



# Executive Director's Recommendation

Commission Meeting: March 7, 2019

---

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

---

## PROJECT SUMMARY

The Washington Metropolitan Area Transit Authority (WMATA) is seeking comments on concept designs for Phase IV of the installation of exterior canopies at five Metrorail stations that are located on National Park Service (NPS) sites. The five sites are (1) Archives-Navy Memorial-Penn Quarter, (2) Arlington Cemetery (both north and south entrance locations), (3) Judiciary Square North, (4) Smithsonian (north entrance), and (5) U Street/African-American Civil War Memorial (east entrance).

WMATA's objectives for the canopy program are to comply with current building codes, improve escalator reliability, protect Metro patrons from rain, ice, and snow, and provide design excellence that reflects the dignity and elegance appropriate for an entrance to the Metrorail system of the Nation's Capital.

## KEY INFORMATION

- The prototype canopy design was selected in July 2001, created by Lourie & Chenowith, and approved by the U.S. Commission of Fine Arts (CFA) and the National Capital Planning Commission (NCPC). The District of Columbia, Maryland, and Virginia State Historic Preservation Officers determined that the prototype canopy did not result in adverse effects on historic properties.
- The WMATA prototype canopy design was approved by the NCPC on December 4, 2003, for use at all exterior uncovered Metrorail entrances, with the exception of eight that the Commission requested be individually submitted and reviewed.
- WMATA has installed the prototype canopy design at 30 well-way entrances throughout the Metrorail system to date.
- NCPC approved canopies for Gallery Place West and Dupont Circle North in May 2014 under a delegated action.

- The canopy program is in its fourth phase, with three previous phases:
  - Phase I: Pilot canopies installed at 4 sites (complete)
  - Phase II: Canopies installed at 25 sites (complete)
  - Phase III: Canopies installation at 10 sites (in progress)

---

## RECOMMENDATION

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** 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** 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** 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.

**Finds** 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 and Arlington House, while providing enough height to provide necessary wayfinding to the Metrorail station entrances.

**Finds** 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** WMATA conduct additional coordination with the National Law Enforcement Memorial 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** 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** 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 Option 2 to provide more overhang on the sides, in keeping with the original canopy design.

## PROJECT REVIEW TIMELINE

<b>Previous actions</b>	<b>December 4, 2003</b> – Commission approved canopy prototype design. <b>May 2014</b> – Commission approved variations of prototype design for Gallery Place and Dupont Circle Metro stations.
<b>Remaining actions (anticipated)</b>	Review of preliminary and final site development plans for the new canopies.

## PROJECT ANALYSIS

### Executive Summary

Staff has evaluated the concept proposal for the new exterior canopies at the five NPS sites by determining consistency with the relevant policies within the *Comprehensive Plan for the National Capital* and the *National Mall Plan*. Staff has found the concept for the canopy design to be consistent with the Plans and the Act and will improve the visitor experience at the five Metrorail stations while being sensitive to potential visual impacts at these NPS sites. Therefore, staff recommends 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.**

## **Analysis**

### *Canopy Design Background*

The prototype canopy design was selected by WMATA in July 2001, created by Lourie & Chenoweth, and approved by CFA and NCPC. The District of Columbia, Maryland, and Virginia State Historic Preservation Officers determined that the prototype canopy did not cause adverse effects on historic properties. The prototype canopy design provides an iconic image that reflects the vaulted torus form of the original WMATA underground station vaults. It provides uniform shedding of rainwater away from well-way openings, with a minimal footprint, as it rests on existing parapet wall structures. The prototype has been installed across the system and is well-recognized. As such, in terms of wayfinding, the prototype design provides users and visitors to the capital a clear indicator to entrances to the Metrorail system.

The prototype canopy allows for adaptation to cover well-ways of varying sizes, ranging in widths from 12 feet to 37 feet, and lengths of 29 feet and 89 feet. In terms of constructability, the canopies are constructed with bolted joints for quick assembly, with limited site welding and no interruption of WMATA service. The prototype design includes a glazing system supported on a stainless-steel torus-shaped frame with main girders located directly above the parapet walls on diagonally tapered struts. The prototype canopy design was approved by the NCPC on December 4, 2003, for use at all exterior uncovered Metrorail entrances, with the exception of eight locations that the Commission requested be individually submitted and reviewed. These sites include those near important historic buildings, near memorials, or within parks and open spaces, such as the National Mall. Two of those sites - Gallery Place West and Dupont North - were approved by the Commission in 2014. In both instances, the prototypical design was modified to address views or unique site conditions. Cleveland Park also includes a variation of the prototype design.

Staff notes that, if new canopies are not provided for these stations, the existing escalators must be removed and replaced with stairs. Current code requirement does not allow for the escalators to be exposed to rain and snow as is currently the case in the five sites. Therefore, the canopies will provide weather protection to station users, but also allow them to continue to operate with escalators.

### *Canopy Design Options*

Five sites are under consideration as part of this concept review. Their locations within or adjacent to NPS land required further study to better understand the potential impacts on viewsheds and historic resources in these important settings. For the Phase IV evaluation, WMATA retained the prototype design as Option 1, and developed two modified versions for consideration at each of the sites. In general, the biggest difference between the three options is the height of the canopy at the peak. For example, Option 1 (the prototype) at the Archives-Navy Memorial-Penn Quarter

location has a maximum height of 20 feet. Option 2 is 17'-8" in height, while Option 3 is 15'-4" tall. As such, Options 2 and 3 are progressively lower and flatter than the prototype. Options 2 and 3 also have somewhat thinner struts, which makes the structure appear lighter. While the exact dimensions vary somewhat between the sites, the range of options have a similar approach. Again, the goal of the options was to evaluate whether lower and flatter canopies would better suit each of the sites.

Prior to selecting the three options for consideration, WMATA developed several other design options. Among these, a V-braced design, tree branches, and a glass wedge design were considered. After further discussions with participating agencies, including NCPC staff, those options were dismissed. In general, these options deviated significantly from the design language of the Metrorail system, and they would not provide a unified wayfinding marker that would be recognizable to users. As a result, these options were eliminated from further consideration.

