**TOWN OF HERNDON, VIRGINIA**
**WORK SESSION AGENDA**
**HERNDON POLICE DEPARTMENT – COMMUNITY ROOM**
**397 HERNDON PARKWAY**
**August 3, 2022**
**7:00 PM**

## CALL TO ORDER

1. Roll Call & Determination of Quorum

## PUBLIC HEARINGS

2. Resolution 22-G-48, to authorize the Reserve of Fiscal Year 2022 funding for on-going operations & maintenance, Capital Projects, ARPA funds and for Outstanding Encumbrances on June 30, 2022 for the FY 2023 Adopted Budget

3. Ordinance 22-O-18, to amend the Fiscal Year (FY) 2023 Adopted Budget for the General Fund, Water and Sewer Fund, Chestnut Grove Cemetery Fund, Herndon Centennial Golf Fund, Capital Projects Funds and ARPA funds by recognizing the outstanding encumbrances, reserved amounts, and reappropriating funds for FY 2022 as appropriated amounts for FY 2023

4. Ordinance 22-O-19, to authorize the American Rescue Act (ARPA) Allocation Plan and to appropriate ARPA funds for FY 2023

5. Ordinance 22-O-20, to consider Development Plan, DP #19-01, 593 Herndon Parkway, Parkview, a development plan in the Planned Development-Transit Oriented Core zoning district with proffered conditions to allow the redevelopment of the site with mixed office, retail, and multi-family residential uses

## GENERAL

6. Resolution 22-G-49, to approve an equipment lease purchase agreement between the Town of Herndon, Virginia and United Financial for the financing of HVAC equipment for the Herndon Centennial Golf Shop

7. Resolution 22-G-50, to approve a Temporary License Agreement to use a designated public space in the alley adjacent to Jimmy's Old Town Tavern for outdoor seating for an event

8. Resolution 22-G-51, to award contract IFB #B-22-09, Trail to Herndon Metro Station

## ROUNDTABLE

# STAFF REPORT

**Town Council**
**August 3, 2022**

**Title:**

Resolution – to authorize the Reserve of Fiscal Year 2022 funding for on-going operations & maintenance, Capital Projects, ARPA funds and for Outstanding Encumbrances on June 30, 2022 for the FY 2023 Adopted Budget

**Staff Contact:**


Robert Tang, Director of Finance
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Maria Lee, Budget Manager
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**Description:**

The Town Council authorized and appropriated monies for specific activities to occur during the FY 2022 budget year. Some of these activities or projects were not completed by June 30, 2022 and will therefore need to be reauthorized and re-appropriated to continue. This request is an annual procedure. Due to the current economic conditions and supply chain issues, many of these items are capital projects or back ordered equipment due to the pandemic.

The attachments provide detail supporting the recommended reserves and estimated encumbrances as of June 30, 2022.

**Fiscal Impact:**

The various funds have capacity either through grant revenues, grant commitments, unrestricted net positions (enterprise funds), or assigned fund balances (Capital Projects fund) to support these reserves and encumbrances.

**Staff Recommendation:**

- Recommend that the Mayor and Town Council adopt the attached resolution for authorizing reserves and encumbrances.

**Attached Documents:**

1. Draft Resolution
2. FY2023 Schedule of Reserve amounts and Schedule of Estimated Outstanding Encumbrances as of June 30, 2023

**Staff:**

*Robert Tang*

Robert Tang
Director of Finance

*Maria Lee*

Maria Lee
Budget Manager

**TOWN OF HERNDON, VIRGINIA**

**RESOLUTION**

**AUGUST 9, 2022**

**Resolution- to authorize the Reserve of Fiscal Year 2022 funding for on-going operations & maintenance, Capital Projects, ARPA funds and for Outstanding Encumbrances on June 30, 2022 for the FY 2023 Adopted Budget.**

**WHEREAS,** the Town of Herndon closes its fiscal year on June 30, 2022; and

**WHEREAS,** the FY 2022 Annual Budget and subsequent amendments to the annual budget authorized and appropriated various monies for specific activities which were expected to be concluded at the close of the fiscal year; and

**WHEREAS,** it is the intent of the Town Council to reserve, encumber and re-appropriate these funds into the next fiscal year; and

**WHEREAS,** staff have reviewed the various accounts and balances and recommends the establishment of the estimated encumbrances and reserves as listed on the attached Schedules.

**NOW, THEREFORE, BE IT RESOLVED** that the Town Council of the Town of Herndon, Virginia, hereby establishes and re-appropriates the reserved or encumbered amounts for the fiscal year ended June 30, 2022, as listed on the attached Schedules for Fiscal Year 2023 Budget.

**BE IT FURTHER RESOLVED** that this resolution is effective retroactively to June 30, 2022.

**Schedule 1 – Operations & Maintenance Reserves**

| Fund | Department | Cost Center | Amount | Description |
|---|---|---|---|---|
| **General Fund** | Non-departmental | 0019797 | $154,600 | Contingency Reserves |
| **General Fund** | Non-departmental | 0019797 | $4,000,000 | Downtown Parking |
| **Total O&M** | | | **$4,154,600** | |

**Schedule 2 – Capital Reserves**

| Fund | Account Number | Description | Amount ($) |
|---|---|---|---|
| Capital Projects Fund | 0150885-491050 | Gateway/Wayfinding/Historical | 51,865 |
| Capital Projects Fund | 0150886-491470 | Hern Pk/Spring St to Fx Co Pkwy | 1,549,000 |
| Capital Projects Fund | 0150886-491630 | Sidewalks & Minor Trails | 284,380 |
| Capital Projects Fund | 0150886-491640 | Central Elden Walkability | 1,087,000 |
| Capital Projects Fund | 0150886-491650 | Elden-Center St Intersection | 414,486 |
| Capital Projects Fund | 0150886-491740 | H Parkway/VanBuren Intersection | 67,299 |
| Capital Projects Fund | 0150886-491790 | Veh/Ped Access to Metro | 15,209 |
| Capital Projects Fund | 0150886-491810 | Van Buren Complete Streets | 179,716 |
| Capital Projects Fund | 0150886-491830 | Elden/Monroe Intersection | 1,322,064 |
| Capital Projects Fund | 0150886-491910 | Traffic Signal UPS | 50,000 |
| Capital Projects Fund | 0159999-490650 | Downtown Improve | 79,777 |
| Capital Projects Fund | 0159999-490670 | DT U&L Underground | 840,000 |
| Capital Projects Fund | 0159999-491900 | Parking & Arts Center | 462,500 |
| **Total Capital Projects Fund** | | | **$6,403,294** |
| | | | |
| Water & Sewer Fund | 0020887-480030 | Vehicle/Equipment | 7,341 |
| Water & Sewer Fund | 0020887-480090 | Microcomputer/Peripherals | 169.00 |
| Water & Sewer Fund | 0020887-480190 | Sewer Facility Repair | 936 |
| Water & Sewer Fund | 0020887-481100 | SCADA | 15,338 |
| Water & Sewer Fund | 0020888-480090 | Microcomputer/Peripherals | 2,652 |
| **Total Water & Sewer Fund** | | | **$26,434** |
| | | | |
| | | | |
| **Total Capital Reserves** | | | **$6,429,728** |
| | | | |

**Schedule 3 – ARPA Reserves**

| Fund | Account Number | Description | Amount ($) |
|---|---|---|---|
| ARPA Fund | 1000225-480380 | IT Infrastructure | 16,406 |
| ARPA Fund | 1000332-420820 | Building Maint & Repair | 33,540 |
| ARPA Fund | 1000333-491220 | Aquatics Pool Pak | 338,019 |
| ARPA Fund | 1000334-490360 | Bready Pk Tennis Court Ren | 691,131 |
| ARPA Fund | 1000334-490370 | Ball Field/Park Improvements | 65,000 |
| ARPA Fund | 1000334-491770 | Park Equipment | 87,400 |
| ARPA Fund | 1000770-480200 | Parking Lot Construction | 430,200 |
| ARPA Fund | 1000070-491135 | HPD Server Room HVAC | 22,887 |
| ARPA Fund | 1000771-480040 | Special Police equipment | 13,000 |
| ARPA Fund | 1000882-420820 | Building Maintenance & Repair | 194,997 |
| ARPA Fund | 1000884-491530 | Building Major Maintenance | 23,915 |
| ARPA Fund | 1000884-491550 | Tenant – 397 Herndon Parkway | 12,463 |
| ARPA Fund | 1000884-491590 | Town-wide security initiative | 3,583 |
| ARPA Fund | 1000887-491750 | W&OD Trail Lighting | 43,000 |
| ARPA Fund | 1000887-480020 | Capital projects | 1,480,000 |
| ARPA Fund | 1000887-491690 | Folly Lick/Spring Branch | 1,116,000 |
| ARPA Fund | 1000891-480030 | Vehicle/Equipment | 9,169 |
| ARPA Fund | 1000893-480110 | Capital Equipment | 1,311 |
| **Total ARPA Fund** | | | **$4,582,022** |
| | | | |
| | | | |
| | | | |

**Schedule 4 – Estimated Outstanding Encumbrances at June 30, 2022**

| | |
|---|---|
| General Fund | $1,307,054 |
| Water & Sewer Fund | $954,069 |
| Chestnut Grove Cemetery Fund | $32,390 |
| Herndon Centennial Golf Course Fund | $59,773 |
| Capital Projects Fund | $10,641,172 |
| ARPA Fund | 3,063,940 |
| **Total Estimated Encumbrances** | **$16,058,398** |

# STAFF REPORT

**Town Council**
**August 3, 2022**

**Title:**

**Ordinance, to amend the Fiscal Year (FY) 2023 Adopted Budget for the General Fund, Water and Sewer Fund, Chestnut Grove Cemetery Fund, Herndon Centennial Golf Fund, Capital Projects Funds and ARPA funds by recognizing the outstanding encumbrances, reserved amounts, and reappropriating funds for FY 2022 as appropriated amounts for FY 2023.**

**Staff Contact:**


Robert Tang, Director of Finance
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Maria Lee, Budget Manager
Telephone: (703) 435-6800 ext. 2088
E-mail: Maria.Lee@herndon-va.gov


**Description:**

The town's annual procedure at fiscal year-end is to set aside specific amounts from fund balance or net position for the outstanding encumbrances and reserves that exist on June 30 of the prior fiscal year as described in the Town Council's annual reserve and resolution and annual budget ordinance. Town Council's authorization of the FY 2022 reserves and encumbrances are not appropriated or budgeted amounts for FY 2023 as defined in Code of Virginia. Therefore, this budget amendment will recognize the designated reserves and outstanding encumbrances at June 30, 2022 as FY 2023 budget appropriations.

**Fiscal Impact:**

Amending the FY 2023 budget to appropriate the amounts identified as reserves and estimated outstanding encumbrances at June 30, 2022.

**Staff Recommendation:**

- Recommend that the Mayor and Town Council adopt the attached draft ordinance.

## Attached Documents:

1. Ordinance, Budget Amendment Number 1, FY 2023, August 9, 2022
2. Attachment A, Budget Amendment Number 1, FY 2023

**Staff:**

*Robert Tang* *Maria Lee*

Robert Tang
Director of Finance

Maria Lee
Budget Manager

**TOWN OF HERNDON, VIRGINIA**

**ORDINANCE**

**AUGUST 9, 2022**

**Ordinance- to amend the Fiscal Year (FY) 2023 Adopted Budget for the General Fund, Water and Sewer Fund, Chestnut Grove Cemetery Fund, Herndon Centennial Golf Fund, Capital Projects Funds and ARPA funds by recognizing the outstanding encumbrances, reserved amounts, and reappropriating funds for FY 2022 as appropriated amounts for FY 2023.**

**Recital**

**WHEREAS,** the Town Council, in adopting this ordinance, has considered the Town Manager's recommended budget modifications as described in Attachment A, FY 2023 Budget Amendment Number 1.

**BE IT ORDAINED** by the Town Council of the Town of Herndon, Virginia, that the financial adjustments to the FY 2023 Budget, as described in Attachment A, Budget Amendment FY2023, Number 1 to this ordinance, are hereby approved.

This ordinance shall be effective on and after the date of its adoption.

**TOWN OF HERNDON, VA**
**FY 2023**

## BUDGET AMENDMENT NUMBER 1

The following appropriations and revenue sources are proposed for amendment:

| **GENERAL FUND** | | |
|---|---|---|
| Expenditure Appropriations increasing: | | |
| Estimated Outstanding Encumbrances at June 30, 2022 | $1,307,054 | |
| Authorized Reserves at June 30, 2022 | $4,154,600 | |
| Total General Fund Expenditure Appropriation Increase: | | $5,461,654 |
| | | |
| Revenue Account Budgets increasing: | | |
| General Fund Designated Reserves | $5,461,654 | |
| Total General Fund Revenue Increase | | $5,461,654 |
| | | |

| **WATER & SEWER FUND** | | |
|---|---|---|
| Expenditure Appropriations increasing: | | |
| Estimated Outstanding Encumbrances at June 30, 2022 | $954,069 | |
| Authorized Reserves at June 30, 2022 | $26,434 | |
| Total Water & Sewer Appropriation Increase: | | $980,503 |
| | | |
| Revenue Account Budgets increasing: | | |
| Water and Sewer Fund Designated Reserves | $980,503 | |
| Total Water & Sewer Revenue Increase: | | $980,503 |

| **CHESTNUT GROVE CEMETERY FUND** | | |
|---|---|---|
| Expenditure Appropriations increasing: | | |
| Estimated Outstanding Encumbrances at June 30, 2022 | $32,390 | |
| Authorized Reserves at June 30, 2022 | $0 | |
| Total Cemetery Fund Appropriation Increase: | | $32,390 |
| | | |
| Revenue Account Budgets increasing: | | |
| Cemetery Fund Designated Reserves | $32,390 | |
| Total Cemetery Fund Revenue Increase: | | $32,390 |
| | | |
| | | |

| HERNDON CENTENNIAL GOLF COURSE FUND | | |
|---|---|---|
| Expenditure Appropriations Increasing: | | |
| Estimated Outstanding Encumbrances at June 30, 2022 | $59,773 | |
| Authorized Reserves at June 30, 2022 | $0 | |
| Leased Equipment Expense | $4,800 | |
| Total Golf Course Fund Appropriation Increase: | | $64,573 |
| | | |
| Revenue Account Budgets increasing: | | |
| Golf Course Fund Designated Reserves | $64,573 | |
| Total Golf Course Fund Revenue Increase: | | $64,573 |

| CAPITAL PROJECTS FUNDS | | |
|---|---|---|
| Expenditure Appropriations increasing: | | |
| Estimated Outstanding Encumbrances at June 30, 2022 | $10,641,172 | |
| Authorized Reserves at June 30, 2022 | $6,429,728 | |
| Total Capital Projects Funds Appropriation Increase: | | $17,070,900 |
| | | |
| Revenue Account Budgets increasing: | | |
| Capital Projects Designated Reserves | $17,070,900 | |
| Total Capital Project Revenue Increasing: | | $17,070,900 |

| ARPA FUNDS | | |
|---|---|---|
| Expenditure Appropriations increasing: | | |
| Estimated Outstanding Encumbrances at June 30, 2022 | $3,063,940 | |
| Authorized Reserves at June 30, 2022 | $4,582,021 | |
| Total ARPA Funds Appropriation Increase: | | $7,645,961 |
| | | |
| Revenue Account Budgets increasing: | | |
| ARPA Designated Reserves | $7,645,961 | |
| Total ARPA Revenue Increasing: | | $7,645,961 |

# STAFF REPORT

**Town Council**
**August 3, 2022**

**Title:**
Ordinance – to authorize the American Rescue Act (ARPA) Allocation Plan and to appropriate ARPA funds for FY 2023

**Staff Contact:**


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Maria Lee, Budget Manager
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**Description:**

On March 10, 2021, Congress passed, and the President signed the American Rescue Plan Act of 2021. This Act provides funding for several different programs to address the COVID-19 pandemic. A primary component of the ARPA is $350 billion in assistance for eligible state, local, territorial, and Tribal governments for the direct impact of the COVID-19 pandemic through the establishment of the Coronavirus State and Local Fiscal Recovery Fund (CSLFRF). Virginia received $633,753,549 for Non-entitlement Units (NEUs) from the Coronavirus Local Fiscal Recovery Fund. Non-entitlement Units are local governments typically serving a population under 50,000. The Town of Herndon was allocated a total amount of $25,523,946 in two (2) installments. The Town of Herndon received the first installment as of June 30, 2021 in the amount of $12,761,973. The second installment was received on July 22, 2022 in the amount of 12,761,973.

The program allows for use of the funds received as direct payment form the Commonwealth of Virginia under section 601(b) of the Social Security Act will be used to cover the costs that:

- **Category 1 - Support public health expenditures**, by, for example, funding COVID-19 mitigation efforts, medical expenses, behavioral healthcare, and certain public health and public safety staff;
- **Category 2 - Address negative economic impacts caused by the public health emergency**, including economic harms to workers, households, small businesses, impacted industries, and the public sector;

- **Category 3 - Replace lost public sector revenue**, using this funding to provide government services to the extent of the reduction in revenue experienced due to the pandemic;

- **Category 4 - Provide premium pay for essential workers**, offering additional support to those who have and will bear the greatest health risks because of their service in critical infrastructure sectors; and

- **Category 5 - Invest in water, sewer, and broadband infrastructure**, making necessary investments to improve access to clean drinking water, support vital wastewater and stormwater infrastructure, and to expand access to broadband internet.

All funds must be obligated from March 3, 2021 to December 31, 2024 and funds must be used by December 31, 2026.

The effects of the Covid-19 pandemic left the Town of Herndon in a challenging position. Many projects and expenses were drastically reduced during Fiscal Year 2020 and Fiscal Year 2021. The American Rescue Plan Act allows for the Town of Herndon to use funding for its purpose of addressing issues that the Town has taken on due to the pandemic. The ARPA allocation plan lists out projects and expenditures that are needed for the Town of Herndon to continue to operate and prepare for any future economy challenges. Last fiscal year, the Town Council adopted the FY22 ARPA allocation plan. For Fiscal Year 2023, the new projects will address the same issues and making sure that the town is able to take on the capacity of projects.

**Fiscal Impact:**

The American Rescue Plan Act will contribute towards the recovery plan for the Town of Herndon due to the economic challenges and impacts from COVID-19 pandemic that stopped major projects, operations & maintenance of facilities, and help support the town to prepare for a potential economic downturn. For Fiscal Year 2023, there will be 10 projects that were listed on the plan that will require additional appropriation of $7,594,716. This would bring the total funds appropriated from ARPA to $17,327,875.80 out of the $25,523,946 the town will be receiving. Additional funding for the projects will be appropriated in FY 2024.

**Staff Recommendation:**

- Recommend that the Mayor and Town Council adopt the attached Ordinance.

**Attached Documents:**

1. Ordinance – to authorize the American Rescue Act (ARPA) Allocation Plan and to appropriate ARPA funds for FY 2023
2. FY 2023 ARPA Allocation Plan – Fiscal Year Comparison
3. FY 2023 ARPA Allocation Plan - Appropriation

**Staff:**

*Robert Tang* *Maria Lee*

Robert Tang, Director of Finance
Maria Lee, Budget Manager

**TOWN OF HERNDON, VIRGINIA**

**ORDINANCE**

**AUGUST 9, 2022**

**Ordinance- to authorize the American Rescue Act (ARPA) Allocation Plan and to appropriate ARPA funds for FY2023.**

**Recital**

**WHEREAS,** the Town Council has considered the Town Manager's recommended appropriations for the FY 2023 Adopted Budget as described in the ARPA Allocation Plan appropriation.

**NOW THEREFORE, BE IT ORDAINED** by the Town Council of the Town of Herndon, Virginia, that the financial adjustments to the FY 2023 budget, as described in the ARPA Allocation Plan are hereby approved.

This ordinance shall be effective on and after the date of its adoption.

## Town of Herndon ARPA Allocation Plan
## Fiscal Year Comparison

| Project | Description | FY2022 Appropriation | FY2023 Appropriation | Total ARPA Funding |
|---|---|---|---|---|
| Fire Alarm System at HMC | Upgrades to the fire alarm system at Herndon Municipal Center | $ 200,000.00 | $ 1,500,000.00 | $ 1,700,000.00 |
| Building Assessment | Assessment of buildings in Town of Herndon | $ 60,000.00 | | $ 60,000.00 |
| HCC Back Log | Herndon Community Center backlog maintenance items | $ 300,000.00 | | $ 300,000.00 |
| HCC Pool ColdPak | The dual Pool Pak units serving the natatorium are reaching the end of their life cycle and have significant repairs that are in need, plus removal of the old units, curbing, design specifications and contingency. | $ 525,000.00 | $ 2,222,716.00 | $ 2,747,716.00 |
| HPD HVAC | The Police Department has dedicated server rooms and a communications room that houses physical servers, telephone/data lines, and other crucial equipment to store, power, and support critical data and computer systems necessary for police operations. Due to environmental failures of the current server and communications rooms, a need exists for new air conditioning units. The project includes removal of a current aging HVAC unit and installation of new air conditioning units to service three rooms housing this equipment. Additionally, due to current and future server requirements a need exists for additional server space. The project would require subsequent redesign, expansion and build-out of the existing server room, and relocation of the Information Technology office across the hall | $ 400,000.00 | | $ 400,000.00 |
| HPD Parking Lot Expansion | The police department facility has limited secure parking spaces available for employee and police vehicles and equipment. This project involves initiating a study to determine the best option for increasing the number of secure parking spaces and to determine a budget for expansion of the parking lot including projected operational costs. | $ 500,000.00 | | $ 500,000.00 |
| Information Technology and Infrastructure | Upgrade aging network switching infrastructure to the latest stable release hosted on new hardware and preserve the existing system configuration. increase reliability, performance, security, expansion, and flexibility in Network infrastructure. Many switches are end of life and need to be replaced to support increased network utilization, cyber security, bandwidth, throughput, latency, network packet delay and improve error rate and data flow. | $ 35,000.00 | $ 34,000.00 | $ 69,000.00 |
| Park Equipment Replacement Program | This project accounts for any playground replacement or significant improvements in Town parks. With the loss of a large, mature shade tree at Haley Smith Park several years ago, the picnic experience needs enhancement with installation of a pavilion | $ 85,000.00 | | $ 85,000.00 |
| Sports Field & Park Improvements | The expected increase in use of Bready Park and the Community Center warrant the expansion of the parking lot by adding 30 spaces between Ferndale Ave. and the tennis courts. This section would be connected to both the softball drive and the community center drive to improve traffic flow, estimated at 2019 costs.The tennis court lights in Bready Park are nearing their end of life value. The poles were originally installed in the 1980's and the light fixtures were updated in 1999. Replacement with LED fixtures and new poles will enhance efficiency and output significantly. This estimate includes pre-cast concrete bases, galvanized steel poles, remote electrical component enclosures, pole length wire harnesses and factory-aimed and assembled luminaries, plus estimated installation costs. It does not include the cost of a new electrical transformer. It assumes standard soil conditions. | $ 85,000.00 | $ 248,000.00 | $ 333,000.00 |
| Tennis Courts & Bubble | The project replaces the inner membrane of the air structure as well as the lighting system (including conversion to LED's for improved efficiency and longevity, thus meeting our sustainability objectives), mechanical system and other identified repairs. Pricing is based on 2020 estimates, plus a 10% contingency amount. The air structure is over 20 years old, and has exceeded its expected lifespan by more than five years. | $ 784,000.00 | $ 500,000.00 | $ 1,284,000.00 |
| Town Security Upgrades | The initial most critical town building security improvements or upgrades as identified by the security consultant. | $ 500,000.00 | $ 350,000.00 | $ 850,000.00 |
| Vehicle Replacement | vehicle replacement for the Town | $ 1,500,000.00 | $ 2,500,000.00 | $ 4,000,000.00 |

| | | | | |
|---|---|---|---|---|
| HMC/ Chamber Backlog | Herndon Municipal Center and Chamber backlog items for maintenance | $ 250,000.00 | $ 100,000.00 | $ 350,000.00 |
| 1479 Backlog - Linked to 1481 | This project provides for the design and construction of the replacement of the roof and four HVAC units for the building located at 1481 Sterling Road. The existing roof has many leaks contibuting to the deterioration of the underlying poured gypsum decking as well as damage to the interior of the facility. The current HVAC units were installed circa 1986 and require extensive maintenance to keep them operational. Both the roof and HVAC units have greatly exceeded their life expectancies. | $ - | $ 40,000.00 | $ 40,000.00 |
| 397 Improvements | | $ 300,000.00 | | $ 300,000.00 |
| Convert Building Drawings to AutoCAD | Convert current building drawings into AutoCAD format for better efficiency and planning | $ - | $ 100,000.00 | $ 100,000.00 |
| W&OD Trail Lighting - Downtown | Final phase to illuminate the length of the trail through the town, from Van Buren to the connection with the Sugarland Run Trail, east of the Herndon Parkway bridge | $ 75,000.00 | | $ 75,000.00 |
| Purchase "Your Speed" Signs (10/ year) | Traffic Engineering Improvement Committee project | $ 100,000.00 | | $ 100,000.00 |
| HPD Equipment | Herndon Police body camera replacement and forensic computer equipment | $ 1,042,660.80 | | $ 1,042,660.80 |
| Community Development Positions | Community Development Positions that needed to be filled but was not due to the pandemic | $ 200,000.00 | | $ 200,000.00 |
| Community Grants | Grants that were not awarded in Fiscal year 2021 due to the covid-19 pandemic | $ 195,499.00 | | $ 195,499.00 |
| Sewer Pump Station | This project will provide for conveying most of the future growth in wastewater flows to the Fairfax County sewer system. The design concept consists of a new pumping station near the Sugarland Run Interceptor, along with a combination of a force main and gravity sewer heading east that would transport wastewater to their collection system and treatment plant. | $ 1,480,000.00 | | $ 1,480,000.00 |
| Folly Lick Sewer Improvements | This project is designed to meet the increase in system conveyance capacity associated primarily with the Comstock project, along with other development that feeds into this portion of the system | $ 1,116,000.00 | | $ 1,116,000.00 |
| **Total** | | **$ 9,733,159.80** | **$ 7,594,716.00** | **$ 17,327,875.80** |

## Town of Herndon ARPA Allocation Plan
## Fiscal Year 2023 Appropriation

| Project | Description | FY2023 Appropriation |
|---|---|---|
| Fire Alarm System at HMC | Upgrades to the fire alarm system at Herndon Municipal Center | $ 1,500,000.00 |
| HCC Pool ColdPak | The dual Pool Pak units serving the natatorium are reaching the end of their life cycle and have significant repairs that are in need, plus removal of the old units, curbing, design specifications and contingency. | $ 2,222,716.00 |
| Information Technology and Infrastructure | Upgrade aging network switching infrastructure to the latest stable release hosted on new hardware and preserve the existing system configuration. increase reliability, performance, security, expansion, and flexibility in Network infrastructure. Many switches are end of life and need to be replaced to support increased network utilization, cyber security, bandwidth, throughput, latency, network packet delay and improve error rate and data flow. | $ 34,000.00 |
| Sports Field & Park Improvements | The expected increase in use of Bready Park and the Community Center warrant the expansion of the parking lot by adding 30 spaces between Ferndale Ave. and the tennis courts. This section would be connected to both the softball drive and the community center drive to improve traffic flow, estimated at 2019 costs.The tennis court lights in Bready Park are nearing their end of life value. The poles were originally installed in the 1980's and the light fixtures were updated in 1999. Replacement with LED fixtures and new poles will enhance efficiency and output significantly. This estimate includes pre-cast concrete bases, galvanized steel poles, remote electrical component enclosures, pole length wire harnesses and factory-aimed and assembled luminaries, plus estimated installation costs. It does not include the cost of a new electrical transformer. It assumes standard soil conditions. | $ 248,000.00 |
| Tennis Courts & Bubble | The project replaces the inner membrane of the air structure as well as the lighting system (including conversion to LED's for improved efficiency and longevity, thus meeting our sustainability objectives), mechanical system and other identified repairs. Pricing is based on 2020 estimates, plus a 10% contingency amount. The air structure is over 20 years old, and has exceeded its expected lifespan by more than five years. | $ 500,000.00 |
| Town Security Upgrades | The initial most critical town building security improvements or upgrades as identified by the security consultant. | $ 350,000.00 |
| Vehicle/Equipment Replacement | vehicle and equipment replacement for the Town | $ 2,500,000.00 |
| HMC/ Chamber Backlog | Herndon Municipal Center and Chamber backlog items for maintenance | $ 100,000.00 |

| | | |
|---|---|---|
| 1479 Backlog - Linked to 1481 | This project provides for the design and construction of the replacement of the roof and four HVAC units for the building located at 1481 Sterling Road. The existing roof has many leaks contibuting to the deterioration of the underlying poured gypsum decking as well as damage to the interior of the facility. The current HVAC units were installed circa 1986 and require extensive maintenance to keep them operational. Both the roof and HVAC units have greatly exceeded their life expectancies. | $ 40,000.00 |
| Convert Building Drawings to AutoCAD | Convert current building drawings into AutoCAD format for better efficiency and planning | $ 100,000.00 |
| **Total** | | **$ 7,594,716.00** |

# STAFF REPORT

**Town Council**
**Date: August 3, 2022**

**Title:** HTOC Development Plan - DP #19-01, Parkview

**Staff Contact:** Bryce A. Perry, Deputy Director of Community Development
bryce.perry@herndon-va.gov (703)787-7380

Elizabeth M. Gilleran, AICP, Director of Community Development
lisa.gilleran@herndon-va.gov (703) 787-7380

**Summary Information**

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|---|---|
| Applicant Request | An application for an HTOC Development Plan with proffered conditions to allow an up to 4.3 FAR mixed-use redevelopment project within the Planned Development- Transit Oriented Core zoning district at the referenced parcel. |
| Address | 593 Herndon Parkway |
| Owner | Parkview Executive Center, Joint Venture, RLLP |
| Developer | Lerner Enterprises |
| Agent | Gregory Riegle, McGuireWoods, LLP<br>Lori Greenlief, McGuireWoods, LLP |
| Existing Zoning | PD-TOC; Planned Development- Transit Oriented Core |
| Adjacent Zoning | PD-TOC; Planned Development- Transit Oriented Core (West)<br>PD-TOC; Planned Development- Transit Oriented Core (East)<br>O&LI; Office & Light Industrial (North)<br>PD-TOC; Planned Development- Transit Oriented Core (South) |
| Land Use Designation | Regional Corridor Mixed Use - Herndon Transit-Oriented Core |
| Adjacent Land Use Designation | Regional Corridor Mixed Use - Herndon Transit-Oriented Core (West)<br>Regional Corridor Mixed Use - Herndon Transit-Oriented Core (East)<br>Regional Corridor Mixed Use (North)<br>Regional Corridor Mixed Use - Herndon Transit-Oriented Core (South) |
| Total Site Area | 240,320SF (5.52 acres) |
| Existing Use | 4-story office building (134,451 GFA) and surface parking |

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| Staff Recommendation | Continuance to the September Town Council Public Hearing |
| Planning Commission Recommendation | Approval with certain considerations and in Accordance with the Planning Commission resolution (Attachment #1) |

## Case Synopsis

This report and the attachments provide a detailed presentation of the case as presented for Town Council consideration. This section of the report offers a brief summary of the development as proposed. This Development Plan, if approved, would allow the redevelopment of the existing site with three buildings comprised of either all office and retail or office, residential, and retail. The maximum proposed density has a 4.3 floor area ratio. The site is immediately adjacent to the Herndon Metrorail Station pavilion and is framed by important multi-modal transportation connections along each boundary including the Herndon HTOC promenade. Building height is capped at 275' and garages are integrated into each at the podium level. There are both private rooftop amenities proposed and ground level public and private open spaces. The proposal includes proffers that commit to certain provisions meant to help alleviate any additional stresses the project may place on local services and infrastructure. A Traffic Impact Analysis was also conducted to help identify the traffic increase and how they will be best managed.

## Location Map




## Site Description

The subject parcel has pronounced significance for the HTOC and the Town. It is situated immediately abutting the Metro pavilion and HTOC promenade. It is further bounded by Herndon Parkway to the north and the future Worldgate Drive extension to the west, placing it at a prominent future intersection and forming a significant street wall along the future roadway as well as the Herndon Parkway and Promenade. Furthermore, along the southern edge of the development runs a vital pedestrian link to the Herndon Metrorail Station and will serve as a major vehicle approach for the development in question and any future redevelopment to the south.

The site slopes downward roughly 10' west to east along its approximately 600' of Herndon Parkway frontage. It is improved with a single office building built in 1985 and centered on the site. The rest of the site is mostly comprised of surface parking.

**Case Background**

The subject parcel is included within the Herndon Metrorail Station Area Plan as part of the Herndon Transit-Oriented Core (HTOC). This is the second HTOC Development Plan reviewed by the Town. The first, DP#17-01, was for a mixed-use redevelopment at 555 Herndon Parkway with a similar maximum FAR of 4.3. That case was approved in March of 2019.

HTOC Development Plans are regulated under Section 78-50.8 of the zoning ordinance and guided by Chapter III of the 2030 Comprehensive Plan and the Herndon Metro Station Area Study Transit-Oriented Core Plan.

The purpose and intent of the PD-TOC zoning district, as stated in the zoning ordinance is:

> "…to create a distinctive employment center and residential neighborhood characterized by concentrated development that is vibrant, mixed use, transit oriented and pedestrian friendly. Emerging development is interwoven with and strengthens the town's cultural fabric and sense of identity. The scale of development provides maximum benefit for the fiscal health of the town by supporting long-term economic sustainability. The PD-TOC is established for the Herndon Transit-Oriented Core, as defined in the adopted comprehensive plan, to implement through phased redevelopment the mix of uses, densities and intensities as set forth in the adopted comprehensive plan. The PD-TOC district regulations are designed to provide the necessary flexibility to transform the suburban office park development that currently exist in the Herndon Transit-Oriented Core into a transit-oriented activity center as envisioned by the adopted comprehensive plan, the Herndon Metro Station area study and Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core. The PD-TOC district regulations have been developed to create a 38-acre transit-oriented core comprised of environmentally sustainable development, a vibrant mix of uses, premier architectural, landscape architectural, and urban design, robust pedestrian and bicycle accommodations, and necessary infrastructure improvements."

The maximum by-right FAR in the PD-TOC district is 0.7. A maximum FAR of 1.2 is permitted with the granting of a special exception. Densities up to maximum of 4.3 FAR are permissible within the PD-TOC provided that the development achieves TOD specific objectives as expressed in the zoning ordinance.

The building design of the project has also been reviewed at four Architectural Review Board (ARB) work sessions. A report on the ARB findings of those reviews is provided as Attachment #8 to this report.

The applicant held a neighborhood meeting on October 27, 2022. HTOC property owners and all property owners of nearby commercial and residential neighborhoods were invited to that

meeting. The applicants presented the proposed development and fielded questions and comments at this meeting.

This Development Plan, as with all rezoning applications, first went through an iterative process with staff prior to review by the Planning Commission. The applicant has been working closely with staff to alter and refine the proposal based on feedback from these reviews. The Planning Commission reviewed the case at the commission's May work session and public hearing, and the June work session and public hearing. The version proposed to the Town Council is the most recent. The Town Council will make the legislative decision for this case. If the development plan is approved, no additional Town Council action is required for development to occur. A site plan, which is an administrative action, as well as review and action by the ARB regarding the design of the buildings and exterior spaces, are required prior to issuance of a building permit. Staff would re-confirm conformance with the Development Plan at each of these steps.

In evaluating this case, the Town Council has been provided with the information listed below. Should any additional information be necessary in this evaluation, notification to staff should be given.

- The Generalized Development Plan (GDP); this is the large plan set that shows the layouts and designs for the site and building
- The Statement of Justification (SOJ); this is the letter from the applicant expressed their case for the compliance and suitability of the proposal
- The Proffer Statement (Proffers); this is the voluntary list of commitments offered by the applicant to help offset impacts of the development
- The Traffic Impact Analysis (TIA); this is the analysis of traffic that will be generated from the development and the expected ways in which traffic may be affected and the ways to mitigate those impacts. The analysis is based on traffic modeling and forecasting.

## Case Proposal

Land Use Program

The application proposes two development options, each with a range in densities. The first is a mixed-use option proposed with a maximum FAR of 4.3. At the maximum density of 4.3 FAR this option includes 400,216 square feet (SF) of office gross floor area (GFA), 615,325GFA of residential, and 10,000GFA of retail. The residential unit count is approximately 675, and the residential component comprises approximately 60% of the total land use. This option includes a density range though that goes down to a minimum FAR of 2.12 with 191,855SF of office GFA, 302,782SF of residential GFA, and 10,000SF of retail GFA. The second option is all office with some retail and is proposed at the maximum FAR of 4.3. This option includes 968,500GFA of office and 12,500GFA of retail. Both options have building heights up to the maximum allowed, which is 275'. Sheets 4.0, 4.1, 5.0, 20.0, and 21.0 of the Development Plan provide more detail on the land use program. The Development Plan is provided as Attachment #3 to this report.

The proposal, including both options, allows for 3 phases of development, each of which are shown in the phasing plans of the Development Plan. As proposed, the phases could occur in any order.

Architecture, Site, & Urban Design

Both development proposals consist of three buildings: Building A, B, and C. They are arranged around a central pedestrian courtyard and private street. Each building sits atop large podium-level structured parking garages that are partially wrapped with retail and lobby/amenity space on the ground floor. Sheet 5.0 and 21.0 of the Development Plan lays out the ground floor uses and the perspective renderings on Sheets 15.0, 15.1, 15.2, 15.3, 31.0, 31.1, 31.2, 31.3 show the conceptual building designs. The garages are mostly screened with metal screening, of which the level of transparency remains uncertain, with the exception of a graphic of the Herndon caboose created with a pierced metal screen. The buildings are designed with varying diversities of exterior materials. The exterior architecture of the office buildings relies heavily on glass and the residential building on masonry cladding.

There is open space and amenity space on roof tops and at ground level, some of which are intended to be used for green building practices and stormwater management. The largest open spaces are a central plaza that includes seating areas, a focal point feature, and a lawned area, and the Promenade which provides a highly important connection between the Metro station and Herndon Parkway serving as a gateway to the town. Another notable open space is the Herndon Parkway streetscape that includes the cycle track and car pull-off. The design focuses on pedestrian access and connectivity with streetscapes designed through and around the site.

Transportation

In addition to the various pedestrian connections mentioned above, the project would be served by two private streets and two public streets. Including the Promenade along the east side of the property, the project is surrounded on each side by a transportation facility. It will have immediate access to transit with the Metro station directly to the south and the Herndon bus bay, with access to several Fairfax Connector routes, just the northeast of the site. Vehicular access from the east is gained through a future signalized intersection at the northwest corner of the site leading to a street along the western boundary which would eventually convert to a public right-of-way when Worldgate Drive is extended. This private street leads to a private roadway that runs along the southern portion of the property and provides access to one of the development's garages. When Worldgate Drive is extended, the private roadway along the southern portion of the site will intersect with Worldgate Drive. Vehicles traveling from the west will have the ability to turn down the private street (future Worldgate Drive) or continue to the right-in/right-out development access drive along the Herndon Parkway. The southwest corner of the property will be a dominate feature along Worldgate Drive. Furthermore, this intersection will most likely provide the primary vehicle and pedestrian access for any future redevelopment on the abutting property to the south.

The private roadway, along the southern edge of the site is not intended to be used as vehicle access for Metrorail travelers and is not being designed as such. An easement is being provided at the terminus of the road for Town of Herndon and Metrorail maintenance vehicles. Vehicles are prohibited along the Promenade, but an emergency access lane is proposed based upon Fairfax Fire Marshal comments. Use of this lane would be restricted to emergency vehicles only, but the required lane width and clearances will significantly impact the Promenades final design and the nature of the landscaping.

A Traffic Impact Analysis (TIA) was required for this project. Of note, there are mitigation measures proposed to offset the increase in traffic modeled. Those measures include signalization at the western entrance into the site off Herndon Parkway, and changes in signal timing at the Herndon Parkway and Spring Street intersection and the future Van Buren Street and Worldgate Drive intersection. This analysis accounted for mode share reduction based on access to transit and include a Transportation Demand Management Program to encourage less single occupancy vehicle trips. More information on the TIA is provided in the Staff Analysis section of this report and the finding are outlined in the TIA Executive Summary and Conclusions provided as Attachment #6 to this report.

As mentioned, the parking is provided in structured garages within the building podiums. More parking is provided than what is required by the Zoning Ordinance. The applicant has expressed a desire to overpark based on current market conditions. For the mixed-use option, 1,489 spaces are required, and 2,032 spaces are provided. For the all-commercial option, 1,950 spaces are required, and 2,402 spaces are provided. The added spaces mostly relate to the office uses in both options.

Modifications

The applicant is requesting one zoning ordinance modification as part of this application. It is a modification to Section 78-100.2D of the zoning ordinance regarding the minimum required number of loading spaces. Building C is proposed to have two loading spaces. The ordinance requires three spaces. The modification request is in the Statement of Justification included in this report as Attachment #4.

Proffers

A proffer statement with a number of provisions and commitments volunteered by the applicant to help offset the impacts of the development has been provided. See Attachment #5. Staff has been coordinating with the applicant on revisions to the proffers to address some staff and Planning Commission comments. A revised Proffer Statement was recently submitted and is in review by staff.

## Staff Analysis

Zoning Ordinance Compliance

Apart from the one modification requested, this application as proposed, is in general compliance with the applicable provisions and requirements of the Zoning Ordinance. This includes compliance with dimensional standards, principal and accessory land use allowances, open space provisions, site planning standards, and building design standards as specified in Section 78-50.8. Zoning Ordinance compliance will be monitored as the project progresses into site plan, ARB, and building permitting steps in the review process. A matrix analyzing compliance with each of the *Standards for Development Plan within the PD-TOC* as listed in the Zoning Ordinance is provided as Attachment #2 to this report.

Comprehensive Plan Adherence

The application as proposed also appears to adhere with the applicable principles, goals, and objectives outlined in the 2030 Comprehensive Plan. The Comprehensive Plan establishes land use principles and policies to be applied throughout the HTOC. The review of this proposal followed that guidance and was evaluated against the HTOC land use goals and objectives also included in the Comprehensive Plan.

Traffic Impacts

The Traffic Impact Analysis findings are summarized in Attachment #6 to this report. The full 200+ page analysis with all modeling calculations and data can be provided by staff upon request from the Town Council. The modeling was conducted in compliance with the scoping agreement. The TIA was reviewed by the Town's traffic consultant. The proposed development results in additional vehicle trips to and from the site compared to the existing conditions, however when taking into consideration the slated improvements to the transportation infrastructure in and around the HTOC, much of that added volume is absorbed without major impacts to levels of service (LOS). The Herndon Parkway and Van Buren Street Intersection Improvements, Herndon Parkway and Spring Street Intersection Improvements, and the Worldgate Drive Extension are all being built or proposed to be built to increase street network capacity as a result of the planned HTOC densities.

Multi-Modal Connections

All of the expected and required multi-modal connections are being provided with the proposed development. This includes the Herndon Parkway Streetscape to include the two-way cycle track along the northern boundary, a minimum half section of the Herndon HTOC Promenade along the eastern boundary, a minimum half section of the Worldgate Drive extension to include the standard streetscape along the western boundary, a private road with the standard streetscape along the southern boundary, and an internal pedestrian passage through a central plaza and private internal street. The connections comply with the setback regulations of the Zoning Ordinance and the design guidelines for the HTOC and for town streetscapes.

Parking

Though notably more office parking is being provided than the minimum requirement, the applicant has offered a commitment to reducing the amount of single occupancy vehicle trips through a Transportation Demand Management (TDM) Program. A draft work plan of the TDM Program has been provided as Attachment #7 to this report and a corresponding proffer has been offered that sets specific reduction objectives. The applicant has also provided an analysis that demonstrates an alignment between the proposed parking rate and the parking rates of similar transit-oriented development projects elsewhere along the Silver Line. That analysis found that overall, the Herndon office market is currently parked at approximately 3.6 spaces per 1000SF of gross floor area, while the office buildings built or being built along the Silver Line with close proximity to a Metrorail station are parked at a average of 2.67 spaces per 1000SF of gross floor area. Though the Town's minimum requirement for parking in the HTOC is 2.0 spaces, the applicant is proposing 2.6 spaces to align and compete with that established market average. The Zoning Ordinance does not set a required maximum number or rate of parking, however it is expected that parking demand will be reduced with the adjacent availability of mass transit. In

this case, the proposed 2.6 space per 1000SF of gross floor area is still significantly less than the required and existing parking rates for offices elsewhere in town.

Design Review

The ARB report to the Planning Commission outlining its findings from the four preliminary reviews of the proposed building designs is provided in this report as Attachment #8. Throughout staff review of the project, numerous architectural and urban design comments were raised several of which have been addressed. Most of the design review evaluation has focused on ensuring an inviting, interactive, and unique pedestrian environment, managing building mass, particularly the mass of the podium garages, and finding the right material and architectural details and forms that can introduce and reinforce a Herndon-specific character. The architectural rendering provided in the most Generalized Development Plan have been revised to further address some of the items raised by the ARB in its memo. The latest revision concern changes to the façade and framing of the garages, and further detailing along non-activated ground floor spaces.

Site Review

The staff review of this case involved technical evaluation by engineering and planning staff. Throughout the staff review numerous comments were expressed regarding utilities, town services, dimensional standards, design standards, stormwater management, emergency access, and a significant number of other topics that are part of the standard review process during legislative plan review. All of the issues raised during these reviews, many of which required revision to the proposal, have been addressed by the applicant. Further and much more detailed evaluation of the technical site design will be conducted during the site plan review of the development once the project has been fully engineered and designed.

Fiscal Impact

This project would significantly increase on-site gross floor area and introduce residential uses and will thus have tax implications. Based on a maximum FAR at build-out, the assessed value of the property would be expected to greatly increase. With the proposed retail and office space equal to or greater than the existing office use, dependent upon the density approved and built, the potential for BPOL taxes is neutral at worse. In the event restaurants lease the retail spaces, additional meals taxes would be collected.

The applicant proposes to dedicate land for the future Worldgate Drive extension, build the streetscape for this project along its frontage, build the Herndon Parkway Streetscape and build and partially dedicate the west half of the Promenade. If the town pursued these projects as public improvement plans without approval of this Development Plan the cost burden of these improvements and land acquisition would fall on the Town.

This project will have financial impacts to town and county service infrastructure and capacity. Public schools, public utilities, public community facilities, and public safety services are the major components of local governments that are directly impacted with new development. The applicant has proffered $1,900 per unit worth of on-site private recreational facilities and a per gross square foot contribution of off-site recreational facilities at a rate of $.35 for residential GFA

and $.15 GFA. Also proffered are contributions to FCPS specific to schools that serve the Town. That contribution is based on the adopted Fairfax County Residential Development Criteria formula for impacts to school from new development. For public safety, there is a $10,000 contribution to Fairfax County Fire and Rescue for local pre-emptive devices and a $25,000 contribution for to help partially equip a Herndon Police Officer. The public safety proffer also commits to providing two parking space for police vehicles.

For utilities provided by the town, logistical challenges exist between timing the necessary infrastructure improvements against the actual dates of which projects are built. Town upgrades to water and sewer infrastructure and capacities will be mostly ahead of the HTOC development.

Modifications Review

The town zoning staff supports the modification as requested in the Statement of Justification provided as Attachment #4 in this report. The loss of a one loading space on a site that includes six total loading spaces seems of minimal impact and seems acceptable compared to the impact of adding another loading bay along the streetscape. Moreover, given that the loading spaces serve various uses, it is possible that they will be utilized at various times throughout the day thus further mitigating overuse.

Proffers Assessment

The Proffer Statement is provided as Attachment #5 to this report. It includes many of the typical proffers that the town has seen with other recent rezoning applications and several more site-specific proffers for this development. The proffers will be attached to the draft ordinance and, if approved, will become intrinsic to the zoning regulations governing this property and the developer will be required to satisfy any proffered conditions. Most of the proffers have been previously reviewed by staff and viewed as clear, enforceable, and appropriate for the development. Staff has continued to coordinate with the applicant throughout the review process including the time since the Planning Commission review to refine the proffer language and identify ways to best address issues and questions raised. The latest proffers, those attached to this report, appear to address all staff and Planning Commission comments raised to date. However delayed staff review resulted in a delayed resubmission of these most recent proffers, so staff has been unable to go back and re-review them. If staff has any additional comments, they will be presented at the Town Council work session.

## Planning Commission Review & Recommendation

The Planning Commission reviewed this project at four meetings. Discussion was robust and productive. The Planning Commission sought further explanation and information regarding the following:

- The proposed range in densities and land uses and the preferred allowance of flexibility in both depending on market conditions.
- The proposed parking rates in comparison to the require parking rates and the market standard rates, as well as potential traffic generation impacts.
- The scale, mass, and architectural treatments of the garages.

- The public accessibility of the open space amenities and connections around and through the site.
- The Transportation Demand Management program as a means to mitigate traffic.
- The timing of various dedications, easements, and other conveyances.
- The design of ground level open spaces and the pedestrian experience.
- The use, design, and activation of the building ground levels.
- The impact and limitations imposed upon future urban design due to the use of the Promenade as emergency access.

The applicant made changes to the Generalized Development Plan and the Proffer Statement and provided further information to address the concerns raised for each of the items listed above.

In recommending approval of this case, the Planning Commission included three items to receive further consideration. These are listed in the Planning Commission resolution provided as Attachment #1 in this report. The first two consideration relate to staff review of new proffer language about the Worldgate Drive extension, the status of the existing development, and the timing of certain conveyances. Staff has completed those reviews and worked with the applicant to have revised language included in the Proffer Statement. Staff and the applicant are still in discussion regarding finalization of the proffer language. The third consideration is for further attention to the design of garages and the degree to which the proposed screening material obscures the appearance of the garage levels. Due to the visual impact and overall prominence of the garage levels, the architectural appearance and adequacy of screening has been an item of concern at both the ARB and Planning Commission, as well as during staff review. The concern regarding the parking levels that the Planning Commission included in its resolution relates mostly to the formal ARB review that will occur if the Development Plan is approved and the project has received an approved site plan.

## Town Council Alternatives

The Town Council has the following alternatives available for its decision:

1. Approval of the case as submitted and proposed
2. Denial of the case as submitted and proposed
3. Continuance of the case to allow more time for revisions and/or responses to be provided

## Staff Recommendation

At this time staff recommends that the Town Council continue this item to the September 13, 2022 Public Hearing to provide the applicant and staff additional time to review and address final comments and refinements to the proposal.

## Attachments

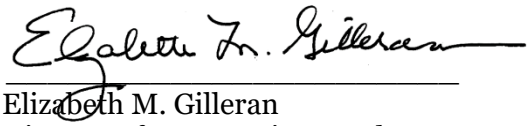
1. Planning Commission Resolution
2. Development Plan Standard Compliance Table
3. Generalized Development Plan
4. Statement of Justification & Modifications
5. Proffer Statement
6. Traffic Impact Analysis Executive Summary & Conclusions

7. Transportation Demand Management Work Plan
8. ARB Evaluation Memo Dated May 5, 2022

**Staff Signatures**



Bryce A. Perry
Deputy Director of Community Development



Elizabeth M. Gilleran
Director of Community Development

**TOWN OF HERNDON, VIRGINIA**

**PLANNING COMMISSION**

**RESOLUTION**

**June 27, 2022**

**Resolution- to recommend APPROVAL of Development Plan DP#19-01, 593 Herndon Parkway, with proffered conditions.**

**WHEREAS,** the applicant, Parkview Executive Center, Joint Venture, RLLP, has submitted a Development Plan, DP #19-01, on land identified as Fairfax County Tax Map Number 0164-10-0007C, to allow a mixed-use development with a maximum 4.3 FAR; and

**WHEREAS**, the request includes a proffer statement dated June 21, 2022 and a generalized development plan dated June 21, 2022; and

**WHEREAS,** the request conforms to the Town of Herndon 2030 Comprehensive Plan; and

**WHEREAS,** the applicant is requesting a zoning ordinance modification to Section 78-100.2D of the zoning ordinance regarding the minimum required number of loading spaces; and

**WHEREAS** on May 23, 2022 and June 27, 2022, the Planning Commission held public hearings to consider DP #19-01; and

**WHEREAS,** the Planning Commission has determined that the above referenced proffer statement and generalized development plan conforms to Section 78-50.8(m) of the zoning ordinance and Section 15.2-2284 of the Code of Virginia; and

**WHEREAS,** the Planning Commission has determined that the applicant has demonstrated that the requested modification affords equal or greater assurances of meeting the applicable goals of the zoning ordinance.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of the Town of Herndon, Virginia, that the Commission hereby recommends that the Town Council approve DP #19-01, to include the modification to Section 78-100.2D of the zoning ordinance regarding the minimum required number of loading space, with the following considerations:

1. Further coordination between staff and the applicant should be conducted to refine the proffer language and ensure clarity that the conveyance of easements and dedications will be at no cost to the town, that the provision of public pedestrian access through the site will be permitted, and that the timing of the Worldgate Drive dedication will be at a defined period approaching but prior to construction.
2. Additional review and consideration of the proffers regarding the status of existing conditions in the event transportation improvements are completed by others prior to redevelopment of the site and the need to ensure the Worldgate Drive extension does not hinder the redevelopment if built prior to the redevelopment should occur.
3. Further attention to the design of the garage facades should be made by the applicant and Architectural Review Board (ARB) during the project's formal ARB review to include, but not limited to, the opaqueness of the screens during daylight and nighttime conditions.

This is certified to be a true and accurate copy of the resolution associated with Development Plan, DP#19-01, adopted at a legally convened meeting of the Town of Herndon Planning Commission on June 27, 2022

Erika Galarza
Clerk of Boards & Commissions

# Development Plan Standards Compliance Table

Section 78-50.8(m)(2) of the Zoning Ordinance lists specific objectives that proposed Development Plans must achieve. Those objectives and staff analysis of achievement are listed below.

| | Standard | Statement on Compliance |
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| 1 | Contribute to a tiered intensity of development, with the highest intensities located closest to the Herndon Metro Station pavilion, and the Herndon Station promenade, with a mix of residential, office, retail and hotel uses and public spaces necessary to achieve a vibrant, mixed-use urban environment. | This project seeks the highest level of density allowed within the HTOC. It is one of three parcels immediately abutting the Metro pavilion and, as such, was envisioned to have the highest level of density. If the project is built at the lower density proposed, staff believes the breadth and quality of the open space and building design will still provide the intended and expected dynamic built environment for the HTOC. The project includes a mix of uses with retail fronting the Promenade and Herndon Parkway. |
| 2 | Contribute to a logical networks of open space and urban parks designed as described in the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core and Chapter 6 of the Herndon Metro Station area study to include but not be limited to the Herndon Station promenade, Herndon Parkway streetscape and cycle track, the extension of the Folly Lick Trail as an urban streetscape with multi-modal accommodations, the Metrorail Station urban development area portion of the Sugarland Run Stream Valley Trail pocket parks, common greens, civic plazas and recreational amenities for the district's residents and workforce, which reflect exemplary design in the fields of landscape architecture, urban design and public art. | This project is thoughtfully focused on walkability and the experience at the ground level. This project is framed by active transportation improvements on all sides. It proposes to build the Herndon Parkway streetscape to include the cycle track along its northern boundary. It also proposes to build a half section of the Promenade along its eastern boundary and the future Worldgate Drive extension streetscape along its western boundary. Lastly, if approved, it would build a road with streetscapes along its southern boundary that would also partially serve for access to the property to the south upon redevelopment of that property. Each of these facilities are noted in the HTOC plan and HTOC guidelines. The project also includes an internal bisecting private street with streetscapes and a paver vehicle drop-off area.<br><br>In addition, the plan includes a landscaped pedestrian zone in the center of the site, connecting the Promenade with the internal street and additional green space along the frontage of Building B, which extends to a pocket park in the all-commercial option. The central courtyard consists of undefined Herndon identity focal points, seating areas, landscaping, and approximately 3,000SF of lawn. Focal point features and seating areas are also included within the Promenade and in the all-commercial option, a pocket park in front of Building B. |

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| | | Along each street, whether private of public, the standard streetscapes are provided which includes sidewalks with decorative pavers, street trees, and site furnishings. The buildings have also been truncated at certain prominent corners to increase the streetscape areas into small areas that could accommodate additional seating areas, landscaping, or focal points.<br><br>Further private open space and outdoor amenities are provided at roof top levels for the residents and office users. The applicant is planning to provide additional information to the Commission, regarding private open space for residents and office users.<br><br>The overall arrangement of open space outside the street frontages seems appropriate, with the Central Courtyard opening into the Promenade mid-point providing a pedestrian passage through the site. |
| 3 | Voluntarily address impacts to public facilities that result from the proposed development plan application, to include police protection, park and recreation services, public utilities and Fairfax County services to include fire and rescue, libraries, and schools. | The applicant has offered proffered contributions for off-site recreation, public schools, fire and rescue, and police protection.<br><br>The off-site recreation contribution would total $275,396 if the project is development is built at the maximum mixed-use density and $145,275 if developed at the maximum all-commercial density. The ratios used to calculate these numbers are the same that were used by the 555 Herndon Parkway Development Plan. To further assist with offsetting recreational facility impacts, applicant has proffered to provide a minimum of $1,900 per residential unit of on-site private recreational facilities for residents. This proffer establishes a process for staff to verify that facility value per unit is achieved.<br><br>The school contribution would be provided directly to Fairfax County Public Schools, as standard practice, at a rate compliant with the adopted contribution formula. The maximum total that may be contributed remains uncertain at this time given the range of residential units that may be built with this project. The proffer specifically states that the contribution is to be used for capital improvements for schools that serve Herndon. County staff has indicated to Town |

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| | | staff a process is in place to ensure that those funds are used in that manner.<br><br>The fire and rescue contribution of $10,000 specifically states it intended use for pre-emptive devices within a two-mile radius of the site.<br><br>The public safety contribution of $25,000 to the Herndon Police Department will help cover partial capital costs for equipping a new police officer. It is anticipated that the HTOC redevelopment coupled with other redevelopment in town will warrant a need for additional officers. Contributions for equipping new officers is one way to assist with funding those positions. This proffer also includes a committed provision of two dedicated police parking spaces on-site. This provision is very appropriate and fills an important need given the site proximity to the Metrorail station and central location within the HTOC.<br><br>An escalation proffer has been added to establish the way in which the various contribution would be escalated over time. |
| 4 | Voluntarily contribute a fair share of the necessary infrastructure improvements identified in the Herndon Metro Station area study including but not limited to the creation of the Worldgate Connector, the redesign of the Herndon Parkway, and water and sewer improvements. | This project does not proffer a contribution for off-site transportation improvements. The project does however commit to right-of-way dedication for the Worldgate Drive extension, design and development of the Worldgate Drive streetscape, dedication of a portion of the Promenade, and design and development of more than half of the Promenade. The land valuation of the two areas the applicant commits to dedicate, Worldgate Drive extension and the Promenade, were valued at $4.5million. This was calculated using the per square foot cost of the land recently obtained by the town for the car pull-off area along Herndon Parkway. There are additional costs that would be incurred by the applicant for the construction and design of the Promenade. Those values have not been provided, but staff estimates that it would be in excess of an additional million dollar value. Staff believes that these improvements provide a fair share contribution for the necessary HTOC transportation infrastructure improvements. |

| | | |
|---|---|---|
| 5 | Create and provide exemplary pedestrian, bicycle, passenger vehicle and service vehicle access. | The project is framed by transportation facilities and internal connections, each of which offer vehicle and pedestrian access. An integrated multi-model environment is appropriate for a property abutting a mass transit station. In addition to the public and private street provided and the associated streetscapes, the project also includes a relocated car pull-off along the Herndon Parkway for Metro riders, interior bicycle storage rooms and exterior bicycle racks, the potential for a shared micro-mobility station, electric vehicle charging stations, a car turn around and drop-off on the internal private street, and an access drive for Town of Herndon and Metro service and maintenance vehicles. Though not on-site, there is also a Town of Herndon trail that will be built immediately south of the southern boundary line. The plan is designed to account for the grade of that trail.<br><br>Access to these areas varies but they are mostly available for public use when at the ground level especially for pedestrian and cyclists. |
| 6 | Reduce the number of single occupant vehicle trips by implementing various transportation demand management strategies, such as voluntary transit subsidies, carpool and vanpool services, employee shuttles, car sharing programs and bicycle accommodations, limiting the amount of provided parking, encouraging shared parking arrangements among appropriate uses, and permitting the inclusion of managed tandem parking space. | The applicant has proffered the creation and implementation of a Transportation Demand Management (TDM) Program for the site with single occupancy vehicle reduction objectives of 35% for residential and 25% for office. The proffer also include specific commitment to achieving the objectives and trigger for when the TDM work plan, a draft of which has been included as part of this proposal, would be reviewed and approved by the Town. The reduction objectives match those approved with the 555 Herndon Parkway HTOC Development Plan and are greater than those conditioned with the Fairbrook special exception. |
| 7 | Apply the adopted Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core. | The applicant attended four ARB work sessions and presented the conceptual building and open space designs at these sessions. The ARB was tasked with preliminarily evaluating the design using the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core as a basis of review. The applicant revised the design based on ARB comments expressed and the ARB has provided a memo to the Planning Commission reporting on its findings in that evaluation. There were a few items the ARB identified as needing further attention when the project returns with a formal ARB application though the ARB |

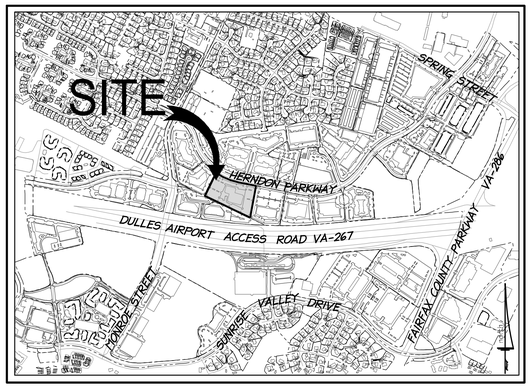
| | | |
|---|---|---|
| | | expressed agreement that the project as conceptually designed is generally compliant with the broader concepts from the design guidelines. The project will be evaluated using these guidelines again at site plan review by staff and the ARB will conduct a more thorough analysis of the design based on the guidelines when it reviews the formal application. |

# DEVELOPMENT PLAN

# PARKVIEW

## DP#19-01

## TOWN OF HERNDON, VIRGINIA




VICINITY MAP

SCALE: 1"=1,000'



THE ABOVE RENDERING IS FOR ILLUSTRATIVE PURPOSES ONLY, DESIGNED BY KGD ARCHITECTURE

## PROJECT TEAM

THE PROJECT TEAM IS COMPRISED OF THE FOLLOWING:

- APPLICANT/OWNER - PARKVIEW EXECUTIVE CENTER, JOINT VENTURE RLLP
- ENGINEER - CHRISTOPHER CONSULTANTS LLC.
- LANDSCAPE ARCHITECT - CHRISTOPHER CONSULTANTS LLC.
- ARCHITECT - KGD ARCHITECTURE
- TRANSPORTATION ENGINEER - GOROVE/SLADE, INC
- ATTORNEY - MCGUIRE WOODS LLP.

FOR ANY INQUIRIES ABOUT THIS DEVELOPMENT PLAN, PLEASE CONTACT:

JAMES POLICARO
SENIOR VICE PRESIDENT
LERNER ENTERPRISES
2000 TOWER OAKS BOULEVARD, 8th FLOOR
ROCKVILLE, MD 20852
PHONE: (301) 692-2375

DATE OF FIRST SUBMISSION: JULY 22nd 2019
DATE OF SECOND SUBMISSION: MAY 19th, 2020
DATE OF THIRD SUBMISSION: JULY 13th, 2021
DATE OF FORTH SUBMISSION: APRIL 8th, 2022
DATE OF FIFTH SUBMISSION: JUNE 21th, 2022

*APPLICANT / OWNER*

*PARKVIEW EXECUTIVE CENTER, JOINT VENTURE RLLP*

*2000 TOWER OAKS BOULEVARD, 8th FLOOR*
*ROCKVILLE, MD 20852*

LERNER
christopher consultants
KGD architecture
GOROVE / SLADE Transportation Planners and Engineers
McGUIREWOODS

COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
Lic. No. 19279
2022-06-21
PROFESSIONAL ENGINEER

PARKVIEW
DEVELOPMENT PLAN
DP# 19-01
TOWN OF HERNDON, VIRGINIA

| MARK | DATE | DESCRIPTION |
|---|---|---|
| | 2020-05-19 | 1st SUBMISSION TOWN COMMENTS |
| | 2021-07-13 | 2nd SUBMISSION TOWN COMMENTS |
| | 2022-04-08 | 3rd SUBMISSION TOWN COMMENTS |
| | 2022-06-21 | 4th SUBMISSION TOWN COMMENTS |

PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

COVER SHEET

SHEET No.

1.0

## GENERAL NOTES:

1. THE SUBJECT PROPERTY SHOWN HEREON IS RECORDED IN THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA AS FOLLOWS:

| TAX MAP | PIN# | LAND AREA | OWNER | | |
|---|---|---|---|---|---|
| 16-4((10)) | 0164 10 0007C | 238,498 SF OR 5.475 AC | PARKVIEW EXECUTIVE CENTER, JOINT VENTURE | PARKWAY TRADE CENTER PCL 7C | 593 HERNDON PARKWAY HERNDON, VA |

2. PER THE TOWN OF HERNDON ZONING ORDINANCE, THE SUBJECT PROPERTY IS CURRENTLY ZONED PD-TOC (PLANNED DEVELOPMENT-TRANSIT ORIENTED CORE).
3. THE SUBJECT PROPERTY IS SURROUNDED ON ALL SIDES BY PROPERTY DEVELOPED WITH OFFICE USES. THE LAND TO THE WEST, SOUTH AND EAST IS ZONED PD-TOC. THE LAND TO THE NORTH IS ZONED OFFICE & LIGHT INDUSTRIAL.
4. THE SUBJECT PROPERTY IS DEVELOPED WITH ONE (1) THREE STORY OFFICE BUILDING WITH SURFACE PARKING. THERE IS VEGETATION LOCATED ALONG THE PERIMETER OF THE PROPERTY. ACCESS TO THE SITE IS CURRENTLY FROM HERNDON PARKWAY.
5. THE SUBJECT PROPERTY WILL REMAIN ZONED PD-TOC, SUBJECT TO THE PD-TOC REQUIREMENTS OF SECTION 78-50.8 OF THE TOWN OF HERNDON MUNICODE.
6. BOUNDARY AND TOPOGRAPHIC SURVEY (ACTUAL GROUND SURVEY) WAS COMPLETED BY CHRISTOPHER CONSULTANTS, LTD. BETWEEN THE DATES OF MARCH 8th AND MARCH 15th, 2019. THE CONTOUR INTERVAL IS TWO (2) FEET.
7. DURING THE PROCESS OF PHYSICAL SURVEYING, NO EVIDENCE OF A CEMETERY WAS FOUND. NO FURTHER INSPECTION OF THIS PROPERTY HAS BEEN MADE FOR POSSIBLE CEMETERIES.
8. THE PROPERTY SHOWN HEREON IS LOCATED ON THE FLOOD INSURANCE RATE MAP (FIRM), COMMUNITY PANEL NO. 51059C0110 E, REVISED ON SEPTEMBER 17, 2010. BY GRAPHICAL DEPICTION ONLY, THE PROPERTY SHOWN HEREON IS SHOWN IN FLOOD ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
9. THE SUBJECT PROPERTY LIES COMPLETELY OUTSIDE OF THE CHESAPEAKE BAY RESOURCE PROTECTION AREA (RPA) AS PER THE 2006 TOWN OF HERNDON CHESAPEAKE BAY PRESERVATION AREAS MAP.
10. A WETLAND DELINEATION WAS NOT DONE SINCE THE SITE IS CURRENTLY FULLY DEVELOPED.
11. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO KNOWN HAZARDOUS OR TOXIC SUBSTANCES LOCATED ON THE SUBJECT PROPERTY.
12. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO KNOWN SCENIC ASSETS OR NATURAL FEATURES LOCATED ON THE SUBJECT PROPERTY THAT ARE DESERVING OF PROTECTION AND PRESERVATION.
13. THE SUBJECT PROPERTY LIES COMPLETELY WITHIN THE JURISDICTION OF THE TOWN OF HERNDON AND IS CURRENTLY LOCATED WITHIN THE DRANESVILLE TOWN OF HERNDON TRANS DULLES RAIL WEST DISTRICT.
14. THE SUBJECT PROPERTY IS TO BE SERVED BY PUBLIC WATER AND SANITARY SEWER. ALL PROPOSED SANITARY SEWER AND WATER SERVICES WILL BE DESIGNED IN ACCORDANCE WITH APPLICABLE TOWN OF HERNDON REQUIREMENTS.
15. THE SWM SYSTEM AND BMP PRACTICES IN THE PLAN WILL MEET ALL STATE AND LOCAL TOWN OF HERNDON REQUIREMENTS AT THE TIME OF SITE PLAN REVIEW. ALL SWM QUALITY AND QUANTITY REQUIREMENTS FOR THE PROJECT (INCLUDING REQUIREMENTS GENERATED BY OFFSITE DISTURBED AREAS AND FRONTAGE IMPROVEMENT AREAS) WILL BE MET ON-SITE. ALL PROPOSED SWM FACILITIES WILL BE PROVIDED ON-SITE AND WILL BE PRIVATELY MAINTAINED.
16. NOTWITHSTANDING THE IMPROVEMENTS AND TABULATIONS SHOWN ON THIS PLAN, THE APPLICANT RESERVES THE RIGHT TO MAKE MODIFICATIONS TO THE FINAL DESIGN PLAN AND TO COMPLY WITH FINAL ENGINEERING AND NEW CRITERIA AND REGULATIONS WHICH MAY BE ADOPTED BY THE TOWN OF HERNDON SUBSEQUENT TO THE SUBMISSION OF THIS APPLICATION, PROVIDED THAT SUCH MODIFICATIONS DO NOT RESULT IN A PLAN THAT IS NOT IN SUBSTANTIAL CONFORMANCE WITH THE APPROVED DEVELOPMENT PLAN. THE BUILDING FOOTPRINTS, OPEN SPACE AND SITE IMPROVEMENTS SHOWN HEREIN ARE PRELIMINARY. FINAL BUILDING FOOTPRINTS AND SITE IMPROVEMENTS WILL BE CONFIGURED AT THE TIME OF SITE PLAN APPROVAL, SUBJECT TO MARKET CONDITIONS, BUT SHALL BE IN SUBSTANTIAL CONFORMANCE WITH THE APPROVED DEVELOPMENT PLAN. ANY REVISIONS TO THE PLAN WHICH MAY OCCUR AT SITE PLAN IN RESPONSE TO POST-COVID CONSIDERATIONS WILL BE IN SUBSTANTIAL CONFORMANCE WITH THIS DEVELOPMENT PLAN.
17. A MODIFICATION IS BEING REQUESTED FOR SECTION 78-100.2 OF THE ZONING ORDINANCE WITH REGARDS TO THE LOADING SPACE REQUIREMENTS FOR BUILDING C.
18. THE ENGINEER HAS PERFORMED PRELIMINARY ANALYSIS OF THE PROJECT TO CONFIRM THAT THE SITE CAN BE PROPERLY DRAINED WITHOUT IMPACTING THE LAYOUT OF THE BUILDINGS AND ROADWAYS AS APPROVED ON THE GDP. IN PARTICULAR, ANALYSIS WAS PERFORMED IN THE AREA ALONG THE SOUTHERN BOUNDARY OF THE SITE WHERE LOW SPOTS ARE SHOWN. IF THE BUILDING AND ROADWAY LAYOUT SHOWN ON THIS PLAN MUST BE CHANGED IN THE FUTURE TO ACCOMMODATE STORM DRAINAGE SYSTEMS, A REVISION TO THE GDP WILL BE REQUIRED.

## PROJECT NARRATIVE:

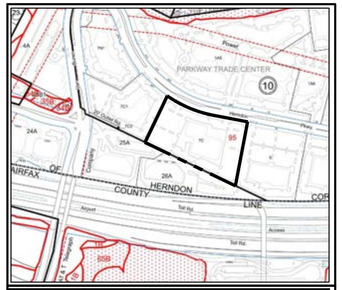
THE APPLICANT PROPOSES TO DEVELOP THE PROPERTY WITH ONE OF TWO DEVELOPMENT OPTIONS: MIXED USE - RESIDENTIAL, OFFICE AND RETAIL OR COMMERCIAL - OFFICE AND RETAIL. EACH OPTION CONSISTS OF THREE BUILDINGS WITH ABOVEGROUND STRUCTURED PARKING PROVIDED FOR EACH. THIS PROJECT MAY BE DEVELOPED IN A PHASED APPROACH ACCORDING TO MARKET CONDITIONS.

## LEGAL DESCRIPTION:

TAX MAP 16-4 ((10)) 7C
593 HERNDON PARKWAY
HERNDON, VIRGINIA 20170

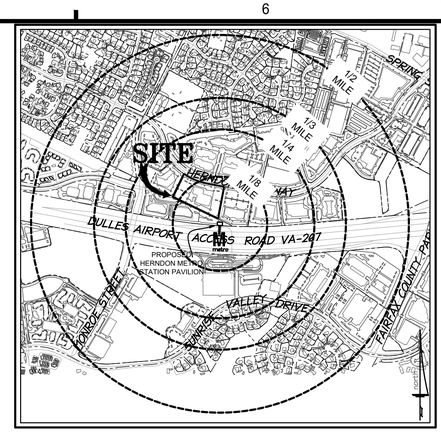
ALL OF THAT CERTAIN LOT, PIECE OR PARCEL OF LAND, SITUATE, LYING AND BEING IN THE TOWN OF HERNDON, FAIRFAX COUNTY VIRGINIA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LOT 7C, PARKWAY TRADE CENTER, CONTAINING AN AREA OF 238,498 SQUARE FEET OR 5.4751606 ACRES OF LAND MORE OR LESS.




| SOIL NO. | SOIL NAME |
|---|---|
| 95 | URBAN LAND |

SOILS MAP
(SOURCE: FAIRFAX COUNTY TAX MAPS)
SCALE: 1" = 500'




METRO PROXIMITY MAP
SCALE: 1" = 1,000'

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LERNER
christopher consultants
KGD architecture
GOROVE / SLADE Transportation Planners and Engineers
McGUIREWOODS

COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
Lic. No. 19279
2022-06-21
PROFESSIONAL ENGINEER

# PARKVIEW
## DEVELOPMENT PLAN
DP# 19 -01
TOWN OF HERNDON, VIRGINIA

| MARK | DATE | DESCRIPTION |
|---|---|---|
| | 2020-05-19 | 1st SUBMISSION TOWN COMMENTS |
| | 2021-07-13 | 2nd SUBMISSION TOWN COMMENTS |
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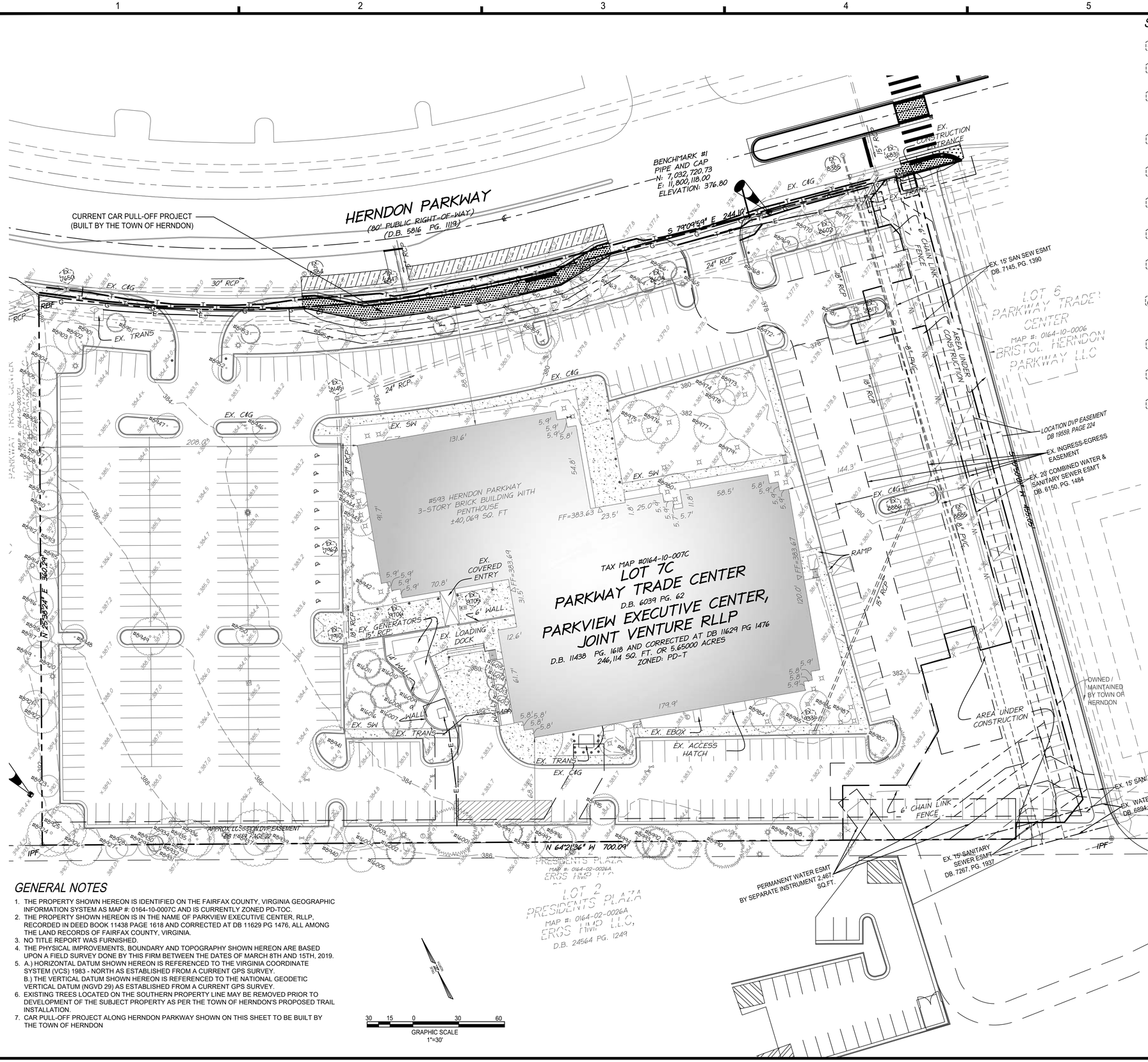
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

GENERAL NOTES & PROPERTY INFORMATION

SHEET No.

2.0




## GENERAL NOTES

1. THE PROPERTY SHOWN HEREON IS IDENTIFIED ON THE FAIRFAX COUNTY, VIRGINIA GEOGRAPHIC INFORMATION SYSTEM AS MAP #: 0164-10-0007C AND IS CURRENTLY ZONED PD-TOC.
2. THE PROPERTY SHOWN HEREON IS IN THE NAME OF PARKVIEW EXECUTIVE CENTER, RLLP, RECORDED IN DEED BOOK 11438 PAGE 1618 AND CORRECTED AT DB 11629 PG 1476, ALL AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA.
3. NO TITLE REPORT WAS FURNISHED.
4. THE PHYSICAL IMPROVEMENTS, BOUNDARY AND TOPOGRAPHY SHOWN HEREON ARE BASED UPON A FIELD SURVEY DONE BY THIS FIRM BETWEEN THE DATES OF MARCH 8TH AND 15TH, 2019.
5. A.) HORIZONTAL DATUM SHOWN HEREON IS REFERENCED TO THE VIRGINIA COORDINATE SYSTEM (VCS) 1983 - NORTH AS ESTABLISHED FROM A CURRENT GPS SURVEY.
   B.) THE VERTICAL DATUM SHOWN HEREON IS REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM (NGVD 29) AS ESTABLISHED FROM A CURRENT GPS SURVEY.
6. EXISTING TREES LOCATED ON THE SOUTHERN PROPERTY LINE MAY BE REMOVED PRIOR TO DEVELOPMENT OF THE SUBJECT PROPERTY AS PER THE TOWN OF HERNDON'S PROPOSED TRAIL INSTALLATION.
7. CAR PULL-OFF PROJECT ALONG HERNDON PARKWAY SHOWN ON THIS SHEET TO BE BUILT BY THE TOWN OF HERNDON

## STORM STRUCTURE DATA

- EX. 7648: RIM EL. = 387.79; INV OUT (30" RCP TO 7650) = 380.50
- EX. 7650: RIM EL. = 384.60; INV IN (30" RCP FROM 7649) = 378.80; INV OUT (30" RCP TO 6847) = 378.30
- EX. 6847: RIM EL. = 381.12; INV IN (30" RCP FROM 7650) = 374.75; INV IN (15" RCP FROM NORTHEAST) = 375.44; INV OUT (33" RCP TO 6831) = 374.39
- EX. 7910: RIM EL. = 383.25; INV IN (15" RCP FROM EAST) = 375.55; INV OUT (18" RCP TO 7962) = 375.34
- EX. 7962: RIM EL. = 382.65; INV IN (18" RCP FROM 7910) = 374.82; INV OUT (21" RCP TO 8145) = 374.57
- EX. 8145: RIM EL. = 382.45; INV IN (21" RCP FROM 7962) = 373.65; INV OUT (24" RCP TO 8604) = 373.35
- EX. 8604: RIM EL. = 378.80; INV IN (24" RCP FROM 8145) = 371.92; INV OUT (24" RCP TO 8602) = 371.59
- EX. 8602: RIM EL. = 377.00; INV IN (24" RCP FROM 8604) = 371.00; INV IN (18" RCP FROM 8817) = 372.05; INV OUT (27" RCP TO 6831) = 370.80
- EX. 6831: RIM EL. = 375.63; INV IN (27" RCP FROM 8602) = 370.37; INV IN (15" RCP FROM NORTHEAST) = 371.46; INV OUT (42" RCP TO EAST) = 369.12
- EX. 8817: RIM EL. = 378.14; INV IN (18" RCP FROM 8886) = 373.35; INV OUT (18" RCP TO 8602) = 372.94
- EX. 8886: RIM EL. = 380.24; INV IN (15" RCP FROM 9331) = 376.16; INV OUT (18" RCP TO 8817) = 376.08
- EX. 9331: RIM EL. = 382.19; INV OUT (15" RCP TO 8886) = 377.94

## LEGEND

- EX. CONTOUR (424)
- EX. WOODS LINE
- EX. BOUNDARY

## TREE LEGEND

- DECIDUOUS TREE
- CONIFEROUS TREE
- #1234 ALUMINUM TREE TAG NUMBER
- DT DECIDUOUS TREE
- CT CONIFEROUS TREE
- CT SZ 15/7 — TRUNK SIZE (IN INCHES); TREE COVER (RADIUS IN FEET); TREE TYPE

## SANITARY STRUCTURE DATA

- EX. 8385: RIM EL. = 375.80; INACCESSIBLE - REQUIRES TRAFFIC CONTROL
- EX. 8885: RIM EL. = 380.69; INV IN (8" PVC FROM SOUTH) = 368.67; INV OUT (8" PVC TO 8385) = 368.55
- EX. 6884: RIM EL. = 381.60; INACCESSIBLE - REQUIRES TRAFFIC CONTROL
- EX. 7063: RIM EL. = 385.02; INACCESSIBLE - REQUIRES TRAFFIC CONTROL

## SCHEDULE OF TREES

| Tree Tag# | Tree Description | Tree Tag# | Tree Description |
|---|---|---|---|
| 8901 | DT SZ8/11 | 8958 | DT SZ10/14 |
| 8902 | DT SZ8/10 | 8959 | DT SZ12/21 |
| 8903 | DT SZ11/20 | 8960 | DT SZ12/12 |
| 8904 | DT SZ11/14 | 8961 | DT SZ12/14 |
| 8905 | DT SZ11/12 | 8962 | DT SZ12/14 |
| 8906 | DT SZ8/27 | 8963 | DT SZ12/16 |
| 8907 | DT SZ8/11 | 8964 | CT SZ5/11 |
| 8908 | DT SZ8/13 | 8965 | CT SZ6/12 |
| 8909 | DT SZ9/14 | 8966 | CT SZ6/8 |
| 8910 | DT SZ9/9 | 8968 | DT SZ8/11 |
| 8912 | DT SZ9/9 | 8969 | CT SZ5/8 |
| 8913 | DT SZ9/11 | 8970 | DT SZ12/19 |
| 8914 | DT SZ9/12 | 8971 | DT SZ14/21 |
| 8915 | DT SZ9/8 | 8972 | DT SZ6/8 |
| 8916 | DT SZ9/13 | 8973 | DT SZ12/23 |
| 8917 | DT SZ7/8 | 8974 | DT SZ7/8 |
| 8918 | DT SZ7/9 | 8975 | DT SZ13/20 |
| 8919 | DT SZ7/8 | 8976 | DT SZ12/34 |
| 8920 | DT SZ11/14 | 8977 | DT SZ10/10 |
| 8921 | DT SZ9/9 | 8978 | DT SZ8/8 |
| 8922 | DT SZ11/20 | 8979 | DT SZ9/17 |
| 8923 | DT SZ7/8 | 8980 | DT SZ10/10 |
| 8924 | DT SZ15/31 | 8981 | CT SZ8/10 |
| 8925 | DT SZ15/22 | 8982 | CT SZ12/14 |
| 8926 | DT SZ12/19 | 8983 | DT SZ11/19 |
| 8927 | DT SZ7/9 | 8984 | DT SZ11/13 |
| 8928 | DT SZ7/19 | 8985 | DT SZ9/8 |
| 8929 | DT SZ7/12 | 8986 | DT SZ9/15 |
| 8930 | CT SZ5/12 | 8987 | DT SZ4/11 |
| 8931 | DT SZ8/12 | 8988 | DT SZ6/9 |
| 8932 | DT SZ8/9 | 8989 | DT SZ14/15 |
| 8933 | DT SZ8/14 | 8990 | CT SZ12/19 |
| 8934 | DT SZ13/26 | 8991 | DT SZ12/15 |
| 8935 | DT SZ13/20 | 8992 | CT SZ10/10 |
| 8936 | DT SZ11/11 | 8993 | CT SZ10/14 |
| 8937 | DT SZ8/19 | 8994 | DT SZ10/10 |
| 8938 | DT SZ18/24 | 8995 | DT SZ10/15 |
| 8939 | DT SZ10/16 | 8996 | DT SZ10/8 |
| 8940 | DT SZ12/28 | 8997 | DT SZ12/14 |
| 8941 | DT SZ14/14 | 8998 | DT SZ12/15 |
| 8942 | CT SZ10/15 | 8999 | CT SZ6/11 |
| 8943 | DT SZ10/13 | 16001 | CT SZ15/40 |
| 8944 | DT SZ10/13 | 16002 | CT SZ9/17 |
| 8945 | DT SZ10/16 | 16003 | DT SZ9/9 |
| 8946 | DT SZ8/8 | 16004 | DT SZ9/12 |
| 8947 | DT SZ8/11 | 16005 | DT SZ9/13 |
| 8948 | DT SZ8/11 | 16007 | CT SZ9/9 |
| 8949 | DT SZ12/13 | 16008 | CT SZ8/10TRIP |
| 8950 | DT SZ7/9 | 16009 | CT SZ9/21 |
| 8951 | CT SZ6/10 | 16010 | CT SZ9/9 |
| 8952 | DT SZ9/11 | 16011 | CT SZ9/18 |
| 8953 | CT SZ6/9 | 16012 | CT SZ6/11 |
| 8954 | DT SZ9/14 | 16013 | CT SZ6/8TRIPLE |
| 8955 | DT SZ10/16 | 16014 | CT SZ6/12 |
| 8956 | CT SZ7/14 | 16015 | CT SZ6/12 |
| 8957 | DT SZ10/15 | 16016 | CT SZ9/13 |

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COMMONWEALTH OF VIRGINIA
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PROFESSIONAL ENGINEER
2022-06-21

# PARKVIEW
## DEVELOPMENT PLAN
DP# 19 -01
TOWN OF HERNDON, VIRGINIA

| MARK | DATE | DESCRIPTION |
|---|---|---|
| | 2020-05-19 | 1ST SUBMISSION TOWN COMMENTS |
| | 2021-07-13 | 2ND SUBMISSION TOWN COMMENTS |
| | 2022-04-08 | 3RD SUBMISSION TOWN COMMENTS |
| | 2022-06-21 | 4TH SUBMISSION TOWN COMMENTS |

PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

EXISITING CONDITIONS & EXISTING TREE SURVEY

SHEET No.

