

**TOWN OF HERNDON, VIRGINIA
ARCHITECTURAL REVIEW BOARD WORK SESSION AGENDA
MAY 4, 2022
HERNDON MUNICIPAL CENTER
LARGE CONFERENCE ROOM, 2nd Floor
777 LYNN STREET
7:30 P.M.**

CALL TO ORDER

1. Determination of Quorum

PUBLIC HEARING

2. **APPLICATION FOR BUILDING ALTERATION, ARB #22-001**, to consider an application for alteration to an existing structure located at 1201 Elden Street, Herndon Virginia, further identified as Fairfax County Tax Map 0161 02 0016D1 and located in the southeast quadrant of the Elden Street and Herndon Parkway intersection. This property is zoned CS (Commercial Services) and consists of 38,754 square feet of land. Owner: Chevy Chase Bank FSB. Applicant/Agent: Alan Su.
3. **APPLICATION FOR BUILDING ALTERATION, ARB #22-007**, to consider an application for alteration to an existing structure located at 505 Huntmar Park Drive, Herndon Virginia, further identified as Fairfax County Tax Map 0162 02 0156D and located in the northwest corner of the Huntmar Park Drive and Spring Street intersection. This property is zoned O & LI (Office & Light Industrial District) and consists of 221,890 square feet of land. Owner: Brit-Beco Park Herndon LLC. Applicant/Agent: Cynthia Middlebrooks, Smartlink.
4. **APPLICATION FOR NEW SITE FEATURE, ARB #22-008**, to consider an application for an equipment screening fence on the site of an existing structure located at 231 Spring Street, Herndon Virginia, further identified as Fairfax County Tax Map 0162 02 0177C and located in the southwest quadrant of the Spring Street and Herndon Parkway intersection. This property is zoned O & LI (Office & Light Industrial) and consists of 432,166 square feet of land. Owner: 460 Herndon Parkway LLC. Owner Agent: Cushman & Wakefield. Applicant: Nelson Gault, FM Studios.

DISCUSSION

5. **PRE-APPLICATION, ARB**, to discuss a future application for a property development project at 593 Herndon Parkway, Herndon Virginia: minimum FAR architectural renderings of the Parkview Development Plan

COMMENTS

6. Comments from the Staff Members
7. Comments from the Board Members

ADJOURNMENT

Title: ARB #22-001; Building alteration; 1201 Elden Street

Staff Contact: Tamsin Himes
 Lead Planner – Development and Design
tamsin.himes@herndon-va.gov
 (571) 612-0537

Summary Information

Applicant Request	Building alteration		
Address	1201 Elden Street		
Fairfax County Tax Map Number	0161 02 0016D1		
Owner	Capital One Bank		
Applicant	Alan Su		
Business/Organization	Capital One Bank		
Property Use	Commercial business		
Zoning District	CS, Commercial Service District		
Adjacent Zoning	North: CS, Commercial Service District South: PD-R, Planned Development – Residential; CO, Commercial Office District East: CO, Commercial Office District West: CS, Commercial Service District		
Building Type(s)	Single-story commercial with drive-thru	Date of Construction:	1998
Architectural Style(s)	Colonial Revival typical of corporate model with classical motifs		
Exterior Material(s)	Composite – brick veneers, fluted Tuscan columns, possibly pre-cast frieze and pediment(s), flat built-up or membrane roof and metal gable roof		
Neighborhood Design Profile	Existing suburban commercial and office uses at intersection of two major roadways		
Comprehensive Plan Land Use Designation	Business Corridor		

Staff Recommendation	Staff is recommending approval of this application as submitted in accordance with the draft resolution (Attachment #1)
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Case Details

Proposal:

This application proposes the demolition of an existing brick drive through partition that currently houses an ATM machine and constructing in its place a smaller stand-alone ATM machine on a cement pad. The new construction also includes four bollards. The proposed new ATM would be centered between existing square brick pillars upholding the drive through roof. The proposed new bollards would match existing blue and red bollards in design and coloration.

This property was the subject of a previous ARB application (ARB #20-007) in 2020 for an identical project on an adjacent drive through bay. The Board approved the previous application.

Site Description:

The Capital One Bank building sits in the southern quadrant of the intersection of Herndon Parkway and Elden Street. There is a shallow brick partition wall between the property Herndon Parkway, and light landscaping and between the building and Elden Street. The building is highly visible from both roadways. The front of the building faces Elden Street with the drive through bays to the rear of the building. The drive through bays are visible from Herndon Parkway.

Location Map



Map source: fairfaxcounty.gov

Applicable Design Guidance:

- Town Code of Ordinances, Section 58-96 – *Design criteria*

Staff Analysis

1. Staff has found that the proposed building alteration meets the applicable standards and requirements of the Town of Herndon Zoning Ordinance.
2. With the findings expressed below, staff believes the proposed building alteration generally complies with the applicable design criteria within the Town's Architectural Control District as specified in Section 58-96 of the Town Code of Ordinances.
 - a. The alteration well designed for the function and fits aesthetically with the surroundings. The alteration is not obtrusive or distracting.
 - b. The design choices are identical to previous work enhancing the continuity of the overall building design.

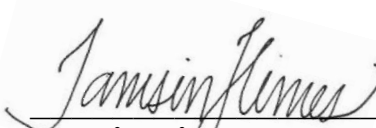
Staff Recommendation:

ARB Alternatives:	1. Resolution to deny the application. 2. Resolution to approve the application as submitted. 3. Resolution to approve with condition(s). 4. The ARB may also continue the review of this item to a future public hearing
Staff Recommendation:	Staff is recommending a resolution to approve the application as submitted.

Report Attachments

1.	Draft Resolution
2.	Proposed Drawings and images

Staff Signatures



Tamsin Himes
Lead Planner/Design and Development

Bryce A. Perry
Deputy Director

**TOWN OF HERNDON, VIRGINIA
ARCHITECTURAL REVIEW BOARD**

DRAFT RESOLUTION

May 4, 2022

Resolution- to approve ARB #22-001, building alteration to an existing multi-family residential structure located at 1201 Elden Street, Fairfax County Tax Map Number 0161 02 0016D1.

WHEREAS, the applicant has submitted an application for a building alteration located at the above referenced address; and

WHEREAS, the proposed alteration complies with the applicable zoning ordinance regulations as specified in the Town of Herndon Zoning Ordinance Article XIV; and

WHEREAS, the Town of Herndon Architectural Review Board has found that the proposed alteration complies with the applicable Design Criteria as stated in the Town of Herndon Code of Ordinances Section 58-96; and

WHEREAS, the Town of Herndon Architectural Review Board has held a duly advertised public hearing concerning this application on May 4, 2022.

NOW THEREFORE, BE IT RESOLVED that the Architectural Review Board of the Town of Herndon, Virginia, HEREBY:

Approves ARB #22-001, for a building alteration at 1201 Elden Street, Herndon, VA in substantial conformance with the design shown in the case materials reviewed by the ARB.



NECESSARY: WORK NEEDED TO COMPLETE THE WORK TO: "MAKE IT OPERATIONAL". REQUIRED: WORK NEEDED TO BE IN COMPLIANCE WITH BUILDING CODE, GOVERNING CODE, OR JURISDICTION HAVING AUTHORITY, PROVIDE: RESPONSIBLE FOR PURCHASE, DELIVERY, RECEIVING, INSPECTION, STORAGE, PREPARATION, AND INSTALLATION OF ITEM(S). FURNISH: RESPONSIBLE FOR PURCHASE AND DELIVERY OF ITEM(S) INSTALL: RESPONSIBLE FOR RECEIVING, INSPECTION, STORAGE, PREPARATION AND INSTALLATION OF ITEM(S).	DEFINITION: DEFINITION OF THE WORK, INCLUDING THE SCOPE OF THE WORK, THE MATERIALS TO BE USED, THE METHOD OF CONSTRUCTION, AND THE QUALITY OF THE WORK. REQUIREMENTS: REQUIREMENTS FOR THE WORK, INCLUDING THE SCOPE OF THE WORK, THE MATERIALS TO BE USED, THE METHOD OF CONSTRUCTION, AND THE QUALITY OF THE WORK. PROVIDE: PROVIDE THE MATERIALS, EQUIPMENT, AND SERVICES NEEDED TO COMPLETE THE WORK. FURNISH: FURNISH THE MATERIALS, EQUIPMENT, AND SERVICES NEEDED TO COMPLETE THE WORK. INSTALL: INSTALL THE MATERIALS, EQUIPMENT, AND SERVICES NEEDED TO COMPLETE THE WORK.
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ACF	ABOVE FINISH FLOOR	FW	FABRIC WALL COVERING	MFR	MANUFACTURE(R)	SECT	SECTION
ACP	ACOUSTICAL CEILING PANEL	FIN	FINISH(ED)	MATL	MATERIAL(S)	SV	SHEET VINYL
ADJ	ADJUSTER	FIN	FINISH FLOOR	MAX	MAXIMUM	SAR	SHELF AND ROD
ALT	ALTERNATE	FE	FIRE EXTINGUISHER	MECH	MECHANICAL	SHR	SHOWER
ALU	ALUMINUM	FEC	FIRE EXTINGUISHER CABINET	MTL	METAL	SHR	SIMILAR
APPROX ARCH	APPROXIMATE (ARCHITECTURAL)	FR	FIRE RETARDANT TREATED (FLOORING)	MWK	MILLWORK	SPEC	SPECIFICATION(S)
		FLR	FLOORING	MN	MINIMUM	SO FT	SQUARE FEET
		FLUOR	FLUORESCENT	MISC	MISCELLANEOUS	SS	STAINLESS STEEL
		FOOT OR FET	FOOT OR FEET	MNT	MOUNTED	SBC	STANDARD BUILDING CODE
BEV	BEVELED	FBO	FURNISHED BY OTHERS	MULL	MULLION	STD	STANDARD
BD	BOARD	FURR	FURNITURE, (ING)	N	NORTH	STOR	STORAGE
BO	BOTTOM	FUT	FUTURE	N	NORTH	SUSP	SUSPENDED
BUL	BULLETIN BOARD	GA/V	GALVANIZED	NR	NO R #	SUSP CLO	SUSPENDED CEILING
CAB	CABINET	GA	GAUGE	NRC	NOISE REDUCTION	SUF	SOLID CORE WOOD
CPT	CARPET(ED)	GC	GENERAL CONTRACTOR	NIC	NOT IN CONTRACT	SUP	SOUND ATTENUATION
CL	CLEAR OPENING	GL	GLASS, GLAZING	NTS	NOT TO SCALE	SYS	FIRE BATTS SYSTEM
CLS	Ceiling	GRAN	GRANITE				
CTR	CENTER	GYP	GYPSPUM				
CL	CENTERLINE	GWB	GYPSPUM WALL BOARD				
CHM	CHAMFER			OFF	OFFICE	TEMP	TEMPERED
CHL	CHLOR			OC	ON CENTER(S)	TYP	TO MATCH EXISTING
CLM	CLEAR(CIRCLE)	HOW	HARDWARE	OPN	OPENING	THK	THICKNESS
CLO	COLUMN	HWD	HARDWOOD	O.H.	OPPOSITE HAND	TR	TRANSOM
CONC	CONCRETE	HDR	HEADER	PNT	PAINT(ED)	U.O.N.	UNLESS OTHERWISE NOTED
CONST	CONSTRUCTION	HVAC	HEATING, VENTILATION AND AIR CONDITIONING	PR	PAIR	U.O.N.	UNLESS NOTED OTHERWISE
CONT	CONTINUOUS OR CONTINUE	CON	CONCRETE	PNT	PANEL	VEN	VENEER
CONTR	CONTRACTOR	HGT	HEIGHT	PTN	PARTITION	VERT	VERTICAL
COORD	COORDINATE	HC	HOLLOW CORE	PE	PEDESTAL	VCT	VINYL BASE
CRB	COVERED RUBBER BASE	HORIZ	HORIZONTAL	PERF	PERFORATED	VBC	VINYL COMPOSITION TILE
		HR	HOUR	PL	PLASTER OR PLASTIC	VNT	VINYL TILE
CRMO	DEMOLISH, DEMOLITION			P.LAM	PLASTIC LAMINATE	W.F.	VINYL WALL COVERING
DET	DETAIL	INCL	INCLUDE(D), (ING)	PLYW	PLYWOOD	V.V.F	VERIFY IN FIELD
DIA	DIAMETER	ID	INSIDE DIAMETER	PLD	PREFABRICATE(D)		
DIM	DIMENSION	INSUL	INSULATED, (I), (ION), (ING)	PWF	PREFINISHED		
DR	DOOR	INT	INTERIOR	PRF	PERFORMED		
DBL	DOUBLE	IBC	INTERNATIONAL BUILDING CODE	QT	QUARRY TILE	WTW	WALL TO WALL
DWN	DOWN	JC	JANITOR'S CLOSET	WC	WATER CLOSET	WG	WEIGHT
DWR	DRAWER	JT	JOINT	REC	RECEPTACLE	W	WIDTH
DWG	DRAWING(S)	KFL	KICKPLATE	REF	REFERENCE	WIN	WINDOW
		KIT	KITCHEN	REFR	REFRIGERATOR	W	WITH
				REM	REMOVE	WO	WITHOUT
				REMO	REMOVED	WOOD	WOOD
				RESIL	RESILIENT	WB	WOOD BASE
EA	EACH	L	LENGTH	RM	ROOM		
ELC	ELECTRICAL	LBL	LABEL	RB	RUBBER BASE		
EQ	EQUAL	LAM	LAMINATE(D)	RBT	RUBBER TILE		
EQU	EQUIPMENT	LT	LIGHT				
EXIST	EXISTING	LCKR	LOCKER				
EXP	EXPANSION						
ELEV	ELEVATOR						
EL	ELEVATION						
EW	ELECTRIC WATER COOLER						
EXT	EXTERIOR						

1. CODES
 - a. "BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE, ACI 318-11", AMERICAN CONCRETE INSTITUTE.
 - b. "SPECIFICATIONS FOR STRUCTURAL CONCRETE, ACI 301".
 - c. "MANUAL OF STANDARD PRACTICE", CONCRETE REINFORCING STEEL INSTITUTE.
2. MATERIALS
 - a. THE FOLLOWING ASTM STANDARDS AND DESIGN STRESSES SHALL BE USED FOR THE APPROPRIATE MATERIALS IN THE CONSTRUCTION OF THIS PROJECT.

APPLICATION	f_c 28 DAYS	WEIGHT [PCF]	W/C [MAX]
SLABS ON GRADE (INTERIOR)	3000	145	0.50
SLABS ON GRADE (EXTERIOR)	4000	145	0.45
WALLS	4000	145	0.50
FOOTINGS	3500	145	0.55

PUMP MIXES: MAXIMUM WATER/CEMENT RATIO MUST BE MAINTAINED. IF ADDITIONAL WORKABILITY IS REQUIRED FOR PUMPED PLACEMENT, THE HIGH OR MID-RANGE WATER REDUCERS SHALL BE USED IN LIEU OF ADDITIONAL WATER. WATER HELD BACK AT THE PLANT SHALL BE NOTED ON THE BATCH TICKET AND RECORDED ON THE INSPECTOR'S REPORT WHEN SAMPLE CYLINDERS ARE MADE.
 - b. CEMENT:

ASTM C150, TYPE I OR III
ASTM C150, TYPE II FOR CONCRETE IN CONTACT WITH EARTH
 - c. CEMENT SUBSTITUTES:

ASTM C595, TYPE IS (LIMIT TO 50% MAX OF CEMENTITIOUS CONTENT BY WEIGHT)
ASTM C595, TYPE IS (LIMIT TO 50% MAX OF CEMENTITIOUS CONTENT BY WEIGHT)
 - d. AGGREGATES:

ASTM C33 (NORMAL WEIGHT)
ASTM C33 (NORMAL WEIGHT)
 - e. AIR-ENTRAINING ADMIXTURE TO COMPLY WITH ASTM C260.

SLAB ON GRADE (EXTERIOR)	% ± 1/2
FOUNDATIONS	6% ± 1/2
COLUMNS AND WALL	6% ± 1/2

*AIR CONTENT OF TROWEL FINISHED FLOORS SHALL NOT EXCEED 3%
4. INSPECTION AND TESTING
 - a. THE OWNER WILL ENGAGE A TESTING AGENCY TO PROVIDE SERVICES AS INDICATED BELOW AND SUBMIT REPORTS.
 - b. CAST-IN-PLACE CONCRETE:
 - (1) THE AGENCY SHALL INSPECT THE FORM WORK AND REINFORCING STEEL PLACEMENT FOR COMPLIANCE WITH THE CONTRACT DOCUMENTS. THE AGENCY SHALL CONTACT ALL STRUCTURAL CONCRETE PLACEMENT FOR CONFORMANCE WITH APPLICABLE ACI REQUIREMENTS.
 - (2) SAMPLE FRESH CONCRETE IN ACCORDANCE WITH ASTM C172. MOLD TEST CYLINDERS IN ACCORDANCE WITH ASTM C31.
 - (3) THE FOLLOWING NUMBER OF TEST CYLINDERS SHALL BE CAST FOR EACH DAY'S POUR OR EACH 50 CUBIC YARDS, WHICHEVER RESULTS IN MORE TEST CYLINDERS. FOR FOOTINGS AND OTHER STRUCTURAL CONCRETE

TEST CYLINDERS	2 @ 7 DAYS, LAB CURED
2 @ 28 DAYS, LAB CURED	
2 @ 96 DAYS, LAB CURED	
 - (4) THE AGENCY WILL MAKE ADDITIONAL TESTS OF IN-PLACE CONCRETE AT THE CONTRACTOR'S EXPENSE WHEN THE TEST RESULTS INDICATE SPECIFIED CONCRETE STRENGTHS HAVE NOT BEEN ATTAINED, AS DIRECTED BY THE STRUCTURAL ENGINEER.
3. CAST-IN-PLACE
 - a. REINFORCING STEEL CLEAR COVER SHALL BE AS FOLLOWS UNLESS NOTED OTHERWISE:

(1) NON-POST-TENSIONED CONCRETE	
-CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH	3"
-CONCRETE EXPOSED TO EARTH OR WEATHER	
#6 BARS AND LARGER	
#5 BARS AND SMALLER	1 1/2"
-CONCRETE NOT EXPOSED TO WEATHER OR IN CONTACT WITH GROUND SLABS, WALLS AND JOISTS	
#11 BARS AND SMALLER	3/4"
-BEAMS, AND COLUMNS	
PRIMARY REINFORCEMENT, TIES, STIRRUPS, AND SPIRALS	1 1/2"
 - b. NO SPICES OF REINFORCEMENT SHALL BE PERMITTED. MAKE BARS CONTINUOUS AROUND CORNERS.
 - c. WELDED WIRE FABRIC REINFORCEMENT SHALL BE SUPPLIED IN SHEETS, EXCEPT FOR SLAB ON GRADE CONSTRUCTION WHERE ROLLS MAY BE USED. LAP TWO FULL MESH LENGTHS AT SPICES AND WIRE TOGETHER.
 - d. NO WELDING OF REINFORCING SHALL BE PERMITTED

AUTHORITY HAVING JURISDICTION
FAIRFAX COUNTY, VIRGINIA

PROJECT DESIGNED ACCORDING TO:

STATEWIDE CODES

2015 VIRGINIA CONSTRUCTION CODE (IBC) | -USBC, PART I
2009 ACCESSIBLE AND USABLE BUILDINGS AND FACILITIES (ICC/ANSI A117.1)
2015 VIRGINIA ENERGY CONSERVATION CODE
2015 VIRGINIA MECHANICAL CODE (IMC)
2015 VIRGINIA PLUMBING CODE (IPC)
2015 VIRGINIA FUEL GAS CODE (IFGC)
2014 NATIONAL ELECTRICAL CODE | WWW.NFPA.ORG
2015 VIRGINIA EXISTING BUILDING CODE (IBC) | -USBC, PART II

		CONSTRUCTION DOCUMENTS
		03.14.2022
TITLE		
T100	TITLE SHEET	X
ARCHITECTURAL		
A101	CONSTRUCTION PLAN	X
ELECTRICAL		
E001	ELECTRICAL LEGEND, DIAGRAM, AND SCHEDULES	
E002	ELECTRICAL GENERAL NOTES AND SPECIFICATIONS	
E101	ELECTRICAL DEMOLITION AND NEW WORK PLANS	

	EARTH	
	POROUS FILL (STONE OR GRAVEL, SUB BASE, ETC.)	
	ROCK	
	LIGHTWEIGHT CONCRETE (STRUCTURAL, INSULATING FILL)	
	STRUCTURAL CONCRETE (CAST IN PLACE, OR PRECAST)	
	BRICK (COMMON OR FACE)	
	CONCRETE MASONRY UNITS (CMU)	
	CUT STONE, CAST STONE	
	METAL (LARGE SCALE)	
	METAL (SMALL SCALE STRUCTURAL & SHEET)	
	PLYWOOD (LARGE SCALE)	

1
A101

View h
1/8" = 1"

2
A301

ENLARGED
INFORMATION
REFERENCE

1
A301

SECTIONS
SECTION NUMBER
SHEET NUMBER

1
A301

ELEVATIONS
ELEVATION NUMBER
SHEET NUMBER

NORTH ARROW

00 01

COLUMN GRID AND
IDENTIFICATION

X X X

PARTITION TYPE

XXX

DOOR NUMBER

4

WINDOW MARKER

CENTER LINE

KEYNOTE

EL+X-X
FL+X-X
MO+X-X
CLO+X-X

ELEVATION DATUM POINT

Attachment #2

TENANT/OPERATOR CAPITAL ONE 1680 CAPITAL ONE DRIVE MCLEAN, VIRGINIA 22102 PROJECT MANAGER: GRANT M. RIZZI T: 240 755 9646 E: Grant.Rizzi@CapitalOne.com	ARCHITECT LEO A DALY 1220 NINETEENTH STREET NW SUITE 220 WASHINGTON, DC 20036 T: 202-861-4600 CONTACT: CINDY LINKINS E: cklinks@leoadaly.com	MEP ENGINEERING CMTA, INC 1220 NORTH FILLMORE STREET SUITE 150 ARLINGTON, VIRGINIA 22201 T: 703-525-6268 CONTACT: GREG SWALUK E: gswaluk@cmta.com	

SCOPE OF WORK

1. REMOVE EXISTING EXTERIOR ATM BUILDING IN DRIVE UP LANE 2.
2. REWORK EXISTING CONDUITS AND TRENCH FOR A UNIFIED PIT.
3. POUR NEW CONCRETE PAD FOR NCR 6688 (ATM) INSTALLATION
4. INSTALL 4 BOLLARDS WITH BLUE PLASTIC COVERS AROUND NEW ATM
5. PULL IN EXISTING CONDUIT OR TRENCH FOR NEW ELECTRIC, DATA AND SECURITY TO LANE 2
6. TERMINATE ATM ON DAY OF INSTALL
7. INSTALL CONDUITS AND PULL STRINGS FOR DATA & SECURITY IF EXISTING CONDUITS NOT USABLE. EXTEND NEW CONDUIT TO TIE TO EXISTING
8. TRANSPORT AND SCRAP ISOTEL BUILDING.
9. REMOVE DEBRIS AND CLEAN DISTURBED AREA.



0 30' 60'

EXISTING ISOTEL ATM BUILDINGS

HERRIN PARKWAY

Capital One
1680 Capital One Drive
McLean, VA 22102

1200 Nineteenth St. NW, Suite 220
Washington, DC 20036-2683 US
Tel 202-861-4600 Fax 202-872-8530



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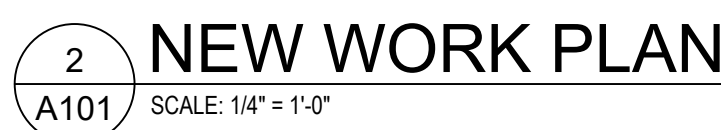
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ACTIVITY	BY
Manager	CKL
Design	AS
Draw	JL
Check	AMG

Project No. 052-10117-167
03/14/2022

TITLE SHEET

T100



1. THE GENERAL CONTRACTOR SHALL ACCEPT THE PROJECT AS IT EXISTS. ALL EXISTING CONDITIONS, WHETHER OR NOT SPECIFICALLY NOTED ON THE DRAWINGS, SHALL BE VERIFIED BY THE GENERAL CONTRACTOR PRIOR TO THE START OF DEMOLITION. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR DEMOLITION DRAWINGS INDICATE GENERAL SCOPE OF WORK ONLY. NOT ALL DEMOLITION WORK NECESSARY IS SPECIFICALLY INDICATED. THE EXTENT AND METHOD OF DEMOLITION SHALL BE AS DETERMINED BY THE GENERAL CONTRACTOR TO ACCOMPLISH THE FOLLOWING:
2. REMOVE AND DISPOSE OF ALL EXISTING CONSTRUCTION WHICH IS DAMAGED OR DISTURBED TO MATCH ADJACENT SURFACE AND FINISH, OR RESTORE TO ORIGINAL CONDITION, WHERE AREAS OR ITEMS ARE SPECIFICALLY INDICATED TO BE RESTORED TO ORIGINAL CONDITION.
3. REMOVE AND DISPOSE OF ALL EXISTING CONSTRUCTION WHICH IS TO REMAIN, SAVING OR OTHERWISE REMOVE TO PROVIDE A CLEAN EDGE.
4. REMOVE AND DISPOSE OF ALL EXISTING CONSTRUCTION WHICH IS TO BE SALVAGED FOR REUSE, OR TO BE REUSED IN THE PROJECT, OR TO BE REUSED IN OTHER PROJECTS.
5. DO NOT MODIFY EXISTING STRUCTURE UNLESS SPECIFICALLY NOTED ON THE DRAWINGS OR APPROVED IN ADVANCE BY THE ARCHITECT AND STRUCTURAL ENGINEER.
6. SALVAGE ALL MERCHANDISE AND MATERIALS TO BE REUSED IN THE PROJECT, ETC. SCOPE TO BE COORDINATED WITH MERCHANDISING APPLICATION MANAGER, TYPICAL.

- | NEW WORK GENERAL NOTES | |
|------------------------|--|
| 1. | ALL INTERIOR FINISHES TO HAVE CLASS B FLAME SPREAD OR BETTER |
| 2. | ALL GYPSUM BOARD PATCHING TO BE 18" TYP. UNLESS OTHERWISE NOTED |
| 3. | FOR ANY PATCHING IN THE INTERIOR WALLS OF THE EXISTING BRANCH THAT NEEDS TO BE PATCHED AS A RESULT OF NEW WORK - ALL GYPSUM BOARD SHALL BE TAPED, SPACKLED (3) COAT & PRIMED FOR FINISH. ALL GWB WALLS TO RECEIVE LEVEL 4 FINISH U.O.N. MATCH EXISTING PAINT AND PAINT ENTIRE WALL WHERE PATCHING IS LOCATED |

SECURITY BOLTS

The island, or base, must be capable of withstanding the loading imposed by the anchor points for the bolts. Bolts and anchors must be supplied by the owning organisation.

To ensure conformity to EN1143-1 Anchoring Strength Test, it is recommended that the ATM is bolted to the island, or base, through all six of the security enclosure bolt holes, using bolts with anchor washers as specified below. Bolts and anchor washers are to be supplied by the owning organisation.

Make sure that the island, or base, is capable of withstanding the load imposed by the anchor points for these bolts.

If an adjustable plinth is used, it must be bolted to the island, or base, to the same specification as the ATM.

The minimum specification for bolts and washers to secure the ATM is:

- Bolts
 - Type - either resin anchor or shield anchor bolts
 - Size - **M16** (5/8 in.)
 - Minimum Length - **150 mm** (5.9 in.)
 - Strength - high tensile (minimum ISO property class **8.8**)
- Washers
 - Type - flat, steel (as per DIN7349 or equivalent)
 - Size - **M16** (5/8 in.)
 - Outer diameter - no greater than **40 mm** (1.58 in.)
 - Minimum thickness - **6 mm** (0.2 in.)

ATM POSITION ON ISLAND

The illustration below shows the dimensions for the minimum island size.

NCR recommends that the base of the ATM be positioned **92.4 mm (3.64 in.)** from the front of the island, so that the front bollards are in line with the fascia surround (refer to Island Dimensions and Bollard Locations illustration).

CAPITAL ONE BANK
HERNDON
1201 Elden St,
Herndon, VA 20170



1680 Capital One Drive
McLean, VA 22102



1200 Nineteenth St. NW, Suite 220
Washington, DC 20036-2683 US
Tel 202-861-4600 Fax 202-872-8530



KEY PLAN

[illegible]

FILE LOG

ACTIVITY	BY
Manager	DXL
Design	AS
Draw	JL
Check	AMG

CONSTRUCTION
DOCUMENTS

Project No. 052-10117-167
03/14/2022

DEMOLITION PLAN
PROPOSED WORK PLAN

A101



Herndon
1201 Elden Street
Herndon, VA 20170

Proposed Rendering





Capital One

DO NOT
ENTER

DO NOT ENTER

Press
CALL BUTTON
for service

Open Door for
Teller Express
Service

ATM CLOSED
TELLER CLOSED

9'-0"



Clearance 9'-0"



TELLER OPEN
TELLER OPEN

Clearance 9'-0"



Capital One Bank

- Drive Thru ATM
- Drive Thru Teller
- Drive Thru Loan Officer
- Drive Thru Insurance Agent
- Drive Thru Notary Public
- Drive Thru Notary Public







Capital One

Capital One

Good afternoon
Insert your card to get started

Press
CALL BUTTON
For Service

Open Door For
Teller Express
Envelopes

Title: ARB #22-007; Building alteration; 505 Huntmar Park Drive

Staff Contact: Tamsin Himes
 Lead Planner – Development and Design
tamsin.himes@herndon-va.gov
 (571) 612-0537

Summary Information

Applicant Request	Building alteration		
Address	505 Huntmar Park Drive		
Fairfax County Tax Map Number	0162 02 0156D		
Owner	BRIT-BECO Park Herndon LLC		
Applicant	Cynthia Middlebrooks, Smartlink for Sprint		
Business/Organization	BRIT-BECO Park Herndon LLC		
Property Use	Office building		
Zoning District	O & LI; Office & Light Industrial District		
Adjacent Zoning	North: O & LI; Office and Light Industrial South: R-10; Residential Single-Family - 10 East: O & LI; Office and Light Industrial West: O & LI; Office and Light Industrial		
Building Type(s)	Multi-story brick office building	Date of Construction:	1988
Architectural Style(s)	Post-modern		
Exterior Material(s)	Brick, dark tinted windows, light stringcourses, asphalt shingle		
Neighborhood Design Profile	Primarily office parks, some residential buildings across Spring street		
Comprehensive Plan Land Use Designation	Office Parks & Flexible Space		

Staff Recommendation	Staff is withholding a recommending.
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Case Details

Proposal:

This application is proposing a project to install 9 antennas, replacing 6 existing antennas, on the rooftop of an office building at 505 Huntmar Park Drive. The project includes plans for screening or concealment walls, all of which are visible from different vantage points on the ground/right of way. The antennas and enclosures are situated on the northeast (sector 1), southeast (sector 2), and southwest (sector 3) portions of the roof area.

Site Description:

The building is a three-story, post-modern office building featuring brick, highly reflective glazing and light precast stone or cement string courses. It sits in the north quadrant of the intersection of Huntmar Park Drive and Spring Street. The adjacent properties are similarly industrial in nature except across Spring Street which features residential properties. The building is surrounded by parking areas and a fairly substantial tree line between the parking and the right of way. The trees and landscaping provide a fair amount of screening for the building.

Location Map



Map source: fairfaxcounty.gov

Applicable Design Guidance:

- Town Code of Ordinances, Section 58-96 – *Design criteria*

Staff Analysis

1. Staff has found that the proposed building alteration does not wholly meet the applicable standards and requirements of the Town of Herndon Zoning Ordinance.
 - a. This project falls under town code Sec. 78-114.(b), roof-mounted features requiring screening. The zoning requirements include a stipulation that the materials for the enclosures must match the materials of the building and that the screen shall completely hide equipment from the right of way. The submitted drawings indicate that the screening/equipment enclosures are constructed of a metal grid and flush paneling (drawing sheet S-7) while the building's exterior materials are primarily brick.

2. With the findings expressed below, staff believes the proposed building alteration as described does not altogether comply with the applicable design criteria within the Town's Architectural Control District as specified in Section 58-96 of the Town Code of Ordinances.
 - a. As proposed, the screening enclosures are not visually compatible with the exiting building and thus are not suitable for the enhancement of a good suburban community.
3. The ARB has in the past expressed a preference for rooftop equipment to be consolidated to one area, thus necessitating one enclosure instead of several screening spread out equipment. The existing rooftop equipment enclosure adheres to this, but the proposed project does not. The board may want to discuss this with the applicant and ask about the rationale for the current equipment positioning.
4. The applicant has been made aware that the following additional information and materials is required: 1) details regarding exact exterior materials for the enclosures, 2) color architectural renderings of the enclosures, and 3) a photo sim of the view of the building with rooftop screening enclosures from the north of the building/from Spring Street.

Staff Recommendation:

ARB Alternatives:	1. Resolution to deny the application. 2. Resolution to approve the application as submitted. 3. Resolution to approve with condition(s). 4. The ARB may also continue the review of this item to a future public hearing
Staff Recommendation:	Staff is withholding a recommendation pending further information from the applicant

Report Attachments

1.	Drawings
2.	Photos and renderings

Staff Signatures



Tamsin Himes
Lead Planner/Design and Development



Bryce A. Perry
Deputy Director



Attachment #1

SITE NUMBER: 7WAC517A

SITE NAME: NTM REPL FOR DC52XC007

505 HUNTMAR PARK DR
HERNDON, VA 20170

CONFIGURATION: 67D5A97DB_B25

T-Mobile

T-MOBILE NORTHEAST LLC

12050 BALTIMORE AVENUE
BELTSVILLE, MD 20705
PHONE: (240) 264-8600

entrex

communication services, inc.

6100 Executive BLVD, Suite 350
Rockville, MD 20852
PHONE: (202) 408-0960

smartlink

1362 MELLON RD, STE 140
HANOVER, MD 21076
PHONE: (410) 582-8043
FAX: (410) 221-2962

SITE INFORMATION

- SCOPE OF WORK:
1. REMOVE EXISTING SPRINT ANTENNAS FROM EXISTING SLED MOUNTS
 2. INSTALL (3) NEW VV-65A-R1 ANTENNAS ON NEW MOUNTING PIPES ON NEW SCREENED PLATFORM.
 3. INSTALL (3) NEW AIR 6449 ANTENNAS ON NEW MOUNTING PIPES ON NEW SCREENED PLATFORM.
 4. INSTALL (3) NEW RADIO 4460 B25+B66 ON NEW MOUNTING PIPES ON NEW SCREENED PLATFORM.
 5. INSTALL (3) NEW RADIO 4480 B71+B85 ON NEW MOUNTING PIPES ON NEW SCREENED PLATFORM.
 6. INSTALL (3) NEW HYBRID CABLES FROM EQUIPMENT ROOM IN PENTHOUSE TO NEW ANTENNAS ON ROOF
 7. REMOVE EXISTING SPRINT EQUIPMENT CABINETS & EXISTING PLATFORM.
 8. INSTALL (1) 6160 & (1) B160 ERICSSON EQUIPMENT CABINETS ON NEW SCREENED PLATFORM.
 9. PROVIDE NEW POWER & TELCO SERVICES FROM DEMARCATION POINT TO NEW EQUIPMENT PLATFORM.
 10. REMOVE EXISTING SPRINT CABLES, CONDUITS AND CABLE TRAYS.
 11. REMOVE EXISTING SPRINT SLED MOUNTS.
 12. INSTALL NEW TRANSFORMER.
 13. INSTALL NEW SUBMETER.
 14. INSTALL (3) NEW SCREENED PLATFORMS.
 15. INSTALL PITCH POCKET FOR POWER/TELCO/GROUND CONDUIT.

JURISDICTION: FAIRFAX COUNTY/ CITY OF HERNDON

TAX MAP: 0162 02 0156D

BOOK/PAGE: 19113/1312

ZONING: O & LI (OFFICE AND LIGHT INDUST. DIST.)

PARCEL OWNER: BRIT-HERNDON SQUARE LLC.
MAILING ADDRESS: 5410 EDSON LA SUITE 200
ROCKVILLE, MD 20852

PARCEL AREA: ±221,890 SF

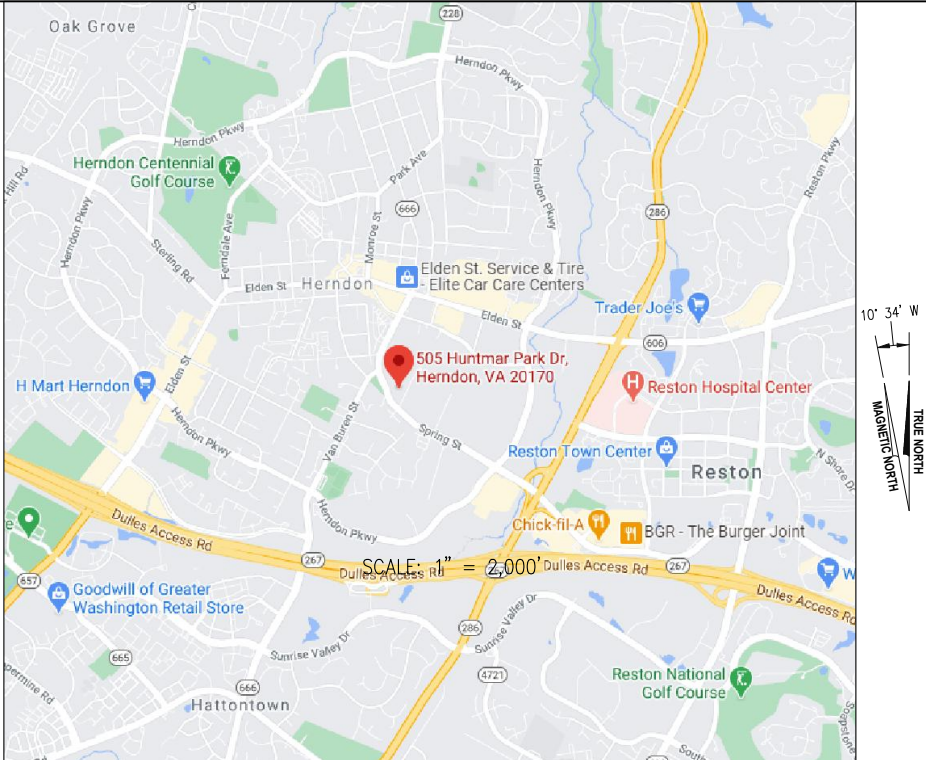
STRUCTURE TYPE: ROOFTOP

LATITUDE: 38.96357

LONGITUDE: -77.37144

NOTE TO GENERAL CONTRACTOR
NO WORK IS TO BE PERFORMED ON THIS SITE WITHOUT REVIEW OF THE APPROVED STRUCTURAL ANALYSIS. IF ANY DISCREPANCIES ARE FOUND THE GENERAL CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING. AT NO TIME WILL ANY ADDITIONAL ANTENNAS BE INSTALLED WITHOUT WRITTEN CONSENT FROM TOWER ENGINEER.

