



Design Review Board Case #2017-0001
Eisenhower East - Block 20

Application	General Data	
Project Name: Eisenhower East - Block 20 Location: 2200 A Mill Road Applicant: Paradigm Development Company	DRB Date:	March 23, 2017
	Site Area:	3.56 acres (155,047 sf)
	Zone:	CDD#2
	Proposed Use:	Residential and Office or Hotel
	Gross Floor Area:	Option A: 545,680 sf Option B: 472,354 sf
Purpose of Application:		
Design concept review of the proposed development for Eisenhower East Block 20. The proposal includes two options: Option A) 436,486 sf of residential and 109,194 sf of hotel and, Option B) 365,414 sf residential and 106,940 sf of office.		
Staff Reviewers: Thomas H. Canfield, AIA tom.canfield@alexandriava.gov Nathan Imm nathan.imm@alexandriava.gov Gary Wagner, RLA gary.wagner@alexandriava.gov Stephanie Free, ASLA, LEED GA stephanie.free@alexandriava.gov		
DESIGN REVIEW BOARD ACTION, MARCH 23RD 2017: The Eisenhower East Design Review Board voted unanimously to approve the overall massing, scale, and orientation of the buildings and site plan for both of the proposed development options. The board emphasized that the next step in development of the design is composition of the building façades, form, and materials.		

I. OVERVIEW

Paradigm Development Company is requesting Design Review Board (DRB) **approval** of the massing and scale for their proposed development at 2200 A Mill Road (Eisenhower East - Block 20). The applicant proposes two development alternatives for the site. The first alternative (Option A) proposes a residential apartment building and a hotel, and the second alternative (Option B) proposes a residential apartment building and an office building. Both alternatives propose above and below-grade structured parking in addition to a central motor court off of Dock Lane and a linear surface parking lot along the site’s southern boundary.

This is the first DRB meeting to discuss this application. Prior to the submission of this application, a previous applicant has:

- Submitted Block 20 for DRB review in 2006, 2008, and 2009 in conjunction with concepts for Eisenhower East – Block 19 and 20.
- Received an extension of the Block 19 & Block 20 DSUP approval in 2012.
- Following the extension, the current applicant has submitted a revised concept for a single-building multifamily residential project on Block 19, and;
- Completed construction of the residential building and open space amenities on Block 19 in 2016.

Since the development of Block 20 is in Eisenhower East, the DRB's jurisdiction is advisory, and its' recommendation for this application will be forwarded to the Planning Commission and City Council for their consideration of the overall development proposal.

II. BACKGROUND

Project Evolution

The Block 20 development concept was approved in 2009 as a combined office and residential development with Block 19 to the north. This concept had two residential towers and two office towers. No development activity had occurred following the 2009 approval and the owner received an extension of the site plan approval for an additional three years. This approval included separation of the original DSUP into two separate DSUPs. This allowed Block 19 and Block 20 to proceed independently. The new owner now proposes two new development alternatives for Block 20 with this application. Both alternatives propose a change from the approved land use. The City is currently conducting a study in regard to the land use conversions for several blocks in Eisenhower East; a Master Plan Amendment shall be required as a result of the study. In addition, since this is a significant change from the original approval, DRB review is required as well as approvals from the Planning Commission and City Council. See Figure 1 for a rendered plan of the previous approval.

Site Context

Block 20 is located south of Eisenhower Avenue, east of the Eisenhower Metro Station, and west of Mill Road. This block is south of Block 19, which is the site of the recently completed Parc Meridian apartment building, west of the Carlyle Mill Apartments, and immediately east of the future development on Blocks 11 and 12. A Dominion Virginia Power (DVP) surface easement exists on the site along the southern boundary of Block 20, adjacent to the Capital Beltway. Dock Lane separates Blocks 19 and 20 and its' proposed extension will create a future connection between Blocks 11 and 12. The future Port Street will be constructed along the western boundary between this property and Block 11, and the future Southern Street will be constructed along the southern boundary within the DVP surface easement. The total area for this site is 3.56 acres with 1.76 acres of buildable area. The remaining land area consists of acreage dedicated to the City as well as underground and overhead power easements.

