



**Design Review Board Case #2012-0002**  
**Carlyle Plaza Two – South Residential Building**

Application	General Data	
<p><b>Project Name:</b> Carlyle Plaza Two – South Residential Building</p> <p><b>Location:</b> 340 &amp; 350 Hooff’s Run Drive</p> <p><b>Applicant:</b> Carlyle Plaza LLC , represented by FX Fowle, architecture, and Ken Wire, attorney</p>	<b>DRB Date:</b>	December 19, 2012
	<b>Site Area:</b>	~ 2 acres
	<b>Zone:</b>	CDD#2
	<b>Proposed Use:</b>	Residential
	<b>Gross Floor Area:</b>	~ 350,000 sf
<b>Purpose of Application:</b>		
Concept design review of the first phase of the Carlyle Plaza Two development (south residential building).		
<p><b>Staff Reviewers:</b> Thomas H. Canfield, AIA <a href="mailto:tom.canfield@alexandriava.gov">tom.canfield@alexandriava.gov</a>  Gwen Wright, <a href="mailto:gwen.wright@alexandriava.gov">gwen.wright@alexandriava.gov</a>  Gary Wagner, RLA, <a href="mailto:gary.wagner@alexandriava.gov">gary.wagner@alexandriava.gov</a>  Katie North, AICP, LEED AP <a href="mailto:katie.north@alexandriava.gov">katie.north@alexandriava.gov</a></p>		
<p><b>DRB ACTION, NOVEMBER 19, 2012:</b> The DRB reviewed the initial concept for this block and provided feedback on the liner units and the tower massing. The DRB will continue to review the plans for this development at the next meeting.</p>		

## **I. OVERVIEW**

Over the last two years, the DRB has met extensively with the applicants for the Carlyle Plaza Two development. In June, the Council approved a DSUP for the floor area and concept for the overall site. With this approval, the Council allowed the DRB to approve the final design of each of the buildings that would be built in phases. At this time, the applicant is moving forward with plans for the phase that includes the south residential tower. The applicant met with the DRB in November to provide an overview of this phase and present initial concepts for the liner units and the tower. The DRB was supportive of the proposed design for the liner units and directed the applicant to focus on the tower design for the next meeting, including the façade treatment, materials, and relationship with the green deck. The interim conditions and treatment of the Limerick Street garage connection will be discussed at later meetings.

## **II. BACKGROUND**

### ***Project Evolution***

Discussions with the DRB about a development concept for the South Carlyle neighborhood, which included the Alexandria Renew expansion site and the Carlyle Plaza Two site, first began January 2011. In June 2011, the City Council approved a Master Plan Amendment that transferred the floor area from Alexandria Renew to the Carlyle Plaza Two site. Over the next year, the DRB met with owners of both sites to refine the concept plan for the area into two specific plans. The Alexandria Renew expansion DSUP was approved in October 2011 and the Carlyle Plaza Two DSUP was approved in June 2012. With the Carlyle Plaza Two approval, the Council approved the general site configuration, design guidelines, and infrastructure, and allowed the DRB to approve the final design of each of the buildings. This application is the first phase to be reviewed by the DRB since the Council approval.

### ***Site Context***

The entire Carlyle Plaza Two site is approximately 6 acres south of Eisenhower Avenue, between Holland Lane to the east and John Carlyle Street and Bartholomew Street to the west. An existing residential building is west of the southern portion of the site, and the future Carlyle Plaza One office building will be west of the northern portion of the site. The Alexandria Renew expansion site is immediately south of this property and will be an integral piece of the overall development.

The south residential building will be located on the southern portion of the overall Carlyle Plaza Two site. It is bounded by Holland Lane to the east and Bartholomew Street to the west. The future extension of Savoy Street marks the northern boundary of the phase. The future extension of Limerick Street is the southern boundary of this site, although this phase will also include development on the northeast portion of the Alexandria Renew site.

### ***Project Description***

This phase of the Carlyle Plaza Two development will include the southern residential tower and residential liner units along Bartholomew Street. At this time, the applicant is anticipating that this building will be approximately 350,000 sf, but this amount could change as the plans are

refined. The tower is approximately 325 feet tall or 30 stories, with an additional 33 feet for the tower element/screen bringing the total height to just under 360 feet. The liner units are proposed at 4 stories, which is approximately 57 feet tall. This phase will also include the portion of the 4-story garage associated with this building and the landscaped deck covering the garage. Since this is the southern phase of the development, the applicant will also be designing the deck connection to the field above the tank on the Alexandria Renew site.

