

McGuireWoods LLP  
1750 Tysons Boulevard  
Suite 1800  
Tysons, VA 22102-4215  
Phone: 703.712.5000  
Fax: 703.712.5050  
www.mcguirewoods.com

Jonathan P. Rak  
Direct: 703.712.5411

McGUIREWOODS

jrak@mcguirewoods.com  
Fax: 703.712.5231

June 21, 2019

**Via Email**

Abigail Harwell  
Urban Planner  
City of Alexandria  
Dept. of Planning and Zoning, Rm 2100  
City Hall  
301 King Street  
Alexandria, VA 22314

**RE: DSUP #2018-0028  
2395 Mill Road  
Narrative to Accompany Application for DRB Meeting on July 18, 2019**

Dear Abigail,

On June 13, 2019, the Washington Metropolitan Area Transit Authority (“WMATA”) presented a comprehensive design to the Eisenhower East / Carlyle Design Review Board (the “DRB”) for the proposed new WMATA Virginia headquarters at 2395 Mill Road. During that meeting, the DRB identified some items they would like WMATA and their architect, Gensler, to consider refining.

More particularly, the DRB was complimentary of the building, while noting that it could perhaps benefit from some redaction of elements and simplification of design. There were varying suggestions on ways to accomplish this, and the design team’s primary response to the comments resulting from the June 13 DRB Meeting are focused on continued “edits” of the elevations, specifically:

- on the East and West ends of the Office Bars, and
- the vertical modulation of the Façade on all elevations, and
- the expression of the 5<sup>th</sup> Floor on the North Elevation.

The design team is also exploring options regarding the shape and materiality of columns. As the design recommendations were “nuanced” and not wholesale WMATA and Gensler will continue to examine the above detailed elements as they impact the overall look and feel of the building. While that process is ongoing, and WMATA anticipates providing a revised design concept for Staff and the DRB to consider on or before July 3, 2019.

Sincerely,



Jonathan P. Rak

cc: Robert Kerns, Division Chief, Development, P&Z  
Dirk Geratz, Principal Planner, Public Facilities

**Carlyle/Eisenhower East Design Review Board (DRB)  
Application**

**PROJECT NAME:** 2395 Mill Road **BLOCK:** 15A

**ADDRESS OF PROJECT:** 2395 Mill Road

**APPLICATION FOR REVIEW OF:** *(Check one)*

- Building     Concept     Final  
 Sign  
 Awning  
 Other: \_\_\_\_\_

**APPLICANT Name:** Jonathan P. Rak, Esq. on behalf of Washington Metropolitan Area Transit Authority

**Address:** 1750 Tysons Boulevard, Suite 1800, Tysons VA 22102

**Phone:** 703.712.5411 **Email Address:** jrak@mcguirewoods.com

**ARCHITECT/DESIGNER Name:** Gensler

**Address:** 2020 K Street, NW Washington, D.C. 20006

**Phone:** (202) 721-5200 **Email Address:** duncan\_lyons@gensler.com

**PROPERTY OWNER Name:** N/A

*(if different from APPLICANT)*

**Address:** \_\_\_\_\_

**Phone:** \_\_\_\_\_ **Email Address:** \_\_\_\_\_

**DESCRIBE THE REQUEST BRIEFLY:** Discussion and review of revisions to design plans

for the proposed WMATA Office building on Mill Road.

The undersigned hereby attests that all of the information herein provided including the site plan, building elevations, prospective drawings of the project, and written descriptive information are true, correct and accurate. The undersigned further understands that, should such information be found incorrect, any action taken by the Board based on such information may be invalidated. The applicant, if other than the property owner, also attests that he/she has obtained permission from the property owner to make this application.

**Note: Per condition #67 of the Carlyle SUP #2253, as amended by SUP #2007-0094, all applicants will be responsible for the costs associated with DRB review of the application and will be invoiced.**

**Signature:** 

**Date:** June 21, 2019

**Printed Name:** Jonathan P. Rak

July 3, 2019

**Via Email**

Abigail Harwell  
Urban Planner  
City of Alexandria  
Dept. of Planning and Zoning, Rm 2100  
City Hall  
301 King Street  
Alexandria, VA 22314

**RE: DSUP #2018-0028  
2395 Mill Road  
Narrative to Accompany Revisions to DRB Meeting #3 Submission Documents of July 3,  
2019**

Dear Abigail,

Earlier this month, our team delivered a brief narrative of the comments we had received from our meeting with the Eisenhower East / Carlyle Design Review Board on June 13, 2019, and discussed ways in which we would consider addressing them. As contemplated by that letter, we are providing a formal revision to our existing plans.

In our June 21, 2019 letter, we noted that “the DRB was complimentary of the building, while noting that it could perhaps benefit from some redaction of elements and simplification of design,” and that “the design team’s primary response to the comments resulting from the June 13 DRB Meeting are focused on continued ‘edits’ of the elevations.”

As a result, WMATA and Gensler have worked to modify the design of the building to include the following changes:

- Refined the building core to include MEP/Support space for the building, moved one stair to connect to the east façade of the building;
- Western curb cut removed;
- Eastern curb cut modified to reflect current proposal for shared public access to adjacent City-owned parcel, with the understanding that this may be modified slightly through the final site plan process;
- Simplification of the East façade design, where previously façades followed an A-B-C pattern with differentiation between all three sides, now façades follow an A-B-A pattern;
- The 5<sup>th</sup> floor façade has been slightly simplified along north façade to match typical façade above;
- Penthouse massing has been developed to incorporate MEP/Support spaces and new stair

location;

- The West façade “back bar” design updated, and lower 4 levels of West façade simplified;
- Square columns at level 5 changed to round columns to carry through design at ground floor level and evoke classic WMATA design element, and;
- A Material Sample Board has also been added to the submission.

Interior reorganization has also resulted in an increase in the overall number of internal parking spaces, however this has not had any impact on the square footage proposed to be devoted to parking, or to the overall project. The design team believes that the above referenced changes maintain the excellent design vocabulary of the building, refining rather than rethinking elements that broadly met approval by the DRB, and resulting in a more cohesive expression of WMATA’s future Virginia headquarters building.

Please, feel free to reach out with any questions or for additional information.

Sincerely,



Jonathan P. Rak

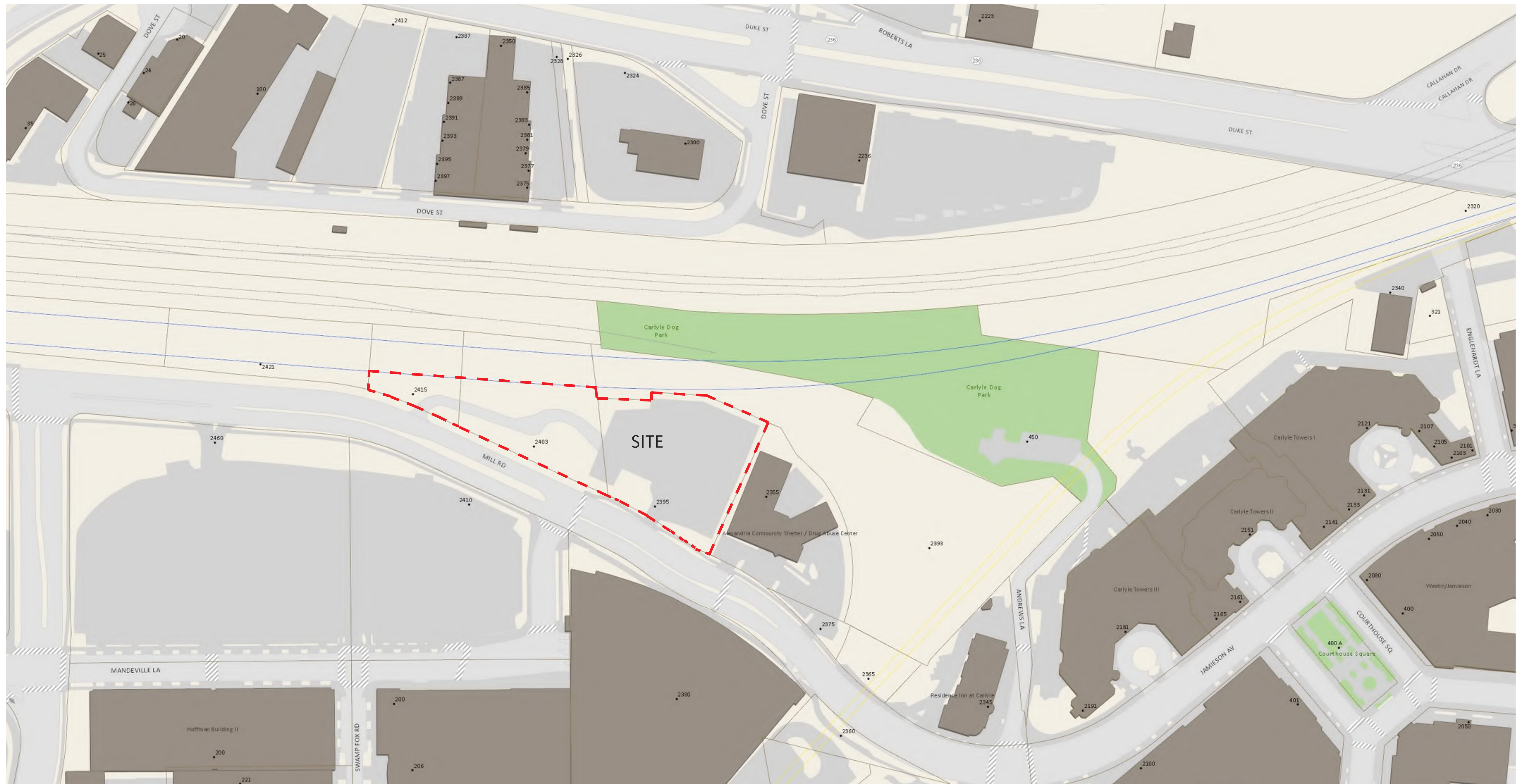
cc: Robert Kerns, Division Chief, Development, P&Z  
Dirk Geratz, Principal Planner, Public Facilities

