



**Design Review Board Case #2017-0002**  
**Eisenhower East - Block 20**

Application	General Data	
<b>Project Name:</b> Eisenhower East - Block 20	<b>DRB Date:</b>	May 18, 2017
<b>Location:</b> 2200 A Mill Road	<b>Site Area:</b>	3.56 acres (155,047 sf)
<b>Applicant:</b> Paradigm Development Company	<b>Zone:</b>	CDD#2
	<b>Proposed Use:</b>	Residential and Hotel
	<b>Gross Floor Area:</b>	561,105 sf
<b>Purpose of Application:</b> Second design concept review of the proposed development for Eisenhower East Block 20. The proposal includes 466,041 sf of residential and 110,562 sf of hotel.		
<p><b>Staff Reviewers:</b> Rob Kerns, AICP <a href="mailto:robert.kerns@alexandriava.gov">robert.kerns@alexandriava.gov</a>  Thomas H. Canfield, AIA <a href="mailto:tom.canfield@alexandriava.gov">tom.canfield@alexandriava.gov</a>  Nathan Imm <a href="mailto:nathan.imm@alexandriava.gov">nathan.imm@alexandriava.gov</a>  Gary Wagner, RLA <a href="mailto:gary.wagner@alexandriava.gov">gary.wagner@alexandriava.gov</a>  Stephanie Free, ASLA, LEED GA <a href="mailto:stephanie.free@alexandriava.gov">stephanie.free@alexandriava.gov</a></p> <p><b>DESIGN REVIEW BOARD ACTION, MAY 18<sup>th</sup> 2017:</b> The Eisenhower East Design Review Board (DRB) found, in general, that the simplification of the overall building through the elimination of many of the previously shown large balconies was a positive move. In particular, both the east and north facades of the residential building, as updated for the DRB hearing, have developed in a positive direction. There was concern expressed by several board members, however, that in the simplification of the building, some of the strong three-dimensionality and subtle layering previously seen has been either diluted or lost. The DRB encouraged the applicant to continue development of the south and west building facades. Further, the DRB supports an ongoing informal review of the façade designs as they progress through discussion with both Staff and the DRB. The board looks forward to reviewing these elevations, along with the further developed garage façade concepts and screening, and the landscape design, in a subsequent meeting.</p> <p>Specifically (comparing the submission dated May 1<sup>st</sup> 2017 with the May 18<sup>th</sup> update – as seen in A 4.3):</p> <p>(south façade)</p> <ul style="list-style-type: none"> <li>• The sense of layering on the south elevation, where the outer brick skin overlapped the two expressed tower forms has been lost;</li> <li>• The read of a thick brick edge at the SW corner (previously enhanced by a strong glass</li> </ul>		

reveal behind the brick) is absent;

- The read of the above grade garage as a continuation of the building base on the west façade has been lost due to offset of brick and glass in the revised design.

(west façade)

- Relocation of the accent bay to the north achieves alignment with the east accent volume, but may get lost in context with Hoffman Block 11-E – study: could color (white) solve this?;
- Building base and parking structure no longer feel integrated;
- Two color tower cores (light and dark) seem to confuse massing, when compared to previous submission.

**DESIGN REVIEW BOARD ACTION, MARCH 23<sup>RD</sup> 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 overall direction for the conceptual façade treatments and architectural articulation for the residential building proposed at 2200 A Mill Road (Eisenhower East - Block 20). The applicant previously proposed two development alternatives in their application for the March 2017 DRB meeting. The applicant has chosen to advance Option A (residential & hotel uses) and has not included Option B (residential and office uses) in this application. The current application also does not include architectural information for the hotel. This application continues to propose above and below-grade structured parking in addition to a central drop-off plaza off of Dock Lane and a linear surface parking lot along the site's southern boundary.

