

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

| Application  | General Data             |                         |
|--|--------------------------|-------------------------|
| <b>Project Name:</b><br>Eisenhower East - Block 20   | <b>DRB Date:</b>         | July 20, 2017           |
|  | <b>Site Area:</b>        | 3.56 acres (155,047 sf) |
| <b>Location:</b><br>2200 A Mill Road   | <b>Zone:</b>             | CDD#2                   |
| <b>Applicant:</b><br>Paradigm Development Company  | <b>Proposed Use:</b>     | Residential and Hotel   |
|  | <b>Gross Floor Area:</b> | 584,994 sf              |
| <b>Purpose of Application:</b> Third design concept review of the proposed development for Eisenhower East Block 20. The proposal includes 484,034 sf of residential and 100,960 sf of hotel.  |                          |                         |
| <p><b>Staff Reviewers:</b> Rob Kerns, AICP <a href="mailto:robert.kerns@alexandriava.gov">robert.kerns@alexandriava.gov</a><br/> Thomas H. Canfield, AIA <a href="mailto:tom.canfield@alexandriava.gov">tom.canfield@alexandriava.gov</a><br/> Nathan Imm <a href="mailto:nathan.imm@alexandriava.gov">nathan.imm@alexandriava.gov</a><br/> Gary Wagner, RLA <a href="mailto:gary.wagner@alexandriava.gov">gary.wagner@alexandriava.gov</a><br/> Stephanie Free, ASLA, LEED GA <a href="mailto:stephanie.free@alexandriava.gov">stephanie.free@alexandriava.gov</a></p> <p><b>DESIGN REVIEW BOARD ACTION, JULY 20<sup>th</sup> 2017:</b> The Eisenhower East Design Review Board (DRB) unanimously voted to <b>approve</b> the site plan, residential building architecture, drop-off court, above-grade parking garage façades, and the hotel footprint and massing. The Board was very satisfied with the development of the above referenced items, including the articulation of the residential building façades and the refinement of the concept for the vehicular drop-off plaza and garage facades. The applicant addressed the DRB and Staff comments through methods to reintroduce depth to the residential building facades and a variety of massing in the building penthouse. Further, the applicant reduced the amount of paved area in the drop-off plaza and maximized the pedestrian realm, creating a node adjacent to the north façade of the above-grade structured parking. The Board agreed that the garage facades thoughtfully and successfully implement a high-level of architectural design integrated with public art, vegetation, and water features.</p> <p>Though the Board found no major issue with specification of the Block 19’s Parc Meridian building brick on the Block 20 residential building, they did encourage the applicant to study a lighter brick color and/or use of the same brick with a different mortar color.</p> <p>For the next submission, the DRB members expect to review a refined concept for the rooftop amenity spaces, the hike/bike trail, the streetscape, and the landscape concept for the open space adjacent to Southern Street. The hotel building architecture will be reviewed as a separate package at later time.</p> |                          |                         |

**DESIGN REVIEW BOARD ACTION, MAY 18<sup>th</sup> 2017:** 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.

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):

(south façade)

- The sense of layering on the south elevation, where the outer brick skin overlapped the two expressed tower forms has been lost;
- The read of a thick brick edge at the SW corner (previously enhanced by a strong glass 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 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 and a refined concept for the residential building for the May 2017 DRB meeting. The applicant has since continued to work with Staff to further advanced the design of the residential building and some refinements to the site design. The current application 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 Dock Lane, 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 20 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 26 floors and measures approximately 263-feet high to the main roof. A 23'-8" ornamental penthouse adorns 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 23 floors with a rooftop terrace and measures approximately 242-feet high to the main roof. A portion of the building façade treatment extends above the top floor of this tower to add architectural interest to the top of the building and a pergola-like structure above the rooftop amenity terrace.