III. PROJECT DESCRIPTION

The Eisenhower East Small Area Plan designates office use for Block 20. The City is currently reevaluating the efficacy of a single office use on this site and is seeking a Master Plan

Amendment to change the designated land use from only office to other nonresidential uses including office and hotel. The development of these options is strictly contingent upon the approval of this Master Plan Amendment.

Option A-Residential and Hotel Alternative

Option A proposes a residential apartment building with primary frontage on Port Street, and a hotel with primary frontage on Mill Road. The buildings are separated by a hardscaped drop-off plaza with surface parking that is accessed from Dock Lane and serves the main lobby entrances of both buildings. The portion of the property located within the existing DVP easement consists of approximately 29 surface parking spaces that can be accessed from Southern Street. A ground-level paseo between the two buildings provides a pedestrian connection between the surface parking and the drop-off plaza.

The residential building consists of two connected towers and a structured parking garage. The tallest tower is located adjacent to Port Street and has a rectangular form. The building is oriented so the long facades face east and west, spanning the majority of the block from Dock Lane to the DVP easement. This tower is 26 stories (approximately 260 feet) high. A 20 foot mechanical penthouse and a 20 foot ornamental penthouse are included on this tower. The lower tower is located to the east of the tallest tower. This tower is a squarer form and is roughly half the length of the adjacent tower. It is 22 stories (approximately 218 feet), with a rectangular shaped, approximate 12 foot penthouse. This penthouse forms the west edge of an outdoor terrace on the roof of the 22nd floor.

A structured parking garage with 2 levels of below-grade parking and 3 levels of above-grade parking is located south and east of the residential towers, parallel to Dock Lane. A passage of approximately 17 feet separates the parking garage from the western face of the hotel. A rooftop amenity terrace with a swimming pool, seating areas, and plantings is proposed on the roof of the parking structure, and accessed from the 3rd floor of both residential towers. Vehicular access to this parking structure is provided from Port Street, and serves the residents of the apartment building.

The overall floor area for the apartment building is 436,486 sf (exclusive of parking), which includes 404 units and potential for resident amenities at ground level and on upper levels. The proposed main roof height of 260 feet exceeds the allowed height of 220 feet from the EESAP. Staff has encouraged the applicant to utilize Zoning Ordinance Section 7-700 to receive additional building height and density in exchange for providing affordable housing units. Alternatively, the applicant may seek a Master Plan Amendment to exceed the designated building height.

The Block 20 hotel has been designed as a 9 story tower (approximately 92.33 feet in height) with an approximately 20 foot high mechanical penthouse. The overall floor area for this building is 109,194 sf, which includes 180 guest rooms. The building is designed largely as an “L” shape with facades that angle in response to the curvature of Southern Street and Mill Road. The

building is oriented so that the long facades face east and west, spanning the majority of the block from Dock Lane to the DVP easement. A triangular shaped green space on the ground level provides articulation of the building's "L" shape along Mill Road. There are no rooftop or interior building amenity spaces shown on the hotel at this time.

Option A is the applicant's preferred development alternative. The hotel in this option requires less than half the area needed by office for parking which results in more area for residential parking and more residential density.

Option B-Residential and Office Alternative

The Option B residential apartment building is nearly identical to the residential apartment building in Option A, except that:

- The tallest tower is 22 stories (approximately 223 feet) high. A 20 foot mechanical penthouse and a 20 foot ornamental penthouse on this tower are included in this option similar to the previous.
 - The proposed main roof height exceeds what is permitted in the EESAP. Staff has encouraged the applicant to utilize Zoning Ordinance Section 7-700 to receive additional building height and density in exchange for providing affordable housing units. Alternatively, the applicant may seek a Master Plan Amendment to exceed the designated building height.
- The lower tower is 18 stories (approximately 180 feet) with an amenity terrace on the roof of the 18th floor, with an approximate 12 foot penthouse.
- The above grade parking garage extends to the east with approximately 46 feet of separation from the western face of the office building.
- The overall floor area is 365,414 sf (exclusive of parking), which includes 332 units.

The Block 20 office building has been designed as a 6 story tower (approximately 71 feet high) with an approximately 19 foot high penthouse. The building is generally trapezoidal in form, with facades that angle in response to the curvature of Southern Street and Mill Road. The building is oriented so that the long facades face east and west, spanning the majority of the block from Dock Lane to the DVP easement. There are no rooftop or interior amenity spaces shown on this building at this time.

