND MEMBERS OF THE
BOARD OF ARCHITECTURAL REVIEW

FROM: HISTORIC PRESERVATION STAFF

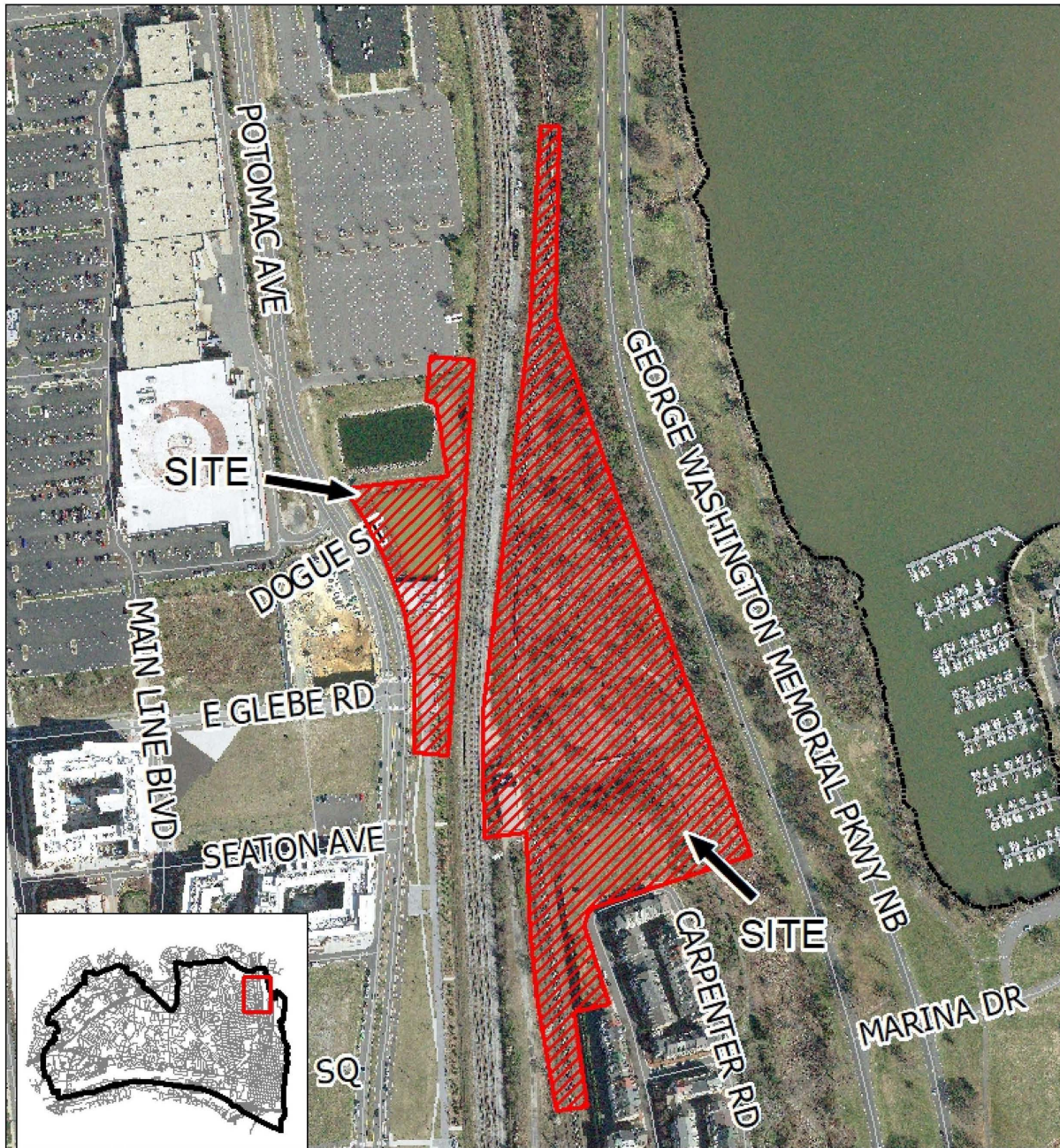
SUBJECT: CONCEPT REVIEW OF 2407 POTOMAC AVENUE (2405, 2401, 3701, 3251
POTOMAC AVENUE, 700 CARPENTER ROAD, 1702, 1880 AND 2500
POTOMAC GREENS DRIVE:
METRO SOUTH PAVILION AND BRIDGE EGRESS STAIR
BAR CASE # 2020-00380

I. SUMMARY

The applicant is requesting BAR Concept Review of the construction of the South Entrance Pavilion and Bridge Egress Stair for the previously approved Potomac Yard Metro Station.

The Concept Review Policy was adopted in May 2001 and amended and restated in 2016 (attached). Concept Review is an optional, informal process at the beginning of a Development Special Use Permit (DSUP) application whereby the BAR provides the applicant, staff, the Planning Commission and the City Council with comments relating to the overall appropriateness of a project's height, scale, mass and general architectural character. These comments are not binding on the BAR or the applicant. The Board takes no formal action at the Concept Review stage but will provide comments and may endorse the direction of a project's design by a straw vote. If the Board believes that a building height or mass, or area proposed for construction is not appropriate and would not be supported in the future, the applicant and staff should be advised as soon as possible. This early step in the development review process is intended to minimize future architectural design conflicts between what is shown to the community and City Council during the DSUP approval and what the Board later finds architecturally appropriate under the criteria in Chapter 10 of the Zoning Ordinance and the BAR's adopted *Design Guidelines*.

The Development Special Use Permit (DSUP#2020-10020) associated with this project will be heard by Planning Commission and City Council in November.



BAR#2020-00380

2407 Potomac Avenue (2405, 2401, 3701, 3251 Potomac Avenue, 700 Carpenter Rd, 1702, 1880 & 2500 Potomac Greens Drive)



0 162.5 325 650 Feet

II. SITE CONTEXT AND HISTORY

Site Context

The project site is located on the east side of Potomac Avenue at the intersection of Glebe Road and Potomac Avenue in the Potomac Yard Development. This area of the City of Alexandria is to be developed with a combination of building types. Immediately across Potomac Avenue from the South Pavilion will be the National Industries for the Blind commercial office building. A new bicycle trail that follows Potomac Avenue will be directly adjacent to the proposed South Pavilion.

The new egress stairs will be located at the knuckle in the pedestrian bridge where it connects to the station and the north pavilion. Commercial office buildings will be located directly to the west of the new stairs.

History

The BAR has been reviewing this enormous project through an iterative process that brought elements of the overall project to the Board as they were developed, resulting in an approval of the complete project at the end of the process. The portions of the project that have already been reviewed and approved include the overall site planning, the Station, Pedestrian Bridge, and the North Entrance Pavilion. Final approval for these elements was given at the February 19, 2020 BAR hearing.

In April 2020, the City Council approved the design and construction of a southern entrance to the Metro station that includes an entrance pavilion and pedestrian bridge. The introduction of the new pedestrian bridge requires that an emergency egress stair be constructed at the knuckle in the bridge to meet Code requirements for egress capacity.

III. PROPOSED DEVELOPMENT

Southern Pavilion

The applicant proposes to construct a new entrance pavilion on the south end of the project site to provide an additional entrance point to the Metro station. The pavilion will be located at the junction of East Glebe Road and Potomac Avenue and will include an entry lobby, two elevators, stairs, and required service rooms at the rear of the building.

The main entrance will be located at the southwest corner of the building with one entry facing west and the other facing south. A proposed canopy wrap around this corner of the building. The design for the south pavilion will be similar to the approved design for the north pavilion and will include the same materials and colors as those used in the north pavilion. The design for the pedestrian bridge will match the previously approved pedestrian bridges leading from the station to the north pavilion.

The exterior of the pavilion will include a stone base to a height of 12' above grade at the north end of the building with glazing above. This stone base will wrap around to a portion of the east and west elevations to conceal the service rooms at the ground floor of the building. Full height

glazing will extend around the remainder of the building and will align with the top of the glazing above the stone base. A floating metal roof supported by round columns with a tapered edge will enclose the top of the structure but will not be connected to the curtain wall system. The elevated pedestrian bridge will connect to the pavilion at the second floor of the northeast corner of the building.

Egress Stair

With the addition of the new southern entrance pavilion and associated pedestrian bridge, there is a code requirement for an additional emergency egress stair to be located at the knuckle of the bridge where the bridge leads either to the station or the north pavilion. The proposed egress stair uses the same design elements as the pedestrian bridge including, structural steel, handrails, and wire mesh. A shed roof covering the stair follows the slope of the stair and landings and is attached to the side of the bridge. The bottom of the stair is enclosed with wire mesh similar to the sides of the bridge to prevent access to the stair which is designed to be egress only.

IV. STAFF ANALYSIS

As a reminder, the BAR's purview in this concept review work session is limited to endorsing the project and providing feedback on its height, scale, mass, and general architectural character. The applicant will ultimately return to the Board for approval of a Certificate of Appropriateness for architectural details, finishes, and colors after City Council approval of the DSUP.

Within the historic districts, the Board utilizes the *Design Guidelines* to determine if a potential new building would be compatible with nearby buildings of historic merit. This project is unique in that there are no neighboring buildings of historic merit. This case is under the purview of the Board because of its proximity to the George Washington Memorial Parkway. As with the rest of the proposed Potomac Yard Metro project, the proposed structure should be compatible with the memorial character of the parkway. During the previous reviews of the station, pedestrian bridge, and the north pavilion it was determined that the use of stone bases and exposed concrete is reminiscent of the structures along the parkway.

South Pavilion

The design intent of the south entrance pavilion is to be similar to the previously approved north pavilion. The proposed structure is smaller than the north pavilion but utilizes the same materials and is essentially a stone and glass box with a blade-like roof above. The pavilion will be approximately 52 feet long in the north-south direction and 41 feet long in the east-west direction. It will consist of a ground floor that houses the entry lobby, two elevators, a stair and service spaces behind the elevators. The mezzanine level will take up only a portion of the footprint located primarily on the north end of the building. This level will contain the landing to the stair and elevators and will connect to the pedestrian bridge leading to the station. The pedestrian bridge will connect to the pavilion at the northeast corner of the building. Nine round columns laid out symmetrically, will support the roof structure with three per side located inside the face of the curtainwall system.

The two-sided main entrance to the pavilion is located at the southwest corner of the building with one entrance facing west and the other facing south. The west facing entrance is aligned with the

pedestrian crosswalk across Potomac Avenue. Roll up doors that are concealed within a canopy above each door will allow the pavilion to be locked after hours.

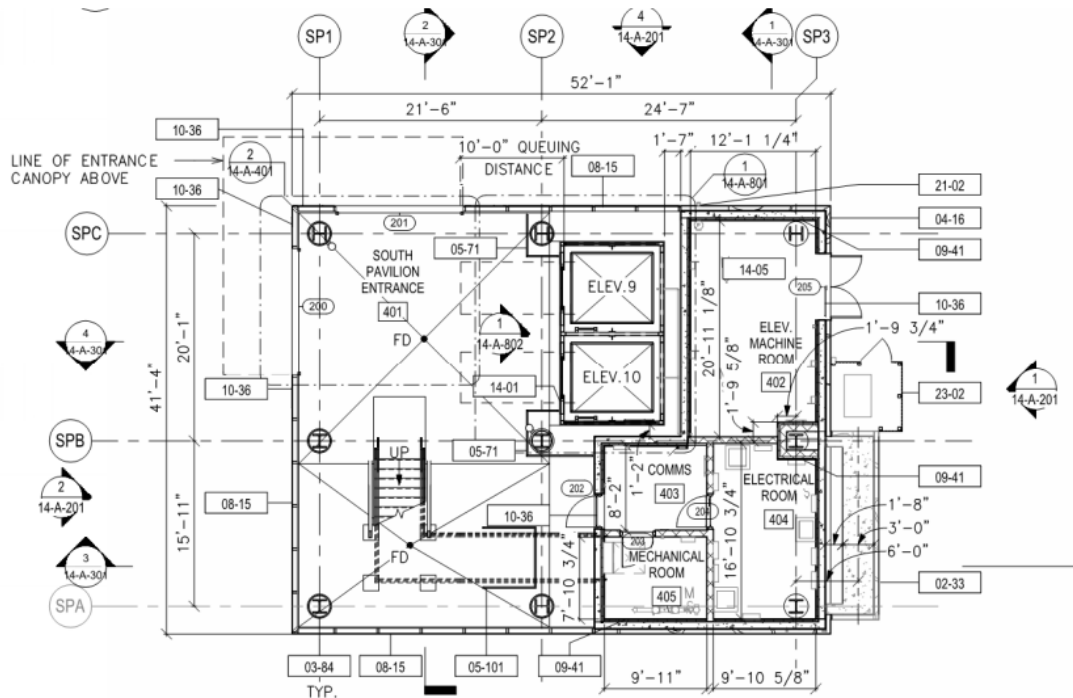


Figure 1: Ground Floor Plan

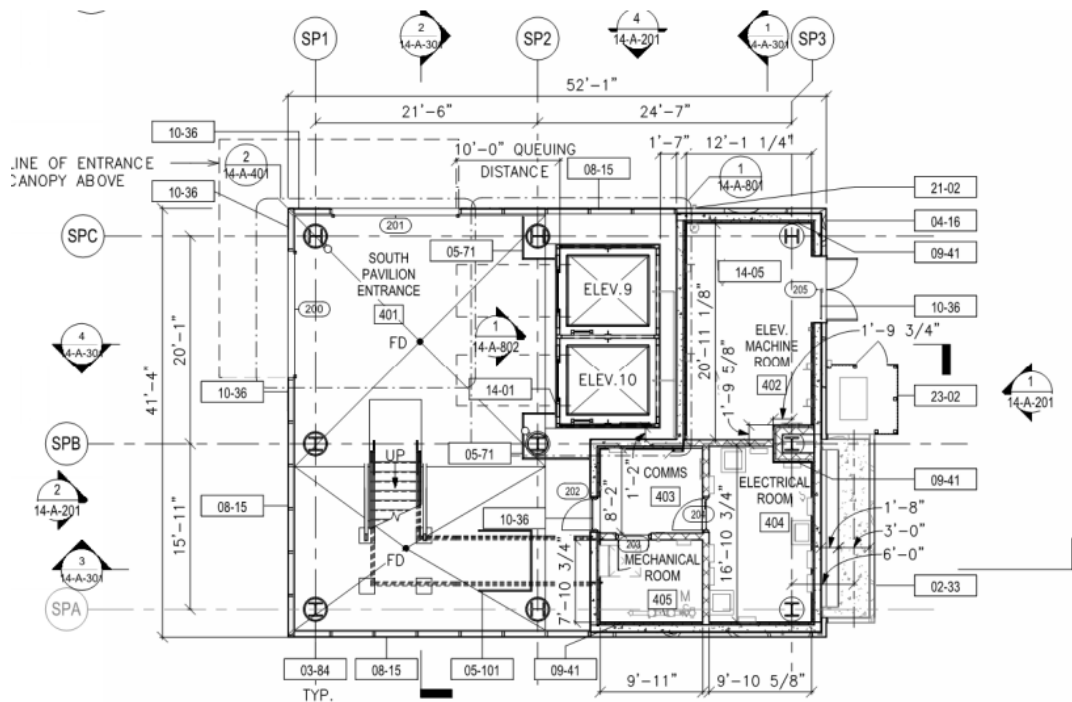


Figure 2: Mezzanine Floor Plan

The exterior of the building is mostly a curtainwall system that extends from the ground to just short of the roof. The panels are vertical rectangles with the horizontal mullion aligned with the top of the stone base at the north side of the building. The stone base is the same stone that is being used at the north pavilion, the bridge supports, and the station. This stone aligns with the walking surface of the pedestrian bridge and is used to conceal service spaces at the north side of the building. A canopy covering the two-sided main entrance wraps around the southwest corner of the building and uses materials and colors similar to the station and the pedestrian bridge.

