EXHIBIT NO. 1

22
12-8-09

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 30, 2009

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER

SUBJECT: PROPOSED CITY COMMENTS TO THE NATIONAL CAPITAL PLANNING COMMISSION ON PROPOSED BRAC- 133 AT THE MARK CENTER SITE AND BUILDING DESIGN

ISSUE: City comments to the National Capital Planning Commission (NCPC) regarding the final approval of the site layout and building design for the BRAC -133 project at Mark Center.

RECOMMENDATION: That City Council authorize a member of Council to testify at the NCPC January hearing, and authorize staff to forward a letter from the Mayor to NCPC recommending NCPC incorporate the City's design and site layout recommendations for the BRAC-133 project with the Remote Inspection Facility moved offsite.

DISCUSSION:

Background: The conceptual approval of the site and building design and final approval for the building foundations for the BRAC-133 project was approved by the National Capital Planning Commission (NCPC) on February 5, 2009. Subsequent to that approval, the City established a 16-member BRAC-133 Advisory Group to assist in the review of the proposal. The primary focus of the BRAC-133 group has been on transportation issues. This recommendation by the City to NCPC is limited to the site and building design. The review of the Transportation Management Plan by NCPC which is under development by the Department of Defense (DoD) is expected to occur no earlier than the first quarter of 2010 and will require a separate action by Council and a letter from the City to NCPC.

Design of the Northern Parking Structure

The five-level above-grade northern parking structure will be one of the most visible of all the buildings on the proposed BRAC campus and will be the building first experienced by most of the visitors. Unlike most of the parking within the City, which is located below-grade, this facility is a five-level above-grade structure with two levels of underground parking. While staff generally does not support above-grade parking structures, because of the limited City review

authority over federally-owned projects such as this, the northern parking structure is proceeding as part of this DoD facility. Staff is recommending that the north parking structure be designed to better integrate into the campus setting of the Mark Center, and also express the transportation function housed within the building.

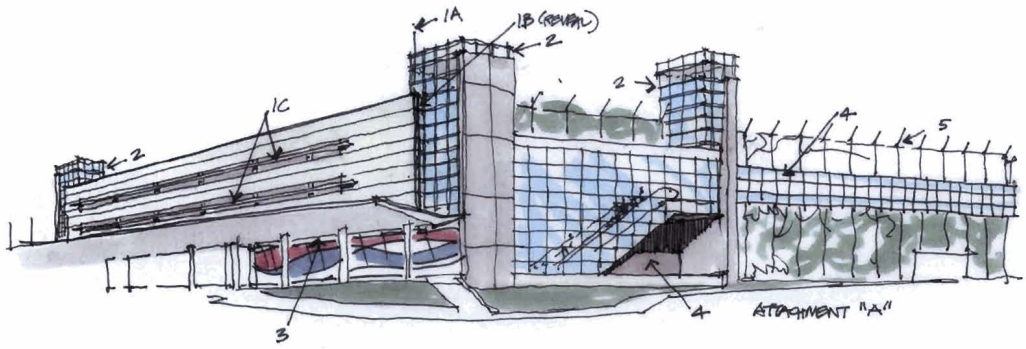
As the roof of this structure will be visible from most of the surrounding office buildings and hotel, staff requested at Council's direction and at the request of the BRAC-133 Advisory Group that the parking structure incorporate a green roof on the uppermost deck level. After much discussion, it was determined by DoD that it was not financially feasible to provide for the entire garage to have a green roof. However, it was discussed that some green elements be incorporated into the design of the top level of the garage. Staff requests that NCPC indicate to DoD that the applicant should study this issue further looking at possibilities such as a trellis structure that could support some landscaping elements, or alternatively, the use of a lightweight shade structure, such as a fabric tensile solution, that could provide both shade for the parked cars, as well as an attractive feature for the buildings that will look down at this large roof area. Creating a green roof is consistent with the LEEDs Silver (minimum) or Gold (desired) plan of DoD.

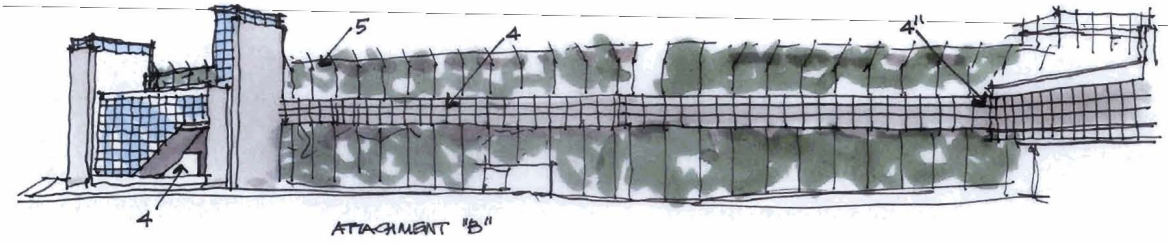
To accomplish these objectives, staff has been working towards utilizing a landscaped green-screen for portions of the building facade internal to the campus. The front façade facing Mark Center Drive is a greater challenge because it is a five-level parking structure facing Mark Center Drive. While the parking structure does have a small transit facility on the ground level, most of the ground level will be inactive use (garage) adjacent to the bus stops. Duke Realty, the project developer, and the Army have worked with the City to improve the design of the facility and are continuing this effort. To address the remaining design concerns, staff is recommending the following:

- Incorporation of public art on the ground level referencing aspects of the history or prehistory of the site. This art work should be required to be installed prior to completion of the building.
- The use of color and metal accents to enhance the horizontal expression and reduce the perceived length of the Mark Center Drive façade.
- Integration of signage into the overall design.
- Refinement of the stair towers and other pedestrian circulation elements.
- Incorporation of green elements into the roof design such as a trellis structure, landscaping, or comparable elements.