3.0

# MIXED-USE OPTION

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DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

MIXED USE OPTION

SHEET No.

---




## MAXIMUM FAR DEVELOPMENT TABULATIONS

| | |
|---|---|
| Total Site Area | 238,498 SF |
| Total FAR | 4.3 |
| Total GFA | 1,025,541 SF |

| Building | Use | GFA [3] | Number of Units | Required Parking Ratios | Required Parking Spaces | Provided Parking Spaces | Maximum Height (ft) [1] |
|---|---|---|---|---|---|---|---|
| A - Office Building | Office<br>Retail | 400,216<br>4,500 | N/A<br>N/A | 2.0/1,000 SF<br>1.25/1,000 SF | 801<br>6 | 1,040<br>8 | Up to 275' |
| B - Residential West Building | Residential | 353,812 | 375 | 1.0/Unit | 375 | 530 | Up to 275' |
| C - Residential North Building | Residential<br>Retail | 261,513<br>5,400 | 300<br>N/A | 1.0/Unit<br>1.25/1,000 SF | 300<br>7 | 438<br>16 | Up to 225' |

1. Building heights are above average site elevation and include above-grade parking levels, but do not include mechanical penthouse requirements or rooftop facilities (pool, deck, club room, etc.).
2. Square footage and dwelling units are approximate.
3. Applicant reserves the right to adjust GFA, use mix, unit counts and heights for each building in accordance with the proffers.
4. Applicant reserves the right to develop up to 4.3 FAR based on development plan. Total development square footage will not exceed 1,025,541 GFA, based on a 4.3 FAR.

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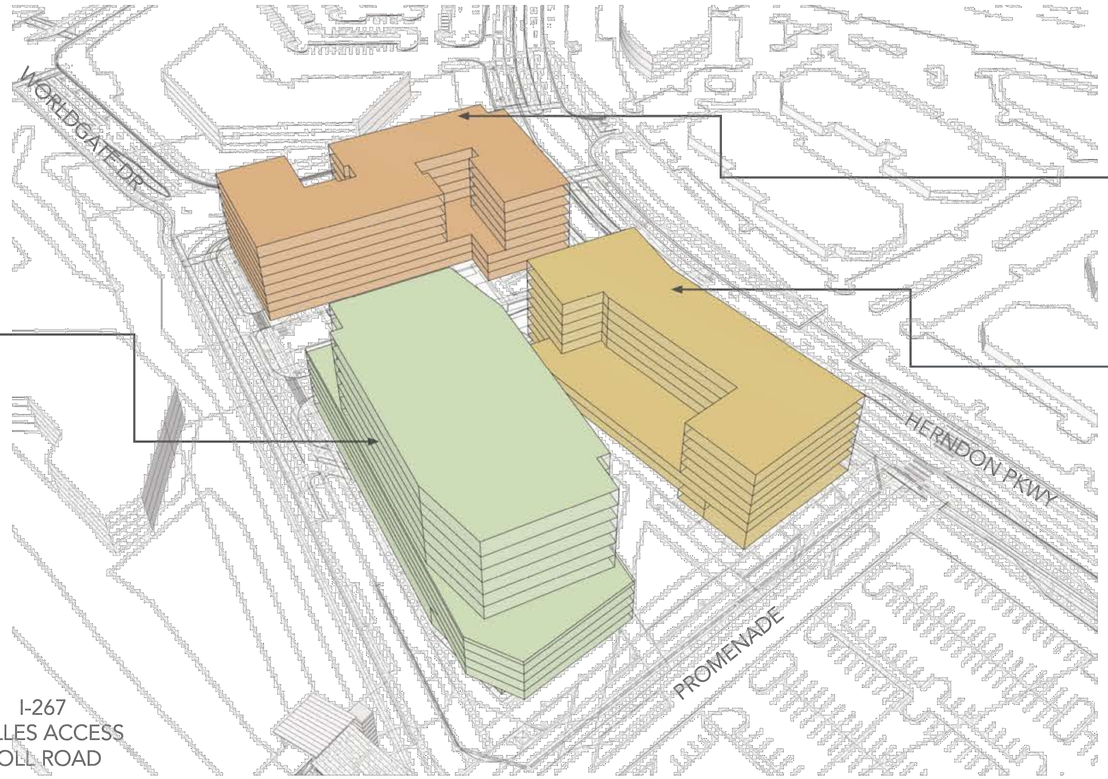
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: KGD
DRAWN: KGD
CHECKED: TBK

SHEET TITLE:

TABULATIONS BY BUILDING - MIXED USE OPTION

SHEET No.

4.0




## MINIMUM DEVELOPMENT TABULATIONS

| | |
|---|---|
| Total Site Area | 238,498 SF |
| Minimum FAR | 2.12 |
| Minimum GFA | 504,637 SF |

| Building | Use | GFA [3] | Number of Units | Required Parking Ratios | Required Parking Spaces | Provided Parking Spaces | Minimum Height (ft) [1] |
|---|---|---|---|---|---|---|---|
| A - Office Building | Office<br>Retail | 191,855<br>4,500 | N/A<br>N/A | 2.0/1,000 SF<br>1.25/1,000 SF | 384<br>6 | 532<br>8 | Up to 148' |
| B - Residential West Building | Residential | 184,697 | 183 | 1.0/Unit | 183 | 188 | Up to 85' |
| C - Residential North Building | Residential<br>Retail | 118,085<br>5,400 | 128<br>N/A | 1.0/Unit<br>1.25/1,000 SF | 128<br>7 | 152<br>8 | Up to 85' |

1. Building heights are above average site elevation and include above-grade parking levels, but do not include mechanical penthouse requirements or rooftop facilities (pool, deck, club room, etc.).
2. Square footage and dwelling units are approximate.
3. Applicant reserves the right to adjust GFA, use mix, unit counts and heights for each building in accordance with the proffers.
4. Applicant reserves the right to develop between a 2.12 and a 4.3 FAR based on the proffers.

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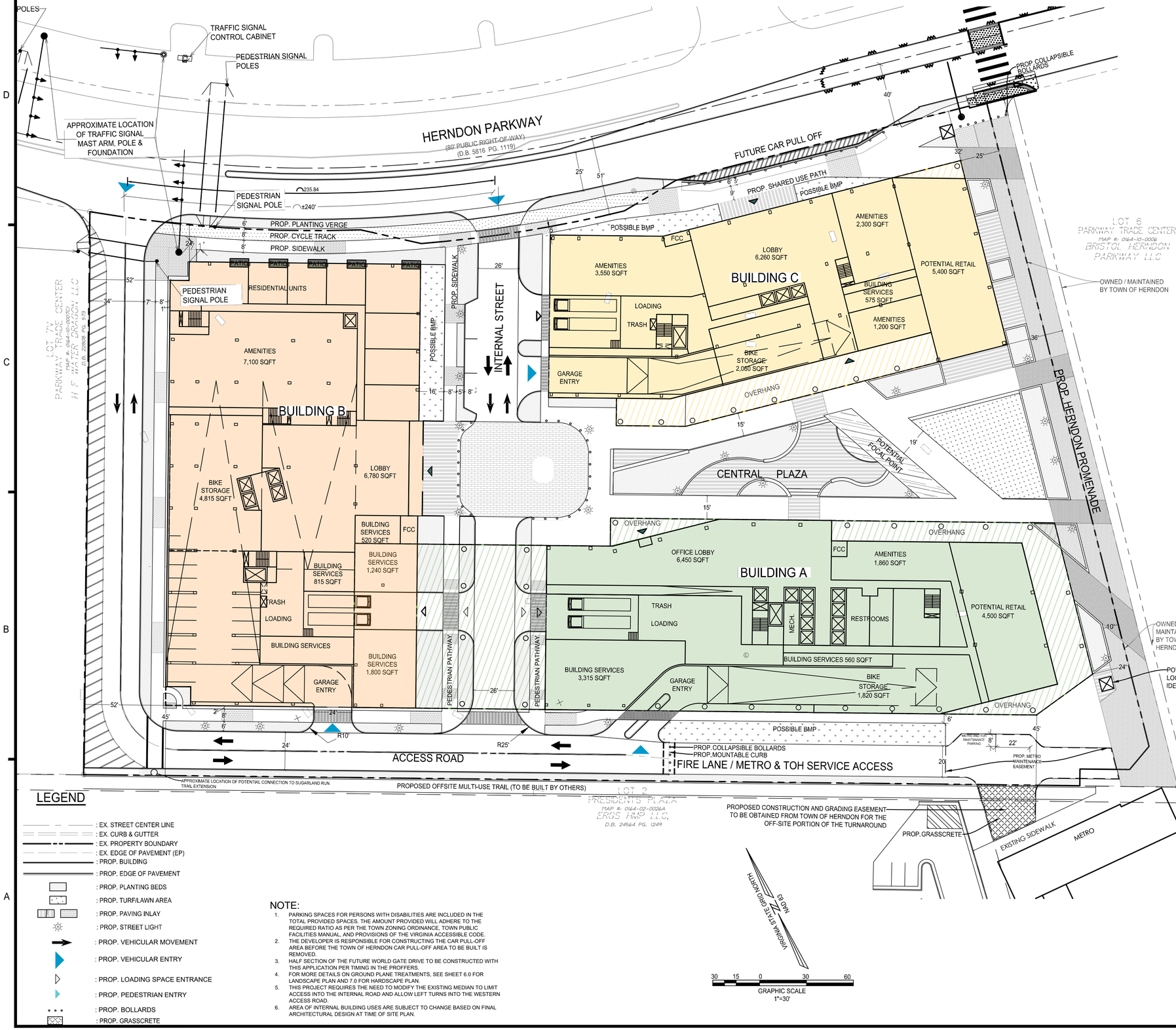
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: KGD
DRAWN: KGD
CHECKED: TBK

SHEET TITLE:

TABULATIONS BY BUILDING - MIXED USE OPTION (CONT'D)

SHEET No.

4.1




## LEGEND

- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. PROPERTY BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PLANTING BEDS
- : PROP. TURF/LAWN AREA
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. BOLLARDS
- : PROP. GRASSCRETE

## NOTE:

1. PARKING SPACES FOR PERSONS WITH DISABILITIES ARE INCLUDED IN THE TOTAL PROVIDED SPACES. THE AMOUNT PROVIDED WILL ADHERE TO THE REQUIRED RATIO AS PER THE TOWN ZONING ORDINANCE, TOWN PUBLIC FACILITIES MANUAL, AND PROVISIONS OF THE VIRGINIA ACCESSIBLE CODE.
2. THE DEVELOPER IS RESPONSIBLE FOR CONSTRUCTING THE CAR PULL-OFF AREA BEFORE THE TOWN OF HERNDON CAR PULL-OFF AREA TO BE BUILT IS REMOVED.
3. HALF SECTION OF THE FUTURE WORLD GATE DRIVE TO BE CONSTRUCTED WITH THIS APPLICATION PER TIMING IN THE PROFFERS.
4. FOR MORE DETAILS ON GROUND PLANE TREATMENTS, SEE SHEET 6.0 FOR LANDSCAPE PLAN AND 7.0 FOR HARDSCAPE PLAN.
5. THIS PROJECT REQUIRES THE NEED TO MODIFY THE EXISTING MEDIAN TO LIMIT ACCESS INTO THE INTERNAL ROAD AND ALLOW LEFT TURNS INTO THE WESTERN ACCESS ROAD.
6. AREA OF INTERNAL BUILDING USES ARE SUBJECT TO CHANGE BASED ON FINAL ARCHITECTURAL DESIGN AT TIME OF SITE PLAN.

## ZONING TABULATION REQUIREMENTS
PD-TOC

ZONING REGULATIONS REQUIREMENTS (AS PER ZO SEC. 78-50.8):

MINIMUM LOT SIZE: NO REQUIREMENT

DENSITY: FLOOR AREA RATIO (FAR): 0.70 FAR. UP TO 4.3 FAR THROUGH DEVELOPMENT PLAN APPROVAL

OPEN SPACE: NO MINIMUM REQUIRED

BUILDING SETBACKS: ALONG HERNDON PARKWAY, VAN BUREN STREET AND WORLDGATE CONNECTOR: BUILDINGS SHALL NOT BE LOCATED FURTHER THAN 15 FEET FROM THE ADJACENT EDGE OF THE PUBLIC STREETSCAPE

BUILDING TOWER SEPARATION (80+ FEET):
65' MIN. BETWEEN RESIDENTIAL BLDG. TOWERS ABOVE 80'
50' MIN. BETWEEN NONRESIDENTIAL BLDG. TOWERS ABOVE 80'

ACCESS DRIVE: MIN. 40' WIDE FROM BLDG. FACADE TO BLDG. FACADE

BUILDING HEIGHT: 275' INCLUSIVE OF PARKING LEVELS

PARKING:
RESIDENTIAL: LONG-TERM USE, 1.0 SPACE/DWELLING UNIT
BICYCLE, 0.75 SPACES/DWELLING UNIT
RETAIL: LONG-TERM USE, 1.25 SPACES/1,000 GROSS FLOOR AREA (GFA)
BICYCLE, 0.25 SPACES/1,000 GROSS FLOOR AREA (GFA)
OFFICE: LONG-TERM USE, 2.0 SPACES/1,000 GFA
BICYCLE, 0.20 SPACES/1,000 GROSS FLOOR AREA (GFA)

PARKING SPACE DIMENSIONS:
90 DEGREE: 8.5' x 18'
PARALLEL: 8' x 20'

LOADING SPACES:
MULTI-FAMILY: 1 SPACE PER 200 UNITS OR FRACTION THEREOF
OFFICE: 1 SPACE FOR 6,000 GFA (SF)
RETAIL: 1 SPACE FOR 3,000 - 14,999 GFA (SF)
2 SPACES FOR 15,000 - 49,000 GFA (SF)
3 SPACES FOR 50,000 - 99,999 GFA (SF)

LOADING SPACE DIMENSIONS: 17' WIDE x 25' LONG x 14' HIGH

TREE COVER: NO MINIMUM TREE COVER REQUIREMENT

## PROPOSED ZONING TABULATIONS
PD-TOC

OVERALL PROPOSED DEVELOPMENT PER MAXIMUM BUILDOUT (SHEET 4.0)

DENSITY: UP TO 4.3 FLOOR AREA RATIO (FAR)

BUILDING COVERAGE: ±109,777SF (±2.5AC) APPROXIMATELY 44% OF TOTAL SITE AREA

LOT WIDTH: APPROXIMATELY 598.88'

TOTAL OPEN SPACE PROVIDED: ±1.89 AC

TOTAL PARKING PROVIDED: UP TO 2,032 PARKING SPACES

TOTATL LOADING SPACES PROVIDED: 6 LOADING SPACES

### BUILDING A

MAXIMUM DENSITY AS SHOWN ON SHEET 4.0:
OFFICE (GSF) ± 400,216
RETAIL (GSF) ± 4,500
TOTAL ± 4064716

BUILDING SETBACKS:
± 272' FROM HERNDON PARKWAY ROW

BUILDING HEIGHT:
275' MAXIMUM

PROVIDED PARKING:
SURFACE SPACES (PROPOSED) 0
GARAGE SPACES (PROPOSED) UP TO 1,048
TOTAL SPACES PROVIDED UP TO 1,048

LOADING SPACES: 2

PROVIDED BIKE PARKING: UP TO 85 BIKE SPACES

### BUILDING B

DENSITY AS SHOWN ON SHEET 4.0:
RESIDENTIAL (GSF) ± 353,812
TOTAL ± 353,812

BUILDING SETBACKS:
± 25' FROM HERNDON PARKWAY ROW

BUILDING HEIGHT:
275' MAXIMUM

PROVIDED PARKING:
SURFACES SPACES (PROPOSED) 3
GARAGE SPACES (PROPOSED) UP TO 530
TOTAL SPACES PROVIDED UP TO 533

LOADING SPACES: 2

PROVIDED BIKE PARKING: UP TO 270 BIKE SPACES

### BUILDING C

DENSITY AS SHOWN ON SHEET 4.0:
RESIDENTIAL (GSF) ± 261,513
RETAIL (GSF) ± 5,400
TOTAL ± 266,913

BUILDING SETBACKS:
± 5' FROM HERNDON PARKWAY ROW

BUILDING HEIGHT:
225' MAXIMUM

PROVIDED PARKING:
SURFACES SPACES (PROPOSED) 0
GARAGE SPACES (PROPOSED) UP TO 454
TOTAL SPACES PROVIDED UP TO 454

LOADING SPACES: 2 (MODIFICATION BEING REQUESTED WITH THIS APPLICATION)

PROVIDED BIKE PARKING: UP TO 220 BIKE SPACES

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# PARKVIEW
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DP# 19-01
TOWN OF HERNDON, VIRGINIA

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PROJECT No.: 15031.002.00
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SHEET TITLE:

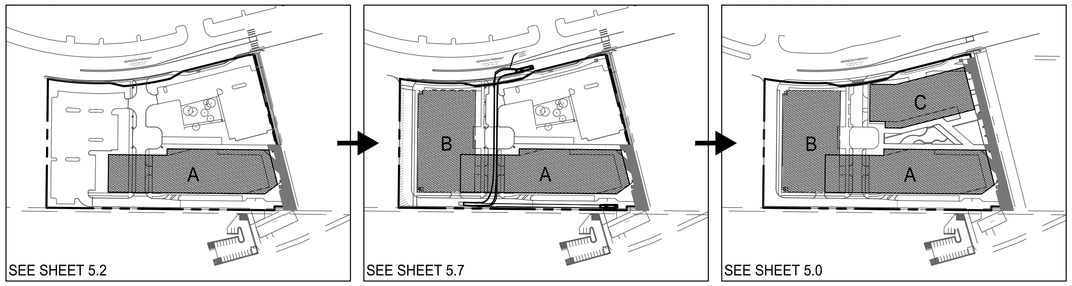
DEVELOPMENT PLAN - MIXED USE OPTION

SHEET No.

5.0

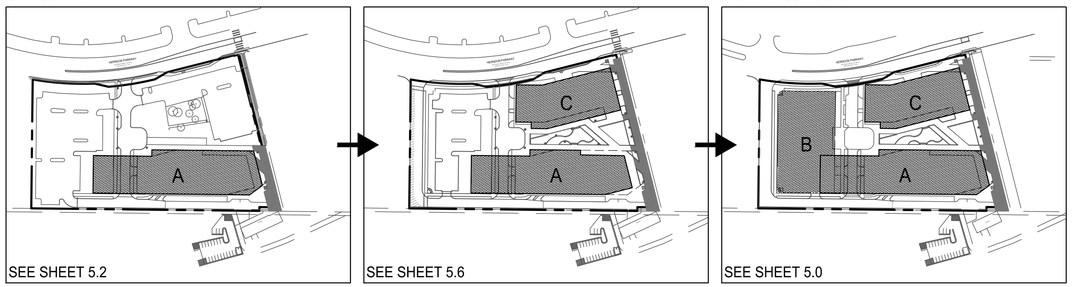
## BUILDING A DEVELOPS FIRST

OPTION 1




FULL BUILDOUT

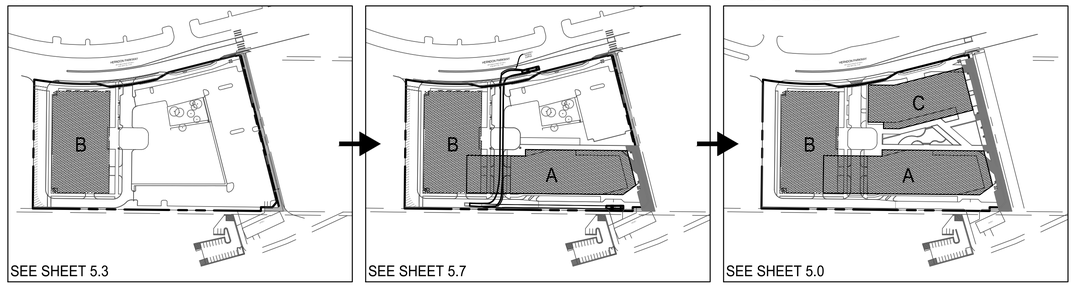
OPTION 2




FULL BUILDOUT

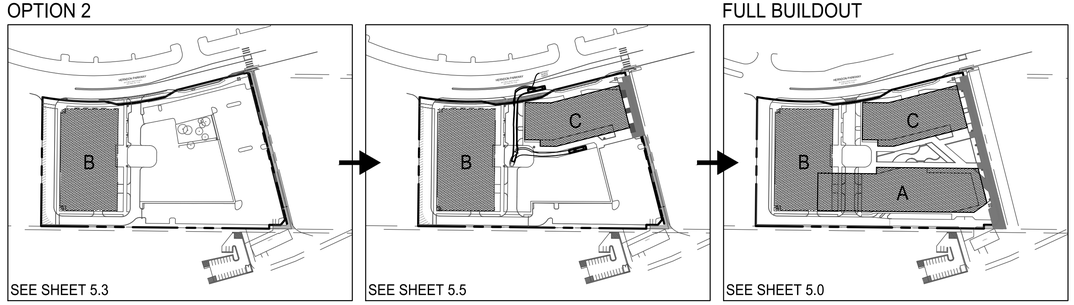
## BUILDING B DEVELOPS FIRST

OPTION 1




FULL BUILDOUT

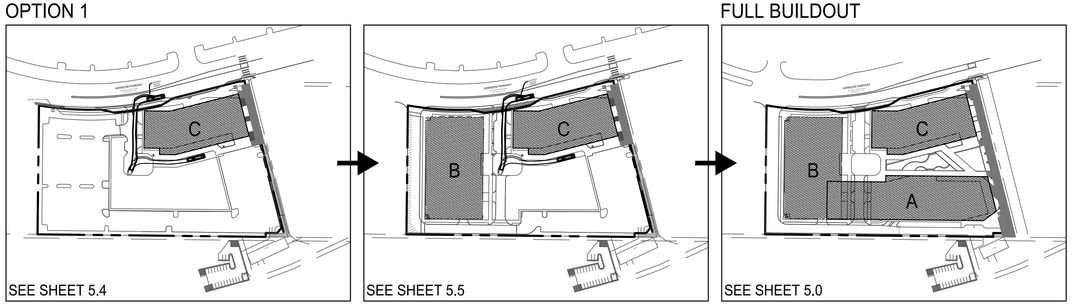
OPTION 2




FULL BUILDOUT

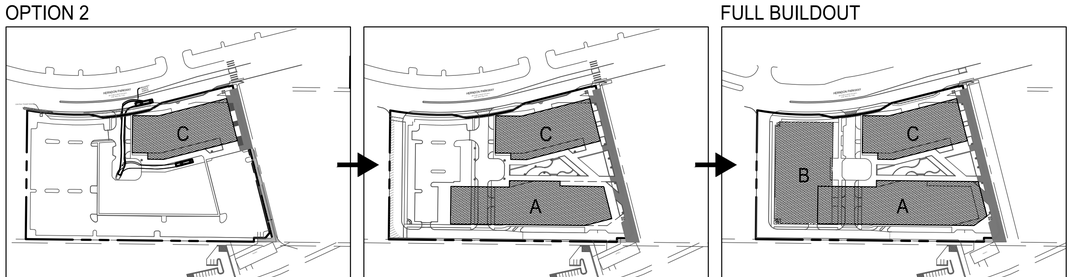
## BUILDING C DEVELOPS FIRST

OPTION 1




FULL BUILDOUT

OPTION 2




FULL BUILDOUT

NOTE:
1. THE TIMING OF PUBLIC ACCESS EASEMENTS AND STREETSCAPE EASEMENTS FOR THE IMPROVEMENTS SHOWN ON THE PHASING SHEETS SHALL BE AS SPECIFIED IN PROFFER 14, 15, OR 16.

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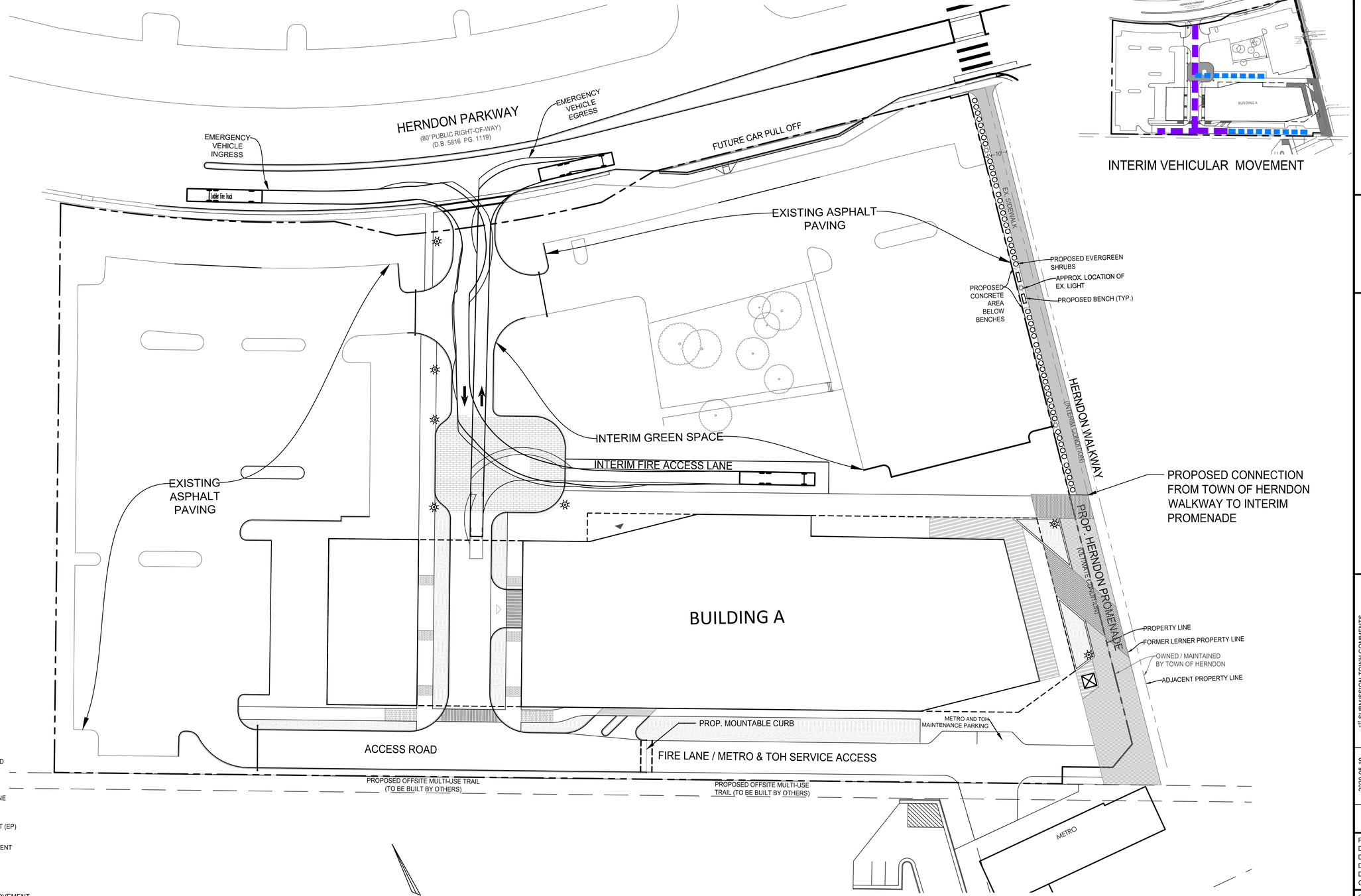
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SHEET TITLE:

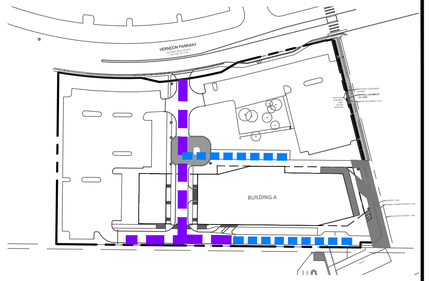
PHASING FLOWCHART - MIXED USE OPTION

SHEET No.

5.1




INTERIM VEHICULAR MOVEMENT



## LEGEND

- : STANDARD VEHICLE AND FIRE CIRCULATION
- : FIRE ACCESS ONLY
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. TEMPORARY BARRIER

NOTE:

1. METRO SERVICE ACCESS TO BE PROVIDED DURING ALL PHASES OF DEVELOPMENT AND FULL BUILDOUT.
2. THE LOWER LEVEL GARAGE AREAS ON THE WESTERN FACADE OF BUILDING A SHALL BE ARCHITECTURALLY TREATED WITH TEMPORARY SCREENING DURING INTERIM PHASES.
3. TOWN OF HERNDON WALKWAY WILL CONNECT TO PROPOSED GRADING OF PHASED PROMENADE IMPROVEMENTS.
4. EACH PHASE OF CONSTRUCTION SHALL MEET ALL SWM QUALITY AND QUANTITY REQUIREMENTS INDEPENDENT OF FUTURE CONSTRUCTION. THIS INCLUDES ALL SWM REQUIREMENTS FOR CONSTRUCTION OF ALL REQUIRED FRONTAGE IMPROVEMENTS.

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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DP# 19 -01
TOWN OF HERNDON, VIRGINIA

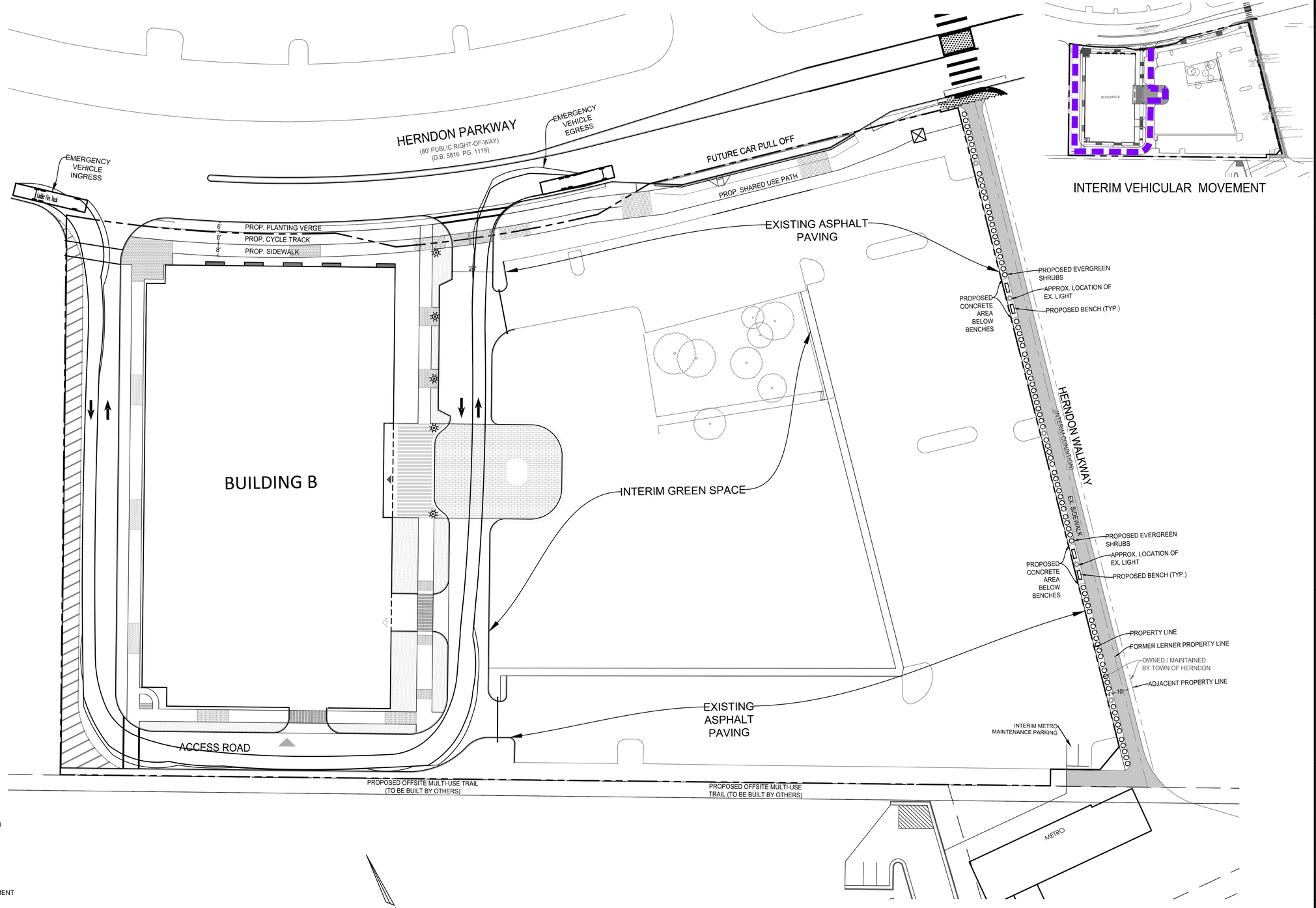
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|---|---|---|
| | 2020-05-19 | 1st SUBMISSION TOWN COMMENTS |
| | 2021-07-13 | 2nd SUBMISSION TOWN COMMENTS |
| | 2022-04-08 | 3rd SUBMISSION TOWN COMMENTS |
| | 2022-06-21 | 4th SUBMISSION TOWN COMMENTS |

PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING PLAN
BLDG A - MIXED USE OPTION

SHEET No.
5.2




## LEGEND

- : STANDARD VEHICLE AND FIRE CIRCULATION
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. TEMPORARY BARRIER

NOTE:

1. METRO SERVICE ACCESS TO BE PROVIDED DURING ALL PHASES OF DEVELOPMENT AND FULL BUILDOUT.
2. THE LOWER LEVEL GARAGE AREAS ON THE EASTERN FACADE OF BUILDING B SHALL BE ARCHITECTURALLY TREATED WITH TEMPORARY SCREENING DURING INTERIM PHASES.
3. EACH PHASE OF CONSTRUCTION SHALL MEET ALL SWM QUALITY AND QUANTITY REQUIREMENTS INDEPENDENT OF FUTURE CONSTRUCTION. THIS INCLUDES ALL SWM REQUIREMENTS FOR CONSTRUCTION OF ALL REQUIRED FRONTAGE IMPROVEMENTS.

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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christopher consultants
KGD architecture
GOROVE / SLADE Transportation Planners and Engineers
McGUIREWOODS

COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
Lic. No. 19279
2022-06-21
PROFESSIONAL ENGINEER

# PARKVIEW
## DEVELOPMENT PLAN
DP# 19 -01
TOWN OF HERNDON, VIRGINIA

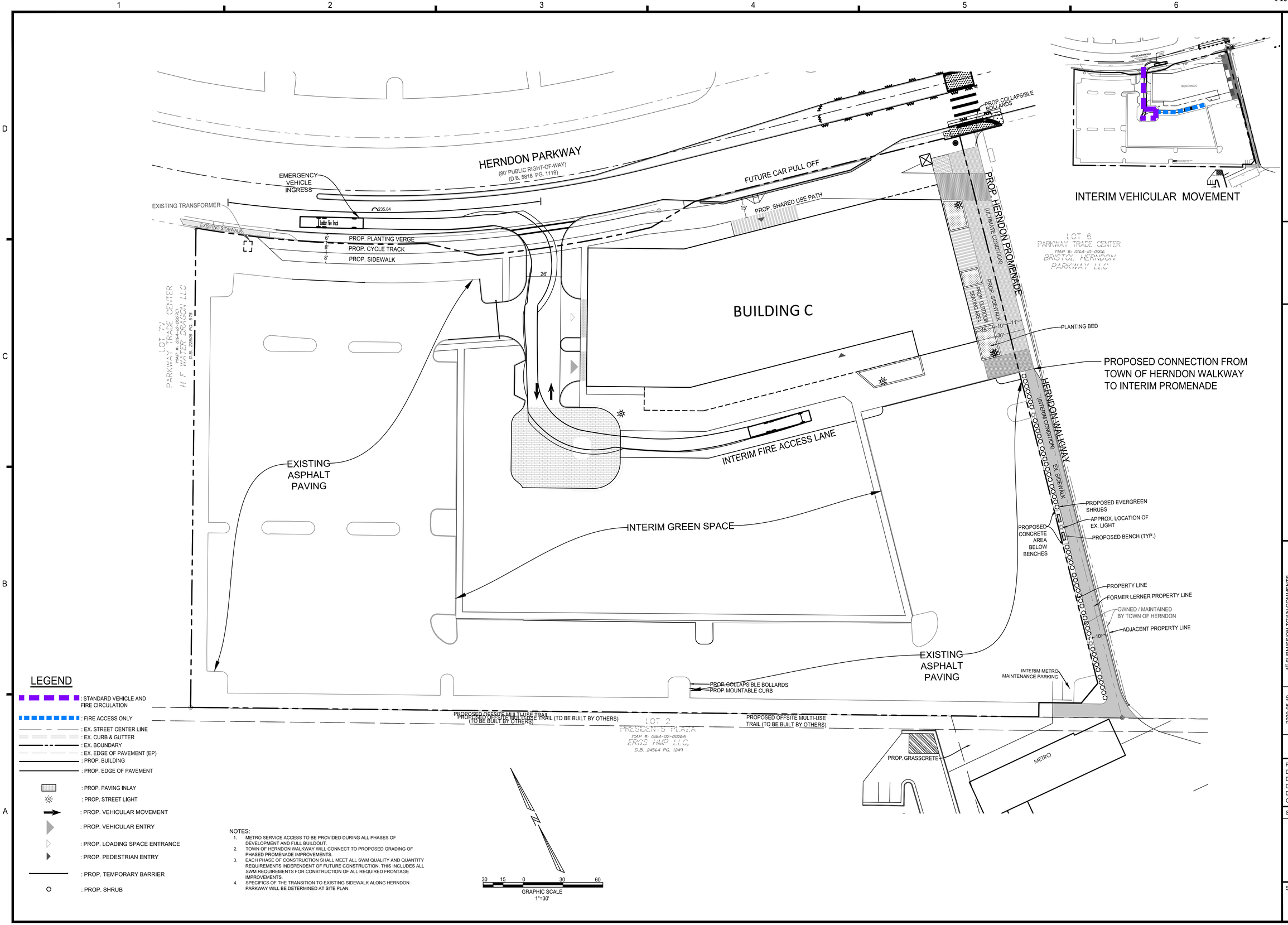
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PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING PLAN
BLDG B - MIXED USE OPTION

SHEET No.
5.3




## LEGEND

- : STANDARD VEHICLE AND FIRE CIRCULATION
- : FIRE ACCESS ONLY
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. TEMPORARY BARRIER
- : PROP. SHRUB

NOTES:
1. METRO SERVICE ACCESS TO BE PROVIDED DURING ALL PHASES OF DEVELOPMENT AND FULL BUILDOUT.
2. TOWN OF HERNDON WALKWAY WILL CONNECT TO PROPOSED GRADING OF PHASED PROMENADE IMPROVEMENTS.
3. EACH PHASE OF CONSTRUCTION SHALL MEET ALL SWM QUALITY AND QUANTITY REQUIREMENTS INDEPENDENT OF FUTURE CONSTRUCTION. THIS INCLUDES ALL SWM REQUIREMENTS FOR CONSTRUCTION OF ALL REQUIRED FRONTAGE IMPROVEMENTS.
4. SPECIFICS OF THE TRANSITION TO EXISTING SIDEWALK ALONG HERNDON PARKWAY WILL BE DETERMINED AT SITE PLAN.

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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2022-06-21
PROFESSIONAL ENGINEER

# PARKVIEW
## DEVELOPMENT PLAN
DP# 19 -01
TOWN OF HERNDON, VIRGINIA

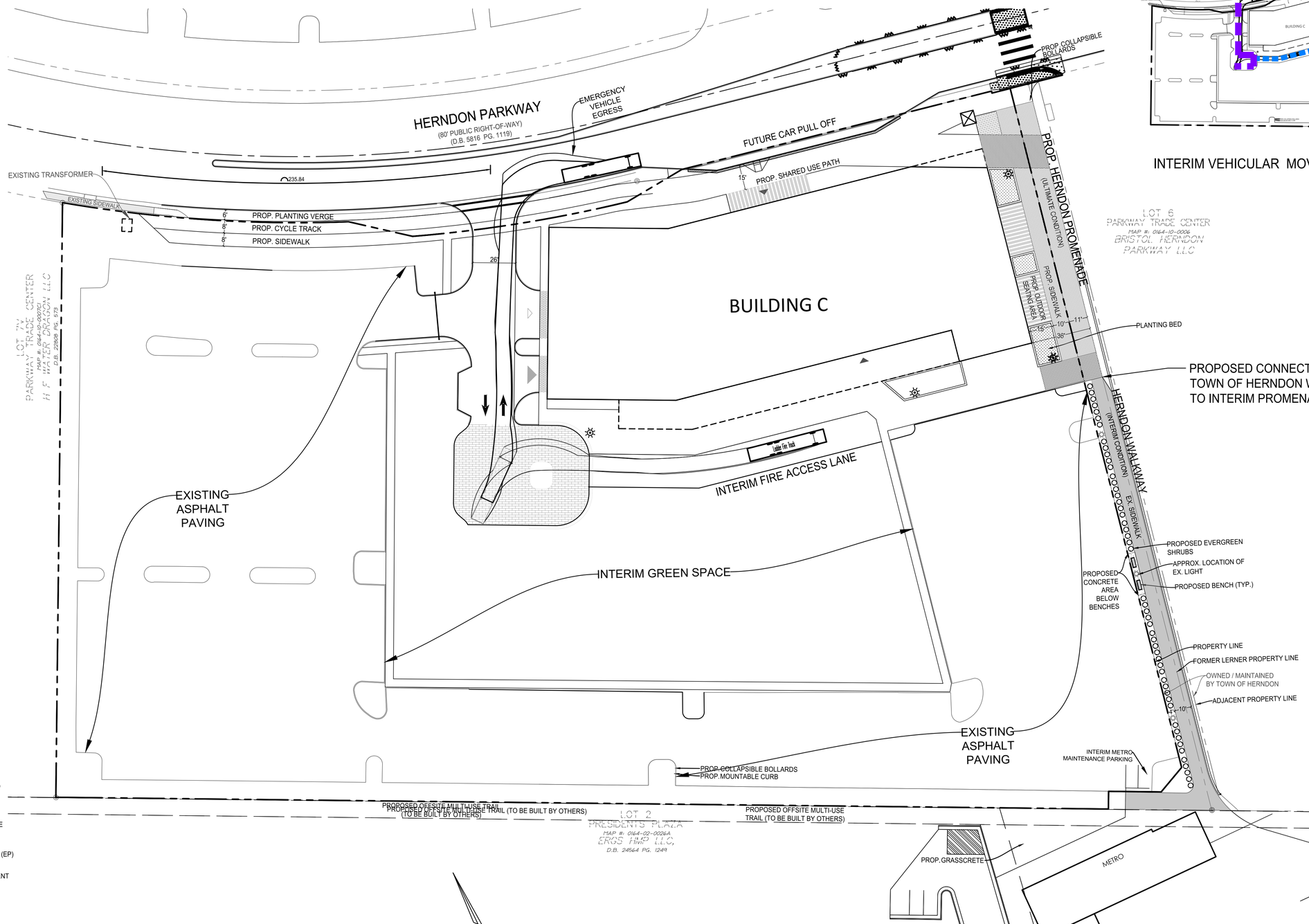
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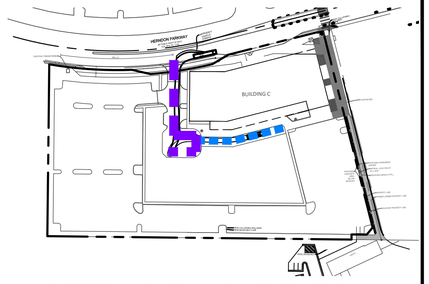
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING PLAN
BLDG C - MIXED USE OPTION

SHEET No.
5.4




## LEGEND

- : STANDARD VEHICLE AND FIRE CIRCULATION
- : FIRE ACCESS ONLY
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. TEMPORARY BARRIER
- : PROP. SHRUB

NOTES:
1. METRO SERVICE ACCESS TO BE PROVIDED DURING ALL PHASES OF DEVELOPMENT AND FULL BUILDOUT.
2. TOWN OF HERNDON WALKWAY WILL CONNECT TO PROPOSED GRADING OF PHASED PROMENADE IMPROVEMENTS.
3. EACH PHASE OF CONSTRUCTION SHALL MEET ALL SWM QUALITY AND QUANTITY REQUIREMENTS INDEPENDENT OF FUTURE CONSTRUCTION. THIS INCLUDES ALL SWM REQUIREMENTS FOR CONSTRUCTION OF ALL REQUIRED FRONTAGE IMPROVEMENTS.
4. SPECIFICS OF THE TRANSITION TO EXISTING SIDEWALK ALONG HERNDON PARKWAY WILL BE DETERMINED AT SITE PLAN.

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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PROFESSIONAL ENGINEER

# PARKVIEW
## DEVELOPMENT PLAN
DP# 19 -01
TOWN OF HERNDON, VIRGINIA

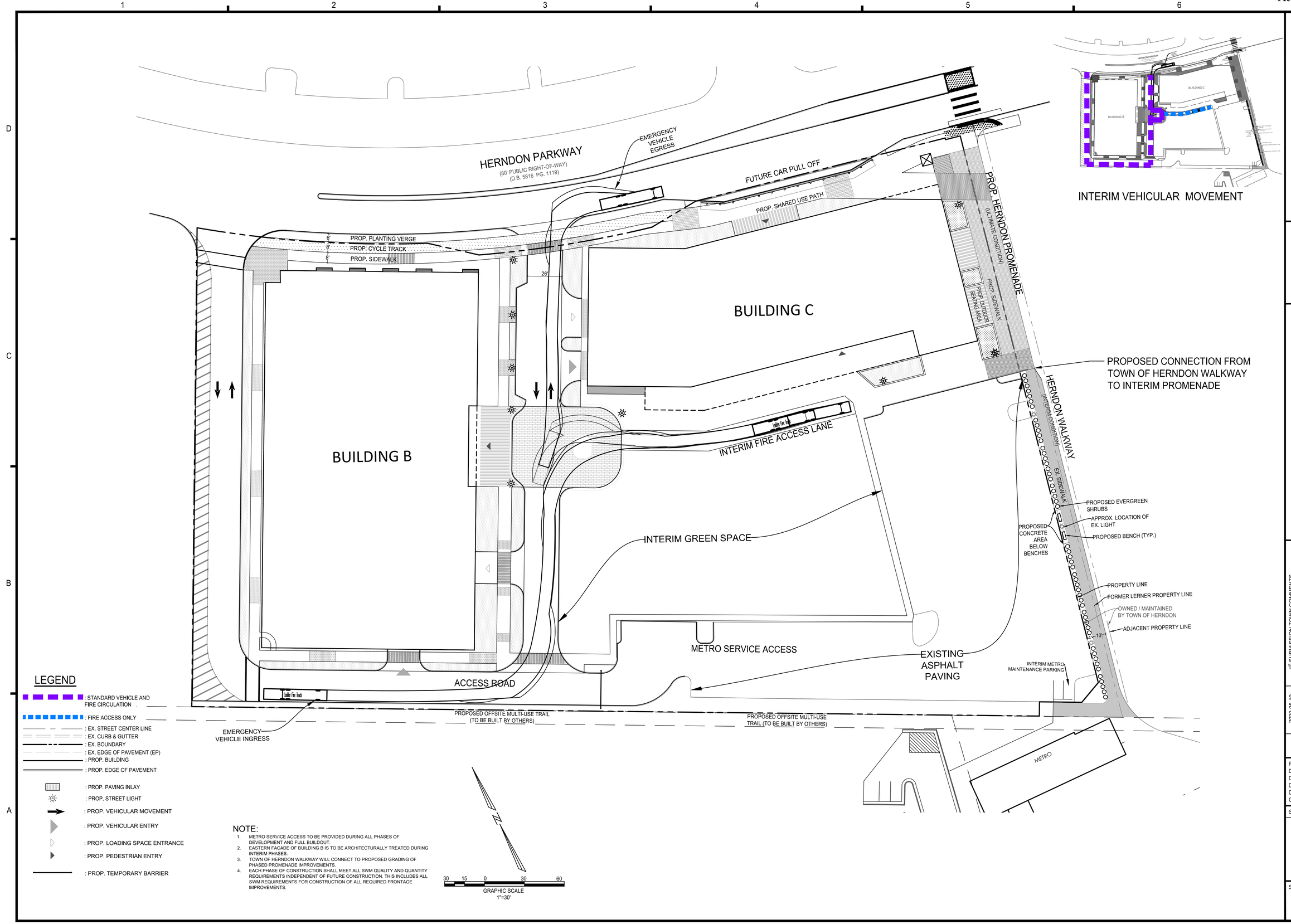
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PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASE PLAN
BLDG C - MIXED USE OPTION - EGRESS

SHEET No.
5.4A







INTERIM VEHICULAR MOVEMENT

## LEGEND

- : STANDARD VEHICLE AND FIRE CIRCULATION
- : FIRE ACCESS ONLY
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. TEMPORARY BARRIER

NOTE:

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30 15 0 30 60
GRAPHIC SCALE
1"=30'

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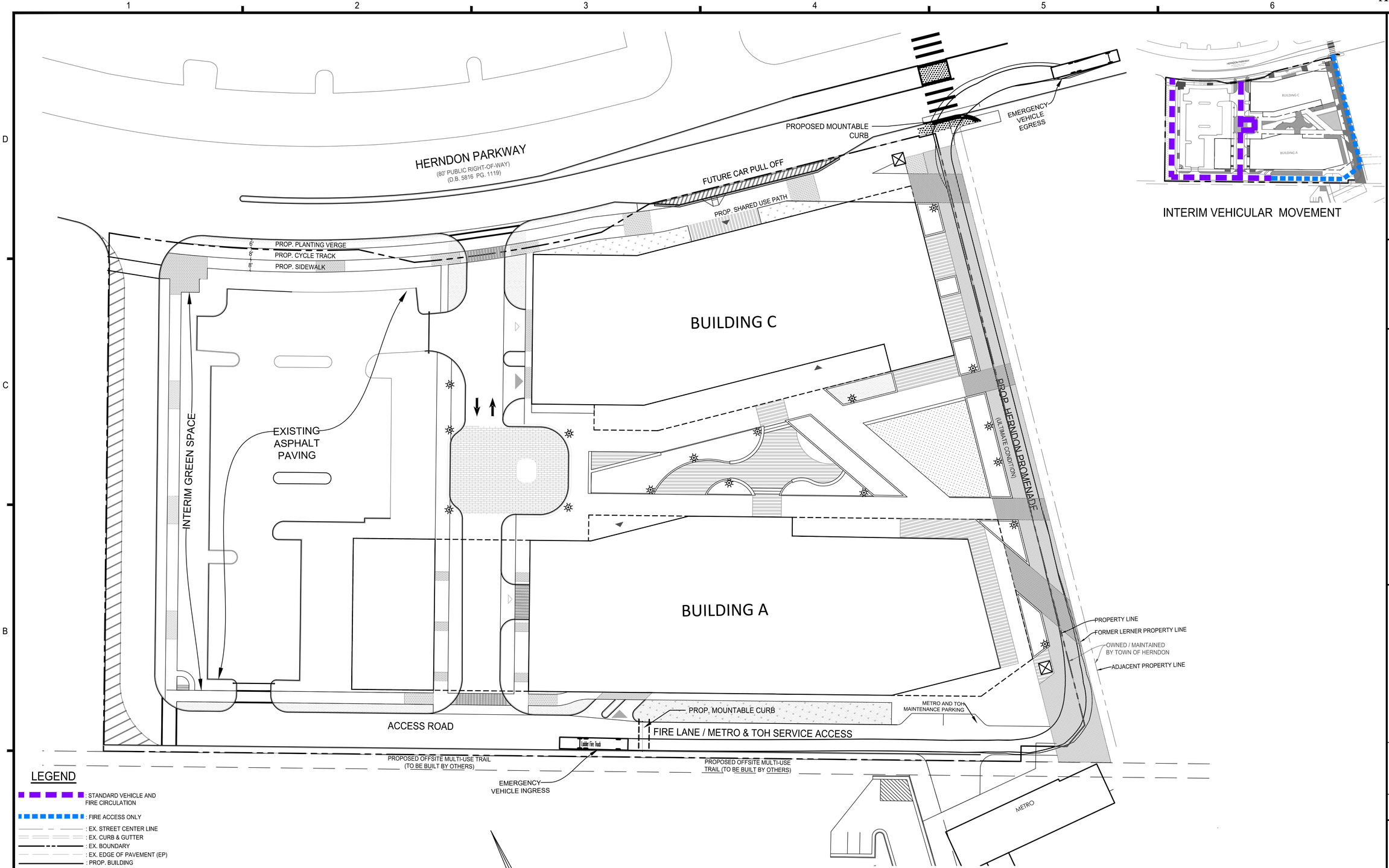
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DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING PLAN BLDGS B&C - MIXED USE OPTION

SHEET No.

5.5







INTERIM VEHICULAR MOVEMENT

## LEGEND

- : STANDARD VEHICLE AND FIRE CIRCULATION
- : FIRE ACCESS ONLY
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. TEMPORARY BARRIER

## NOTE:

1. METRO SERVICE ACCESS TO BE PROVIDED DURING ALL PHASES OF DEVELOPMENT AND FULL BUILDOUT.
2. WESTERN FACADE OF BUILDING A IS TO BE ARCHITECTURALLY TREATED DURING INTERIM PHASES.
3. EACH PHASE OF CONSTRUCTION SHALL MEET ALL SWM QUALITY AND QUANTITY REQUIREMENTS INDEPENDENT OF FUTURE CONSTRUCTION. THIS INCLUDES ALL SWM REQUIREMENTS FOR CONSTRUCTION OF ALL REQUIRED FRONTAGE IMPROVEMENTS.

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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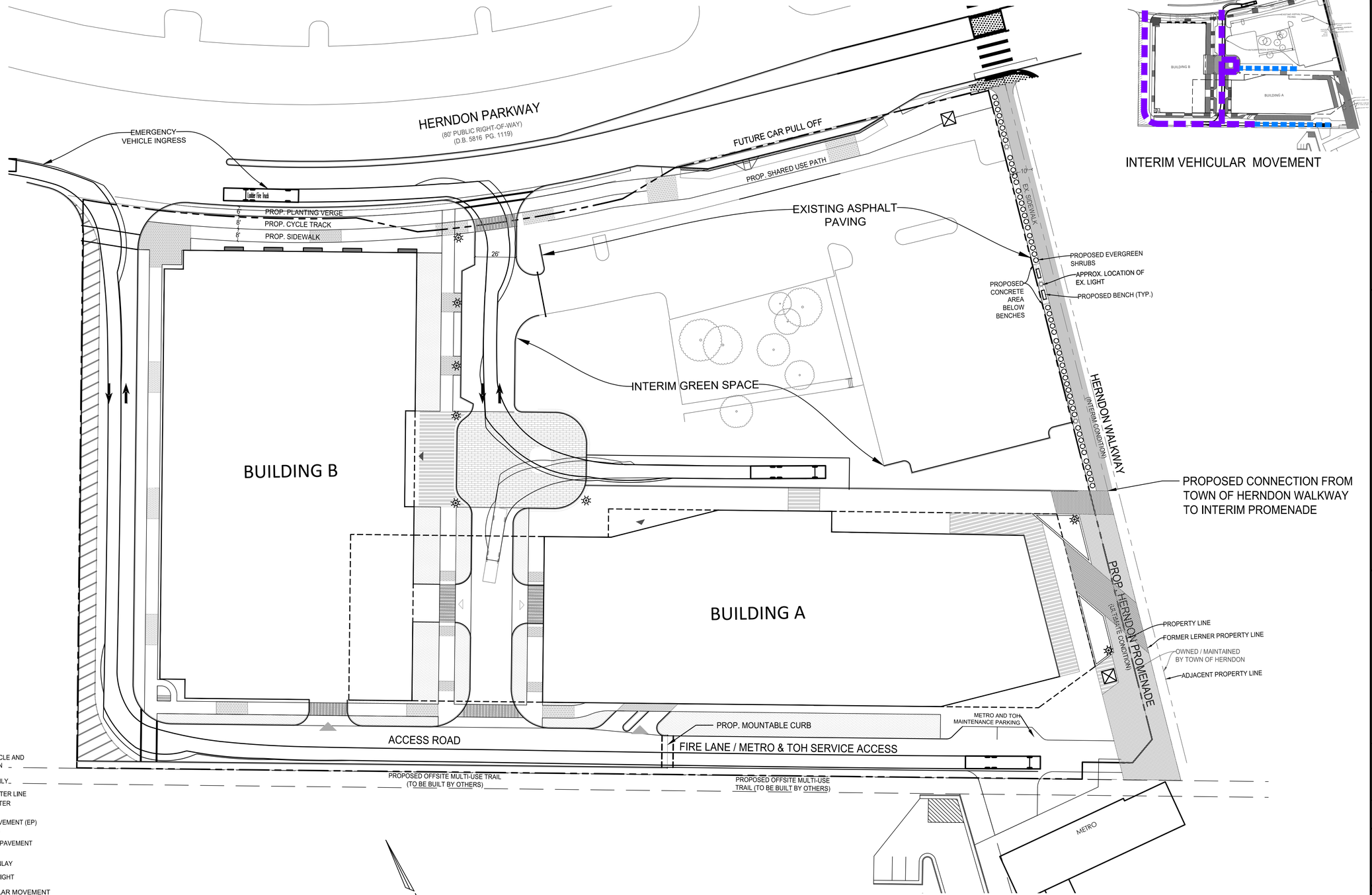
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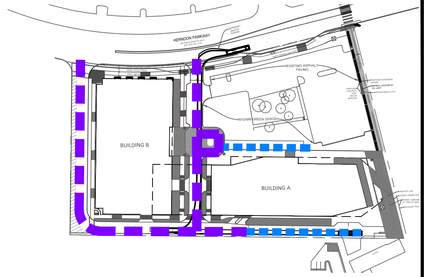
SHEET TITLE:

PHASING PLAN
BLDGS A&C -
MIXED USE
OPTION

SHEET No.

5.6




INTERIM VEHICULAR MOVEMENT

## LEGEND

- : STANDARD VEHICLE AND FIRE CIRCULATION
- : FIRE ACCESS ONLY
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. TEMPORARY BARRIER

NOTE:

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30 15 0 30 60
GRAPHIC SCALE
1"=30'

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McGUIREWOODS

COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
Lic. No. 19279
2022-06-21
PROFESSIONAL ENGINEER

# PARKVIEW
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DP# 19 -01
TOWN OF HERNDON, VIRGINIA

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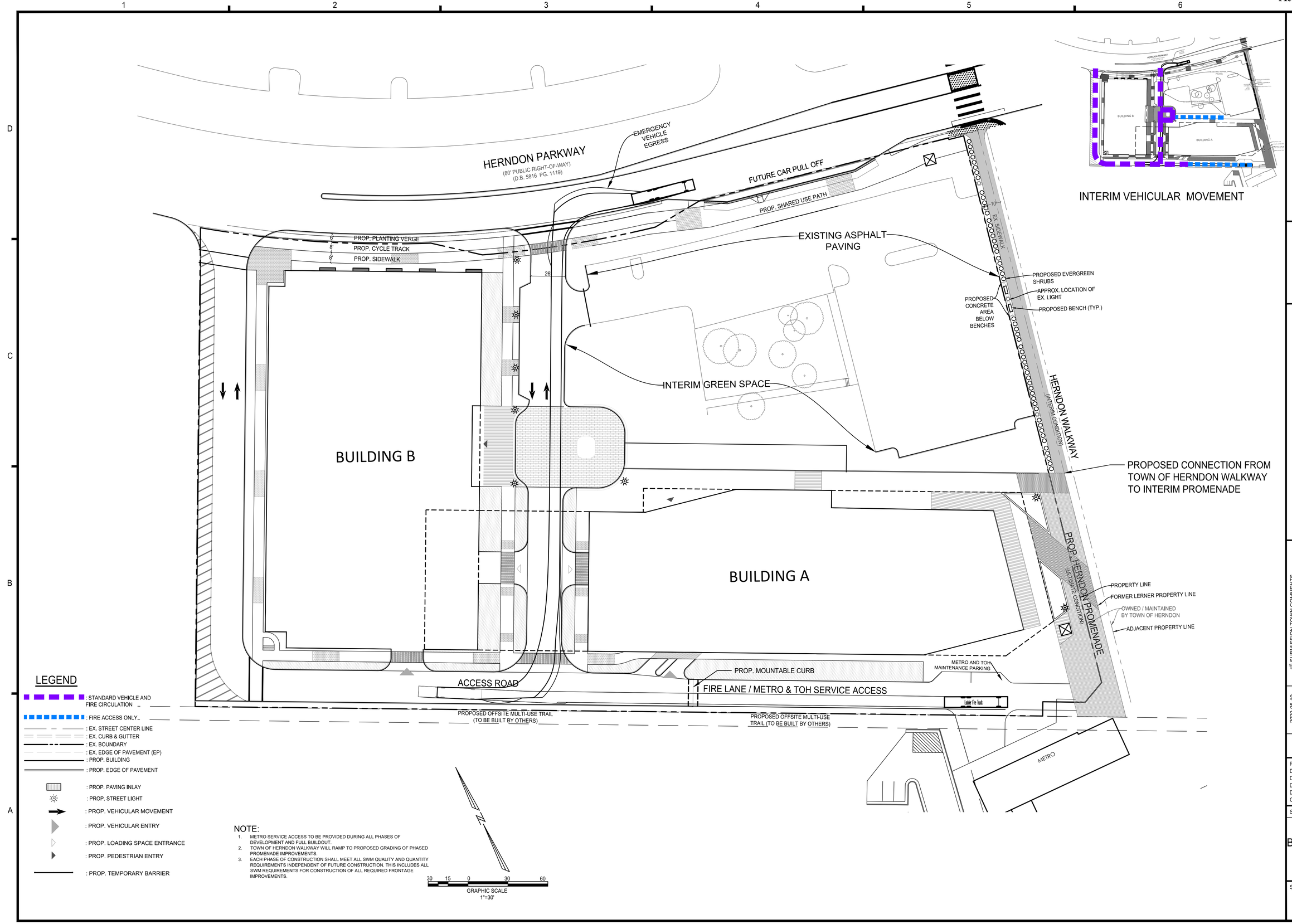
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DESIGN: WR
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CHECKED: JR

SHEET TITLE:

PHASING PLAN BLDGS A&B - MIXED USE OPTION

SHEET No.

5.7







INTERIM VEHICULAR MOVEMENT

## LEGEND

- : STANDARD VEHICLE AND FIRE CIRCULATION
- : FIRE ACCESS ONLY
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. TEMPORARY BARRIER

NOTE:

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30 15 0 30 60
GRAPHIC SCALE
1"=30'

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# PARKVIEW
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TOWN OF HERNDON, VIRGINIA

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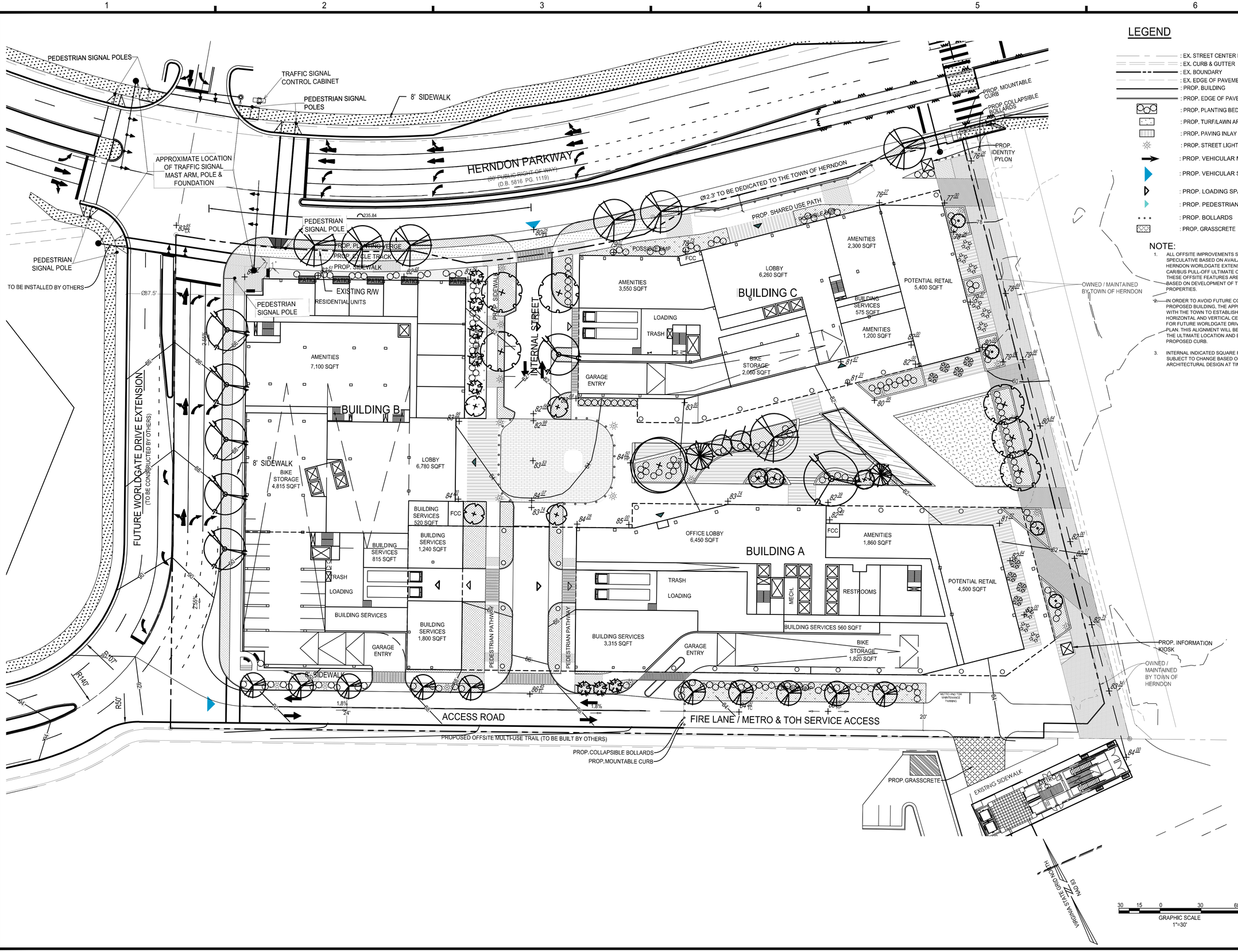
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DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING PLAN
BLDGS A&B - MIXED USE OPTION - EGRESS

SHEET No.

5.7A




## LEGEND

- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PLANTING BEDS
- : PROP. TURF/LAWN AREA
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR SITE ENTRY POINT
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. BOLLARDS
- : PROP. GRASSCRETE

### NOTE:

1. ALL OFFSITE IMPROVEMENTS SHOWN ARE SPECULATIVE BASED ON AVAILABLE TOWN OF HERNDON WORLDGATE EXTENSION PLANS AND CARBUS PULL-OFF ULTIMATE CONDITIONS PLANS. THESE OFFSITE FEATURES ARE SUBJECT TO CHANGE BASED ON DEVELOPMENT OF THE RESPECTIVE PROPERTIES.
2. IN ORDER TO AVOID FUTURE CONFLICTS WITH THE PROPOSED BUILDING, THE APPLICANT SHALL WORK WITH THE TOWN TO ESTABLISH A PRELIMINARY HORIZONTAL AND VERTICAL CENTERLINE ALIGNMENT FOR FUTURE WORLDGATE DRIVE AT THE TIME OF SITE PLAN. THIS ALIGNMENT WILL BE USED TO ESTABLISH THE ULTIMATE LOCATION AND ELEVATION OF THE PROPOSED CURB.
3. INTERNAL INDICATED SQUARE FOOTAGES ARE SUBJECT TO CHANGE BASED ON FINAL ARCHITECTURAL DESIGN AT TIME OF SITE PLAN.

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2022-06-21
PROFESSIONAL ENGINEER

# PARKVIEW
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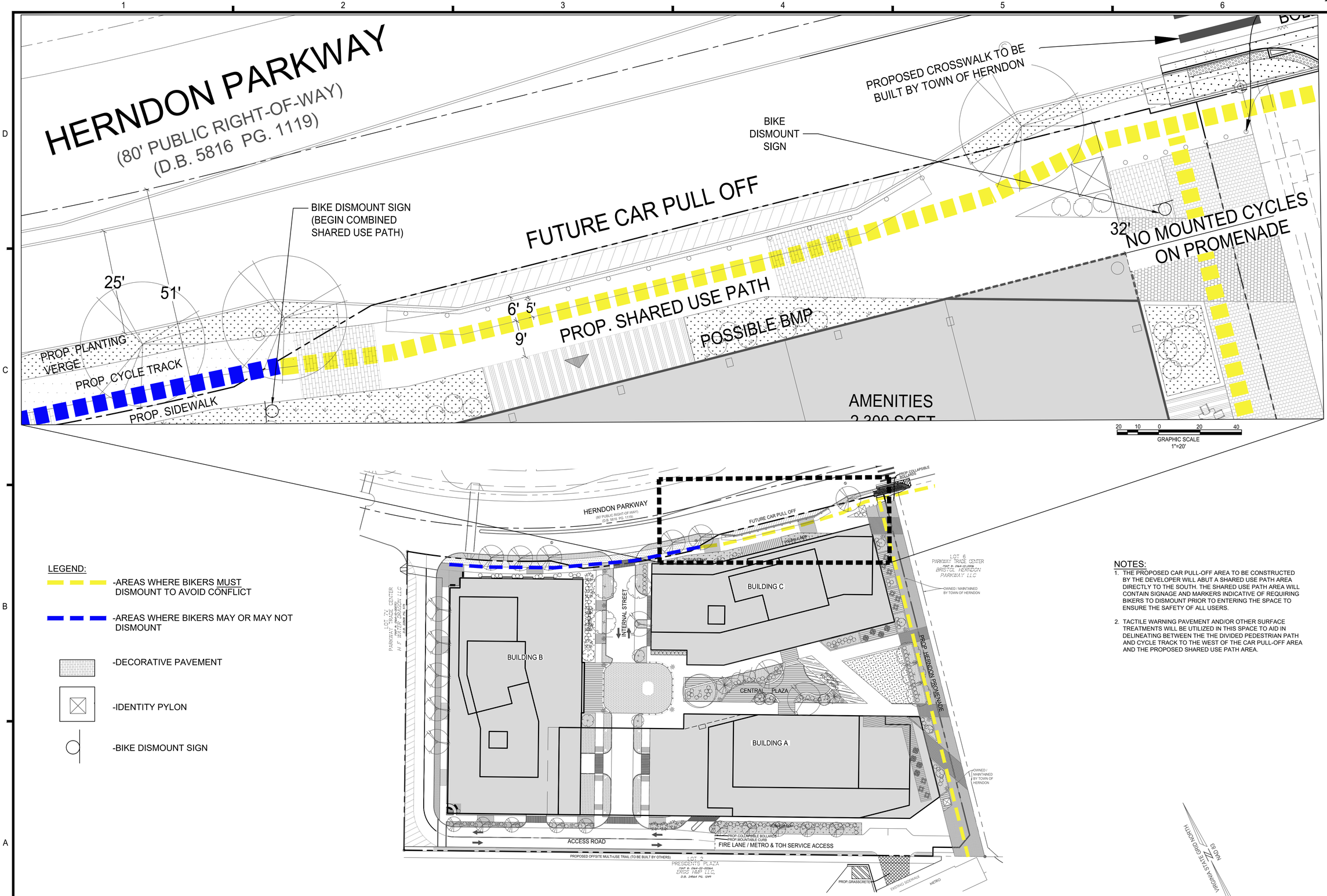
PROJECT No.: 15031.002.00
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CHECKED: JR

SHEET TITLE:

ULTIMATE BUILDOUT CONDITIONS MIXED USE OPTION

SHEET No.

5.8




LEGEND:

-AREAS WHERE BIKERS MUST DISMOUNT TO AVOID CONFLICT

-AREAS WHERE BIKERS MAY OR MAY NOT DISMOUNT

-DECORATIVE PAVEMENT

-IDENTITY PYLON

-BIKE DISMOUNT SIGN

NOTES:

1. THE PROPOSED CAR PULL-OFF AREA TO BE CONSTRUCTED BY THE DEVELOPER WILL ABUT A SHARED USE PATH AREA DIRECTLY TO THE SOUTH. THE SHARED USE PATH AREA WILL CONTAIN SIGNAGE AND MARKERS INDICATIVE OF REQUIRING BIKERS TO DISMOUNT PRIOR TO ENTERING THE SPACE TO ENSURE THE SAFETY OF ALL USERS.
2. TACTILE WARNING PAVEMENT AND/OR OTHER SURFACE TREATMENTS WILL BE UTILIZED IN THIS SPACE TO AID IN DELINEATING BETWEEN THE THE DIVIDED PEDESTRIAN PATH AND CYCLE TRACK TO THE WEST OF THE CAR PULL-OFF AREA AND THE PROPOSED SHARED USE PATH AREA.

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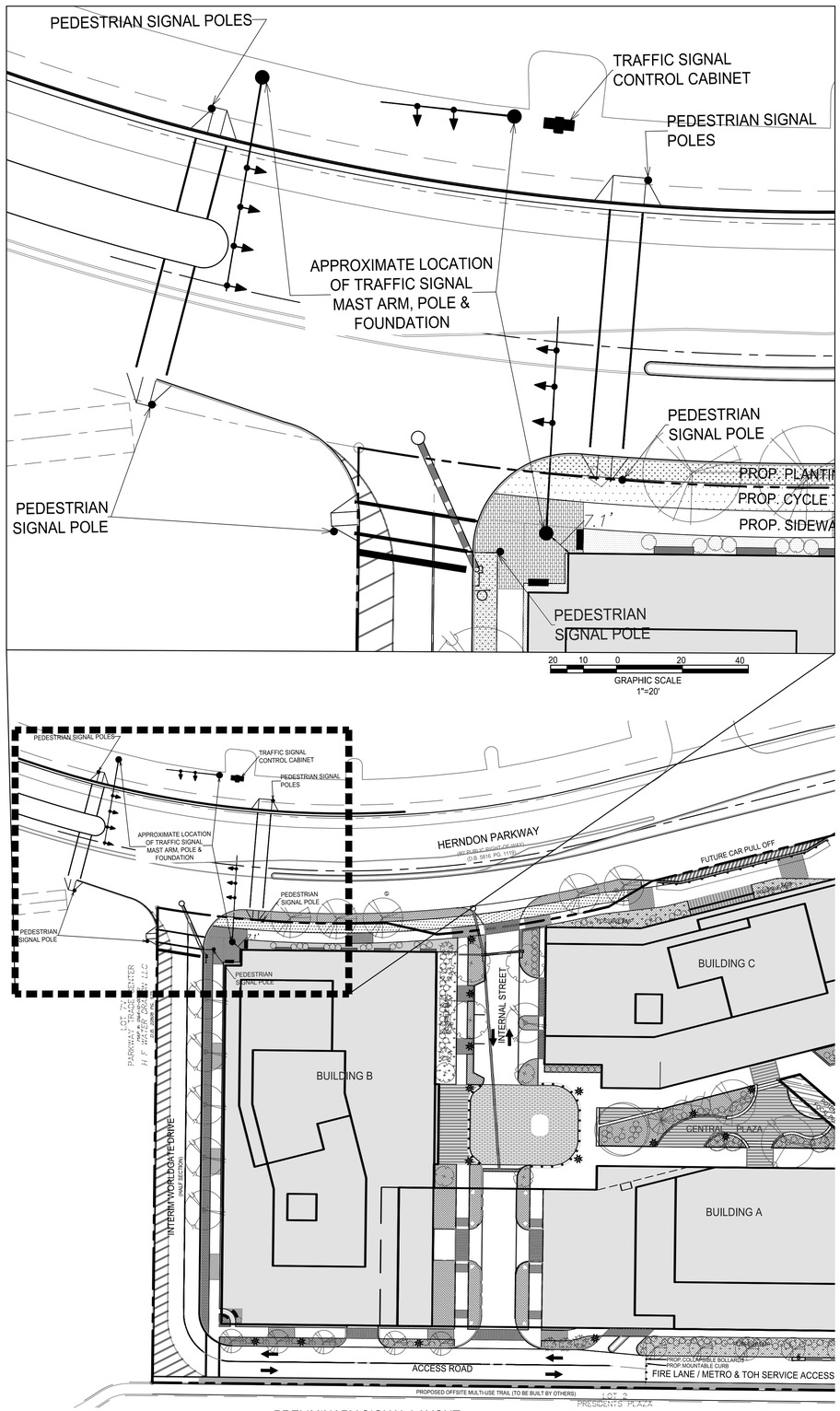
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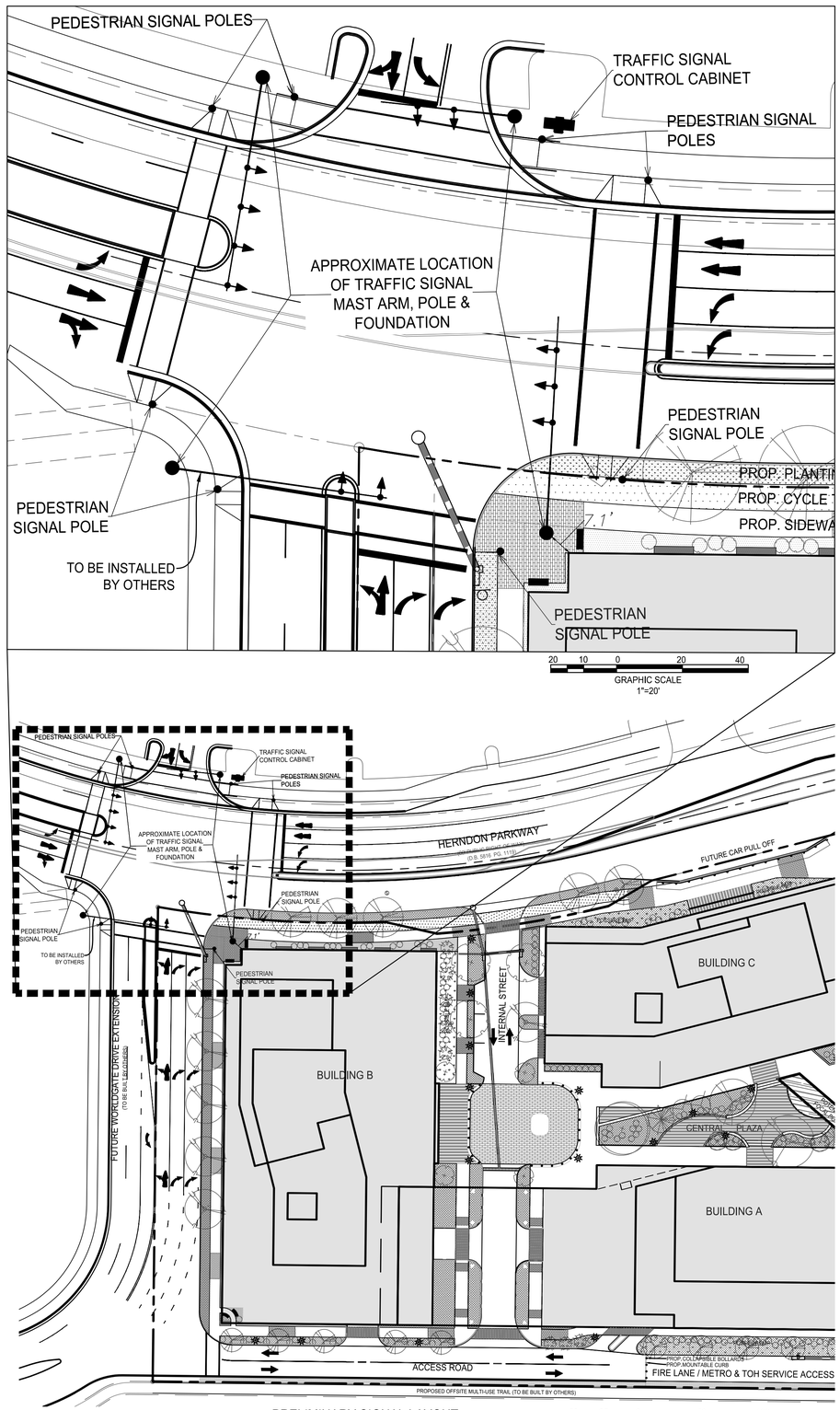
OVERALL CAR PULL OFF AREA

SHEET No.

5.9



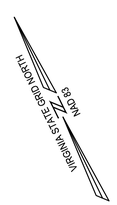

PRELIMINARY SIGNAL LAYOUT
(WORLDGATE DRIVE INTERIM CONDITION)




PRELIMINARY SIGNAL LAYOUT
(WORLDGATE DRIVE ULTIMATE CONDITION)

GENERAL NOTES:

- PRELIMINARY LOCATION OF SIGNAL EQUIPMENT IS SHOWN. FINALIZED LOCATION WILL BE DESIGNED AT THE TIME OF SITE PLAN.
- THE LOCATION OF EQUIPMENT IS BASED ON ULTIMATE CONDITION OF THE WORLDGATE DRIVE WIDENING AS SHOWN ON THIS SHEET.
- ADDITIONAL SURVEY INFORMATION WILL BE REQUIRED FOR FINAL DESIGN.
- TRAFFIC SIGNAL EASEMENTS SHALL BE REQUIRED FOR ANY SIGNAL EQUIPMENT LOCATED OUTSIDE OF THE RIGHT-OF-WAY.
- ACCESSIBLE PEDESTRIAN SIGNALS (APS) ARE SHOWN AT ALL CORNERS IN THE INTERIM AND ULTIMATE CONDITIONS. APS LOCATIONS WILL BE DEPENDENT ON THE FINALIZED HANDICAP RAMP LOCATION.




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KGD architecture
GOROVE / SLADE Transportation Planners and Engineers
McGUIREWOODS

COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
Lic. No. 19279
2022-06-21
PROFESSIONAL ENGINEER

# PARKVIEW
## DEVELOPMENT PLAN

DP# 19-01

TOWN OF HERNDON, VIRGINIA

| MARK | DATE | DESCRIPTION |
|---|---|---|
| | 2020-05-19 | 1ST SUBMISSION TOWN COMMENTS |
| | 2021-07-13 | 2ND SUBMISSION TOWN COMMENTS |
| | 2022-04-08 | 3RD SUBMISSION TOWN COMMENTS |
| | 2022-06-21 | 4TH SUBMISSION TOWN COMMENTS |

PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: JM
DRAWN: JM
CHECKED: JR

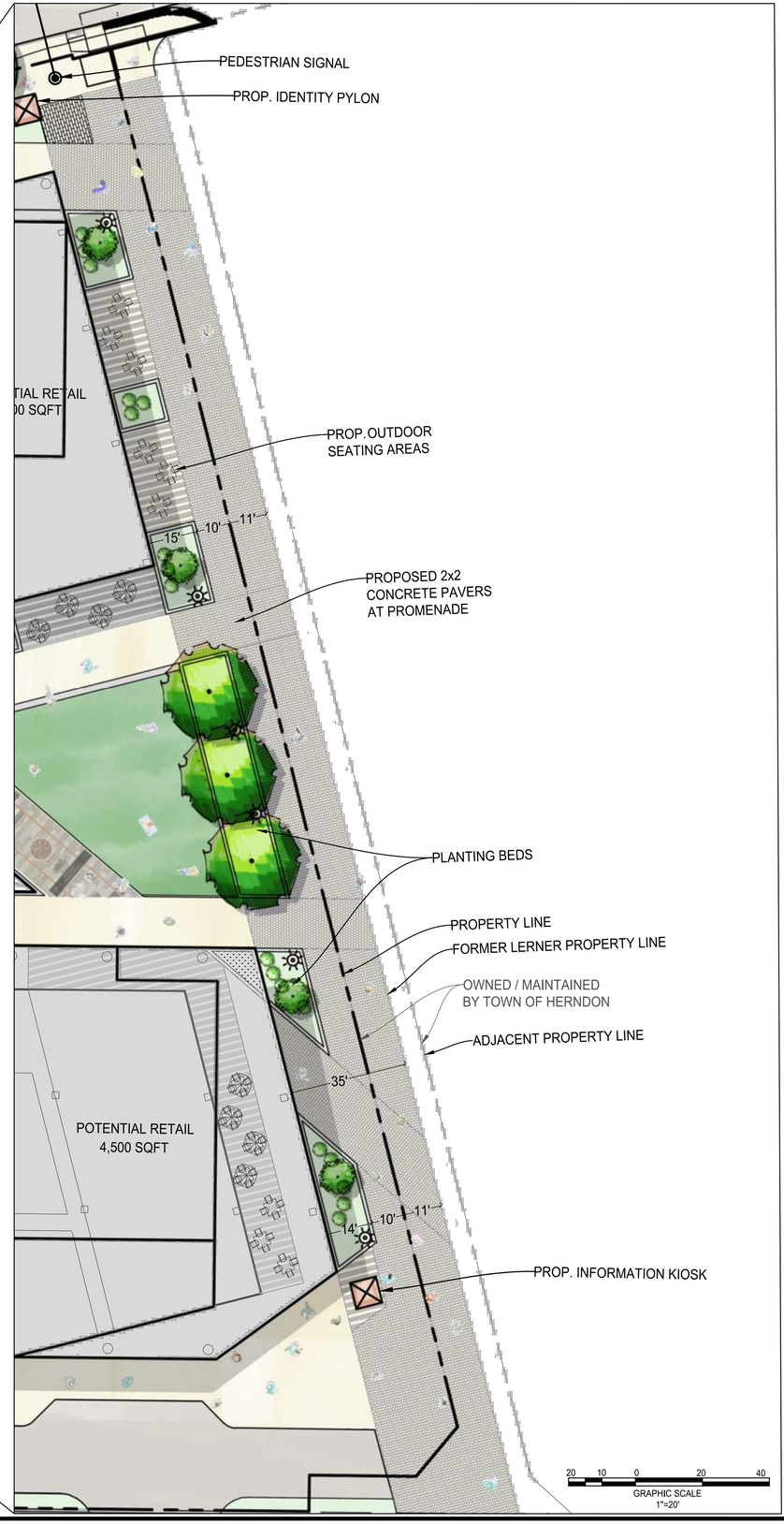
SHEET TITLE:

PRELIMINARY SIGNAL LAYOUT - MIXED USE OPTION

SHEET No.