A structured parking garage with 3 levels of above-grade parking is located south and east of the residential towers, parallel to Dock Lane. The proposal also includes two levels of below-grade parking under the majority of the site. A passage of approximately 18-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 484,034 sf (exclusive of parking), which includes 421 units and potential for resident amenities at ground level and on upper levels. The proposed main roof height of approximately 263-feet exceeds the allowed height of 220-feet allowed by 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 in exchange for providing affordable housing units. Alternatively, the applicant may solely seek approval of a Master Plan Amendment for the 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-feet high to the main roof with an approximately 20-foot high mechanical penthouse. The overall floor area for this building is 100,960 sf, which includes 180 guest rooms. Parking for the hotel is provided almost completely below-grade with 2 levels of structured parking and 20 surface parking spaces that are shared with the residential building on the south portion of the site as discussed above. 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. The application for the hotel will be phased separately from the residential building; therefore, building articulation and façade treatments have not been provided with this application. The residential building, associated parking structure, drop-off plaza, surface parking, and southern open space will all be designed and built under the current project application. The hotel application will follow the full approval of the residential building and site. The applicant should anticipate condition language with the Development Special Use Permit (DSUP) which will necessitate a high-level of architectural design for the hotel that meets the requirements of the Eisenhower East Design Guidelines.

### *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.

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. 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. 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).

The applicant has continued to successfully evolve the design features described above with each successive version of the building design. Furthermore, in response to Board comments that the architecture had lost some of its three-dimensional strength between the May 1<sup>st</sup> and May 18<sup>th</sup>

versions (as noted in the DRB Action above), the applicant has taken another look at the formal composition, which is the basis of the current application, dated June 20<sup>th</sup>, 2017. In the process, some of the corner balconies have been re-introduced, the accent bay on the west elevation has been repositioned to achieve better balance, and there is overall a greater sense of depth and layering apparent on the south and east elevations, as viewed from the Capital Beltway.

Staff is supportive of this evolution, and offers a limited number of additional suggestions, intended to help bring out the best in what is already a strong design.

First, in understanding the applicant's interest in brand recognition and tying this new tower visually to the existing Block 19 development, staff asks if some deviation in brick or glass color, or both, from the previous design might help distinguish this more understated tower, while keeping it visually related to its neighbor.

Second, while the sense of depth and layering has been strengthened again, especially when viewed from the south, the equal height of the light-colored penthouse/screen level seems to negate these efforts to some degree. Staff asks applicant to study creating a strong contrast in height between the two expressed penthouse masses, as was the case in the May 1<sup>st</sup> iteration, to create the effect of "bundled towers" contained by the outer brick and glass wrappers.

Third, still looking at the southwest corner of the revised design, and comparing it with the May 1<sup>st</sup> submission, the two narrow, single-story brick spandrels linking the west and south brick fields seem to preclude the strong reading of a massive brick skin embedded in the mass of the tower which was so evident and successful in the original. Staff suggests elimination of these bands, combined with additional subtractive massing above and below the brick fields, to allow the massive west-facing brick wall to be expressed three-dimensionally. Combined with varied penthouse heights, this could also help make the building's skyline more active and dynamic. Refer to Figures 3.1-3.3 for sketches which diagram this and the preceding Staff suggestions.

Finally, staff looks forward to seeing further development of the north and south walls of the above-grade parking structure, along with more fully developed landscape design.

### Parking Garage

Structured parking garages serve the residential building and the hotel. The hotel parking garage provides 77 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 399 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, residential 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.

In this submission, the applicant includes some refinement of the north and south garage façade concepts which were initially provided in the second DRB submission. The refined concepts are indicated as part of several perspective renderings which illustrate the proposed development and surrounding context. While specific materials for these treatments are not identified at this time, the applicant indicates integration of a water feature with the north façade of the garage, and a vertical, slatted screening system with the south façade. Though it has not yet been specifically indicated on the drawings, the applicant has verbally communicated that the south façade screening could have a kinetic element and integration with public art.

### *Site Design*

#### Drop-off Plaza

The design of the drop-off plaza has been slightly refined since the May 2017 DRB submission and meeting. The drop-off plaza now provides 11 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. The applicant has worked with staff to reduce the amount of paving within the drop-off plaza by reducing the width of the curb-cuts into the plaza and proposal of a large, planted area located central to the plaza which connects to the Dock Lane streetscape. A wider pedestrian realm adjacent to the north façade of the parking garage is now also proposed. This area measures approximately 17-feet wide and includes planting areas, seating, and a basin for integration of a possible water feature with the north façade of the garage.

#### 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 at 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 24<sup>th</sup> floor which connects to a double-height, 1,944 sf party room.

The hotel proposes a total of 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.