The prototype canopy design, with its vaulted form reminiscent of the underground stations is highly recognizable to the public as a station entrance. However, as with Dupont Circle and Cleveland Park, the prototype design can be modified in a way to address site-specific issues. In the case of the five sites under consideration, these issues may relate to the context and impacts to views and viewsheds. As such, staff recommends the **Commission find 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.**

Option 2 has been modified to have a lower profile and respond to these issues, as compared to Option 1. While some limited changes to the prototype may be appropriate, more substantial deviations that change the character or sense of openness of the canopy design would not be appropriate. As such, staff recommends the **Commission find 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.** Further, the flattened design of Option 3 does not appear to have the sense of openness that is necessary for an inviting entrance to an underground station.

Staff also notes that Option 2 varies somewhat in the amount of overhang and weather protection provided at the canopy sides. The overhang is important to preventing rain and snow from impacting well-ways. Therefore, staff suggest the **Commission recommend the applicant explore ways to design Option 2 to provide more overhang on the sides, in keeping with the original canopy design.**

#### *Review of Sites and Design Options*

Given this background, staff evaluated each of the five sites, considering their context, adjacent historic buildings, and potential impacts to views and viewsheds.

---

Archives-Navy Memorial Penn Quarter Station

The station entrance is located to the east of the Navy Memorial. It is set in a lawn area with trees and is located northwest of the Major General Winfield Scott Hancock Statue. The site is highly urbanized and heavily used. Adjacent mixed-use buildings are not historic and over ten stories tall. The station is located outside important viewsheds, such as the Pennsylvania Avenue corridor, or 10<sup>th</sup> Street, NW between the National Archives and the National Portrait Gallery. Therefore, staff recommends the **Commission find 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.**

Arlington Cemetery Station

Arlington Cemetery Station has two entrances, one on either side of Memorial Avenue. The station is located about halfway between Memorial Circle and the Women in Military Service for America Memorial. Memorial Avenue, along with Arlington Memorial Bridge, is an important symbolic and commemorative landscape that connects the Lincoln Memorial and Arlington House. The adjacent cemetery also influences the character of the site.

The lack of canopies currently makes the Arlington Cemetery Station challenging to find for visitors. As such, the canopies will improve wayfinding for this location. However, the setting within the Memorial Avenue corridor also requires additional consideration. Given the important viewshed of this corridor, and historic setting, Option 2 appears most appropriate. The slightly lower profile of the canopy can minimize impacts to views, while still providing wayfinding to the Metrorail entrances. Therefore, staff recommends the **Commission find 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 and Arlington House, while providing enough height to provide necessary wayfinding to the Metrorail station entrances.**

Judiciary Square North Station

The Judiciary Square North Station is located just north of the National Law Enforcement Officers Memorial, and just south of the National Building Museum, which is designated as a National Historic Landmark. The station is also located along the visual axis of Judiciary Square, that connects to the District of Columbia Court of Appeals Building located to the south. Given this important viewshed and the historic connect, Option 2 would likely be more appropriate as the lower height would help minimize views of the National Building Museum, and those looking north and south through the square. The canopy of Option 2 remains below the water table of the National Building Museum when viewed from the south. Thinner struts may also be more appropriate in the memorial setting. Therefore, staff recommends the **Commission find 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.**

Staff notes that the National Law Enforcement Officers Memorial has expressed concerns about the potential canopy options, and believes additional coordination is necessary with WMATA to ensure a design that is appropriate for the memorial setting. Given this, staff recommends the **Commission requests WMATA conduct additional coordination with the National Law Enforcement Memorial 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.**

#### Smithsonian Station

The Smithsonian Station is located within a panel of the National Mall. It is screened by hedges and surrounded by trees. As such, it can be difficult to find, particularly for visitors. In this location, the canopy could impact views along the National Mall, including the Smithsonian Castle and Washington Monument. Given this, Option 2 appears most appropriate for the location. The slightly lower profile of the canopy compared to Option 1 can help minimize impacts to views, while still providing wayfinding to the station entrances. Therefore, staff recommends the **Commission find 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.**

#### U Street/African-American Civil War Memorial Station

The U Street/African-American Civil War Memorial Station is located near the corner of U Street and Vermont Avenue, NW. The station context includes the memorial, as well as a mix of residential and commercial uses in an urban setting. The station entrance is located in a plaza area, and is relatively small with only two escalators. In addition, it is set back from the memorial some distance, and aligns with the primary sculpture elements. As such, Option 1 (the prototype design) appears appropriate for use at this location. Therefore, staff recommends the **Commission find 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.**

## **CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE**

### **Comprehensive Plan for the National Capital**

Staff evaluated the concept designs considering the policies set forth in the *National Mall Plan* and *Federal Elements of the Comprehensive Plan for the National Capital* (2016), and in particular, those policies contained in the Historic Preservation and the Visitors and Commemoration Elements. These policies encourage the federal government to preserve and

---

protect historic properties while also accommodating visitors and balancing the needs of security and accessibility.

Policies in the Historic Preservation and Visitors and Commemoration Elements that were considered included:

- Sustain exemplary standards of historic property stewardship.
- Ensure that sites and settings for federally owned historic assets in the region are preserved and maintained as integral parts of the National Capital Region's historic character.
- Develop and maintain a safe, comfortable and pleasant environment that offers a range and distribution of amenities, services, and access throughout the area (e.g. lighting, accessible restrooms, concessions, and information).

### **National Historic Preservation Act**

Per the Washington Metropolitan Area Transit Authority Compact, the Commission only provides comments on WMATA projects and therefore does not have an NHPA responsibility.

### **National Environmental Policy Act**

Per the Washington Metropolitan Area Transit Authority Compact, the Commission only provides comments on WMATA projects and therefore does not have an NEPA responsibility.

## **CONSULTATION**

### **Coordinating Committee**

The Coordinating Committee reviewed the proposal at its February 13, 2019 meeting. Without objection, the Committee forwarded the proposed to the Commission with the statement that the proposal had been coordinated with all participating agencies. The participating agencies were: NCPC, the DC State Historic Preservation Office (SHPO); the DC Office of Planning; the District Department of Transportation; the District Department of Energy and the Environment (DOEE); the National Park Service; the General Services Administration and the Washington Metropolitan Area Transit Authority (WMATA). DC SHPO noted that coordination is subject to the successful completion of the Section 106 consultation process.

