

*******DRAFT PARTIAL MINUTES*******

Board of Architectural Review
Wednesday, July 24, 2019
7:00pm, Council Chambers, City Hall
301 King Street, Alexandria, Virginia 22314

BAR #2019-00241 OHAD

Request for new construction at 2901 Potomac Avenue (2405, 2501, 3701 Potomac Avenue, 3251 Potomac Avenue [Parcel ID 016.04-01-01], 700 Carpenter Road, 1702 and 1880 Potomac Greens Drive, 2 George Washington Memorial Parkway)
Applicant: City of Alexandria and Washington Metropolitan Area Transit Authority (WMATA)

BOARD ACTION: Partially Approved as Amended, 6-0

On a motion by Mr. Spencer and seconded by Mr. Conkey, the Board of Architectural Review voted to partially approve BAR #2019-00241, as amended. The motion carried on a vote of 6-0.

The BAR approved the Potomac Yard Metrorail Station for the following items:

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

ITEMS FOR DEFERRAL AND RESTUDY AT SEPTEMBER 4TH HEARING

The BAR asked for the following additional information with respect to the details of the station and piers:

- Pier Option #1: Restudy the height of the stone base (make more substantial) and increase thickness of the sill and incorporate curvature into Y-shaped form (potentially looking at previous curvature of pier)
- Refine the sloped roof over the escalator/stair connecting the mezzanine and platform to promote further “disengagement” between the two elements (based on sketch developed by Ms. Irwin during hearing)
- Provide details of the drainage/gutters/downspouts on the station
- Provide a view from the mezzanine looking down the tracks
- Provide a walk-through video showing the roof details

REASON

The BAR supported the mass and scale of Pier #1 and the station roof system, while requesting additional details on the piers, the sloped roof interaction at the mezzanine, and other materials that will help the Board better understand the design details of the station.

SPEAKERS

Daphne Kott, project manager for Potomac Yard Metro of the Department of Project Implementation, introduced the project team and responded to questions.

Tommy Garcia with PYC Constructors made a presentation showing additional project details requested by the BAR at the July 10th meeting and noted what items they were seeking approval of that night. He ended the presentation with the information they would be returning to the BAR in September: material samples and swatches (glass, stone, structural frame); bridge mesh size and mounting location; visible connection details; and outdoor site elements.

Brian Flynn with Leuterio-Thomas (Architect), answered specific questions relating to the roof and downspout design.

Catherine Miliaras reminded the BAR that the telescoping three roof feature over the mezzanine and platform were endorsed by the BAR as part of the previous concept reviews and formed the basis for the RFP with respect to the basic form/design of these roofs.

Fred Robertson, WMATA, said that the requirement to fully cover the station comes from WMATA and that the stations with other/shorter platform canopies were not constructed by WMATA.

Matt Carter with Arup, structural engineer and project manager, responded to specific questions from the BAR relating to a redesign of the three telescoping roofs.

DISCUSSION

The BAR appreciated the additional materials provided by the applicant as they answered several of their questions and helped them inform their questions and decisions.

Ms. Irwin asked for additional clarification from the WMATA representative as to why some recently built stations did not have a full canopy over the platform. Mr. Robertson, representing WMATA, explained that this station must meet the WMATA design requirements for a full canopy as WMATA is building, owning and maintaining the stations. The Silver Line stations which do not have full canopies were not constructed by WMATA. The BAR accepted this requirement for a full canopy over the platform. Ms. Irwin had a number of questions for the applicant regarding the telescoping roofs and made specific suggestions for how to disengage the three roofs from one another without compromising the coverage they provide. Ms. Irwin asked that applicant provide a model of the piers and roof forms at the next meeting.

Mr. Spencer and other BAR members stated a clear preference for Pier #1 but suggested that the applicant consider increasing the height of the base and looking at a more

curvilinear Y shape as presented at the July 10th meeting. The BAR did not find the Pier Option 2 to be acceptable, noting that the inset stone panels seemed awkward.

Mr. Conkey suggested a more robust sill plate between the pier base and the Y so that the transition would be less awkward.

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