***Design Review Board Case #2014-0003***
***315 Stoval Street – Hoffman Block 2 – TSA***

| Application | General Data | |
|---|---|---|
| **Project Name:**<br>Hoffman Block 2 – TSA Center<br><br>**Location:**<br>315 Stoval Street (Block 2)<br><br>**Applicant:**<br>Hoffman Management, Inc, represented by Michael J. Perine<br><br>Architect: WDG Architecture | **DRB Date:** | October 2, 2014 |
| | **Site Area:** | 3.27 acres |
| | **Zone:** | CDD#2 |
| | **Proposed Use:** | Office |
| | **Proposed Gross Floor Area:** | 661,387 sf |

**Purpose of Application:**

Proposed Master Plan and CDD amendment for additional floor area and building height to allow a larger office building with above grade structured parking for the Transportation Safety Administration on Block 2 of the Eisenhower East Small Area Plan.

**Staff Reviewers:** Thomas H. Canfield, AIA tom.canfield@alexandriava.gov
Robert Kerns, AICP, robert.kerns@alexandriava.gov
Gary Wagner, RLA, gary.wagner@alexandriava.gov
Trey Akers, Planner II, trey.akers@alexandriava.gov

# I. OVERVIEW

Hoffman Management, Inc is responding to an RFQ by the Transportation Safety Administration for a potential new headquarters building to be located on Block 2 of the Hoffman properties in the Eisenhower East Small Area Plan. Amendments to the Stage I DSUP, the Master Plan and CDD #2 have been filed to transfer floor area from Blocks 4 and 9 to Block 2, and for increased building height up to 260 feet, in order to meet the requirement for a 660,000 AGFA office building. Those amendments will go to Planning Commission and City Council public hearing in November 2014. A Concept #1 plan was submitted to the City in August 2014 that included massing studies, floor plans, an above-grade parking structure, and a site plan showing building placement, access to the site and internal vehicular circulation. Concept comments were issued to the applicant on August 26, 2014. Subsequently, refined building plans and elevations have been submitted to the City for DRB review.

This is the first of a series of DRB meetings to discuss this application. After the Planning Commission and City Council hearings in November, it is anticipated that a minimum of two other DRB reviews will be needed; one in November 2014 and one in January 2015. An aggressive review schedule for final site plan and building permit approval is anticipated if Block 2 is awarded the contract in order to start construction in June of 2015.

# II. BACKGROUND

***Site Context***

The site consists of approximately 3.2 acres and is bounded by Pershing Avenue to the north, Eisenhower Avenue to the south, Stoval Street to the east, and the Telegraph Rd/I-495 ramp to the west (see attached block map). To the south of the site, across Eisenhower Avenue, is Block 1, the existing Holiday Inn site. To the east, across Stoval Street, is Hoffman Town Center. The site is currently paved as a parking lot, although the lot is not being used for parking at this time. Access to the site will be from Taylor Road to the south and Pershing Avenue to the north. Taylor Road is accessed from eastbound Eisenhower Avenue, where it loops back under to connect to Block 2 to the north. The site is approximately 600 feet (0.1 mi.) from the Eisenhower Metro Station and the future National Science Foundation site to the east.

***Process***

As mention above, a master plan amendment and CDD amendment are necessary in order to transfer an appropriate amount of density to the site, and to add building height to accommodate TSA needs. Also, an amendment to the approved Stage I DSUP is needed. The Hoffman blocks have an approval process that was created out of a settlement agreement between Hoffman Company and the City in 2006. As a result, a Stage I & II DSUP process was established outside the normal City DSUP process. A Stage I DSUP was approved for all the Hoffman blocks at that time, which established certain site design elements such as access, parking and loading, open space, sidewalk widths and building footprints, along with AGFA and building height in conformance with the master plan and CDD. In this case, the Stage I DSUP is be amended to reflect the density transfer and additional building height and to address some of the requirements of TSA (such as setbacks, access, and building footprint) to accommodate their

program. After these amendments are acted on by the Planning Commission and City Council, a Stage II DSUP may be filed for full site and building design approval.

***Project Description***
With this development proposal, the applicant requests an increase in floor area from 351,958 sf to 661,387 AGFA, transferring approximately 310,000 AGFA from Blocks 4 and 9 to meet the needed AGFA on the site, and an increase in the allowable building height from 210 ft to 260 ft to accommodate the needs of the TSA.

In addition, the proposal includes a transfer of 70 parking spaces from Block 4 to the Block 2 parking structure for a total of 985 parking spaces. The parking structure was approved with the Stage I DSUP as a predominantly above grade structure facing Telegraph Road. There is one level of parking below grade.

Access to the site is generally consistent with the Stage I DSUP, and is via Pershing Avenue to the north and Taylor Drive to the south. Loading will occur on the south side of the building via Taylor Drive. Both entrances will be guarded with controlled access. There is also a drop off area at the building main entrance facing Stoval Street. A large urban plaza is proposed between the drop off area and the building, and a small park is also proposed between the drop off area and Stoval Street; the park was required by the master plan and Stage I DSUP.

## III. STAFF ANALYSIS

***Site Access***
There are two access points to the site that were approved with the Stage I DSUP. The access point from Pershing Avenue to the north of the site has been slightly relocated west because of the TSA required 50 ft. security standoff, given the secure nature of the building. This has created an awkward and potentially dangerous vehicular access to the parking garage. City staff and the applicant are aware of the problem and are working to resolve the issue. This may require significant site design changes if it is determined that the entrance cannot be provided in this location. The second access point is from Taylor Road, and there does not appear to be any issues with that access point. Additionally, there is a drop off area in front of the main entrance to the building.

***Open Space***
The Eisenhower East Plan Implementation, approved by City Council in 2006 for open space within the small area plan, calls for 34,800 sf of park land (West Park Gardens) to be provided on Blocks 2 and 3. The Stage I DSUP shows a park on Block 2 of approximately 13,000 sf on the east side of the site. The proposal appears to be in conformance with the Stage I DSUP. The design for the park at this time is conceptual, and will be required to be reviewed and approved by the Parks and Recreation Commission. Additionally, there is a large urban plaza provided in front of the main building entrance. The proposed cafeteria for the building will also overlook this plaza. Although the design is conceptual at this time, the next submission should provide additional design information for DRB consideration.

***Building Design***

While the current proposal clearly displays the intent to deliver a high quality project, appropriate for this important location along both Eisenhower Avenue and the National Capital Beltway, there are a number of refinements that could achieve a more consistent design parti, as well as create stronger responses to the key vistas offered by this pivotal location.

In the current design proposal, the building has been sited at the corner of Eisenhower Avenue and Stovall Street, with emphasis given to the eastern face of the tower. This has been achieved both through geometry (the chevron-like form which points east, towards the Potomac River and the Eisenhower Metro Station) and skin treatment (the tower has a clear distinction between an "A" and "B" skin treatment, making an appropriate statement about orientation and approach. The large parking structure has been sited "behind" the building, consistent with the Stage I DSUP (except for the elimination of the N-S street for security reasons).

As currently represented, however, the design falls short of putting its best elements forward in several key areas (see Fig. 2). As well-proportioned and detailed as the two-story entry feature is that wraps the arrival space on the northeast corner of the site, the three story projecting element that holds the streetwall at Eisenhower and Stovall appears in contrast to be almost utilitarian in character. There are similar concerns about the more prominent faces and corners of the large above-grade parking structure.

The design offers the potential to provide stronger and more appropriate responses to its context through some additional refinements. One approach that could be considered is summarized graphically below (see Fig. 3) and illustrates staff's belief that most of these issues can be successfully addressed using design elements that are already part of the composition. To summarize the direction that is suggested:

a. To better address the civic presence of the building in the urban space of Eisenhower Avenue and the key approach westbound from the Metro, study wrapping the two-story entry language around the entire projecting element at the southeast of the building ("D" in Fig. 3). There appears also to be the potential to make some minor internal spatial rearrangements (i.e., switch the Security Operational and Broadcast Studio areas with the Fitness Center) so that all of the functions that might be seen through this more glassy element would be more public and active in character (Cafeteria and Fitness Center). In keeping with the third floor reveal that sets off the stone base at the building entry, any third floor portions of this projection could also be rendered in glass, to emphasize the strong base.

b. The corner glass insert at the southeast corner of the main tower, clearly intended as well to address the primary approach to the building, may be too understated; one approach to strengthen it ("C" in Fig. 3) might be to carry it all the way up the tower, so that it could read as the third tower component. Such an element could also be used to create a stronger skyline feature, by carrying it above the rest of the tower

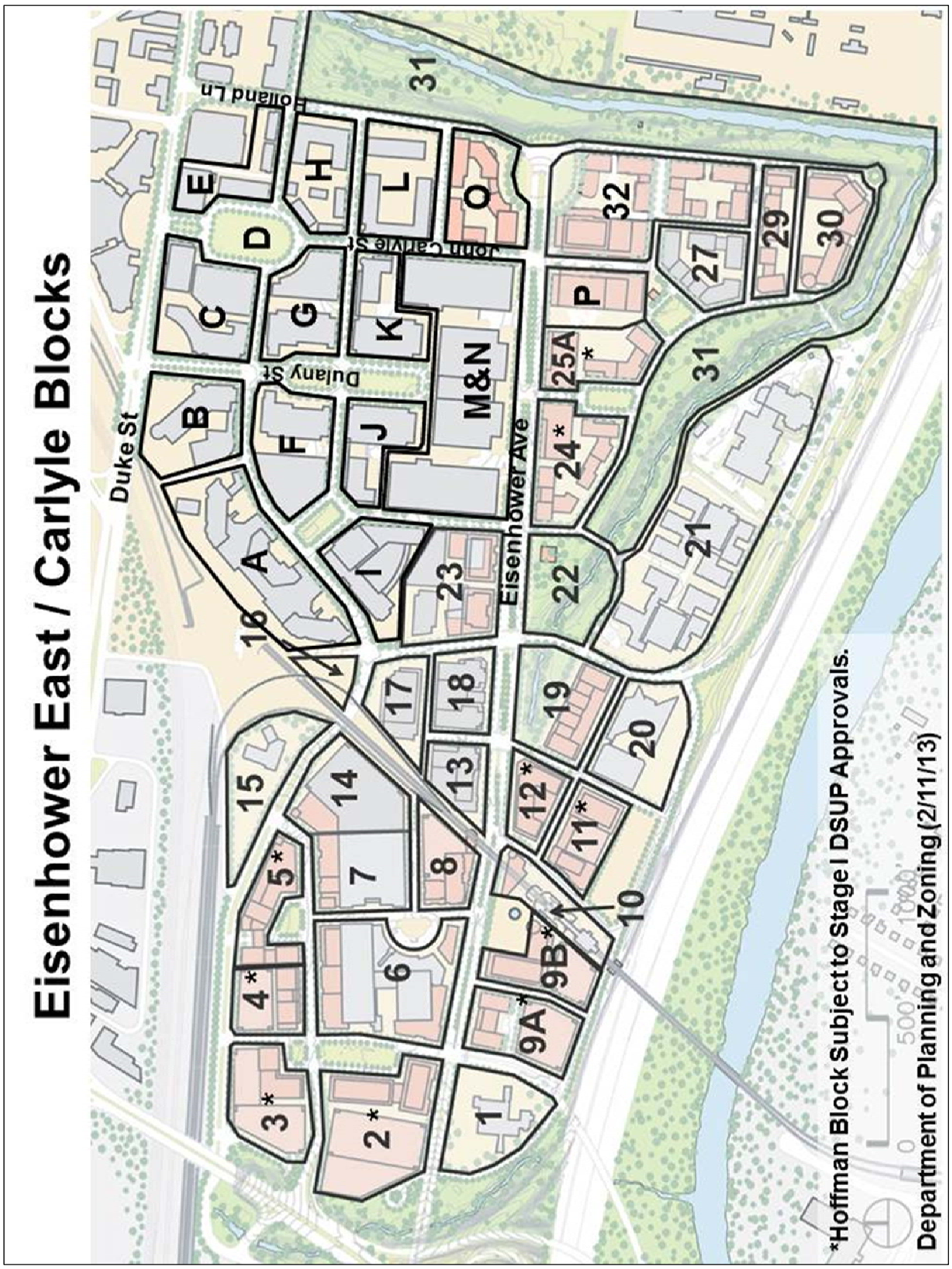
roof, if desired. This embedded glass form might also read as an outgrowth of the glass elements suggested for the projecting three-story corner piece.

c. The parking garage is very prominent – in effect, it has no "front" or "back" elevations, and so its façade treatment is extremely important. The addition of softening and scaling elements, such as glass skin for the vertical circulation towers, and a more layered façade, possibly employing green screen panels and a subtle use of color, similar to the collector garage at the Brac-133/Mark Center project (Fig. 4) might be an appropriate design strategy. Further design refinement of this component should be carried out by the applicant. The current proposal also shows parking ramps at a 6% slope; this exceeds the industry standard of a maximum 5% slope, which could be achieved either through reducing the floor-to-floor heights in the garage, or reconfiguring the plan to achieve longer ramp runs.

These design directions are suggestions, but they underline Staff's key areas of concern: the three-story corner that reaches out to the Eisenhower-Stovall intersection, the overall façade response to the main approach from the east, and the highly visible garage facades.

## IV. CONCLUSION

Staff recommends that the DRB give preliminary comments on building design, garage design, and the site design issues as discussed above, including the design of the urban plaza and overall vehicular and pedestrian circulation. Another DRB hearing will be scheduled in November after the Planning Commission and City Council hearings on the Stage I DSUP, Master Plan and CDD amendments.