### **U.S. Commission of Fine Arts**

The CFA reviewed the concept plans for the project at its February 21, 2019 meeting, and indicated support for the Option 1 at the Archives and Smithsonian stations. Option 2 was preferred for Arlington Memorial Station. Options 1 and 2 were deemed viable for the U Street station. The

Commission did not make a recommendation for Judiciary Square and requested additional information. A copy of the CFA letter is attached.

### **ONLINE REFERENCE**

The following supporting documents for this project are available online at [www.ncpc.gov](http://www.ncpc.gov):

- Submission Package

Prepared by Lee Webb  
02/28/2019

### **ATTACHMENTS**

- Submission Package
- Commission of Fine Arts letter

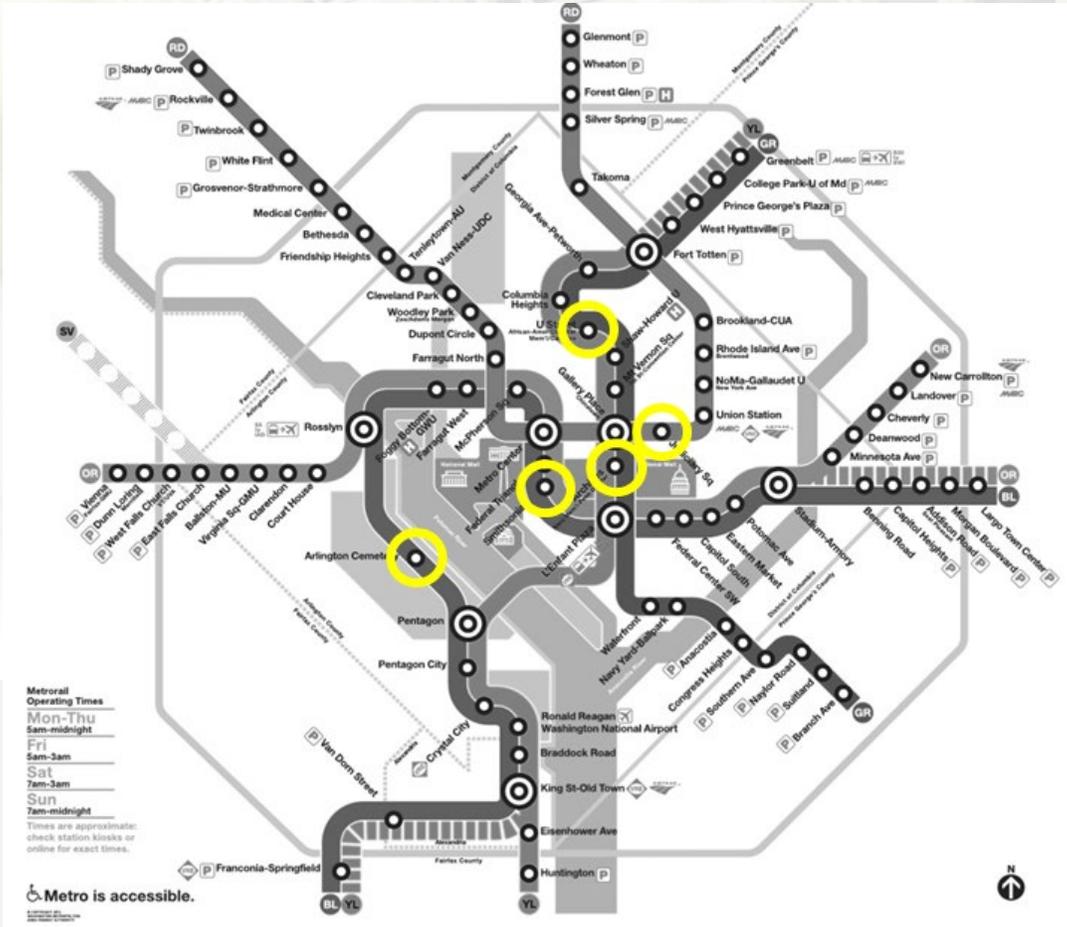
# WMATA Escalator Canopy Program - Phase 4

Various Locations, Washington DC

Approval of Comments on Concept Design

Washington Metropolitan Area Transit Authority

# Canopies on National Park Service Sites



1. Archives-Navy Memorial-Penn Quarter
2. Arlington Cemetery (North and South)
3. Judiciary Square (North)
4. Smithsonian (North)
5. U Street/African-Amr. Civil War Memorial (East)

# Canopy Program Objectives



- Comply with current building codes.  
*ASME 17.1: “..a cover shall be provided directly over the escalator to protect from precipitation.”*
- Improve escalators reliability.
- Protect patrons from rain, ice and snow.
- Provide design excellence that reflects dignity and elegance appropriate for an entrance to the Metro system of the Nation’s Capital.

# Background



- July 2001: Signature Canopy Design by Lourie & Chenoweth LLC selected.
- Canopy Design approved by CFA and NCPC.
- State Historic Preservation Officers in each jurisdiction determined no adverse affect.
- Design presented Award of Excellence for Extraordinary Achievement in Architecture by the Washington Chapter AIA.

# Canopy Prototype Design



- Iconic Image: Vaulted torus form reflects original WMATA underground station ceiling vaults.
- Uniform shedding of rainwater away from wellway opening.
- Minimal Footprint: Bear on existing wellway parapet wall structure.
- Modular Design: Form adapted to cover wellways of varying sizes, ranging in width from 12 ft. to 37 ft. and length 29 ft. to 89 ft.
- Constructability:
  - Bolted Joints, Quick Assembly.
  - Limited Site Welding.
  - No interruption of WMATA service.