5.10




NOTES:
1. SEE SHEET 19.1 FOR PROPOSED HERNDON PROMENADE CROSS SECTION F' - F.
2. PLANTING BED LOCATIONS ARE SUBJECT TO CHANGE BASED ON FINAL ARCHITECTURAL DESIGN AT TIME OF SITE PLAN.
3. THE DESIGN OF PAVERS AT PROMENADE SHOWN ON THIS SHEET IS PRELIMINARY ONLY AND WILL BE FINALIZED AT THE TIME OF SITE PLAN.

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# PARKVIEW
## DEVELOPMENT PLAN
DP# 19 -01
TOWN OF HERNDON, VIRGINIA

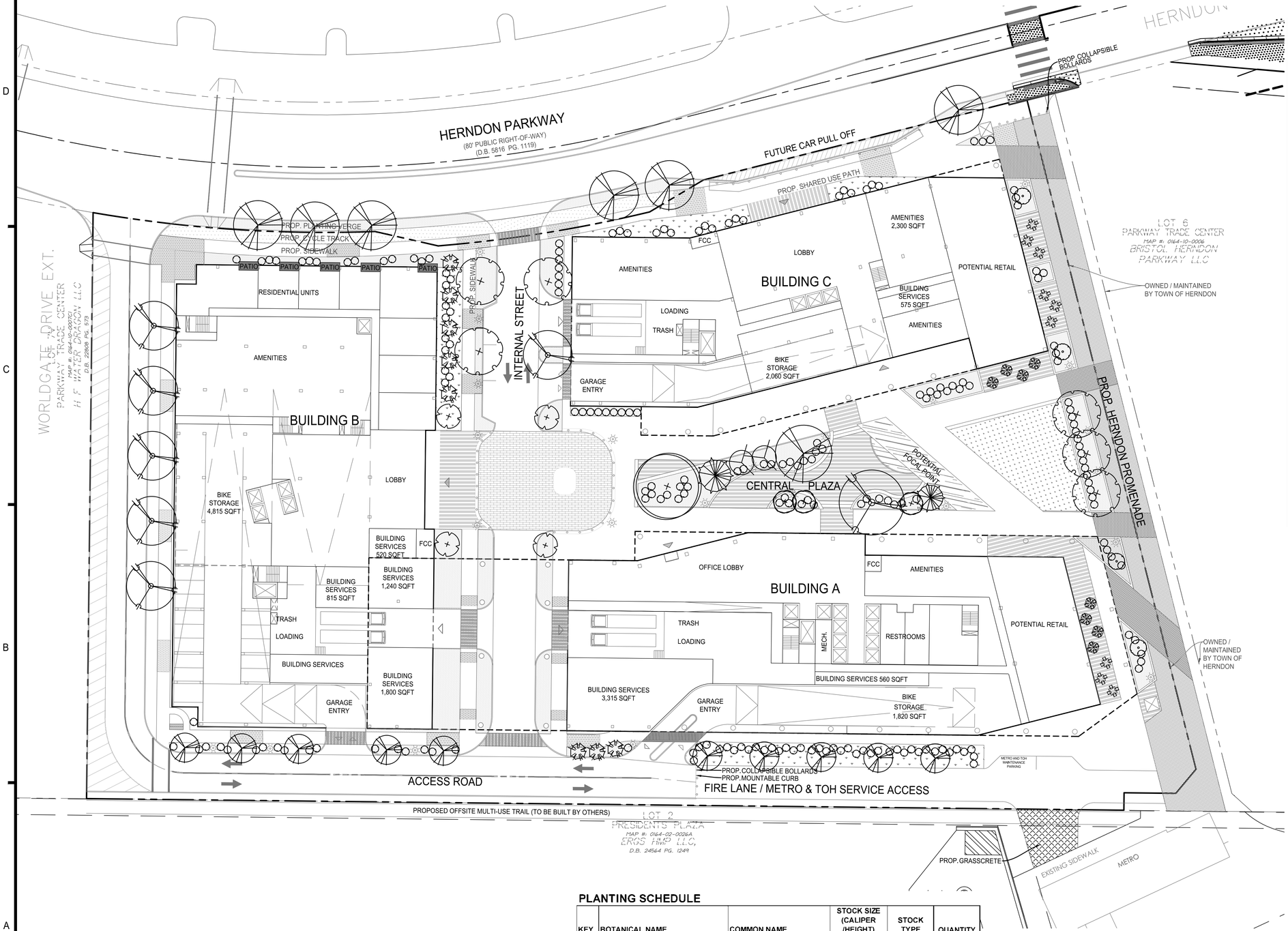
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DATE: 2019-07-22
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DRAWN: JM
CHECKED: JR

SHEET TITLE:

PROMENADE DETAIL

SHEET No.
5.11



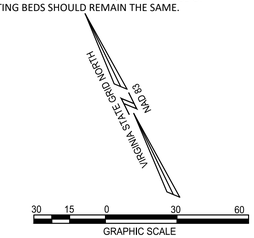

## LEGEND
(CANOPY SHOWN AT MATURE SIZE)

- *ACER RUBRUM* — RED MAPLE
- *QUERCUS PHELLOS* — WILLOW OAK
- *NYSSA SYLVATICA* — BLACK GUM
- *PLATANUS X ACERIFOLIA* — Planetree
- *AMELANCHIER x GRANDIFLORA* — APPLE SERVICEBERRY
- *CORNUS FLORIDA* — FLOWERING DOGWOOD
- *LAGERSTROEMIA INDICA* — CRAPE MYRTLE
- *MAGNOLIA VIRGINIANA* — SWEETBAY MAGNOLIA
- *CERCIS CANADENSIS 'MERLOT'* — MERLOT REDBUD
- *EVERGREEN* — TBD
- SHRUB / GROUNDCOVER PLANTING
- LAWN

NOTES:
1. THIS LANDSCAPE IS INTENDED TO FOLLOW HIGH-PERFORMANCE LANDSCAPE PRINCIPLES, UTILIZING PLANTS THAT ARE LOW MAINTENANCE, LOW WATER, AND PROVIDE POLLINATOR/HABITIAT QUALITIES.
2. ALL SURFACE TREATMENTS ON THIS SHEET ARE SHOWN FROM GROUND LEVEL. MORE DETAILS CAN BE SEEN ON SHEET 7.0
3. GENUS/SPECIES AND EXACT VARIETY OF PLANTS ARE SUBJECT TO CHANGE BASED ON DESIGN PROGRESSION.
4. TREE SYMBOLS ARE SHOWN AT MULTIPLE SIZES, WHICH REPRESENT DIFFERENT VARIETIES OF THE SAME GENUS/SPECIES.
5. THE LOCATION, DESIGN AND NUMBER OF THE SITE FURNISHINGS, PAVERS, LIGHTING, BOLLARDS AS SHOWN ON THIS PLAN SHEET ARE PRELIMINARY ONLY. THESE ELEMENTS (PUBLIC AND PRIVATE) WILL BE FINALIZED AT THE TIME OF SITE PLAN AND WILL BE COMPLIANT WITH THE HTOC ARCHITECTURAL AND URBAN DESIGN GUIDELINES, THE HERNDON STREET-SCAPE MANUAL, AND THE REQUIREMENTS OF THE ZONING ORDINANCE.
6. THE VDOT ROAD DESIGN MANUAL ALLOWS STREET TREES TO BE PLACED NO CLOSER THAN 18" FROM THE FACE OF CURB IN URBAN AREAS WITH SPEED LIMITS AT OR BELOW 25 MPH. THE STREET TREES SHOWN ON THIS PLAN ARE CONTINGENT UPON THE TOWN'S FUTURE PLANS TO REDUCE THE SPEED LIMIT FOR THIS PORTION OF HERNDON PARKWAY TO 25 MPH. THIS PROJECT MAY NOT INSTALL TREES WITHIN THE 6' CLEAR ZONE UNTIL THE POSTED SPEED LIMIT HAS BEEN REDUCED TO 25 MPH.
7. LOCATION OF PLANTING BEDS ALONG BUILDINGS IS SUBJECT TO CHANGE BASED ON FINAL DESIGN, INCLUDING BUILDING ENTRANCES AND TENANT REQUIREMENTS. THE TOTAL SQUARE FOOTAGE OF PLANTING BEDS SHOULD REMAIN THE SAME.

## PLANTING SCHEDULE

| KEY | BOTANICAL NAME | COMMON NAME | STOCK SIZE (CALIPER /HEIGHT) | STOCK TYPE | QUANTITY |
|---|---|---|---|---|---|
| **DECIDUOUS TREES - CANOPY** | | | | | |
| ARA | *ACER RUBRUM* | RED MAPLE | 2 1/2 - 3" CAL. | B&B | 17 |
| NSN | *NYSSA SYLVATICA* | BLACK GUM | 2 1/2 - 3" CAL. | B&B | 6 |
| PA | *PLATANUS x ACERIFOLIA* | PLANETREE | 2 1/2 - 3" CAL. | B&B | 1 |
| QH | *QUERCUS PHELLOS* | WILLOW OAK | 2 1/2 - 3" CAL. | B&B | 7 |
| **DECIDUOUS TREES - UNDERSTORY** | | | | | |
| AGA | *AMELANCHIER x GRANDIFLORA* | APPLE SERVICEBERRY | 2 1/2 - 3" CAL. | B&B | 2 |
| CFA | *CORNUS FLORIDA* | FLOWERING DOGWOOD | 2 1/2 - 3" CAL. | B&B | 3 |
| CC | *CERCIS CANADENSIS 'MERLOT'* | MERLOT REDBUD | 2 1/2 - 3" CAL. | B&B | 4 |
| LIA | *LAGERSTROEMIA INDICA* | CRAPE MYRTLE | 2 1/2 - 3" CAL. | B&B | 4 |
| MV | *MAGNOLIA VIRGINIANA* | SWEETBAY MAGNOLIA | 2 1/2 - 3" CAL. | B&B | 8 |
| **EVERGREEN TREES** | | | | | |
| TBD | *TO BE DETERMINED* | TO BE DETERMINED | TBD | B&B | 2 |




30 15 0 30 60
GRAPHIC SCALE
1"=30'

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MICHAEL S. KITCHEN
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2022-06-21
PROFESSIONAL ENGINEER

# PARKVIEW
## DEVELOPMENT PLAN
DP# 19 -01
TOWN OF HERNDON, VIRGINIA

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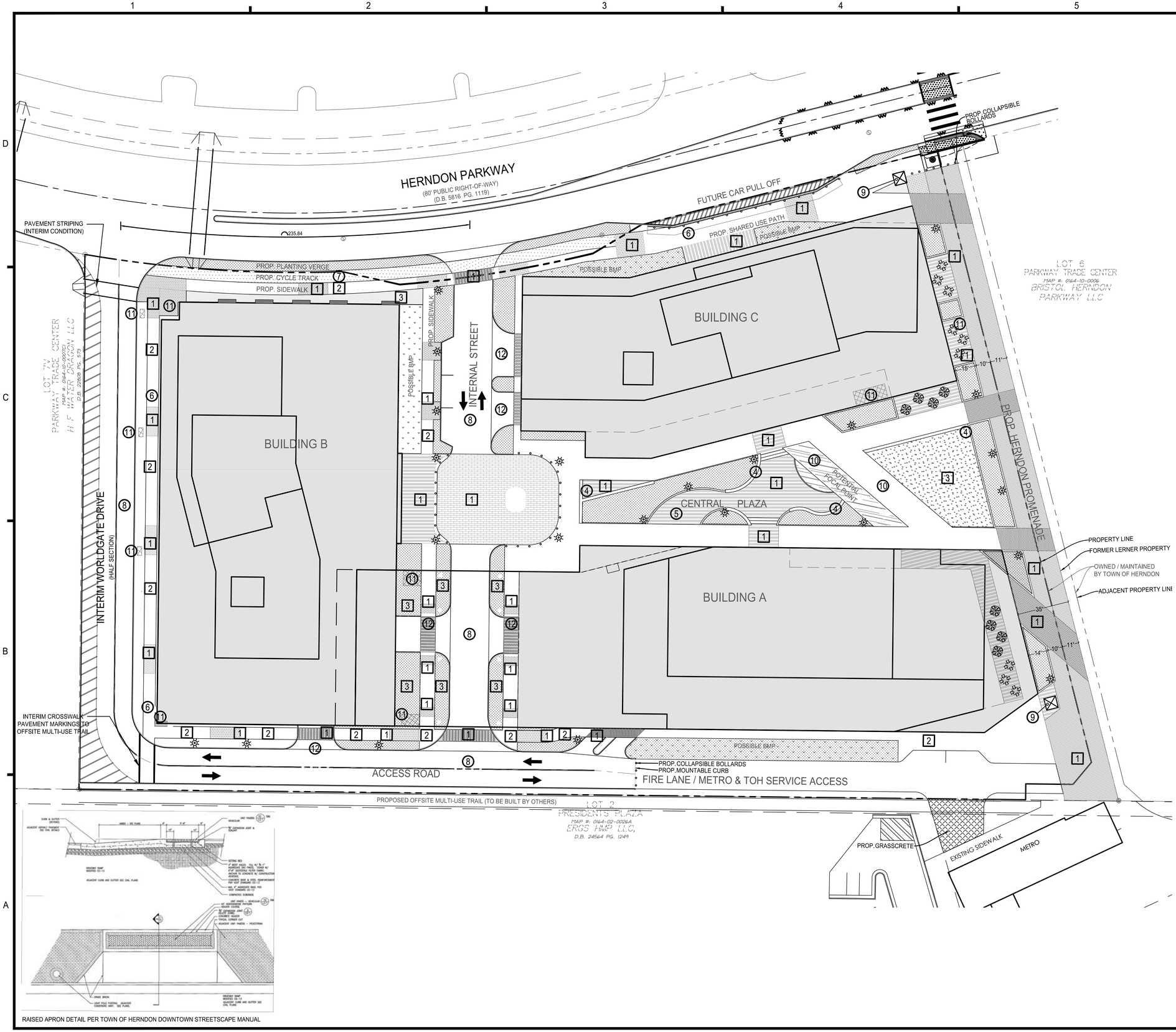
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

LANDSCAPE PLAN - MIXED USE OPTION

SHEET No.

6.0




## Surface Treatment Key

1. Decorative Pavement
2. Scored Concrete Sidewalk
3. Lawn Panel/ Ground Cover

## Amenity Key

4. Seat Walls
5. Central Plaza Area
6. Shared Use Path
7. Public Bike Track
8. Vehicular Drive
9. Identity Pylon/Information Kiosk
10. Focal Point
11. Site Furniture **
12. Raised Apron

** AREAS WHERE SITE FURNITURE IS SPECIFIED MAY COMPRISE OF BUT IS NOT LIMITED TO BENCHES, TABLES, BIKE RACKS, WASTE RECEPTACLES, ETC, AS PER THE TOWN OF HERNDON ARCHITECTURAL AND DESIGN GUIDELINES

## NOTES:

1. ALL SURFACE TREATMENTS ON THIS SHEET ARE SHOWN AT GROUND LEVEL.
2. DECORATIVE PAVEMENTS WILL BE UTILIZED FOR HIGH VISIBILITY CROSSWALKS AT ALL INTERSECTIONS AND FOR PROMENADE. THESE SURFACE TREATMENTS SHALL REFLECT THE HTOC URBAN DESIGN GUIDELINES.
3. THE LOCATION, DESIGN AND NUMBER OF THE SITE FURNISHINGS, PAVERS, LIGHTING, BOLLARDS AS SHOWN ON THIS PLAN SHEET ARE PRELIMINARY ONLY. THESE ELEMENTS (PUBLIC AND PRIVATE) WILL BE FINALIZED AT THE TIME OF SITE PLAN AND WILL BE COMPLIANT WITH THE INTENT OF THE HTOC ARCHITECTURAL AND URBAN DESIGN GUIDELINES, THE HERNDON STREET-SCAPE MANUAL, AND THE REQUIREMENTS OF THE ZONING ORDINANCE.
4. THE PROPOSED BIKE TRAIL AND PEDESTRIAN PATH ALONG THE FRONTAGE OF THE PROPERTY THAT SPANS THE INTERNAL STREET ENTRANCE IS INTENDED TO BE FLUSH WITH THE INTERNAL DRIVE.



RAISED APRON DETAIL PER TOWN OF HERNDON DOWNTOWN STREETSCAPE MANUAL

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2022-06-21
PROFESSIONAL ENGINEER

# PARKVIEW
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DP# 19 -01
TOWN OF HERNDON, VIRGINIA

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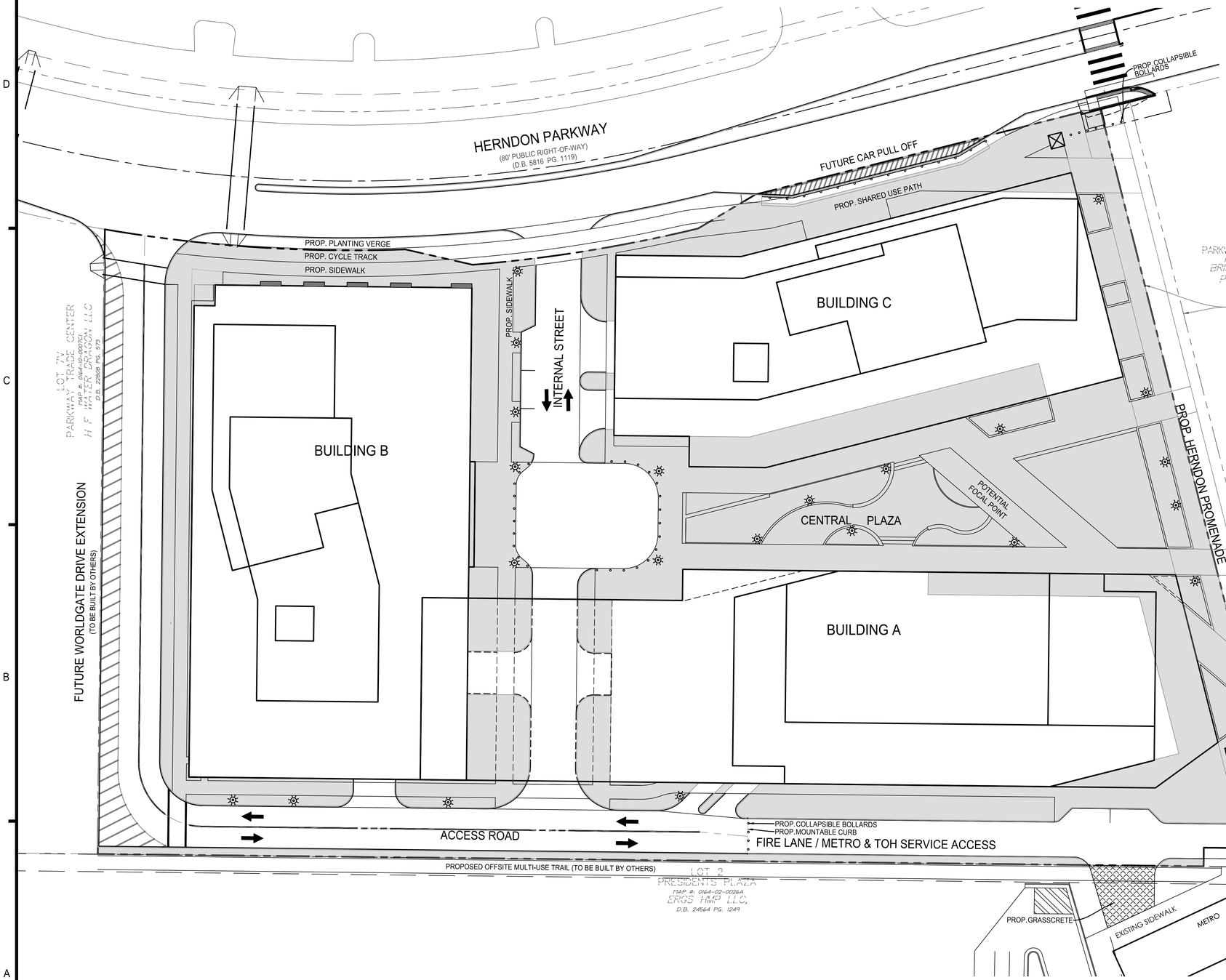
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

HARDSCAPE PLAN - MIXED USE OPTION

SHEET No.

7.0




## OPEN SPACE PLAN

TOTAL SITE AREA: 5.475 AC

OPEN SPACE REQUIREMENT: NO MINIMUM REQUIREMENT

OPEN SPACE PROVIDED AT GRADE: ±1.891 AC (35% OF SITE)

LANDSCAPED OPEN SPACE PROVIDED AT GRADE: ±0.614 AC (32% OF GROUND PLANE OPEN SPACE)

## NOTE:

1. HATCHED OPEN SPACE SHOWN IS A COMBINATION OF PUBLIC AND PRIVATE DESIGNATED SPACE AT THE GROUND PLANE. NOT ALL OPEN SPACE IS CLASSIFIED AS PUBLICLY ACCESSIBLE.

VIRGINIA STATE GRID NORTH
NAD 83

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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# PARKVIEW
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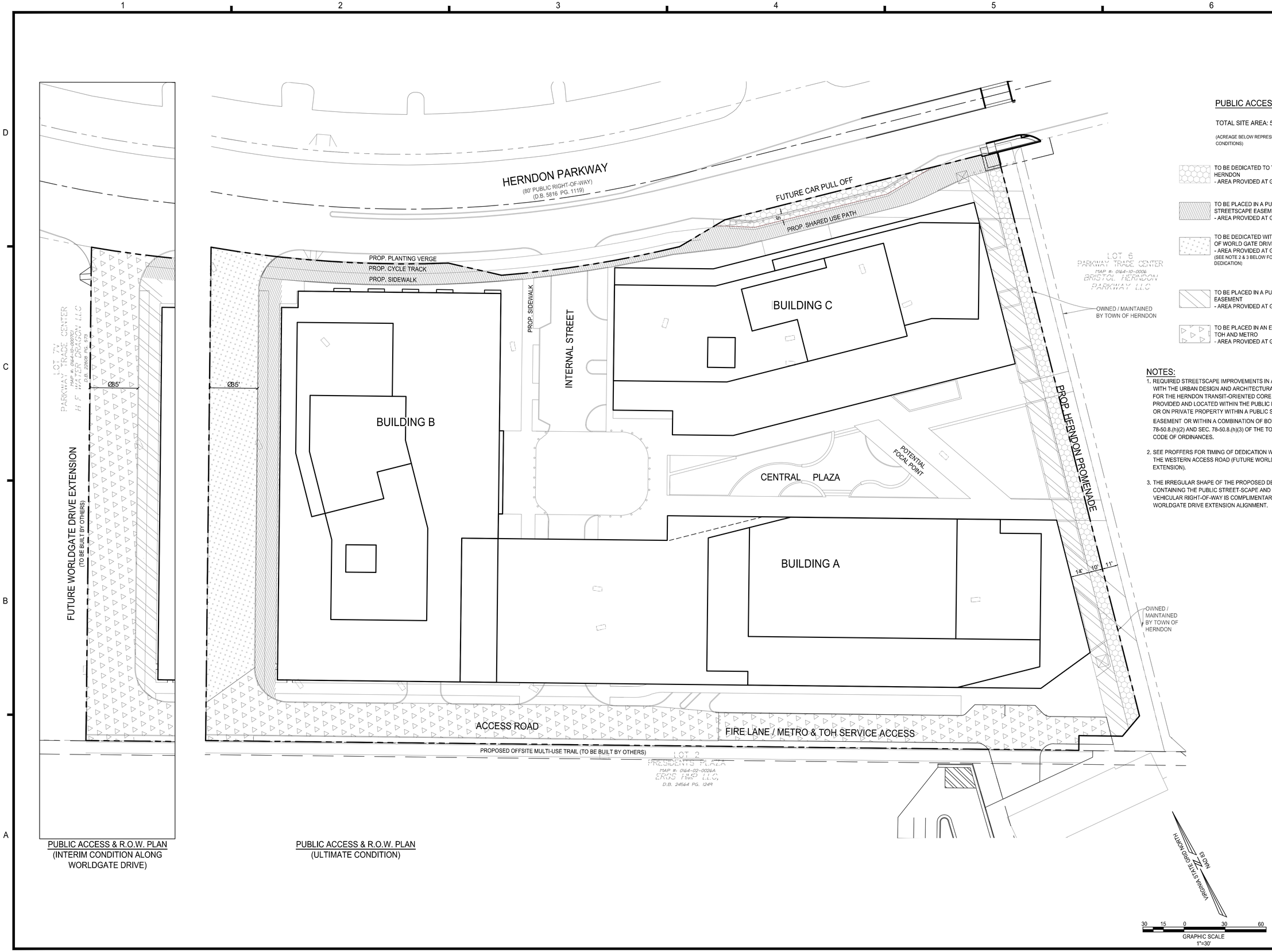
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

GROUND PLANE OPEN SPACE PLAN - MIXED USE OPTION

SHEET No.

8.0




PUBLIC ACCESS & R.O.W. PLAN
(INTERIM CONDITION ALONG WORLDGATE DRIVE)

PUBLIC ACCESS & R.O.W. PLAN
(ULTIMATE CONDITION)

## PUBLIC ACCESS PLAN

TOTAL SITE AREA: 5.475 AC

(ACREAGE BELOW REPRESENTS ULTIMATE CONDITIONS)

- TO BE DEDICATED TO THE TOWN OF HERNDON
  - AREA PROVIDED AT GRADE: ±0.129 AC
- TO BE PLACED IN A PUBLIC STREETSCAPE EASEMENT
  - AREA PROVIDED AT GRADE: ±0.249 AC
- TO BE DEDICATED WITH CONSTRUCTION OF WORLD GATE DRIVE EXTENSION
  - AREA PROVIDED AT GRADE: ±0.259 AC
  - (SEE NOTE 2 & 3 BELOW FOR TIMING OF DEDICATION)
- TO BE PLACED IN A PUBLIC ACCESS EASEMENT
  - AREA PROVIDED AT GRADE: ±0.141 AC
- TO BE PLACED IN AN EASEMENT FOR TOH AND METRO
  - AREA PROVIDED AT GRADE: ±0.371 AC

NOTES:

1. REQUIRED STREETSCAPE IMPROVEMENTS IN ACCORDANCE WITH THE URBAN DESIGN AND ARCHITECTURAL GUIDELINES FOR THE HERNDON TRANSIT-ORIENTED CORE SHALL BE PROVIDED AND LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY OR ON PRIVATE PROPERTY WITHIN A PUBLIC STREETSCAPE EASEMENT OR WITHIN A COMBINATION OF BOTH AS PER SEC. 78-50.8.(h)(2) AND SEC. 78-50.8.(h)(3) OF THE TOWN OF HERNDON CODE OF ORDINANCES.
2. SEE PROFFERS FOR TIMING OF DEDICATION WITH RESPECT TO THE WESTERN ACCESS ROAD (FUTURE WORLDGATE DRIVE EXTENSION).
3. THE IRREGULAR SHAPE OF THE PROPOSED DEDICATION AREA CONTAINING THE PUBLIC STREET-SCAPE AND ADJACENT VEHICULAR RIGHT-OF-WAY IS COMPLIMENTARY TO THE FUTURE WORLDGATE DRIVE EXTENSION ALIGNMENT.

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MICHAEL S. KITCHEN
Lic. No. 19279
2022-06-21
PROFESSIONAL ENGINEER

# PARKVIEW
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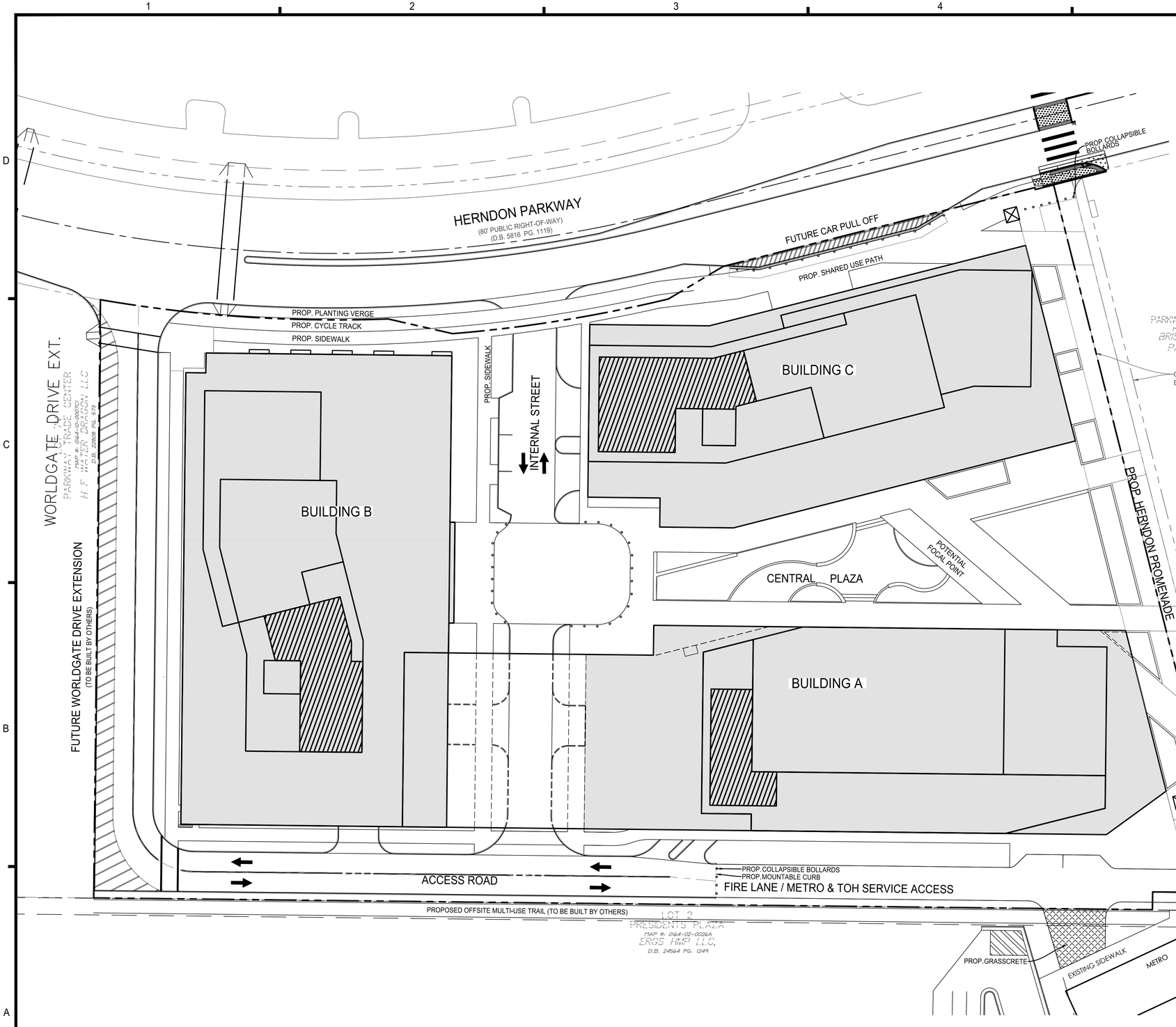
PROJECT No.: 15031.002.00
DRAWING No.: 108985
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DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PUBLIC ACCESS & R.O.W. PLAN - MIXED USE OPTION

SHEET No.

8.1




## PRIVATE OPEN SPACE PLAN

APPROXIMATE LOCATION OF PRIVATE OPEN SPACE PROVIDED ABOVE GRADE (ABOUT 9,675 SQ.FT.)

BUILDING A PRIVATE OPEN SPACE: 2,000 S.F.
BUILDING B PRIVATE OPEN SPACE: 3,637 S.F.
BUILDING C PRIVATE OPEN SPACE: 4,038 S.F.

TOTAL PRIVATE OPEN SPACE: 9,675 S.F.

NOTES:

1. PROPOSED AMENITIES IN PRIVATE OPEN SPACE MAY INCLUDE BUT NOT LIMITED TO IMAGES SHOWN ON SHEET 21.2.
2. PRIVATE OPEN SPACE IS SUBJECT TO CHANGE BASED ON FINAL ARCHITECTURAL DESIGN AT TIME OF SITE PLAN.

VIRGINIA STATE GRID NORTH
NAD 83

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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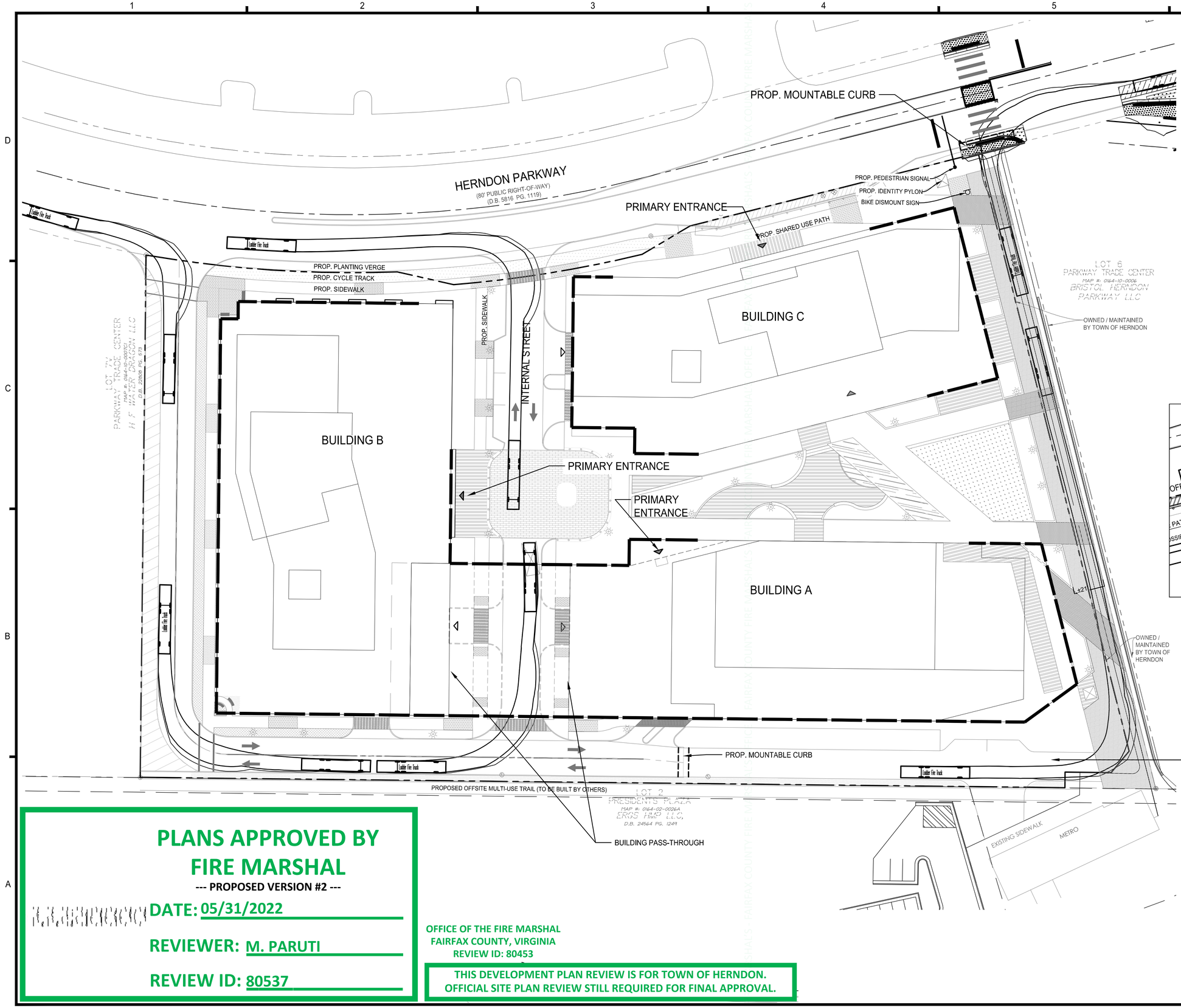
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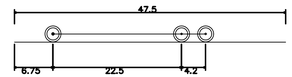
PRIVATE AMENITY SPACE PLAN - MIXED USE OPTION

SHEET No.

9.0



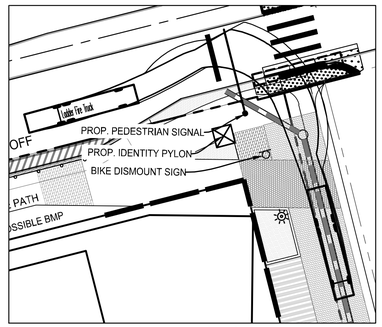

LADDER TRUCK SPECIFICATIONS (N.T.S.):




| | |
|---|---|
| Ladder Fire Truck | |
| Overall Length | 47.500ft |
| Overall Width | 8.000ft |
| Overall Body Height | 1.400ft |
| Min Body Ground Clearance | 1.400ft |
| Track Width | 8.000ft |
| Lock-to-lock time | 4.00s |
| Wall to Wall Turning Radius | 45.250ft |

## LEGEND

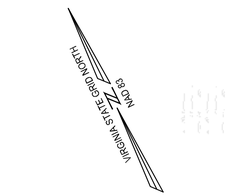
- :PODIUM ACCESSIBLE BY LADDER
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. BOLLARDS




FIRE TRUCK ENTERING PROMENADE FROM HERNDON PARKWAY

NOTE:

1. ALL DRIVING SURFACES (INCLUDING PAVER AREAS WITHIN DRIVING SURFACES) AND PROMENADE SHALL BE DESIGNED TO WITHSTAND THE WEIGHT OF EMERGENCY VEHICLES.
2. THE OVERHANG SHALL BE A MINIMUM OF 13'-6".







GRAPHIC SCALE
1" = 30'

**PLANS APPROVED BY FIRE MARSHAL**

--- PROPOSED VERSION #2 ---

DATE: 05/31/2022

REVIEWER: M. PARUTI

REVIEW ID: 80537

OFFICE OF THE FIRE MARSHAL
FAIRFAX COUNTY, VIRGINIA
REVIEW ID: 80453

THIS DEVELOPMENT PLAN REVIEW IS FOR TOWN OF HERNDON.
OFFICIAL SITE PLAN REVIEW STILL REQUIRED FOR FINAL APPROVAL.

COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
Lic. No. 19279
2022-04-08
PROFESSIONAL ENGINEER

# PARKVIEW
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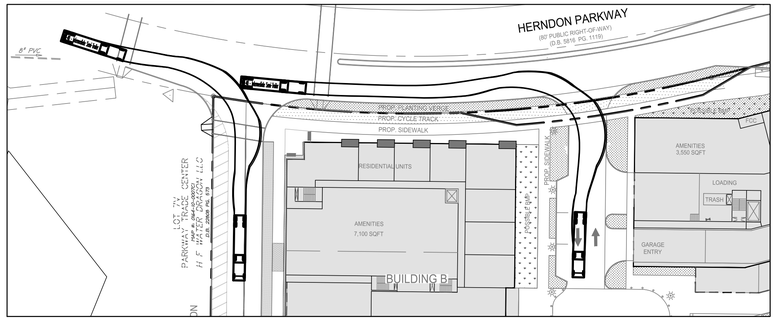
SHEET TITLE:

FIRE ACCESS PLAN - MIXED USE OPTION

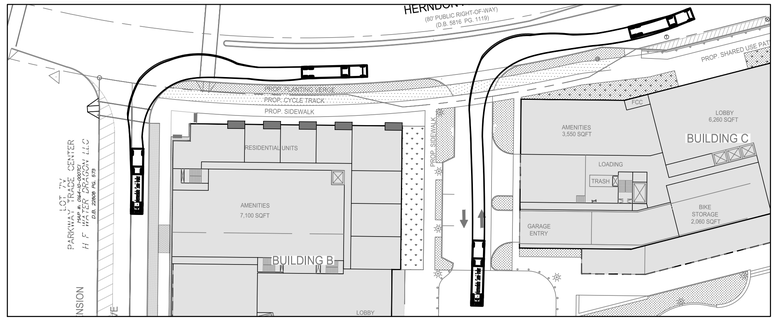
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10.0

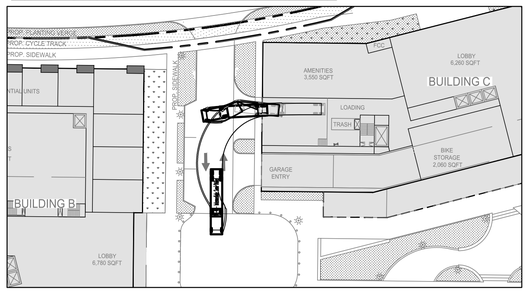
## WB-40 ENTERING SITE



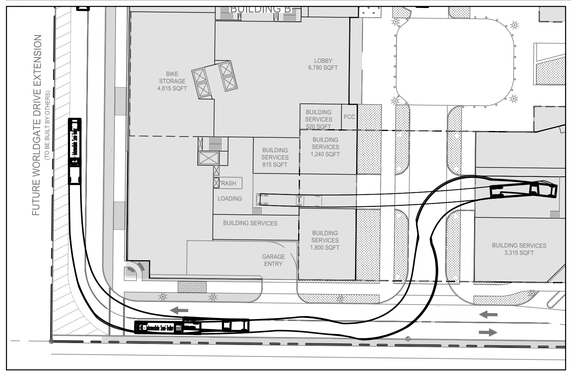

## WB-40 EXITING SITE



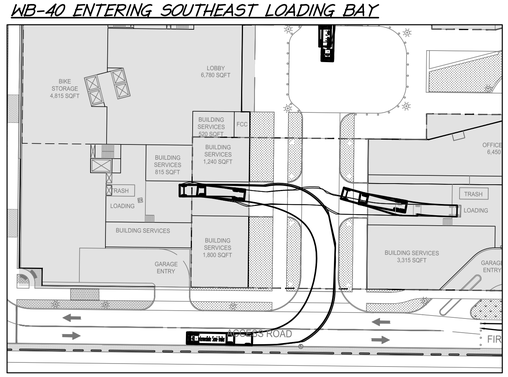

## WB-40 ENTERING NORTH LOADING BAY



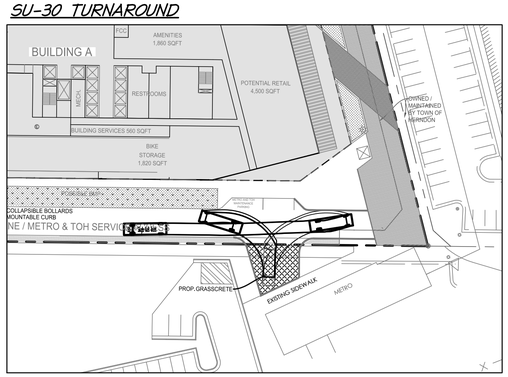

## WB-40 ENTERING REAR ACCESS ROAD AND SOUTHWEST LOADING BAY

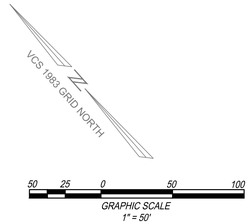



## WB-40 ENTERING SOUTHEAST LOADING BAY

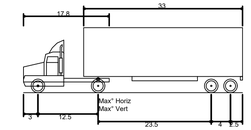



## SU-30 TURNAROUND



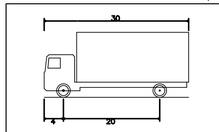




## WB-40 SPECIFICATIONS (N.T.S.)




| WB-40 - Intermediate Semi-Trailer | |
|---|---|
| Overall Length | 45.50ft |
| Overall Width | 8.000ft |
| Overall Body Height | 13.500ft |
| Min Body Ground Clearance | 1.334ft |
| Track Width | 8.000ft |
| Lock-to-lock time | 4.00s |
| Max Steering Angle (Virtual) | 20.30° |

## SU-30 SPECIFICATIONS (N.T.S.)




| SU-30 - Single Unit Truck | |
|---|---|
| Overall Length | 30.000ft |
| Overall Width | 8.000ft |
| Overall Body Height | 13.500ft |
| Min Body Ground Clearance | 1.367ft |
| Track Width | 8.000ft |
| Lock-to-lock time | 5.00s |
| Max Steering Angle (Virtual) | 31.80° |

NOTE:

1. ALL DRIVING SURFACES INCLUDING PAVER AREAS SHALL BE DESIGNED TO WITHSTAND HEAVY VEHICLES.
2. THE MAXIMUM DELIVERY VEHICLE FOR THIS SITE SHALL NOT EXCEED THE SPECIFICATIONS OF THE WB-40 DESIGN VEHICLE USED TO ANALYZE THIS SITE

LERNER

christopher consultants

KGD architecture

GOROVE / SLADE Transportation Planners and Engineers

McGUIREWOODS

COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
Lic. No. 19279
2022-06-21
PROFESSIONAL ENGINEER

# PARKVIEW
DEVELOPMENT PLAN
DP# 19-01
TOWN OF HERNDON, VIRGINIA

| MARK | DATE | DESCRIPTION |
|---|---|---|
| | 2020-05-19 | 1st SUBMISSION TOWN COMMENTS |
| | 2021-07-13 | 2nd SUBMISSION TOWN COMMENTS |
| | 2022-04-08 | 3rd SUBMISSION TOWN COMMENTS |
| | 2022-06-21 | 4th SUBMISSION TOWN COMMENTS |

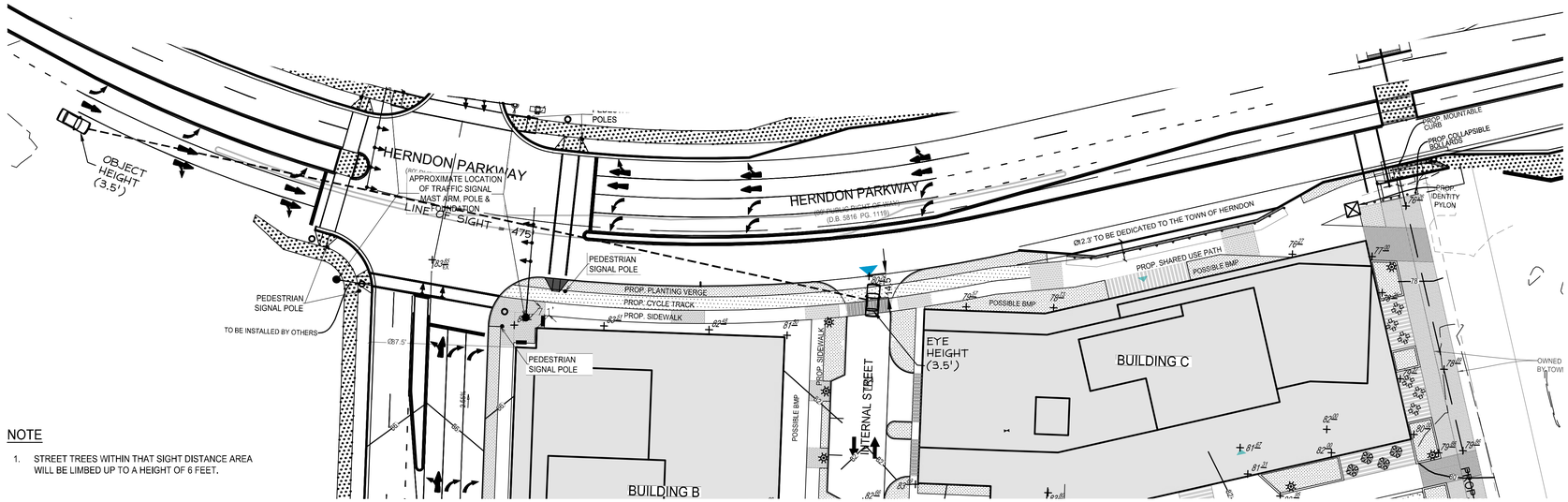
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

TRUCK TURNING MOVEMENTS - MIXED USE OPTION

SHEET No.

11.0




NOTE

1. STREET TREES WITHIN THAT SIGHT DISTANCE AREA WILL BE LIMBED UP TO A HEIGHT OF 6 FEET.

## LEGEND

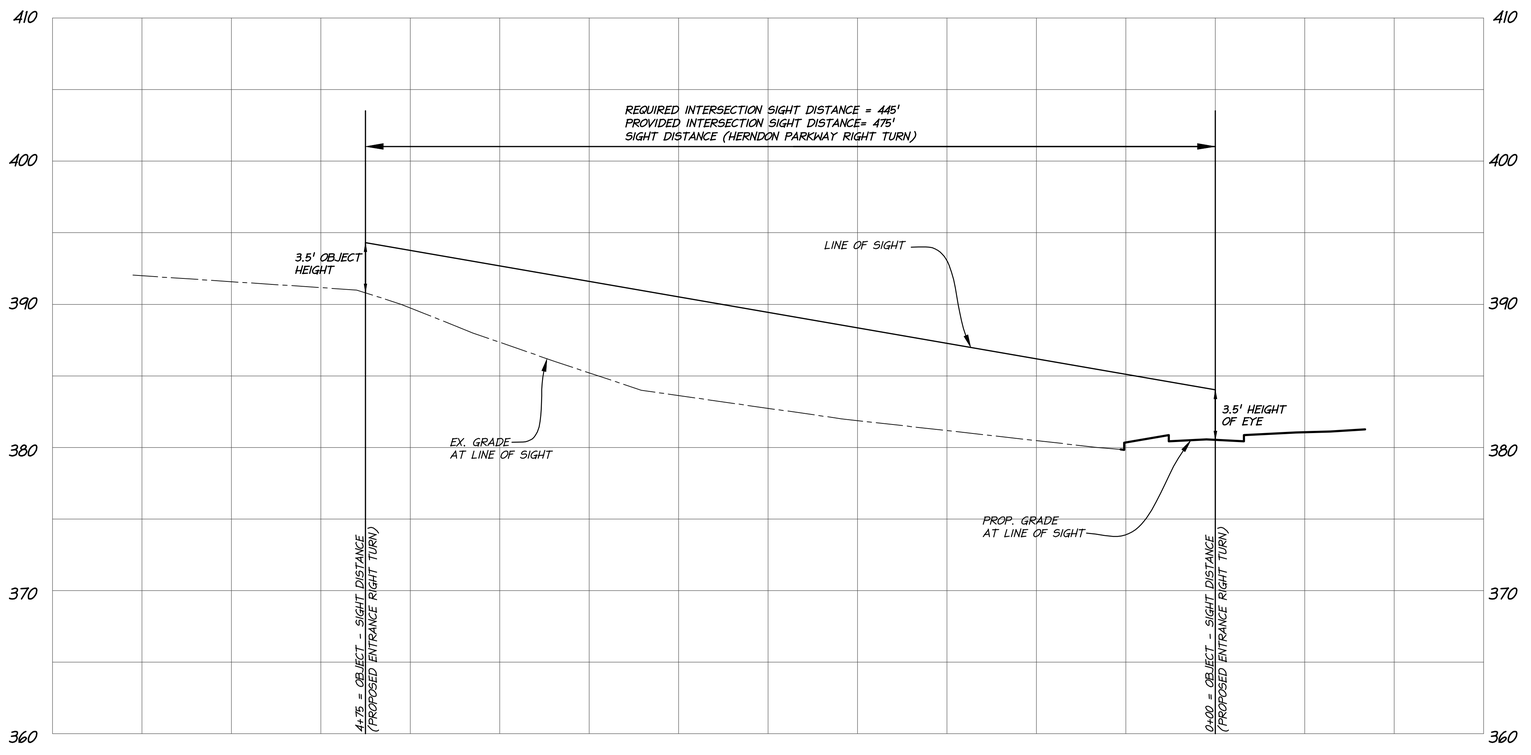
- : EX. WOODS LINE
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. LIMITS OF DISTURBANCE
- : EX. CONTOUR
- : PROP. CONTOUR

VCS 1983 GRID NORTH

GRAPHIC SCALE
40 20 0 40 80
1" = 40'

# HERNDON PARKWAY SIGHT DISTANCE

(80' PUBLIC RIGHT-OF-WAY-COLLECTOR ROAD)
POSTED SPEED: 35 MPH, DESIGN SPEED: 40 MPH




VERTICAL SCALE
5 2.5 0 5 10
GRAPHIC SCALE
1" = 5'

HORIZONTAL SCALE:
40 20 0 40 80
GRAPHIC SCALE
1" = 40'

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KGD architecture
GOROVE / SLADE Transportation Planners and Engineers
McGUIREWOODS

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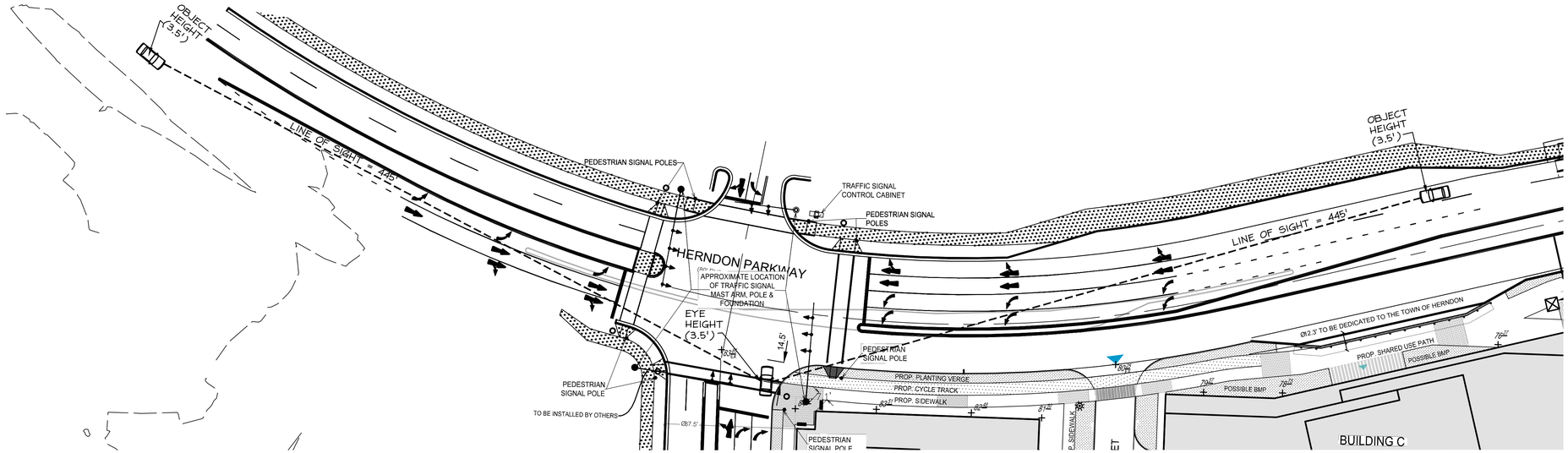
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: JH
DRAWN: MM
CHECKED: KMW

SHEET TITLE:

SIGHT DISTANCE PLAN AND PROFILE - MIXED USE OPTION

SHEET No.

12.0




## LEGEND

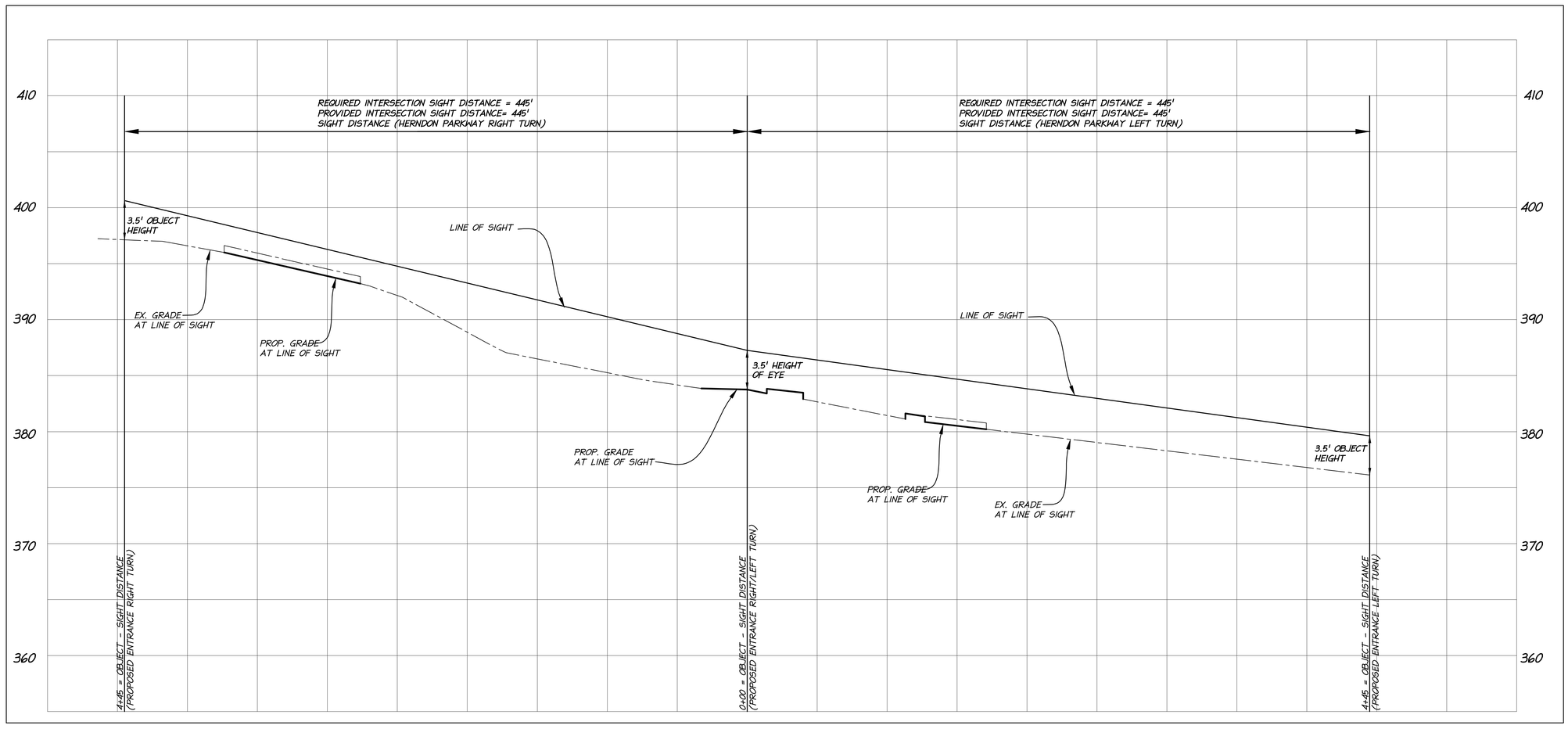
- : EX. WOODS LINE
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. LIMITS OF DISTURBANCE
- 20 : EX. CONTOUR
- 20 : PROP. CONTOUR

VCS 1983 GRID NORTH

40 20 0 40 80
GRAPHIC SCALE
1" = 40'

## NOTE

1. STREET TREES WITHIN THAT SIGHT DISTANCE AREA WILL BE LIMBED UP TO A HEIGHT OF 6 FEET.




VERTICAL SCALE
5 2.5 0 5 10
GRAPHIC SCALE
1" = 5'

HORIZONTAL SCALE:
40 20 0 40 80
GRAPHIC SCALE
1" = 40'

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# PARKVIEW
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DP# 19-01
TOWN OF HERNDON, VIRGINIA

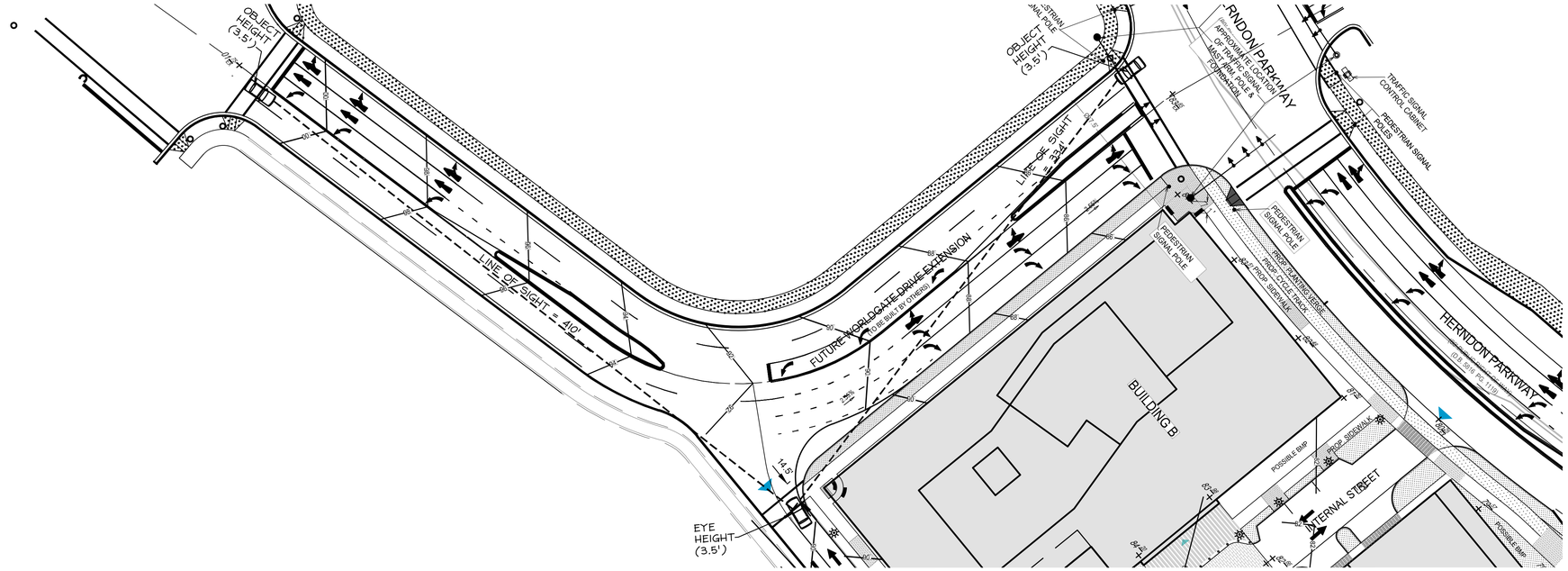
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PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: MQ
DRAWN: MQ
CHECKED: KMW

SHEET TITLE:

SIGHT DISTANCE PLAN AND PROFILE - MIXED USE OPTION

SHEET No.
12.1

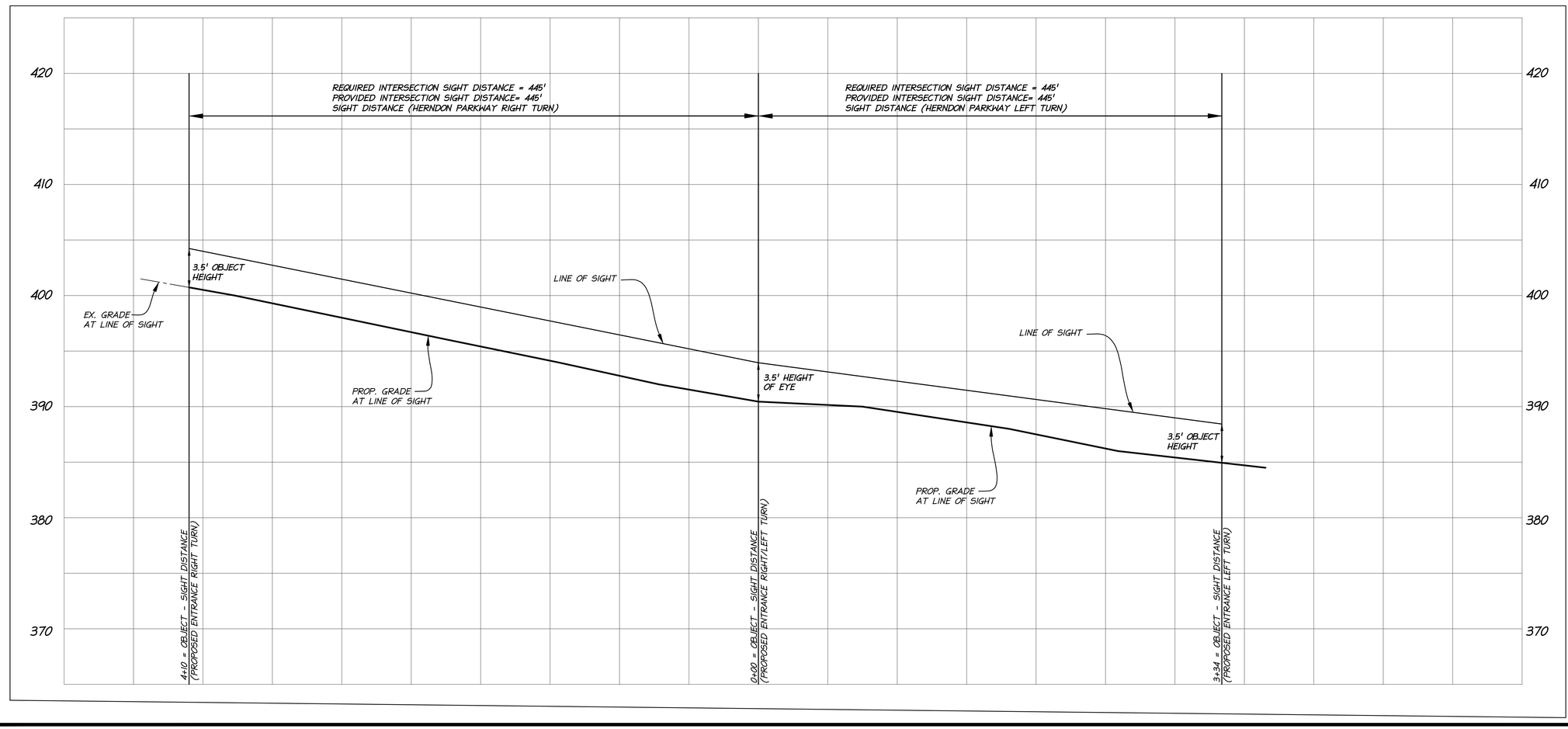



## LEGEND

- : EX. WOODS LINE
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. LIMITS OF DISTURBANCE
- : EX. CONTOUR
- : PROP. CONTOUR

## NOTE

1. STREET TREES WITHIN THAT SIGHT DISTANCE AREA WILL BE LIMBED UP TO A HEIGHT OF 6 FEET.




VERTICAL SCALE
5 2.5 0 5 10
GRAPHIC SCALE
1" = 5'

HORIZONTAL SCALE:
40 20 0 40 80
GRAPHIC SCALE
1" = 40'

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PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: MQ
DRAWN: MQ
CHECKED: KMW

SHEET TITLE:

SIGHT DISTANCE PLAN AND PROFILE - MIXED USE OPTION

SHEET No.

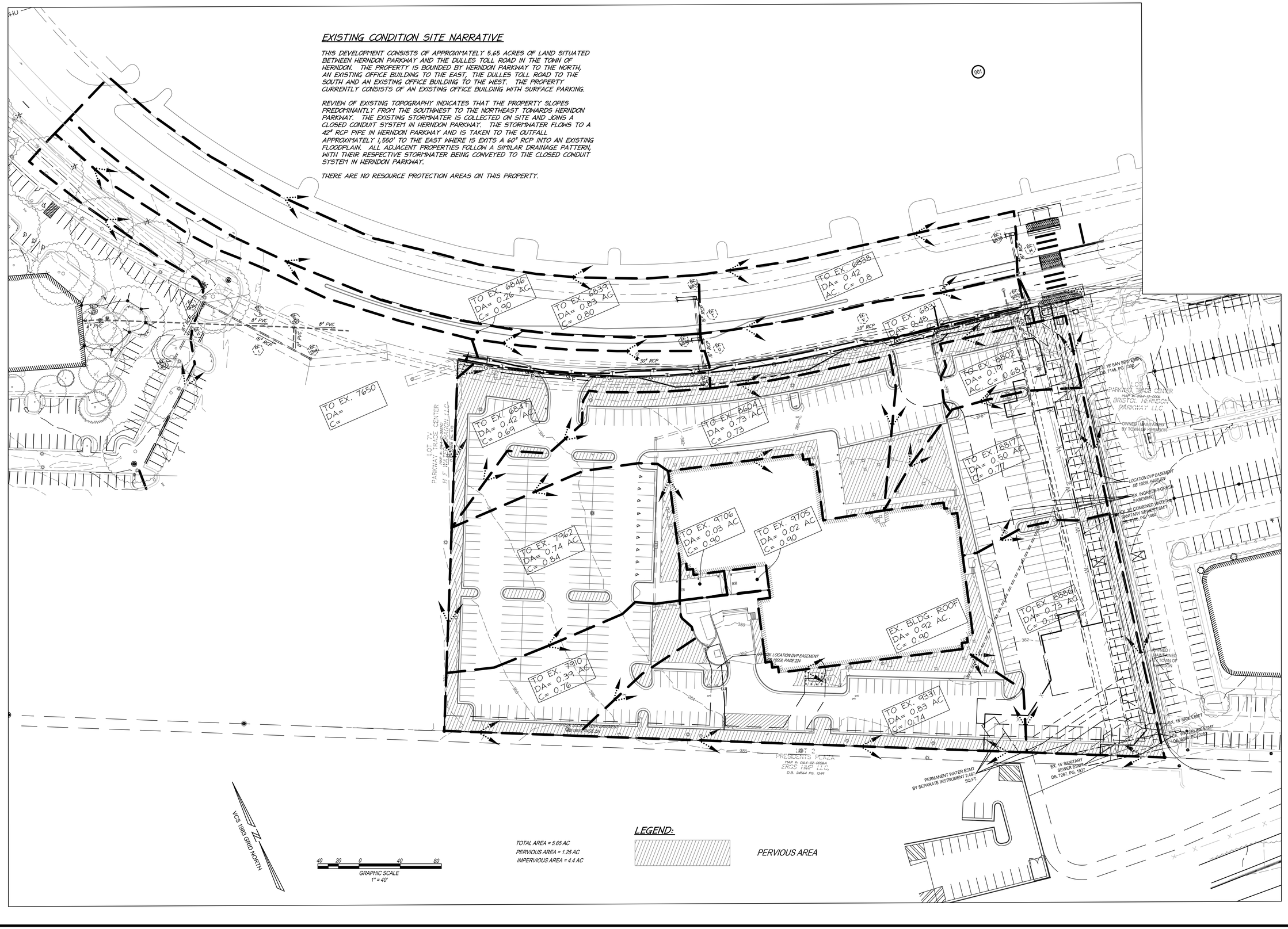
12.2

## EXISTING CONDITION SITE NARRATIVE

THIS DEVELOPMENT CONSISTS OF APPROXIMATELY 5.65 ACRES OF LAND SITUATED BETWEEN HERNDON PARKWAY AND THE DULLES TOLL ROAD IN THE TOWN OF HERNDON. THE PROPERTY IS BOUNDED BY HERNDON PARKWAY TO THE NORTH, AN EXISTING OFFICE BUILDING TO THE EAST, THE DULLES TOLL ROAD TO THE SOUTH AND AN EXISTING OFFICE BUILDING TO THE WEST. THE PROPERTY CURRENTLY CONSISTS OF AN EXISTING OFFICE BUILDING WITH SURFACE PARKING.

REVIEW OF EXISTING TOPOGRAPHY INDICATES THAT THE PROPERTY SLOPES PREDOMINANTLY FROM THE SOUTHWEST TO THE NORTHEAST TOWARDS HERNDON PARKWAY. THE EXISTING STORMWATER IS COLLECTED ON SITE AND JOINS A CLOSED CONDUIT SYSTEM IN HERNDON PARKWAY. THE STORMWATER FLOWS TO A 42" RCP PIPE IN HERNDON PARKWAY AND IS TAKEN TO THE OUTFALL APPROXIMATELY 1,550' TO THE EAST WHERE IS EXITS A 60" RCP INTO AN EXISTING FLOODPLAIN. ALL ADJACENT PROPERTIES FOLLOW A SIMILAR DRAINAGE PATTERN, WITH THEIR RESPECTIVE STORMWATER BEING CONVEYED TO THE CLOSED CONDUIT SYSTEM IN HERNDON PARKWAY.

THERE ARE NO RESOURCE PROTECTION AREAS ON THIS PROPERTY.




TOTAL AREA = 5.65 AC
PERVIOUS AREA = 1.25 AC
IMPERVIOUS AREA = 4.4 AC

LEGEND:

PERVIOUS AREA

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COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
Lic. No. 19279
2022-06-21
PROFESSIONAL ENGINEER

# PARKVIEW
## DEVELOPMENT PLAN
DP# 19-01
TOWN OF HERNDON, VIRGINIA

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PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

EXISTING DRAINAGE AREA MAP - MIXED USE OPTION

SHEET No.

13.0

HERNDON PARKWAY
(80' PUBLIC RIGHT-OF-WAY)
(D.B. 5816, PG. 1418)

FUTURE CAR PULL OFF

PROP. SHARED USE PATH

POSSIBLE BMP

PROP. PLANTING VERGE

PROP. CYCLE TRACK

PROP. SIDEWALK

PROP COLLAPSIBLE BOLLARDS

BUILDING C

AMENITIES 3,550 SQFT

LOBBY 6,260 SQFT

AMENITIES 2,300 SQFT

POTENTIAL RETAIL 5,400 SQFT

BUILDING SERVICES 575 SQFT

AMENITIES 1,200 SQFT

LOADING

TRASH

BIKE STORAGE 2,060 SQFT

GARAGE ENTRY

7.5%

15%

BUILDING B

RESIDENTIAL UNITS

PATIO

AMENITIES 7,100 SQFT

LOBBY 6,780 SQFT

BIKE STORAGE 4,815 SQFT

BUILDING SERVICES 520 SQFT

FCC

BUILDING SERVICES 1,240 SQFT

BUILDING SERVICES 815 SQFT

TRASH

LOADING

BUILDING SERVICES

BUILDING SERVICES 1,800 SQFT

5%

GARAGE ENTRY

INTERNAL STREET

PROP. SIDEWALK

POSSIBLE BMP

CENTRAL PLAZA

POTENTIAL FOCAL POINT

BUILDING A

OFFICE LOBBY 6,450 SQFT

AMENITIES 1,860 SQFT

POTENTIAL RETAIL 4,500 SQFT

RESTROOMS

MECH.

BUILDING SERVICES 560 SQFT

BUILDING SERVICES 3,315 SQFT

BIKE STORAGE 1,820 SQFT

APPROX. LOCATION DVP EASEMENT DB 13659, PAGE 224

PROP. HERNDON PROMENADE

OWNED / MAINTAINED BY TOWN OF HERNDON

LOCATION DVP EASEMENT DB 13559, PAGE 224

FUTURE WORLDGATE DRIVE EXTENSION
(TO BE BUILT BY OTHERS)

ACCESS ROAD

APPROX. LOCATION DVP EASEMENT DB 10659, PAGE 224

FIRE LANE / METRO & TOH SERVICE ACCESS

PROP. COLLAPSIBLE BOLLARDS

PROP. MOUNTABLE CURB

PROPOSED OFFSITE MULTI-USE TRAIL (TO BE BUILT BY OTHERS)

PROP. GRASSCRETE

EXISTING SIDEWALK

METRO

METRO AND TOH MAINTENANCE PARKING

POSSIBLE BMP

FCC

LOT 6
PARKWAY TRADE CENTER
MAP #: 0164-10-0006
BRISTOL HERNDON PARKWAY LLC

LOT 7V
PARKWAY TRADE CENTER
MAP #: 0164-10-0007G1
WATER DRAGON LLC
D.B. 22606 PG. 1013

LOT 2
PRESIDENTS PLAZA
MAP #: 0164-02-0026A
EROS HMP LLC
D.B. 24564 PG. 1249

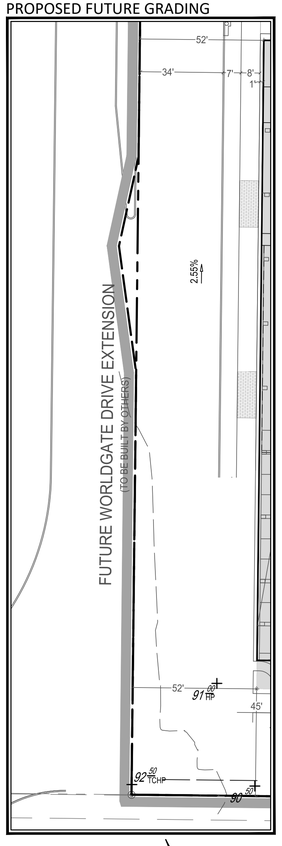
## LEGEND

- EX. STREET CENTER LINE
- EX. CURB & GUTTER
- EX. BOUNDARY
- EX. EDGE OF PAVEMENT (EP.)
- PROP. BUILDING
- PROP. EDGE OF PAVEMENT
- PROP. LIMITS OF DISTURBANCE
- 20 : EX. CONTOUR
- PROP. CONTOUR

## NOTE:

1. ALL EASEMENTS WILL BE RECORDED PRIOR TO FINAL APPROVAL OF ANY SITE PLANS ASSOCIATED WITH THE PROJECT THAT REQUIRE OFFSITE WORK.

PROPOSED FUTURE GRADING




VCS 1983 GRID NORTH

GRAPHIC SCALE
1" = 30'
30 15 0 30 60

LERNER
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KGD architecture
GOROVE / SLADE Transportation Planners and Engineers
McGUIREWOODS

COMMONWEALTH OF VIRGINIA
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# PARKVIEW
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PROJECT No.: 15031.002.00
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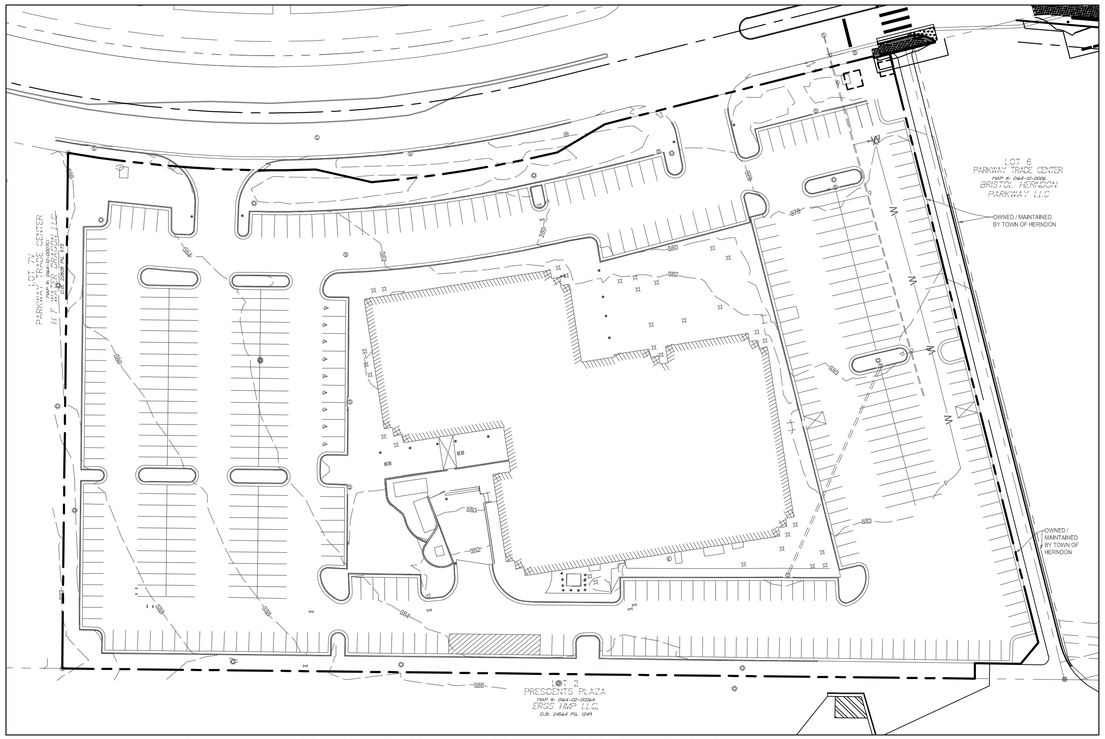
SHEET TITLE:

PROPOSED GRADING PLAN & LIMITS - MIXED USE OPTION

SHEET No.

14.0

## EXISTING PERVIOUS AREA AND DRAINAGE DIVIDES:




TOTAL AREA = 246,114 S.F. PERVIOUS AREA = 54,569 S.F. IMPERVIOUS AREA = 191,545 S.F.

## EXISTING CONDITION SITE NARRATIVE

THIS DEVELOPMENT CONSISTS OF APPROXIMATELY 5.675 ACRES OF LAND SITUATED BETWEEN HERNDON PARKWAY AND THE DULLES TOLL ROAD IN THE TOWN OF HERNDON. THE PROPERTY IS BOUNDED BY HERNDON PARKWAY TO THE NORTH, AN EXISTING OFFICE BUILDING TO THE EAST, THE DULLES TOLL ROAD TO THE SOUTH AND AN EXISTING OFFICE BUILDING TO THE WEST. THE PROPERTY CURRENTLY CONSISTS OF AN EXISTING OFFICE BUILDING WITH SURFACE PARKING.

REVIEW OF EXISTING TOPOGRAPHY INDICATES THAT THE PROPERTY SLOPES PREDOMINANTLY FROM THE SOUTHWEST TO THE NORTHEAST TOWARDS HERNDON PARKWAY. THE EXISTING STORMWATER IS COLLECTED ON SITE AND JOINS A CLOSED CONDUIT SYSTEM IN HERNDON PARKWAY. THE STORMWATER FLOWS TO A 36" RCP PIPE IN HERNDON PARKWAY AND IS TAKEN TO THE OUTFALL APPROXIMATELY 1,550' TO THE EAST WHERE IS EXITS A 60" RCP INTO AN EXISTING FLOODPLAIN. ALL ADJACENT PROPERTIES FOLLOW A SIMILAR DRAINAGE PATTERN, WITH THEIR RESPECTIVE STORMWATER BEING CONVEYED TO THE CLOSED CONDUIT SYSTEM IN HERNDON PARKWAY.

THERE ARE NO RESOURCE PROTECTION AREAS ON THIS PROPERTY.

## PROPOSED CONDITION SITE NARRATIVE

THE APPLICANT PROPOSES TO DEVELOP THE PROPERTY IN ACCORDANCE WITH THE HERNDON METRO STUDY AREA WITH OFFICE USES. THE PROPOSED DEVELOPMENT CONSISTS OF THREE BUILDINGS; ALL BUILDINGS ARE OFFICE WITH ABOVE GROUND PARKING. THERE WILL BE AN INCREASE IN THE SITE'S IMPERVIOUSNESS WHICH WILL RESULT IN A INCREASE IN RUNOFF. THE VIRGINIA RUNOFF REDUCTION METHOD (VRRM), AND FUTURE DETENTION VAULTS UNDER EACH GARAGE RAMP WILL BE USED TO PREVENT THE ADDITIONAL RUNOFF FROM ENTERING THE FLOODPLAN AT ONCE. OVERALL DRAINAGE DIVIDES WILL NOT CHANGE AS THE SITE WILL STILL DRAIN PRIMARILY FROM THE SOUTHWEST OF THE SITE TO THE NORTHEAST. OVERLAND RELIEF IS PROVIDED ON THE SITE, AS THE SITE PROVIDES POSITIVE DRAINAGE TO THE NORTHEAST.

## WATER QUALITY TREATMENT (BMP) NARRATIVE

TO COMPLY WITH THE CHESAPEAKE BAY ACT (CBA), THE PROJECT WILL PROVIDE WATER QUALITY TREATMENT THROUGH THE USE OF GREEN ROOFS AND MICRO-BIORETENTION FACILITIES. THESE TREATMENT SYSTEMS ARE CAPABLE OF REMOVING THE REQUIRED PHOSPHORUS TO ACHIEVE THE WATER QUALITY VOLUME FOR THE RE-DEVELOPED PROPERTY.

THE OWNER WILL BE RESPONSIBLE FOR MAINTAINING THE WATER QUALITY DEVICES THAT ARE LOCATED WITHIN THE SITE BOUNDARY.

NOTE:
1. ALL REQUIRED VRRM SPREADSHEETS AND ALL RELEVANT SWM COMPUTATIONS THAT VERIFY SWM REQUIREMENTS WILL BE MET AND SHALL BE PROVIDED WITH ALL FUTURE SITE PLANS FOR THIS PROJECT.
2. IF THE PROJECT IS PHASED, ADDITIONAL INTERIM BMP MEASURES MAY BE REQUIRED TO MEET WATER QUALITY REQUIREMENTS FOR INDIVIDUAL PHASES.

VCS 1983 GRID NORTH

25 0
GRAPHIC SCALE
1" = 50'

## LEGEND:

PERVIOUS AREA

PROPOSED GREEN ROOF (36,280 S.F.)

PROPOSED MICRO-BIORETENTION

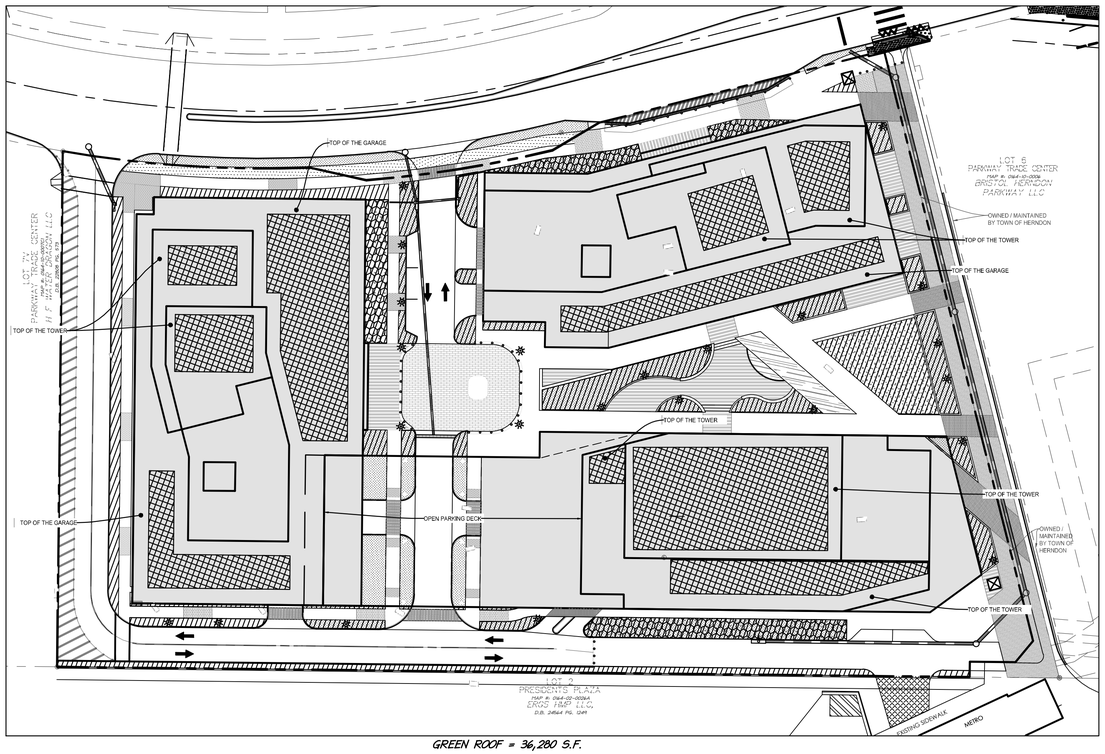
## WATER QUANTITY TREATMENT (SWM) NARRATIVE

DUE TO THE INCREASE IN IMPERVIOUS COVER FOR THE SITE THROUGH REDEVELOPMENT, POST-DEVELOPMENT PEAK RUNOFF FOR THE ONE, TWO AND TEN YEAR STORMS WILL EXCEED THE PRE-DEVELOPMENT RATES. THE DETENTION METHOD WILL BE APPLIED AND THE GREEN ROOF, MICRO-BIORETENTION, AND DETENTION FACILITIES TO REDUCE THE RUNOFF FROM EXCEEDING IT'S REQUIREMENTS. DETENTION VAULTS UNDER EACH GARAGE ENTRY RAMP SHALL BE IMPLEMENTED TO CONTROL WATER QUANTITY IN ORDER TO MEET THE FLOOD AND CHANNEL PROTECTION REQUIREMENTS.