Eisenhower East / Carlyle Blocks
Duke St
Holland Ln
John Carlyle St
Dulany St
Eisenhower Ave
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C
D
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*Hoffman Block Subject to Stage I DSUP Approvals.
Department of Planning and Zoning (2/11/13)

Figure 1

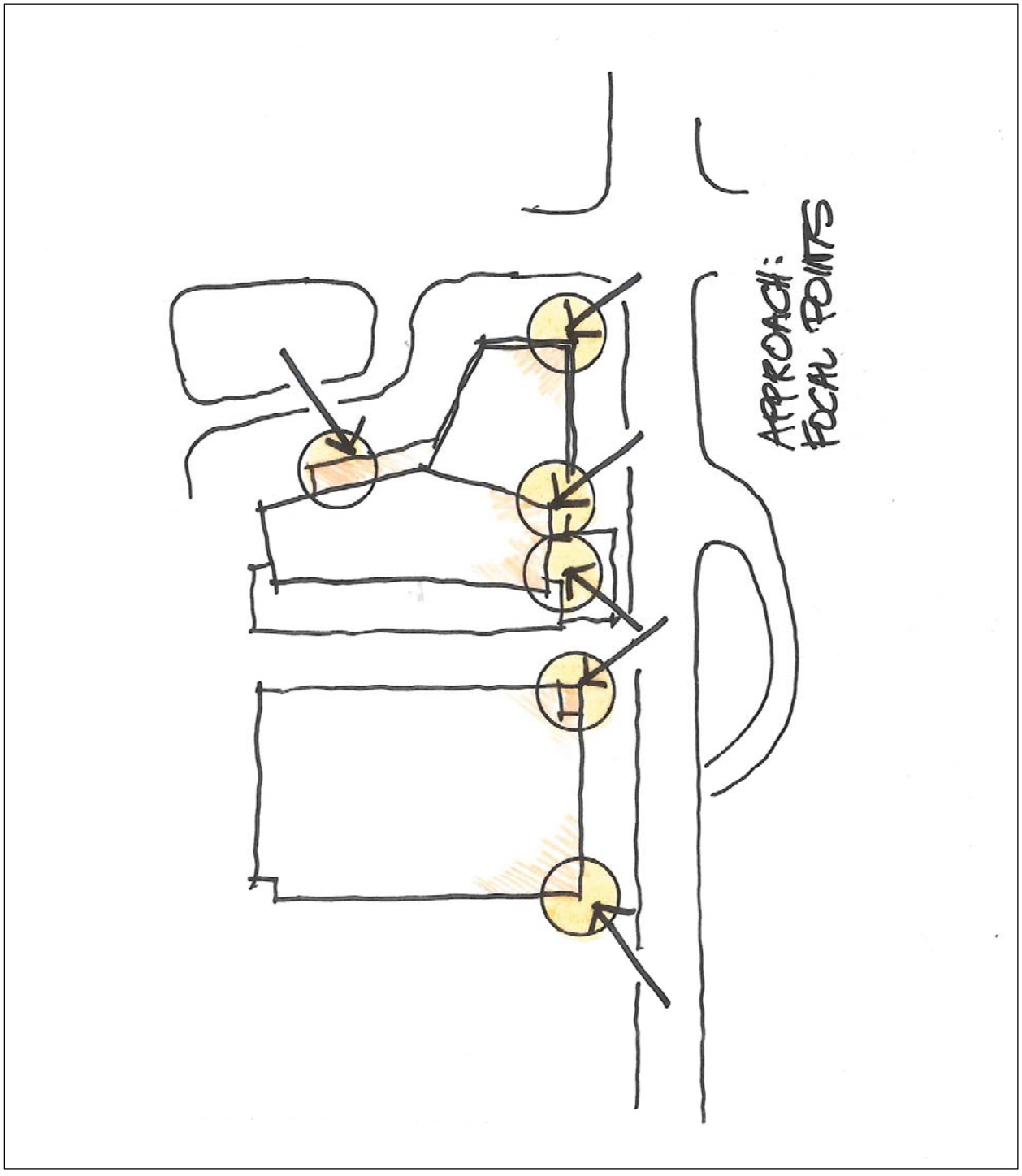



Figure 2

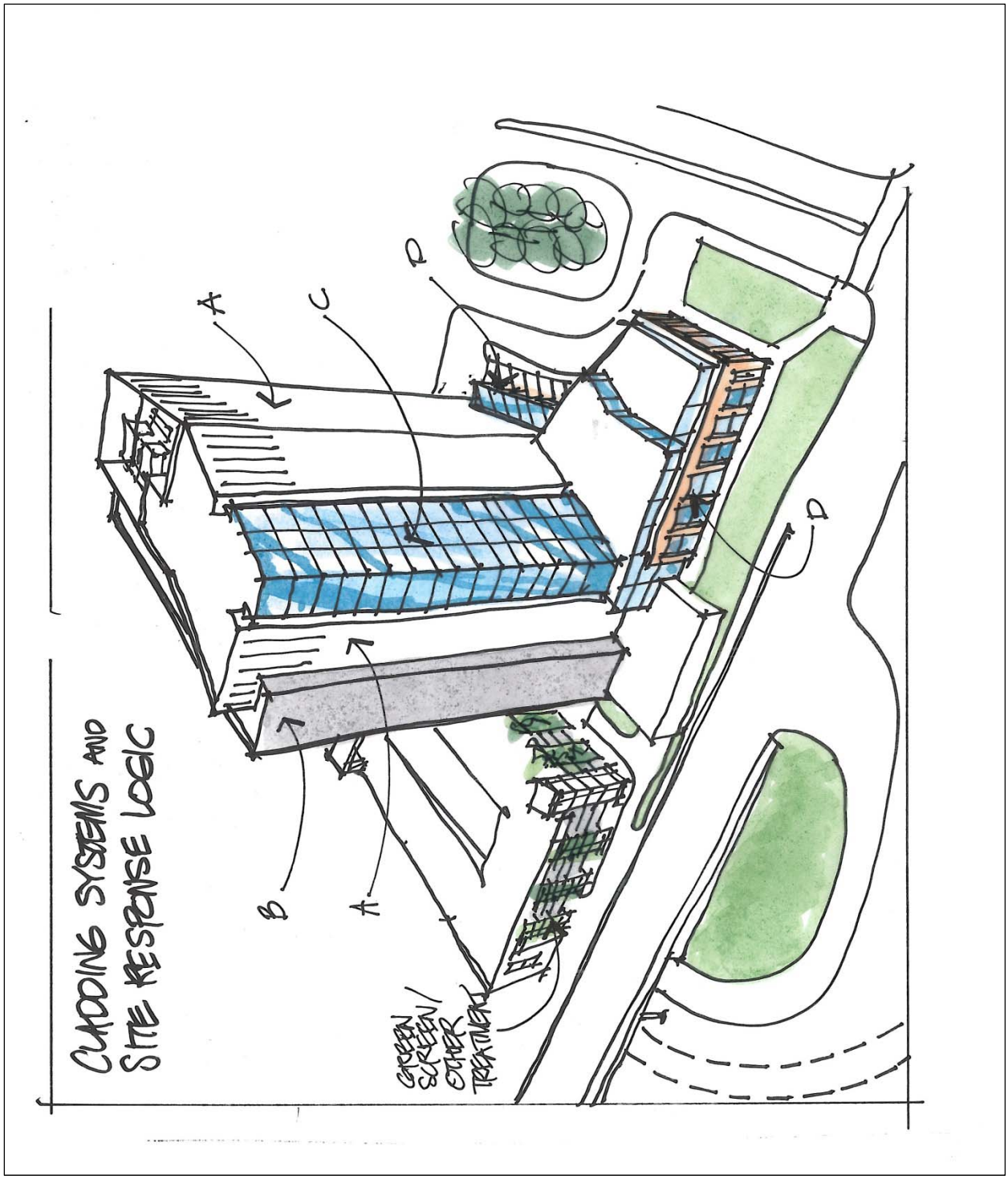

CLADDING SYSTEMS AND
SITE RESPONSE LOGIC
A
C
D
B
A
D
GREEN
SCREEN /
OTHER
TREATMENT

Figure 3

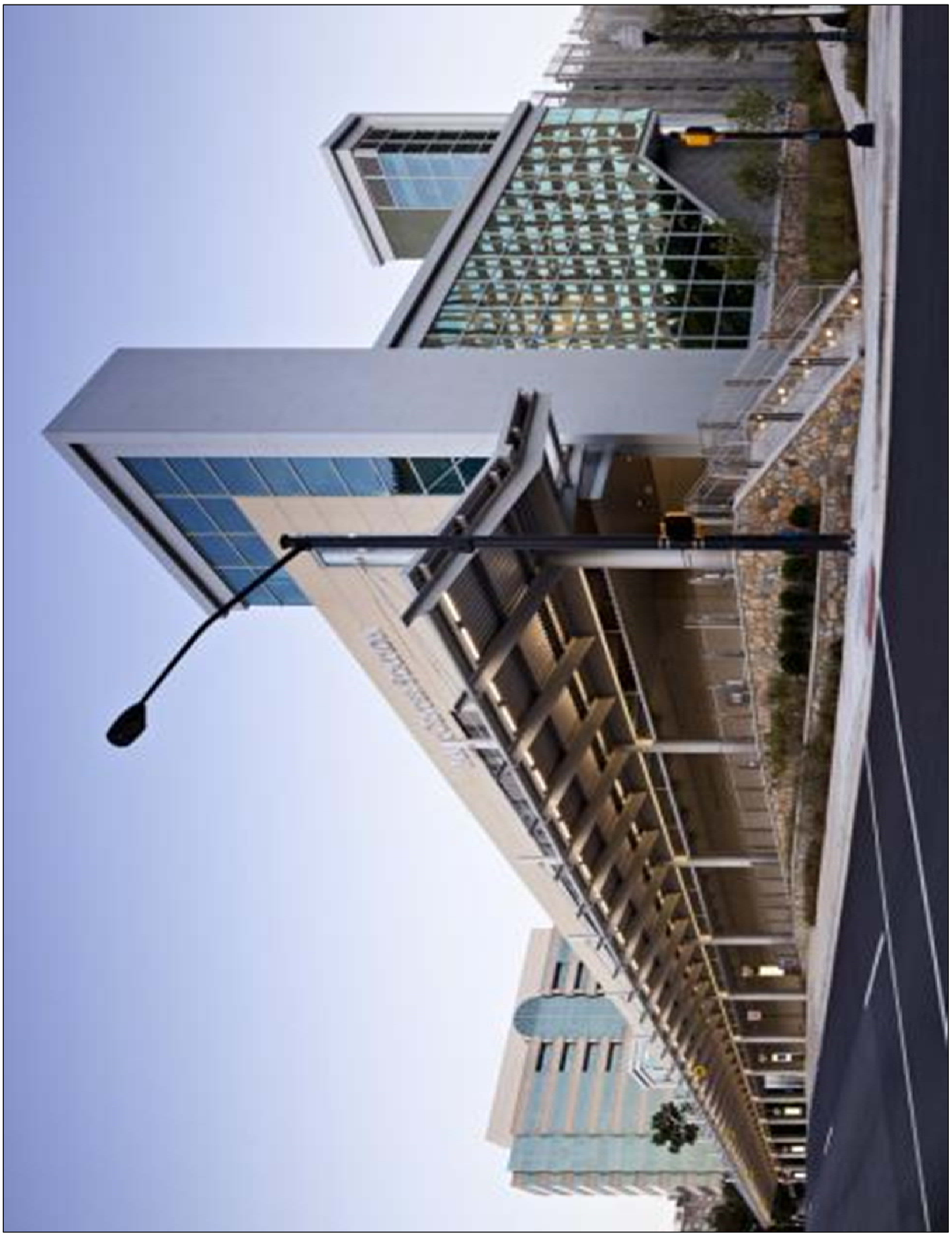


Figure 4: BRAC 133 at Mark Center, HGA Architecture

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

**PROJECT NAME:** Transportation Security Administration Headquarters **BLOCK:** 2

**ADDRESS OF PROJECT:** 315 Stovall Street Alexandria, VA 22314

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

[☑] Building [☑] Concept [ ] Final
[ ] Sign
[ ] Awning
[ ] Other: _____

**APPLICANT** Name: Michael J. Perine

Address: 2034 Eisenhower Ave., Suite 290 Alexandria, VA 22314

Phone: (703) 960-4700 Email Address: mperine@hoffmantowncenter.com

**ARCHITECT/DESIGNER** Name: WDG Architecture

Address: 1025 Connecticut Ave. NW #300 Washington, D.C. 20036

Phone: (202)857-8300 Email Address: sschwartzman@wdgarch.com

**PROPERTY OWNER** Name: Hoffman Family, LLC and Hoffman Management, Inc.
(if different from APPLICANT)

Address: 2034 Eisenhower Ave.. Suite 290 Alexandria. VA 22314

Phone: (703) 960-4700 Email Address: mperine@hoffmantowncenter.c

**DESCRIBE THE REQUEST BRIEFLY:** Request for review by DRB of the applicant's proposed amendment to Stage 1 DSUP 2005-0031 and an increase in density, height and parking, and revised massing for the office building and parking garage in Block 2 to accommodate the requirements of the Transportation Security Administration.

