

STAFF RECOMMENDATION

NCPC File No. 6200



**CLEVELAND PARK METRO STATION
EAST AND WEST ENTRANCE CANOPIES
3599 Connecticut Avenue, NW
Washington, D.C.**

Submitted by the Washington Metropolitan Area Transit Authority

December 29, 2005

Abstract

The Washington Metropolitan Area Transit Authority (WMATA) has submitted a proposal for the installation of canopies to cover the east and west entrances of the Cleveland Park Metro Station. The Commission approved final site and building plans for standardized station canopies at all but eight Metro station entrances on December 4, 2003. The Cleveland Park Metro Station entrances were among those excepted from that approval because of the narrowness of the sidewalk and the small scale of the historic buildings on the west side of the 3500 block of Connecticut Avenue, NW. WMATA has responded by submitting a modified design for canopies at both entrances to the Cleveland Park Metro Station.

Commission Action Requested by Applicant

Approval of preliminary and final site and building plans pursuant to provisions of Section 5 of the National Capital Planning Act, 40 U.S.C. § 8722(b)(1) and §8722(d); and the Washington Metropolitan Area Transit Authority Compact, D.C. Code § 1107.01 et seq.

Executive Director's Recommendation

The Commission:

Approves the preliminary and final site and building plans for a modified canopy design to be installed above the Cleveland Park Metro Station east and west entrances, as shown on NCPC Map File No. 10.17 (41.14) 41945.

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PROJECT SUMMARY

Site Description

The Cleveland Park Metro Station is located in the 3500 block of Connecticut Avenue, NW. The west entrance is situated in front of small-scale, historic commercial buildings that are contributing buildings in the Cleveland Park Historic District. The east entrance is across Connecticut Avenue from the west entrance, in the same block but farther south. It is adjacent to the parking lot in front of the Park and Shop, which was built in 1930 as one of the earliest shopping centers with parking in the nation and which is also a contributing building in the historic district.

Background

The comprehensive escalator canopy program is being implemented by WMATA to resolve a compliance problem resulting from changes to the escalator code, which requires that all exterior escalators be enclosed. The canopies also shield WMATA customers from rain and snow, and protect the escalators themselves from the elements, a significant cause of escalator breakdowns.

At its December 4, 2003 meeting, the Commission gave final approval to the installation of Metro station escalator canopies throughout the Metrorail system. Eight stations were excepted from the Commission's approval, including the Cleveland Park Metro Station, due to site or location conditions where customized or modified canopies were deemed desirable.

Proposal

The signature canopy design to be installed in most of the system's stations has been modified for the Cleveland Park Metro Station entrances by reducing the width from ten transverse bays to eight transverse bays. The curve of the vault is slightly different, although WMATA anticipates that the difference will be imperceptible to viewers. One bay was removed from each end of the vault, so that the curve of the canopy is symmetrical. The modified canopy otherwise will appear identical to the signature canopy in material, structure, and installation.

Each canopy in the system is a cambered vault of steel and glass supported by steel trusses. The form is reminiscent of the well-recognized coffered ceiling vaults of the interior of the Metro stations. Canopy framing is comprised of arched longitudinal and transverse steel members. The framework is supported above the escalator opening by tempered diagonal steel struts mounted with steel plinths to the top of the granite parapet walls. The truss diaphragm supports the canopy vertical load as well as provides lateral stability. The glazing system is comprised of aluminum framing members and modular glass panels rest on the canopy's structural grid. The lighting is a combination of fiber optic light and halogen lights.

The two wellways (escalator and stair entrances) to the Cleveland Park station are 12'6" in width. The proposed canopies overhang the side parapet walls of the wellways by 1'10" on each side, which is sufficient to accomplish the code requirements for protection from the elements.

The width of the sidewalk on the west side of Connecticut Avenue sidewalk is 31 feet and on the east side 35 feet.



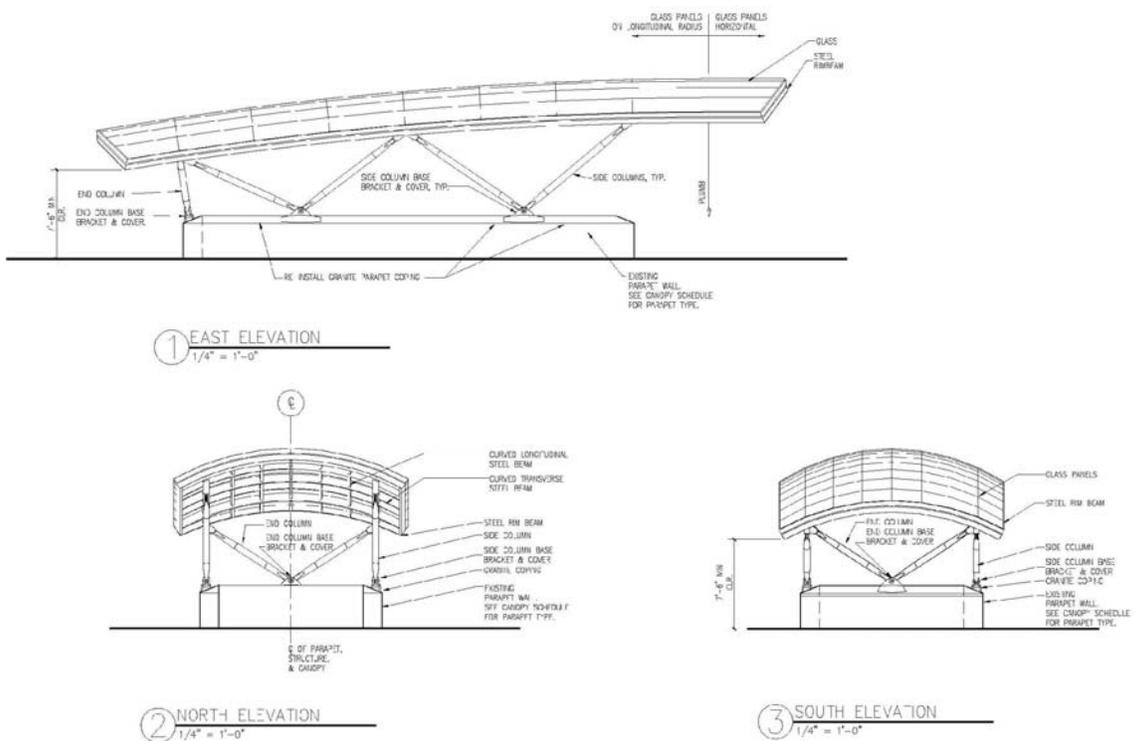
Rendering of Proposed West Entrance Canopy