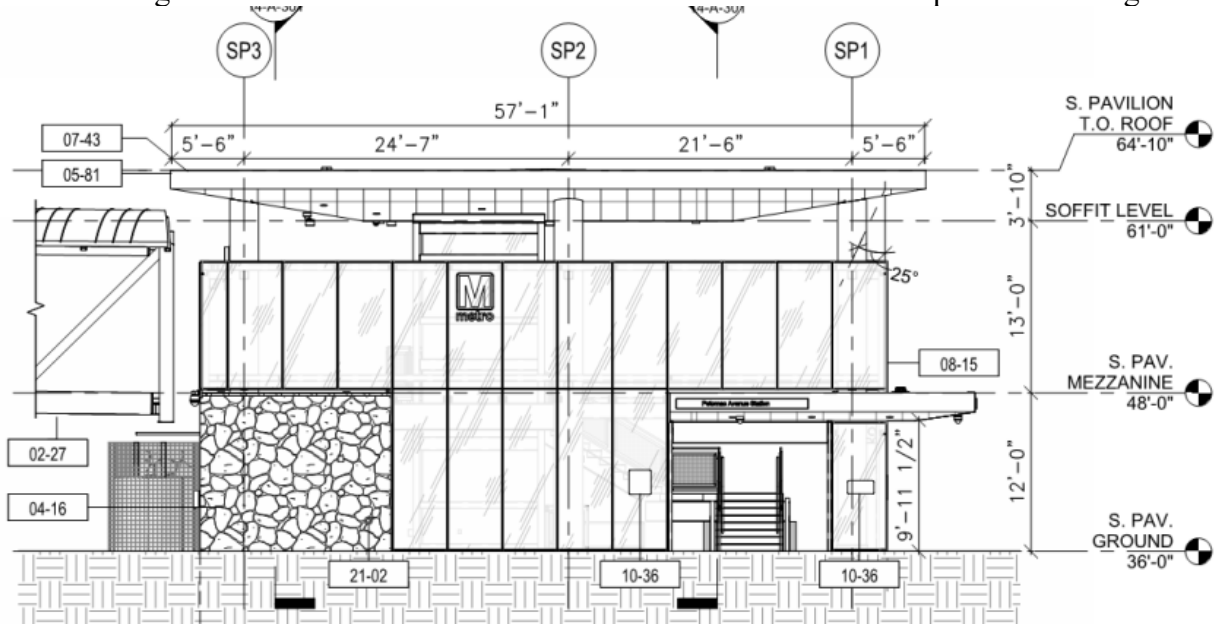


Figure 3: West Elevation

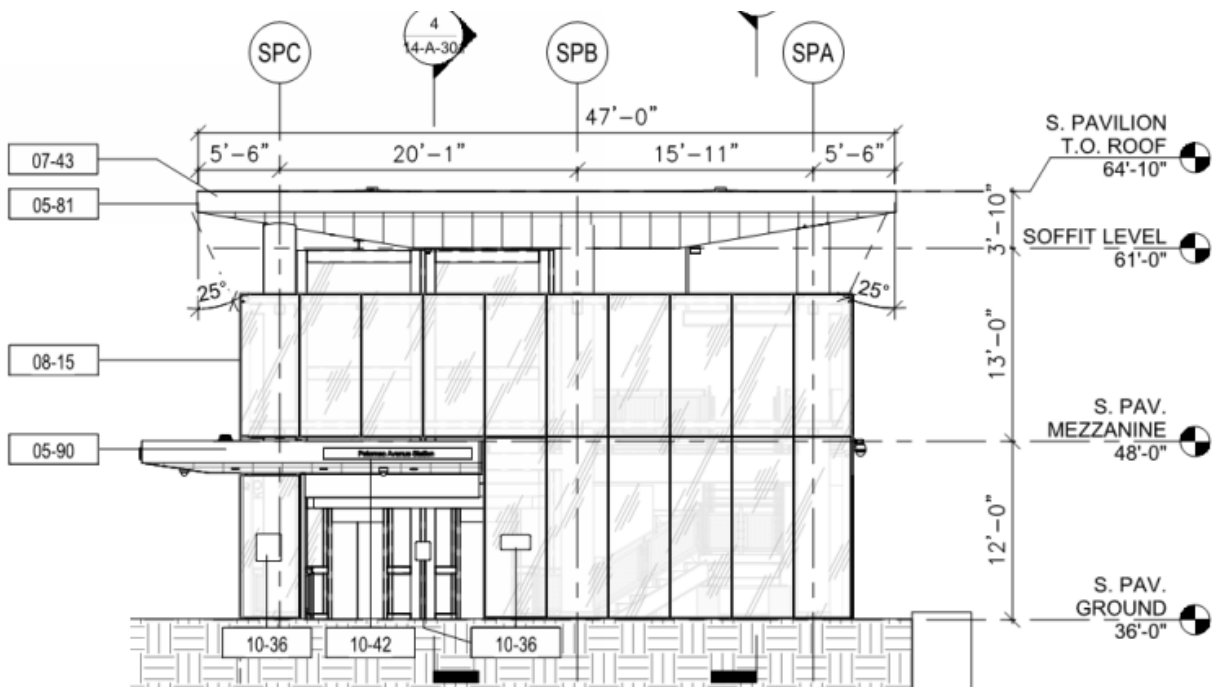


Figure 4: South Elevation

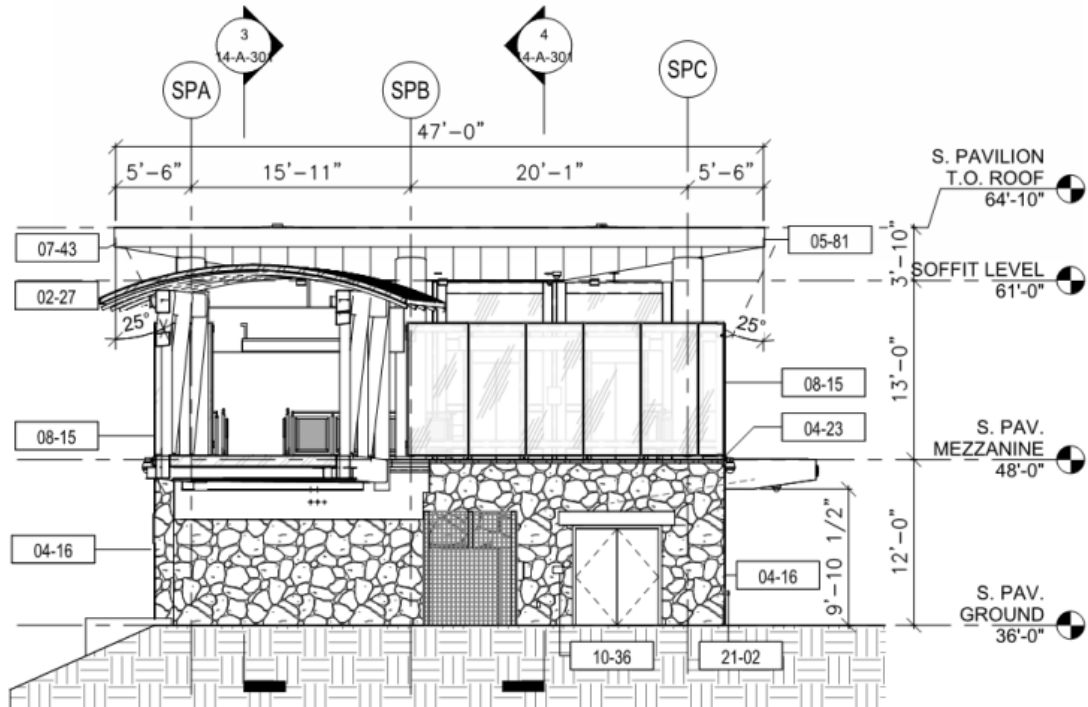


Figure 5: North Elevation

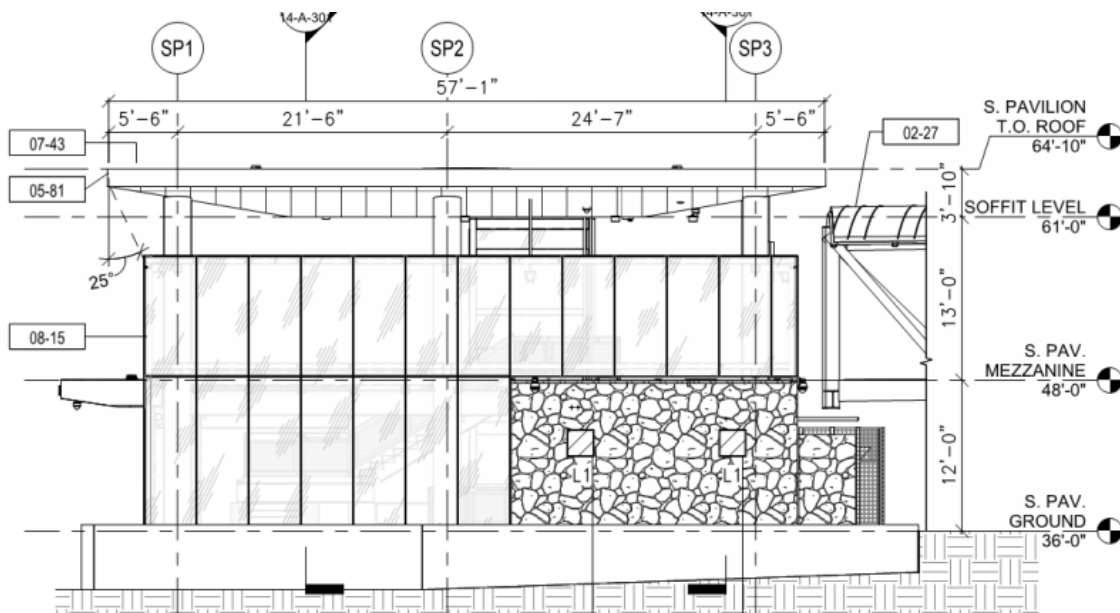


Figure 6: East Elevation

Egress Stair

With the introduction of the south pavilion to the Potomac Yard Metro project, there is a building code requirement to add an egress stair to the knuckle in the pedestrian bridge where the three segments of the bridge intersect. This stair will be used as an egress only and will be equipped with hardware to prevent access to the bridge. The design for the stair utilizes components from the architecture of the pedestrian bridge in an effort to make the stair blend into the fabric of the bridge.

The configuration of the stair is such that there is a landing adjacent to the bridge knuckle with two stair runs and an intermediate landing before the stair changes reverses direction turning under the structure of the bridge. The landing at the bottom of the stair is enclosed with mesh and framing elements similar to the sides of the pedestrian bridge to prevent entry from the exterior.

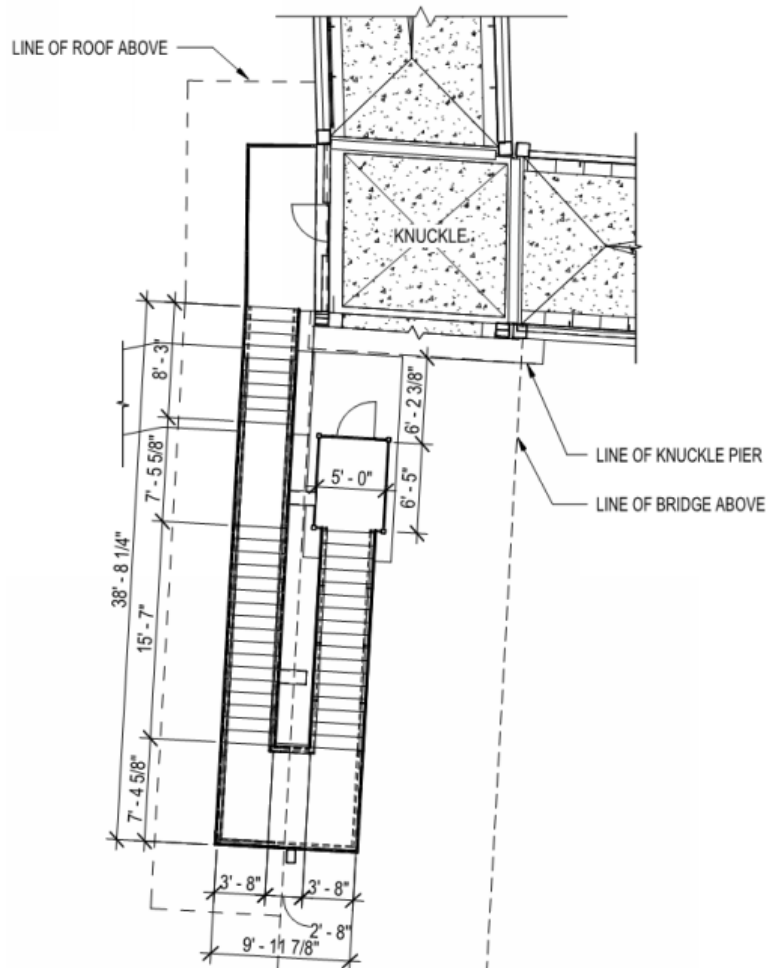


Figure 7: Plan of Egress Stair

The structure supporting the egress stair will be hung from the structure of the pedestrian bridge with the structure for the roof cantilevering off of the side of the pedestrian bridge. The shed roof will be solid with tapered purlins. The roof will follow the slope of the stair including the flat landings and will be limited to the portion of the stair that is not directly under the footprint of the pedestrian bridge.



Figure 8: Rendering of Egress Stair

V. STAFF RECOMMENDATION

Staff recommends that the BAR endorse the project for height, mass, scale, and general architectural character with direction that the applicant continue to develop the design to address the issues below. These issues represent a level of detail that is consistent with the Certificate of Appropriateness review that will take place once the applicant has received approval from the Planning Commission and City Council. Staff will continue to work with the applicant based on the BAR's feedback.

In addition to the specific design elements discussed below, the applicant should provide renderings of the proposed design that show the surrounding context. These buildings have not yet been built but approved designs can be utilized to give an understanding of what the design will look like in its context.

South Pavilion

In general, the design for the south pavilion does a good job in utilizing the components of the north pavilion to create a consistent design for the overall project. The south pavilion is smaller than the north pavilion and as such some of the elements need to be scaled down so that so that the impression of the design is consistent. The use of the stone base is an area where this scaled component is particularly successful. Allowing the bulk of this building to be rendered in curtainwall with limited use of the stone base adds to the lightness of the design while recalling the more extensive use of the stone base on the north pavilion.

One element that should be studied further is the profile of the roof that floats above the curtainwall. In the design for the south pavilion this element appears to be heavier than it does at the north pavilion. This element is critical to the design of the pavilion because the impression

that the roof form is floating above the structure allows for the curtainwall system to read as an independent element. In the north pavilion the columns are set further inside the perimeter of the building, this is not possible at the south pavilion, but a manipulation of the roof edge condition will help to provide this lighter impression.

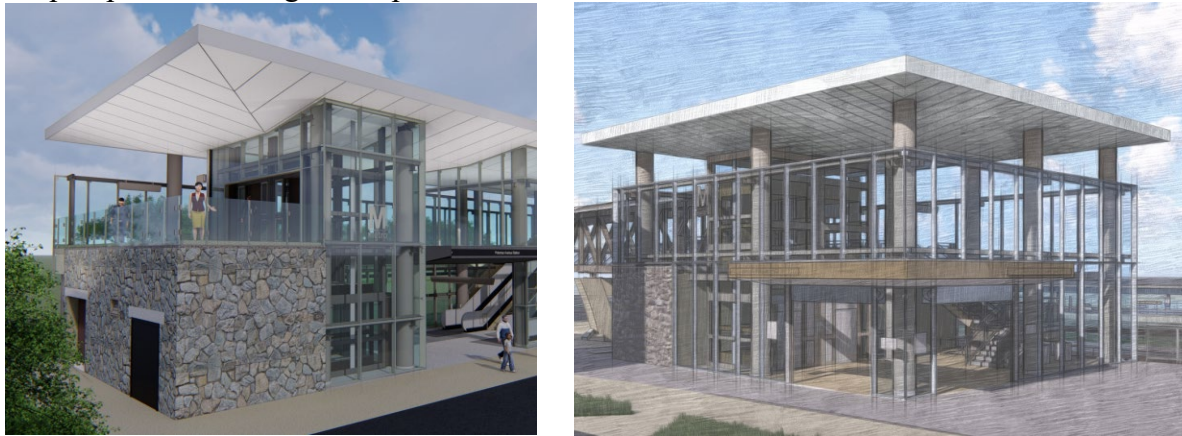


Figure 9: Comparison of roof at north pavilion (left) and South pavilion (right)

The submitted drawings for the south pavilion show a double door and screen enclosure on the north elevation. The plan indicates that the double door provides access to the service space and that mechanical equipment is contained within the screen enclosure. The design for the building relies on it being a clean cube and these elements disrupt the stone base. The applicant should explore the possibility of relocating these elements underneath the pedestrian bridge where they will be less visible. As shown in the drawings the screen for the mechanical equipment appears to be a fence type of material. Alternate materials for this enclosure should be explored that will be better integrated into the architecture of the pavilion.

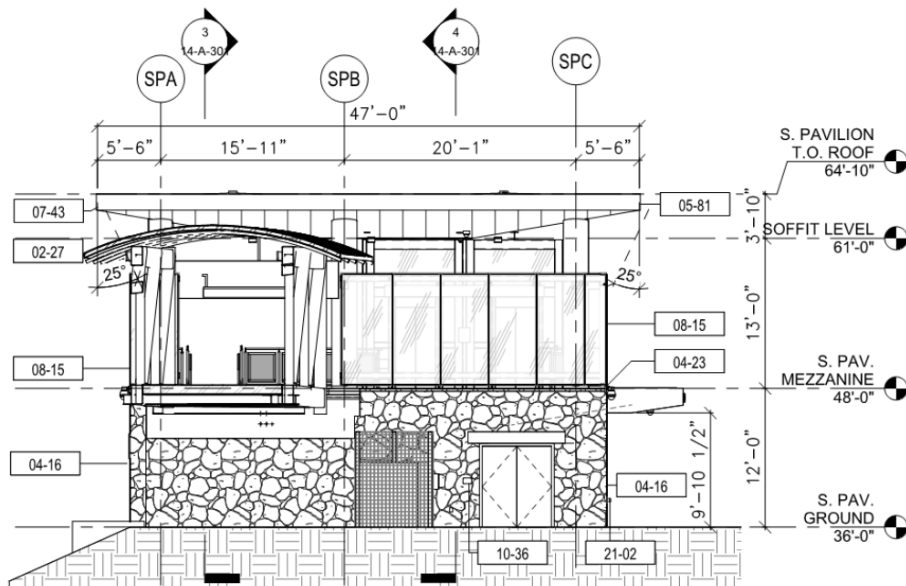


Figure 10: North elevation showing mechanical enclosure and double door

The two sided canopy over the entrance to the pavilion is shown as a metal assembly with space for a signage band along the outside. The roll up door that will be used to close the station during off hours is located at the underside of the canopy. The overall impression of this assembly is heavy and is not compatible with the surrounding curtainwall enclosure. Similar to the profile of the roof, this element should feel slender and elegant so that it appears to float above the opening. This can be accomplished while still accommodating the need for a sign band. Through manipulation of the slope of the underside of the roof and recessing the roll up door the overall visual weight of the canopy will be reduced.

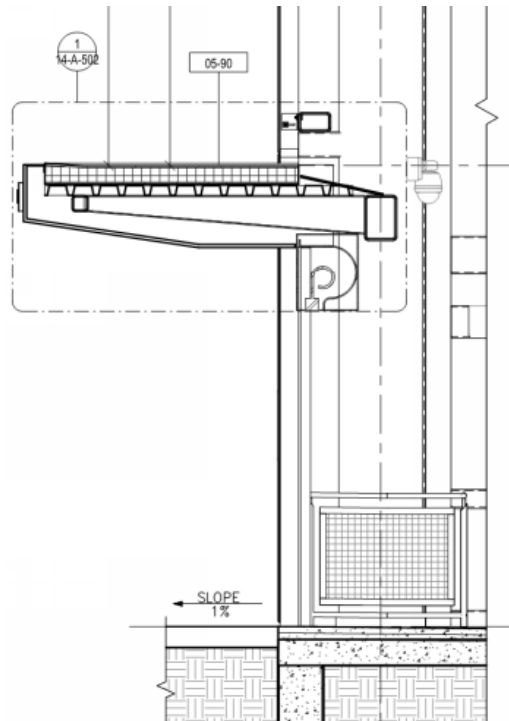


Figure 11: Section at entry canopy

Egress Stair

The intention for the design for the egress stair is that by utilizing the same components as the pedestrian bridge, the stair will become less prominent. The layout of the stair does effectively achieve this by turning the third run back so that a major portion of the stair is under the pedestrian bridge. Some portions of the stair do appear bulky in mass and detract from the carefully designed bridge bases.

The design submitted for the stair includes a metal shed roof that follows the slope of the stair including flattening out at the intermediate stair landing. The roof structure is attached to the side of the pedestrian bridge. This solid element is visually significant and conceals a portion of the bridge. It would be preferable if the stair could be built without the need for the roof. If a roof is required for functional reasons, then the applicant should explore ways to lighten the visual impact of the roof. Options could include transparent or translucent roofing or a simplification of the shape. This would allow for a view of the bridge structure and further emphasize that the stair is a secondary element.

The major vertical element on the stair itself is the railings. This is the same mesh that is being used on the bridge but in this location the railings serve to give a visual mass to the stair because

of the overlapping layers. As with the roof, the applicant should consider alternative materials for the railing that will lighten the visual weight of the stair and provide a view of the bridge.