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 a residential building and a hotel building for Block 20 with this application. As the Eisenhower East Small Area Plan designates office use for Block 20, the City is currently reevaluating a single office use on this

site and is seeking a Master Plan Amendment to change the designated land use from only office to residential and other nonresidential uses including office and hotel. The development of this concept is strictly contingent upon the approval of this Master Plan Amendment. 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 DSUP 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**

### *Building Design*

#### *Footprint and Massing*

This concept 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 22 surface parking spaces that can be accessed from Southern Street and shared between the hotel and residential users. 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 consists of 25 floors and measures approximately 260-foot high to the main roof. A 14-foot mechanical penthouse and a 20'-6" ornamental penthouse adorn the 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 consists of 22 floors and measures approximately 228-foot high to the main roof. A portion of the building façade treatment extends above the top floor of this tower to add architectural articulation to the top of the building and a pergola-like structure above the rooftop amenity terrace.

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 3<sup>rd</sup> 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 466,041 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 in conjunction with a Master Plan Amendment to receive additional building height and density in exchange for providing affordable housing units. Alternatively, the applicant may solely seek a Master Plan Amendment to proceed with the total amount of building height that exceeds the allowable limit.

The Block 20 hotel has been designed as a 9 story tower measuring approximately 92.33-feet high to the main roof with an approximately 20-foot high mechanical penthouse. The overall floor area for this building is 110,562 sf, which includes 180 guest rooms. Parking for the hotel is provided almost completely below-grade with 2 levels of structured parking and 22 surface parking spaces that are shared with the residential building on the south portion of the site. This building has a trapezoidal 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. Architectural articulation and façade treatments have not been provided with this application.

#### *Architectural Design and Articulation-Residential Building*

The architectural expression chosen for the residential tower closely parallels the massing described above. The materiality and color scheme for the taller tower portion is expressed in a predominantly red brick and glass palette, with a one-story crowning element of limestone-colored precast concrete. This second color is carried subtly through the fabric of the taller tower as an underlying weave that appears only in key locations, but adds the sense of an embedded form wrapped by the red brick and glass skin. The lower, east-facing tower creates a dramatic contrast to this form, as its' face is executed in a white panel and glass vocabulary, which is carried up into the pergola-like roof forms that define the rooftop amenity terrace, architectural penthouse, and the recessed vertical elements which connect the two expressed towers. This white trelliswork expression is also used along the south face of the above-grade parking structure, to partially screen the large amenity deck from the Beltway, and also to help tie the low-rise portion of the building to the adjacent strong tower forms.

The building skin expression and patterns are closely related to those used on the adjacent Block 19 residential tower, without overtly replicating any of them. The result is a satisfying effect of a closely related series of stepped towers, which still retain a distinct individuality. For example, where the most expressive top elements on Block 19 are dark, those on the current proposal are bright white: the forms relate, but the colors contrast. There is also a commonality of geometric

expression and depth, in the sense that the building skin in both cases reads as a composition of layers; but the forms of these layers are simpler and more restrained in the current proposal. Balconies are again used here to create and enhance the sense of depth and layering; they are located strategically to open up strong vertical reveals which give a sense of great depth to the masonry panels which define the primary facades. The façade patterns and fenestration still employ multiple rhythms, but these rhythms are a little quieter than in the previous tower. There is a single focal point gesture on the west-facing tower façade along Port Street, consisting of a wide recessed glass cutout, with two vertical glass bays suspended within. This creates a strong accent midway back along the west face, where the building is still visible behind the future Hoffman Block 11 east tower.

In bringing the tower to the ground, the designers have created a simple, strong glass “reveal” wrapping the building at the third and fourth floors, which accomplishes a number of scaling and urban design goals simultaneously. First, it breaks the building base away from the tower, defining human-scaled forms that are only thirty-five feet in height, which are used to create entries and define an urban base that fits comfortably into the streetscape in scale and character. In creating this base, they have avoided the cliché of repeating the building’s lighter-colored top, instead using primarily the same brick as the tower with a simple dark stone base trim, interspersed with tracery in the same white metal that is used for accent areas on the east and penthouse. Second, this strong horizontal glass “seam” visually integrates the tower form and the parking structure, which appears to flow directly from the thirty-five foot tower base described above (this is evident in the view from Beltway and Port St. image on A4.3).

