

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 18, 2016

TO: CHAIRMAN AND MEMBERS OF THE OLD AND HISTORIC ALEXANDRIA DISTRICT BOARD OF ARCHITECTURAL REVIEW

FROM: HISTORIC PRESERVATION STAFF

SUBJECT: POTOMAC YARD METRORAIL STATION (2901 POTOMAC AVENUE)
CONCEPT REVIEW WORK SESSION #7

BACKGROUND

The BAR has held concept review work sessions on April 29, November 4, December 2 and December 16, 2015 and March 16 and April 20, 2016 for this project. At the earlier work sessions, the BAR provided general guidance and established design principles to inform the design. At the most recent work session on April 20, the BAR made the following comments and requested additional information:

In summary, the majority of the Board gave the following direction:

- Preference for either the Option 1 or the Option 3 Pedestrian bridge (no majority opinion);
- For Option 1: Reduce the visual bulk of the structural supports; and
- Further study the roof structure for the pedestrian/bicycle station access bridges.

The Board asked for the following information at the next (May 18) work session:

- Materials and colors, including different mesh options for the guardrails and walls
- Provide all the materials for all structures in one packet: the site plan, landscape plan and the architectural designs

Over the course of multiple work sessions, the Potomac Yard Metrorail station massing and design character has significantly evolved to present an elegant and contextual scheme that could be the most-well designed Metro station in the entire WMATA system, according to one BAR member. A major infrastructure project such as this is complex and the overall design and materials must meet the test of time. The chart below summarizes the key design elements and BAR's direction discussed at each work session. At this time, the Development Special Use Permit (DSUP) is scheduled to be reviewed by Planning Commission and City Council in June 2016. Therefore, the BAR is being asked to make a final concept endorsement of the height, scale, mass and general architectural character. Given the scale and design approach, the details such as the color, finishes, etc. will be essential to achieve a successful design for the station. The more detailed refinements, materials and details will be reviewed by the Board when the project returns for a Certificate of Appropriateness after the design/build contract is awarded.

Summary of Concept Review Work Sessions and BAR Findings

BAR Work Session	Material Covered	Summary Findings
April 29, 2015	Preferred Alternative/ Design Considerations	Support for Alternative B and general design principles with respect to GWMP
November 4, 2015	Process update and general design direction	Design direction: “light” over “robust”; keep spirit of the GWMP
December 2, 2015	Massing and Station Form: split vs. single and geometric vs. curvilinear	Preference for split-form geometric with request to study curvilinear/organic elements, potentially develop hybrid
December 16, 2015	Roundtable work session with design team	Preference for curvilinear option and extensive design direction for design, site and materials
March 16, 2016	Form and architecture	Support for height, scale, mass and architectural direction (structural exoskeleton <i>a la</i> Thorncrown Chapel below an arched roof form); request for more info on site elements (fencing, lighting) and pedestrian bridges
April 20, 2016	Height, scale, mass and general architectural character; pedestrian bridges, ramp and pavilion	Further study of truss and angled form pedestrian ramps; reduce visual bulk of supports; restudy roof structure of ramps; provide information on materials, security elements and architectural details
May 18, 2016	Request for final concept endorsement of height, scale, mass and general architectural character	

BAR ROLE IN REVIEW OF THE STATION DESIGN

Although the BAR’s regulatory purview is typically limited to structures located within the boundaries of the historic district, by longstanding BAR practice, if any portion of a structure is bisected by the district boundary, that entire building is reviewed. This was the case several years ago at the former Alexandria Health Department building on North Saint Asaph Street. This is also common where the district boundary is defined as 500 feet either side of the center line of the George Washington Memorial Parkway, rather than being in the center of a block or street, and the boundary line intersects a portion of the structure, as it does in the case of the Metro station.

In addition, at staff’s request, the BAR has been providing comment and direction throughout the review process on the entire station complex, while understanding that certain accessory

elements are located entirely outside of the historic district and not typically within the BAR's regulatory purview. That approach was used here during concept review in order to better coordinate the overall design and, in the BAR's words, to insure that the same architectural design language was being spoken throughout the project.

For similar reasons, some developers in the past have offered to submit a project or portions of a project outside the historic district for BAR review in order to gain the benefits of the public process and the BAR's design review experience. This was the case with the historic Portner Brewery bottling building during the DSUP for the Portner's Landing project in the 700 block of North Saint Asaph Street just north of the district. Similarly, the developer offered to submit to review by the Carlyle Design Review Board for the Whole Foods Market on Duke Street at Holland Lane, though this project is just outside the boundaries of Carlyle. City Council also recently required BAR concept review of the Robinson Terminal North redevelopment in the Waterfront Plan, even though this project was just outside of the historic district.

In this case, because the City is the applicant and in consideration of the location and visibility of the project, it was most logical for the BAR to review the entirety of the station and its ancillary elements as a single project rather than, for example, reviewing one pedestrian bridge but not the other. Therefore, staff will recommend a DSUP condition requiring that the entire project be subject to review and approval by the BAR whether that accessory structure falls within the boundaries of the district or not. Figure 1 below describes the BAR's review role in this case.

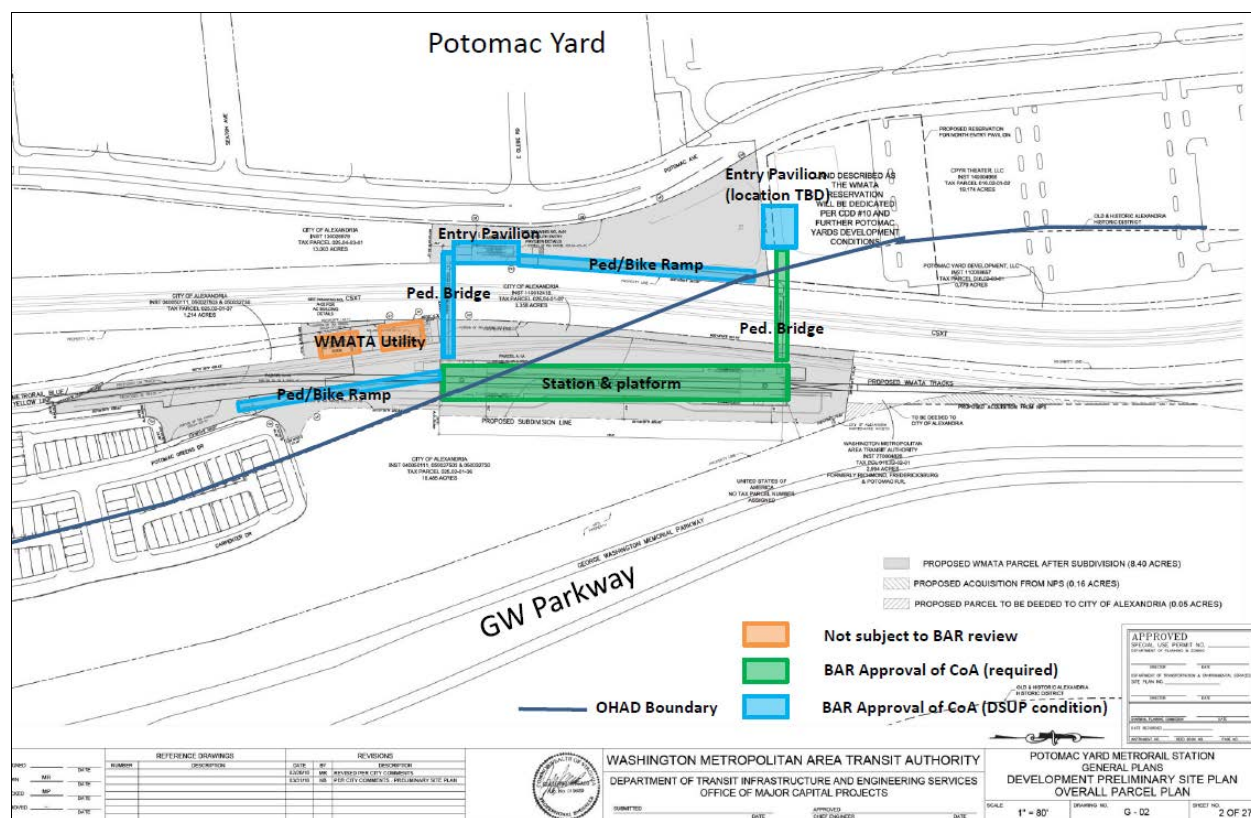


Figure 1. Map of site illustrating which elements are subject to BAR regulatory approval of a Certificate of Appropriateness.

WASHINGTON STREET STANDARDS

Section 10-105(3)(a) explains that the Additional Standards—Washington Street “shall apply to the construction of new buildings and structures and to the construction of additions to buildings or structures on lots fronting on both sides of Washington Street from the southern city limit to the northern city limit line.” As Figures 2 & 3 illustrate, the lot for the proposed Metrorail station that will be owned by WMATA does not front on the George Washington Memorial Parkway. The separate parcel that fronts the Parkway is owned by the City of Alexandria.

Although there is not a regulatory requirement to use the Washington Street Standards, from the very first work session, the BAR has repeatedly acknowledged the siting of the station near the Parkway and noted that one of the key design principles should be to ensure that the station is “of the Parkway” rather than Old Town or Potomac Yard. Through all the work sessions the BAR has considered the impact of the station on the Parkway by contemplating how character defining historic Parkway elements such as stone bridges and arches, could be incorporated into the station design.

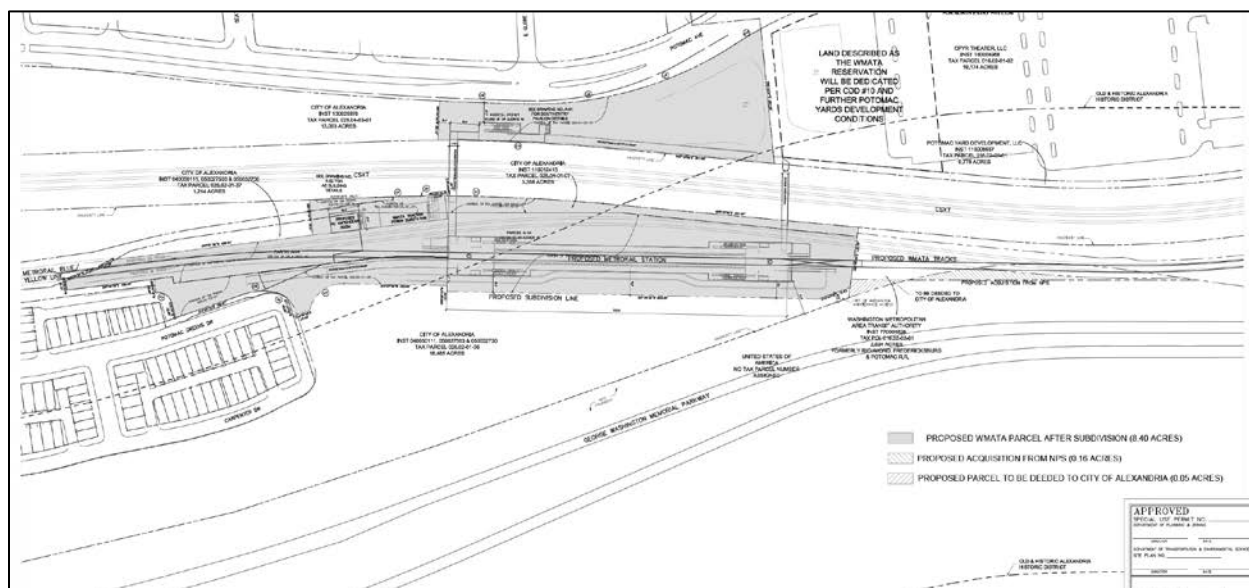


Figure 2. Overview parcel map of Potomac Yard Metrorail Station.