Figure 12: View of egress stair showing roof mass and railings

The stair will serve as an egress only from the pedestrian bridge and in order to maintain security, access from the ground level will not be allowed into the stair. The design team has considered several options to enclose the bottom of the stair to restrict access. The current design is less intrusive than other options but the use of mesh and the height that is required still create a “cage-like” feeling for the base of the stair. In order for the stair to feel as unobtrusive as possible it should have a simple enclosure at the bottom that does not lead to visual clutter as the proposed enclosure does. The applicant should explore options to simplify the enclosure at the base of the stair while still providing the necessary security. Similar to the railings and the roof the base of the stair should be de-materialized as much as possible.



Figure 13: View of enclosure at base of stair

STAFF

William Conkey, AIA, Historic Preservation Architect
Tony LaColla, AICP, Land Use Services Division Chief, Planning & Zoning

VI. CITY DEPARTMENT COMMENTS

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

Development

No comments received

Code Administration

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

Transportation and Environmental Services

F-1 Comply with all requirements of DSP2020-00002.(T&ES)

C-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)

Archaeology

C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

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 Sheet piling 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.

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.

F-2 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the

Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

VII. ATTACHMENTS

- 1 – Application for 2407 Potomac Avenue: Potomac Yard Metro South Pavilion and Bridge Egress Stair Concept Review*
- 2 – BAR Concept Review Policy (adopted 2001 and amended in 2016)*

ADDRESS OF PROJECT: _____

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: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail : _____

Authorized Agent *(if applicable)*: ☐ Attorney ☐ Architect ☐ _____

Name: _____ Phone: _____

E-mail: _____

Legal Property Owner:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

- ☐ 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 ☐ fence, gate or garden wall ☐ HVAC equipment ☐ shutters
 ☐ doors ☐ windows ☐ siding ☐ shed
 ☐ lighting ☐ pergola/trellis ☐ painting unpainted masonry
 ☐ other _____
☐ ADDITION
☐ DEMOLITION/ENCAPSULATION
☐ SIGNAGE

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

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.

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.*

- N/A
- ☐ ☐ 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. 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 revised materials.

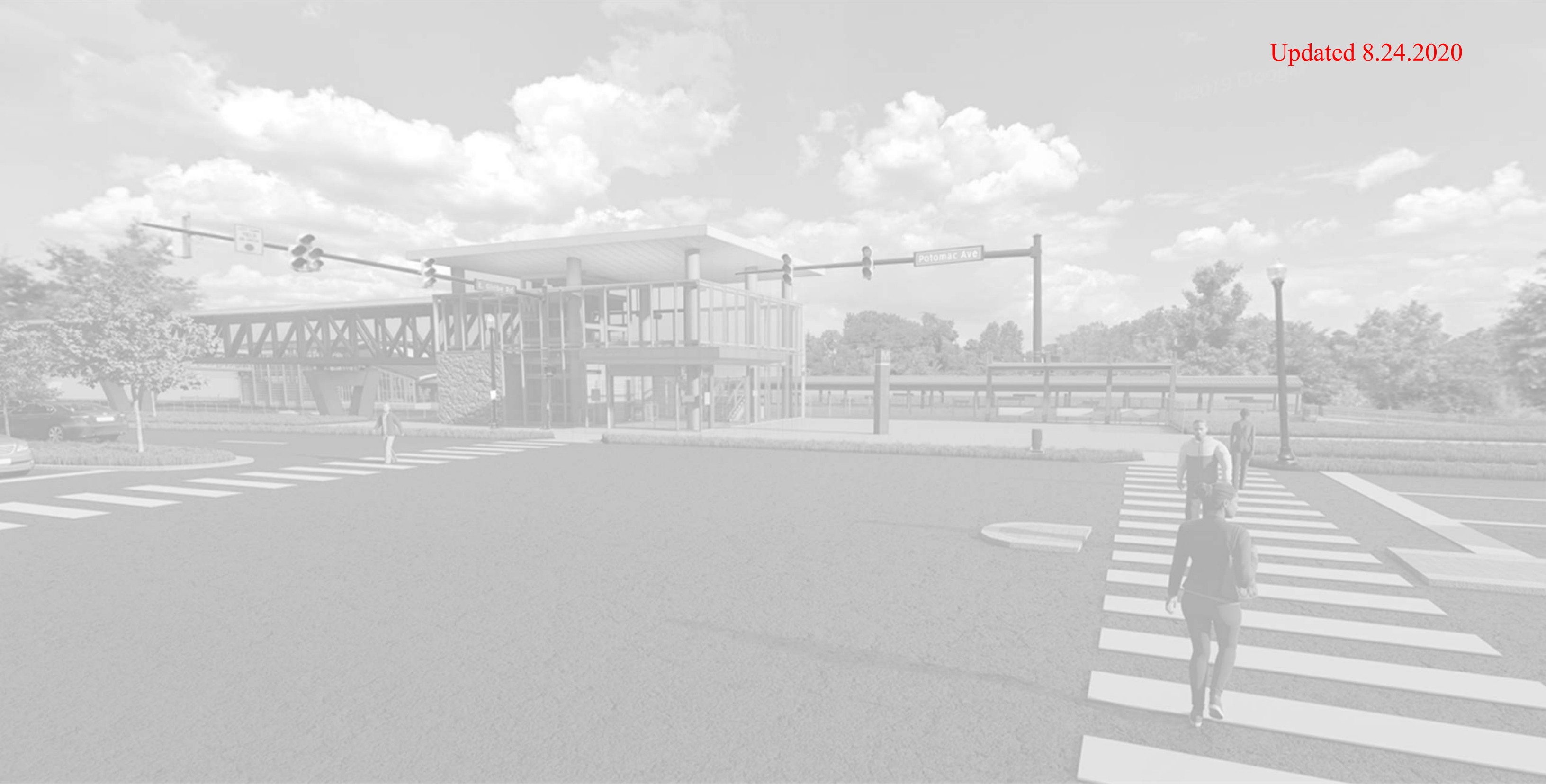
The undersigned hereby attests that all of the information herein provided including the site plan, building elevations, prospective drawings of the project, and written descriptive information are true, correct and accurate. The undersigned further understands that, should such information be found 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: _____

Printed Name: _____

Date: _____



BOARD OF ARCHITECTURAL REVIEW – CONCEPT DESIGN

WMATA POTOMAC YARD METRORAIL STATION | POTOMAC YARD CONSTRUCTORS JOINT VENTURE - AUGUST 21ST 2020



OVERVIEW

1. The purpose of this BAR submission is to obtain input from the Board of Architectural Review for the South Pavilion, Bridge and Egress Stair at the Concept Design Phase and receive approval for the Overall Massing and Concept Design for the project.
2. As background it is noted that:
 1. This is a design build project in progress for the station and the design build team is working to meet a specific schedule.
 2. The South Pavilion follows the same design language and materials as the North Pavilion.
 3. As a result, the design team has been able to provide significantly more detail at this stage than is normal. The plans, sections and elevations are developed to allow the BAR to see that the materials and finishes match the North Pavilion.
 4. Discussions with the City of Alexandria are continuing and the design team is working to respond to the comments in the report.
 5. The BAR schedule is tied to the overall project schedule to submit for the building permit on November 25th with the proposed date for issuing the building permit being December 30th 2020.

BAR SCHEDULE

- | | |
|--------------------|--|
| August 3: | BAR Concept Review Submission Deadline |
| Aug 3 – 22: | BAR Public Notice Sign must be posted, and notices sent |
| September 2: | BAR Public Meeting for Concept Review |
| September 8: | BAR Application Completeness Review |
| September 21: | BAR Application Due |
| Sept. 21 – Oct 10: | BAR Public Notice period for sign posting and sending letters |
| October 21: | BAR Public Hearing |
| November 18: | BAR Public Hearing <i>(a follow up meeting if deemed needed)</i> |
| November 25: | Submit Building Permit submitted by Applicant to Code Administration |
| December 30: | Building Permit Issued by Code Administration |

INTRODUCTION

SOUTH PAVILION:

- The South Pavilion Entrance located at the junction of East Glebe Road and Potomac Avenue. The building includes two elevators , a set of stairs and the required service rooms at the rear.
- The design has two entrances, one on the South, the other on the West side, each has a coiling echoing the North Pavilion while the canopy wraps around the corner.
- The materials palette and colors matches those of the North Pavilion. The materials boards provided for the station remain current, digital copies for the Bridge and the South Pavilion are included in this submission.
- Given the constraints of the existing storm drain easement (9' from center line to eaves) and proximity to Potomac Avenue, the pavilion creates a small plaza area that can be designed to accommodate several functions including bike racks and seating. The southern set of existing seating trellis structure remains.
- The South entrance is aligned with the walking path of the linear park to the south that is anticipated to provide the normal route for customers from the existing residential developments up to Monroe St.
- The West entrance is aligned with the northern crossing at Potomac Avenue to provide a link through to National Industries for the Blind building.
- Access from the other side of Potomac Avenue will need to be coordinated with the existing bike path, potentially managed by either physical or signage options to control the interaction of pedestrians and cyclists. This area will be congested as people wait for the crossing light and joggers and cyclists use the existing pathway that is combined along Potomac Avenue heading north after the South Pavilion.
- Given the location of the South Pavilion, the walking path must wrap around the pavilion to continue down to the water plaza area.

BRIDGE:

- The 500' bridge connecting the South Pavilion to the Knuckle matches the design of the two existing bridges, the North Pavilion to the Knuckle, the Knuckle to the Station.
- On the Potomac Avenue side, there will be a guard rail with integrated mesh and no full height mesh, while of the East side adjacent to CSX, there is full height mesh to meet CSX requirements.
- The bridge in the renderings represents a place holder as the exact location of the piers is dependent on survey and Geotech data. But the piers will match the look and shape of the approved design, adjusted for height and loads.
- The form and materials of the bridge will match the approved BAR design including the piers using the rough-cut stonework and concrete.

EMERGENCY EGRESS STAIR @ KNUCKLE:

- With the addition of the South Pavilion, Building Codes required the addition of an egress stair at the Knuckle (intersection of the Station, North Pavilion and South Pavilion Bridges)
- This stair will not be an exit from the station. At the Knuckle, there will be an alarmed panic bar with signage notifying the public to only use this stair in an emergency.
- At ground level, the mesh guardrail structure will be extended up with a secure gate to prevent unauthorized access to the stair. The mesh will match the materials used for the Bridge guard rails.
- A concrete path will extend from the stair down to the property boundary linking into the commercial development footpath that will allow access to Potomac Avenue.
- At the top of the stair at the Knuckle level there will be an area of refuge for customers requiring assistance down the stair.
- The stair will be hung from the bridge structure eliminating any support columns.
- As an added safety feature WMATA has required the stair will be covered to reduce the impact of the weather, rain or snow on the stair as the need to access the stair cannot be predicted in advance.
- The steel structure for the stair will be painted to match the bridge structure.
- The roof for the stair will be a standing seam zinc roof matching the material for the bridge roof.
- The handrails, guard rails and mesh will match the design of the same elements on the bridge previously reviewed by the BAR.

SUMMARY NARRATIVE

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- 6. Surrounding Environment – East Side – Potomac Greens
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- 8. Site Plan
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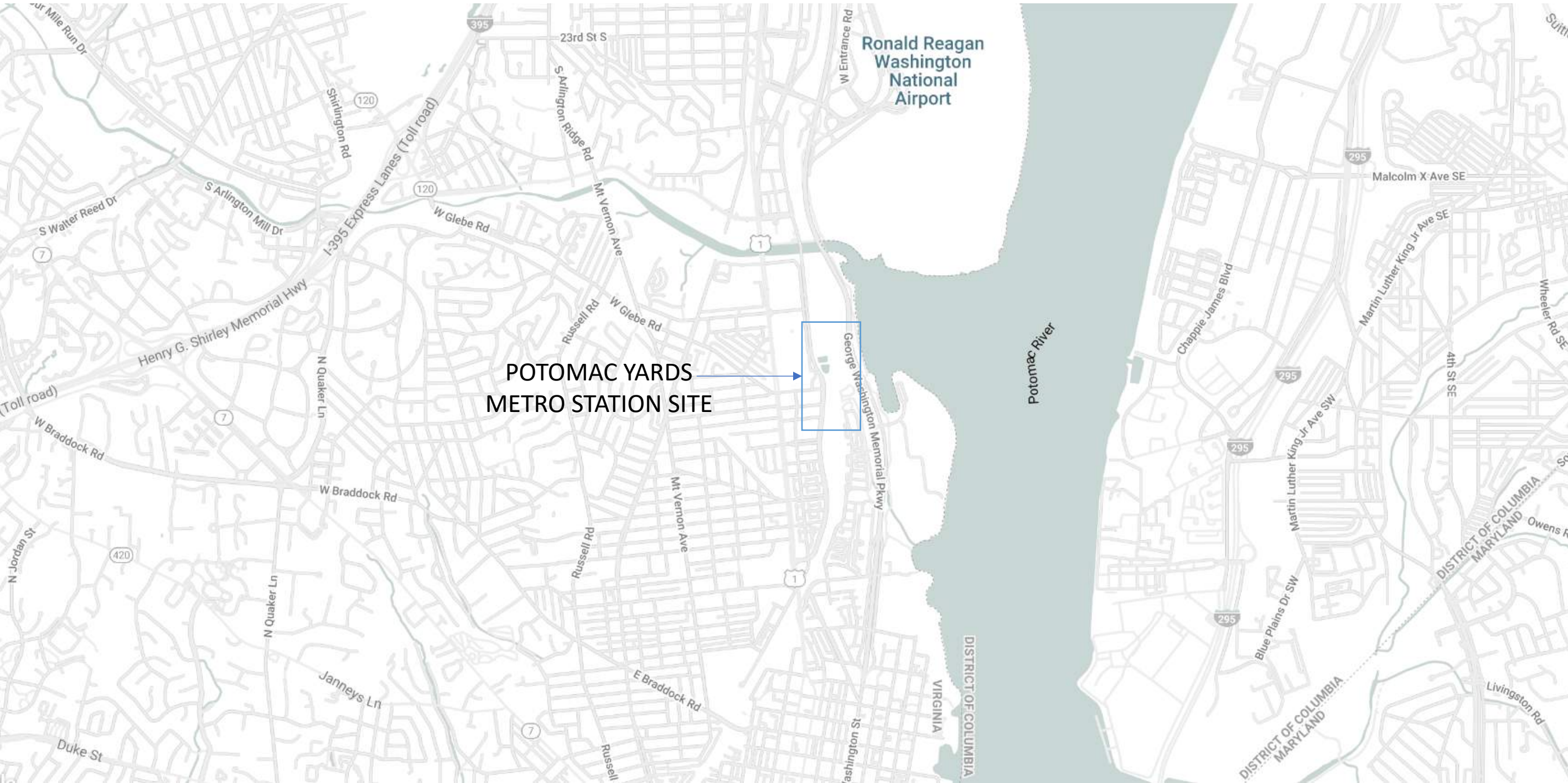
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POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



