



## Commission Action

March 7, 2019

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<b>PROJECT</b> <b>WMATA Escalator Canopy Program - Phase 4</b> Various Locations Washington, DC	<b>NCPC FILE NUMBER</b> 8043
<b>SUBMITTED BY</b> Washington Metropolitan Area Transit Authority	<b>NCPC MAP FILE NUMBER</b> 00:00(40.00)44875
<b>REVIEW AUTHORITY</b> D.C. Code § 9-1107.01, Washington Metropolitan Area Transit Authority Compact	<b>APPLICANT'S REQUEST</b> Approval of comments on concept design
	<b>ACTION TAKEN</b> Approved comments on concept design

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The Commission:

**Supports** the applicant's objectives for the canopy program including compliance with current building codes, improving escalator reliability, protecting Metro patrons from rain, ice, and snow, and providing design excellence that reflects the dignity and elegance appropriate for an entrance to the Metrorail system of the Nation's Capital.

**Notes** that since its debut in 2001, the standard canopy prototype design has served as a successful wayfinding strategy for Metrorail stations throughout the City.

**Finds** that the canopy design prototype should be utilized at all station entrances but that modifications may be appropriate at those entrances where the context or potential visual impacts may necessitate some variation.

**Notes** that WMATA has submitted three canopy designs for consideration at the five sites. Each option uses the prototype design as a basis, with variation in the overall height and flatness of the vaulted form. Option 1 is the original prototype design that has been utilized throughout the Metrorail system. Option 2 is slightly lower in height, while Option 3 is the lowest and flattest of the canopy designs.

**Finds** Option 3 is inappropriate for use at any of the locations as its flattened appearance is too great a departure from the original canopy prototype design and the arched form that is most reminiscent of the Metrorail system.

**Finds** that canopy Option 1 is appropriate for the Archives-Navy Memorial Penn Quarter Station, as the canopy is in an urban area, would not impact any historic buildings, nor would it significantly impact any important viewsheds.

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**Finds** that canopy Option 2 is appropriate at the Arlington Cemetery station as it would help mitigate the visual impacts on important views along Memorial Avenue, including those to the Lincoln Memorial, while providing enough height to provide necessary wayfinding to the Metrorail station entrances.

**Finds** that canopy Option 2 may be the most appropriate at the Judiciary Square North Station as the lower height and lighter supports could help mitigate the visual impacts on views looking north to the National Building Museum as well as those looking north and south through the National Law Enforcement Officers Memorial.

**Requests** that WMATA conduct additional coordination with the National Law Enforcement Memorial Fund to understand any other impacts from the proposed canopy design on the memorial, and to consider any potential modifications that may be appropriate given the setting.

**Finds** that canopy Option 2 is appropriate at the Smithsonian Institution North station as it would help mitigate the visual impacts on important views along the Mall, including those of the Smithsonian Castle and the Washington Monument, while providing enough height to provide necessary wayfinding to the Metrorail station entrance.

**Finds** that canopy Option 1 is appropriate for the U Street/African-American Civil War Memorial Station, as the station entrance is relatively small and set back from the adjacent memorial.

**Recommends** the applicant explore ways to design the partially modified prototype to provide more overhang on the sides, in keeping with that in the original canopy design.

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Julia A. Koster  
Secretary to the National Capital Planning Commission