# 2395 MILL ROAD OFFICE BUILDING

## EISENHOWER EAST DESIGN REVIEW BOARD SUBMISSION

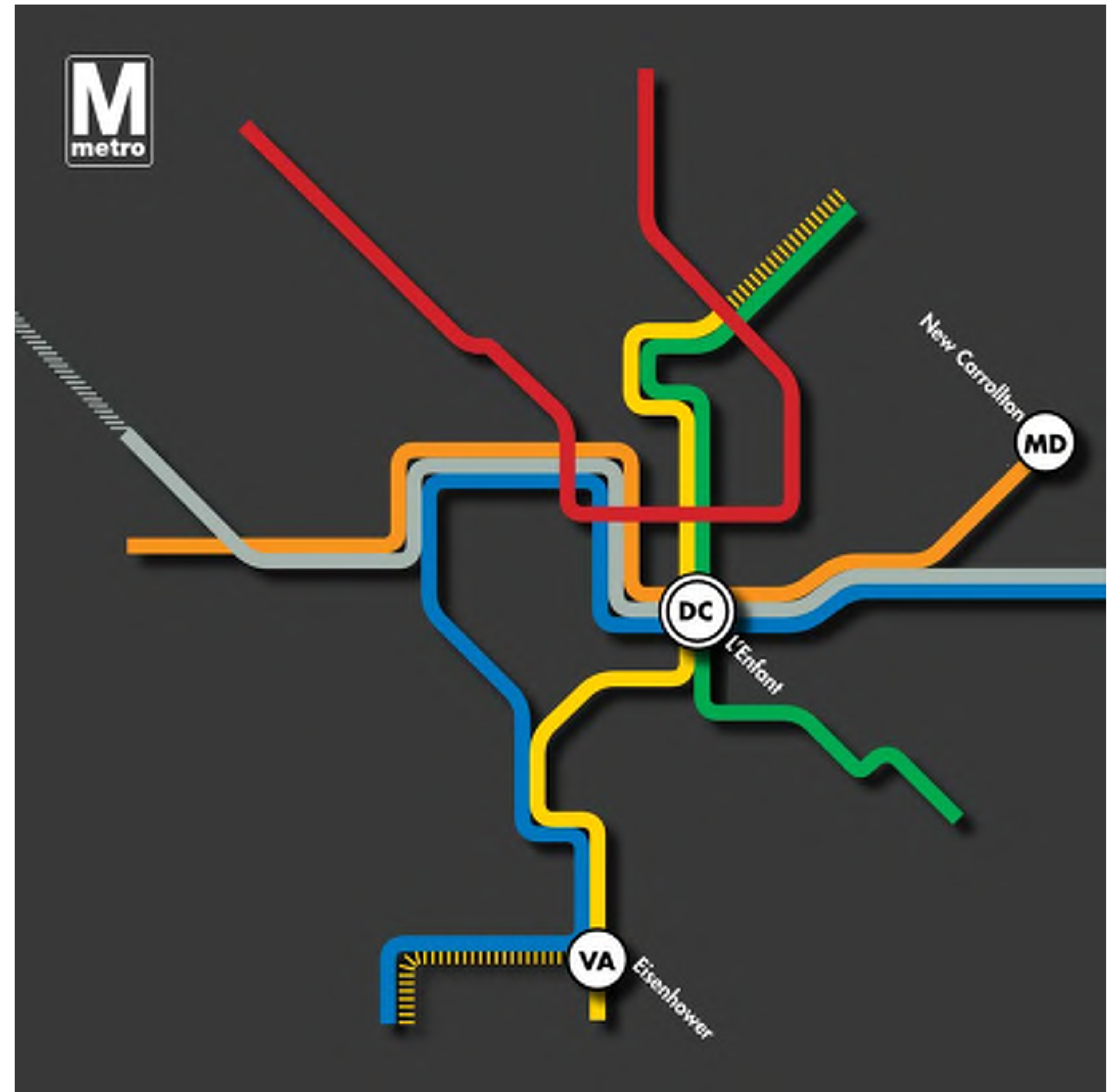
JULY 3, 2019





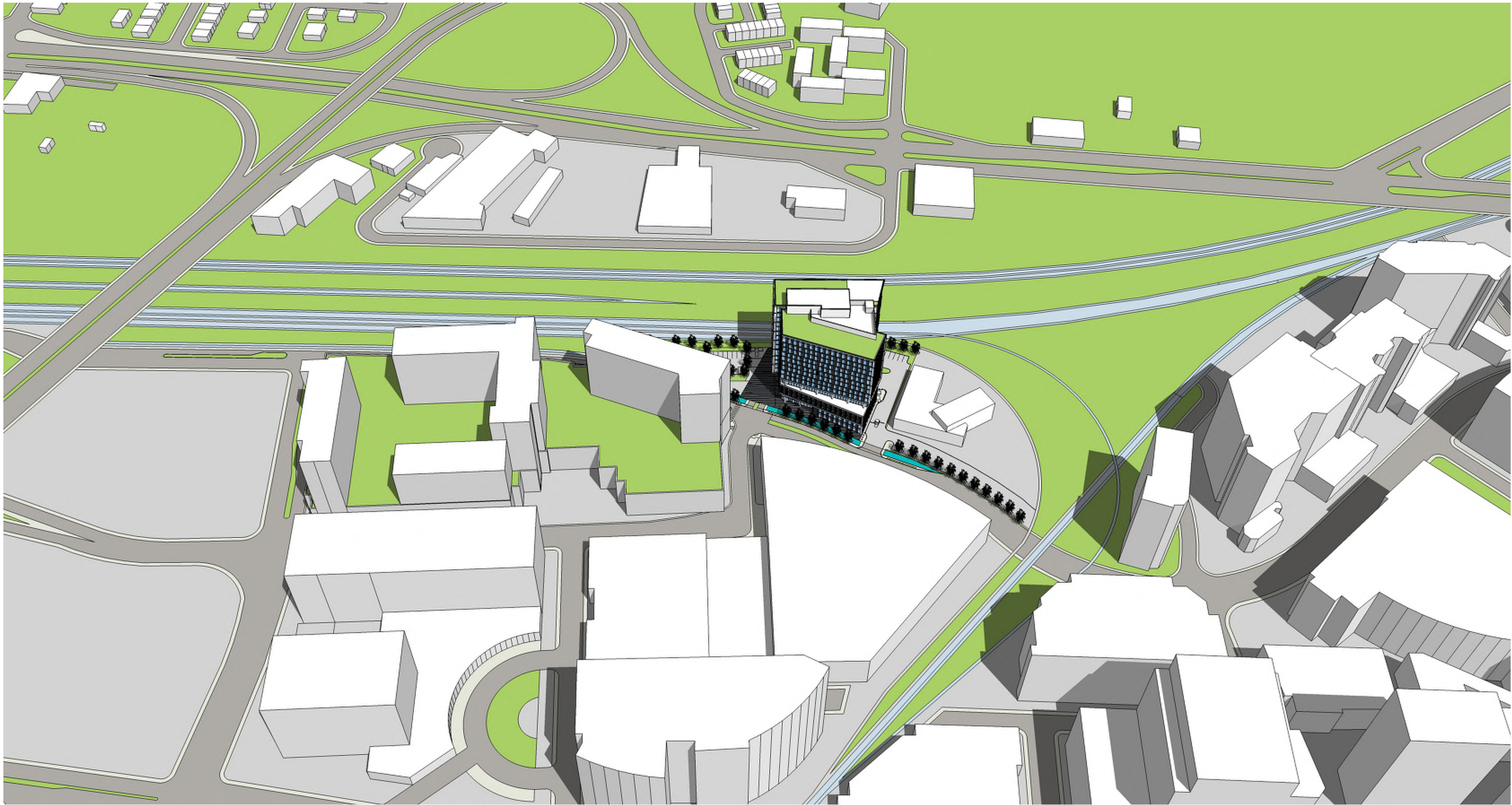
## OFFICE CONSOLIDATION PROJECT FACTS

- Metro is proud to announce its regional office strategy, which will include three new office buildings. Metro's headquarters will move to L'Enfant Plaza. Its Maryland location will be at New Carrollton Metro Station. And **Eisenhower Ave Metro has been selected as the Virginia office location.**
- This plan will enable Metro to **save \$130 million** in capital and operating costs over 20 years, which will be reinvested into transit safety and operations.
- Our expectation is that **Metro's arrival will** contribute to a vibrant transit-oriented development and **promote community growth.**
- Building is planned to be constructed with deep sustainability in mind, which will offer the **highest benefit to our employees' health and lowest long-term building operating costs.**