VICINITY MAP



POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION

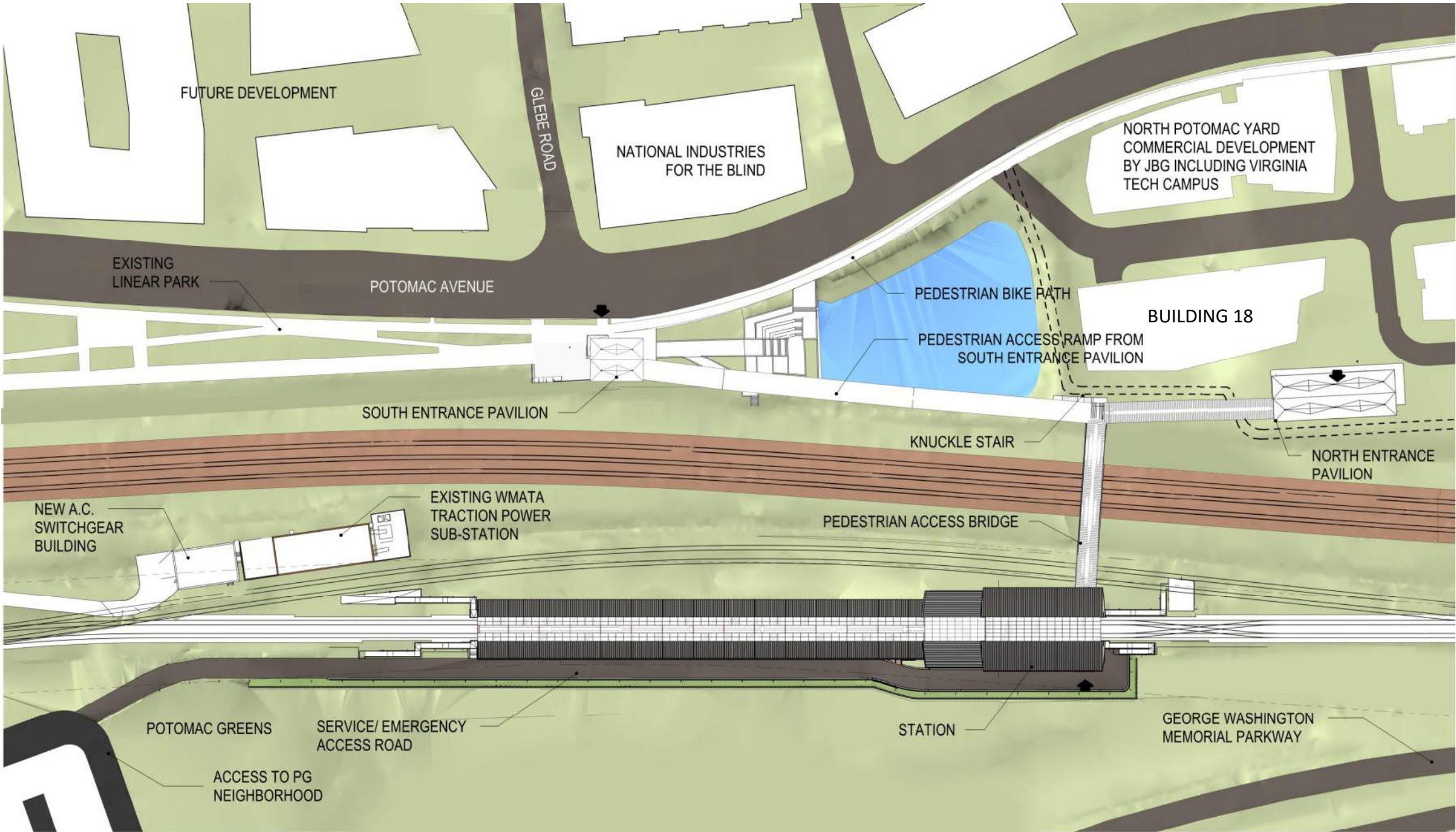


SURROUNDING ENVIRONMENT – WEST SIDE

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



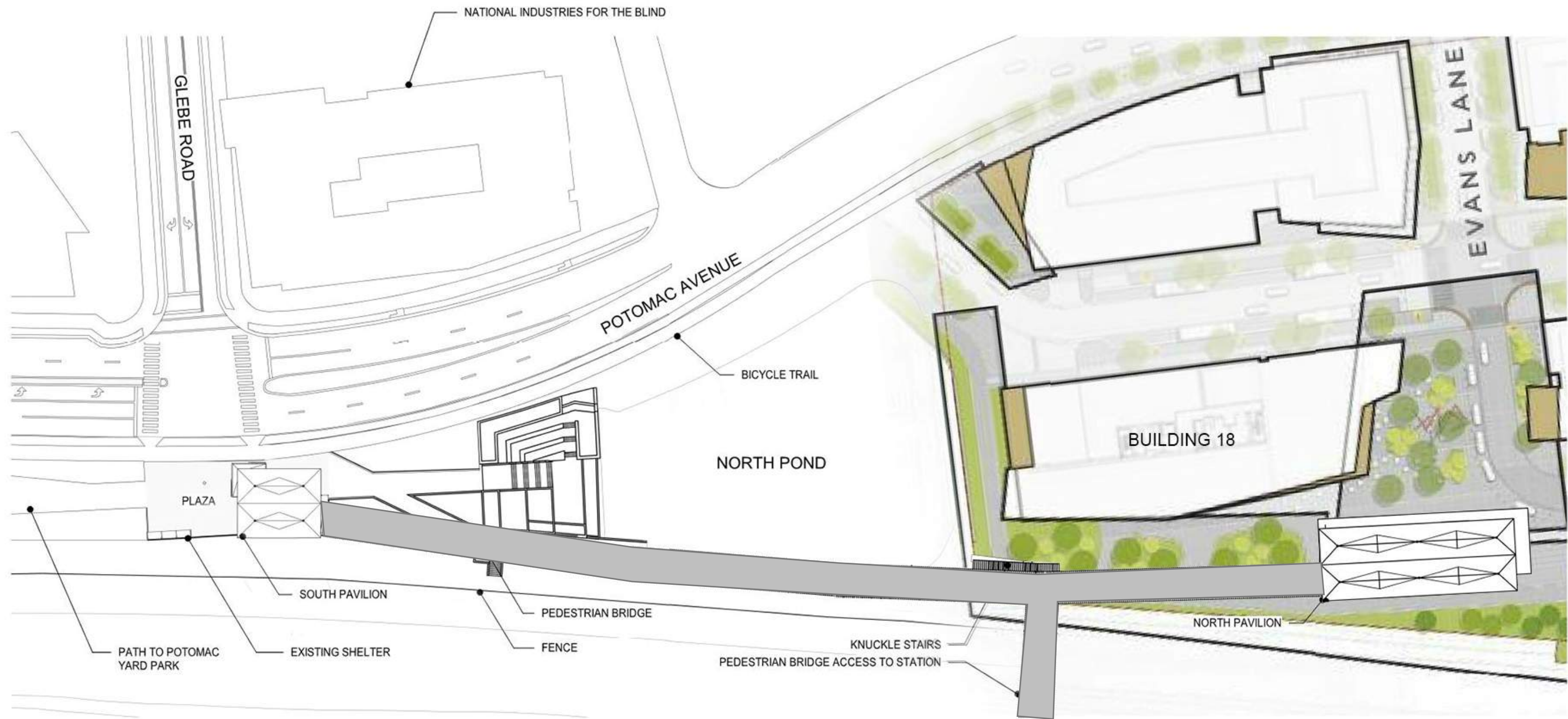
SITE PLAN



POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



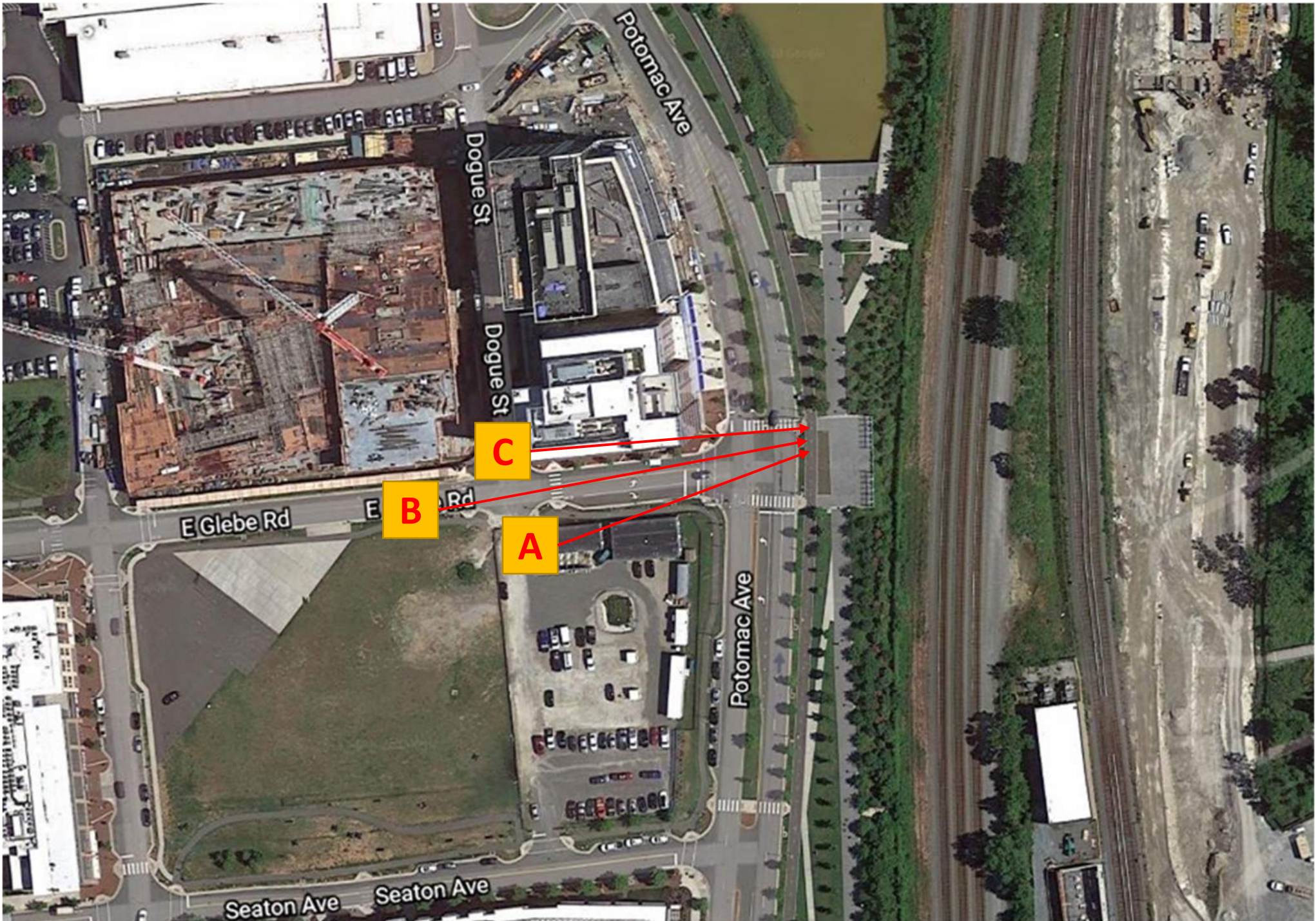
SITE PLAN IN CONTEXT WITH COMMERCIAL DEVELOPMENT



POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



GLEBE ROAD STUDY - VIEWSHEDS



POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



GLEBE ROAD STUDY – PAVILION ON PLAZA – 25’ MOVE NORTH – VIEW LOCATION A



POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



GLEBE ROAD STUDY – PAVILION ON PLAZA – 25’ MOVE NORTH – VIEW LOCATION B



POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



GLEBE ROAD STUDY – PAVILION ON PLAZA – 25’ MOVE NORTH – VIEW LOCATION C



POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



RENDERING – FROM THE POTOMAC AVE LOOKING NORTH NTS

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION

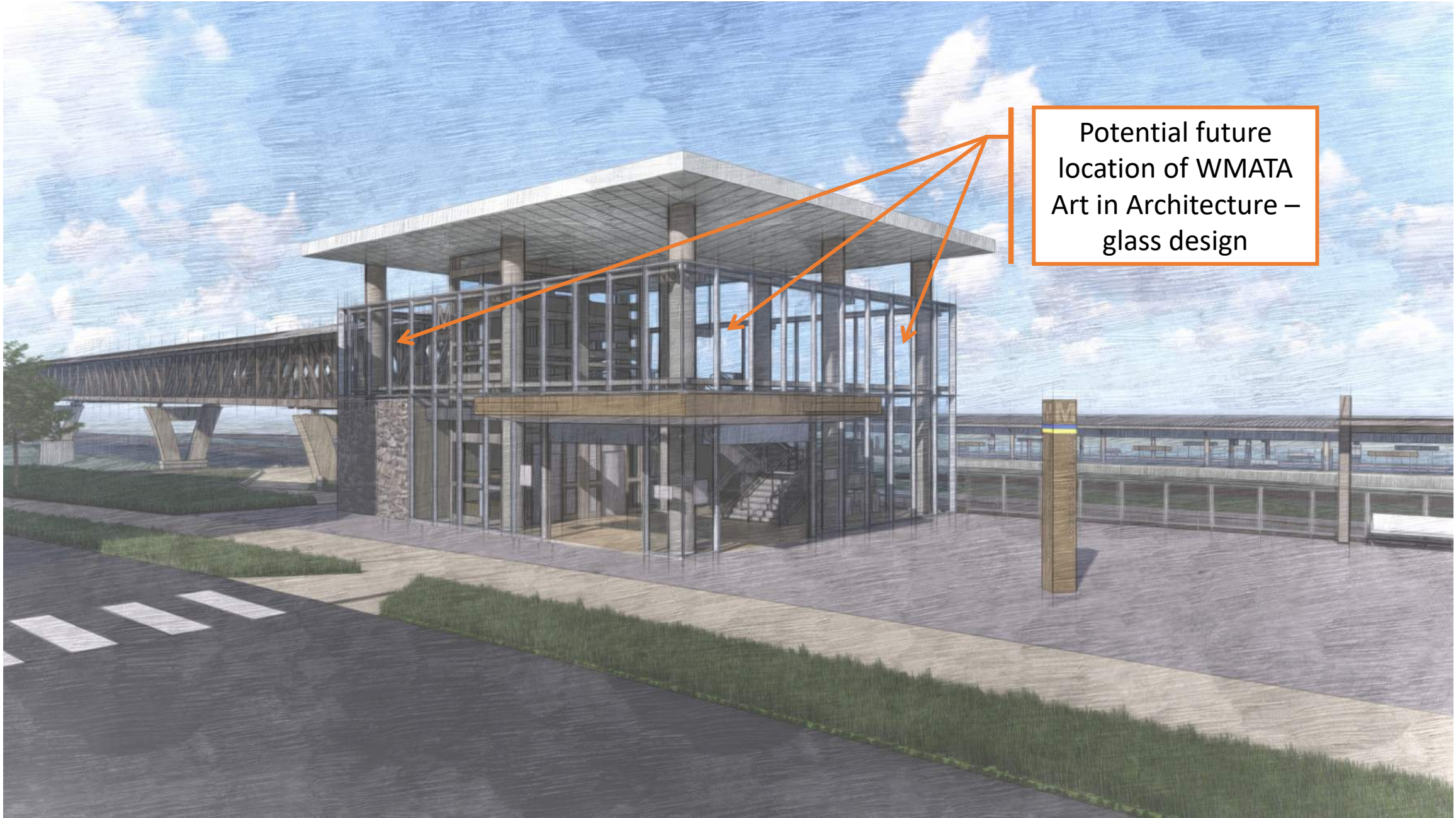


RENDERING – SOUTH PAVILION – NORTH PAVILION NTS

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



WMATA ART IN ARCHITECTURE PROGRAM - NTS

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



RENDERING – FROM POTOMAC AVENUE LOOKING NE _{NTS}

POTOMAC YARD METRO STATION



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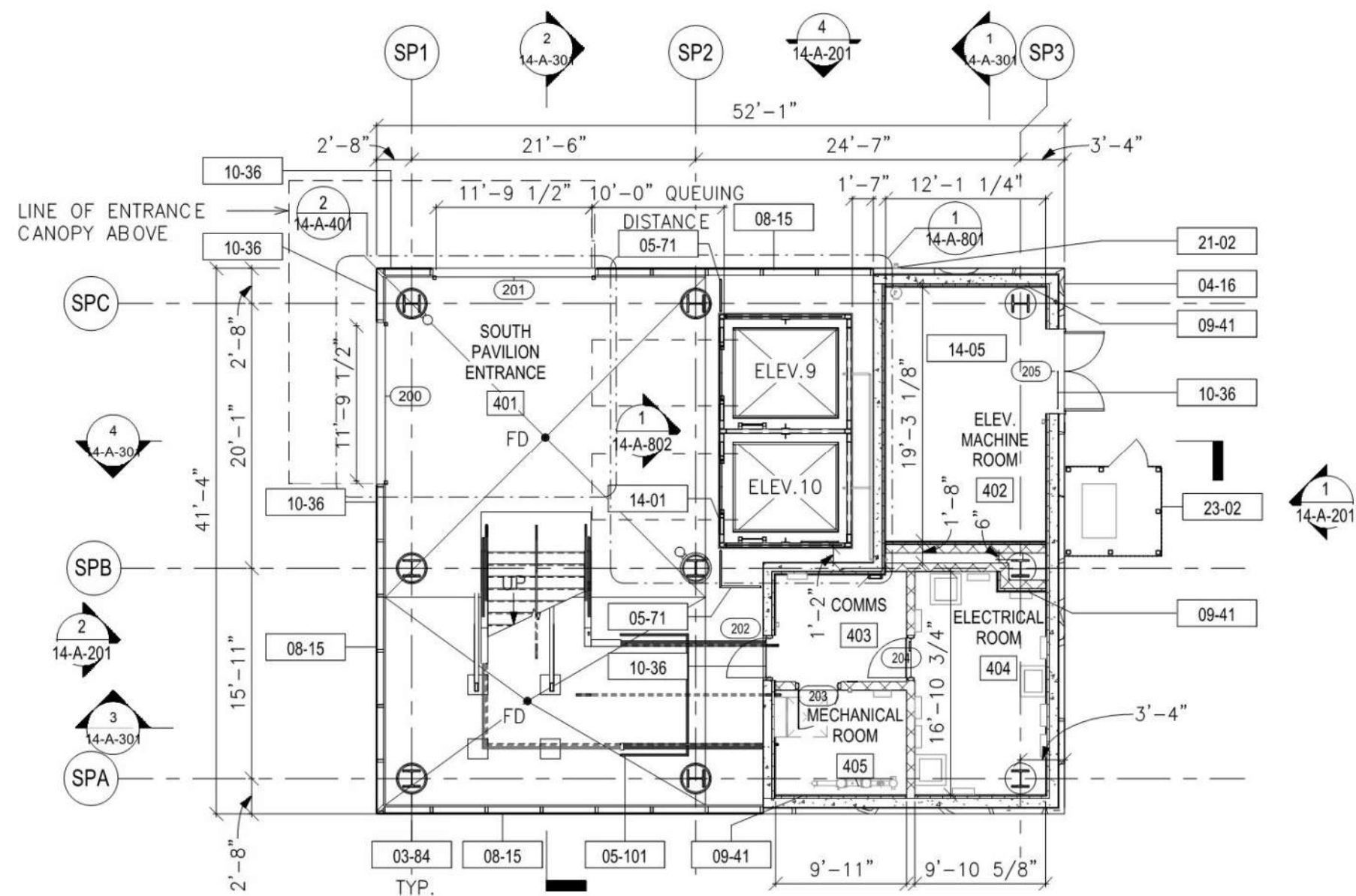


RENDERING – CORNER OF EAST GLEBE ROAD LOOKING EAST

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



SHEET KEYNOTES	
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04-16	STONE FINISH TYPE ST1, LOCAL ROUGH-CUT 4-5" STONE VENEER OVER MORTAR OVER ADJUSTABLE ANCHORS AT APPROX. 16' O.C. VERTICALLY AND HORIZONTALLY OVER 1/2" DRAINAGE BOARD OVER VAPOR BARRIER OVER CONC BACK UP WALL, REFER TO STRUCTURAL
05-71	STAINLESS STEEL (TYPE MT1) GUARDRAIL WITH FRAMED WOVEN METAL MESH PANEL BALUSTRADE (TYPE WM2)(GKD METAL FABRIC)
05-90	METAL PANEL CANOPY
05-101	STAINLESS STEEL (TYPE MT1) GUARDRAIL
08-15	NOMINAL 5 3/4" X 2 1/2" CURTAIN WALL SYSTEM WITH GLAZING TYPE GL1; CLEAR LAMINATED FULLY TEMPERED FLOAT GLASS
09-41	2" Z-GIRT FURRING W/ 2" THK CONTINUOUS INSULATION (MIN R-9.5) ENCLOSED BY 2 LAYERS OF 5/8" MOISTURE RESISTANT GYP. BD. AT INTERIOR
10-36	TYP. SURFACE MOUNTED ROOM ID SIGNAGE, REF TO SIGNAGE PACKAGE
10-40	SURFACE MOUNTED SIGNAGE, REF TO SIGNAGE PACKAGE
10-49	DIRECTIONAL SIGNAGE, REF TO SIGNAGE PACKAGE
10-50	DIGITAL MEDIA DISPLAY, REFER TO SIGNAGE PACKAGE.
14-01	GLASS AND STEEL ELEVATOR SHAFT WITH TWO HYDRAULIC ELEVATORS WITH GLASS WALLED CABS.
14-05	ELEVATOR MACHINE ROOM SHALL HAVE 7.5' MINIMUM CLEARANCE TO LOWEST OBSTRUCTION
21-02	FDC LOCATION, REF TO FIRE SUPPRESSION DRAWINGS
23-02	MECH. EQUIP. ON CONC. PAD, REFER TO MECH.