VICINITY MAP



SHEET INDEX

- T-1 TITLE SHEET
- N-1 GENERAL NOTES
- C-1 SITE PLAN
- A-1 ROOF AND EQUIPMENT LOCATION PLAN
- A-2 WEST AND EAST BUILDING ELEVATIONS
- A-3 ANTENNA LOCATION PLANS
- S-1 RF SCHEDULE & CABLING DIAGRAM
- S-2 ANTENNA AND RRU DETAILS
- S-3 ANTENNA SUPPORT FRAMING PLANS
- S-4 ANTENNA FRAME SECTION AND DETAILS
- S-5 ANTENNA ENCLOSURE DETAILS
- S-6 EQUIPMENT PLATFORM FRAMING AND LOCATION PLANS
- S-7 EQUIPMENT PLATFORM ELEVATIONS AND DETAILS
- S-8 EQUIPMENT AND STAIR DETAILS
- E-1 ELECTRICAL PLAN AND DETAILS
- E-2 ELECTRICAL DIAGRAMS AND PANEL SCHEDULES
- E-3 GROUNDING PLAN, DIAGRAM AND DETAILS

DIRECTIONS TO SITE

GET ON I-95 S FROM AMMENDALE RD AND MD-212 W (2.9 MI). TAKE I-495 W AND VA-267 W TO VA-286 N/FAIRFAX COUNTY PKWY IN RESTON. TAKE EXIT 11 FROM VA-267 W (30.0 MI). CONTINUE ON VA-286 N/FAIRFAX COUNTY PKWY TO DESTINATION IN HERNDON.

7WAC517A
NTM REPL FOR DC52XC007

505 HUNTMAR PARK DR
HERNDON, VA 20170

SEAL:

SUBMITTALS

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09-09-2021	PER 7/27/21 RFDS	2
03-18-2022	ZONING - NEW DESIGN	3
03-25-2022	FOR PERMIT - NEW DESIGN	4

PROJECT TEAM

APPLICANT: SPRINT
12050 BALTIMORE AVE.
BELTSVILLE, MD 20705
PHONE: (301) 264-8600

ARCHITECT/ENGINEER: ENTREX COMMUNICATION SERVICES, INC.
6100 EXECUTIVE BLVD, SUITE 430
ROCKVILLE, MD 20852
CAMILLE SHABSHAB (202) 408-0960

PROJECT MANAGEMENT: SMARTLINK LLC
1362 MELLON RD, SUITE 140
HANOVER, MD 21076
PHONE: (410) 582-8043

CODE COMPLIANCE

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THE LATEST EDITIONS OF THE FOLLOWING CODES.

- 2018 INTERNATIONAL BUILDING CODE
- 2018 INTERNATIONAL EXISTING BUILDING CODE
- 2017 NATIONAL ELECTRICAL CODE
- 2018 NFPA 101, LIFE SAFETY CODE
- AMERICAN CONCRETE INSTITUTE
- AMERICAN INSTITUTE OF STEEL CONSTRUCTION
- MANUAL OF STEEL CONSTRUCTION 13TH EDITION
- ANSI/TIA-222-H



APPROVAL BLOCK

		APPROVED	APPROVED AS NOTED	REVISE & RESUBMIT
OWNER REPRESENTATIVE	DATE	☐	☐	☐
SITE ACQUISITION	DATE	☐	☐	☐
CONSTRUCTION MANAGER	DATE	☐	☐	☐
ZONING	DATE	☐	☐	☐
RF ENGINEER	DATE	☐	☐	☐

PROJECT NO: 1160.134
DESIGNER: A. J.
ENGINEER: C. S.

THESE DRAWINGS ARE FORMATTED TO BE FULL-SIZE AT 22"x34"

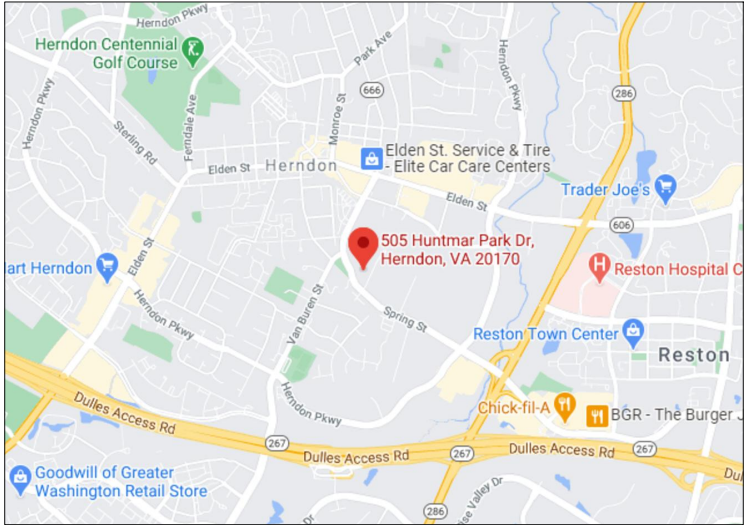
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TITLE SHEET

SHEET NUMBER:

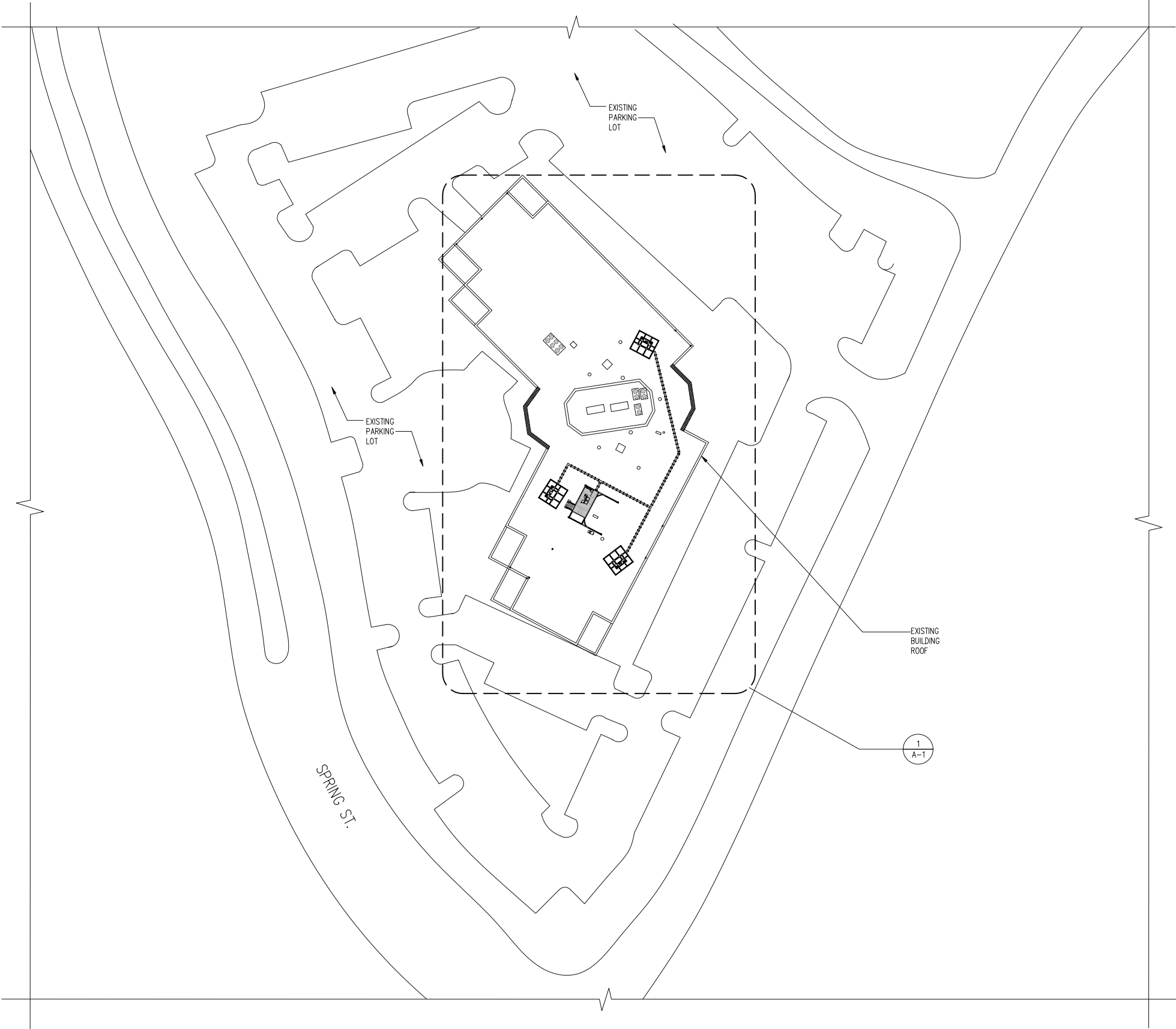
T-1



VICINITY MAP
SCALE: 1"= 2000'
TRUE NORTH

SITE PLAN NOTES

- 1.) SITE NAME: NTM REPL FOR DC52XC007
- 2.) THIS IS NOT A BOUNDARY SURVEY AND IS NOT TO BE USED FOR THE TRANSFER OF PROPERTY.
- 3.) THE SUBJECT PARCEL INFORMATION;
- OWNER: BRIT-HERNDON SQUARE LLC.
- PREMISES ADDRESS: 505 HUNTMAR PARK DR
HERNDON, VA 20170
- MAILING ADDRESS: 5410 EDSON LA SUITE 200
ROCKVILLE, MD 20852
- JURISDICTION: FAIRFAX COUNTY/ CITY OF HERNDON
TAX ACCOUNT NO.: 0162 02 0156D
BOOK/PAGE: 19113/1312
USE: COMMERCIAL
- PARCEL AREA: ±221,890 SF
- 4.) THE LOCATION OF THE PROPOSED MONOPOLE IS AS FOLLOWS BASED ON GOOGLE EARTH:
- LATITUDE: 38.96357
LONGITUDE: -77.38144



SITE PLAN
SCALE: 1" = 40'-0"
TRUE NORTH

T-Mobile

T-MOBILE NORTHEAST LLC

12050 BALTIMORE AVENUE
BELTSVILLE, MD 20705
PHONE: (240) 264-8600

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communication services, inc.

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smartlink

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PHONE: (410) 582-8043
FAX: (410) 221-2962

7WAC517A
NTM REPL FOR DC52XC007

505 HUNTMAR PARK DR
HERNDON, VA 20170

SEAL:

COMMONWEALTH OF VIRGINIA
CAMILLE SHABSHAB
Lic. No. 044026
PROFESSIONAL ENGINEER

SUBMITTALS		
DATE	DESCRIPTION	REV.
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03-18-2022	ZONING - NEW DESIGN	3
03-25-2022	FOR PERMIT - NEW DESIGN	4

PROJECT NO: 1160.134
DESIGNER: A.J.
ENGINEER: C.S.

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TO BE FULL-SIZE AT 22"x34"

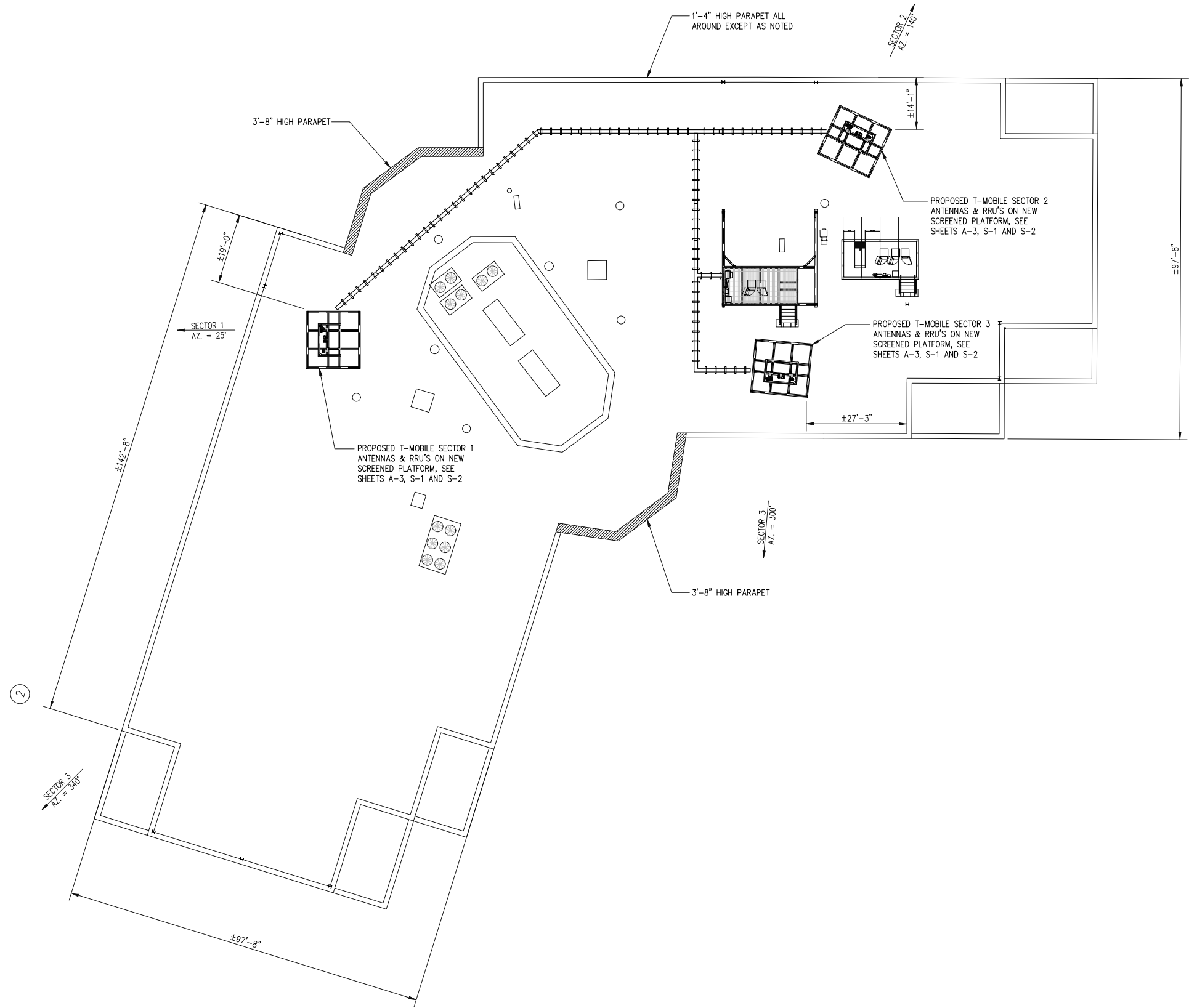
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GRAPHIC SCALE IN INCHES

TITLE:

SITE PLAN

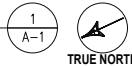
SHEET NUMBER:

C-1



ROOF & EQUIPMENT LOCATION PLAN

SCALE: 1/16"=1'-0"



T-MOBILE NORTHEAST LLC
12050 BALTIMORE AVENUE
BELTSVILLE, MD 20705
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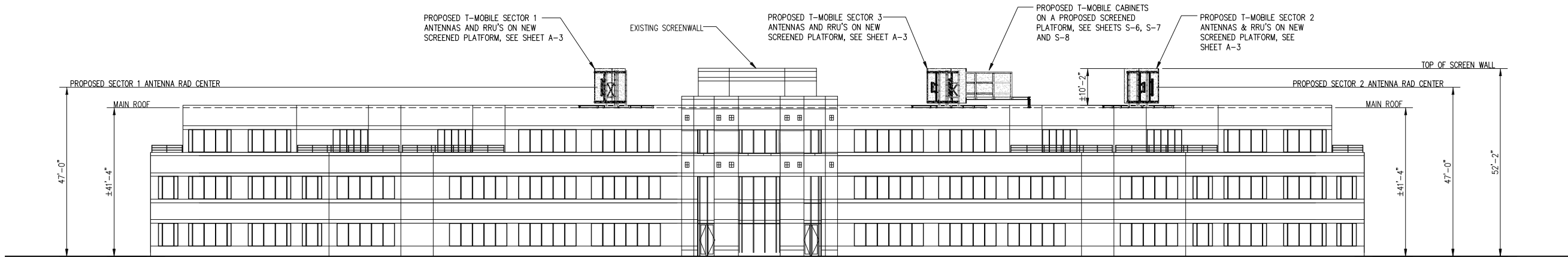
7WAC517A
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505 HUNTMAR PARK DR
HERNDON, VA 20170

SEAL:

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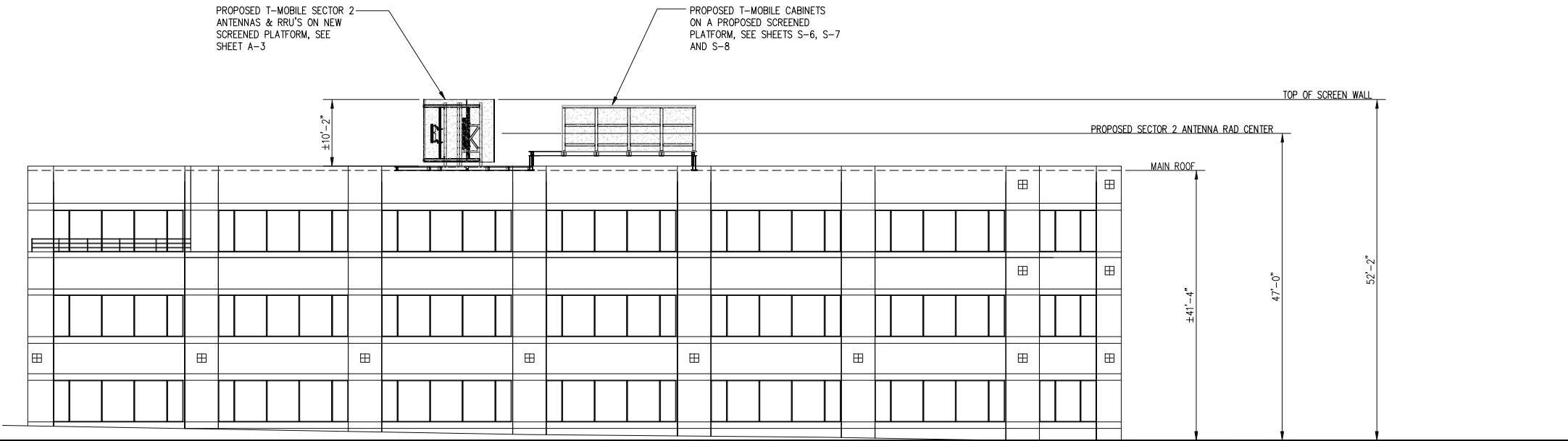
PROJECT NO: 1160.134
DESIGNER: J.P.
ENGINEER: C.S.
THESE DRAWINGS ARE FORMATTED
TO BE FULL-SIZE AT 22"x34"

GRAPHIC SCALE IN INCHES
TITLE:
ROOF & EQUIPMENT
LOCATION PLAN
SHEET NUMBER:
A-1



WEST BUILDING ELEVATION
SCALE: 1/16"=1'-0"

1
A-2



NOTE:
SECTOR 3 NOT SHOWN FOR CLARITY.

EAST BUILDING ELEVATION
SCALE: 3/32"=1'-0"

2
A-2

T-Mobile

T-MOBILE NORTHEAST LLC

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PROFESSIONAL ENGINEER

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PROJECT NO: 1160.134
DESIGNER: TMF
ENGINEER: C.S.

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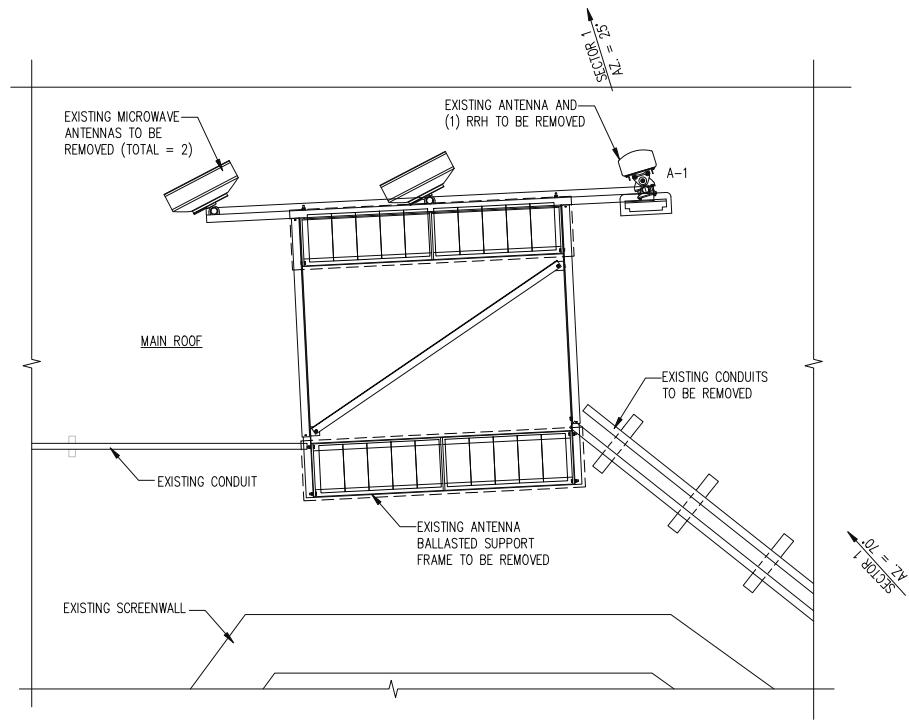
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GRAPHIC SCALE IN INCHES

TITLE:

**WEST AND EAST
BUILDING
ELEVATIONS**

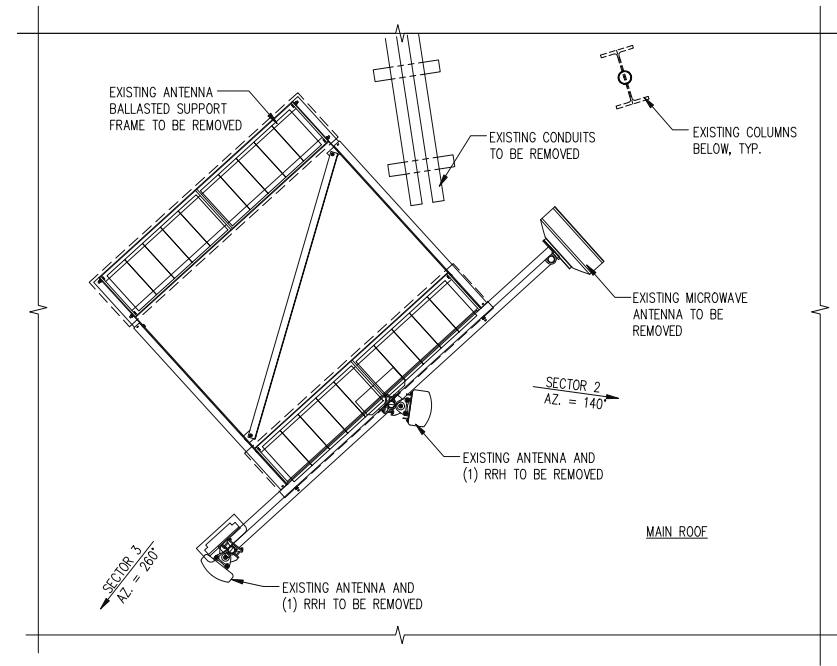
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A-2



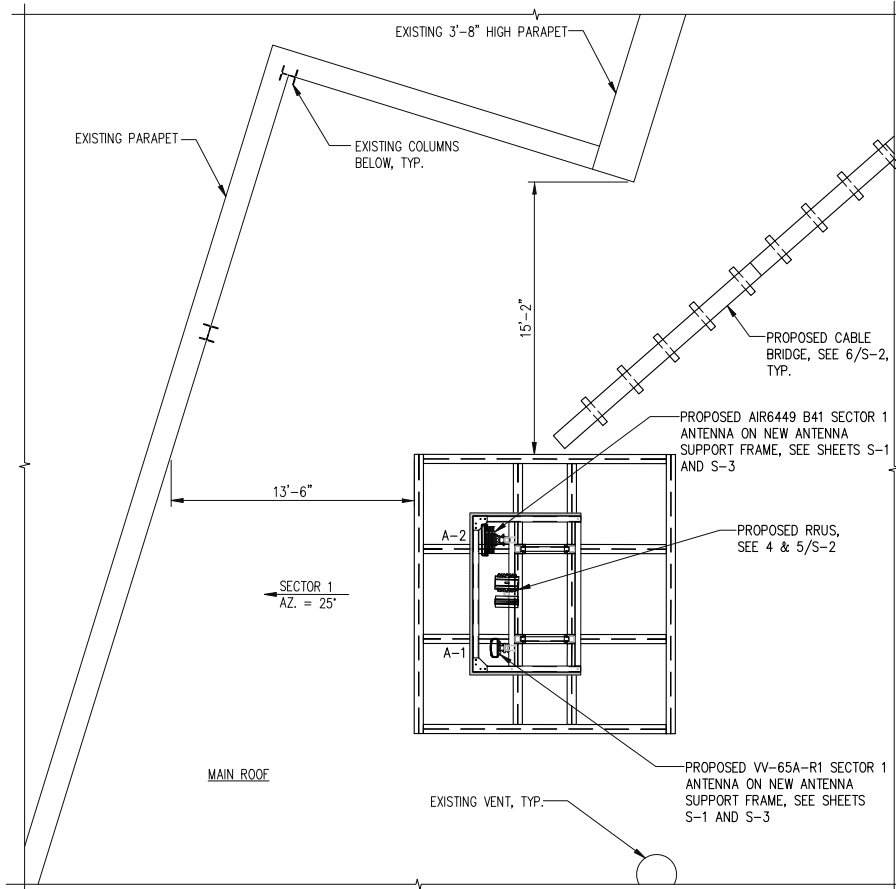
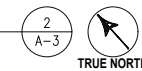
**EXISTING ANTENNA LOCATION PLAN
(SECTOR 1)**

SCALE: 3/8" = 1'-0"



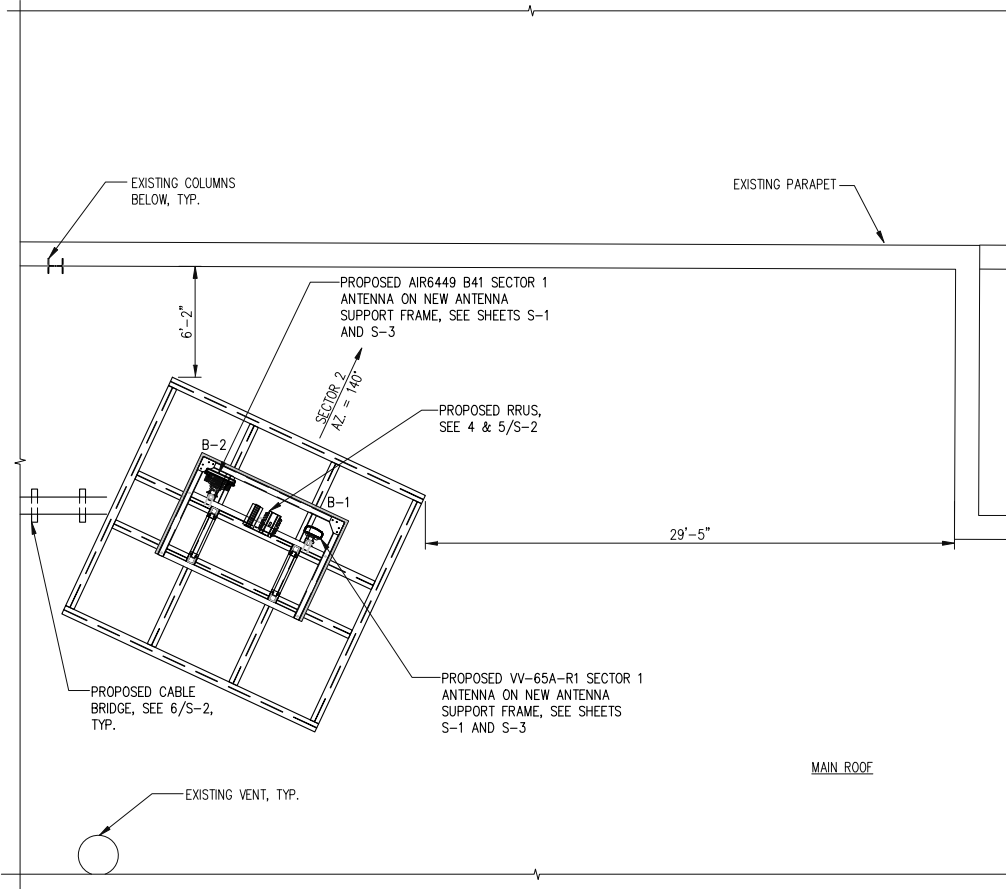
**EXISTING ANTENNA LOCATION PLAN
(SECTORS 2 & 3)**

SCALE: 3/8" = 1'-0"



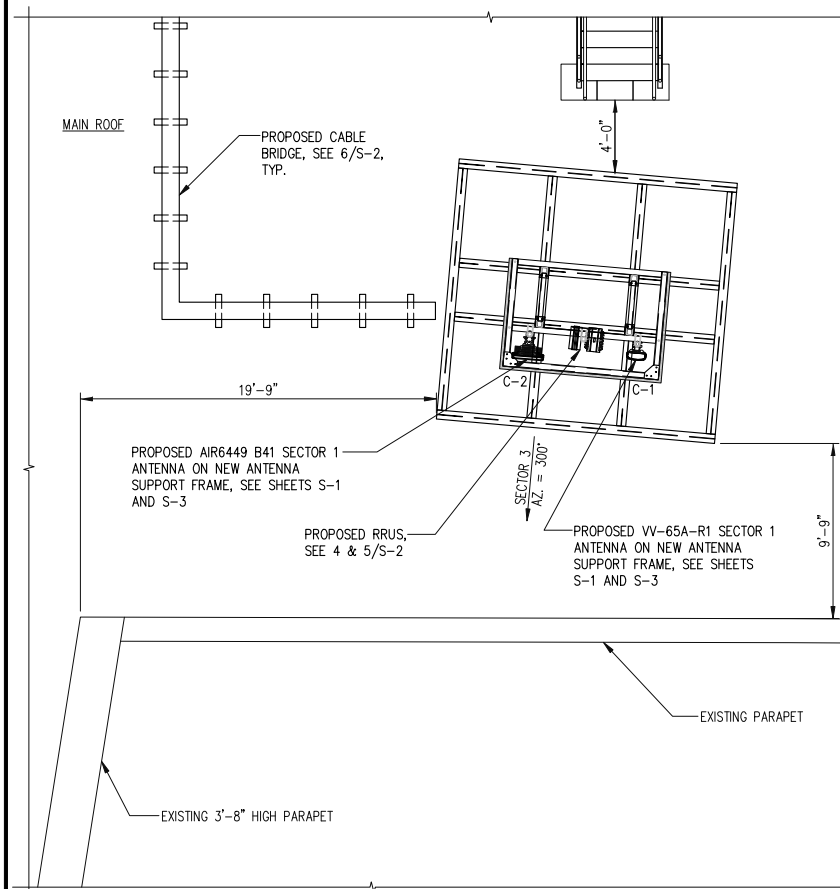
**PROPOSED ANTENNA LOCATION PLAN
(SECTOR 1)**

SCALE: 3/16" = 1'-0"



**PROPOSED ANTENNA LOCATION PLAN
(SECTOR 2)**

SCALE: 3/16" = 1'-0"



**PROPOSED ANTENNA LOCATION PLAN
(SECTOR 3)**

SCALE: 3/16" = 1'-0"



T-Mobile

T-MOBILE NORTHEAST LLC

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SEAL:

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Professional Engineer

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PROJECT NO: 1160.134
DESIGNER: J.P.
ENGINEER: C.S.

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TO BE FULL-SIZE AT 22"x34"

0 1/2 1
GRAPHIC SCALE IN INCHES

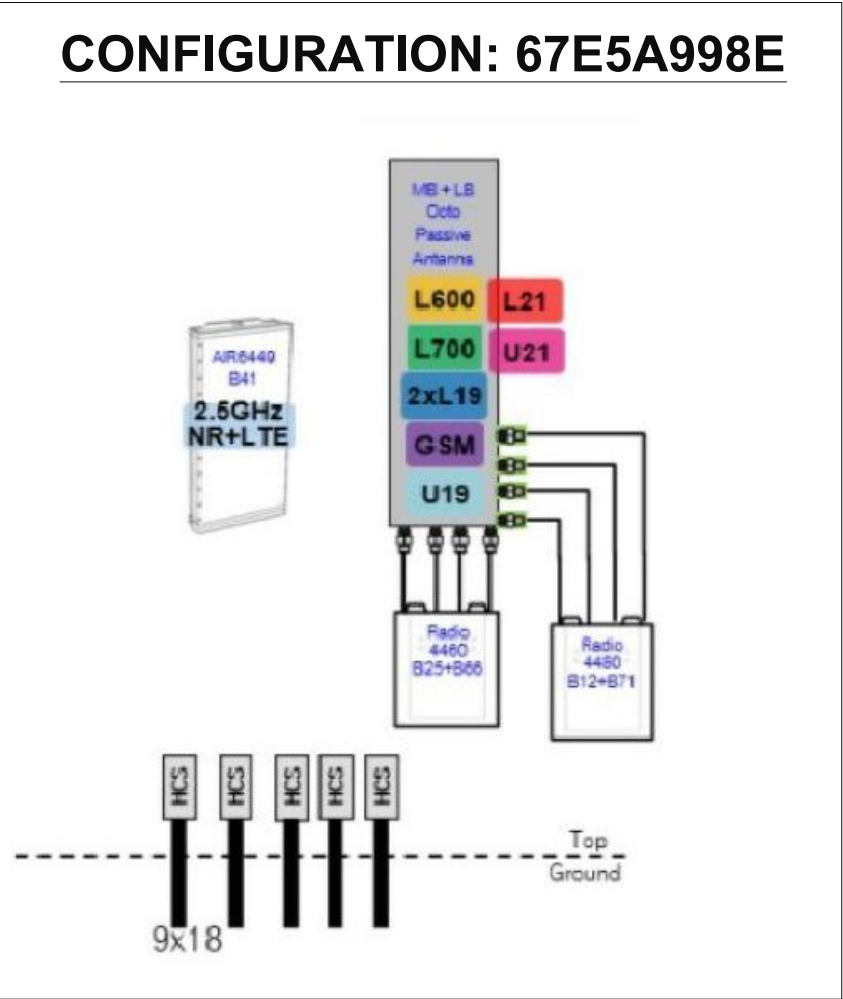
TITLE:

**ANTENNA
LOCATION PLANS**

SHEET NUMBER:

A-3

RF SYSTEM SCHEDULE									
SECTOR	ANTENNA	TECHNOLOGY	ANTENNA MODEL	VENDOR	AZIMUTH	E-TILT	ANTENNA CENTERLINE	TMA/RRU MODEL	CABLE TYPE & LENGTH
1	A-1	L700/L600/N600	VV-65A-R1 (QUAD)	COMMSCOPE	25°	2°	47°-0°	RADIO 4480 B71+B85	± 180' SHARED ERICSSON HYBRID TRUNK 6/24 4AWG CABLE
		L700/L600/N600				2°		RADIO 4460 B25+B66	
		G1900/L1900/L2100				2°			
		G1900/L1900/L2100				2°			
	A-2	N2500/L2500	AIR6449 B41 (MASSIVE MIMO)	ERICSSON	25°	2°	47°-0°	-	
		N2500/L2500				2°			
2	B-1	L700/L600/N600	VV-65A-R1 (QUAD)	COMMSCOPE	140°	2°	47°-0°	RADIO 4480 B71+B85	± 100' SHARED ERICSSON HYBRID TRUNK 6/24 4AWG CABLE
		L700/L600/N600				2°		RADIO 4460 B25+B66	
		G1900/L1900/L2100				2°			
		G1900/L1900/L2100				2°			
	B-2	N2500/L2500	AIR6449 B41 (MASSIVE MIMO)	ERICSSON	140°	2°	47°-0°	-	
		N2500/L2500				2°			
3	C-1	L700/L600/N600	VV-65A-R1 (QUAD)	COMMSCOPE	300°	2°	47°-0°	RADIO 4480 B71+B85	± 80' SHARED ERICSSON HYBRID TRUNK 6/24 4AWG CABLE
		L700/L600/N600				2°		RADIO 4460 B25+B66	
		G1900/L1900/L2100				2°			
		G1900/L1900/L2100				2°			
	C-2	N2500/L2500	AIR6449 B41 (MASSIVE MIMO)	ERICSSON	300°	2°	47°-0°	-	
		N2500/L2500				2°			



T

Mobile

T-MOBILE NORTHEAST LLC
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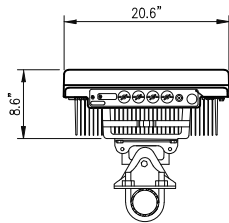
7WAC517A
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HERNDON, VA 20170

SEAL:

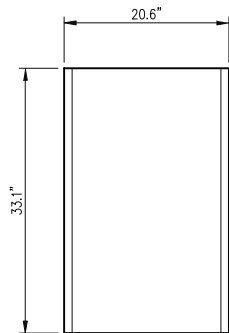
COMMONWEALTH OF VIRGINIA
CAMILLE SHABSHAB
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Professional Engineer

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PROJECT NO: 1160.134
DESIGNER: A. J.
ENGINEER: C. S.
THESE DRAWINGS ARE FORMATTED
TO BE FULL-SIZE AT 22"x34"
0 1/2 1
GRAPHIC SCALE IN INCHES
TITLE:
RF SCHEDULE
& CABLING
DIAGRAM
SHEET NUMBER:
S-1

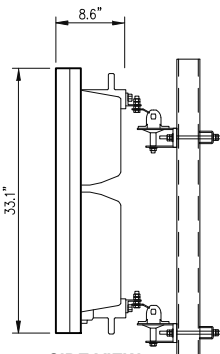


TOP VIEW



FRONT VIEW

ANTENNA MODEL:
ERICSSON AIR6449 B41
SIZE: 33.1" H x 20.6" W x 8.6" D
WEIGHT: 104 LBS
(W/O MOUNTING HARDWARE)

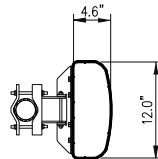


SIDE VIEW

ERICSSON AIR6449 B41 ANTENNA

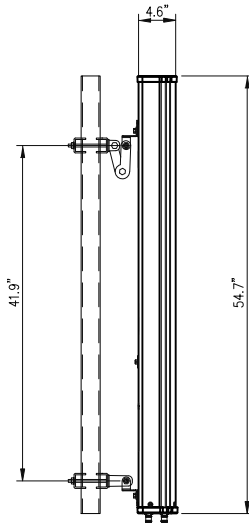
SCALE: 1"= 1'-0"

1
S-2

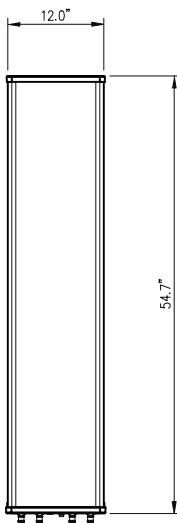


TOP VIEW

ANTENNA MODEL:
COMMSCOPE VV-65A-R1
SIZE: (54.7" H x 12" W x 4.6" D)
WEIGHT: 24.7 LBS.
MOUNTING BRACKET WEIGHT: 8.6 LBS.