STORMWATER MANAGEMENT WILL BE PROVIDED BY THE USE OF BMP's TO STORE, TREAT, AND INFILTRATE RUNOFF FROM POST-DEVELOPMENT. 0.62 ACRES VEGETATED COVER WILL BE PROVIDED ON THE ROOF TOP THROUGH GREEN ROOFS, AND MICRO-BIORETENTION FACILITIES WILL BE INSTALLED TO STORE AND INFILTRATE RUNOFF FROM POST-DEVELOPMENT. SOIL TESTING FOR BMP FACILITIES HAS NOT BEEN COMPLETED. IF INSUFFICIENT INFILTRATION RATES ARE DETERMINED UPON SOIL TESTING, UNDERDRAINS WILL BE PROVIDED..

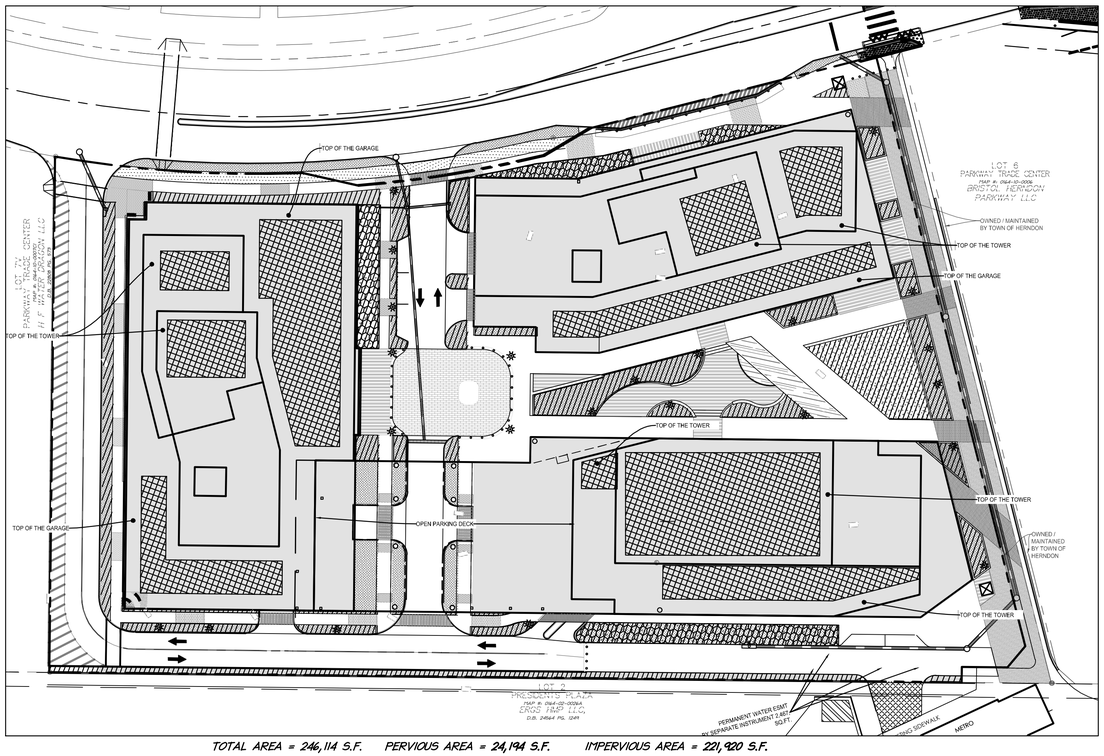
SINCE THE DETENTION METHOD FOR STORMWATER MANAGEMENT IS BEING USED, NO ADVERSE EFFECTS TO THE FLOODPLAIN OR THE PUBLIC DRAINAGE SYSTEM IS EXPECTED.

## PROPOSED BMP AREAS: GREEN ROOF AREA AND MICRO-BIORETENTION




GREEN ROOF = 36,280 S.F.

## PROPOSED PERVIOUS AREA AND BMP DIVIDES:




TOTAL AREA = 246,114 S.F. PERVIOUS AREA = 24,194 S.F. IMPERVIOUS AREA = 221,920 S.F.

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# PARKVIEW
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DP# 19-01
TOWN OF HERNDON, VIRGINIA

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| | 2022-06-21 | 4th SUBMISSION TOWN COMMENTS |

PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: CS
DRAWN: CS
CHECKED: JH

SHEET TITLE:

SWM DRAINAGE PLAN - MIXED USE OPTION

SHEET No.
14.1




VIEW OF THE SOUTHEAST CORNER AT METRO LANDING



VIEW OF THE NORTHEAST CORNER ALONG THE PROMENADE



VIEW OF THE NORTH ELEVATION ALONG HERNDON PARKWAY



VIEW OF THE NORTHWEST CORNER AT WORLDGATE DRIVE

CONCEPTUAL RENDERINGS - FOR ILLUSTRATIVE PURPOSES ONLY

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DRAWN: WR
CHECKED: JR

SHEET TITLE:

PERSPECTIVE VIEWS - MAX FAR MIXED USE OPTION

SHEET No.

15.0



VIEW OF THE NORTH ELEVATION ALONG HERNDON PARKWAY




VIEW OF THE EAST ELEVATION ALONG THE PROMENADE



VIEW OF THE WEST ELEVATION ALONG WORLDGATE DRIVE




VIEW OF THE SOUTH ELEVATION ALONG THE ACCESS ROAD

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DRAWN: WR
CHECKED: JR

SHEET TITLE:

ELEVATION VIEWS - MAX FAR MIXED USE OPTION

SHEET No.

15.1




VIEW OF THE SOUTHEAST CORNER NEAR METRO LANDING




VIEW OF THE SOUTHEAST CORNER AT THE PROMENADE



VIEW OF THE CENTRAL PLAZA ADJACENT TO THE PROMENADE



VIEW OF THE CENTRAL PLAZA ADJACENT TO THE PROMENADE

CONCEPTUAL RENDERINGS - FOR ILLUSTRATIVE PURPOSES ONLY

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PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PEDESTRIAN VIEWS - MAX FAR MIXED USE OPTION

SHEET No.

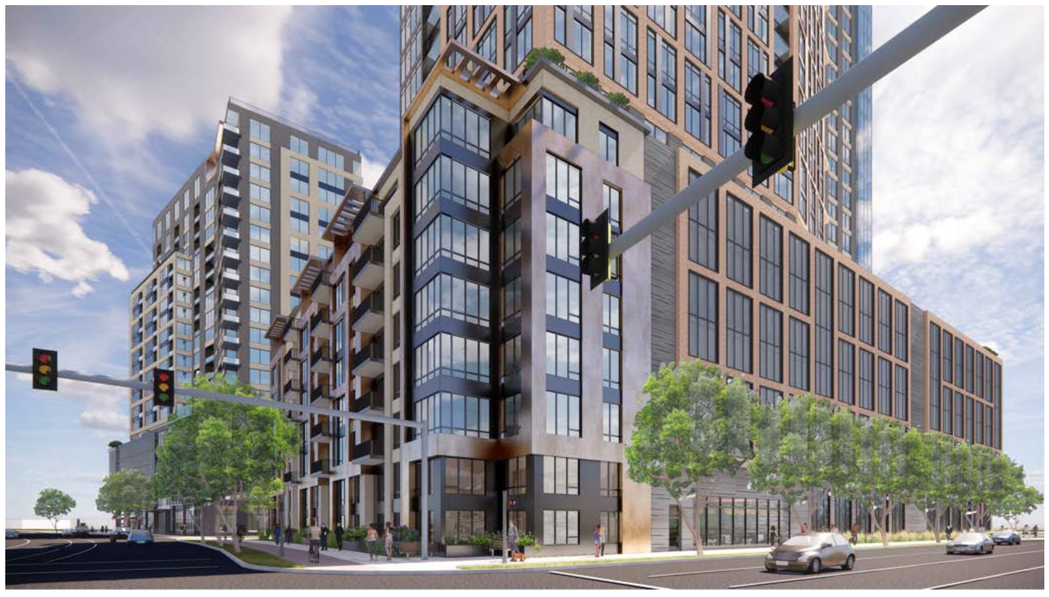
15.2




GROUND LEVEL VIEW OF BUILDING C ALONG PROMENADE




GROUND LEVEL VIEW OF THE NORTHEAST CORNER AT BUILDING C



VIEW OF THE NORTHWEST CORNER AT BUILDING B ALONG WORLDGATE DRIVE



VIEW OF THE NORTHWEST CORNER AT BUILDING B ALONG WORLDGATE DRIVE

CONCEPTUAL RENDERINGS - FOR ILLUSTRATIVE PURPOSES ONLY

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DESIGN: WR
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SHEET TITLE:

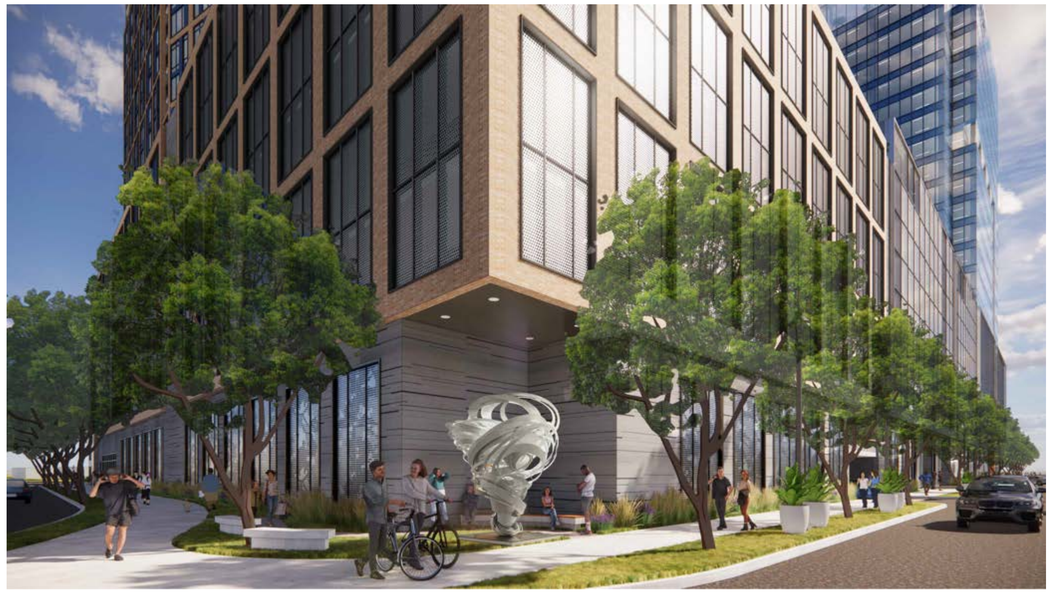
PEDESTRIAN VIEWS - MAX FAR MIXED USE OPTION

SHEET No.

15.3



GROUND LEVEL VIEW ALONG WORLDGATE DRIVE



GROUND LEVEL VIEW OF THE SOUTHWEST CORNER AT BUILDING B



GROUND LEVEL VIEW ALONG THE ACCESS ROAD




GROUND LEVEL VIEW OF BUILDING A

CONCEPTUAL RENDERINGS - FOR ILLUSTRATIVE PURPOSES ONLY

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DRAWN: WR
CHECKED: JR

SHEET TITLE:

PEDESTRIAN VIEWS - MAX FAR MIXED USE OPTION

SHEET No.

15.4



GROUND LEVEL VIEW OF THE NORTHEAST CORNER OF BUILDING C



VIEW OF THE CENTRAL PLAZA ADJACENT TO THE PROMENADE



VIEW OF THE NORTH ELEVATION ALONG HERNDON PARKWAY



VIEW OF THE NORTHWEST CORNER AT WORLDGATE DRIVE

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SHEET TITLE:

PERSPECTIVE VIEWS - MIN FAR MIXED USE OPTION

SHEET No.

15.5



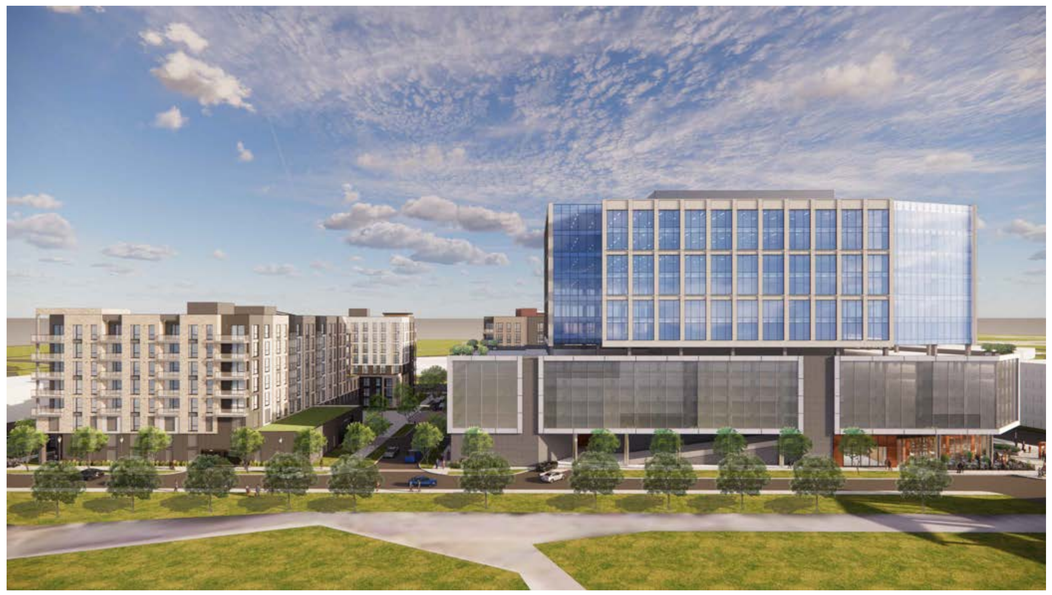
VIEW OF THE EAST ELEVATION ALONG THE PROMENADE



VIEW OF THE NORTH ELEVATION ALONG HERNDON PARKWAY



VIEW OF THE WEST ELEVATION ALONG WORLDGATE DRIVE



VIEW OF THE SOUTH ELEVATION ALONG THE ACCESS ROAD

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SHEET TITLE:

ELEVATION VIEWS - MIN FAR MIXED USE OPTION

SHEET No.

15.6




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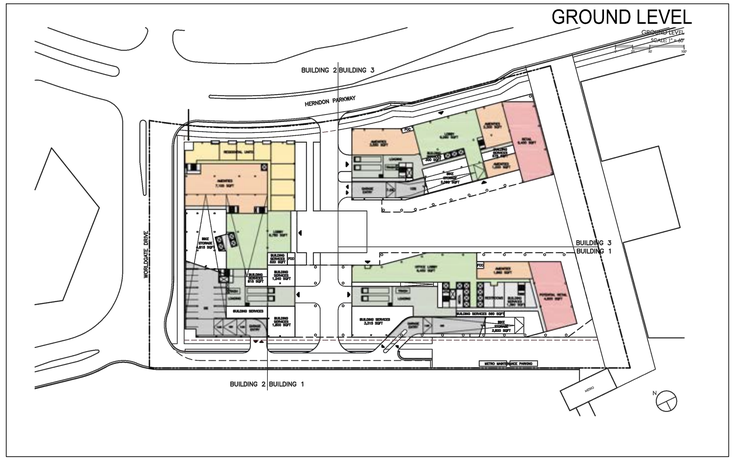
PROJECT No.: 15031.002.00
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DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

SHADOW ANALYSIS - MIXED USE OPTION

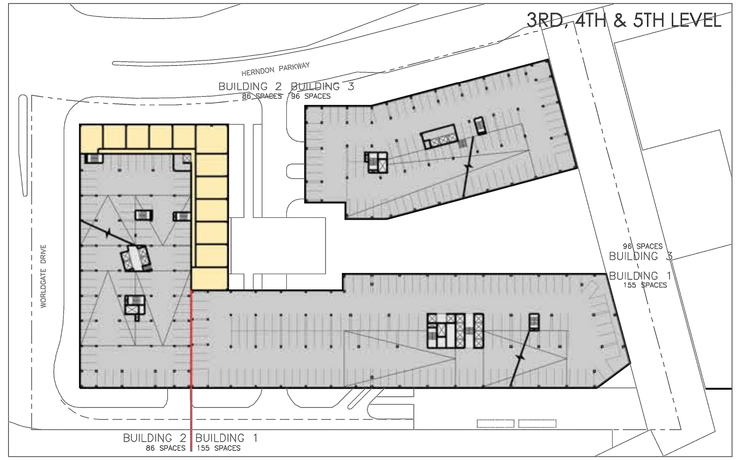
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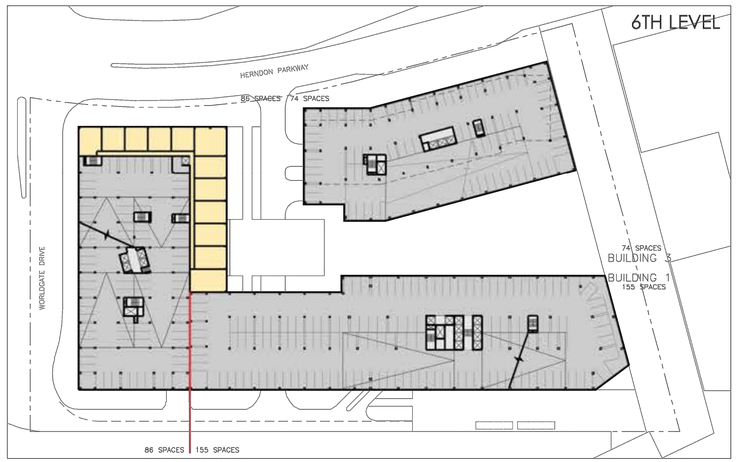
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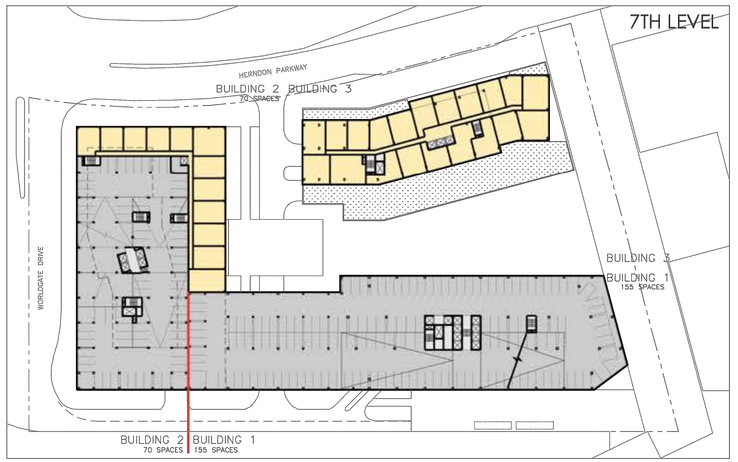


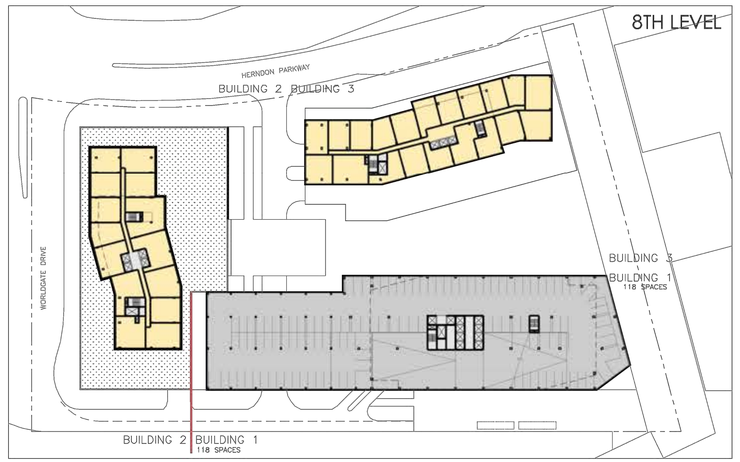







NOTES:

1. GARAGE DESIGN IS CONCEPTUAL AND CAN BE MODIFIED AT TIME OF SITE PLAN FOR EACH BUILDING PHASE ON THE CONDITION THAT THE MINIMUM REQUIRED RATE FOR EACH USE IS PROVIDED.
2. BUILDINGS A AND B GARAGE LEVELS DO NOT ALIGN AND NO PHYSICAL PASSAGE IS PLANNED NOR ANTICIPATED. EACH GARAGE FUNCTIONS INDEPENDENTLY FROM THE OTHER.

LEGEND

- GARAGE
- LOADING
- LOBBY
- AMENITIES
- CIRCULATION
- RETAIL
- RESIDENTIAL

N

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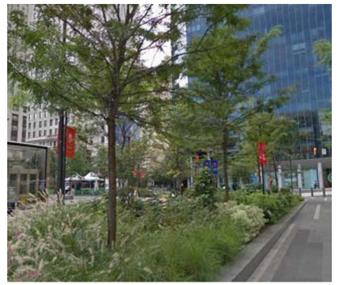
ILLUST. PARKING PLAN - MIXED USE OPTION

SHEET No.

17.0

## CENTRAL PLAZA OVERALL CONCEPT

FORMAL DESIGN/INFORMAL MATERIALS:
A MODERN DESIGN LANGUAGE IS JUXTAPOSED WITH TRADITIONAL MATERIALS TO CREATE AN ORGANIZED, FUNCTIONAL, AND ACCESSIBLE PLAZA WITH A MORE COMFORTABLE AND SOFTER HUMAN FEEL





NATURALISTIC LANDSCAPE SERVES TO SOFTEN THE GEOMETRIC DESIGN OF THE ARCHITECTURE IN THE PLAZA, CREATING AN AREA OF REFUGE AND RELAXATION AWAY FROM THE BUSY PROMENADE, AS WELL AS HELPS TO REDUCE THE PLAZA TO A MORE HUMAN SCALE





BIORETENTION PLANTERS CREATE LANDSCAPE OPPORTUNITIES ADJACENT TO PEDESTRIAN AREA AND SERVE TO TREAT STORM WATER FROM THE BUILDINGS





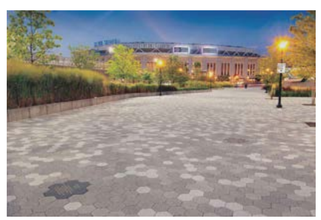


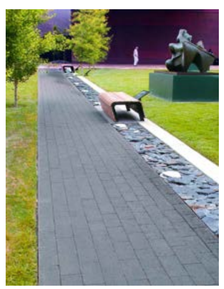

HERNDON PARKWAY- TO BE PLANTED PER THE REVISED STREETSCAPE MANUAL




ALONG THE RETAIL FACADE, DEDICATED OUTDOOR DINING OR RETAIL AREA CAN BE PLACED ON THE SPECIALTY PAVING AREA . THE OUTDOOR DINING AND RETAIL SERVES TO ACTIVATE AND FURTHER ENLIVEN THE PROMENADE

AREAS OF DECORATIVE PAVING MATERIALS SERVE TO IDENTIFY AND HIGHLIGHT DIFFERENT SPACES WITHIN THE COURTYARD AND PROMENADE.





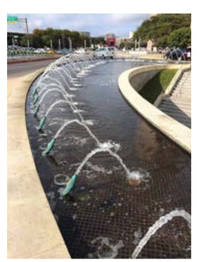




BIORETENTION PLANTERS TREAT STORMWATER FROM THE ROOF AND ARE PLANTED HERE WITH LARGER PLANT MATERIALS INCLUDING SHADE TREES, WHICH IN ADDITION TO BEING AN INTEGRAL PART OF BIORETENTION, ALSO SERVE AS STREET TREES, SHADING THE SIDEWALK AND REDUCING THE SCALE OF THE ARCHITECTURE

FOCAL POINT - PROVIDES A CENTRAL VISUAL INTEREST FEATURE





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CHECKED: JR

SHEET TITLE:

LANDSCAPE FEATURES - MIXED USE OPTION

SHEET No.

17.1

RESIDENTIAL ROOFTOP

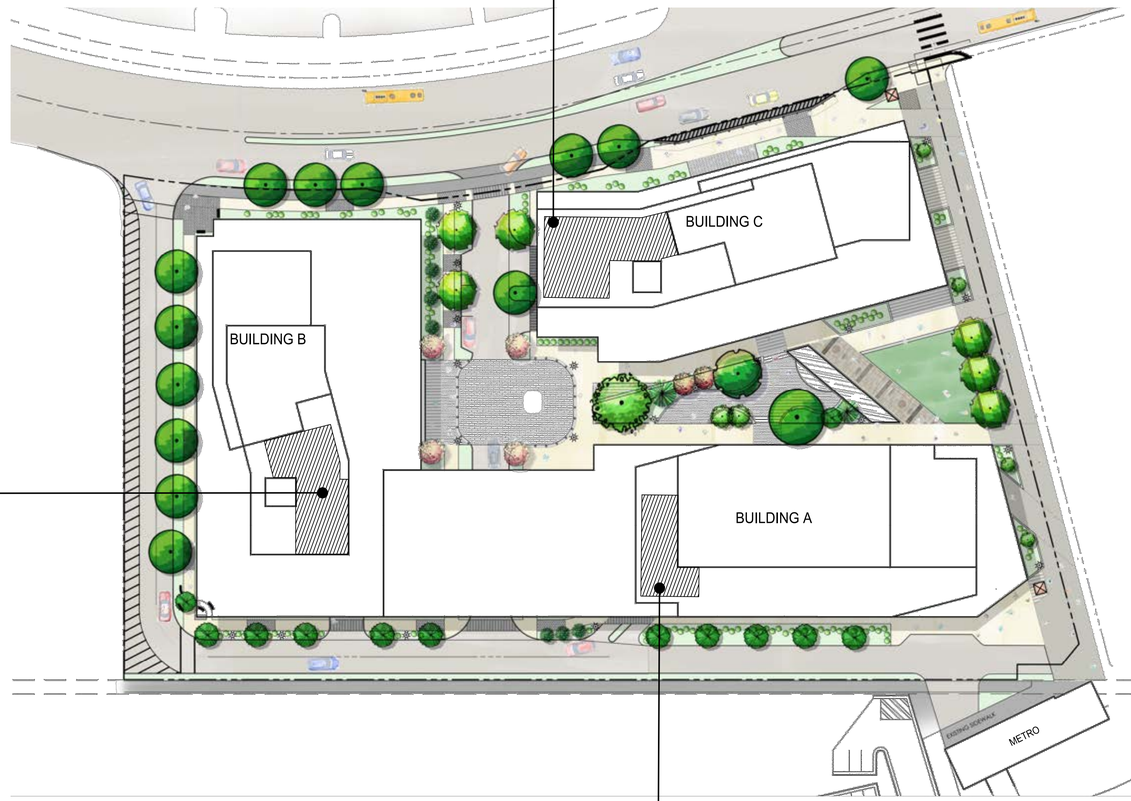


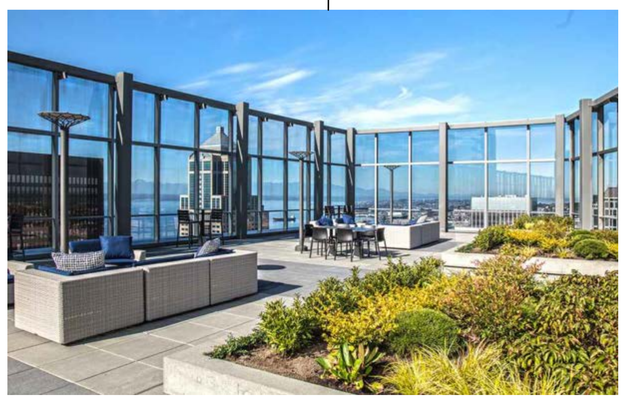






RESIDENTIAL ROOFTOP



OFFICE ROOFTOP



THE IMAGES SHOWN ON THIS PAGE ARE CONCEPTUAL. AMENITIES TO BE PROVIDED ON THE PRIVATELY ACCESSED ROOFTOPS ARE SUBJECT TO FINAL ARCHITECTURAL DESIGN.

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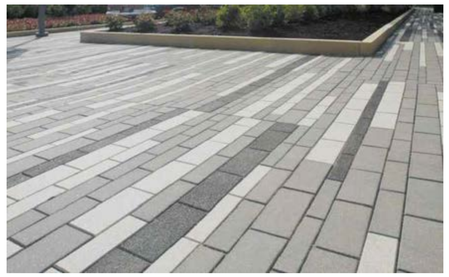
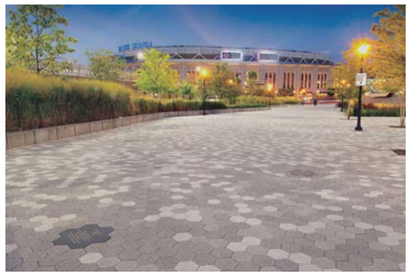
SHEET TITLE:

PRIVATE AMENITY SPACE - MIXED USE OPTION

SHEET No.
17.2

## DECORATIVE PAVING EXAMPLES



## SITE FURNISHING EXAMPLES - ELEMENTS TO BE FROM COORDINATED "COLLECTIONS"










## TREES IN PAVEMENT EXAMPLE



## SITE LIGHTING EXAMPLES



## SEAT/RETAINING WALL EXAMPLES - RUSTIC




## SEAT/RETAINING WALL EXAMPLES - MODERN




## LOADING DOCK DOOR EXAMPLE



## INTERIM GARAGE SCREENING EXAMPLE



**NOTES:**

1. FOR ILLUSTRATIVE PURPOSES ONLY
2. SITE MATERIALS SPECIFICATIONS ARE SUBJECT TO CHANGE BASED ON FINAL DESIGN

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PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:
ILLUSTRATIVE DESIGN AMENITIES - MIXED USE OPTION

SHEET No.
17.3



BIORETENTION



PERMEABLE TREE WELLS



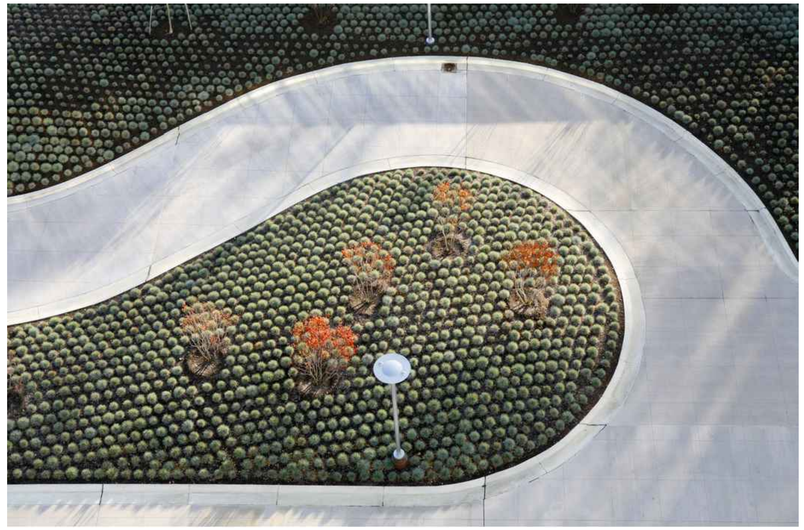
IN-GRADE BIORETENTION

## SUSTAINABLE PRACTICES

STORM WATER REQUIREMENTS CAN BE MET BY INCORPORATING SUSTAINABLE PRACTICES SUCH AS THOSE SHOWN HERE.

THE IMAGES ON THIS SHEET AREA FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DESIGN ELEMENTS WILL BE BASED ON SITE ENGINEERING AND ARCHITECTURAL REQUIREMENTS, SUBJECT TO CHANGE FROM THESE EXAMPLES

GREEN ROOF ATOP PARKING STRUCTURE







GREEN ROOF WITH AMENITIES

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McGUIREWOODS

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Lic. No. 19279
2022-06-21
PROFESSIONAL ENGINEER

PARKVIEW
DEVELOPMENT PLAN
DP# 19-01
TOWN OF HERNDON, VIRGINIA

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DESIGN: WR
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SHEET TITLE:

SUSTAINABLE PRACTICES - MIXED USE OPTION

SHEET No.

17.4

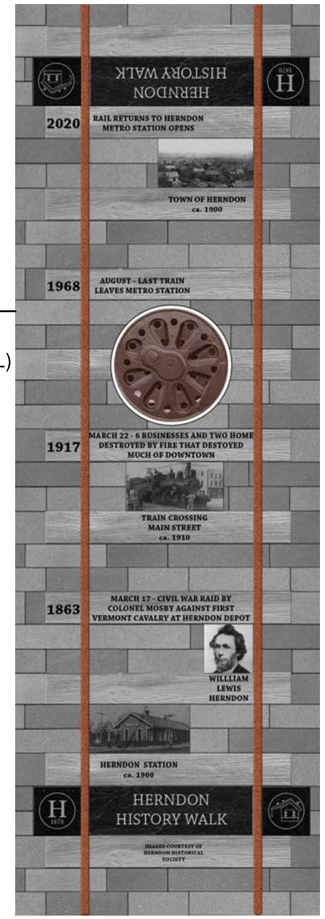
IMAGES SHOWN ON THIS SHEET ARE CONCEPTUAL. MATERIAL SELECTIONS AND LOCATIONS OF PROPOSED FEATURES RENDERED ARE SUBJECT TO FINAL ARCHITECTURAL AND GROUND PLANE DESIGN.






HERNDON IDENTITY PYLON

HISTORIC TIMELINE TRAIL
PAVER INLAY (CONCEPTUAL)






PERFORATED METAL SCREEN
FACADE (NE STREET VIEW)

INFORMATION KIOSK



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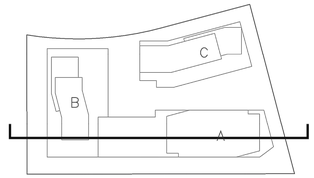
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DRAWING No.: 108985
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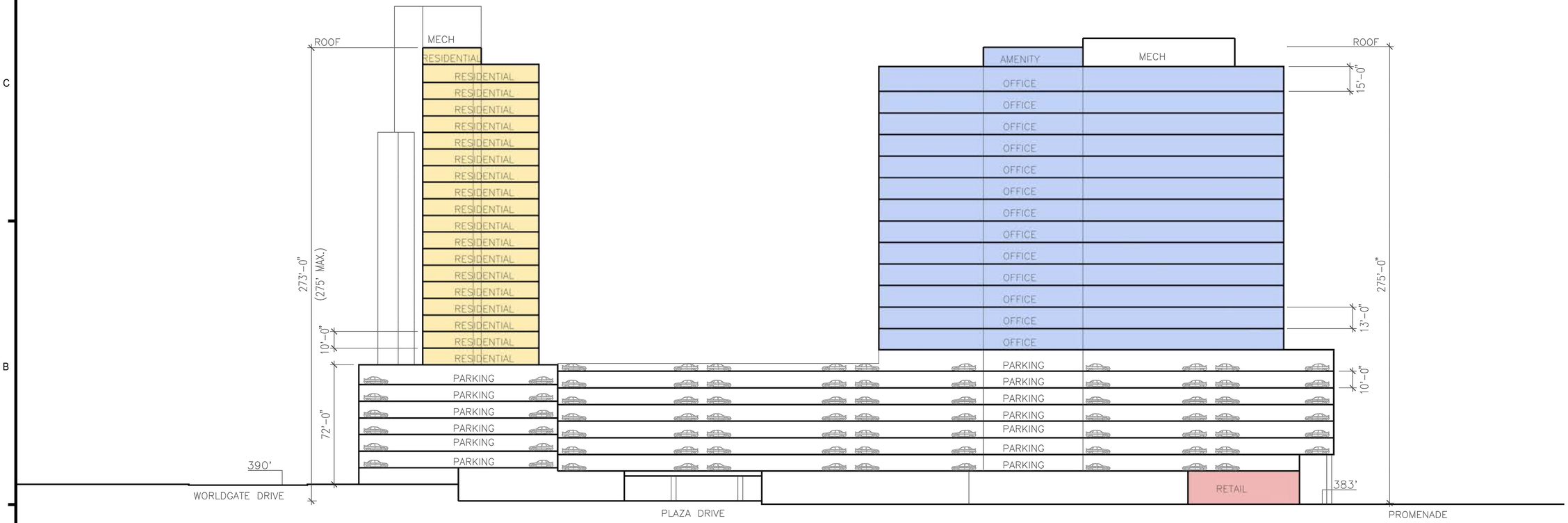
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HERNDON IDENTITY - MIXED USE OPTION

SHEET No.

17.5




30 15 0 30 60
GRAPHIC SCALE
1" = 30'

THE GRAPHIC SHOWN IS CONCEPTUAL. INTERNAL DIMENSIONS AND SQUARE FOOTAGES ARE SUBJECT TO CHANGE BASED ON FINAL ARCHITECTURAL DESIGN AT TIME OF SITE PLAN

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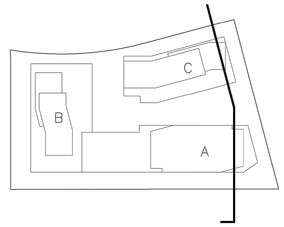
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: KGD
DRAWN: KGD
CHECKED: TBK

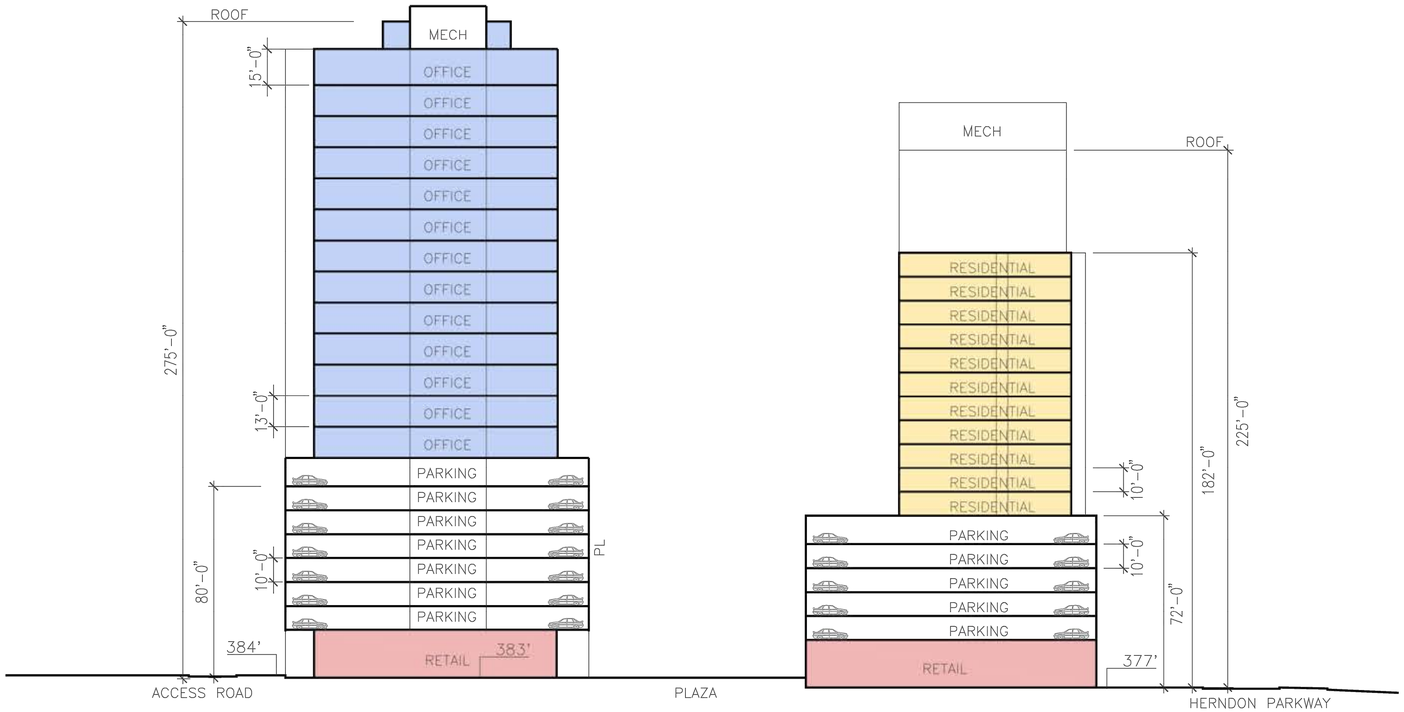
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BUILDING SECTION A-A' - MIXED USE OPTION

SHEET No.

18.0




BUILDING A

BUILDING C




THE GRAPHIC SHOWN IS CONCEPTUAL. INTERNAL DIMENSIONS AND SQUARE FOOTAGES ARE SUBJECT TO CHANGE BASED ON FINAL ARCHITECTURAL DESIGN AT TIME OF SITE PLAN

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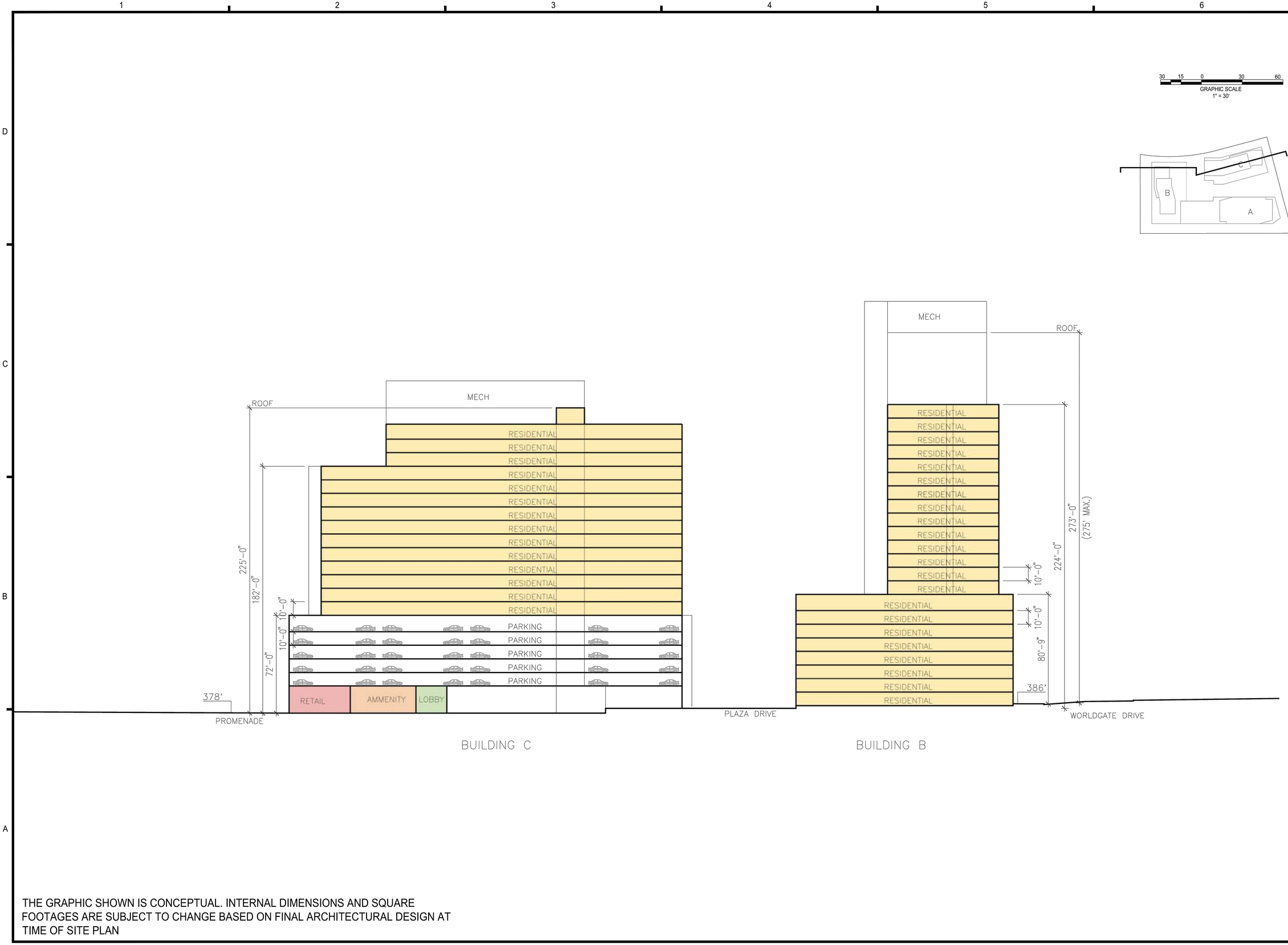
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DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

BUILDING SECTION B-B' - MIXED USE OPTION

SHEET No.

18.1




THE GRAPHIC SHOWN IS CONCEPTUAL. INTERNAL DIMENSIONS AND SQUARE FOOTAGES ARE SUBJECT TO CHANGE BASED ON FINAL ARCHITECTURAL DESIGN AT TIME OF SITE PLAN

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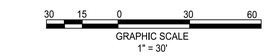
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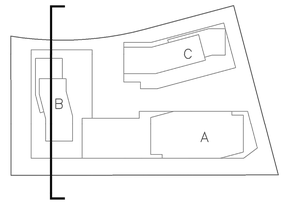
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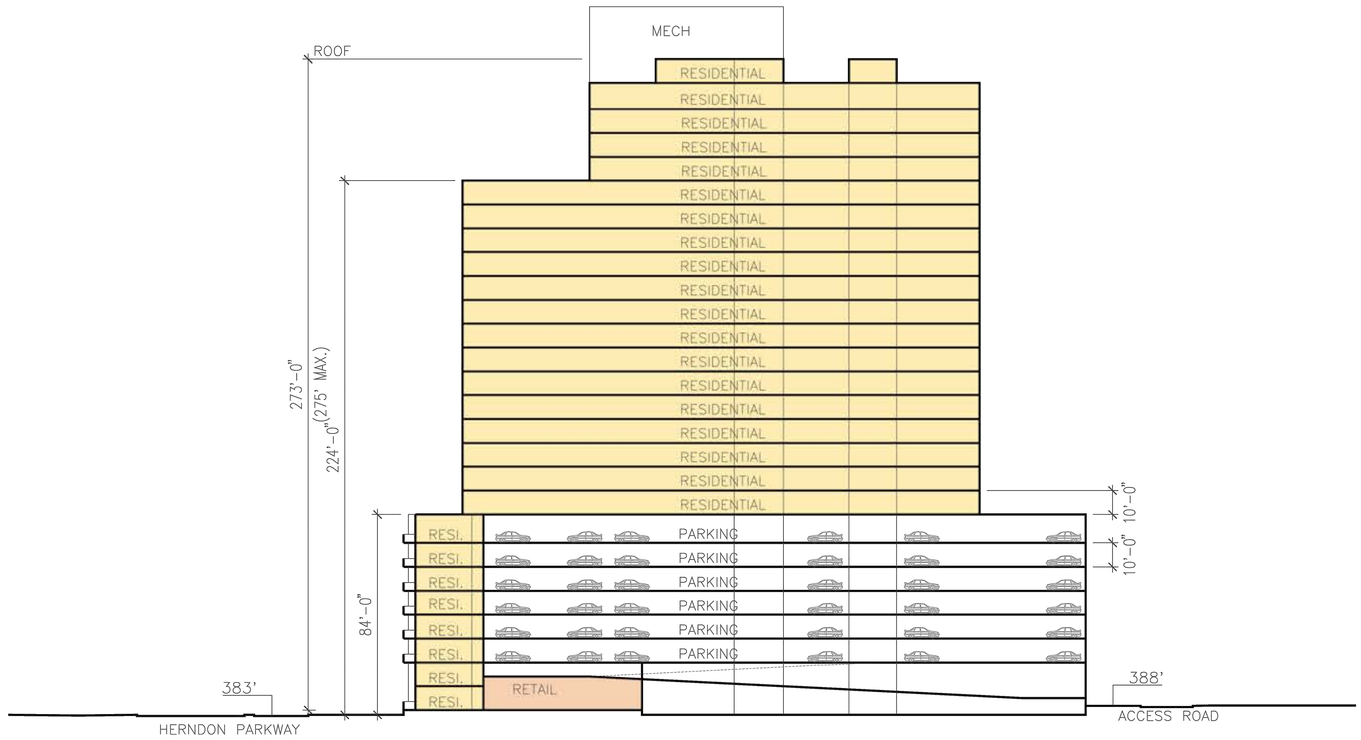
BUILDING SECTION C-C' - MIXED USE OPTION

SHEET No.

18.2




BUILDING B

THE GRAPHIC SHOWN IS CONCEPTUAL. INTERNAL DIMENSIONS AND SQUARE FOOTAGES ARE SUBJECT TO CHANGE BASED ON FINAL ARCHITECTURAL DESIGN AT TIME OF SITE PLAN

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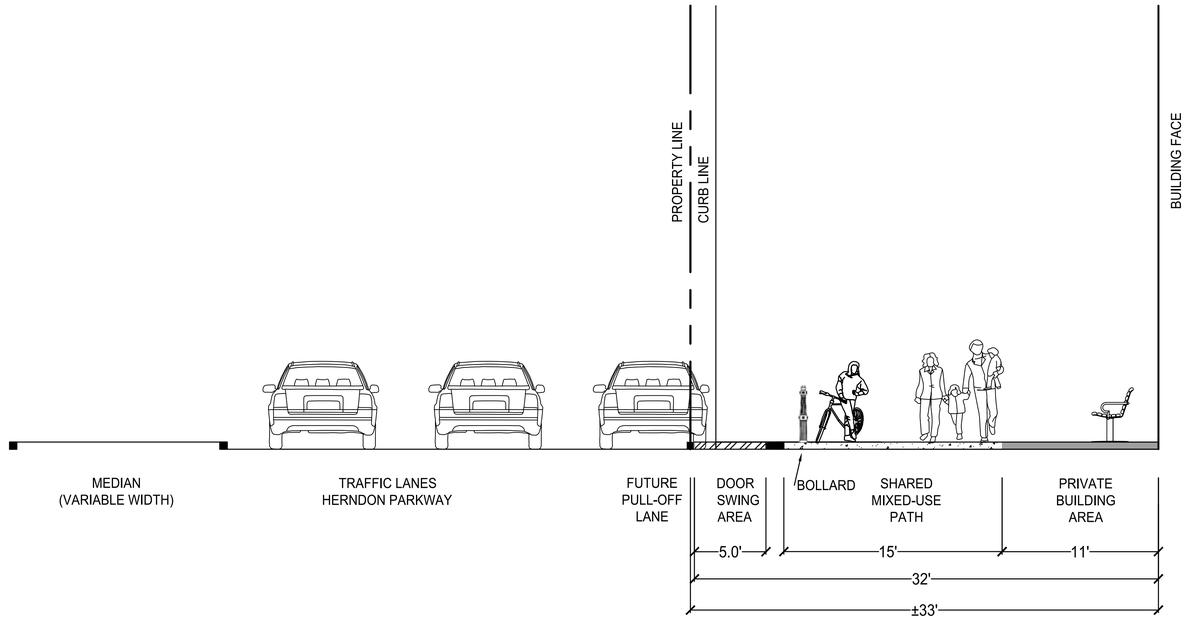
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DRAWING No.: 108985
DATE: 2019-07-22
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DRAWN: KGD
CHECKED: TBK

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BUILDING SECTION D-D' - MIXED USE OPTION

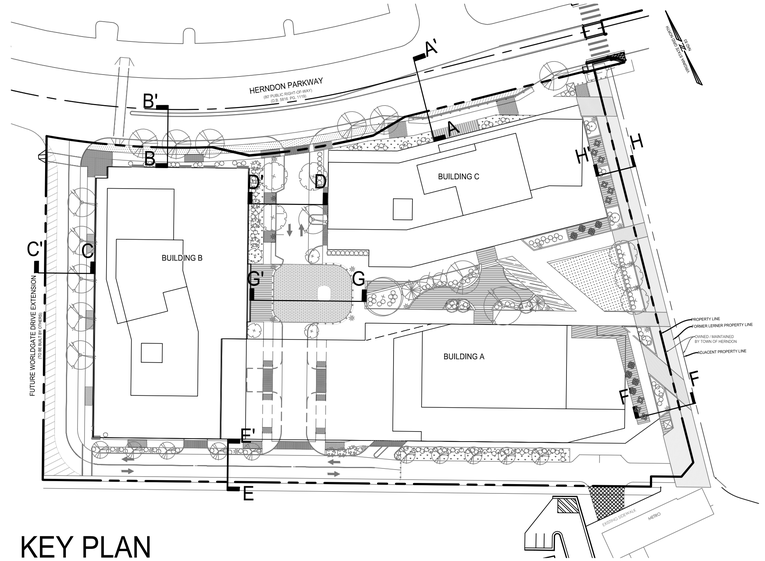
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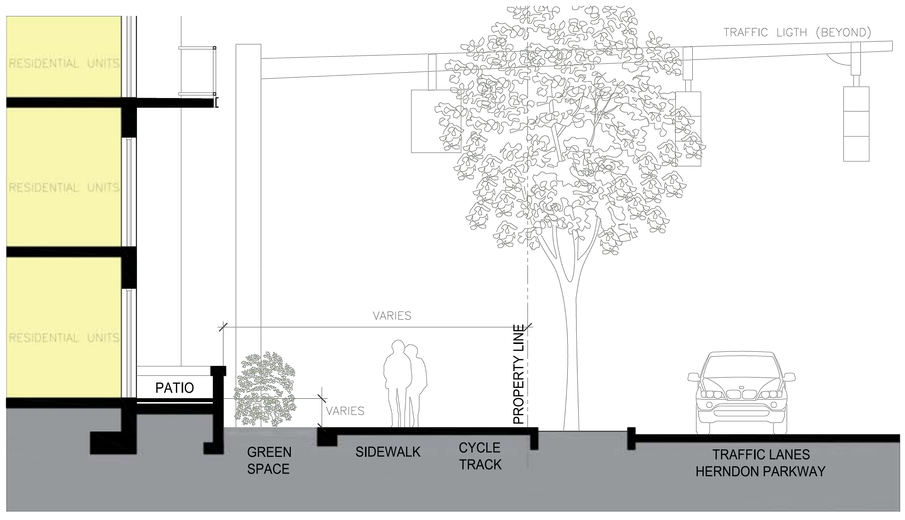



A' A

## HERNDON PARKWAY STREETSCAPE- SECTION A'-A

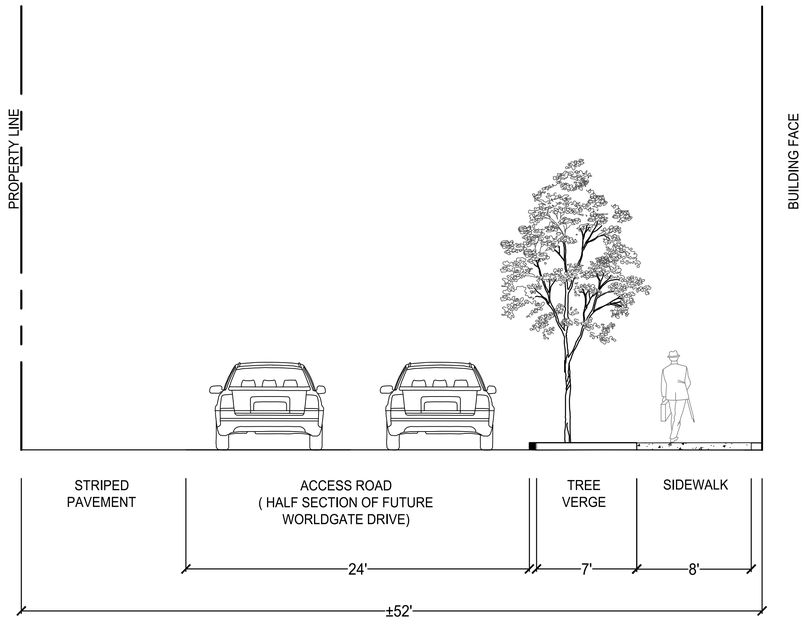



KEY PLAN




B B'

## HERNDON PARKWAY STREETSCAPE- SECTION B'-B




C' C

## PROPOSED WORLDGATE DRIVE HALF SECTION - SECTION C'-C

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# PARKVIEW
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DP# 19 -01
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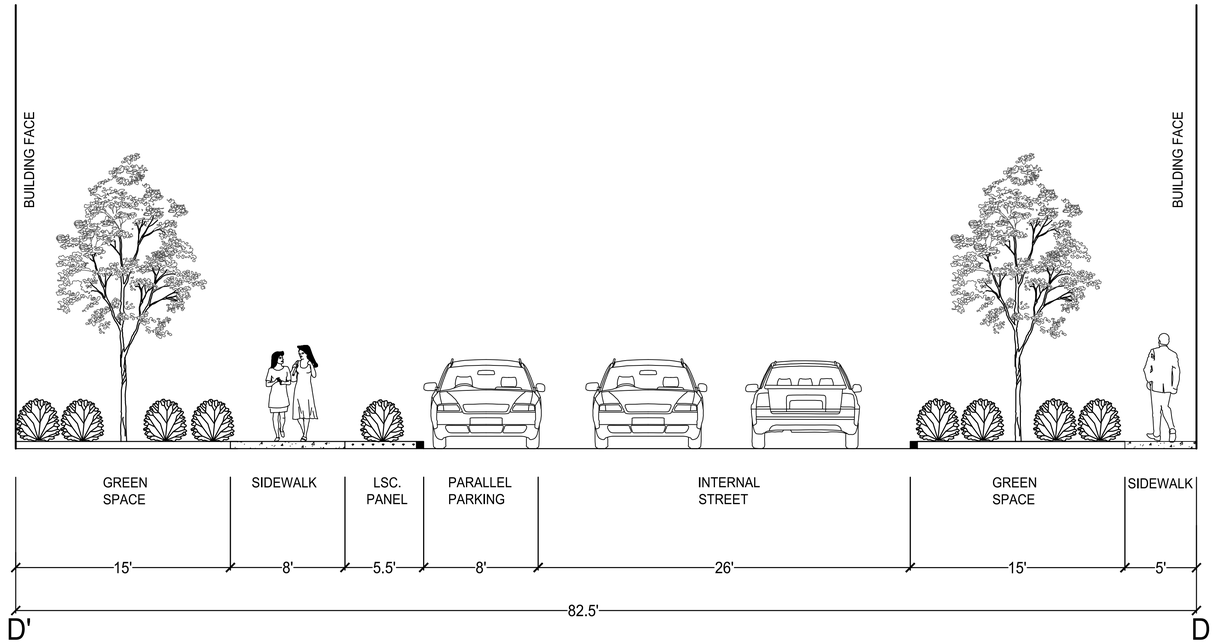
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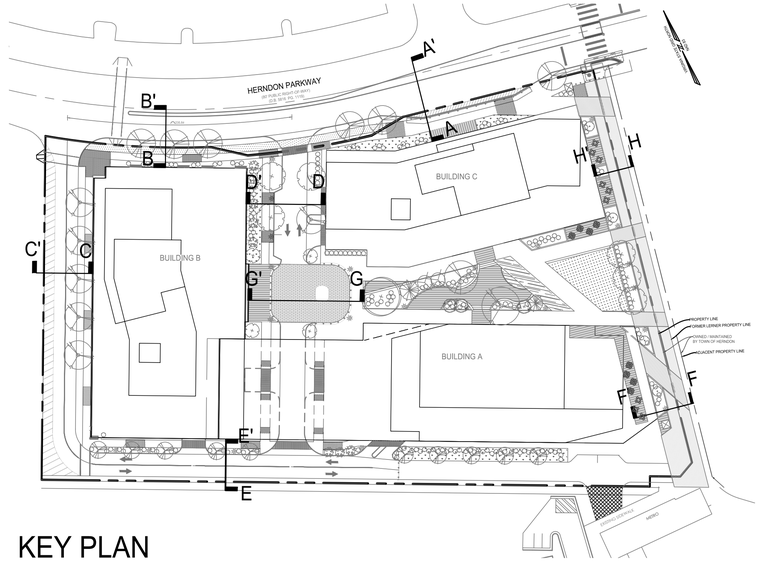
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CROSS SECTIONS
- MIXED USE
OPTION

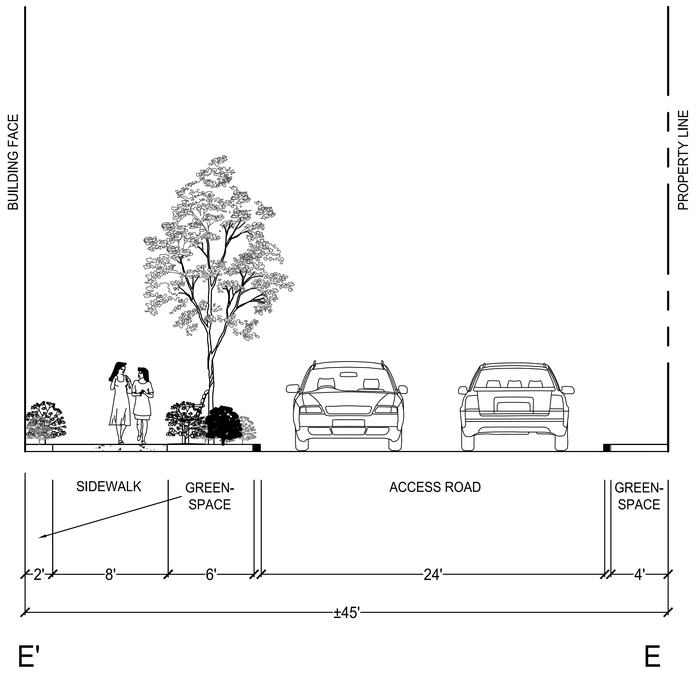
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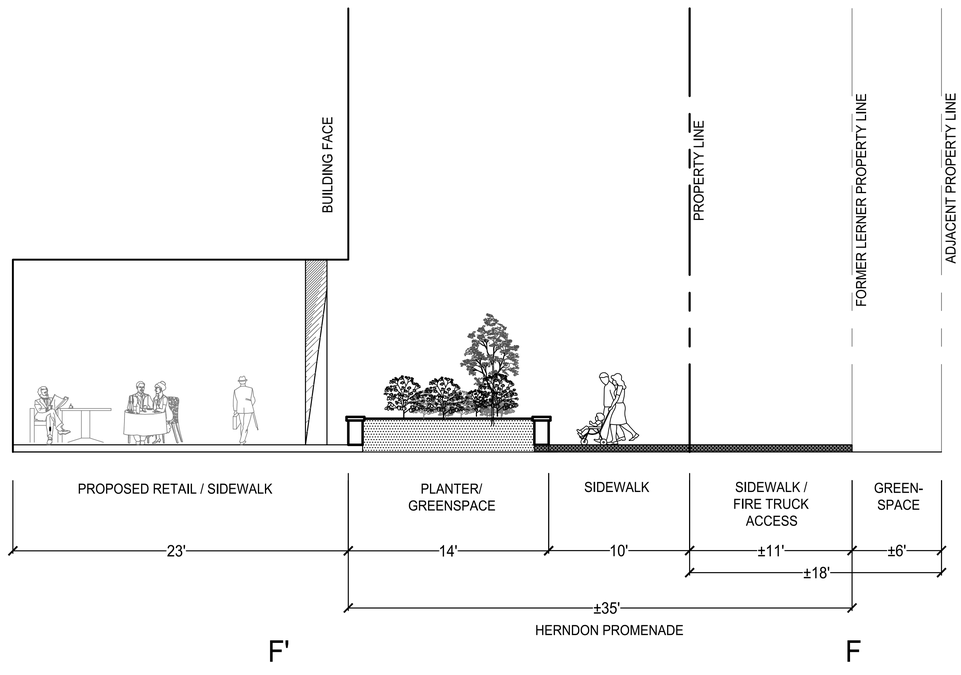

## PROPOSED INTERNAL STREET- SECTION D'-D




KEY PLAN




## PROPOSED SOUTHERN ACCESS ROAD - SECTION E'-E




## PROPOSED HERNDON PROMENADE - SECTION F'-F

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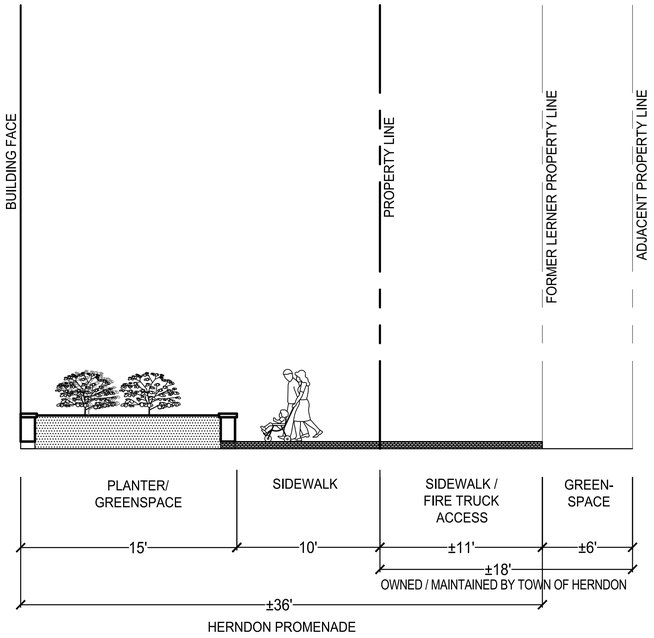
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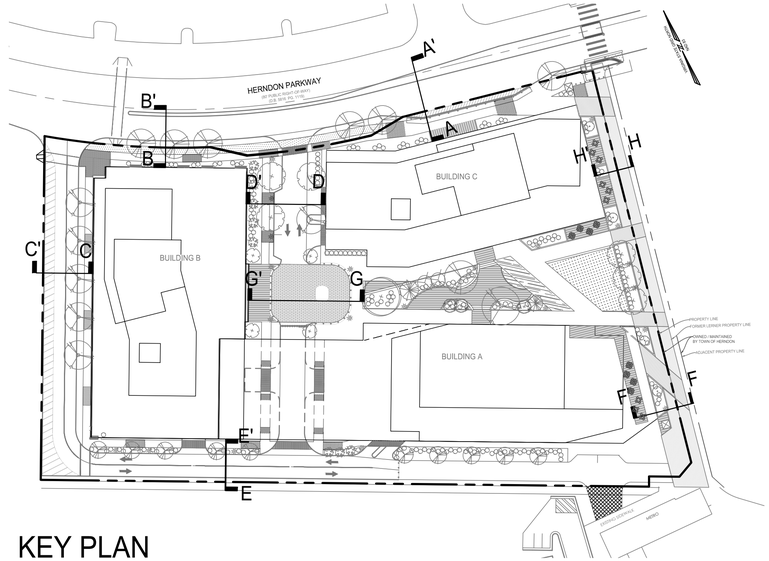
CROSS SECTIONS - MIXED USE OPTION

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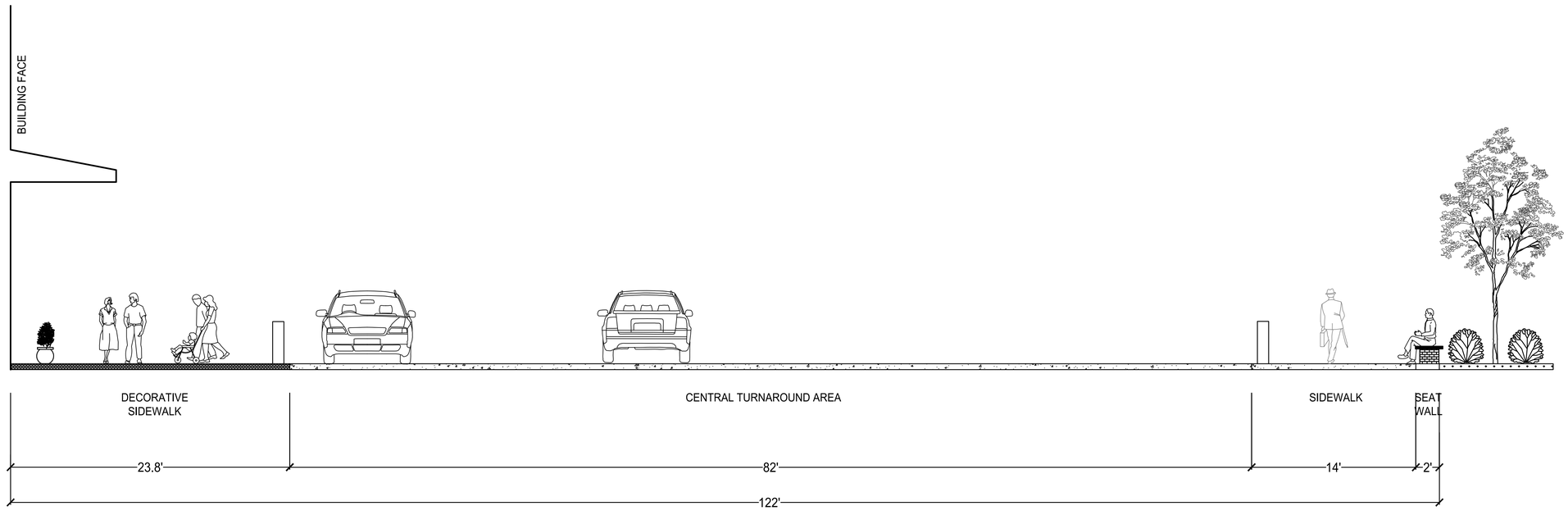
19.1




PROPOSED HERNDON PROMENADE- SECTION H'-H




KEY PLAN




PROPOSED INTERNAL TURNAROUND- SECTION G'-G

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SHEET TITLE:

CROSS SECTIONS - MIXED USE OPTION

SHEET No.

19.2

# COMMERCIAL OPTION

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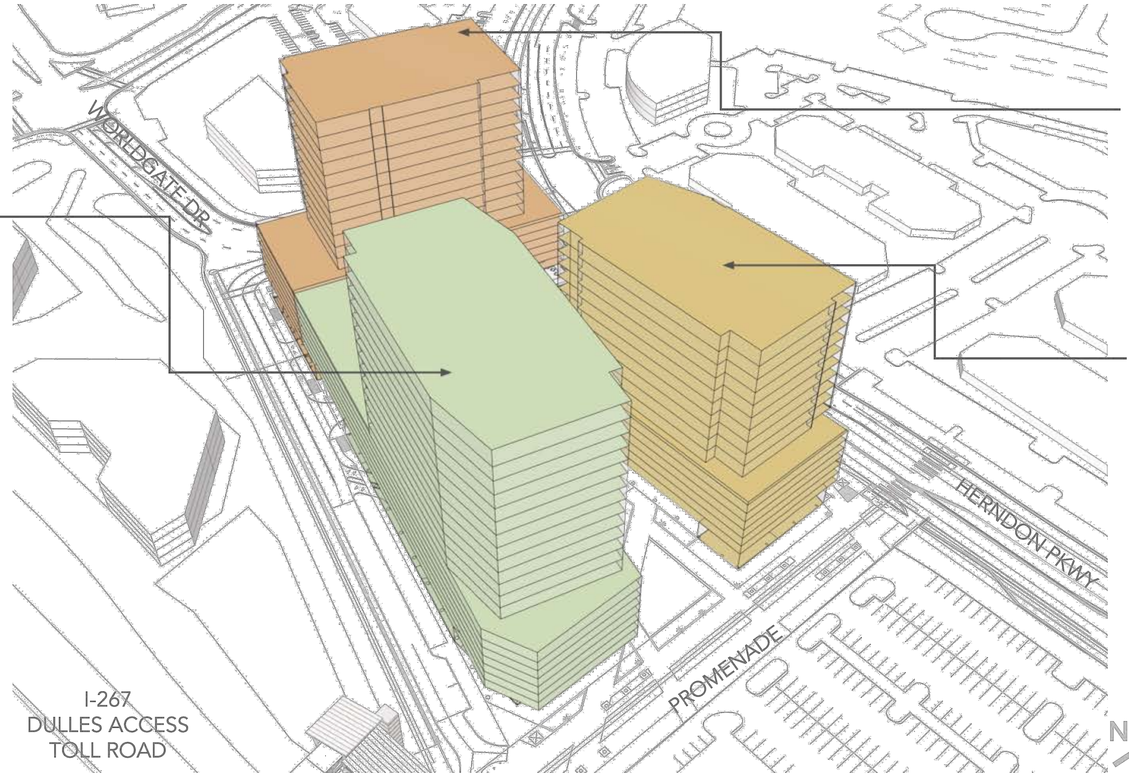
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DRAWING No.: 108985
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DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

COMMERCIAL OPTION

SHEET No.

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## MAXIMUM FAR DEVELOPMENT TABULATIONS

| | |
|---|---|
| Total Site Area | 238,498 SF |
| Total FAR | 4.3 |
| Total GFA | 1,025,541 SF |

| Building | Use | GFA [2] | Number of Units | Required Parking Ratios | Required Parking Spaces | Provided Parking Spaces | Maximum Height (ft) [1] |
|---|---|---|---|---|---|---|---|
| A - Office Building | Office<br>Retail | 415,000<br>4,500 | N/A<br>N/A | 2.0/1,000 SF<br>1.25/1,000 SF | 830<br>6 | 1,026<br>8 | Up to 275′ |
| B - Residential West Building | Office<br>Retail | 293,500<br>2,500 | N/A<br>N/A | 2.0/1,000 SF<br>1.25/1,000 SF | 578<br>9 | 713<br>9 | Up to 275′ |
| C - Residential North Building | Office<br>Retail | 260,000<br>5,400 | N/A<br>N/A | 2.0/1,000 SF<br>1.25/1,000 SF | 520<br>7 | 639<br>7 | Up to 225′ |

1. Building heights are above average site elevation and include above-grade parking levels, but do not include mechanical penthouse requirements or rooftop facilities (pool, deck, club room, etc.).
2. Square footage and dwelling units are approximate.
3. Applicant reserves the right to adjust GFA, use mix, unit counts and heights for each building in accordance with the proffers.
4. Applicant reserves the right to develop up to 4.3 FAR based on development plan. Total development square footage will not exceed 1,025,541 GFA, based on a 4.3 FAR.

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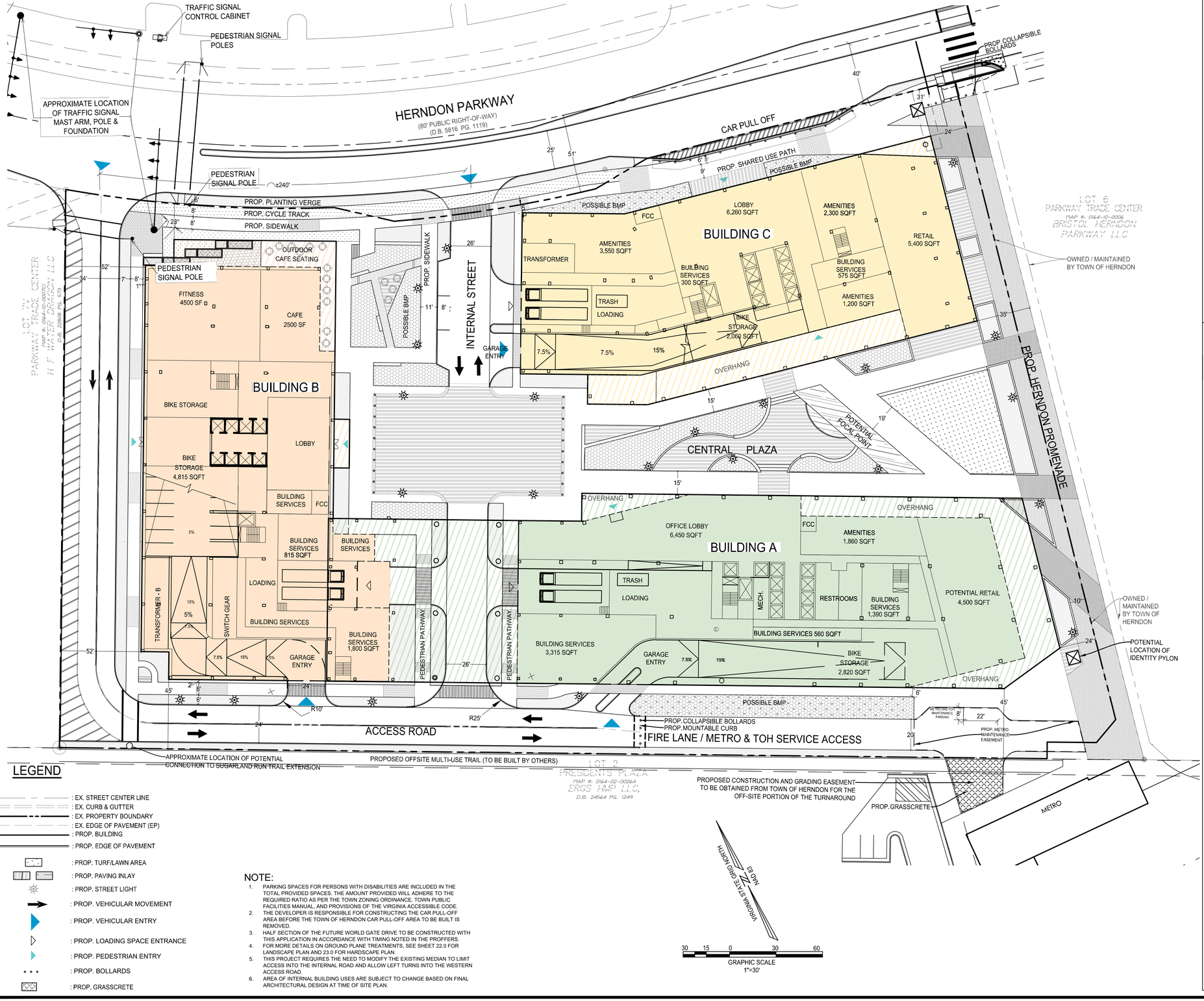
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PROJECT No.: 15031.002.00
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DATE: 2019-07-22
DESIGN: KGD
DRAWN: KGD
CHECKED: TBK

SHEET TITLE:
TABULATIONS BY BUILDING - COMMERCIAL OPTION

SHEET No.
20.0




## LEGEND

- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. PROPERTY BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. TURF/LAWN AREA
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. BOLLARDS
- : PROP. GRASSCRETE

## NOTE:

1. PARKING SPACES FOR PERSONS WITH DISABILITIES ARE INCLUDED IN THE TOTAL PROVIDED SPACES. THE AMOUNT PROVIDED WILL ADHERE TO THE REQUIRED RATIO AS PER THE TOWN ZONING ORDINANCE, TOWN PUBLIC FACILITIES MANUAL, AND PROVISIONS OF THE VIRGINIA ACCESSIBLE CODE.
2. THE DEVELOPER IS RESPONSIBLE FOR CONSTRUCTING THE CAR PULL-OFF AREA BEFORE THE TOWN OF HERNDON CAR PULL-OFF AREA TO BE BUILT IS REMOVED.
3. HALF SECTION OF THE FUTURE WORLD GATE DRIVE TO BE CONSTRUCTED WITH THIS APPLICATION IN ACCORDANCE WITH TIMING NOTED IN THE PROFFERS.
4. FOR MORE DETAILS ON GROUND PLANE TREATMENTS, SEE SHEET 22.0 FOR LANDSCAPE PLAN AND 23.0 FOR HARDSCAPE PLAN.
5. THIS PROJECT REQUIRES THE NEED TO MODIFY THE EXISTING MEDIAN TO LIMIT ACCESS INTO THE INTERNAL ROAD AND ALLOW LEFT TURNS INTO THE WESTERN ACCESS ROAD.
6. AREA OF INTERNAL BUILDING USES ARE SUBJECT TO CHANGE BASED ON FINAL ARCHITECTURAL DESIGN AT TIME OF SITE PLAN.

## ZONING TABULATION REQUIREMENTS
PD-TOC

ZONING REGULATIONS REQUIREMENTS (AS PER ZO SEC. 78-50.8):

MINIMUM LOT SIZE: NO REQUIREMENT

DENSITY: FLOOR AREA RATIO (FAR): 0.70 FAR. UP TO 4.3 FAR THROUGH DEVELOPMENT PLAN APPROVAL

OPEN SPACE: NO MINIMUM REQUIRED

BUILDING SETBACKS: ALONG HERNDON PARKWAY, VAN BUREN STREET AND WORLDGATE CONNECTOR: BUILDINGS SHALL NOT BE LOCATED FURTHER THAN 15 FEET FROM THE ADJACENT EDGE OF THE PUBLIC STREETSCAPE

BUILDING TOWER SEPARATION (80+ FEET):
65' MIN. BETWEEN RESIDENTIAL BLDG. TOWERS ABOVE 80'
50' MIN. BETWEEN NONRESIDENTIAL BLDG. TOWERS ABOVE 80'

ACCESS DRIVE: MIN. 40' WIDE FROM BLDG. FACADE TO BLDG. FACADE

BUILDING HEIGHT: 275' INCLUSIVE OF PARKING LEVELS

PARKING:
RETAIL: LONG-TERM USE, 1.25 SPACES/1,000 GROSS FLOOR AREA (GFA)
BICYCLE, 0.25 SPACES/1,000 GROSS FLOOR AREA (GFA)
OFFICE: LONG-TERM USE, 2.0 SPACES/1,000 GFA
BICYCLE, 0.20 SPACES/1,000 GROSS FLOOR AREA (GFA)

PARKING SPACE DIMENSIONS:
90 DEGREE: 8.5' x 18'
PARALLEL: 8' x 20'

LOADING SPACES:
OFFICE: 1 SPACE PER 6,000 GFA (SF)
RETAIL: 1 SPACE FOR 3,000 - 14,999 GFA (SF)
2 SPACES FOR 15,000 - 49,000 GFA (SF)
3 SPACES FOR 50,000 - 99,999 GFA (SF)

LOADING SPACE DIMENSIONS: 17' WIDE x 25' LONG x 14' HIGH

TREE COVER: NO MINIMUM TREE COVER REQUIREMENT

## PROPOSED ZONING TABULATIONS
PD-TOC

OVERALL PROPOSED DEVELOPMENT PER MAXIMUM BUILDOUT (SHEET 20.0)

DENSITY: UP TO 4.3 FLOOR AREA RATIO (FAR)

BUILDING COVERAGE: ±100,363SF (±2.3AC) APPROXIAMTELY 42% OF TOTAL SITE AREA

LOT WIDTH: APPROXIMATELY 598.88'

TOTAL OPEN SPACE PROVIDED: ±2.105 AC

TOTAL PARKING PROVIDED: UP TO 2,396 PARKING SPACES

TOTATL LOADING SPACES PROVIDED: 6 LOADING SPACES

### BUILDING A

MAXIMUM DENSITY AS SHOWN ON SHEET 20.0:

| | |
|---|---|
| OFFICE (GSF) | ± 415,000 |
| RETAIL (GSF) | ± 4,500 |
| TOTAL | ± 419,500 |

BUILDING SETBACKS:
± 272' FROM HERNDON PARKWAY ROW

BUILDING HEIGHT:
275' MAXIMUM

PROVIDED PARKING:

| | | |
|---|---|---|
| SURFACE SPACES | (PROPOSED) | 0 |
| GARAGE SPACES | (PROPOSED) | UP TO 1,034 |
| TOTAL SPACES PROVIDED | | UP TO 1,034 |

LOADING SPACES: 2

PROVIDED BIKE PARKING: UP TO 85 BIKE SPACES

### BUILDING B

DENSITY AS SHOWN ON SHEET 20.0:

| | |
|---|---|
| OFFICE (GSF) | ± 293,500 |
| RETAIL (GSF) | ± 2,500 |
| TOTAL | ± 296,000 |

BUILDING SETBACKS:
± 25' FROM HERNDON PARKWAY ROW

BUILDING HEIGHT:
275' MAXIMUM

PROVIDED PARKING:

| | | |
|---|---|---|
| SURFACES SPACES | (PROPOSED) | 3 |
| GARAGE SPACES | (PROPOSED) | UP TO 722 |
| TOTAL SPACES PROVIDED | | UP TO 725 |

LOADING SPACES: 2

PROVIDED BIKE PARKING: UP TO 60 BIKE SPACES

### BUILDING C

DENSITY AS SHOWN ON SHEET 20.0:

| | |
|---|---|
| OFFICE (GSF) | ± 260,000 |
| RETAIL (GSF) | ± 5,400 |
| TOTAL | ± 265,400 |

BUILDING SETBACKS:
± 5' FROM HERNDON PARKWAY ROW

BUILDING HEIGHT:
225' MAXIMUM

PROVIDED PARKING:

| | | |
|---|---|---|
| SURFACES SPACES (PROPOSED) | | 0 |
| GARAGE SPACES (PROPOSED) | | UP TO 646 |
| TOTAL SPACES PROVIDED | | UP TO 646 |

LOADING SPACES: 2 (MODIFICATION BEING REQUESTED WITH THIS APPLICATION)

PROVIDED BIKE PARKING: UP TO 53 BIKE SPACES

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MICHAEL S. KITCHEN
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PROFESSIONAL ENGINEER

# PARKVIEW
## DEVELOPMENT PLAN
DP# 19 -01
TOWN OF HERNDON, VIRGINIA

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| | 2022-04-08 | 3RD SUBMISSION TOWN COMMENTS |
| | 2022-06-21 | 4TH SUBMISSION TOWN COMMENTS |

PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

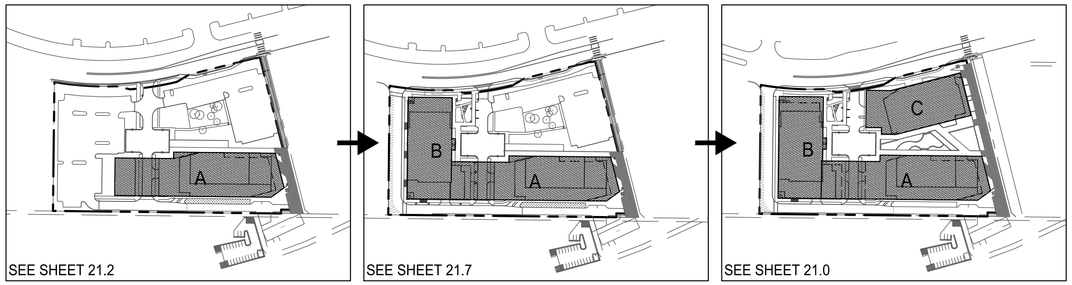
DEVELOPMENT PLAN - COMMERCIAL OPTION

SHEET No.