The overall floor area for this building is 133,282 sf. Additionally, there are 3 levels of below-grade parking that providing 200 spaces. The structured parking is excluded from the AGFA since it is completely underground. Access to this parking garage and service bay are provided from Southern Street.

Structured Parking

The garage serving the hotel in Option A and the office building in Option B is accessed from Southern Street and does not connect with the residential parking garage; the project has been designed such that either section could be phased separately. Both options include 3 levels of above-grade parking for the residential building. The Eisenhower East Small Area Plan (EESAP) provides an allotment for above-grade structured parking, as an increase in the AGFA otherwise allowed if the amount of parking required for the intended use cannot be

accommodated within 2 levels of underground parking. Due to site constraints, the applicant has maximized the amount of spaces that can be accommodated in 2 levels of below-grade parking. Therefore, as stated in the EESAP, the above-grade structured parking will not count against the site's AGFA.

The applicant provided floor plans for each level of parking as well as a chart that states the total number of parking spaces for each use in both Option A and Option B. Staff observed that the total number of spaces stated in each chart significantly varies from the actual total number of spaces shown on the floor plans. (See Table 1)

Table 1: Block 20 Parking Comparison			
Option A			
USE	REQUIRED Total # of Spaces (Ratio)	STATED Total # of Spaces (Ratio)	ACTUAL SHOWN Total Number of Spaces (Ratio)
Residential	410 (.76/bedroom)* ⁽¹⁾	400 (.74/bedroom)	357 (.66/bedroom)
Hotel	126 (0.70/guest room)**	85 (.47/guest room)	78 (.43/guest room)
Option B			
USE	REQUIRED Total # of Spaces (Ratio)	STATED Total # of Spaces (Ratio)	ACTUAL SHOWN Total Number of Spaces (Ratio)
Residential	337 (.76/bedroom)* ⁽¹⁾	330 (.74/bedroom)	277 (.62/bedroom)
Office	181 (1.66/1000sf)**	200 (1.83/1000sf)	186 (1.70/1000sf)

⁽¹⁾An additional parking ratio deduction shall apply if the applicant provides the required number of income restricted units per Zoning Ordinance Section 8-200.

*Per the City of Alexandria Parking Standards for Multi-Family Residential Development Projects with allowable deductions.

**Per the Eisenhower East Small Area Plan (EESAP).

The applicant must resolve the inconsistency between the actual number of spaces shown and the total number of spaces stated, and provide the required amount of spaces for each use.

IV. STAFF ANALYSIS

Overall, staff finds that the massing and scale of the buildings in both options is very successful and accomplishes many of the goals and guidelines outlined by the Small Area Plan, discussed further below. Additional areas of improvement are discussed in the Analysis Narrative and should be addressed with subsequent submissions.

Compliance with the Eisenhower East Small Area Plan and Design Guidelines

The table below provides a summary of how each option for this project complies with the intent of the Eisenhower East Small Area Plan and Design Guidelines.

Option A-Residential and Hotel Alternative

Guideline	Plan Requirement	Proposed Plan	Complies with intent?
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Guideline	Plan Requirement	Proposed Plan	Complies with intent?
Land Use	Office	Residential & Hotel	No*
Retail Locations	No retail requirement for this block	Retail is not currently proposed	Yes
Allowable Gross Floor Area	585,000 sf	545,680 sf	Yes
Building Height	Maximum height of 220 feet	Residential: 260 feet to top of main floor. Hotel: 92.33 feet to top of main floor.	No** Yes
Building Setbacks	Dock Lane, Southern Street, and Port Street façades: 5'-10' required above 40'-60' streetwall. Mill Road façade: 7'-20' required at 40'-60' height except for 30%-40% of the façade above the streetwall may remain coplanar to the streetwall façade.	The current stage of approval is for general massing and scale of the buildings. See note above.	Not Yet
Architectural Articulation	- "B" Street Facades (Mill Road): The building façade shall articulate a clear base, middle and top to the building. Building façade must articulate a residential scale with varied surface articulation of color, scale and material. - "C" Street Facades (Port Street, Dock Lane) - Facades shall be an integrated component of the overall building design.	The current stage of approval is for general massing and scale of the buildings. See note above.	Not Yet
Street Frontage: B Street (Mill Road)	-A minimum of 75% of the building façade shall meet the build-to line.	The building façade does not meet the Build to Line.	No