The design and level of detail pertaining to the above-referenced amenity spaces remain relatively unchanged from the May 2017 DRB submission and meeting. Further refinement of these spaces is anticipated in subsequent submissions.

#### 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                          |
| Allowable Gross Floor Area | 585,000 sf  | 584,994 sf   | Yes                          |
| Building Height            | Maximum height of 220 feet  | Residential: 263’-10” to the top of main roof.                                     | No <sup>2</sup>              |
|                            |   | Hotel: 92’-4” to the top of main roof.   | Yes                          |
| 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. | Hotel architecture is not provided with this submission.                           | Not Yet                      |
|                            | -“C” Street Facades (Port Street, Dock Lane) - Facades shall be an integrated component of the overall building design.   | Facades are conceptually integrated as a component of the overall building design. | Yes                          |



| <b>Guideline</b>  | <b>Plan Requirement</b>  | <b>Proposed Plan</b>  | <b>Complies with intent?</b>    |
|---|--|---|---------------------------------|
| 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:<br>B Street<br>(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 at any point. The geometry of the building may be further developed with the hotel partner with subsequent submissions.</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>No</p> <p>Yes</p> <p>Yes</p> |
| Street Frontage:<br>C Street<br>(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>   | Yes                             |
| Massing   | Provide a clear base, middle, top with appropriate building setbacks and street walls.   | <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.<br><br>Southern Street will be dedicated, which will include a 66-foot right of way, two 11 foot travel lanes, parking on the north side, 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><br><br>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, planting areas, and bioretention tree wells.
  - b. Further develop the landscape areas along Dock Lane in pursuit of creating the effect of an urban street wall.
  - c. Continue to refine the concept for, and provide further detail on the vehicular drop-off plaza, including the paving materials and pattern(s), planting areas, and program for the surrounding pedestrian / buffer areas, especially along the north façade of the above-grade parking structure.
  - d. Provide detail on the upper terraces (program, landscape design, amenities) of the residential building.
  - e. Continue to development of the concepts for the at-grade amenities, including:
    - i. The proposed landscape treatments and uses for the on-site open space located to the south of Southern Street.
    - ii. Further detail on fencing, circulation, seating, shade, activities, etc. for the dog park.
    - iii. The point of interest at the corner of Mill Road and Southern Street.  
Provide further information on program, planting areas, and seating areas.
2. Further develop the concepts for 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. Provide a detail section through the ornamental penthouse that illustrates the elevator overrun and its relationship to other rooftop elements, such as condensers or other mechanical equipment.
4. To better inform the height of the ornamental penthouse and mechanical screening, provide view angle diagrams that illustrate an average-height person's view of the development from the intersection of Dock Lane and Mill Road, Dock Lane and Port Street, and Port Street and Southern Street.
5. Continue to study the color palette of the masonry materials, window trim, and glass on the residential building. The color scheme of the residential building on Block 20 should not look too similar to the Parc Meridan building on Block 19. Provide Staff with elevations and/or perspectives for review which illustrates color alternatives prior to the next DRB meeting.
6. Continue to work with Staff and other applicable state agencies to define the final alignment of the intersection for Southern Street and Mill Road. The footprint of the hotel building must be considered in any realignment of Southern Street.