### III. STAFF ANALYSIS

At the November meeting, the Board gave positive feedback on the design concept for the liner units. This submission focuses largely on the tower design. Staff believes good progress has been made in this area. The following is a list of issues that the DRB should continue reviewing and providing feedback on.

- ***Tower elevations:*** The design for the tower now presents a clear concept and massing parti, with a strong vertical element at the north end that appears to function as a visual anchor and grip and contain a lighter, angled piece with horizontal accents at the south. Staff believes the interplay of vertical and horizontal planes, paired with heavy and light massing, provides an interesting elevation that relates well to the green deck and the liner units. Additionally, the distinctly shaped end of the building appropriately faces south, presenting the most interesting shape towards the most prominent view, which for this building will be from the Capital Beltway.

One area that could benefit from additional study is the massing of the southern element. Staff suggests returning to the more angular/less boxy footprints as shown in the approved concept plan by narrowing the south end of the building and introducing slightly angular forms, which would in turn better relate the tower footprint to the subtle angles used in the landscaped deck and pathways. This would also give the south elevation a more delicate and refined appearance. Additionally, the relationship between the tower, the liner units, and the Savoy Street garage entrance at the ground level needs to be carefully studied to provide a pleasant pedestrian experience. Future submissions should include more detail about the treatment of this area.

- ***Tower Top:*** Given the height and the visibility of this building, the tower top provides a great opportunity to create a strong, iconic form. The previous submission showed the tower top split into two sections with dynamically varied heights, whereas it has now been consolidated into one section which seems oversimplified in comparison. Again, there was an active massing with inherent skyline interest in the previous form, which seems to have been diluted somewhat. Staff believes further embellishment of the top can still be achieved without violating the simplicity of the parti discussed above. Additionally, all mechanical screening should be integrated into the overall design of the top.
- ***Tower relationship to the green deck:*** At the previous DRB meeting, the Board, staff, and the applicant discussed how the tower and the private open space should interact with

the public portion of the green deck. Given the structure underneath, the private open space was proposed as a terraced area above the green deck and the play area. Staff is still concerned with this area and how it relates to the public portion of the deck, in particular, the play area. The design should continue to be studied to minimize the appearance of a tall, green wall or berm directly adjacent to the open space and play area. Connections from the space to the deck should also be considered.

Another area of concern is the north portion of the east elevation. The elevations depict a green berm at the base of the building that is larger and not terraced as the southern portion is, although this may be a drafting error. Regardless, given the public path directly adjacent to this space, it is important to minimize or eliminate the berm to create a public space that feels unconstrained and open. Ideally, the building should connect directly with the green deck rather than be located behind the berm. Additionally, by tapering the building footprint at the north end (similar to the footprint in the concept plan – as discussed above) the width of the open space between buildings is maximized, creating a wider and less constricted area. Staff recommends the applicant continue to refine this design and provide grading information and sections to clearly depict what occurs in this location.

- **Materials:** Overall, the building elevations present a glassy appearance with what appears to be metal and precast accents. This is consistent with the more modern appearance staff would like to see for this building and with the imagery presented during the conceptual review. The applicant should provide specific details and samples at future meetings to illustrate the design intent for the materials.
- **Liner Units:** As noted, the Board and staff were comfortable with the design direction previously presented for the liner units and the current submission focuses on other parts of the building. However, there are two areas related to the liner units that should be further studied and discussed. First, the portion of the liner units that projects above the private open space needs to be appropriately designed to relate to the space it faces. The long expanse of what appears to be blank wall depicted on the east face of the liner units fronting the private open space terrace seems like a lost opportunity. This whole expanse, reimagined as glass, could be a means to bring light into the circulation systems of the liner units, promote interaction between indoor and outdoor spaces, and potentially become much more than a passageway. Fully developed, it could even include a string of small spaces, whether they are used for exercise, socializing, or private activities such as reading. In the current design, the liner units appear to turn their backs onto their own recreational space. Some of these concerns were discussed at the previous DRB meeting, and staff feels they should be fully explored.