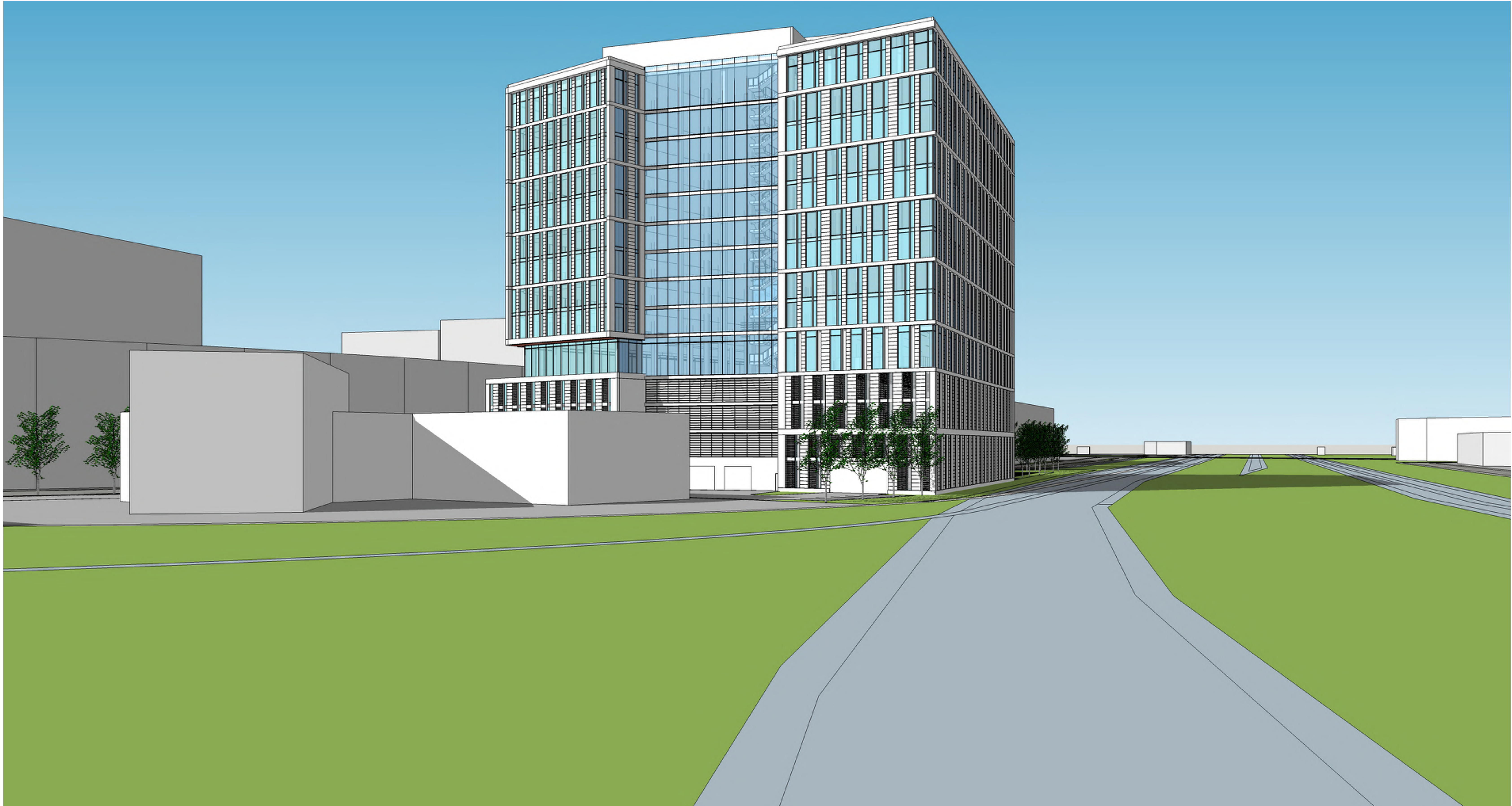






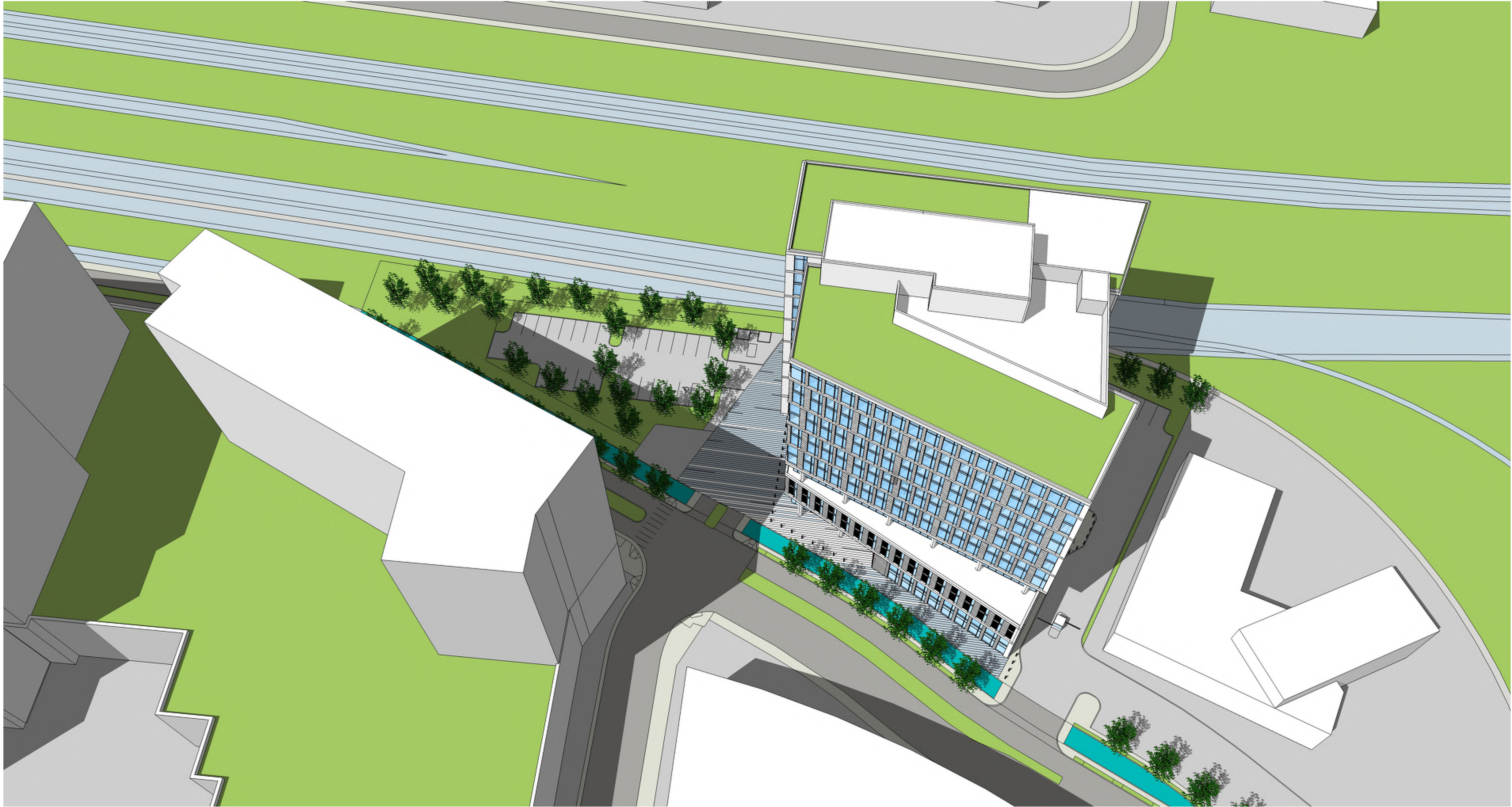


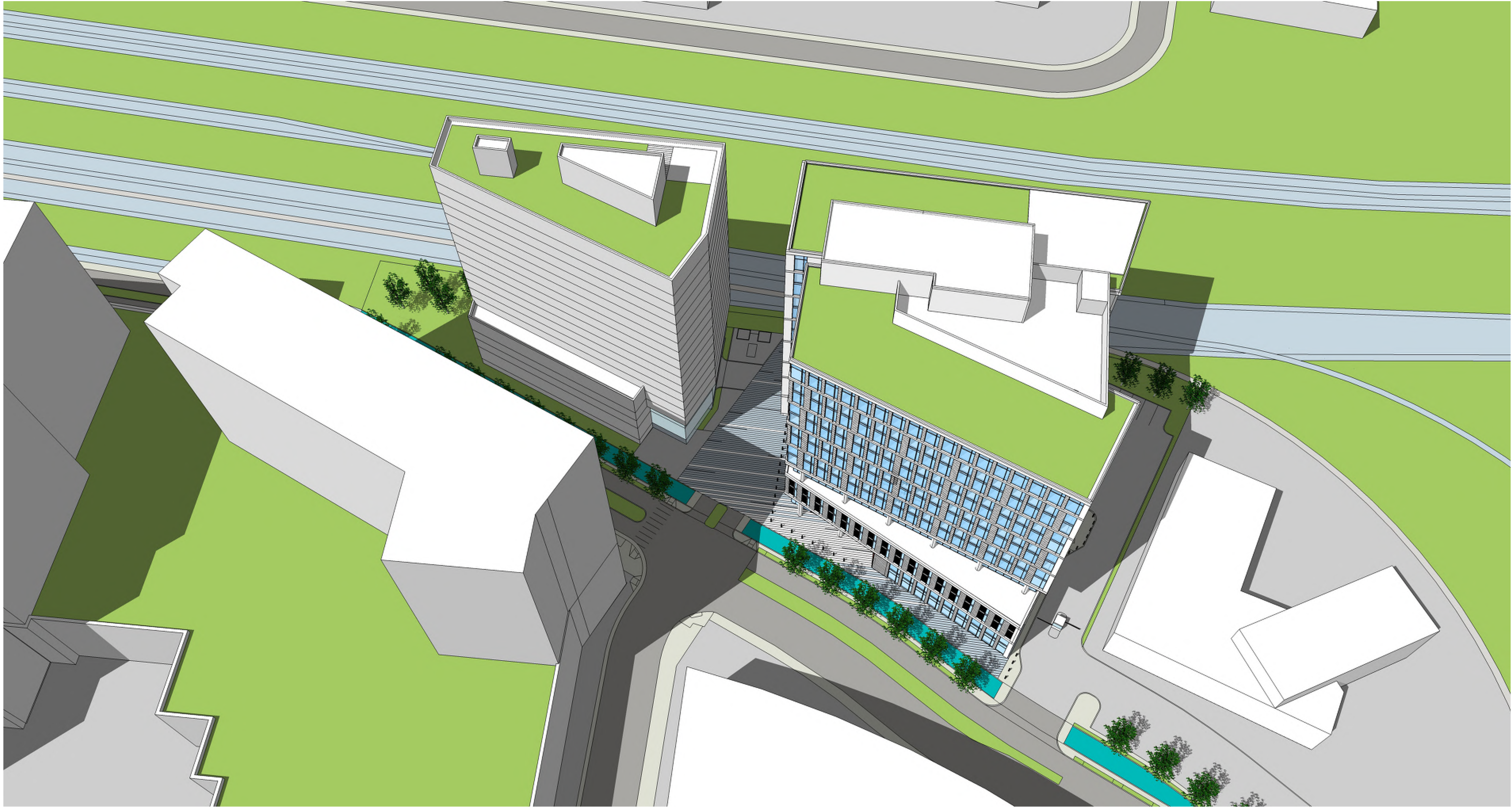




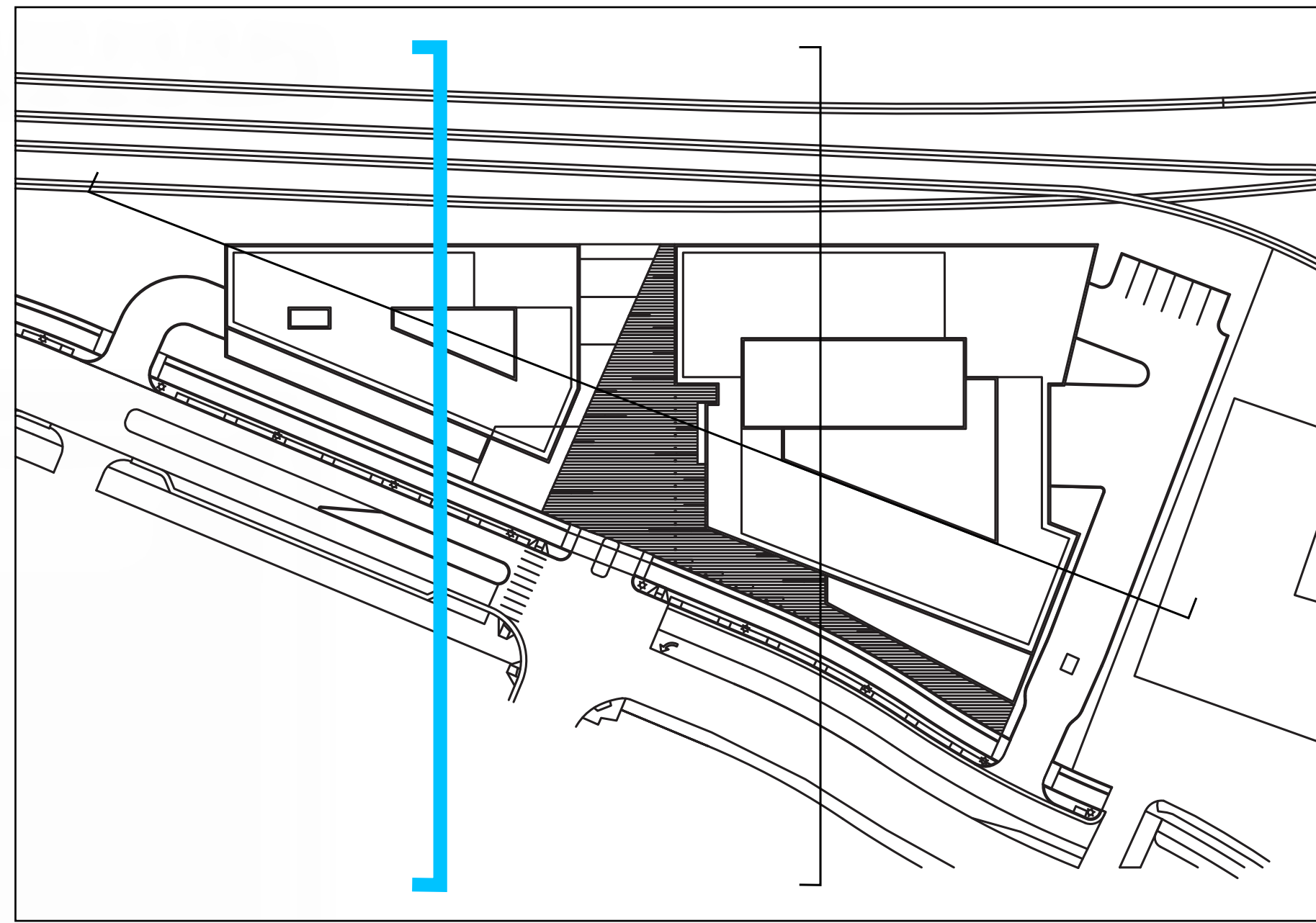


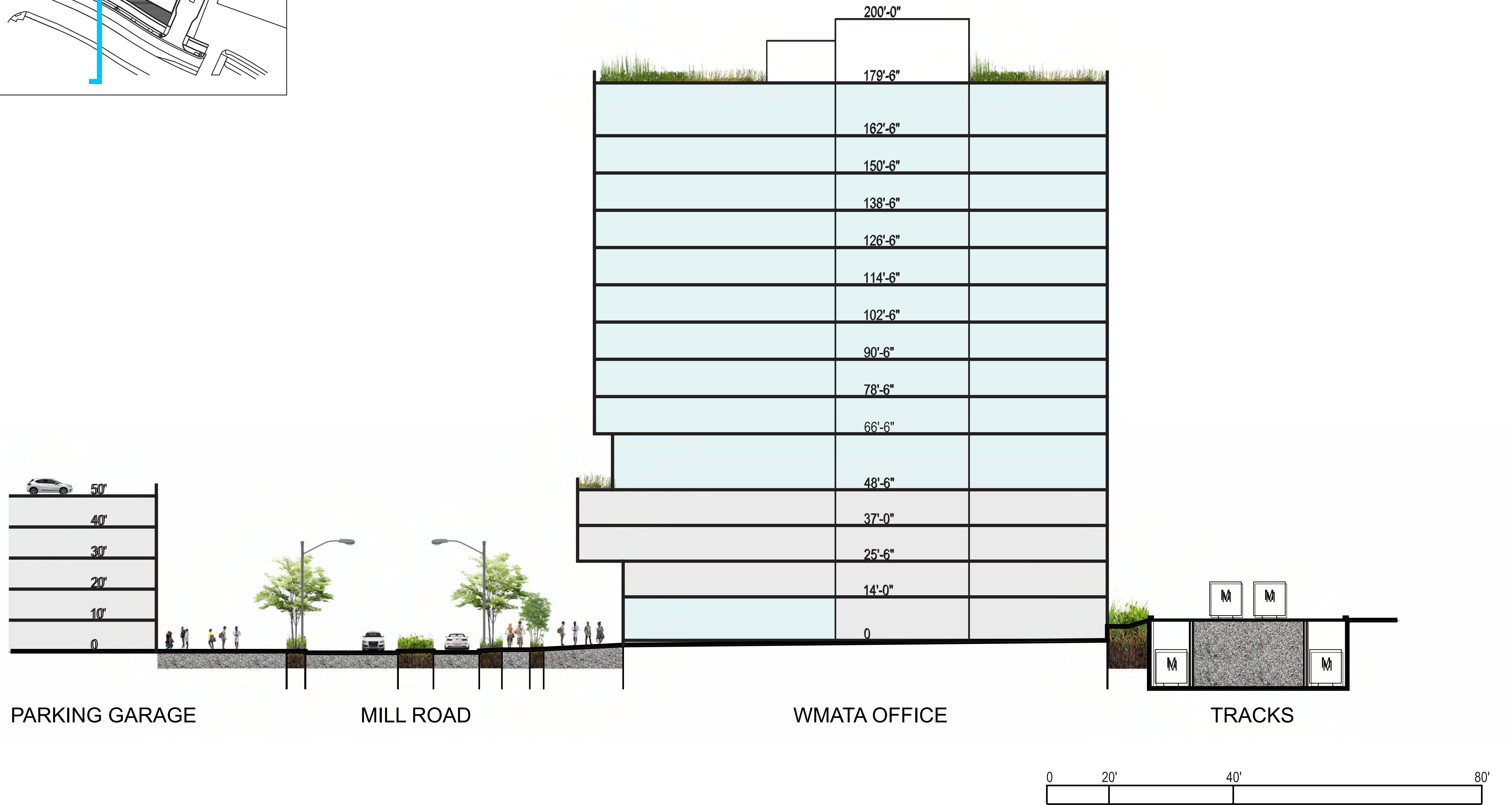
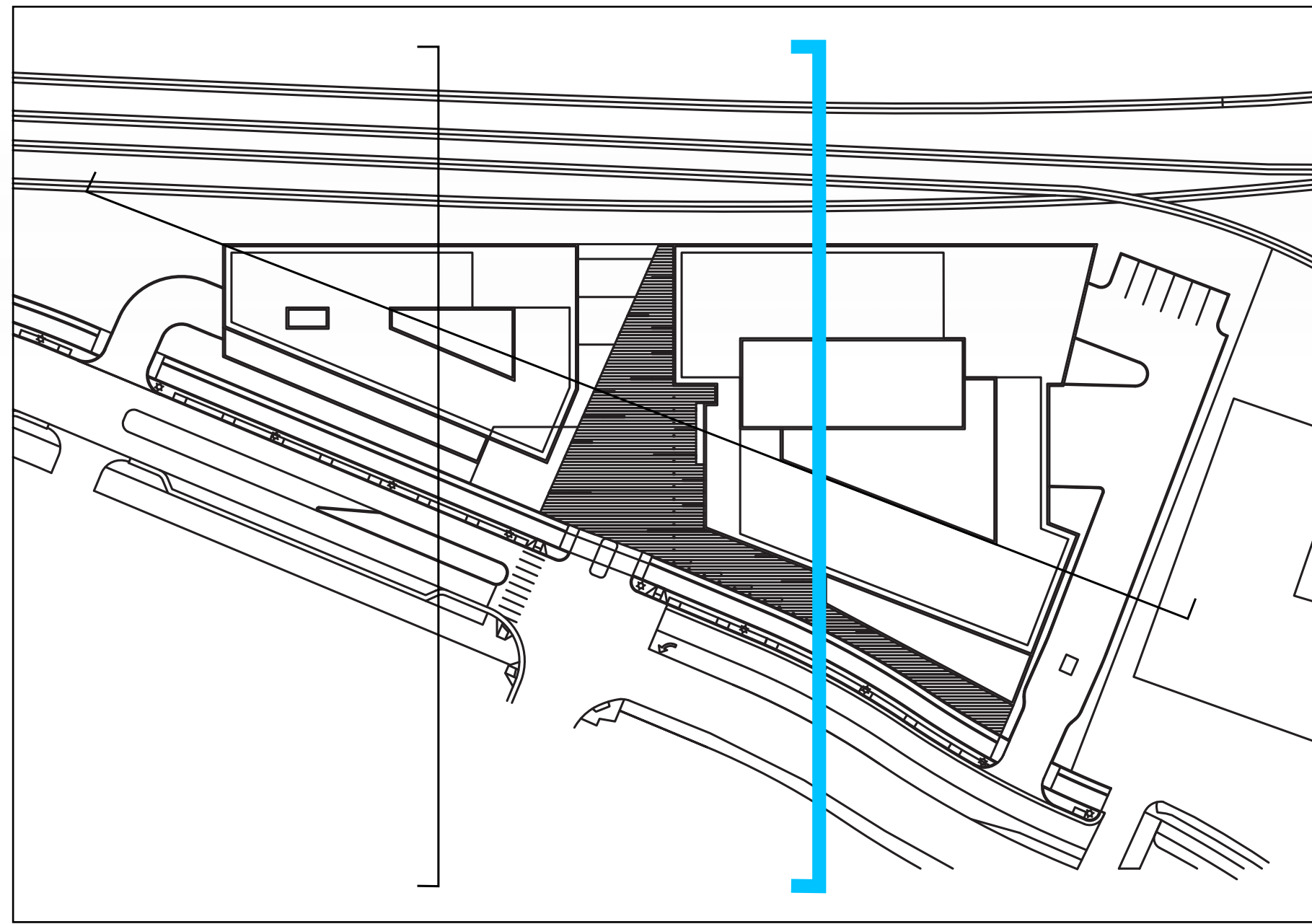