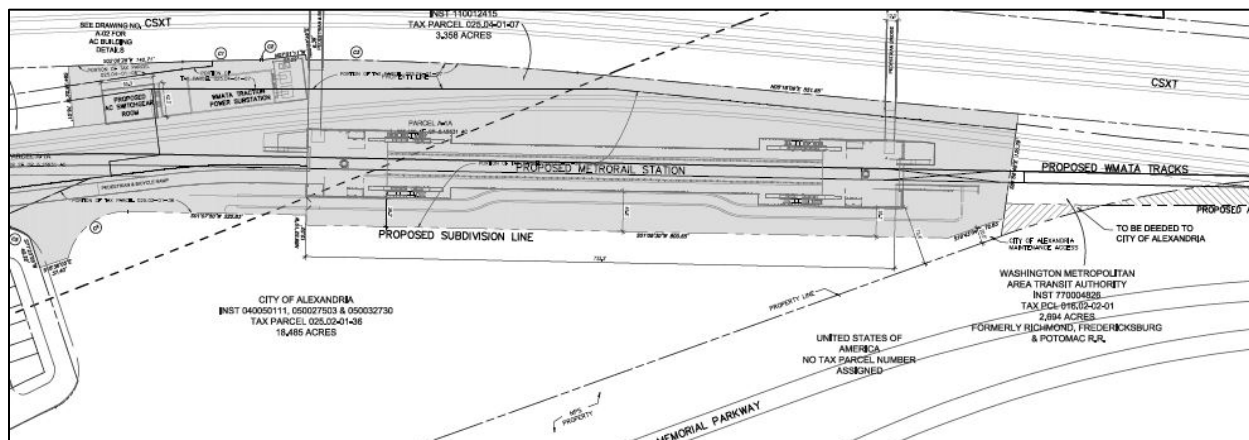


Figure 3. Detail of parcels near George Washington Memorial Parkway.

DESIGN EVOLUTION

In addition to the BAR's guiding design principles and ongoing design review, the design team has been working closely with the Potomac Yard Metrorail Implementation Group (PYMIG) at monthly public meetings. PYMIG serves an important advisory role and the design team incorporated comments from both the BAR and PYMIG throughout this iterative design process.

In the early work sessions, the BAR spent time considering the setting of the station and understanding the programmatic requirements of a new Metrorail station. The guiding design principles that the BAR developed included the following:

- The BAR's focus would be the context of the George Washington Memorial Parkway (GWMP) rather than Potomac Yard.
- The overall station design should use materials that are appropriate to the local Alexandria building traditions and the original GWMP infrastructure construction and new station should be in "the spirit of the Parkway". This was often described as "naturalized" and "organic."
- Particular attention must be paid to the following elements to insure that they are harmonious with the old and historic aspect of the GWMP:
 - Landscape berms and retaining wall materials that minimize the apparent height of the overall structure and blend with the natural landscape, using materials already found on the GWMP, such as local stone;
 - The roof design and materials of the station;
 - The form and materials of the platform roof and the pedestrian bridges must be as visually light as possible;
 - Lighting must be minimal, directed away from the Parkway, and should complement the station design; and
 - The height of the structures should be minimized to the maximum extent possible
- Overall design should be visually "light" rather than "robust"
- The building should "look good both day and night."
- Allow the "natural geography to dictate the architecture and geometry of the building's mass."
- Preference for an open interior to allow visibility between escalators and through the roof over the escalator for personal security and to view the natural environment.

Since the third work session (12/2/15), the Board has expressed strong general support for the proposed height and scale of the station. At the fourth work session which was a roundtable work session with the design team (12/16/15), the BAR reached consensus on an overall massing that had a curvilinear form rather than a split form or geometric form (Figure 4). The curvilinear massing approach included an arched roof over the two station ends and a curving slope over the escalators, resulting in a more sculptural and organic design. The BAR noted that the arched roof was a keen reference to the iconic Harry Weese vaults in the early Metro stations. The BAR also noted that a more natural landscape that undulated with the topography and the use of a stone base would effectively allow the station platform to be grounded in the landscape and reduce the perceived length of the station. Additionally, the BAR noted that a contrast in materials and design details would divide the station components into smaller modules and

reduce the scale. The refined design became a five-part design of the two station ends and two hyphens (stair/escalator area) joining the passenger platform.

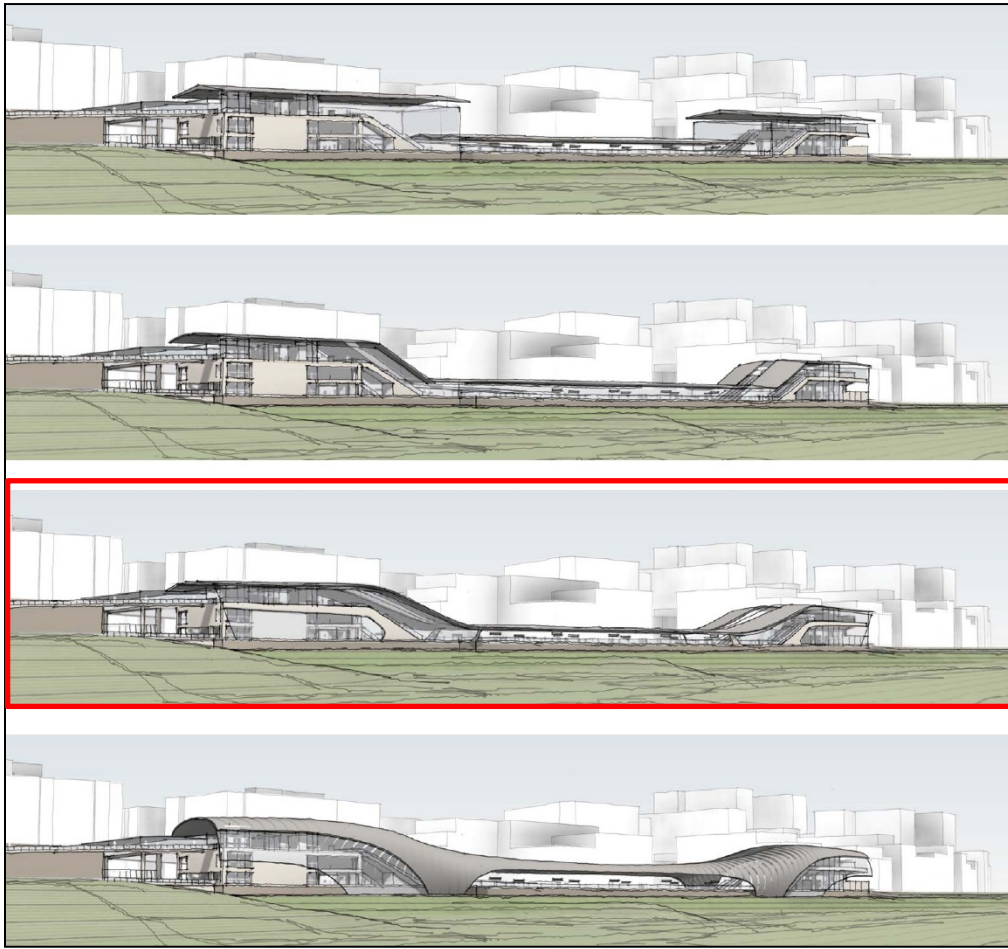


Figure 4. Station Enclosure Forms (top to bottom): Split-form Geometric, Single-form Geometric, Single-form Curvilinear, Single-form Curvilinear Alternate.

At the fifth work session (3/16/16), the BAR reached consensus on the general architectural character, finding that the use of a structural exoskeleton system, similar to the design *parti* at Thorncrown Chapel in the woods of the Ozark mountains but in earth tone metal, was an appropriate approach for a station sited in a natural setting on the GWMP. Using the design principles developed and endorsed by the BAR and PYMIG over the course of several months, the design team developed an architectural skin that enhances the curvilinear station form and massing of two larger end elements (mezzanine pavilions) connected by a low, long central element (the passenger platform.) Recognizing that the station would be clearly visible from the GWMP and acknowledging that large, unbroken expanses of glass could have an overwhelming affect when illuminated or reflecting glare, the design has evolved to a narrow glass ribbon where needed to shield pedestrians from weather on the mezzanine level. This sits above an open, louvered ground level screen wall and both levels are layered behind a pronounced, unifying exoskeleton scrim, or veil. The entire structure rests on an undulating natural stone base that recalls the historic infrastructure of the GWMP. The use of three distinct materials and

elements (glass, louvers and scrim) reduces the overall scale of the end elements and better expresses the functions inside. Therefore, the passenger experience is highlighted by views through the glass portion while the lower area exterior is defined by louvers that screen the necessary mechanical functions in shadow and allows the station to recede into the landscape.

As noted above, the use of a pronounced exoskeleton expressed as a scrim in front of the glass recalls the Arts & Crafts character of Thorncrown Chapel¹. At that site, strong structural elements sit on a natural stone base and break up the view of the glass wall, creating an organic, almost camouflage quality appropriate for the sacred chapel's setting in the woods (Figure 1). This natural aesthetic uses strong, natural materials in a sculptural and refined manner and modestly integrates the building into the hill, rather than it shouting for attention from the top of the hill. This design *parti* seemed to respond most clearly to the BAR's direction that the Potomac Yard station should be "of the Parkway" rather than red brick Old Town or modern Potomac Yard.



Figure 5. Thorncrown Chapel, E. Fay Jones, architect. Eureka Springs, AK, 1980.

¹ Thorncrown Chapel, constructed in 1980 in Eureka Springs, Arkansas was selected for the 2006 Twenty-five Year Award by the American Institute of Architects, as well as being listed on the National Register of Historic Places in 2000, a status only granted to buildings less than fifty years old if they are exceptionally significant. The architect, E. Fay Jones, was an apprentice of Frank Lloyd Wright and the chapel has Japanese inspired design elements like those that influenced the early 20th century Arts & Crafts and Prairie styles for which Wright was famous.

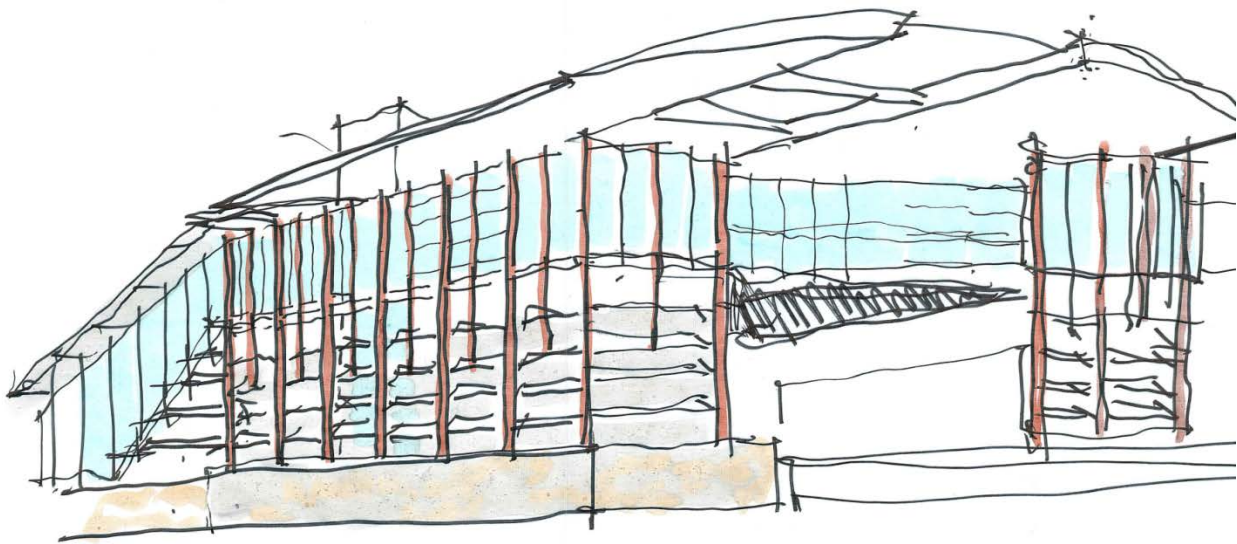


Figure 6. Potomac Yard Metro Station studies, March 2016.