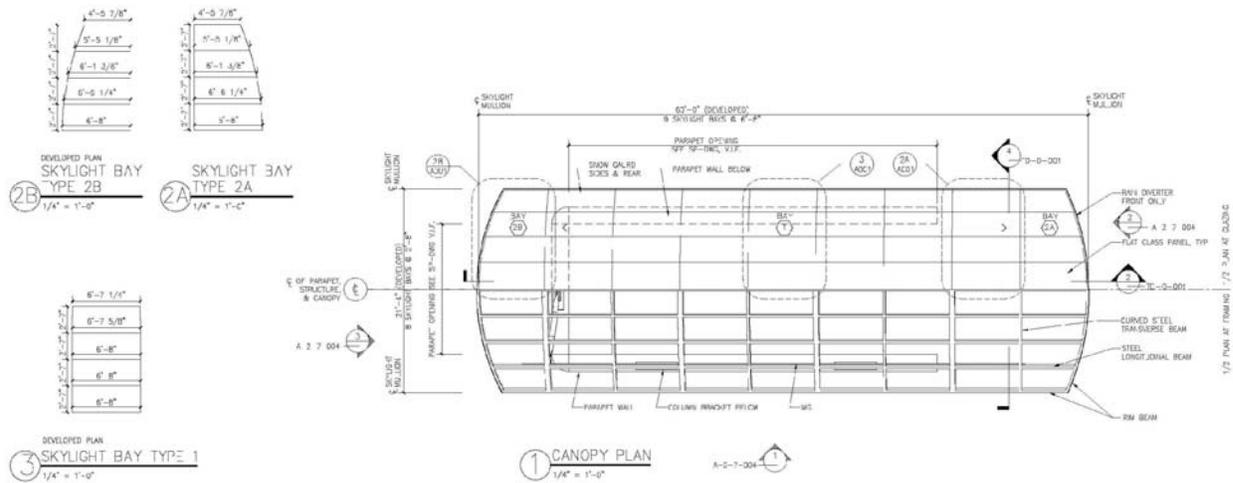


Rendering of Proposed East Entrance Canopy (Park and Shop in background)



The proposed canopy has been reduced in width from ten transverse bays (as in the standard Metro canopy) to eight transverse bays, while retaining a similar curve to the vaulted form. This rendering is of the proposed west entrance canopy, adjacent to small-scale commercial buildings in the Cleveland Park Historic District.





PROJECT ANALYSIS

The modified canopy is designed to continue the established appearance of the system’s standard signature canopy, while responding to the narrow sidewalks and small-scale buildings adjacent to the escalator. The canopy has been narrowed from ten bays to eight bays while retaining the elegant curved form and light appearance recognizable to the public as the signature Metro Station entrance canopy.

The staff commends WMATA for retaining the qualities and appearance of the iconic signature canopy design admired by the Commission when it approved it in 2003, while responding to the site conditions of the 3500 block of Connecticut Avenue, NW.

CONFORMANCE

Comprehensive Plan for the National Capital

The staff finds that the proposal meets the high design standards of the Metrorail system, and the policy goal for the design of all federal projects in the national capital region. The National Capital Image section of the Preservation and Historic Features Element of the Comprehensive Plan for the National Capital states that the federal government should:

1. Express the dignity befitting the image of the federal government in the national capital. Federal development should adhere to the high aesthetic standards already established by the planning and design legacy of the nation’s capital. This legacy encompasses both the old and the new—the capital’s rich architectural heritage, continually augmented by the design contributions of each generation.

National Environmental Policy Act

Staff has determined that the project's preliminary and final site and building plans adhere to the NCPC Categorical Exclusion requirements under §8(C)(21) of the Commission's Environmental and Historic Preservation Policies and Procedures.

National Historic Preservation Act

The D.C. State Historic Preservation Officer previously concurred, and in December 2005 restated its concurrence for the Cleveland Park Metro station canopies, that the proposed installation would have No Adverse Effect on properties listed in or eligible for listing in the National Register of Historic Places adjacent to Metro stations.

CONSULTATION

Coordinating Committee

The Coordinating Committee reviewed this item at its meeting on December 14, 2005, and forwarded the proposal to the Commission with the statement that the project had been coordinated by all agencies participating.