Guideline	Plan Requirement	Proposed Plan	Complies with intent?
	-Main pedestrian building entries must be at sidewalk elevation and shall be spaced no less than 25' apart.	The primary residential and hotel building entrances will be located at the drop-off plaza accessed from Dock Lane.	Yes
	-Only one curb cut per block face permitted.	There are no curb cuts on Mill Road.	Yes
Street Frontage: C Street (Dock Lane, Port Street, and Southern Street)	-Buildings shall generally be built to the Build to Line. -Parking and garage entries -Curb cuts	Buildings generally meet the Build to Line. The parking garage entrance and loading spaces are provided along Dock Lane and southern street. Curb cuts are provided on Dock Lane and Southern Street to provide access to the garage and loading entrances for both buildings.	Yes
Massing	Provide a clear base, middle, top with appropriate building setbacks and street walls.	The current stage of approval is for general massing and scale of the buildings.	Not Yet
Street Sections	66 foot right of way, with two 11 foot travel lanes, on-street parking and 14 foot sidewalks.	Dock Lane and Port Street will be dedicated, which will include the required 66 foot right of way for the travel lanes, on street parking, and sidewalks. Southern Street will be dedicated, which will include two 13 foot travel lanes and a right turn lane at Mill Road that will be constructed within the existing DVP easement.	Yes No

Guideline	Plan Requirement	Proposed Plan	Complies with intent?
Public Realm – Parks and Squares	Parklands shall have active and passive uses with biking and hiking trails, set amongst a natural setting.	Public parks or squares are not required. Perpetual public access easements over all at-grade privately owned open space areas to be provided.	N/A
Public Realm – Streetscape elements	Provide streetscape elements per the Plan.	The current stage of approval is for general massing and scale of the buildings.	Not Yet

**An amendment to the EESAP is currently in process to convert Blocks 4, 5, 6A and 20 to office, residential, and/or hotel use.*

***The applicant may utilize Zoning Ordinance Section 7-700 and/or seek a Master Plan Amendment to achieve an increase in the allowable building height.*

Option B-Residential and Office Alternative

Guideline	Plan Requirement	Proposed Plan	Complies with intent?
Land Use	Office	Residential & Office	No*
Retail Locations	No retail required for this block	Retail is not currently proposed	Yes
Allowable Gross Floor Area	585,000 sf	472,354 sf	Yes
Building Height	Maximum height of 220 feet	Residential: 223 feet to top of main roof. Office: 71 feet to top of main roof.	No** Yes
Building Setbacks	Dock Lane, Southern Street, and Port Street façades: 5'-10' required above 40'-60' streetwall. Mill Road façade: 7'-20' required at 40'-60' height except for 30%-40% of the façade above the streetwall may remain coplanar to the streetwall façade.	The current stage of approval is for general massing and scale of the buildings. See note above.	Not Yet

Guideline	Plan Requirement	Proposed Plan	Complies with intent?
Architectural Articulation	<p>- “B” Street Facades (Mill Road) : The building façade shall articulate a clear base, middle and top to the building. Building façade must articulate a residential scale with varied surface articulation of color, scale and material.</p> <p>-“C” Street Facades (Port Street, Dock Lane) - Facades shall be an integrated component of the overall building design.</p>	<p>The current stage of approval is for general massing and scale of the buildings.</p> <p>See note above.</p>	Not Yet
Street Frontage: B Street (Mill Road)	<p>-A minimum of 75% of the building façade shall meet the Build to Line.</p> <p>-Main pedestrian building entries must be at sidewalk elevation and shall be spaced no less than 25’ apart.</p> <p>-Only one curb cut per block face permitted.</p>	<p>The building façade does not meet the Build to Line.</p> <p>The primary residential and hotel building entrances will be located at the drop-off plaza accessed from Dock Lane.</p> <p>There are no curb cuts on the east façade along Mill Road.</p>	<p>Not Yet</p> <p>Yes</p> <p>Yes</p>
Street Frontage: C Street (Dock Lane, Port Street, and Southern Street)	<p>-Buildings shall generally be built to the Build to Line.</p> <p>-Parking and garage entries</p> <p>-Curb cuts</p>	<p>The buildings are generally built to the Build to Line.</p> <p>The parking garage entrance and loading spaces are provided along Dock Lane and southern street.</p> <p>Curb cuts are provided on Dock Lane and Southern Street to provide access to the garage and loading entrances for both buildings.</p>	Yes