The original barbell design consisting of two curvilinear pavilions connected by a long, low platform evolved into a five-part plan with hyphens inserted between the pavilions and the platform. This is primarily because the BAR asked for a visually open interior space between the escalators and the resulting complex shapes over the stairs and escalators were distracting, compromised the design integrity of the mezzanine pavilions and needed to be simplified. The exoskeleton at the stair hyphen is internalized so that the hyphen is a more discrete, neutral element with a simplified roof and glass applied to the exterior of the frame, recalling the condition of the simple glass wall of the mezzanine at the end above the tracks. (Figure 2) Although it has sometimes been shown as a full height glass wall, the hyphen enclosure must remain open on top and have mesh or louver panels at the bottom to allow for air circulation. Additionally, sun-control elements that are integral with the storefront system may need to be explored further. The hyphen roof is now a simpler form and intersects just below the main roof of the visually discrete pavilion. The soaring interior space of the pavilions with the end walls open to the sky recalls some late 19th century train station platforms.

During the later work sessions, the BAR also focused on the key ancillary elements such as the pedestrian bridges, pedestrian/bike ramps, entry pavilions in Potomac Yard and site elements. The BAR noted that the northern pedestrian bridge would be extremely visible from the GWMP throughout the year. The BAR advised that the bridge design should reflect continuity with the overall design approach of the station and a rooted connection to the infrastructure of the GWMP. Revisions to the pedestrian bridge have been included in this submission and will be discussed below. The BAR also noted that the design of the pedestrian/bike ramps and entry pavilions should continue to relate to the overall design concept and include unifying elements and materials.

ANALYSIS OF CURRENT DESIGN AND SUBMISSION

Station and platform

The concept design currently before the BAR includes the five-part curvilinear station/hyphen/platform design that has been refined over the past few work sessions. The applicant has provided information regarding proposed materials, though the design concept remains unchanged based on the BAR's positive earlier response.

At the past two work sessions, the BAR has requested more information regarding the auxiliary components and site elements. The current submission reflects this ongoing refinement. There are refined design studies for the pedestrian bridges located at each end and the entry pavilion on the west side in Potomac Yard. The design team has also included material information. There is no new information on the pedestrian/bike ramps.

It should be noted that, due to the limited amount of time, the design team was unable to provide all of the additional information requested by the BAR and staff and the designers have focused on bringing all elements of the station complex up to the same concept review level of design and require substantial detail refinement. Specifically, a complete materials palette and site elements such as lighting, fencing and other security measures have not been provided. However, both materials and these types of design elements are generally reviewed at the Certificate of Appropriateness phase and should not preclude the BAR's endorsement of the concept design. As a reminder of the design-build nature of this project, the design has progressed significantly beyond what the BAR reviews at a typical scale, mass and general architectural character concept review, but much work remains.

Pedestrian Bridges

Because of the required clearance above the rail tracks and the distance across both the Metro and CSX tracks, the two pedestrian bridges are large and visually prominent but are critical support infrastructure for the station operation. At the previous work sessions, the BAR noted that the pedestrian bridges, particularly the northern one, would be very visible from the George Washington Memorial Parkway and therefore asked for further study. The Board also restated that the pedestrian bridges should relate to the architectural character of the station as a whole and should not appear as foreign appendages. The BAR had mixed opinions over which alternative to pursue, with some preferring a refined vertical truss system and others supporting the splayed arch form. The National Park Service expressed serious concern with the arch forms for the pedestrian bridge because they felt it became a significant design feature rather than a secondary, background element for the station.

Staff worked with the design team to explore the splayed wall without an arch and it was very apparent from initial study that such an approach would introduce a foreign element to the overall design. Additionally, the mix of vertical walls and segmental arches throughout the project are clear references to GWMP infrastructure whilst the splayed wall had little connection to the GWMP. Therefore, the design team continued to refine the BAR's comments regarding the truss scheme. The previous comments indicated support for this type of scheme but noted that the diagonal members should not be overbearing and the verticals should architecturally relate to the station walls. Figure 7 shows an updated rendering of the pedestrian bridge that is

visually light for the bridge portion yet grounded to the GWMP with the stone piers. Staff strongly supports this approach, as it limits the diagonal braces and makes the bridge as appear as structurally and visually light as possible. While staff recognizes that engineering needs may call for additional support, these should be as delicate as possible. As an example, cables may be used for diagonal truss chords in tension.

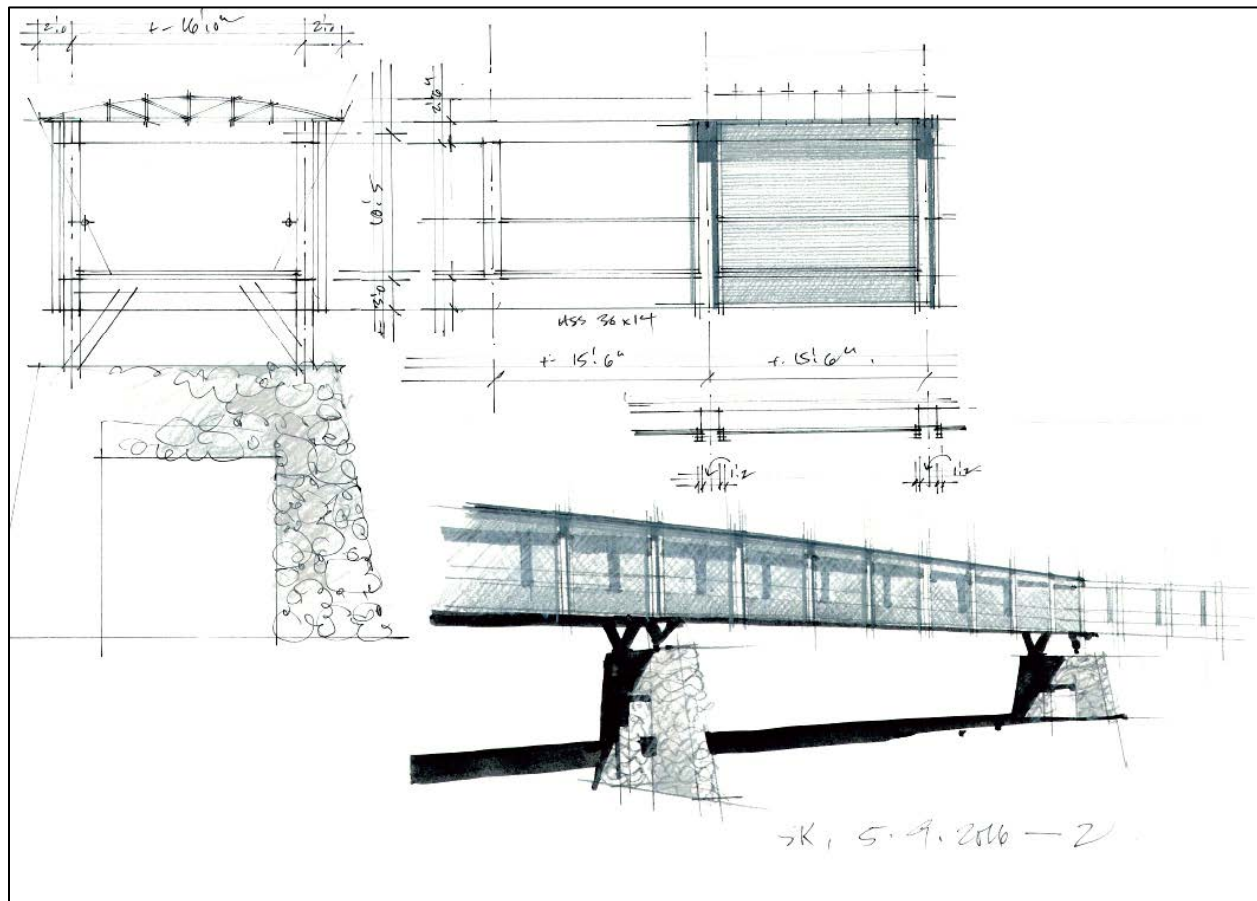


Figure 7. Refined truss system for the pedestrian bridges with stone piers, visually minimal diagonal chords, a curved roof and mesh walls.

Pedestrian/Bicycle Ramps

The proposed ramps, located on grade to the maximum extent possible and supported by dancing *pilotis* (piers) with glass railings where elevated, relate to the overall station design program. Despite the size and length of these elements, they will generally be low and paired with stone planter walls and landscaping, therefore the ramp on the east side will not be visually prominent from the Parkway. The glass box intended to house the bike storage has begun to pick up on key design cues from the station ends but staff recommends enhancing this element by also incorporating a similar but appropriately scaled down version of the wall louvers used on the adjacent station. Although it has been graphically shown as glass in some presentations, the bike storage enclosure was always intended to be metal grating and the BAR asked for samples at the previous meeting. “Transparent” or “see-through” may be more appropriate description. As with the pedestrian bridges, the materials and forms of the ramp should continue to relate to the

overall station design and historic GWMP infrastructure. For instance, staff recommends that any openings within a stone wall be spanned by a segmental arch, to recall the form of the historic stone Parkway bridges and the traditional load bearing use of stone.

No new information has been provided on the pedestrian/bicycle ramps. However the BAR has supported the general design direction described above that relates to the architectural character of the overall project. In the scope of the whole project these are ancillary elements whose design can be finalized as part of the Certificate of Appropriateness.

West Pavilions

The west pavilion, located in Potomac Yard and intended to function as a gateway element to the Metro station, features stone clad and glass walls with a flat roof. The design approach provides a connection between the GWMP and Potomac Yard, identifying the proximity of the GWMP. A pavilion will also be located on the northwestern side of the station and will be outside the Old and Historic Alexandria District. The final location is dependent on other factors but it is presumed that this pavilion will be essentially the same design as the southwestern pavilion. While the flat roof is not consistent with the arch roof form of the station, the materials and other design details will relate to the overall design. Staff recommends endorsement of the height, scale, mass and architectural character of the pavilions.

Materials

The BAR and design team have discussed materials in broad terms throughout the process. It is anticipated that the applicant will bring a materials board to the BAR hearing. For a public structure as visible as this building, it is critical that the highest quality and most enduring materials be used to stand the test of time. The BAR has noted since the very beginning that the station's materials should strongly related to the GWMP, suggesting that Potomac River granite, metal and possibly wood be considered. An appropriate stone with color, cut and size that is consistent with the historic GWMP infrastructure should be used. The glass should not be unnaturally reflective and should provide visual lightness but could have a light color tint. The metal mesh proposed for the pedestrian bridge walls is high quality and should visually recede, though full scale mock-up panels for all of the materials will be necessary for final approval and is a standard condition of the DSUP. The color choice for the exoskeleton and truss system will be very important and should be studied in more detail as part of the Certificate of Appropriateness review process.

Summary

Staff recommends endorsement of the height, scale, mass and general architectural character of the concept design for the station at this time. However, because the station will be constructed under a design-build contract, the BAR has consistently asked for additional information during the concept review phase to ensure that the builders understand that high-quality materials and well-crafted design details will be required as part of the final design approval. In general, the design team has responded to the BAR's comments while also incorporating WMATA's programmatic requirements and the feedback from multiple stakeholders. The BAR will not take formal action for approval until a Certificate of Appropriateness is requested.