SIDE VIEW

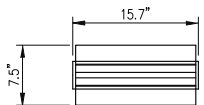


FRONT VIEW

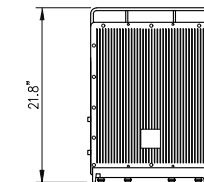
COMMSCOPE VV-65A-R1 ANTENNA DETAIL

SCALE: 1"= 1'-0"

2
S-2



PLAN VIEW



FRONT VIEW



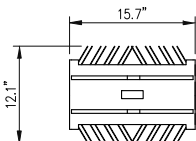
SIDE VIEW

RADIO INFORMATION:
WEIGHT: 84.0 LBS
(W/O MOUNTING HARDWARE)

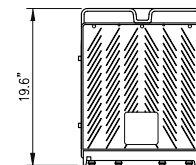
ERICSSON 4480 B71 B85 RRU DETAIL

SCALE: 1"= 1'-0"

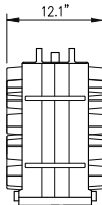
3
S-2



PLAN VIEW



FRONT VIEW



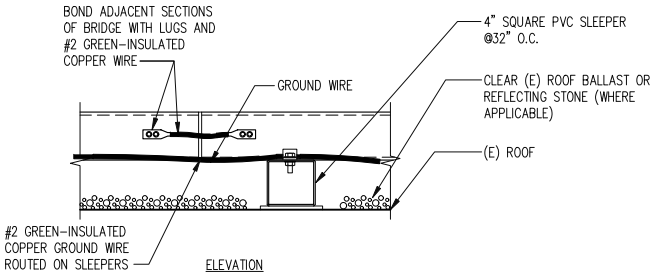
SIDE VIEW

RADIO INFORMATION:
WEIGHT: 109.0 LBS
(W/O MOUNTING HARDWARE)

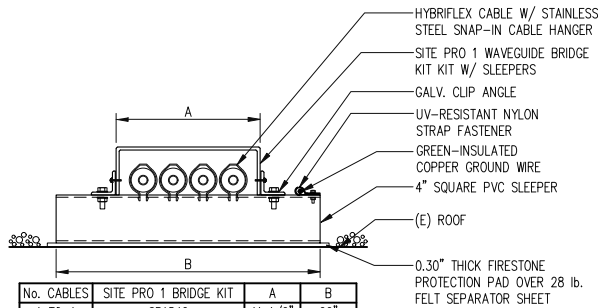
ERICSSON 4460 B25 B66 RRU DETAIL

SCALE: 1"= 1'-0"

4
S-2



ELEVATION



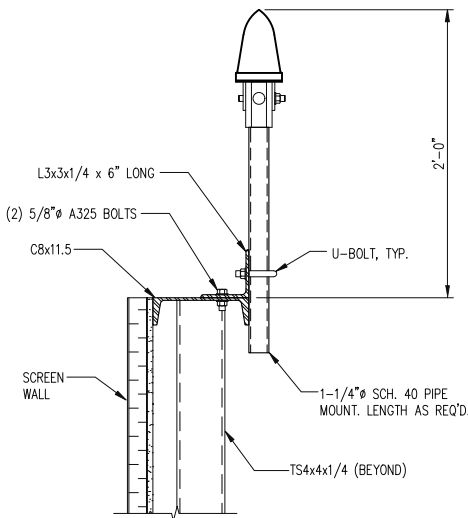
SECTION

No. CABLES	SITE PRO 1 BRIDGE KIT	A	B
1 TO 4	SP1542	11 1/2"	22"
5 TO 8	SP1543	21 1/2"	32"
9 TO 12	SP1595	33"	43 3/8"

CABLE BRIDGE DETAIL

SCALE: 1-1/2"= 1'-0"

5
S-2



GPS MOUNTING DETAIL

SCALE: 1-1/2"= 1'-0"

6
S-2



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03-25-2022	FOR PERMIT - NEW DESIGN	4

PROJECT NO: 1160.134

DESIGNER: TMF

ENGINEER: C.S.

THESE DRAWINGS ARE FORMATTED
TO BE FULL-SIZE AT 22"x34"

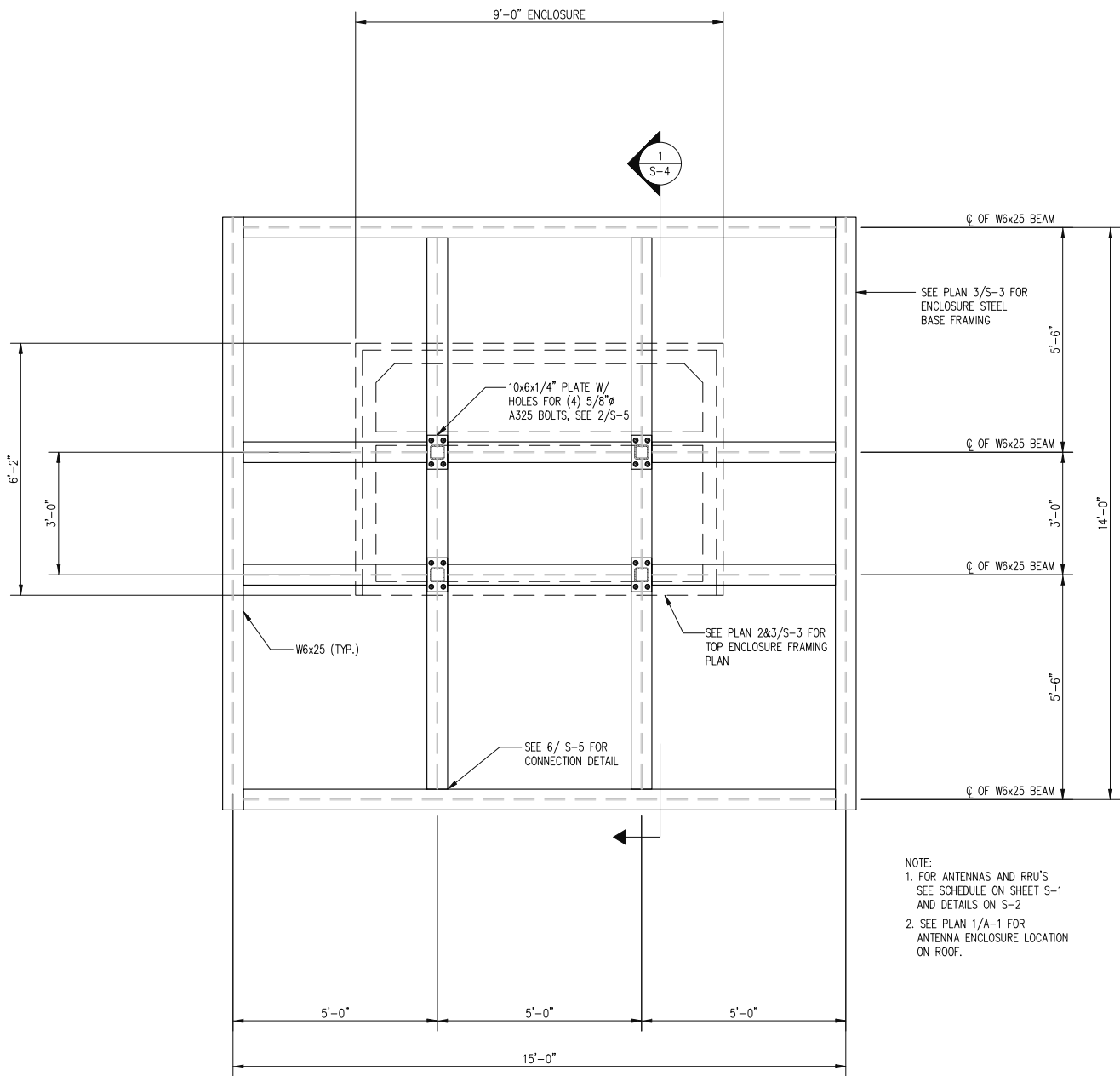
0 1/2 1
GRAPHIC SCALE IN INCHES

TITLE:

ANTENNA AND
RRU DETAILS

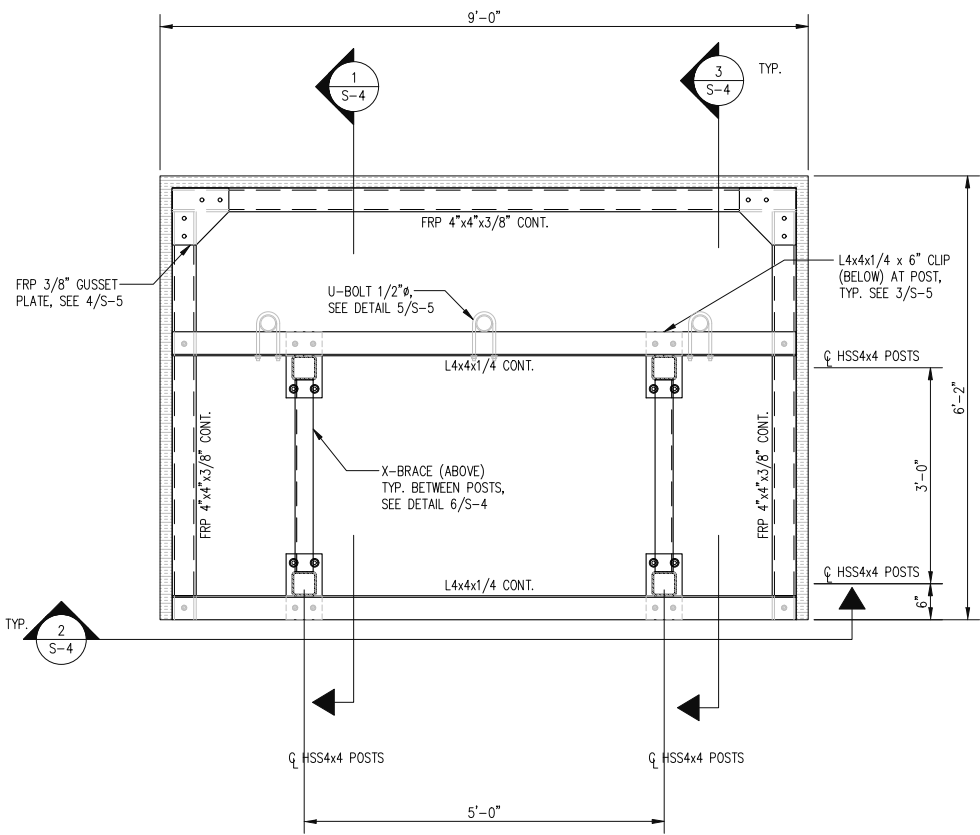
SHEET NUMBER:

S-2



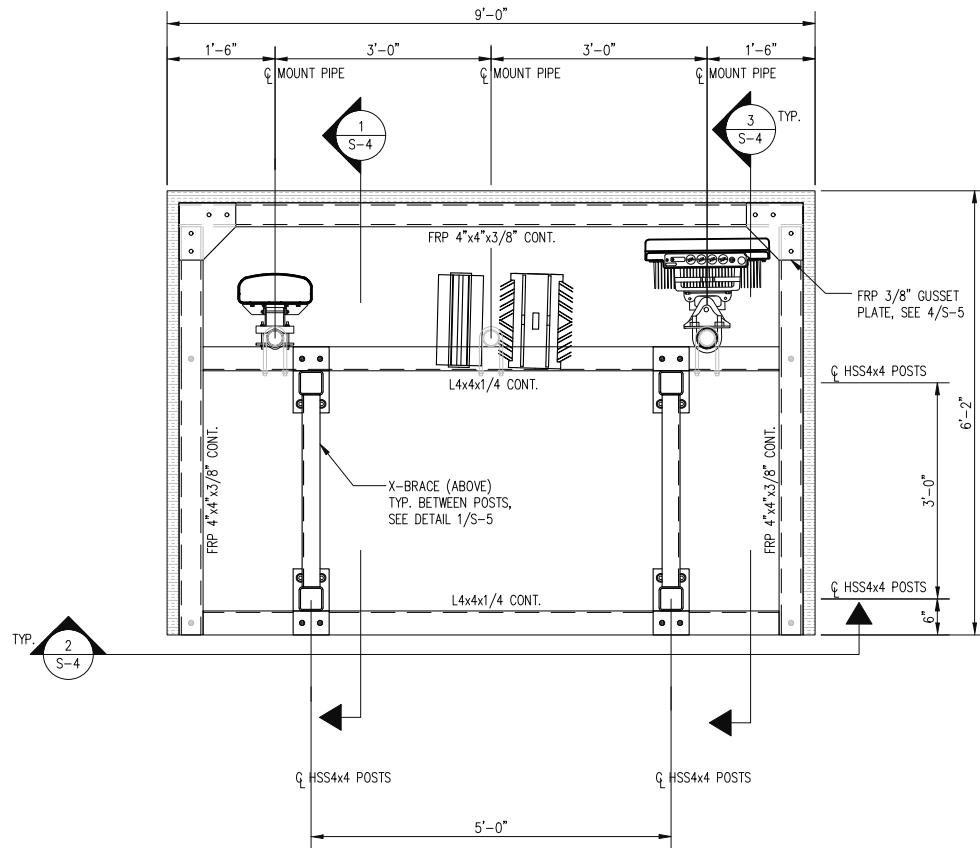
ANTENNA ENCLOSURE STEEL FRAMING PLAN
SCALE: 1/2" = 1'-0"

NOTE:
1. FOR ANTENNAS AND RRU'S
SEE SCHEDULE ON SHEET S-1
AND DETAILS ON S-2
2. SEE PLAN 1/A-1 FOR
ANTENNA ENCLOSURE LOCATION
ON ROOF.



ANTENNA SUPPORT ENCLOSURE
BOTTOM FRAMING PLAN

SCALE: 3/4" = 1'-0"



ANTENNA SUPPORT ENCLOSURE
TOP FRAMING PLAN

SCALE: 3/4" = 1'-0"

T-Mobile
T-MOBILE NORTHEAST LLC
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BELTSVILLE, MD 20705
PHONE: (240) 264-8600

entrex
communication services, inc.
6100 Executive BLVD, Suite 350
Rockville, MD 20852
PHONE: (202) 408-0960

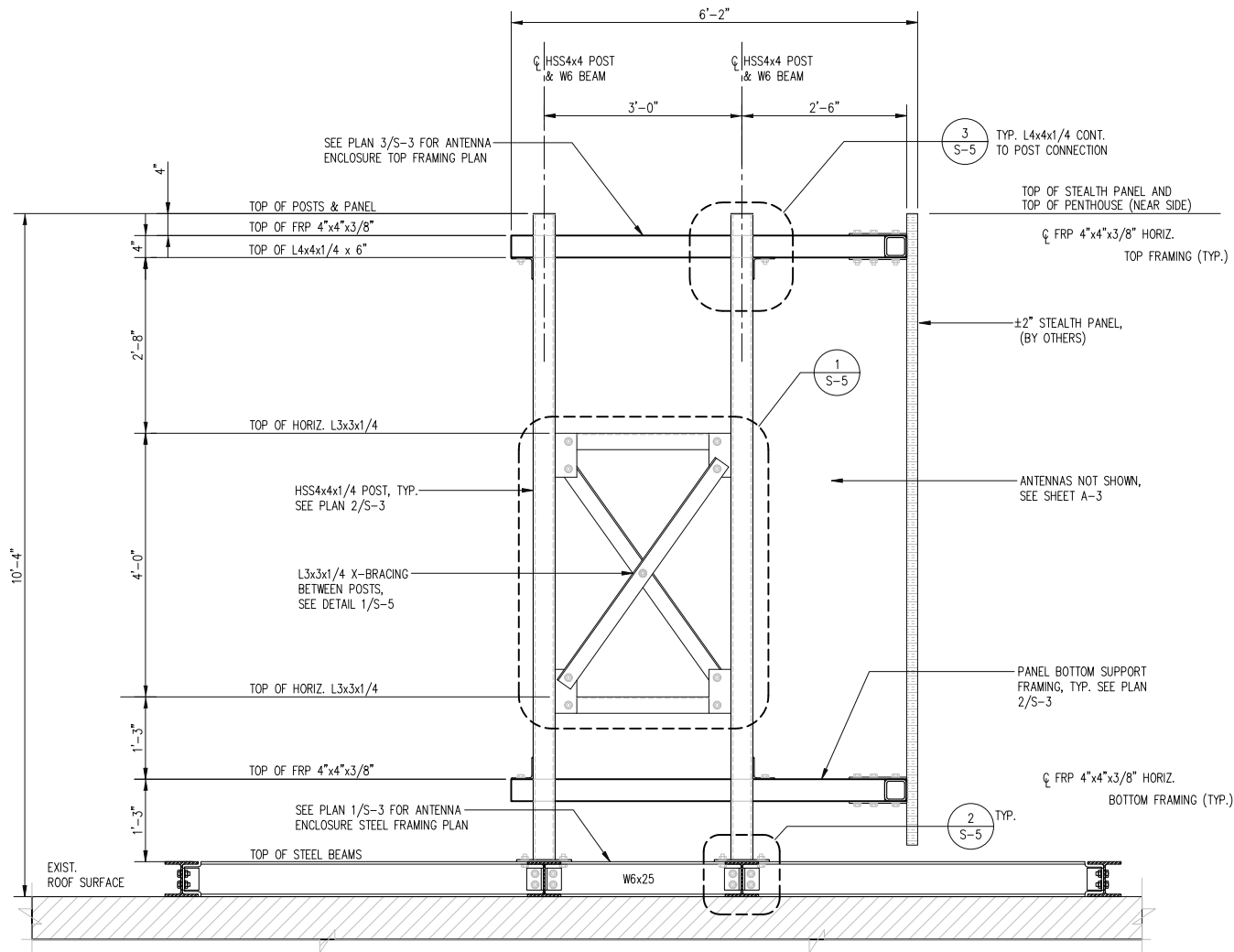
smartlink
1362 MELLON RD, STE 140
HANOVER, MD 21076
PHONE: (410) 582-8043
FAX: (410) 221-2962

7WAC517A
NTM REPL FOR DC52XC007
505 HUNTMAR PARK DR
HERNDON, VA 20170

SEAL:
COMMONWEALTH OF VIRGINIA
CAMILLE SHABSHAB
Lic. No. 044026
PROFESSIONAL ENGINEER

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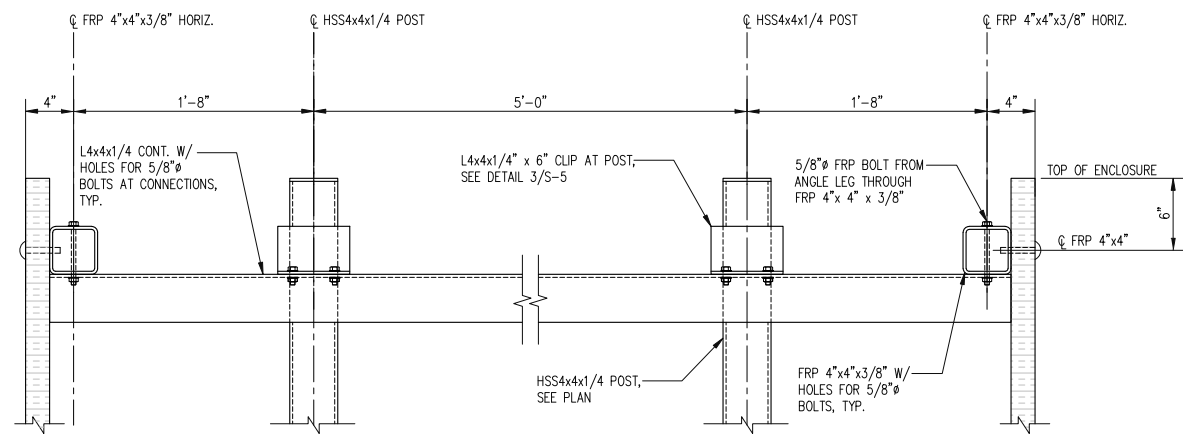
PROJECT NO: 1160.134
DESIGNER: J.P.
ENGINEER: C.S.
THESE DRAWINGS ARE FORMATTED
TO BE FULL-SIZE AT 22"x34"
0 1/2 1
GRAPHIC SCALE IN INCHES
TITLE:
**ANTENNA SUPPORT
FRAMING
PLANS**
SHEET NUMBER:
S-3



ANTENNA FRAME ENCLOSURE SECTION

SCALE: 1/2" = 1'-0"

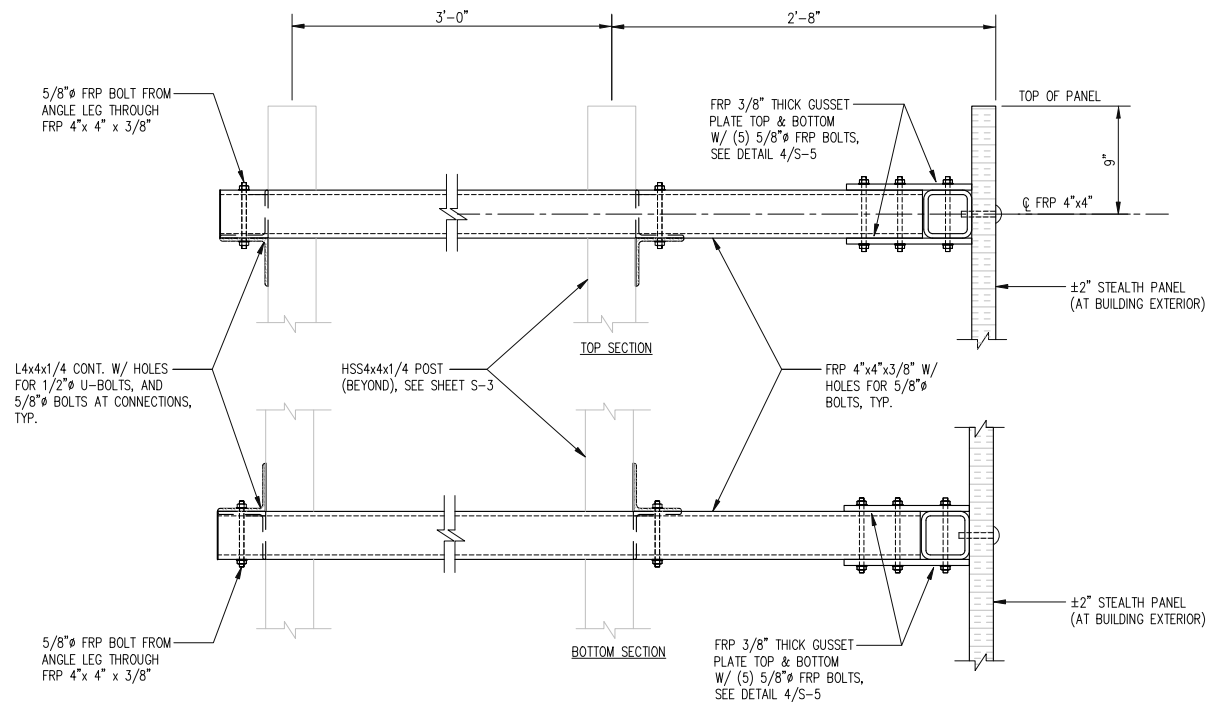
1
S-4



REAR ELEVATION

SCALE: 1 1/2" = 1'-0"

2
S-4



SECTION

SCALE: 1 1/2" = 1'-0"

3
S-4

Mobile

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DESIGNER: TMF
ENGINEER: C.S.

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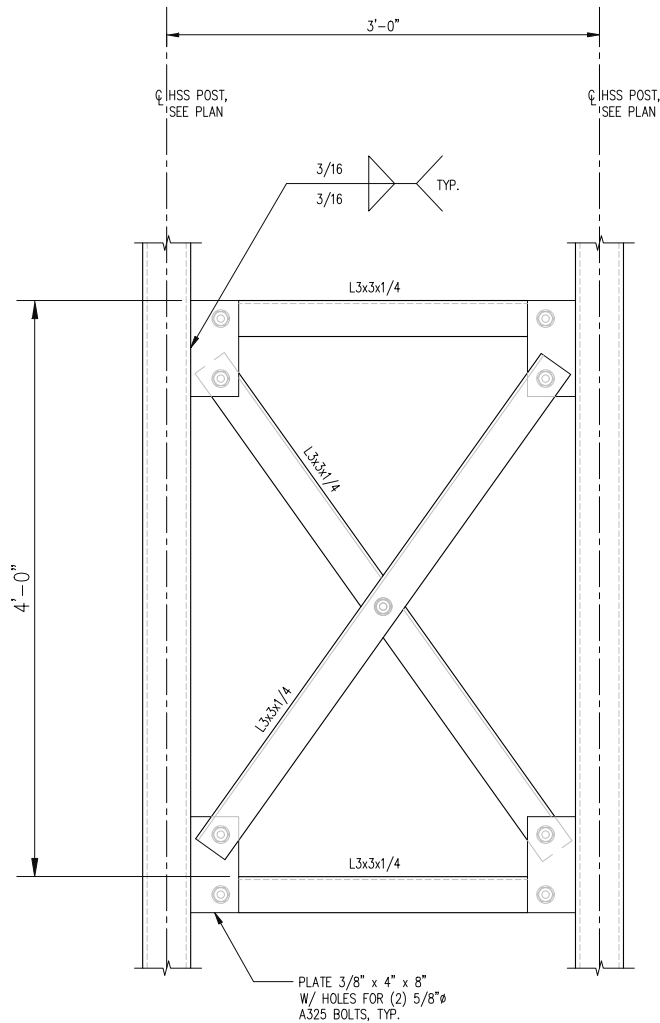
0 1/2 1
GRAPHIC SCALE IN INCHES

TITLE:

ANTENNA FRAME SECTION AND DETAILS

SHEET NUMBER:

S-4

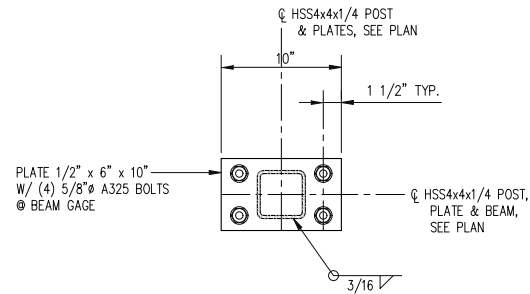


- NOTES:
1. PROVIDE 3/8" x 3" x 3" SPACER PLATE W/ (1) 5/8"Ø BOLT BETWEEN BRACE ANGLES AT INTERSECTION.
 2. SEE PLANS ON SHEET S-3 & SECTIONS 1/S-4 FOR X-BRACE LOCATIONS.

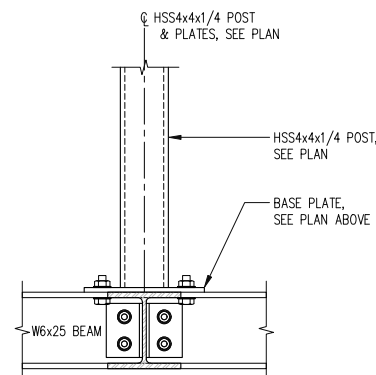
X-BRACE ELEVATION

SCALE: 1"=1'-0"

1
S-5



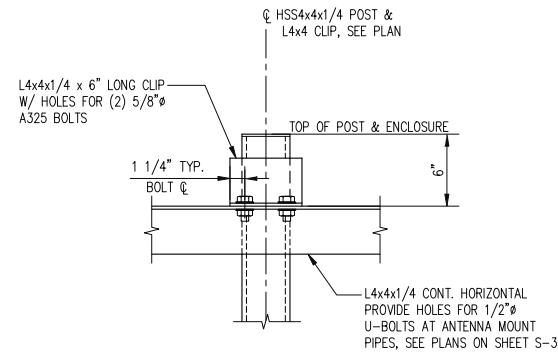
BASE PLATE PLAN



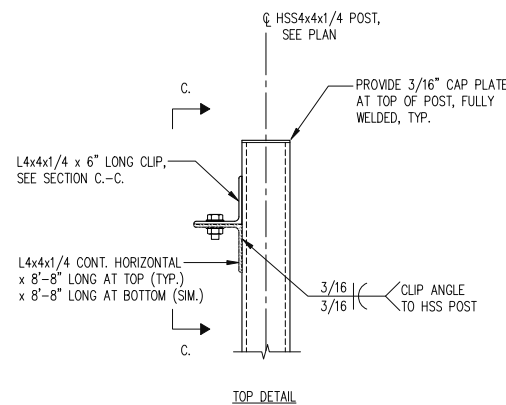
HSS4x4x1/4 POST TO BEAM

SCALE: 1 1/2"=1'-0"

2
S-5



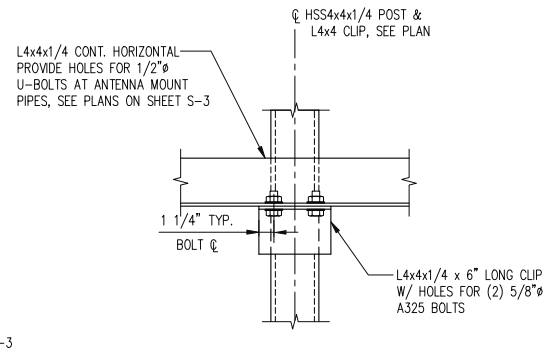
SECTION C.-C.



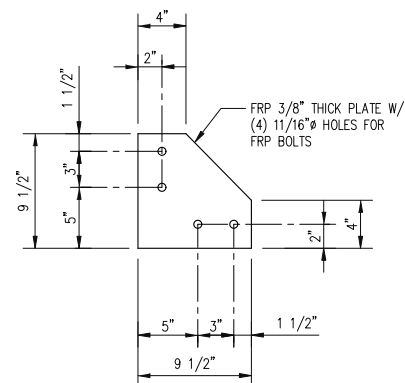
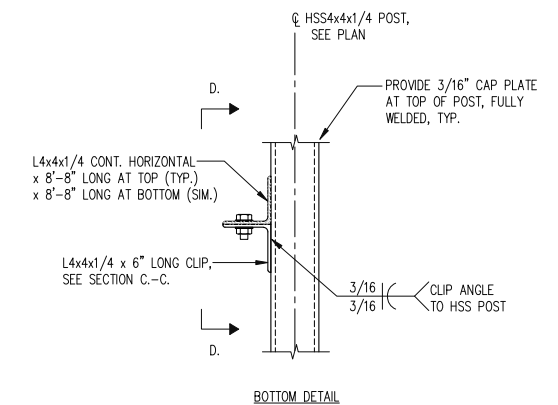
L4x4x1/4 HORIZONTAL TO BEAM

SCALE: 1 1/2"=1'-0"

3
S-5



SECTION D.-D.

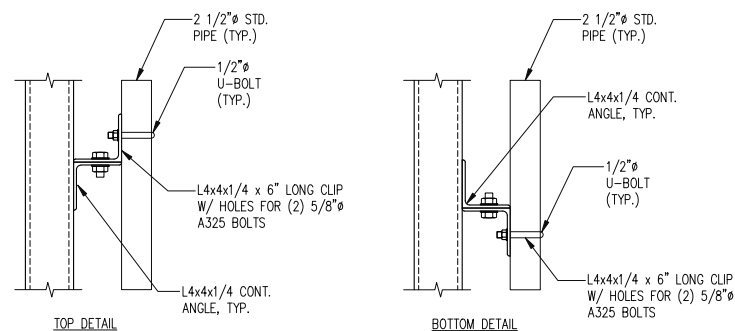


NOTE: (2) PLATES AT EACH CONNECTION

CONNECTION PLATE DETAIL

SCALE: 1 1/2"=1'-0"

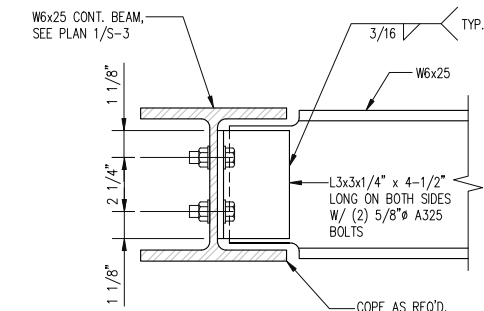
4
S-5



CONNECTION DETAIL

SCALE: 1-1/2"=1'-0"

5
S-5



W6 TO W6 CONNECTION DETAIL

SCALE: 3"=1'-0"

6
S-5

Mobile

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Professional Engineer

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PROJECT NO: 1160.134
DESIGNER: J.P.
ENGINEER: C.S.

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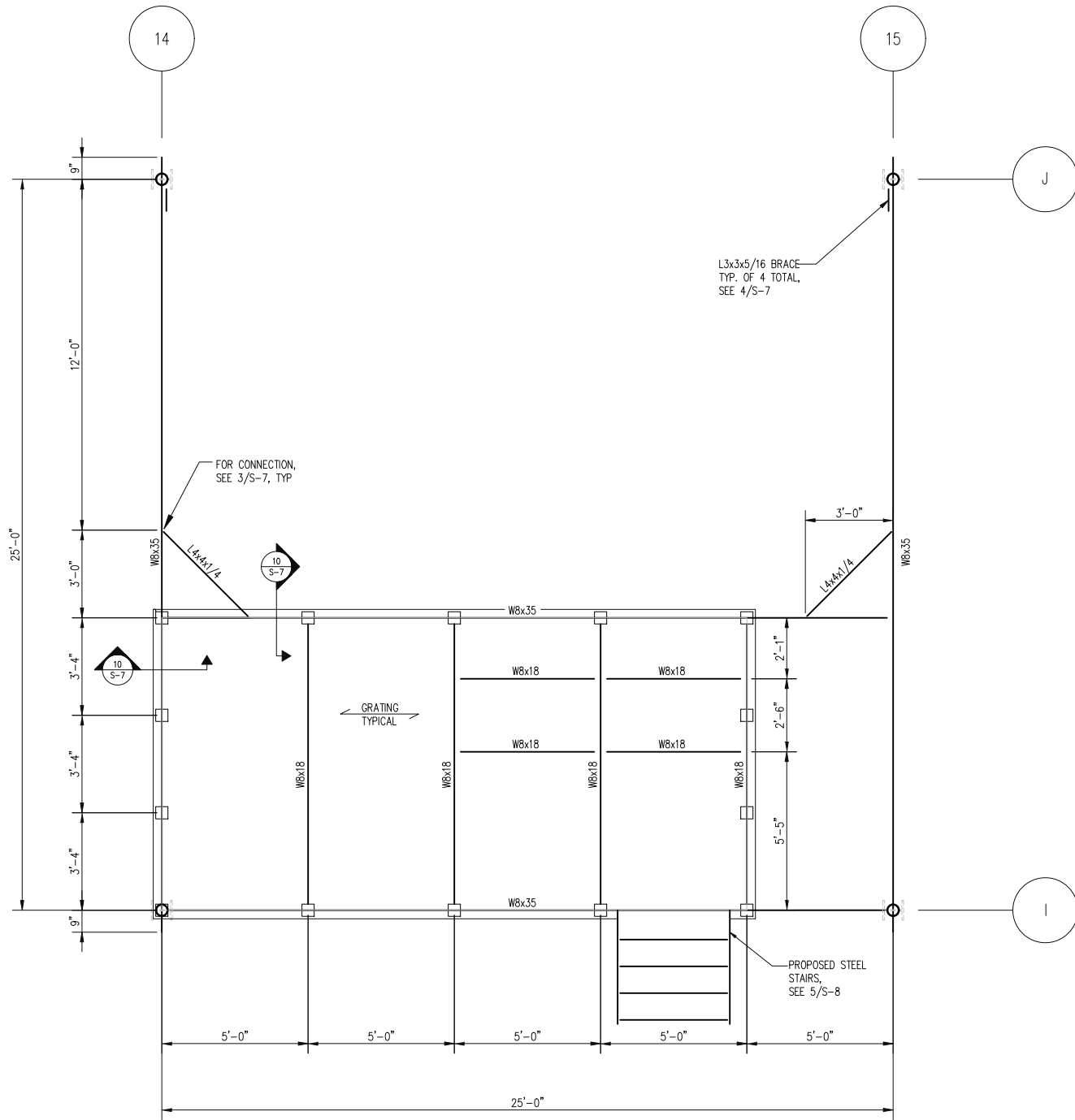
0 1/2 1
GRAPHIC SCALE IN INCHES

TITLE:

**ANTENNA
ENCLOSURE
DETAILS**

SHEET NUMBER:

S-5



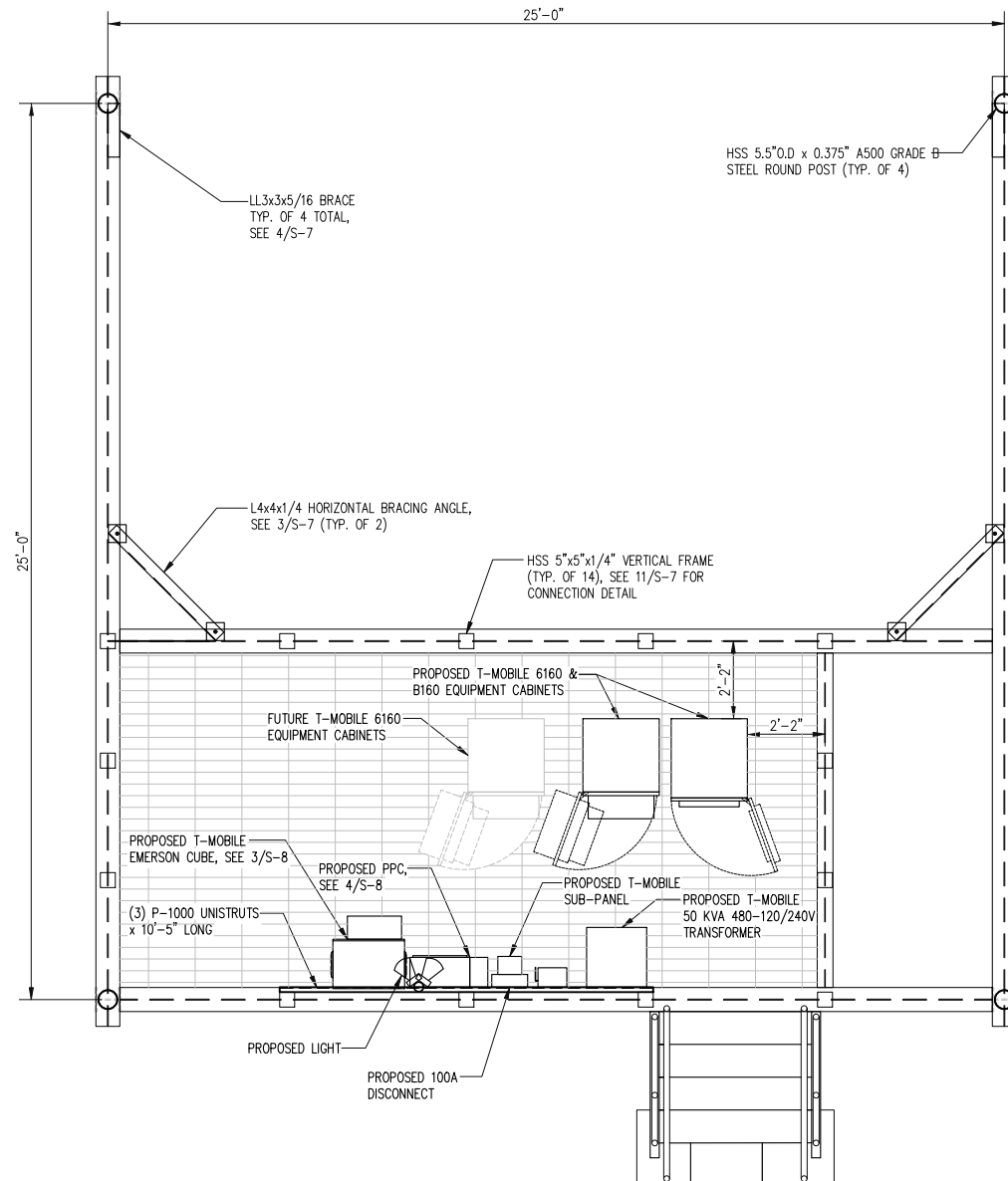
EQUIPMENT PLATFORM
FRAMING PLAN

SCALE: 3/8"=1'-0"

1
S-5



TRUE NORTH



EQUIPMENT LOCATION
PLAN

SCALE: 3/8"=1'-0"

1
S-5



TRUE NORTH

T-Mobile

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DESIGNER: TMF

ENGINEER: C.S.