Guideline	Plan Requirement	Proposed Plan	Complies with intent?
Massing	Provide a clear base, middle, top with appropriate building setbacks and street walls.	The current stage of approval is for general massing and scale of the buildings.	Not Yet
Street Sections	66 foot right of way, with two 11 foot travel lanes, on-street parking and 14 foot sidewalks.	Dock Lane and Port Street will be dedicated, which will include the required 66 foot right of way for the travel lanes, on street parking, and sidewalks. Southern Street will be dedicated, which will include two 13 foot travel lanes and a right turn lane at Mill Road that will be constructed within the existing DVP easement.	Yes No
Public Realm – Parks and Squares	Parklands shall have active and passive uses with biking and hiking trails, set amongst a natural setting.	Public parks or squares are not required. Perpetual public access easements over all at-grade privately owned open space areas to be provided.	N/A
Public Realm – Streetscape elements	Provide streetscape elements per the Plan.	The current stage of approval is for general massing and scale of the buildings.	Not Yet

**An amendment to the EESAP is currently in process to convert Blocks 4, 5, 6A and 20 to office, residential, and/or hotel use.*

***The applicant may utilize Zoning Ordinance Section 7-700 and/or seek a Master Plan Amendment to achieve an increase in the allowable building height.*

Per the Design Guidelines, any mechanical areas and enclosures, including penthouses, are required to be fully integrated into the overall architecture of the building. The Applicant will need to provide information on the penthouses to demonstrate their integration, including demonstrating the need and/or benefit of the ornamental penthouse. Additionally, the penthouses will require Special Use Permits for an increase in the number of allowed penthouses and to exceed the allowable fifteen foot height for penthouses as stated in the Zoning Code.

V. ANALYSIS NARRATIVE

Staff believes that the overall massing and scale of the buildings for this site meet the intentions of the Eisenhower East Small Area Plan (EESAP) and Design Guidelines. Additional areas of improvement, as listed below, are to be addressed with subsequent submissions to the DRB:

1. Continue to work with staff on the design of the ground-level amenities and vehicular drop-off plaza. In particular, the following shall be addressed:
 - a. Eliminate as many surface parking spaces as possible at southwest corner of site and along Southern Street. Reconfigure this space as a resident amenity space and/or dog park.
 - b. Introduce additional green space, seating area, and/or focal element within drop-off plaza. Staff recommends reconsideration of the central area, including the central parking spaces, to accommodate this use.
 - c. Maximize planting areas and enhanced streetscape treatments to better define the pedestrian realm along Dock Lane.
 - d. Reconfigure the central motor court to decrease the vehicular paving areas while increasing the surrounding pedestrian / buffer areas, particularly by increasing the screening of the garage and providing a central pedestrian refuge.
 - e. Create a point of interest with open space at the corner of Mill Road and Southern Street. Modify the southeast building corner as required to accommodate this space.
2. Provide an additional convenience door at the residential building lobby that fronts Dock Lane to address the street.
3. Locate a resident-only entry/exit door along Port Street near the dog wash.
4. Provide detail on upper terraces (use, landscape design, amenities) of the residential buildings.
5. Adjust the office and hotel buildings to meet 75% of the Build to Line along Mill Road as required by the EESAP. This adjustment may include the consideration to revise the overall geometry of the hotel and office building to follow the curvature of Mill Road.
6. Clarify if outdoor amenity spaces (terraces, balconies, etc.) or green roof are proposed for the hotel and office buildings. Provide additional detail for these amenities if applicable.
7. Provide alternatives for the above-grade garage façade treatment facing Southern Street, the paseo, and Dock Lane.
8. In future submissions, provide additional detail of the building treatment, including: building façade setbacks, articulation of a clear base, middle and top to the building, and surface articulation of color, scale and material to satisfy the intent of the EESAP and Design Guidelines.
9. Provide a concept that includes the proposed landscape treatments for the on-site open space located to the south of Southern Street.

VI. CONCLUSION

Staff recommends DRB **approval** of the overall massing and scale of the buildings in this proposal. Approval is contingent upon City Council approval of a Master Plan Amendment to convert the land use of Block 20 from office to residential and hotel. The DRB shall provide continued guidance through approval of the final exterior design of the buildings.