Staff recommends that the BAR endorse the height, scale, mass and general architectural character of the overall station design with the following conditions:

General

1. Provide a materials and color palette including samples of fences, railings, stone, metal and glass options and include materials that are required WMATA standards.
2. Explain any additional security features that will impact the design, such as fencing and lighting, or cleared areas required for surveillance.
3. Provide renderings of the station from the GWMP at night that indicate how site, security and general building illumination will be directed down, away from the Parkway and contained within the station to avoid a lantern effect at night.
4. Show all landscape elements and accessory structures: ramps, fencing, retaining walls and grading that will be integral to the overall station design.
5. Clarify how parking or outdoor maintenance and storage will be prevented on the east side of the rail tracks.
6. Provide a package of exterior signs proposed for the station complex. No station identification signs will be permitted facing or directed toward the GW Parkway.

East Ped/bike Ramp

7. The irregular columns (*dancing piloti*) shall be an earth tone color to minimize their visibility in the trees. The guard rails on each side of the ramp shall be as open and transparent as possible.
8. All of the walls associated with the ramp shall be a natural stone veneer to match the color, scale and bonding pattern of the historic stone bridges on the GW Parkway.
9. The final design of the bike storage area shall be refined as part of the final approval by the Board of Architectural review.
10. The lighting for the ramp shall not include vertical light poles. All lighting shall be integral with the railing and directed downward onto the ramp.
11. The overlook area shall be a metal finish and color compatible with the station. Study the structure and finish materials of the east elevation of the overlook as a potential public art location.

Station (Mezzanine and Platform)

12. The entire base of the station shall be a natural stone veneer to match the color, scale and bonding pattern of the historic stone bridges on the GW Parkway.
13. The entire exoskeleton for the mezzanines shall be metal. The finish and color of the metal shall be an earth tone finish to be approved by the BAR. The color of the louvers shall be a different color than the primary structure of the exoskeleton.
14. The columns for the platform level shall be metal and the color and finish shall be coordinated with the exoskeleton.
15. The roof for the mezzanines (except where skylights are provided) shall be zinc or a comparable natural weathering, earth tone metal.
16. Provide samples of the glass frit pattern and color for the skylights
17. The glass walls of the station shall be generally transparent and non-reflective. Provide 1' x 1' samples of the glass for review of the color. Provide connection details for butt glazing conditions and material transitions to maintain a visually delicate appearance.

18. The security fencing shall be limited to a maximum height of 6 feet and shall be an open mesh fence to minimize its visibility. The fence shall be a dark color to minimize its visibility through the trees.

Pedestrian Bridges

19. Staff recommends the refined truss pedestrian bridge option (Figure #7 above), with a low curved roof to recall the main station and that the truss system be as visually light as possible with visibly minimal diagonal chords.
20. Provide large scale sections and details of the selected pedestrian bridge option including the stone supports, the shape of the roof and supporting structure, the truss and exoskeleton, and the mesh bridge wall material(s)
21. As part of the final structural design of the pedestrian bridge the diagonal members of the truss shall be minimized to the greatest extent structurally feasible through material, size, shape and color.
22. All components of the bridge for shall be metal. The color of the metal shall be an earth tone finish approved by the Board of Architectural Review.
23. The roof of the bridges shall be zinc or a comparable natural weathering, earth-tone metal compatible with the station roof.

West Pavilions

24. The base of the pavilions, as depicted on the elevations, shall be a natural stone veneer.
25. The stone on the front facade shall include scaling elements to enhance the relationship to the adjoining sidewalk - promenade.
26. The bike storage structure and the west pavilion must be further refined to incorporate design details from the main station.

The recommendations above recognize that much progress has been made to date and that, fundamentally, the design of the station should not change but that there are some key elements that need further refinement in the coming months prior to a request for a Certificate of Appropriateness.

PROCESS

As mentioned previously, the Potomac Yard Metrorail Station is going through an extensive public review process and will incorporate feedback from a number of bodies, including the BAR, the Potomac Yard Metrorail Implementation Group (PYMIG), Planning Commission, and City Council. Beyond the public hearings, PYMIG and the on-line AlexEngage (<https://engage.alexandriava.gov>) are the primary forums for the public outreach. Because there are many interested stakeholders, as well as a number of internal and external technical and regulatory requirements from agencies including WMATA, CSX and the City, the design process for this project will continue to be highly iterative. Of course, the City continues to work closely with the National Park Service (NPS) on all aspects of the design of the Metrorail Station and its landscape setting.

As a reminder, there is also a separate and parallel review process that will consider potential effects on National Register properties under Section 106 of the National Historic Preservation

Act of 1966. This review is being led by the Federal Transit Administration and many of the consulting parties in this process are local preservation groups.

It is expected that Planning Commission and City Council will review the related Development Special Use Permit (DSUP) application for the proposed Metrorail station in June 2016. As is the normal process for a BAR concept review of a DSUP application, the applicant must provide a more detailed design and request a Certificate of Appropriateness from the BAR, following City Council approval of the DSUP.

Complete information about the Potomac Yard Metrorail station project can be found at www.alexandriava.gov/potomacyard.

ATTACHMENT

1. Applicant's graphic materials dated May 18, 2016

ATTACHMENTS AVAILABLE WITH ONLINE DOCKET

- 1— [Staff Report with minutes and presentation for April 20, 2016](#)
- 2— [Staff Report with minutes and presentation for March 16, 2016](#)
- 3— [Minutes and presentation for December 16, 2015](#)
- 4— [Staff Report with minutes and presentation for December 2, 2015](#)
- 5— [Staff Report with minutes and presentation for November 4, 2015](#)
- 6— [Staff Report with minutes and presentation for April 29, 2015](#)

Potomac Yard Metrorail Station Design

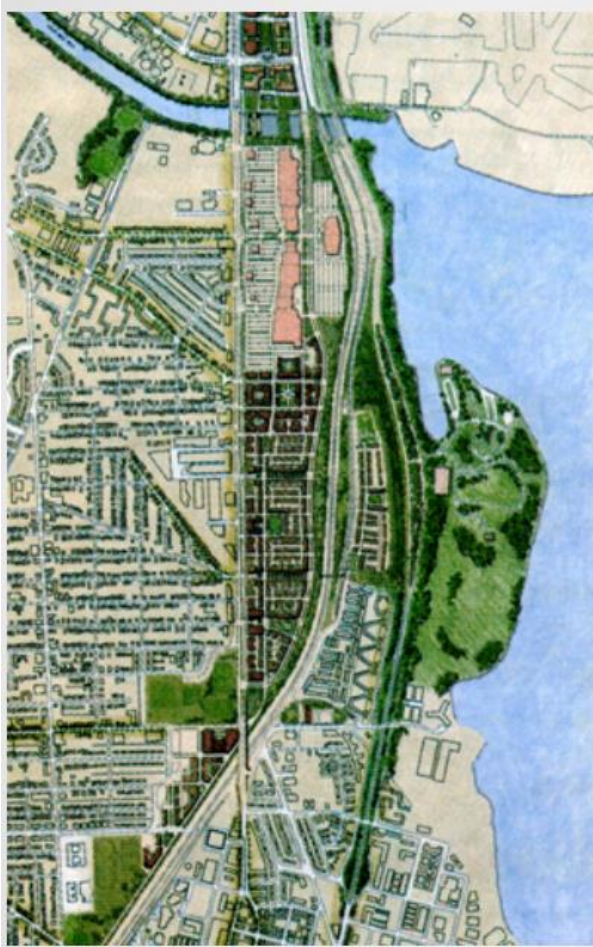
**OLD AND HISTORIC BOARD OF
ARCHITECTURAL REVIEW (BAR)**