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. Fees are determined based upon the number of applicants per hearing. Applicants will be notified by Planning and Zoning staff of the amount owed after the filing deadline has passed and the agenda for the hearing has been finalized. Payment is expected prior to the request being acted upon by the DRB.**

Applicant Signature: _____ Date: 9-15-2014

Applicant Printed Name: Michael J. Perine

# Carlyle/Eisenhower East Design Review Board (DRB)
# Application Checklist for Buildings in CONCEPT REVIEW*:

NA Physical massing model at minimum 1"=30', showing existing and proposed buildings for all adjacent properties

✓ **Submit the following plan copies containing all of the information on this checklist:**

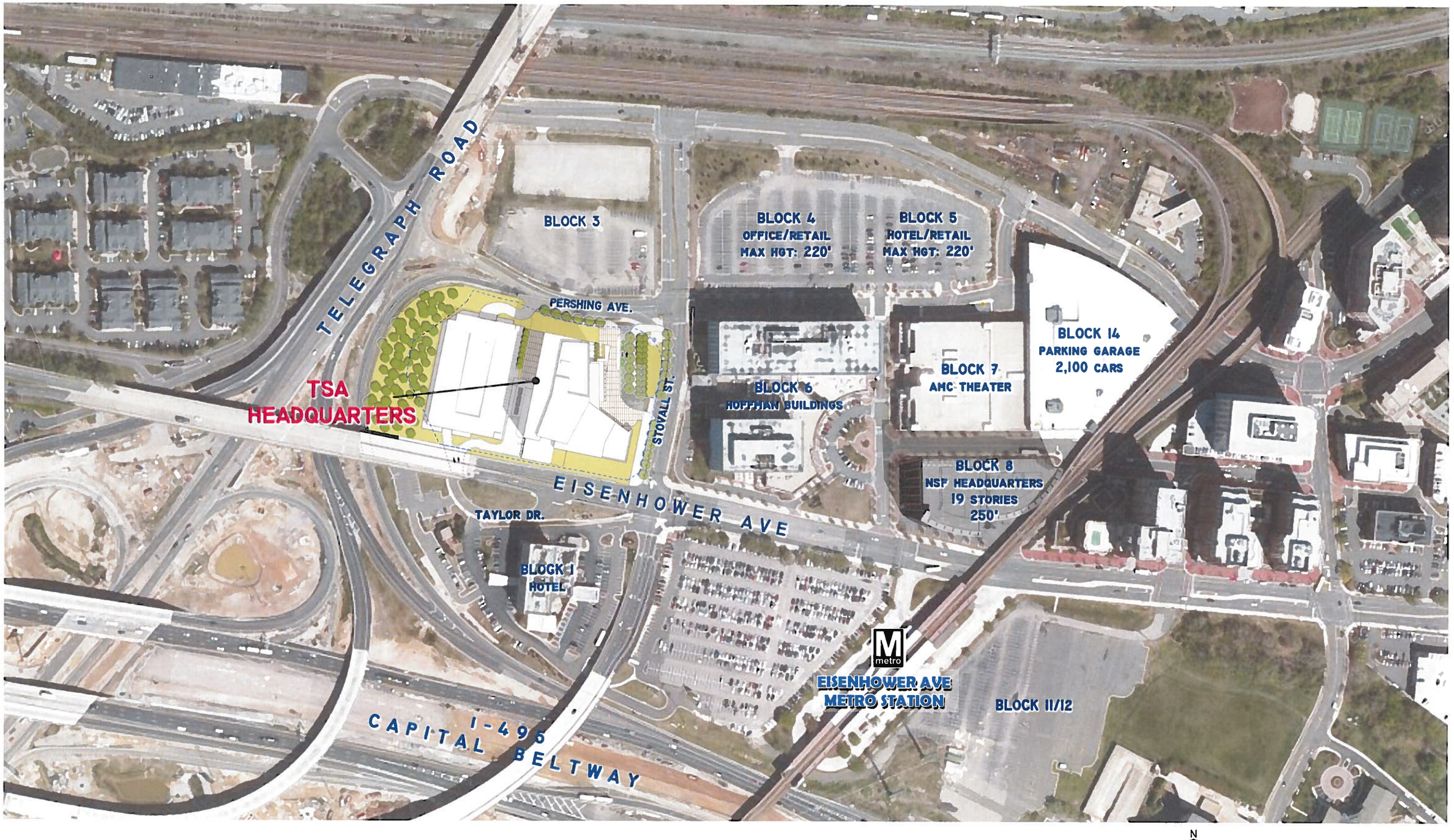
- ☑ **Twelve (12) 11"x17" collated, stapled color sets**
- ☑ **One (1) 24"x36" collated, stapled, color sets, and**
- ☑ **One (1) 11"x17" 120 dpi PDF file**
- ☑ **Number all sheets in plan set**

Zoning tabulations (for each element, list zoning ordinance requirement and number proposed):

NA Zoning of the site
NA Existing uses on the site
✓ Proposed uses for the site
NA Lot area(s) (and minimum lot area required under zoning, if applicable)
NA Number of dwelling units (list by number of bedrooms for multifamily)
NA Units per acre for residential
NA Gross square feet (GSF) of building area, total and listed by use (with area devoted to parking included and listed separately)
NA Net square feet (NSF) of floor area, total and listed by use
NA Existing and proposed floor-area-ratios
NA Open space total provided and broken down by ground-level space and usable space provided
✓ Average finish grade for each building
✓ Height of each building above average finish grade
✓ Building setbacks with required and proposed listed separately
NA Frontage with required and proposed listed separately
✓ Parking spaces (listed by compact, standard, handicapped size and total)
✓ Loading spaces (number required and number proposed)

Site plan/architecture:

✓ Color Site plan at appropriate scale, showing approved uses & heights for adjacent properties
NA Color Landscape concept plan showing hardscape and planting areas, trees, street furniture, etc.
✓ Color typical floor plans at min. 1/16" = 1'-0" for all levels including roof
✓ Building elevations in color at min. 1/16" = 1'-0" of all building faces with materials labeled, rendered with shadows and keyed to plans
✓ Building/site sections showing grade changes in relationship to buildings and/or retaining walls, rendered with shadows and keyed to plans and showing average finish grade line and heights, including penthouses
NA Enlarged details (plan/section/elevation) of typical bays at pedestrian level as required
✓ Street-level perspective views in color
NA Building solid/void area ratio calculation drawings and tabulations

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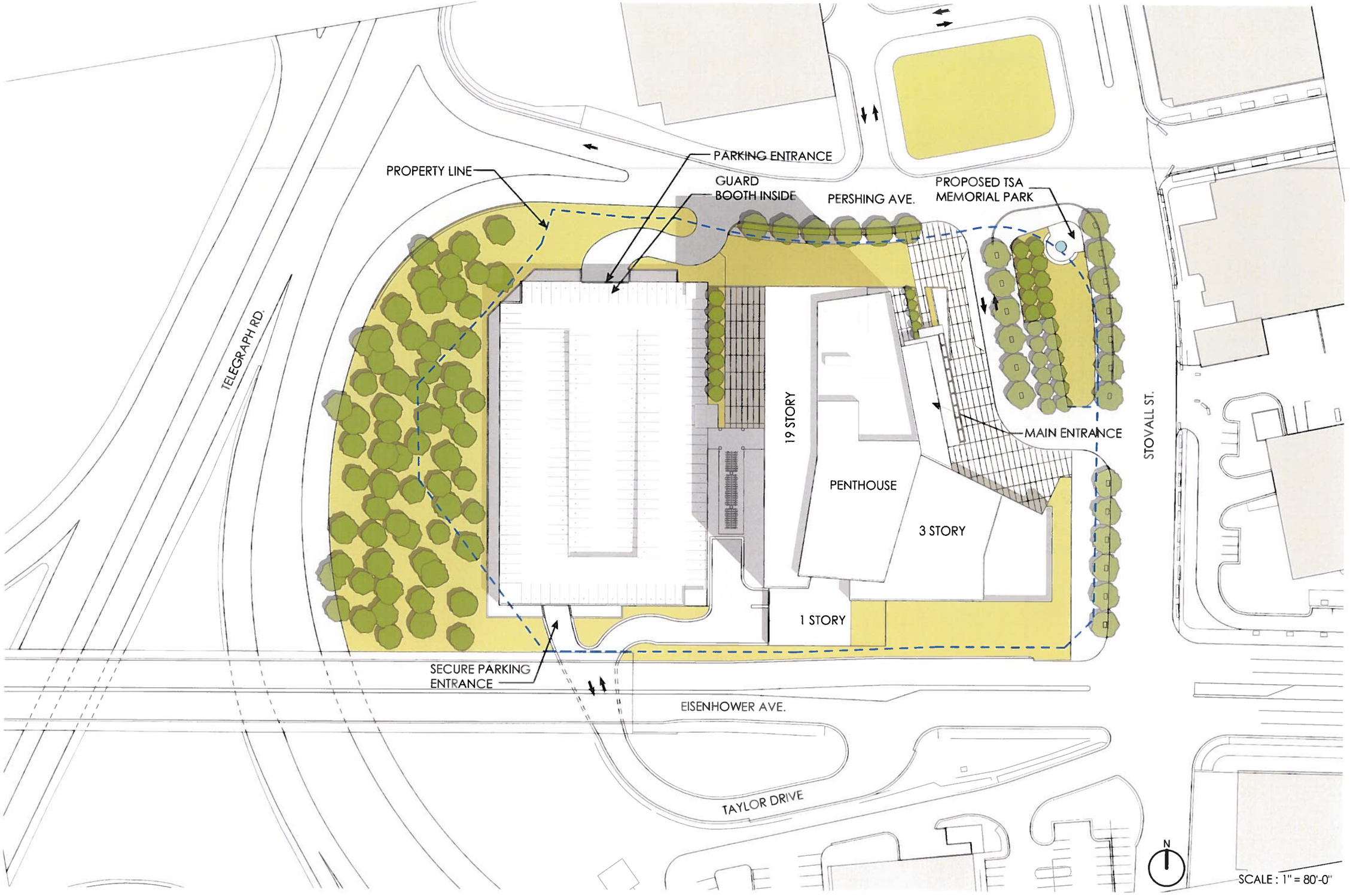
SCALE : 1" = 300'-0"

## CONTEXT SITE PLAN A1



NOTE: THE INTERIOR LAYOUTS SHOWN ON THE BUILDING PLANS ARE SCHEMATIC. CHANGES TO THE LAYOUTS, NOT AFFECTING THE EXTERIOR ENVELOPE OR THE SQUARE FOOTAGE DISTRIBUTION MAY OCCUR.






NOTE: THE INTERIOR LAYOUTS SHOWN ON THE BUILDING PLANS ARE SCHEMATIC. CHANGES TO THE LAYOUTS, NOT AFFECTING THE EXTERIOR ENVELOPE OR THE SQUARE FOOTAGE DISTRIBUTION MAY OCCUR.

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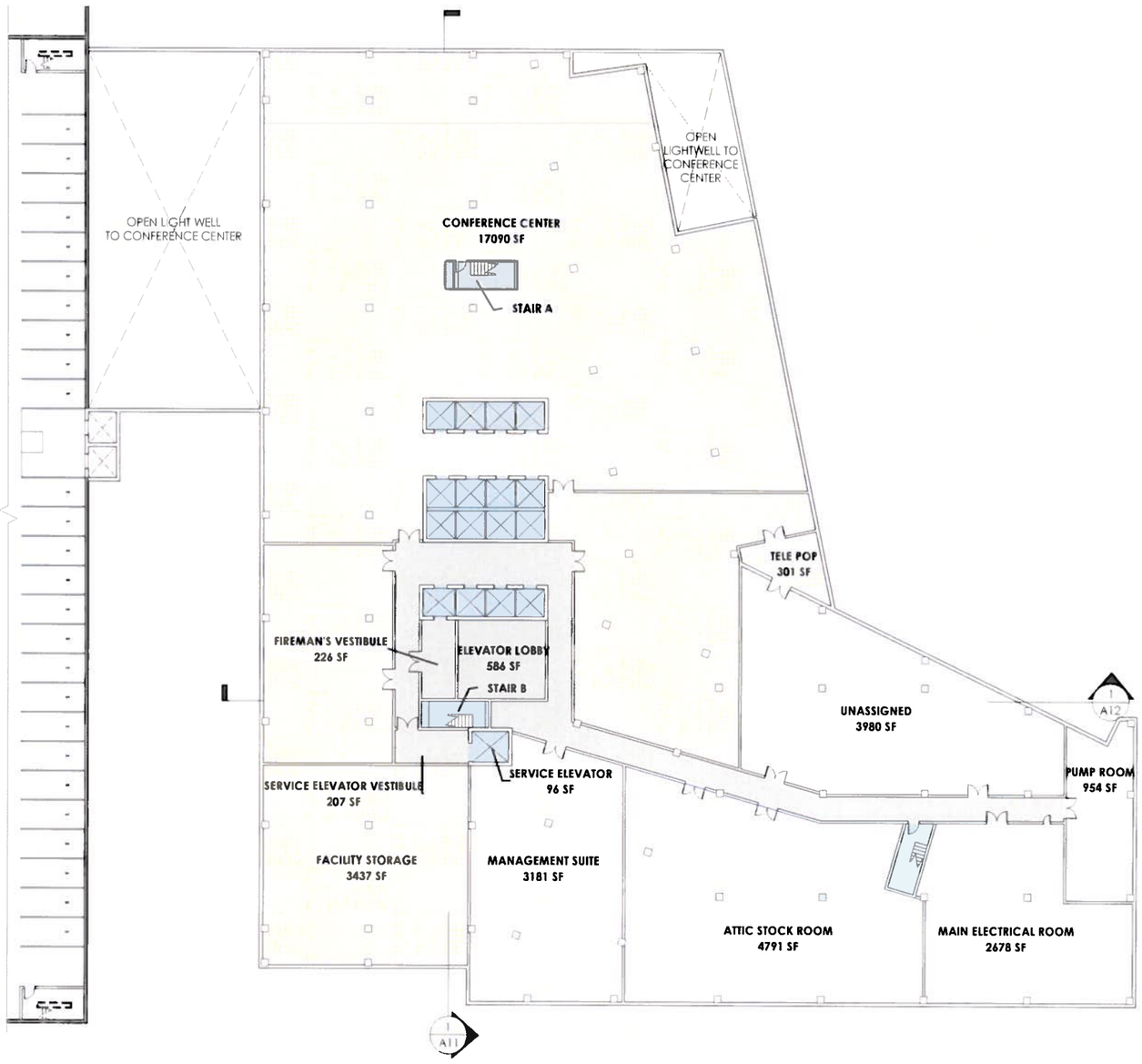