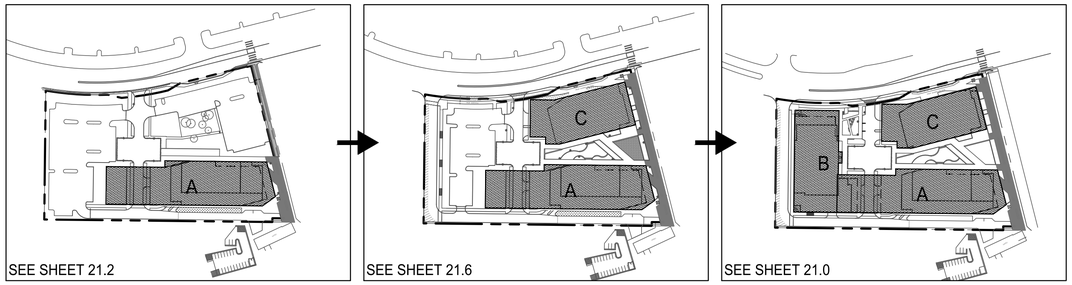
21.0

## BUILDING A DEVELOPS FIRST

OPTION 1

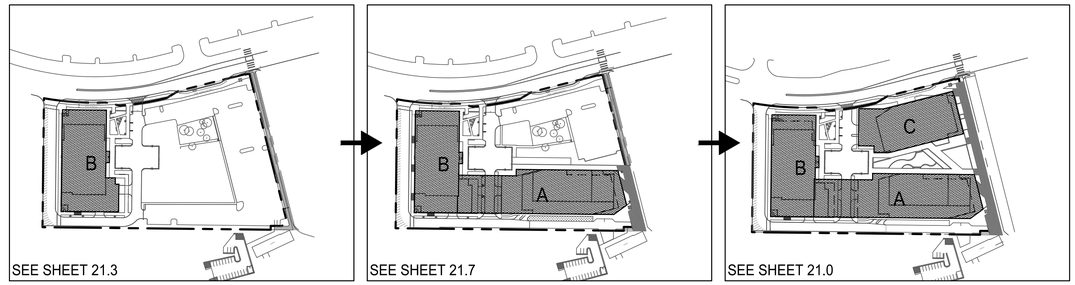



OPTION 2

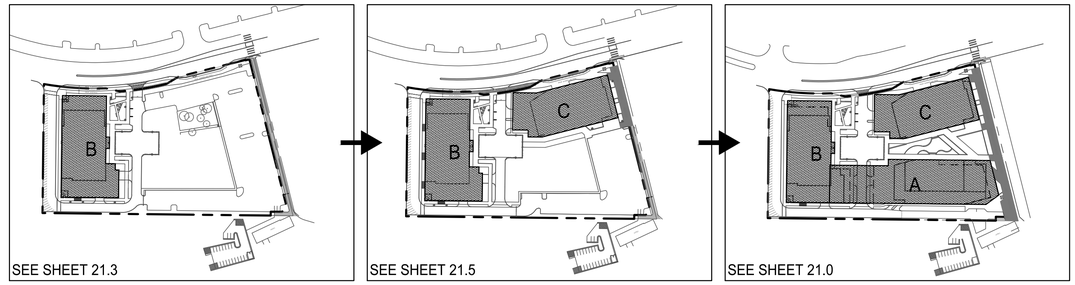



## BUILDING B DEVELOPS FIRST

OPTION 1

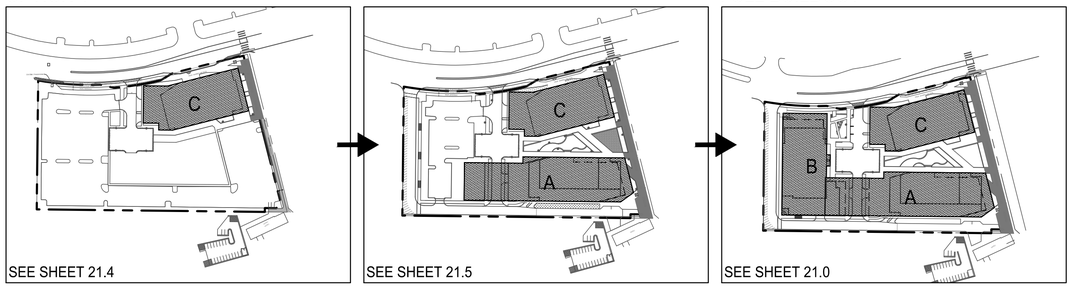



OPTION 2

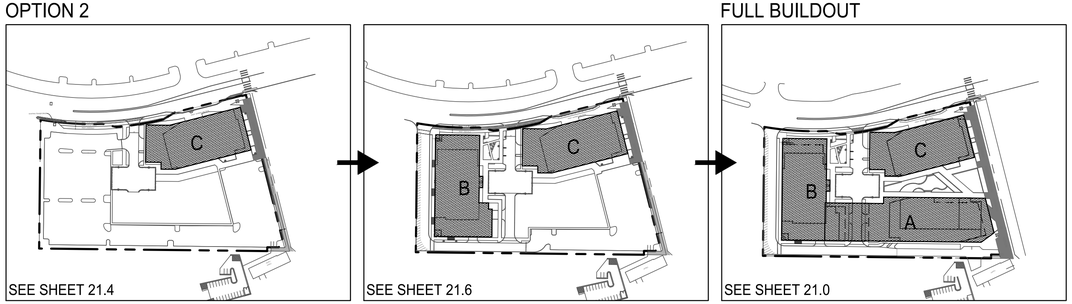



## BUILDING C DEVELOPS FIRST

OPTION 1




OPTION 2




NOTE:
1. THE TIMING OF PUBLIC ACCESS EASEMENTS AND STREETSCAPE EASEMENTS FOR THE IMPROVEMENTS SHOWN ON THE PHASING SHEETS SHALL BE AS SPECIFIED IN PROFFER 14, 15, OR 16.

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2022-06-21
PROFESSIONAL ENGINEER

PARKVIEW
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DP# 19-01
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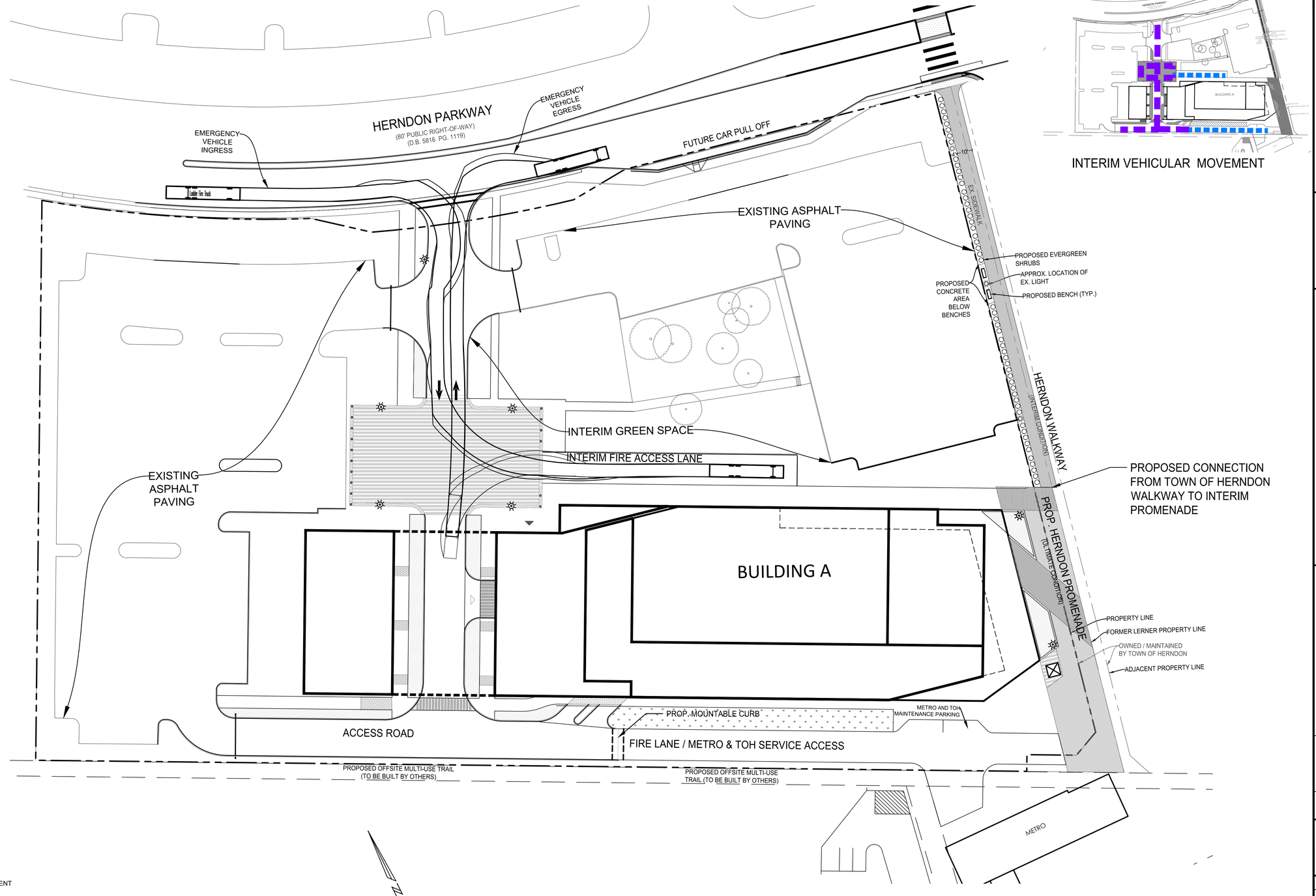
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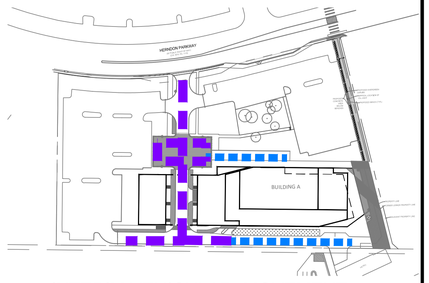
SHEET TITLE:

PHASING FLOWCHART - COMMERCIAL OPTION

SHEET No.

21.1




INTERIM VEHICULAR MOVEMENT

## LEGEND

- : STANDARD VEHICLE AND FIRE CIRCULATION
- : FIRE ACCESS ONLY
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. TEMPORARY BARRIER

NOTE:

1. METRO SERVICE ACCESS TO BE PROVIDED DURING ALL PHASES OF DEVELOPMENT AND FULL BUILDOUT.
2. THE LOWER LEVEL GARAGE AREAS ON THE WESTERN FACADE OF BUILDING A SHALL BE ARCHITECTURALLY TREATED WITH TEMPORARY SCREENING DURING INTERIM PHASES.
3. TOWN OF HERNDON WALKWAY WILL CONNECT TO PROPOSED GRADING OF PHASED PROMENADE IMPROVEMENTS.
4. EACH PHASE OF CONSTRUCTION SHALL MEET ALL SWM QUALITY AND QUANTITY REQUIREMENTS INDEPENDENT OF FUTURE CONSTRUCTION. THIS INCLUDES ALL SWM REQUIREMENTS FOR CONSTRUCTION OF ALL REQUIRED FRONTAGE IMPROVEMENTS.

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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christopher consultants
KGD architecture
GOROVE / SLADE Transportation Planners and Engineers
McGUIREWOODS

COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
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2022-06-21
PROFESSIONAL ENGINEER

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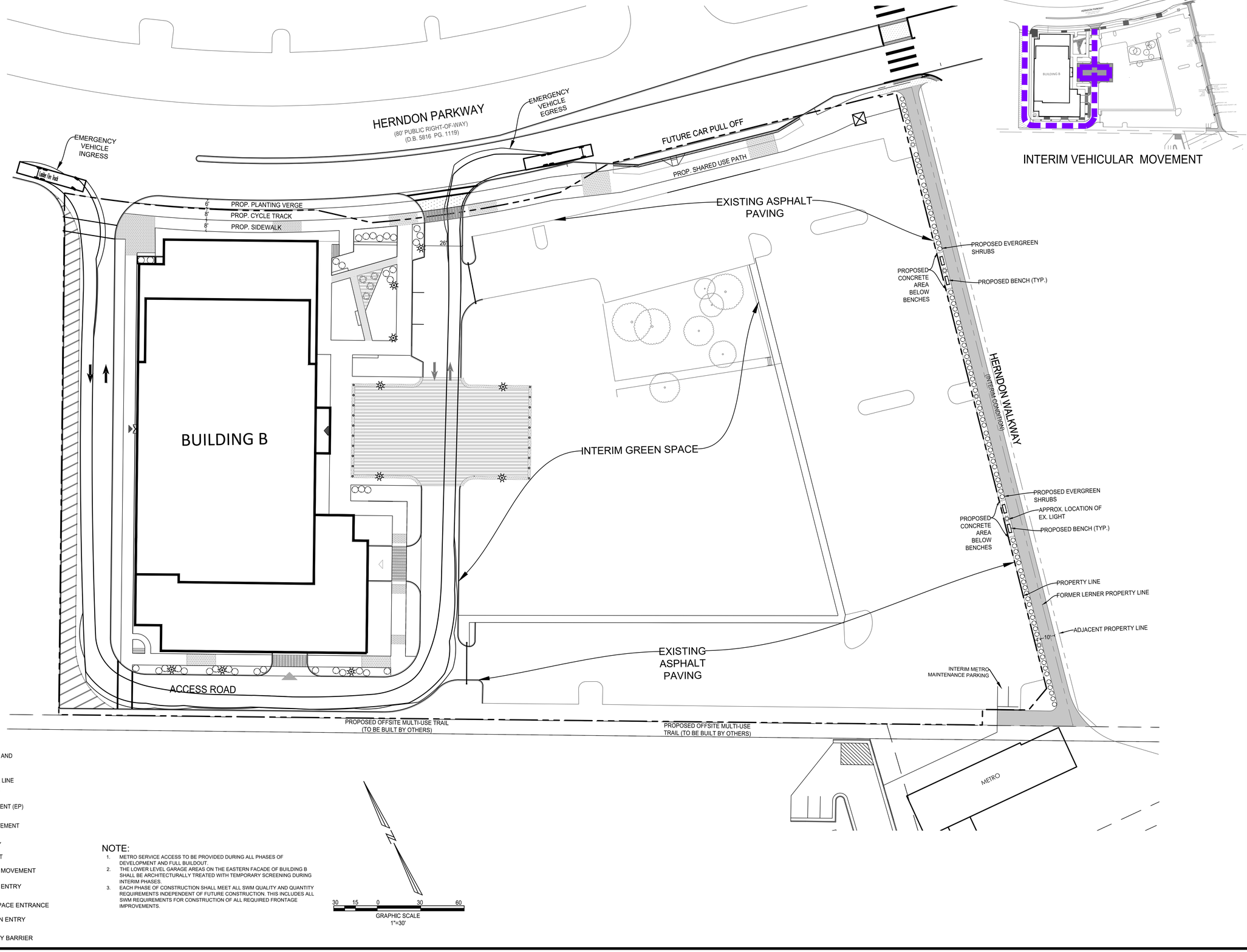
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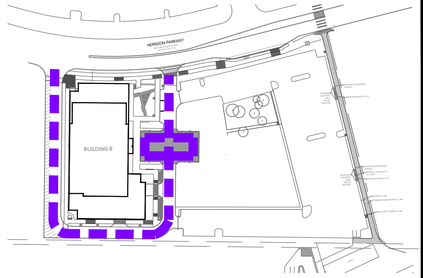
SHEET TITLE:

PHASING PLAN BLDG A - COMMERCIAL OPTION

SHEET No.

21.2




INTERIM VEHICULAR MOVEMENT

## LEGEND

- : STANDARD VEHICLE AND FIRE CIRCULATION
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. TEMPORARY BARRIER

NOTE:

1. METRO SERVICE ACCESS TO BE PROVIDED DURING ALL PHASES OF DEVELOPMENT AND FULL BUILDOUT.
2. THE LOWER LEVEL GARAGE AREAS ON THE EASTERN FACADE OF BUILDING B SHALL BE ARCHITECTURALLY TREATED WITH TEMPORARY SCREENING DURING INTERIM PHASES.
3. EACH PHASE OF CONSTRUCTION SHALL MEET ALL SWM QUALITY AND QUANTITY REQUIREMENTS INDEPENDENT OF FUTURE CONSTRUCTION. THIS INCLUDES ALL SWM REQUIREMENTS FOR CONSTRUCTION OF ALL REQUIRED FRONTAGE IMPROVEMENTS.

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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GOROVE / SLADE Transportation Planners and Engineers
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# PARKVIEW
## DEVELOPMENT PLAN
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TOWN OF HERNDON, VIRGINIA

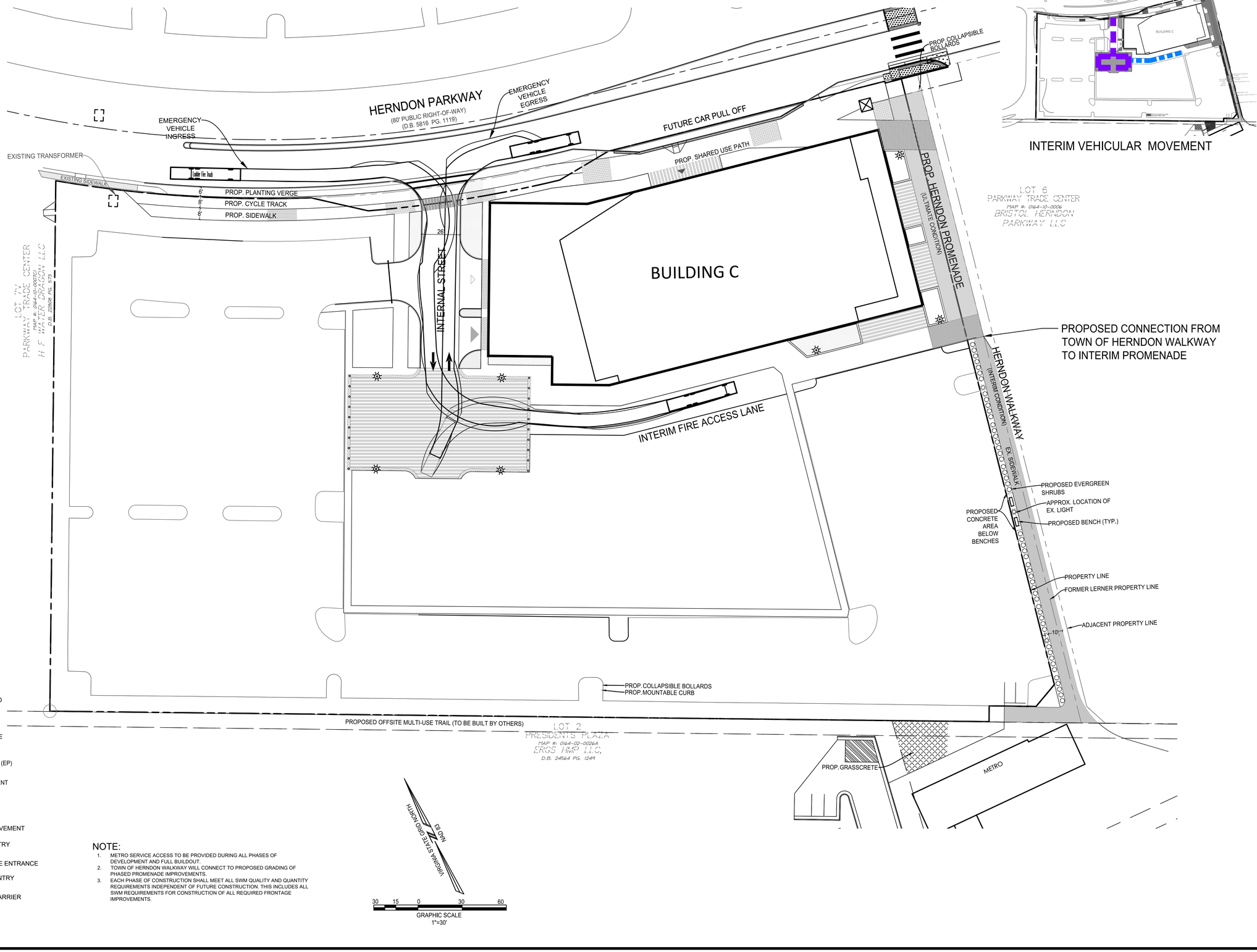
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DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING PLAN BLDG B - COMMERCIAL OPTION

SHEET No.
21.3




## LEGEND

- : STANDARD VEHICLE AND FIRE CIRCULATION
- : FIRE ACCESS ONLY
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. TEMPORARY BARRIER

## NOTE:

1. METRO SERVICE ACCESS TO BE PROVIDED DURING ALL PHASES OF DEVELOPMENT AND FULL BUILDOUT.
2. TOWN OF HERNDON WALKWAY WILL CONNECT TO PROPOSED GRADING OF PHASED PROMENADE IMPROVEMENTS.
3. EACH PHASE OF CONSTRUCTION SHALL MEET ALL SWM QUALITY AND QUANTITY REQUIREMENTS INDEPENDENT OF FUTURE CONSTRUCTION. THIS INCLUDES ALL SWM REQUIREMENTS FOR CONSTRUCTION OF ALL REQUIRED FRONTAGE IMPROVEMENTS.

VIRGINIA STATE GRID NORTH
NAD 83

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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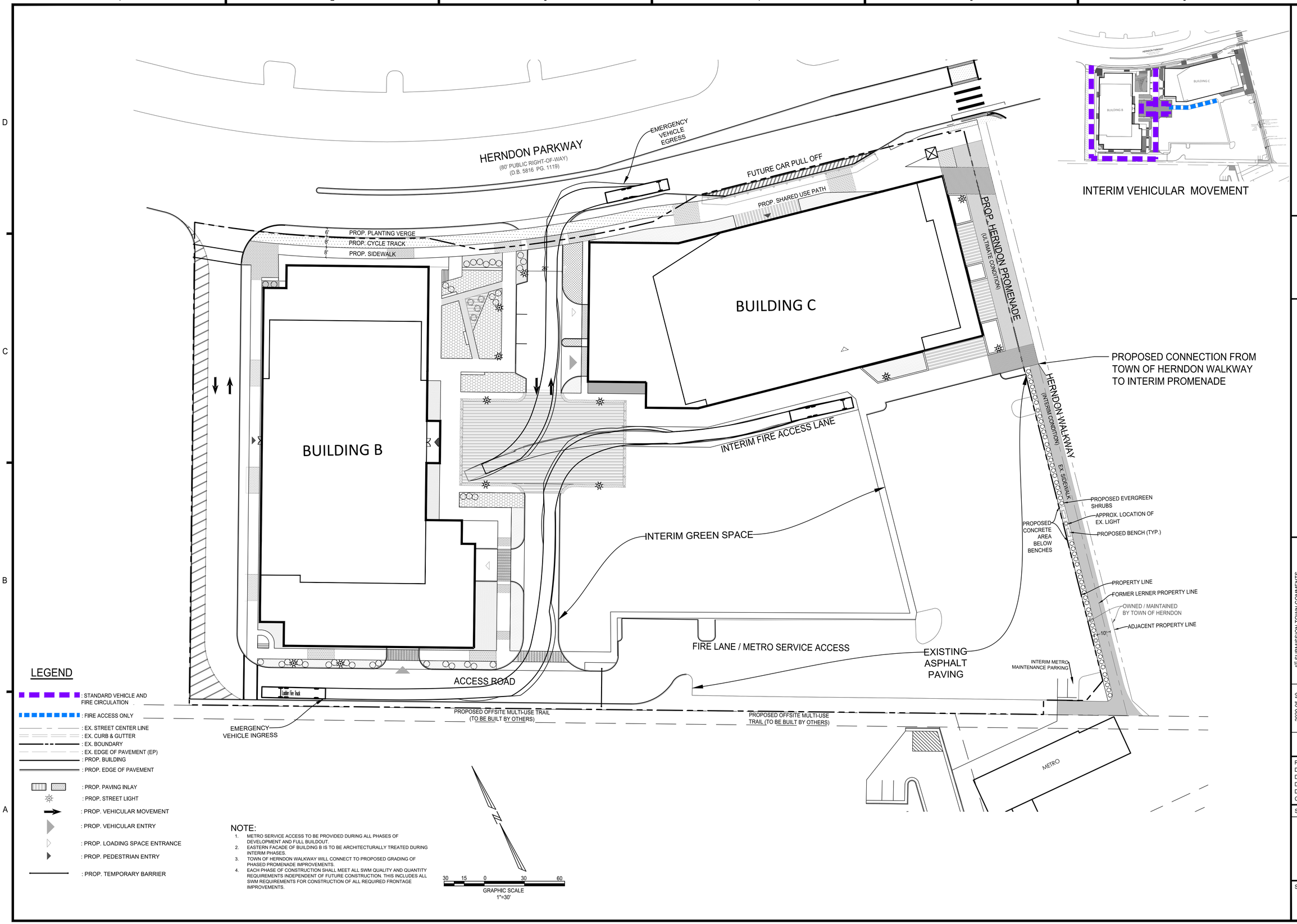
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DESIGN: WR
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SHEET TITLE:

PHASING PLAN BLDG C - COMMERCIAL OPTION

SHEET No.

21.4







INTERIM VEHICULAR MOVEMENT

## LEGEND

- : STANDARD VEHICLE AND FIRE CIRCULATION
- : FIRE ACCESS ONLY
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. TEMPORARY BARRIER

## NOTE:

1. METRO SERVICE ACCESS TO BE PROVIDED DURING ALL PHASES OF DEVELOPMENT AND FULL BUILDOUT.
2. EASTERN FACADE OF BUILDING B IS TO BE ARCHITECTURALLY TREATED DURING INTERIM PHASES.
3. TOWN OF HERNDON WALKWAY WILL CONNECT TO PROPOSED GRADING OF PHASED PROMENADE IMPROVEMENTS.
4. EACH PHASE OF CONSTRUCTION SHALL MEET ALL SWM QUALITY AND QUANTITY REQUIREMENTS INDEPENDENT OF FUTURE CONSTRUCTION. THIS INCLUDES ALL SWM REQUIREMENTS FOR CONSTRUCTION OF ALL REQUIRED FRONTAGE IMPROVEMENTS.

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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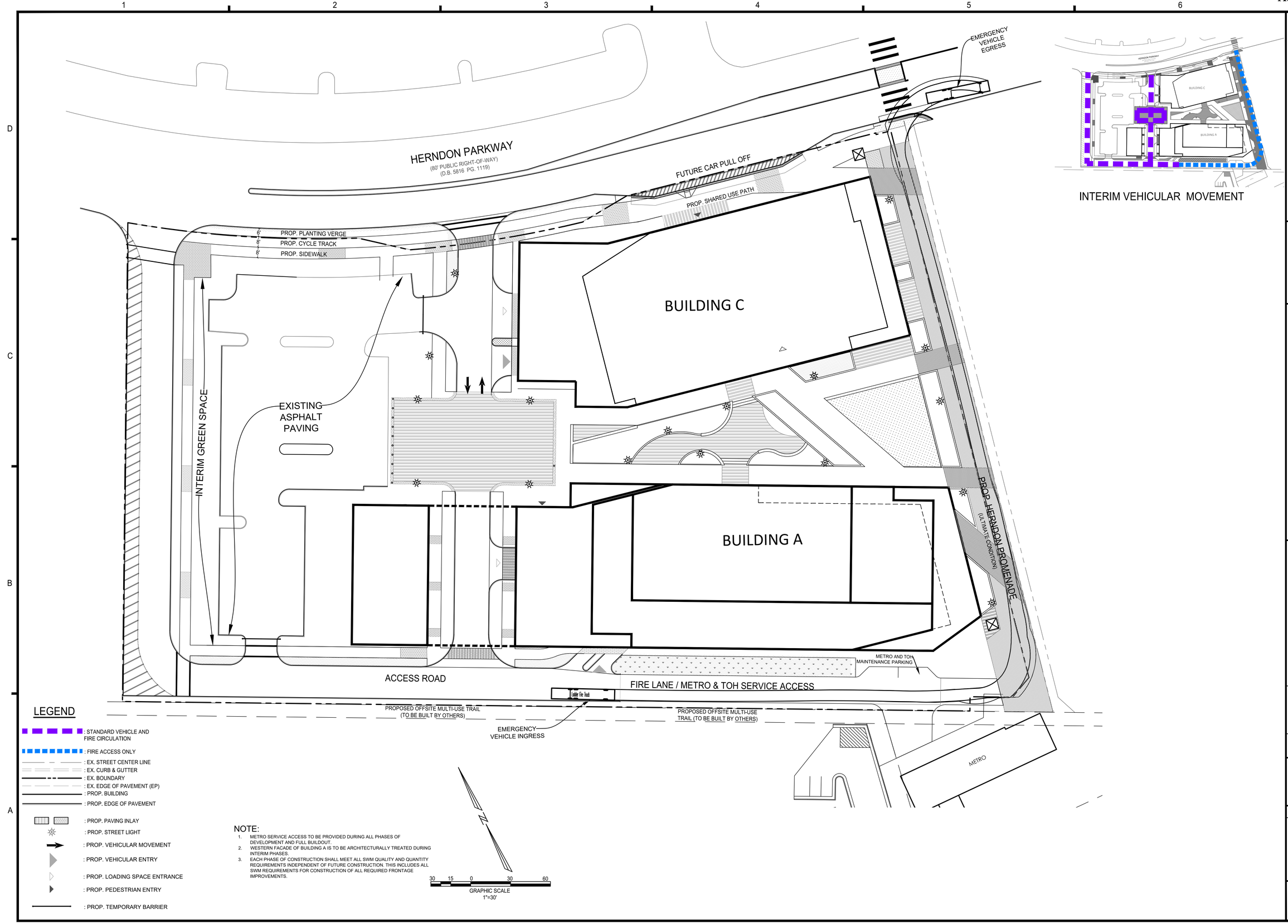
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DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING PLAN - BLDGS B&C - COMMERCIAL OPTION

SHEET No.

21.5







INTERIM VEHICULAR MOVEMENT

## LEGEND

- : STANDARD VEHICLE AND FIRE CIRCULATION
- : FIRE ACCESS ONLY
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. TEMPORARY BARRIER

NOTE:

1. METRO SERVICE ACCESS TO BE PROVIDED DURING ALL PHASES OF DEVELOPMENT AND FULL BUILDOUT.
2. WESTERN FACADE OF BUILDING A IS TO BE ARCHITECTURALLY TREATED DURING INTERIM PHASES.
3. EACH PHASE OF CONSTRUCTION SHALL MEET ALL SWM QUALITY AND QUANTITY REQUIREMENTS INDEPENDENT OF FUTURE CONSTRUCTION. THIS INCLUDES ALL SWM REQUIREMENTS FOR CONSTRUCTION OF ALL REQUIRED FRONTAGE IMPROVEMENTS.

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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# PARKVIEW
## DEVELOPMENT PLAN

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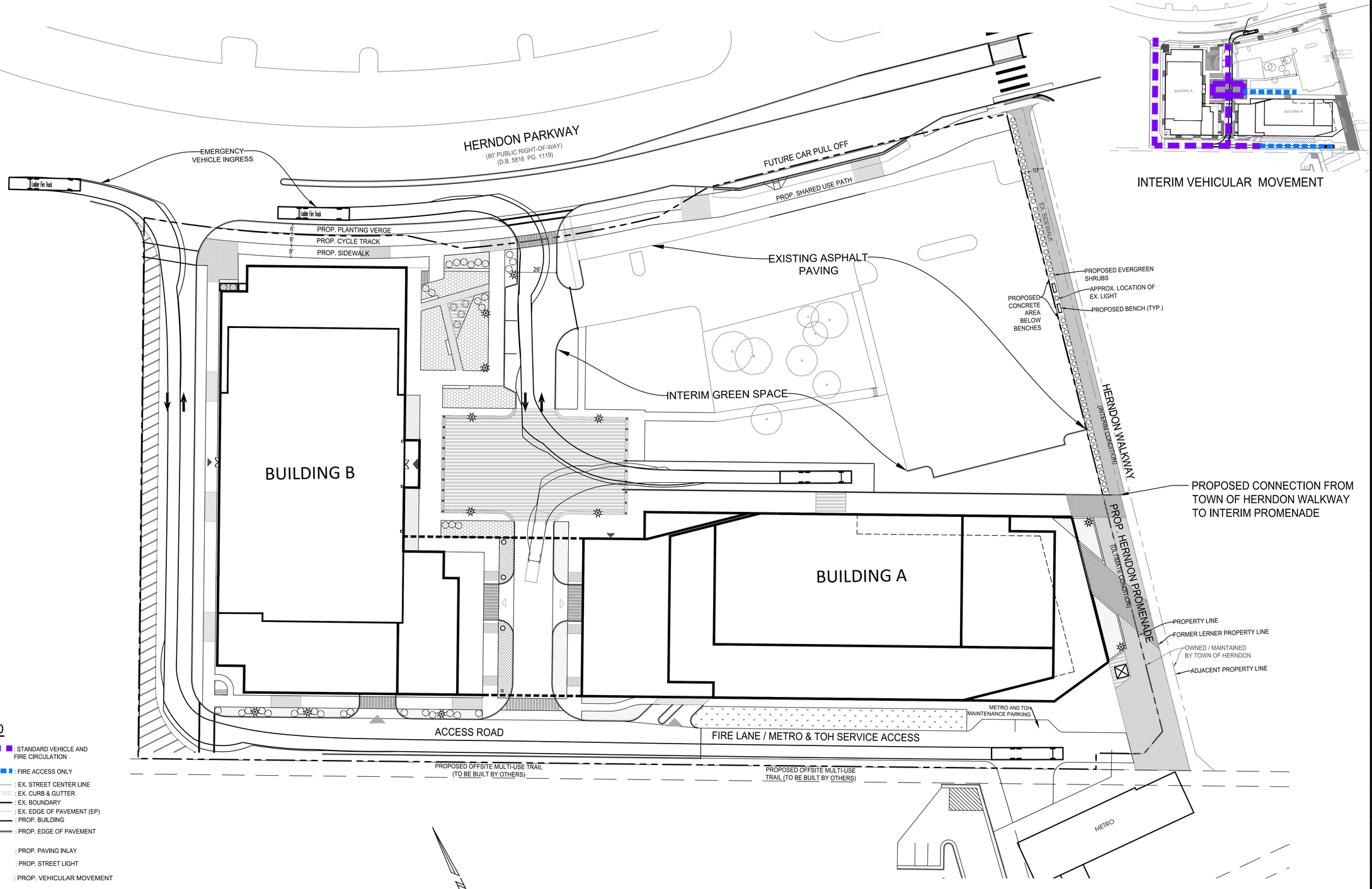
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DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING PLAN - BLDGS A&C - COMMERCIAL OPTION

SHEET No.

21.6







INTERIM VEHICULAR MOVEMENT

## LEGEND

- : STANDARD VEHICLE AND FIRE CIRCULATION
- : FIRE ACCESS ONLY
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. TEMPORARY BARRIER

NOTE:

1. METRO SERVICE ACCESS TO BE PROVIDED DURING ALL PHASES OF DEVELOPMENT AND FULL BUILDOUT.
2. TOWN OF HERNDON WALKWAY WILL RAMP TO PROPOSED GRADING OF PHASED PROMENADE IMPROVEMENTS.
3. EACH PHASE OF CONSTRUCTION SHALL MEET ALL SWM QUALITY AND QUANTITY REQUIREMENTS INDEPENDENT OF FUTURE CONSTRUCTION. THIS INCLUDES ALL SWM REQUIREMENTS FOR CONSTRUCTION OF ALL REQUIRED FRONTAGE IMPROVEMENTS.

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
Lic. No. 19279
2022-06-21
PROFESSIONAL ENGINEER

# PARKVIEW
## DEVELOPMENT PLAN
DP# 19-01
TOWN OF HERNDON, VIRGINIA

| MARK | DATE | DESCRIPTION |
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| | 2021-07-13 | 2nd SUBMISSION TOWN COMMENTS |
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| | 2022-06-21 | 4th SUBMISSION TOWN COMMENTS |

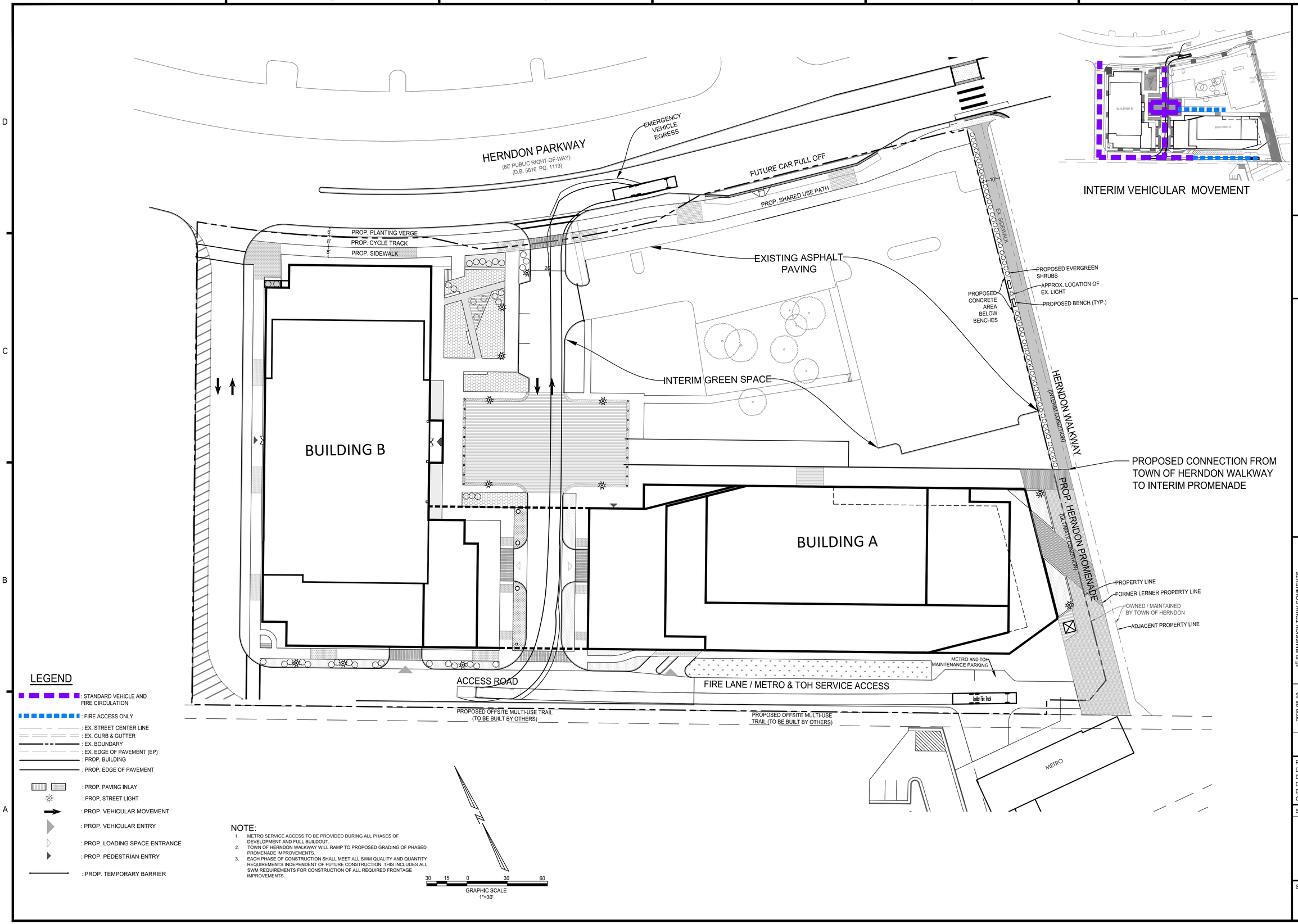
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING PLAN - BLDGS A&B - COMMERCIAL OPTION

SHEET No.

21.7




INTERIM VEHICULAR MOVEMENT

## LEGEND

- : STANDARD VEHICLE AND FIRE CIRCULATION
- : FIRE ACCESS ONLY
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR ENTRY
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. TEMPORARY BARRIER

NOTE:

1. METRO SERVICE ACCESS TO BE PROVIDED DURING ALL PHASES OF DEVELOPMENT AND FULL BUILDOUT.
2. TOWN OF HERNDON WALKWAY WILL RAMP TO PROPOSED GRADING OF PHASED PROMENADE IMPROVEMENTS.
3. EACH PHASE OF CONSTRUCTION SHALL MEET ALL SWM QUALITY AND QUANTITY REQUIREMENTS INDEPENDENT OF FUTURE CONSTRUCTION. THIS INCLUDES ALL SWM REQUIREMENTS FOR CONSTRUCTION OF ALL REQUIRED FRONTAGE IMPROVEMENTS.

30 15 0 30 60
GRAPHIC SCALE
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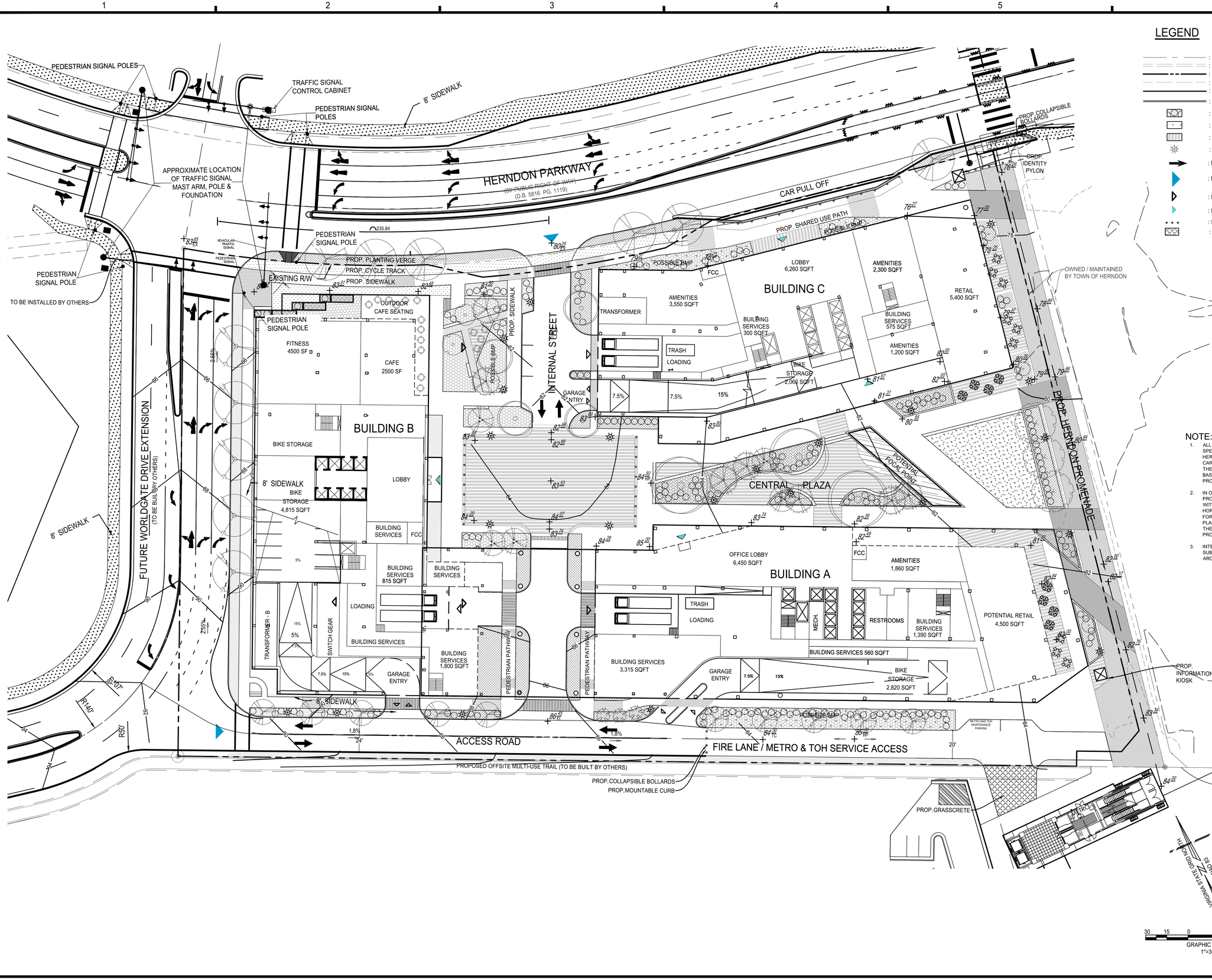
PROJECT No.: 15031.002.00
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DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING PLAN - BLDGS A&B - COMMERCIAL OPTION - EVE EGRESS

SHEET No.

21.7A




## LEGEND

- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PLANTING BEDS
- : PROP. TURF/LAWN AREA
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
- : PROP. VEHICULAR MOVEMENT
- : PROP. VEHICULAR SITE ENTRY POINT
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. BOLLARDS
- : PROP. GRASSCRETE

NOTE:

1. ALL OFFSITE IMPROVEMENTS SHOWN ARE SPECULATIVE BASED ON AVAILABLE TOWN OF HERNDON WORLDGATE EXTENSION PLANS AND CARBUS PULL-OFF ULTIMATE CONDITIONS PLANS. THESE OFFSITE FEATURES ARE SUBJECT TO CHANGE BASED ON DEVELOPMENT OF THE RESPECTIVE PROPERTIES.
2. IN ORDER TO AVOID FUTURE CONFLICTS WITH THE PROPOSED BUILDING, THE APPLICANT SHALL WORK WITH THE TOWN TO ESTABLISH A PRELIMINARY HORIZONTAL AND VERTICAL CENTERLINE ALIGNMENT FOR FUTURE WORLDGATE DRIVE AT THE TIME OF SITE PLAN. THIS ALIGNMENT WILL BE USED TO ESTABLISH THE ULTIMATE LOCATION AND ELEVATION OF THE PROPOSED CURB.
3. INTERNAL INDICATED SQUARE FOOTAGES ARE SUBJECT TO CHANGE BASED ON FINAL ARCHITECTURAL DESIGN AT TIME OF SITE PLAN.

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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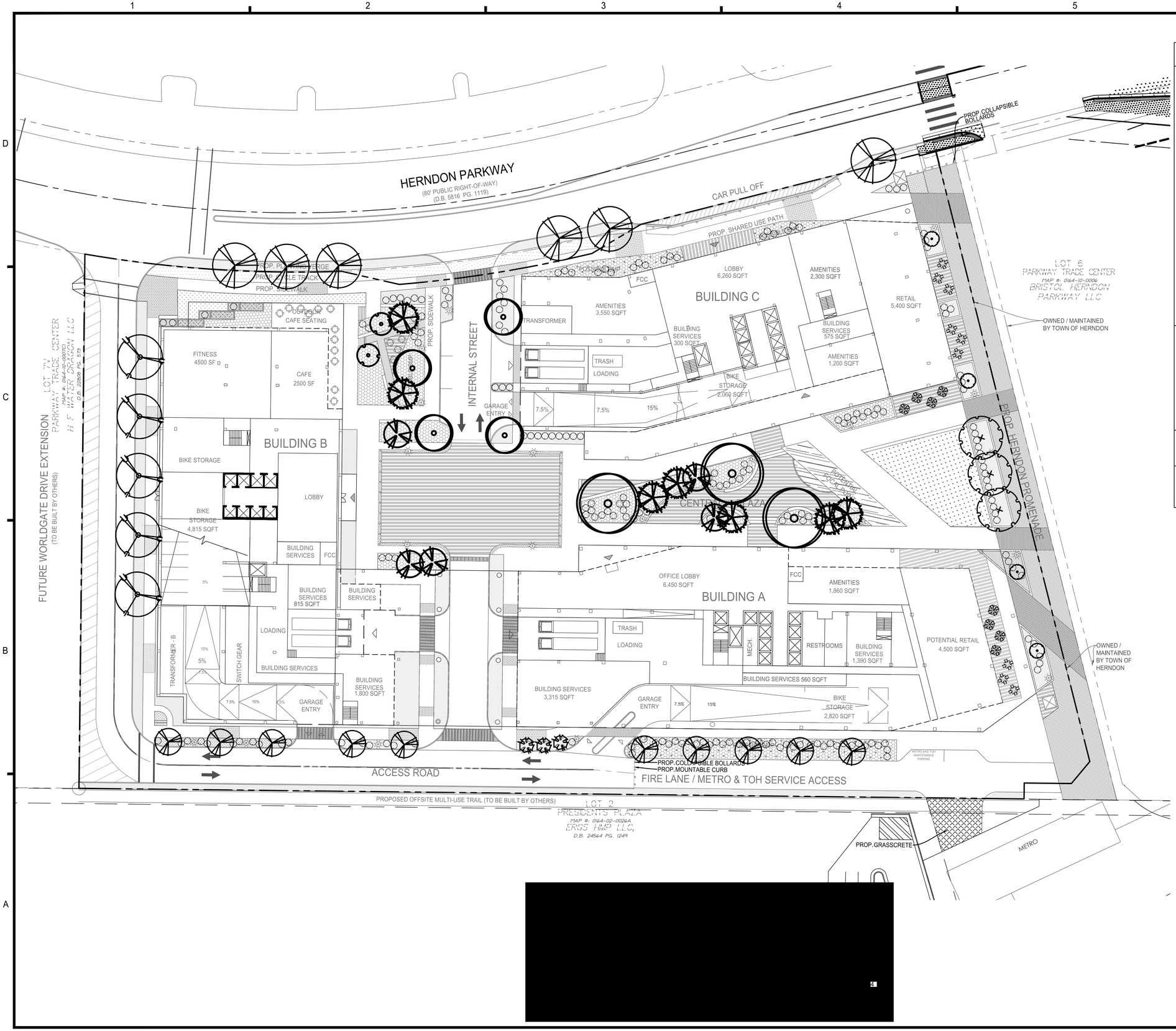
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

ULTIMATE CONDITIONS - COMMERCIAL OPTION

SHEET No.

21.8




LEGEND
(CANOPY SHOWN AT MATURE SIZE)

- *ACER RUBRUM 'ARMSTRONG'* ARMSTRONG MAPLE
- *ACER RUBRUM* RED MAPLE
- *QUERCUS PHELLOS* WILLOW OAK
- *NYSSA SYLVATICA* BLACK GUM
- *BETULA NIGRA* RIVER BIRCH
- *PRUNUS AVIUM* MAZZARD CHERRY
- *MAGNOLIA VIRGINIANA* SWEETBAY MAGNOLIA
- *CERCIS CANADENSIS 'MERLOT'* MERLOT REDBUD
- *TAXODIUM DISTICHUM* BALD CYPRESS
- SHRUB / GROUNDCOVER PLANTING
- LAWN

NOTES:

1. THIS LANDSCAPE IS INTENDED TO FOLLOW HIGH-PERFORMANCE LANDSCAPE PRINCIPLES, UTILIZING PLANTS THAT ARE LOW MAINTENANCE, LOW WATER, AND PROVIDE POLLINATOR/HABITIAT QUALITIES.
2. ALL SURFACE TREATMENTS ON THIS SHEET ARE SHOWN FROM GROUND LEVEL. MORE DETAILS CAN BE SEEN ON SHEET 23.0
3. GENUS/SPECIES AND EXACT VARIETY OF PLANTS ARE SUBJECT TO CHANGE BASED ON DESIGN PROGRESSION.
4. TREE SYMBOLS ARE SHOWN AT MULTIPLE SIZES, WHICH REPRESENT DIFFERENT VARIETIES OF THE SAME GENUS/SPECIES.
5. THE LOCATION, DESIGN AND NUMBER OF THE SITE FURNISHINGS, PAVERS, LIGHTING, BOLLARDS AS SHOWN ON THIS PLAN SHEET ARE PRELIMINARY ONLY. THESE ELEMENTS (PUBLIC AND PRIVATE) WILL BE FINALIZED AT THE TIME OF SITE PLAN AND WILL BE COMPLIANT WITH THE TOC ARCHITECTURAL AND URBAN DESIGN GUIDELINES, THE HERNDON STREET-SCAPE MANUAL, AND THE REQUIREMENTS OF THE ZONING ORDINANCE.
6. THE VDOT ROAD DESIGN MANUAL ALLOWS STREET TREES TO BE PLACED NO CLOSER THAN 18" FROM THE FACE OF CURB IN URBAN AREAS WITH SPEED LIMITS AT OR BELOW 25 MPH. THE STREET TREES SHOWN ON THIS PLAN ARE CONTINGENT UPON THE TOWN'S FUTURE PLANS TO REDUCE THE SPEED LIMIT FOR THIS PORTION OF HERNDON PARKWAY TO 25 MPH. THIS PROJECT MAY NOT INSTALL TREES WITHIN THE 6' CLEAR ZONE UNTIL THE POSTED SPEED LIMIT HAS BEEN REDUCED TO 25 MPH.
7. LOCATION OF PLANTING BEDS ALONG BUILDINGS IS SUBJECT TO CHANGE BASED ON FINAL DESIGN, INCLUDING BUILDING ENTRANCES AND TENANT REQUIREMENTS. THE TOTAL SQUARE FOOTAGE OF PLANTING BEDS SHOULD REMAIN THE SAME.

VIRGINIA STATE GRID NORTH
NAD 83

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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# PARKVIEW
## DEVELOPMENT PLAN
DP# 19 -01
TOWN OF HERNDON, VIRGINIA

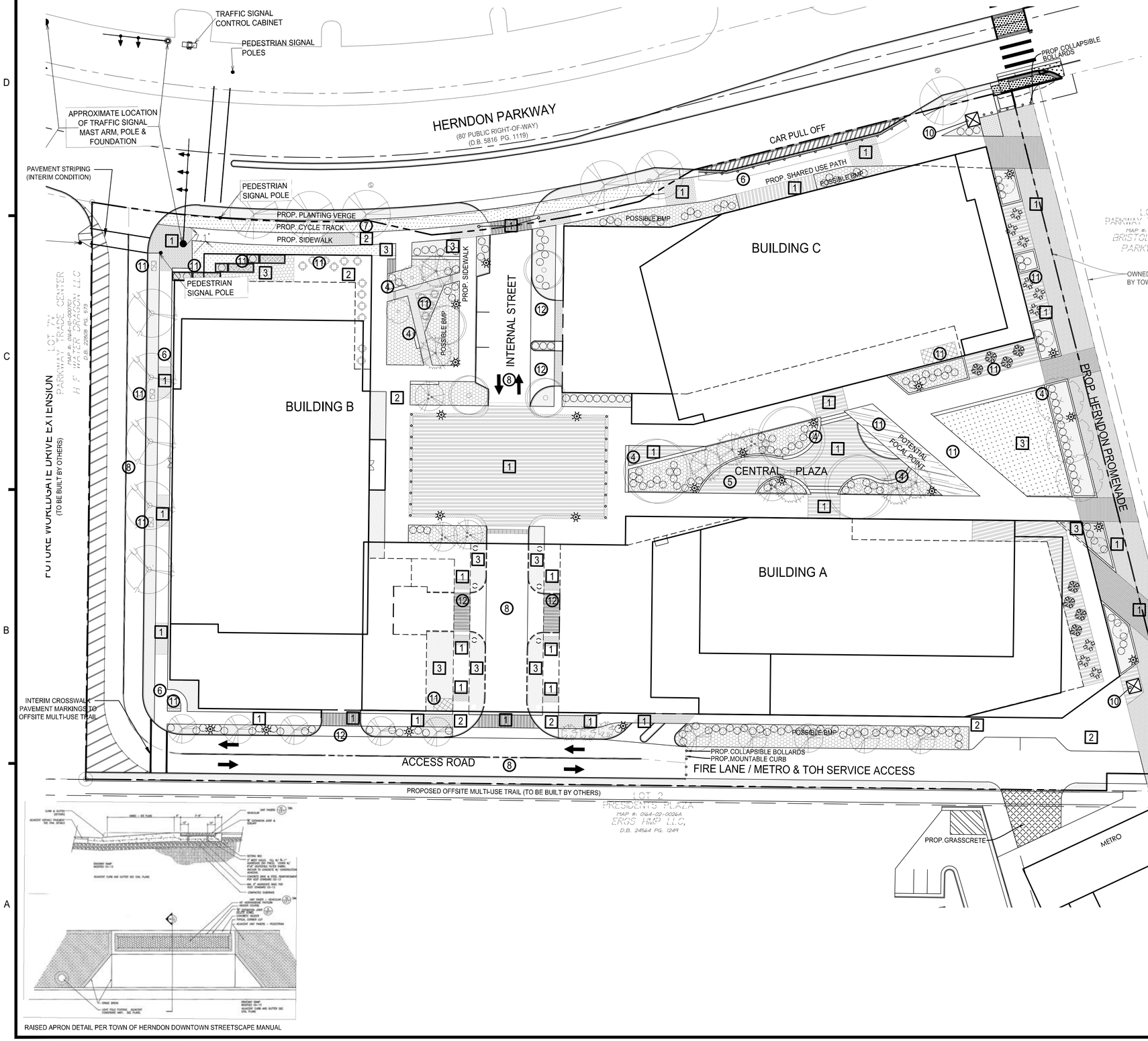
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PROJECT No.: 15031.002.00
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SHEET TITLE:

LANDSCAPE PLAN - COMMERCIAL OPTION

SHEET No.
22.0






RAISED APRON DETAIL PER TOWN OF HERNDON DOWNTOWN STREETSCAPE MANUAL

## Surface Treatment Key

1. Decorative Pavement
2. Scored Concrete Sidewalk
3. Lawn Panel/ Vegetative Ground Cover

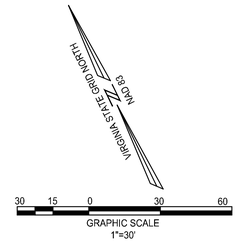
## Amenity Key

4. Seat Walls
5. Public Plaza Area
6. Shared Use Path
7. Public Bike Track
8. Vehicular Drive
9. Identity Pylon/Information Kiosk
10. Focal Point
11. Site Furniture **
12. Raised Apron

** AREAS WHERE SITE FURNITURE IS SPECIFIED MAY COMPRISE OF BUT IS NOT LIMITED TO BENCHES, TABLES, BIKE RACKS, WASTE RECEPTACLES, ETC. AS PER THE TOWN OF HERNDON ARCHITECTURAL AND DESIGN GUIDELINES

## NOTES:

1. ALL SURFACE TREATMENTS ON THIS SHEET ARE SHOWN AT GROUND LEVEL.
2. DECORATIVE PAVEMENTS WILL BE UTILIZED FOR HIGH VISIBILITY CROSSWALKS AT ALL INTERSECTIONS AND FOR PROMENADE . THESE SURFACE TREATMENTS SHALL REFLECT THE HTOC URBAN DESIGN GUIDELINES.
3. THE LOCATION, DESIGN AND NUMBER OF THE SITE FURNISHINGS, PAVERS, LIGHTING, BOLLARDS AS SHOWN ON THIS PLAN SHEET ARE PRELIMINARY ONLY. THESE ELEMENTS (PUBLIC AND PRIVATE) WILL BE FINALIZED AT THE TIME OF SITE PLAN AND WILL BE COMPLIANT WITH THE INTENT OF THE HTOC ARCHITECTURAL AND URBAN DESIGN GUIDELINES, THE HERNDON STREET-SCAPE MANUAL, AND THE REQUIREMENTS OF THE ZONING ORDINANCE.
4. THE PROPOSED BIKE TRAIL AND PEDESTRIAN PATH ALONG THE FRONTAGE OF THE PROPERTY THAT SPANS THE INTERNAL STREET ENTRANCE IS INTENDED TO BE FLUSH WITH THE INTERNAL DRIVE.




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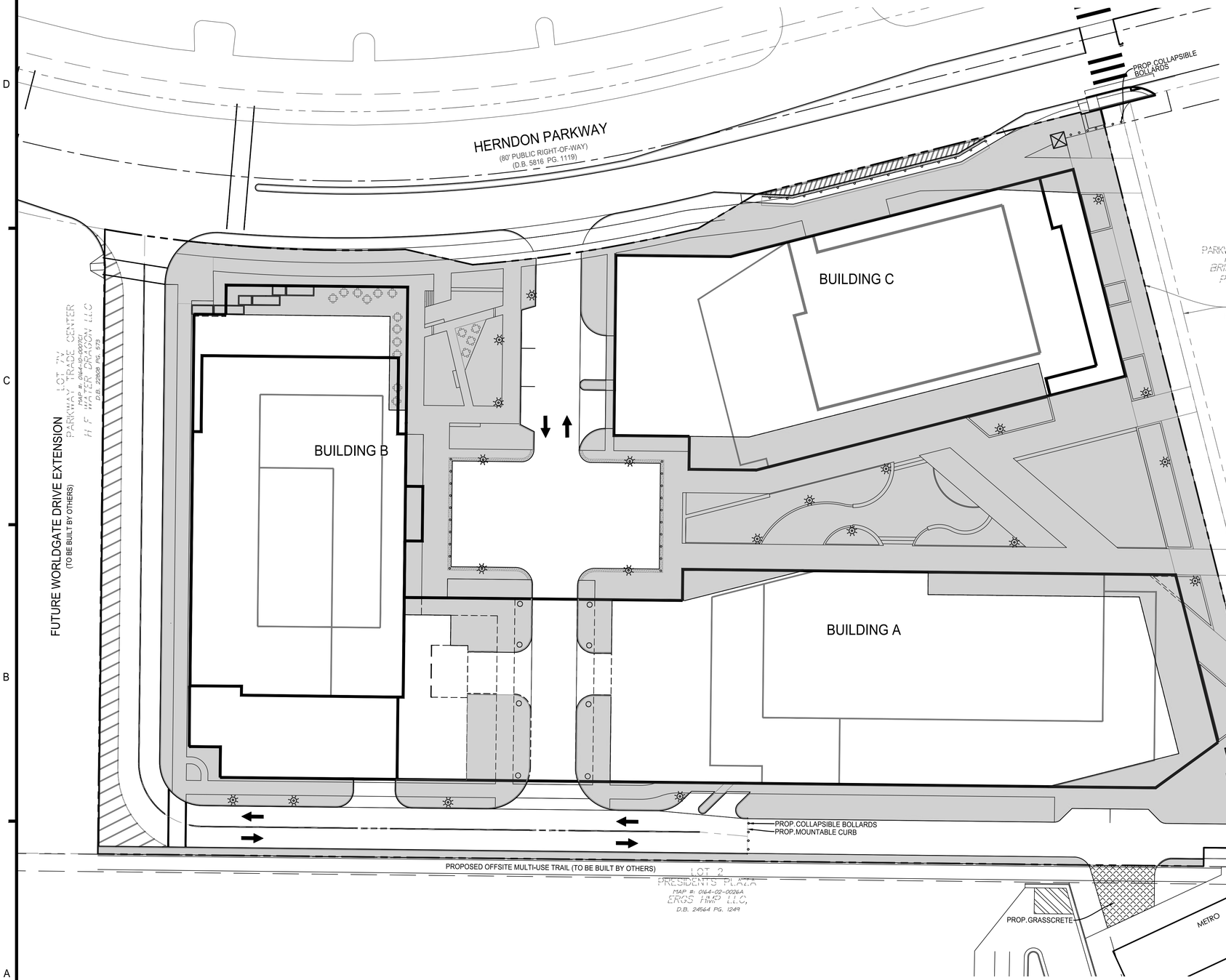
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

HARDSCAPE PLAN - COMMERCIAL OPTION

SHEET No.

23.0




## OPEN SPACE PLAN

TOTAL SITE AREA: 5.475 AC

OPEN SPACE REQUIREMENT: NO MINIMUM REQUIREMENT

OPEN SPACE PROVIDED AT GRADE: ±2.105 AC (38% OF SITE)

LANDSCAPED OPEN SPACE PROVIDED AT GRADE: ±0.71 AC (34.8% OF GROUND PLANE OPEN SPACE)

## NOTE:

1. HATCHED OPEN SPACE SHOWN IS A COMBINATION OF PUBLIC AND PRIVATE DESIGNATED SPACE AT THE GROUND PLANE. NOT ALL OPEN SPACE IS CLASSIFIED AS PUBLICLY ACCESSIBLE.

VIRGINIA STATE GRID NORTH
NAD 83

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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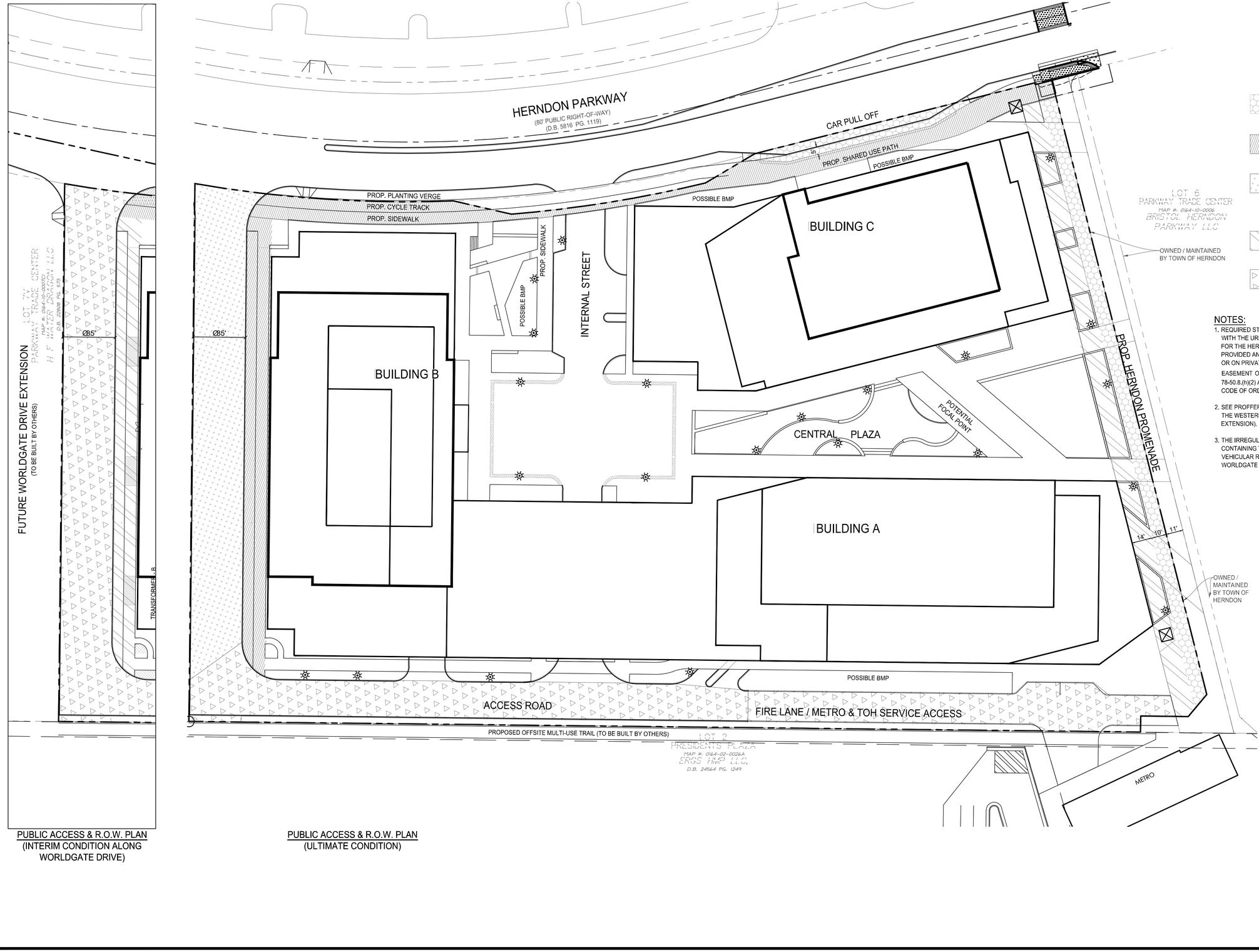
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

GROUND PLANE OPEN SPACE PLAN - COMMERCIAL OPTION

SHEET No.

24.0




PUBLIC ACCESS & R.O.W. PLAN
(INTERIM CONDITION ALONG WORLDGATE DRIVE)

PUBLIC ACCESS & R.O.W. PLAN
(ULTIMATE CONDITION)

## PUBLIC ACCESS PLAN

TOTAL SITE AREA: 5.475 AC

(ACREAGE BELOW REPRESENTS ULTIMATE CONDITIONS)

- TO BE DEDICATED TO THE TOWN OF HERNDON
  - AREA PROVIDED AT GRADE: ±0.129 AC
- TO BE PLACED IN A PUBLIC STREETSCAPE EASEMENT
  - AREA PROVIDED AT GRADE: ±0.249 AC
- TO BE DEDICATED WITH CONSTRUCTION OF WORLD GATE DRIVE EXTENSION
  - AREA PROVIDED AT GRADE: ±0.259 AC
  - (SEE NOTE 2 & 3 BELOW FOR TIMING OF DEDICATION)
- TO BE PLACED IN A PUBLIC ACCESS EASEMENT
  - AREA PROVIDED AT GRADE: ±0.141 AC
- TO BE PLACED IN AN EASEMENT FOR TOH AND METRO
  - AREA PROVIDED AT GRADE: ±0.371 AC

NOTES:

1. REQUIRED STREETSCAPE IMPROVEMENTS IN ACCORDANCE WITH THE URBAN DESIGN AND ARCHITECTURAL GUIDELINES FOR THE HERNDON TRANSIT-ORIENTED CORE SHALL BE PROVIDED AND LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY OR ON PRIVATE PROPERTY WITHIN A PUBLIC STREETSCAPE EASEMENT OR WITHIN A COMBINATION OF BOTH AS PER SEC. 78-50.8.(h)(2) AND SEC. 78-50.8.(h)(3) OF THE TOWN OF HERNDON CODE OF ORDINANCES.
2. SEE PROFFERS FOR TIMING OF DEDICATION WITH RESPECT TO THE WESTERN ACCESS ROAD (FUTURE WORLDGATE DRIVE EXTENSION).
3. THE IRREGULAR SHAPE OF THE PROPOSED DEDICATION AREA CONTAINING THE PUBLIC STREET-SCAPE AND ADJACENT VEHICULAR RIGHT-OF-WAY IS COMPLIMENTARY TO THE FUTURE WORLDGATE DRIVE EXTENSION ALIGNMENT.

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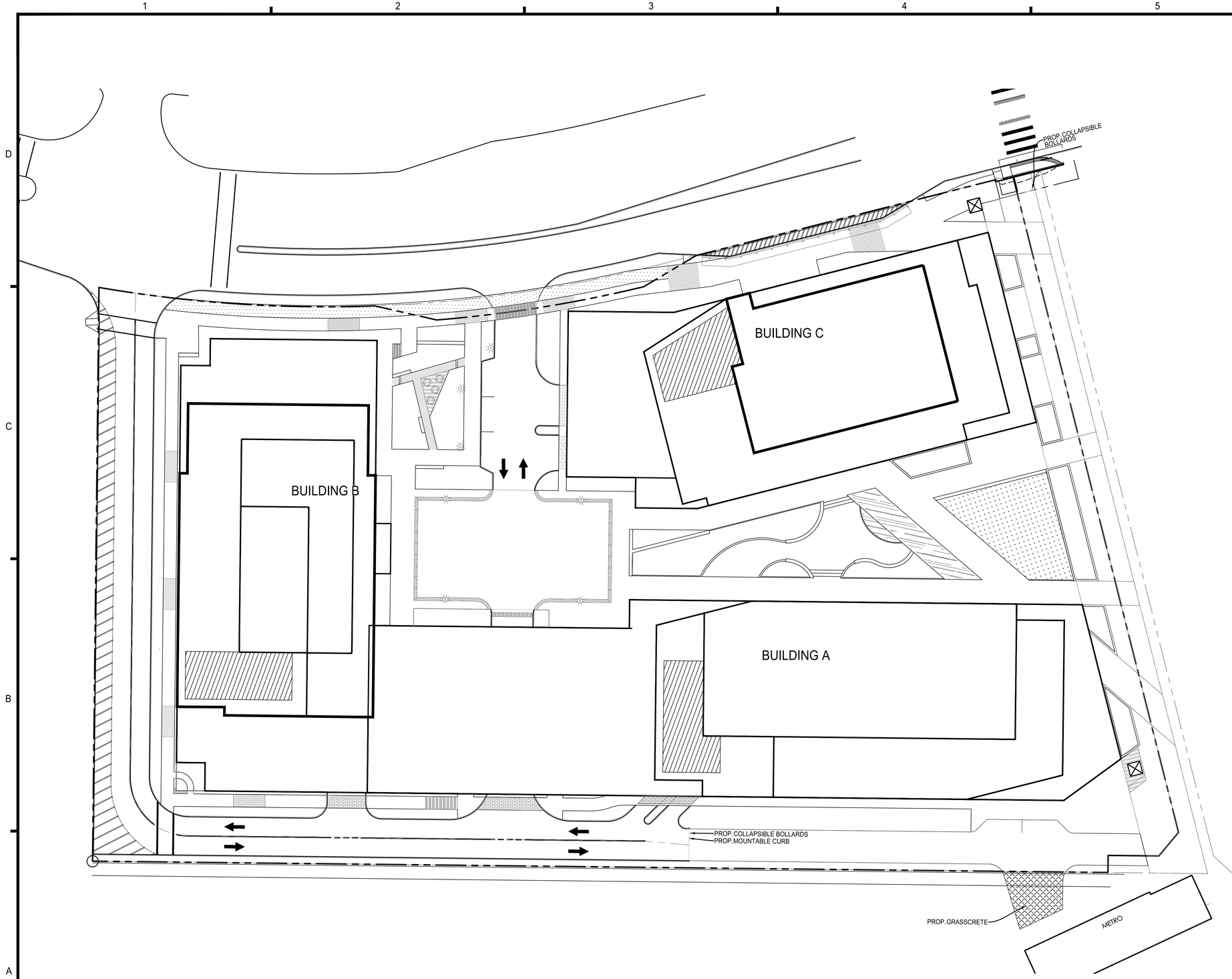
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SHEET TITLE:
PUBLIC ACCESS & RIGHT-OF-WAY PLAN - COMMERCIAL OPTION

SHEET No.
24.1




## PRIVATE OPEN SPACE PLAN

APPROXIMATE LOCATION OF PRIVATE OPEN SPACE PROVIDED ABOVE GRADE (ABOUT 6,000 SQ.FT.)

BUILDING A PRIVATE OPEN SPACE: 2,000 S.F.
BUILDING B PRIVATE OPEN SPACE: 2,000 S.F.
BUILDING C PRIVATE OPEN SPACE: 2,000 S.F.

TOTAL PRIVATE OPEN SPACE: 6,000 S.F.

NOTES:
1. PROPOSED AMENITIES IN PRIVATE OPEN SPACE MAY INCLUDE BUT NOT LIMITED TO IMAGES SHOWN ON SHEET 36.1
2. PRIVATE OPEN SPACE IS SUBJECT TO CHANGE BASED ON FINAL ARCHITECTURAL DESIGN AT TIME OF SITE PLAN.

VIRGINIA STATE GRID NORTH
NAD 83

30 15 0 30 60
GRAPHIC SCALE
1"=30'

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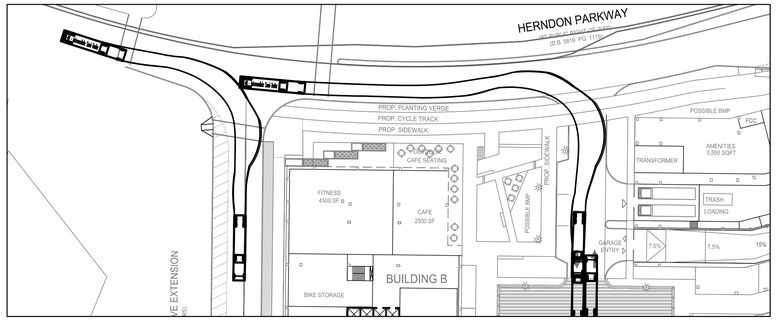
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PRIVATE OPEN SPACE PLAN - COMMERCIAL OPTION

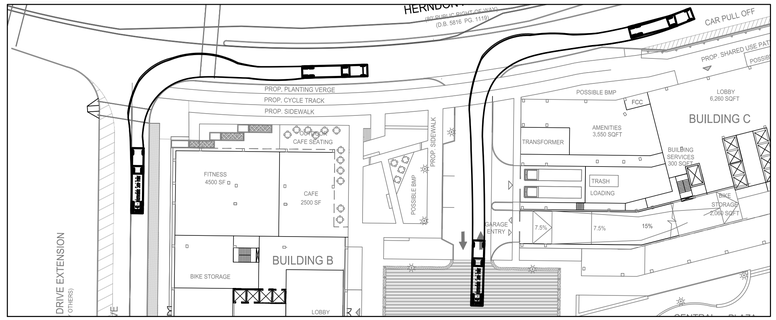
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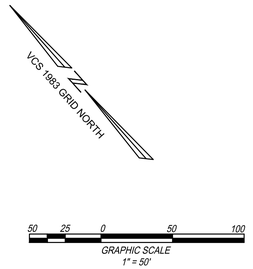
25.0

## WB-40 ENTERING SITE

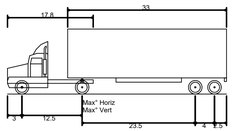



## WB-40 EXITING SITE



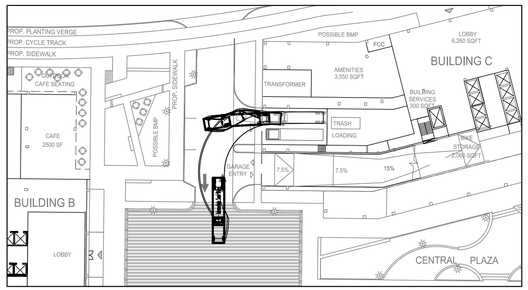




## WB-40 SPECIFICATIONS (N.T.S.)

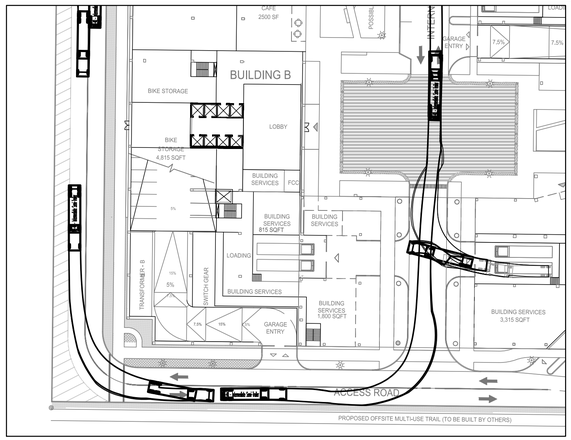



| | |
|---|---|
| WB-40 - Intermediate Semi-Trailer | |
| Overall Length | 45.50ft |
| Overall Width | 8.000ft |
| Overall Body Height | 13.500ft |
| Min Body Ground Clearance | 1.334ft |
| Track Width | 8.000ft |
| Lock-to-lock time | 4.00s |
| Max Steering Angle (Virtual) | 20.30° |

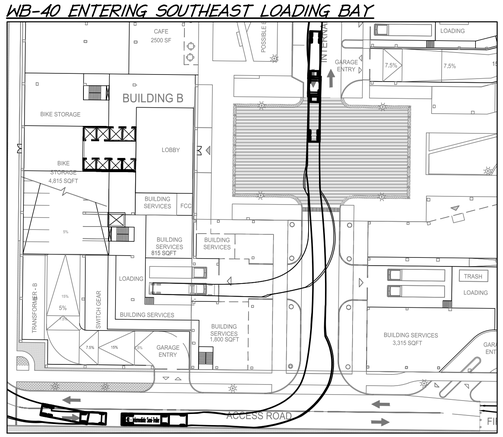
## WB-40 ENTERING NORTH LOADING BAY



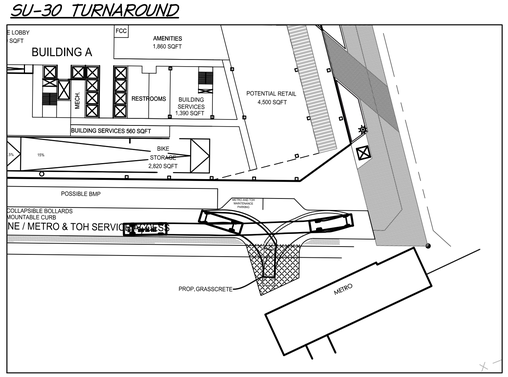

## WB-40 ENTERING REAR ACCESS ROAD AND SOUTHWEST LOADING BAY



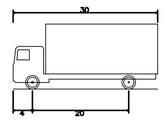

## WB-40 ENTERING SOUTHEAST LOADING BAY




## SU-30 TURNAROUND




## SU-30 SPECIFICATIONS (N.T.S.)




| | |
|---|---|
| SU-30 - Single Unit Truck | |
| Overall Length | 30.000ft |
| Overall Width | 8.000ft |
| Overall Body Height | 13.500ft |
| Min Body Ground Clearance | 1.367ft |
| Track Width | 8.000ft |
| Lock-to-lock time | 5.00s |
| Max Steering Angle (Virtual) | 31.80° |

NOTE:

1. ALL DRIVING SURFACES INCLUDING PAVER AREAS SHALL BE DESIGNED TO WITHSTAND HEAVY VEHICLES.
2. THE MAXIMUM DELIVERY VEHICLE FOR THIS SITE SHALL NOT EXCEED THE SPECIFICATIONS OF THE WB-40 DESIGN VEHICLE USED TO ANALYZE THIS SITE

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McGUIREWOODS

COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
Lic. No. 19279
2022-06-21
PROFESSIONAL ENGINEER

PARKVIEW
DEVELOPMENT PLAN
DP# 19-01
TOWN OF HERNDON, VIRGINIA

| MARK | DATE | DESCRIPTION |
|---|---|---|
| | 2020-05-19 | 1ST SUBMISSION TOWN COMMENTS |
| | 2021-07-13 | 2ND SUBMISSION TOWN COMMENTS |
| | 2022-04-08 | 3RD SUBMISSION TOWN COMMENTS |
| | 2022-06-21 | 4TH SUBMISSION TOWN COMMENTS |

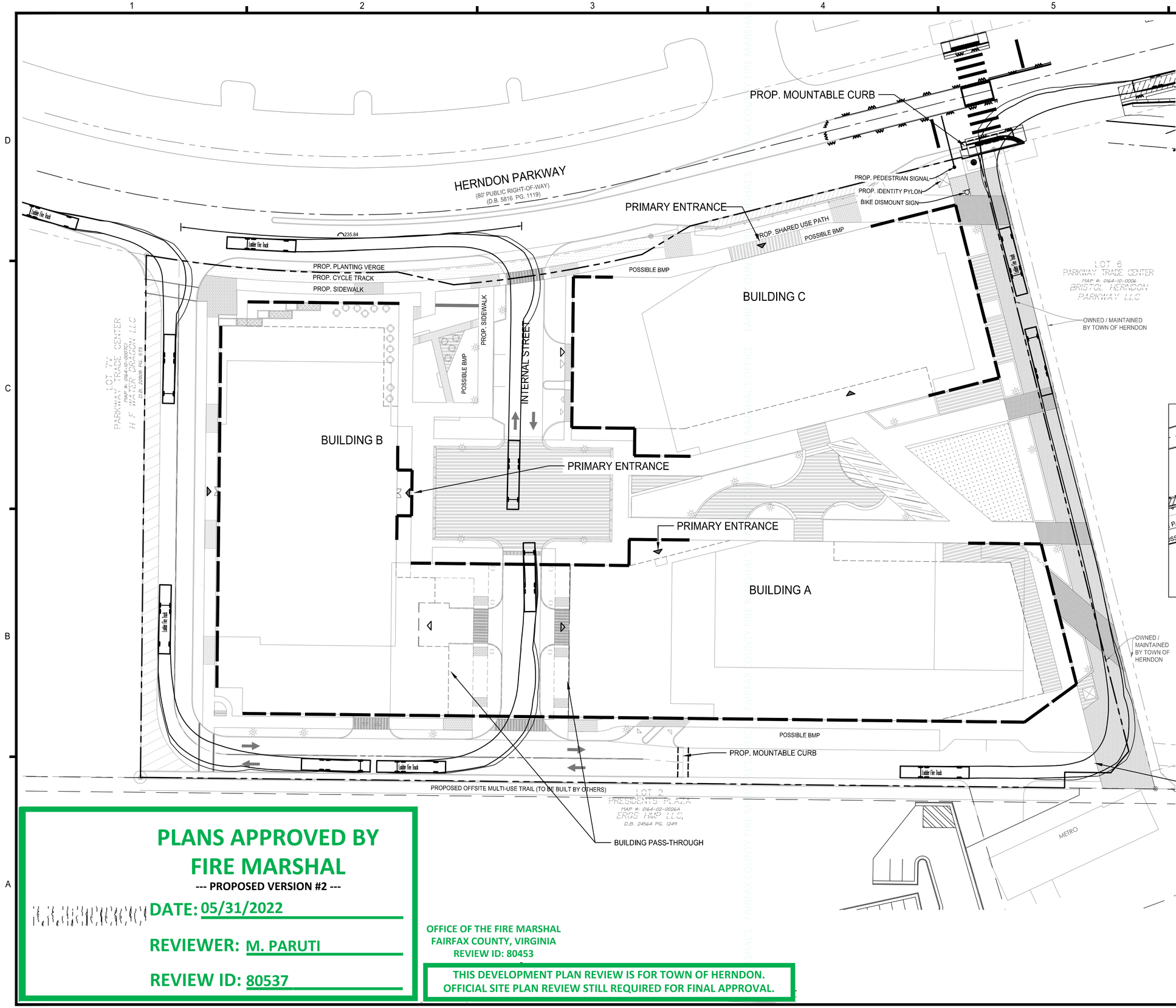
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

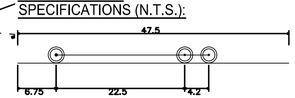
TRUCK TURNING MOVEMENTS - COMMERCIAL OPTION

SHEET No.