# Canopy Program Progress Update



- Phase I: Pilot canopies installed at 4 sites (Complete)
- Phase II: Canopies installed at 25 sites (Complete)
- Phase III: Canopies installation at 10 sites (In progress)
- Phase IV: Future installation at 8 sites:
  - 3 sites scheduled for prototypical canopies
  - 5 sites on NPS property

# Previously Discussed Canopy Options



Prototype ●



Modified Prototype ●



V-Braced ●



Blend-In ●



Tree Branching ●



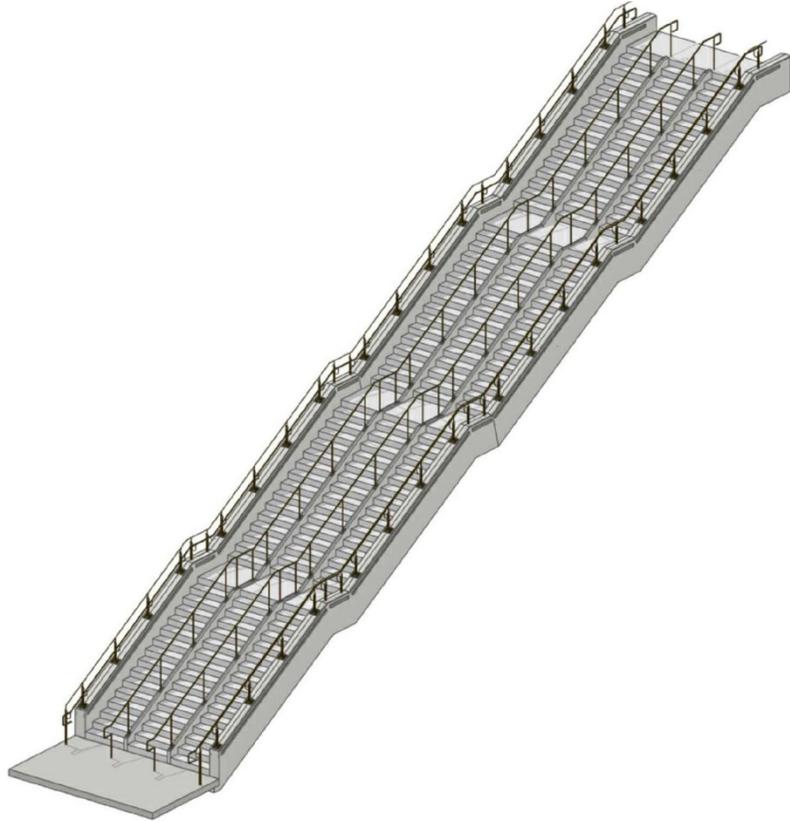
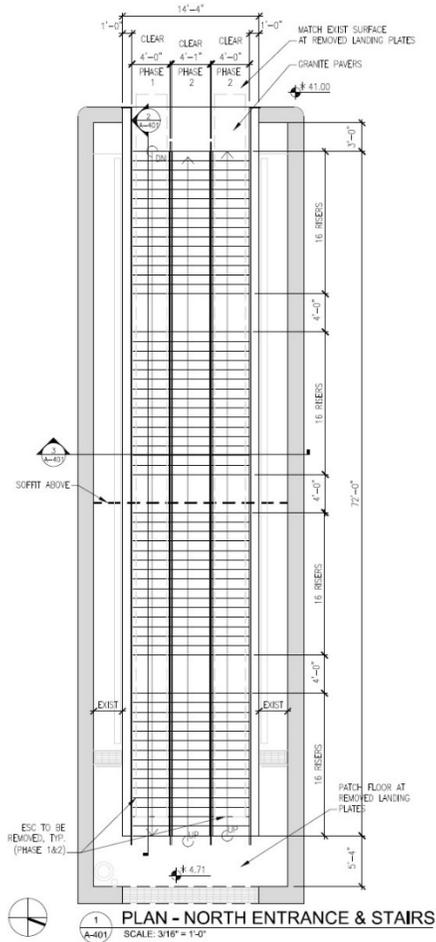
Glass Wedge ●

## Legend

- Present for further review
- Not accepted

# Replacement Stairs

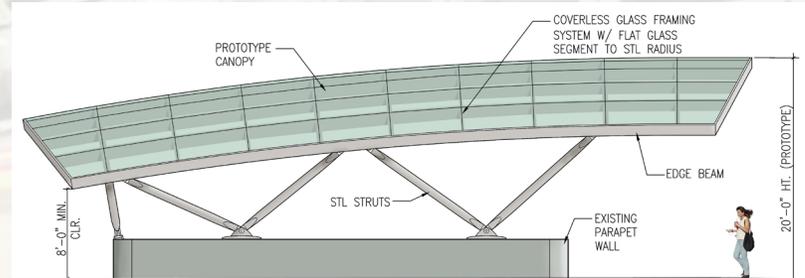
## Arlington Cemetery Stair



- Archives-Navy Memorial-Penn Quarter  
26 feet rise / 46 steps
- Arlington Cemetery (North and South)  
36 feet rise / 64 steps
- Judiciary Square (North)  
28 feet rise / 48 steps
- Smithsonian (North)  
25 feet rise / 46 steps
- U Street/African-Amr. Civil War Memorial  
22 feet rise / 40 steps

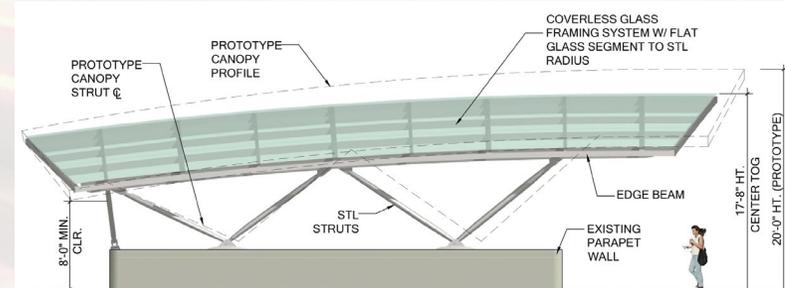
# Canopy Options - Overview

## Option 1 (Prototype)



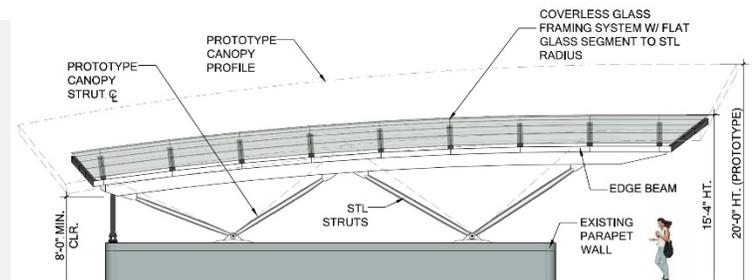
- Prototype design
- Tallest Option
- Around 20' at highest point
- Most substantial structure