## Use Group Legend

- Corridor
- Office
- Vertical Circulation

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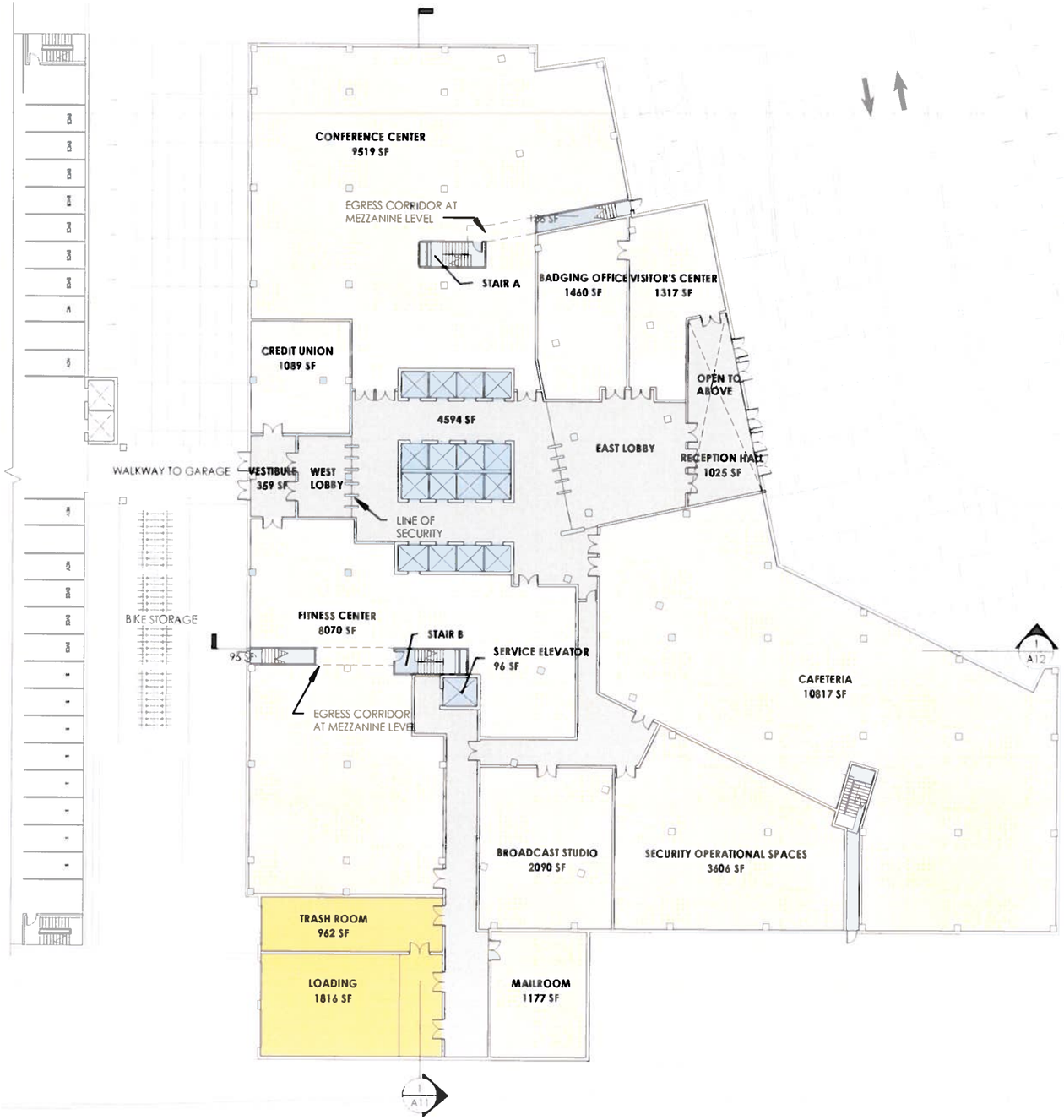
Scale: 1" = 40'-0"

# BASEMENT

A6



NOTE: THE INTERIOR LAYOUTS SHOWN ON THE BUILDING PLANS ARE SCHEMATIC. CHANGES TO THE LAYOUTS, NOT AFFECTING THE EXTERIOR ENVELOPE OR THE SQUARE FOOTAGE DISTRIBUTION MAY OCCUR.




## Use Group Legend

- Corridor
- Office
- Service Spaces
- Vertical Circulation

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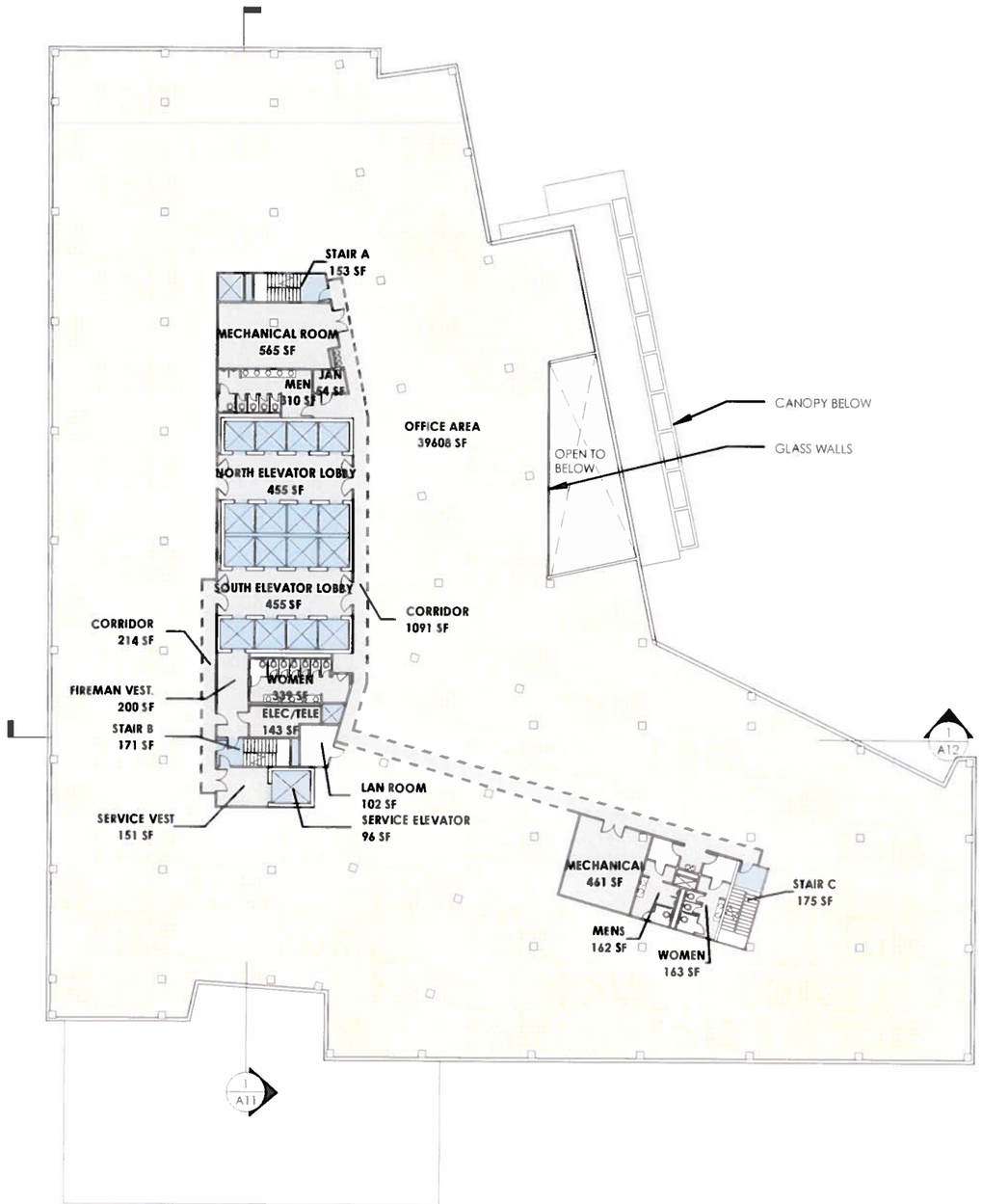
**Scale: 1" = 40'-0"**

## LOBBY LEVEL

A7

NOTE: THE INTERIOR LAYOUTS SHOWN ON THE BUILDING PLANS ARE SCHEMATIC. CHANGES TO THE LAYOUTS, NOT AFFECTING THE EXTERIOR ENVELOPE OR THE SQUARE FOOTAGE DISTRIBUTION MAY OCCUR.




## Use Group Legend

- Corridor
- Office
- Vertical Circulation

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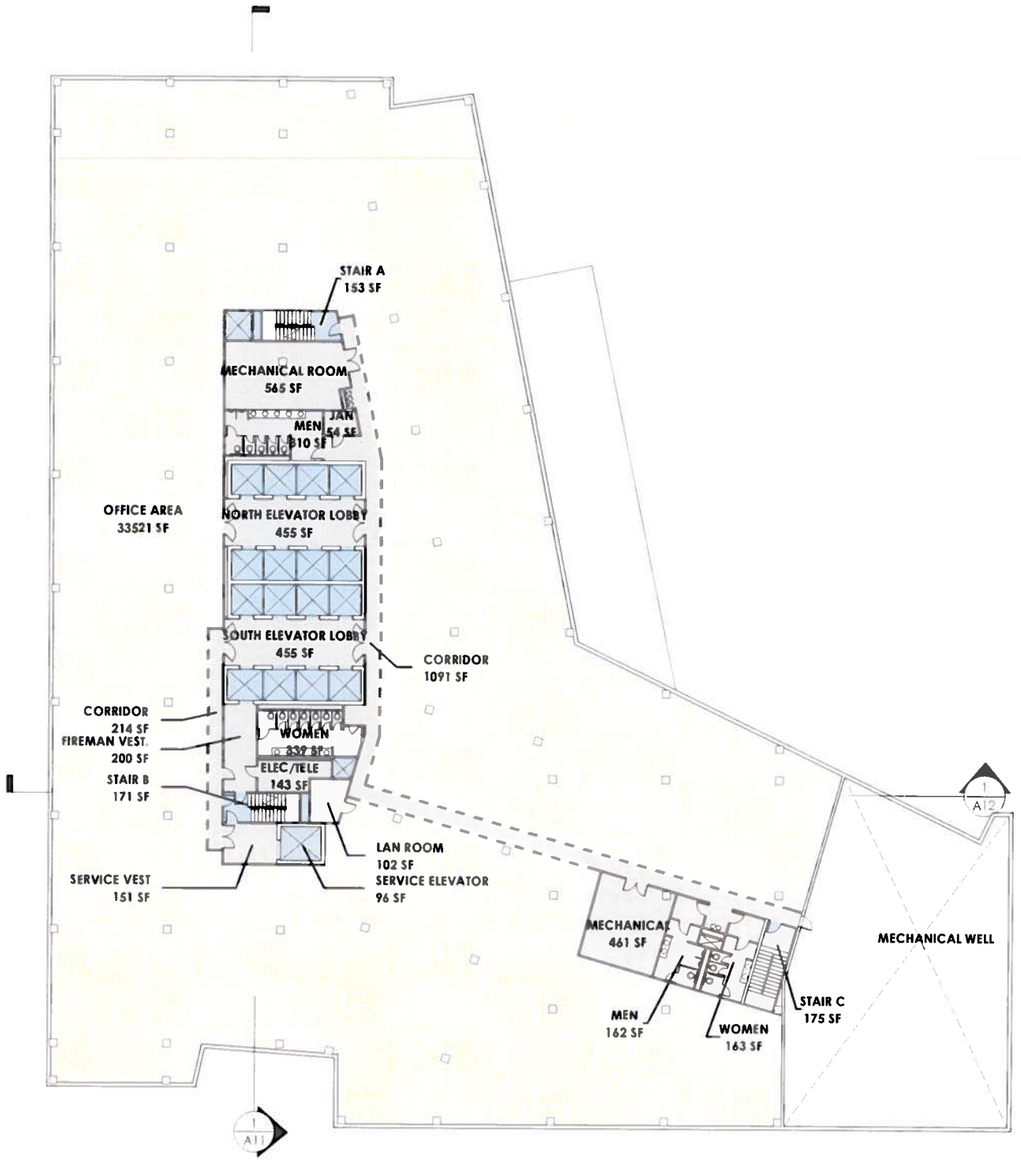
Scale: 1" = 40'-0"



NOTE: THE INTERIOR LAYOUTS SHOWN ON THE BUILDING PLANS ARE SCHEMATIC. CHANGES TO THE LAYOUTS, NOT AFFECTING THE EXTERIOR ENVELOPE OR THE SQUARE FOOTAGE DISTRIBUTION MAY OCCUR.