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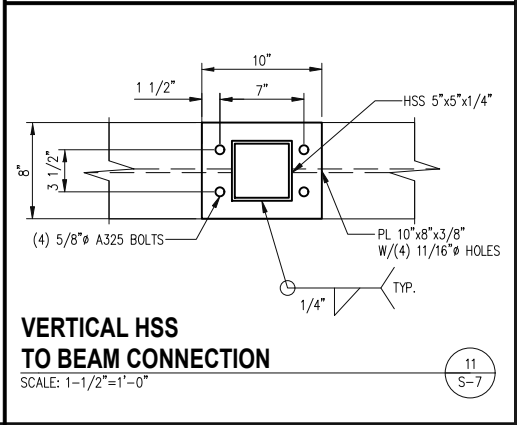
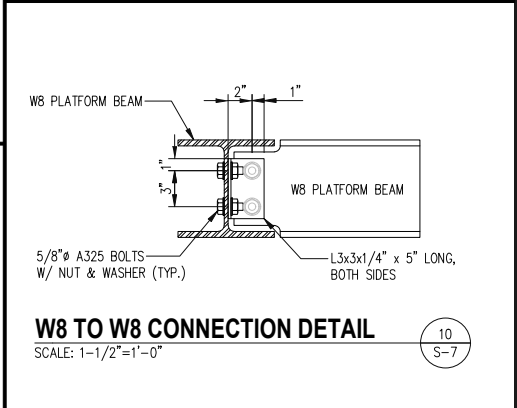
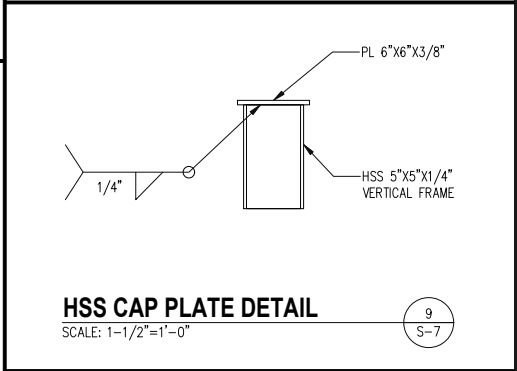
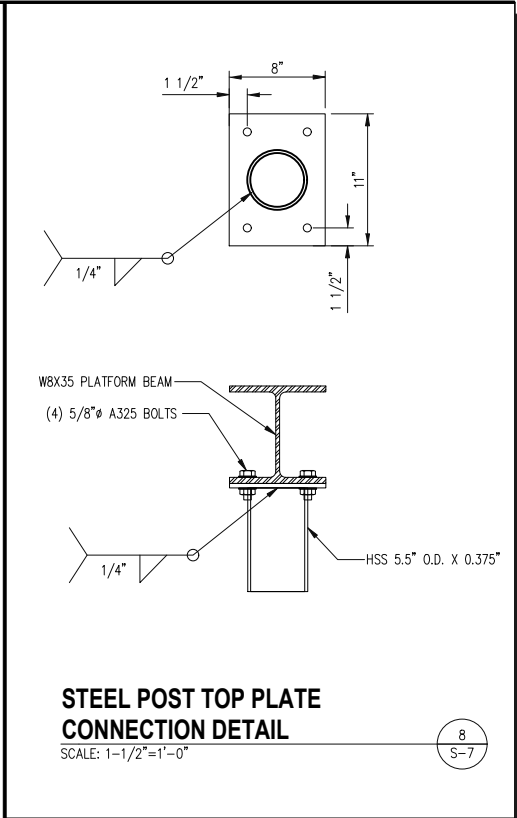
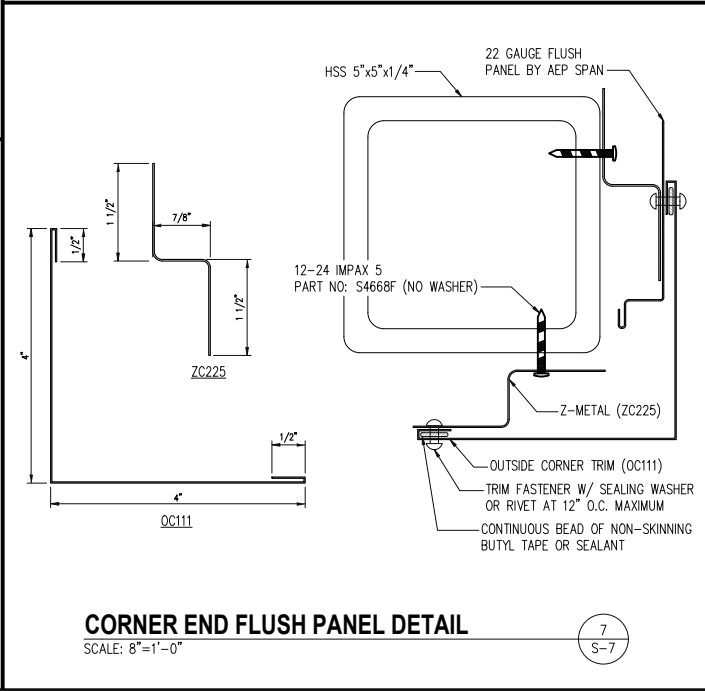
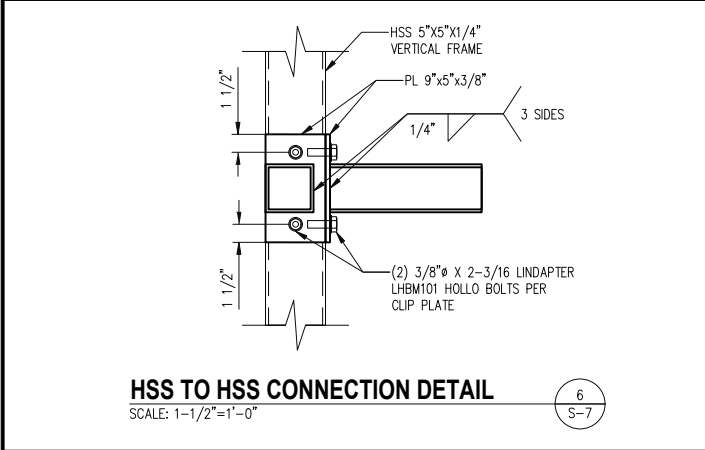
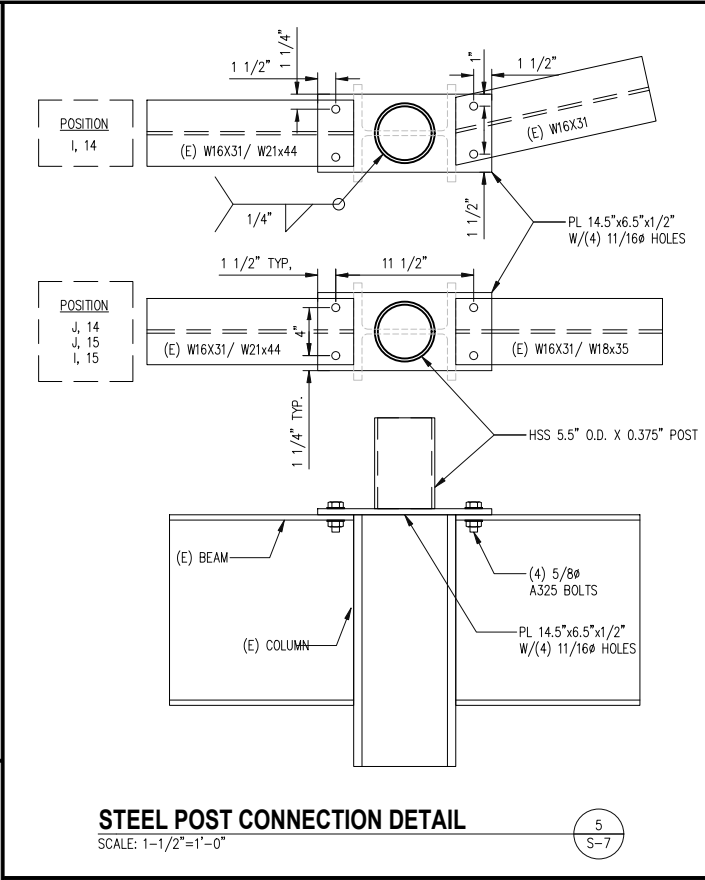
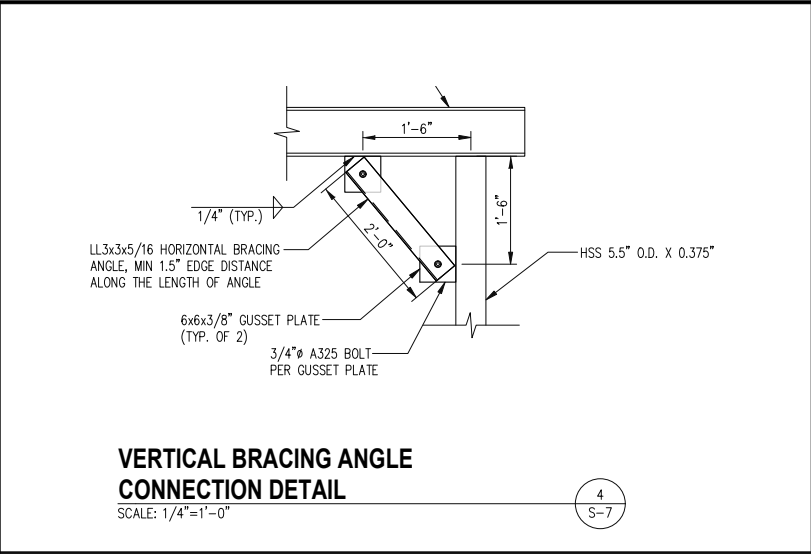
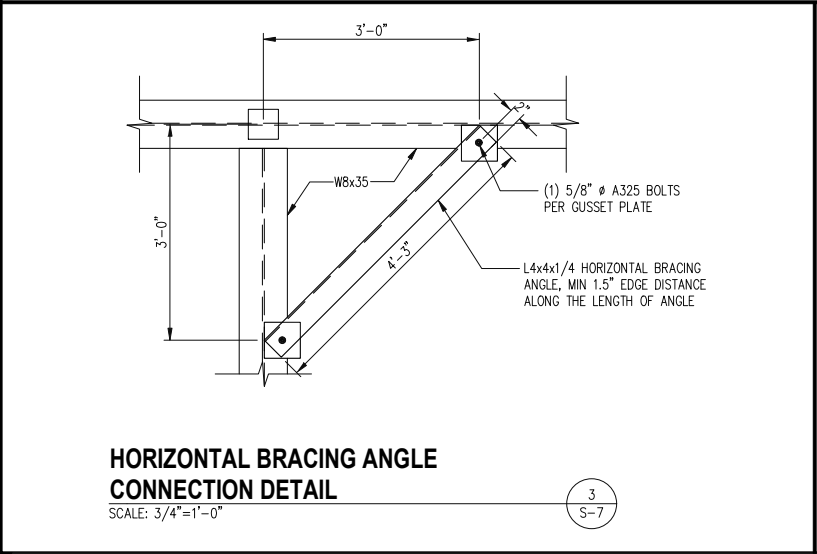
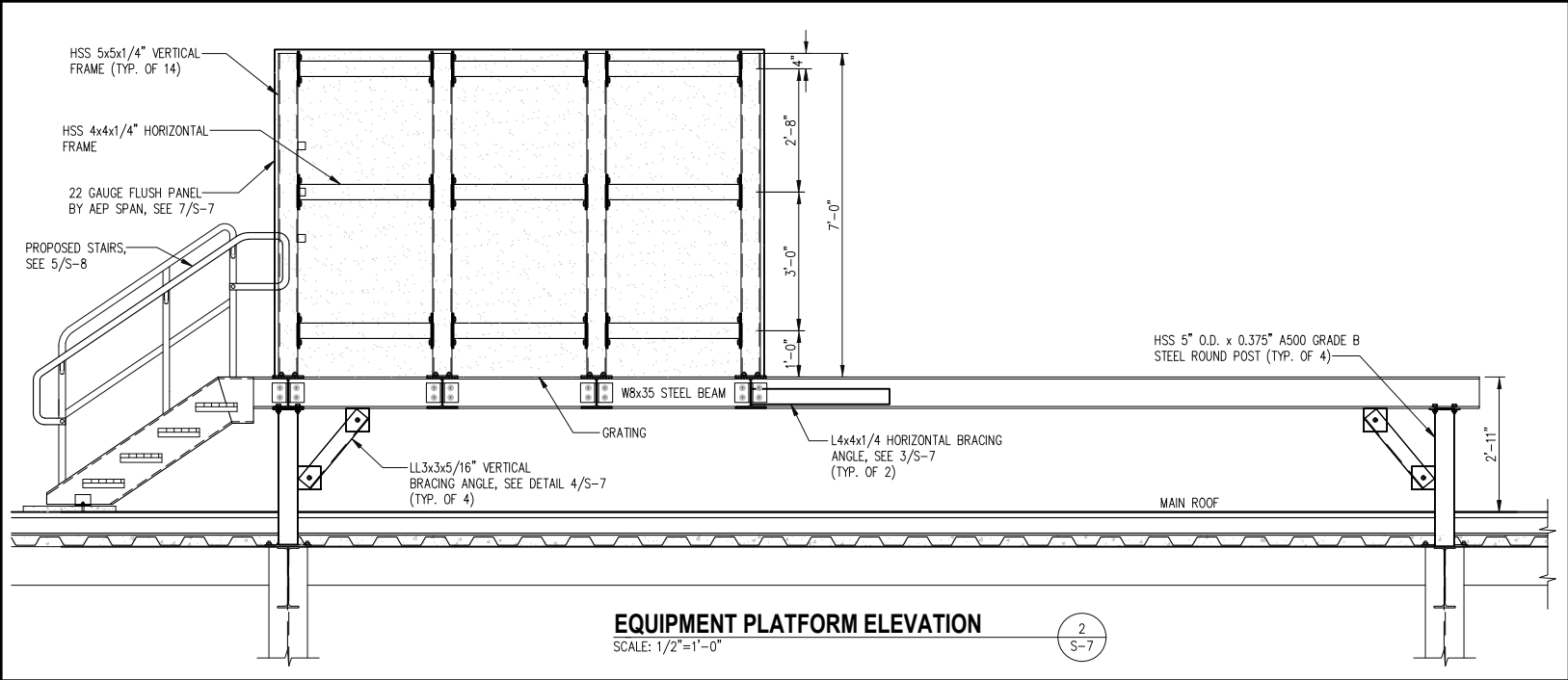
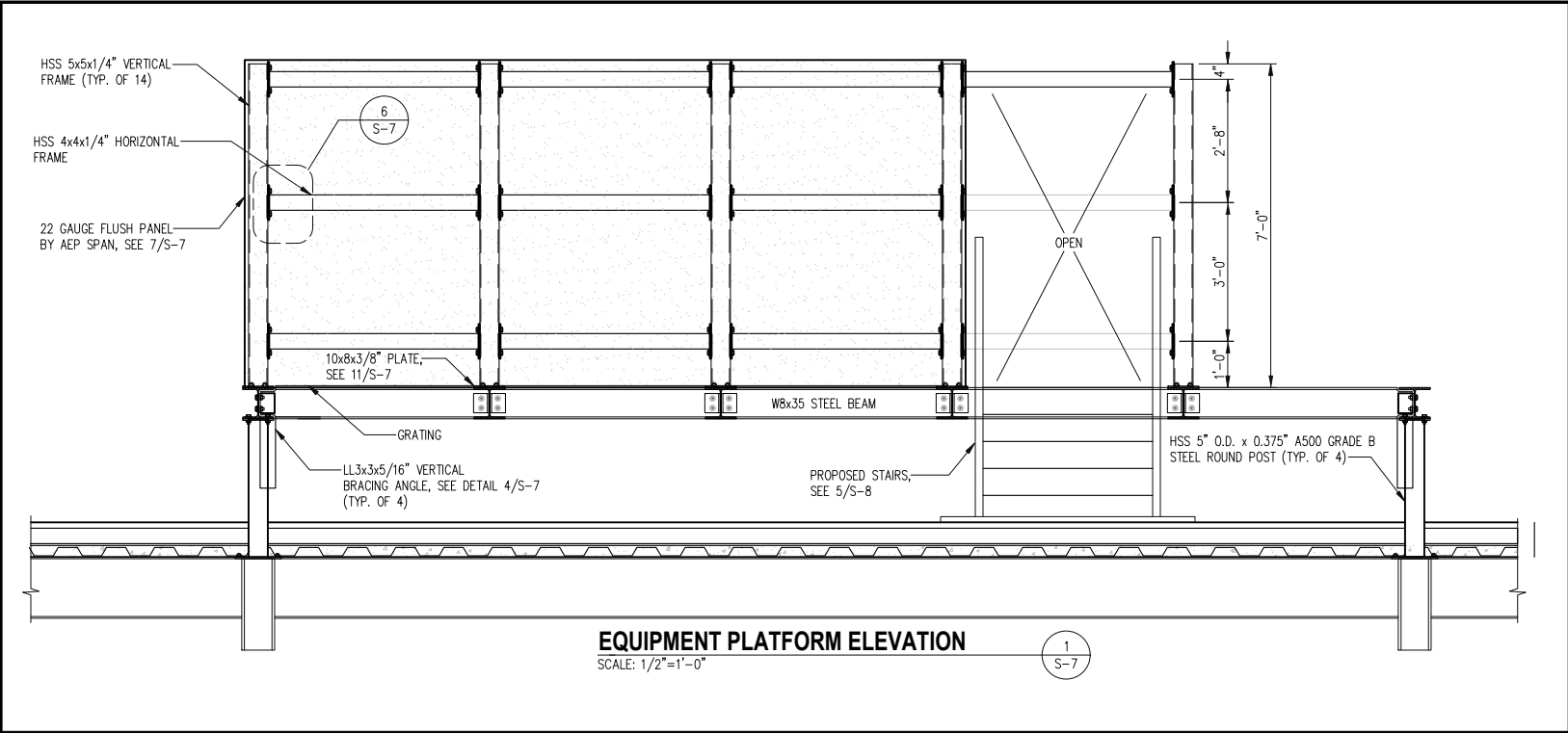
0 1/2 1
GRAPHIC SCALE IN INCHES

TITLE:

EQUIPMENT
PLATFORM
FRAMING &
LOCATION PLANS

SHEET NUMBER:

S-6



Mobile

T-MOBILE NORTHEAST LLC

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BELTSVILLE, MD 20705
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NTM REPL FOR DC52XC007

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HERNDON, VA 20170

SEAL:

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CAMILLE SHABSHAB
Lic. No. 044026
PROFESSIONAL ENGINEER

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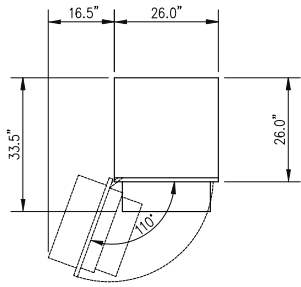
PROJECT NO: 1160.134
DESIGNER: TMF
ENGINEER: C.S.

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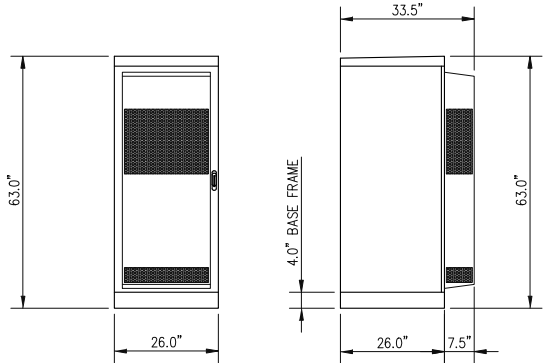
0 1/2 1
GRAPHIC SCALE IN INCHES

TITLE:
EQUIPMENT PLATFORM ELEVATIONS & DETAILS

SHEET NUMBER:
S-7



FRONT
TOP VIEW



FRONT VIEW

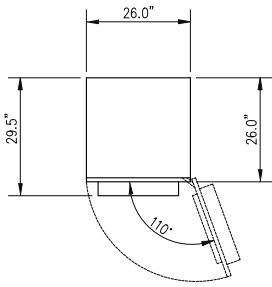
SIDE VIEW

NOTE: CABINET WEIGHT: 320 LBS (EMPTY)
CABINET WEIGHT: 1,500 LBS (FULLY LOADED)

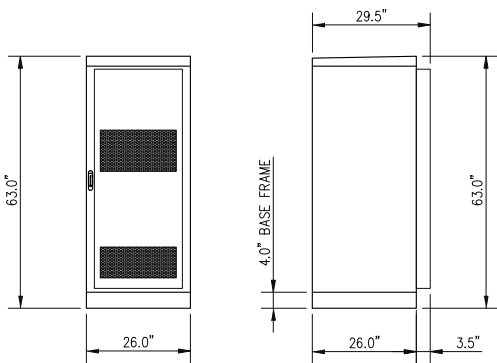
ERICSSON 6160 CABINET DETAIL

SCALE: 1/2"=1'-0"

1
S-8



FRONT
TOP VIEW



FRONT VIEW

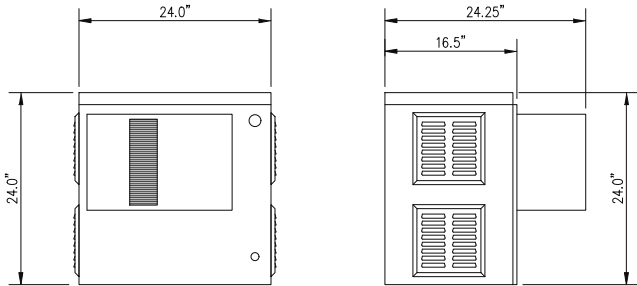
SIDE VIEW

NOTE: CABINET WEIGHT: 295 LBS (EMPTY)
CABINET WEIGHT: 2,000 LBS (FULLY LOADED)

ERICSSON B160 CABINET DETAIL

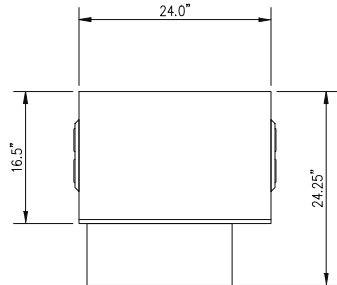
SCALE: 1/2"=1'-0"

2
S-8



FRONT VIEW

SIDE VIEW

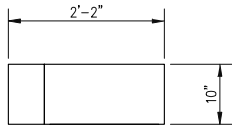


TOP VIEW

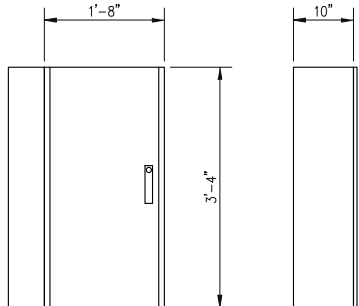
VERTIV XTE 401 NXC2416AAV1H05883
ENCLOSURE DETAIL

SCALE: 1"=1'-0"

3
S-8



TOP VIEW



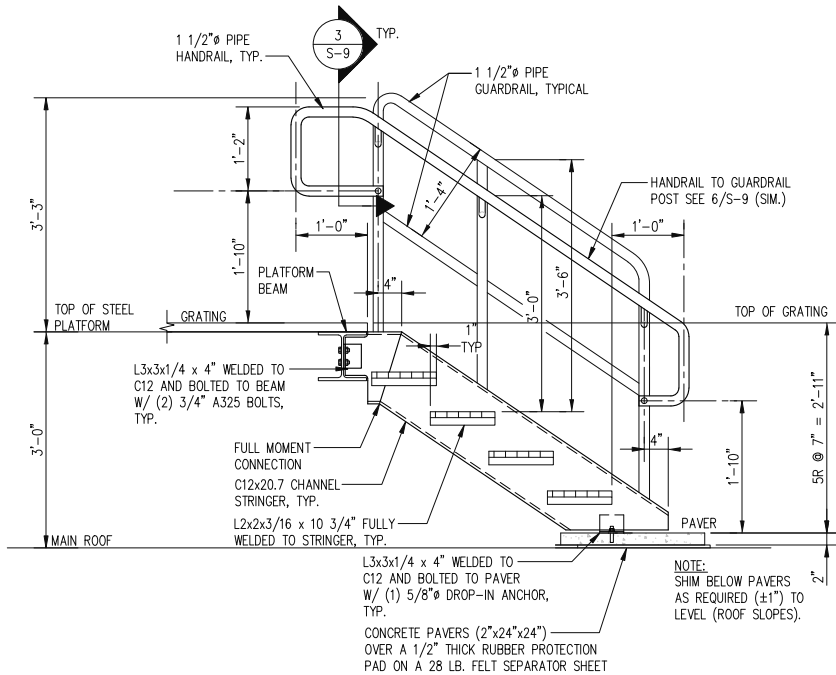
FRONT VIEW

SIDE VIEW

PPC DETAIL

SCALE: 3/4"=1'-0"

4
S-8



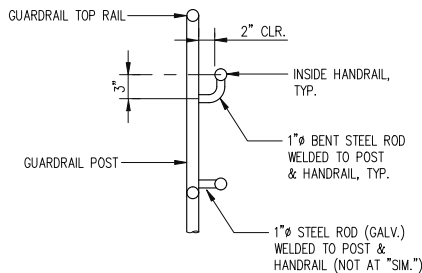
TYPICAL STEEL STAIR NOTES:

1. ALL RAILS AND POSTS ARE 1 1/2" SCHED. 40 GALV. STEEL PIPE. POSTS TO BE CENTERED ON THE TOP FLANGE OF CHANNEL OR STRINGER, TYP.
2. ALL RAIL TO POST INTERSECTIONS AND POST TO STRINGER TO BE FULLY WELDED 3/16" FILLET WELD ALL AROUND, GROUND SMOOTH. RAIL ENDS WHERE EXPOSED, TO BE CAPPED AND FULLY WELDED.
3. CLEAN WELDED AREAS WITH POWER TOOL AND PAINT WITH 2 LAYERS OF GALVANIC PAINT, TYP.

STEEL STAIR DETAIL

SCALE: 3/4"=1'-0"

5
S-8

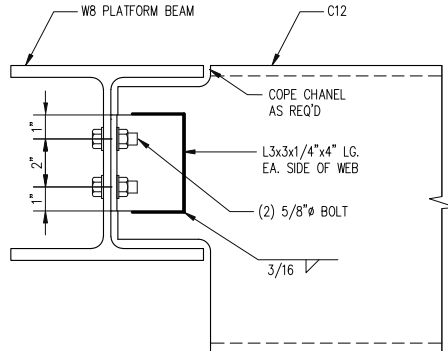


SEE 2/S-12 FOR DIMENSIONS NOT NOTED.

STAIR HANDRAIL DETAIL

SCALE: 1"=1'-0"

6
S-8



TYPICAL C12 TO W8
CONNECTION DETAIL

SCALE: 3"=1'-0"

7
S-8



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03-18-2022	ZONING - NEW DESIGN	3
03-25-2022	FOR PERMIT - NEW DESIGN	4

PROJECT NO: 1160.134

DESIGNER: A.J.

ENGINEER: C.S.

THESE DRAWINGS ARE FORMATTED
TO BE FULL-SIZE AT 22"x34"

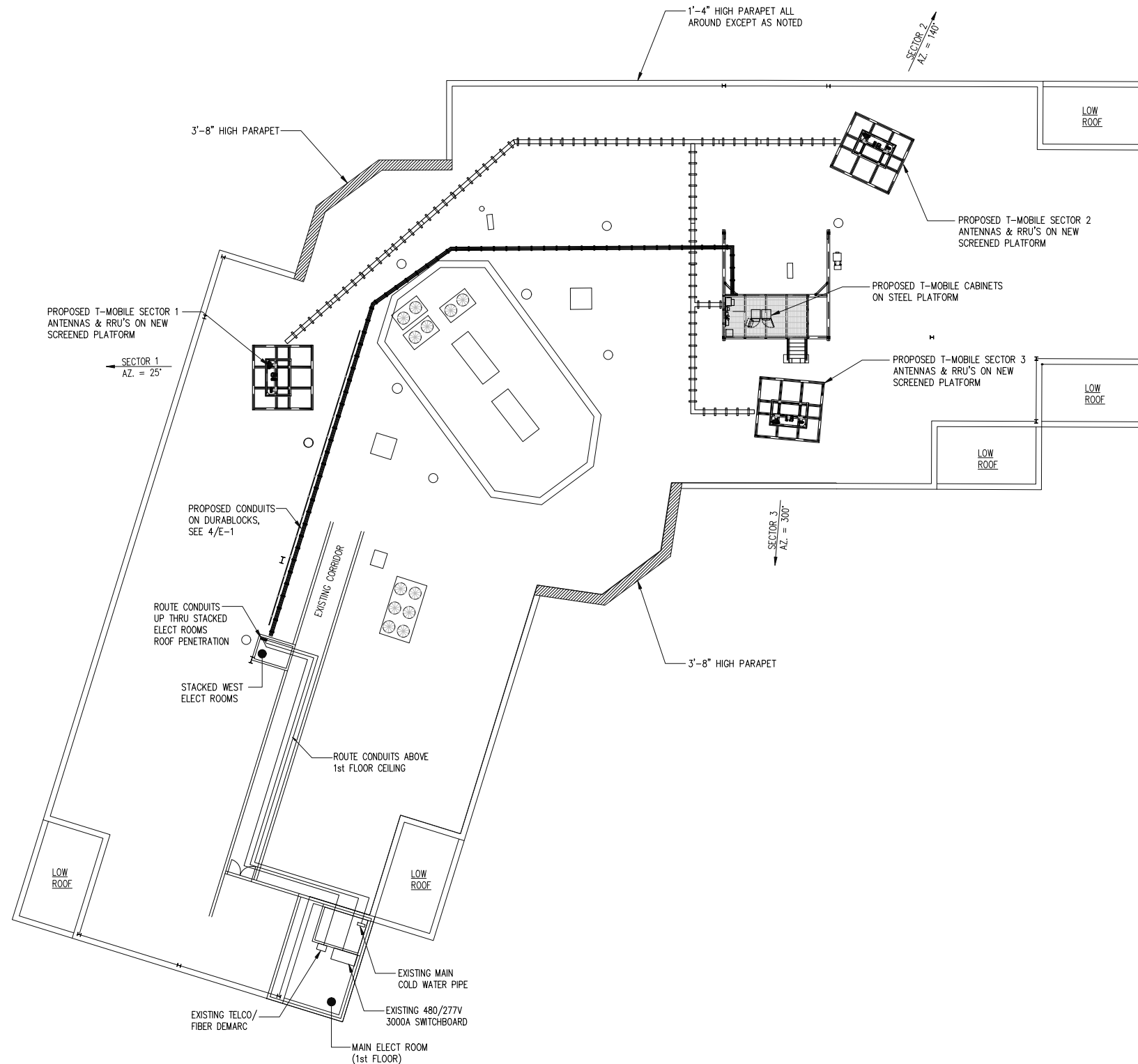


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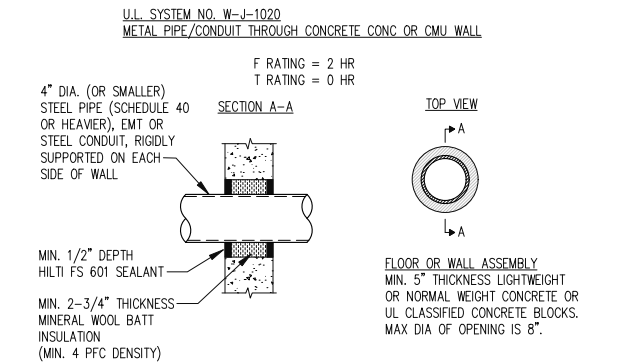
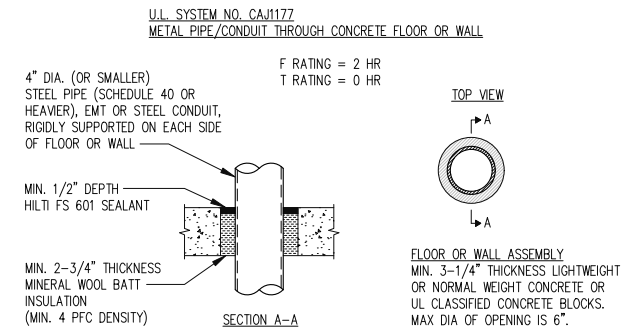
EQUIPMENT
AND STAIR
DETAILS

SHEET NUMBER:

S-8

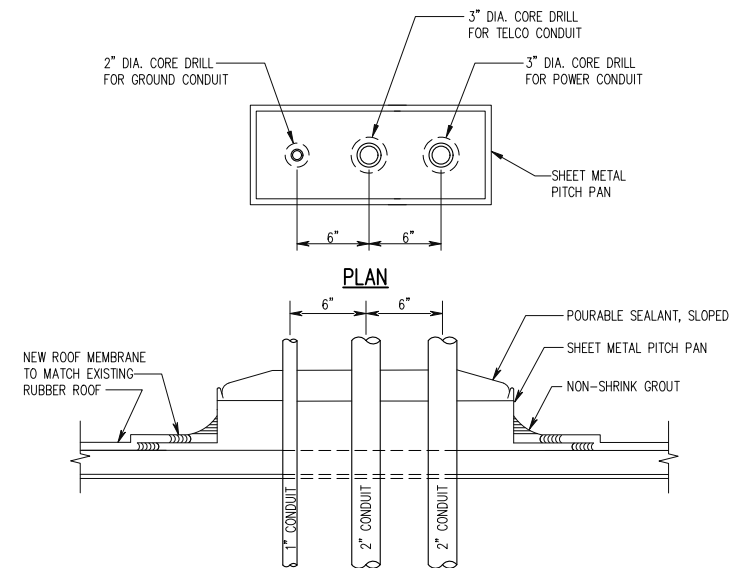


ELECTRICAL PLAN
SCALE: 1/16" = 1'-0"



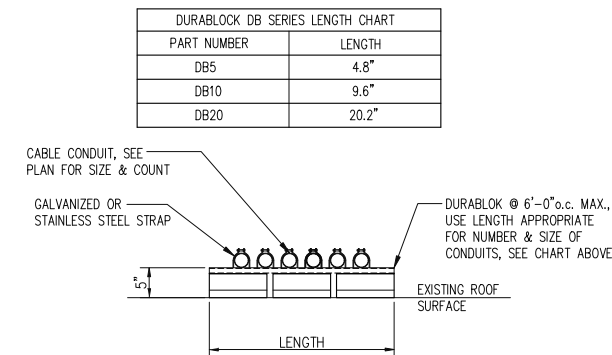
FLOOR/WALL PENETRATION DETAIL (TYPICAL)
SCALE: N.T.S.

