



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

Application	General Data	
<p>Project Name: Hoffman Block 2</p> <p>Location: 315 Stovall Street (Block 2)</p> <p>Applicant: Hoffman Management, Inc., represented by Michael J. Perine; The JBG Companies, represented by Kristi Smith</p> <p>Architect: HOK</p>	DRB Date:	November 20, 2014
	Site Area:	3.27 acres
	Zone:	CDD#2
	Proposed Use:	Office
	Proposed Gross Floor Area:	661,386 sf
Purpose of Application:		
<p>Master Plan and CDD amendment for additional floor area and building height was approved by City Council on 11/15/14. This application is for conceptual review of a Stage II DSUP to be submitted by the applicant this month for public hearing in February 2015.</p>		
<p>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, LEED AP trey.akers@alexandriava.gov</p>		

Hoffman Block 2 – DRB Work Session

11/20/14

This memo is in response to the site plan and lower floor plans submitted by the applicant on 11/13/14. Architectural elevations will be unveiled by the applicant and discussed at the 11/20/14 DRB meeting. The 12/18/14 DRB meeting will look at revised elevations in more detail, based on the 11/20/14 comments.

Staff Summary

The plans indicate responsiveness to comments from the 10/2/14 meeting. Specifically, the building orientation has shifted towards the southeast corner; the design incorporates sunken gardens/light wells as alternative security measures; and, active spaces (i.e. cafeteria/conf. areas) have shifted to the building frontages along Stovall St. and Eisenhower Ave. Security and vehicular access remain the main drivers of the site/building design. With this in mind, the following observations are offered in response to the latest concept proposal:

- **Entrance Walkway:** The main entrance walkway should be further shifted to align at a 45 degree angle with the Stovall - Eisenhower intersection. This move provides additional emphasis for a gateway feature at the northwest corner of this intersection, and a much stronger pedestrian orientation to the principal entry.
- **Vehicular Access:** The plan continues to show access to the parking garage off of Pershing Ave. The access point has been shifted to the east slightly and the garage entrance is now on the east side of the garage, which allows for a somewhat safer transition into the garage from the previous concept. Transportation staff continues to evaluate this access point relative to the I-495 off-ramp.

Staff continues to recommend an access drive across the site's southeast corner, with a small drop off area, which would increase the queuing area while allowing access to Taylor Dr. along the site's southern border (see attached sketch). The proposed drop off area along Stovall St. is not considered viable due to potential queuing along Stovall north of the drop off area and, south of the area, where the intersection limits the ability of a vehicle to drop patrons off and then access the site (a median prevents left turn movements to Taylor Dr. off of Eisenhower Ave.).

A raised table flush with the main entrance walkway could be provided to control speed and enhance the pedestrian experience; this arrangement also allows for a pavement treatment that would extend the visual and physical connection from the realigned walkway at the southeast corner to the main building entrance.

This proposal requires altering the building footprint to meet the 50-foot security setback along the southern boundary, bringing the southern building edge into line with the proposed loading area edge; the square footage would need to be recaptured elsewhere on site or in the building configuration.

Lastly, the viability of this circulation pattern beyond the immediate needs of a federal tenant should be considered; with increased site access, this pattern may be more suitable to a future tenant, which may reduce the need for a modified DSUP once an initial federal tenant leaves.

- Public Art / Relationship to Block 1: Realigning the main entrance walkway to the southeast corner presents the opportunity for a definitive public art feature at this corner. This feature could be coordinated with future development on Block 1 to create a strong entrance feature(s) marking the western terminus of the Eisenhower/Carlyle area and reflecting the terminus at Holland Lane to the east.

10/2/14 DRB Summary

From the Stage I Development Special Use Permit 2014-00027 Staff Report:

“The DRB’s comments were unanimous, and generally covered the following points:

- The applicant’s team needs to pay greater attention to the “back” sides of this project, for it really has no back: people will in fact approach the building from every direction, and it will be seen in oblique views which will encompass multiple building facades at once. As a result, the second skin type, facing Telegraph Road, should be more highly developed, even though it is secondary to the eastern façade.
- The projecting three-story wing which faces the primary pedestrian orientation seems to be the plainest section of the entire building: it looks more like a utility building, in contrast to a highly refined tower façade.
- The garage has also received too little design attention, given its visual prominence; one suggestion was to “verticalize” its expression – perhaps dividing it into a simple series of repetitive bays, to create a more human scale. Staff also suggested using some of the devices that were employed in the BRAC-133 collector garage, including glassy stair/elevator towers, possibly green screen or other planting strategies, and the use of color.
- It was suggested that the applicant study unifying the garage, building base, and possibly the west wall into a single typology/skin type, to simplify the overall composition.
- Staff and the Board raised concerns about vehicular site access as shown, and suggested flipping the office tower footprint, to potentially eliminate the garage access from Pershing Street and open the site plan up to the corner of Eisenhower and Stovall. There would then be a direct entrance and exit to the lobby/dropoff area from Stovall, which could connect with the south garage access off of Taylor Drive. Staff explored this concept in sketch form (see Fig’s. 2 and 3), and the Board generally felt it to be a much more positive relationship to the urban fabric. Since the park space (WestSide Garden), would then become more of a forecourt to the new building, and it was thought that the balance of the public open space could be recaptured on Block 3.

- The applicant mentioned the TSA requirement for a full site enclosure fence, but stated that their team has already started to look at other options, including the incorporation of a continuous well, or moat around the building, which has the added benefit of bringing more daylight into the large lower level that is already part of the design. Their team is also studying options to move the building closer to Stovall to improve the overall site relationships, and stated that they would also study the implications of flipping the plan, as discussed above.”