## Use Group Legend

- Corridor
- Office
- Vertical Circulation

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Scale: 1" = 40'-0"

3RD FLOOR A9

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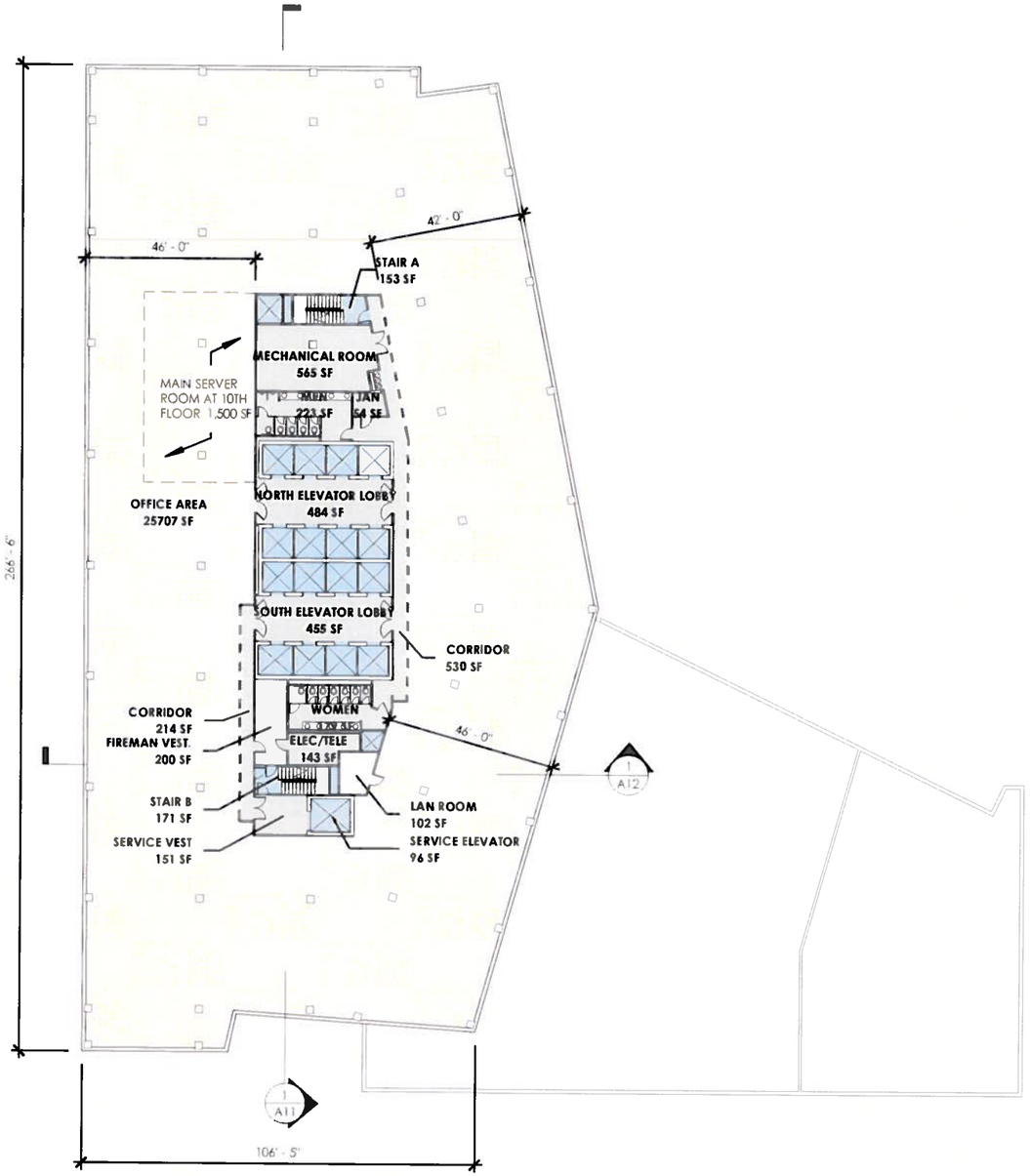
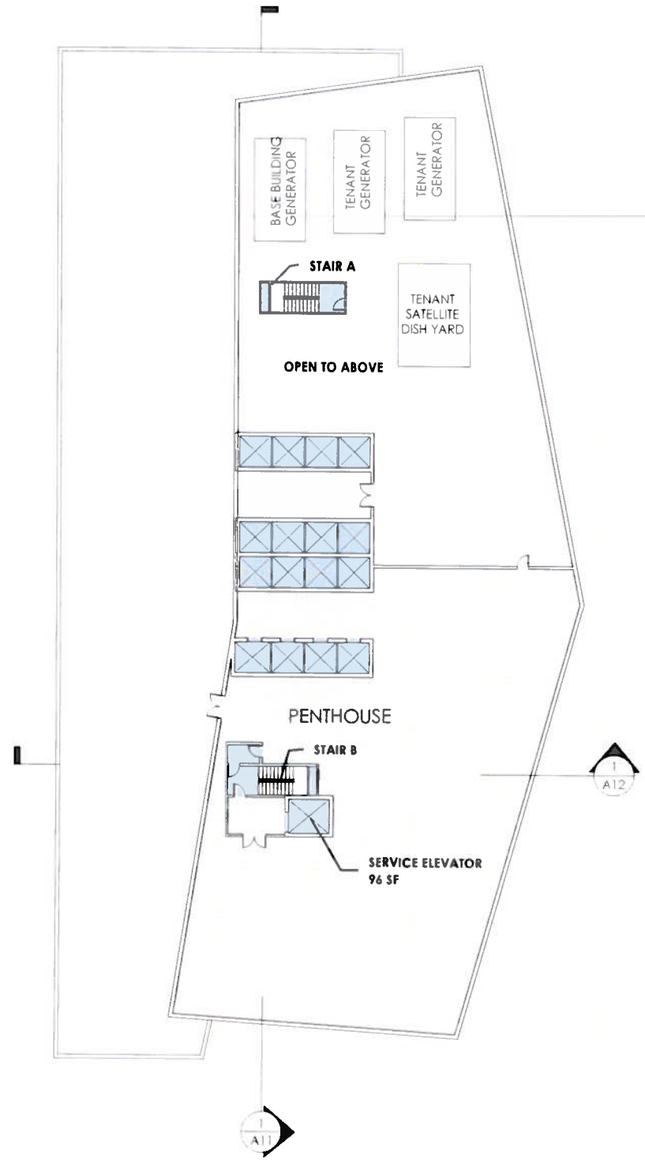



1 TYPICAL FLOOR (4TH TO 19TH FLOORS)

SCALE: 1" = 40'-0"

## Use Group Legend

- Corridor
- Office
- Vertical Circulation




2 ROOF LEVEL/PENTHOUSE

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Scale: 1" = 40'-0"



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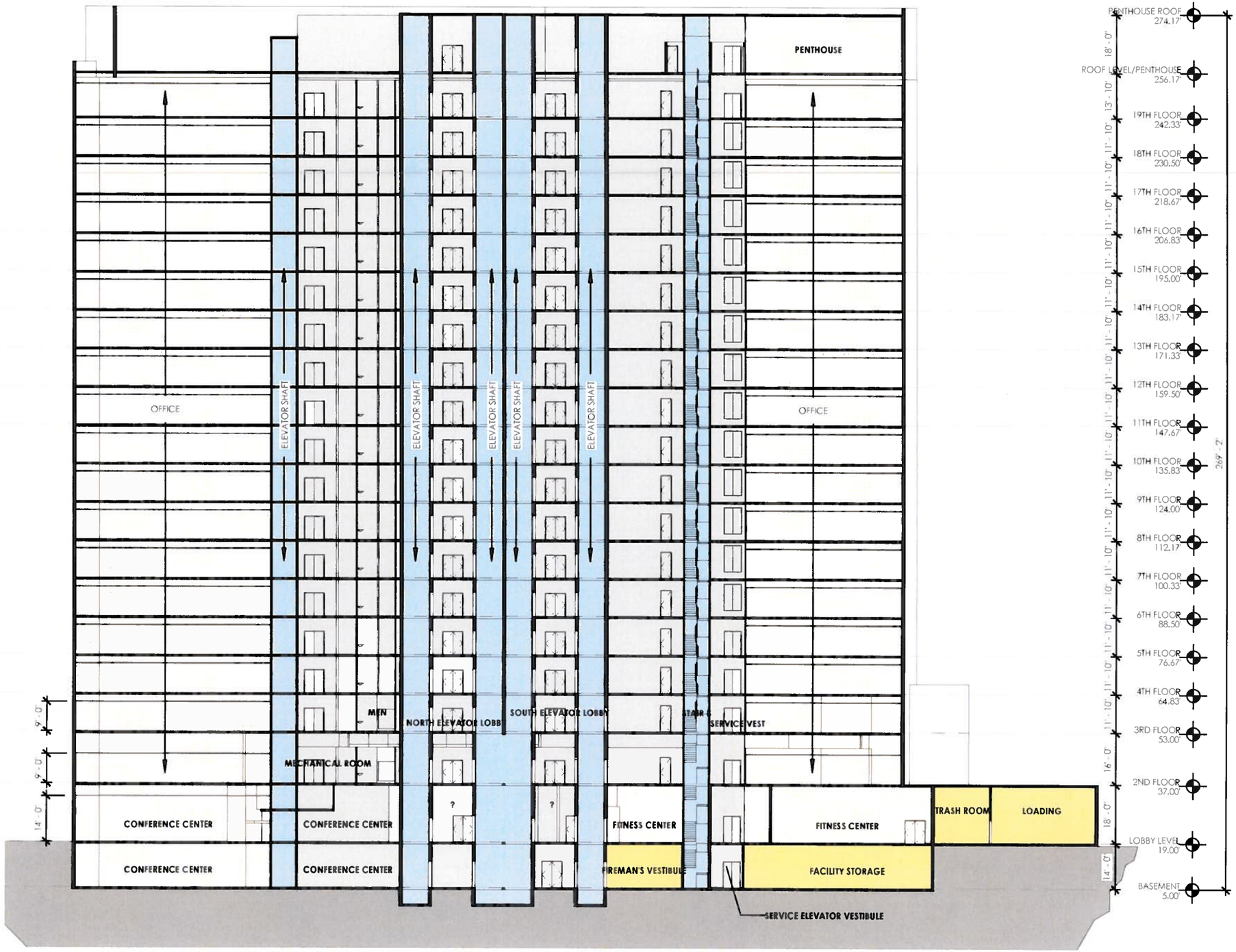


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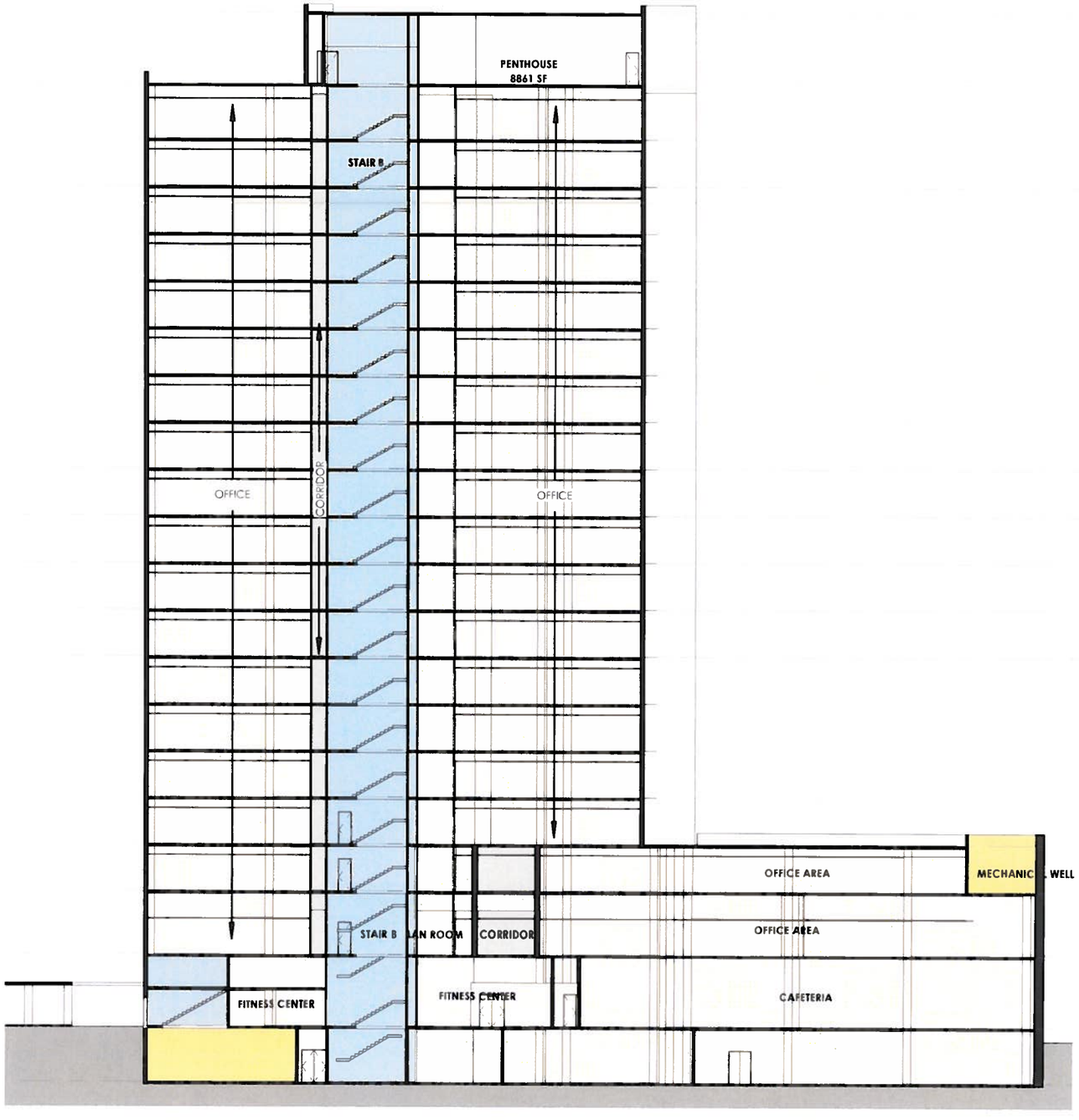
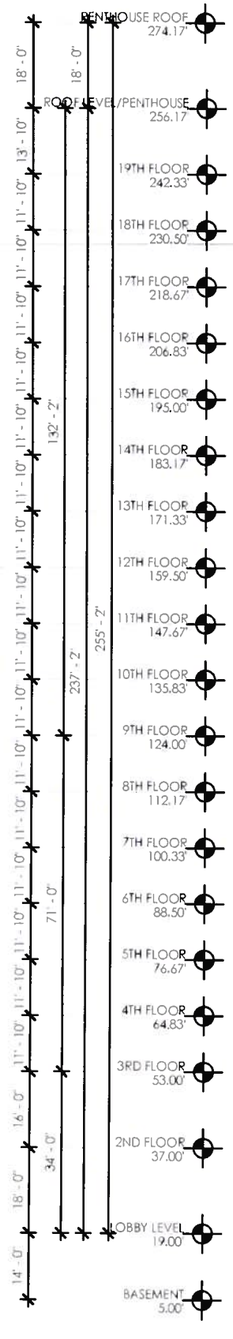
## LONGITUDINAL BUILDING SECTION