2
E-1



SECTION
ROOF PENETRATION DETAIL
SCALE: 1 1/2" = 1'-0"

3
E-1



CABLE CONDUIT SUPPORT DETAIL
SCALE: 3/4" = 1'-0"

4
E-1

Mobile

T-MOBILE NORTHEAST LLC

12050 BALTIMORE AVENUE
BELTSVILLE, MD 20705
PHONE: (240) 264-8600

entrex
communication services, inc.

6100 Executive BLVD, Suite 350
Rockville, MD 20852
PHONE: (202) 408-0960

smartlink

1362 MELLON RD, STE 140
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PHONE: (410) 582-8043
FAX: (410) 221-2962

7WAC517A
NTM REPL FOR DC52XC007

505 HUNTMAR PARK DR
HERNDON, VA 20170

SEAL:

COMMONWEALTH OF VIRGINIA
CAMILLE SHABSHAB
Lic. No. 044026
Professional Engineer

SUBMITTALS		
DATE	DESCRIPTION	REV.
04-16-2021	CONSTRUCTION REVIEW	A
05-07-2021	CONSTRUCTION	0
06-25-2021	OWNER COMMENTS	1
09-09-2021	PER 7/27/21 RFDS	2
03-18-2022	ZONING - NEW DESIGN	3
03-25-2022	FOR PERMIT - NEW DESIGN	4

PROJECT NO: 1160.134
DESIGNER: N.B.
ENGINEER: C.S.

THESE DRAWINGS ARE FORMATTED TO BE FULL-SIZE AT 22"x34"

0 1/2 1
GRAPHIC SCALE IN INCHES

TITLE:

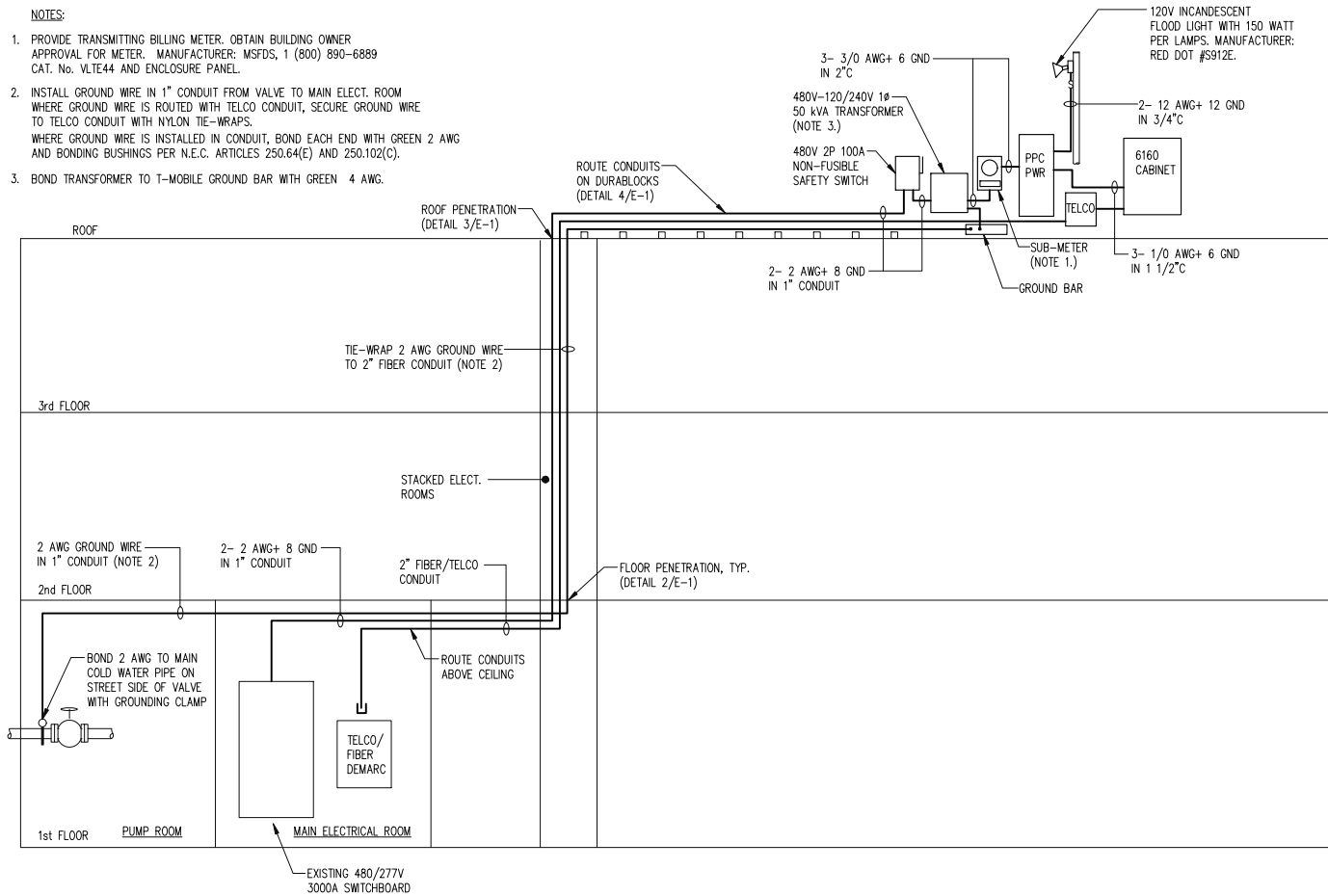
ELECTRICAL PLAN AND DETAILS

SHEET NUMBER:

E-1

NOTES:

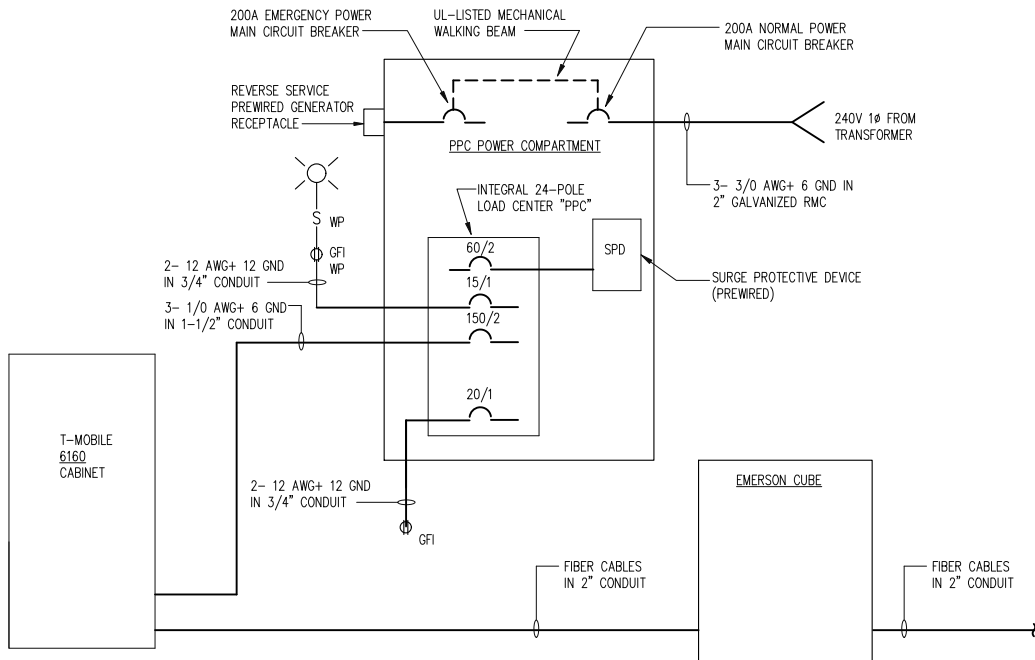
1. PROVIDE TRANSMITTING BILLING METER. OBTAIN BUILDING OWNER APPROVAL FOR METER. MANUFACTURER: MSFDS, 1 (800) 890-6889 CAT. No. VLTE44 AND ENCLOSURE PANEL.
2. INSTALL GROUND WIRE IN 1" CONDUIT FROM VALVE TO MAIN ELECT. ROOM WHERE GROUND WIRE IS ROUTED WITH TELCO CONDUIT, SECURE GROUND WIRE TO TELCO CONDUIT WITH NYLON TIE-WRAPS. WHERE GROUND WIRE IS INSTALLED IN CONDUIT, BOND EACH END WITH GREEN 2 AWG AND BONDING BUSHINGS PER N.E.C. ARTICLES 250.64(E) AND 250.102(C).
3. BOND TRANSFORMER TO T-MOBILE GROUND BAR WITH GREEN 4 AWG.



UTILITY RISER DIAGRAM

SCALE: N.T.S.

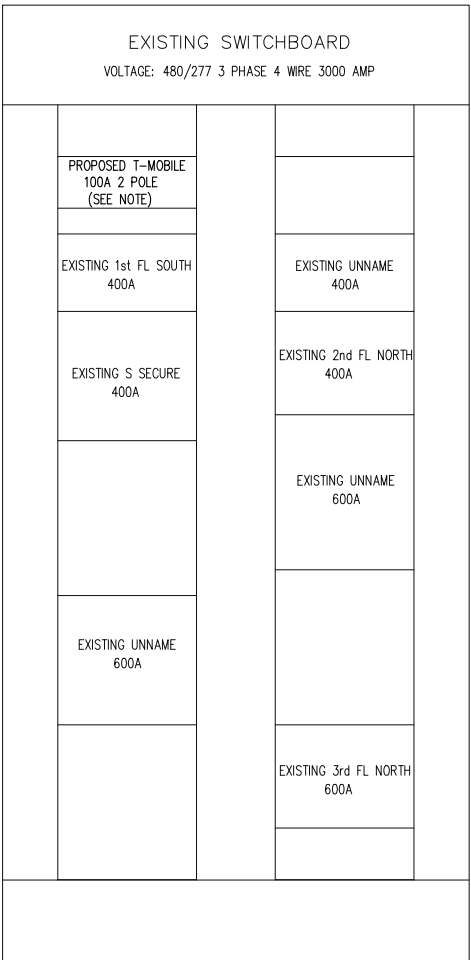
1
E-2



POWER ONE-LINE DIAGRAM

SCALE: N.T.S.

2
E-2



NOTE:
INSTALL 200A 2 POLE BREAKER IN AVAILABLE SPACE FOR T-MOBILE
NEW BREAKER A.I.C. RATING SHALL NOT BE LESS THAN THE RATING OF
THE EXISTING BREAKERS' RATING IN PANEL.

PROPOSED PANEL PPC									
VOLTAGE: 120/240 1 PHASE 3 WIRE 200 AMP M.C.B.									
LOAD DESCRIPTION	VA	B K R	C K T	L1	L2	C K T	B K R	VA	LOAD DESCRIPTION
PROPOSED 6160 CABINET	9000	150	1	9000	2	60	—	—	SURGE PROTECTIVE DEVICE
SPACE			3		4	6	20		SPACE
SPACE			5		6	8			SPACE
SPACE			7		8	10			SPACE
SPACE			9		10	12			SPACE
SPACE			11		12	14			SPACE
SPACE			13		14	16			SPACE
SPACE			15		16	18			SPACE
SPACE			17		18	20			SPACE
SPACE			19		20	22			SPACE
LIGHT	200	20	21	200	22				SPACE
GFI RECEPTACLES	360	15	23	360	24				SPACE
TOTAL L1			9200	9360	TOTAL L2				
								20.0 kVA	

PPC PANEL CAPACITY: 48 kVA; PANEL PPC CONNECTED LOAD: 20.0 kVA
20.0 kVA x 1.25 = 25.0 kVA
THE CONNECTED LOAD DOES NOT EXCEED THE PANEL'S CAPACITY.

T

Mobile

T-MOBILE NORTHEAST LLC

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7WAC517A
NTM REPL FOR DC52XC007

505 HUNTMAR PARK DR
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SEAL:

COMMONWEALTH OF VIRGINIA

CAMILLE SHABSHAB
Lic. No. 044026

PROFESSIONAL ENGINEER

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ENGINEER: C.S.

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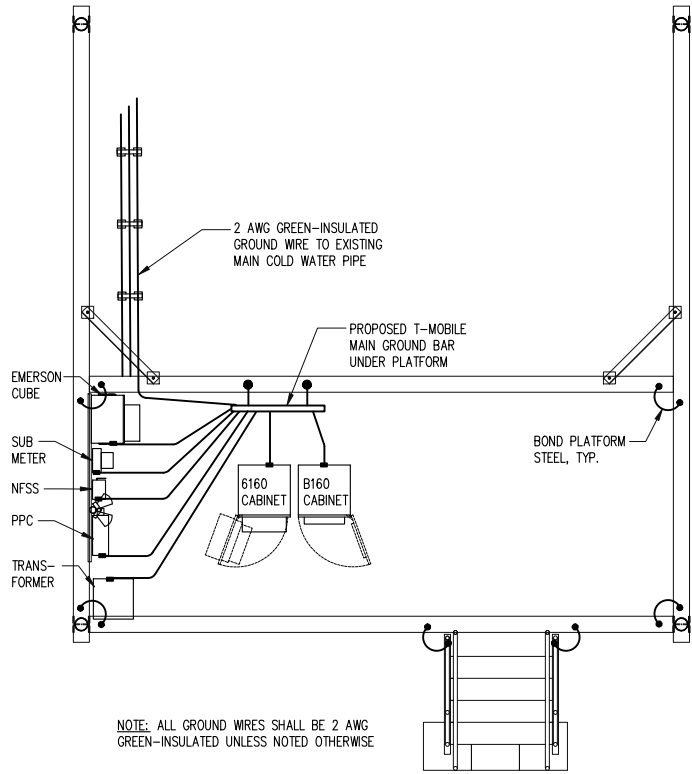
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GRAPHIC SCALE IN INCHES

TITLE:

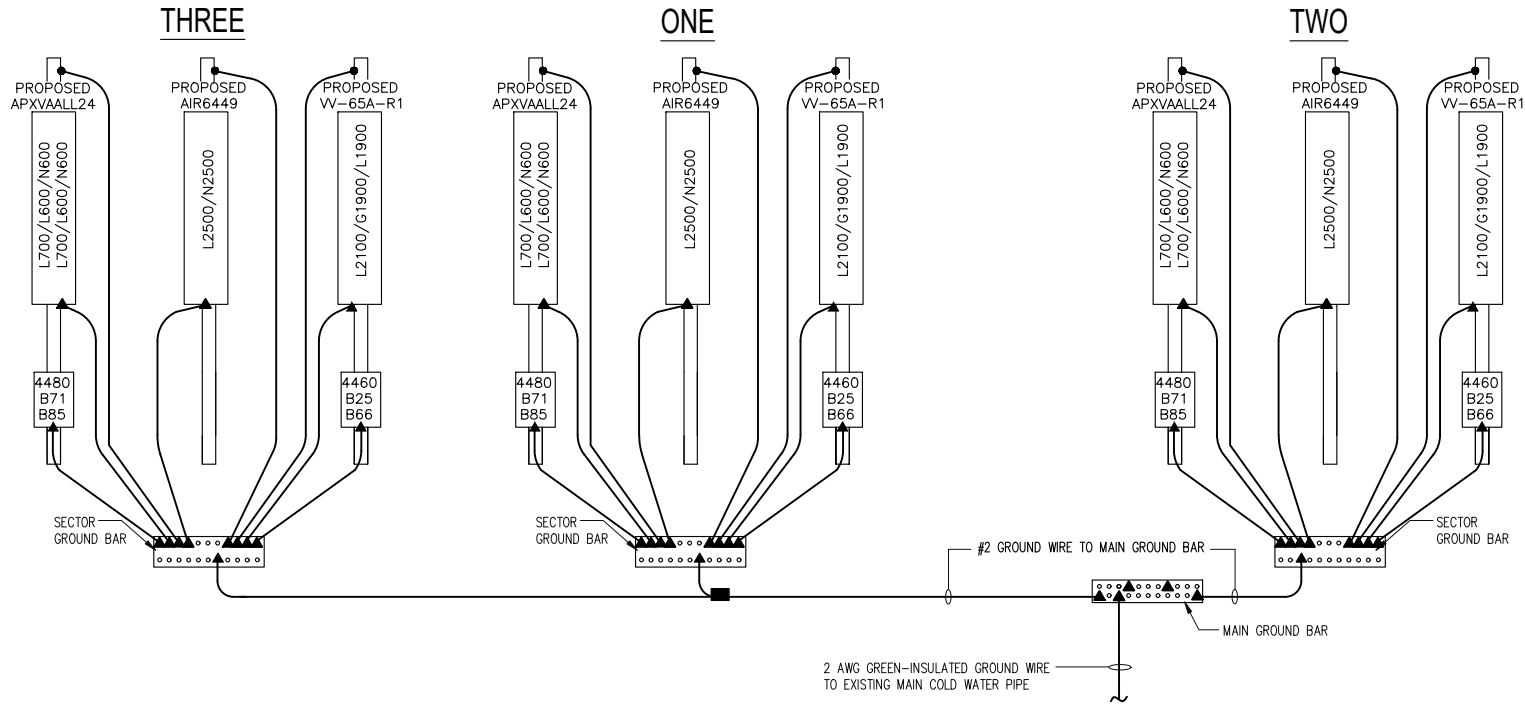
ELECTRICAL
DIAGRAMS AND
PANEL SCHEDULES

SHEET NUMBER:

E-2



GROUNDING PLAN
SCALE: 1/4"=1'-0"



GROUNDING LEGEND

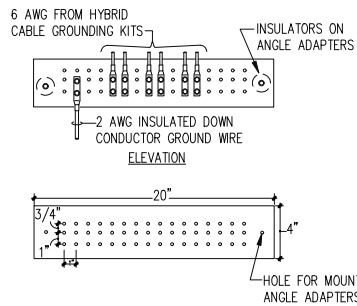
- ▲ COMPRESSION FITTING CONNECTION
- EXOTHERMIC WELD CONNECTION
- PROPOSED GROUND WIRING

NOTES:

- ALL GROUND WIRES SHALL BE 2 AWG GREEN-INSULATED UNLESS NOTED OTHERWISE.

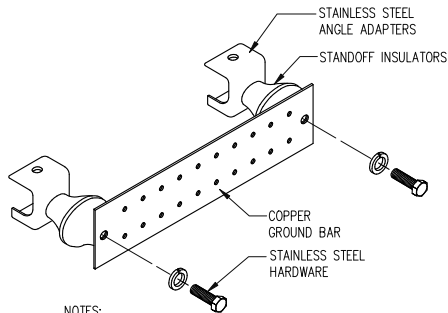
ANTENNA GROUNDING DIAGRAM

SCALE: N.T.S.



MAIN GROUND BAR DETAILS

SCALE: N.T.S.

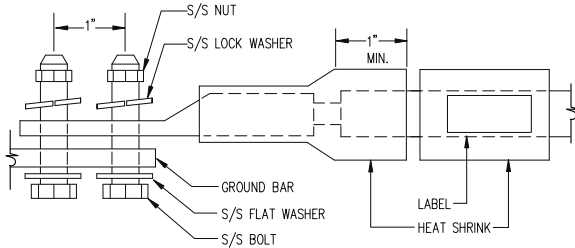


NOTES:

- COPPER GROUND BAR, 1/4"X 4"X 20", HARGER CAT.NO. GBI14420C 7/16" DIAMETER HOLE CENTERS SPACED 1" APART.
- ANTENNA AND EQUIPMENT GROUND BARS SHALL BE HARGER CAT.NO. GBI14420C.
- INSULATORS BETWEEN ANGLE ADAPTERS AND GROUND BAR INCLUDED WITH GBI SERIES
- HARGER LIGHTNING PROTECTION: TELEPHONE 800-842-7434

GROUND BAR ISOMETRIC

SCALE: N.T.S.

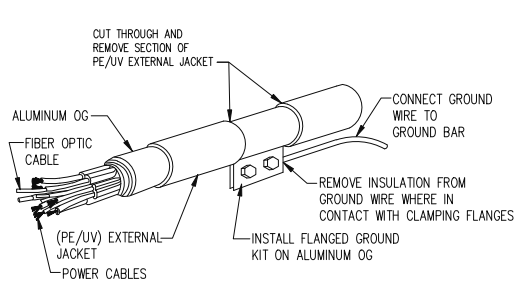


LUG NOTES:

- ALL HARDWARE IS 18-8 STAINLESS STEEL INCLUDING LOCK WASHERS.
- ALL HARDWARE SHALL BE S/S 3/8-INCH DIAMETER OR LARGER.
- FOR GROUND BOND TO STEEL ONLY: INSERT A DRAGON-TOOTH WASHER BETWEEN LUG AND STEEL AND COAT ALL SURFACES WITH ANTI-OXIDIZATION COMPOUND PRIOR TO MATING.

LUG DETAIL

SCALE: TO SCALE

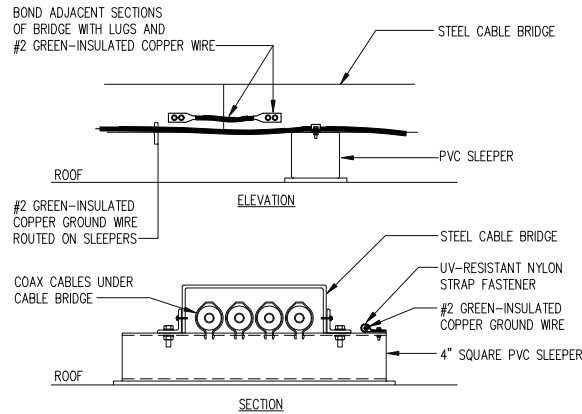


NOTES:

- CLAMP #6 GROUND WIRE BETWEEN FLANGES AND FORM BOND WITH COMPRESSION HARDWARE PROVIDED WITH KIT.
- FOLLOWING INSTALLATION OF GROUND KIT, WATERPROOF ASSEMBLY WITH WATERPROOFING KIT AND TAPE.

HYBRID GROUNDING KIT DETAIL

SCALE: N.T.S.



CABLE BRIDGE GROUNDING

SCALE: N.T.S.

T-Mobile

T-MOBILE NORTHEAST LLC

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PROJECT NO: 1160.134
DESIGNER: N.B.
ENGINEER: C.S.

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0 1/2 1
GRAPHIC SCALE IN INCHES

TITLE:

GROUNDING PLAN, DIAGRAM AND DETAILS

SHEET NUMBER:

E-3

**SITE NAME: NTM REPL
for DC52XC007**

SITE # 7WAC517A

**505 HUNTMAR PARK DR
HERNDON, VA 20170**

T-Mobile

T-MOBILE NORTHEAST LLC

12050 BALTIMORE AVENUE
BELTSVILLE, MD 20705
PHONE: (240) 264-8600



1362 Mellon Road, Suite 140
Hanover, MD 21076

EXISTING VIEW 1



PROPOSED VIEW 1

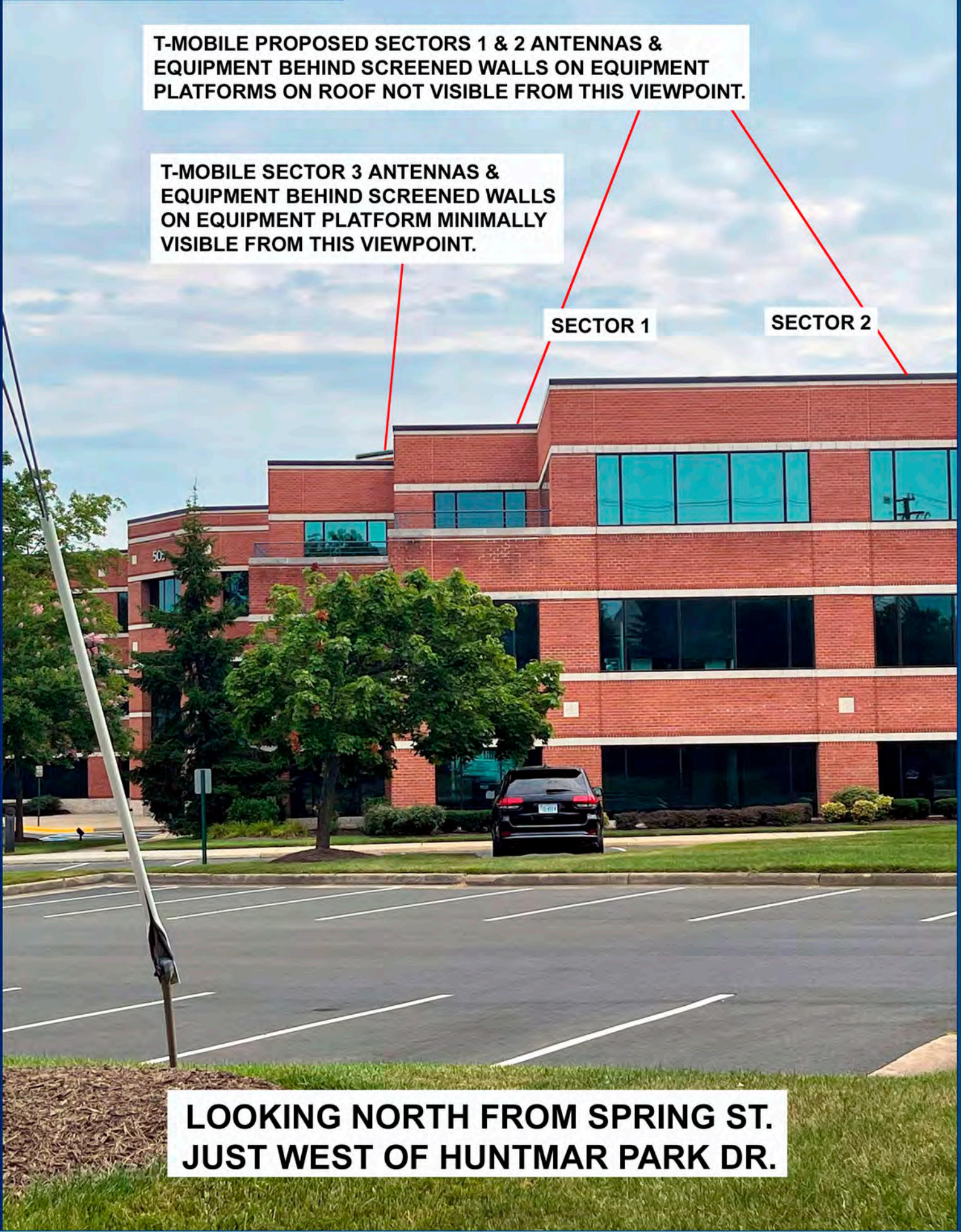
Attachment #2

T-MOBILE PROPOSED SECTORS 1 & 2 ANTENNAS & EQUIPMENT BEHIND SCREENED WALLS ON EQUIPMENT PLATFORMS ON ROOF NOT VISIBLE FROM THIS VIEWPOINT.

T-MOBILE SECTOR 3 ANTENNAS & EQUIPMENT BEHIND SCREENED WALLS ON EQUIPMENT PLATFORM MINIMALLY VISIBLE FROM THIS VIEWPOINT.

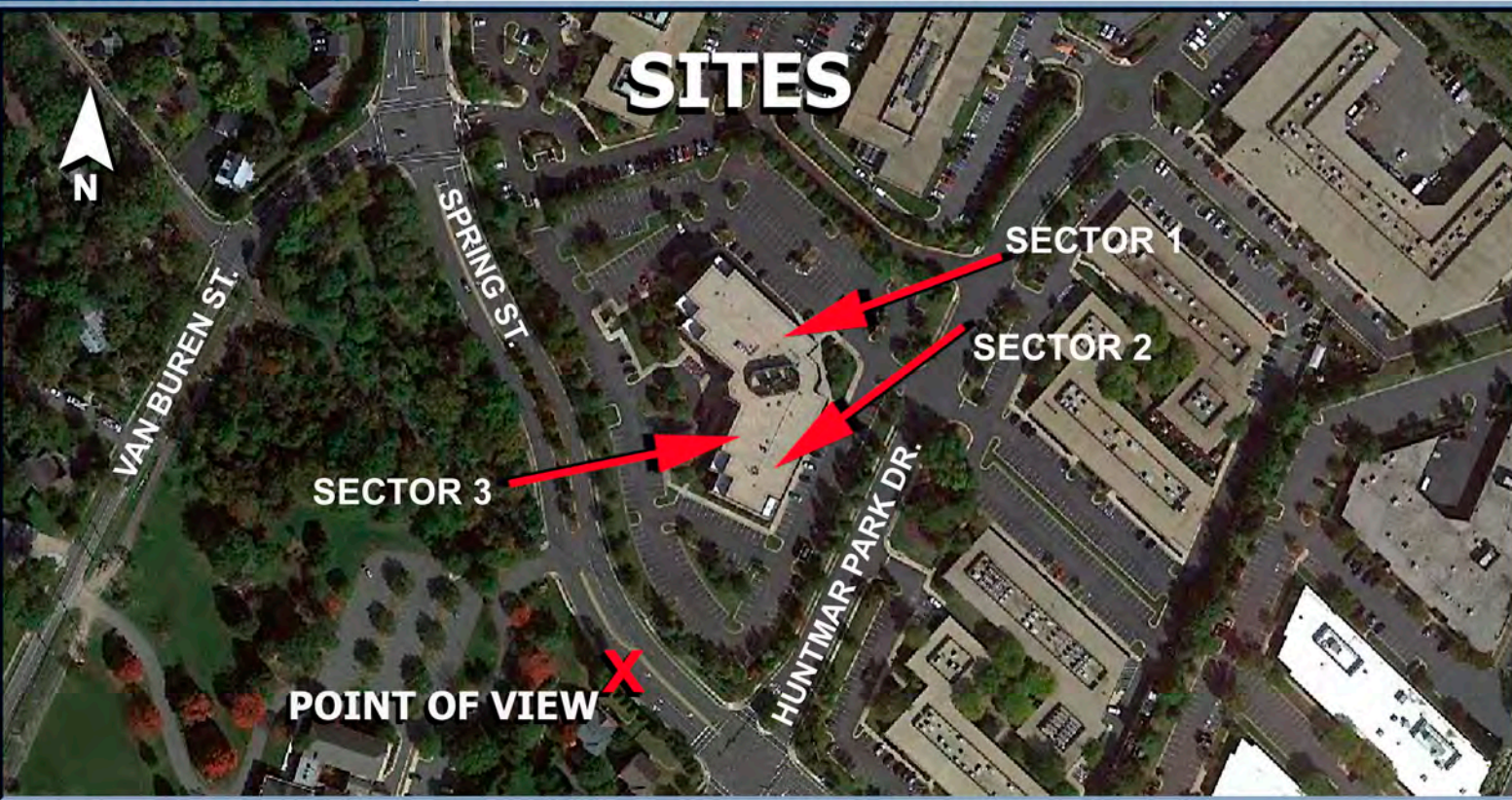
SECTOR 1

SECTOR 2

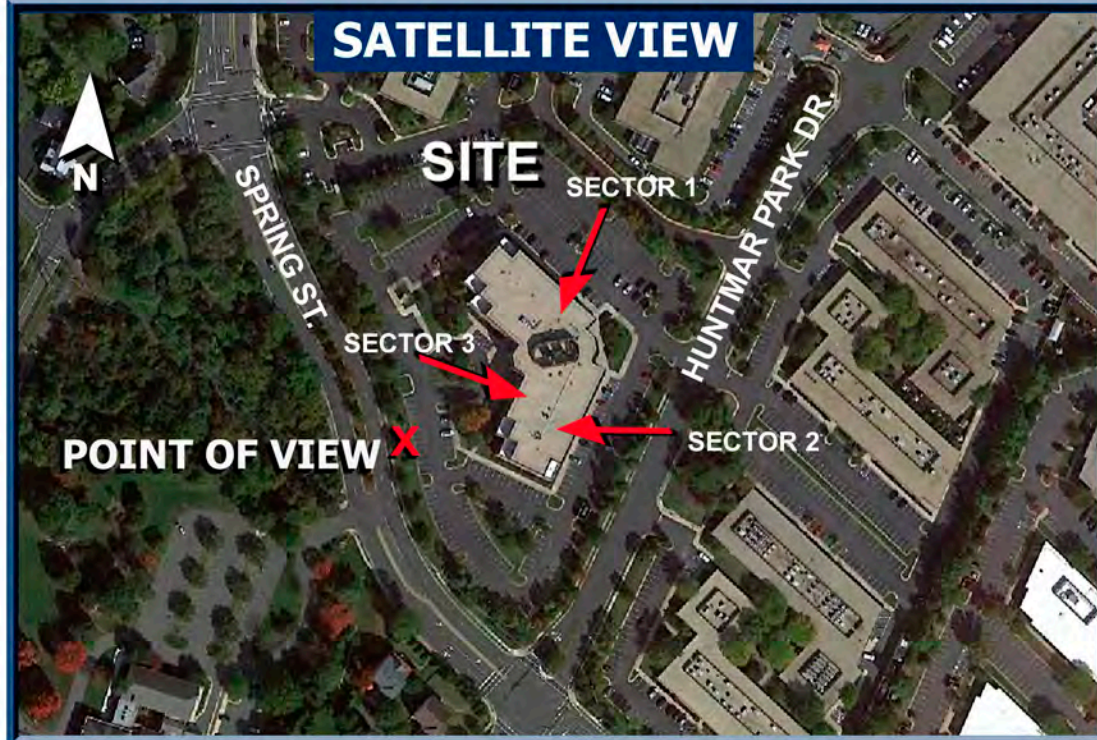


LOOKING NORTH FROM SPRING ST.
JUST WEST OF HUNTMAR PARK DR.