### Parking Garage

Structured parking garages serve the residential building and the hotel. The hotel parking garage provides 87 spaces in 2 levels of parking fully below-grade with access from Southern Street. Structured parking for the residential building consists of 2 levels of below-grade parking and 3 levels of above-grade parking with a total of 395 parking spaces. Access to this parking garage is provided from Port Street. The below-grade parking for each use is separated by a party-wall; therefore, the parking garages are treated as two-separate structures without internal access between them.

The above-grade portion of the structured parking garage will be highly visible due to its adjacency to the Capital Beltway. It will also be a prominent feature facing Dock Lane, which is anticipated to be a highly utilized pedestrian route to and from the Eisenhower Metro Station. For these reasons, the treatment of the north and south garage façades is a significant factor in the overall building design.

The applicant includes idea sketches of the garage facades in this application along with several perspectives that illustrate integration of these ideas with the surrounding context. While specific materials for these treatments are not identified at this time, the applicant provides 3 idea sketches for the overall form and character of the façade treatments. The first idea sketch illustrates a dark panel with linear geometry in a horizontal orientation on the south façade and a vertical orientation on the north and east facades. The north façade is a combination of this linear, vertical geometry with an inset panel that aligns with the height of the first floor and with

opportunity for building signage. The second idea sketch illustrates a wavy, horizontal pattern on the south façade, an angular, three-dimensional panel on the east façade, and vegetative screening on the north façade. The final idea sketch studies the angular, three-dimensional panels on the north and east facades with various colors and perimeter insets.

***Site Design***

*Drop-off Plaza*

The design of the drop-off plaza remains relatively unchanged from the March 2017 DRB submission and meeting. The drop-off plaza provides 8 surface parking spaces that are shared between the hotel and residential buildings and areas for drop-off at the main entrance to both building lobbies. In addition, enhanced paving materials are proposed.

*Amenities*

A number of amenity spaces are proposed within and exterior to the residential building. On the ground level, a moderately-sized dog park area is proposed adjacent to the south west corner of the building. In addition, a rooftop amenity terrace with a pool, seating areas, and plantings is proposed on the parking garage’s rooftop. A third exterior amenity space is proposed on the roof of the shorter tower’s 22<sup>nd</sup> floor which connects to a double-height, 1,940 sf party room.

The hotel proposes 2 indoor amenity rooms on the first and second floors. Additionally, a potential garden with limited seating space is proposed on the ground-level at the corner of Mill Road and Southern Street, acting as a visual point of interest at the south east corner of the building.

**IV. STAFF ANALYSIS**

Overall, staff finds the conceptual residential building façade treatments and architectural articulation to be very successful and accomplishes many of the goals and guidelines outlined by the Small Area Plan, as 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:

<b>Guideline</b>	<b>Plan Requirement</b>	<b>Proposed Plan</b>	<b>Complies with intent?</b>
Land Use	Office	Residential & Hotel	No <sup>1</sup>
Retail Locations	No retail requirement for this block	Retail is not currently proposed	Yes

<b>Guideline</b>	<b>Plan Requirement</b>	<b>Proposed Plan</b>	<b>Complies with intent?</b>
Allowable Gross Floor Area	585,000 sf	561,105 sf	Yes
Building Height	Maximum height of 220 feet	Residential: 260 feet to top of main roof.  Hotel: 92.33 feet to top of main roof.	No <sup>2</sup>  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.	Setbacks not provided with this submission.  Setbacks not provided with this submission.	No
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.	Hotel architecture is not provided with this submission.  Facades are conceptually integrated as a component of the overall building design.	Not Yet  Yes
Architectural Expression	HVAC and mechanical equipment shall be integrated in the overall building design.	Conceptual illustrations of the penthouses demonstrate integration with the overall architecture of the building.	Yes <sup>3</sup>
Street Frontage: B Street	-A minimum of 75% of the building façade shall meet the build-to line.	The building façade does not meet the Build to Line at any point.	No