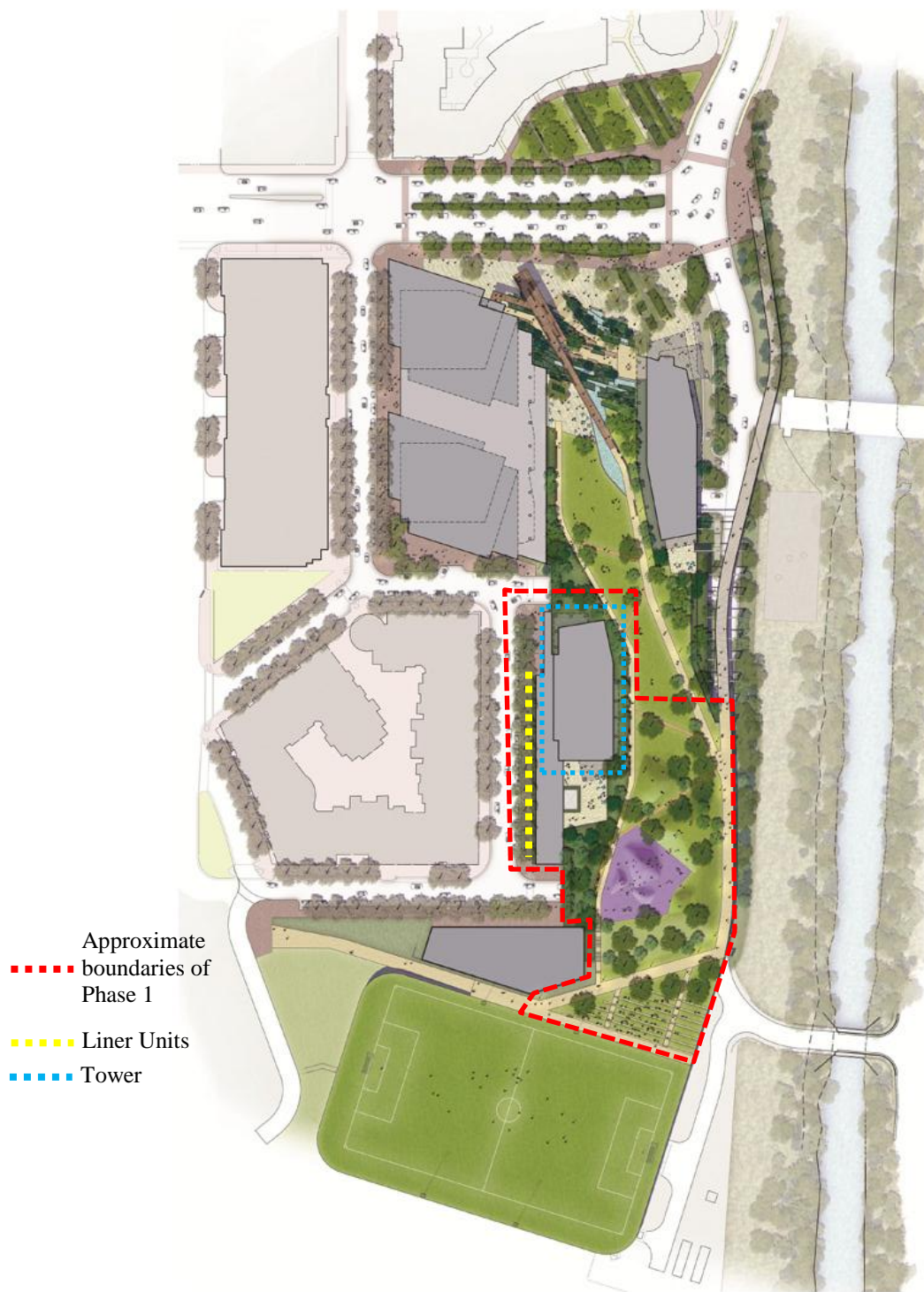
Second, the roof of the liner units is a great opportunity for additional amenity space. However, a portion of it may be needed for more utilitarian functions, such as HVAC equipment. As plans for the building evolve, the applicant should consider appropriate locations for this equipment that are the least visible from the tower. Considerations for a green roof or even a substantial amount of useable space on the liner unit roof should also be explored.

- ***Design Guidelines:*** As part of the June approval for the concept plan of the overall site, the Council approved the Design Guidelines that were developed by the applicant, the DRB, and staff. This document provides specific guidance for the architectural intent and massing of the buildings, and from a preliminary assessment, the building is consistent with these guidelines. As the design develops further, the applicant and staff will need to carefully analyze how the building conforms to the approved Design Guidelines.

#### **IV. CONCLUSION**

Staff recommends that the DRB continue to provide feedback on the direction of the building design and review the proposal at future meetings. Topics that should be addressed at future meetings should include:

- Conformance with the Design Guidelines.
- Relationship of the tower to the deck
- Relationship of the tower to the liner units and garage entrance at the street level.
- Materials, including samples.
- Rooftop equipment screening.
- Treatment of the Limerick Street extension.
- Interim conditions and treatment of the exposed garage wall along the north side of the phase.
- Interim conditions for the exposed deck near the future Administration Building.



*Approved Concept Plan (June 2012)*

# Eisenhower East / Carlyle Blocks