## Option 2



- Lower height than Option 1
- Around 17'-8" at highest point
- Struts may be lighter / thinner

## Option 3



- Lowest height of all options
- Around 15'-4" at highest point
- Struts may be lighter / thinner

# Archives-Navy Memorial-Penn Quarter



Site Plan

# Archives-Navy Memorial-Penn Quarter Option 1: Prototypical Canopy



View North



View Southeast

# Archives-Navy Memorial-Penn Quarter Option 2: Partially Modified Prototypical Canopy



View North



View Southeast

# Archives-Navy Memorial-Penn Quarter Option 3: Fully modified Prototypical Canopy



View North



View Southeast

# Archives-Navy Memorial-Penn Quarter

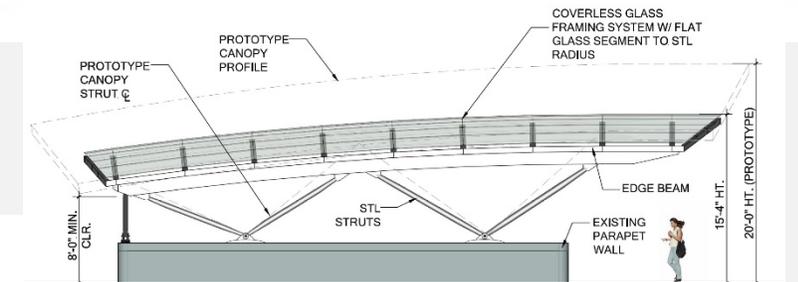
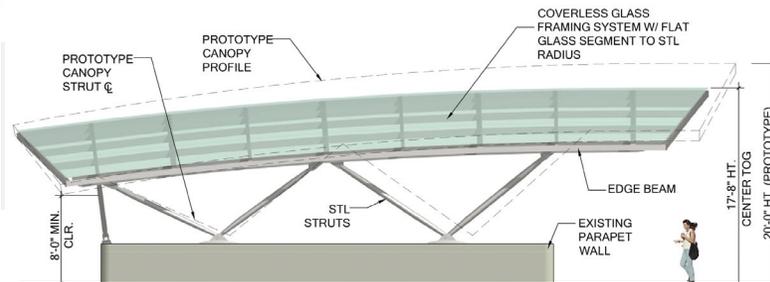
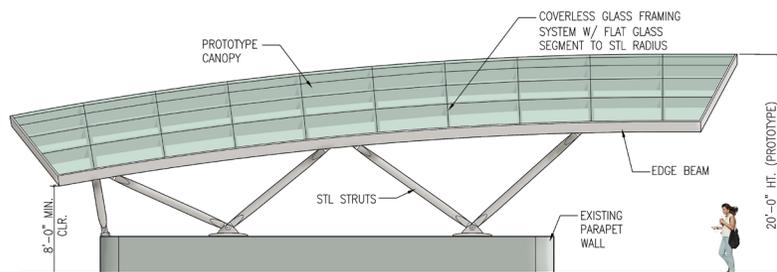
Option 1.



Option 2.



Option 3.



# Arlington Cemetery (North and South)



Site Plan

# Arlington Cemetery (North and South) Canopy Site Context



View Northeast  
from Arlington House

# Arlington Cemetery (North and South)

## Canopy Site Context



View Northeast from Women in Military Memorial



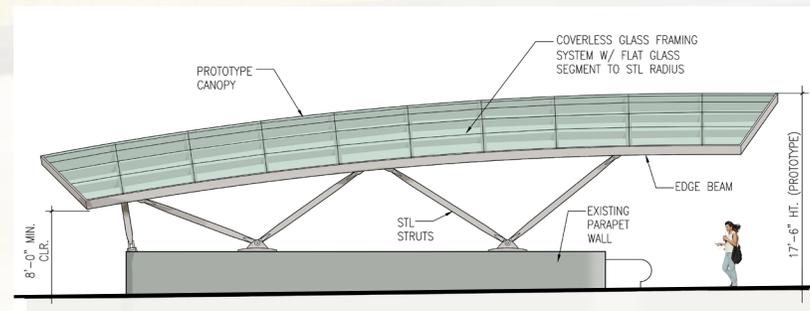
View Southwest from Memorial Circle

# Arlington Cemetery (North and South)

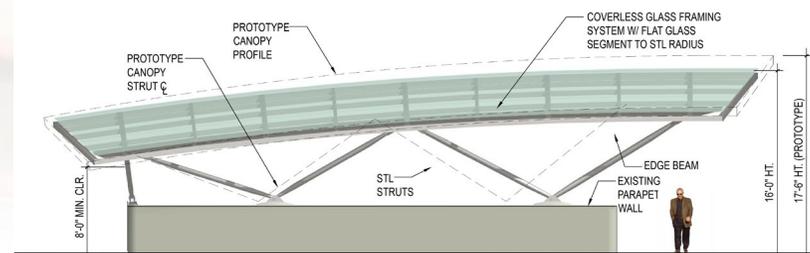
## Canopy Options Summary



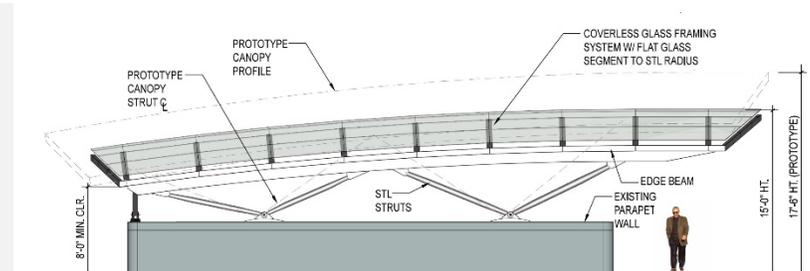
Option 1.