<b>Guideline</b>	<b>Plan Requirement</b>	<b>Proposed Plan</b>	<b>Complies with intent?</b>
(Mill Road)	<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 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 Mill Road.</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>Buildings generally meet 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>	<p>Yes</p>
Massing	<p>Provide a clear base, middle, top with appropriate building setbacks and street walls.</p>	<p>A clear base, middle, and top are conceptually shown on the residential building though setbacks have not been provided.</p> <p>Hotel architecture is not provided with this submission.</p>	<p>Yes</p> <p>No</p>



<b>Guideline</b>	<b>Plan Requirement</b>	<b>Proposed Plan</b>	<b>Complies with intent?</b>
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 11 foot travel lanes and a right turn lane at Mill Road that will be constructed within the existing DVP easement. A sidewalk is currently proposed on the south side of Southern Street.	Yes <sup>4</sup>  Yes <sup>4</sup>
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.	Streetscape elements are not provided with this submission.	Not Yet

<sup>1</sup>An amendment to the EESAP is currently in process to convert Blocks 4, 5, 6A and 20 to office, residential, and/or hotel use.

<sup>2</sup>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.

<sup>3</sup>Applies to residential architecture only. Hotel architecture is not submitted with this application. Additionally, the residential 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.

<sup>4</sup>The design of “C” Frontage streets may be modified during the development process with the approval of the Directors of Planning & Zoning and Transportation & Environmental Services, provided a minimum right of-way of 50 feet is maintained (The Eisenhower East Design Guidelines)

## **V. ANALYSIS NARRATIVE**

Staff believes that the conceptual residential building façade treatments, architectural articulation, and general site design 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:

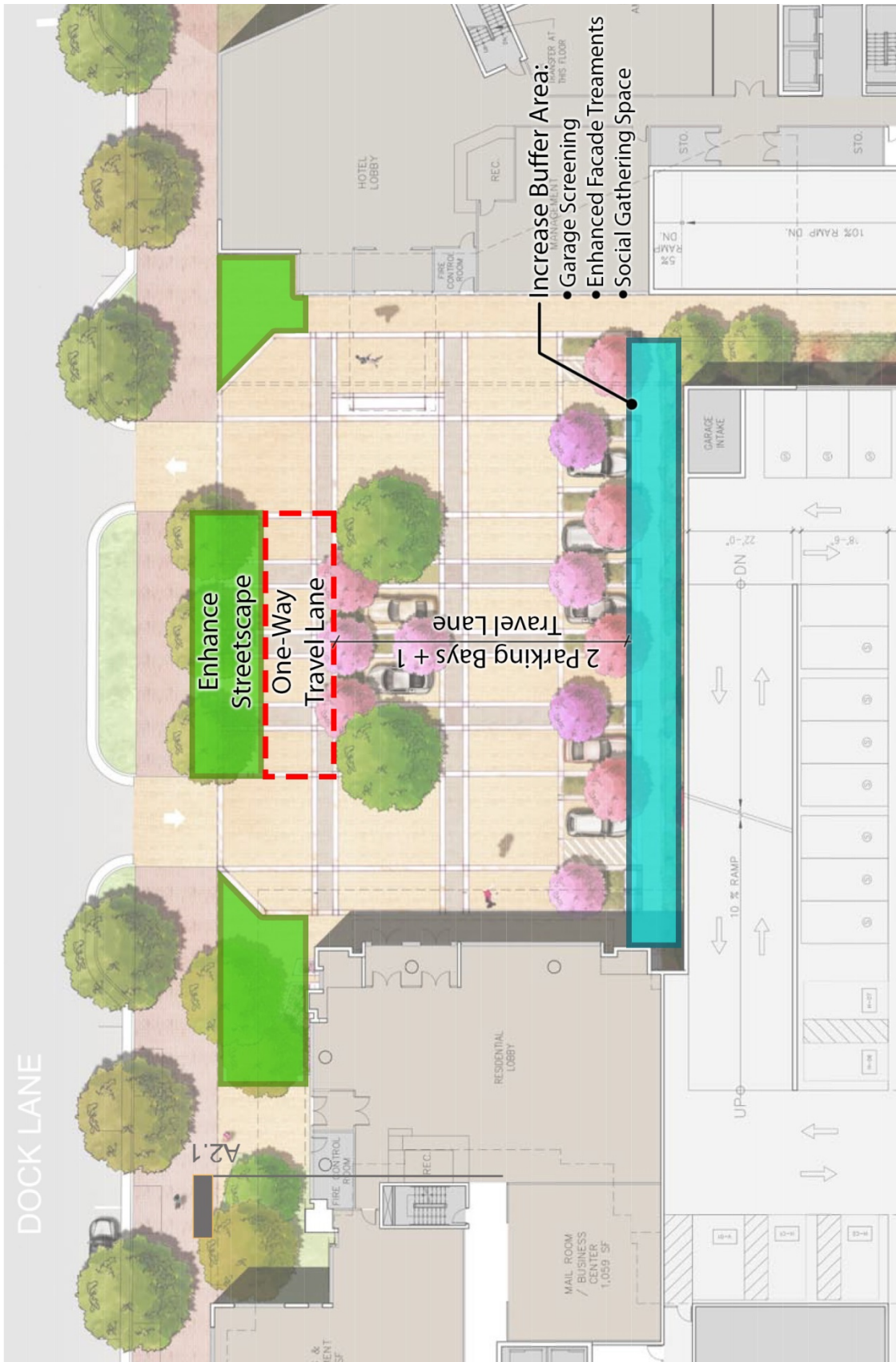
1. Continue to work with staff on the design of the exterior amenities and the central drop-off plaza. Staff recommends that the Applicant coordinate with the project Landscape Architect to address the following:
  - a. Define locations for streetscape elements such as benches, trash receptacles, street lights, and bioretention tree wells.
  - b. Decrease the vehicular paving areas within the central drop-off plaza while increasing the surrounding pedestrian / buffer areas; particularly by enhancing the streetscape treatments to better define the pedestrian realm along Dock Lane and increasing the area for screening of the garage. Consider activating the north side of the garage by integrating a social gathering space at-grade with the façade treatment which creates a link between the residential building and the hotel. (See Figure 2).
  - c. Provide detail on the upper terraces (use, landscape design, amenities) of the residential building.
  - d. Provide a concept that includes the proposed landscape treatments and proposed amenity for the on-site open space located to the south of Southern Street.
2. Further develop the idea sketches of the above-grade garage façade treatment/screening that faces Southern Street, the paseo, and Dock Lane. The façade treatment should be considered an opportunity for high-level of architectural design integrated with public art, vegetation, water features, lighting etc. In addition, the south façade should integrate a vegetative element into the design that will soften the appearance and maximize utilization of the southern sun exposure.
3. Continue to develop the architecture of the residential tower. Staff has one suggestion: to study expressing the projection of the white east tower element through the building mass to Port Street, which would create the sense of two interlocking volumes, provide a greater degree of color relief on the west face, and also the opportunity to connect the two forms through the roof element, adding to the drama of the skyline. This might be accomplished with or without the current embedded glass bay element.
4. In future submissions provide additional information that is not provided as stated in the in Section IV of this report to satisfy the intent of the EESAP and Design guidelines, including the building façade setbacks and build-to line analysis for Mill Road.
5. Provide additional information regarding the hotel architecture, including: building façade setbacks, articulation of a clear base, middle and top to the building to satisfy the intent of the EESAP and Design Guidelines, or indicate that the hotel partner will provide this information for the hotel as a separate submission.