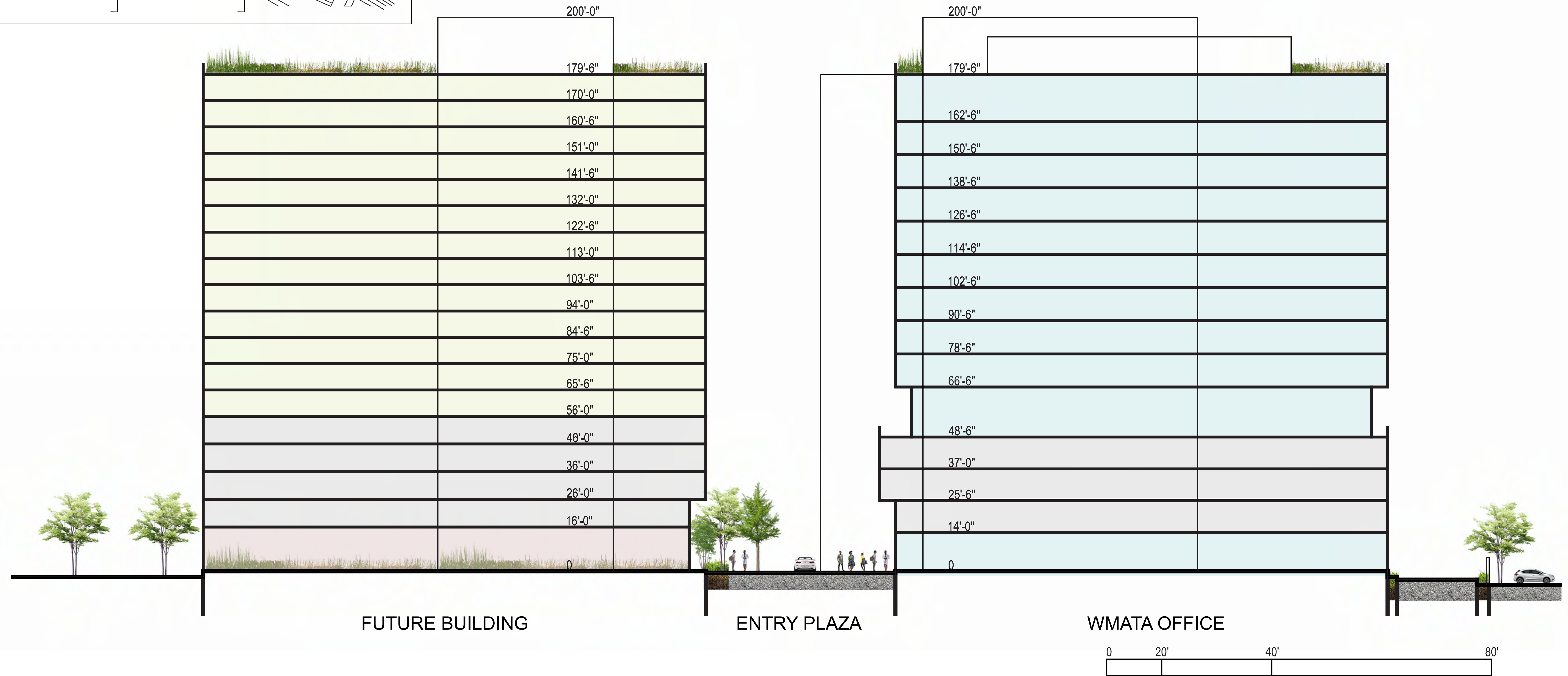
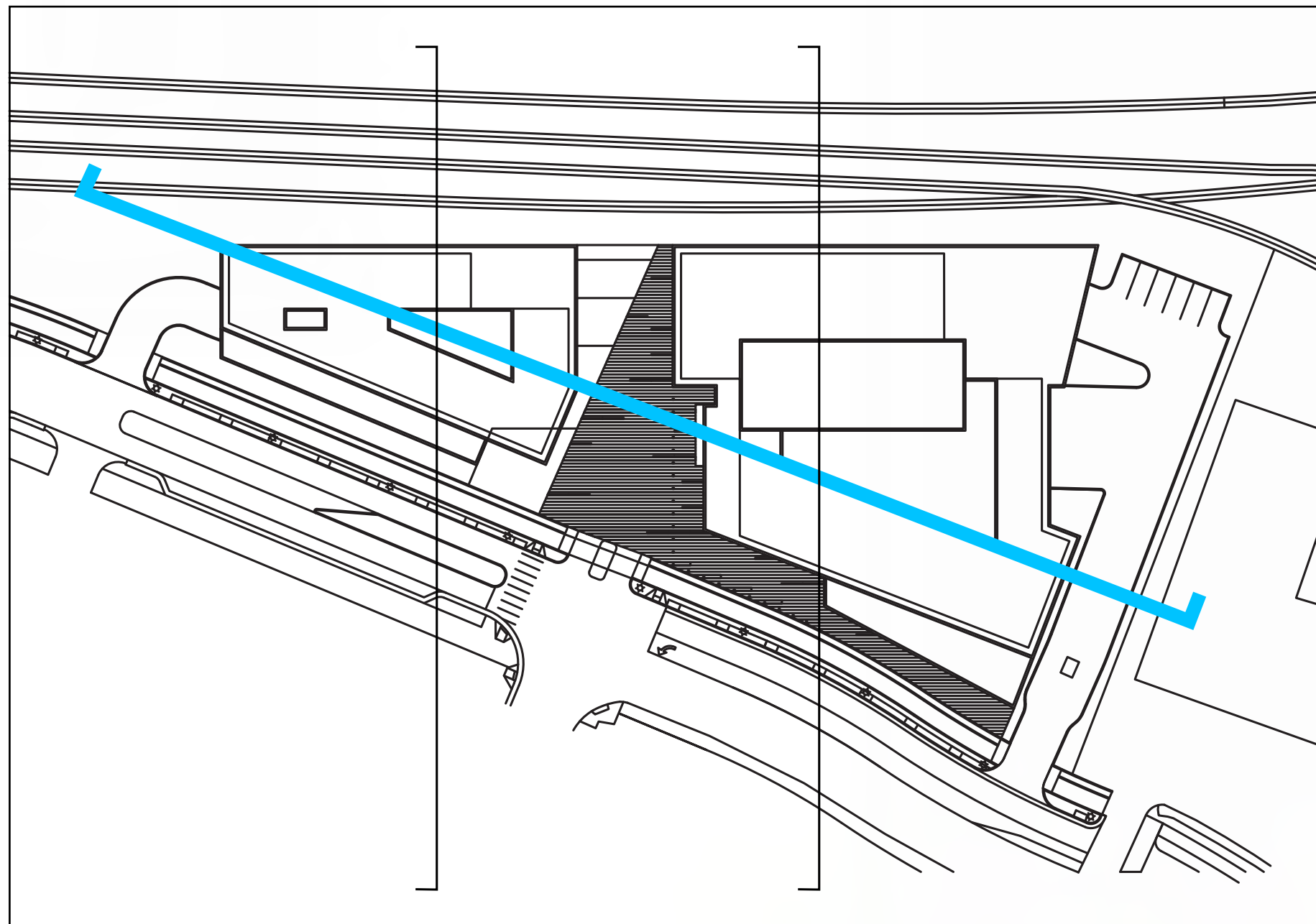
















WMATA AT 2395 MILL ROAD

**PERSPECTIVE**  
SOUTHWEST VIEW

JULY 3, 2019



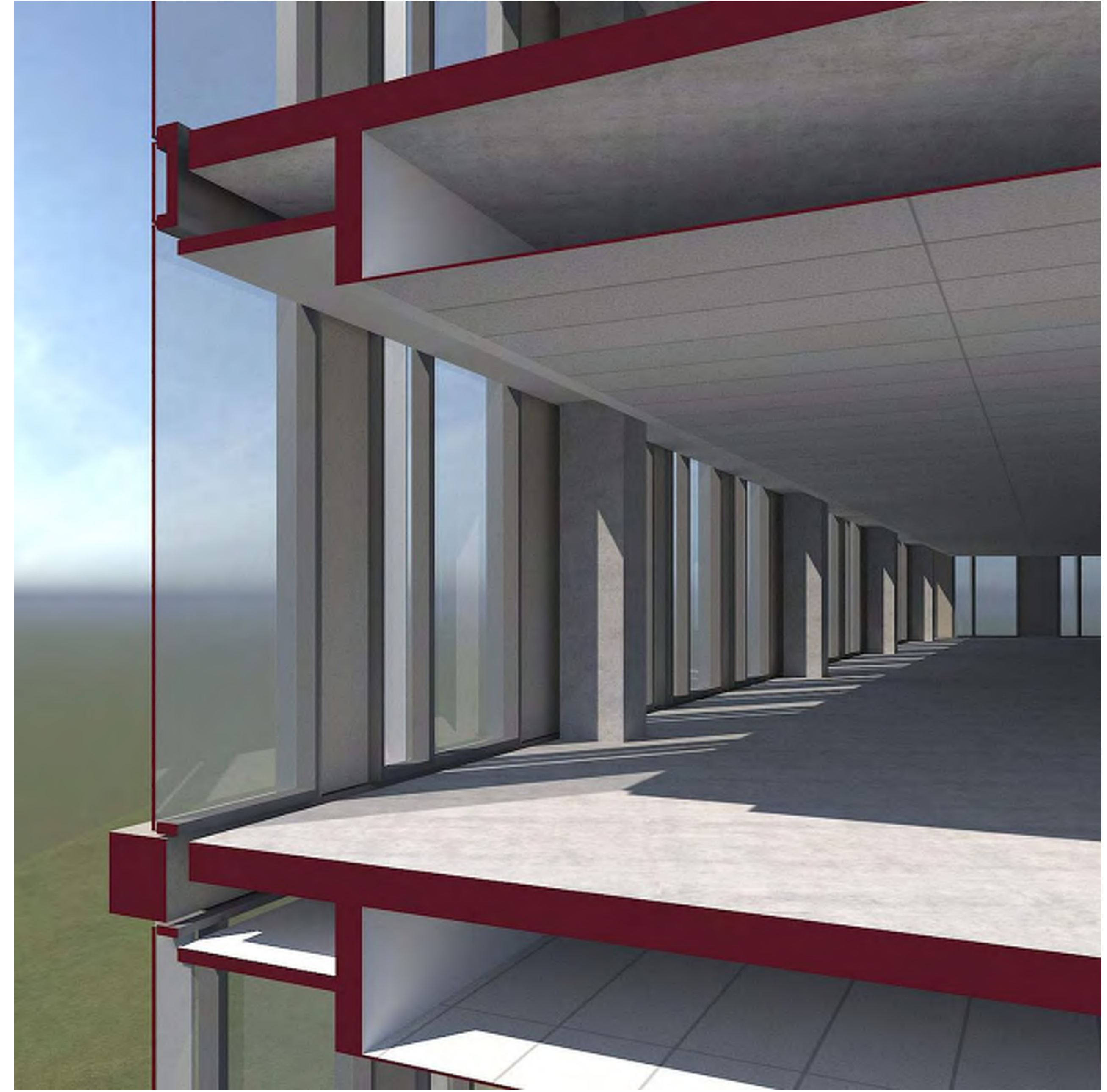


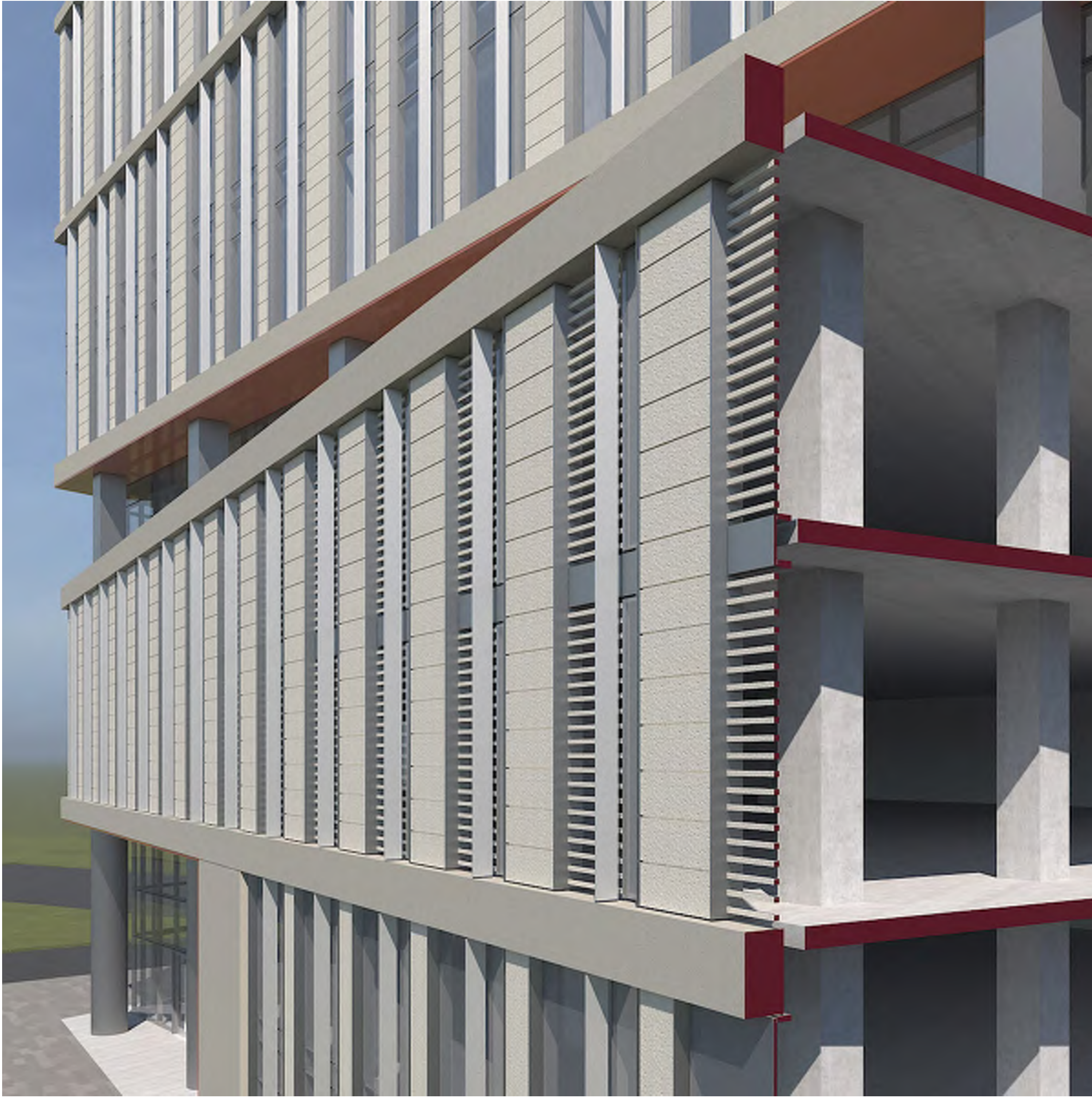






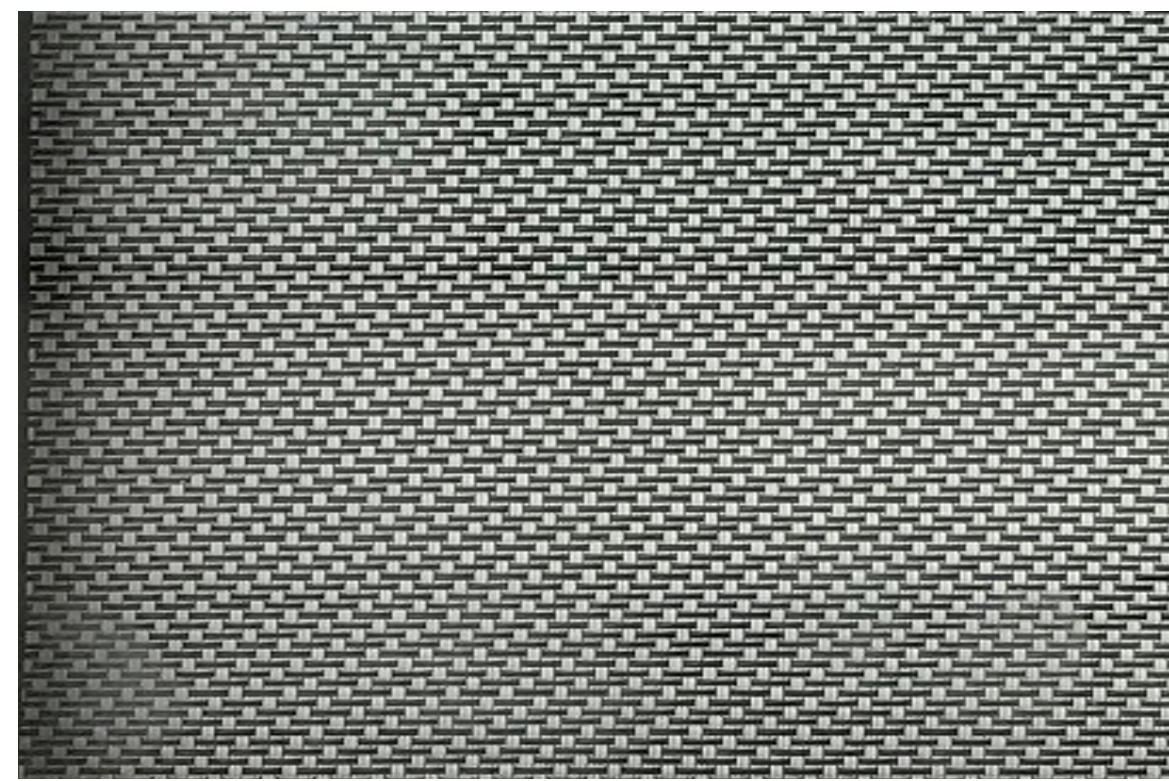








PERSPECTIVE VIEW FROM SOUTHWEST



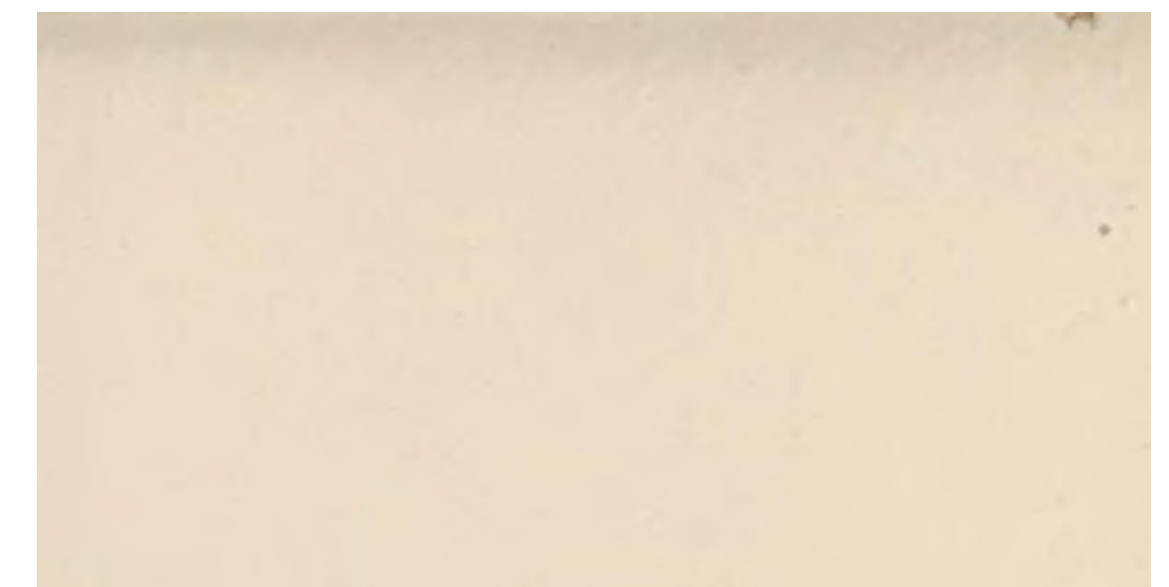
GL01 - GLAZING CLEAR



GL02 - GLAZING TYP.