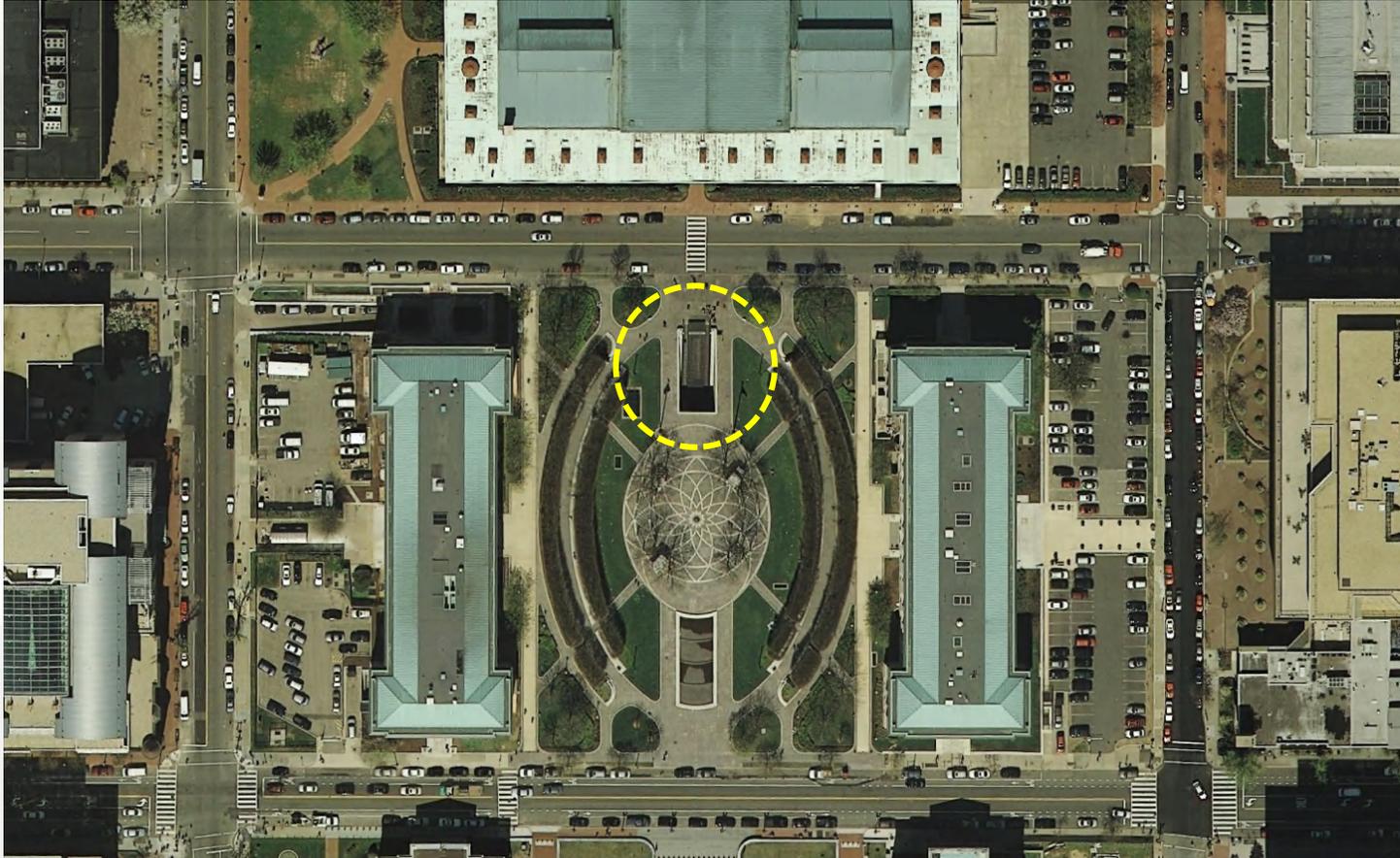
Option 2.



Option 3.



# Judiciary Square North



Site Plan

# Judiciary Square North

## Option 1: Prototypical Canopy



View North



View South

# Judiciary Square North

## Option 2: Partially Modified Prototypical Canopy



View North



View South

# Judiciary Square North

## Option 3: Fully Modified Prototypical Canopy



View North



View South

# Judiciary Square North

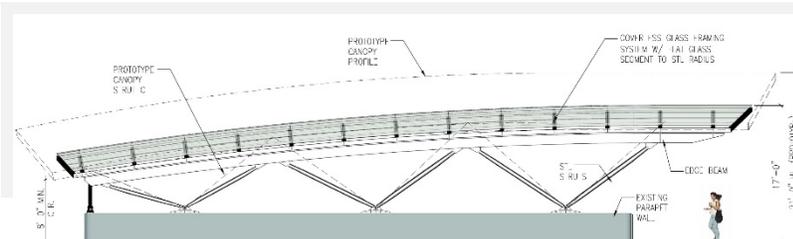
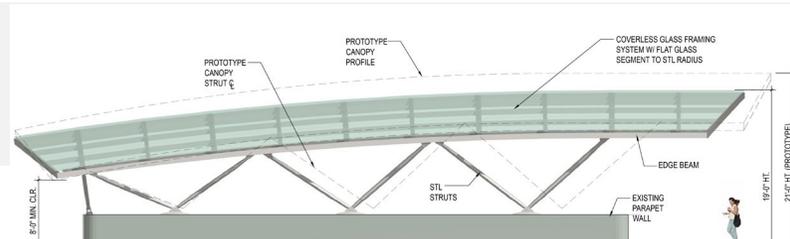
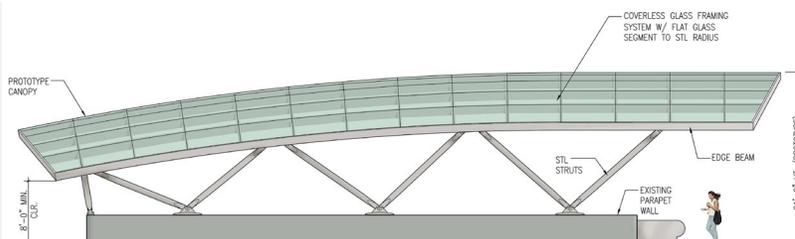
Option 1.