## VI. CONCLUSION

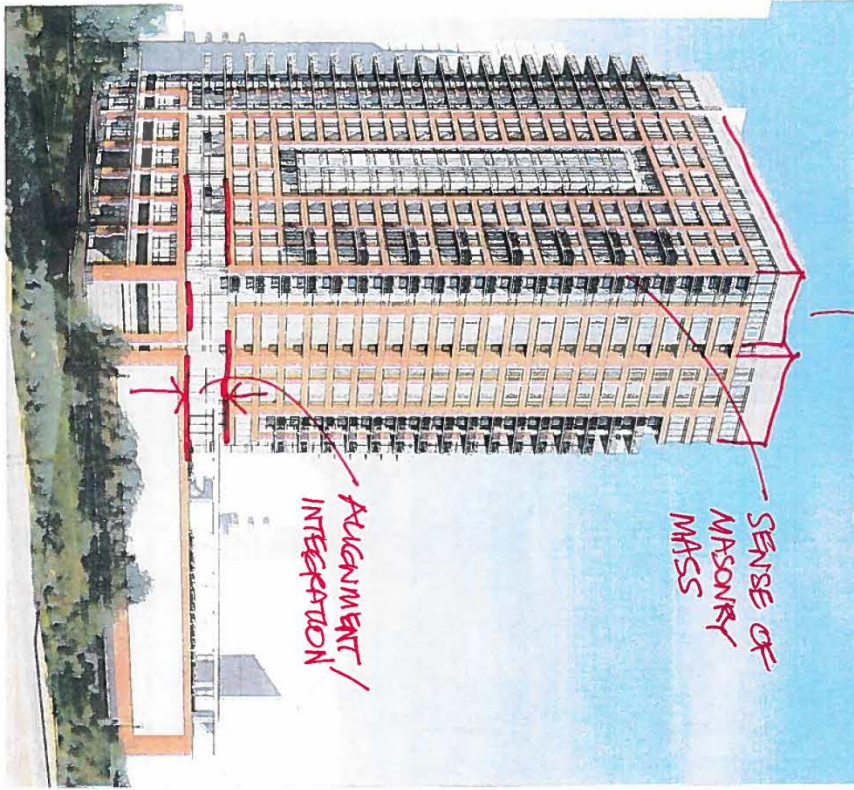
Staff recommends DRB **approval** of the overall direction for the conceptual façade treatments and architectural articulation for the residential building only, and advancement of the design with consideration of the items described in the Analysis Narrative. Approval is contingent upon City Council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