## VI. CONCLUSION

Staff recommends DRB **approval** of the overall direction for the conceptual façade treatments and architectural articulation for the residential building only, and advancement of the design with consideration of the items described in the Analysis Narrative. 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



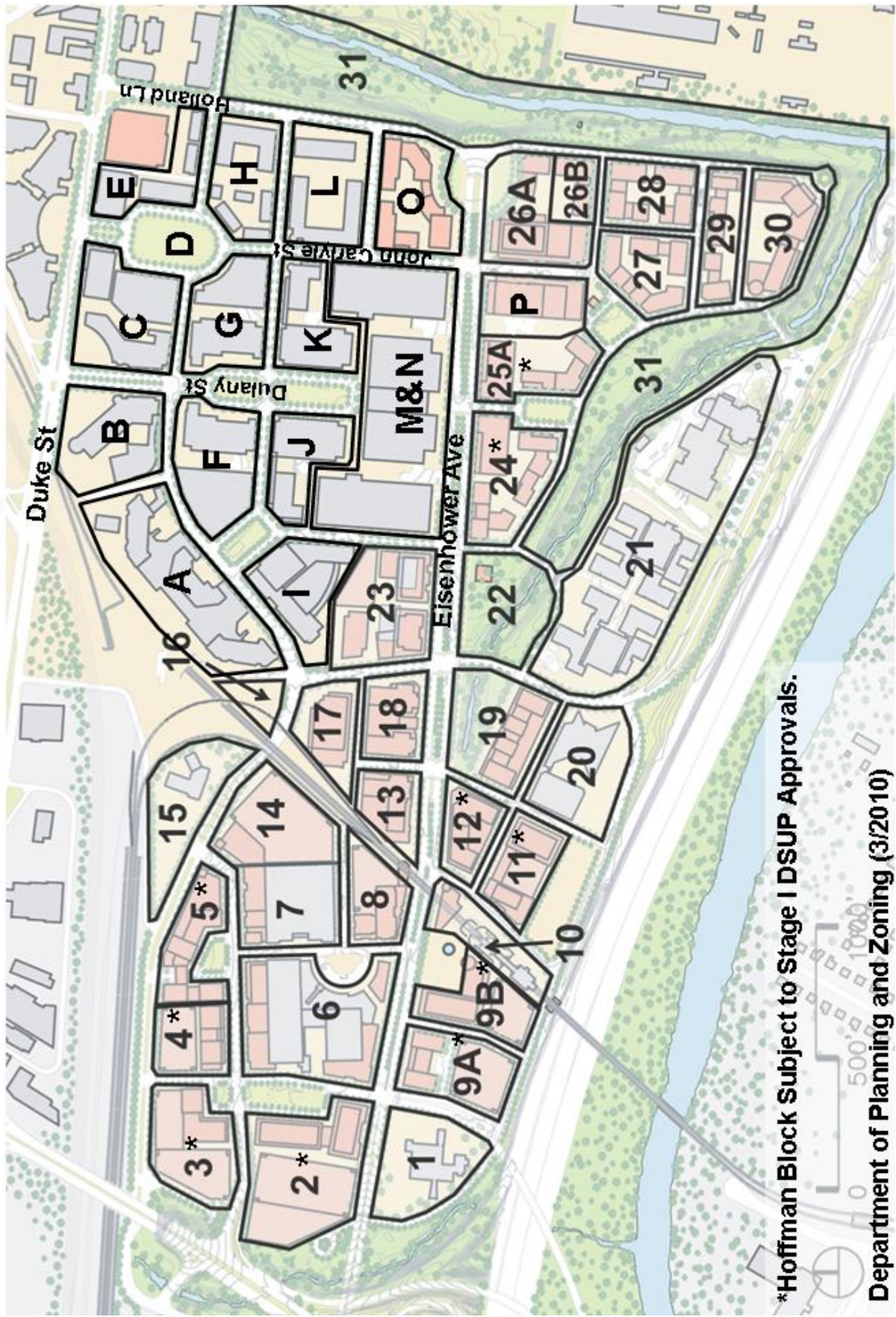
- Increase Buffer Area:**
- Garage Screening
  - Enhanced Facade Treatments
  - Social Gathering Space

Figure 2-Drop-off plaza Diagram (Not To Scale)



Figure 3-Block 20 Concept Plan

# Eisenhower East / Carlyle Blocks



\*Hoffman Block Subject to Stage I DSUP Approvals.

Department of Planning and Zoning (3/2010)