GL03 - GLAZING (SPANDRELS)



TC01 - TERRA COTTA



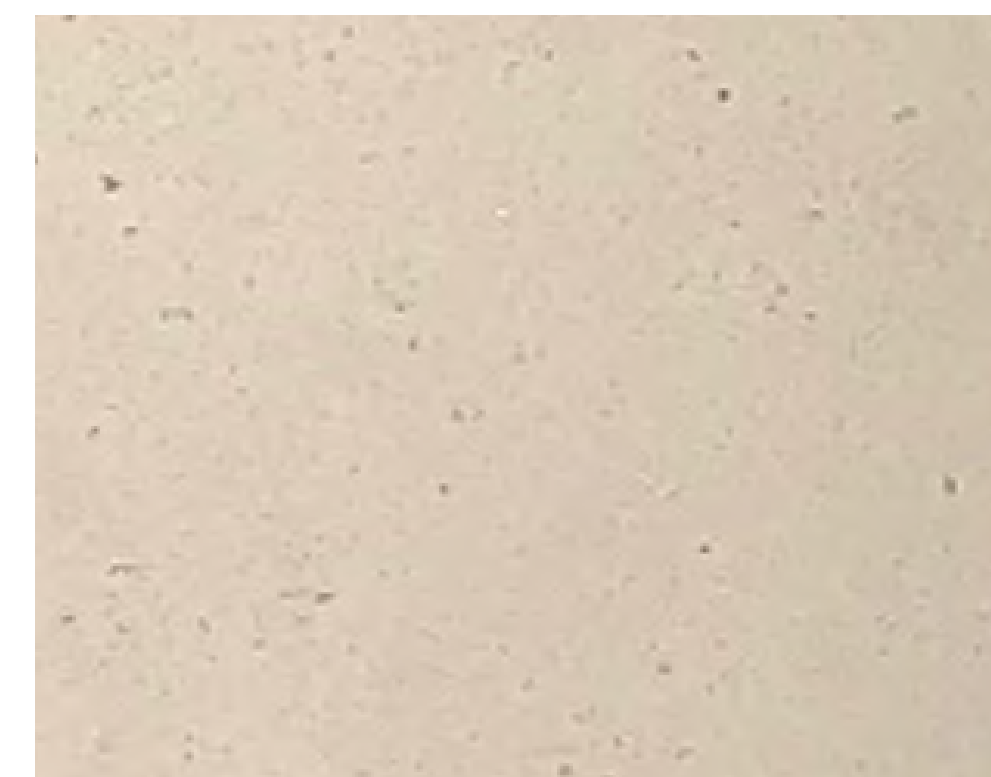
AC01 - EXPOSED CONCRETE



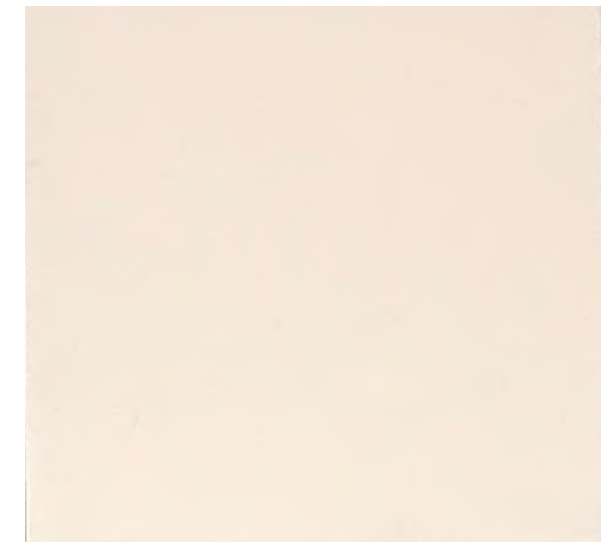
GL04 - GLAZING (FROSTED)



PC01 - PRECAST ARCHITECTURAL CONCRETE



PC02 - PRECAST ARCHITECTURAL CONCRETE



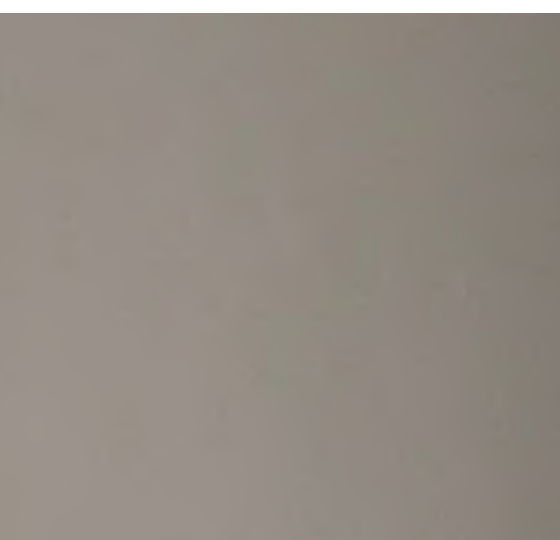
T01 - METAL PANELS



T02 - METAL PANELS



T03 - METAL PANELS



MT04 - METAL PANELS



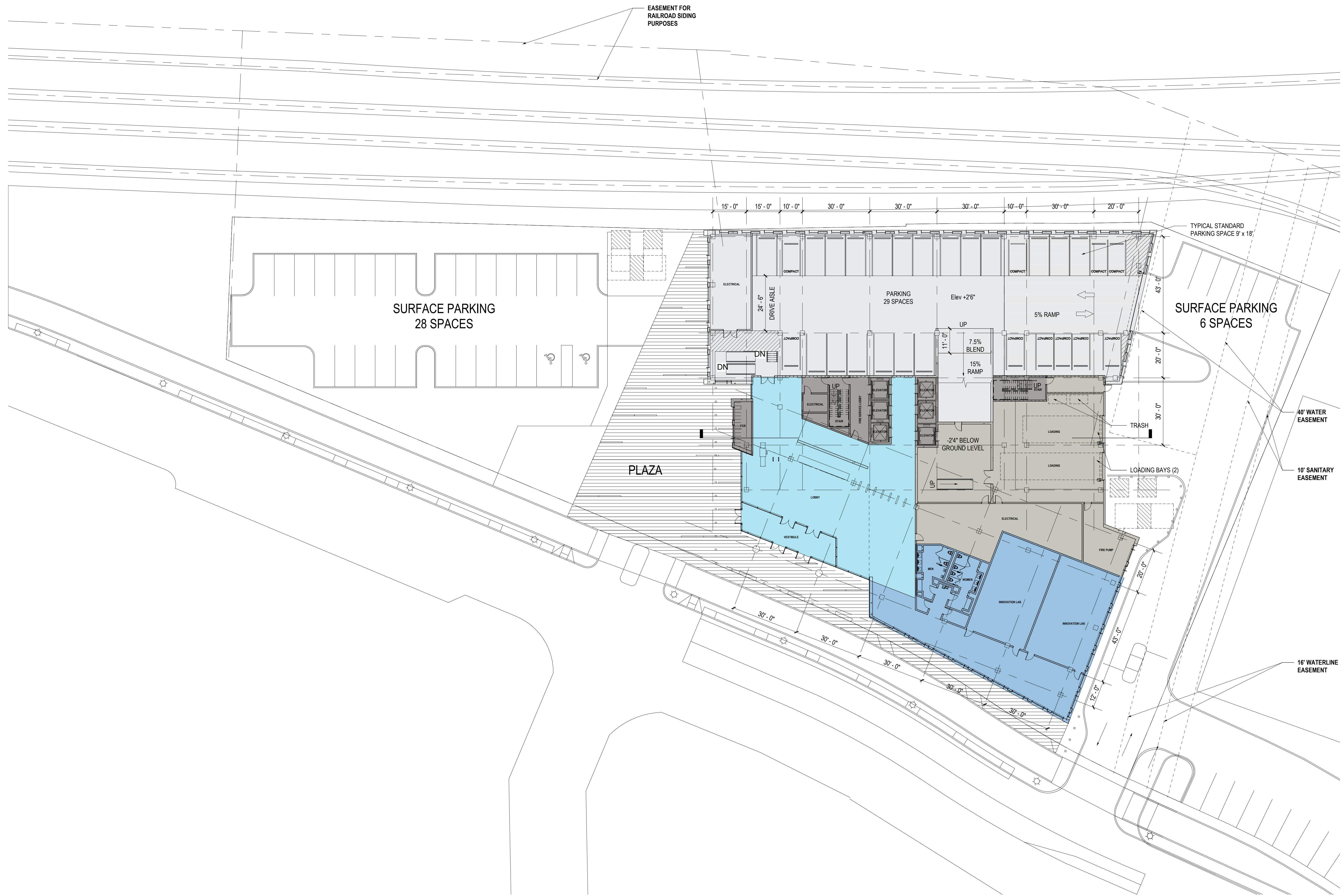
ST01 - STONE CLADDING

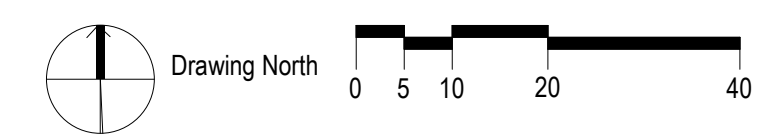
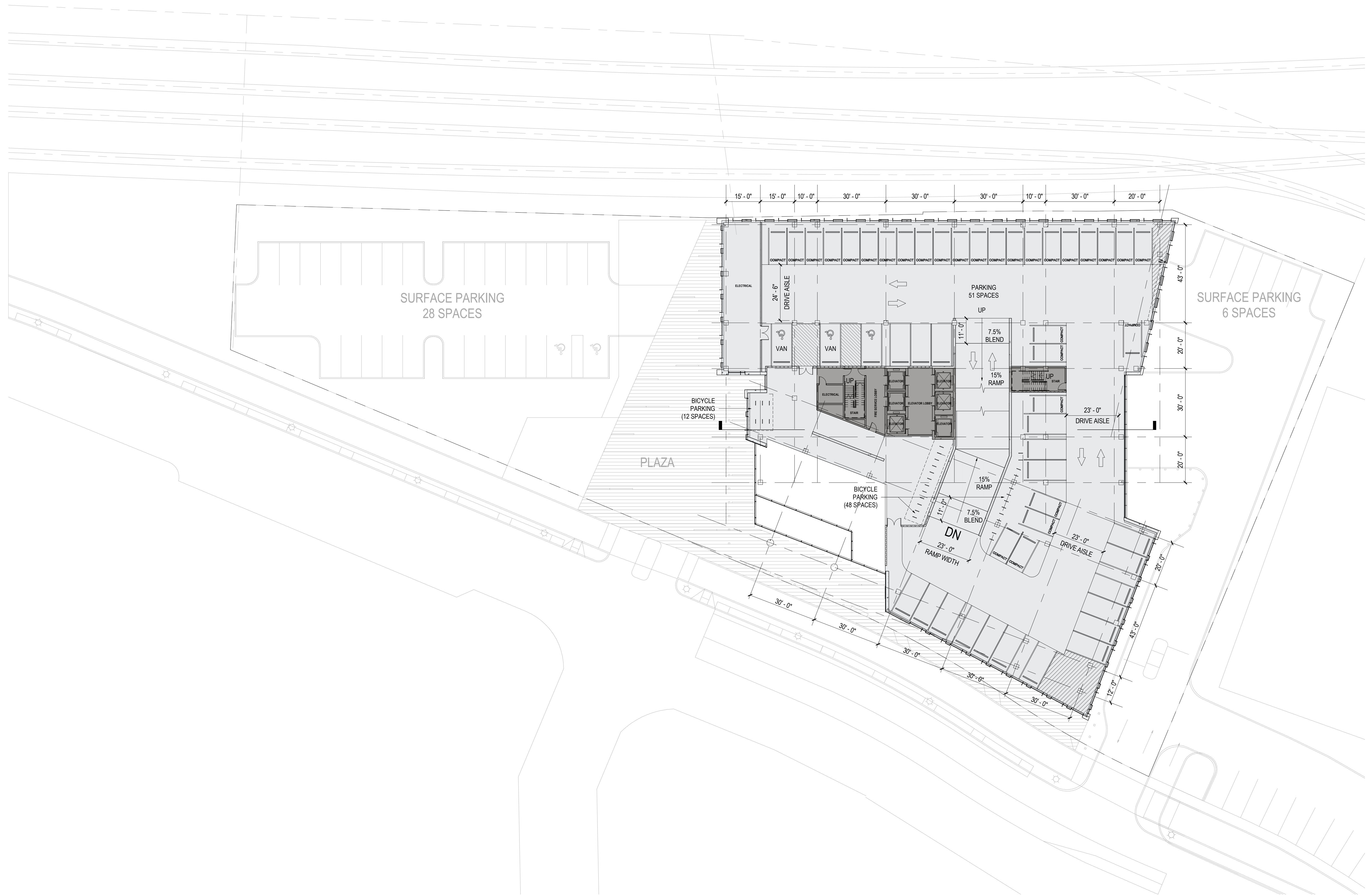