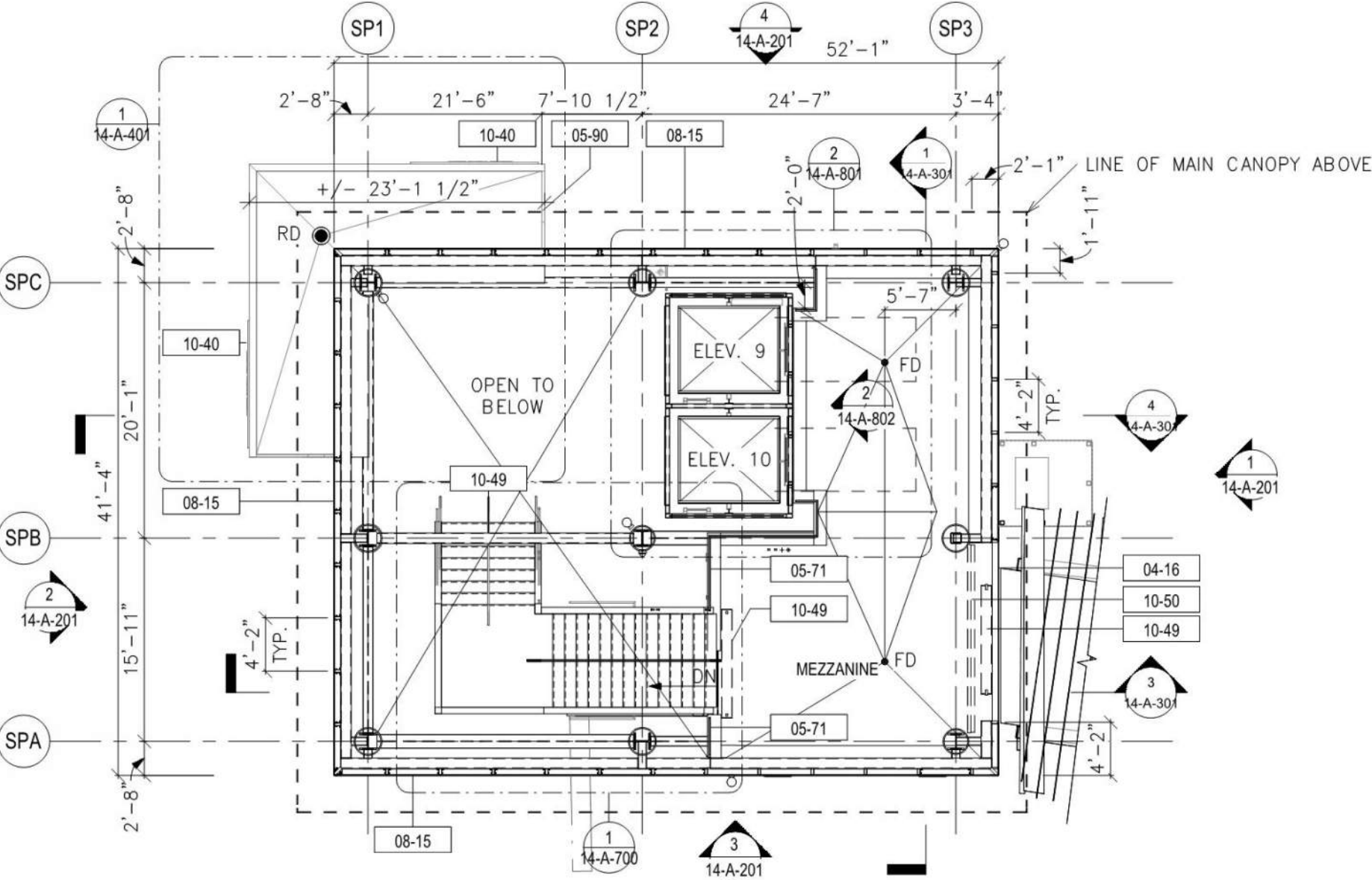
SOUTH ENTRANCE PAVILION – GROUND FLOOR PLAN NTS



POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



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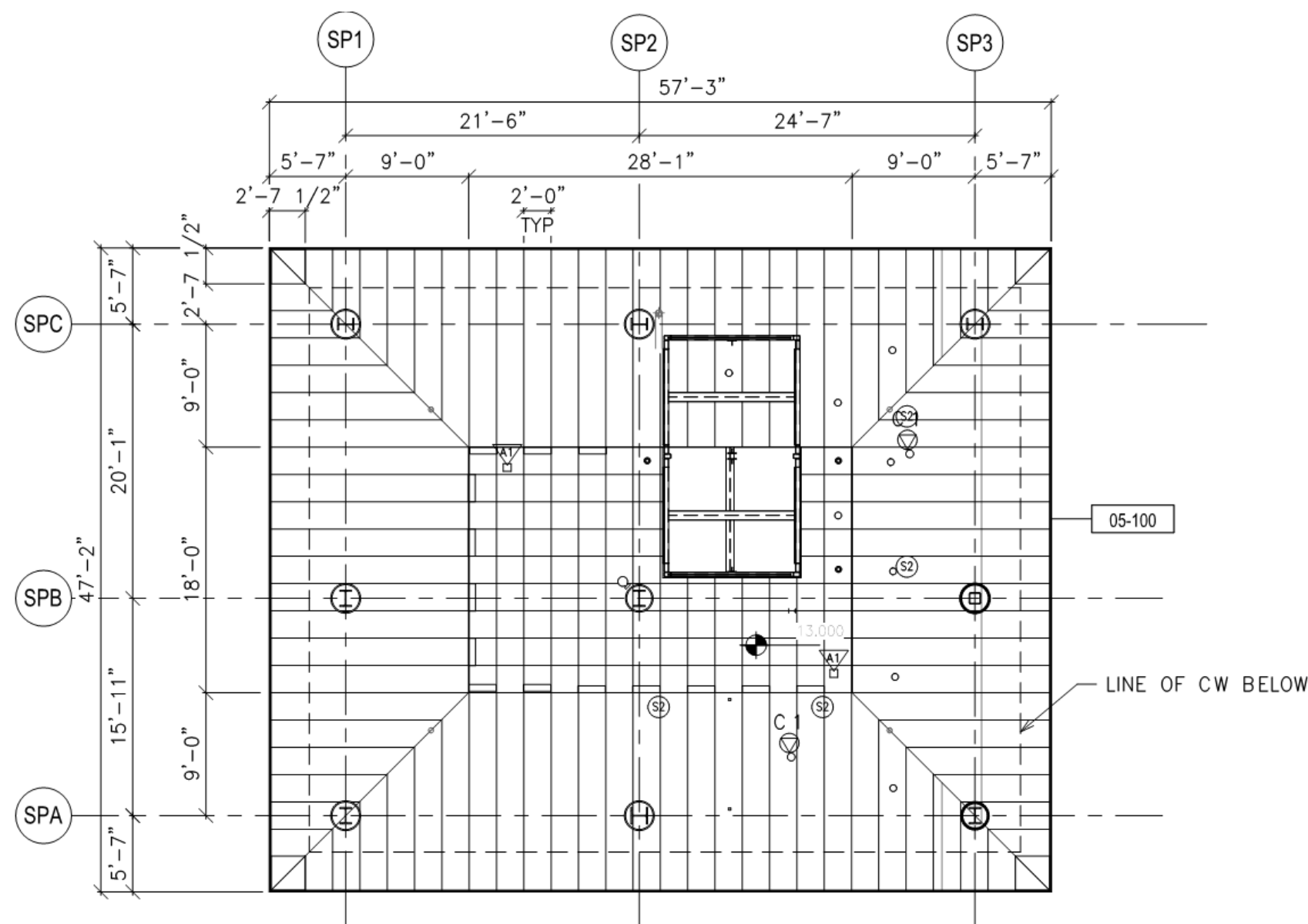
SOUTH ENTRANCE PAVILION – MEZZANINE PLAN NTS



POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



SHEET KEYNOTES	
MARK	NOTE
05-90	METAL PANEL CANOPY
05-100	EXTERIOR GRADE ALUMINUM METAL CEILING. FINISH PNT2
09-54	INTERIOR FINISH & INSULATION / 4"MINERAL WOOL INSULATION PINNED TO STRUCTURE ABOVE

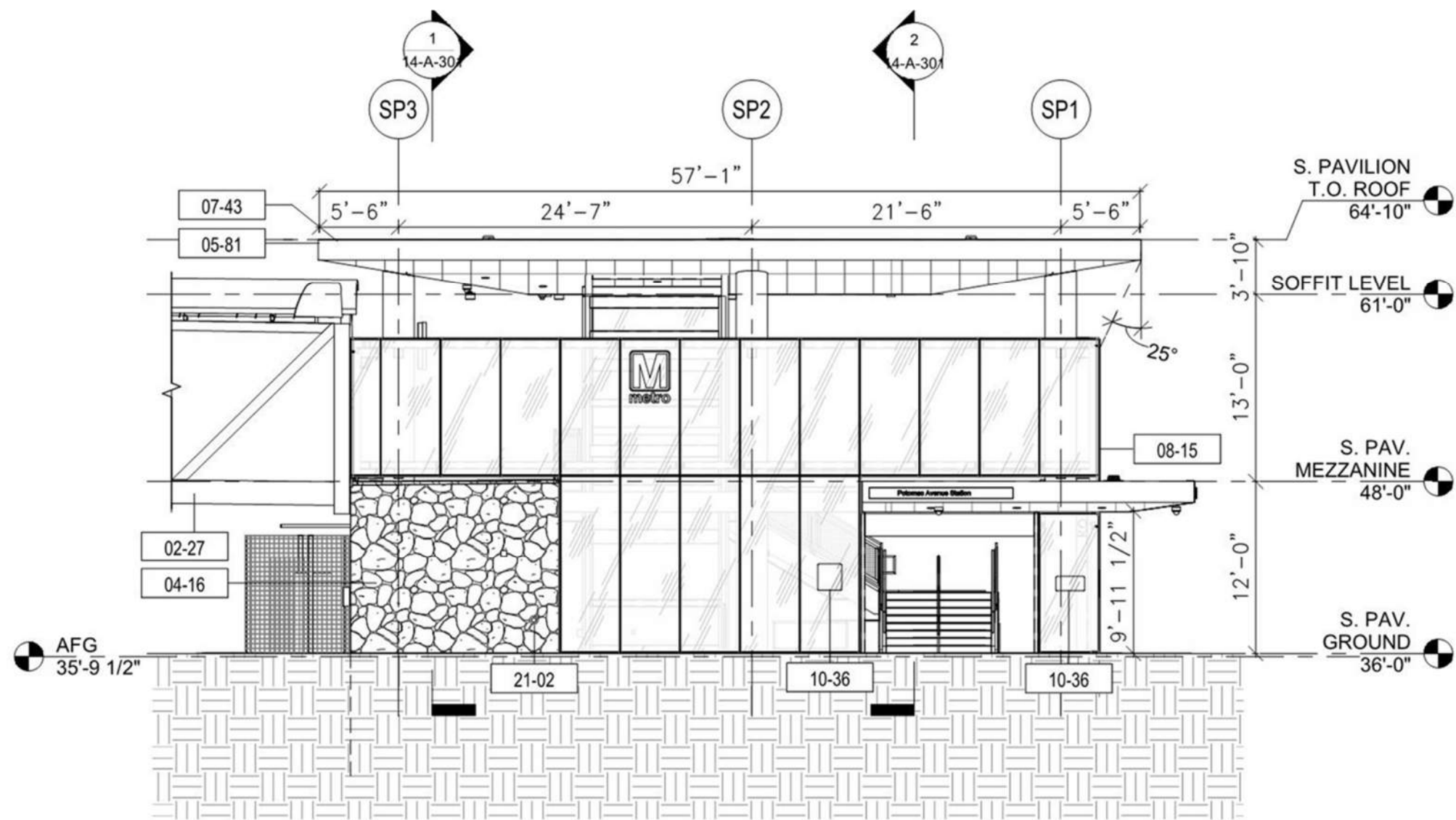
SOUTH ENTRANCE PAVILION – RFC PLAN NTS



POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



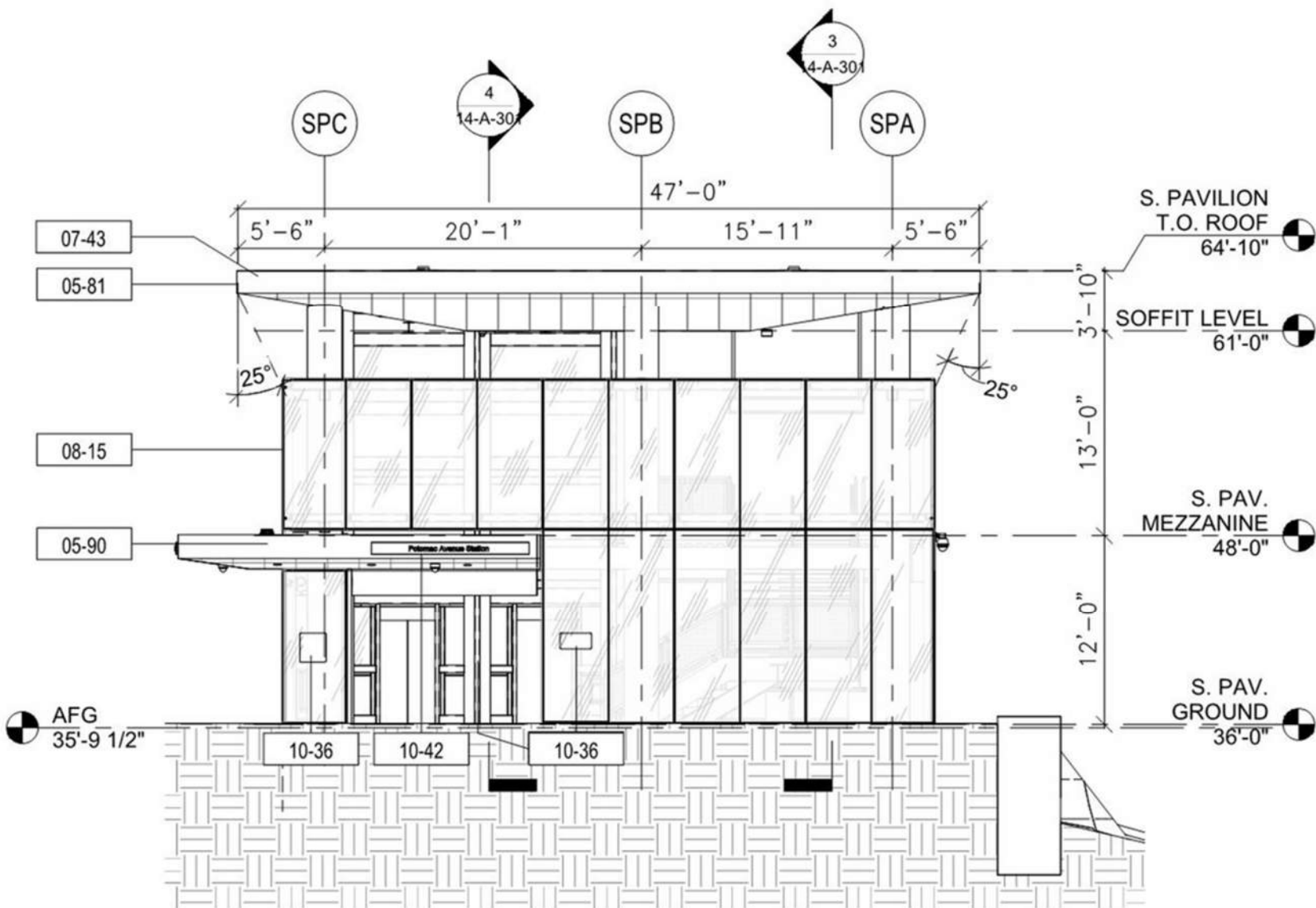
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05-90	METAL PANEL CANOPY
07-43	PAVILION TYP EPDM ROOF CONSTRUCTION.
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10-42	SURFACE MOUNTED SIGNAGE, REF TO 01-A-530
21-02	FDC LOCATION, REF TO FIRE SUPPRESSION DRAWINGS
23-05	LOUVER, REFER TO MECHANICAL AND STRUCTURAL DWGS. AND SPECIFICATION 08 91 00 LOUVERS.

SOUTH ENTRANCE PAVILION –WEST ELEVATION NTS

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



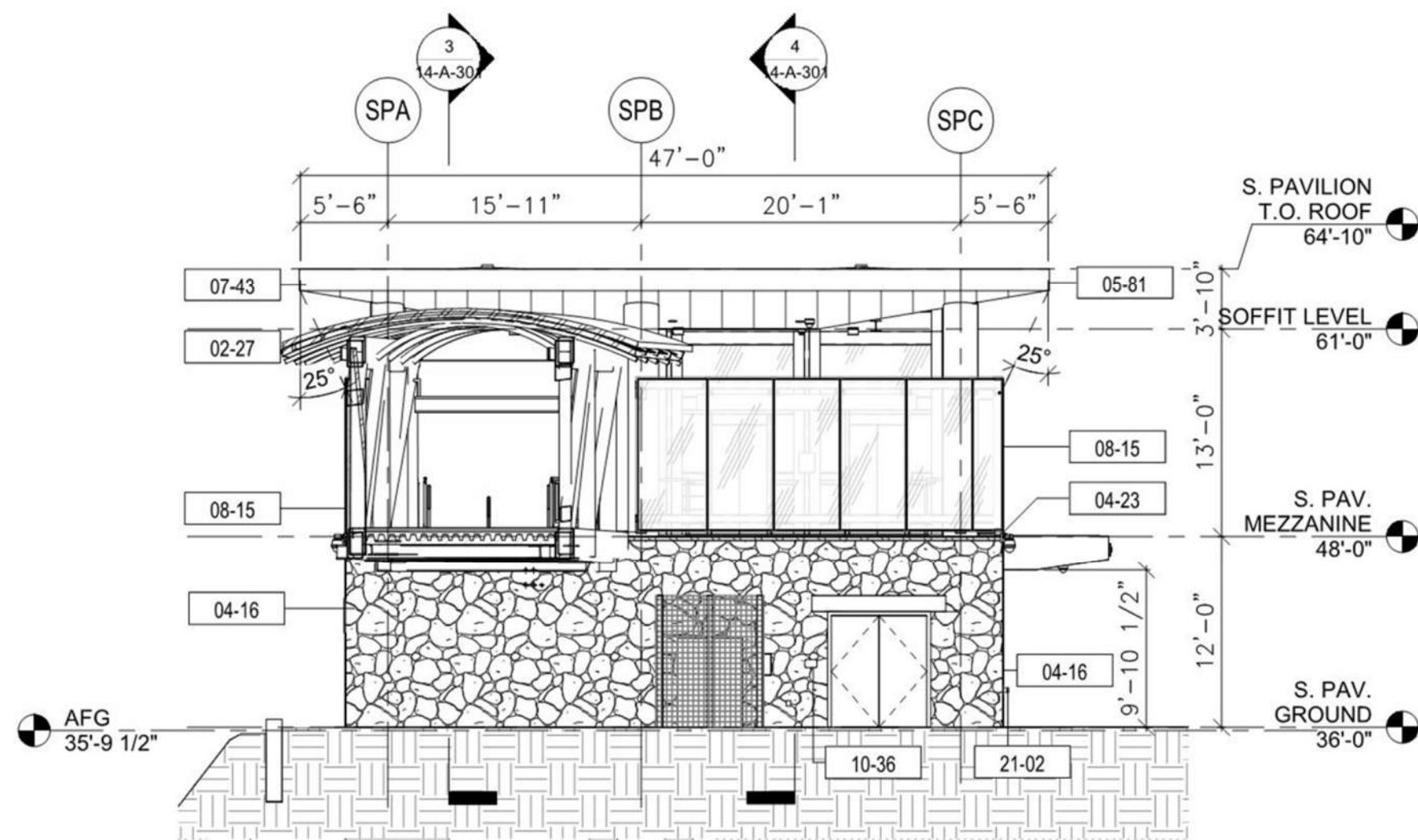
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SOUTH ENTRANCE PAVILION –SOUTH ELEVATION NTS