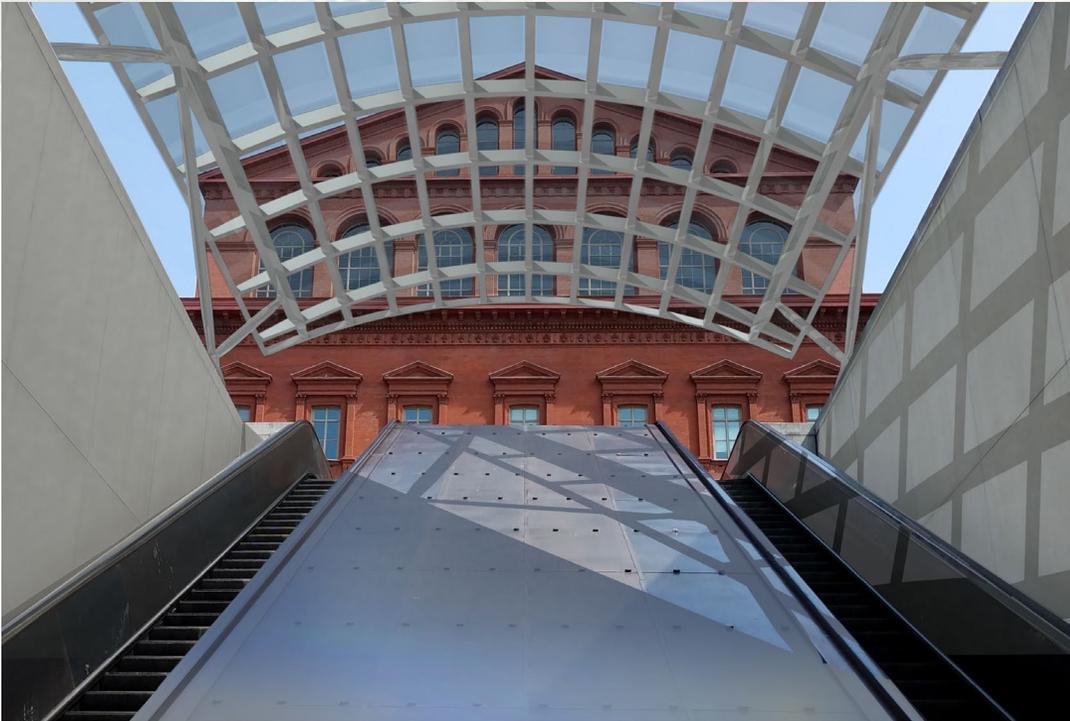
Option 2.



Option 3.



# Judiciary Square North Canopy Design Options Comparison



Option 1: Prototypical Canopy



Option 3: Fully Modified Prototypical Canopy

# Smithsonian North



Site Plan

# Smithsonian North

## Option 1: Prototypical Canopy



View East



View West

# Smithsonian North

## Option 2: Partially Modified Prototypical Canopy



View East



View West

# Smithsonian North

## Option 3: Fully Modified Prototypical Canopy



View East



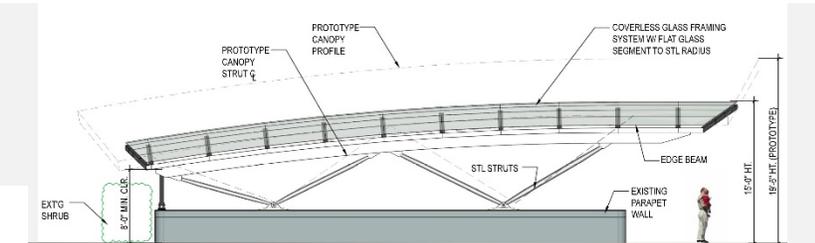
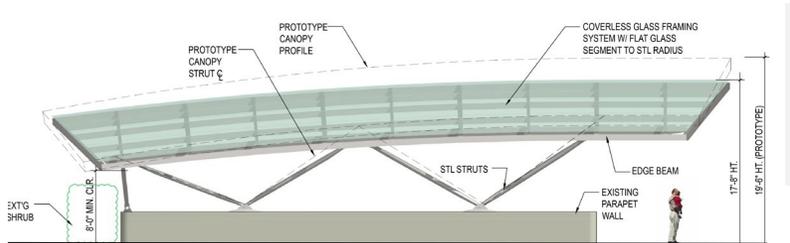
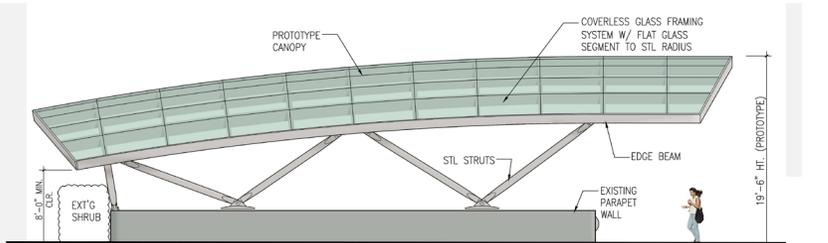
View West

# Smithsonian North

Option 1.

Option 2.

Option 3.