A11



NOTE: THE INTERIOR LAYOUTS SHOWN ON THE BUILDING PLANS ARE SCHEMATIC. CHANGES TO THE LAYOUTS, NOT AFFECTING THE EXTERIOR ENVELOPE OR THE SQUARE FOOTAGE DISTRIBUTION MAY OCCUR

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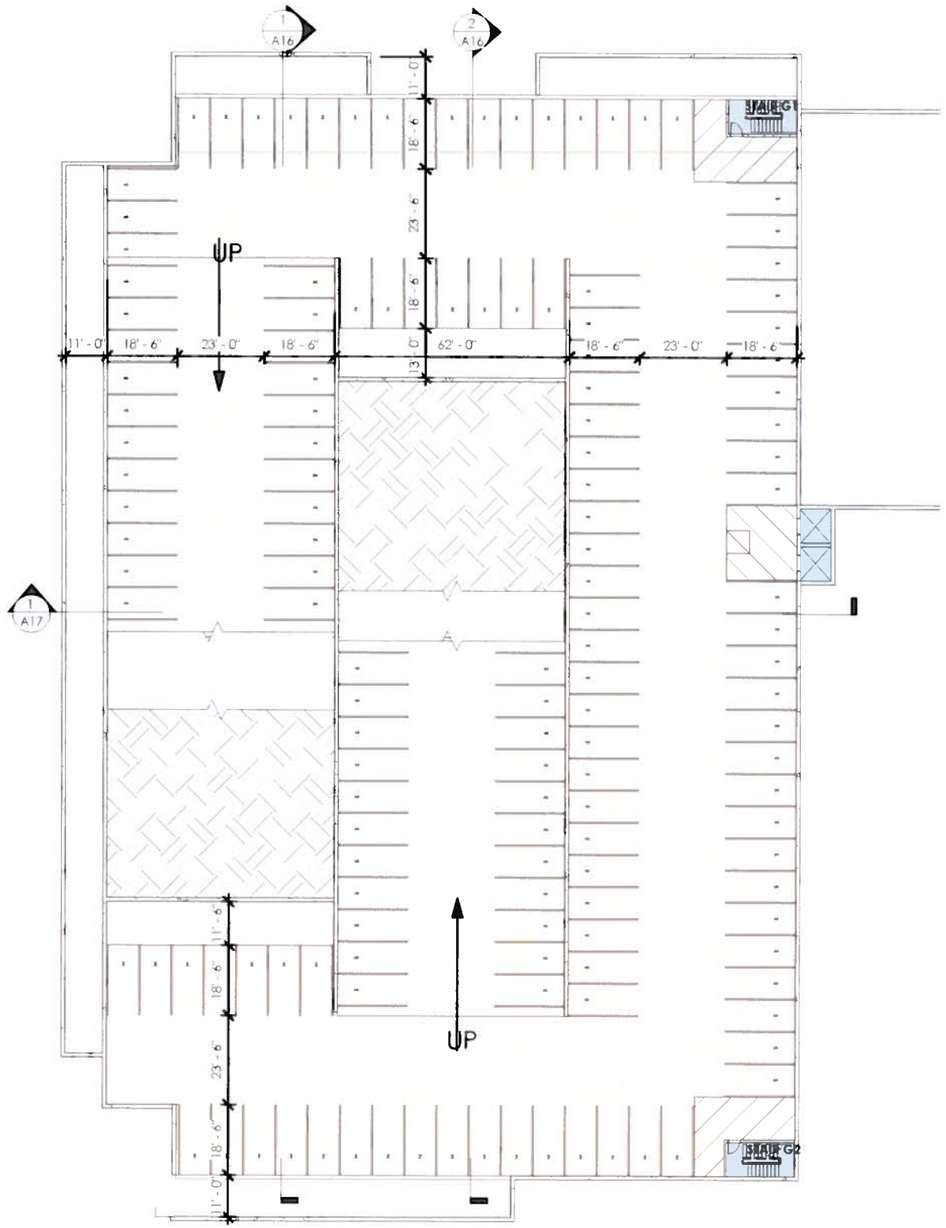
## CROSS BUILDING SECTION A12



NOTE: THE INTERIOR LAYOUTS SHOWN ON THE BUILDING PLANS ARE SCHEMATIC. CHANGES TO THE LAYOUTS, NOT AFFECTING THE EXTERIOR ENVELOPE OR THE SQUARE FOOTAGE DISTRIBUTION MAY OCCUR.




| PARKING SCHECULE | |
|---|---|
| TYPE | COUNT |
| | |
| 8'-2" x 18'-6" - Handicap Van | 2 |
| 8'-6" x 18'-6" - EVCS | 3 |
| GARAGE BASEMENT FLOOR | |
| 8'-6" x 18'-6" - Standard | 194 |
| GARAGE LOBBY LEVEL | |
| 8'-0" x 18'-6" - Handicap | 7 |
| 8'-2" x 18'-6" - Handicap Van | 1 |
| 8'-6" x 18'-6" - EVCS | 7 |
| 8'-6" x 18'-6" - Standard | 145 |
| GARAGE 2ND FLOOR | |
| 8'-0" x 18'-6" - Handicap | 10 |
| 8'-6" x 18'-6" - Standard | 167 |
| GARAGE 3RD FLOOR | |
| 8'-6" x 18'-6" - Standard | 181 |
| GARAGE 4TH FLOOR | |
| 8'-6" x 18'-6" - Standard | 181 |
| GARAGE 5TH FLOOR | |
| 8'-6" x 18'-6" - Standard | 88 |
| Grand total: 986 | |

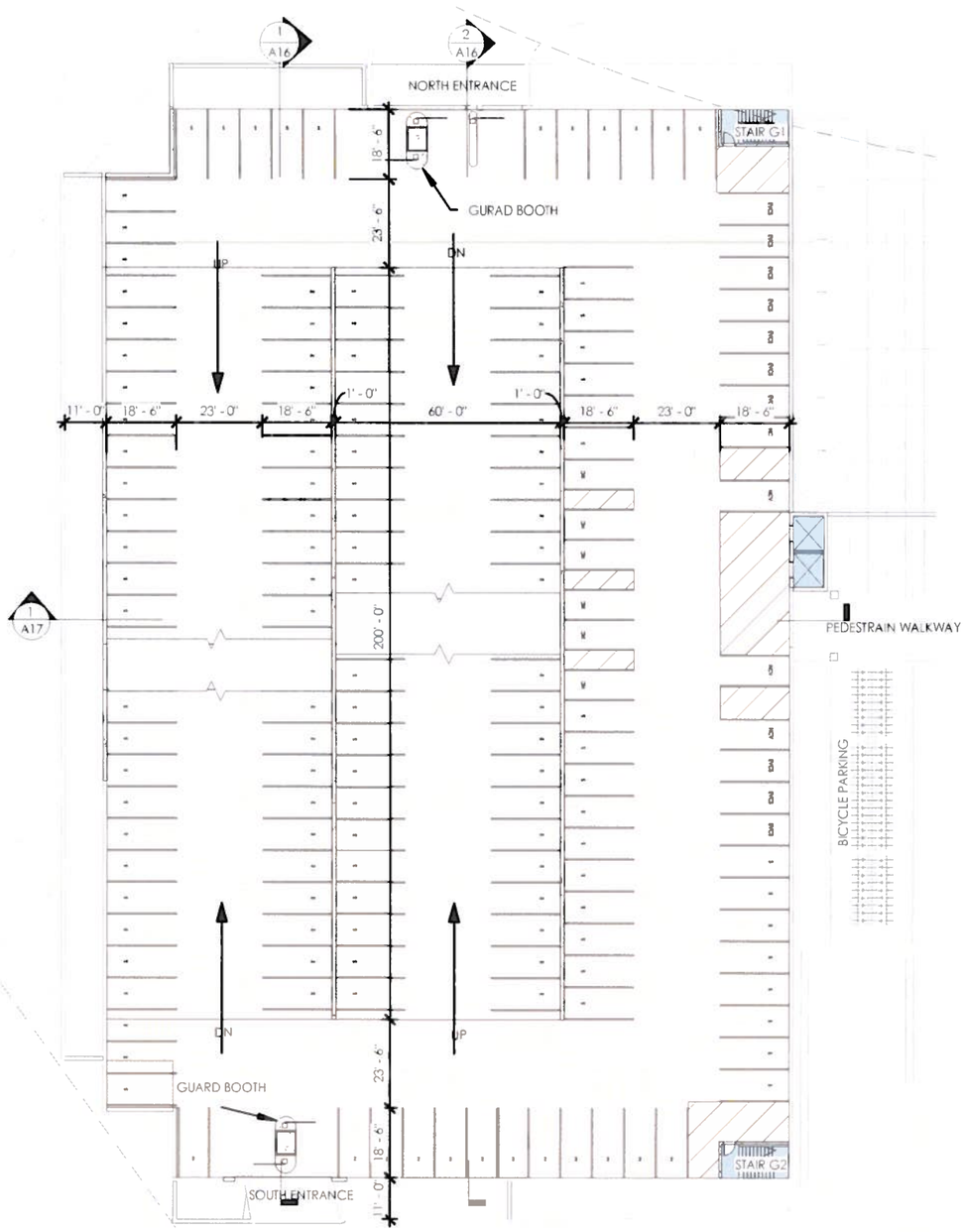
N

Scale: 1" = 40'-0"

## GARAGE BASEMENT A13

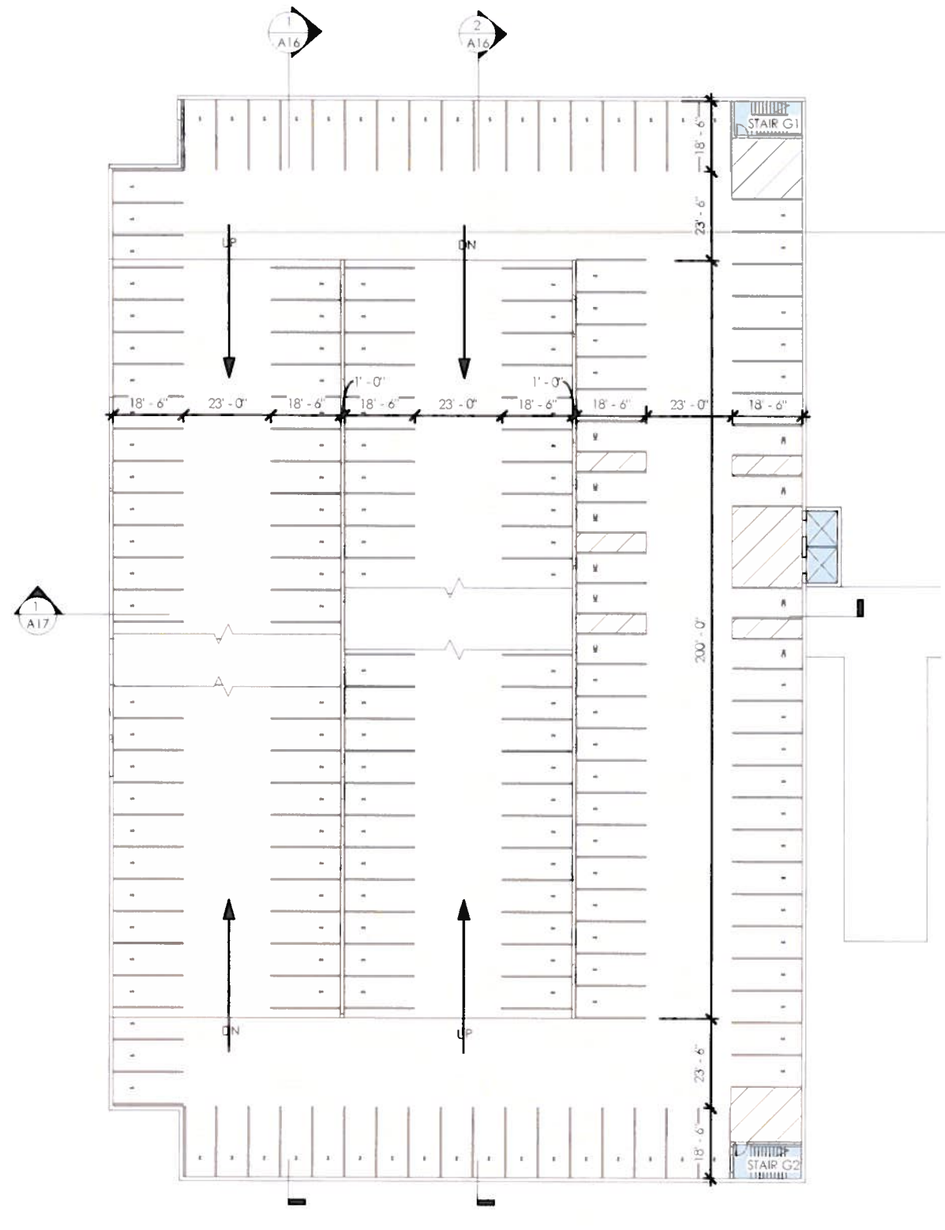


NOTE: THE INTERIOR LAYOUTS SHOWN ON THE BUILDING PLANS ARE SCHEMATIC. CHANGES TO THE LAYOUTS, NOT AFFECTING THE EXTERIOR ENVELOPE OR THE SQUARE FOOTAGE DISTRIBUTION MAY OCCUR.