SATELLITE VIEW



SATELLITE VIEW



EXISTING VIEW 2



PROPOSED VIEW 2



**SITE NAME: NTM REPL
for DC52XC007**

SITE # 7WAC517A

**505 HUNTMAR PARK DR
HERNDON, VA 20170**

T-Mobile

T-MOBILE NORTHEAST LLC

12050 BALTIMORE AVENUE
BELTSVILLE, MD 20705
PHONE: (240) 264-8600

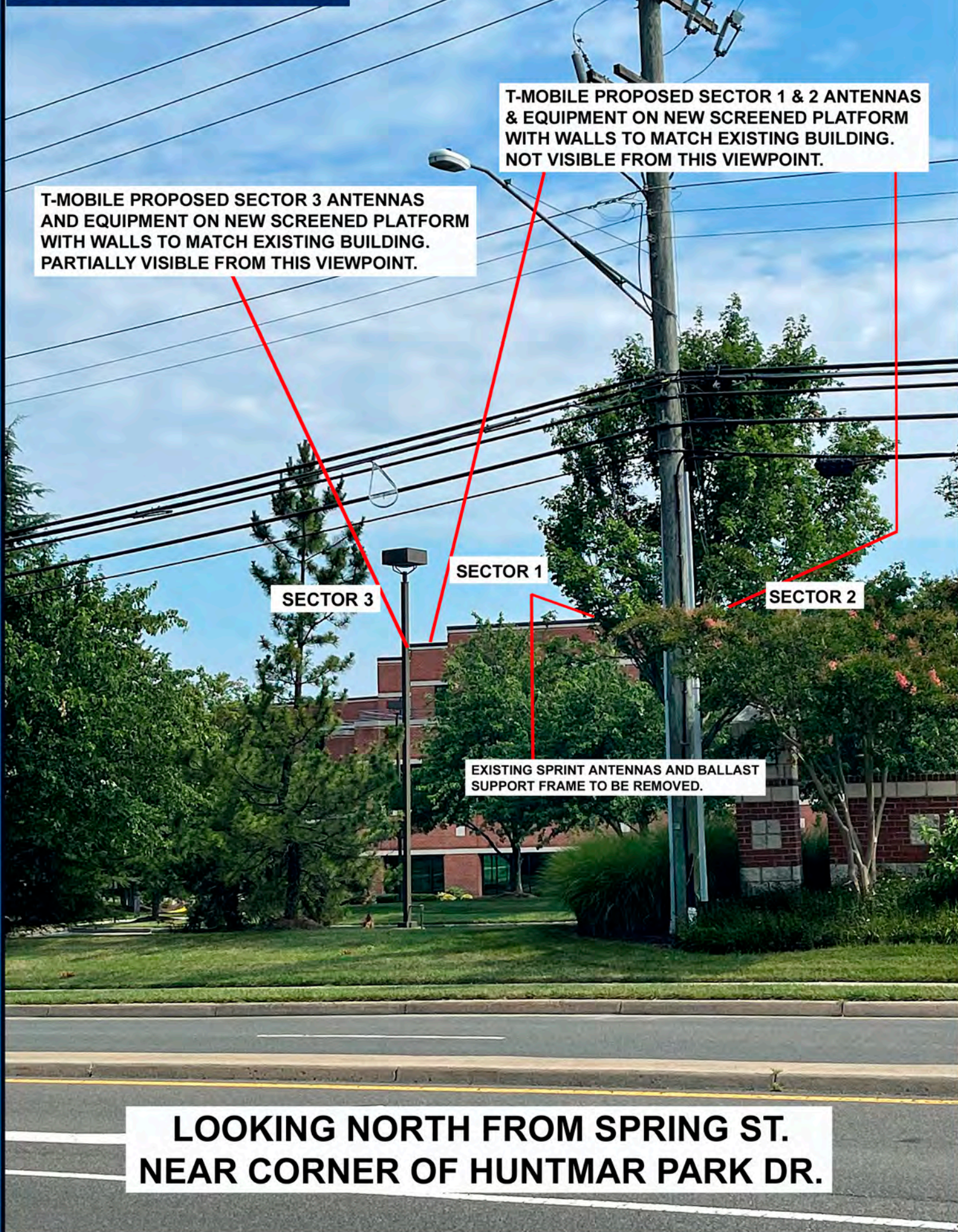
smartlink

1362 Mellon Road, Suite 140
Hanover, MD 21076

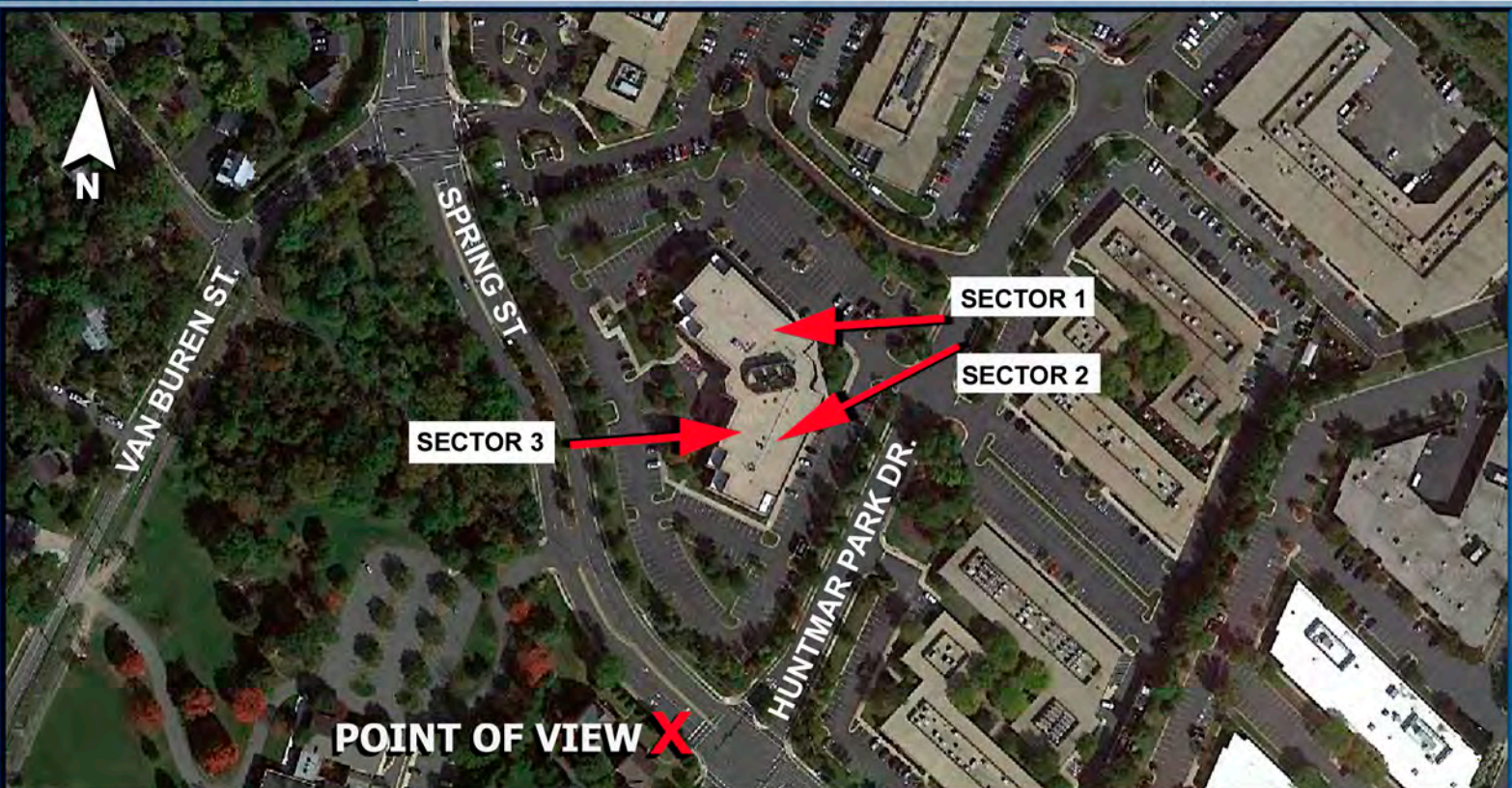
EXISTING VIEW 3



PROPOSED VIEW 3



SATELLITE VIEW



**SITE NAME: NTM REPL
for DC52XC007**

SITE # 7WAC517A

**505 HUNTMAR PARK DR
HERNDON, VA 20170**

T

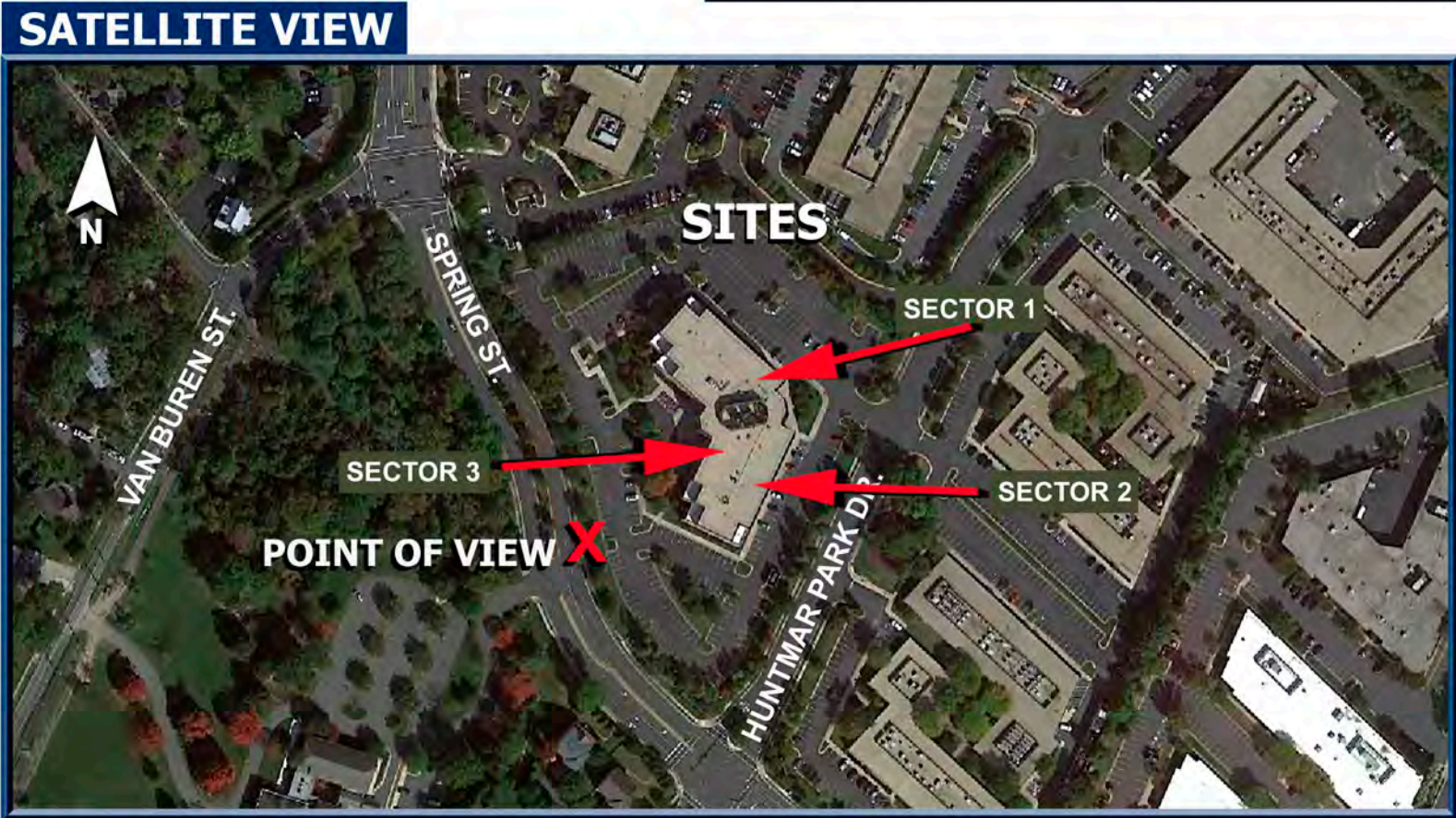
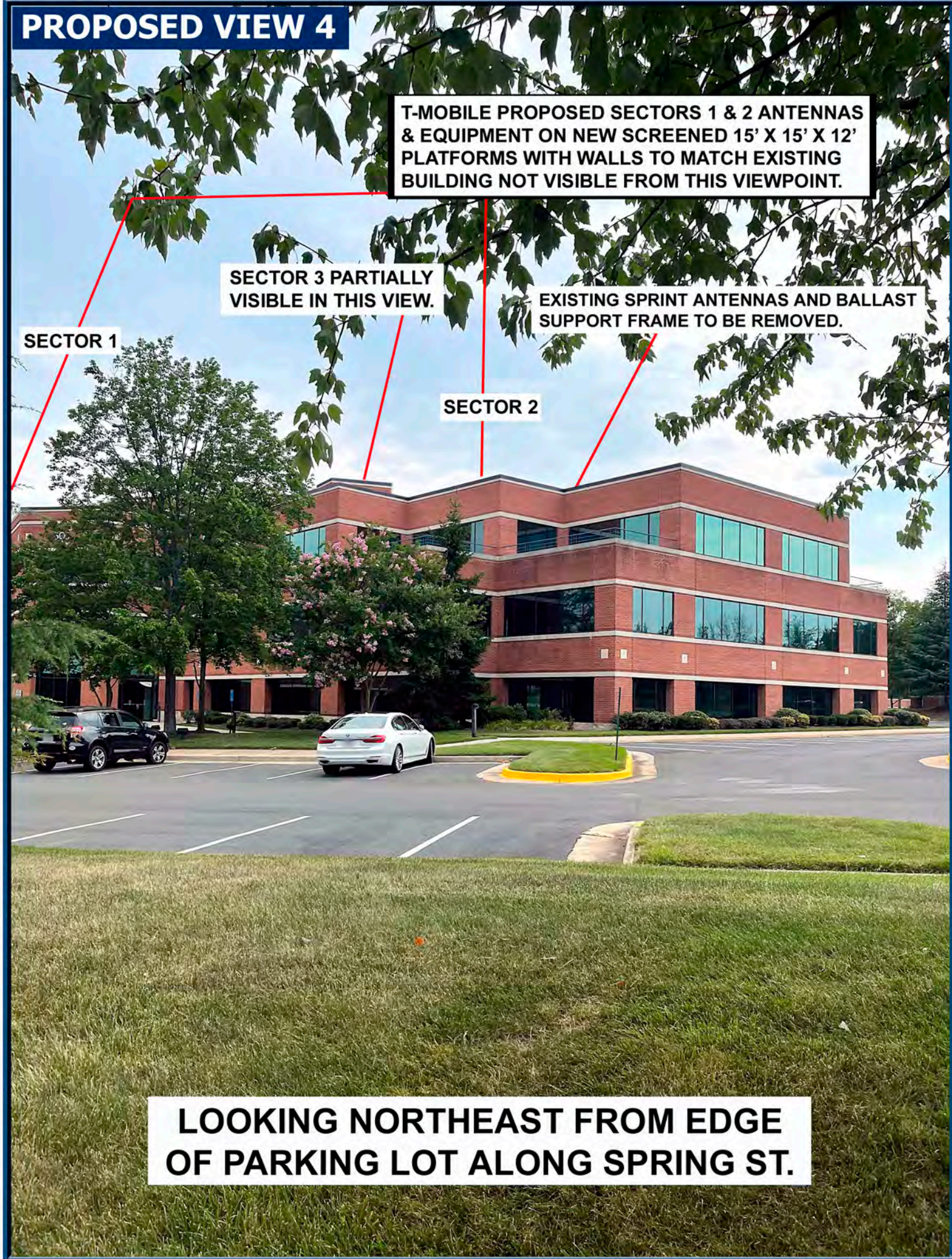
Mobile

T-MOBILE NORTHEAST LLC

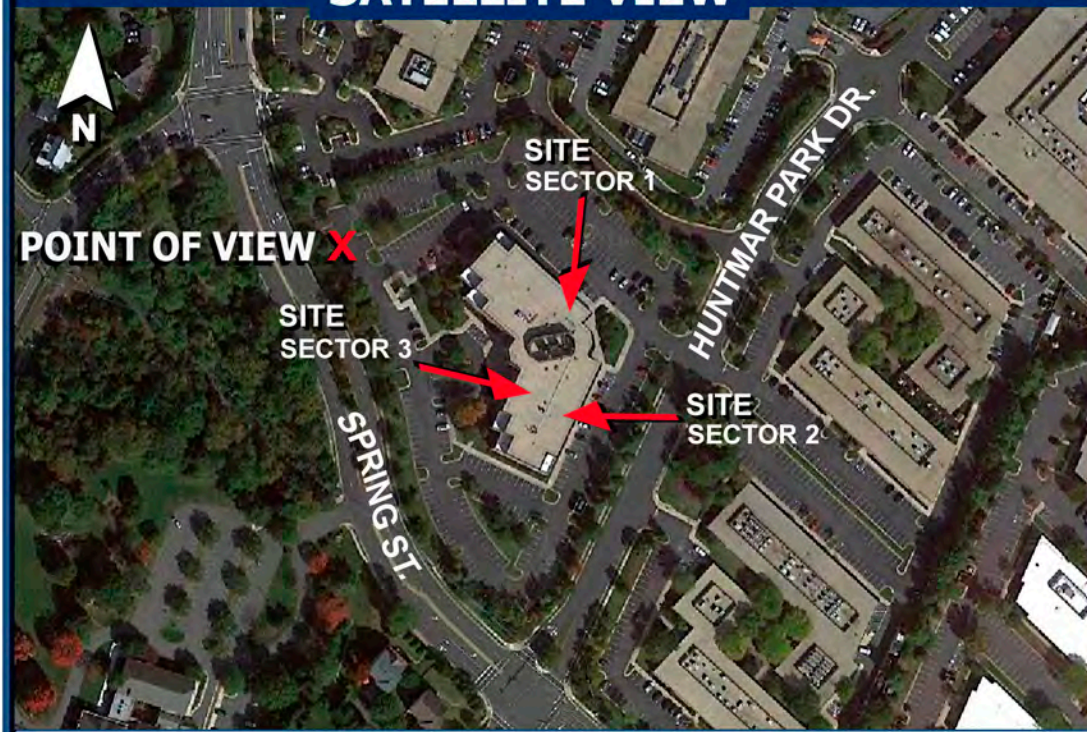
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BELTSVILLE, MD 20705
PHONE: (240) 264-8600

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Hanover, MD 21076



SATELLITE VIEW



EXISTING VIEW 5

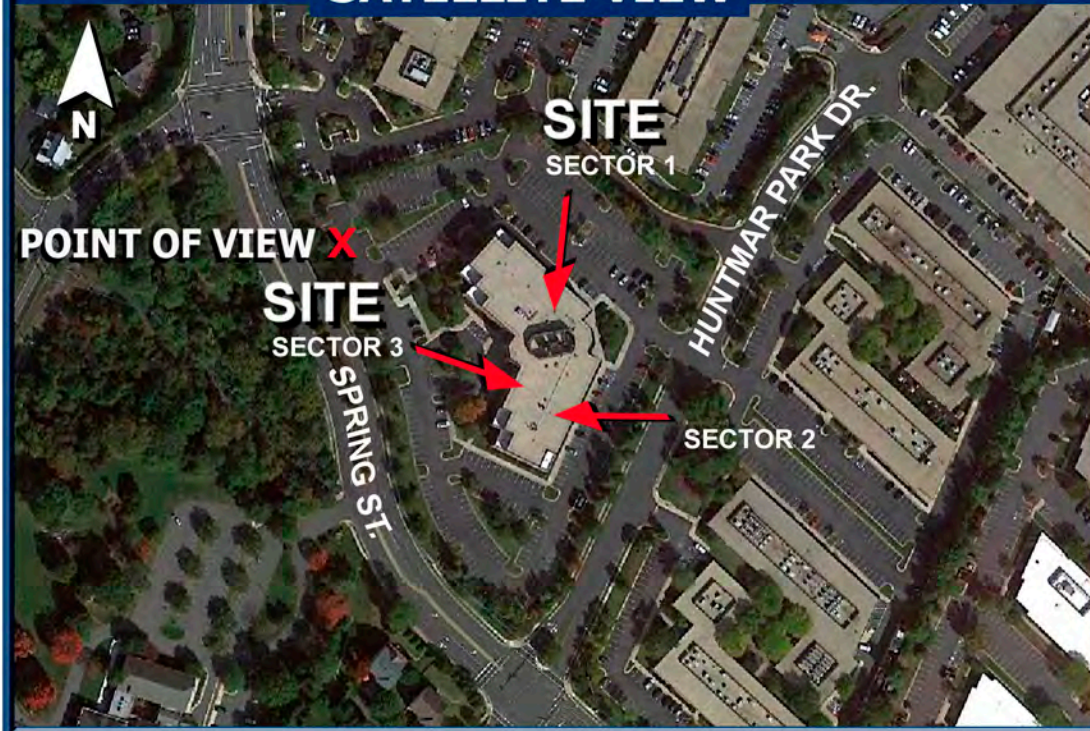


PROPOSED VIEW 5



LOOKING SOUTHEAST FROM PARKING LOT ALONG SPRING ST.

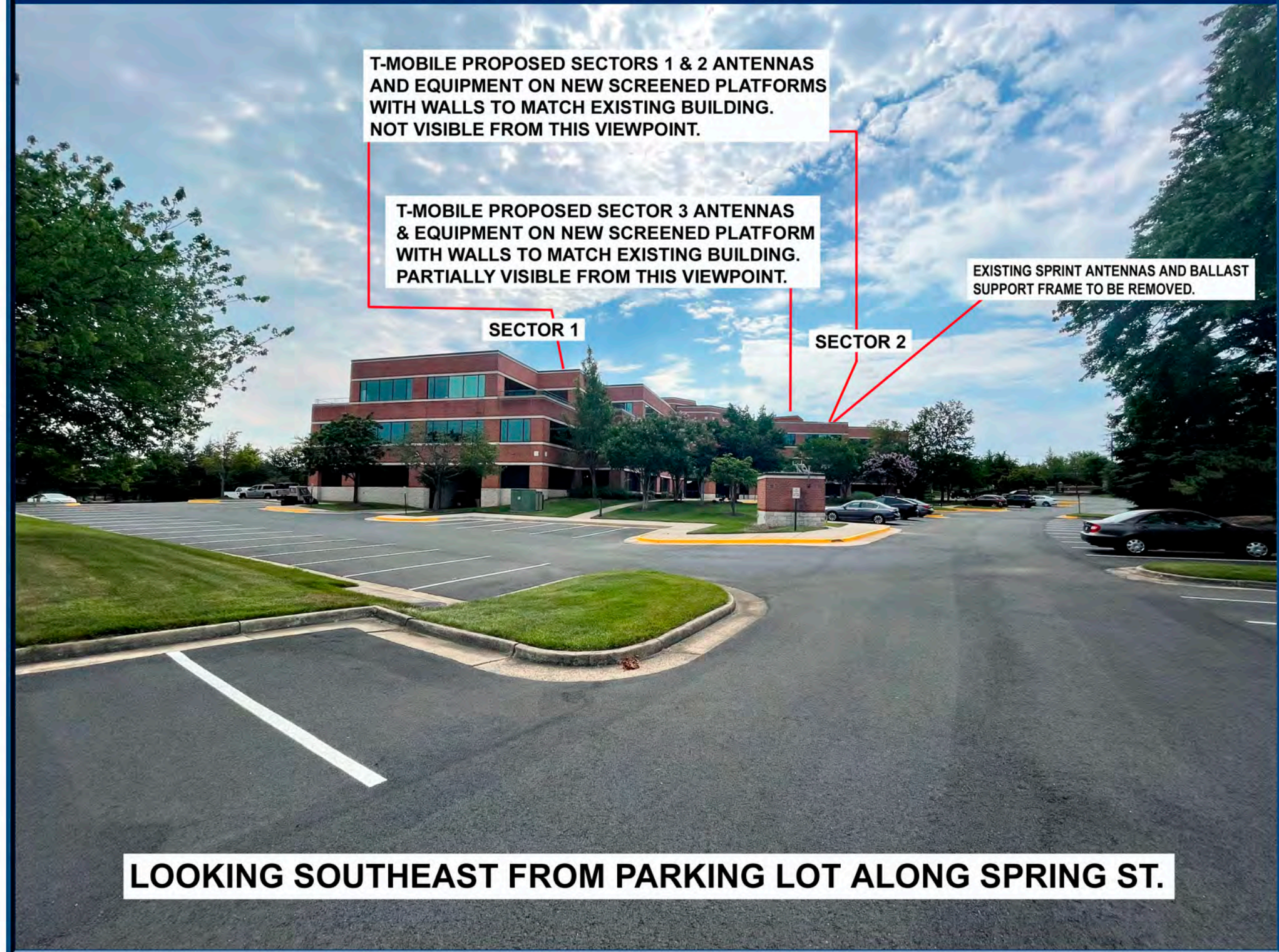
SATELLITE VIEW



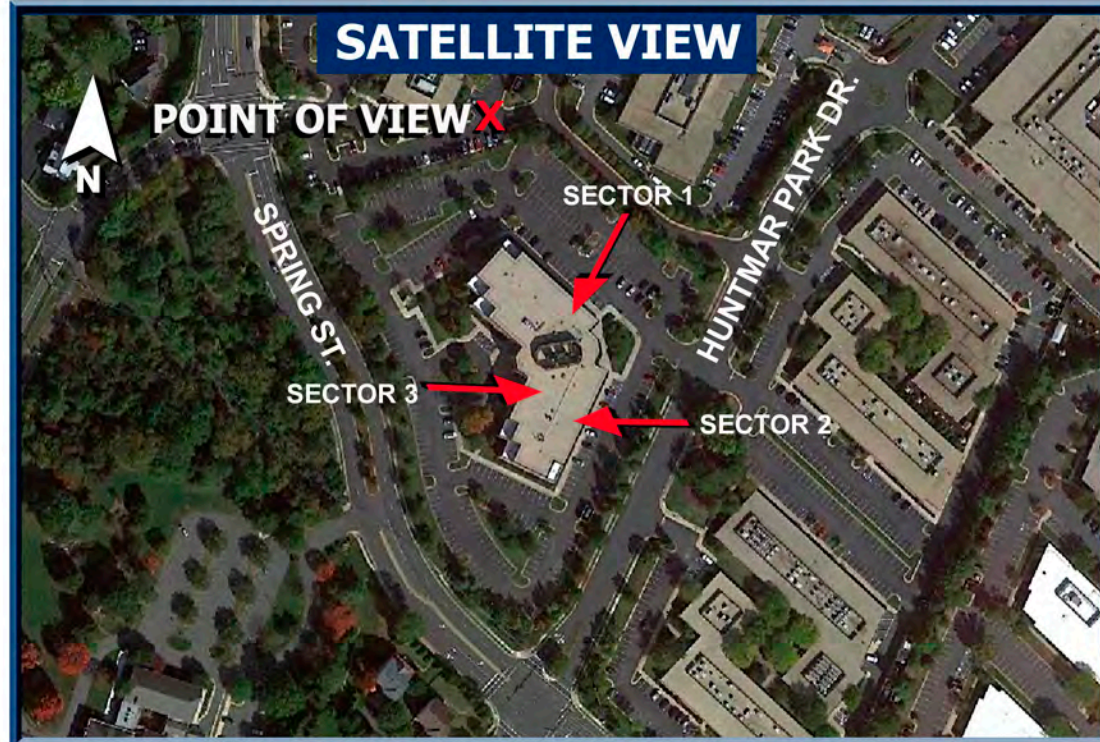
EXISTING VIEW 5A



PROPOSED VIEW 5A



SATELLITE VIEW



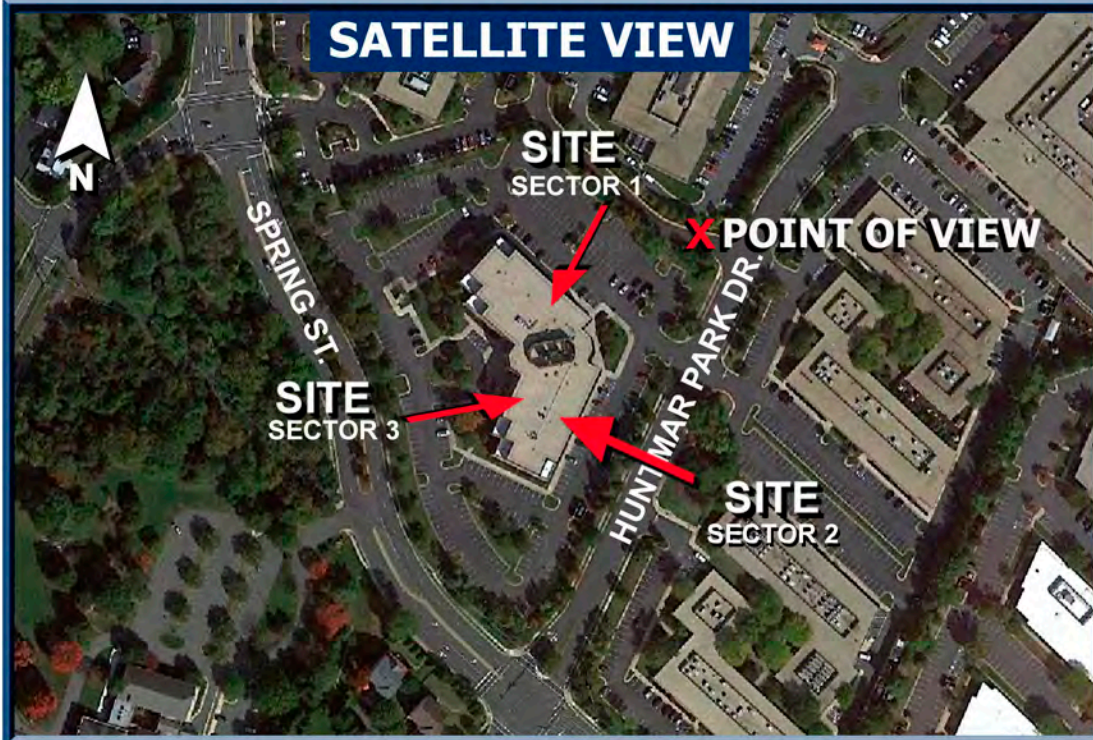
EXISTING VIEW 6



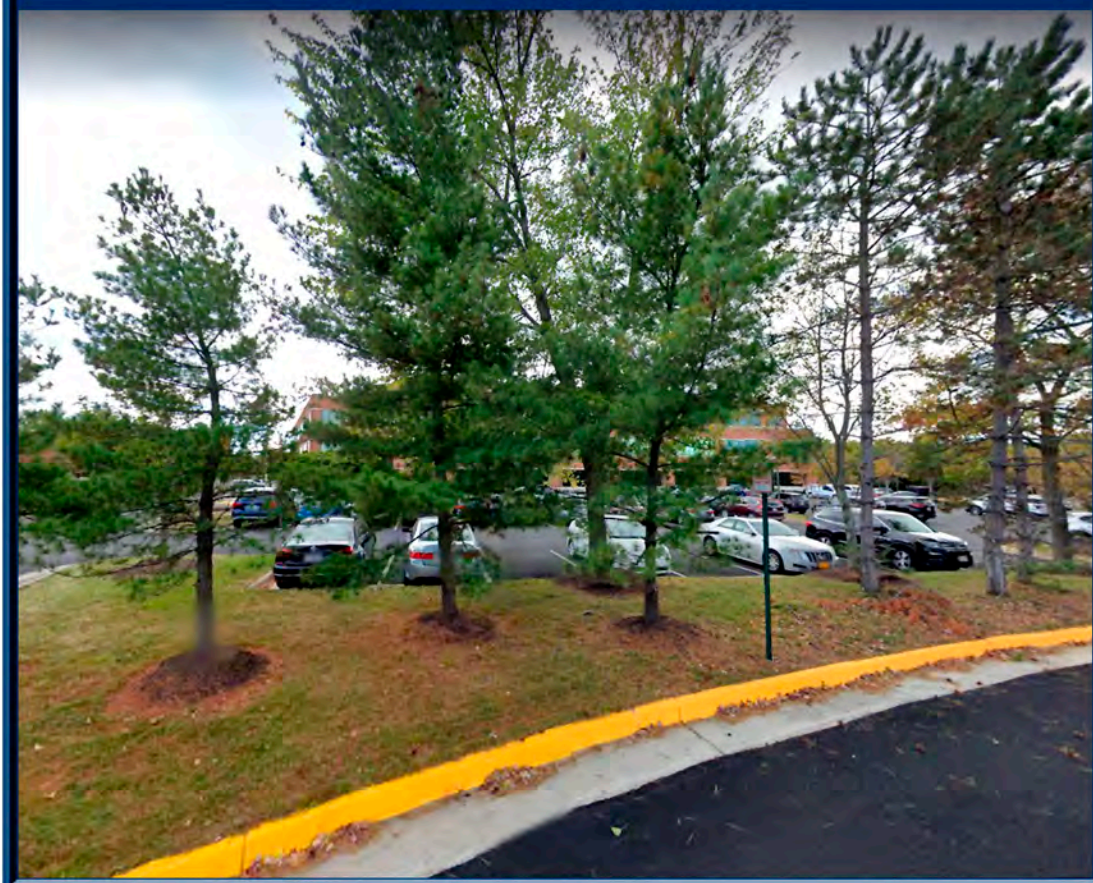
PROPOSED VIEW 6



SATELLITE VIEW



EXISTING VIEW 7



PROPOSED VIEW 7



Title: ARB #22-008; Site Feature; 231 Spring Street

Staff Contact: Tamsin Himes
 Lead Planner – Development and Design
tamsin.himes@herndon-va.gov
 (571) 612-0537

Summary Information

Applicant Request	Site Feature		
Address	231 Spring Street		
Fairfax County Tax Map Number	0162 02 0177C		
Owner	460 Herndon Parkway LLC.		
Applicant	Nelson Gault, FM Studios		
Business/Organization	Boeing		
Property Use	Office/industrial		
Zoning District	O & LI, Office & Light Industrial		
Adjacent Zoning	North: O & LI, Office & Light Industrial South: O & LI, Office & Light Industrial East: O & LI, Office & Light Industrial District West: Planned Development - Business		
Building Type(s)	Low rise office building	Date of Construction:	1985
Architectural Style(s)	Post-modern office		
Exterior Material(s)	Brick, cement, aluminum frame glazing		
Neighborhood Design Profile	Commercial and office parks		
Comprehensive Plan Land Use Designation	Regional Corridor Mixed Use		

Staff Recommendation	Staff is withholding a recommendation at this time.
----------------------	---

Case Details

Proposal:

This application is proposing a project to construct a fence to screen equipment on the site of an office building at 231 Spring Street. The proposed fence will be constructed of board-on-board micro treated wood. The fence is 8 feet high with construction documents stipulating that the length be adjusted on site to ensure equipment is fully screened. The board-on-board fence is secured to 4-inch by 4-inch timber posts set with a 2-foot 6-inch concrete footing.

Site Description:

The building on this site is situated within a neighborhood of low- to mid-rise office and commercial buildings, many of similar design as 231 Spring Street. The two-story building sits on 9.9 acres (432,166 square feet) of land, about half of which is used for paved parking area. There is a tree line and light landscaping along the perimeter of the lot on the two sides facing Spring Street and Herndon Parkway. The wood fence encloser that is the subject of this application is proposed to be situated near the rear of the large parking area and would be visible but set back at a distance from Spring Street.

Location Map



Map source: fairfaxcounty.gov

Applicable Design Guidance:

- Town Code of Ordinances, Section 58-96 – *Design criteria*

Staff Analysis

1. Staff has found that the proposed site feature does not meet all the applicable standards and requirements of the Town of Herndon Zoning Ordinance.
 - a. The proposed site feature qualifies as a fence under Town Code. Fence height is capped at 7 feet for this area unless the applicant receives an administrative adjustment. The application specifies an 8-foot fence.
2. To address the non-compliance above, the applicant either alter the height of the proposed fence to adhere to the zoning requirement or apply for and receive an administrative adjustment for this project prior to the ARB's public hearing.

3. With the findings expressed below, staff believes the proposed site feature generally complies with the applicable design criteria within the Town's Architectural Control District as specified in Section 58-96 of the Town Code of Ordinances.
 - a. The fence is set back toward the rear of the lot and does not block or obscure the primary structure.
 - b. The design and construction choices are adequate for a structure of this kind and the construction and materials are made to withstand normal amounts of weathering.

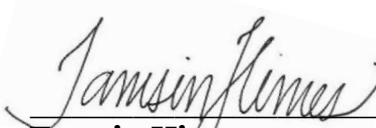
Staff Recommendation:

ARB Alternatives:	1. Resolution to deny the application. 2. Resolution to approve the application as submitted. 3. Resolution to approve with condition(s). 4. The ARB may also continue the review of this item to a future public hearing
Staff Recommendation:	Staff is withholding a recommendation pending further information from the applicant.

Report Attachments

1.	Drawings
2.	Reference images

Staff Signatures



Tamsin Himes
Lead Planner/Design and Development

Bryce A. Perry
Deputy Director of Community Development

460 HERNDON PARKWAY
HERNDON, VA 20170

Attachment #1



STAMP



DRAWN BY: KEP	CHECKED BY: JNG
SCALE: As indicated	PROJECT NO. D203.21003

Rev. #	Description	Date
	CLIENT REVIEW	07/30/21
	PERMIT & PRICING	08/18/21
1	REVISION 1	02/15/22

BOEING
P23 PHASE 2B - LRI EXTERIOR
460 HERNDON PARKWAY
HERNDON, VA 20170

COVER SHEET

SHEET NUMBER

C001

4114 LEGATO ROAD
SUITE 830
FAIRFAX, VA 22033
703.563.0380
fmstudios.com

GENERAL

1. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR ALL WORK AND MATERIALS REQUIRED OR IMPLIED BY THESE DRAWINGS AND SPECIFICATIONS UNLESS WORK AND OR MATERIALS ARE LISTED AS PROVIDED BY OTHERS.
2. IF DURING THE COURSE OF THE WORK, THE CONTRACTOR EXPERIENCES A PROBLEM RELATIVE TO THE DEVELOPMENT OF THE PROJECT, THE APPLICABLE CODES AND GOVERNING DOCUMENTS, OR THE WORK CANNOT BE INSTALLED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS FOR ANY REASON, NOTIFY THE ARCHITECT AND ENGINEER FOR DIRECTION PRIOR TO EXECUTION OF THIS WORK. THE CONTRACTOR MAY BE REQUIRED TO STOP WORK FOR A SHORT PERIOD OF TIME TO OBTAIN CLARIFICATION, ANY WORK INSTALLED PRIOR TO RECEIVING DIRECTION FROM THE ARCHITECT AND ENGINEER, IN VIOLATION OF THE CONTRACT DOCUMENTS OR APPLICABLE CODES.
3. DO NOT SCALE THE DRAWINGS. FIELD VERIFY ALL DIMENSIONS INDICATED ON THE DRAWINGS PRIOR TO PROCEEDING WITH ANY WORK.
4. PROVIDE A CLEAN, DRY, LEVEL, AND UNOCCUPIED WORK AREA FREQUENTLY, AS REQUIRED TO PROVIDE A SAFE AND NEAT PROJECT SITE. REMOVE ALL TRASH AND DEBRIS FROM THE PROJECT SITE PRIOR TO THE COMPLETION OF THE PROJECT. RETURN ANY MATERIALS AND/OR EQUIPMENT REMOVED FROM THE WORK AREA THAT IS NOT REUSED TO THE OWNER UNLESS DIRECTED OTHERWISE.
5. OBTAIN ALL NECESSARY PERMITS AND INSURANCE PRIOR TO THE BEGINNING OF THE PROJECT. PRIOR TO FINAL ACCEPTANCE OF THE SPACE.
6. PERFORM ALL WORK IN ACCORDANCE WITH ALL CURRENT AND APPLICABLE LOCAL CODES AND REGULATIONS AS REQUIRED BY THE LOCAL AUTHORITY HAVING JURISDICTION.
7. INSTALL ALL EQUIPMENT, MATERIALS AND SYSTEMS IN ACCORDANCE WITH THE MANUFACTURERS WRITTEN INSTALLATION GUIDES AND RECOMMENDATIONS.
8. PERFORM ALL WORK TO A LEVEL OF QUALITY ACCEPTABLE TO THE CLIENT, ARCHITECT AND ENGINEER.
9. COORDINATE AND PROVIDE FINAL CONNECTIONS TO ALL EQUIPMENT.
10. PROVIDE COPIES OF ALL PERMITS, INSPECTION REPORTS, RELEASE OF LIENS, BONDS, INSURANCE AND GENERAL WAIVERS TO THE BUILDING OWNER.
11. THESE DOCUMENTS DO NOT INCLUDE THE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES AND SAFETY PROCEDURES. COMPLY WITH ALL CODES, STANDARDS, ORDINANCES AND REGULATIONS.
12. THE MEANS AND METHODS FOR PERFORMING THE DEMOLITION AND CONSTRUCTION WORK ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THIS INCLUDES ALL WORK REQUIRED TO ISOLATE COMPONENTS TO ALLOW THEIR REMOVAL, RELOCATION OR REUSE.
13. PERFORM ALL WORK AT SUCH TIMES AND IN SUCH A MANNER THAT WILL LEAST INTERFERE WITH THE MAINTENANCE AND OPERATION OF ALL RELATED OR AFFECTED BUILDING SYSTEMS.
14. SCHEDULE ALL WORK IN ALL OCCUPIED SPACES (INCLUDING SURROUNDING AREAS, AREAS OF COMMON USE, AND AREAS WITHIN THE AREA OF WORK) AFTER REGULAR BUSINESS HOURS. COORDINATE ALL SYSTEM OUTAGES WITH THE OWNER AND CLIENT, AND OBTAIN THE OWNERS AND CLIENTS WRITTEN APPROVAL PRIOR TO SHUTTING DOWN ANY BUILDING SYSTEMS. PROVIDE A MINIMUM OF 48 HOURS NOTICE FOR ANY BUILDING SYSTEM OUTAGES.
15. PROTECT ALL EXISTING FINISHES, EQUIPMENT, COMPONENTS, MATERIALS, FIXTURES AND FURNITURE DURING THE PERFORMANCE OF THIS WORK. REPAIR OR REPLACE WITH NO ADDITIONAL COMPENSATION ANY DAMAGE OR DAMAGED ITEMS RESULTING FROM THE PERFORMANCE OF THIS WORK.
16. PROVIDE ALL WORK SHOWN AS NEW UNLESS OTHERWISE INDICATED. PROVIDE ALL NEW MATERIAL WITH ALL LISTING LABELS WHERE APPLICABLE FOR ITS INSTALLED APPLICATION. RELOCATE AND REUSE EXISTING MATERIAL ONLY WHERE SPECIFICALLY INDICATED.
17. GUARANTEE ALL WORK AND MATERIALS FOR A MINIMUM OF ONE YEAR FROM THE DATE OF CLIENT ACCEPTANCE.
18. REPAIR AND REWORK TO THE STRUCTURE AT ALL LOCATIONS (INCLUDING PREEXISTING LOCATIONS) WHERE FIREPROOFING HAS BEEN DAMAGED OR REMOVED PRIOR TO FIREPROOFING IN ACCORDANCE WITH THE BASE BUILDING SPECIFICATIONS IN ORDER TO MAINTAIN THE FIRE RATING OF THE STRUCTURE.
19. STORAGE OF ALL MATERIALS WILL BE AT THE CONTRACTORS EXPENSE UNLESS OTHERWISE NEGOTIATED WITH THE CLIENTS REPRESENTATIVE.
20. WHERE THE WORD 'PROVIDE' IS USED, IT MEANS FURNISH AND INSTALL, COMPLETE AND READY FOR USE.
21. THE WORK INDICATED ON THESE DOCUMENTS IS BASED ON PREVIOUSLY PREPARED BASE BUILDING DRAWINGS. WHERE EXISTING FIELD CONDITIONS ARE DIFFERENT THAN THOSE INDICATED ON THESE DOCUMENTS, IMMEDIATELY ADVISE THE ARCHITECT AND ENGINEER OF DISCREPANCIES WHICH WILL AFFECT THE PROPOSED WORK PRIOR TO BEGINNING THE WORK.
22. SYMBOLS SHOWN ON THE DRAWINGS AND IN THE SCHEDULES INDICATE THE TYPE OF MATERIAL AND THE QUANTITIES REQUIRED. WHERE EXISTING FIELD MATERIAL AND EQUIPMENT IN THE QUANTITIES REQUIRED BY THESE DOCUMENTS.
23. PROVIDE ALL MATERIAL, EQUIPMENT, AND LABOR NECESSARY TO REMOVE THE EXISTING CONSTRUCTION. PROVIDE MATERIAL AND EQUIPMENT INCLUDING TRANSPORTATION, RIGGING, TEMPORARY STRUCTURES, DISASSEMBLING AND REASSEMBLING EQUIPMENT, AND FOR REMOVING AND REPLACING BUILDING COMPONENTS.
24. PROVIDE ALL CUTTING, PATCHING, RESTORATION AND REPAIR OF FINISHES AS REQUIRED TO PERFORM THE WORK FOR THIS PROJECT.
25. LOCATE AND IDENTIFY ALL CONCEALED BUILDING SYSTEMS AND STRUCTURAL MEMBERS PRIOR TO THE CUTTING, PATCHING, RESTORATION AND REPAIR OR REMOVING ANY PART OF THE BUILDING CONSTRUCTION OR SYSTEM COMPONENTS. PERFORM SUBSURFACE IMAGING (X-RAY AND/OR GROUND-PENETRATING RADAR) FOR ALL PROPOSED LOCATIONS FOR PENETRATIONS (FOR SLABS ON GRADE MANUALLY BY A QUALIFIED CHIEF OF THE LAB) TO LOCATE ALL PIPING, MISCELLANEOUS OBSTRUCTIONS, AND STRUCTURAL MEMBERS PRIOR TO BEGINNING THE BUILDING STRUCTURE PRIOR TO MAKING ANY NEW PENETRATIONS. SCHEDULE X-RAY WORK WITH THE OWNER AND LANDLORD AND OBSERVE ALL RECOMMENDED SAFETY PROCEDURES. CAREFULLY PERFORM ALL WORK TO PREVENT DAMAGE TO THE CONCEALED SYSTEMS OR STRUCTURAL MEMBERS. LOCATING ALL BUILDING SYSTEM OUTAGES AND INJURY RESULTING FROM PERFORMANCE OF THE WORK OF THIS CONTRACTOR IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
26. OBTAIN AND PAY FOR PERMITS ASSOCIATED WITH THIS PROJECT. ARRANGE AND COORDINATE ALL REQUIRED INSPECTIONS BY THE APPROPRIATE LOCAL AUTHORITIES WITH THE CLIENTS REPRESENTATIVE.
27. REVIEW THE EXISTING PATHWAYS INTO AND THROUGH THE BUILDING AS REQUIRED TO PLAN EQUIPMENT DEMOLITION OR INSTALLATION. INCLUDE ALL COSTS TO MOVE EQUIPMENT FROM OR TO THE AREA OF WORK, AS APPLICABLE, INCLUDING RIGGING AND REMOVAL/RESTORATION OF DOORS, WALLS, GLASS OR OTHER BUILDING COMPONENTS.
28. ALL DIRECTIONS (NORTH, SOUTH, ETC.) REFERENCED IN ELEVATION TITLES ARE RELATIVE TO THE PROJECT NORTH.