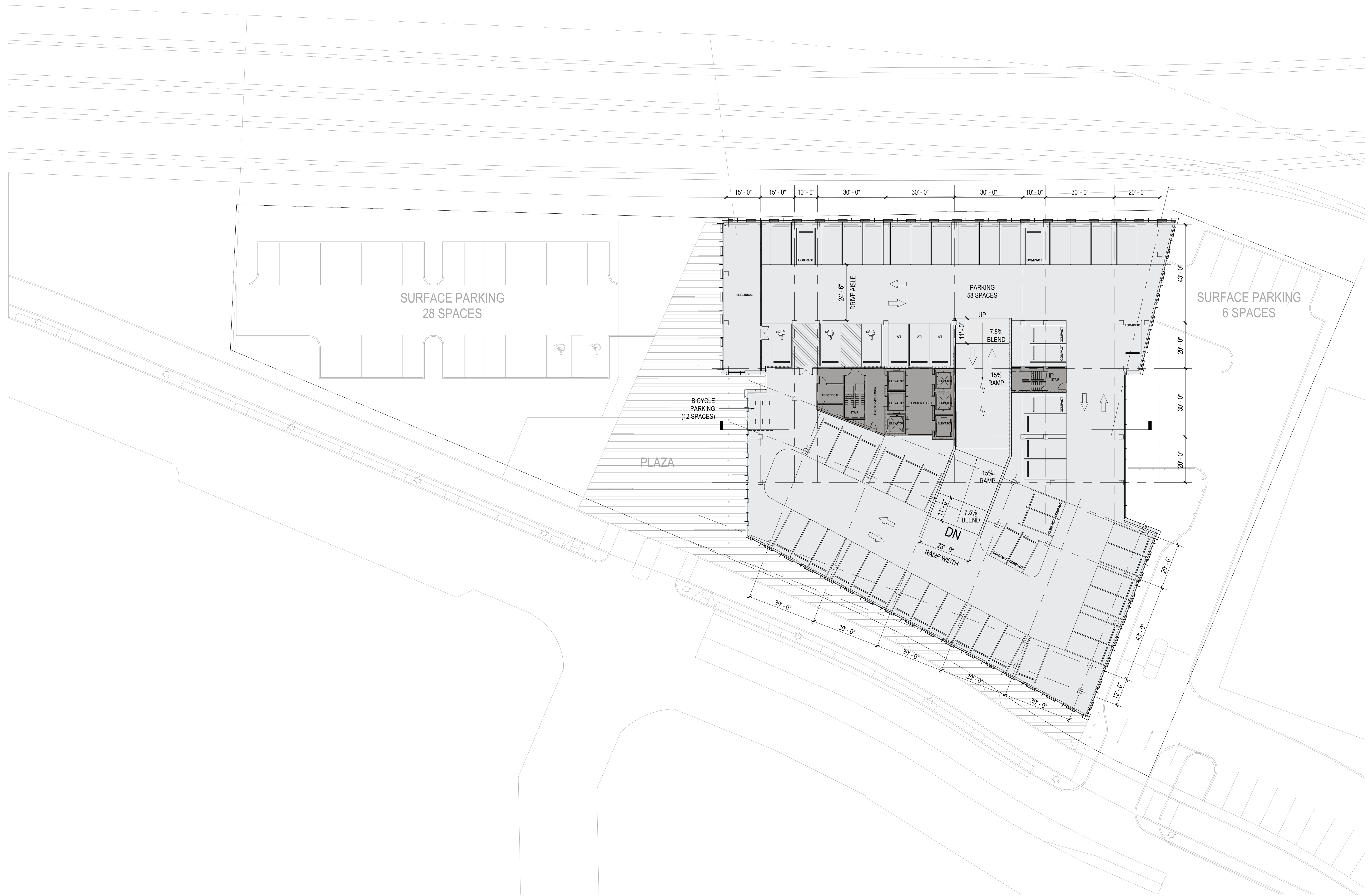
MT06 - STAINLESS STEEL



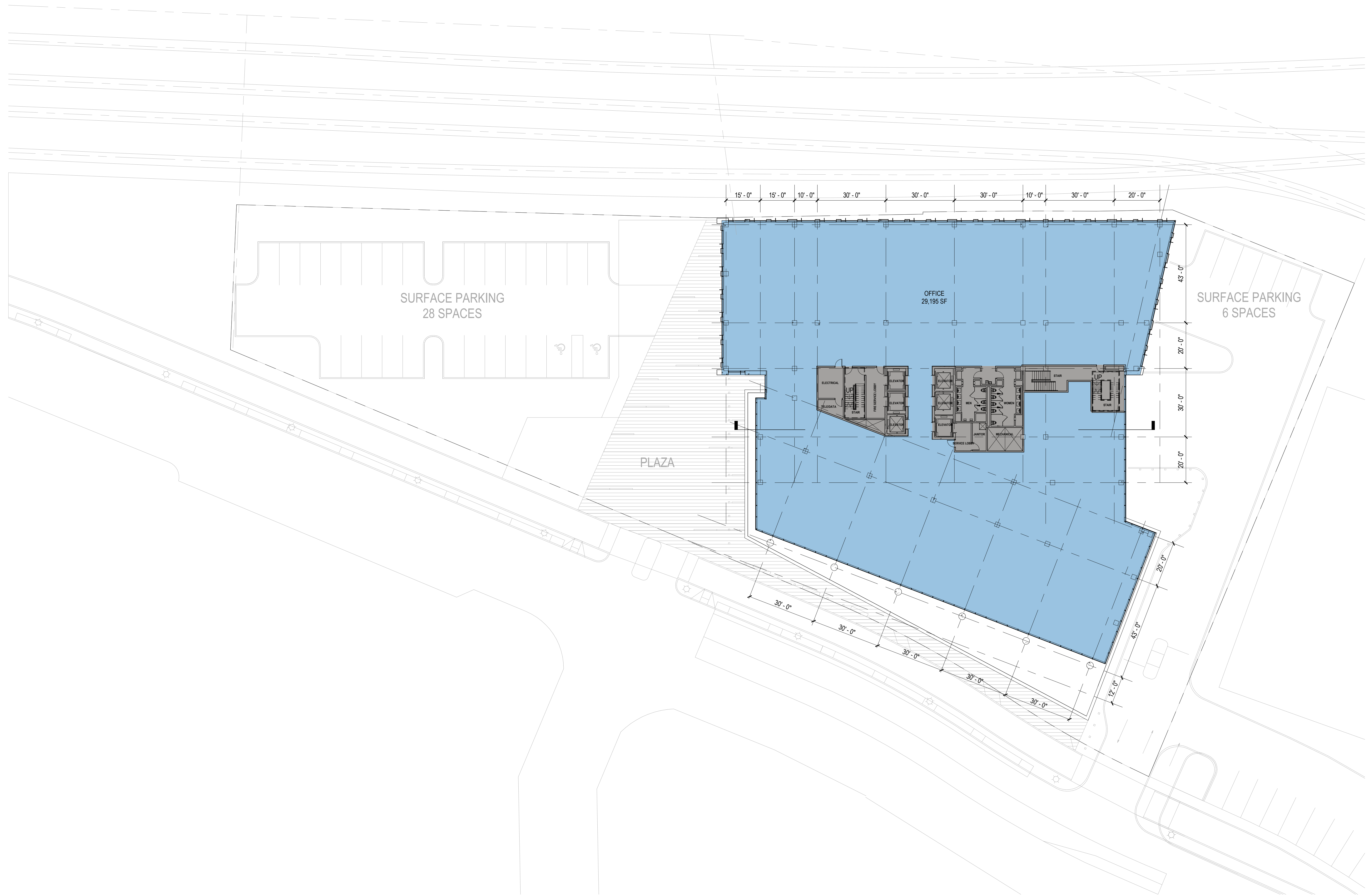
MT05 - METAL PANELS

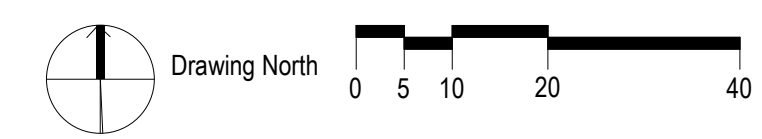
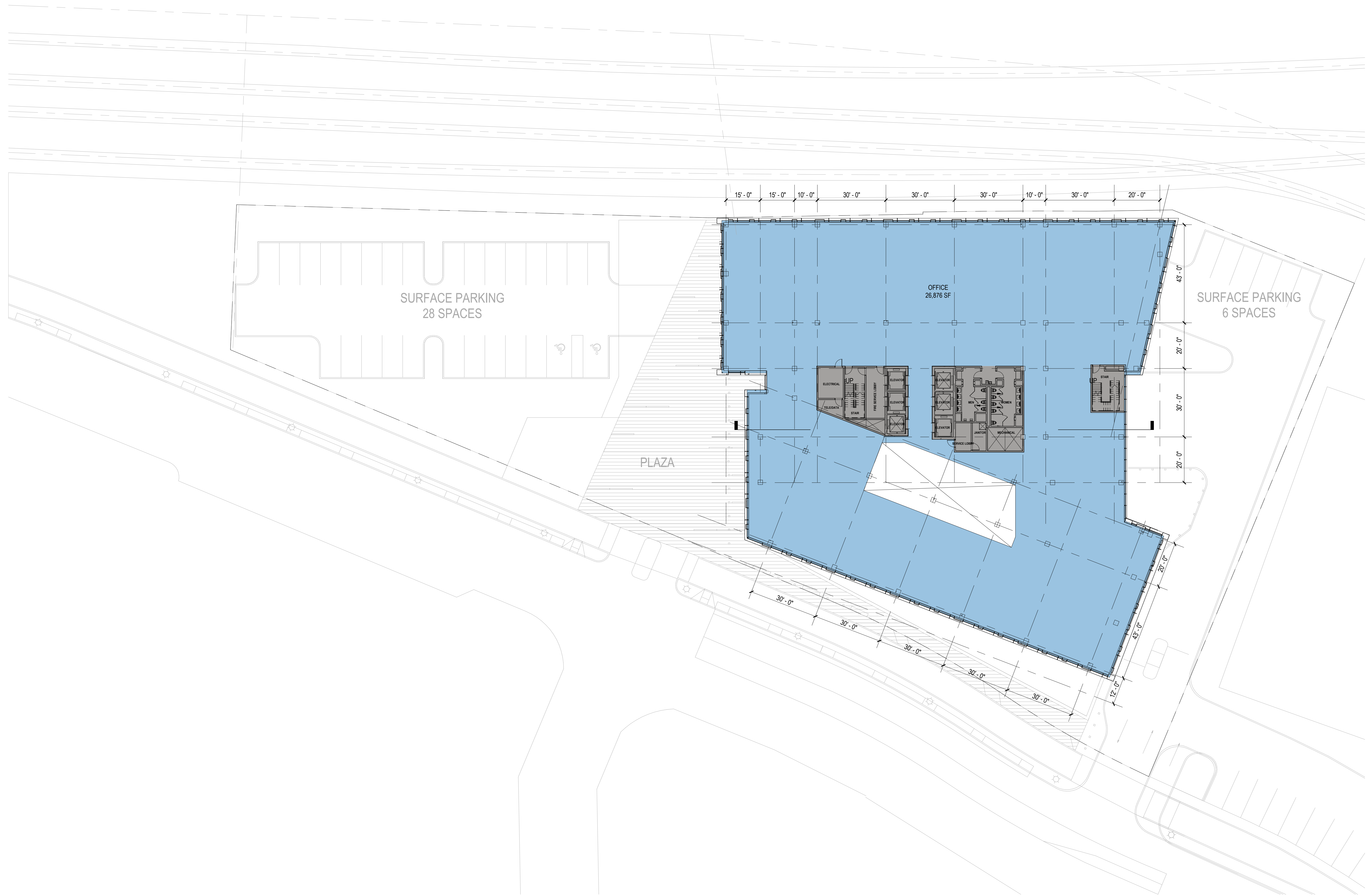


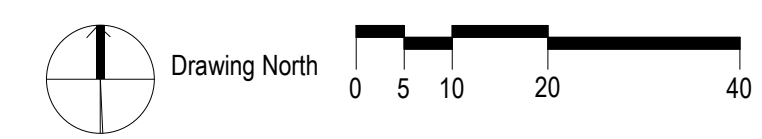
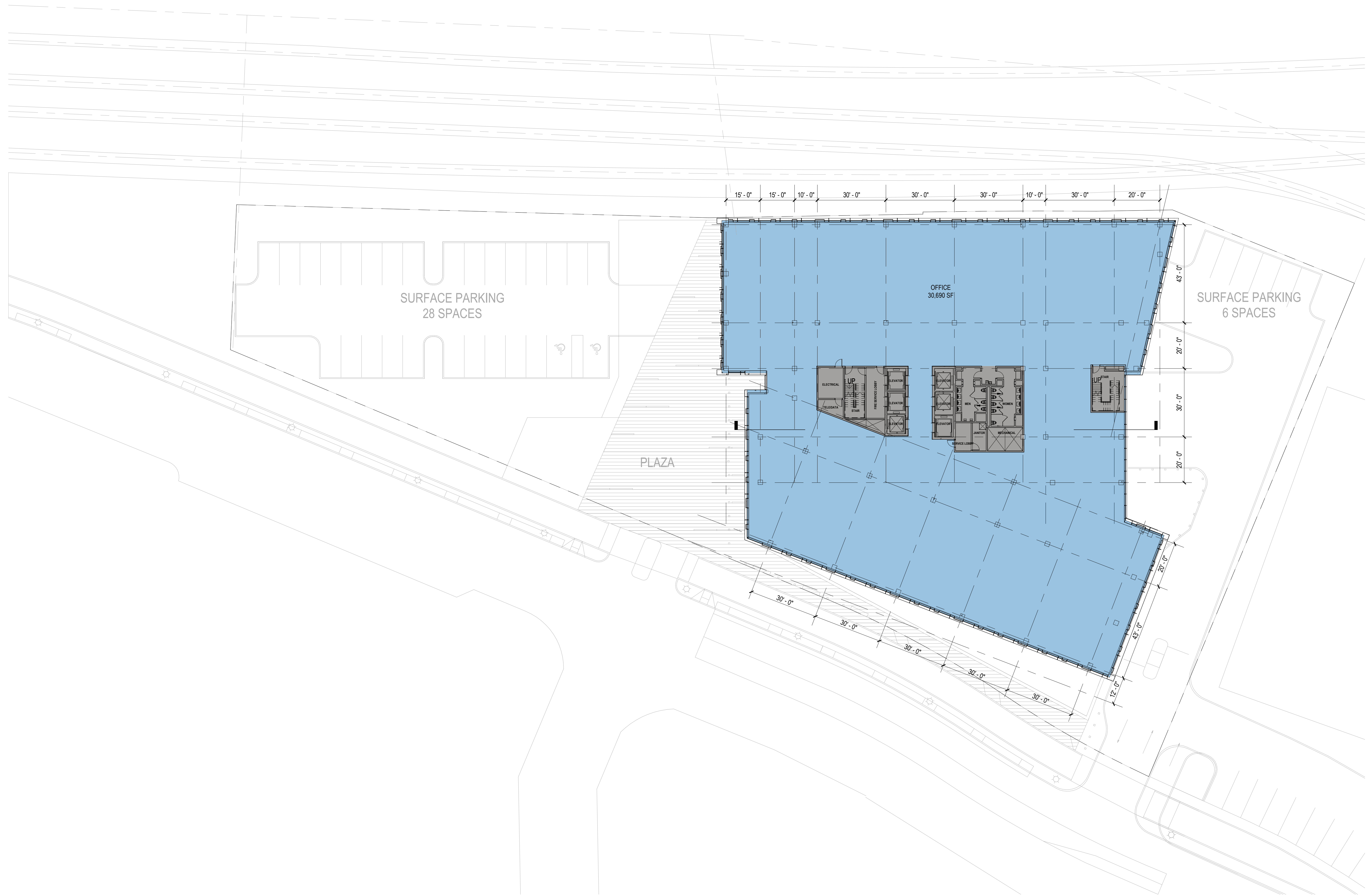