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



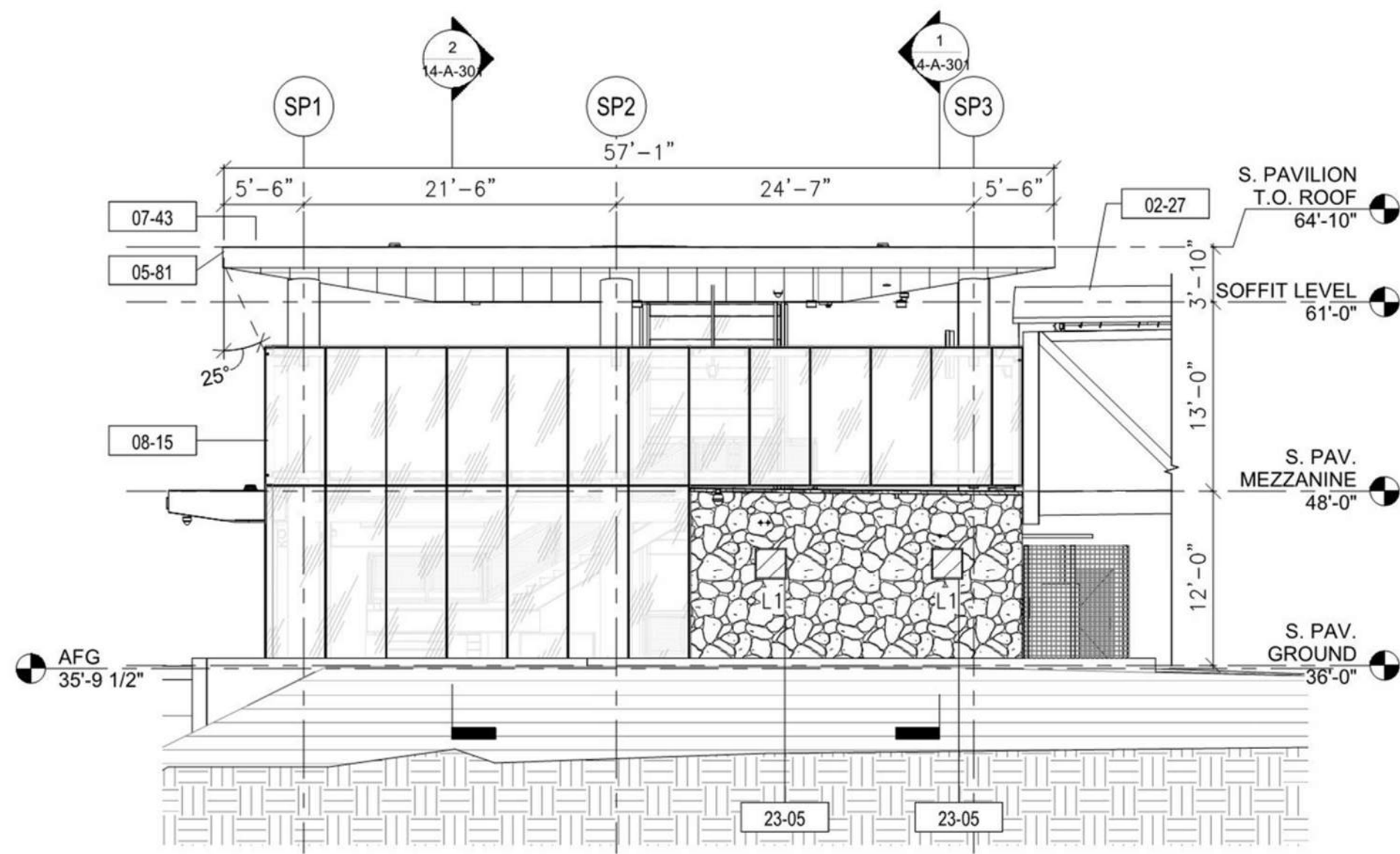
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SOUTH ENTRANCE PAVILION –NORTH ELEVATION NTS

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



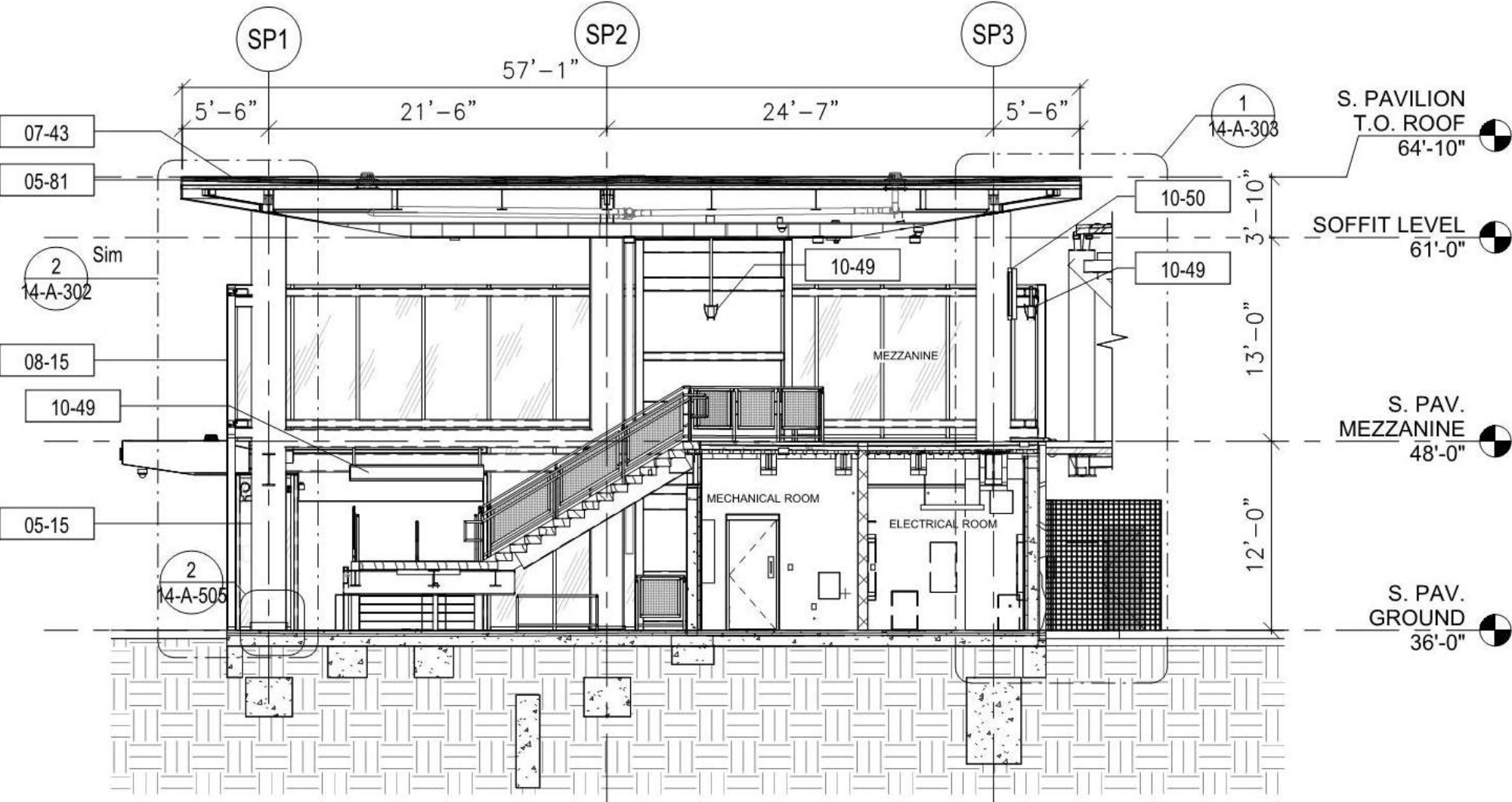
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SOUTH ENTRANCE PAVILION –EAST ELEVATION NTS

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



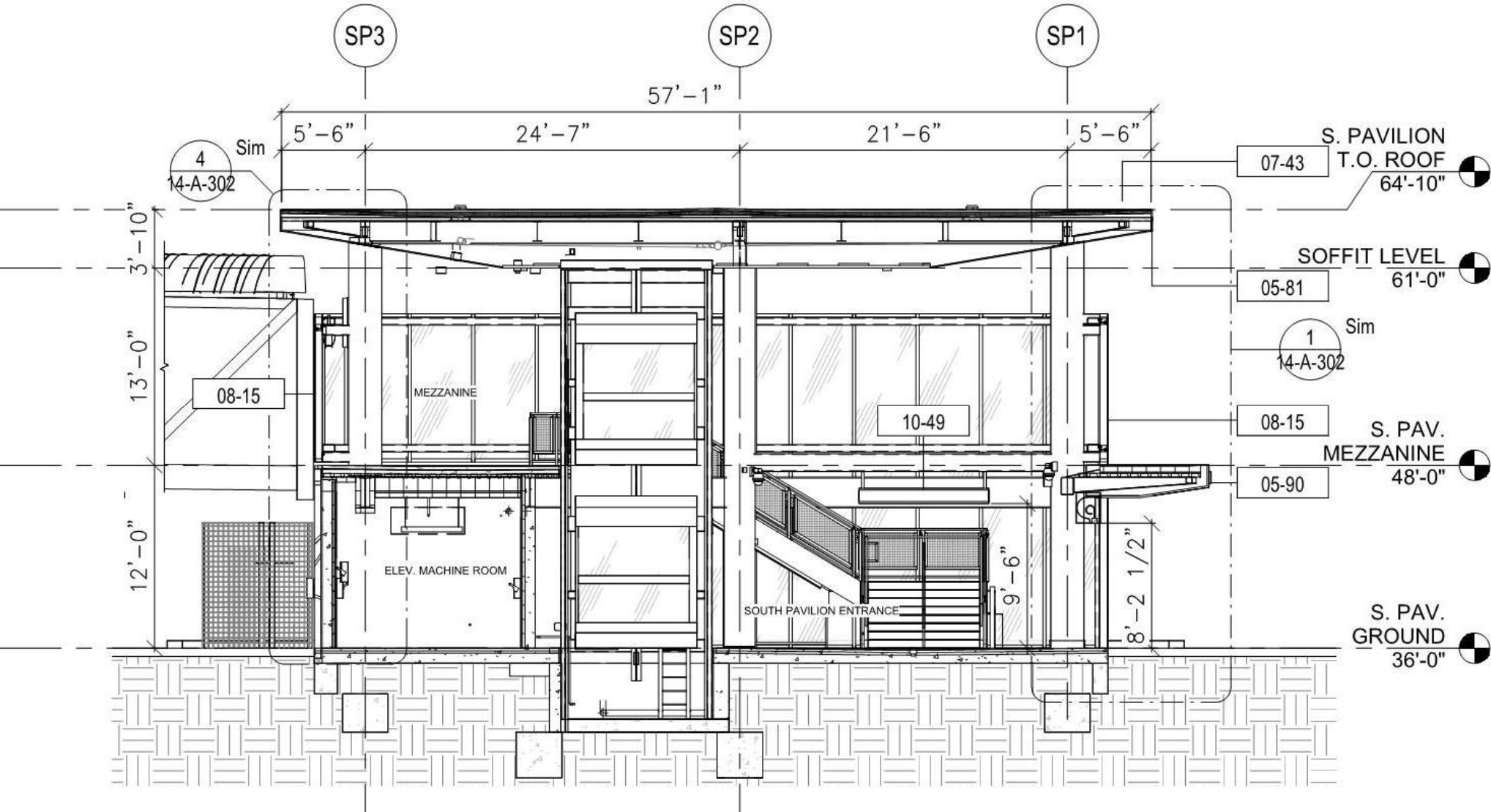
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SOUTH ENTRANCE PAVILION – SECTION NORTH/SOUTH LOOKING WEST NTS

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



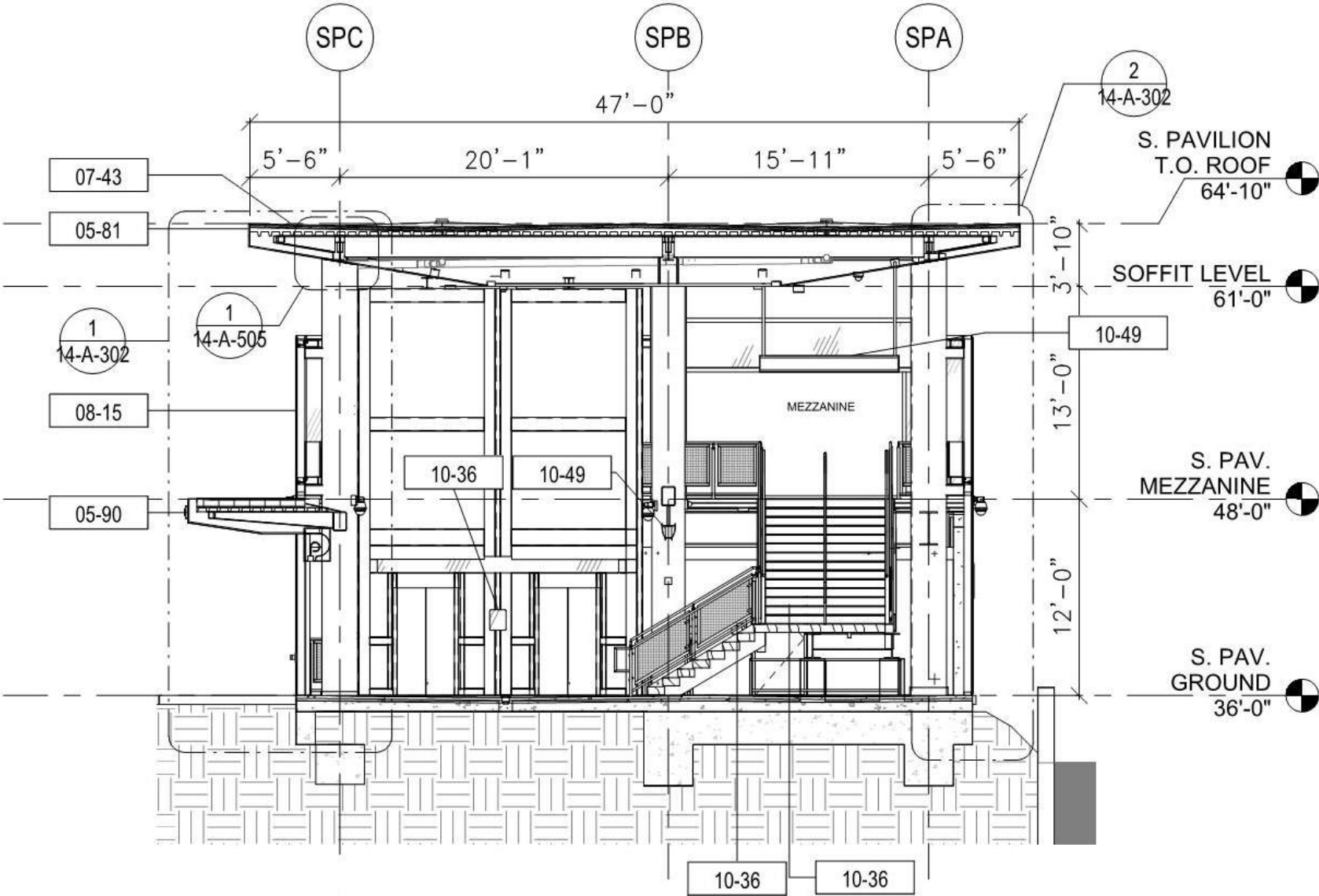
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SOUTH ENTRANCE PAVILION – SECTION NORTH/SOUTH LOOKING EAST NTS