BID

1. OBTAIN A COPY OF THE EXISTING DRAWINGS RELATING TO THE AREA OF WORK FROM THE CLIENT. REVIEW THESE DOCUMENTS, AND ALL EXISTING DRAWINGS RELATING TO THE AREA OF WORK. VISIT THE PROJECT SITE AND EXAMINE THE CONDITION OF THE PREMISES. REPORT ANY DISCREPANCIES OR OMISSIONS IN THESE DOCUMENTS TO THE CLIENT IMMEDIATELY FOR CORRECTION. THE CONTRACTOR SHALL NOT BE RESPONSIBLE FOR BIDS. BY SUBMITTING A BID ON THIS PROJECT, THE CONTRACTOR ACCEPTS THESE DOCUMENTS AS AN ADEQUATE DEFINITION OF THE SCOPE OF WORK. ADDITIONAL COSTS TO ACHIEVE THE INTENDED SCOPE OF WORK AS A RESULT OF UNREPORTED DISCREPANCIES OR OMISSIONS WILL NOT BE ACCEPTED.
2. THE CONTRACTOR CHOOSES TO NOT PROVIDE ANY WORK, FOR ANY REASON, THE EXCLUSION MUST BE CLEARLY IDENTIFIED IN THE BID. IF THERE ARE NO EXCLUSIONS SPECIFICALLY IDENTIFIED IN THE BID, THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL WORK AND MATERIAL REQUIRED TO SATISFY THE INTENT OF THE CONTRACT DOCUMENTS AS DEFINED BY THE ARCHITECT AND ENGINEER. CLAIMS FOR ADDITIONAL COSTS TO ACHIEVE THE INTENDED SCOPE OF WORK AS A RESULT OF ANY UNREPORTED DISCREPANCIES OR OMISSIONS WILL NOT BE ACCEPTED.
3. PROVIDE BASE BIDS THAT INCLUDE THE SPECIFIED PRODUCTS. IF THE CONTRACTOR PROPOSES TO PROVIDE EQUIPMENT OTHER THAN THAT SPECIFIED, SUBMIT AN ALTERNATE WITH THE BIDS THAT INCLUDES:
 - LIST OF ANY PROPOSED PRODUCT SUBSTITUTIONS.
 - SUBSTITUTED EQUIPMENT.
 - A DETAILED COMPARISON WITH THE SPECIFIED PRODUCT PROVING THAT THE SUBSTITUTED PRODUCT IS EQUAL.
 - ASSOCIATED COST SAVINGS COMPARED TO THE BASE BID INCLUDING THE MANUFACTURERS QUOTES FOR BOTH THE SPECIFIED AND PROPOSED PRODUCTS AND THE COST SAVINGS.
 - ANY OTHER INFORMATION BENEFICIAL TO THE PROJECT.
4. SUBMISSION OF THIS INFORMATION DOES NOT ENSURE THAT THE PRODUCTS WILL BE APPROVED. THE PROJECT TEAM MUST STILL APPROVE ALL SUBSTITUTIONS. IF THE SUBSTITUTED PRODUCTS ARE NOT EQUAL OR DO NOT OTHERWISE RECEIVE APPROVAL DURING THE SUBMITTAL PROCESS, THE CONTRACTOR WILL BE RESPONSIBLE FOR SUBMITTING CORRECT PRODUCTS. SUBSTITUTIONS AFTER THE BIDS ARE SUBMITTED WILL NOT BE ACCEPTED.
5. PROVIDE A CRITICAL PATH MANAGEMENT SCHEDULE WITH THE BID.

SUBMITTALS

1. WITHIN ONE WEEK OF AWARD OF CONTRACT, PROVIDE A SCHEDULE OF SUBMITTALS TO THE ARCHITECT FOR REVIEW, INDICATING EACH SUBMITTAL AND THE APPROXIMATE DATE IT WILL BE SUBMITTED.
2. SUBMIT A MINIMUM OF FOUR COPIES (UNLESS DIRECTED OTHERWISE) OF SUBMITTALS TO THE ARCHITECT FOR REVIEW. ANYTHING BEING SUBMITTED TO THE ARCHITECT, EACH SUBMITTAL MUST BE APPROVED AND STAMPED BY THE GENERAL CONTRACTOR INDICATING THAT THE EQUIPMENT, MATERIAL OR DRAWING SUBMITTED COMPLIES WITH THE REQUIREMENTS OF THESE DOCUMENTS. SUBMITTALS PRESENTED WITHOUT APPROVAL STAMPS FROM THE GENERAL CONTRACTOR WILL BE RETURNED WITHOUT REVIEW AND WILL REQUIRE RE-SUBMISSION WITH ALL THE REQUIRED STAMPS AND APPROVALS.
3. ANY DEVIATIONS FROM THE CONTRACT DOCUMENTS MUST BE INDICATED IN WRITING AND INCLUDED WITH THE ASSOCIATED SUBMITTAL. THE CONTRACTOR REMAINS LIABLE FOR ANY DEVIATIONS UNLESS THE ARCHITECT REVIEWS AND ACKNOWLEDGES SUCH CHANGES IN WRITING.
4. AFTER THE GENERAL CONTRACTOR DELIVER TO THE JOB SITE, OR INSTALL ANY EQUIPMENT OR MATERIAL UNTIL THE SUBMITTAL FOR THE PARTICULAR EQUIPMENT OR MATERIAL HAS BEEN REVIEWED AND APPROVED BY THE ARCHITECT. SHOP DRAWING SUBMITTALS WITHOUT CONTRACTOR APPROVAL OR SUBMITTALS TRANSMITTED BY FACSIMILE WILL NOT BE ACCEPTED.
5. A MINIMUM OF ONE WEEK (BUT NOT MORE THAN 10 DAYS) WILL BE REQUIRED FOR REVIEW OF EACH SHOP DRAWING SUBMITTAL BY THE ARCHITECT. THE CONTRACTOR IS RESPONSIBLE FOR ALLOCATING SUFFICIENT TIME IN THE CONSTRUCTION SCHEDULE TO OBTAIN FINAL APPROVAL OF SUBMITTALS, INCLUDING TIME FOR SUBSEQUENT REVIEWS OF SUBMITTALS NOT INITIALLY APPROVED. ANY CLAIMS FOR DELAYS RELATED TO SUBMITTALS FOR REVIEW WILL NOT BE ACCEPTED.
6. PREPARE AND SUBMIT AS-BUILT DRAWINGS, IMMEDIATELY UPON PROJECT COMPLETION, IN THE FORM OF MARKED-UP CONSTRUCTION DOCUMENTS DETAILING THE AS-BUILT CONDITIONS. INCLUDE ALL INFORMATION SHOWN ON THE CONTRACT DRAWINGS THAT CHANGED DURING CONSTRUCTION. NOTE ALL VARIATIONS FROM THE CONTRACT DOCUMENTS WITHIN THE WORK. INCLUDE THE LAST REVISION OF THE CONTRACT DOCUMENTS. MAINTAIN A CURRENT SET OF RED-MARKED CONSTRUCTION DOCUMENTS THROUGHOUT THE CONSTRUCTION PHASE OF THE PROJECT. INCLUDE ALL EQUIPMENT SUBSTITUTIONS AND MODIFICATIONS REQUIRED TO ACCOMMODATE THE SUBSTITUTIONS.
7. PROVIDE COPIES OF THE FINAL APPROVED SUBMITTALS TO THE CLIENT AND OTHERS AS DIRECTED BY THE CLIENT. EACH COPY MUST INCLUDE ALL REVIEW COMMENTS AND APPROVAL STAMPS OR OTHER DOCUMENTATION INDICATING THE SUBMITTAL HAS BEEN APPROVED BY THE SUB CONTRACTOR, GENERAL CONTRACTOR, ARCHITECT AND ENGINEER.
8. PREPARE AND SUBMIT INSTALLATION, OPERATIONAL AND MAINTENANCE MANUALS IMMEDIATELY UPON PROJECT COMPLETION, FOR ALL EQUIPMENT AND SYSTEMS. INCLUDE ALL TEST REPORTS, STARTUP DOCUMENTATION, WARRANTY INFORMATION, CONTACT INFORMATION, AND THE APPROVED SHOP DRAWING SUBMITTAL FOR EACH ITEM OR SYSTEM. PROVIDE ALL INFORMATION IN NEATLY ORGANIZED BINDERS.
9. SUBMIT MATERIAL SAFETY DATA SHEETS* (MSDS) FOR ALL MATERIALS AND PRODUCTS USED IN THIS PROJECT. KEEP ONE COPY ON SITE.
10. PREPARE AND SUBMIT SPECIAL LOCKING ARRANGEMENT SHOP DRAWINGS FOR LOCK PERMIT APPLICATION TO THE FIRE MARSHALLS OFFICE FOR REVIEW AND APPROVAL.
11. PREPARE AND SUBMIT SPRINKLER SYSTEM SHOP DRAWINGS FOR SPRINKLER PERMIT APPLICATION TO THE FIRE MARSHALLS OFFICE FOR REVIEW AND APPROVAL.
12. PREPARE AND SUBMIT FIRE ALARM PANEL SHOP DRAWINGS FOR FIRE ALARM PERMIT APPLICATION TO THE FIRE MARSHALLS OFFICE FOR REVIEW AND APPROVAL.
13. AT A MINIMUM, PROVIDE THE FOLLOWING SUBMITTALS FOR REVIEW:

GENERAL

ANY PROPOSED DEVIATIONS FROM THE CONTRACT DOCUMENTS

ARCHITECTURAL

SUBMIT ALL ITEMS LISTED ON THE MATERIALS SCHEDULE AND THE FOLLOWING

- SPECIALTY MATERIALS AND SYSTEMS

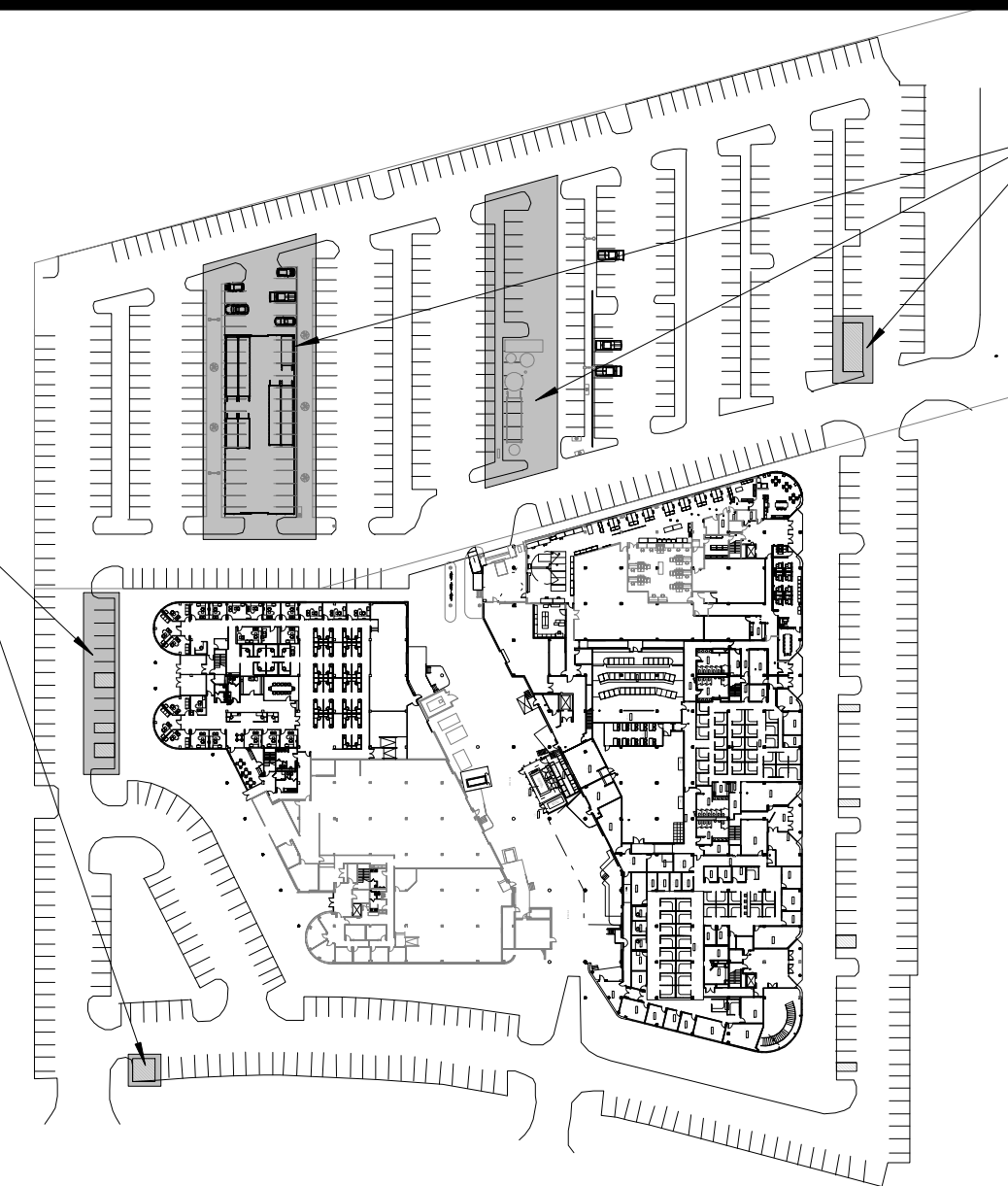
ENGINEERING

COORDINATE WITH THE ENGINEERS FOR ADDITIONAL SUBMITTAL REQUIREMENTS.

APPROXIMATE AREAS OF WORK

① KEY PLAN
1 : 1500

— APPROXIMATE AREAS OF WORK



X INDICATES AN ISSUED OR REVISED SHEET
O INDICATES AN INCLUDED, NON REVISED SHEET

[illegible]

PROJECT DIRECTORY

PROJECT NAME:	P23 PHASE 2B - LRI EXTERIOR
PROJECT ADDRESS:	460 HERNDON PARKWAY HERNDON, VA 20170
FLOOR:	SITE
PURPOSE OF SPACE:	BUSINESS
SCOPE OF TENANT WORK:	29,000± SF
TENANTS PER FLOOR:	SINGLE
BUILDING CODE EDITION:	2015 VEB&C & VCC
TYPE OF CONSTRUCTION:	IA (1B PER BOCA)
USE GROUP:	B
NUMBER OF STORIES IN BUILDING:	2
HEIGHT OF BUILDING:	31'-4"±
GROSS FLOOR AREA:	92,000± SF
BUILDING FULLY SPRINKLED:	YES
FIRE ALARM SYSTEM:	YES

ARCHITECT

FMSTUDIOS
4114 LEGATO ROAD, SUITE 830
FAIRFAX, VA 22033
P 703.563.0380

CONTACT:
NELSON GAULT, X120
ngault@fmstudios.com
KATELIN PETRUSKY, X126
kpetrusky@fmstudios.com

CLIENT

BOEING
460 HERNDON PARKWAY #300
HERNDON, VA 20170
P 866.473.2016

CONTACT:
ADAM DANIELS
P 843.813.6387
adam.l.daniels2@boeing.com

MICHELLE SAM
P 703.269.8990
michelle.s.sam@boeing.com

CIVIL ENGINEER

GREENWAY ENGINEERING
45145 RESEARCH PLACE
ASHBURN, VA 20147
P 703.328.0788

CONTACT:
LHEEP KIM
P 703.309.7171
lkim@greenwayeng.com

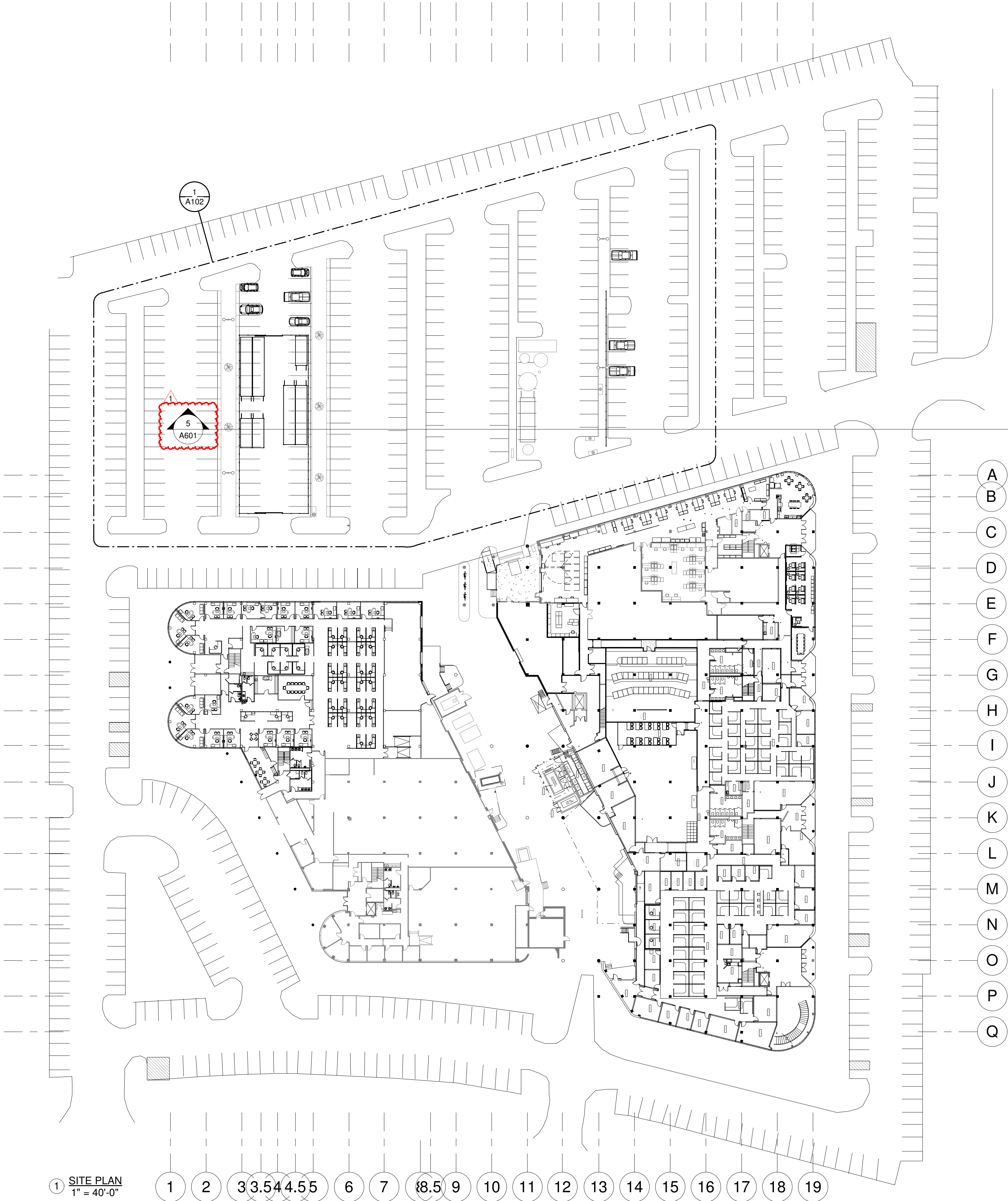
SYMBOLS

Ø	CENTERLINE	MW	MICROWAVE
	DIAMETER	NTS	NOT TO SCALE
AFF	ABOVE FINISHED FLOOR	NIC	NOT IN CONTRACT
BOF	BOTTOM OF (LIGHT) FIXTURE	O.C.	ON CENTER
CMU	CONCRETE MASONRY UNIT	PRT	PRINTED
COF	COFFEE	RAF	RAISED ACCESS FLOOR
DN	DOWN	REF	REFRIGERATOR
DW	DISHWASHER	SIM.	SIMILAR
ELEV	ELEVATOR	SC	SOLID CORE
EQ	EQUAL	STC	SOUND TRANSMISSION
ELEC	ELECTRIC		CLASS
ETC.	ET CETERA, AND THE REST	STN	STAIN
FIN	FINISH	TV	TELEVISION
GA	GAUGE	TYP.	TYPICAL
HVAC	HEATING, VENTILATION AND AIR CONDITIONING	TBS	TO BE SELECTED
HC	HOLLOW META	TBD	TO BE DETERMINED
HM	HOLLOW CORE	TEL	TELEPHONE
JAN	JANITOR	UON	UNLESS OTHERWISE NOTED
JOH	JAMB OPENING HEIGHT	UC	UNDER COUNTER
JOW	JAMB OPENING WIDTH	UL	UNDERWRITERS LABORATORY
MIN	MINIMUM		
MAX	MAXIMUM	VCT	VINYL COMPOSITION TILE
MED	MEDIUM	VIF	VERIFY IN FIELD
MDF	MEDIUM DENSITY FIBER BOARD	WT	WEIGHT

* THE ABBREVIATIONS SHOWN ARE STANDARD; SOME MAY NOT BE APPLICABLE TO THIS PROJECT.

The diagram illustrates various symbols and their meanings in architectural drawings. It is organized into two columns with labels to the right of each symbol.

- Partition Type:** A symbol consisting of a diamond shape with a diagonal line and a horizontal line, representing a partition type.
- Detail Number Sheet Number:** A symbol consisting of a circle with a horizontal line and a vertical line, representing a detail number and sheet number.
- Elevation Number:** A symbol consisting of a diamond shape with a horizontal line and a vertical line, representing an elevation number.
- Sheet Where Elevation is Shown:** A symbol consisting of a diamond shape with a horizontal line and a vertical line, representing a sheet where an elevation is shown.
- Elevation Number:** A symbol consisting of a diamond shape with a horizontal line and a vertical line, representing an elevation number.
- Sheet Where Elevation is Shown:** A symbol consisting of a diamond shape with a horizontal line and a vertical line, representing a sheet where an elevation is shown.
- Section Number:** A symbol consisting of a diamond shape with a horizontal line and a vertical line, representing a section number.
- Sheet Where Section is Shown:** A symbol consisting of a diamond shape with a horizontal line and a vertical line, representing a sheet where a section is shown.
- Door Number:** A symbol consisting of a circle with a horizontal line and a vertical line, representing a door number.
- Hardware Group:** A symbol consisting of a circle with a horizontal line and a vertical line, representing a hardware group.
- Column Line Identification:** A symbol consisting of a circle with a horizontal line and a vertical line, representing a column line identification.
- Revision Indication:** A symbol consisting of a cloud shape with a horizontal line and a vertical line, representing a revision indication.
- Room Name:** A symbol consisting of a rectangle with a horizontal line and a vertical line, representing a room name.
- Room Number:** A symbol consisting of a rectangle with a horizontal line and a vertical line, representing a room number.
- Plan Note, to be Referenced Only on the Sheet that it Appears:** A symbol consisting of a circle with a horizontal line and a vertical line, representing a plan note.
- Indicates Centerline of:** A symbol consisting of a circle with a horizontal line and a vertical line, representing a centerline.



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STAMP



DRAWN BY: KEP CHECKED BY: JNG
SCALE: 1" = 40'-0" PROJECT NO. D203.21003

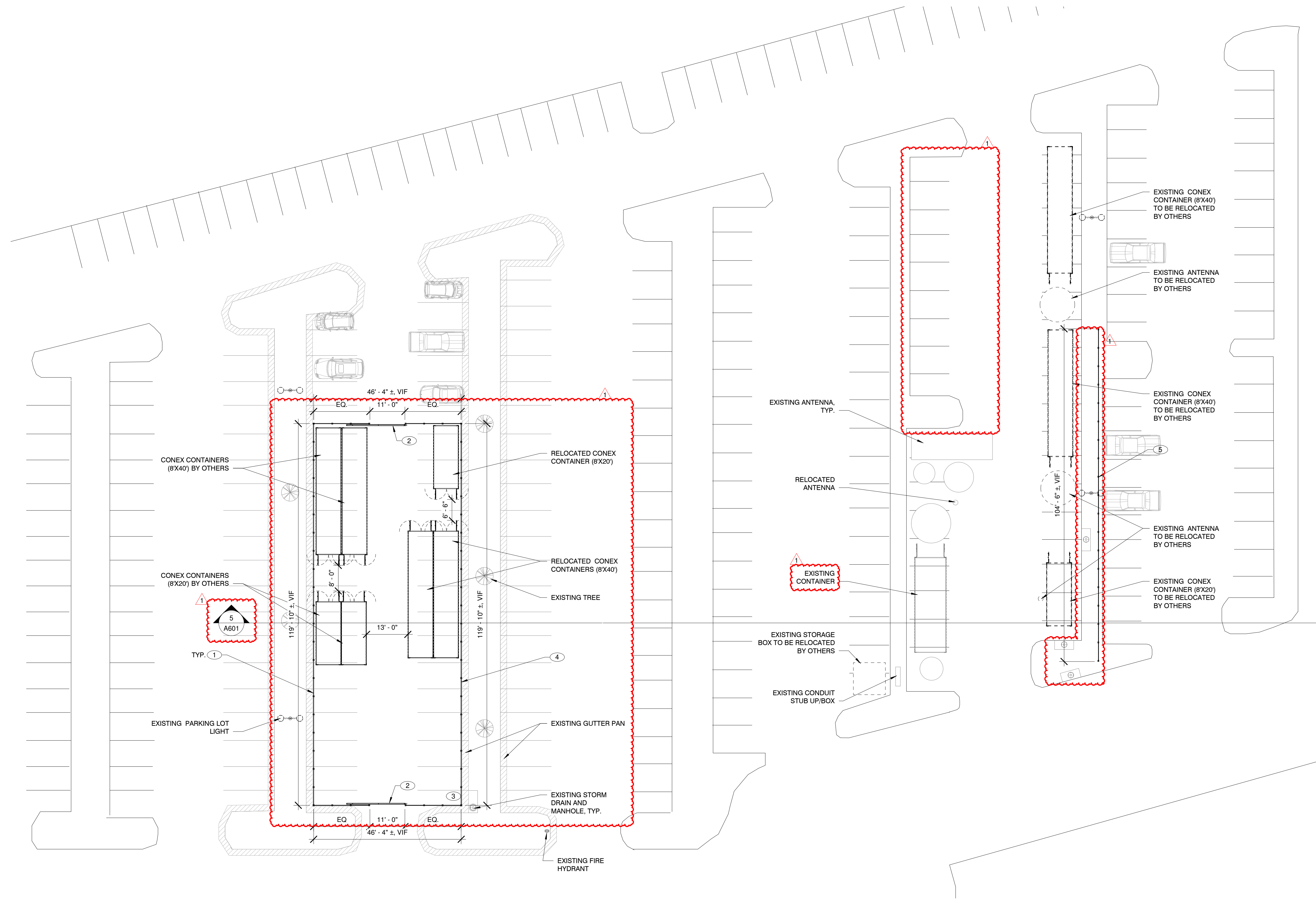
Rev. #	Description	Date
	CLIENT REVIEW	07/30/21
	PERMIT & PRICING	08/18/21
1	REVISION 1	02/15/22

BOEING
P23 PHASE 2B - LRI EXTERIOR
460 HERNDON PARKWAY
HERNDON, VA 20170

SITE PLAN

SHEET NUMBER

A101



1 EXTERIOR EQUIPMENT PLAN
1/16" = 1'-0"

EXTERIOR EQUIPMENT GENERAL NOTES:

A. COORDINATE AND VERIFY THE FENCE HEIGHTS AND LENGTHS ON-SITE TO ENSURE THAT THE EQUIPMENT AND CONTAINERS ARE NOT VISIBLE FROM SPRING STREET.

EXTERIOR EQUIPMENT PLAN NOTES: #

1. PROVIDE 6' HIGH BOARD-ON-BOARD FENCE. SEE DETAIL 1/A601 FOR MORE INFORMATION.

2. PROVIDE MANUALLY OPERATED 11' WIDE SLIDING GATE. SEE DETAIL 2/A601 FOR MORE INFORMATION.

3. TRIM WOODEN FENCE BOARDS APPROXIMATELY 3" ABOVE GRADE LEVEL TO ALLOW WATER TO FLOW INTO STORM DRAIN.

4. PROVIDE 8'-6" HIGH BOARD-ON-BOARD FENCE. SEE DETAIL 3/A601 FOR MORE INFORMATION.

5. PROVIDE 8'-0" HIGH BOARD-ON-BOARD FENCE. COORDINATE LOCATION WITH EXISTING MANHOLE. SEE DETAIL 3/A601 FOR MORE INFORMATION.