26.0



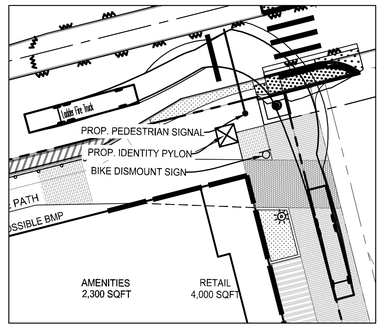

LADDER TRUCK SPECIFICATIONS (N.T.S.):




| Ladder Fire Truck | |
|---|---|
| Overall Length | 47.500ft |
| Overall Width | 8.000ft |
| Overall Body Height | 1.400ft |
| Min Body Ground Clearance | 1.400ft |
| Track Width | 8.000ft |
| Lock-to-lock time | 4.00s |
| Wall to Wall Turning Radius | 45.250ft |

LEGEND

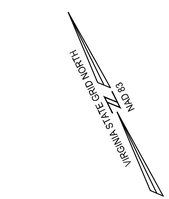
- :PODIUM ACCESSIBLE BY LADDER
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. BOLLARDS




FIRE TRUCK ENTERING PROMENADE FROM HERNDON PARKWAY

NOTE:

1. ALL DRIVING SURFACES INCLUDING PAVER AREAS SHALL BE DESIGNED TO WITHSTAND HEAVY VEHICLES.
2. THE OVERHANG SHALL BE A MINIMUM OF 13'-6".







GRAPHIC SCALE
1" = 30'

**PLANS APPROVED BY FIRE MARSHAL**

--- PROPOSED VERSION #2 ---

DATE: 05/31/2022

REVIEWER: M. PARUTI

REVIEW ID: 80537

OFFICE OF THE FIRE MARSHAL
FAIRFAX COUNTY, VIRGINIA
REVIEW ID: 80453

THIS DEVELOPMENT PLAN REVIEW IS FOR TOWN OF HERNDON.
OFFICIAL SITE PLAN REVIEW STILL REQUIRED FOR FINAL APPROVAL.

COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
Lic. No. 19279
2022-04-08
PROFESSIONAL ENGINEER

# PARKVIEW
## DEVELOPMENT PLAN
DP# 19-01
TOWN OF HERNDON, VIRGINIA

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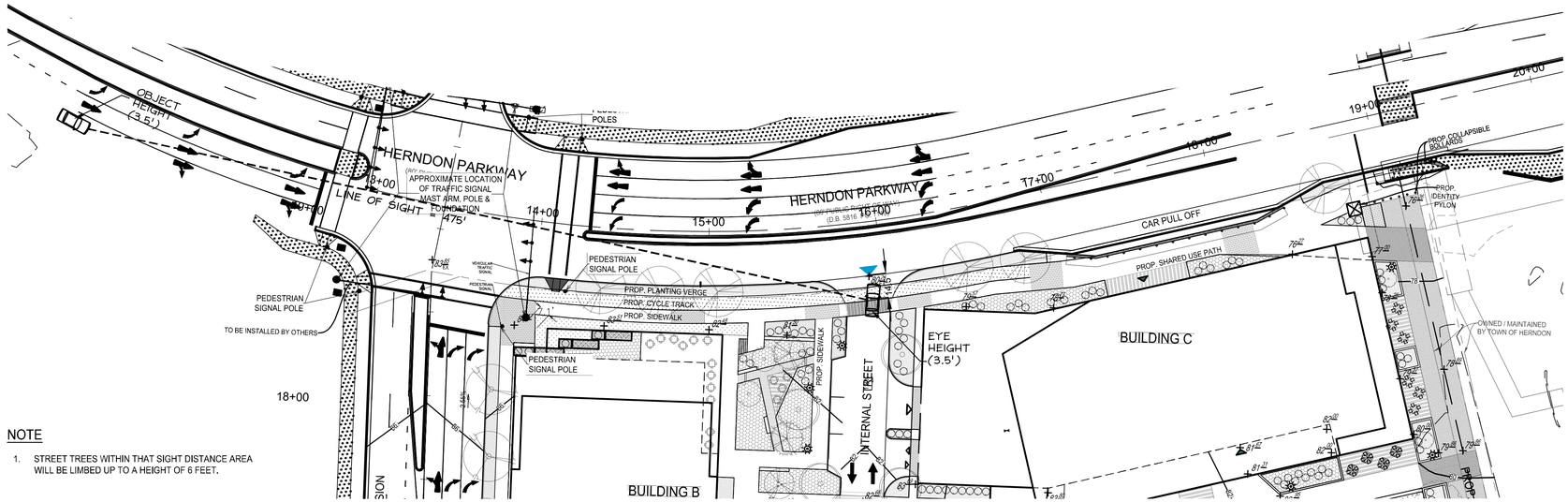
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

FIRE ACCESS PLAN - COMMERCIAL OPTION

SHEET No.

27.0




NOTE

1. STREET TREES WITHIN THAT SIGHT DISTANCE AREA WILL BE LIMBED UP TO A HEIGHT OF 6 FEET.

## LEGEND

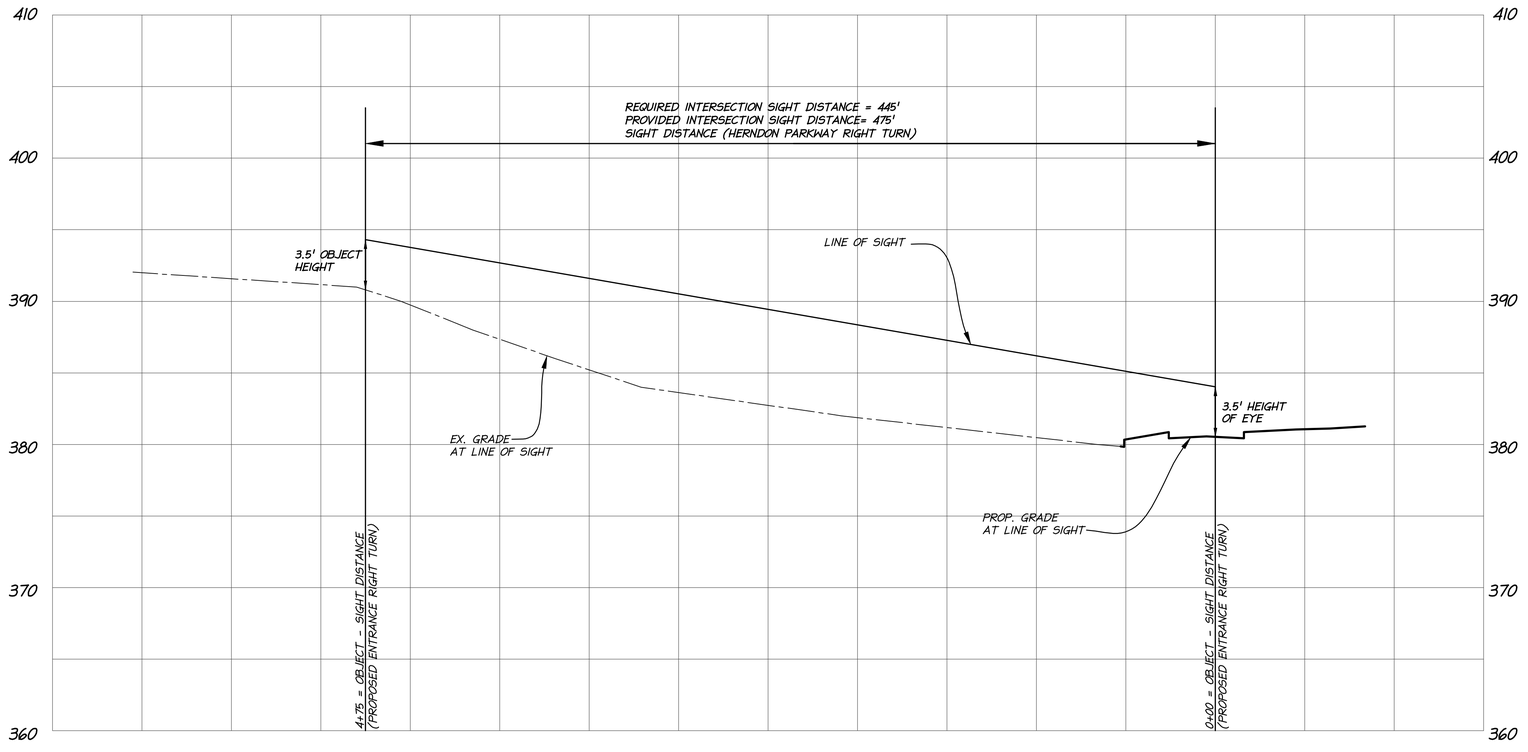
- : EX. WOODS LINE
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. LIMITS OF DISTURBANCE
- : EX. CONTOUR
- : PROP. CONTOUR

VCS 1983 GRID NORTH

GRAPHIC SCALE
1" = 40'

## HERNDON PARKWAY SIGHT DISTANCE

(80' PUBLIC RIGHT-OF-WAY-COLLECTOR ROAD)
POSTED SPEED: 35 MPH, DESIGN SPEED: 40 MPH




VERTICAL SCALE:
5 2.5 0 5 10
GRAPHIC SCALE
1" = 5'

HORIZONTAL SCALE:
40 20 0 40 80
GRAPHIC SCALE
1" = 40'

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KGD architecture
GOROVE / SLADE Transportation Planners and Engineers
McGUIREWOODS

COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
Lic. No. 19279
2022-06-21
PROFESSIONAL ENGINEER

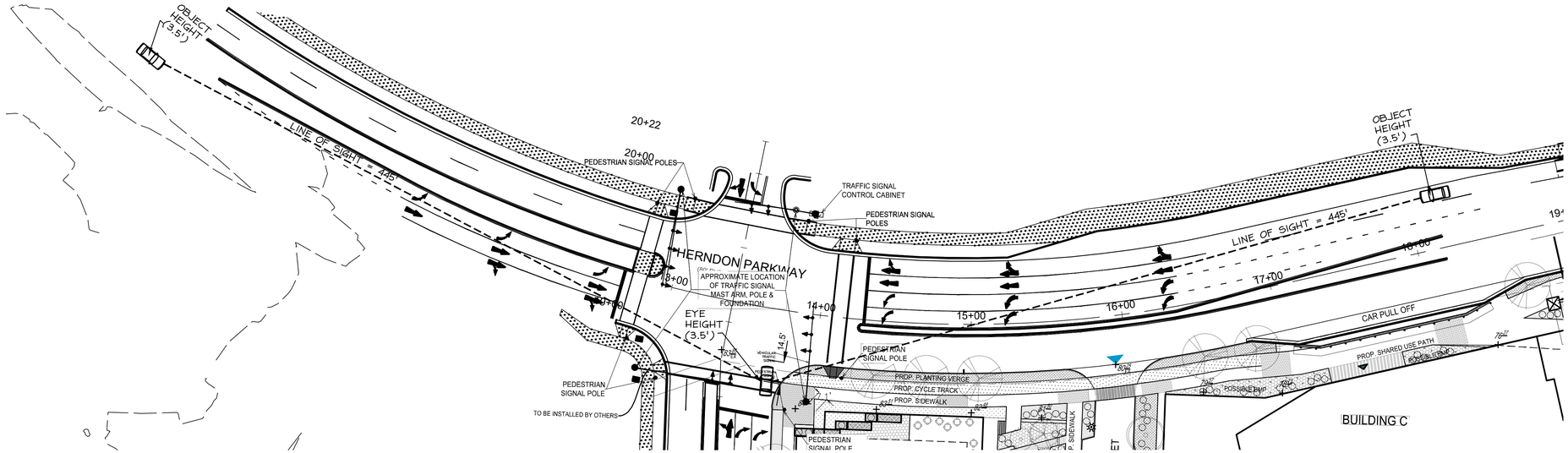
# PARKVIEW
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TOWN OF HERNDON, VIRGINIA

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PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: JH
DRAWN: MM
CHECKED: KMW

SHEET TITLE:
SIGHT DISTANCE PLAN AND PROFILE - COMMERCIAL OPTION

SHEET No.
28.0




## LEGEND

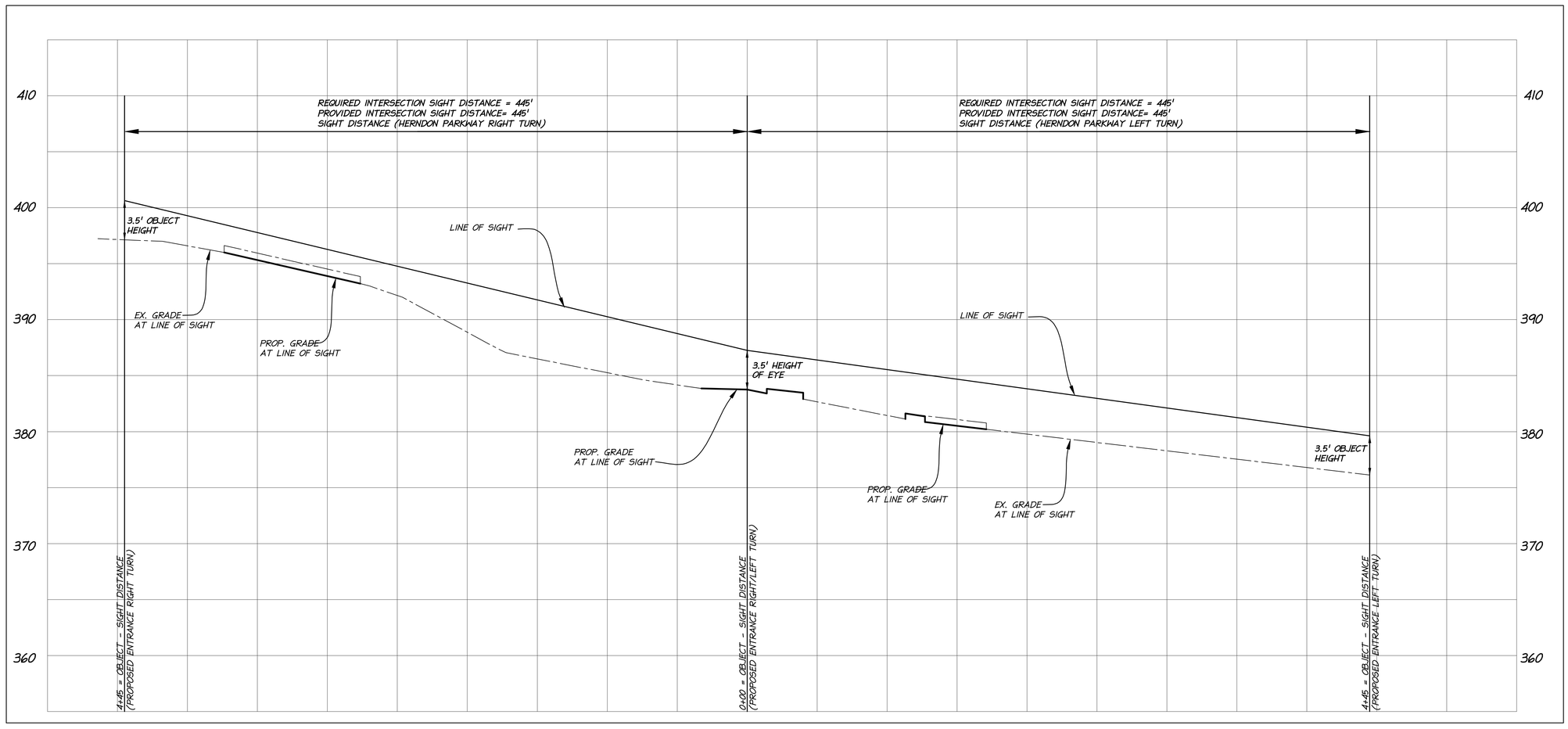
- : EX. WOODS LINE
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. LIMITS OF DISTURBANCE
- 20 : EX. CONTOUR
- 20 : PROP. CONTOUR

VCS 1983 GRID NORTH

40 20 0 40 80
GRAPHIC SCALE
1" = 40'

## NOTE

1. STREET TREES WITHIN THAT SIGHT DISTANCE AREA WILL BE LIMBED UP TO A HEIGHT OF 6 FEET.




VERTICAL SCALE:
5 2.5 0 5 10
GRAPHIC SCALE
1" = 5'

HORIZONTAL SCALE:
40 20 0 40 80
GRAPHIC SCALE
1" = 40'

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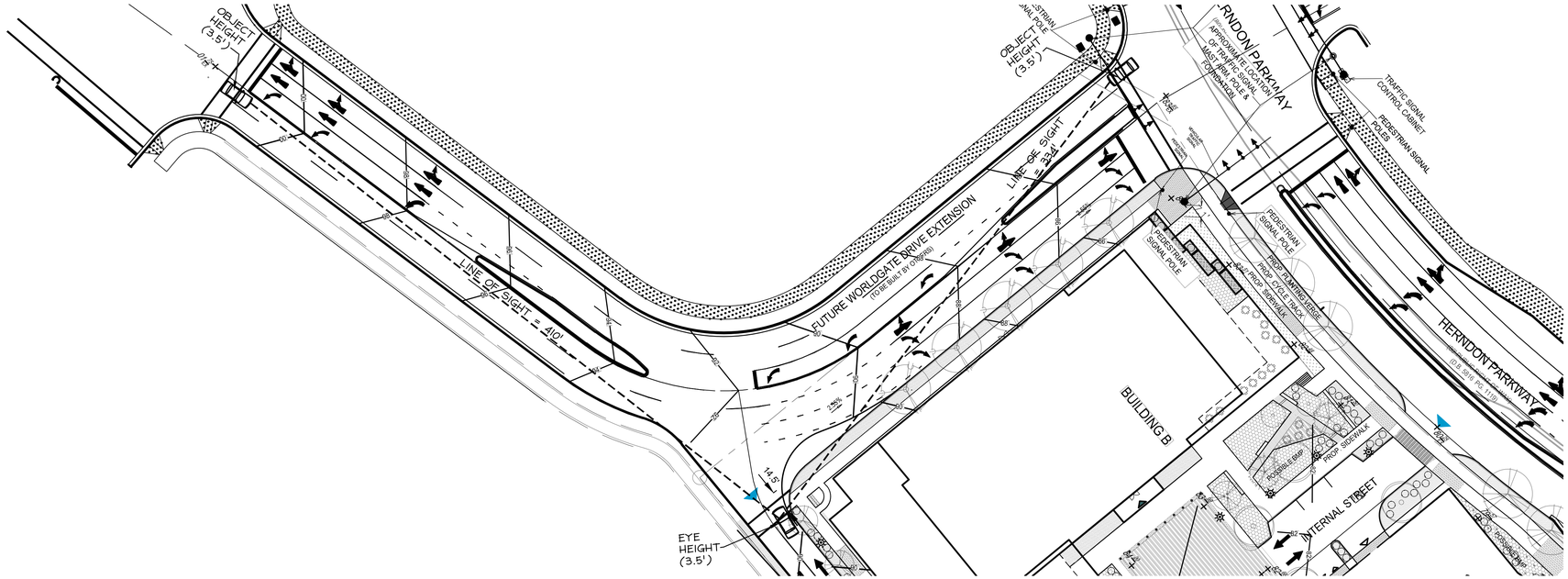
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PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: MQ
DRAWN: MQ
CHECKED: KMW

SHEET TITLE:
SIGHT DISTANCE PLAN AND PROFILE - COMMERCIAL OPTION

SHEET No.
28.1




## LEGEND

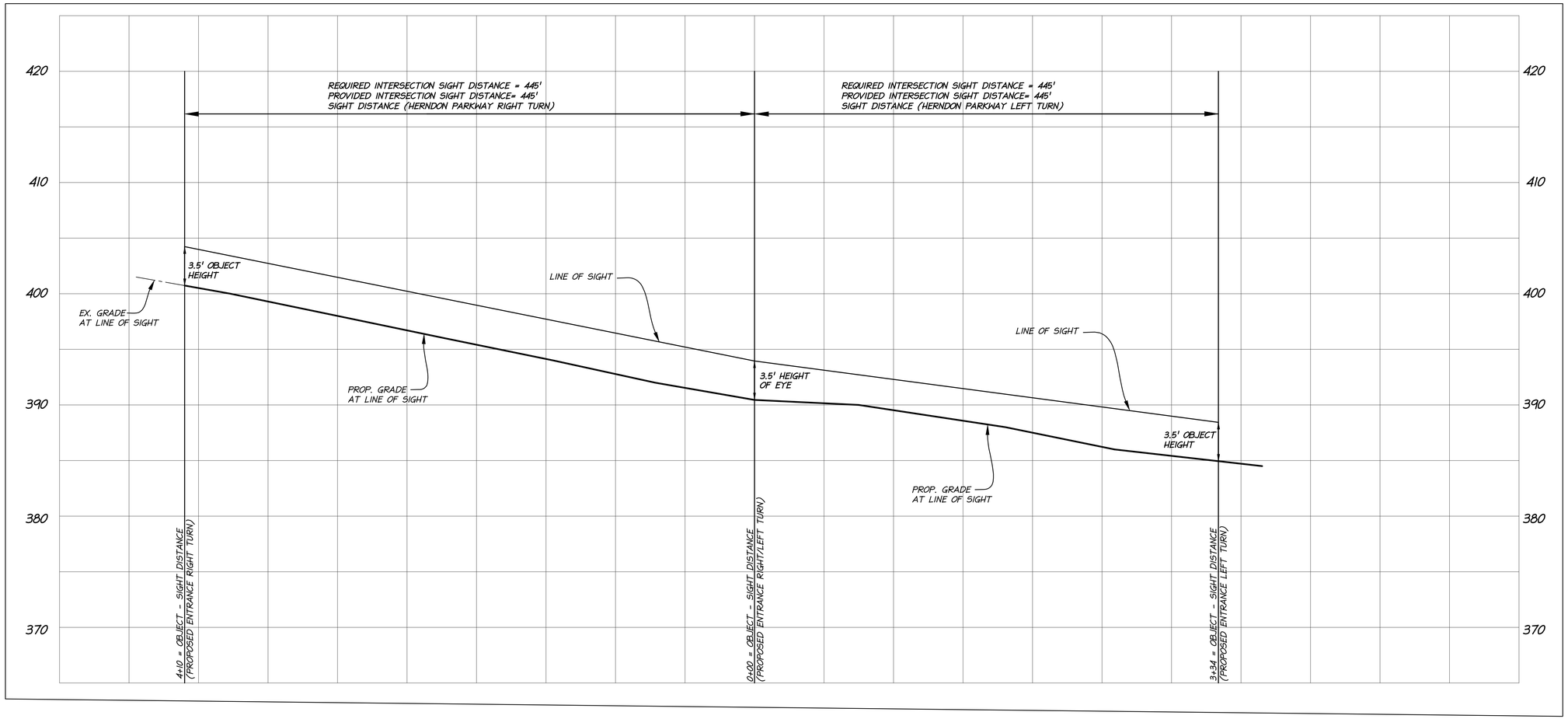
- : EX. WOODS LINE
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- : EX. EDGE OF PAVEMENT (EP)
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- : PROP. EDGE OF PAVEMENT
- : PROP. LIMITS OF DISTURBANCE
- : EX. CONTOUR
- : PROP. CONTOUR

VCS 1983 GRID NORTH

40 20 0 40 80
GRAPHIC SCALE
1" = 40'

## NOTE

1. STREET TREES WITHIN THAT SIGHT DISTANCE AREA WILL BE LIMBED UP TO A HEIGHT OF 6 FEET.




VERTICAL SCALE:
5 2.5 0 5 10
GRAPHIC SCALE
1" = 5'

HORIZONTAL SCALE:
40 20 0 40 80
GRAPHIC SCALE
1" = 40'

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DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: MQ
DRAWN: MQ
CHECKED: KMW

SHEET TITLE:
SIGHT DISTANCE PLAN AND PROFILE - COMMERCIAL OPTION

SHEET No.
28.2

HERNDON PARKWAY
(80' PUBLIC RIGHT-OF-WAY)

CAR PULL OFF

PROP. SHARED USE PATH

PROP. COLLAPSIBLE BOLLARDS

PROP. PLANTING STRIP

PROP. CYCLE TRACK

PROP. SIDEWALK

OUTDOOR CAFE SEATING

POSSIBLE BMP

INTERNAL STREET

BUILDING B

FITNESS 4500 SF

CAFE 2500 SF

BIKE STORAGE

LOBBY

BIKE STORAGE 4,815 SQFT

BUILDING SERVICES

FCC

BUILDING SERVICES 815 SQFT

BUILDING SERVICES 1,800 SQFT

LOADING

TRANSFORMER - B

SWITCH GEAR

GARAGE ENTRY

BUILDING C

LOBBY 6,260 SQFT

AMENITIES 2,300 SQFT

AMENITIES 3,550 SQFT

TRANSFORMER

TRASH

LOADING

BUILDING SERVICES 300 SQFT

BUILDING SERVICES 575 SQFT

RETAIL 5,400 SQFT

AMENITIES 1,200 SQFT

BIKE STORAGE 2,060 SQFT

GARAGE ENTRY

CENTRAL PLAZA

POTENTIAL FOCAL POINT

PROP. HERNDON PROMENADE

BUILDING A

OFFICE LOBBY 6,450 SQFT

AMENITIES 1,860 SQFT

TRASH

LOADING

MECH.

RESTROOMS

BUILDING SERVICES 1,390 SQFT

POTENTIAL RETAIL 4,500 SQFT

BUILDING SERVICES 560 SQFT

BUILDING SERVICES 3,315 SQFT

GARAGE ENTRY

BIKE STORAGE 2,820 SQFT

POSSIBLE BMP

ACCESS ROAD

FIRE LANE / METRO & TOH SERVICE ACCESS

PROP. COLLAPSIBLE BOLLARDS

PROP. MOUNTABLE CURB

PROPOSED OFFSITE MIDTRAIL TRAIL TO BE BUILT BY OTHERS

PROP. GRASSCRETE

METRO

WALL TAPERED TO MEET EX. GRADE

WALL TAPERED TO MEET EX. GRADE

OWNED / MAINTAINED BY TOWN OF HERNDON

OWNED / MAINTAINED BY TOWN OF HERNDON

LOT 7IV
PARKWAY TRADE CENTER
MAP #: 0164-10-0007C1
WATER DRAGON, LLC
D.B. 22666 PG. 513

LOT 6
PARKWAY TRADE CENTER
MAP #: 0164-10-0006
BRISTOL HERNDON PARKWAY, LLC

LOT 2
PRESIDENTS PLAZA
MAP #: 0164-02-0026A
EQUS HWD LLC,
D.B. 24564 PG. 1249

INTERIM WORLDGATE DRIVE (HALF SECTION)

## LEGEND

- EX. STREET CENTER LINE
- EX. CURB & GUTTER
- EX. BOUNDARY
- EX. EDGE OF PAVEMENT (EP.)
- PROP. BUILDING
- PROP. EDGE OF PAVEMENT
- PROP. LIMITS OF DISTURBANCE
- 20 EX. CONTOUR
- PROP. CONTOUR

## NOTE:

1. ALL EASEMENTS WILL BE RECORDED PRIOR TO FINAL APPROVAL OF ANY SITE PLANS ASSOCIATED WITH THE PROJECT THAT REQUIRE OFFSITE WORK.

## PROPOSED FUTURE GRADING

FUTURE WORLDGATE DRIVE EXTENSION
(TO BE BUILT BY OTHERS)

VCS 1983 GRID NORTH

GRAPHIC SCALE
30 15 0 30 60
1" = 30'

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COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
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2022-06-21
PROFESSIONAL ENGINEER

# PARKVIEW
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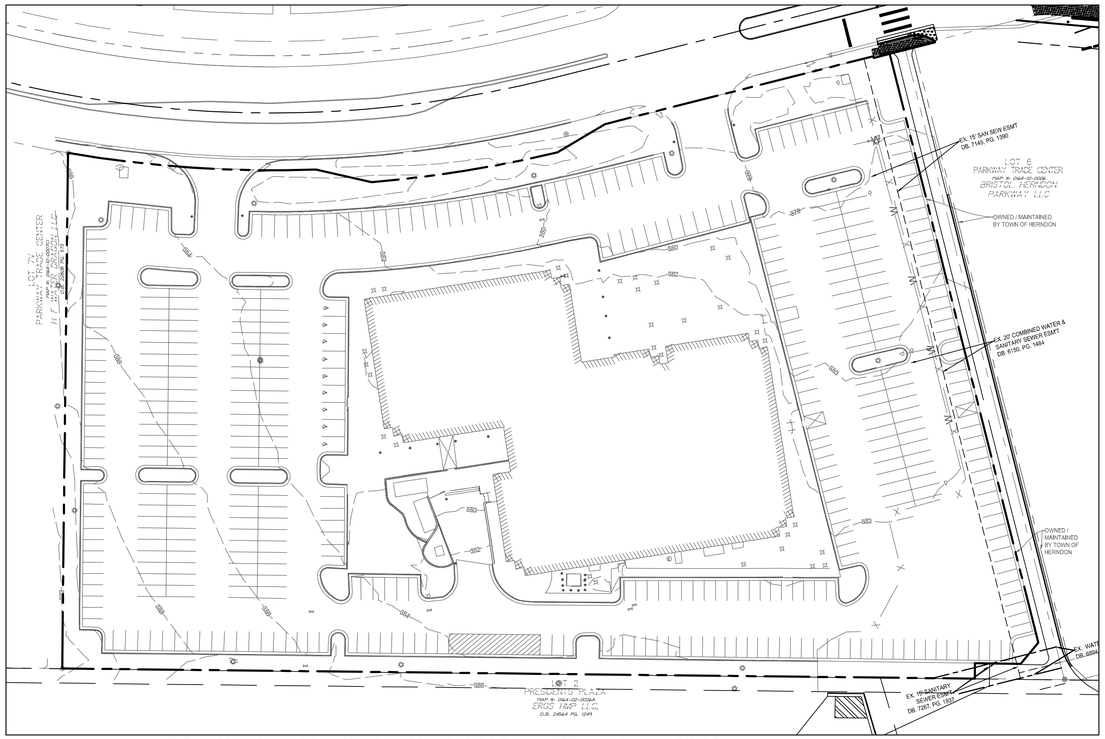
SHEET TITLE:

PROPOSED GRADING PLAN & LIMITS - COMMERCIAL OPTION

SHEET No.

29.0

## EXISTING PERVIOUS AREA AND DRAINAGE DIVIDES:




TOTAL AREA = 246,114 S.F. PERVIOUS AREA = 54,569 S.F. IMPERVIOUS AREA = 191,545 S.F.

## EXISTING CONDITION SITE NARRATIVE

THIS DEVELOPMENT CONSISTS OF APPROXIMATELY 5.475 ACRES OF LAND SITUATED BETWEEN HERNDON PARKWAY AND THE DULLES TOLL ROAD IN THE TOWN OF HERNDON. THE PROPERTY IS BOUNDED BY HERNDON PARKWAY TO THE NORTH, AN EXISTING OFFICE BUILDING TO THE EAST, THE DULLES TOLL ROAD TO THE SOUTH AND AN EXISTING OFFICE BUILDING TO THE WEST. THE PROPERTY CURRENTLY CONSISTS OF AN EXISTING OFFICE BUILDING WITH SURFACE PARKING.

REVIEW OF EXISTING TOPOGRAPHY INDICATES THAT THE PROPERTY SLOPES PREDOMINANTLY FROM THE SOUTHWEST TO THE NORTHEAST TOWARDS HERNDON PARKWAY. THE EXISTING STORMWATER IS COLLECTED ON SITE AND JOINS A CLOSED CONDUIT SYSTEM IN HERNDON PARKWAY. THE STORMWATER FLOWS TO A 36" RCP PIPE IN HERNDON PARKWAY AND IS TAKEN TO THE OUTFALL APPROXIMATELY 1,550' TO THE EAST WHERE IS EXITS A 60" RCP INTO AN EXISTING FLOODPLAIN. ALL ADJACENT PROPERTIES FOLLOW A SIMILAR DRAINAGE PATTERN, WITH THEIR RESPECTIVE STORMWATER BEING CONVEYED TO THE CLOSED CONDUIT SYSTEM IN HERNDON PARKWAY.

THERE ARE NO RESOURCE PROTECTION AREAS ON THIS PROPERTY.

## PROPOSED CONDITION SITE NARRATIVE

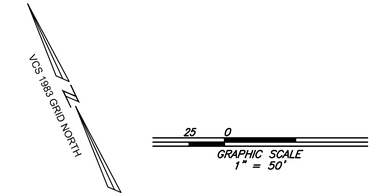
THE APPLICANT PROPOSES TO DEVELOP THE PROPERTY IN ACCORDANCE WITH THE HERNDON METRO STUDY AREA WITH RESIDENTIAL AND OFFICE USES. THE PROPOSED DEVELOPMENT CONSISTS OF THREE BUILDINGS; TWO HIGH RISE RESIDENTIAL BUILDINGS WITH ABOVE GROUND PARKING, AND ONE OFFICE BUILDING WITH ABOVE-GROUND PARKING. THERE WILL BE AN INCREASE IN THE SITE'S IMPERVIOUSNESS WHICH WILL RESULT IN A INCREASE IN RUNOFF. THE VIRGINIA RUNOFF REDUCTION METHOD (VRRM) WILL BE USED TO PREVENT THE ADDITIONAL RUNOFF FROM ENTERING THE FLOODPLAN AT ONCE. OVERALL DRAINAGE DIVIDES WILL NOT CHANGE AS THE SITE WILL STILL DRAIN PRIMARILY FROM THE SOUTHWEST OF THE SITE TO THE NORTHEAST. OVERLAND RELIEF IS PROVIDED ON THE SITE, AS THE SITE PROVIDES POSITIVE DRAINAGE TO THE NORTHEAST.

## WATER QUALITY TREATMENT (BMP) NARRATIVE

TO COMPLY WITH THE CHESAPEAKE BAY ACT (CBA), THE PROJECT WILL PROVIDE WATER QUALITY TREATMENT THROUGH THE USE OF GREEN ROOFS AND MICRO-BIORETENTION FACILITIES. THESE TREATMENT SYSTEMS ARE CAPABLE OF REMOVING THE REQUIRED PHOSPHORUS TO ACHIEVE THE WATER QUALITY VOLUME FOR THE RE-DEVELOPED PROPERTY.

THE OWNER WILL BE RESPONSIBLE FOR MAINTAINING THE WATER QUALITY DEVICES THAT ARE LOCATED WITHIN THE SITE BOUNDARY.

NOTE:
1. ALL REQUIRED VRRM SPREADSHEETS AND ALL RELEVANT SWM COMPUTATIONS THAT VERIFY SWM REQUIREMENTS WILL BE MET AND SHALL BE PROVIDED WITH ALL FUTURE SITE PLANS FOR THIS PROJECT.




LEGEND:

PERVIOUS AREA

PROPOSED GREEN ROOF (32,191 S.F.)

PROPOSED MICRO-BIORETENTION

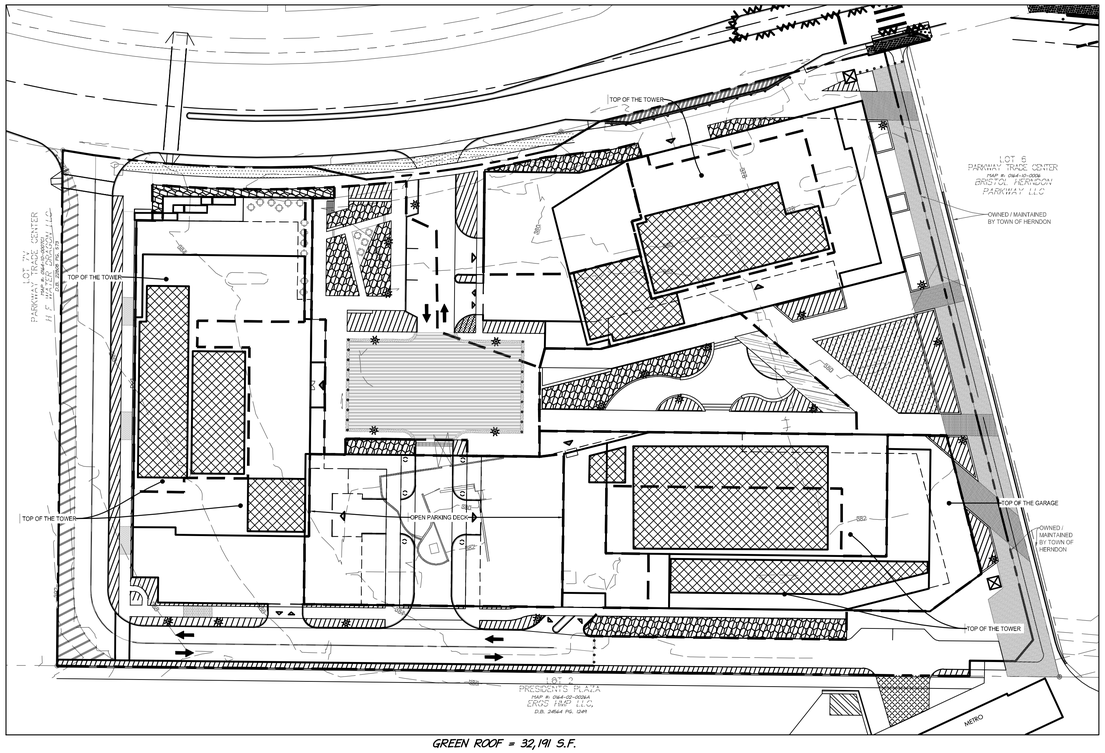
## WATER QUANTITY TREATMENT (SWM) NARRATIVE

DUE TO THE INCREASE IN IMPERVIOUS COVER FOR THE SITE THROUGH REDEVELOPMENT, POST-DEVELOPMENT PEAK RUNOFF FOR THE ONE, TWO AND TEN YEAR STORMS WILL EXCEED THE PRE-DEVELOPMENT RATES. THE DETENTION METHOD WILL BE APPLIED AND THE GREEN ROOFS AND MICRO-BIORETENTION FACILITIES TO REDUCE THE RUNOFF FROM EXCEEDING IT'S REQUIREMENTS.

STORMWATER MANAGEMENT WILL BE PROVIDED BY THE USE OF BMP's TO STORE, TREAT, AND INFILTRATE RUNOFF FROM POST-DEVELOPMENT. 0.82 ACRES VEGETATED COVER WILL BE PROVIDED ON THE ROOF TOP THROUGH GREEN ROOFS, AND MICRO-BIORETENTION FACILITIES WILL BE INSTALLED TO STORE AND INFILTRATE RUNOFF FROM POST-DEVELOPMENT. SOIL TESTING FOR BMP FACILITIES HAS NOT BEEN COMPLETED. IF INSUFFICIENT INFILTRATION RATES ARE DETERMINED UPON SOIL TESTING, UNDERDRAINS WILL BE PROVIDED AS SHOWN.

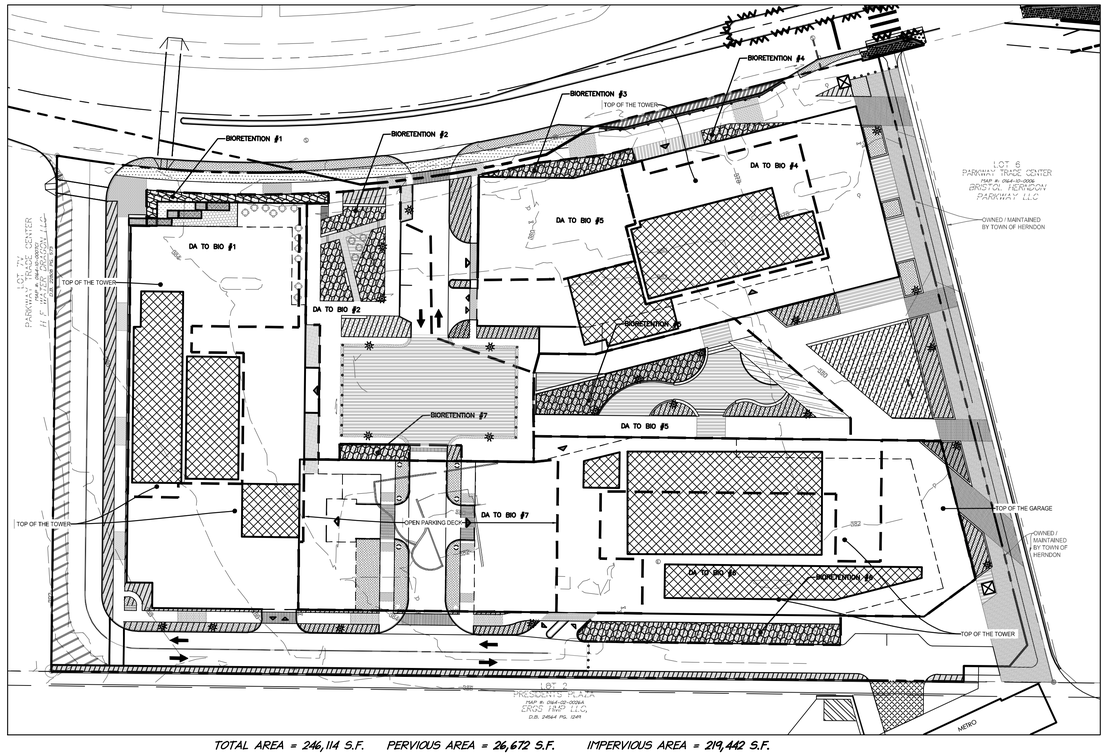
SINCE THE DETENTION METHOD FOR STORMWATER MANAGEMENT IS BEING USED, NO ADVERSE EFFECTS TO THE FLOODPLAIN OR THE PUBLIC DRAINAGE SYSTEM IS EXPECTED.

## PROPOSED BMP AREAS: GREEN ROOF AREA AND MICRO-BIORETENTION




GREEN ROOF = 32,191 S.F.

## PROPOSED PERVIOUS AREA AND DRAINAGE DIVIDES:




TOTAL AREA = 246,114 S.F. PERVIOUS AREA = 26,672 S.F. IMPERVIOUS AREA = 219,442 S.F.

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McGUIREWOODS

COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
Lic. No. 19279
2022-06-21
PROFESSIONAL ENGINEER

# PARKVIEW
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DRAWN: CS
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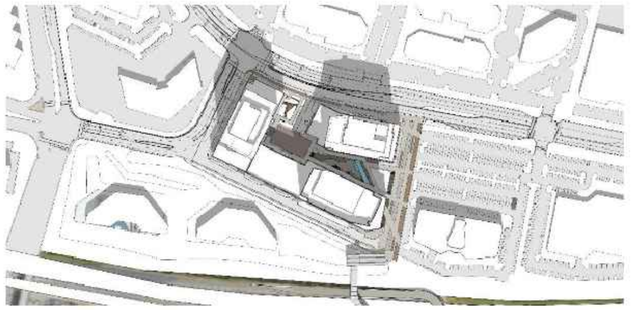
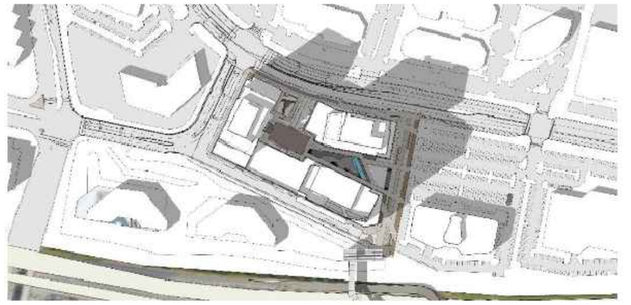
SHEET TITLE:

SWM DRAINAGE PLAN - COMMERCIAL OPTION

SHEET No.

29.1

9:00 am | 12:00 pm | 3:00 pm

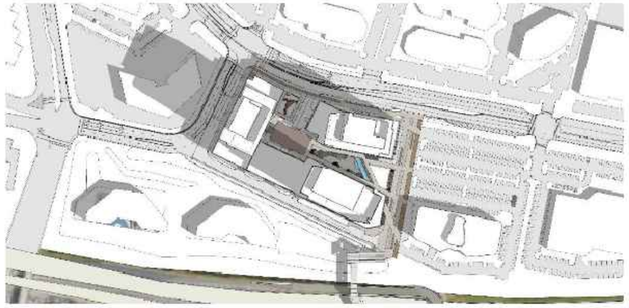
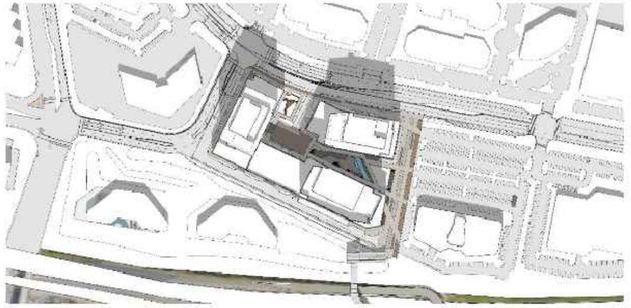
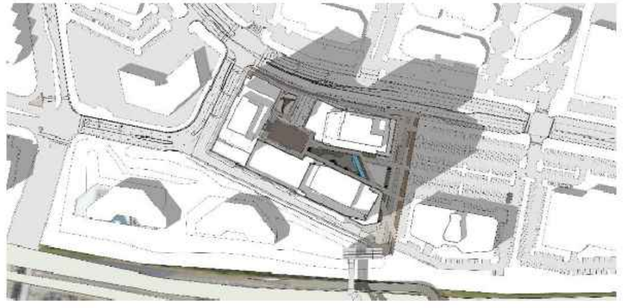




SPRING - 03/21

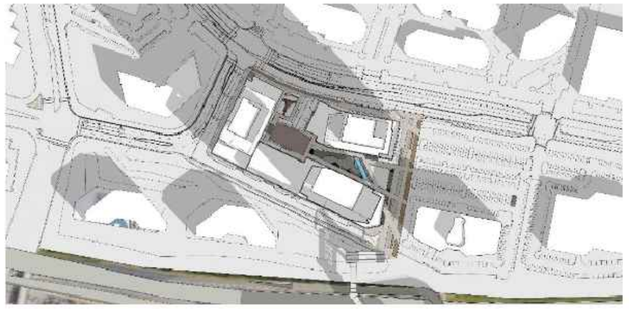
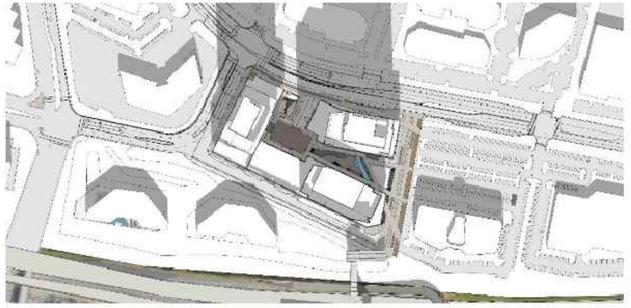




SUMMER - 06/21

FALL - 09/21


WINTER - 12/21

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PARKVIEW
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DP# 19 -01
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| | 2022-06-21 | 4TH SUBMISSION TOWN COMMENTS |

PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

SHADOW ANALYSIS - COMMERCIAL OPTION

SHEET No.

30.0




VIEW OF THE SOUTHEAST CORNER AT METRO LANDING



VIEW OF THE NORTHEAST CORNER ALONG THE PROMENADE



VIEW OF THE NORTH ELEVATION ALONG HERNDON PARKWAY



VIEW OF THE NORTHWEST CORNER AT WORLDGATE DRIVE

CONCEPTUAL RENDERINGS - FOR ILLUSTRATIVE PURPOSES ONLY

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PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
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DRAWN: WR
CHECKED: JR

SHEET TITLE:

PERSPECTIVE VIEWS - MAX FAR COMMERCIAL OPTION

SHEET No.

31.0



VIEW OF THE NORTH ELEVATION ALONG HERNDON PARKWAY




VIEW OF THE EAST ELEVATION ALONG THE PROMENADE



VIEW OF THE WEST ELEVATION ALONG WORLDGATE DRIVE




VIEW OF THE SOUTH ELEVATION ALONG THE ACCESS ROAD

CONCEPTUAL RENDERINGS - FOR ILLUSTRATIVE PURPOSES ONLY

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SHEET TITLE:

ELEVATION VIEWS - MAX FAR COMMERCIAL OPTION

SHEET No.

31.1




VIEW OF THE SOUTHEAST CORNER NEAR METRO LANDING




VIEW OF THE SOUTHEAST CORNER AT THE PROMENADE




VIEW OF THE CENTRAL PLAZA ADJACENT TO THE PROMENADE



VIEW OF THE CENTRAL PLAZA ADJACENT TO THE PROMENADE

CONCEPTUAL RENDERINGS - FOR ILLUSTRATIVE PURPOSES ONLY

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CHECKED: JR

SHEET TITLE:

PEDESTRIAN VIEWS - MAX FAR COMMERCIAL OPTION

SHEET No.

31.2




GROUND LEVEL VIEW OF BUILDING C ALONG PROMENADE




GROUND LEVEL VIEW OF THE NORTHEAST CORNER AT BUILDING C



VIEW OF THE NORTHWEST CORNER AT BUILDING B ALONG HERNDON PARKWAY



VIEW OF THE NORTHWEST CORNER AT BUILDING B ALONG WORLDGATE DRIVE

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SHEET TITLE:

PEDESTRIAN VIEWS - MAX FAR COMMERCIAL OPTION

SHEET No.

31.3



GROUND LEVEL VIEW ALONG WORLDGATE DRIVE



GROUND LEVEL VIEW OF THE SOUTHWEST CORNER AT BUILDING B



GROUND LEVEL VIEW ALONG THE ACCESS ROAD




GROUND LEVEL VIEW OF BUILDING A

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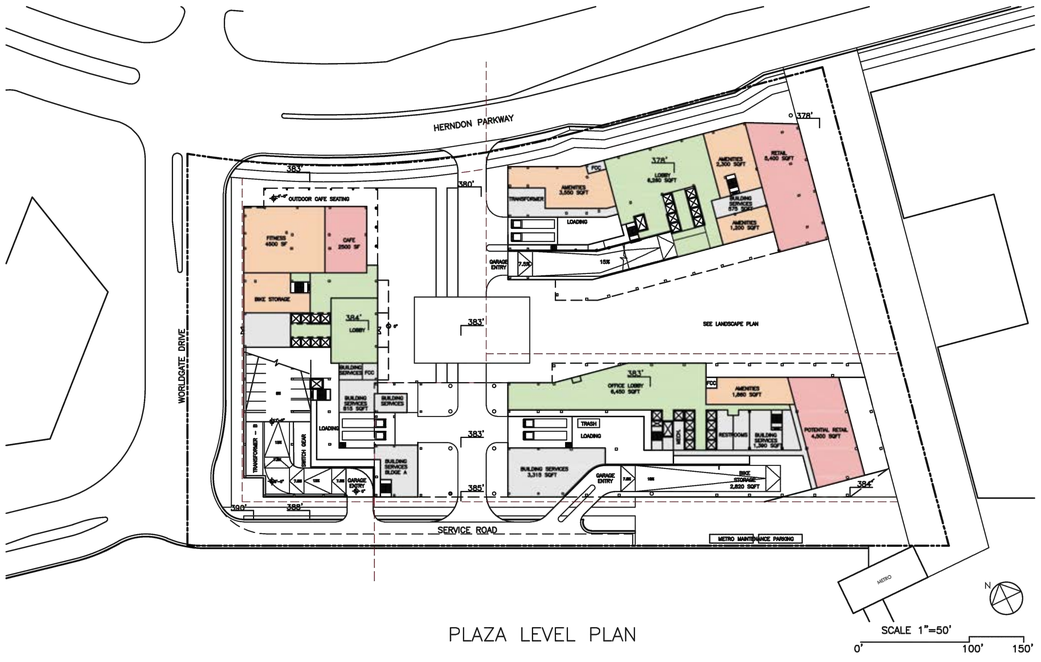
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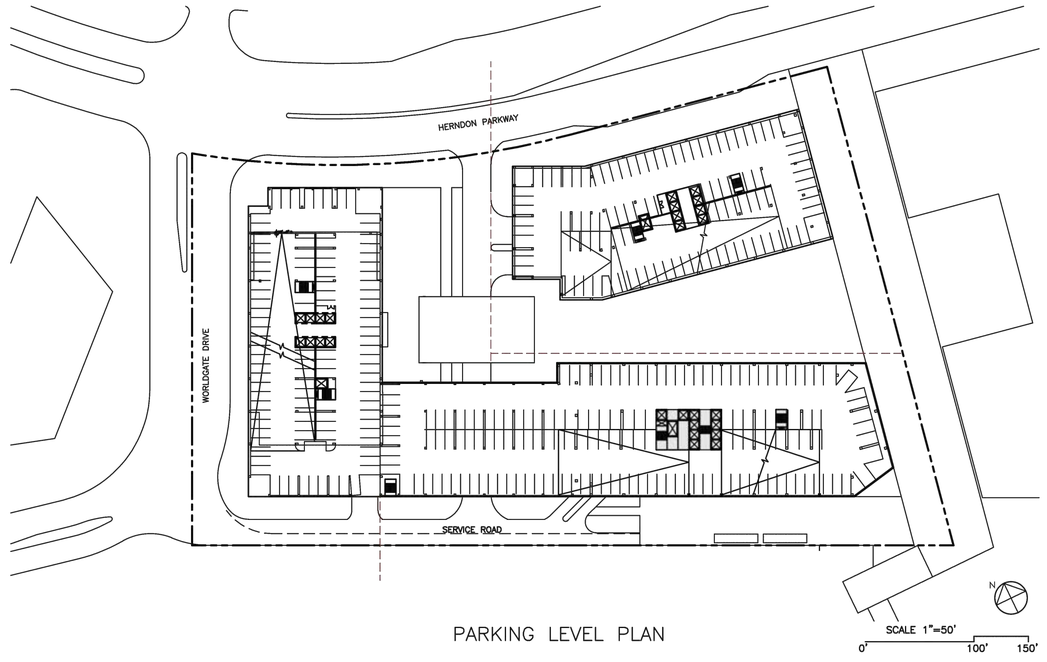
PEDESTRIAN VIEWS - MAX FAR COMMERCIAL OPTION

SHEET No.

31.4




PLAZA LEVEL PLAN




PARKING LEVEL PLAN

NOTES:

1. GARAGE DESIGN IS CONCEPTUAL AND CAN BE MODIFIED AT TIME OF SITE PLAN FOR EACH BUILDING PHASE ON THE CONDITION THAT THE MINIMUM REQUIRED RATE FOR EACH USE IS PROVIDED.
2. BUILDINGS A AND B GARAGE LEVELS DO NOT ALIGN AND NO PHYSICAL PASSAGE IS PLANNED NOR ANTICIPATED. EACH GARAGE FUNCTIONS INDEPENDENTLY FROM THE OTHER.

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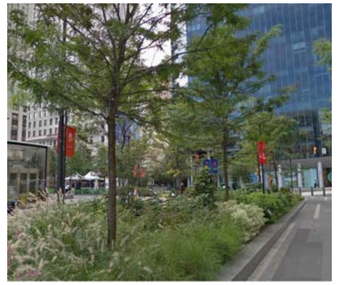
ILLUSTRATIVE PARKING PLAN - COMMERCIAL OPTION

SHEET No.

32.0

## INTERNAL PLAZA OVERALL CONCEPT

FORMAL DESIGN/INFORMAL MATERIALS:
A MODERN DESIGN LANGUAGE IS JUXTAPOSED WITH TRADITIONAL MATERIALS TO CREATE AN ORGANIZED, FUNCTIONAL, AND ACCESSIBLE PLAZA WITH A MORE COMFORTABLE AND SOFTER HUMAN FEEL







NATURALISTIC LANDSCAPE SERVES TO SOFTEN THE GEOMETRIC DESIGN OF THE ARCHITECTURE IN THE PLAZA, CREATING AN AREA OF REFUGE AND RELAXATION AWAY FROM THE BUSY PROMENADE, AS WELL AS HELPS TO REDUCE THE PLAZA TO A MORE HUMAN SCALE

BIORETENTION PLANTERS CREATE LANDSCAPE OPPORTUNITIES ADJACENT TO PEDESTRIAN AREA AND SERVE TO TREAT STORM WATER FROM THE BUILDINGS



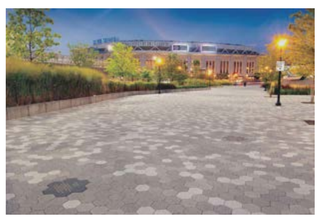


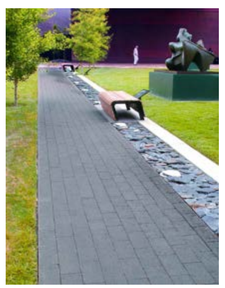



ALONG THE RETAIL FACADE, DEDICATED OUTDOOR DINING OR RETAIL AREA CAN BE PLACED ON THE SPECIALTY PAVING AREA . THE OUTDOOR DINING AND RETAIL SERVES TO ACTIVATE AND FURTHER ENLIVEN THE PROMENADE




AREAS OF DECORATIVE PAVING MATERIALS SERVE TO IDENTIFY AND HIGHLIGHT DIFFERENT SPACES WITHIN THE COURTYARD AND PROMENADE.





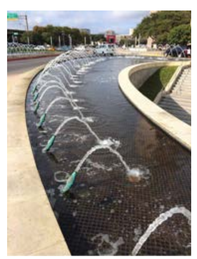




BIORETENTION PLANTERS TREAT STORMWATER FROM THE ROOF AND ARE PLANTED HERE WITH LARGER PLANT MATERIALS INCLUDING SHADE TREES, WHICH IN ADDITION TO BEING AN INTEGRAL PART OF BIORETENTION, ALSO SERVE AS STREET TREES, SHADING THE SIDEWALK AND REDUCING THE SCALE OF THE ARCHITECTURE

FOCAL POINT - PROVIDES A CENTRAL VISUAL INTEREST FEATURE





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# PARKVIEW
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DP# 19 -01
TOWN OF HERNDON, VIRGINIA

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SHEET TITLE:

LANDSCAPE FEATURES - COMMERCIAL OPTION

SHEET No.

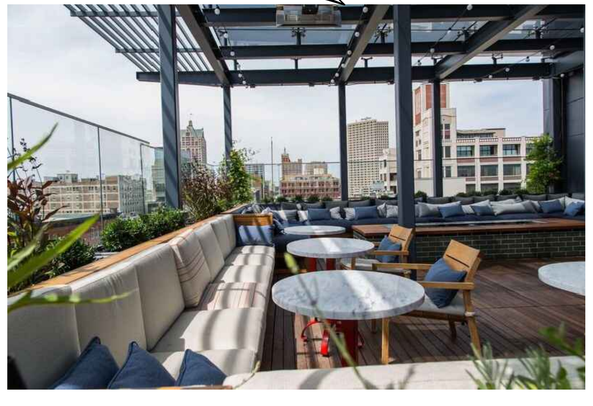
32.1

OFFICE ROOFTOP






OFFICE ROOFTOP



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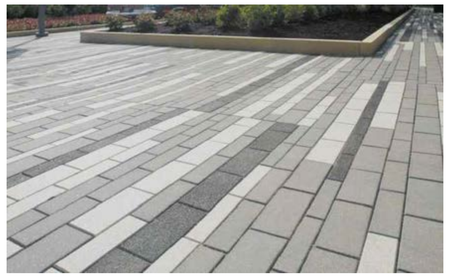
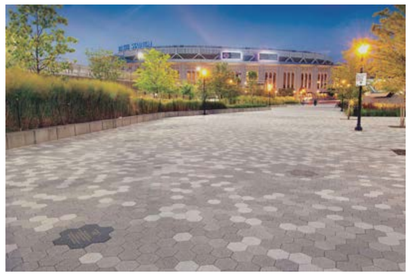
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SHEET TITLE:
ILLUSTRATIVE PRIVATE OPEN SPACE -COMMERCIAL OPTION

SHEET No.
32.2

## DECORATIVE PAVING EXAMPLES



## SITE FURNISHING EXAMPLES - ELEMENTS TO BE FROM COORDINATED "COLLECTIONS"










## TREES IN PAVEMENT EXAMPLE



## SITE LIGHTING EXAMPLES



## SEAT/RETAINING WALL EXAMPLES - RUSTIC




## SEAT/RETAINING WALL EXAMPLES - MODERN




## LOADING DOCK DOOR EXAMPLE



## INTERIM GARAGE SCREENING EXAMPLE



**NOTES:**

1. FOR ILLUSTRATIVE PURPOSES ONLY
2. SITE MATERIALS SPECIFICATIONS ARE SUBJECT TO CHANGE BASED ON FINAL DESIGN

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SHEET TITLE:

DESIGN AMENITIES - COMMERCIAL OPTION

SHEET No.

32.3



BIORETENTION



PERMEABLE TREE WELLS



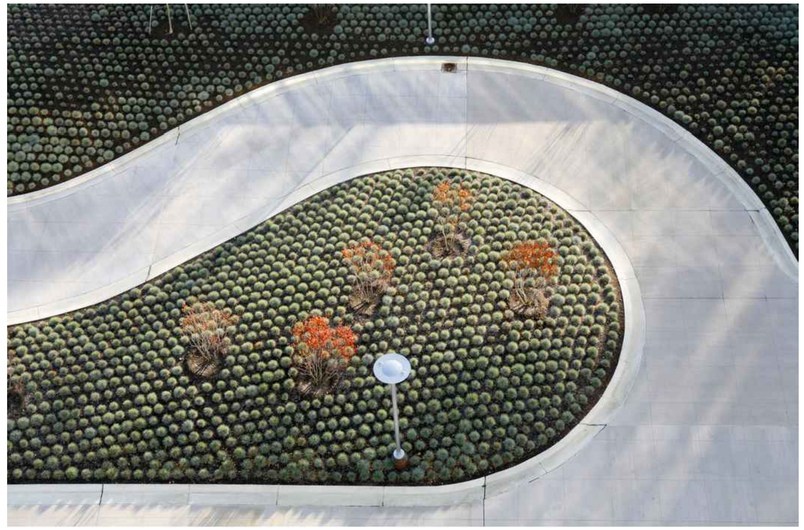
IN-GRADE BIORETENTION

## SUSTAINABLE PRACTICES

STORM WATER REQUIREMENTS CAN BE MET BY INCORPORATING SUSTAINABLE PRACTICES SUCH AS THOSE SHOWN HERE.

THE IMAGES ON THIS SHEET AREA FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DESIGN ELEMENTS WILL BE BASED ON SITE ENGINEERING AND ARCHITECTURAL REQUIREMENTS, SUBJECT TO CHANGE FROM THESE EXAMPLES

GREEN ROOF ATOP PARKING STRUCTURE







GREEN ROOF WITH AMENITIES

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SHEET TITLE:

SUSTAINABLE PRACTICES - COMMERCIAL OPTION

SHEET No.

32.4

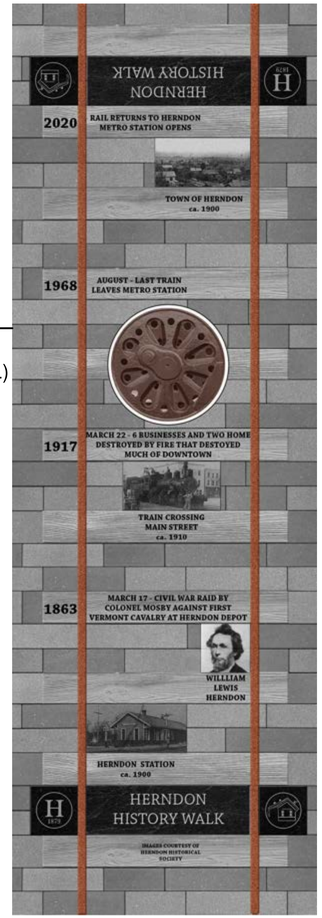
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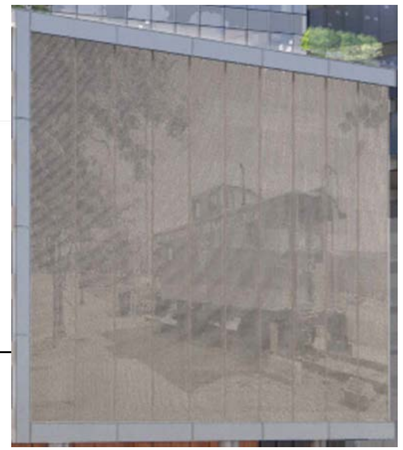





HERNDON IDENTITY PYLON

HISTORIC TIMELINE TRAIL
PAVER INLAY (CONCEPTUAL)



PERFORATED METAL SCREEN
FACADE (NE STREET VIEW)

INFORMATION KIOSK




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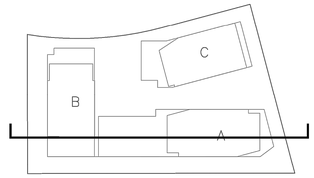
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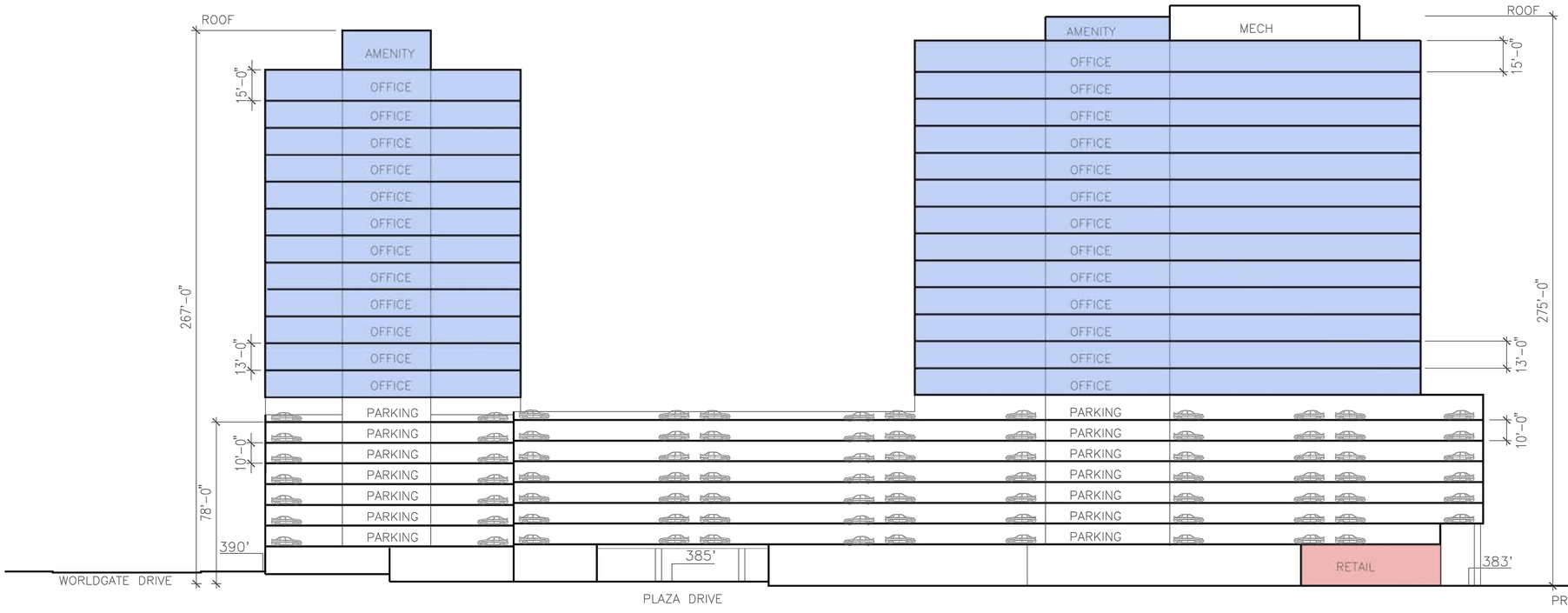
HERNDON IDENTITY - COMMERCIAL OPTION

SHEET No.

32.5

SECTION A-A'




BUILDING B

BUILDING A

30 15 0 30 60
GRAPHIC SCALE
1" = 30'

THE GRAPHIC SHOWN IS CONCEPTUAL. INTERNAL DIMENSIONS AND SQUARE FOOTAGES ARE SUBJECT TO CHANGE BASED ON FINAL ARCHITECTURAL DESIGN AT TIME OF SITE PLAN

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| | 2022-06-21 | 4th SUBMISSION TOWN COMMENTS |

PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: KGD
DRAWN: KGD
CHECKED: TBK

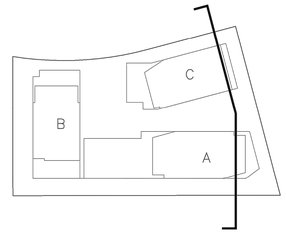
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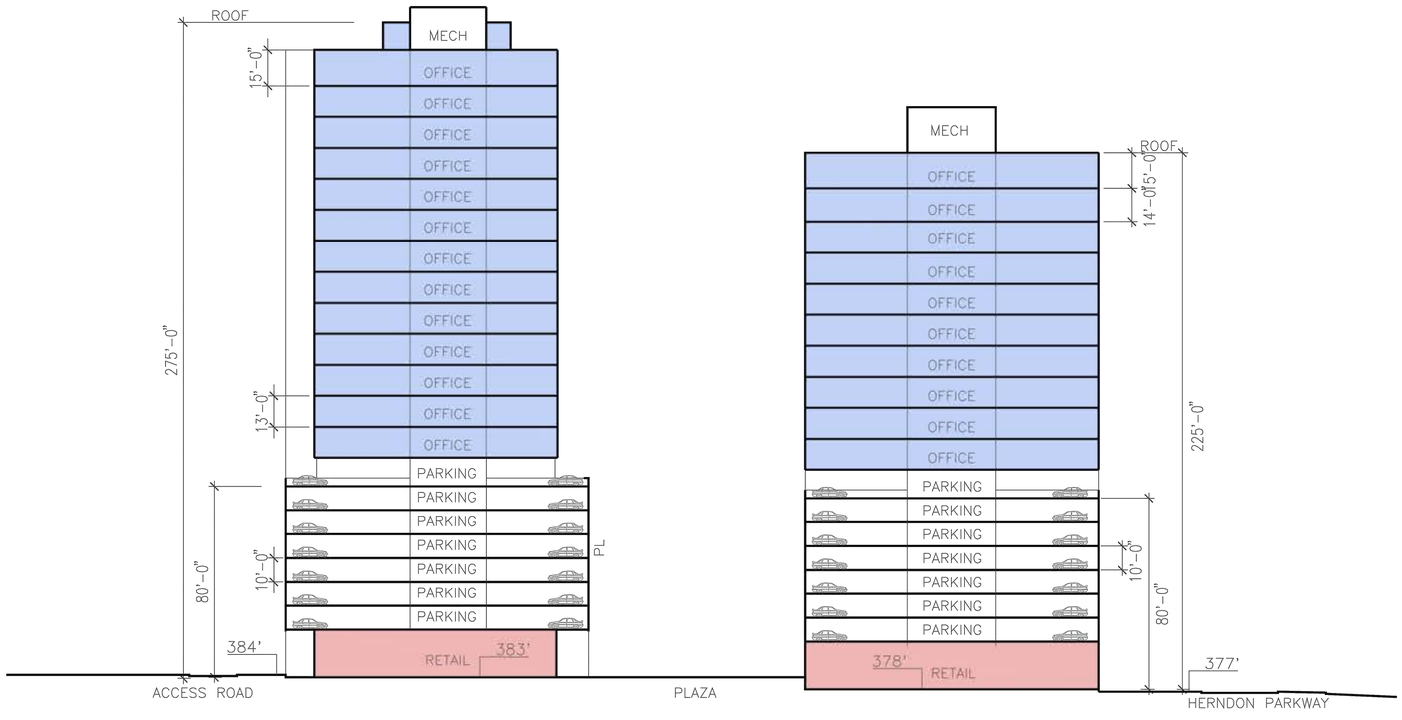
BUILDING SECTION A-A' COMMERCIAL OPTION

SHEET No.

33.0

SECTION B-B'




BUILDING A

BUILDING C

30 15 0 30 60
GRAPHIC SCALE
1" = 30'

THE GRAPHIC SHOWN IS CONCEPTUAL. INTERNAL DIMENSIONS AND SQUARE FOOTAGES ARE SUBJECT TO CHANGE BASED ON FINAL ARCHITECTURAL DESIGN AT TIME OF SITE PLAN

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christopher consultants
KGD architecture
GOROVE / SLADE Transportation Planners and Engineers
McGUIREWOODS

COMMONWEALTH OF VIRGINIA
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2022-06-21
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PARKVIEW
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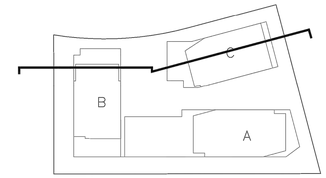
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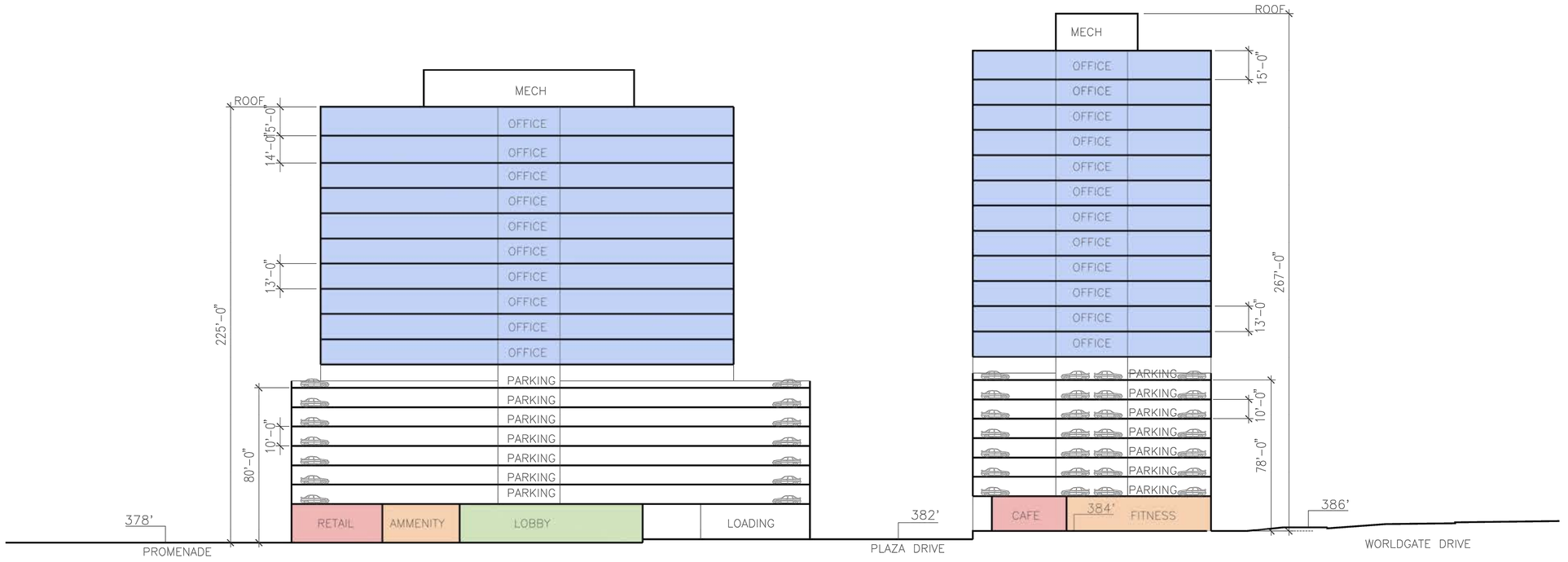
BUILDING SECTION B-B' - COMMERCIAL OPTION

SHEET No.

33.1

SECTION C-C'




BUILDING C

BUILDING B

THE GRAPHIC SHOWN IS CONCEPTUAL. INTERNAL DIMENSIONS AND SQUARE FOOTAGES ARE SUBJECT TO CHANGE BASED ON FINAL ARCHITECTURAL DESIGN AT TIME OF SITE PLAN

30 15 0 30 60
GRAPHIC SCALE
1" = 30'

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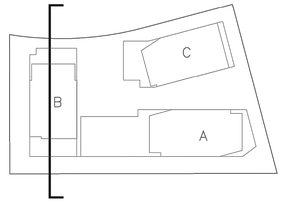
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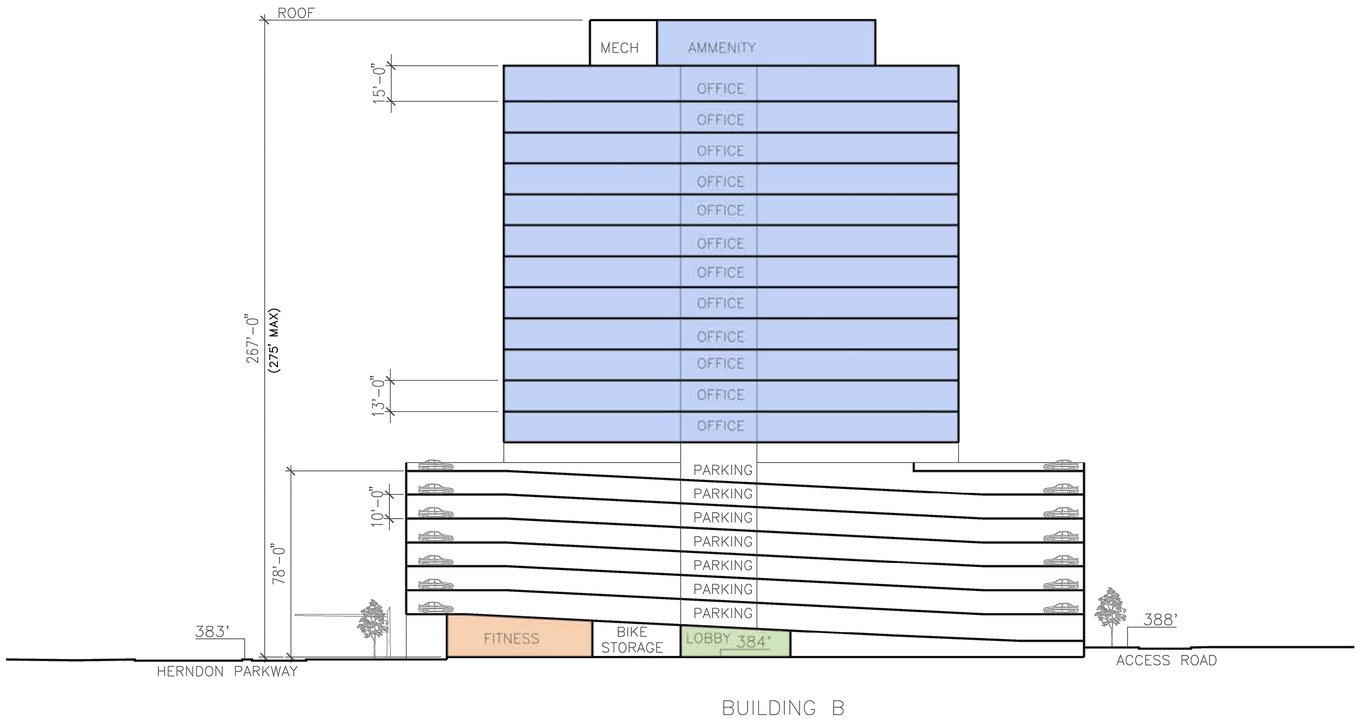
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SHEET No.

33.2

SECTION D-D'




BUILDING B

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30 15 0 30 60
GRAPHIC SCALE
1" = 30'

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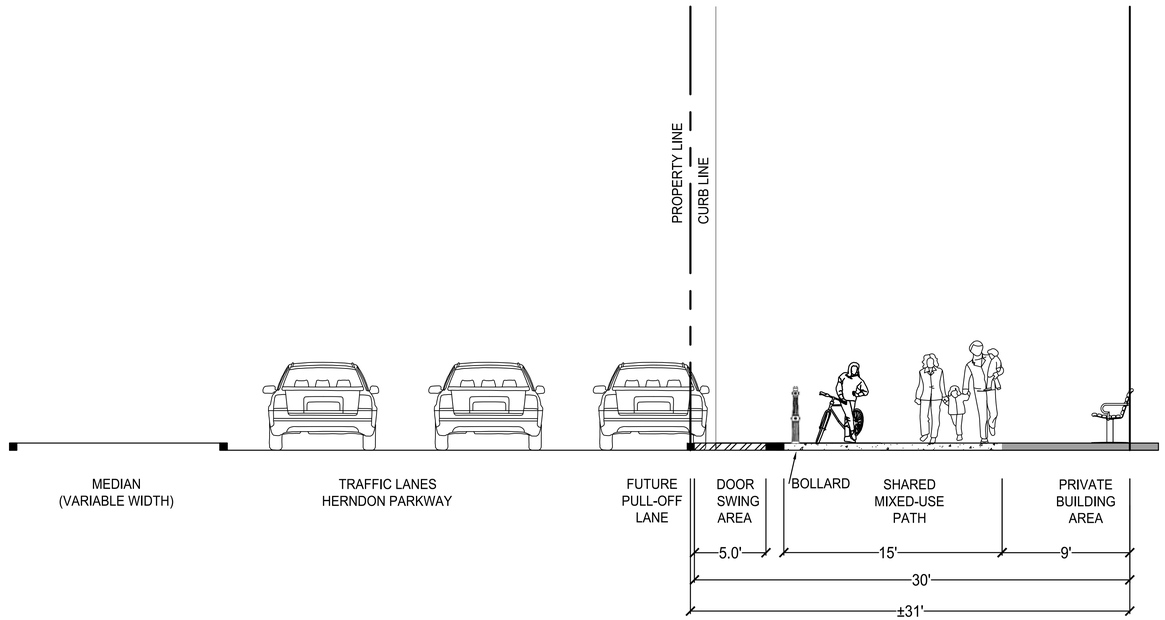
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BUILDING SECTION D-D' - COMMERCIAL OPTION

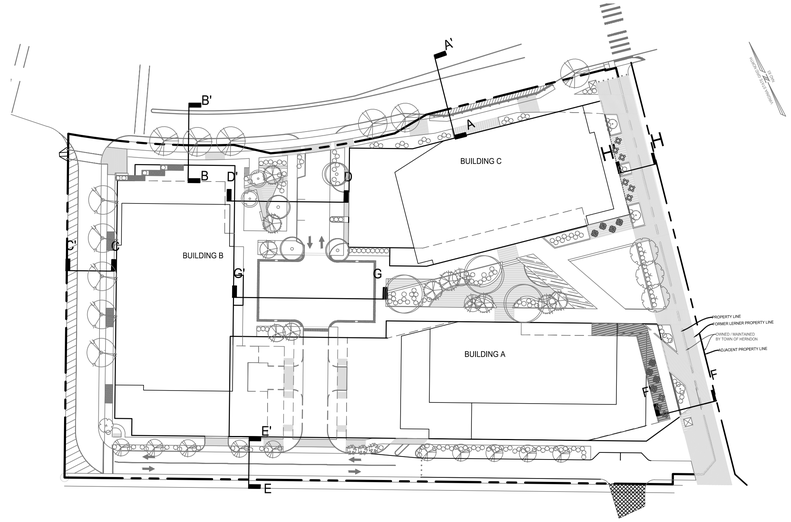
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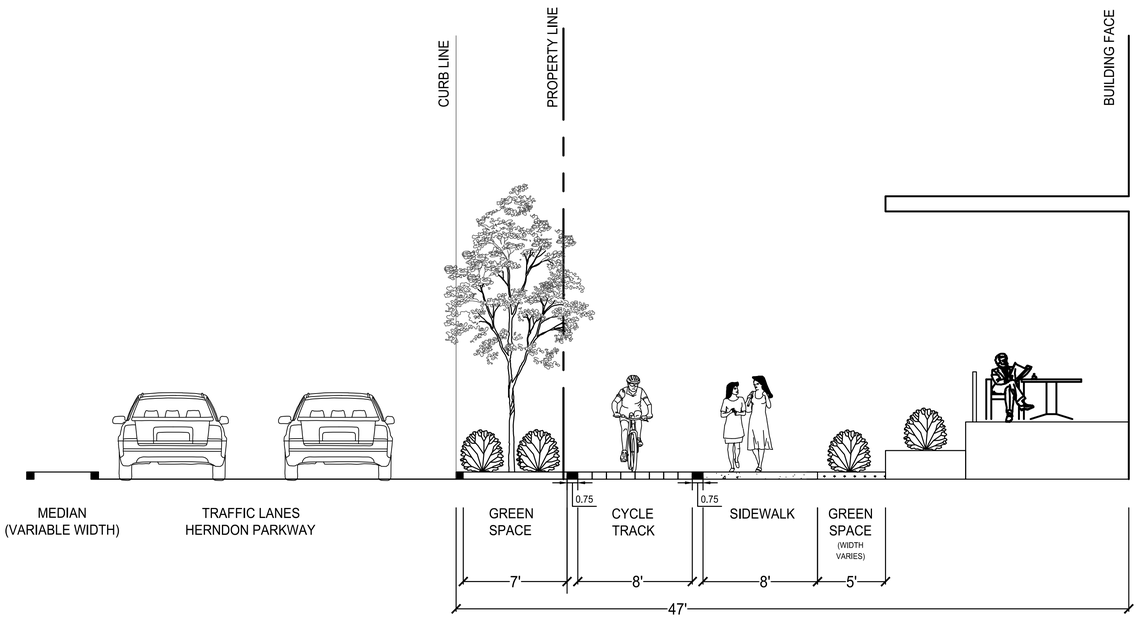



A' A

## HERNDON PARKWAY STREETSCAPE- SECTION A'-A

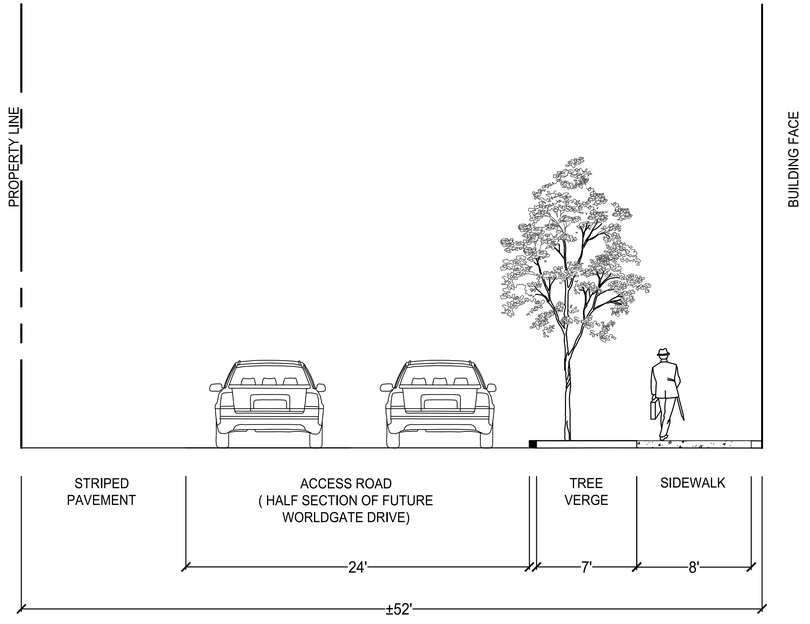



KEY PLAN




B' B

## HERNDON PARKWAY STREETSCAPE- SECTION B'-B




C' C

## PROPOSED WORLDGATE DRIVE HALF SECTION - SECTION C'-C

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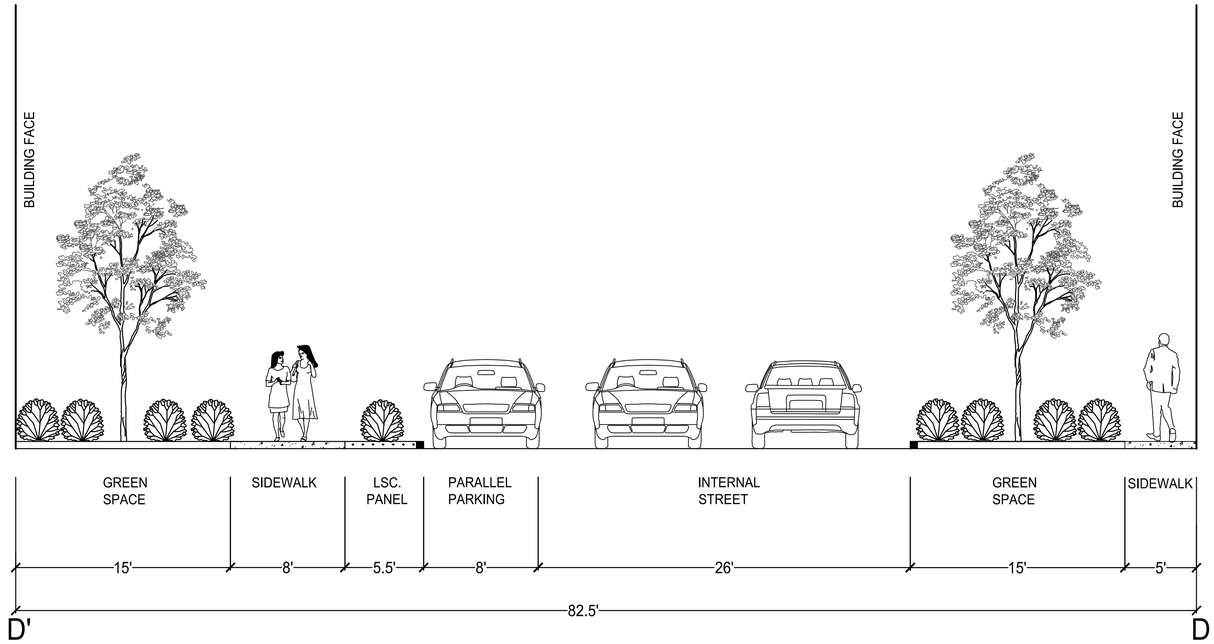
PROJECT No.: 15031.002.00
DRAWING No.: 108985
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DESIGN: WR
DRAWN: WR
CHECKED: JR

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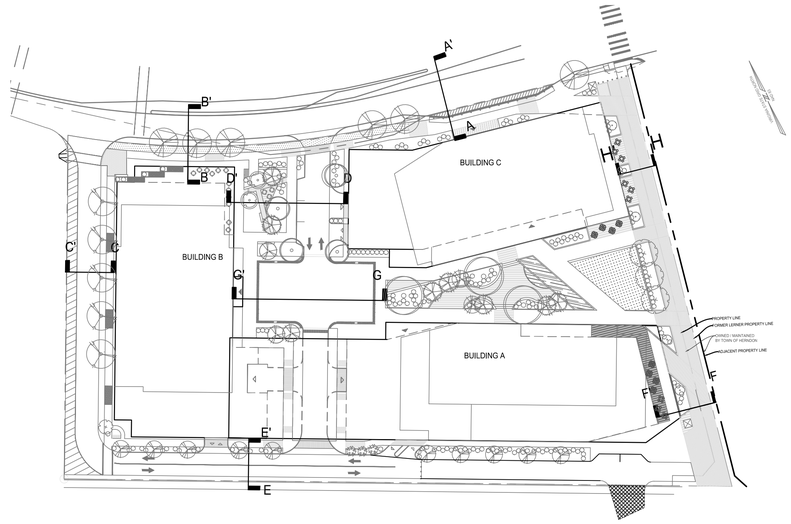
CROSS SECTIONS - COMMERCIAL OPTION

SHEET No.