1 GARAGE LOBBY LEVEL

SCALE: 1" = 40'-0"




2 GARAGE 2ND FLOOR

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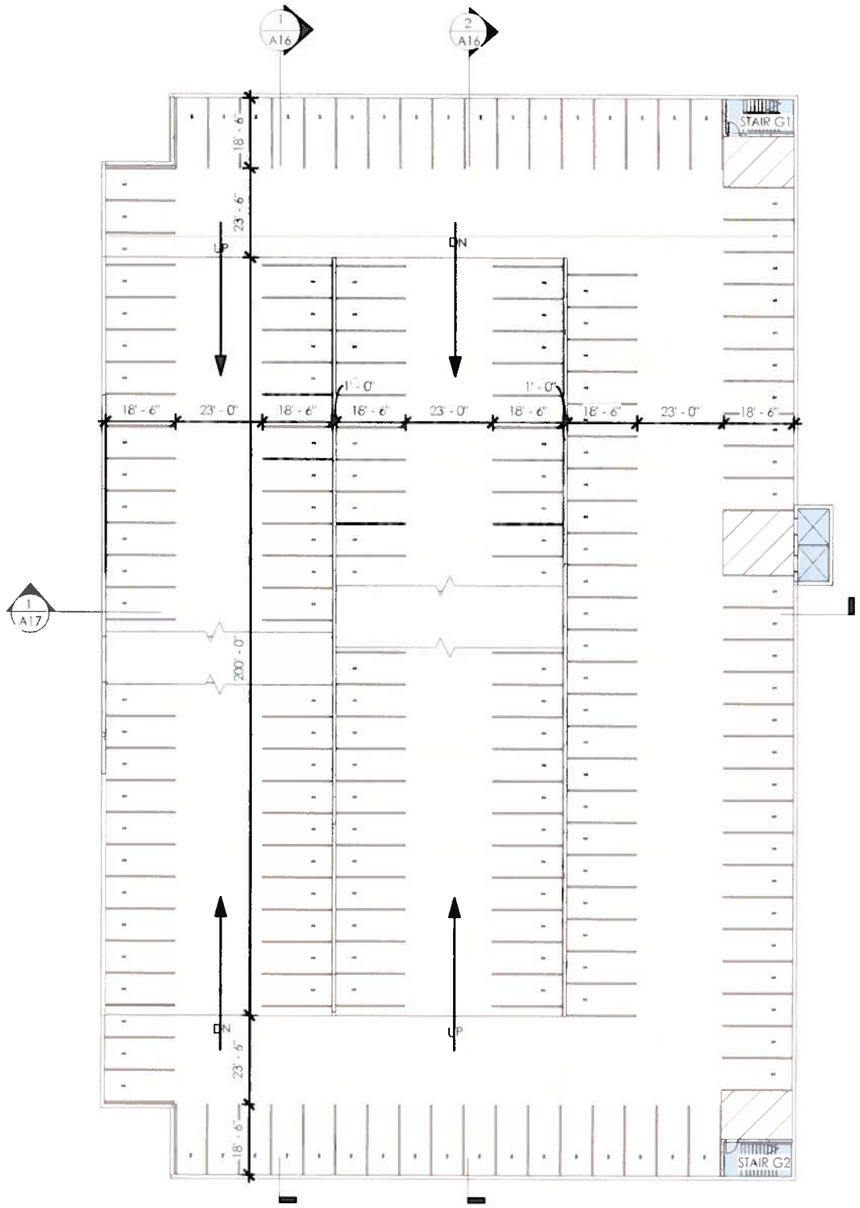
N

**Scale: 1" = 40'-0"**

## GARAGE LOBBY & 2ND LEVEL A14

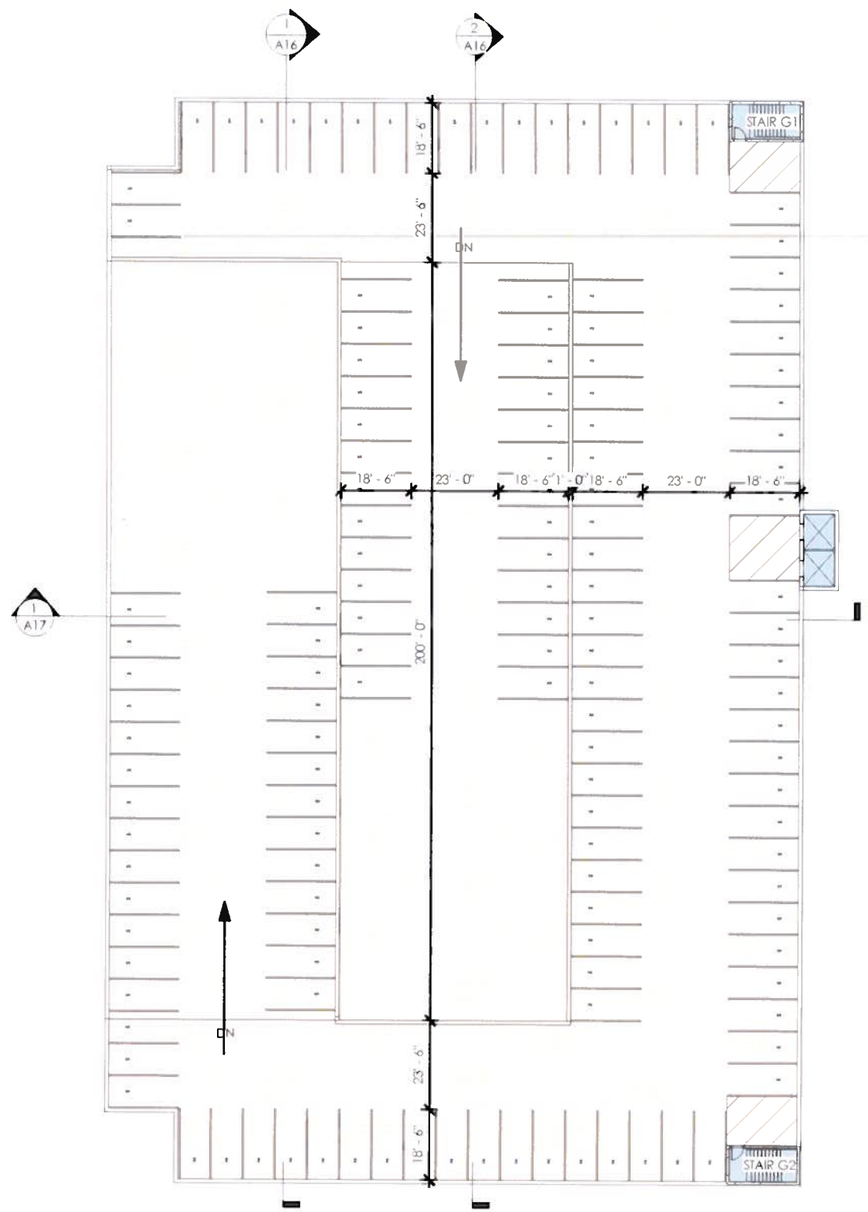


NOTE: THE INTERIOR LAYOUTS SHOWN ON THE BUILDING PLANS ARE SCHEMATIC. CHANGES TO THE LAYOUTS, NOT AFFECTING THE EXTERIOR ENVELOPE OR THE SQUARE FOOTAGE DISTRIBUTION MAY OCCUR.




1 GARAGE 3RD / 4TH FLOOR

SCALE: 1" = 40'-0"




2 GARAGE 5TH FLOOR

SCALE: 1" = 40'-0"

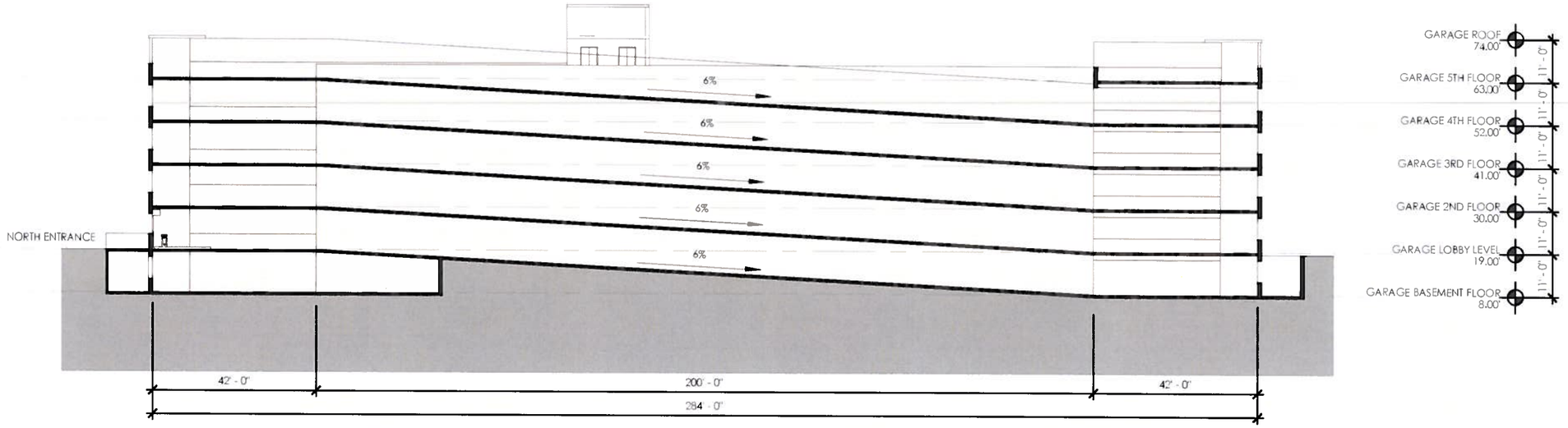
N

Scale: 1" = 40'-0"

GARAGE 3RD - 5TH FLOOR A15

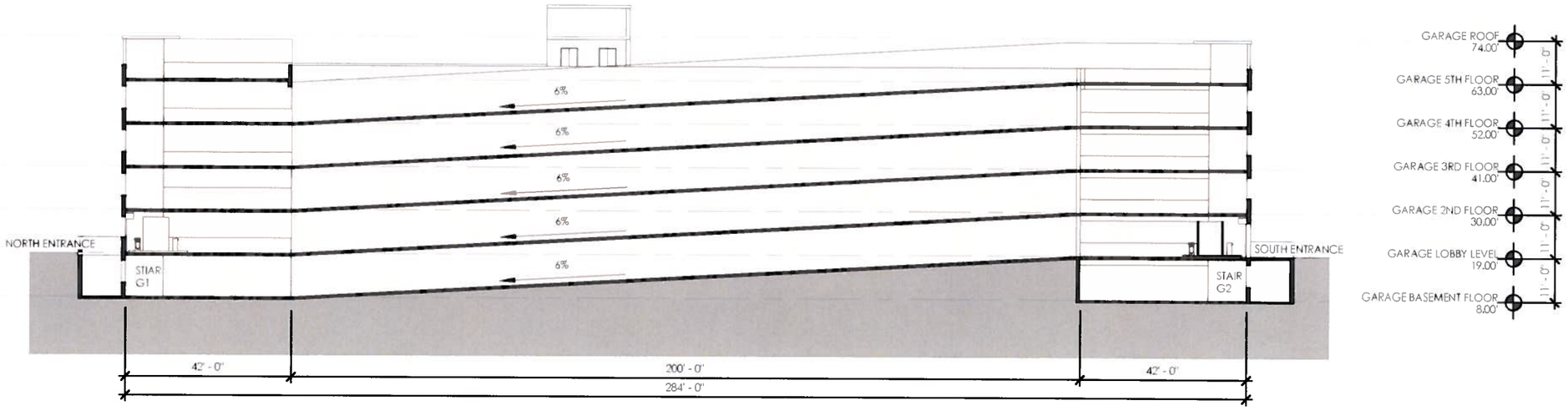


NOTE: THE INTERIOR LAYOUTS SHOWN ON THE BUILDING PLANS ARE SCHEMATIC. CHANGES TO THE LAYOUTS, NOT AFFECTING THE EXTERIOR ENVELOPE OR THE SQUARE FOOTAGE DISTRIBUTION MAY OCCUR.




## ② GARAGE SECTION

SCALE: 1/32" = 1'-0"




## ① GARAGE SECTION

SCALE: 1/32" = 1'-0"

**Scale: 1/32" = 1'-0"**



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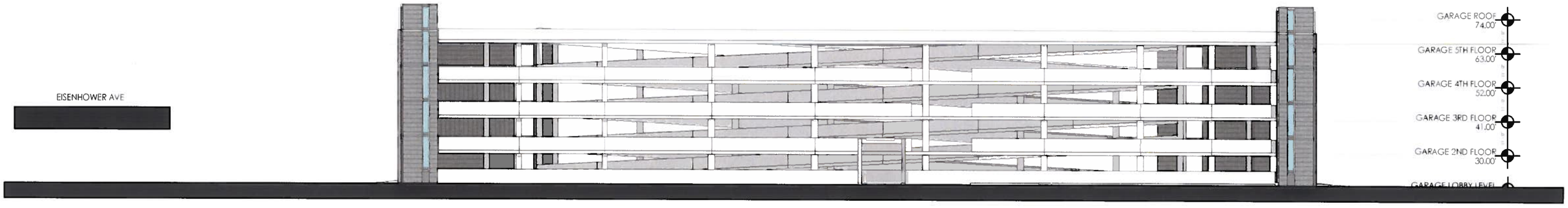
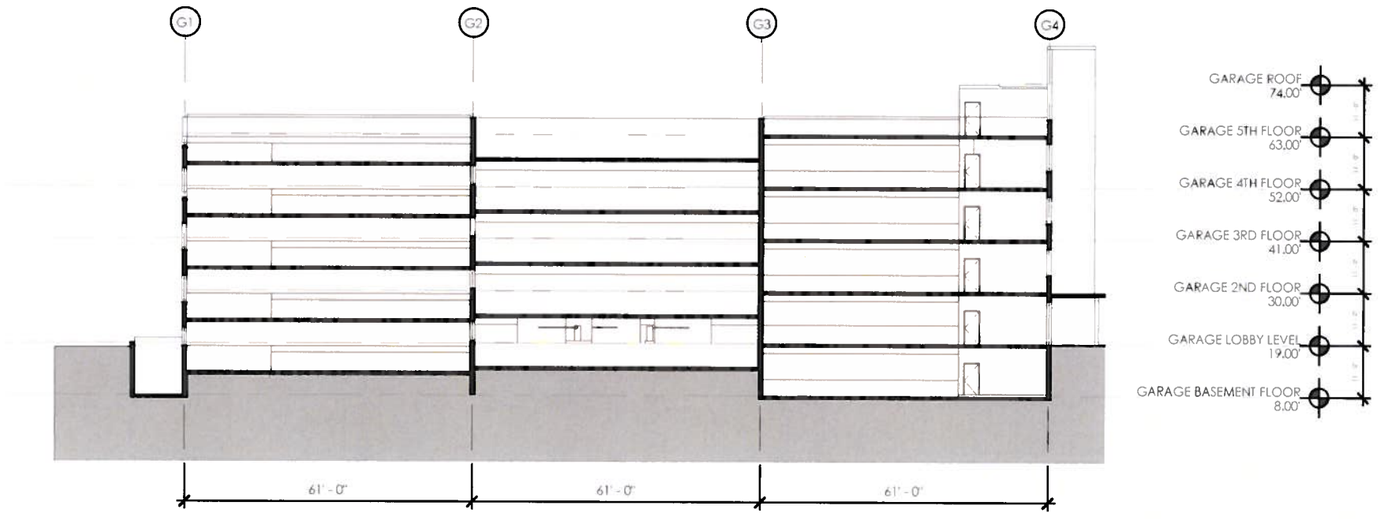