POTOMAC YARD METRO STATION

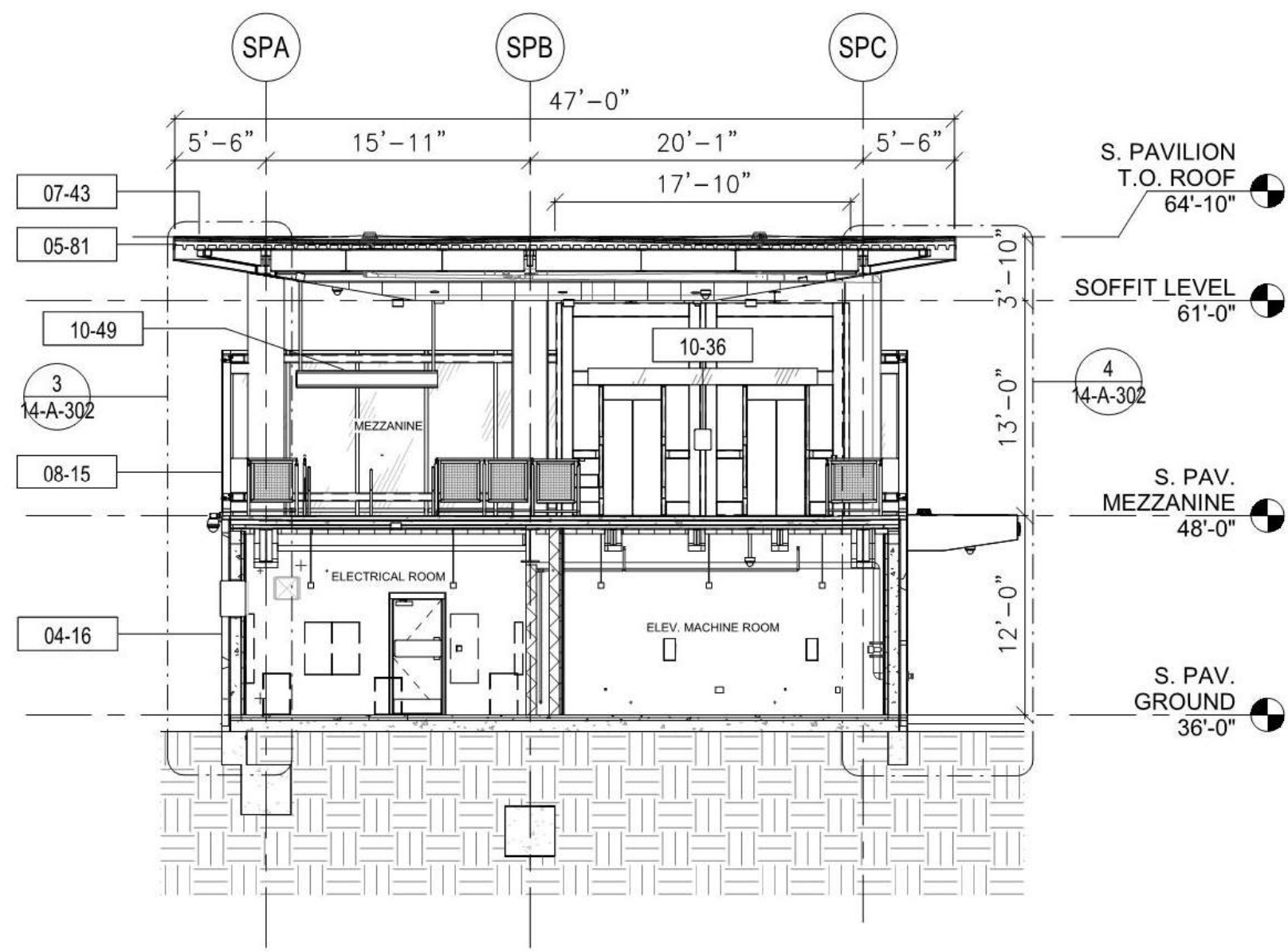


WMATA POTOMAC YARD METRORAIL STATION



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SOUTH ENTRANCE PAVILION – SECTION EAST/WEST LOOKING NORTH NTS



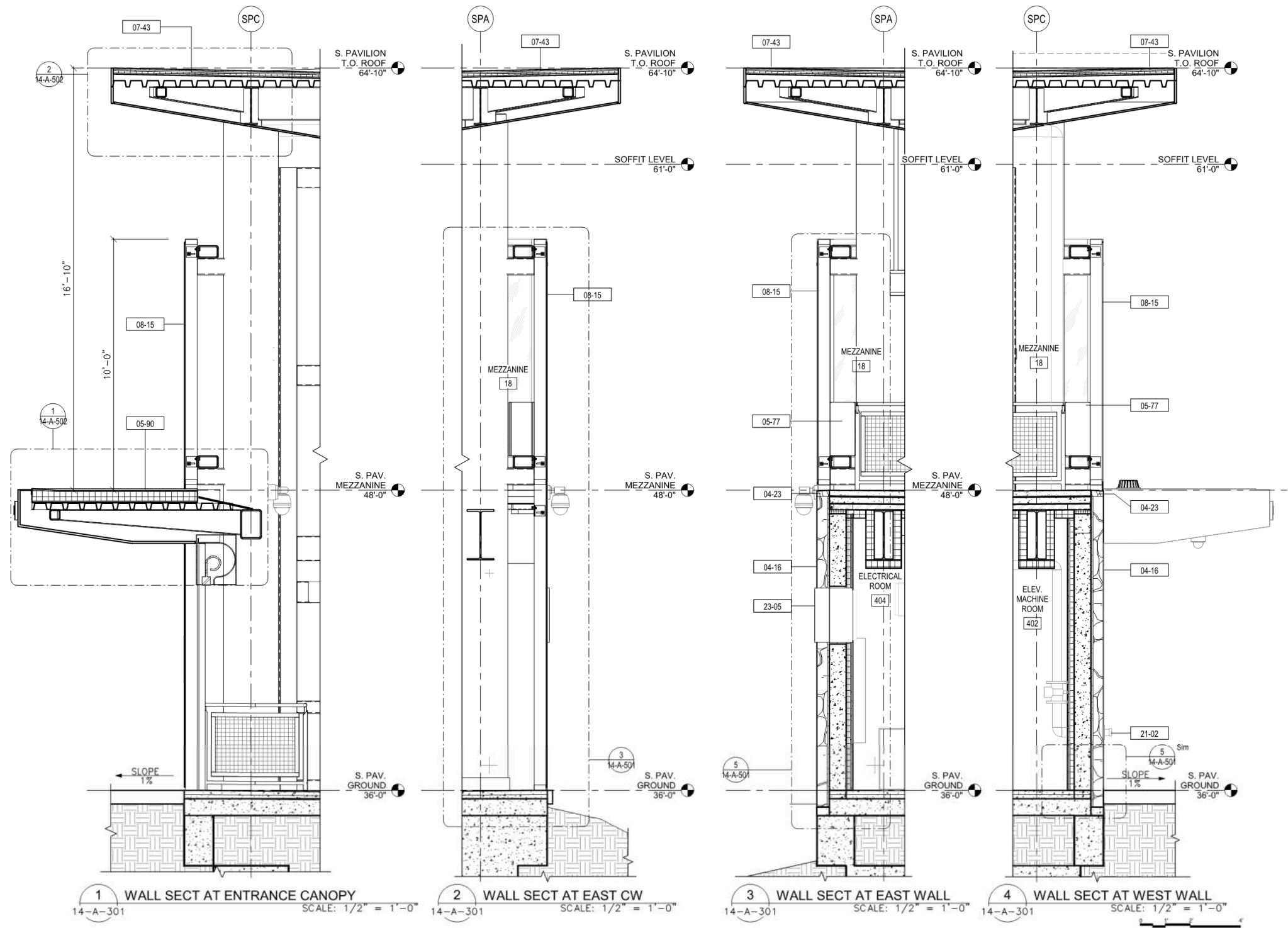
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SOUTH ENTRANCE PAVILION – SECTION EAST/WEST LOOKING SOUTH NTS

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



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04-16	STONE FINISH TYPE ST1, LOCAL ROUGH-CUT 4-5" STONE VENEER OVER MORTAR OVER ADJUSTABLE ANCHORS AT APPROX. 16' O.C. VERTICALLY AND HORIZONTALLY OVER 1/2" DRAINAGE BOARD OVER VAPOR BARRIER OVER CONC BACK UP WALL, REFER TO STRUCTURAL
04-23	PRECAST STONE FINISH TYPE ST2 CAPPING W/ 8% SLOPE AND DRIP. ANCHOR TO CONC WALL AND STONE PER MFR RECOMMENDATIONS
05-77	12"x35" STEEL MEMBER REF TO STRUCT
05-90	METAL PANEL CANOPY
07-43	PAVILION TYP EPDM ROOF CONSTRUCTION.
08-15	NOMINAL 5 3/4" X 2 1/2" CURTAIN WALL SYSTEM WITH GLAZING TYPE GL1; CLEAR LAMINATED FULLY TEMPERED FLOAT GLASS
21-02	FDC LOCATION, REF TO FIRE SUPPRESSION DRAWINGS
23-05	LOUVER, REFER TO MECHANICAL AND STRUCTURAL DWGS. AND SPECIFICATION 08 91 00 LOUVERS.