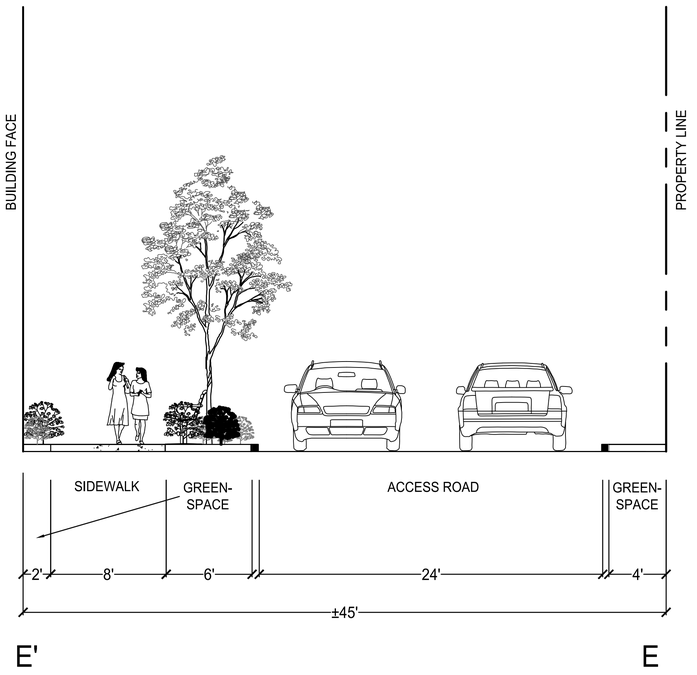
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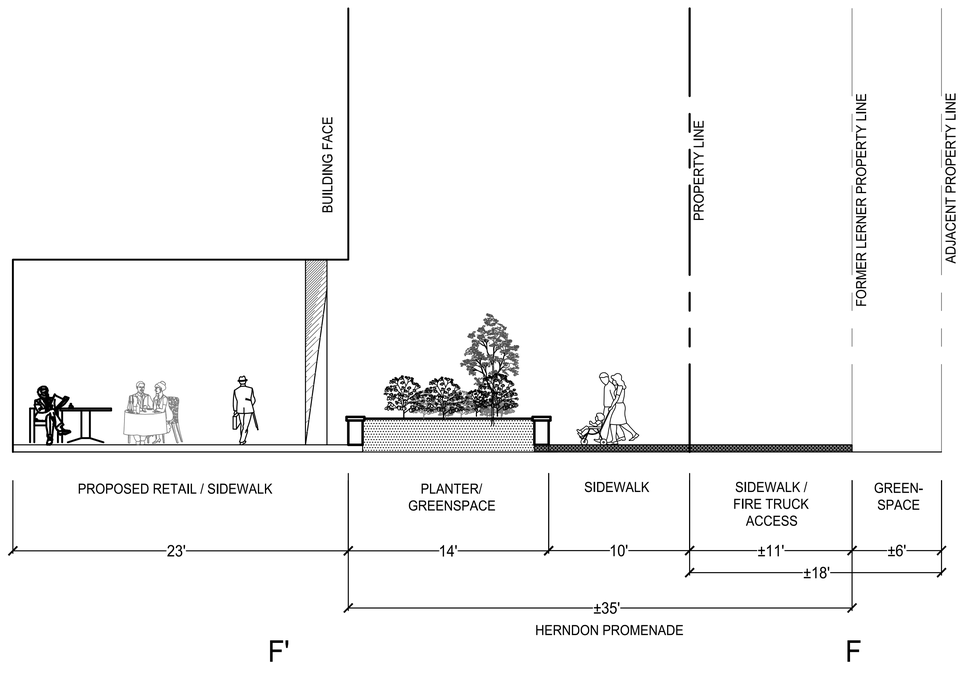

## PROPOSED INTERNAL STREET- SECTION D'-D




KEY PLAN




## PROPOSED SOUTHERN ACCESS ROAD - SECTION E'-E




## PROPOSED HERNDON PROMENADE - SECTION F'-F

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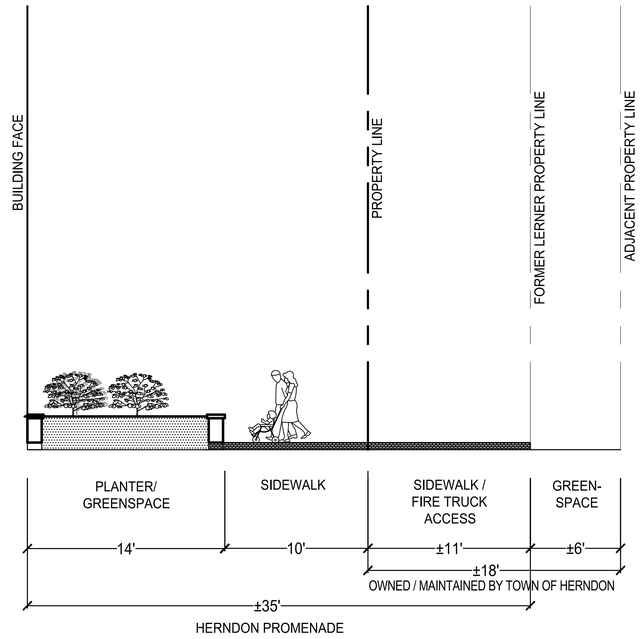
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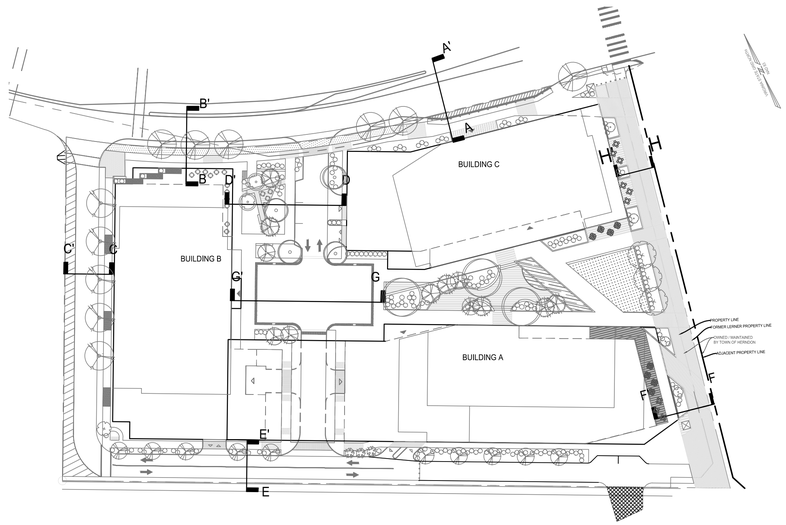
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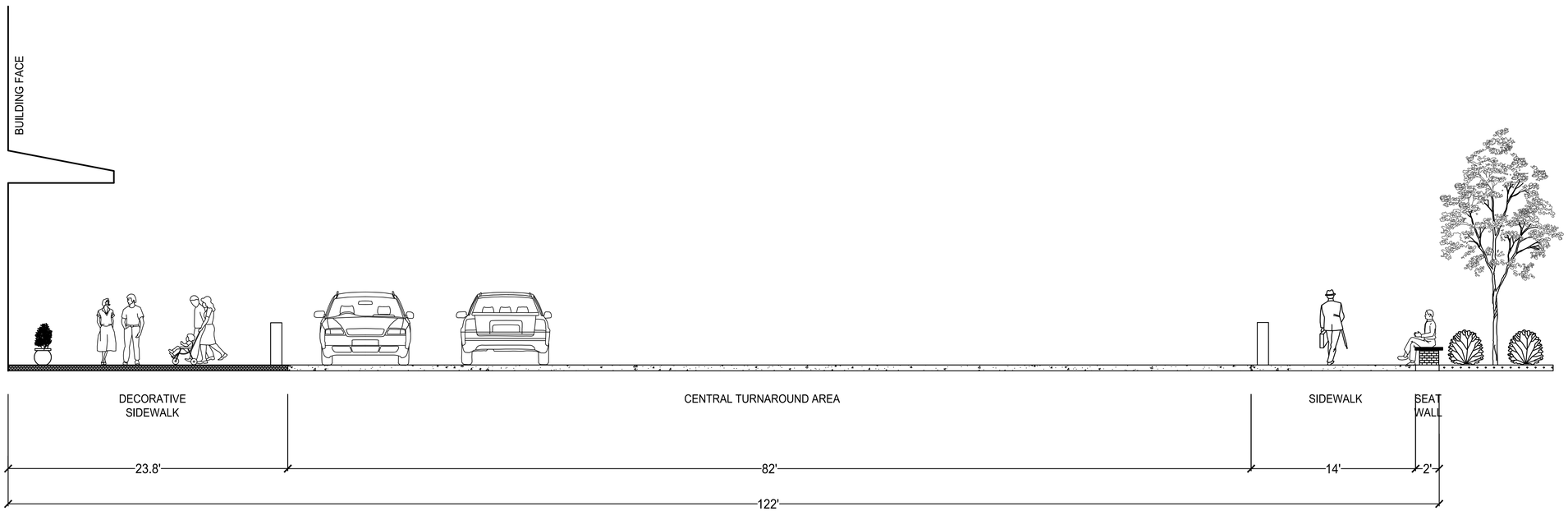
34.1




## PROPOSED HERNDON PROMENADE- SECTION H'-H




KEY PLAN




## PROPOSED INTERNAL TURNAROUND- SECTION G'-G

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DEVELOPMENT PLAN

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SHEET TITLE:

CROSS SECTIONS - COMMERCIAL OPTION

SHEET No.

34.2

**STATEMENT OF JUSTIFICATION**
*for*
**PARKVIEW**
Development Plan Application DP#19-01
**Parkview Executive Center, Joint Venture RLLP**
Tax Map # 16-4((10))7C
July 19, 2019
May 29, 2020
July 1, 2021

## INTRODUCTION

The purpose and intent of the Metrorail Station Urban Development Area, as defined in the Zoning Ordinance, is to create a distinctive employment center and residential neighborhood characterized by concentrated development that is vibrant, mixed use, transit-oriented and pedestrian friendly while also strengthening the Town of Herndon's cultural fabric and sense of identity. This development plan application, filed by Parkview Executive Center, Joint Venture RLLP (the "Applicant"), presents an important opportunity to further this purpose with the first development project strategically located directly adjacent to the silver line Herndon Station and the Herndon Station Promenade. The Applicant's objective is to bring forth a development proposal that adheres to the guiding principles, goals and objectives that the 2012 amendment to the Comprehensive Plan set forth for the Herndon Transit-Oriented Core (HTOC).

The project proposes the following:

- residential, office and retail uses at a floor area ratio (FAR) of up to 4.3, integrated with activated, attractive open space areas,
- flexibility to respond to the market with a second development option that envisions an office component with retail at an FAR of up to 4.3,
- a well-designed and functional Herndon Station Promenade which exemplifies the goals of the Urban Design Guidelines (the "Design Guidelines") for the Town,
- the transformation of the Herndon Parkway frontage, incorporating the recommended elements in the Design Guidelines such as wide sidewalks, activated frontages (retail, office, and residential), a cycle track and appropriate landscaping,
- the incorporation of commensurate portion of the future Worldgate Drive Extension into the development, and
- high quality architecture indicative of that envisioned in the Herndon transit-oriented core.

## LOCATION AND EXISTING CONDITIONS

The property is located on the south side of Herndon Parkway, directly adjacent to the North Pavilion Entrance of the future Herndon Metro Station. The property is zoned PD-TOC (Planned Development – Transit Oriented Core) and contains 5.48 acres. It is currently developed with a suburban office building constructed in the mid 1980's, surrounded by surface parking. The property is not currently subject to any special exception or variance approvals, proffers, zoning administrator interpretations or court orders. The site has two access points onto Herndon Parkway. To the south, east and west is land

zoned PD-TOC and developed with office uses. To the north, across Herndon Parkway is land zoned Office & Light Industrial and also developed with office uses.

**DISCUSSION OF THE DEVELOPMENT PLAN**

The specifics of the Development Plan are described below as they relate to the requirements stipulated in Section 78-50.8 of the Zoning Ordinance (Planned Development Transit Oriented Core) and the guidance provided in both the "Principles and Guidelines for the Herndon Transit-Oriented Core Plan" contained in the Herndon Metro Station Area Study and the Urban Design and Architectural Guidelines for the HTOC.

Buildings. There are three buildings proposed on the Development Plan.

- The Mixed Use option proposes two residential towers and one office tower, all atop podium parking structures. The two residential buildings are orientated towards Herndon Parkway and Worldgate Drive Extended. The office building is located in the southern portion of the property, nearer to the Dulles Toll Road. The proposed building heights honor the maximums permitted in the PD-TOC District as well as those recommended in the Design Guidelines. The office tower is proposed to be 275 feet in height. The residential tower along Herndon Parkway (north residential building) is proposed at 225 feet in height with a step down of the bottom 11 floors on the Herndon Parkway side to 182 feet. The residential tower along Worldgate Drive Extended (west residential building) steps down from 275 feet to 220 feet to 80 feet moving from south to north along Worldgate Drive Extended. The minimum tower separation requirement of 65 feet between residential towers stipulated in the Zoning Ordinance will be met.
- The Commercial option proposes three office towers, all atop podium parking structures. The office building located in the southern portion of the property, nearer to the Dulles Toll Road will be 275 feet in height. The office tower fronting on Herndon Parkway will be 225 feet in height. The office tower along Worldgate extended will be 275 feet with a step-down to a podium height along Herndon Parkway of 78 feet. The minimum tower separation requirement of 50 feet between non-residential towers stipulated in the Zoning Ordinance will be met.

Urban Park/Public Open Space. Although the Zoning Ordinance does not stipulate a specific percentage of open space for Development Plans in the HTOC, it does require the incorporation of a variety of exterior amenity spaces which will contribute to a high-quality, pedestrian centric atmosphere. The Development Plan shows a central plaza which will serve to connect the three towers to each other in both development options. The placement of the plaza and its conical shape serves to avoid the "canyon effect" on the Promenade, which is highlighted in the Design Guidelines as a potential issue with building massing along the Promenade. The central plaza will contain both hardscape and soft-scape/landscape areas, focal points which could be a water feature or art, seating, walkways, and an open amenity lawn area for private un-programmed or programmed use. The naturalistic form of the central plaza area is designed in juxtaposition to the angular geometry of the promenade and massing of the proposed residential and office buildings and provides several entry and exit points with ample seating to elicit a feeling of retreat from the urban landscape into the calm of nature within the park. The chosen plant palette will be complementary of the naturalistic form of the central park.

Activated Street Level. A guiding principle in the Design Guidelines is activation of the ground level of buildings within the HTOC.

- In the Mixed Use option, the Herndon Parkway frontage is fully activated with retail, residential

lobby and amenity space in the north residential building and with ground level units in the west residential building.

- In the Commercial option, the Herndon Parkway frontage will be activated with retail on the corner of the Promenade and lobby areas and office amenity areas to include a possible café associated with the office use with outdoor seating.

These types of ground floor uses provide the exact type of variety needed to successfully create a vibrant pedestrian atmosphere. The Promenade frontage will be activated with retail or commercial uses in the ground floor of the two towers which front it in either option. Planting beds, open sidewalk and space for outdoor dining can be accommodated on the commercial frontage along the Promenade. The southeast corner of the site is anticipated to experience the most amount of foot traffic and visibility from the metro platform. For this reason, the commercial space that aligns with the Promenade provides direction towards pedestrian oriented options.

Promenade. The Development Plan shows the proposed hard and softscape elements with a public street easement in the Promenade area. It is anticipated that the adjacent property to the east will create a similar area on the east side of the Promenade. The Promenade includes paving arrangements that are incorporated into the design to help facilitate pedestrian movement throughout the Promenade, define areas of programmatic spaces and aid in wayfinding. In addition, icon features that are strategically located at both the northern and southern end of the Promenade may serve as landmarks unique to Herndon and establishes a sense of place, thus adding to the Promenade's distinct character. Other concepts such as a "history walk" and perforated panels displaying Herndon-related images on the garage screening at the northern building are proposed as potential elements to celebrate Herndon's identity.

The Central Plaza and Promenade intentionally differ in their design treatment to visually distinguish the two spaces. The Promenade is designed to be more organized, crisp and modern invoking movement; while the Central Plaza has elements that are more naturalistic and organic invoking more passive activities. Each area will incorporate similar hardscape and landscape materials, but will be arranged differently unique to their space. Furnishings will also be different, yet complimentary, to create an identity for their respective functions.

Vehicular Access. The proposed development will be accessed via one location along Herndon Parkway and one access point off the section of Worldgate Drive extended that will be constructed with the development. There will be no direct garage entrances along either Herndon Parkway or Worldgate Drive extended as such is recommended against in the Design Guidelines. The west building and the southern building parking garages will be accessed via a new southern access road. The north building will be accessed off of the proposed internal street. Vehicular porosity will be created by connecting the Herndon Parkway access point through the site to the proposed access road along the southern lot line. There will be a central drop off "circle" for residents and tenants central to the property accessed by both the Herndon Parkway and the southern access road.

Herndon Parkway. The Design Guidelines suggest that Herndon Parkway be transformed into an "elegant landscaped boulevard with multiple functions." Wider sidewalks and urban landscape features and furnishings are recommended. The Development Plan provides the recommended cycle track separated from the Parkway by a landscaped buffer. As previously mentioned ground floor retail and/or restaurant space, lobby, amenity space and residential units (in the Mixed Use option only) are shown fronting the Parkway to activate this frontage. The planned car pull off area is also shown near to the entrance to the

Promenade in both development options.

Parking. Parking is provided via podium structures. The majority of the parking structure(s) are lined at ground level with either residential, retail or residential/office amenity space. Those areas not lined will be architecturally treated to integrate them into the overall project design through the use of complementary materials, textures, and colors while providing natural ventilation. Upper levels of the garages will also be architecturally treated with screening that complements the architectural design of each building. The minimum parking requirements of the Zoning Ordinance will be met.

Sustainability/Stormwater Management. The Applicant will provide LEED Certified or equivalent for residential uses and LEED Silver or equivalent for office uses. The amount of impervious surface proposed on the property will increase when compared to the existing conditions (office building with surface parking). Therefore, runoff reduction has been provided through the implementation of green roofs and micro-bioretention facilities to meet the stormwater quantity requirements.

Architecture.
Mixed Use Option. The exterior architecture of the buildings and parking structures will be designed to create a unique sense of place and a cohesive identity for the project; accomplished through the use of a variety of materials, colors and textures that are diverse, yet complementary, to one another in a manner as generally shown in the Development Plan and the HTOC Urban Design and Architectural Guidelines.

Commercial Option.
Building A faces the Dulles Toll Road, and is enclosed by a glazed curtainwall system that reinforces the tower's sculptural form and sleek verticality. The angled walls at the southeast corner stand as a landmark to metro riders and commuters on the Dulles Toll Road. The northwest corner marks the main entrance to the building and is identified by its covered entry and supporting structural columns wrapped with metal panel. Simple yet elegant in its design and finishes, the building facade is modern, state-of-the-art, and universally appealing.

Building B is oriented along the western edge of the site with its main facades facing Herndon Parkway and Worldgate Drive Extended. The double height masonry and precast frame stand in contrast to the contemporary glazing of Building A. The natural material selection of the building’s elevation provides a level of human scale to the office tower.

Situated along the northern portion of the site, Building C is appointed with horizontal spandrels incorporated within the window wall system. The warm tones of the aluminum panels contrast with the building’s glass windows to provide visual interest. The main entrance is marked by a clear glazing element that moves vertically to the rooftop. This architectural feature elicits a subtle “lantern” effect that highlights the building along Herndon Parkway.

The three office towers stand together forming an iconic complex. However, their varying material, color, and degrees of transparency cultivate a dynamic dialogue allowing each building its own identity. At the street level, the articulation of the storefront works to create a vibrant pedestrian experience by situating a pocket park between Buildings B and C. In addition, ground floor amenity and retail spaces are programmed to foster the pedestrian environment, thereby promoting a seamless interaction between the indoor and outdoor realm.

**COMPLIANCE WITH THE STANDARDS FOR DEVELOPMENT PLAN APPLICATIONS WITHIN THE PD-TOC, SEC. 78-50.8(2)**

For the reasons stated below, this application fully complies with the standards outlined in the Zoning Ordinance for development within the HTOC.

(a) *Contribute to a tiered intensity of development, with the highest intensities located closest to the Herndon Metro Station pavilion, and the Herndon Station promenade, with a mix of residential, office, retail and hotel uses and public spaces necessary to achieve a vibrant, mixed-use urban environment.*

The property proposed in this application is directly adjacent to the north pavilion landing for the future Herndon Metro Station and the Herndon Station Promenade and is thus, appropriate for the proposed density of 4.3 FAR. The proposed density, at the minimum or maximum, and mix of uses will enable the creation of the kind of vibrant environment envisioned for the HTOC.

(b) *Contribute to a logical networks of open space and urban parks designed as described in the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core and Chapter 6 of the Herndon Metro Station area study to include but not be limited to the Herndon Station promenade, Herndon Parkway streetscape and cycle track, the extension of the Folly Lick Trail as an urban streetscape with multi-modal accommodations, the Metrorail Station urban development area portion of the Sugarland Run Stream Valley Trail pocket parks, common greens, civic plazas and recreational amenities for the district's residents and workforce, which reflect exemplary design in the fields of landscape architecture, urban design and public art.*

This application will be the first property to implement the desired Herndon Station Promenade. Careful attention has been paid to this aspect of the Development Plan to not only successfully create a unique entrance to the Town of Herndon from Metro but also to establish a standard for the Promenade in its final condition. The specific elements of the Promenade have been previously described. The Development Plan includes the recommended streetscape elements along the Herndon Parkway.

(c) *Voluntarily address impacts to public facilities that result from the proposed development plan application, to include police protection, park and recreation services, public utilities and Fairfax County services to include fire and rescue, libraries, and schools.*

Impacts from the proposed development will be weighed against the project benefits and discussed during the review process.

(d) *Voluntarily contribute a fair share of the necessary infrastructure improvements identified in the Herndon Metro Station area study including but not limited to the creation of the Worldgate Connector, the redesign of the Herndon Parkway, and water and sewer improvements.*

The Applicant is providing one-half of the overall cross section of the Promenade, which was an important aspect of the Herndon Metro Station Area Study. The Applicant is also providing the recommended frontage improvements along Herndon Parkway.

In addition, the Applicant is providing the half-portion of the future Worldgate Drive extension. In the interim condition, this will serve as an access road to the development.

Furthermore, the Applicant intends to install a traffic signal at the intersection of Herndon Parkway and Worldgate Drive extended at the appropriate warranted phase of the development, unless others install it prior to that time. In addition, the Applicant will provide signal-timing modifications to the existing traffic signal at the intersection of Herndon Parkway and Van Buren Street as warranted with this application.

*(e) Create and provide exemplary pedestrian, bicycle, passenger vehicle and service vehicle access.*

As described above, the site design incorporates multiple opportunities for pedestrian circulation within the site and within the HTOC. A cycle track has been provided along the Herndon Parkway.

*(f) Reduce the number of single occupant vehicle trips by implementing various Transportation Demand Management strategies, such as voluntary transit subsidies, carpool and vanpool services, employee shuttles, car sharing programs and bicycle accommodations, limiting the amount of provided parking, encouraging shared parking arrangements among appropriate uses, and permitting the inclusion of managed tandem parking spaces.*

The Applicant intends to implement a Transportation Demand Management program to encourage rail ridership and reduce single occupancy vehicle trips.

*(g) Apply the adopted Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core.*

As noted throughout the discussion of the Development Plan, the Urban Design and Architectural Guidelines, as well as the recommendations in the Herndon Metro Area Study related to urban design, have been incorporated into the design of the project.

*(h) Demonstrate how the development plan application contributes to a cohesive PD-TOC district and will permit development of adjacent parcels or land bays that are not included within the development plan application.*

The two parcels directly adjacent to the property are the property to the east on the other side of the Promenade and the property to the south between the subject property and the Dulles Toll Road. The Development Plan has been designed to incorporate features within the Promenade that establish a cohesive integration between adjacent properties. This Development Plan not only provides the framework for a cohesive neighborhood between the adjacent properties, but also contributes to the goals of the HTOC in terms of pedestrian movement and creation of a sense of place. The proposed commercial space at the ground level of the buildings adjacent to the Promenade, along with the central plaza, are features of this application that will benefit adjacent property owners and the overall HTOC area. The property to the south will also benefit from nearby access to the Promenade for its future development plans. This application includes an access road

along the subject property's southern boundary, which can be expanded and designed as a key travel way for the adjacent property for their redevelopment plans.

*(i) Reduce energy consumption and enhance the physical environment through specified stormwater management and sustainable building techniques.*

The applicant is proposing a LEED Certified or equivalent standard for the residential buildings and LEED Silver or Equivalent for the office building.

**MODIFICATIONS**

The Applicant requests a modification of Section 78-100.2, Table 78-100.2.D of the Zoning Ordinance requiring two (2) loading bays for residential units and one (1) loading bay for retail. Encumbrances with adding a third loading bay to Building C include the following: (a) truck turns would be too difficult (b) the subject loading area would be too close to the intersection (c) there will be an increase of loading area entrances visible from the pedestrian level and (d) Building C would require shifting further south; which would adversely affect the quality of the public plaza and potentially create an undesired "canyon effect" between the northern(Building C) and southern (Building B) buildings.

**CONCLUSION**

The Applicant is pleased to present this Development Plan as a critical component of redevelopment at the new Herndon Metro Station. The application is consistent with the Comprehensive Plan, compliant with the Zoning Ordinance, and conforms to the Herndon Transit-Oriented Core (HTOC) Plan and the Urban Design and Architectural Guidelines. Specifically:

- The application falls within the recommended use mix within the Herndon Metro Station Study, at the intensity levels intended for a mixed-use environment, and particularly for this property adjacent to the Herndon Metro Station North Pavilion.
- The application provides significant public benefits in the provision of the Applicant's share of a well-designed Promenade, frontage improvements along Herndon Parkway, a one-half portion of the future Worldgate Drive Extended, and new traffic signal at Herndon Parkway and Worldgate Drive Extended.
- The application efficiently manages its environmental impacts through effective stormwater management measures and sustainable building techniques.
- The application contributes to a cohesive PD-TOC District by creating synergy with the property to the east through the development of the Promenade, and with the development of the property to the south by providing an access road from Worldgate Drive Extended and pedestrian connectivity at the Promenade.

For these reasons and others included in this Statement, the Applicant respectfully requests staff support, Planning Commission support and Town Council approval of this application.

**Proffer Statement**

**Parkview**
**Development Plan # 19-01**
**July 19, 2019**
**May 19, 2020**
**July 12, 2021**
**April 8, 2022**
**April 25, 2022**
**June 6, 2022**
**June 21, 2022**
**July 27, 2022**

Pursuant to Section 15.2-2303 of the Code of Virginia (1950, as amended) and Section 78-50.8 of the Town of Herndon Zoning Ordinance, as amended, (the "Zoning Ordinance"), Parkview Executive Center, Joint Venture RRLP, the owner of the hereafter described property, for itself and its successors and/or assigns (referred to hereafter as the "Applicant",), hereby voluntarily proffers that the development (the "Development") of the parcel that is the subject of this application, which is shown on the Fairfax County 2019 Tax Map as parcel 16-4(10))7C (the "Property") shall be in substantial conformance with the conditions set forth below· ("the "Proffers") if and only if the Property is approved for development by the Town of Herndon (the "Town") as set forth in Applicant's development plan entitled Parkview DP# 19-01 prepared by Christopher Consultants dated June 21, 2022 (the "Development Plan") in the PD-TOC (Planned Development – Transit Oriented Core). It is noted that the development plan includes two options for redevelopment of the Property and the proffers below are applicable to both options unless specifically noted otherwise within the proffer.

GENERAL

1. Development Plan. The Property shall be developed in substantial conformance with the Development Plan (said Development Plan being attached hereto and made a part hereof as Exhibit A). It is understood by the Applicant that all other applicable regulations and policies governing land development within the Town shall apply to the Property and its development, unless specifically modified by the language of this approval and these Proffers. Minor modifications of the Development Plan may be permitted without the need for an Amendment to this approval when necessitated by final engineering and architectural plans or final site design provided that the development is in substantial conformance with the Development Plan and these Proffers. Substantial conformity shall be determined as provided in Section 78-155.1(f)(3)(d) of the Zoning Ordinance.

   The Applicant may proceed with the approval of a unified commercial subdivision development plan without the need to amend these Proffers, provided the proposed subdivision plan does not adversely impact the ability of the site to develop in

accordance with the Development Plan and these proffers.

2. Architecture. The exterior architecture of all buildings and parking structures in the Development Plan shall be designed to create a unique sense of place and a cohesive identity, through the use of a variety of materials, colors and textures that are diverse yet complementary to one another in substantial conformity with that shown in the Development Plan and the HTOC Urban Design and Architectural Guidelines, as amended from time to time. Architectural plans may be revised subsequent to the final approval of the Development Plan and pursuant to approval by the Town Architectural Review Board (ARB). All garage facades shall be architecturally designed to integrate them into the overall project design through the use of complementary materials, textures, and colors while providing natural or mechanical ventilation. Screening measures, a conceptual example of which is shown on Sheets 17.5 and 32.5 of the Development Plan, shall be utilized for any exposed garage facades in the interim phases of development.

3. Uses. Any use or combination of uses permitted in the Town of Herndon Planned Development Transit Oriented Center District ("PD-TOC") may be established on the Property as long as such use is in substantial conformance with the following density levels:

   a. The total maximum floor area of any use or combination of uses shall be limited to 1,025,541 square feet ("Total Maximum Floor Area") which is a floor area ratio (FAR) of 4.3.

   b. Total gross floor area constructed for residential use shall not exceed 60% of the Total Maximum Floor Area.

   c. In the mixed use option, total gross floor area constructed for office use shall not be less than the minimum shown on Sheet 4.1 of the Development Plan nor more than the Total Maximum Floor Area.

   d. Total gross floor area constructed for retail use shall not be less than 7,500 square feet.

   e. Subject to the Zoning Ordinance and provided that any temporary use or structure shall receive the requisite Town approvals, the Applicant, or its designee, is permitted to operate or hold festivals, fairs, farmers' markets, food trucks/carts or similar activities on the Property, either in the interim surface parking lots or within privately-owned open spaces, sidewalks and private streets. Portions of the private street network may be closed for such activities, provided that alternate circulation, garage and parking access is maintained.

4. Maintenance. The Applicant shall maintain all elements within the areas designated as Public Access Easements on the Development Plan. Maintenance commitments include, but are not limited to: landscaping, hardscape, walls, streetscape

furnishings, lighting, snow and leaf removal, trash, recycling and litter removal, and drainage facilities.

5. Declaration or Owner's Association. Prior to the approval by the Town of any subdivision of the Property, and subject to review and comment by the Town, the Applicant shall record one or more declaration of covenants of a form and substance appropriate to address, among other things, responsibility for the various proffer and maintenance obligations set forth in the Development Plan and these proffers, including the maintenance of certain streets, bicycle facilities, associated sidewalks and streetscapes, the elements within Public Access Easements, as well as funding implementation and monitoring of the TDM Program, hereinafter defined in Proffer 14 (collectively referred to as the "Governance Documents"). The entirety of the Property shall ultimately be governed by such Governance Documents and purchasers of land or buildings shall be advised of these obligations as part of the contract of sale. At the Applicant's election, the Governance Documents may include multiple declarations of covenants that may include an Umbrella Owners Association and/or individual associations or sub associations that are specific to individual subdivided parcels. Such parcel specific associations or sub associations may be created and recorded as further subdivision of the property occurs.

6. Phasing. The Applicant shall construct the streets and provide pedestrian improvements, private amenities and road improvements as shown on the Phasing Exhibits Sheets 5.1 through 5.7A and Sheets 21.1 through 21.7A and as further specified in Proffers 14, 15, and 16.

   If construction of the streetscape improvements along the Property's Herndon Parkway frontage, as shown on Sheets 5.8 and 21.8 of the Development Plan, has not commenced by fifteen (15) years from the date of the approval of the Development Plan, the Applicant shall grant a temporary construction easement and maintenance easement to the Town of Herndon of sufficient duration so as to reasonably allow the construction of said streetscape by the Town. The language of said easements shall be mutually agreed upon between the Applicant and the Town. The Applicant's obligation under this proffer does not include any responsibility for the removal of vegetation and/or other impediments in the easement area, including but not limited to, the relocation of the existing transformers or any existing underground utilities. Any proposed relocation of the transformers, or any other infrastructure to other portions of the Applicant's property shall be subject to review and approval by the Applicant, which shall not be unreasonably withheld. The Applicant shall have no responsibility for any permits or Town approvals related to such relocation work. Similarly, the Applicant shall not be responsible for any amendments to prior site plan or rezoning approvals that might be deemed necessary by the Town for work by others in the easement areas.

   Development may proceed in any order provided that each building provides the infrastructure improvements and elements depicted on such Phasing Exhibits.

Adjustments to the phasing boundaries shown in the Development Plan may be approved with specific site plan approvals provided that the adjustments do not materially adversely affect the ability to construct such infrastructure improvements and elements in other phases.

7. Car Pull-Off Area. The Future Car Pull-Off area along the front facade of Building C (identified on Sheet 5.9 of the Development Plan as "Future Car Pull-Off") will be completed and open for use prior to the Applicant's demolition of the current Car Pull-Off area constructed by the Town (identified on Sheet 3.0 of the Development Plan as "Current Car Pull-Off"). Subject to requisite approvals from the Town, a portion of the Current Car Pull-Off will have to be closed during construction of the Future Car Pull-Off because of a small overlap in the two locations. The Applicant reserves the right to re-route pedestrian traffic during construction in accordance with an approved Maintenance of Traffic Plan.

8. Herndon Identity. The Applicant shall install an information kiosk on the Promenade, as shown on Sheets 5.8 and 21.8 of the Development Plan. While the Applicant will retain the ability to program the kiosk, it shall be made available to the Town, at no cost and with prior approval by the Applicant, for the advertisement of Town events. The Applicant shall also incorporate other elements within and/or adjacent to the Promenade which reflect Herndon's identity. Sheets 17.5 and 32.5 of the Development Plan provide several possible methods and features to meet this goal, in addition to depicting the information kiosk. The Applicant reserves the right to work with the ARB during the appropriate site plan phase to determine the final selection of these elements, as well as the final design for the information kiosk. These additional elements may include those shown on Sheets 17.5 and 32.5 of the Development Plan or other elements of similar quality and intent.

9. Private Amenities. Private amenity areas are depicted for each development option on Sheets 9.0 and 25.0 of the Development Plan. Precedent images, the purpose of which is to illustrate the quality and breath of amenity, are also included on Sheets 17.2 and 32.2 of the Development Plan. The Applicant reserves the right to determine the type of amenity to be provided within each area at the time of site plan.

10. Activated Promenade. The Promenade frontages of Buildings A and C shall be occupied predominantly by retail/commercial/restaurant uses with the remainder being lobbies or activate amenity uses such as a fitness center.

11. Sustainable Practices. The Applicant shall utilize, in concept, the sustainable practices shown on Sheets 17.4 and 32.4 of the Development Plan. The Applicant reserves the right to incorporate/substitute other sustainable practices at the time of site plan approval, as approved by the Town.

12. Open Space. The Applicant shall not erect, without the prior written approval of the Zoning Administrator, any fencing, signage, barriers or other structures, nor inact operational restrictions that would permanently prohibit public pedestrian

access through the ground level common areas, defined as hard- or soft-scape areas between the buildings and the sidewalk along the southern access road. This proffer shall not prevent or limit the Applicant's ability to prevent use of the ground level common areas and vehicular passageways as a "de facto Kiss and Ride" nor prevent or limit its ability to manage and/or operate the ground level common areas to ensure proper maintenance and/or the protection, health, welfare and safety of the Property, its tenants, business invitees and/or otherwise exercise its property rights. Similarly, this proffer does not preclude reasonably limiting or prohibiting access on a short term or interim basis as may be needed in connection with tenant, resident, or owner specific activities or events.

13. Existing Development. As depicted on Sheet 3.0 of the Development Plan, the Property is currently developed with a commercial office building and an associated surface parking lot (the "Existing Development"). Despite the approval of this Development Plan, the Existing Development may continue to be used for all non-residential permitted uses in the P-TOC zoning district. Additionally, provided the required approval is obtained, the property may be used for any uses permitted by special exception on the P-TOC zoning district. The Applicant may secure site plan approvals, obtain building permits for, and make interior and exterior improvements to the buildings without the need for an amendment to this Development Plan. The provisions of this proffer are voided upon commencement of construction of whichever phase is first of the options shown on Sheets 5.1 and 21.1 of the Development Plan. If portions of the parking lots or landscaping become the property of and are removed by the Town for the construction of either Worldgate Drive extended and its associated streetscape, Herndon Parkway and its associated streetscape or the Promenade, the Existing Development shall not be deemed non-compliant with respect to parking ratio, building setback or required landscaping.

TRANSPORTATION

14. Transportation Demand Management. This Proffer sets forth the programmatic elements of a transportation demand management program (the "TDM Program") that shall be implemented by the Applicant to encourage the use of transit (Metrorail, Fairfax Connector, Metro bus, or other public transit service), other high-occupant vehicle commuting modes, walking, biking and teleworking, all in order to reduce automobile trips generated by the multi-family units and the office uses constructed on the Property. The proffered elements of the TDM Program will be implemented through a Transportation Demand Management Work Plan (the "TDM Work Plan") developed by the Applicant with input from and approval by the Town of Herndon Department of Community Development. This TDM Work Plan shall be submitted for approval prior to approval of the first site plan on the Property. It is the intent of this Proffer that the TDM Work Plan will be adapted over time to respond to changing transportation-related circumstances of the

Property, the surrounding community and region, as well as to technological and/or other improvements. The Applicant's TDM Work Plan has the objective of meeting the trip reduction goals for single occupancy vehicles measured at the peak AM/PM hours by 35% for residential uses and 25% for office uses.

The TDM Work Plan shall incorporate any combination of the following elements:

a. Appointment of a TDM Program Manager
b. Contributions to resident and employee Metro fare cards.
c. Dissemination of Transportation Program Information
d. Ride sharing and carpool parking spaces.
e. Bicycle racks and bicycle share stations.
f. Bicycle storage rooms and office tenant shower and changing rooms.
g. Program monitoring to include surveys and/or vehicular traffic counts

15. Parking. Parking shall be provided in phases concurrent with development of the Property and in substantial conformance with the Development Plan and these Proffers. Notwithstanding the above, Applicant reserves the right to provide parking at revised ratios as may be permitted at time of site plan by the Town of Herndon Zoning Ordinances so long as it does not result in an additional parking deck level or the replacement of active floor area; or may seek future parking reductions for the Property as permitted by the Town of Herndon Zoning Ordinance, neither of which shall require a Development Plan amendment.

16. Promenade. The portions of the Promenade adjacent to Building A and Building C shall be constructed in the ultimate condition prior to the issuance of the first certificate of occupancy for the respective building as shown on Phasing Sheets 5.2, 5.4, 21.2, and 21.4 of the Development Plan. At the same time, the interim condition for the remainder of the Promenade, as shown on the same sheets, shall be constructed. The Applicant shall dedicate to the Town of Herndon, at no cost to the Town, in fee simple a ten (10) foot wide area and grant, at no cost to the Town, a Public Access Easement over a 14 foot wide area of the Promenade, both as shown on Sheets 8.1 and 24.1 of the Development Plan for the ultimate condition. The dedication and public access easement conveyances shall be granted prior to the approval of a site plan for either Building A or C.

17. Herndon Parkway. The Applicant shall install the streetscape along the Property's Herndon Parkway frontage, as shown on Sheets 5.8, 6.0, 21.8 and 22 of the Development Plan prior to the issuance of a certificate of occupancy for Building B or C, whichever is constructed first. The Applicant shall grant, at no cost to the Town, a Streetscape Easement as shown on Sheets 8.1 and 24.1 of the Development Plan along the Herndon Parkway prior to the issuance of the first site plan for Building B or C, whichever occurs first. At no public cost, the Applicant shall also dedicate in fee simple the area along the frontage of Building C for the Future Car Pull Off as shown on Sheets 8.1 and 24.1. The fee simple dedication shall be

granted prior to the approval of a site plan for the first of either Building B or C. The Applicant reserves future density credit from the Right-of-Way dedication in accordance with the terms and conditions of Zoning Ordinance Section 78-155.9 in effect as of the date of the approval of these Proffers.

18. Worldgate Drive Extended.

a. Interim Condition.

Prior to the issuance of a certificate of occupancy for Building B, the Applicant shall construct and install the streetscape to include curb, gutter, sidewalks and landscaping along the Property's western boundary and shall construct the on-site interim road improvements as shown on Sheets 6.0 and 22.0 of the Development Plan (half-section of Worldgate Drive Extended). The Applicant shall also grant a public access easement to the Town of Herndon at no public cost extending over the sidewalk along the Property's western boundary as shown on Sheets 8.1 and 24.1 of the Development Plan prior to site plan approval for Building B.

b. Ultimate Condition.

1) The Applicant shall:

- dedicate in fee simple to the Town of Herndon at no public cost, the right-of-way area shown on Sheets 8.1 and 24.1 of the Development Plan along the western boundary of the Property,
- grant, at no public cost any necessary temporary grading and construction easements to facilitate full build-out of Worldgate Drive Extended
- grant, at no public cost, streetscape and public access easements over the sidewalk and streetscape landscaping along Worldgate Drive Extended or the land where such improvements will be if they are not yet installed
- grant, at no public cost, grading and construction easements which are necessary to effectuate an appropriate intersection of the southern access road and Worldgate Drive Extended.

Provided the ultimate configuration of the entirety of Worldgate Drive Extended is fully designed, the necessary plans, permits and any other approvals for pre-construction have been obtained and the Town has otherwise acquired the remaining right-of-way needed to complete Worldgate Drive Extended, with the exception of the subject property, the Applicant will file, with the Town, the necessary deed(s) and plat(s) associated with the above referenced dedication and easements within 60 days of a written request by the Town.

2) Should it occur that the Town or others constructs Worldgate Drive Extended prior to the Applicant constructing their half-section, the construction will not result in nonconformities nor the loss of density or uses permitted by this Development Plan, nor prohibit the design and construction of Building B as approved by this Development Plan.

3) The Applicant reserves future density credit from the above described right-of-way dedication in accordance with the terms and conditions of Zoning Ordinance Section 78-155.9 in effect as of the date of the approval of these Proffers. The Applicant shall not be responsible for any road improvements necessary to facilitate full build-out of Worldgate Drive extended as it relates to the off-site half-section to be constructed by others.

19. Southern Access Road. In the event a development plan is filed and in the review process for the redevelopment of the property located at Tax Map 1602((2))25A and 26A1 (herein the "Adjacent Property"), the Applicant shall, in good faith, work with and/or negotiate with the owner of the Adjacent Property and the Town regarding a possible reorientation of the southern access road shown on the Parkview Development Plan to better and more logically serve both the Subject Property and the Adjacent Property based on the development, uses and tenancies reflected in, or otherwise associated with the approved development plans.

Any relocation of the southern access road is dependent on the Applicant and the Adjacent Owner mutually arriving at a private written Agreement with respect to the configuration of the road and how construction cost and future maintenance is to be allocated.

In the event that, for any reason, the Applicant and Adjacent Owner fail to arrive at a mutually acceptable Agreement prior to the approval of the development plan for the Adjacent Property, there shall be no further obligation under this proffer.

20. Metro and Town of Herndon Maintenance Vehicle Access. As shown the Phasing Sheets of the Development Plan for each phase of development, the Applicant will grant, at no cost to the Town, access easements to ensure that Metro and Town of Herndon maintenance vehicles have access to the station area.

21. Traffic Signal. Concurrent with the submission of each site plan for the Property, the Applicant shall submit a signal justification report for a potential traffic signal at the intersection of Herndon Parkway and Worldgate Drive Extended. If such signal is warranted based on the above referenced signal justification report, the Applicant shall install the signal prior to the issuance of the first certificate of occupancy for the building that generated such signal requirement, unless such signal has been previously installed by others (in which case the Applicant shall have no further obligation to construct or provide such report). Any monies contributed toward the installation of the signal by others may be utilized by the

Applicant for the installation of such signal.

22. Signal Timing Modification. Subject to submittal of an application by Applicant and the prior approval by the Town of Herndon, the Applicant will, to extent reasonably possible, implement signal timing modifications to the existing traffic signal at the intersections of Herndon Parkway and Van Buren Street and Herndon Parkway and Spring Street, prior to the issuance of the certificate of occupancy for the last building in the full build-out condition.

23. Micro-Mobility Vehicles. At the time of site plan review, the Applicant shall designate an area of the ground level private open space for the parking of micro-mobility vehicles.

ENVIRONMENT

24. Green Building.

a. Residential Building Certifications. The Applicant shall design and construct each residential building to achieve either LEED v4 New Construction or Multifamily Midrise Certification from U.S. Green Building Council, Multifamily Building Certification from National Green Building Standard (NGBS), EarthCraft Multifamily Certification, or an equivalent green building program to be chosen by the Applicant and approved by the Zoning Administrator.

b. Office Building Certification. The Applicant shall design and construct the office building to achieve either LEED v4 Core and Shell Silver Certification from U.S. Green Building Council, or an equivalent green building program to be chosen by the Applicant and approved by the Zoning Administrator.

c. The Applicant shall include, at the time of application for a building permit for each building, a list of specific credits or design elements incorporated into the building design using the then current documentation of the selected green building program for each building.

d. The Applicant shall meet with the Town following application for each site plan to coordinate green building strategies and priority credits.

e. The Applicant shall install at least 4 electric vehicle charging stations within the garage for each building.

25. Interior Noise Attenuation. The Applicant shall submit a highway noise study, prepared by a qualified acoustical consultant, at the time of each building permit submission to determine what if any noise attenuation measures are needed to

achieve Day-Night Average Sound Levels (DNL) of no more than 45 dBA for interior residential uses or hotel uses and no more than 55 dBA for interior office uses. Based on the findings of the studies, the Applicant shall incorporate the appropriate noise attenuation elements into the design and construction documents to achieve no more than the DNL set forth in the preceding sentence.

26. Stormwater Management. Bio-retention or other Low Impact Development facilities ("LID") shall be provided as shown on Sheets 14.1 and 29.1 of the Development Plan. Such LID facilities may include, but shall not be limited to: Filterra, StormFilter, or BayFilter devices, bio retention facilities/rain gardens, sheet flow to vegetated buffers, or any alternative LID practice proposed by the Applicant, deemed by the Town to be acceptable and permitted by State regulations.

27. Trash Service. The development shall be served by a private trash and recycling service.

28. Dog Waste Stations. The Applicant shall install and maintain a minimum of two (2) dog waste stations, with disposal bags and a trash can, on the Property.

CONTRIBUTIONS

29. Offsite Recreation Contribution. The Applicant shall make a per gross square foot contribution payment of $0.35 to the Town for offsite recreation improvements for residential Gross Floor Area ("GFA") and $0.15 for offsite recreation improvements for non-residential GFA prior to the issuance of the first certificate of occupancy for each phase based on the actual GFA of the building constructed. Such funds shall be used for the improvements of Town recreational facilities in locations that logically serve the approved development and the HTOC area.

30. Recreation/Community Amenities/Civic Facilities. Prior to the issuance of a certificate of occupancy for each residential building, the Applicant shall demonstrate that the total value of any proposed recreational on-site private amenities/community amenities/civic facilities and improvements are equivalent to a minimum of $1,900.00 per residential unit ("Minimum On-Site Amenity Value"). The Minimum On-Site Amenity Value calculation shall include the cost of all amenities offered residents such as, but not limited to, benches and seating, outdoor seating and gathering areas, fitness centers, community rooms, theaters, swimming pools, decks, artwork, fire pits, trellises and other amenities. The Applicant shall submit the verification of the Minimum On-Site Amenity Value to the Town as provided by its general contractor and/or vendors. In the event it is demonstrated that the proposed facilities do not meet the required Minimum On-Site Amenity Value, the Applicant shall provide the remainder in a cash contribution to the Town for use on recreational facilities in the Town.

31. School Contribution. Per the Residential Development Criteria Implementation

Motion adopted by the Fairfax County Board of Supervisors on January 7, 2003, as amended, prior to the issuance of a certificate of occupancy for each residential building, the Applicant will contribute funds to the Board of Supervisors for transfer to the Fairfax County School Board at an assumed rate of 0.062 students per unit for elementary school, 0.019 students per unit for middle school, 0.03l students per unit for high school multiplied by $12,262.00 per student generated to be used for capital improvements and capacity enhancements to schools that serve the Town. The contributions will be based on the actual number of residential units constructed, as the total amount may vary. Following approval of this Development Plan and prior to the Applicant's payment of the amount(s) set forth in this Proffer, if the Fairfax County Board of Supervisors should modify the ratio of students per unit or the amount of the contribution per student, the Applicant will pay the modified contribution amount for that phase of development to reflect the then current ratio and/or contribution. Prior to beginning construction, the Applicant will notify Fairfax County Public Schools of the intended construction and anticipated completion date.

32. Fire Department Contribution. The Applicant shall contribute a total of $10,000.00 to the Fairfax County Fire and Rescue Department towards the cost of preemptive devices within a two-mile radius of the Property. The contribution shall be paid in full prior to building permit approval for the first building to be constructed on the Property.

33. Public Safety. The Applicant shall contribute a total of $25,000 to the Town of Herndon prior to the issuance of a certificate of occupancy for the first building on the Property. The Applicant shall also ensure that there are two (2) parking spaces in one of the garages dedicated to police vehicle parking. The spaces shall be signed to allow police vehicle parking only.

34. Escalation. All monetary contributions required by these proffers, with the exception of the proffer related to the school contribution, shall escalate on a yearly basis from the base year of 2022 and change effective each January 1 thereafter, based on the Consumer Price Index as published by the Bureau of Labor Statistics, the U. S. Department of Labor for the Washington-Baltimore, MD-VA-DC-WV Consolidated Metropolitan Statistical Area, as permitted by Virginia State Code 15.2-2303.3.3.

**Successors and Assigns**

These Proffers shall bind and inure to the benefit of the Applicant and its successors and assigns.

TITLE OWNER/APPLICANT SIGNATURE TO FOLLOW ON THE NEXT PAGE:

Parkview Executive Center, Joint Venture RRLP
Title Owner of 16-4((10))7C

By: _____

Name: _____

Title: _____

COMMONWEALTH OF _____

CITY/COUNTY OF_____, to-wit:

The foregoing instrument was acknowledged before me this ___ day of _____, 2020 by _____ as _____ of and on behalf of _____.

_____

Notary Public

Notary Registration No: _____

My Commission Expires:_____

## EXECUTIVE SUMMARY

The following report presents the findings of a transportation impact study conducted for the proposed Parkview redevelopment in the Town of Herndon, Virginia. The study was developed in accordance with VDOT and the Town of Herndon's Traffic Impact Analysis (TIA) Guidelines.

This study was prepared in accordance with the best professional practices and standards that assess the impact of a proposed development on the transportation system and recommend improvements to lessen or negate those impacts. Traffic impact analysis involves the evaluation of anticipated roadway conditions with and without the proposed development and recommends transportation improvements to offset both the impacts of the increase in future traffic volumes and the changes in traffic operations due to the development. The traffic impact analysis assists public officials and developers to balance interrelations between efficient traffic movements with necessary lane access.

### Site Location and Study Area

The approximately 5.48-site consists of one (1) parcel (Tax Map Number 16-4 ((10)) 7C) in the Town of Herndon, Virginia. The site is located in the Herndon Transit-Oriented Core (HTOC) on the south side of Herndon Parkway, between Van Buren Street and Spring Street, and north of the future Herndon Silver Line Station. The vehicular study area includes seven (7) intersections: five (5) along Herndon Parkway and two (2) additional intersections along Worldgate Drive.

### Description of Proposed Development

The existing site is currently occupied by 134,451 SF of vacant office that is to be removed. This study assumes a final development of 675 residential units, 413,000 SF of office, and 10,000 SF of retail. Total site buildout is planned for the year 2025.

**3rd Submission Update:** With the recent update to the application that allows for a scenario where the site is developed without residential uses, an additional scenario (referred to as "100% Office Scenario") was analyzed to determine the impacts of the additional trips generated.

### Principal Findings and Conclusions

The analysis presented in this report supports the following major conclusions:

**Existing Conditions (2019):**

- The following intersections currently operate below the Town of Herndon's acceptable level of service (LOS D for overall intersections and LOS E for individual movements):
  - Intersection #2: Van Buren Street and Herndon Parkway
  - Intersection #5: Herndon Parkway and Site Entrance East/Monroe Business Driveway
  - Intersection #6: Herndon Parkway and Spring Street

**Future without Development Conditions (2025):**

- The following intersections operate below the Town's acceptable LOS under future without development conditions:
  - Intersection #1: Van Buren Street and Worldgate Drive
  - Intersection #5: Herndon Parkway and Site Entrance East/Monroe Business Driveway
  - Intersection #6: Herndon Parkway and Spring Street

**Future with Development without Worldgate Drive Extension Conditions (2025):**

- The proposed redevelopment plan includes up to 675 residential units, 413,000 SF of office, and 10,000 SF of retail which represents the maximum allowable trip generation.
- **3rd Submission Update:** With the recent update to the application that allows for a scenario where the site is developed without residential uses, an additional scenario (referred to as "100% Office Scenario") was analyzed to determine the impacts of the additional trips generated.
- Construction of the proposed development is anticipated to be complete by 2025.
- It is assumed that the Dulles Corridor Metrorail Silver Line Extension project will be complete by the site's opening. The site is located less than a quarter mile from the future Herndon Metrorail Station.
- Consistent with the *Herndon Metro Station Area Study* and agreed upon in the scope, the following transit mode share reductions were applied to the site's future trip generation:
  - Office: 25 percent
  - Residential: 35 percent
- The traffic generated by the proposed development has a minimal impact on the regional study intersections.
- The following intersections operate below the Town's acceptable LOS after mitigation measures are implemented. The intersections in **bold** also operate at unacceptable levels of service under future without development conditions:
  - **Intersection #1: Van Buren Street and Worldgate Drive**
  - Intersection #2: Van Buren Street and Herndon Parkway (100% Office Scenario only)
  - **Intersection #5: Herndon Parkway and Monroe Business Driveway**
- The following mitigation measures are proposed:
  - Intersection #3: Herndon Parkway and Worldgate Drive
    - Convert existing unsignalized intersection to signalized intersection to reduce delay and improve intersection operation.
  - Intersection # 6: Herndon Parkway and Spring Street
    - Optimize existing signal timings to reduce delay and improve intersection operation.

**Future with Development with Worldgate Drive Extension Conditions (2025):**

- The following intersection operates below the Town's acceptable LOS after mitigation measures are implemented. The intersection also operates at unacceptable levels of service under future without development conditions:
  - **Intersection #1: Van Buren Street and Worldgate Drive**
- The following mitigation measures are proposed:
  - Intersection #1: Van Buren Street and Worldgate Drive
    - Optimize existing signal timings to reduce delay and improve intersection operation.
  - Intersection #3: Herndon Parkway and Worldgate Drive

- Convert existing unsignalized intersection to signalized intersection to reduce delay and improve intersection operation.

- Intersection #6: Herndon Parkway and Spring Street
  - Optimize existing signal timings to reduce delay and improve intersection operation.

## CONCLUSIONS

The analysis presented in this report supports the following major conclusions:

**Existing Conditions (2019):**

- The following intersections currently operate below the Town of Herndon's acceptable level of service (LOS D for overall intersections and LOS E for individual movements):
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  - Intersection #6: Herndon Parkway and Spring Street
    - Optimize existing signal timings to reduce delay and improve intersection operation.

## Transportation Demand Management (TDM) Plan

# Parkview

## Town of Herndon, Virginia

**May 29, 2020**

**Prepared for:**
Parkview Executive Center Joint Venture R.L.L.P

GOROVE / SLADE
Transportation Planners and Engineers

**Prepared by:**

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## 1.0 | BACKGROUND SUMMARY

This Transportation Demand Management (TDM) Plan is designed to help achieve the ultimate goal of reducing peak hour vehicular trips generated by the Parkview development as directed by Proffer 8 from the Parkview Proffered Conditions dated May 19, 2019.

TDM is the establishment of measures to influence travel behavior by mode, frequency, time, route, or trip length in order to achieve a maximally efficient use of transportation facilities.

### 1.1 | Site Location

The Parkview development is located in the Town of Herndon, Virginia on the south side of Herndon Parkway, between Van Buren Street and Spring Street, and north of the future Herndon Metrorail Station as shown on Figure 1.

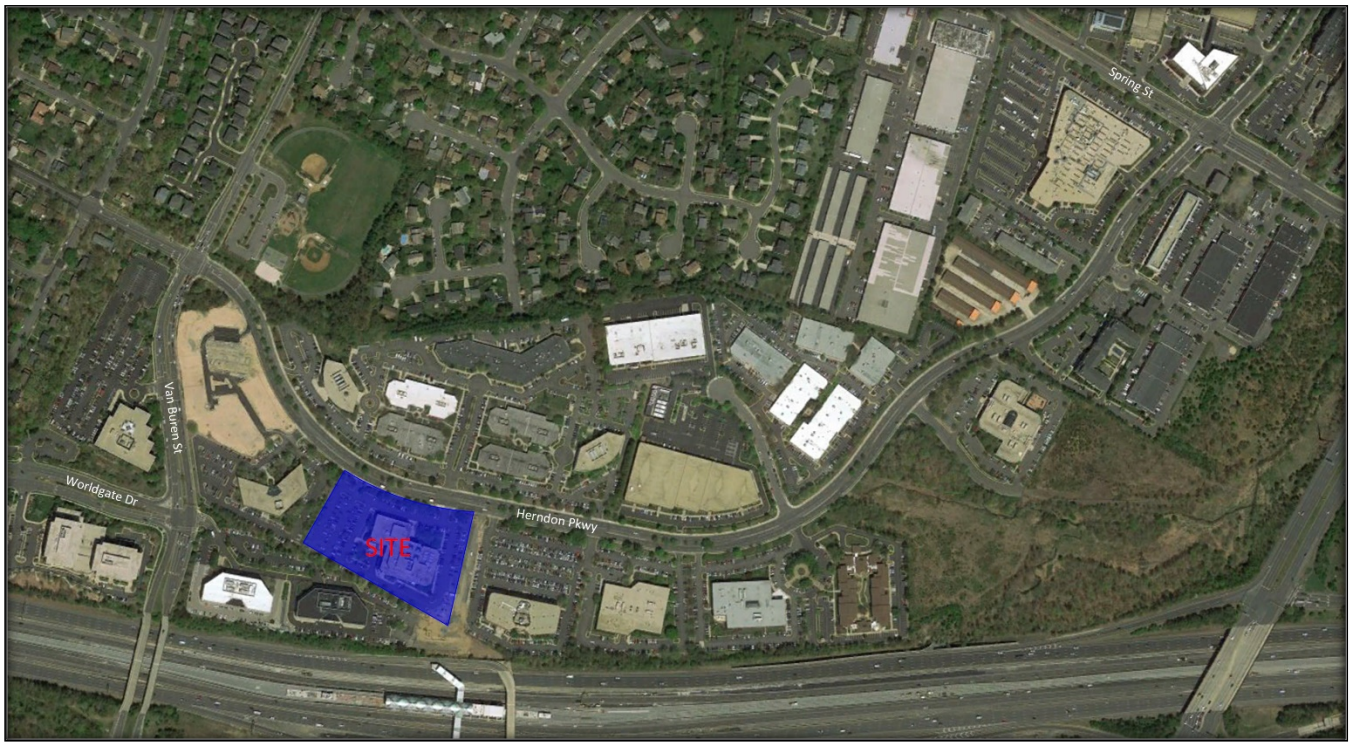



**Figure 1: Site Location**

### 1.2 | Description of the Parcel

The subject site is composed of one parcel (Tax Map 16-4 ((10)) 7C) and is approximately 5.65 acres. The parcel is zoned PD-TOC (Planned Development – Transit Oriented Core) as shown in Figure 2. Adjacent properties are also zoned PD-TOC, and sites to the north across Herndon Parkway are zoned O&LI.

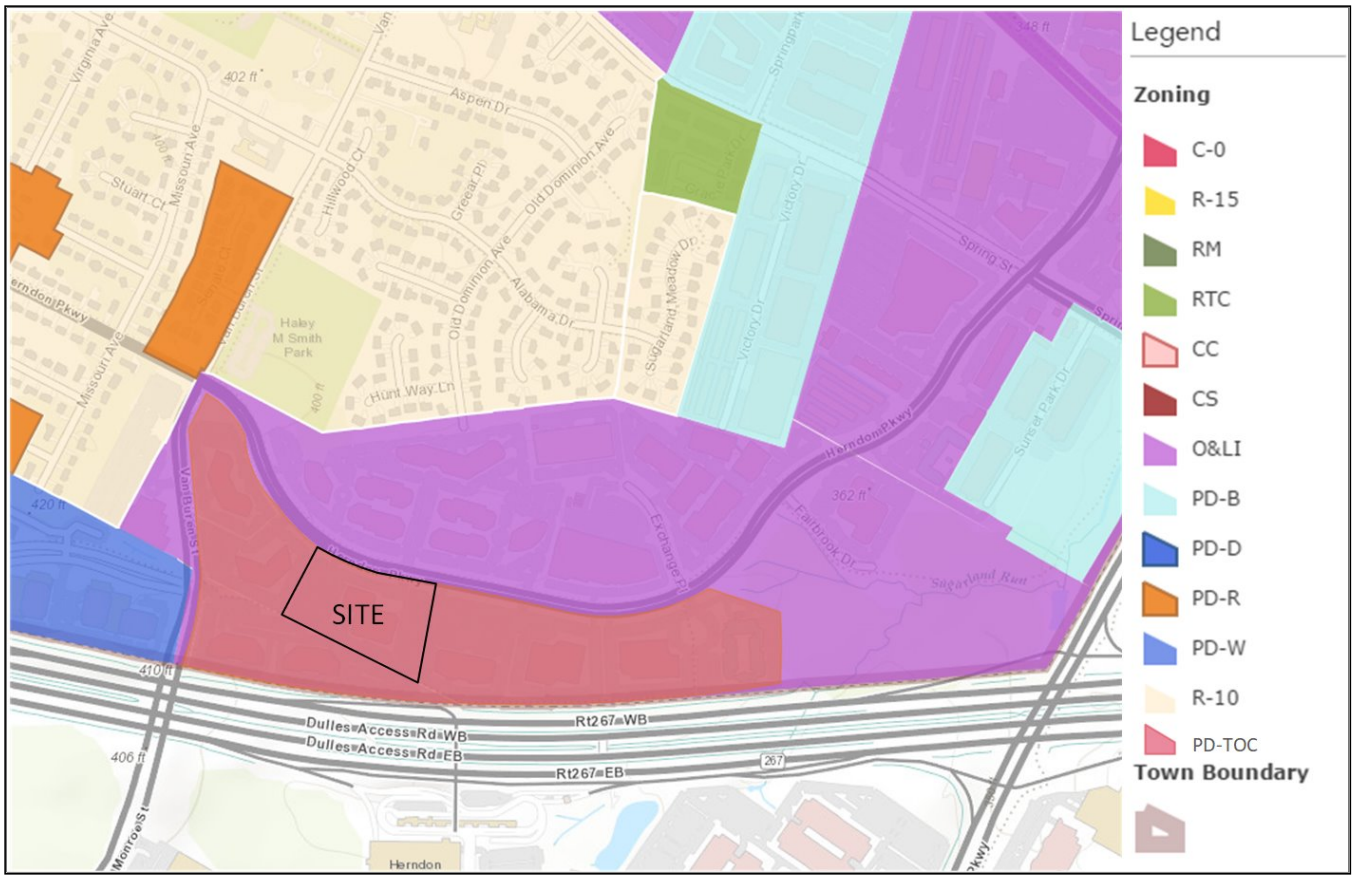



**Figure 2: Zoning**

### 1.3 | Proposed Development

The site is currently occupied by 134,451 SF of office. The proposed program is a mixed-use development comprised of up to 413,000 SF office, up to 615,325 SF of residential (approximately 675 dwelling units), and up to 10,000 SF retail.

## 2.0 | EXISTING CONDITIONS

In order to make informed recommendations for the property, it is necessary to know the transportation services that are currently available to the site. This section explores the existing programs and services that residents, employees, and patrons of the Parkview property can utilize for additional transportation options.

### 2.1 | Vehicular Access

Regional vehicular access to the site is provided via the Dulles Toll Road (Route 267). Local access is provided Herndon Parkway. There are several planned transportation improvements in the area, two of which are shown on Figure 3, Figure 4, and Figure 5.

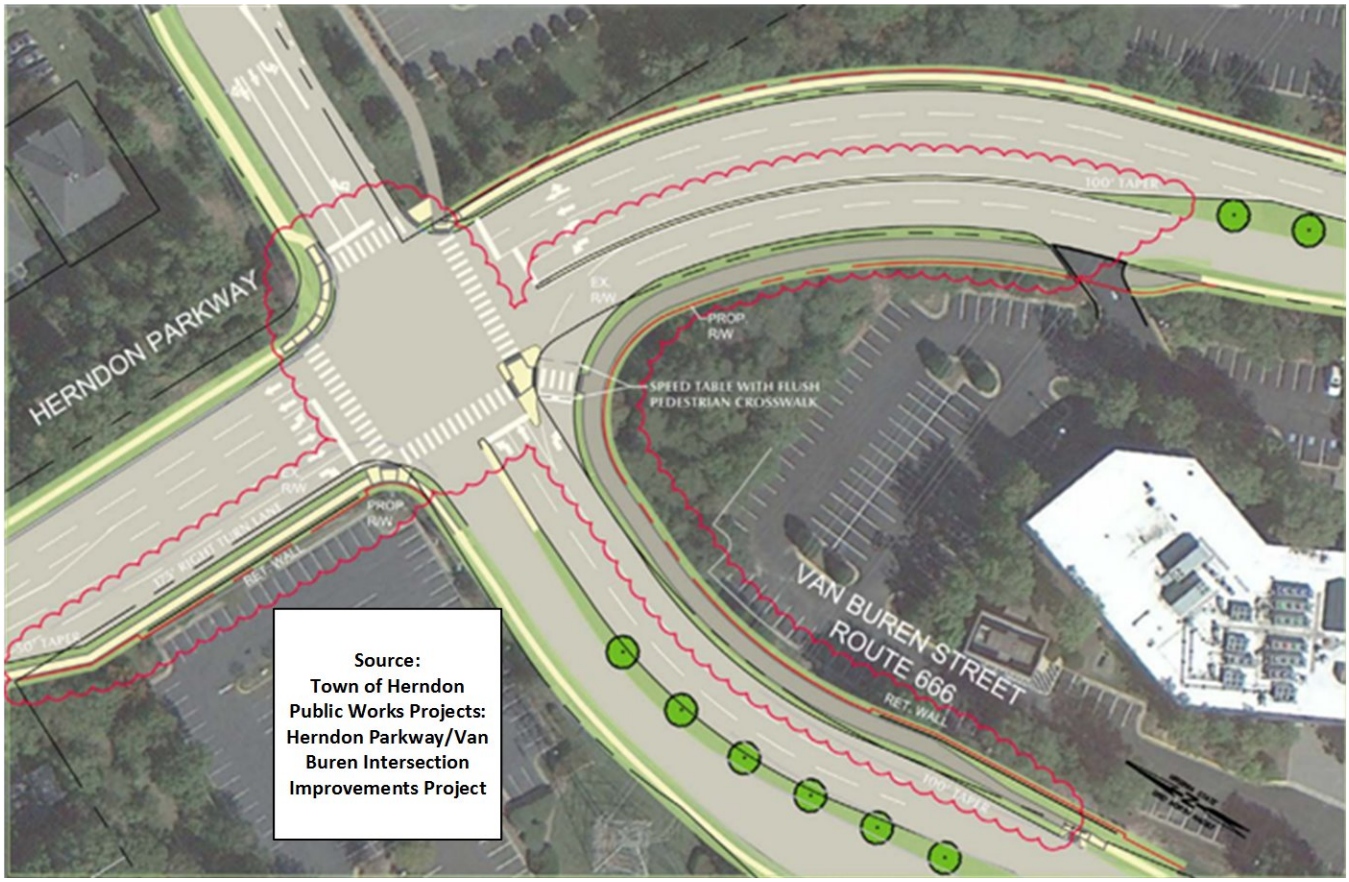



**Figure 3: Herndon Parkway/Van Buren Intersection Improvements**

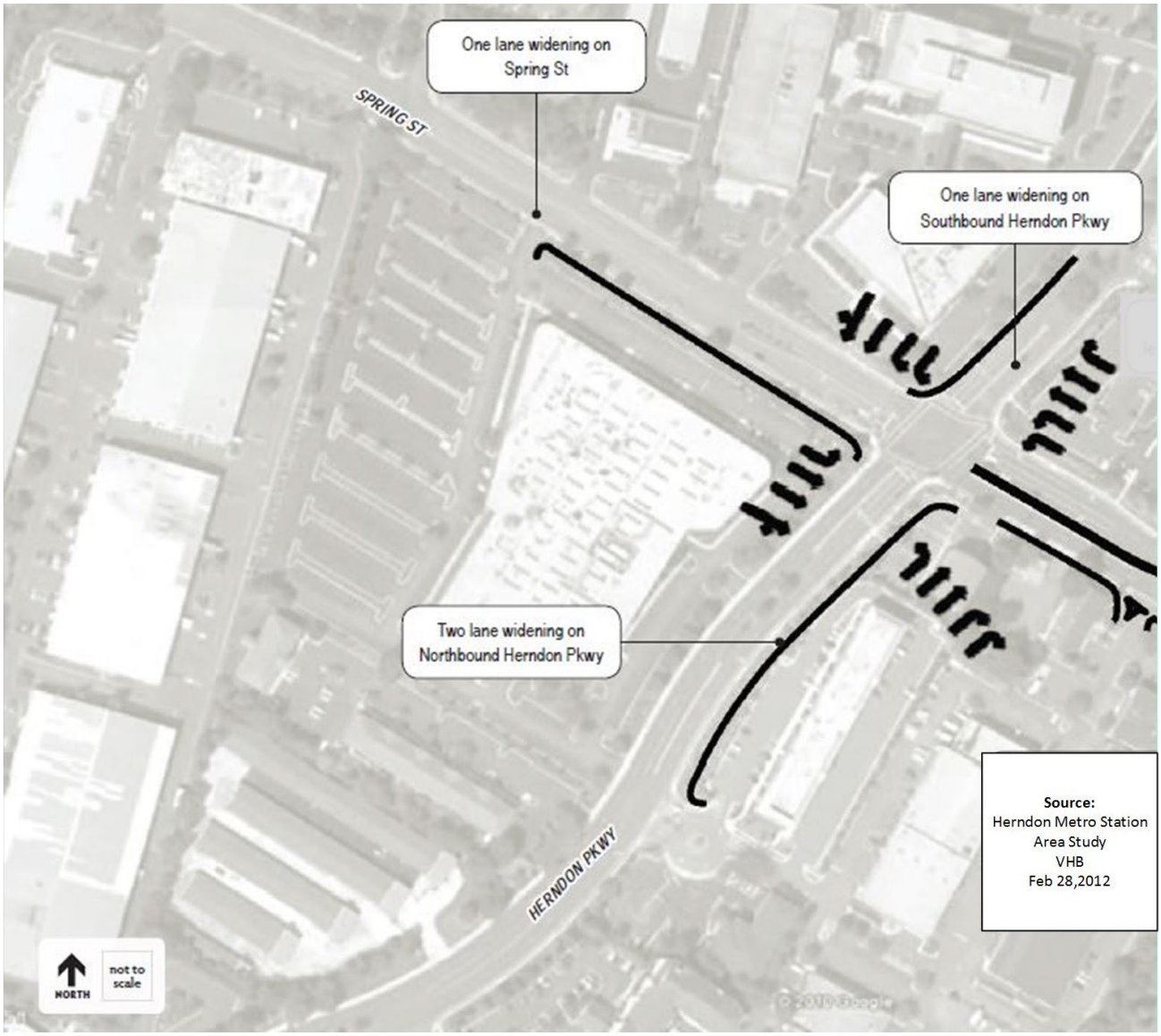



**Figure 4: Herndon Parkway/Spring Street Intersection Improvements**

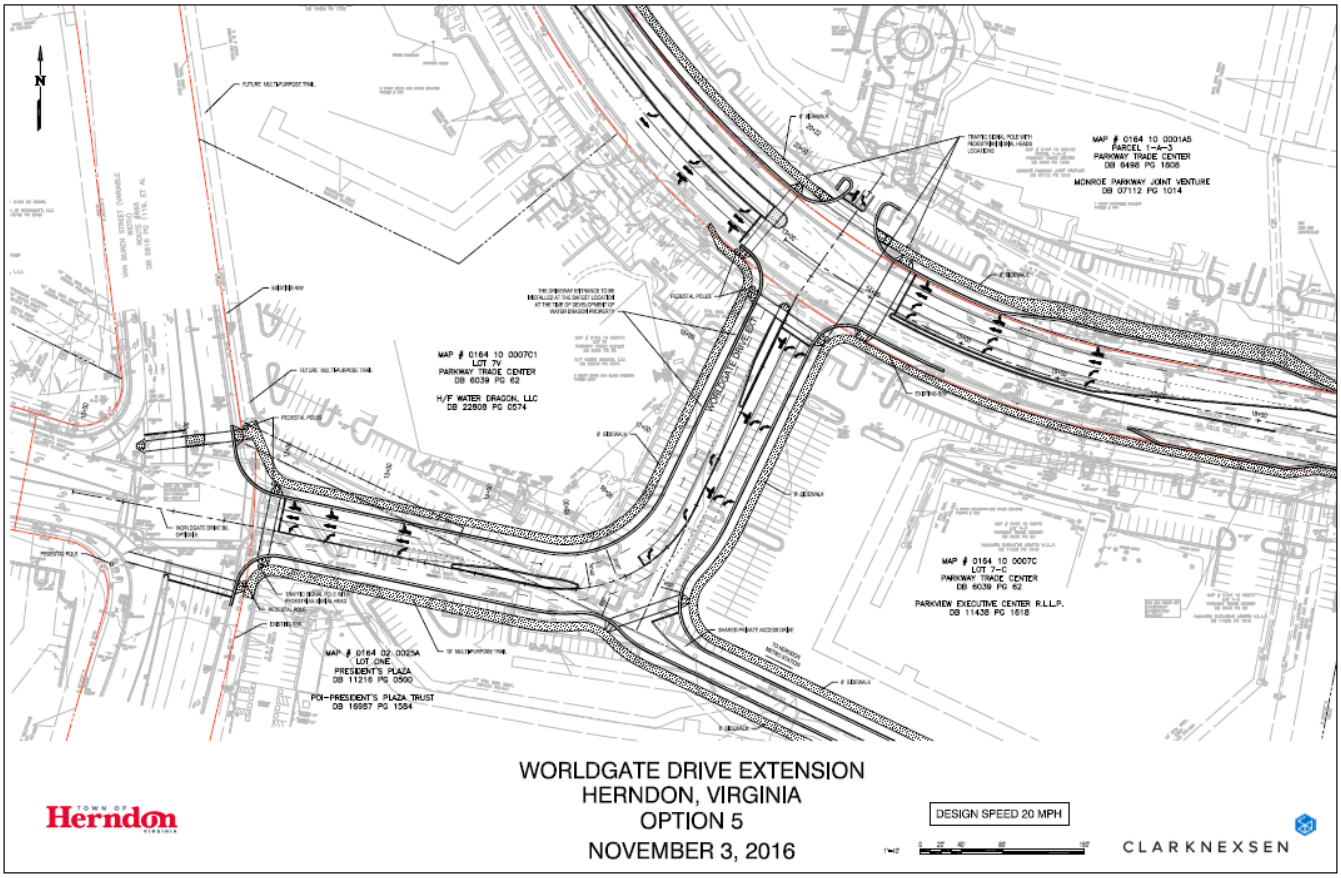



**Figure 5: Worldgate Drive Extension**

## 2.2 | Transit

The Parkview property is currently served by one (1) Fairfax Connector Bus in the vicinity of the site as shown in Figure 6. According to the *Fairfax County Transit Development Plan*, dated December 2009, new transit routes are recommended for the area near the site. The routes will be adjusted in accordance to the phased completion of the Dulles Corridor Metrorail Project. Figure 6 show the recommended routes near the study area per the Transit Development Plan.

As part of the Dulles Corridor Metrorail Project Phase 2 development immediately south of the proposed site, the Silver Line will be extended to the west from the Wiehle-Reston East Metro station and located in the median of Dulles Toll Road. A future stop is planned at the existing Herndon-Monroe Park & Ride facility and located less than a quarter of a mile from the site.

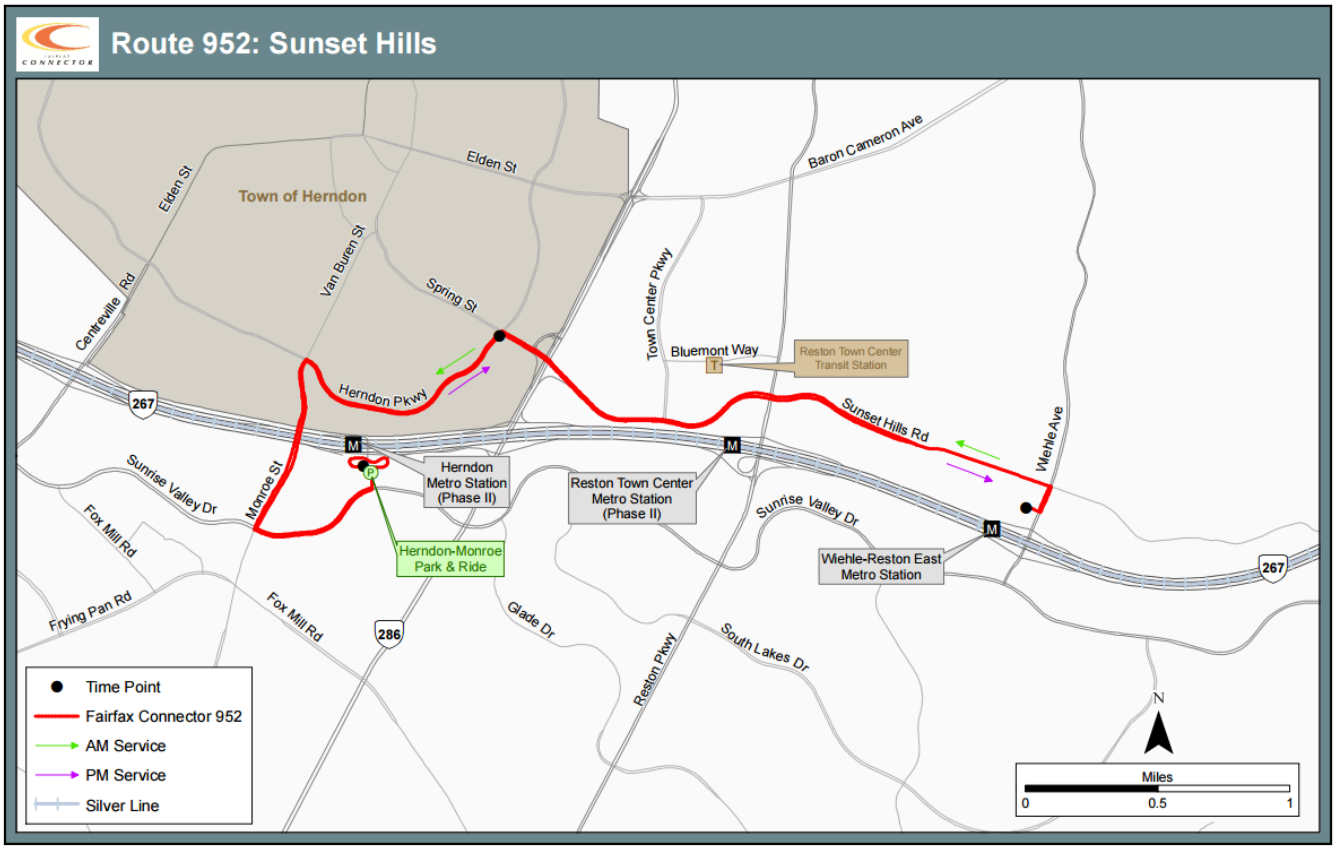



**Figure 6: Existing Bus Routes**

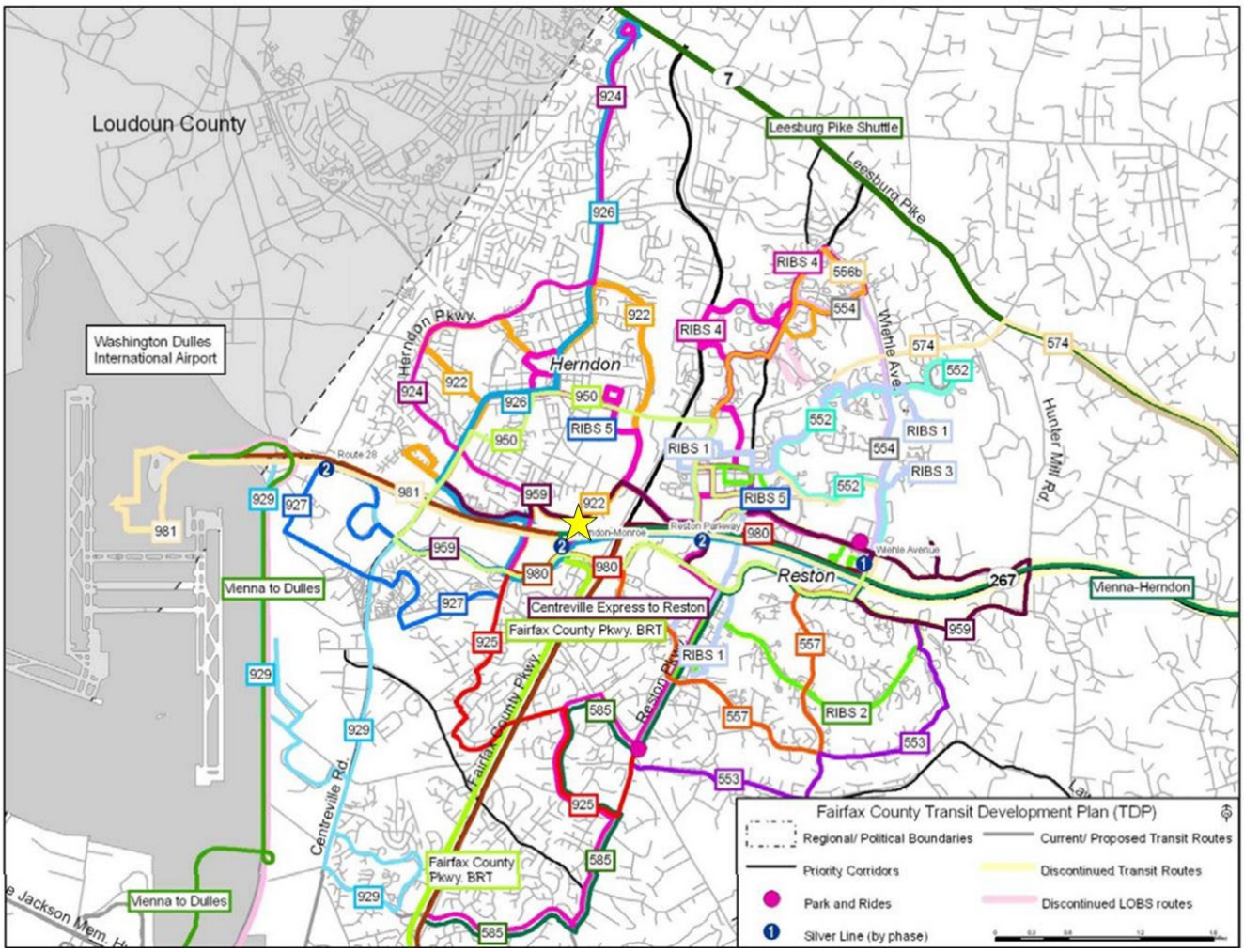



**Figure 7: Reston/Herndon Area Recommended Transit Plan**

## 2.3 | Existing Bicycle and Pedestrian Facilities

According to Fairfax County's Bike Fairfax, Herndon Parkway, Van Buren Street, and Spring Street are considered "Less comfortable" for bicycling as shown in Figure 7. Sidewalks exist on the north and south sides of Herndon Parkway, but most intersections and driveways lack crosswalks. The intersections of Herndon Parkway/Van Buren Street and Herndon Parkway/Spring Street have crosswalks and pedestrian signal heads without countdown timers on all approaches.