Current Proposal

Staff Recommended Changes





Remote Inspection Facility (RIF)

It should be the City's continuing strong recommendation that the RIF facility not be located on this site. This opinion is shared by our Congressional representatives, Senator Jim Webb, Senator Mark Warner and Congressman Jim Moran as stated in a letter to Jerry Hansen, Acting Assistant Secretary of the Army, dated July 15. In spite of the Congressional delegation's support of the City's anti-RIF decision, DoD is proceeding with plans for the RIF facility at Mark Center.

Given the fact that the Army is requiring location of the RIF at Mark Center, City staff is recommending that the facility be designed to be minimally visible from the adjoining roadways through berming, grading, landscaping and using a planted green roof. The strategy proposed by staff is to design the RIF as an earth-sheltered structure that would be virtually invisible from Seminary Road or I-395. Staff is also recommending that the proposal be revised to maintain a larger portion of the existing tree canopy-buffer adjacent to Seminary Road.

Staff is recommending that the RIF design continue to be restudied to accomplish the following:

- Greater use of bermed walls, particularly on the Seminary Road and I-395 faces, to reduce the perceived height of the structure, and reduce its overall visibility.
- Incorporation of a channel section planter beam for the perimeter of the roof, to achieve better integration of the structure into the landscape.
- Simplification of security fencing and site walls, including the use of more field stone walls, to better integrate the design into the vocabulary of the Mark Center campus.

Site Landscaping – Site Layout:

At the City's urging earlier this year, Duke Realty and the Army have worked extensively with the City to improve the vehicle circulation through the site, which provides significantly more connectivity for pedestrians, as well as better circulation for buses and cars than the previous DoD proposal. Many of the site circulation concepts depicted on the following drawing originated from City and AEDP staff.

While the revised site plan is not ideal, the proposal maintains as much of the integrity of the original street grid, street trees and sidewalks as possible given the considerable security requirements. Staff is recommending the following to the site plan and circulation:

- Additional street trees and landscaping adjacent to the internal street.
- Additional landscaping (evergreen and deciduous) screening adjacent to Seminary Road and I-395, including within the VDOT right-of-way if feasible.

Building Top:

Because of its 272-foot height, this building will be one of the most visible landmarks in the western portion of the City, and along I-395. Therefore, staff has spent a considerable amount of time refining the building design and in particular the top of the buildings.

Staff has worked with the BRAC design team to continually refine the expression of the top floors of the BRAC-133 towers. Starting with modification of the original roof form proposed by the applicant, staff helped develop a curved wing that addresses the long-distance views of the building from I-395, giving both towers a strong and distinctive, yet integrated skyline presence. This feature will also help to minimize the visual impact of the large mechanical penthouses that were required for both towers. Staff also worked with Duke Realty and DoD to refine the expression of the top floors of the building to create a stronger vertical expression, and enhancements to the building tops on the sides facing the Mark Center campus.

Original Building Design

Refined Building Design with Additional Glazing and Curved Roof Canopy

Staff is recommending that the top expression be refined to provide the following:

- The top metal expression be revised to be curved rather than segmented as currently proposed. This is consistent with the City's position as part of the conceptual approval and what until recently the City thought Duke and DoD were going to proceed with. However, City staff recently learned that DoD is not proceeding with refined roof design, so NCPC needs to be aware of this and urged to approve the City roof design recommendation.
- Lighting be incorporated as an integral element of the building–top design.
- Because of the visibility of the mechanical penthouses, they shall be designed as extensions of the building and utilize materials (architectural

precast concrete or metal) consistent with the exterior treatment of the buildings.

The BRAC-133 Advisory Group has periodically reviewed the building design, site design and RIF issues and has contributed to this effort over the last year, including to this report and recommendations.

ATTACHMENT: Staff Recommendations

STAFF:
Mark Jinks, Deputy City Manager
Faroll Hamer, Director, Department of Planning and Zoning
Richard Baier, Director, Department of Transportation and Environmental Services
James Spengler, Director of Recreation, Parks and Cultural Activities

ATTACHMENT

STAFF RECOMMENDATIONS:

Design of the Northern Parking Structure

- Incorporation of public art on the ground level referencing aspects of the history or prehistory of the site. This art work will be required to be installed prior to completion of the building.
- The use of color and metal accents to enhance the horizontal expression and reduce the perceived length of the Mark Center Drive façade.
- Integration of signage into the overall design.
- Refinement of the stair towers and other pedestrian circulation elements.
- Incorporation of green elements into the roof design such as a trellis structure, landscaping, or comparable elements.

Remote Inspection Facility (RIF) - Remove the RIF from the site, but if the RIF remains:

- Greater use of bermed walls, particularly on the Seminary Road and I-395 faces, to reduce the perceived height of the structure, and reduce its overall visibility.
- Incorporation of a channel section planter beam for the perimeter of the roof, to achieve better integration of the structure into the landscape.
- Simplification of security fencing and site walls, including the use of more field stone walls, to better integrate the design into the vocabulary of the Mark Center campus.

Site Landscaping – Site Layout

- Additional street trees and landscaping adjacent to the internal street.
- Additional landscaping (evergreen and deciduous) screening adjacent to Seminary Road and I-395, including within the VDOT right-of-way if feasible.

Building Top

- The top metal expression be revised to be curved rather than segmented as currently proposed. This is consistent with the City's position as part of the conceptual review.
- Lighting be incorporated as an integral element of the building–top design.
- Because of the visibility of the mechanical penthouses, they shall be designed as extensions of the building and utilize materials (architectural precast concrete or metal) consistent with the exterior treatment of the buildings.