Figure 1-Previously Approved Block 19 & Block 20 Plan

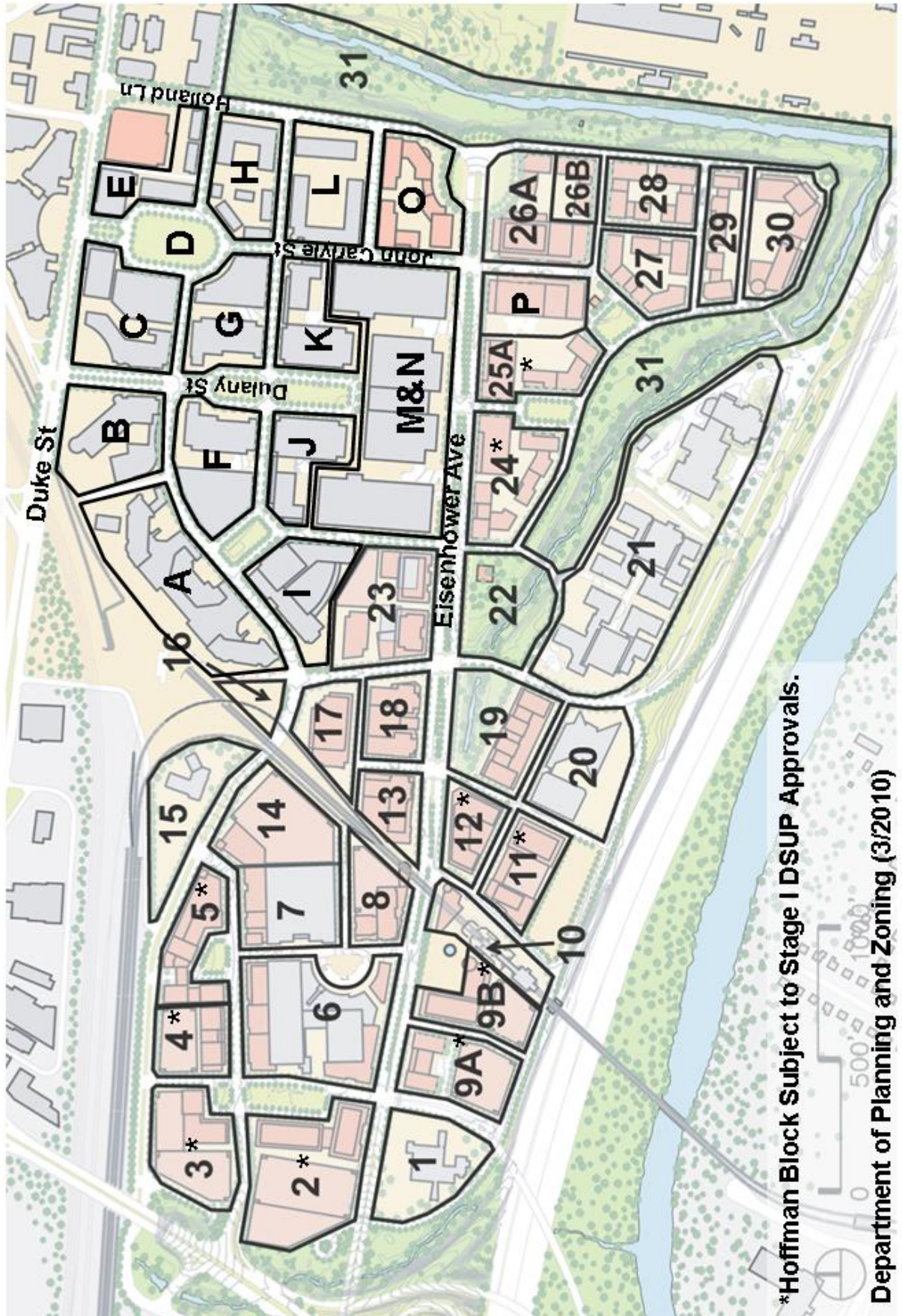


Figure 2-Block 20 Option A Hotel Alternative



Figure 3-Block 20 Option B Office Alternative

Eisenhower East / Carlyle Blocks



*Hoffman Block Subject to Stage I DSUP Approvals.

Department of Planning and Zoning (3/2010)