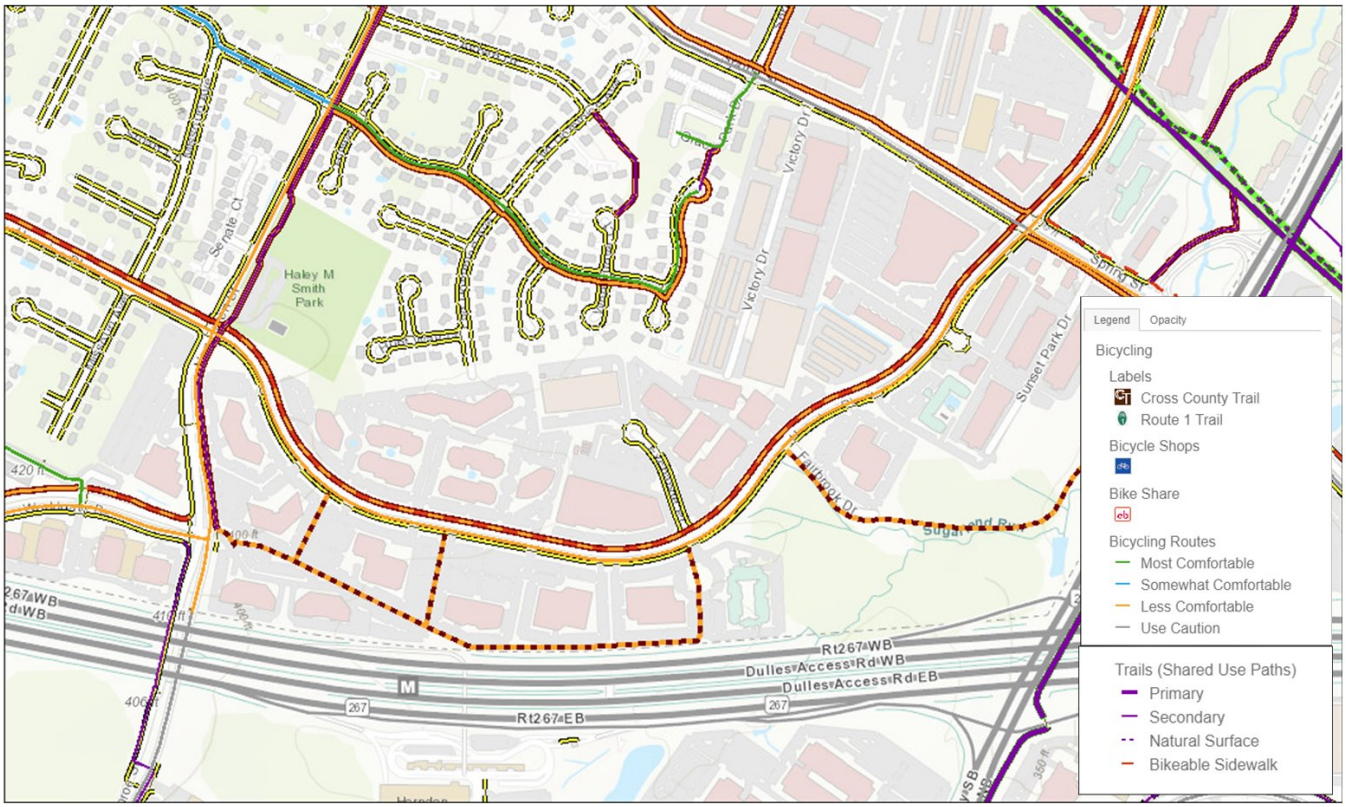



**Figure 8: Bicycle and Trail Network (Source: Bike Fairfax)**

Per the Town's bicycle master plan, a cycletrack is recommended along Herndon Parkway in the vicinity of the site. Recommendation of a cycletrack on Herndon Parkway is also consistent with the proposed cross-sections for Herndon Parkway as described in the Town's *Urban Design and Architectural Guidelines*.

## 2.4 | Existing Regional Programs

In addition to transportation services, several regional programs, benefits, and events are currently in place that the Parkview development can utilize. These external programs include:

- **Commute Assistance**
  - **Commuter Connections Rideshare Program**: This service matches commuters with others who live and work in the same area. (https://www.commuterconnections.org/commuters/ridesharing/)
  - **Fairfax Alliance for Better Bicycling**: This organization advocates, educates, and builds public support for better bicycling throughout Fairfax County. They provide cycling resources such as commuter guides, maps, and other education materials. (http://www.fabb-bikes.org/about/)
- **Commute Incentives**
  - **Commuter Connections Guaranteed Ride Home (GRH)**: This service provides commuters who regularly (twice a week) carpool, vanpool, bike, walk, or take transit to work with a free and reliable ride home when one of life's unexpected emergencies arise. (https://www.commuterconnections.org/commuters/guaranteed-ride-home/)

- **SelectPass**: This WMATA program allows users to save on frequent travel within the Metro system. SelectPass allows users to pay a flat rate for unlimited service on trips that are equal to or less than the amount of the paid segments. (https://www.wmata.com/fares/selectpass.cfm)
- **VanStart**: This program provides temporary funding for new vanpools in the critical startup phase to fund empty seats. Non-profit vanpool organizations may apply for assistance through this program within three months, if certain additional criteria are met. (http://www.fairfaxcounty.gov/fcdot/vanassist.htm)
- **Qualified Bicycle Commuting Reimbursement**: This reimbursement benefits bicycle commuters that are eligible for the Federal Bicycle Benefit of $20.00 per month. (https://www.nctr.usf.edu/programs/clearinghouse/commutebenefits/)

- **Events**
  - **Earth Day**: This event promotes the environmental movement worldwide and seeks to promote action for health, sustainability, and climate challenges. People are encouraged to make changes in their daily routine to help alleviate these issues, such as using cleaner and more efficient methods of transportation. (http://www.earthday.org/)
  - **National Bike to Work Day**: This event takes place in May every year and serves to encourage bicycling as a method of commuting. May is Bike to Work Month as declared by the League of American Bicyclists. The most popular activity is Bike to Work Day, which takes place on the last day (Friday) of Bike to Work Week. (http://www.biketoworkmetrodc.org/)
  - **Dump the Pump**: This event is celebrated every June to encourage people to pledge to stop driving their cars and save money on gas ("Dump the Pump") by taking an alternative means to driving. (http://www.apta.com/members/memberprogramsandservices/advocacyandoutreachtools/dumpthepump/Pages/default.aspx)
  - **Try Transit Week**: This Virginia event invites residents to pledge to use transit for all of their transportation needs for an entire week. Prizes are offered for participants. (http://www.trytransitweek.com/)
  - **International Car Free Day**: Held every September 22, this worldwide event promotes all alternatives to single occupant vehicle use. Carpooling, transit, bicycling, walking, and teleworking are all encouraged in order to reduce carbon emissions. (http://carfreemetrodc.org/)

## 3.0 | TDM PROGRAM RECOMMENDATIONS

The strategies recommended for the Parkview TDM program are detailed in this section. These strategies are intended to enhance the use of transportation alternatives as opposed to driving alone that may naturally occur.

Fundamentally, TDM strategies reduce and redistribute travel demand by controlling several influences. These influences include financial incentives, providing accurate and accessible information, and time savings. Together, these influences historically have had a significant impact on the mode of travel used by travelers.

The TDM program recommendations are divided into sections that cover the following TDM elements:

1. Infrastructure
2. Program Management
3. Rideshare
4. Incentives
5. Outreach

### 3.1 | Infrastructure

#### *Bicycle Accommodations*

At a minimum, a secure location will be provided for people to leave their bicycles. The racks will be placed proximate to the building entrances and will be designed to provide support at both the wheel and frame.

The following elements may be included:

- Bicycle sharing station
- Bicycle storage rooms
- Office tenant showers and changing rooms

#### *Cycle Track*

A cycle track is planned by the Town on the southern side of Herndon Parkway. The applicant will be constructing a section of the cycle track across the site frontage.

### 3.2 | Program Management

#### *Property-wide TDM Program Management*

A TDM Program Manager (TPM) will be appointed to the Parkview development. Property-wide TDM responsibilities for the Program Manager include:

- Answer resident, guest, and employee questions about all aspects of the TDM program.
- Coordinate with other TDM providers including DATA, LINK, and MWCOG to avoid duplication of services and obtain support for program implementation.

- Work with leasing staff to train them on TDM programs and information so they can provide appropriate transportation information to tenants as they move in.
- Conduct a survey of residents/employees to evaluate the effectiveness of the TDM Plan in meeting the TDM Goals and to evaluate the need for changes to the TDM Plan.
- Verify that the proffered TDM Goals are being met through the completion of vehicle trip counts.

### 3.3 | Rideshare

#### *Car/Vanpool*

Ridesharing (carpool and vanpool) can be an important vehicle trip reduction strategy. The applicant will work with car/vanpool/rideshare agencies to potentially provide strategically located parking spaces within the site.

#### *Carsharing*

Carsharing refers to a short-term automobile rental service available to the general public. Carsharing operators provide a fleet of vehicles that are placed across defined geographic areas and can be used by members for personal trips that are typically short in length and duration. Carsharing encourages travelers to use alternative transportation methods because they can use carshare vehicles for trips rather than have to rely on their private vehicle. Carsharing programs allow residents and employees to give up their cars and can reduce some of the parking demand.

The applicant will work with carshare agencies to provide strategically located parking spaces within the site. If opportunities exist to coordinate with other property owners in the vicinity, then a joint effort will be pursued.

### 3.4 | Incentives

Adjusting the cost of travel is the most effective tool in TDM programs. Options can include increasing the cost of undesirable actions (i.e. driving alone) and decreasing the cost of desirable actions. The following are incentives that could be implemented:

- Contributions to employee and resident Metro fare cards
    - Temporary transit subsidies have proven successful at encouraging people who normally drive alone to try and subsequently continue to use transit
- Tenant incentives to participate in yearly transportation management surveys

### 3.5 | Outreach

The program manager will coordinate with area TDM providers to help assist and implement strategies such as:

- Online ridesharing
- Guaranteed Ride Home
- Employer consultation
- Teleworking program development
- Tabling events to build awareness of commute choices

## 4.0 | PROGRAM MONITORING

Program monitoring of the site will be implemented in order to ensure performance. The monitoring program will assess whether the implemented TDM strategies meet the forecasted peak hour vehicle trip reduction targets shown in Table 1.

**Table 1: TDM Goals**

| | Peak Hour | Residential and Office Use Permits | ITE Land Use Code | Maximum ITE Projected Trips* | Target Peak Hour Trip Reduction Percentage | TDM Trip Reduction Goal |
|---|---|---|---|---|---|---|
| Residential | AM | 1 to 635 DU | 220 | 276 | 35% | 180 |
| | PM | 1 to 635 DU | 220 | 306 | 35% | 199 |
| Office | AM | up to 413,000 SF | 710 | 415 | 25% | 312 |
| | PM | up to 413,000 SF | 710 | 438 | 25% | 329 |

**Based on ITE 10th Edition*

The monitoring of the TDM Program should consist of person surveys, trip counts, and a report. Appropriate monitoring standards for each element are discussed in this section.

Person surveys and vehicular traffic counts will be conducted for the property beginning one year following issuance of the final initial RUP or Non-RUP for the first new building to be constructed on the property. Person Surveys will be conducted every three (3) years and Vehicular Traffic Counts will be collected annually until the results of three consecutive annual traffic counts conducted upon buildout show that the applicable trip reduction goals for the property have been met. Notwithstanding the aforementioned, at any time prior to or after buildout, Town staff may suspend such vehicle traffic counts if conditions warrant such.

### 4.1 | Surveys

Surveys will be performed by the TPM and analysis of the survey shall include, at minimum, the following items:

1. A description of the TDM strategies in effect for the survey period and a description of how such measures have been implemented.
2. The number of people surveyed and the number of people who responded.
3. The results of the surveys taken during the survey period.
4. The number of people participating in the TDM programs, displayed by category and mode of use.
5. An evaluation of the effectiveness of the TDM program elements in place, including their effectiveness at achieving the TDM goals, and, if necessary, proposed modifications and how they will be implemented.

If a survey reveals that changes to the TDM Plan are needed or advisable, then the TPM shall coordinate with such changes with the Town and, as necessary, implement the revisions.

### 4.2 | Trip Counts

Traffic counts will be collected for the purpose of verifying that the proffered TDM goals are being met. Trip counts shall be collected yearly until such time as three (3) consecutive trip counts show that the vehicle trips generated are less than or equal to the TDM Goals. Notwithstanding the aforementioned, at any time prior to or after stabilization, the Town may suspend such vehicle traffic counts and/or person surveys if conditions warrant such.

### 4.3 | Reporting

The Report details the implementation of the TDM Plan. The Report is anticipated to occur every year starting at first occupancy of the first building and will be provided to Town Staff.

The Report shall include, at a minimum, the following items:

1. A description of the current TDM strategies and implementation efforts.
2. Description of the details associated with the monitoring and reporting requirements of the TDM program.
3. Analysis of any applicable surveys and/or trip counts.
4. Description of the TDM strategies that will be put into place.
5. Any revisions to the TDM Plan.
6. An update of the program manager's contact information.
7. AM and PM peak traffic counts during the years in which they are required.

TOWN OF Herndon VIRGINIA

# MEMORANDUM

**To:** Chair Michael Romeo, Planning Commission

**From:** Chair Leslie Blaker-Glass, Architectural Review Board *BLG*

**Date:** May 5, 2022

**Subject:** ARB Review of the Parkview Development, DP#19-01

---

This memo serves as a report of the ARB's preliminary review of the building and urban design of the Parkview development project as proposed in case DP#19-01. The ARB reviewed the conceptual design of this project at four work sessions, with the most recent one occurring on May 4th, 2022. As this was a preliminary review and focused on the conceptual designs provided, the board offered feedback regarding general compliance with the applicable guidelines and areas of concern where additional attention should be given when the project returns with a formal ARB application. In those four reviews, the Board was presented designs for the maximum FAR mixed-use option, the minimum FAR mixed-use option, and the maximum FAR all-commercial option.

Throughout the reviews, the applicant and their team were thorough and responsive, and discussion remained informative and productive. The ARB has been in general support of the overall architectural narrative since the first review and appreciates the changes the applicant pursued to address early comments.

ARB discussion of this project focused on these principal design topics:

1) The pedestrian experience along Herndon Parkway, Worldgate Drive, and Herndon Promenade
2) The mass and façade design of the parking garages
3) The use of a diverse and textured exterior cladding palette
4) Differentiation but cohesiveness between buildings
5) Visually unique forms and details that reinforce a Herndon sense of place

The ARB expects discussion of these items to continue with the formal ARB submission and urges the continued refinement of the design by the applicant to comprehensively consider these items.

Of the more specific guidance provided to the applicant, the ARB offered the following:

- Open garages along streetscapes should be avoided where possible. If necessary, they should have landscaping screening and/or architectural detailing that helps obscure the garage or create visual interest along the garage façade at the ground level. The use of decorative architectural features or artwork are options to be explored.

- The overall mass of the garages should be managed further. Adding more variation in screening methods, even in simple ways such as adding colors or different patterns may be useful. Also, finding more opportunities to carry patterns and forms down from the buildings above the podiums may also serve to further break up the garage mass. The applicant has successfully started to employ these methods however some additional refinement at strategic points in the garages is encouraged.
- Although possibly a result of conceptual drawings, the evident modern design has at times seemed cold and monotone in some locations. The applicant has successfully worked to infuse warmer colors and more textured cladding during the design refinement process to date, however the ARB will seek to have this furthered as a possible approach to creating a more Herndon-specific character, to include enhancement of the pedestrian-focused experience as noted above.

The Board is appreciative of the time invested, and thoughtful work the applicant's team has taken to prepare for the ARB reviews and respond to the input received. Although the ARB believes further refinement will be needed to comply with the applicable guidelines, those matters are relatively minor and looks forward to further thought leadership and discussion with the applicant during the formal ARB review process. It is the opinion of the ARB that the concept designs included in the proposed Development Plan are largely aligned with the design guidelines and criteria.

TOWN OF Herndon VIRGINIA

STAFF REPORT

**Town Council**

**August 9, 2022**

**Title:**

Resolution- to approve an equipment lease purchase agreement between the Town of Herndon, Virginia and United Financial for the financing of HVAC equipment for the Herndon Centennial Golf Shop

**Staff Contact:**

Robert Tang, Director of Finance
Telephone: (703) 435-6898
E-mail: Robert.Tang@herndon-va.gov

**Description:**

The Town of Herndon has identified a need for 2 new HVAC units for The Herndon Centennial Golf Course Shop. The Town has partnered with VML/VACO to assist with lease financing options for the new HVAC equipment. An RFP was issued for the equipment by VML/VACO for lease financing for the options of 3, 5, 7-year terms for the amount not to exceed $300,000. United Financial, a subsidiary of HomeTrust Bank came in with the lowest proposals for the 3- and 5-year terms. Signature Bank had the lowest 7- year term. The lease financing option provides a tax-exempt fixed rate of financing which allows the town flexibility in cash flow and the ability to own the equipment at the end of the lease term. The lease has flexibility for early payoff with no additional fees. The HVAC units will be placed at the pro shop at Herndon Centennial Golf Course on 909 Ferndale Avenue, Herndon, VA 20170.

**Fiscal Impact:**

The total fiscal impact of the lease financing for 5 years, which is the recommended term needed would be $328,582.11. The principal amount would be $300,000 and the total interest would be $28,582.11 at a nominal annual rate of 3.13%. The first payment will be for the interest portion in the amount of $4,799.33 for Fiscal Year 2023. Regular Debt service payments will begin in fiscal year 2024, the first debt payment would be for $69,520.41. Final payment of the Debt Service schedule will be August of 2027 (Fiscal Year 2028).

**Staff Recommendation:**

Recommend that the Mayor and Town Council approve the resolution and allow the Town Manager or his designee to sign for the contract and any other necessary documents to proceed with the closing of the lease purchase agreement.

**Attached Documents:**

1. Draft Resolution
2. Municipal Lease and Option Agreement

**Staff:**

*Robert Tang*

Robert Tang
Director of Finance
Town of Herndon, VA

**TOWN OF HERNDON, VIRGINIA**

**RESOLUTION**

**August 9, 2022**

**Resolution- to approve an equipment lease purchase agreement between the Town of Herndon, Virginia and United Financial for the financing of HVAC equipment for the Herndon Centennial Golf Shop**

**WHEREAS,** the Town of Herndon (the "Town") Herndon Centennial Golf Shop is in need of a new HVAC system; and

**WHEREAS,** the Town has received from United Financial, a Division of HomeTrustBank ("the Bank"), a proposal to finance the acquisition of HVAC equipment (the "proposal"); and

**WHEREAS,** the proposal of the Bank, which is attached to this Resolution, provides a desirable tax-exempt fixed rate of financing; and

**WHEREAS,** a draft of an Equipment Lease Purchase agreement (the "Lease Purchase Agreement") between the Bank, as Lessor and the Town, as Lessee to implement such financing has been prepared and attached; and

**WHEREAS,** the Town will in no event issue more than $10,000,000 of obligations as qualified tax-exempt obligations in calendar year 2022, including the obligations under the Lease Purchase Agreement;

**NOW, THEREFORE, BE IT RESOLVED** that the Town Council of the Town of Herndon, Virginia, hereby determines that it is in the best interest to accept the proposal and enter into the Lease Purchase agreement; and hereby authorizes the Town Manager or his designee to execute this agreement and deliver all certificates or instruments and any necessary actions to affect the Lease Purchase Agreement and the associated financing.

**BE IT FURTHER RESOLVED** that this resolution is effective upon adoption.

# MUNICIPAL LEASE AND OPTION AGREEMENT

**No.**
**Date: 8/1/2022**

**LESSOR:**
**Name:** HomeTrust Bank
**Address:** P.O. Box 10
**City:** Asheville **State:** NC **Zip:** 28802-0010
**Contact and Title:** John M. Tench, Senior Vice President
**Telephone:** 828-684-5643

**LESSEE:**
**Name:** Town of Herndon, VA
**Address:** 777 Lynn Street
**City:** Herndon **State:** VA **Zip:** 20170
**Contact and Title:** Robert Tang, Director of Finance
**Telephone:** 703-435-6800

**LOCATION OF EQUIPMENT IF OTHER THAN ABOVE ADDRESS OF LESSEE.**
**Address:** 909 Ferndale Ave. **City:** Herndon **County:** Fairfax **State:** VA **Zip**: 20170

| EQUIPMENT COST | LEASE TERM | COMMENCMENT DATE | NO./AMOUNT OF RENTAL PAYMENTS |
|---|---|---|---|
| **$300,000.00** | No. Payments 10<br>Monthly ☐<br>Annual ☐<br>**Semi**-Annual ☒ | **8/1/2022**<br>First Payment Due - **2/1/2023**<br>Advance ☐<br>Arrears ☒ | **See Schedule B-Payment Schedule attached hereto and made a part hereof ("Payment Schedule")** |

**ARTICLE I: COVENANTS OF LESSEE.**
Lessee represents, covenants and warrants, for the benefit of Lessor and its assigns, as follows:

**Section 1.01:** Lessee is a public body, corporate and politic, duly organized and existing under the Constitution and laws of the State in which it is domiciled ("State"), and will do or cause to be done all things necessary to preserve and keep in full force and effect its existence as a body corporate and politic.

**Section 1.02:** Lessee has been duly authorized to execute, deliver and perform this Municipal Lease and Option Agreement ("Agreement") under the Constitution and laws of the State and under the terms and provisions of the resolution of its governing body, or by other appropriate official approval. Lessee further represents, covenants and warrants that all requirements have been met, and procedures have occurred in order to ensure the enforceability of this Agreement, and Lessee has complied with such public bidding requirements as may be applicable to this Agreement and the acquisition by Lessee of the Equipment hereunder. Lessee shall cause an opinion of its counsel in form acceptable to Lessor to be executed and delivered to Lessor.

**Section 1.03:** During the Term, the Equipment will be used by Lessee only for lawful purposes of performing one or more governmental or proprietary functions of Lessee consistent with the permissible scope of Lessee's authority, and will not be used in a trade or business of any person or entity other than the Lessee.

**Section 1.04:** During the Term Lessee will annually provide Lessor or Its assigns with current financial statements, budgets or proof of appropriation for the ensuing fiscal year and such other financial information relating to the ability of Lessee to continue this Agreement as may be reasonably requested.

**Section 1.05:** The Equipment Is, and shall remain during the Term, personal property and when subject to use by Lessee under this Agreement, will not be or become fixtures and will have a useful life in the hands of the Lessee that Is substantially In excess of the Term.

**ARTICLE II: DEFINITIONS.**
The following terms will have the meanings indicated below unless the context clearly requires otherwise:
**Section 2.01 "Equipment":** means the equipment selected for acquisition and use by the Lessee as more fully described in the attached Schedule A Equipment List and all replacement parts, substitutions, accessions, attachments and additions thereto.

**Section 2.02 "Lease Payment":** means the periodic payment described in the attached Schedule B Payment Schedule, required to be paid by Lessee to Lessor for the use of the Equipment during the Term.

**Section 2.03 "Term":** means the period of time this Agreement is in force as specified in the Schedule B Payment Schedule.
**Section 2.04 "Lessor":** means the entity designated on the face of this Agreement as Lessor hereunder.
**Section 2.05 "Vendor":** means the manufacturer, agent or dealer from whom Lessor purchased or is purchasing the Equipment.

**ARTICLE III: COMMENCEMENT OF LEASE TERM.**
**Section 3.01:** The Term shall commence on the date specified on the attached Schedule B Payment Schedule ("Commencement Date") and unless earlier terminated as expressly provided in Article V, Section 5.04, will continue for the period specified in Schedule B Payment Schedule.
**Section 3.02:** In the event of termination in accordance with Section 5.03 hereof, Lessee agrees at its expense, to peaceably surrender possession of the Equipment to Lessor, or its assigns, on the effective date of such termination, in good working condition, reasonable wear and tear excepted, assembled and packed for shipment in accordance with manufacturers specifications and shipped at Lessee's expense to any location in the continental United States so specified by Lessor or its assigns.

**ARTICLE IV: INSPECTION AND IDENTIFICATION.**
**Section 4.01:** Lessor and its assigns shall have the right at all reasonable times, during normal business hours, to enter into and upon the property of Lessee for the purpose of inspecting the Equipment.

**ARTICLE V: LEASE PAYMENTS.**
**Section 5.01:** In consideration of the mutual promises and the agreements on the part of Lessor hereinafter contained, and for Lessee's use of the Equipment during the Term, Lessee hereby agrees to pay Lease Payments in lawful money of the United States of America, without further notice or demand, to Lessor's office or such other address as may be designated by Lessor, or its assigns, in the amounts and on the dates set forth in Schedule B Payment Schedule attached to this Agreement. A portion of each Lease Payment is paid as, and represents payment of interest and principal, respectively as described in Schedule B Payment Schedule.

**Section 5.02:** Subject to Section 5.03, the obligation of Lessee to make payment of Lease Payments and other amounts payable by Lessee under this Agreement shall be absolute and unconditional in all events. Lessee shall make all such payments when due and shall not withhold any such payments as a result of any disputes arising among Lessee and any Vendor and any other person, other than lessor, nor shall Lessee assert any right of set-off, defense or counter-claim against its obligation to make such payments or be entitled to any abatement of such payments. In the event any Lease Payment is not paid within fifteen (15) days of its due date, the Lessee shall be subject to a late charge of the lesser of (a) 10% of the past due Lease Payment or (b) such maximum late charge as may be permitted by applicable law.

**Section 5.03:** In the event insufficient funds are appropriated for the payment of the Lease Payments hereunder and lessee has no funds legally available for Lease Payments from other sources the Lessee may terminate this agreement at the end of its current fiscal year, and after having returned the equipment to the Lessor, or its assigns, in accordance with Section 3.02, Lessee shall not be obligated to make payment of subsequent Lease Payments. Lessee agrees to give notice of such termination of at least thirty (30) days after such non-appropriation shall occur.

**Section 5.04:** No Deficiency Judgment. No provision of this agreement shall be construed or interpreted as creating a pledge of the faith and credit of the Lessee within the meaning of any constitutional debt limitation. No provision of this agreement shall be construed or interpreted as creating a delegation of governmental powers nor as domination by or lending of the credit of the Lessee within the meaning of the constitution of the State. This Agreement shall not directly or indirectly or contingently obligate the Lessee to make any payments beyond those appropriated in the sole discretion of the Lessee for any fiscal year in which this Agreement is in effect; provided, however that any failure or refusal by the Lessee to appropriate funds, which results in the failure of the Lessee to make any payment coming due hereunder will in no way obviate the occurrence of the event of default resulting from such non-payment. No deficiency judgment may be rendered against the Lessee in any action for breach of a contractual obligation under this Agreement and the taxing power of the Lessee is not and may not be pledged directly or indirectly or contingently to secure any moneys due under this Agreement. No provision of this Agreement can be construed to create a lien on any class or source of the Lessee's moneys, nor shall any provision of this Agreement restrict the future issuance of any of the Lessees bonds or moneys. To the extent of any conflict between this Section and any other provisions of this Agreement, this Section shall take priority.

**ARTICLE VI: TITLE TO EQUIPMENT; SECURITY INTEREST.**
**Section 6.01:** During the Term title to the Equipment and any and all additions, repairs, replacements or modifications shall vest in Lessee, subject to the rights of Lessor under this Agreement. Upon the occurrence of an Event of Default as set forth in Section 12.01 or non-appropriation as set forth in Section 5.03 title to the Equipment shall immediately vest in Lessor, and Lessee will upon Lessors request, reasonably surrender possession of the Equipment to Lessor until the occurrence of an Event of Default or non-appropriation Lessee shall be entitled to quiet enjoyment of use of the Equipment for the Term.

**Section 6.02:** To secure payment of all of Lessee's obligations under this Agreement, Lessee grants to Lessor a first Security Interest in the Equipment and all additions, attachments, accessions and substitutions thereto, and on any proceeds therefrom. Lessee agrees to execute such additional documents instruments, in form satisfactory to Lessor or its assigns, which Lessor, or its assigns, deem necessary or appropriate to establish and maintain its security interest.

(**continued on back**)

**THIS AGREEMENT IS SUBJECT TO THE TERMS AND CONDITIONS PRINTED ABOVE AND ON REVERSE SIDE WHICH ARE MADE A PART HEREOF**

**ACKNOWLEDGED AND AGREED**

**Lessee acknowledges reading and receiving a copy of this Agreement and the Undersigned affirms that he has been duly authorized to execute this Agreement on behalf of the Lessee. Closing of the transaction(s) described herein, and the implementation hereof is expressly conditioned upon approval of Lessor's Senior Loan Committee, the receipt, review and acceptance of properly executed documentation acceptable to Lessor, and the absence of any material adverse change in Lessee's financial condition prior to deliver and acceptance of the Equipment.**

| | | | |
|---|---|---|---|
| **LESSOR/PLEDGEE:** | **HomeTrust Bank** | **LESSEE/PLEDGOR:** | **Town of Herndon, VA** |
| **NAME:** | **John M. Tench** | **NAME:** | **Bill Ashton** |
| **SIGNATURE:** | _____ | **SIGNATURE:** | _____ |
| **TITLE:** | **Senior Vice President** | **TITLE:** | **Town Manager** |
| **DATE:** | **8/1/2022** | **DATE:** | **8/1/2022** |

**ARTICLE VII: MAINTENANCE; MODIFICATION; LOCATION; TAXES; INSURANCE.**

**Section 7.01: At all times during the Term, Lessee will, at its own cost and expense, maintain, preserve and keep the Equipment in good repair, working order and condition, and will from time to time make or cause to be made all necessary and proper repairs, replacements and modifications, provided however, Lessee shall not materially modify or alter the Equipment without Lessor's prior written consent.**

**Section 7.02: The parties to this Agreement contemplate that the Equipment will be located (permanently garaged in the case of vehicles) at the place specified above, which location shall not be changed without Lessors prior written consent, and will be used for a governmental or proprietary purpose of Lessee and, therefore, the Equipment will be exempt from all taxes presently assessed and levied with respect to personal property. In the event the use, possession or acquisition of the Equipment is found to be subject to taxation in any form (except for income taxes of Lessor). Lessee will pay during that Term as the same come due, all taxes and governmental charges of any kind whatsoever that may at any time be lawfully assessed or levied against or with respect to the Equipment and, to the extent permitted by law, file all required tax forms, returns and reports relating thereto. In all events, Lessee shall pay all gas, water, steam, electricity, heat, power, telephone, utility and other charges Incurred in the operation, maintenance, use, occupancy and upkeep of the Equipment.**

**Section 7.03 Insurance: At its own expense Lessee shall cause casualty, public liability and property damage insurance in such amounts and with such insurers as are acceptable to Lessor to be carried and maintained, or shall demonstrate to the satisfaction of Lessor that adequately funded self-insurance is provided with respect to the Equipment, sufficient to protect the Full Insurable Value (meaning the full replacement value (new) of the Equipment or the then applicable Concluding Payment, whichever is greater), and to protect Lessor from liability in all events. All insurance proceeds from casualty losses shall be payable as provided in Article VIII hereof. Lessee shall furnish to Lessor certificates and copies of policies in form acceptable to Lessor evidencing such coverage throughout the Term. Alternatively, Lessee may insure the Equipment under a blanket insurance policy or policies which cover not only the Equipment but other properties. If Lessee shall insure similar properties by self-insurance, Lessee will insure the Equipment by means of an adequate insurance fund. All Insurance shall name Lessee and Lessor as assureds and loss payees as their respective interests may appear and shall provide for at least (10) days prior written notice by the underwriter or insurance company to the Lessor in the event of cancellation, expiration, or material alteration of the insurance coverage required herein.**

**ARTICLE VIII: DAMAGE, DESTRUCTION AND CONDEMNATION PROCEEDS.**

**Section 8.01: Lessee bears all risk of loss, destruction, confiscation or condemnation of, or damage to the Equipment. If prior to the termination of the Lease Term (a) the Equipment or any portion thereof is destroyed or damaged by fire or other casualty in whole or in part; or (b) title to, or the temporary use of, the Equipment or any part thereof shall be taken under the exercise of the power of eminent domain by any governmental body or by any person, firm or corporation acting under governmental authority, Lessee shall immediately notify Lessor in writing of such occurrence and Lessee and Lessor will cause the proceeds of any insurance claim or condemnation award, after deducting all expenses (including attorney's fees) incurred in the collection of such claim or award ("Net Proceeds"), to be applied to Lessee's obligations pursuant to Section 8.02 hereof.**

**Section 8.02: Insurance policies issued in accordance with the provisions of section 7.03 of this Agreement shall provide for insurance recoveries because of loss to be payable to Lessee and Lessors as their interests appear. All Net Insurance Proceeds paid because of loss of or damage to the Equipment shall be applied to the prompt repair or restoration of the Equipment, if (a) the Net Insurance Proceeds are sufficient to complete the needed work, and (b) in the Lessees opinion such repair or restoration is feasible. Any part of the Net Insurance Proceeds not used for repair or restoration shall be Lessee's property free and clear of Lessor's security interest, unless (a) Lessee defaults with respect to its obligations under the Agreement, and (b) on default Lessor elects to exercise its remedy of repossession of the Equipment and Proceeds as specified in Section 12.02. If Net Insurance Proceeds are insufficient to complete the needed repairs or restoration, or if Lessee determines that such repair or restoration is not feasible, Lessee shall, at its option, (a) pay Lessor the Purchase Option Price as of the next scheduled Prepayment Date, together with any outstanding Rental Payments due before that Prepayment Date, and terminate this Agreement; or (b) if all Prepayment Dates have passed, pay Lessor the final Rental Payment together with any outstanding Rental Payments due before the date the final Rental payment is due, and terminate this agreement; or (c) complete the needed repairs, using its own funds to supplement the Net Insurance Proceeds, and continue to pay Lessor in accordance with this Agreement. There shall be no abatement of Rental Payments while repairs are being completed.**

**ARTICLE IX: LESSOR DISCLAIMERS, EQUIPMENT USE AND VENDOR WARRANTIES.**

**Section 9.01: LESSOR MAKES NO WARRANTY OR REPRESENTATION, EITHER EXPRESS OR IMPLIED, OF ANY NATURE WHATSOEVER, INCLUDING THOSE AS TO THE VALUE, DESIGN, CONDITION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR FITNESS FOR USE OF THE EQUIPMENT, OR WARRANTY WITH RESPECT THERETO. IN NO EVENT SHALL LESSOR BE LIABLE FOR ANY INCIDENTAL, INDIRECT, SPECIAL OR CONSEQUENTIAL DAMAGE IN CONNECTION WITH OR ARISING OUT OF THIS AGREEMENT OR THE EXISTENCE, FURNISHING, FUNCTIONING OR LESSEE'S USE OF THE EQUIPMENT OR ANY ITEM THEREOF OR SERVICES PROVIDED FOR IN THIS AGREEMENT. LESSEE HEREWITH ACCEPTS THE EQUIPMENT ON AN "AS-IS", WHERE-IS" BASIS.**

**Section 9.02: Lessee acknowledges that Lessor is not the Vendor or its agent and that the selection of the Equipment has been made by Lessee at its sole risk. Lessor hereby irrevocably appoints Lessee its agent and attorney-in-fact during the Term, so long as Lessee shall not be in default hereunder, to assert from time to time whatever claims and rights, including warranties of the Equipment, which Lessor may have against the Vendor of the Equipment. Lessee's sole remedy for the breach of such manufacturers or vendors warranty, indemnification or representation shall be against the Vendor of the Equipment. Lessee expressly acknowledges that Lessor makes, and has made no representation or warranties whatsoever as to the existence or availability or enforceability of such warranties of the Vendor.**

**Section 9.03: Lessee will not, nor permit any party to, install, use, operate or maintain the Equipment improperly, carelessly, in violation of any applicable law or in a manner contrary to that contemplated by this Agreement. If the Equipment is a motor vehicle, it shall not be used for transportation of or storage of toxic, radioactive, hazardous or flammable materials. Lessee shall provide all permits and licenses, if any, necessary for the installation and operation of the Equipment. In addition, Lessee agrees to comply in all respects (including, without limitation, with respect to the use, maintenance and operation of each item of the Equipment) with all laws of the jurisdictions in which its operations, involving any item of Equipment may extend and any legislative, executive, administrative or judicial body exercising any power or jurisdiction over the items of the Equipment. Transportation of toxic, radioactive, flammable or hazardous materials incidental to the intended use of the vehicle is not a violation of 9.03.**

**ARTICLE X: OPTION TO PURCHASE.**

**Section 10.01: Provided Lessee is not in default hereunder, Lessee may, upon giving Lessor not less than thirty (30) days prior written notice, elect to purchase all, but not less than all, of the Equipment for the applicable Concluding Payment amount as set forth in the attached Schedule B Payment Schedule, which amount shall be due and payable on the next succeeding Lease Payment date together with the Lease Payment due on such date and all other amounts accruing hereunder to Lessor as of such date.**

**ARTICLE XI: ASSIGNMENT AND INDEMNIFICATION.**

**Section 11.01: This Agreement, and the obligations of Lessee to make payments hereunder, may be assigned by Lessor and reassigned in whole or in part to one or more assignees at any time subsequent to its execution, without the consent of Lessee. Lessor agrees to give notice of assignment to Lessee and upon receipt of such notice Lessee agrees to make all payments to the assignee designated in the assignment, and Lessee agrees that the Assignee shall have all of Lessor's rights without being responsible for Lessor's duties and obligations hereunder. Lessee agrees to execute all documents, including notices of assignment and chattel mortgages or financing statements which may be reasonably requested by Lessor or its assignee to protect their interests in the Equipment and in this Agreement. The Lessor's interest in this Agreement may not be assigned or reassigned in whole or in part unless (i) the document by which such assignment or reassignment is made discloses the name and address of the assignee; and (ii) the Lessee covenants and agrees with the Lessor and each subsequent assignee of Lessor to maintain for the term of this Agreement a complete and accurate written record of each such assignment and reassignment in form necessary to comply with Section 149(a) of the 1986 Tax Reform Act, as amended, and the regulations proposed or existing from time to time promulgated thereunder.**

**Section 11.02: THIS AGREEMENT, THE EQUIPMENT OR ANY INTEREST OF LESSEE IN THE EQUIPMENT MAY NOT BE SOLD, ASSIGNED, SUBLET, RENTED, LOANED OR ENCUMBERED BY LESSEE WITHOUT THE PRIOR WRITTEN CONSENT OF LESSOR.**

**Section 11.03: To the extent permitted by the laws and Constitution of the State, Lessee shall, at its expense, protect, defend, hold harmless and indemnify Lessor from and against any and all liability, obligations, losses, claims and damages whatsoever, regardless of cause thereof, expenses in connection therewith, including, without limitation, counsel fees and expenses, penalties and interest arising out of or as the result of the entering into of this Agreement, the ownership of any item of the Equipment, the ordering, acquisition, use, operation, condition, purchase, delivery, rejection, storage or return of any item of the Equipment or any accident in connection with the operation, use, condition, possession, storage or return of any item of the Equipment resulting in damage to property or injury to, or death to any person. Lessee shall immediately notify Lessor of the existence of any claim indemnified for herein.**

**ARTICLE XII: EVENTS OF DEFAULT AND REMEDIES.**

**Section 12.01: The following shall constitute an "Event of Default" as defined hereunder:**
**A. Failure by Lessee to pay any Lease Payment or other payment required to be paid hereunder at the time specified herein: or**
**B. Failure by Lessee to observe and perform any other covenant, condition or agreement on its part to be observed or performed by Lessee under this Agreement or any other agreement by and between Lessee and Lessor, after having received thirty (30) days prior written notice from Lessor; or**
**C. Breach of any material representation or warranty by Lessee under this Agreement; or**
**D. Commencement by Lessee of a case or proceeding under the Federal bankruptcy laws or filing by Lessee of any petition or answer admitting or not contesting the material allegations of a petition filed against Lessee in any such proceeding; or**
**E. A petition against Lessee in a proceeding under any existing or future bankruptcy, insolvency or other similar law shall be filed and not withdrawn or dismissed within thirty (30) days thereafter.**

**Section 12.02: Upon the occurrence of an Event of Default, Lessor shall have the right, at its sole option without any further demand or notice, to exercise any one or more of the following remedies and hold Lessee liable for all costs and expenses thereof, including, but not limited to, court costs and attorney's fees:**
**A. Require Lessee at Lessee' risk and expense to promptly return the Equipment in the manner and in the condition set forth in Section 3.02 hereof;**
**B. Take whatever other action at law or in equity as may appear necessary or desirable to enforce its rights as the owner of the Equipment.**

**Section 12.03: No remedy herein conferred upon or reserved to Lessor is intended to be exclusive and every such remedy shall be cumulative and shall be in addition to every other remedy given under this Agreement now or hereinafter existing at law or in equity. No delay or omission to exercise any right or power accruing upon any Default shall impair any such right or power which may be exercised from time to time and as often as may be deemed expedient. No waiver by Lessor of any right or remedy it may have hereunder shall be deemed to constitute waiver of said right or remedy at any future date or of any other right or remedy which Lessor may have.**

**ARTICLE XV: MISCELLANEOUS.**

**Section 13.01 Notices: All notices, certificates or other communications hereunder shall be sufficiently given and shall be deemed given when delivered personally or mailed by registered mail, postage prepaid to the parties at their respective places of business.**

**Section 13.02 Binding Effect: This Agreement shall insure to the benefit of and shall be binding upon Lessor and Lessee and their respective successors and assigns.**

**Section 13.03 Severability: In the event any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof.**

**Section 13.04 Survival of Lessee's Indemnifications: Any indemnification, warranty, or covenant made by Lessee, except for the payment of Lease Payments as specifically provided herein, but specifically including the indemnifications contained in Section 11.03, shall survive the expiration or termination of the Term.**

**Section 13.05 Discharge of Lessee's Obligations: If Lessee falls or refuses to discharge its obligations hereunder, Lessor may, at its sole discretion but without obligation, discharge any obligation of Lessee hereunder and Lessee shall, upon demand, reimburse Lessor for amounts paid on Lessee's behalf and said amounts shall be deemed payable hereunder.**

**Section 13.06 Applicable Law: This Agreement shall be governed by and construed accordance with the laws of the State.**

**Section 13.07 Captions: The captions or headings in this Agreement are for convenience only and in no way define, limit or describe the scope or intent of any provisions or sections of this Agreement.**

**Section 13.08 Entire Agreement: This Agreement constitutes the entire agreement between Lessor and Lessee and may not be amended, altered or mortified except by written instrument signed by Lessor or its assigns and Lessee. There are no understandings, agreements, representations or warranties, expressed or implied, not specified herein regarding this Agreement or the Equipment leased hereunder. Lessee by the signature of its authorized representative acknowledges that it has read this Agreement, understands it, and agrees to be bound by its terms and conditions.**

**ARTICLE XVI: DISHONORED ITEM FEE.**

**Section 14.01 Lessee will pay a fee to Lessor in an amount equal to the maximum allowable by state law if Lessee makes a payment on Lessee's lease and the check or preauthorized charge with which Lessee pays is later dishonored."**

## SCHEDULE A -- EQUIPMENT LIST
## MUNICIPAL LEASE AND OPTION AGREEMENT

**No.**
**Date: 8/1/2022**

**LESSOR:**
**Name:** HomeTrust Bank
**Address:** P.O. Box 10
**City:** Asheville **State:** NC **Zip:** 28802-0010
**Contact and Title:** John M. Tench, Senior Vice President
**Telephone:** 828-684-5643

**LESSEE:**
**Name:** Town of Herndon, VA
**Address:** 777 Lynn Street
**City:** Herndon **State:** VA **Zip:** 20170
**Contact and Title:** Robert Tang, Director of Finance
**Telephone:** 703-435-6800

**LOCATION OF EQUIPMENT IF OTHER THAN ABOVE ADDRESS OF LESSEE.**
**Address:** 909 Ferndale Ave. **City:** Herndon **County:** Fairfax **State:** VA **Zip**: 20170

| EQUIPMENT COST | LEASE TERM | COMMENCMENT DATE | NO./AMOUNT OF RENTAL PAYMENTS |
|---|---|---|---|
| **$300,000.00** | No. Payments 10<br>Monthly ☐<br>Annual ☐<br>**Semi-**Annual ☒ | **8/1/2022**<br>First Payment Due - **1/1/2023**<br>Advance ☐<br>Arrears ☒ | **See Schedule B-Payment Schedule attached hereto and made a part hereof ("Payment Schedule")** |

This Schedule A – Equipment List dated as 8/1/2022 of is being executed by **Town of Herndon, VA** as Lessee and **HomeTrust Bank** as Lessor, as a supplement to, and is hereby attached to and made a part of that certain Municipal Lease and Option Agreement dated as of 8/1/2022 ("Lease"), between Lessor and Lessee. Lessor hereby leases to Lessee under and pursuant to the Lease, and Lessee hereby accepts and Leases from Lessor under and pursuant to the Lease, subject to and upon the terms and conditions set forth in the Lease and upon the terms set forth below, the following items of Equipment:

| ITEM | QUANTITY | EQUIPMENT DESCRIPTION (Include Make, Model, Serial No. and all Attachments) |
|---|---|---|
| | 2 | Commercial HVAC units located at the Town of Herndon Centennial Golf Course Golf Shop, 909 Ferndale Ave, Herndon, VA 20170 |

LESSOR ASSUMES NO RESPONSIBILITY FOR PERFORMANCE OR MAINTENANCE OF THE EQUIPMENT. EQUIPMENT TO BE INSURED BY LESSEE. VENDOR IS NOT AN AGENT OF LESSOR AND NO EMPLOYEE OF VENDOR IS AUTHORIZED TO WAIVE. SUPPLEMENT OR OTHERIWISE ALTER ANY PROVISION HEREOF.

**Lease Term**: **SEE SCHEDULE "B"**
**Payment Frequency**: **SEE SCHEDULE "B"**
**Commencement Date:** **SEE SCHEDULE "B"**
**Lease Payment Amount:** **SEE SCHEDULE "B"**
**Sales/Use Tax:** **$0.00**
**Total Payment Amount:** **SEE SCHEDULE "B"**

**Payable on Lease Payment Dates set forth in Schedule B.**

**EXECUTED** ***as of the date first herein set forth.***

**LESSOR/PLEDGEE:** **HomeTrust Bank**
**NAME:** **John M. Tench**
**SIGNATURE:** _____
**TITLE:** **Senior Vice President**
**DATE:** **8/1/2022**

**LESSEE/PLEDGOR:** **Town of Herndon, VA**
**NAME:** **Bill Ashton**
**SIGNATURE:** _____
**TITLE:** **Town Manager**
**DATE:** **8/1/2022**

## ACCEPTANCE CERTIFICATE

The undersigned, as Lessee under the Municipal Lease and Option Agreement referred to above, acknowledges receipt in good condition of all of the Equipment above described as of the date set forth below (the "Commencement Date") and certifies that Lessor has fully and satisfactorily performed all of its covenants and obligations required under the Agreement.

Lessee hereby certifies that the description of the personal property set forth above constitutes an accurate description of the "Equipment" and further certifies that the location of the Equipment is as stated above unless otherwise indicated below.

Lessor assumes no responsibility for performance or maintenance of the Equipment. Equipment is to be insured by Lessee. Vendor is not an agent of Lessor and no employee of Vendor is authorized to waive, supplement or otherwise alter any provision herein.

Lessee unconditionally accepts the Equipment for all purposes of the Agreement as of the Commencement Date and agrees that it will commence payments in accordance with Article V of the Agreement.

**LESSEE/PLEDGOR:** **Town of Herndon, VA**
**NAME:** **Bill Ashton**
**SIGNATURE:** _____
**TITLE:** **Town Manager**
**DATE:** **8/1/2022**

# MUNICIPAL LEASE AND OPTION AGREEMENT

**No.**
**Date: 8/1/2022**

**LESSOR:**
**Name:** HomeTrust Bank
**Address:** P.O. Box 10
**City:** Asheville **State:** NC **Zip:** 28802-0010
**Contact and Title:** John M. Tench, Senior Vice President
**Telephone:** 828-684-5643

**LESSEE:**
**Name:** Town of Herndon, VA
**Address:** 777 Lynn Street
**City:** Herndon **State:** VA **Zip:** 20170
**Contact and Title:** Robert Tang, Director of Finance
**Telephone:** 703-435-6800

**LOCATION OF EQUIPMENT IF OTHER THAN ABOVE ADDRESS OF LESSEE.**
**Address:** 909 Ferndale Ave. **City:** Herndon **County:** Fairfax **State:** VA **Zip**: 20170

| EQUIPMENT COST | LEASE TERM | COMMENCMENT DATE | NO./AMOUNT OF RENTAL PAYMENTS |
|---|---|---|---|
| **$300,000.00** | No. Payments 10<br>Monthly ☐<br>Annual ☐<br>**Semi**-Annual ☒ | **8/1/2022**<br>First Payment Due - **1/1/2023**<br>Advance ☐<br>Arrears ☒ | **See Schedule B-Payment Schedule attached hereto and made a part hereof ("Payment Schedule")** |

**Lessor hereby leases to Lessee the Equipment for the purposes and upon the following terms and conditions:**

## INSURANCE COVERAGE REQUIREMENTS

(Check appropriate box)

1. ☒ In accordance with Section 7.03 of the Municipal Lease and Option Agreement referred to above ("Agreement"), we have instructed the insurance agent named below to issue All Risk Physical Damage Insurance on the leased equipment evidenced by a Certification of Insurance and Long Form Loss Payable Clause naming Lessor designated above and/or its assignees as Loss Payee and Public Liability Insurance evidenced by a Certificate of Insurance naming Lessor and/or its assigns as an Additional Insured. (Please fill in name, address and telephone number)

**Virginia Risk Sharing Association**
**PO Box 3239**
**Glen Allen, VA 23058**
**1-804-237-7325**

OR

2. ☐ Pursuant to Section 7.03 of the Agreement, we are self-insured for all risk, physical damage and public liability and will provide proof of such self-insurance in letter form together with a copy of statute authorizing this form of insurance.

OR

3. ☐ Proof of insurance coverage will be provided to you prior to the time that the equipment is delivered to us.

**LESSEE/PLEDGOR:** **Town of Herndon, VA**
**NAME:** **Bill Ashton**

**SIGNATURE:** _____
**TITLE:** **Town Manager**
**DATE:** **8/1/2022**

## ESSENTIAL USE/SOURCE OF FUNDS LETTER

Gentlemen:

This confirms and affirms that the Equipment described in the Municipal Lease and Option Agreement referred to above (the "Agreement") is essential to the function of the undersigned or to the service we provide to our citizens.

Further, we have an immediate need for, and expect to make immediate use of, substantially all such Equipment which need is not temporary or expected to diminish in the foreseeable future. Such Equipment will be used by us only for the purpose of performing one or more of our governmental or proprietary functions consistent with the permissible scope of our authority. Specifically, such Equipment was selected by us to be used as follows: **Service for the Community.**

The estimated useful life of such Equipment based upon manufacturer's representations and our projected needs is **15 Years.**

Our source of funds for payments of the rent due under the Agreement for the current fiscal year is **Tax Revenues.**

We expect and anticipate adequate funds to be available for all future payments of rent due after the current fiscal year for the following reasons: **Continued community growth and expanding tax revenues.**

**LESSEE/PLEDGOR:** **Town of Herndon, VA**
**NAME:** **Bill Ashton**

**SIGNATURE:** _____
**TITLE:** **Town Manager**
**DATE:** **8/1/2022**

## MUNICIPAL LEASE AND OPTION AGREEMENT
## SCHEDULE B: PAYMENT SCHEDULE

**LESSEE:** Town of Herndon, VA

**INVESTMENT:** $300,000.00

**COMMENCEMENT DATE:** 8/1/2022

**FIRST PAYMENT DATE:** 2/1/2023

| PMT NO. | PAYMENT | INTEREST | PRINCIPAL | CONCLUDING |
|---|---|---|---|---|
| 1 | $4,799.33 | $4,799.33 | $0.00 | $303,000.00 |
| 2 | $64,721.08 | $4,721.08 | $60,000.00 | $242,400.00 |
| 3 | $3,839.47 | $3,839.47 | $0.00 | $242,400.00 |
| 4 | $63,797.73 | $3,797.73 | $60,000.00 | $181,800.00 |
| 5 | $2,879.60 | $2,879.60 | $0.00 | $181,800.00 |
| 6 | $62,832.65 | $3,797.73 | $60,000.00 | $120,000.00 |
| 7 | $1,919.73 | $1,919.73 | $0.00 | $120,000.00 |
| 8 | $61,888.43 | $1,888.43 | $60,000.00 | $60,000.00 |
| 9 | $959.87 | $959.87 | $0.00 | $60,000.00 |
| 10 | $60,944.22 | $944.22 | $60,000.00 | $0.00 |

**IF THE TRANSACTION IS PAID IN FULL PRIOR TO THE FIRST PAYMENT DATE, THE CONCLUDING PAYMENT WILL BE CALCULATED UTILIZING THE SAME FORMULA AS IN THE REPAYMENT SCHEDULE ABOVE.**

**LESSOR:** HomeTrust Bank
**NAME:** John M. Tench
**SIGNATURE:** _____
**TITLE:** Senior Vice President
**DATE:** 8/1/2022

**LESSEE:** Town of Herndon, VA
**NAME:** Bill Ashton
**SIGNATURE:** _____
**TITLE:** Town Manager
**DATE:** 8/1/2022

**ESCROW AGREEMENT**

**MUNICIPAL LEASE AND OPTION AGREEMENT** (THE "LEASE")
**BY AND BETWEEN** Town of Herndon, VA as Lessee
**AND** HomeTrust Bank, as Lessor, dated as of 8/1/2022

**THIS ESCROW AGREEMENT** (the "Agreement") is made and entered into as of 8/1/2022 ("Agreement Date"), by and among Town of Herndon, VA ("Lessee") and HomeTrust Bank ("Lessor").

**W I T N E S S E T H:**
**WHEREAS**, Lessor and Lessee have entered into a certain Municipal Lease and Option Agreement (the "Lease"), dated as of 8/1/2022 pursuant to which the Equipment more particularly described therein on Schedule A-Equipment List (the "Equipment") will be leased to the Lessee under the terms stated in the Lease;

**WHEREAS**, Lessor and Lessee desire to make funding arrangements for the acquisition of the Equipment, and Agent agrees to serve as escrow agent for such funding and acquisition;

**NOW THEREFORE**, in consideration of the mutual agreements and covenant herein contained and for other valuable consideration, the parties hereby agree as follows:

1. HomeTrust Bank (“Agent”) shall undertake the duties and obligations of escrow agent as set forth in this Agreement.

2. Lessor has delivered to Agent the sum of $300,000.00 ("Escrow Amount") for deposit by Agent in the Town of Herndon, VA Escrow Account (the "Fund"). The Fund will be administered by Agent pursuant to the terms of this Agreement.

3. Deposits in the Fund shall be used to pay for the acquisition of the Equipment. The Equipment may be acquired as individual items or as groups of items. Agent shall make disbursements from the Fund in payment for the cost of each item or group of items of the Equipment promptly upon receipt of properly executed Escrow Disbursement Request Forms, in the form attached hereto as “Schedule 1” and “Schedule 2”, for that portion of acquisition of the Equipment for which payment is requested.

Payment by Agent shall be to the payee shown on the Escrow Disbursement Request Form.

4. Agent will invest the Fund, as specified by Lessor into HomeTrust Bank Business Money Market Number _____ in the name of the Lessee. Agent will retain in the Fund all earnings from investment of the Fund until termination of the Fund pursuant to Section 5 hereof.

5. Upon execution of one or more Acceptance Certificates by Lessee and payment of costs by Agent for all the Property, this Agreement and the Funds shall terminate, and Agent shall transfer to Lessor all remaining sums in the Fund. If not terminated earlier, this Agreement and the Fund shall terminate on 8/1/2023 ("Termination Date"). In this latter event, interest accrued pursuant to investment of the Fund under the terms of Section 4 hereof and all remaining principal in the Fund shall be transferred by Agent to Lessor; Schedule A-Equipment List of the Lease shall thereupon be revised to delete any non-acquired portions of the Equipment and to substitute an amended amortization payment schedule to reflect the reduced costs.

6. Lessor and Lessee may by written agreement between themselves remove the Agent, at any time and for any reason, and appoint a successor escrow agent. Such removal shall not be effective until thirty (30) days after written notice thereof if provided to Agent.

7. Agent may at any time and for any reason resign as escrow agent by giving written notice to Lessor and Lessee of its intention to resign and of the proposed date of resignation, which date shall be not less than thirty (30) days after giving Lessee and Lessor written notice of intent to resign, nor less than thirty (30) days after being appointed by Lessor and Lessee.

8. Agent shall have no obligation under the terms of this Agreement to make any disbursement except from the Fund. Agent makes no warranties or representations as to the Equipment or as to performance of the obligations of Lessor or Lessee under this Agreement or the Lease.

9. Agent shall be entitled to rely in good faith upon any documents signed by a party hereto and shall have no duty to investigate the veracity of such documents. Agent (i) may assume that any person giving notice pursuant to the terms hereof is authorized to do so and (ii) shall not be liable for good faith reliance thereon.

10. To the limited extent required to perfect the security interest granted by Lessee to Lessor in the cash and negotiable instrument from time to time comprising the Fund, Lessor hereby appoints the Agent as its security agent, and the Agent hereby accepts the appointment as security agent, and agrees to hold physical possession of such cash negotiable instruments on behalf of Lessor.

11. This Agreement may be amended by written agreement executed by all the parties.

12. This Agreement may be executed in several counterparts, each of which shall be an original.

**IN WITNESS WHEREOF**, the parties have executed this Agreement as of the date first written above.

**LESSOR:** HomeTrust Bank

BY:

_____
Authorized Signer

**LESSEE:** Town of Herndon, VA

BY:

_____

**AGENT:** HomeTrust Bank

BY:

_____

# STAFF REPORT

**Town Council**
**August 3, 2022**

**Title:**

Resolution to approve a Temporary License Agreement to use a designated public space in the alley adjacent to Jimmy's Old Town Tavern for outdoor seating for an event.

**Staff Contacts:**

David S. Stromberg, Zoning Administrator
(703) 787-7380
david.stromberg@herndon-va.gov

Lesa J. Yeatts, Town Attorney
(703)787-7370
lesa.yeatts@herndon-va.gov

**Summary:**

This Resolution approves a Temporary License Agreement which grants permission to Jimmy's Old Town Tavern to use the town alley located between 689 and 681 Spring Street for outdoor seating during a 9/11 Memorial fundraiser event on September 4, 2022.

**Description:**

The applicant, Jimmy's Old Town Tavern, is requesting authorization to use designated alley public space located between 689 and 681 Spring Street for outdoor seating during a 9/11 Memorial fundraiser event from 8:00 a.m. to 11:00 p.m. on September 4, 2022. The applicant has been approved for a Temporary Use Permit from the Zoning Administrator pursuant to Section 78-90.2 of the Town of Herndon Zoning Ordinance.

This resolution authorizes the Mayor to sign the necessary license agreement to permit Jimmy's Old Town Tavern to utilize the town's property for this 1-day event.

**Recommendation:**

Staff recommends the Mayor and Town Council adopt the attached resolution approving the temporary license agreement.

**Attachments:**

1. Resolution
2. Temporary License Agreement
3. Exhibit A: Temporary Use Permit Application w/ attachments

**Prepared and Approved by:**



David S. Stromberg, Zoning Administrator



Lesa J. Yeatts, Town Attorney

**TOWN OF HERNDON, VIRGINIA**

**RESOLUTION**

**AUGUST 9, 2022**

**Resolution- to approve a temporary license agreement to use a designated public space in the alley adjacent to Jimmy's Old Town Tavern for outdoor seating for an event.**

**BE IT RESOLVED** by the Town Council for the Town of Herndon, Virginia that:

1. The Town Council approves a temporary license agreement dated August, 9, 2022 between the Town of Herndon as licensor and JOTT, INC. d/b/a Jimmy's Old Town Tavern (Jimmy's) as licensee. The license allows Jimmy's to use designated public alley space adjacent to Jimmy's for outdoor seating during an event on September 4, 2022. The license agreement may contain other terms agreed to by the Mayor and is on file in the office of the Town Attorney.

2. The Mayor is authorized to sign and deliver this license agreement and any other instrument to evidence or support the license agreement

3. This resolution shall be effective on and after the date of its adoption.

# TEMPORARY LICENSE AGREEMENT

This Agreement ("Agreement") is made this 9th day of August 2022 by and between JOTT, INC. d/b/a Jimmy's Old Town Tavern ("Jimmy's) and the TOWN OF HERNDON, VIRGINIA, ("Town").

WHEREAS Jimmy's represents that they have a Temporary Use Permit to conduct an event in the Town of Herndon on September 4, 2022 represented in "Exhibit A" attached hereto ("Permit") and that Jimmy's would like to use the Town's property behind Jimmy's Old Town Tavern Restaurant as shown on the Permit and known as the "Alley";

WHEREAS the Town desires to permit the use of the Alley by Jimmy's on the date as described in the Permit (on September 4, 2022 only).

Now therefore the parties agree as follows:

1. The Town hereby grants Jimmy's authorization to temporarily use the Alley for purposes described in the Permit

2. Jimmy's shall comply with the terms of the Permit, this License, and all applicable town, state and federal laws and regulations obtaining and maintaining at all times any other permit(s) required under applicable law for this use.

3. The parties expressly agree and contract that there shall be no fee for the use of the Town property on this occasion only.

4. The permission to use the property granted by this agreement is nonexclusive in nature, and the Town reserves the right to make concurrent use of the Property.

5. Jimmy's hereby assumes all risk of damage by reason of its occupation of the Alley caused by any defects therein or activity occurring thereon, whether caused by the negligence of the Town, its officers, agents, or employees, or otherwise, and Jimmy's hereby agrees to hold harmless and indemnify the Town, its officers, agents and employees, from and against any such liability for such damage or injury to the extent permitted under the laws of the Commonwealth of Virginia.

6. Jimmy's shall secure, provide and maintain insurance to protect the Town of such type and in such amount as is described below naming the Town as an additional insured. This Agreement shall not take effect until evidence of insurance is provided to the Town and the Town gives Jimmy's written confirmation that the type and amount of insurance is accepted.

Insurance limits shall not be less than the following amounts:

**Liability** - Coverage totaling $5,000.000.00. All policies shall be endorsed to name the Town of Herndon as an additional insured

The insurance required hereunder shall be maintained in effect during the duration of this Agreement. Insurance Policy(s) shall contain a valid provision or endorsement that the policy may not be canceled, terminated, changed or modified without giving thirty (30) calendar days advance written notice thereof to the Town.

7. Termination: The Town may terminate this Agreement upon 24 hours notice to Jimmy's for cause.

8. This Agreement, having been executed in the Commonwealth of Virginia, the construction and performance thereof or any dispute shall be governed by the laws of Virginia. Venue shall be proper in the County of Fairfax, Virginia.

9. This Agreement contains the entire and only agreement between the parties, and it supersedes and merges all pre-existing agreements. Any representations, understandings, promises and any conditions not expressly incorporated herein shall not be binding upon either party or their respective successors in interest.

JOTT, INC.

d/b/a Jimmy's Old Town Tavern

By James C. Cirrito
James C. Cirrito, President

ATTEST:

TOWN OF HERNDON, VIRGINIA

_____
Town Clerk

By_____
Sheila A. Olem, Mayor

APPROVED AS TO FORM:

_____
Lesa J. Yeatts
Town Attorney

EXHIBIT A

July 2018

TUP22-007

TOWN OF Herndon VIRGINIA

**Department of Community Development**
**777 Lynn Street**
**Herndon, Virginia 20170-4602**

# APPLICATION FOR APPROVAL OF A TEMPORARY USE SITE PLAN AND ASSOCIATED ZONING INSPECTION PERMIT (TEMPORARY USE PERMIT)

(Not all temporary uses require a permit. See § 78-90.1 of the Herndon Town Code.)

Submittal of this form with **original signatures is required**. ***PLEASE PRINT OR TYPE*** *(Unless otherwise indicated.)*

Name of Business or Organization: Jimmy's Old Town Tavern

Street Address of the Subject Property (including apt/suite #): 697 Spring St Herndon VA 20170

Please describe the requested activity, proposed dates and daily hours of operation. Add more sheets if necessary. OUTDOOR DINING/FUNDRAISER SEPT 4, 2022 8Am-11PM

Lot Area (site area) Proposed for the Temporary Use: Alley behind Jimmy's

Are any site alterations or any alterations to the building's exterior or interior planned or underway in connection with this use (or were any alterations done)? ☐ No ☐ Yes Please describe :

Name of Contact for the Temporary Use (Applicant): Jimmy Cirrito

Address of Permanent Residence: 9254 Matthew DR. Manassas Park VA 20111

Jimcirrito@aol.com
E-mail address

703 470-4014
Telephone # for duration of temporary use

**The undersigned hereby applies for a Temporary Use Permit under the provisions of § 78-90.3 and § 78-90.4 of the Herndon Town Code.**

***I hereby affirm and certify that:***

- *The information provided on this form is true and correct to the best of my knowledge.*
- *The requirements associated with this application under § 78-90.3 and § 78-90.4 of the Herndon Town Code have been read and are understood.*
- *The use and occupancy of buildings and/or the use of land noted above is in conformance with all provisions of the Town of Herndon, Virginia Zoning Ordinance regulations to the best of my knowledge.*
- *The site shall be returned within 48 hours to its condition prior to the establishment of the temporary use.*

James C. Cirrito 4-21-22

**Signature of Contact (Applicant)** **Date**

**APPLICATION FOR APPROVAL OF A TEMPORARY USE SITE PLAN AND ASSOCIATED ZONING INSPECTION PERMIT (TEMPORARY USE PERMIT) - continued**

Name and Title of Property Owner (Applicant): Curtis - Herndon Propane's Vicki Wilhelm

Mailing Address:

Vickie@vwilhelm.com
E-mail address

410-404-4839
Telephone

**TO BE SUBMITTED WITH THIS APPLICATION**

✓ A letter signed by the owner or owner's agent consenting to the application for the Temporary Use Permit;

✓ A Site Plan prepared in accordance with § 78-155.6(4) and showing the area of proposed activity with signage, display areas, illumination, vehicular entrances to the site (location, type and size), parking area associated with the temporary use (location, layout, and surface material);

✓ The detailed description of the proposed temporary activity requested above should include an analysis of any noise that may not comply with the noise provisions in the Herndon Town Code;

____ Sample signage to be used;

N/A A statement from the landowner(s) authorizing an agent to act on their behalf (if applicable);

N/A If a pre-application conference took place, a statement indicating the date and time a pre-application conference was held with the Town, as well as a list of participants in the conference;

N/A A list of proposed vendors to include security firms, food trucks, portable toilet providers, or any other vendors that will be onsite during the event.

**AUTHORIZATION STEP ONE: SITE IMPROVEMENTS ONLY (verification of Site Plan approval)**

The applicant is authorized to proceed to **make the site improvements** for the purposes of conducting the temporary use described above.

*Signature and Authorization of Zoning Administrator*

**AUTHORIZATION STEP TWO: AUTHORIZATION TO BEGIN OPERATION OF THE TEMPORARY USE (Temporary Use Permit/Zoning Inspection Permit)**

The applicant has completed the site improvements and the applicant is authorized to **begin operation of the temporary use.**

This Permit is effective beginning 09/04/2022 for 1 days.

*Signature of Zoning Inspector*

**APPLICATION FOR APPROVAL OF A TEMPORARY USE SITE PLAN AND ASSOCIATED ZONING INSPECTION PERMIT (TEMPORARY USE PERMIT) - continued**

**For Office Use Only:**

| | | | | |
|---|---|---|---|---|
| **STEP ONE (Site Plan)** | Received by: MW | Fee paid for **Temporary Use Site Plan*** application: | Date: 6/27/22 | Case No.: TUP22-007 |
| | Use permitted by Town Code Section: | | | |
| | Tax Map Reference: 0162 02 0086A | | Zoning District: CC | |
| | Business and Occupational License #: | | Status of Taxes: ☒ Paid ☐ Delinquent | |
| **STEP TWO (ZIP)** | Received by: | Fee paid for **Zoning Inspection Permit/Temporary Use Permit:** | | Date: |
| **Note: no application fee is required for uses of less than 90 consecutive days in duration.* | | | | |

**Distribution after approval:** Applicant | Community Development | Fire Department | Finance

MAP #: 0162 02 0086A
CURTIS HERNDON PROPERTY

695 SPRING ST

## Owner

| | |
|---|---|
| Name | CURTIS HERNDON PROPERTY, |
| Mailing Address | PO BOX 35 WOODSTOCK MD 21163 |
| Book | 23878 |
| Page | 0127 |

## Parcel

| | |
|---|---|
| Property Location | 695 SPRING ST HERNDON VA 20170 5125 |
| Map # | 0162 02 0086A |
| Tax District | HT000 |
| District Name | DRANESVILLE TOWN OF HERNDON TRANSPORT |
| Land Use Code | Specialty Center |
| Land Area (acreage) | |
| Land Area (SQFT) | 6,583 |
| Zoning Description | CC(Central Comm District) |
| Utilities | WATER CONNECTED<br>SEWER CONNECTED<br>GAS NOT AVAILABLE |
| County Inventory of Historic Sites | YES |
| County Historic Overlay District | NO<br>For further information about Historic Overlay Districts, CLICK HERE<br>For properties within the towns of Herndon, Vienna or Clifton please contact the town to determine if the property is within a town historic district. |
| Street/Road | PAVED |
| Site Description | COMMERCIAL RANK #1 |

## Legal Description

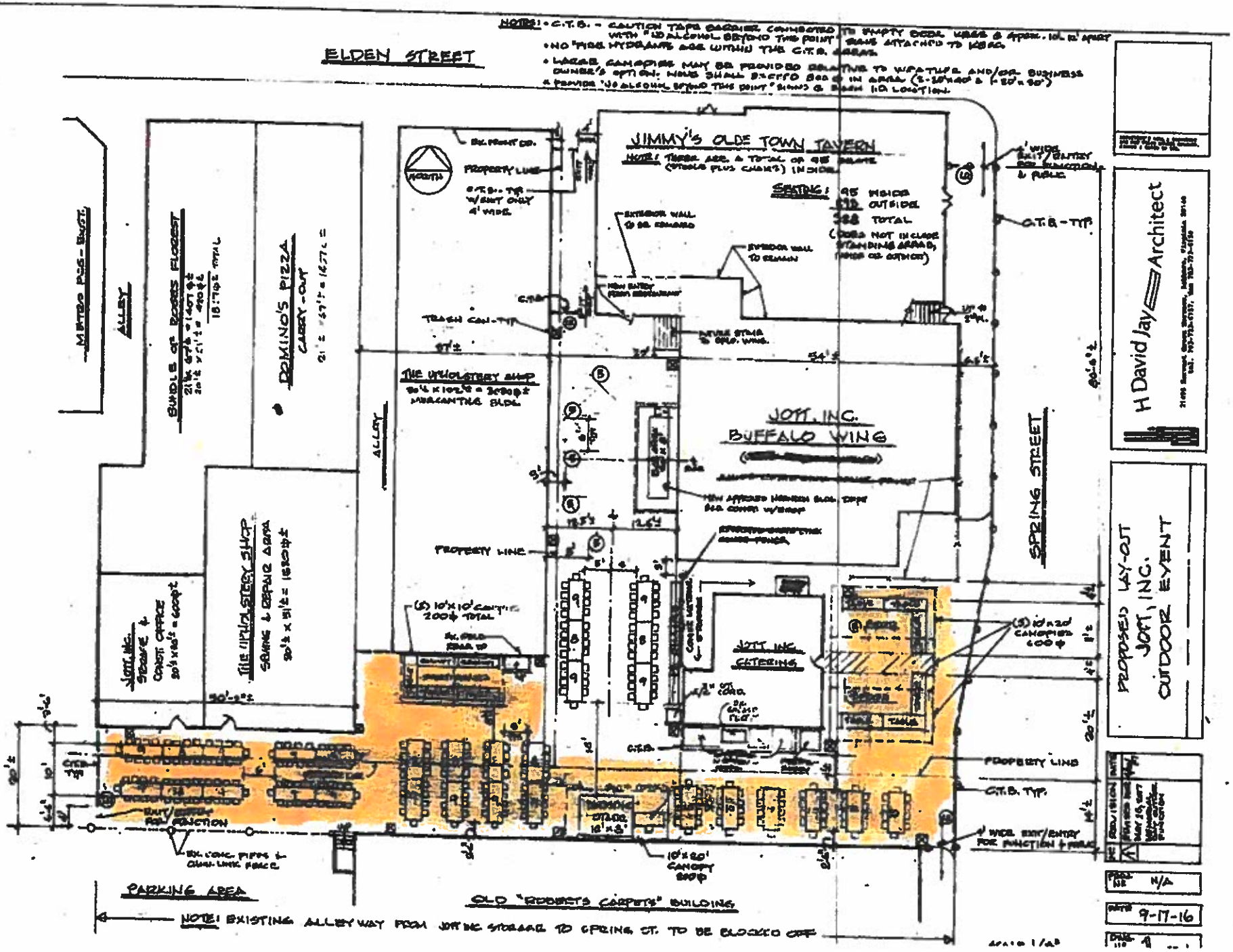
| | |
|---|---|
| Legal Description | SPRING STREET ELDEN SPRING STS<br>LT 86A |

## Last Refresh

Date

Data last refreshed: 20/Jun/2022 DB:PORA34PRYR

## General Information


ELDEN STREET
NOTES: • C.T.B. - CAUTION TAPE BARRIER CONNECTED TO SHEPHERD HOOK HOLES & APPROX. 10' APART WITH "18 ALCOHOL BEYOND THIS POINT" SIGNS ATTACHED TO HOLES.
• NO FIRE HYDRANTS ARE WITHIN THE C.T.B. AREAS.
• LARGE CANOPIES MAY BE PROVIDED ADJACENT TO WEATHER AND/OR BUSINESS OWNER'S OPTION. NONE SHALL EXCEED 200 SQ. FT. IN AREA (1-10'x20' & 1-10'x10')
• PROVIDE "18 ALCOHOL BEYOND THIS POINT" SIGNS @ EACH I.D. LOCATION.
METER PIT - ELECT.
ALLEY
BUNDLE OF ROSES FLORIST
DOMINO'S PIZZA
CARRY-OUT
JIMMY'S OLDE TOWN TAVERN
SEATING: 95 INSIDE
OUTSIDE
TOTAL
EXTERIOR WALL TO BE REMOVED
EXTERIOR WALL TO REMAIN
NEW ENTRY DOOR W/ SIDELIGHT
TRASH CAN - TYP.
NEW STAIR & RAIL W/ HDR.
PROPERTY LINE
C.T.B. - TYP
W/ EXIT ONLY
4' WIDE
TILE UPHOLSTERY SHOP
SALES & REPAIR AREA
JOTT, INC.
STORAGE & CREDIT OFFICE
ALLEY
JOTT, INC.
BUFFALO WING
(CARRY-OUT)
NEW ATTACHED MASONRY BLDG. ENTRY AREA COVER W/ CANOPY
PROPERTY LINE
(5) 10'x10' CANOPIES 200 SQ. FT. TOTAL
EX. FENCE TO REMAIN
JOTT INC. CATERING
CONCRETE PAVING & CURBING
(5) 10'x20' CANOPIES 1000 SQ. FT.
SPRING STREET
PROPERTY LINE
C.T.B. TYP.
4' WIDE EXIT/ENTRY FOR FUNCTION & PUBLIC
EXIT/ENTRY FOR FUNCTION
EX. CONC. PIPES & CHAIN LINK FENCE
10'x20' CANOPY 200 SQ. FT.
PARKING AREA
OLD "FLOORETS CARPETS" BUILDING
NOTE: EXISTING ALLEYWAY FROM JOTT INC. STORAGE TO SPRING ST. TO BE BLOCKED OFF
H David Jay Architect
PROPOSED LAY-OUT
JOTT, INC.
OUTDOOR EVENT
REVISION
MAY 15, 2017
SCALE: N/A
DATE: 9-17-16
DWG. NO: A-1

JIMMY'S
Old Town Tavern

copy

April 7, 2022

Special Agent, Barbara A. Storm
Bureau of Law Enforcement
Commonwealth of Virginia
Department of Alcoholic Beverage Control
Alexandria Regional Office
6308 Grovedale Drive
Alexandria VA 22310

Re: Request for Extension of License Privileges for outdoor Event, Sunday, September 4, 2022.

Dear Special Agent Barbara Storm:

This letter serves as a Request for Permission for JOTT, Inc., trading as Jimmy's Old Town Tavern, License 75822, to extend its license privileges to the alleyway, et al, shown on the enclosed sketch for the following date and time span:

Sunday, September 4, 2022, from 8:00 AM to 11:00 PM

Enclosed please find the following:

- Drawing of the proposed area.
- Application to the Town of Herndon for this event.

The license is obligated to insure full compliance with the ABC laws and all other laws and regulations and is cognizant of criminal action that could be taken toward those involves and administrative action taken toward the license held by JOTT, Inc.

If you have any questions, please contact me at 703-470-4014.

Sincerely,

James C. Cirrito

James Cirrito
Owner
Jimmy's Old Town Tavern

## Dowdy, Sarah

**From:** James Cirrito <jimcirrito@aol.com>
**Sent:** Friday, April 15, 2022 3:26 PM
**To:** Dowdy, Sarah
**Subject:** Fwd: Virginia ABC License Extension (9/4/2022)

EXTERNAL EMAIL

Thank you,
Jimmy

Begin forwarded message:

> **From:** "Chang, Kenneth" <kenneth.chang@virginiaabc.com>
> **Date:** April 15, 2022 at 12:47:09 PM EDT
> **To:** James Cirrito <jimcirrito@aol.com>
> **Subject: Virginia ABC License Extension (9/4/2022)**
>
> Mr. Cirrito,
>
> This e-mail serves as permission for you to extend the privileges of your license to an enclosed, clearly defined area located immediately adjacent to the licensed premises on the following day and time: September 4, 2022, from 8:00am-11:00pm.
>
> The area must be arranged so that direct access from the outside is possible by well-defined entrances. You are obligated to insure full compliance with ABC laws, rules and regulations. Failure to do so could result in criminal action taken against those involved. Further, any such violations may result in administrative action taken against the licensee.
>
> Thank you,
>
> **Kenneth Chang** | Special Agent
> Virginia ABC Bureau of Law Enforcement, a fully accredited state law enforcement agency
> 6308 Grovedale Drive, Alexandria, VA 22310
> Office: (703) 340-1548 | Cell: (703) 853-6168 | kenneth.chang@virginiaabc.com
> www.abc.virginia.gov
>
> Contact a Special Agent | Report a Violation | Get a License | View Dockets
>
> The information contained in the email message and any attachments may be privileged and/or confidential, and is intended only for the use of the individual or entity named in the document. If you are not the intended recipient, you are hereby notified that you are prohibited from disseminating, distributing, or copying the information contained in this message or any attachments. If you have received an email or message in error, please notify the sender immediately and destroy all copies of the original message and any attachments.

---

***Please Note New '@VirginiaABC.com' Email Address and update your contact information accordingly – Thank You***

---

JIMMY'S
Old Town Tavern

April 7, 2022

Bill Ashton
Town Manager
Town of Herndon
777 Lynn Street
Herndon VA 20170

Re: Request for Noise Permit for Outdoor Event, Sunday, September 4, 2022

Dear Mr. Ashton:

This letter serves as an Application/Request for a Noise Permit for Jimmy's Old Town Tavern, 697 Spring Street, to be issued in conjunction with a Temporary Use Permit for an Outdoor Event to begin at 8:00 AM and end at 11:00 PM on Sunday, September, 2022. In accordance with the Town's noise ordinance, music will be allowed to be played from 8:00 AM to 10:00 PM outside in the rear Alley on this date.

If you have any questions, please contact me at 703-470-4014

Sincerely,

James C. Cirrito
Owner
Jimmy's Old Town Tavern

TOWN OF Herndon VIRGINIA

**William H. Ashton II**
TOWN MANAGER
T (703) 787-7368
Bill.Ashton@herndon-va.gov

**TOWN COUNCIL**
Sheila A. Olem, Mayor
Cesar del Aguila, Vice Mayor
Naila Alam
Pradip Dhakal
Signe Friedrichs
Sean M. Regan
Jasbinder Singh

July 14, 2022

Jimmy's Old Town Tavern
697 Spring Street
Herndon, VA 20170

Dear Mr. Cirrito,

This is in response to your request for a noise permit for your Labor Day fundraiser event on Sunday, September 4, 2022, from 8 AM to 11 PM, to be held at Jimmy's Old Town Tavern, 697 Spring Street, Herndon, VA 20170. Since you will be using amplified sound, you are required to have a noise permit. Please keep in mind that the noise permit only allows amplified sound between 7 AM and 10 PM.

I am approving the noise permit and this letter will serve as such. By copy of this letter to the Herndon Police, I am advising them of your event since they enforce the noise ordinance.

Best wishes for a successful event.

Sincerely,

Bill Ashton
Town Manager

c. Maggie A. DeBoard, Chief of Police

JIMMY'S
Old Town Tavern

April 7, 2022

Town of Herndon
Dept. of Community Development
777 Lynn Street
Herndon VA 20170

Re: Temporary Use Permit for the Extension of Retail Sales for Outdoor Event, September 4, 2022.

Dear TOH:

Relative to your request, I hereby give my permission for my business neighbor, Jimmy's Old Town Tavern, to provide an outdoor event on September 4, 2022 from 8am to 11pm. The location shall be in the alleyway behind and adjoining our businesses. The purpose of this event if to provide and sell food and beverages as an extension of the existing retail business known as Jimmy's Old Town Tavern.

Sincerely,

Jeff Colon, Owner
The Upholstery Shop
757 Elden Street
Herndon, VA 20170

Date: 4-14-22

TOWN OF Herndon
DEPARTMENT OF PUBLIC WORKS

# STAFF REPORT

**Town Council**
**August 3, 2022**

**Title:**

**Resolution, to award contract IFB #B-22-09, Trail to Herndon Metro Station.**

**Staff Contact:**

John Irish, Deputy Director of Public Works
(phone) 703-435-6853
(e-mail) john.irish@herndon-va.gov

**Background:**

Trail to Herndon Metro Station is a project in the Capital Improvements Program. The project includes the construction of an 8-foot-wide asphalt pedestrian and bike trail from the intersection of Van Buren Street and Worldgate Drive to the existing Herndon Metrorail Station pavilion entrance. Including modifications of the existing pedestrian facilities located within the intersection to improve pedestrian and bicycle access to the proposed trail.

On June 21, 2022, contract IFB #B-22-09, Trail to Herndon Metro Station, was advertised on eVA, the state procurement site. On July 14, 2022, a pre-bid meeting was held, and three firms attended. On July 21, 2022, a bid opening was held, and the following bids were received:

| Contractor | Bid |
|---|---|
| **A.P. Construction, LLC** | **$410,000.00** |
| **Bright Construction Group** | **No Bid Included** |

The apparent lowest bidder, **A.P. Construction, LLC**, has been found to be responsive and responsible.

**Fiscal Impact:**

Funds to support this contract in the amount of $467,550.00 are available in the Capital Project Account number 015-0886-491780. Reimbursement of funds up to $250,000.00 of total construction costs related to the improvements of the signalized multi-modal crossing at the Van Buren and Worldgate Drive intersection are available through an agreement that the Town of Herndon holds with Fairfax County Department of

Transportation for Herndon Metrorail Stations Access Management Study (HMSAMS) funding. Staff recommends a contingency in the amount of $41,000.00, which is approximately 10% of the contract amount, to be authorized.

**Staff Recommendation:**

Staff recommends that the Town Council of the Town of Herndon, Virginia:

1. Award contract IFB #B-22-09, Trail to Herndon Metro Station, to **A.P. Construction, LLC** for **$410,000**.
2. Authorize a contingency of **$41,000**.
3. Authorize the Mayor to sign the contract and further authorize the Town Manager's designee to approve contract modifications (change orders) that increase project scope and costs, utilizing the project contingency.

**Attachment:**

Draft Resolution

**Staff:**

_____
John Irish,
Deputy Director of Public Works

**TOWN OF HERNDON, VIRGINIA**

**RESOLUTION**

**AUGUST 9, 2022**

**Resolution- to award Contract #B-22-09, Trail to Herndon Metro Station.**

**WHEREAS,** the Trail to Herndon Metro Station is in the Capital Improvement Program; and

**WHEREAS,** Contract #B-22-09, Trail to Herndon Metro Station, was advertised on June 21, 2022; and

**WHEREAS,** a pre-bid conference was held on July 14, 2022, and was attended by three firms; and

**WHEREAS**, the following bids were received and opened on July 21, 2022 at a public bid opening:

| Contractor | Bid |
|---|---|
| **A.P. Construction, LLC** | **$410,000.00** |
| **Bright Construction Group** | **No Bid Included**; and |

**WHEREAS**, A.P. Construction, LLC submitted the lowest bid which was found to be responsive and responsible; and

**WHEREAS,** staff recommends in addition to the contract that a contingency of $41,000.00, which is approximately 10 percent of the bid, be authorized; and

**WHEREAS,** funds to support this contract are available in the Capital Projects Account 015-0886-491780; and

**WHEREAS,** reimbursement of funds up to $250,000.00 of total construction costs related to the improvements of the signalized multi-modal crossing at the Van Buren and Worldgate Drive intersection are available through an agreement that the Town of Herndon holds with Fairfax County Department of Transportation for Herndon Metrorail Stations Access Management Study (HMSAMS) funding.

**NOW, THEREFORE, BE IT RESOLVED** that the Town Council of the Town of Herndon, Virginia, hereby awards Contract #B-22-09, Trail to Herndon Metro Station, to A.P. Construction, LLC, in the amount of $410,000.00.

**BE IT FURTHER RESOLVED** that the Town Council of the Town of Herndon, Virginia hereby authorizes a contingency of $41,000.00.

**BE IT FURTHER RESOLVED** that the Town Council of the Town of Herndon, Virginia, hereby authorizes the Mayor to sign the contract with A.P. Construction, LLC, and further authorizes the Town Manager's designee to approve contract modifications (change orders) that increase project scope and costs, utilizing the project contingency.