CONCEPT SUBMISSION #7

May 18, 2016



Potomac Yard – Context



west pavilions



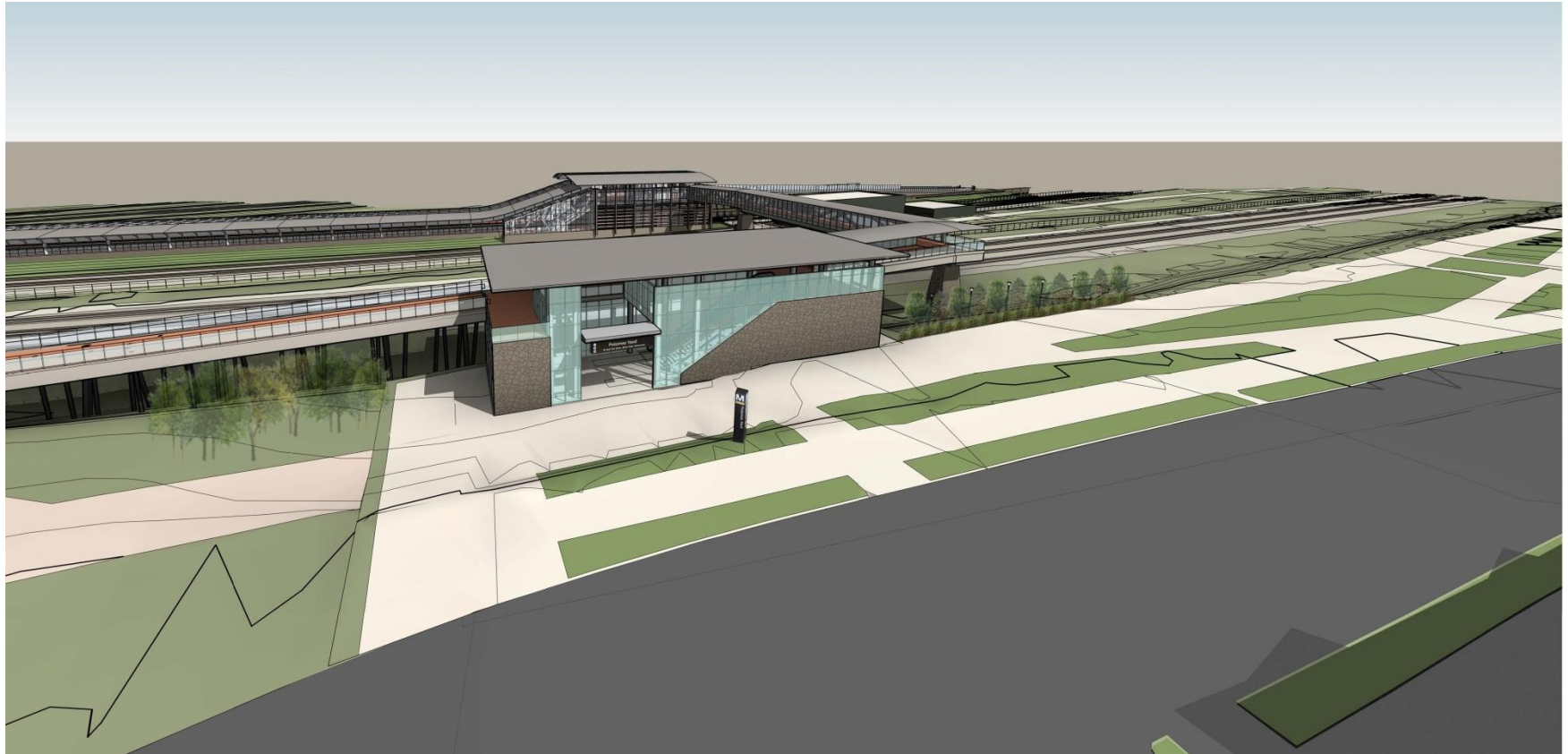
West Pavilions –

view from potomac avenue



West Pavilions –

view from potomac avenue



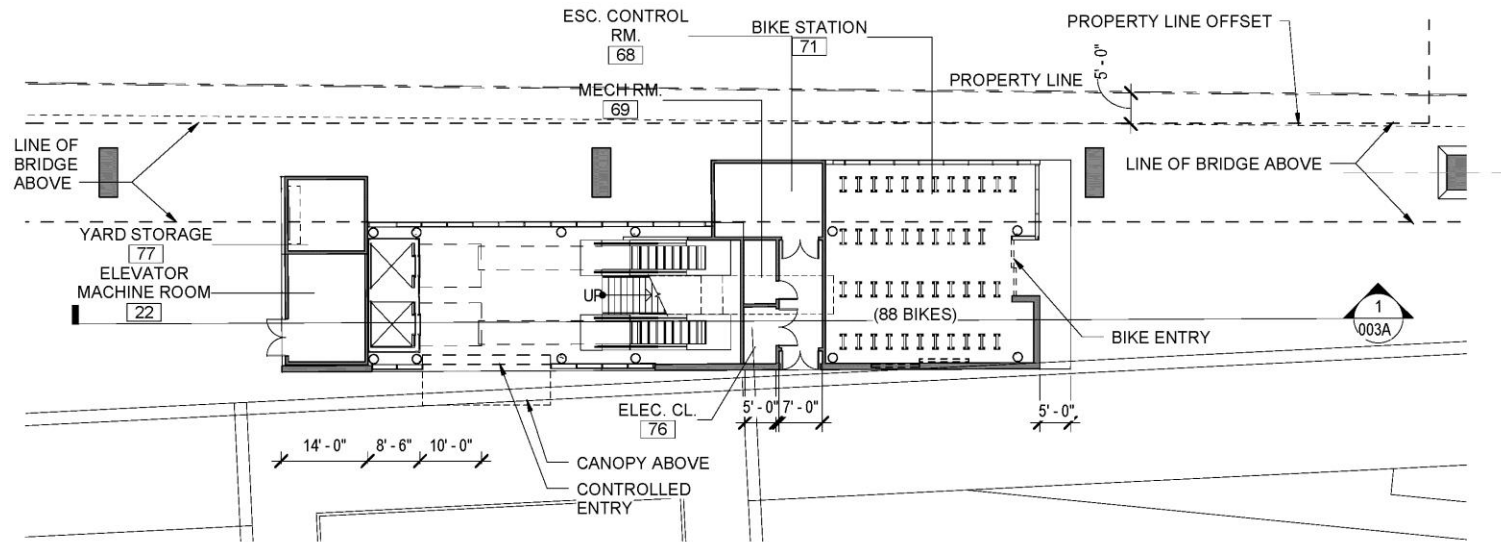
Potomac Yard Metrorail Station

West Pavilions — view from park

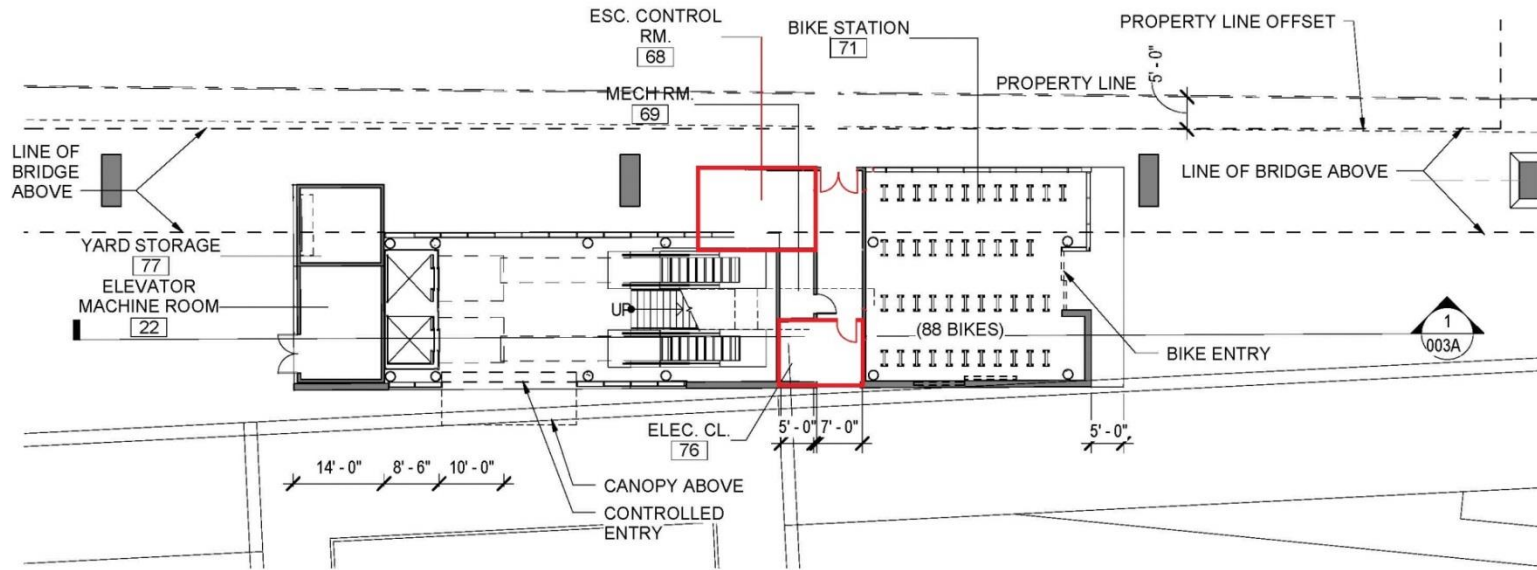


Potomac Yard Metrorail Station

West Pavilions – revised footprints