SOUTH ENTRANCE PAVILION – WALL SECTIONS NTS

EMERGENCY EGRESS STAIR AT KNUCKLE PIER **EXIT ONLY**

EMERGENCY EGRESS STAIR AT KNUCKLE

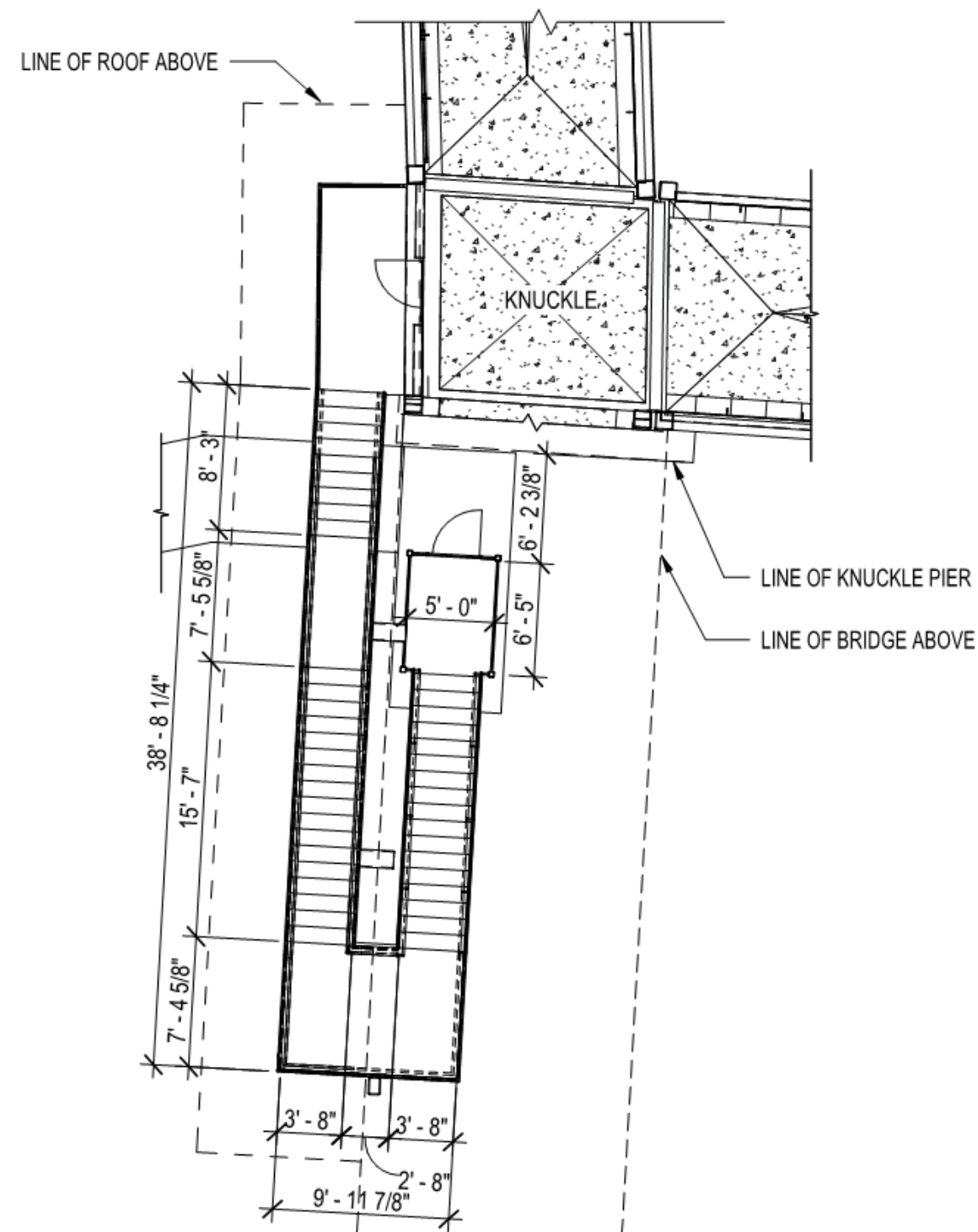
POTOMAC YARD METRO STATION



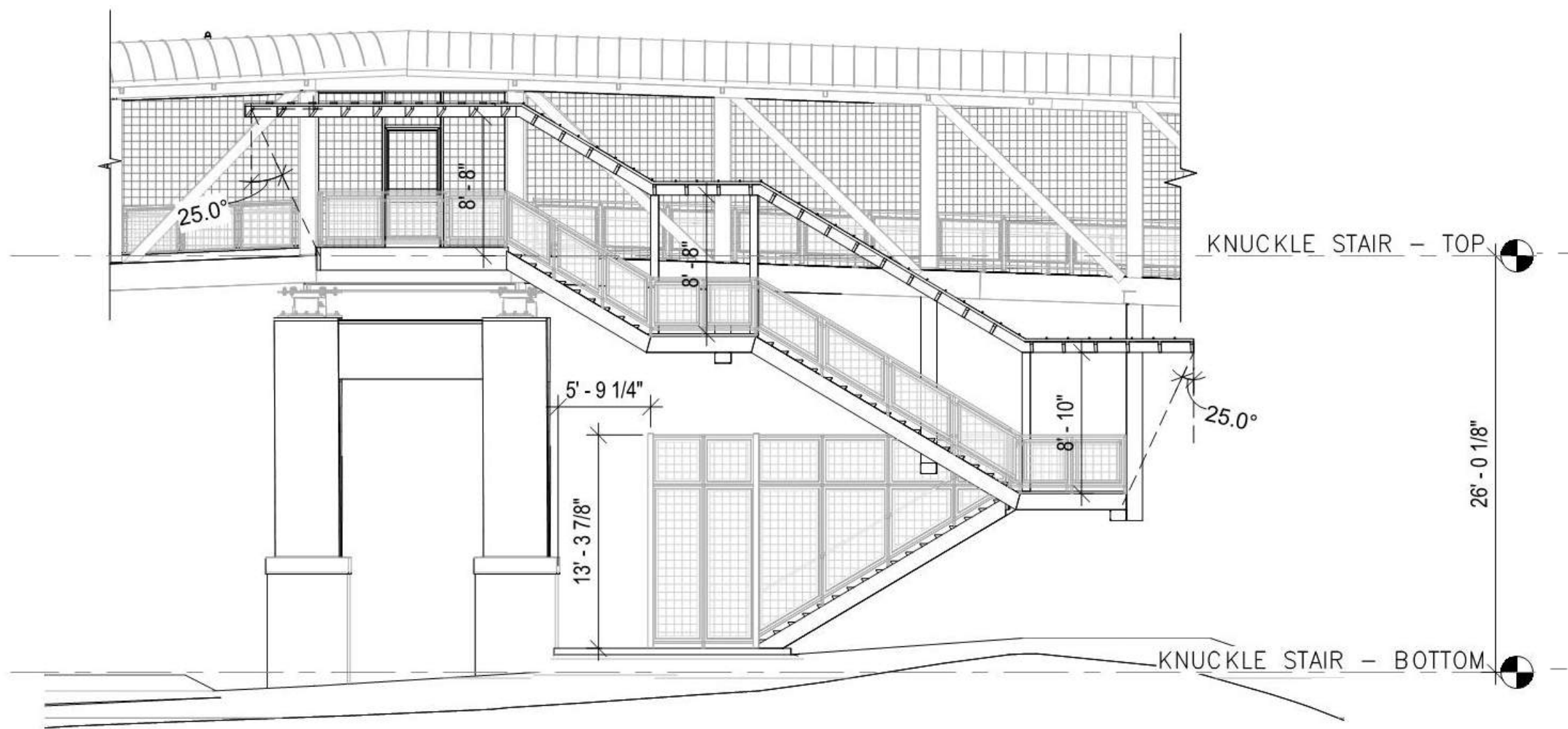
WMATA POTOMAC YARD METRORAIL STATION



RENDERING – EMERGENCY EGRESS STAIR AT KNUCKLE - A



EMERGENCY EGRESS STAIR AT KNUCKLE - PLAN VIEW



EMERGENCY EGRESS STAIR AT KNUCKLE - ELEVATION VIEW

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



RENDERING – EMERGENCY EGRESS STAIR AT KNUCKLE - B

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION

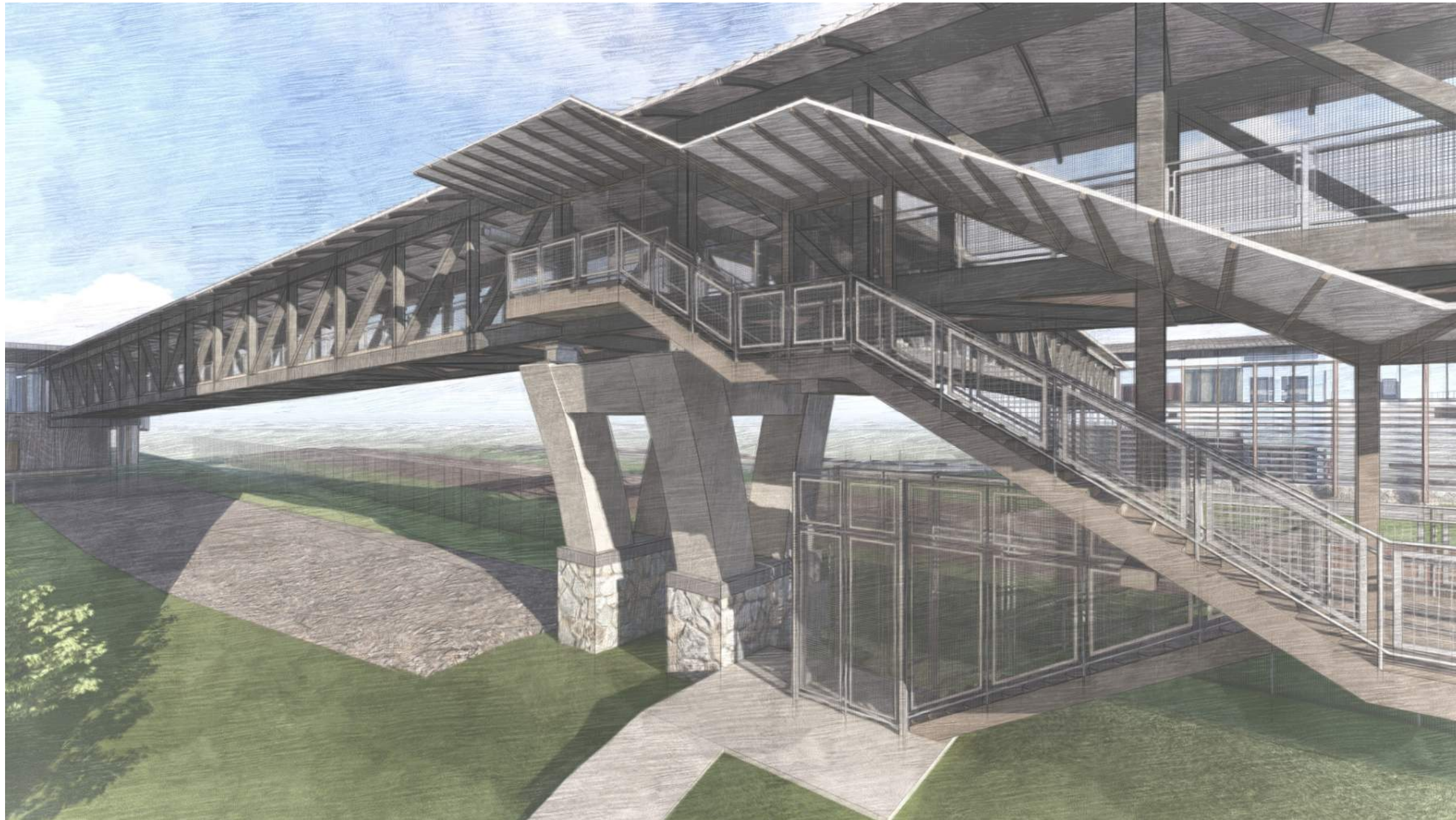


RENDERING – EMERGENCY EGRESS STAIR AT KNUCKLE - C

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



RENDERING – EMERGENCY EGRESS STAIR AT KNUCKLE - D

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION

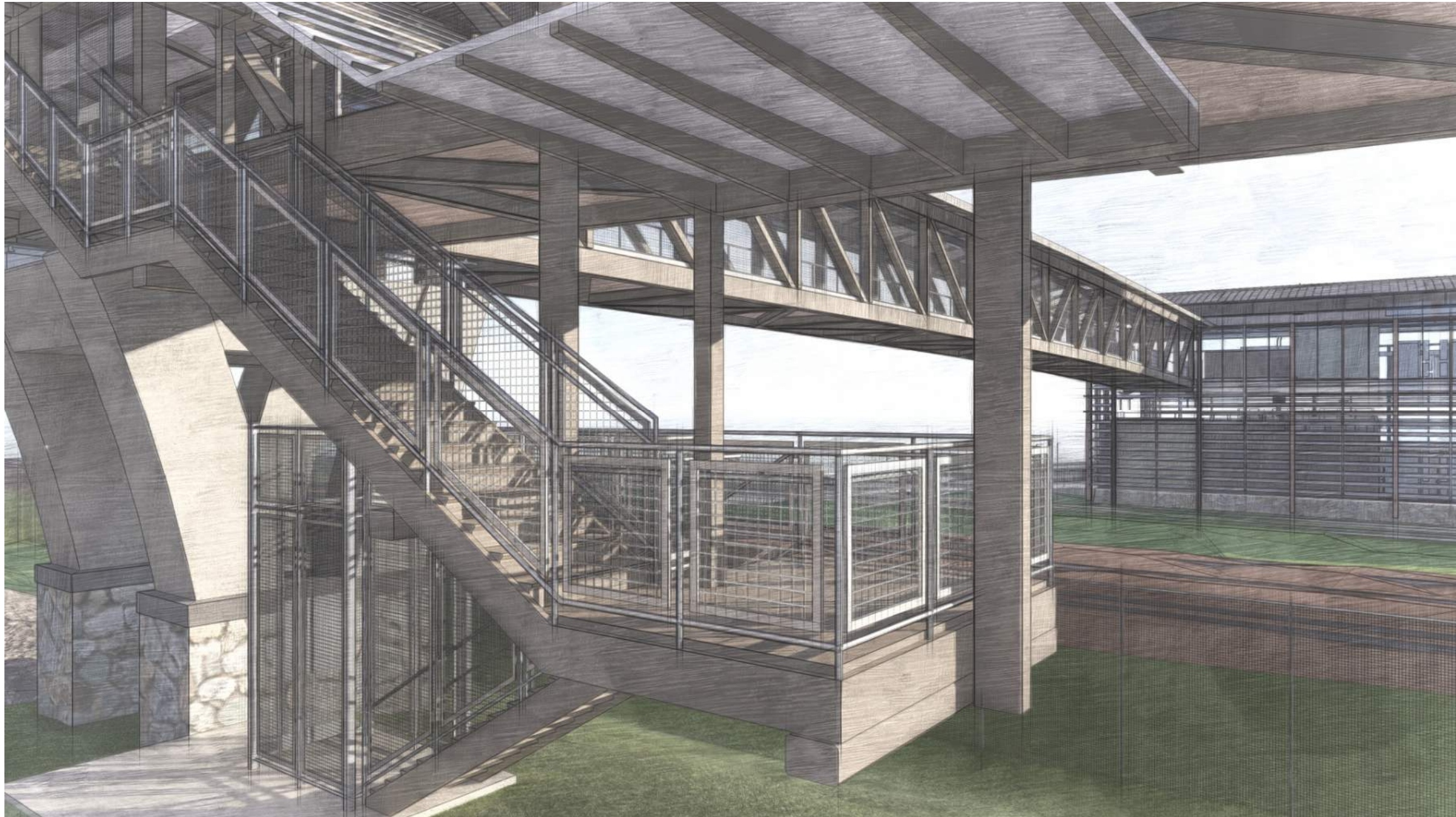


RENDERING – EMERGENCY EGRESS STAIR AT KNUCKLE - E

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION

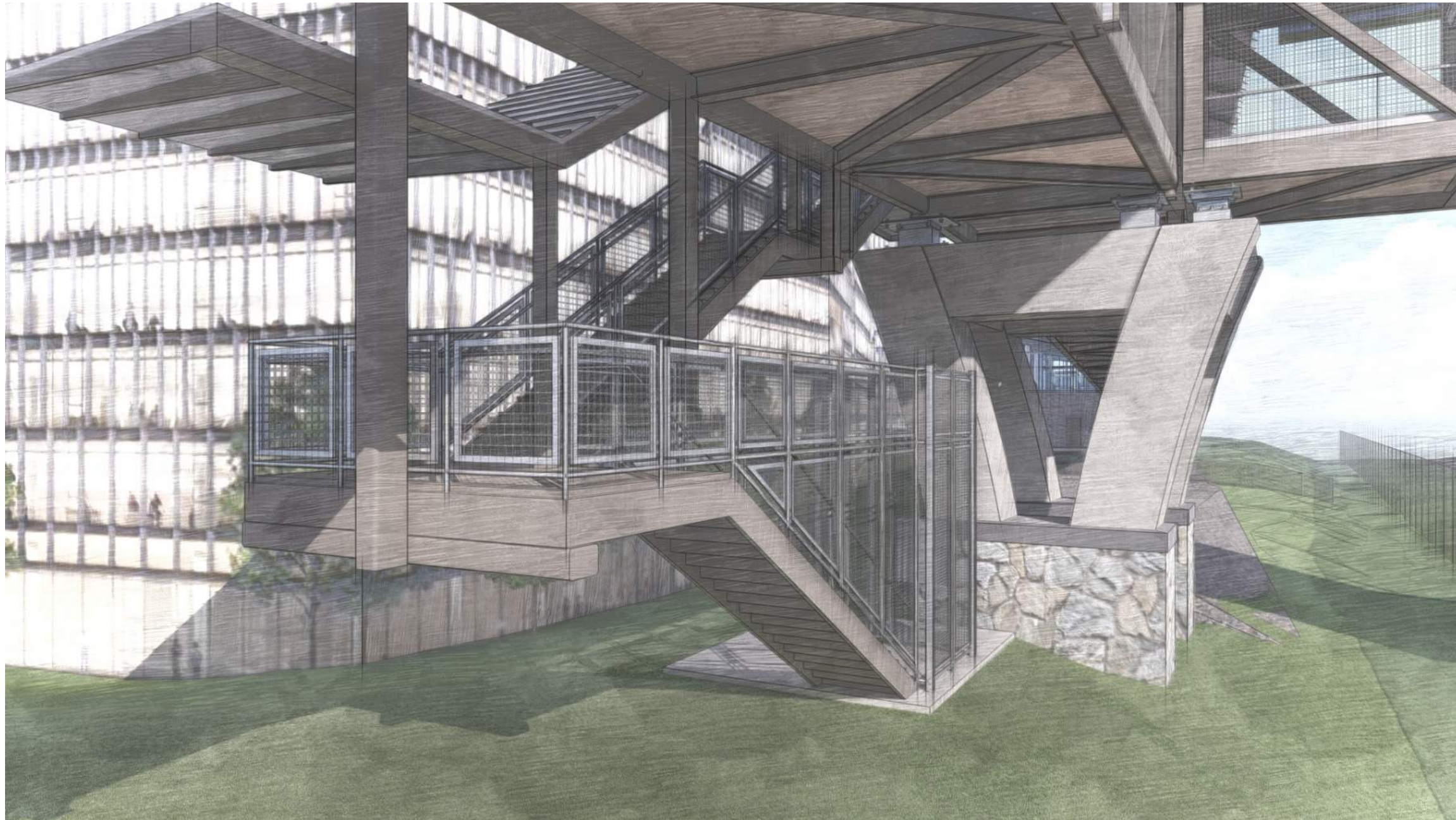


RENDERING – EMERGENCY EGRESS STAIR AT KNUCKLE - F

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION



RENDERING – EMERGENCY EGRESS STAIR AT KNUCKLE - G

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION

WMATA POTOMAC YARD METRORAIL STATION BAR MATERIAL BOARD



WM3
NAME: WOVEN METAL MESH
DESCRIPTION: L-62
LOCATION: FRAMED WOVEN METAL MESH GUARDRAIL
PANELS, PEDESTRIAN BRIDGE WALL PANELS
MANUF: BANKER WIRE



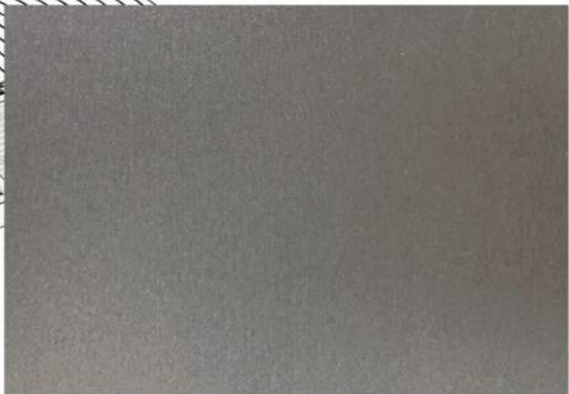
ST1
NAME: LOCAL ROUGH CUT FIELD STONE VENEER
LOCATION: STATION BASE WALLS,
ENTRANCE PAVILLION EXTERIOR WALLS,
PEDESTRIAN BRIDGE PIER
MANUF: CAPITAL BRICK



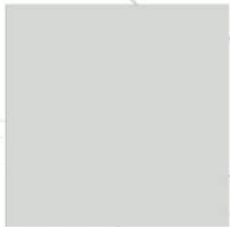
PNT1
NAME: PAINT
COLOR: PUSSY WILLOW
LOCATION: STEEL COLUMNS, STOREFRONT
GLAZING MULLIONS, DOORS, DOOR FRAMES,
ACCESS WALL PANELS, PEDESTRIAN BRIDGE
STRUCTURE
MANUF: SHERWIN WILLIAMS



CF5
CONCRETE BROOM FINISH



MT2
NAME: METAL ROOF PANEL
FINISH: WEATHERED ZINC FINISH
LOCATION: STATION AND PEDESTRIAN BRIDGE ROOF
MANUF: RHEINZINK AMERICA, INC.



PNT2
NAME: PAINT
COLOR: WICKHAM GRAY
LOCATION: ROOF STEEL STRUCTURE
MANUF: BENJAMIN MOORE



PT2
NAME: PORCELAIN TILE
COLOR: TANAUT RED, 12"X24"
LOCATION: STATION MEZZANINE PUBLIC AREA,
PEDESTRIAN BRIDGE EDGE BORDER, ENTRANCE
PAVILLION MEZZANINE EDGE BORDER
MANUF: STONEPEAK CERAMICS

MATERIALS BOARD - BRIDGE

POTOMAC YARD METRO STATION



WMATA POTOMAC YARD METRORAIL STATION

WMATA POTOMAC YARD METRORAIL STATION BAR MATERIAL BOARD



WM2

NAME: POTOMAC SS WIRE MESH
DESCRIPTION: 2" X 2" MAXIMUM WIRE SPACING
LOCATION: FRAMED WOVEN METAL MESH GUARDRAIL
PANELS
MANUF: GKD METAL FABRICS



PNT1

NAME: PAINT
COLOR: PUSSY WILLOW
LOCATION: STEEL COLUMNS, STRUCTURAL
MEMBERS, DOORS, DOOR FRAMES
MANUF: SHERWIN WILLIAMS



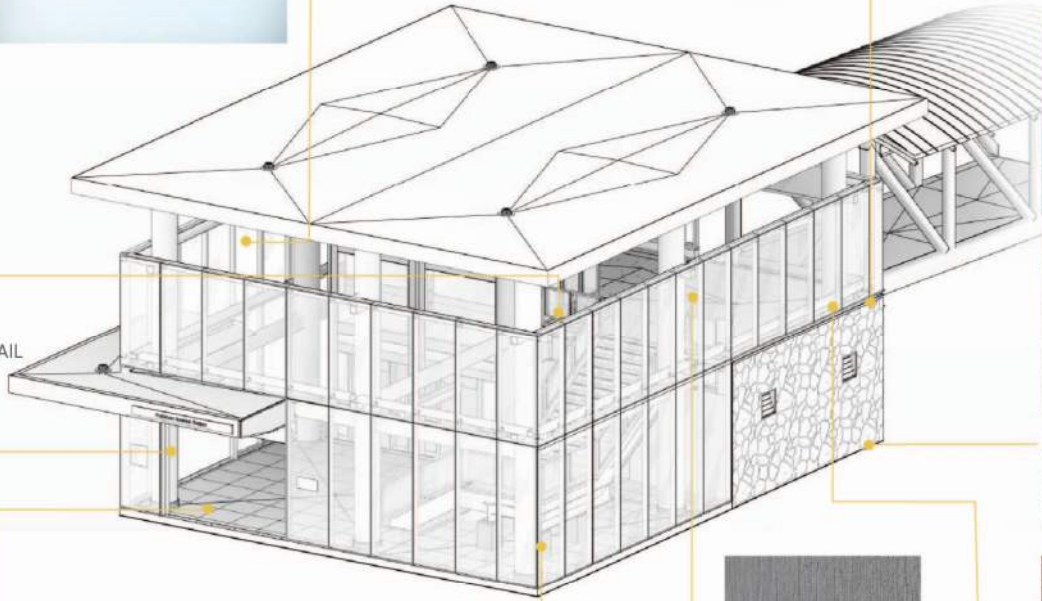
CP3

NAME: PREST PAVER NATURAL
LOCATION: GROUND FLOOR
MANUF: HANOVER ARCHITECTURAL
PRODUCTS



GL1

NAME: CLEAR LAMINATED FULLY TEMPERED FLOAT GLASS
LOCATION: EXTERIOR CURTAIN WALL PANELS
MANUF: VIRACON



ST2

NAME: PRECAST STONE
COLOR: SMOKEHOUSE
LOCATION: STONE CAPPING
ON STONE VENEER WALLS
MANUF: CAPITAL BRICK



ST1

NAME: LOCAL ROUGH CUT FIELD STONE VENEER
LOCATION: EXTERIOR WALLS
MANUF: CAPITAL BRICK



CF14

NAME: STEEL TROWELED
CONCRETE
WITH SEALER FINISH
LOCATION: MEZZANINE FLOOR



PT2

NAME: PORCELAIN TILE
COLOR: TRANAUT RED, 12"X24"
LOCATION: MEZZANINE EDGE BORDER
MANUF: STONEPEAK CERAMICS



PNT2

NAME: PAINT
COLOR: WICKHAM GRAY
LOCATION: GLAZING MULLIONS
MANUF: BENJAMIN MOORE

MATERIALS BOARD – SOUTH PAVILION

POTOMAC YARD METRO STATION



DESIGN TEAM

DESIGN BUILDER

POTOMAC YARD CONSTRUCTORS
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WMATA POTOMAC YARD METRORAIL STATION

BAR Concept Review Policy

adopted January 2001, amended and restated December 2016

Background & Purpose

In addition to a Certificate of Appropriateness from the appropriate Board of Architectural Review (BAR), applications for development projects of a certain size are required to obtain development approvals (DSP or DSUP) from the Planning Commission and often the City Council. Because the size, footprint or design of a project may be amended during the DSP or DSUP process, a Certificate of Appropriateness is not typically granted until after the DSP or DSUP is approved. Therefore, the Boards of Architectural Review adopted a Concept Review policy in January 2001 as an optional, informal review at the beginning of the development process whereby the BAR provides the applicant, staff, Planning Commission and the City Council, with comments relating to the overall appropriateness of a project's **height, mass, scale and general architectural character**. The Concept Review is intended to minimize future architectural design conflicts between what is shown to the community, the Planning Commission or City Council during the development approval process and what the BAR later finds architecturally appropriate under the criteria and standards in Chapter 10 of the Zoning Ordinance and the BAR's adopted policies and *Design Guidelines*. The information provided by the BAR in the Concept Review will be used by the applicant, staff, Planning Commission and City Council to make decisions regarding the DSP or DSUP and as such serves as an important step in an efficient development review process. This document is an update and clarification of the policy adopted in 2001 and will serve as the current policy.

Principles

1. The BAR Concept Review process is encouraged – but not required – for any development project prior to submission of a development application to the Planning Commission and, if required, the City Council in order to ensure that each body has the information they need to make their decisions.
2. The Concept Review is not an approval by the BAR. If the application for the development project is approved by the Planning Commission and the City Council, then the applicant must apply for and obtain a Certificate of Appropriateness from the BAR following attainment of the DSP or DSUP.
3. The Concept Review will review:
 - a. The appropriateness of height, mass, scale and general architectural character based on criteria set forth in the BAR *Design Guidelines* for the historic districts.
 - b. If a project is located within the boundaries of Washington Street or the Potomac River Vicinity, the BAR will review the additional standards for these areas, to the extent possible without final architectural details.
 - c. The appropriateness of a Permit to Demolish, when one will be required for the project.
4. The project is discussed in an informal work session and is open to public comment. The BAR may require several work sessions and additional information before they provide comments and guidance. The BAR will then take a poll of its members on what their guidance is related to the height, mass, scale, and general architectural character of a project. They may also provide general feedback as to what additional information they would like to see when, and if, the project returns for a Certificate of Appropriateness and/or a Permit to Demolish.

5. As an informal work session, the applicant is strongly encouraged – but not required – to give public notice to adjoining property owners. Notice of the work session will be posted on the City’s web page and in the BAR’s preliminary docket and the property will be placarded by BAR staff as a courtesy.
6. The Concept Review by the BAR is advisory to the applicant, staff, the Planning Commission and the City Council, and is not intended to create vested or appealable rights.
7. The BAR Concept Review work session comments are shared with the Planning Commission and the City Council and may be used by those bodies for advisory purposes. The final Concept Review drawings shown to the BAR must, therefore, be the same general architectural character as submitted for the Preliminary Site Plan.

Typical Proposals Reviewed in Concept by the BAR

- When the proposal requires a DSP or DSUP for additional density or height;
- When the proposal requires Planning Commission review for a new building; and
- When staff determines that the proposal requires preliminary review because the design would be a principal determining factor in the ultimate approval by other bodies.

Concept Review Submission Materials

Three 11” x 17” hard copies and one digital copy of the following:

1. An architectural site plan showing, at a minimum, building footprints on the block on which the project is located and the surrounding block faces
2. Schematic architectural drawings which show the proposed height and scale in relation to surrounding properties
3. 3D digital and/or physical massing study models
4. Building materials, precedent images, etc., as required to explain the concept

Process

1. The BAR will only review projects when staff has confirmed through the Development Concept Stage 1 review process that a proposed project complies with zoning requirements or where staff supports any required modifications. When the applicant is notified that they may submit a Development Concept Stage 2 package, the applicant may also apply for BAR Concept Review work session.
2. The City will place the Concept Review project on the next available docket and advertise it in the newspaper with the other cases for that hearing and placard the property. Notice by the applicant to abutting property owners is strongly encouraged but is not required.
3. BAR staff may prepare a report which will be available on the City’s web site the Friday evening prior to the BAR meeting.
4. BAR Concept Review requests are docketed for consideration under Other Business at a regular BAR public hearing. Additional work sessions may be requested.
5. The applicant is expected to make a presentation at the meeting to explain the concept.
6. The public will be invited to speak at the BAR meeting to receive their feedback only on issues related to the BAR’s purview.