## ② EAST GARAGE ELEVATION

SCALE: 1/32" = 1'-0"




## ① GARAGE SECTION

SCALE: 1/32" = 1'-0"

**Scale: 1/32" = 1'-0"**



NOTE: THE INTERIOR LAYOUTS SHOWN ON THE BUILDING PLANS ARE SCHEMATIC. CHANGES TO THE LAYOUTS, NOT AFFECTING THE EXTERIOR ENVELOPE OR THE SQUARE FOOTAGE DISTRIBUTION MAY OCCUR

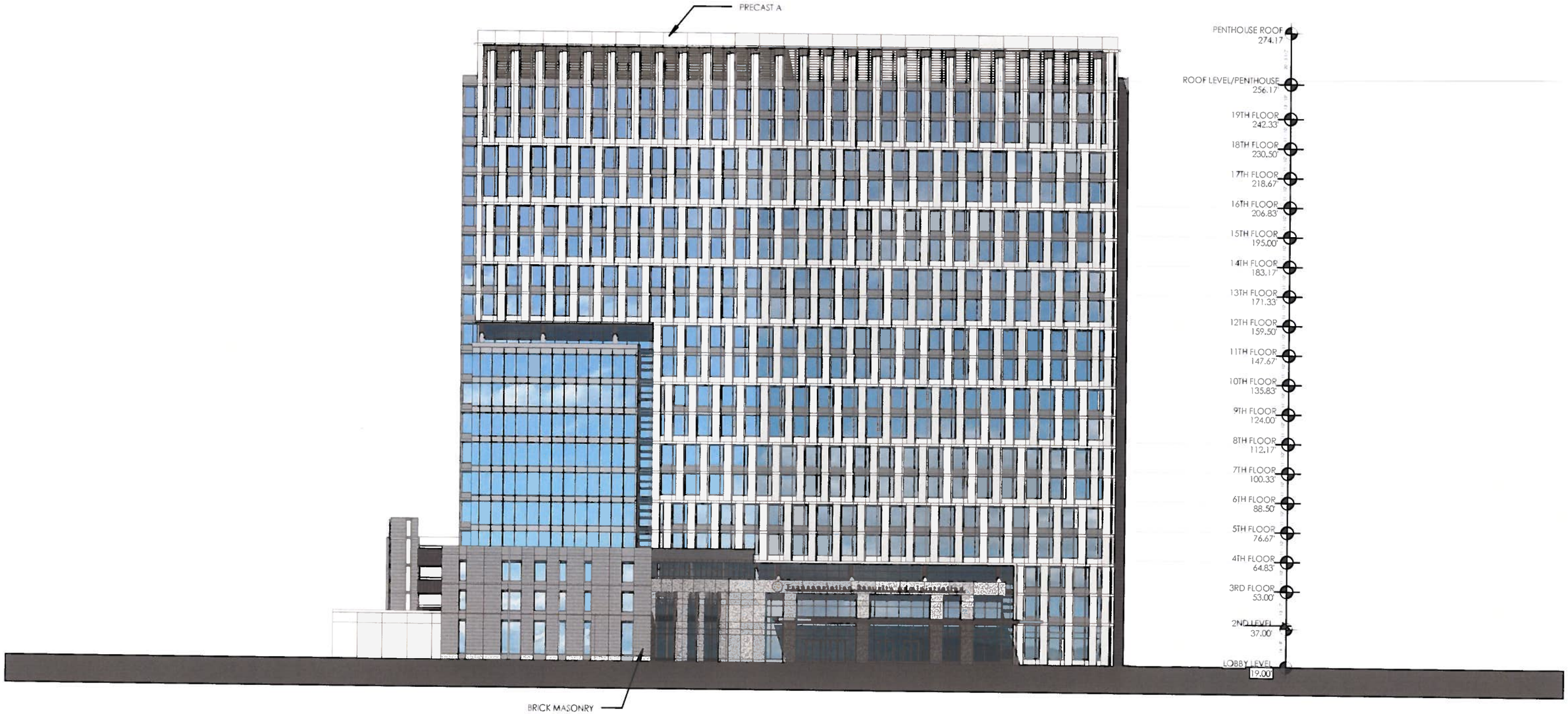
Scale: 1" = 40'-0"



## SOUTH ELEVATION



NOTE: THE INTERIOR LAYOUTS SHOWN ON THE BUILDING PLANS ARE SCHEMATIC. CHANGES TO THE LAYOUTS, NOT AFFECTING THE EXTERIOR ENVELOPE OR THE SQUARE FOOTAGE DISTRIBUTION MAY OCCUR



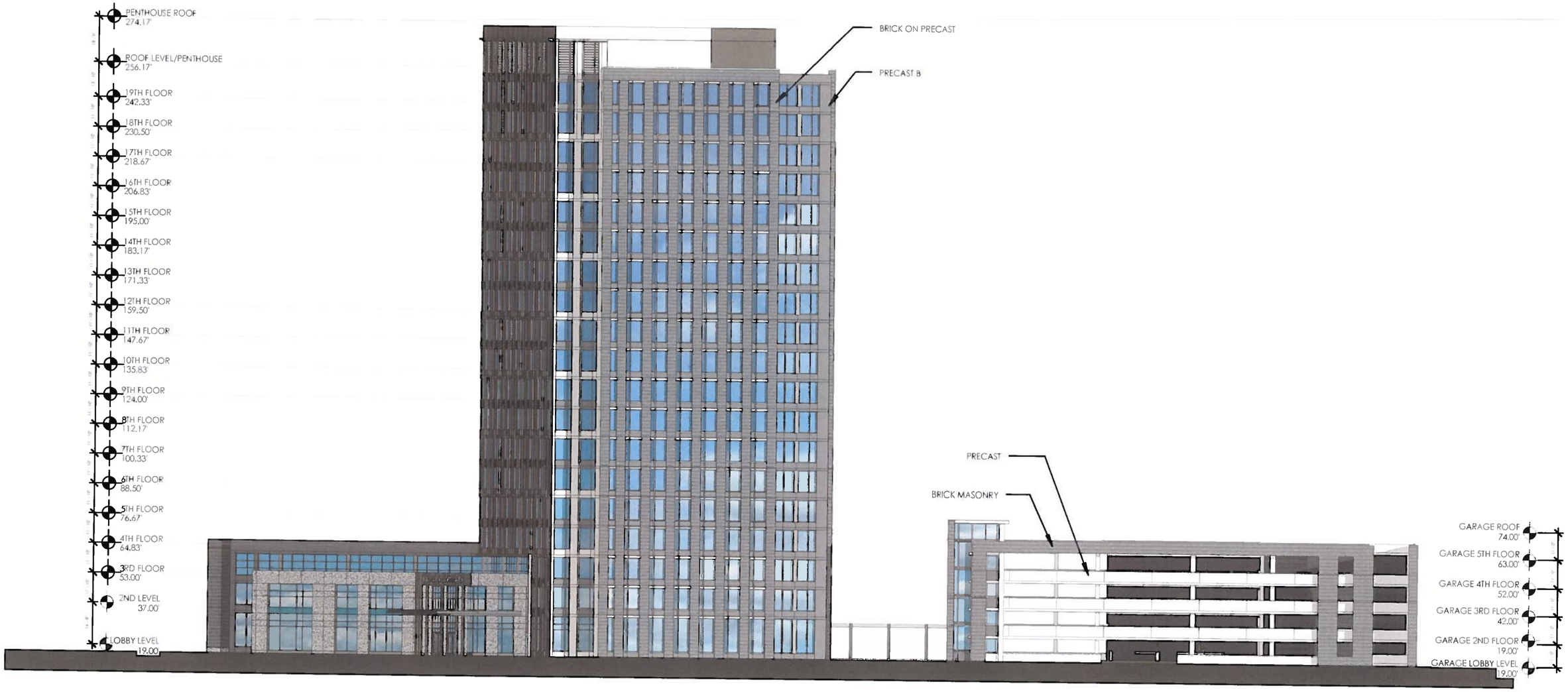

Scale: 1" = 40'-0"



# EAST ELEVATION



NOTE: THE INTERIOR LAYOUTS SHOWN ON THE BUILDING PLANS ARE SCHEMATIC. CHANGES TO THE LAYOUTS, NOT AFFECTING THE EXTERIOR ENVELOPE OR THE SQUARE FOOTAGE DISTRIBUTION MAY OCCUR

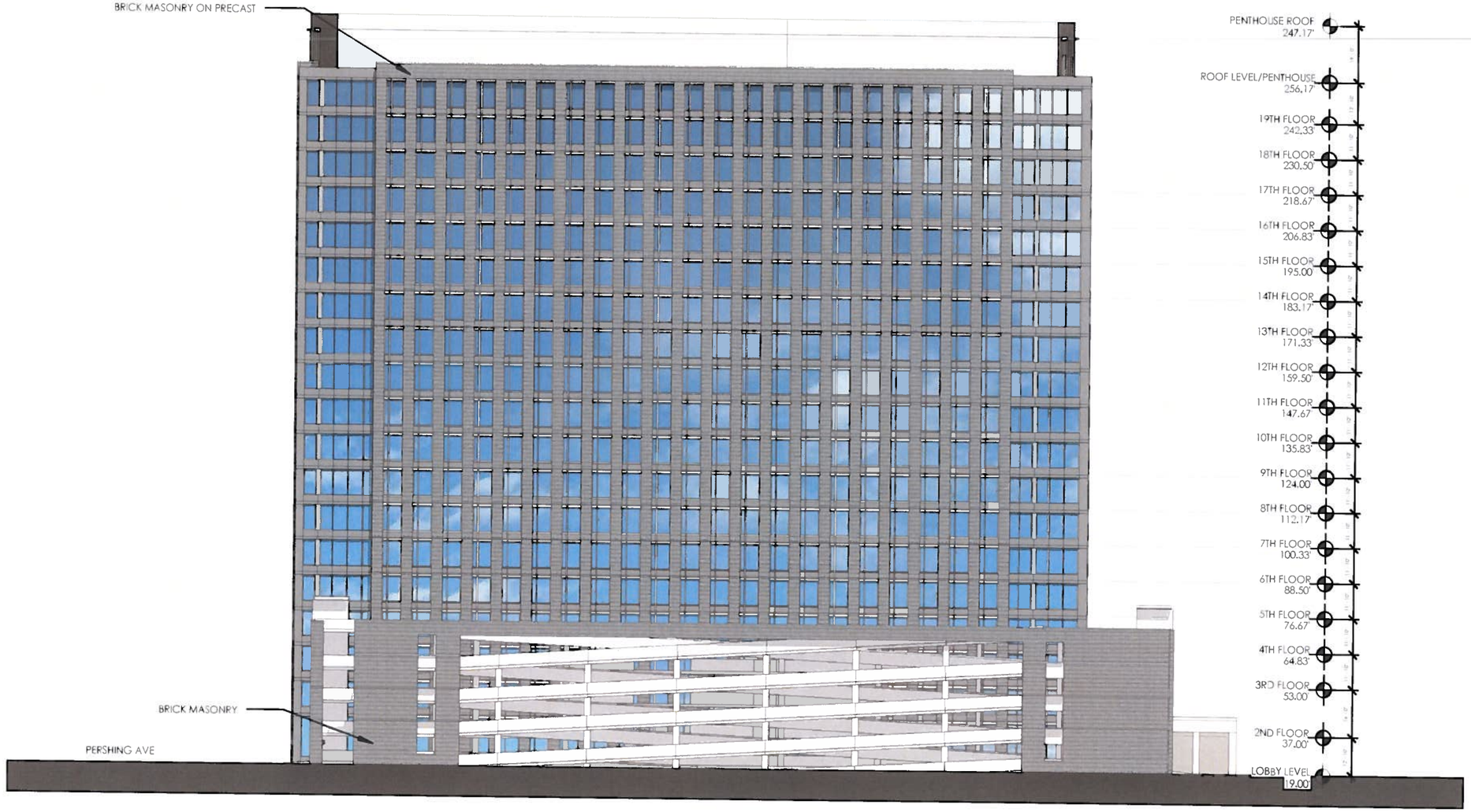



Scale: 1" = 40'-0"

NORTH ELEVATION



NOTE: THE INTERIOR LAYOUTS SHOWN ON THE BUILDING PLANS ARE SCHEMATIC. CHANGES TO THE LAYOUTS, NOT AFFECTING THE EXTERIOR ENVELOPE OR THE SQUARE FOOTAGE DISTRIBUTION MAY OCCUR.




Scale: 1" = 40'-0"



## WEST ELEVATION



NOTE: THE INTERIOR LAYOUTS SHOWN ON THE BUILDING PLANS ARE SCHEMATIC. CHANGES TO THE LAYOUTS, NOT AFFECTING THE EXTERIOR ENVELOPE OR THE SQUARE FOOTAGE DISTRIBUTION MAY OCCUR