# U Street/African-American Civil War Memorial (East)



Site Plan

# U Street/African-American Civil War Memorial (East) Option 1: Prototypical Canopy



View West



View North

# U Street/African-American Civil War Memorial (East)

## Option 2: Partially Modified Prototypical Canopy



View West



View North

# U Street/African-American Civil War Memorial (East)

## Option 3: Fully Modified Prototypical Canopy



View West



View North

# U Street/African-American Civil War Memorial (East)

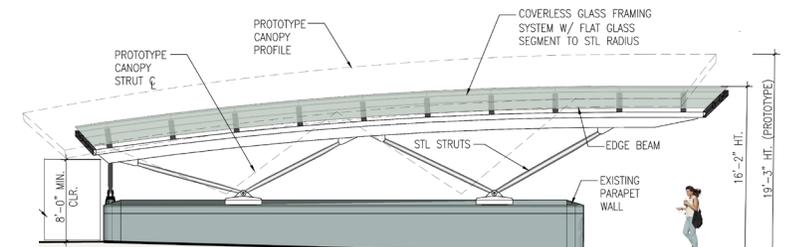
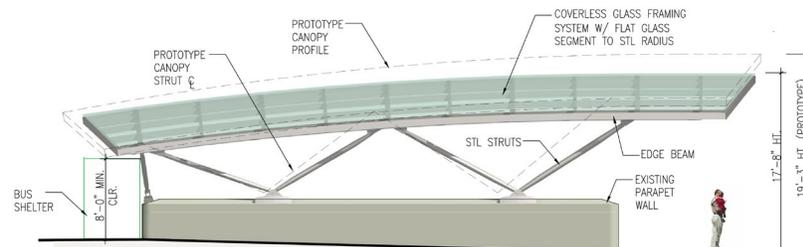
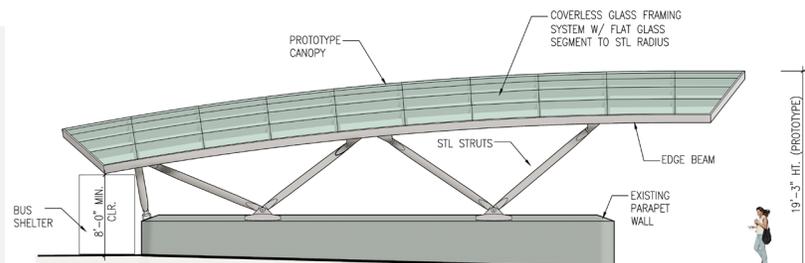
Option 1.



Option 2.



Option 3.



# U. S. COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

401 F STREET NW SUITE 312 WASHINGTON DC 20001-2728 202-504-2200 FAX 202-504-2195 WWW.CFA.GOV

28 February 2019

Dear Mr. Wiedefeld:

In its meeting of 21 February, the Commission of Fine Arts reviewed a concept submission of design alternatives for placing canopies above the escalator portals at five Metrorail stations that were previously excluded from the system-wide program of canopies installed from 2003 onward. The Commission approved concept designs for four of the five locations, providing the following general comments and site-specific recommendations.

The Commission members expressed appreciation for the close consultation between WMATA and the National Park Service, whose park reservations provide the setting for each of the submitted locations. They acknowledged the sensitive design issues that arise from the installation of these canopies, including visual compatibility with the context as well as preservation of important viewsheds. As a general design principle, they supported maintaining consistency with the established system-wide program of canopies, commenting that the canopies relate well to the distinctive coffered vaults of many station interiors and have themselves become an iconic feature of the Metrorail system. They expressed appreciation for the thoughtful winnowing of many alternatives to result in the presented set of modest variations on the prototypical canopy design, rather than trying to develop a different design approach for each station. In selecting among these variations, they emphasized the importance of relating the scale of the canopy to the scale of the context. They also observed that substantially lowering the height and reducing the overhang of the prototypical canopy would result in an undesirably heavy appearance due to the exposure of the side beams. Their specific recommendations were as follows:

*Archives / Navy Memorial / Penn Quarter station.* For this entrance adjacent to the Navy Memorial plaza, the Commission members approved alternative #1, commenting that its greater height is appropriate within the broad spatial context of Pennsylvania Avenue and would allow for continuity of horizontal views.

*Arlington Cemetery station (both entrances).* For this pair of entrances flanking Memorial Avenue on the ceremonial axis between the Lincoln Memorial and Arlington National Cemetery, the Commission members approved alternative #2. They commented that the expansive context does not require the lowest alternative, while the tallest alternative may be too disruptive to the views along this important corridor. They also observed that alternative #2 relates best to the general horizontal character of the setting and to the height of the adjacent hedges.

*Judiciary Square station (north entrance).* For this entrance adjacent to the National Law Enforcement Officers Memorial, the Commission members did not take an action and requested further documentation of the canopy alternatives in the context of the memorial, as well as consultation with the memorial's architect

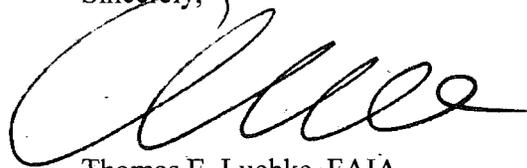
and sponsoring organization concerning potential alterations to the memorial in the near future. They noted that the two curving trellises within the memorial's plaza have a form that is similar to the proposed canopy design; they requested further consideration of this relationship and additional perspective views of the canopy alternatives that include these existing trellises. They asked that current planning for increasing the height of the memorial's curved walls should also be considered and documented. In order to clarify the impact of the three proposed alternatives, they requested a further concept submission for this location.

*Smithsonian station (north entrance).* For this entrance adjacent to the main axis of the National Mall, the Commission members approved alternative #1, commenting that its greater height is commensurate with the vast scale of the Mall's open space. They likened the canopy's visual presence to other secondary features on the Mall, such as the nearby carousel and service kiosks.

*U Street / African-American Civil War Memorial / Cardozo station (east entrance).* For this entrance adjacent to the African-American Civil War Memorial, the Commission members approved both alternatives #1 and #2, commenting that these configurations would be high enough to allow for continuity of horizontal views across the surrounding plaza toward the memorial.

The Commission appreciates the careful attention to the design strength of the Metrorail system and consideration of the sensitive visual context of these station entrances. Please coordinate the next submission with the staff which, as always, is available to assist you.

Sincerely,



Thomas E. Luebke, FAIA  
Secretary

Paul Wiedefeld, General Manager  
Washington Metropolitan Area Transit Authority  
600 Fifth Street, NW  
Washington, DC 20001

cc: Jon Lourie, Lourie Architects  
Peter May, National Park Service  
Lori Sharpe Day, National Law Enforcement Officers Memorial Fund