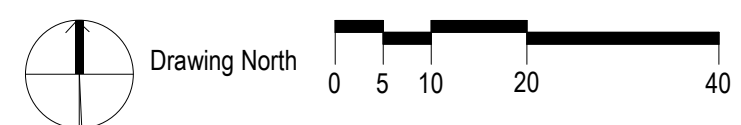
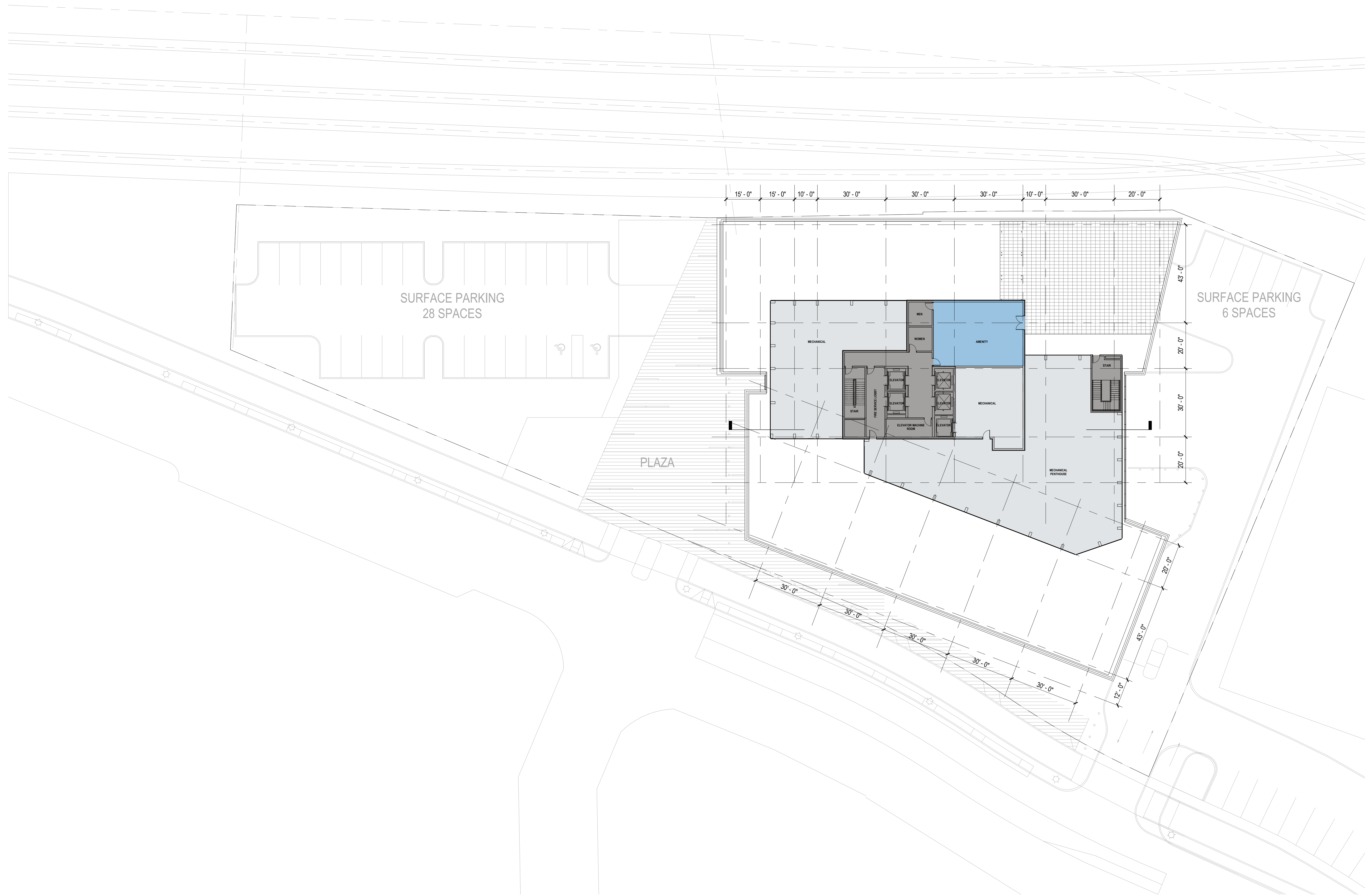