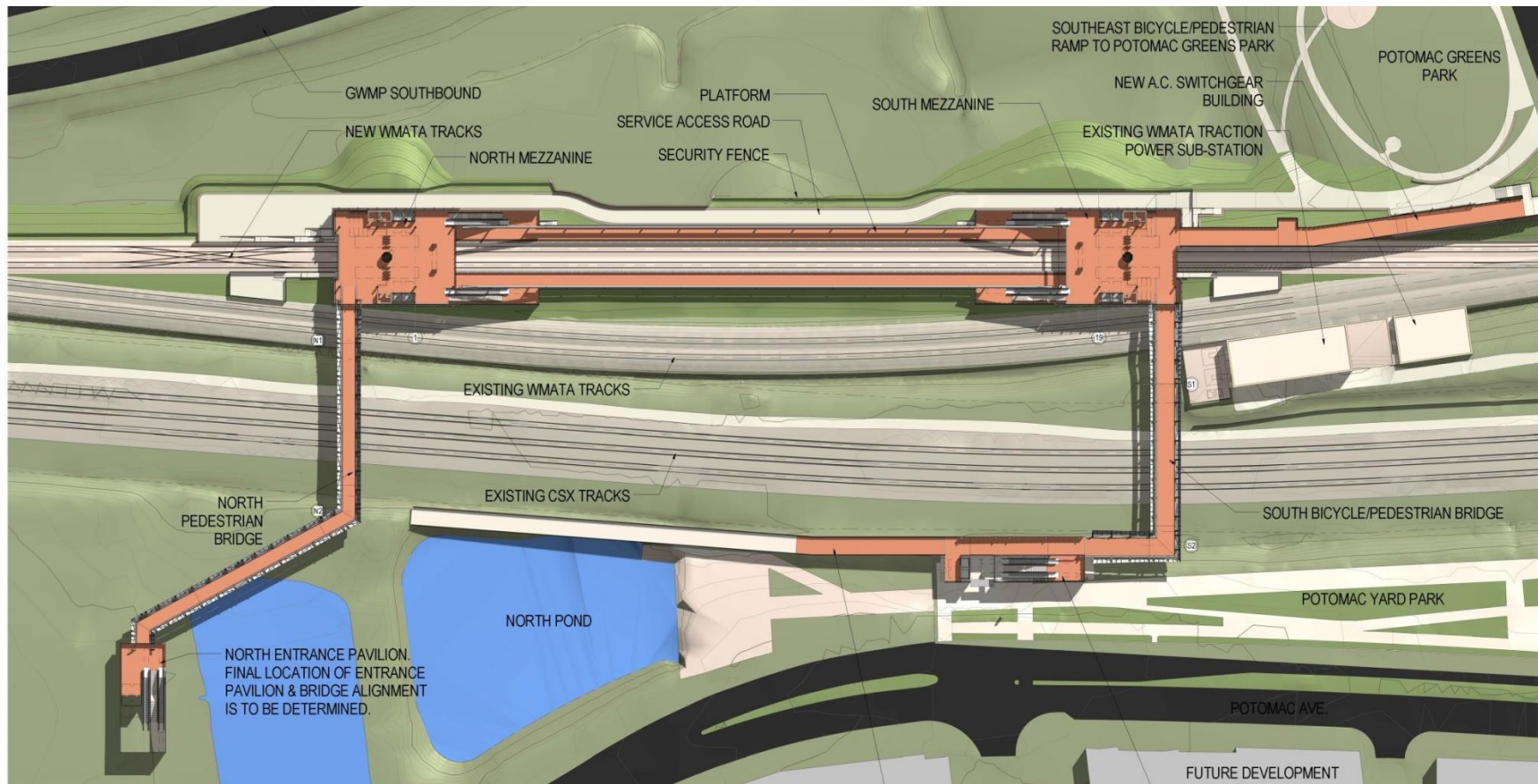
West Pavilions – revised footprints



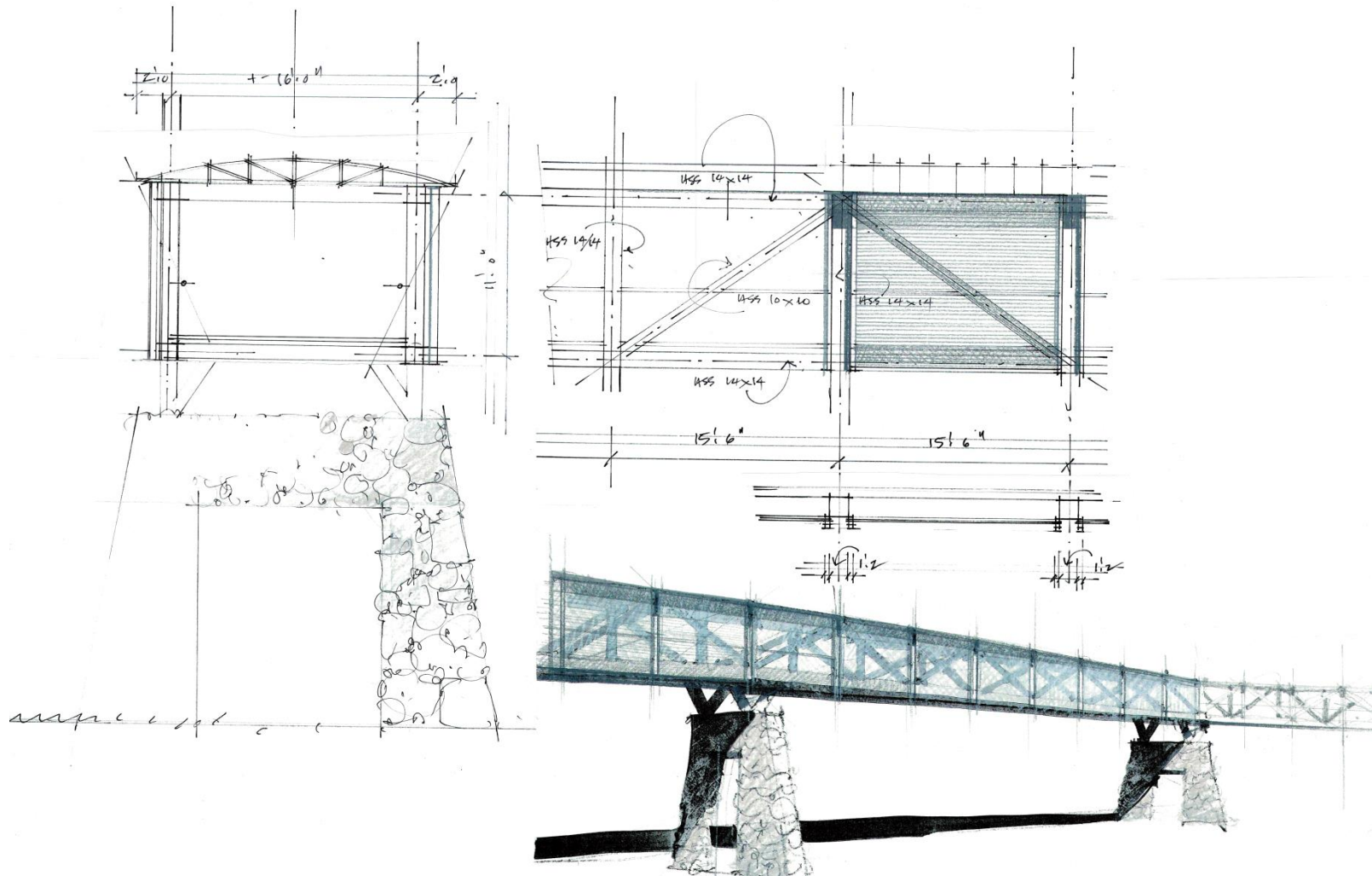
pedestrian bridges



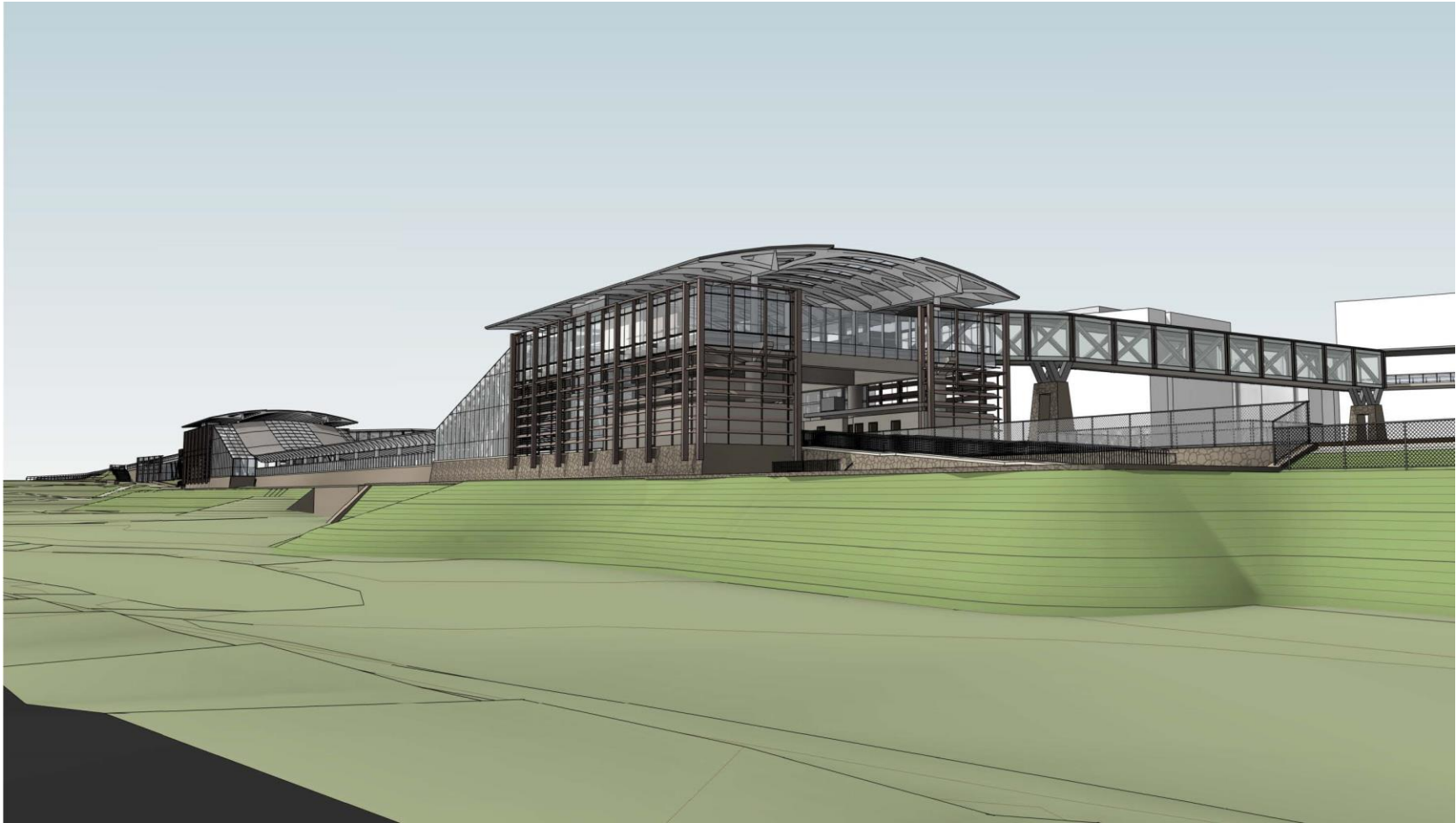
Pedestrian Bridges



Study of Truss and Bridge Supports



Pedestrian Bridge



Potomac Yard Metrorail Station

building elevations

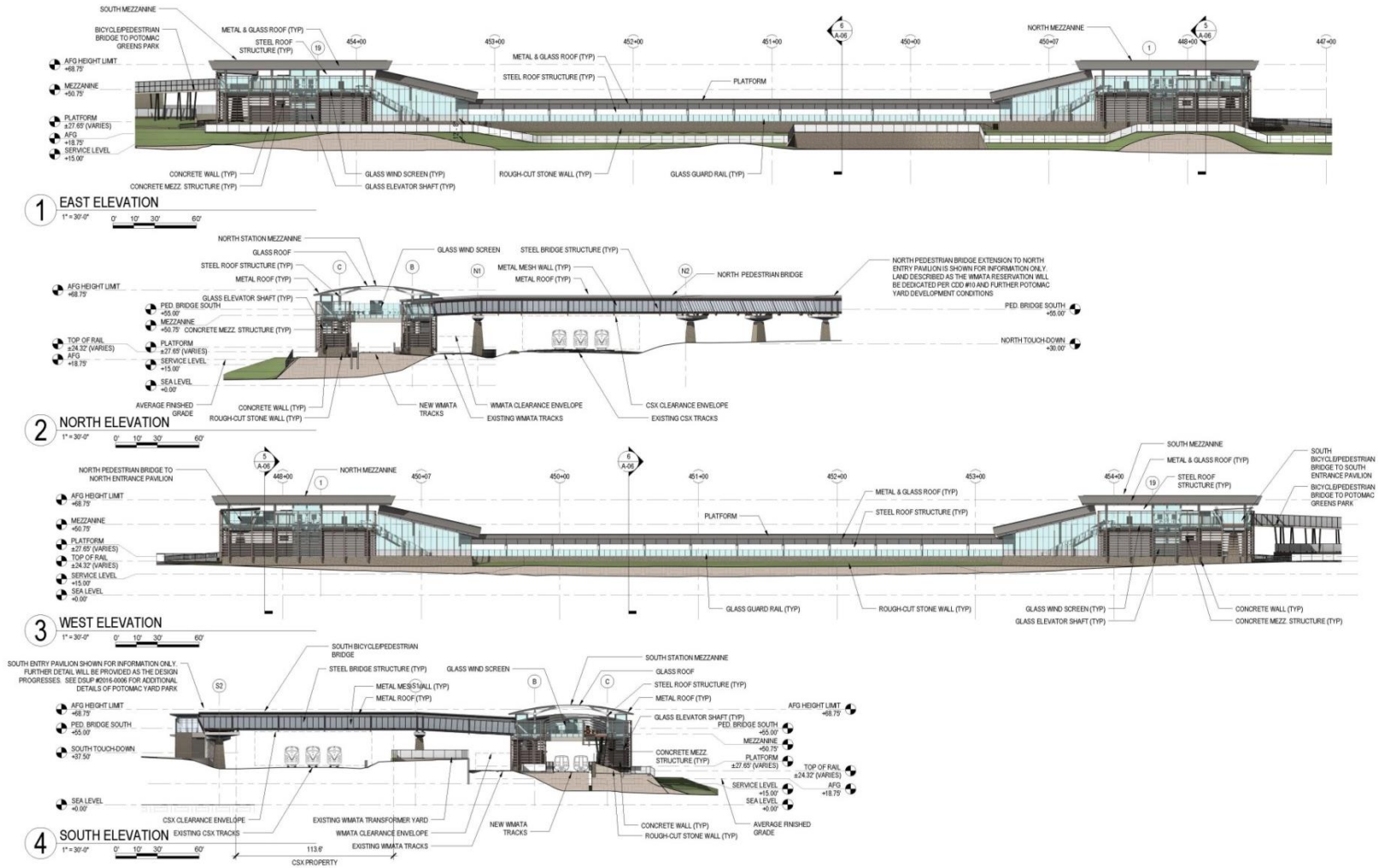


Design Precedent

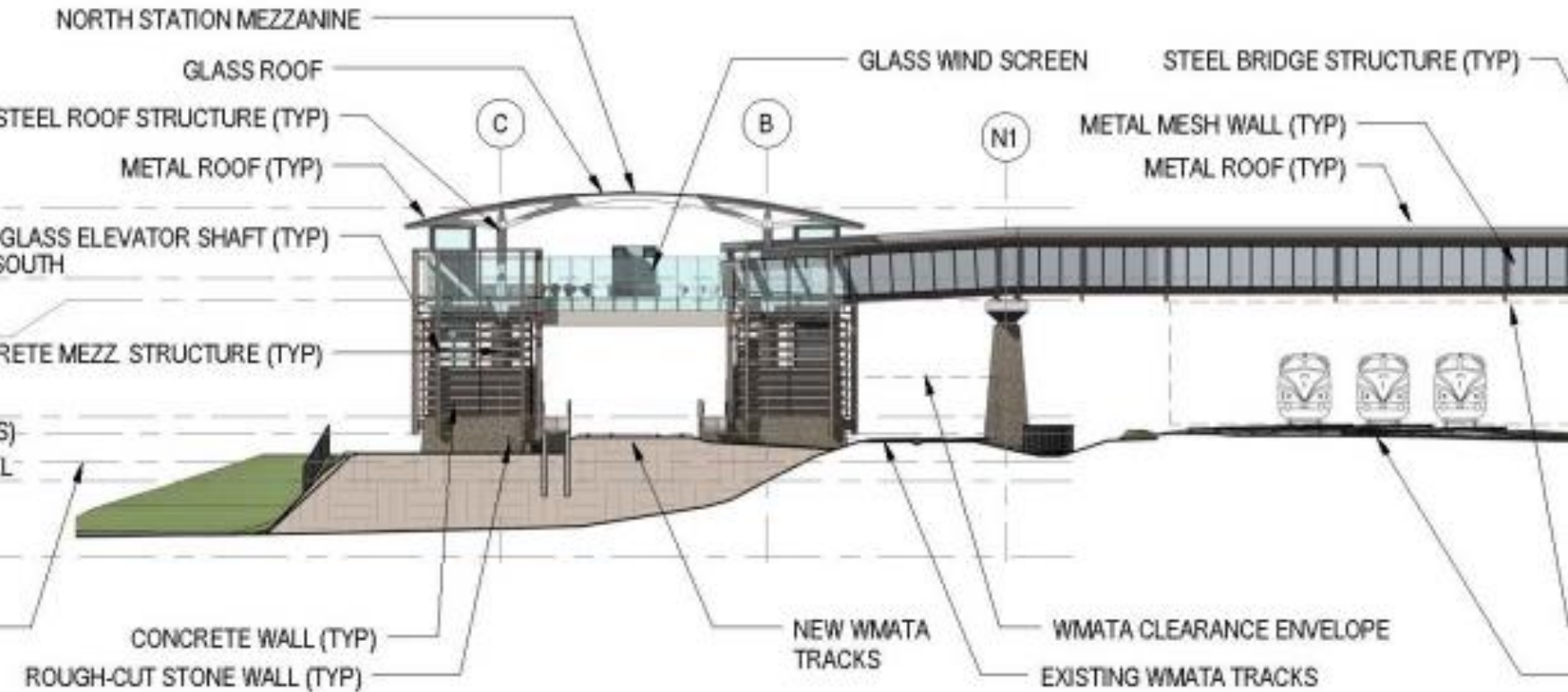