Figure 2-Block 20 Concept Plan



VARIETY OF MASSING & PENTHOUSE

SENSE OF MASONRY MASS

ALIGNMENT / INTEGRATION



PERCEPTION OF LAYERS, EMBEDDED VOLUMES

Figure 3.1- May 1<sup>st</sup> Concept

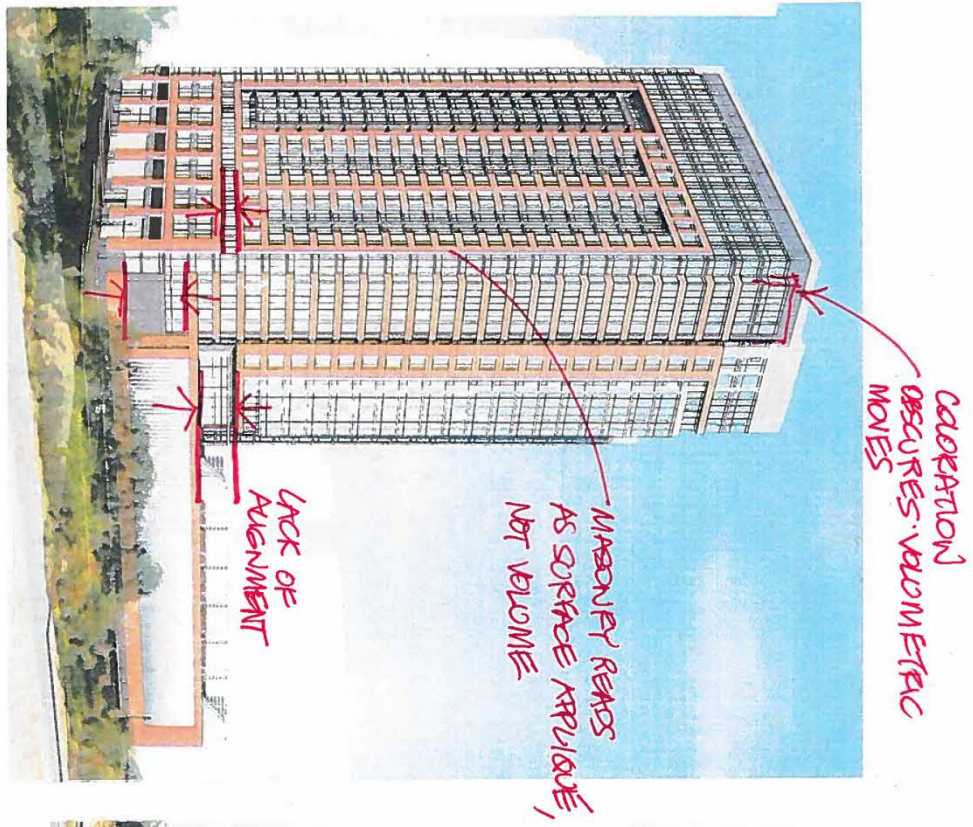


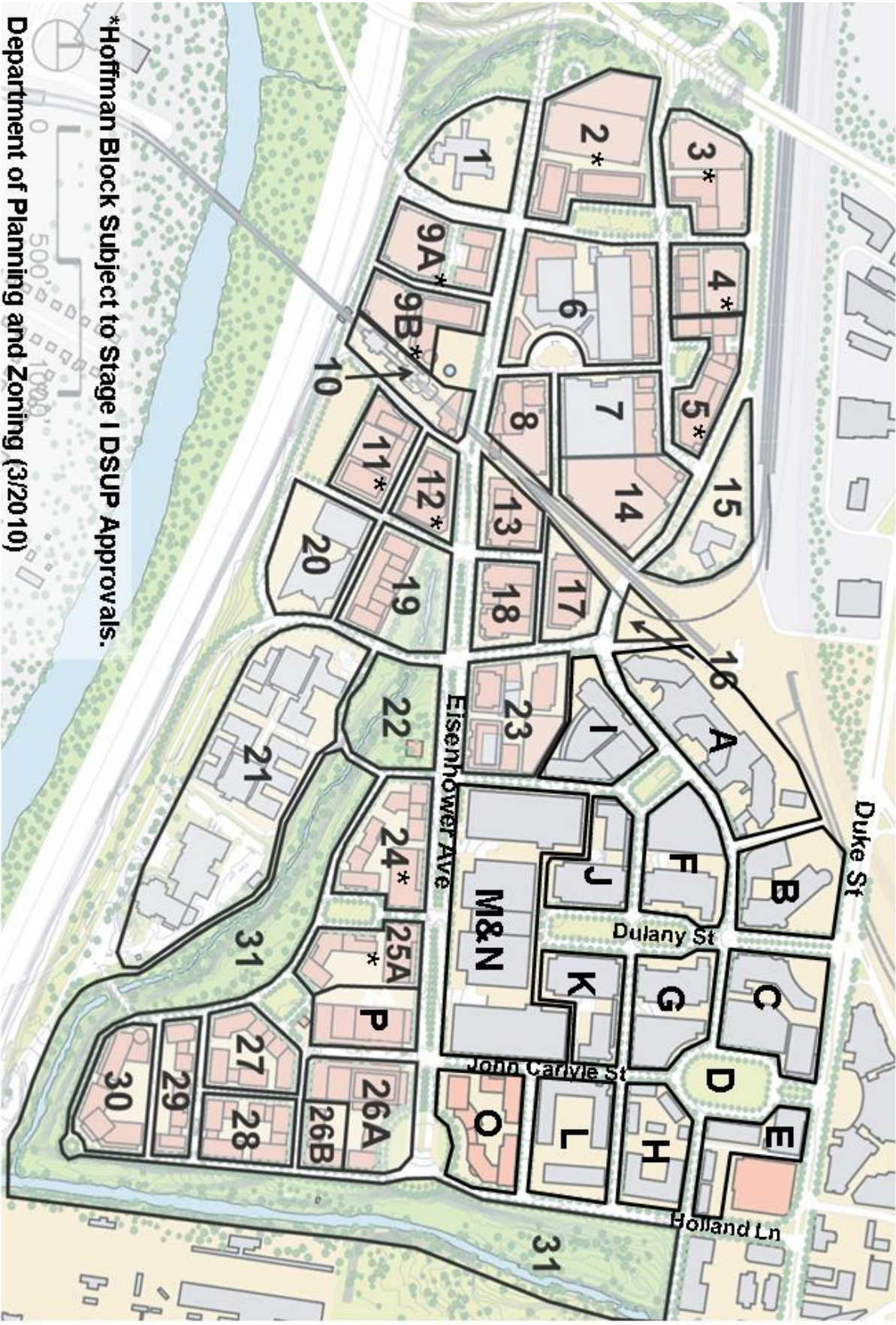
Figure 3.2- May 18<sup>th</sup> Concept





Figure 3.3- June 20<sup>th</sup> Concept (Current Application)

# Eisenhower East / Carlyle Blocks



\*Hoffman Block Subject to Stage I DSUP Approvals.

Department of Planning and Zoning (3/2010)