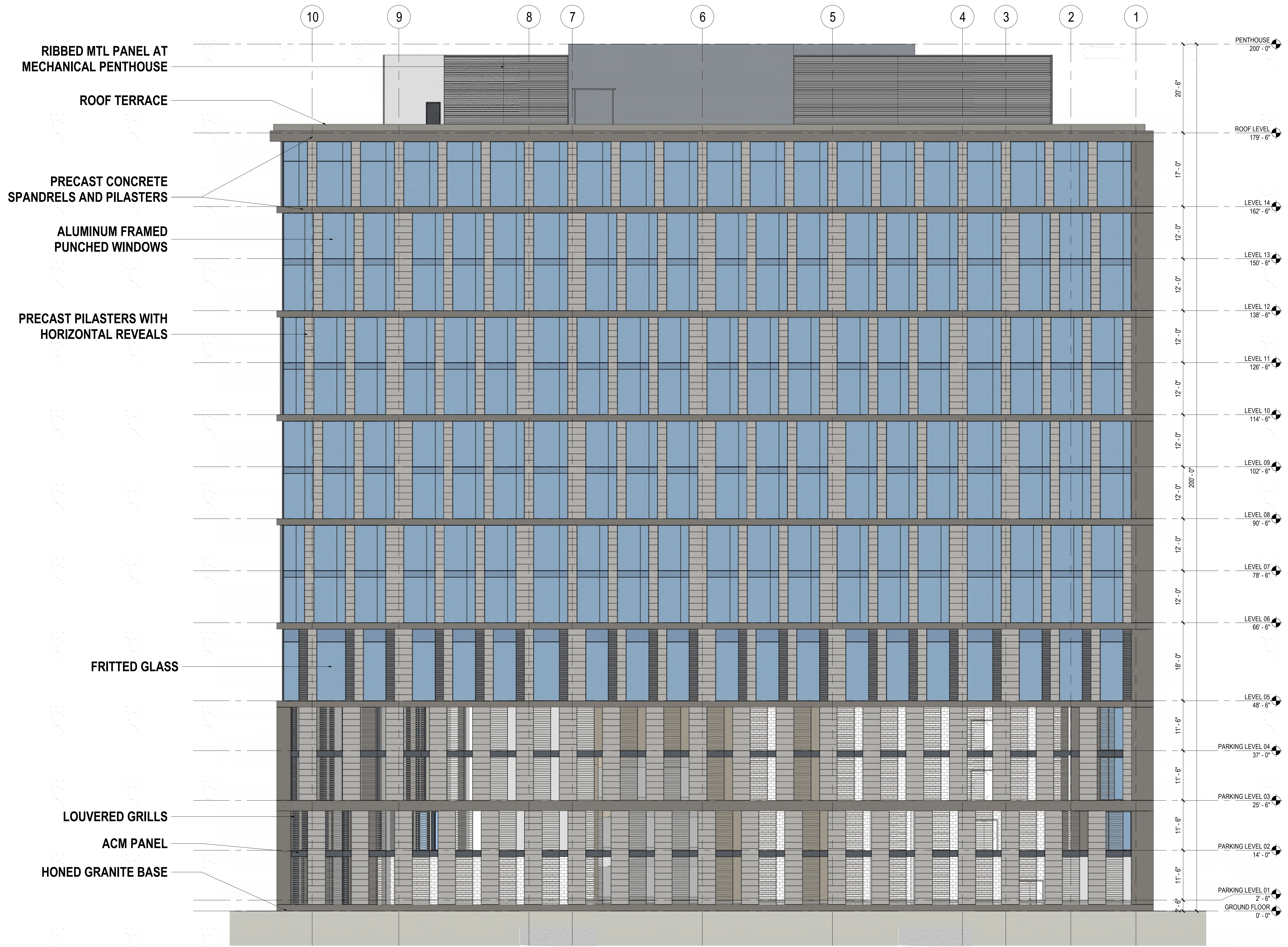








01 SOUTH ELEVATION  
SCALE: 3/32" = 1'-0"



**01** NORTH ELEVATION  
 SCALE: 3/32" = 1'-0"



RIBBED MTL PANEL  
AT MECHANICAL  
PENTHOUSE

PRECAST PILASTERS  
WITH HORIZONTAL  
REVEALS

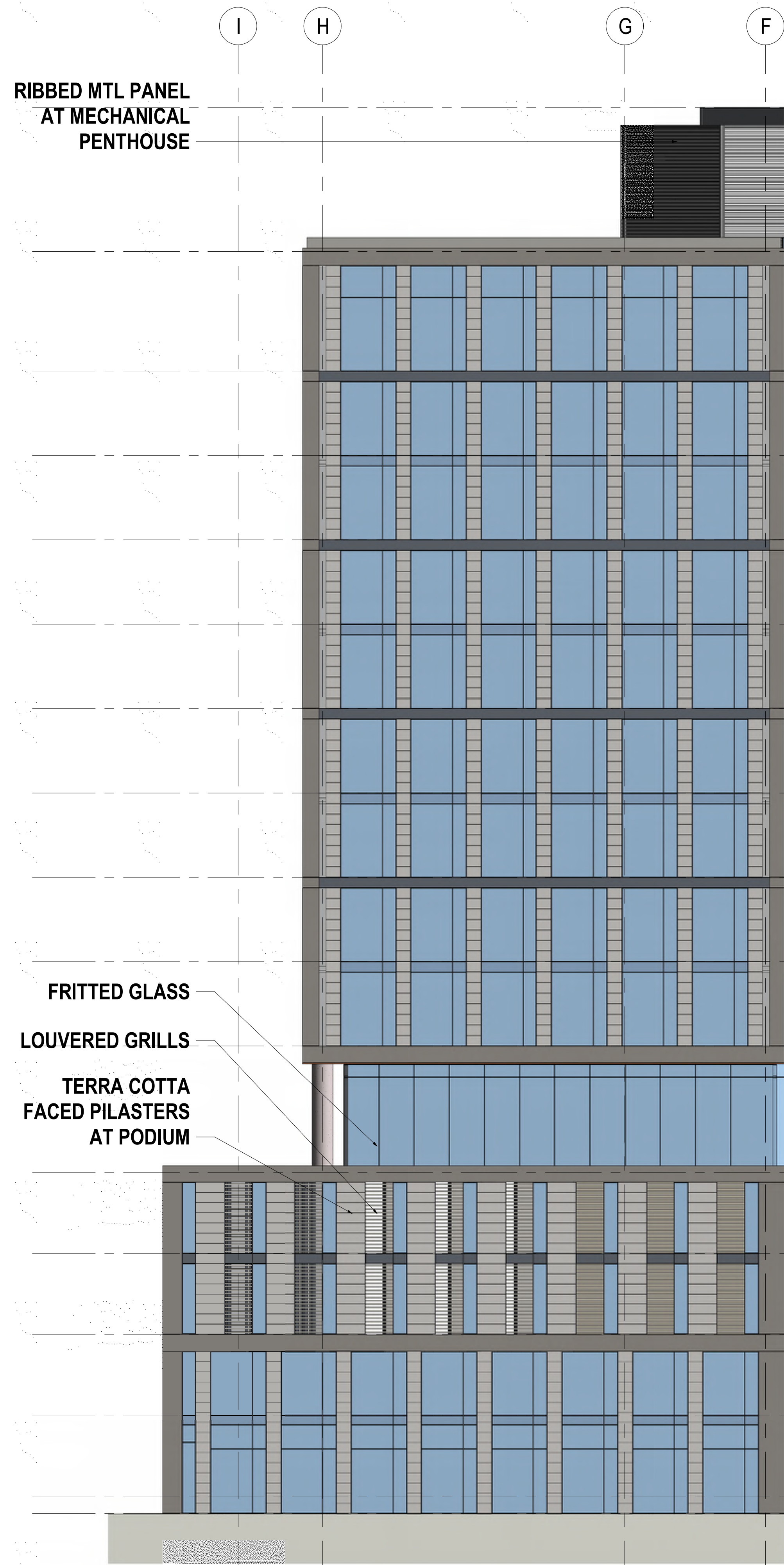
FRITTED GLASS

TERRA COTTA FACED  
PILASTERS AT PODIUM

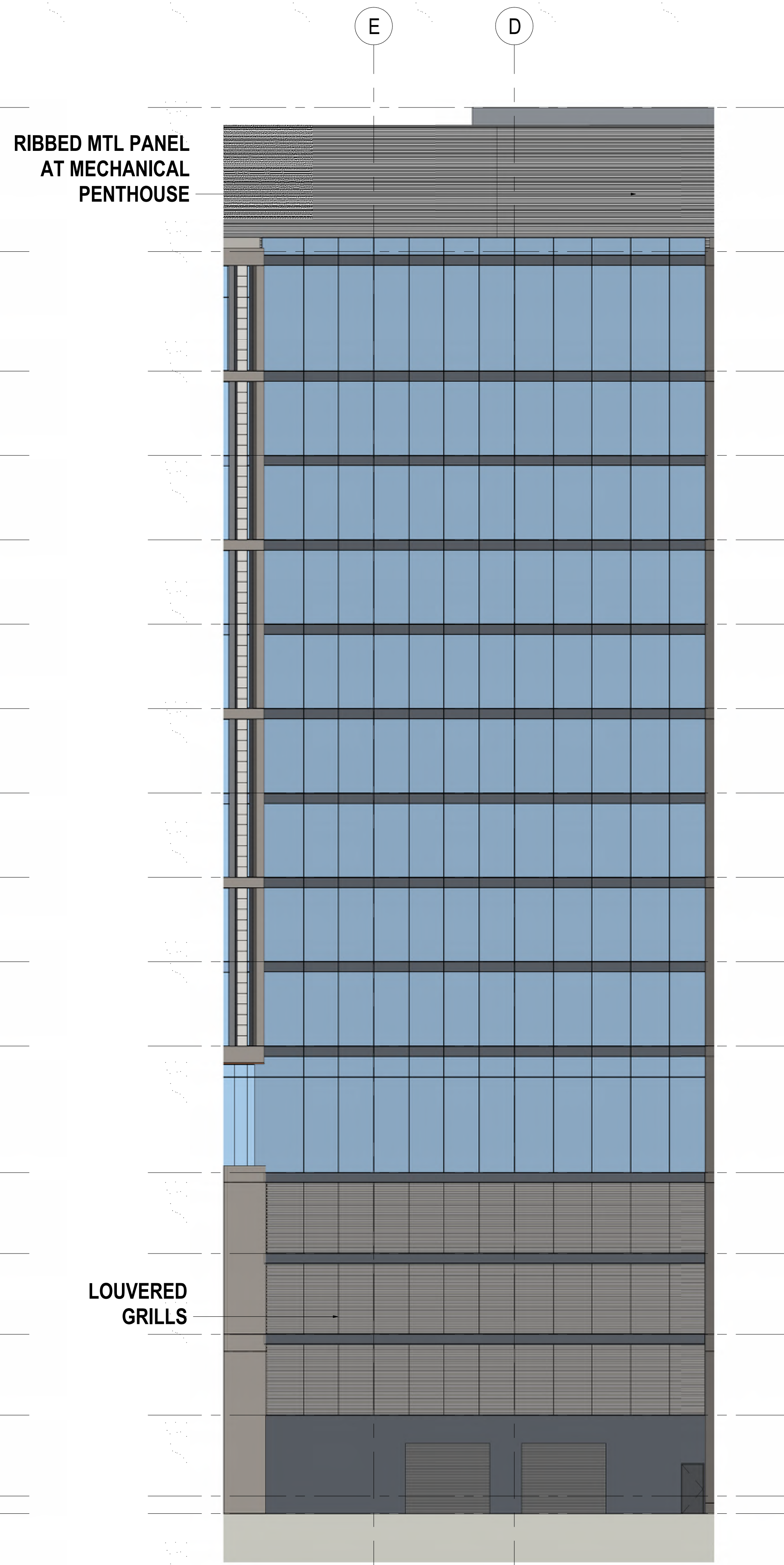
LOUVERED GRILLS

- PENTHOUSE 200'-0"
- 20'-6"
- ROOF LEVEL 179'-6"
- 17'-0"
- LEVEL 14 162'-6"
- LEVEL 13 150'-6"
- 12'-0"
- LEVEL 12 138'-6"
- 12'-0"
- LEVEL 11 126'-6"
- 12'-0"
- LEVEL 10 114'-6"
- 12'-0"
- LEVEL 09 102'-6"
- 200'-0"
- LEVEL 08 90'-6"
- 12'-0"
- LEVEL 07 78'-6"
- 12'-0"
- LEVEL 06 66'-6"
- 18'-0"
- LEVEL 05 48'-6"
- 11'-6"
- PARKING LEVEL 04 37'-0"
- 11'-6"
- PARKING LEVEL 03 25'-6"
- 11'-6"
- PARKING LEVEL 02 14'-0"
- 11'-6"
- PARKING LEVEL 01 2'-6"
- GROUND FLOOR 0'-0"

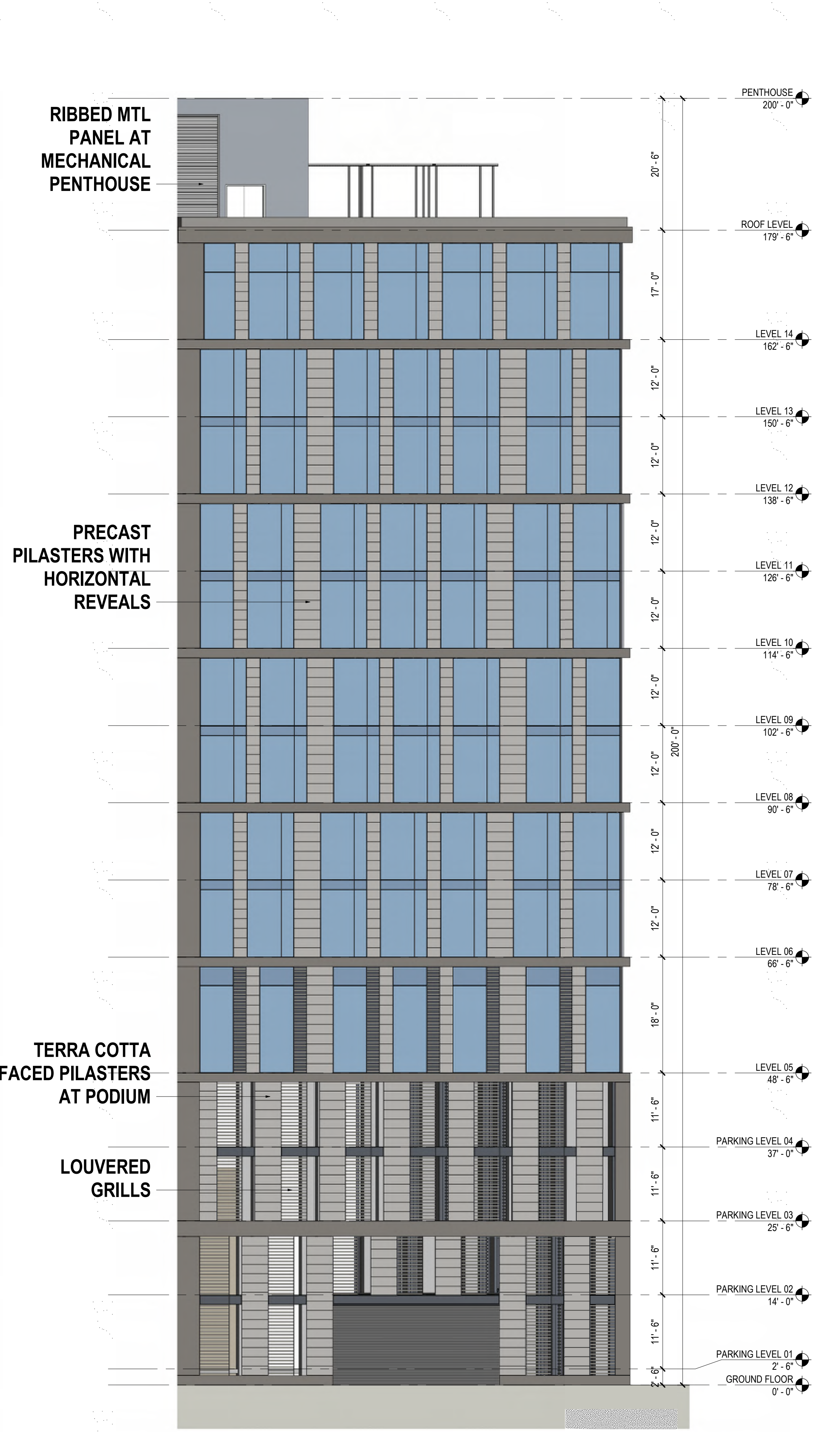
**01 WEST ELEVATION**  
SCALE: 3/32" = 1'-0"



01 EAST ELEVATION - A  
SCALE: 3/32" = 1'-0"



02 EAST ELEVATION - B  
SCALE: 3/32" = 1'-0"



03 EAST ELEVATION - C  
SCALE: 3/32" = 1'-0"



# BUILDING AREA SUMMARY

## PARKING

LEVEL 1 PARKING		13,978 SF
LEVEL 2 PARKING		26,388 SF
TYPICAL PARKING	29,281 X 2 FLOORS - LV4 RAMP 2,302	58,562 SF

**TOTAL PARKING 98,928 SF**

## OFFICE

LEVEL 1 LOBBY, OFFICE, LOADING		17,441 SF
PARKING LOBBY	2,409 X 3 FLOORS	7,227 SF
LEVEL 5 OFFICE		29,195 SF
LEVEL 6 OFFICE		26,876 SF
TYPICAL OFFICE	30,690 X 8 FLOORS	245,520 SF

**TOTAL OFFICE 326,259 SF**

**TOTAL GSF 425,187 SF**

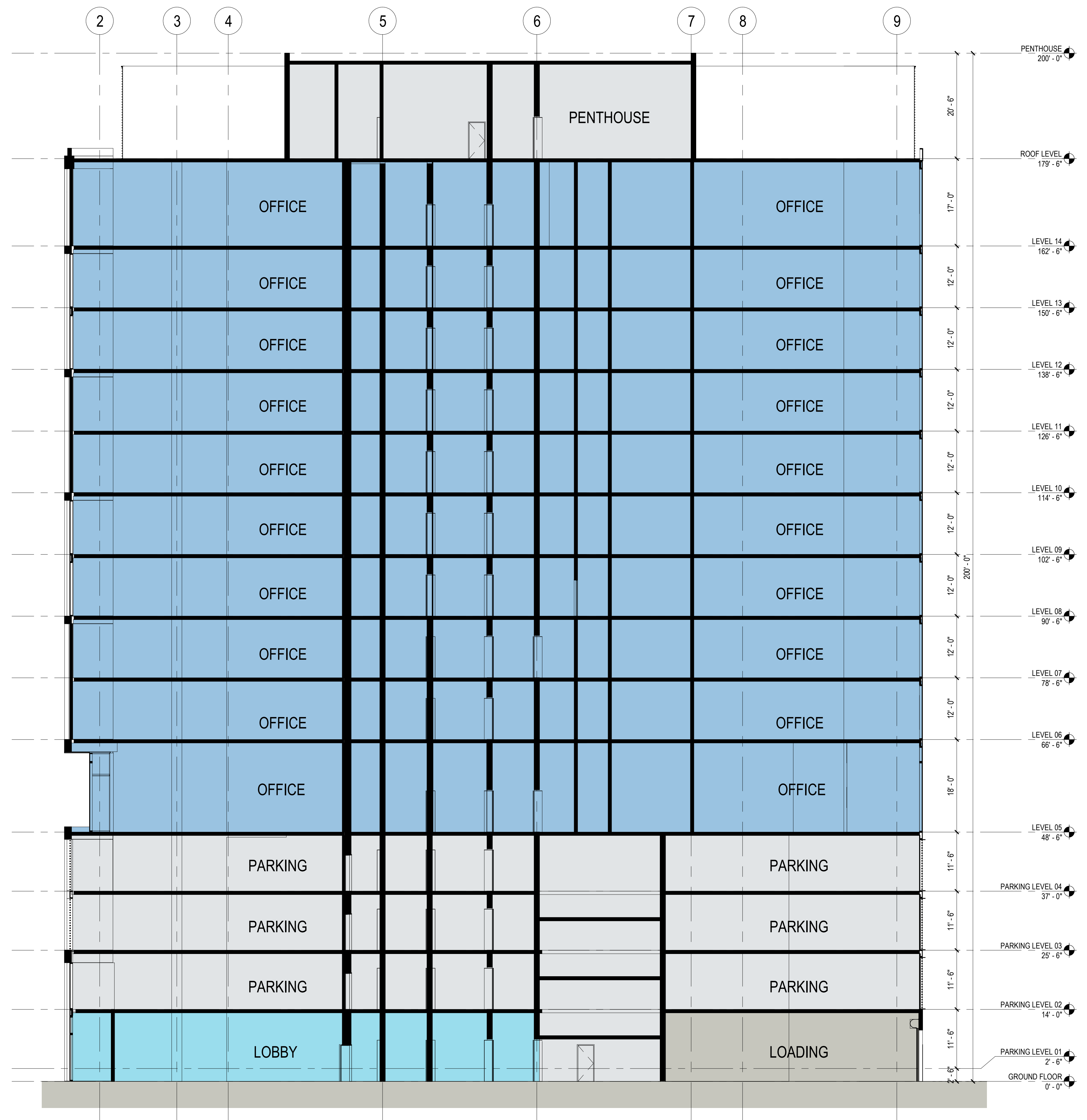
**TOTAL FLOOR AREA  
W/ EXCLUSIONS 408,767 SF**

**TOTAL RENTABLE (APPROXIMATE)  
307,547 SF**

**TOTAL USABLE (APPROXIMATE)  
258,340 SF**

**TOTAL PARKING 233 SPACES**

LEVEL	TYPE	COUNT
SURFACE	STANDARD	26
SURFACE	ADA	2
DRIVEWAY	STANDARD	6
GROUND	COMPACT	10
GROUND	STANDARD	19
LEVEL 02	ADA	3
LEVEL 02	COMPACT	29
LEVEL 02	STANDARD	19
LEVEL 03	ADA	3
LEVEL 03	COMPACT	10
LEVEL 03	STANDARD	45
LEVEL 04	ADA	3
LEVEL 04	COMPACT	10
LEVEL 04	STANDARD	48
<b>TOTAL</b>		<b>233</b>



**01 BUILDING SECTION - EAST WEST**  
SCALE: 3/32" = 1'-0"

# Office Building, Mill Road, Alexandria

## BUILDING DESIGN NARRATIVE

**Summary of Changes:** The design of the building has been modified from the previous Design Review Board submittal on June 13, 2019. The core of the building is refined to include MEP/Support space for the building and a stair was moved to connect the East façade. The Westernmost curb cut was removed and the Eastern curb cut was modified to reflect the current proposal for shared public access to the adjacent City-owned parcel, with the understanding that this might be modified slightly through the final site plan process. Incorporated is the simplification of the East façade design to follow an A-B-A pattern. The 5th floor façade has also been slightly simplified along the North facade to match the typical façade language above. The West façade "back bar" design has been updated and the lower 4 levels of the West façade are simplified. Square columns at level 5 changed to round columns to carry through the design at the ground level and evoke classic WMATA design elements. The Penthouse massing has been developed to incorporate MEP/Support spaces as well as the new stair location. Lastly, a material board is included in this submission.

**Exterior Facades:** The building façade systems will be a combination of Glazing and Solid façade materials. Façade type 1 will be window wall with high performance glazing and metal panel spandrel panels forming continuous ribbon windows. Façade type 2 will be precast concrete panels with two-story punched windows with insulated glazed units and ACM panels at the slab cover between floors. At the parking levels the façade openings will be either translucent glass panels or architectural louvered screens to allow natural ventilation of the parking garage, but screen parked vehicles from view.

**Eisenhower East Design Guidelines:** The Building massing and site plan conforms to the intent of the Eisenhower East Design Guidelines. These guidelines inform the design of the building in several key areas:

1. The Building facades design will be aggregate to approximately 75% Glazing and 25% high-quality solid façade materials such as architectural precast concrete, ACM panels and masonry.
2. The Massing of the Mill Road façade features a 4-story podium with a taller volume set-back above it. The portion of the west façade without a podium expression visible from mill road is less than 30% of the street-facing façade.
3. The setback of the office floors above the podium is 5'-20'
4. The Buildings mechanical penthouse is set back from the main façade.
5. The parking areas within the podium are screened from view with an architectural façade that is consistent with the other building facades.
6. Surface parking and service areas on the site are setback from Mill Road and screened from the street.
7. In addition to the multi-purpose trail/bike path indicated along Mill Road there will be a pedestrian sidewalk and a landscape strip with Street trees spaced at 25'-30' on center, consistent with the guidelines for a "C" street.