Potomac Yard Metrorail Station

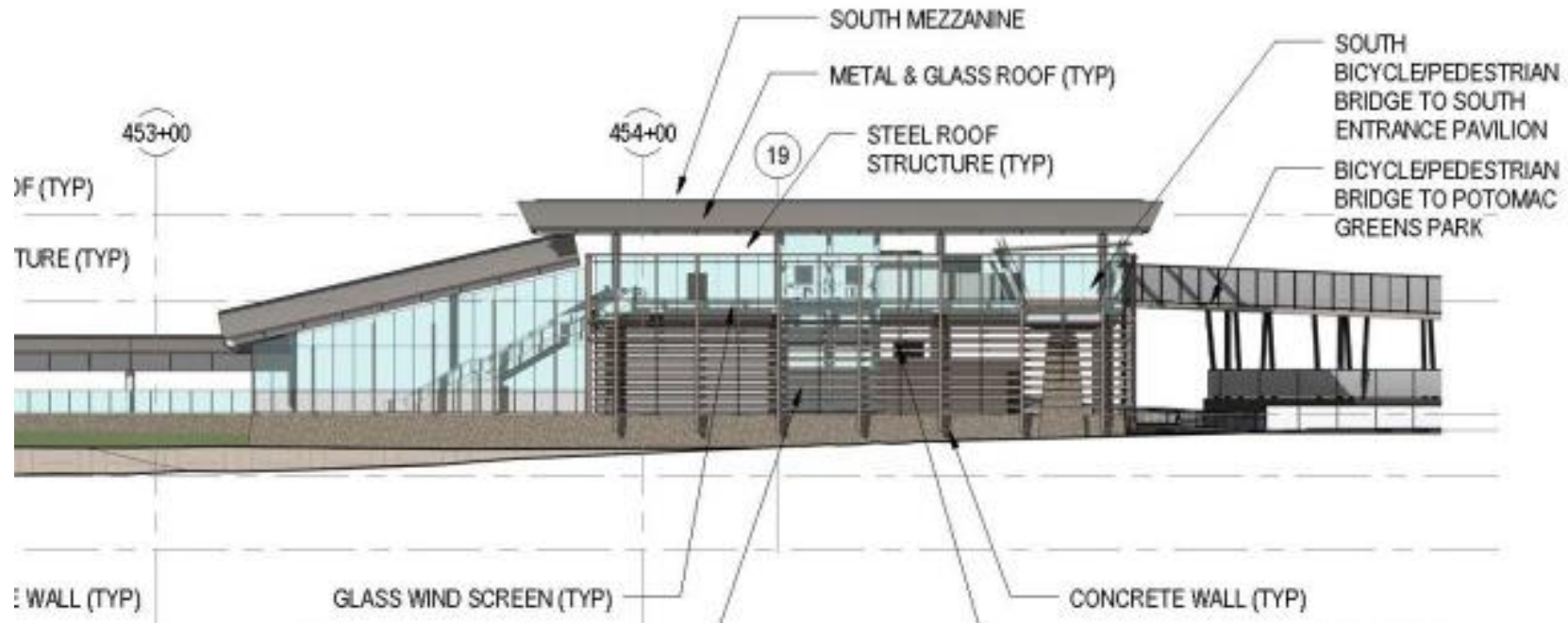
Elevations



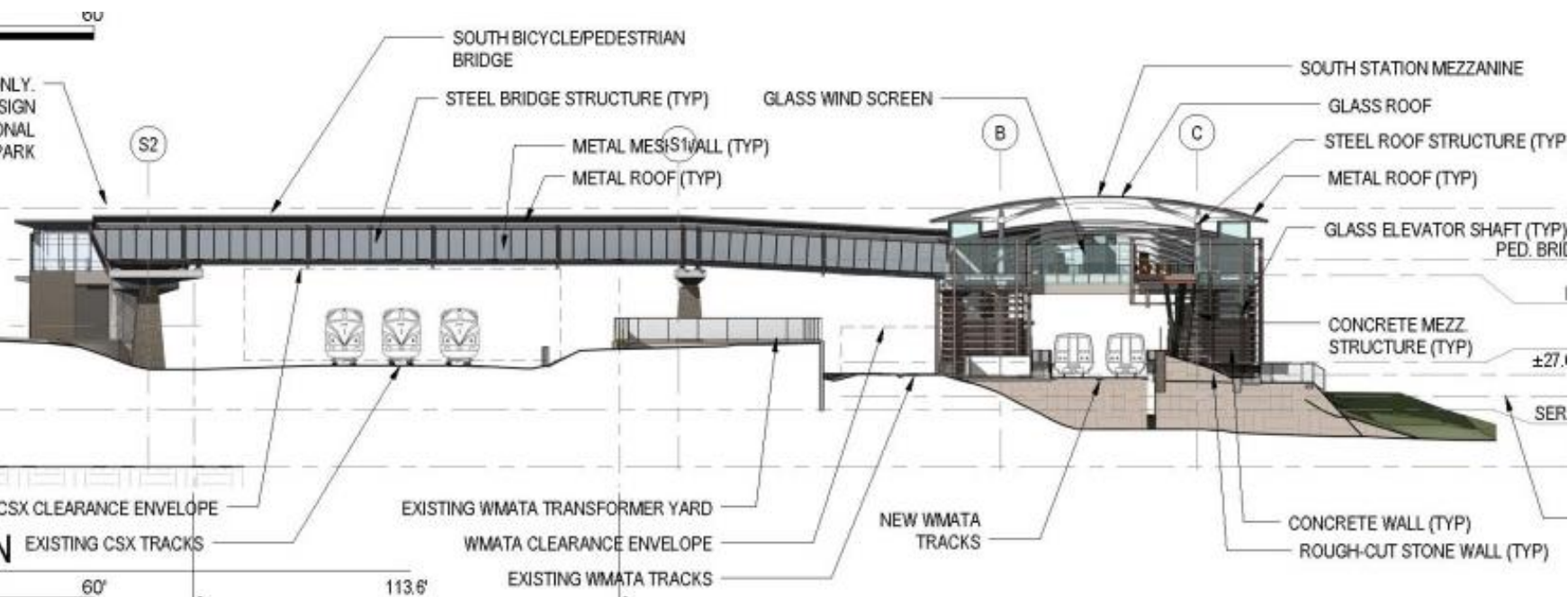
North Elevation



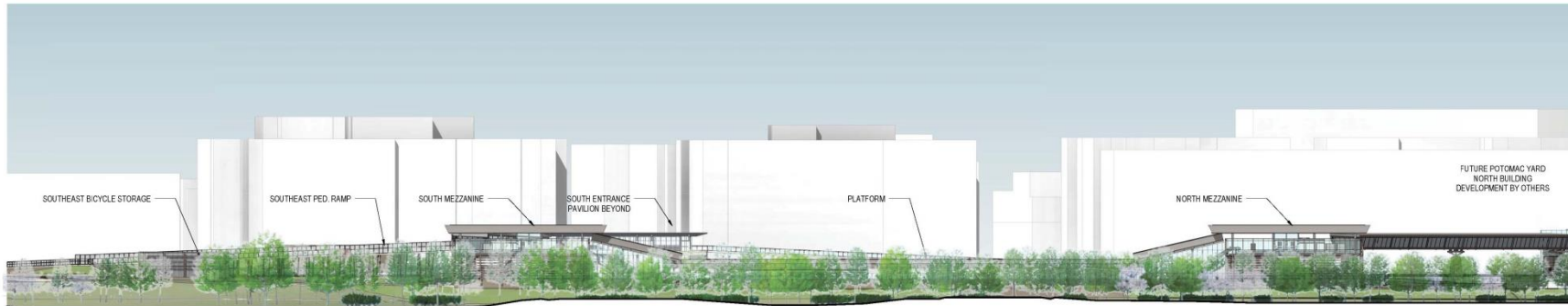
East – West Elevations



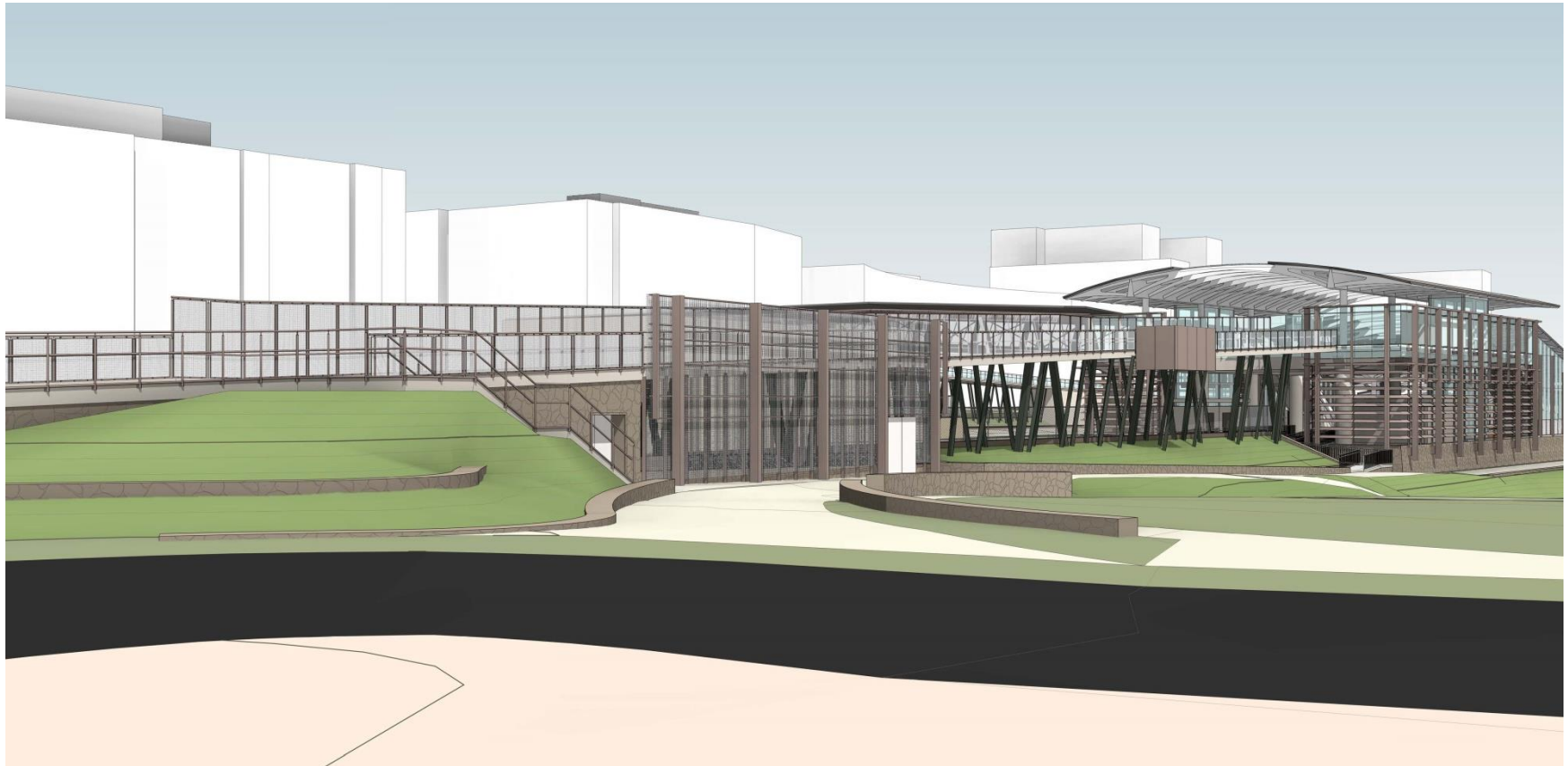
South Elevation



East Elevations with landscaping



East Ramp



Potomac Yard Metrorail Station

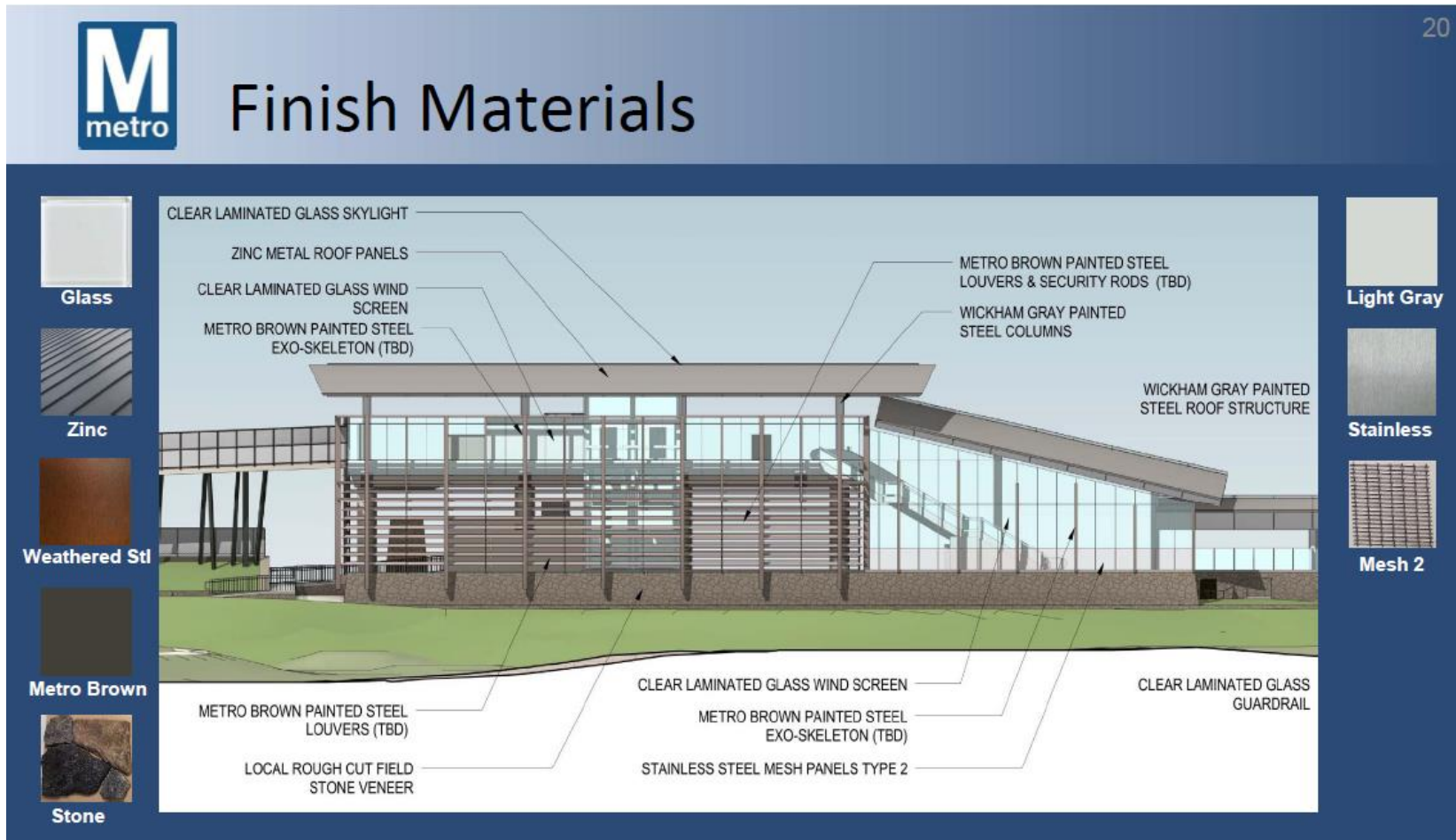
East Ramp with landscaping



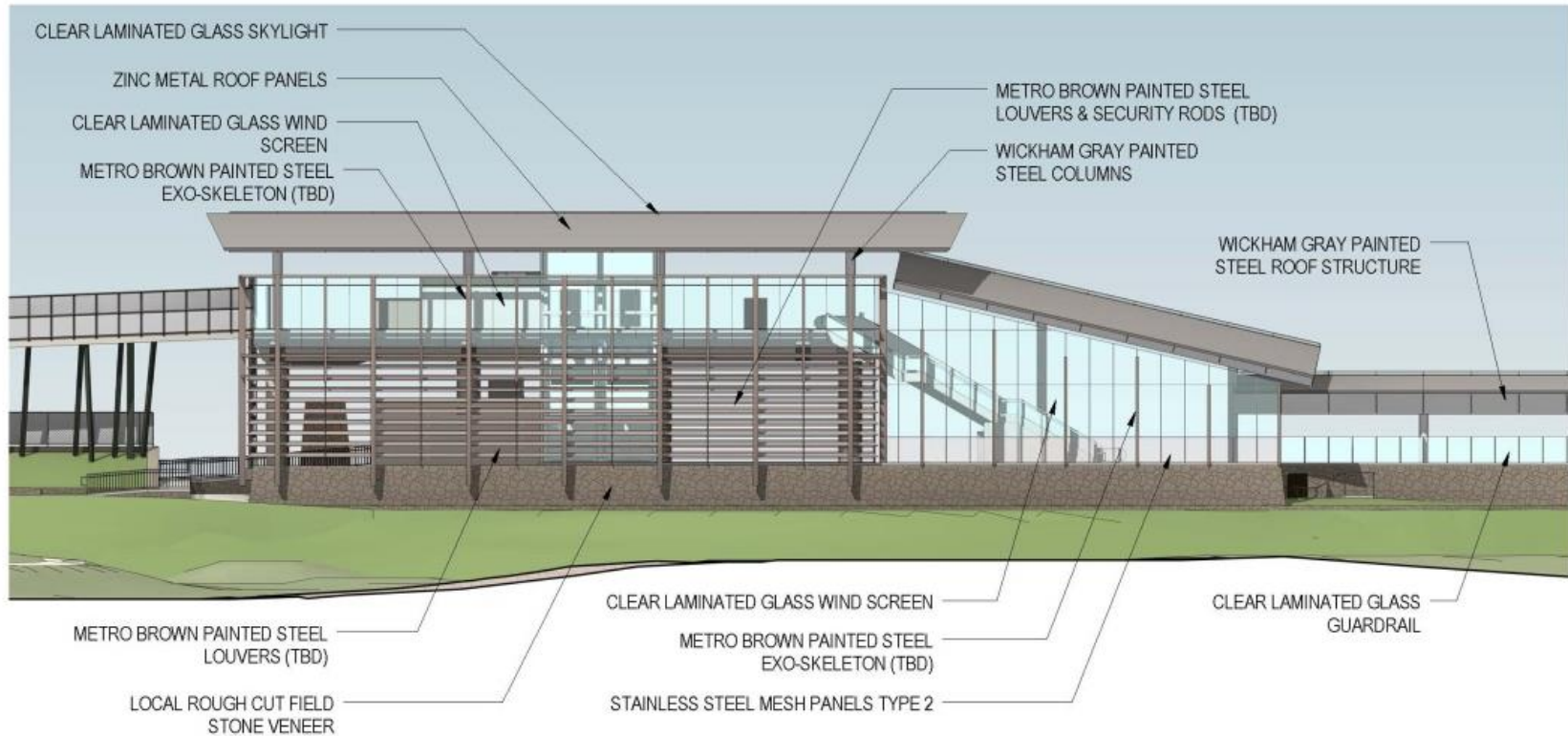
materials-palette



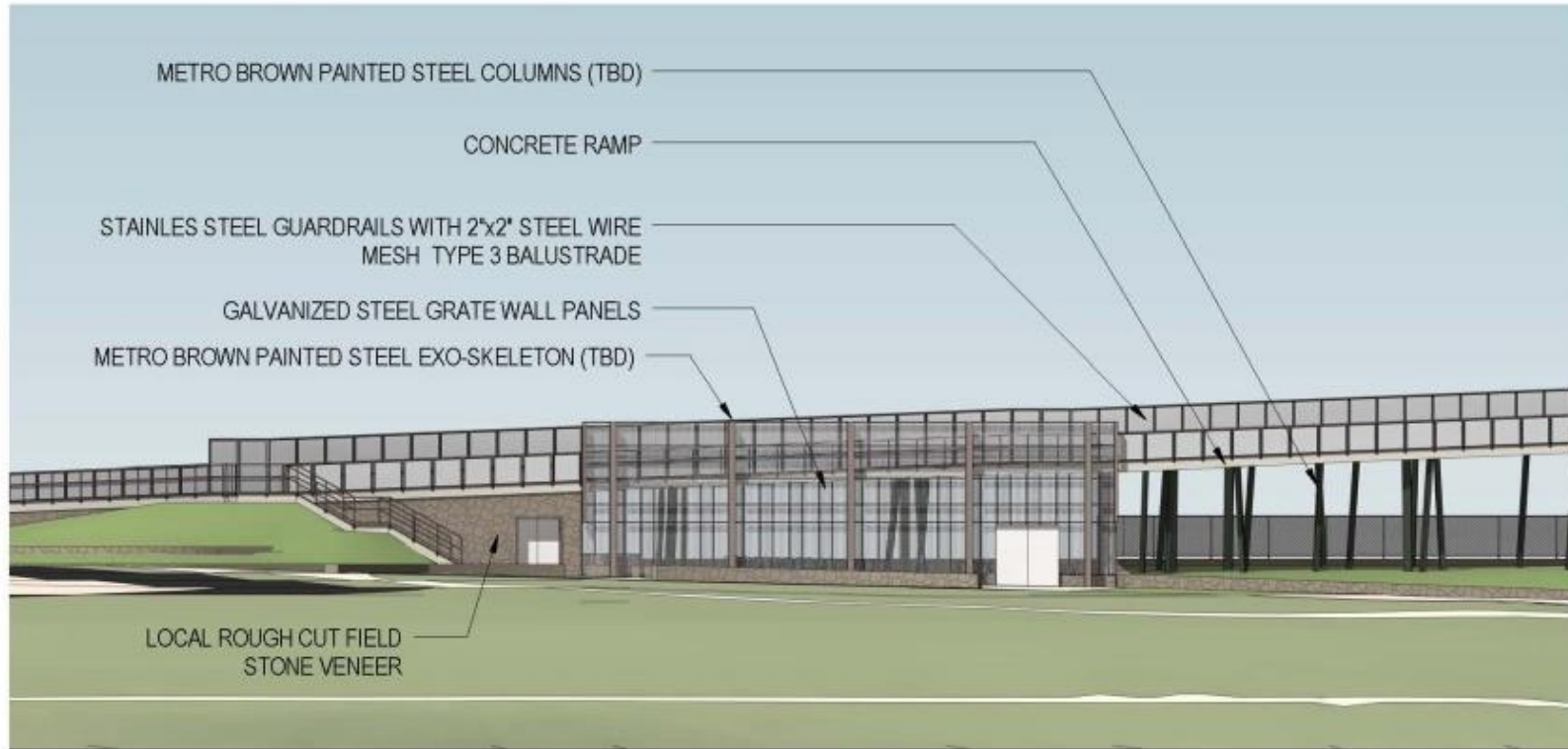
materials – palette



materials – palette



materials – palette



Staff Recommendations

Staff recommends endorsement of the height, scale, mass and general architectural character of the concept design and the conditions listed in the staff report.



QUESTIONS?

For more information, visit:
www.alexandriava.gov/PotomacYard