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SCALE: 1/16" = 1'-0" PROJECT NO. D203.21003

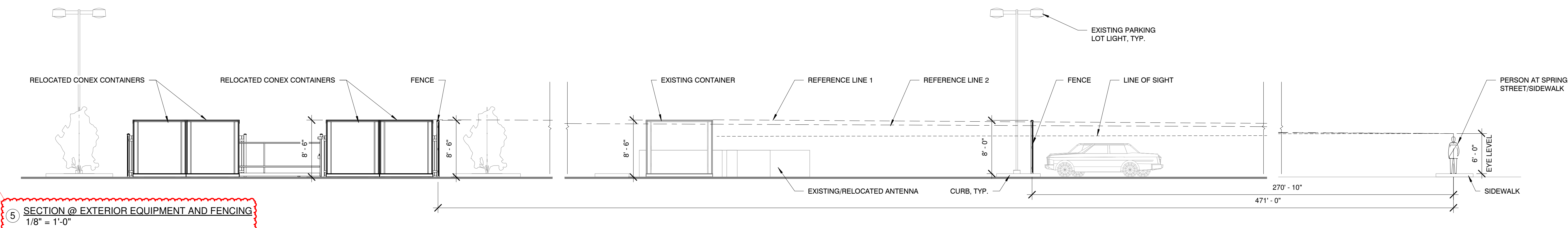
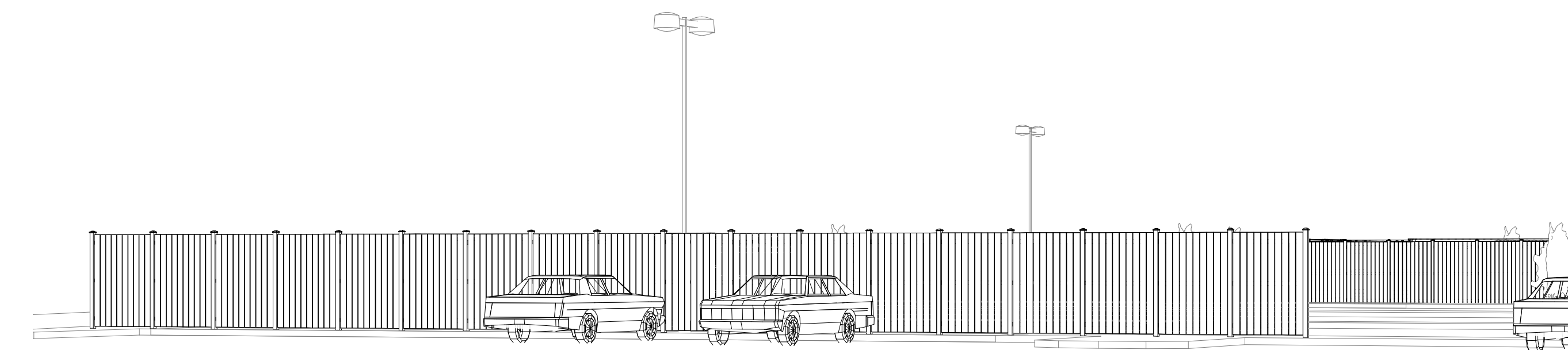
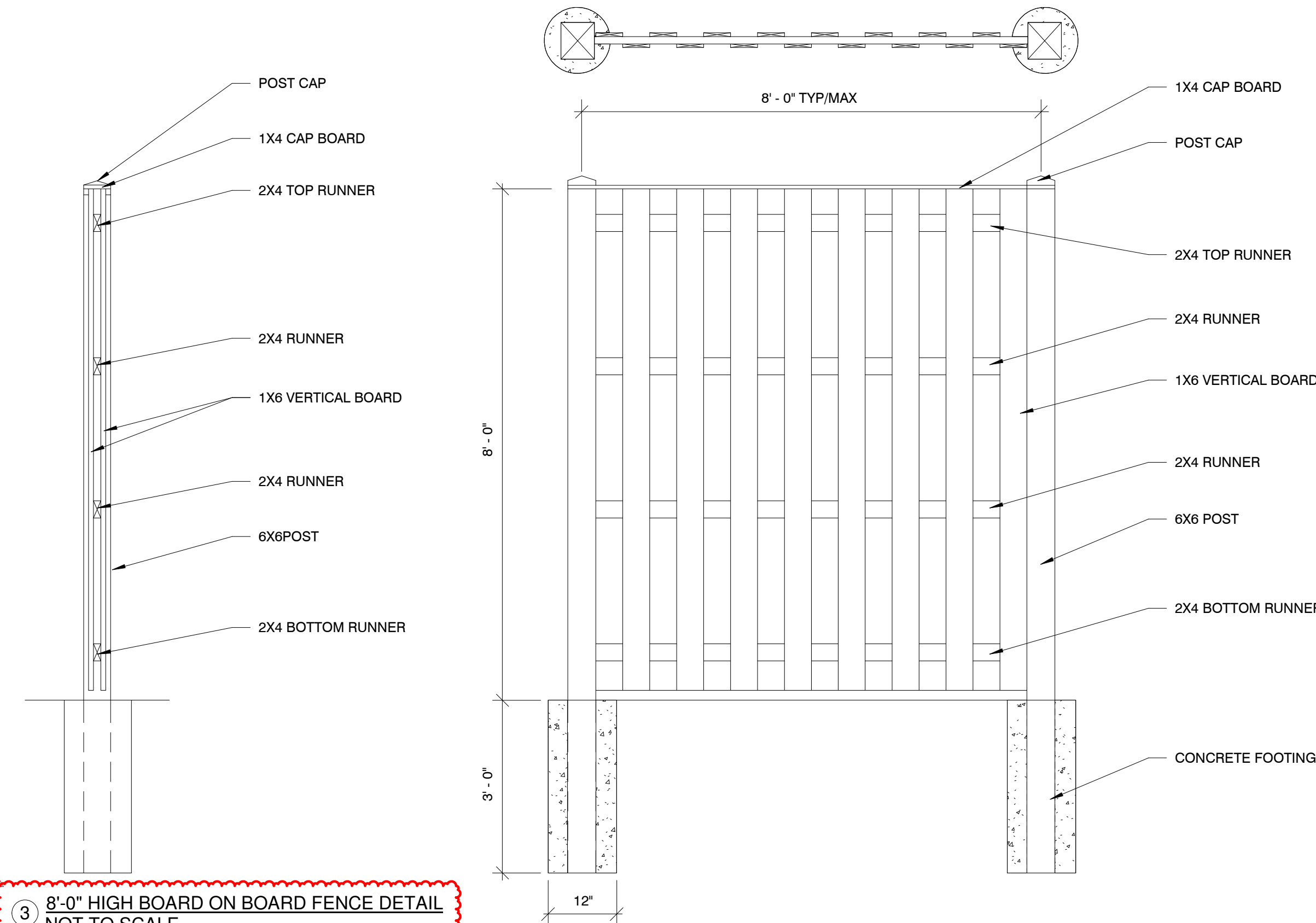
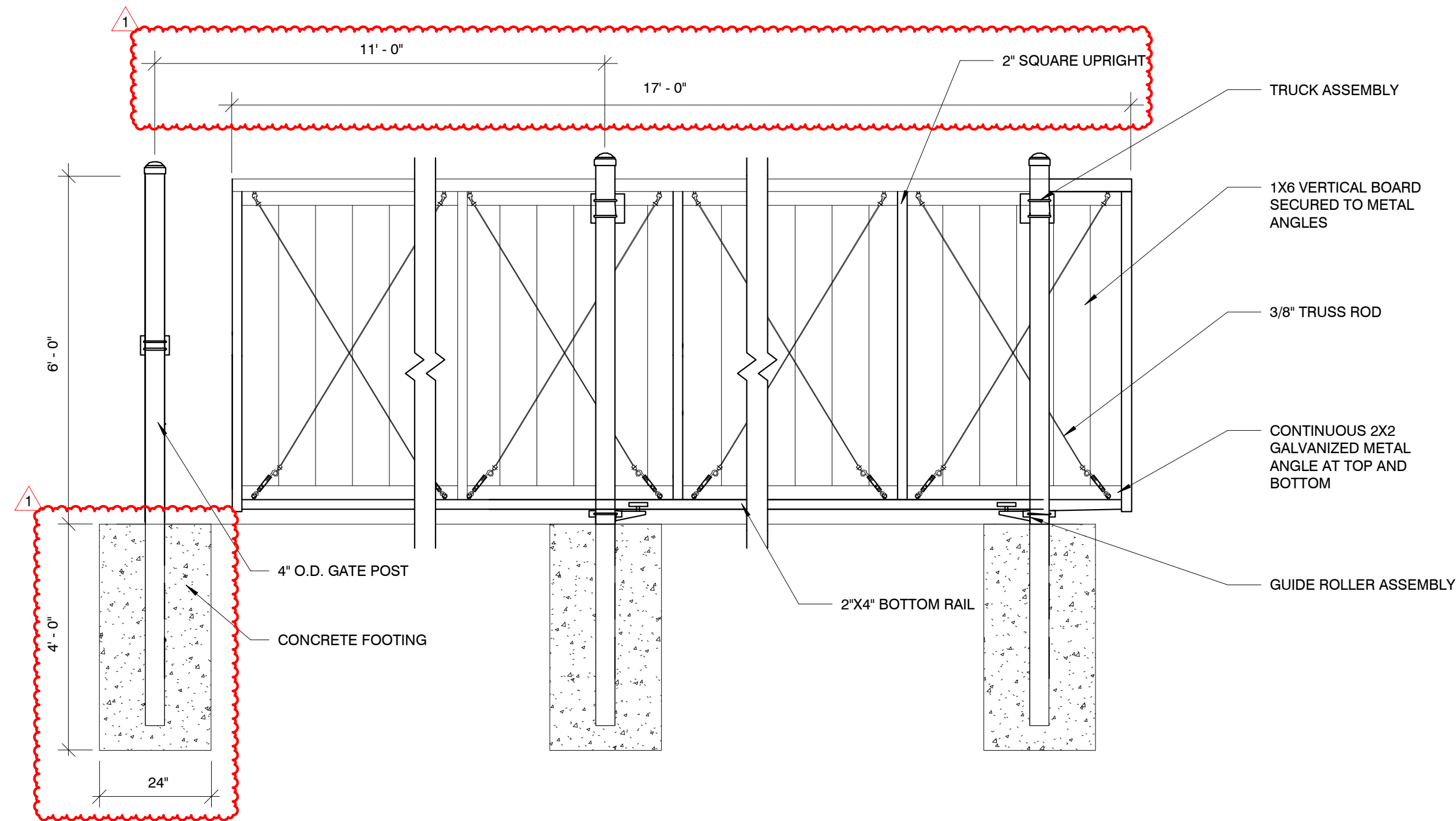
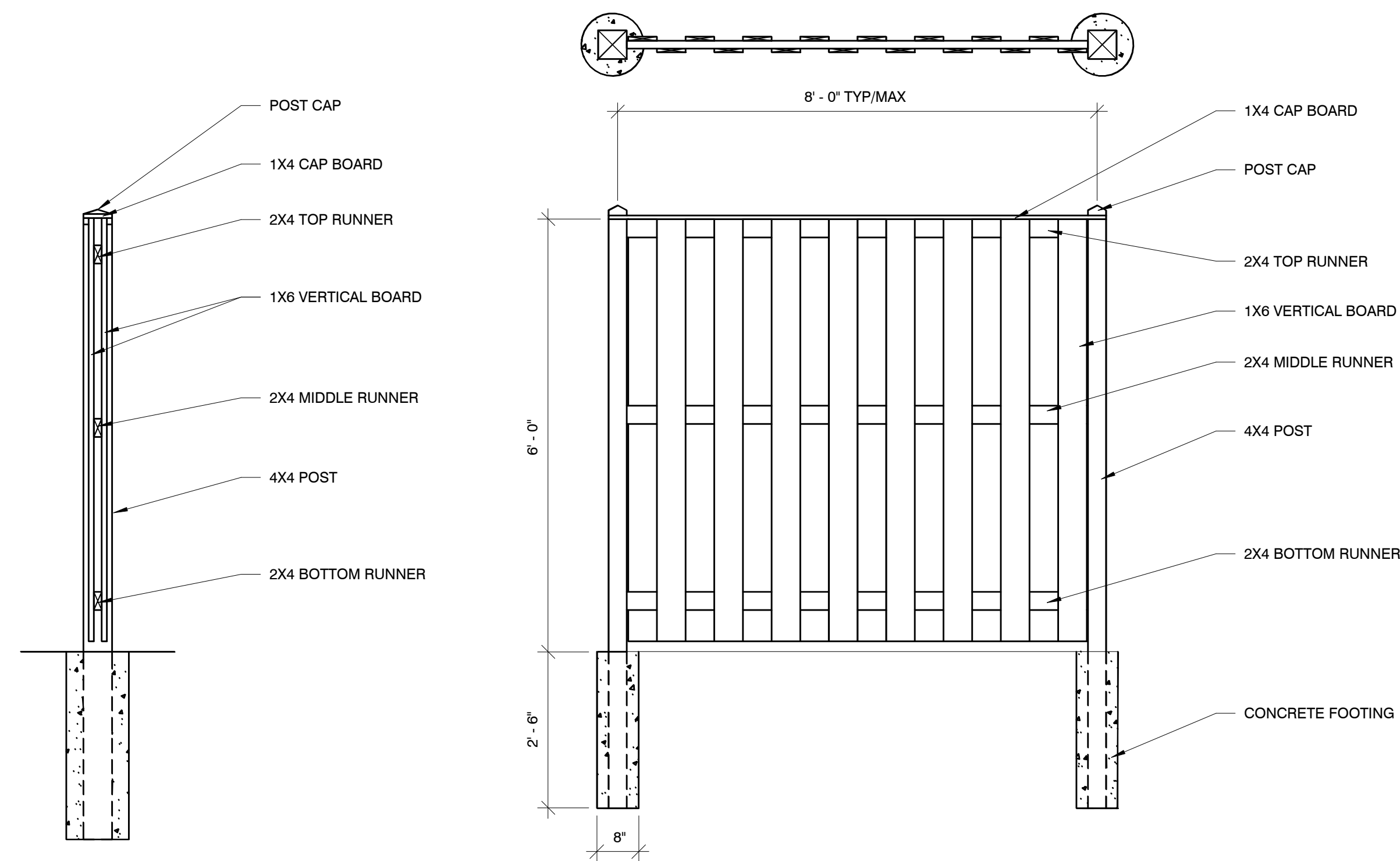
Rev. #	Description	Date
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	REVISION 1	02/15/22

BOEING
P23 PHASE 2B - LRI EXTERIOR
460 HERNDON PARKWAY
HERNDON, VA 20170

EXTERIOR EQUIPMENT PLAN

SHEET NUMBER

A102



- GENERAL NOTES**
- PROVIDE FENCE AND SLIDING GATE SYSTEM MANUFACTURED BY LONG FENCE OR APPROVED EQUAL. CONTACT: NICK POLIZZI (npolizzi@longfence.com, P 703.471.0960).
 - PROVIDE PRESSURE TREATED PINE BOARDS WITH NATURAL FINISH. SUBMIT SEPARATE LINE PRICE TO STAIN OR PAINT THE BOARDS. FINISH TBD.
 - COORDINATE AND VERIFY THE FENCE HEIGHTS AND LENGTHS ON-SITE TO ENSURE THAT THE EQUIPMENT AND CONTAINERS ARE NOT VISIBLE FROM SPRING STREET.

STAMP



DRAWN BY: KEP CHECKED BY: JNG
SCALE: As indicated PROJECT NO. D203.21003

Rev. #	Date	Description
1	07/30/21	CLIENT REVIEW
	08/18/21	PERMIT & PRICING
	02/15/22	REVISION 1

BOEING
P23 PHASE 2B - LRI EXTERIOR
460 HERNDON PARKWAY
HERNDON, VA 20170

DETAILS

SHEET NUMBER

A601



Existing North Storage Area



Proposed Fencing @ North Storage Area

Approximate location of
8' high board-on-board
fence



Existing North Storage Area

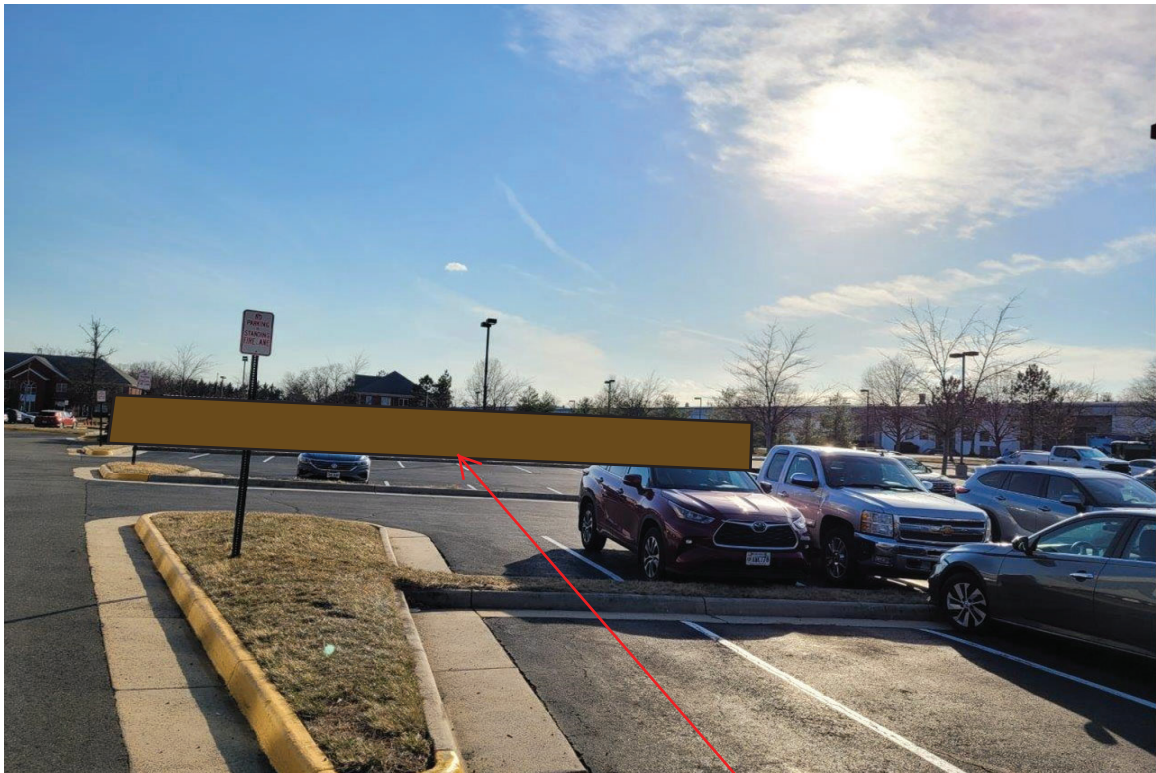


Proposed Fencing @ North Storage Area

Approximate location of
8' high board-on-board
fence



Existing North Storage Area



Proposed Fencing @ North Storage Area

Approximate location of
8' high board-on-board
fence



MEMORANDUM

To: Chair Blaker-Glass & Members of the Architectural Review Board

From: Tamsin Himes, Lead Planner/Design and Development 
Bryce A Perry, Deputy Director of Community Development 

Date: May 2, 2022

Subject: Pre-application ARB case, Parkview Development, DP#19-01 Minimum-FAR Scheme, 593 Herndon Parkway

Summary

This memorandum provides a pre-application review for the proposed Parkview Development located at 593 Herndon Parkway. The ARB has preliminarily reviewed two prior versions of this project. The prior reviews were for the architecture of the proposed building if developed near the maximum level of density. This review concerns the version of the development if built to the proposed minimum level of density. The previous designs remain options and the applicant will be requesting that the Planning Commission and Town Council grant approval to the range of densities. Memos for these previous reviews are provided as attachments to this memo.

As required by the zoning ordinance, the Architectural Review Board (ARB) is tasked with a preliminary review of the architectural design of any Herndon Transit-Oriented Core (HTOC) Development Plan prior to Planning Commission consideration of the proposed development. HTOC Development Plan building and landscape designs must be evaluated using the Herndon Transit Oriented Core Architectural and Urban Design Guidelines (the Guidelines). The Guidelines provide the ARB with guidance for properties within the HTOC to augment the general Architectural Control District Design Criteria found in Section 58-96 of the Town Code. Following ARB review, the ARB will forward a report with its findings to the Planning Commission for consideration by the commission, and subsequently the Town Council during their review of the development proposal. The ARB will review the formal ARB case following any site plan approvals of the development.

Background

The location for this project is part of the Herndon Transit-Oriented Core, a strategic and important space along the Dulles Toll Road to which the Metro will be connected. Located adjacent to the Metrorail pavilion, the Parkview Development project is intended to be a

gateway to the Town for future Metro traffic, specifically pedestrian oriented and reflecting the character and uniqueness of the Town of Herndon.

As mentioned above, the version of this project reviewed here is the latest of three separate development programs. All three programs are based on a similar configuration of three buildings with integrated structured parking but with alterations in building design, land uses, and general building massing. The first version is for a mixed use (residential, office, retail) maximum density option. The second version is for an all commercial (office, retail) maximum density option. The third version, the topic of this review, is back to mixed use (residential, office, retail) however the density is much lower and therefore the buildings are significantly lower in height.

In the previous preliminary evaluations (see attachments) staff and the board expressed concerns regarding some of the design, massing, and configuration choices that the past versions of this development have featured. Some of these concerns are carried over to this review and some have been addressed.

Staff Comments

Architecture and Design Overview. The Herndon Transit-Oriented Core Architectural and Urban Design Guidelines emphasize the importance of architectural design that has harmonious treatment on all sides of the perimeter, creates an interesting skyline with varied heights and forms, and that underscores Herndon's strong visual identity. Furthermore, the Guidelines establish the expectation that the Transit-Oriented Core must incorporate pedestrian focused design along street frontages, within open spaces and be pedestrian friendly and inviting.

Building A is a mid-rise office building which consists of three distinct horizontal sections: a base which houses mostly retail and parking, a middle section dominated by a visually imposing parking garage, and an upper section of office space. The base section features brick, architectural CMU, metal clad cylindrical pillar supports, and storefront glazing systems. The parking garage is a wide, horizontal base massing primarily articulated with metal panels, precast concrete, and metal mesh screening. The upper office level façade is primarily glazing with brick and precast concrete divisions and some unbroken planes of glazing. The tallest building of the three, building A faces the Dulles toll road and the Metro. Its design and articulation are integral to the image of this development and of the HTOC as the Metro landing is directly across from the building. Visually and physically, building A dictates a Metro goer's impression of Herndon.

Building B is a mid-rise residential building with exterior materials of various colors of brick, composite paneling, and some metal features. The plan of the building is

rectangular with the long elevations facing Worldgate Drive on one side and the proposed inner road with buildings A and C across on the other. The ground level is partially wrapped in residential units. The remainder of the bottom three levels comprise the parking garage.

Building C in the northeast corner of the lot has a combined use of retail, residential and parking. Retail area on the ground level follows the line of retail from building A along the Herndon promenade from the Metro landing. The base of the Herndon Parkway façade is comprised of garage, with retail and lobby facades at the east and west corners. Building C is similar to building B in terms of height, fenestration and character defining architectural elements and uses a variety of cladding materials which include masonry, paneling, and CMU units. Also, as with building B, the parking garage comprises portions of the ground floor and second floor facades and the entirety of the third-floor facade.

Building Design Facing the Promenade. The Guidelines state that the Herndon Promenade is meant to be the Metro station's "primary pedestrian experience and main public space" and stresses that "a monotony of duplicate storefronts or building entrances along the promenade should be avoided." Given this guidance and the imperative that development within the HTOC express the uniqueness and character of the Town of Herndon the buildings that line the Promenade and view sheds off the Promenade must create comfortable and visually interesting and engaging pedestrian experience. For building C, located along the northern end of the Promenade, it will be important to ensure depth of articulation and design variations between the various storefronts. The storefronts as illustrated appear somewhat repetitive. The brick cladding extends from the ground past the canopies and up through the second-floor garage level of the building. Though broken slightly by the canopies, this expansive elevation may not be conducive to maintaining an appropriate pedestrian scale. This could be altered by introducing more differentiation between the storefronts and the upper levels of the building, or by pulling some of the segments of lighter cladding found on the upper stories, down to ground level and by adding more variation of depth such as recessed storefronts or door systems along the facade.

For building A, located at the south end of the Promenade and immediately adjacent to the Metrorail pavilion, the building's perforated metal clad garage dominates the view, but the open space below the overhanging podium section of the building has the potential to create a semi-public area of for accessing stores, lobbies, and possibly outdoor dining. As Town staff have discussed with the applicant in the past, the design of the cylindrical metal clad support columns could be altered to adhere more with the Guidelines and work better with the pedestrian scale and preferred warmer color and material palette. The scale and starkness of this feature is not fitting for an area meant to welcome Metro users

into a unique and pedestrian friendly area. In addition to this, the architectural feature can be seen throughout the DC Metro area or other urban centers with a purpose and setting wholly different than Herndon's. Staff still suggest modifications could be made to the columns to more fully adhere to the Guidelines and the purpose of this area. For example, using a combination of materials on the bulk of the column to soften appearance or a flared capitol at the top of the columns to integrate more smoothly with the garage base.

Residential Buildings. Building B, a residential building, sits on the west side of the Parkview Development. Prominently situated along the Worldgate Drive extension, it serves as a gateway to Herndon. The Guidelines state that "this street will be an important front door to the HTOC and should be the location of building entrances and lobbies design with a significant level of street transparency" and suggests that the presence of active storefronts, restaurants, plazas, and landscaping could successfully be incorporated. In the submitted renderings, the several lower levels of this west façade are dominated by flat brick planes with garage ventilation openings. There is a series of west-facing windows along approximately ¼ of the ground level facing Worldgate Drive, but no entrances. This façade will be experienced by pedestrians walking at ground level and automobile traffic along the Worldgate Drive extension. This façade will also be highly visible by drivers and pedestrians heading east along the Herndon Parkway.

Ideally, per the Guidelines, this stretch along Worldgate Drive would incorporate more pedestrian-interactive spaces, storefronts, etc. This latest version of the development does not incorporate such uses. Given that the pedestrian traffic along this walkway will interact regularly and closely with the lower level of the façade, staff recommends that at the least there should be a different, more articulated treatment of the garage ventilation openings along the walkway. This could be achieved by using a type of decorative metal paneling with decorative piercings on the exterior of the openings, still allowing for ventilation, but providing additional screening and adding to the visual interest of the façade.

Above the first few levels, the three other exterior facades consist of eight levels, vertically divided by recessed balconies. The facades are further visually divided by the using multiple different colors of brick or composite paneling, including light gray, tan, dark gray and brown. The corner of Worldgate Drive and Herndon Parkway is emphasized by a tower-like section, slightly higher than the rest of the building. On Worldgate Drive above the three garage levels there is an outdoor amenities open space which provides additional variation to the façade.

The recessed balconies provide vertical emphasis and a needed break from an otherwise flat façade. Staff suggests that the use of color to articulate the façade further may be too heavily relied upon. Using color and variation can be an important tool in increasing architectural variation, but staff suggest that a more thoughtful arrangement of color and perhaps a more limited pallet could be more successful in this case. Using a single material color/type for one elevation section divided on either side by the balcony recesses could be an option.

Building C is similar in style, window openings, and general appearance to building B. One main difference is the inclusion of retail spaces along the Herndon Promenade as previously discussed. The lower levels feature more street facing windows, but still contain large sections where garage openings line the pedestrian walkways long the building. Variation in color and material is used in larger blocks or sections than on building B. The renderings indicate that a larger portion of the façade uses composite paneling rather than brick. The use of composite paneling is generally less desirable and tends to add to the flatness of a façade. As with Building B, garage ventilation openings on the ground floor should include a decorative-type paneling over the garage openings to increase articulation at the pedestrian level.

Office Building. The podium garage on building A is the prominent feature of the Dulles Toll Road frontage. It is one of the first architectural elements greeting Metro traffic from the station landing. The submitted renderings include elevations of the east and south façade which is where staff comments will focus.

The architectural design of the garage and the office building are very different and visually express two different forms and means of articulation. Ways to better tie the two together should be explored. Carrying some of the bay division of the office building down into the garage facades is recommended.

Materials on the parking garage consist of metal panels, perforated metal paneling, and precast concrete. The renderings indicate that materials for some elements have not been decided but are proposed as one or the other of these elements. The podium garage is divided into sections of screening material surrounded by banding of metal panels or precast concrete. These sections create divisions in an otherwise massive façade. On the south façade, the metal screening is divided by right-angle sections left open to the garage within. On the east façade, perforated metal features a decorative image with reference to Herndon's transportation and locomotive history. The garage design mirrors those included in the maximum density options and previously reviewed by the ARB. In response to prior comments reviewed, the garage design has undergone some modification by adding more vertical breaks in the design and reducing the width of the

“framing”. Both changes were made to help reduce the overall mass of the garage facades, which staff believes did help in that regard. The right-angle voids in the perforated metal screening however look arbitrary and tend to detract from the overall aesthetic rather than add articulation. The open garage directly adjacent to the Metro pavilion is a particular concern. Exactly where those breaks occur should be discussed further during the formal ARB review of the architecture.

As with buildings B and C, the architectural treatments and materials at pedestrian levels should receive close care. The lower-level façade design at the southwest corner of the south elevation and along the length of the drive to the Worldgate Drive extension needs additional attention in regards to detail and material. This façade will be readily visible from the Metro pavilion and southern portion of the Promenade. Furthermore, pedestrians will travel its length to reach the Worldgate Drive extension. Eventually the private street along this façade will become the primary access for redevelopment that occurs to the south and most likely will be across from the front façade of those future buildings. Staff recommends that additional attention to the design of this façade is needed.

Attachments:

1. Renderings
2. Past Staff Memo, Feb 5, 2020
3. Past Staff Memo July 1, 2020
4. Past Staff Memo Aug 4, 2021



HERNDON, VIRGINIA

ARB WORK SESSION
MINIMUM-FAR SCHEME VIEWS
04/22/2022

INTRODUCTION – MINIMUM-FAR MIXED-USE OPTION

This package is intended as a supplement to illustrate the potential architectural appearance of the proposed Parkview project that could be built under a minimum FAR scenario, which is based on wood structures on top of a concrete podium (known as “stick-on-podium”), limited to 85’ in height by the International Building Code (IBC). Including the office building adjacent to the Metro pavilion, this concept achieves an overall density of 2.12 FAR, still a significant density, within the range appropriate for a TOD development .

It is worth noting that the basic site plan configuration and features remain largely the same as the high-rise options, and the pedestrian-level experience remains unchanged. Therefore, a separate site plan is not included here, however a ground floor plan diagram has been included to illustrate the pedestrian-oriented ground floor active uses.

EXECUTIVE SUMMARY

Parkview is envisioned as a vibrant mixed-use development on a 5.48-acre site that anchors the new Herndon Transit-Oriented Core (HTOC). Situated directly adjacent to the north entrance of the new Herndon-Monroe Metro Station, Parkview will flank the west edge of the proposed Promenade that links Herndon Parkway to the metro entrance.

Composed of three buildings organized around an outdoor space, the Parkview development welcomes Metro commuters as they exit the station, and facilitates their transition to local public transportation or nearby sites through the newly created Herndon Station Promenade.

Three modern mid-rise buildings, two residential and one office, are strategically positioned around a central plaza area which opens onto the Herndon Station Promenade. This building orientation avoids the “canyon effect” on the Promenade. The central plaza will contain both hard- and softscape areas, focal points, seating, walkways and an open lawn area for un-programmed or programmed use.

DEVELOPMENT GOALS

- Reinforce the role of the Promenade as a central focal element for the HTOC district and gateway to the Town of Herndon for Metro users.
- Provide an active central outdoor amenity space for use and access by residents, workers, and visitors of the development and as the main organizing element for the three development buildings.
- Create a sense of arrival and a sense of place using massing and architectural articulation to clearly define the Promenade and the central outdoor plaza as important public spaces.
- Activate the main public spaces with active uses along their edges and by providing urban landscape elements designed to accommodate a variety of outdoor uses and programmed activities.
- Adhere to the guiding principles, goals and objectives that the 2012 amendment to the Comprehensive Plan set forth for the Herndon Transit-Oriented Core (HTOC), and the new HTOC landscaping guidelines.

DESIGN STANDARDS

The proposed buildings follow the design guidelines outlined by the Town for the PD-TOC zone. The office building is proposed to be 170 feet in height. Both the north and west residential buildings along Herndon Parkway and the west residential building along Worldgate Drive are 85 feet in height.

CHARACTER OF BUILDINGS

All three building are podium type with each building sitting atop an above-grade parking podium. The exterior architecture of the buildings and their parking structures are designed to create a unique sense of place and a cohesive identity for the site while respecting the vernacular of new buildings in the region. This will be 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. Lighting is strategically positioned on the outside of the buildings to signal entry points and accentuate architectural features up and down the façade.

The majority of the ground floors of the podium structures are lined with active uses such as retail, lobbies, and building amenities such as fitness center, bike rooms, game rooms, social space, coffee shop/deli, business center, conference spaces, and lounges.

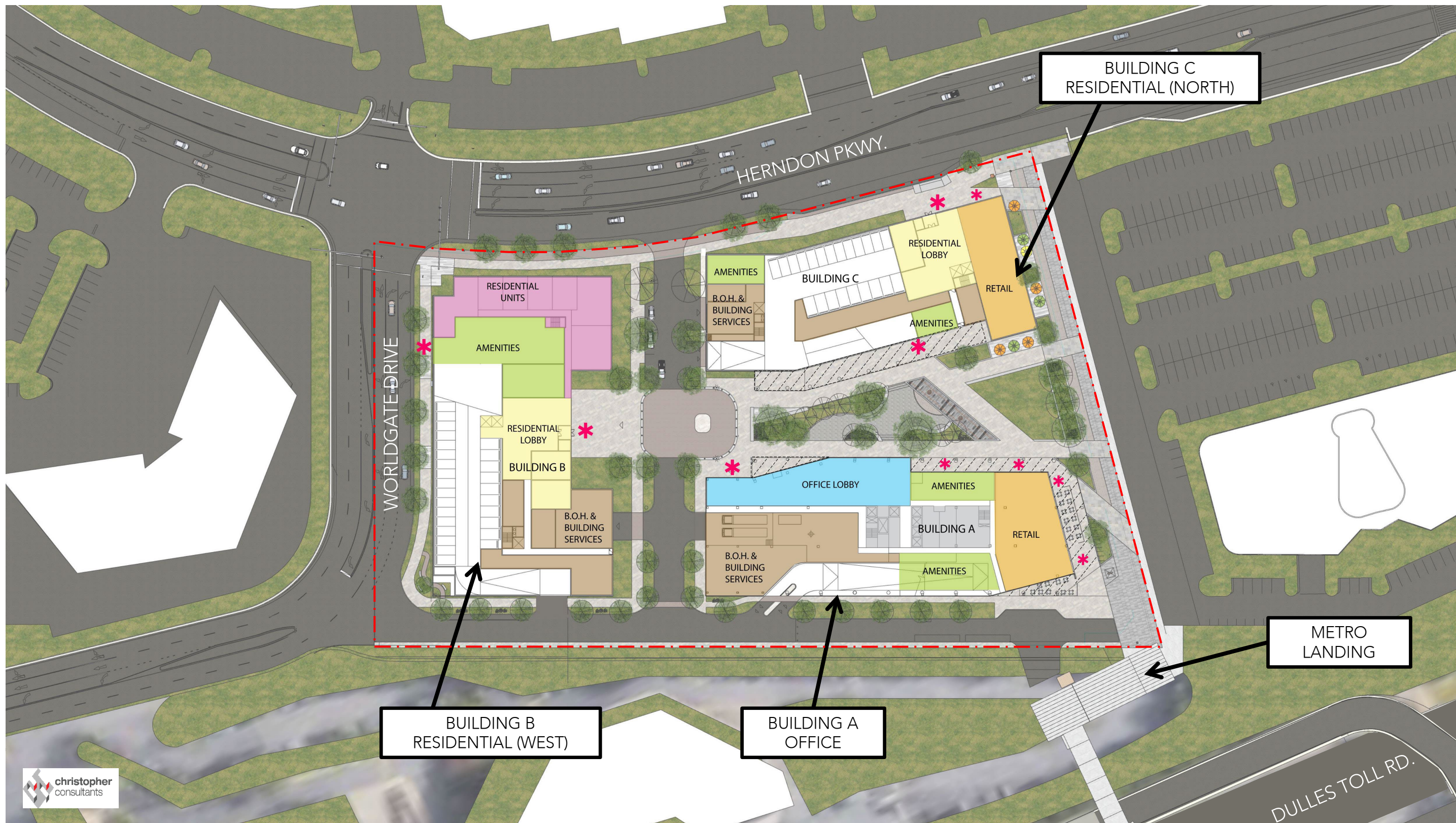
The office building is a concrete or steel structure with glass and precast or metal facades. Two corners of the tower are angled to allow for an architectural glass feature, at the southeast corner offering a “landmark” to Metro riders and commuters on the Dulles Tolls Road, and at the northwest corner to mark the main entrance and lobby below. Simple yet elegant in its design and finishes, the building architecture is modern, state-of-the-art, and universally appealing. With the orientation of the building, the glass facade offers well-lit office spaces and a multitude of nighttime lighting options. The main entrance to the office building is located at the northwest corner of the building, by the drop off area on the private street and is identified by a covered entry supported by a structural column wrapped with metal panels.

The main entrance for the north residential building (Building C) is on Herndon Parkway with the entrance to the residential lobby marked by a portal feature and a wide break in the garage façade above to mark the entrance and to break up the podium massing, with a secondary entrance providing direct access to the internal outdoor plaza space. The façade at ground level is activated by the retail and residential amenities where a mix of glass storefronts and brick will be used and to which some signage will be applied. The residential building is a wood structure with a combination of brick and composite panel exterior walls with metal accents to which a mix of contemporary and traditional finishes are applied. Large architectural window elements are strategically positioned on the facades to break the mass and provide structure to the organization of the finishes and integrated balconies.

A canopy feature on the private street marks the entrance to the west residential building (Building B). This building is also a wood structure and uses similar exterior features and finishes as the north residential tower with variations in their arrangement and distribution. A combination of brick, metal and precast concrete elements, dark-frame contemporary windows, and dark metal railing are used on the façade of the residential liner units at the north end of the building and create relatable façades along the Parkway.

The office building and the north residential building each feature an arcade at the ground level which adds to the activation of the central space. Pedestrians and users of the site will be able to use these arcades to shelter themselves from the sun or inclement weather as they transit across the site or gather outside.

ILLUSTRATIVE GROUND LEVEL PLAN



* CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY

ACTIVATED STREET LEVEL

A guiding principle in the Design Guidelines is activation of the ground level of buildings within the HTOC. 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. These types of ground floor uses provides 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 north residential building and the south office building. Visual interest is provided by articulation of various different uses and different retail tenants where applicable.

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.

PARKING GARAGES

Parking on the site is provided by a podium garage under each building and is accessed from the private street for the north residential building and from the Metro access road for west residential building and the office building. A ramp leads vehicles from the garage entrance to the first parking level, at an elevation above the loading dock, so that the ground floor space can be used for lobbies, building services, amenities, and retail.

The garages are screened and articulated with architectural features and finishes in a variety of materials, textures, and colors that are complementary to the architecture of each tower, while providing natural ventilation. For example, the office building garage facade facing toward the Promenade will feature perforated metal panels with varied-sized perforations to create a functional mural image relating to the railroad history of the Town of Herndon. The garage portion of the podiums (Floors 2 and above) are articulated with vertical expressions to break up the massing in accordance with the guidelines. These dynamic podium facades help further animate the buildings at street level and enhance the pedestrian experience throughout the site while meeting code requirements for natural ventilation in the garages.

BICYCLE ACCESS/PARKING

A new bike trail running through the site along Herndon Parkway will encourage bicycle transit to and from the site. Cyclists will be able to travel across the site on the paved surfaces and access the Metro entrance from using the Promenade or the Service Road off Worldgate Drive. Bike racks will be provided at strategic locations on the site to accommodate visiting cyclists. Secured/long term bicycle facilities will be provided on the ground level of each building as required by the zoning ordinance.

RETAIL

Retail adjacent to the Promenade at the east end of the office building and north residential building ground level will activate the Promenade and the east end of the central plaza. Each retail space has direct access to an outdoor paved area that provides an extension of the indoor space when the weather is clement. The retail spaces in the office building further benefit from a large covered outdoor area, thus eliminating the need for awnings or umbrellas, and avoiding disruption of retail activities during mild inclement weather events.

PROMENADE

The Promenade includes paving arrangements that are incorporated into the design to help facilitate pedestrian movement and define areas of programmatic spaces and aid in wayfinding. Additionally, an icon feature that is strategically placed at the southern end of the Promenade serves as a landmark unique to Herndon and establishes a sense of place adding to the Promenade's distinct character. The Central Plaza and Promenade intentionally differ in their design treatment to visually distinguish the two. The Promenade is designed to be more organized, crisp, and modern invoking movement, while the Central Plaza area has elements that are more naturalistic and organic invoking more passive activities. Each space will incorporate similar materials both in hardscape and in plantings, but in different arrangements. Furnishings will also necessarily be different, but both will compliment and help to create an identity for their respective functions.

PEDESTRIAN ACCESS AND CIRCULATION

Access to the site is made easy with the Metro entrance to the south and sidewalks along the existing and proposed streets. The limited vehicular access on the site further encourages resident and tenant pedestrian traffic which is made easy through paved pathways that are gently sloped to adjust to the site topography. Steps are kept to a minimum so that everyone can access all areas of the site regardless of physical ability. Paving arrangements will facilitate pedestrian movement throughout the site and define areas of programmatic spaces and aid in wayfinding.

LANDSCAPING

The ground plane of the proposed development is designed to promote optimal pedestrian movement patterns and provide areas for relaxation and amenities throughout the site, which are distinguished by decorative paving, site furnishings, and lush landscape plantings. Proposed vegetation will be utilized in a variety of planting mediums such as moveable planters, fixed planters/seat walls, planting beds, hanging/vertical planting, and green roofs. Naturalistic and curvilinear forms are proposed in the central plaza's meandering pathway accented by seat walls, ground cover shrubs and/or perennials and grasses, and shade trees to offer respite from the bustle of the surrounding urban corridor.

A central green area has been incorporated into the design at a major convergence point of the development. It serves to activate the inner plaza. The central green can be natural lawn or artificial turf and may contain interactive sculptural elements/furnishings. Vegetation forms will compliment building architecture and other hardscape elements to create a cohesive, living and breathing space for all visitors to live, work, and play within. There are opportunities around and within the site for "parklets" providing multiple areas for interaction or activity around the site not just concentrated along Herndon Parkway or on the Promenade.

Landscape plantings will not only be pleasant to look at and serve to help define the development's character but are also intended to be functional. Plantings may be part of the site's stormwater management system, as well as following "high-performance" landscape principals of minimal human input for water and chemicals and support of wildlife and pollinators.

LIGHTING

In addition to proposed vegetation, artificial lighting will be used to enhance building features, pedestrian walkways, building entrances and promote security through visibility. Human scale lighting is recommended and may be used in the form of wall sconces, bollards, and private street lights. Ground plane lighting is expected to be uniform in intensity and complimentary to architectural character of the site. Mitigation of light spill upwards and/or onto adjacent parcels will be considered based on a photometric study, proposed lighting plan, and product specification.



* CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY



* CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY

VIEW FROM HERNDON PARKWAY – BUILDINGS B AND C



** CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY*



** CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY*



BRICK / PRECAST
CONCRETE

METAL PANELS /
PRECAST CONCRETE



PERFORATED METAL PANELS

BRICK

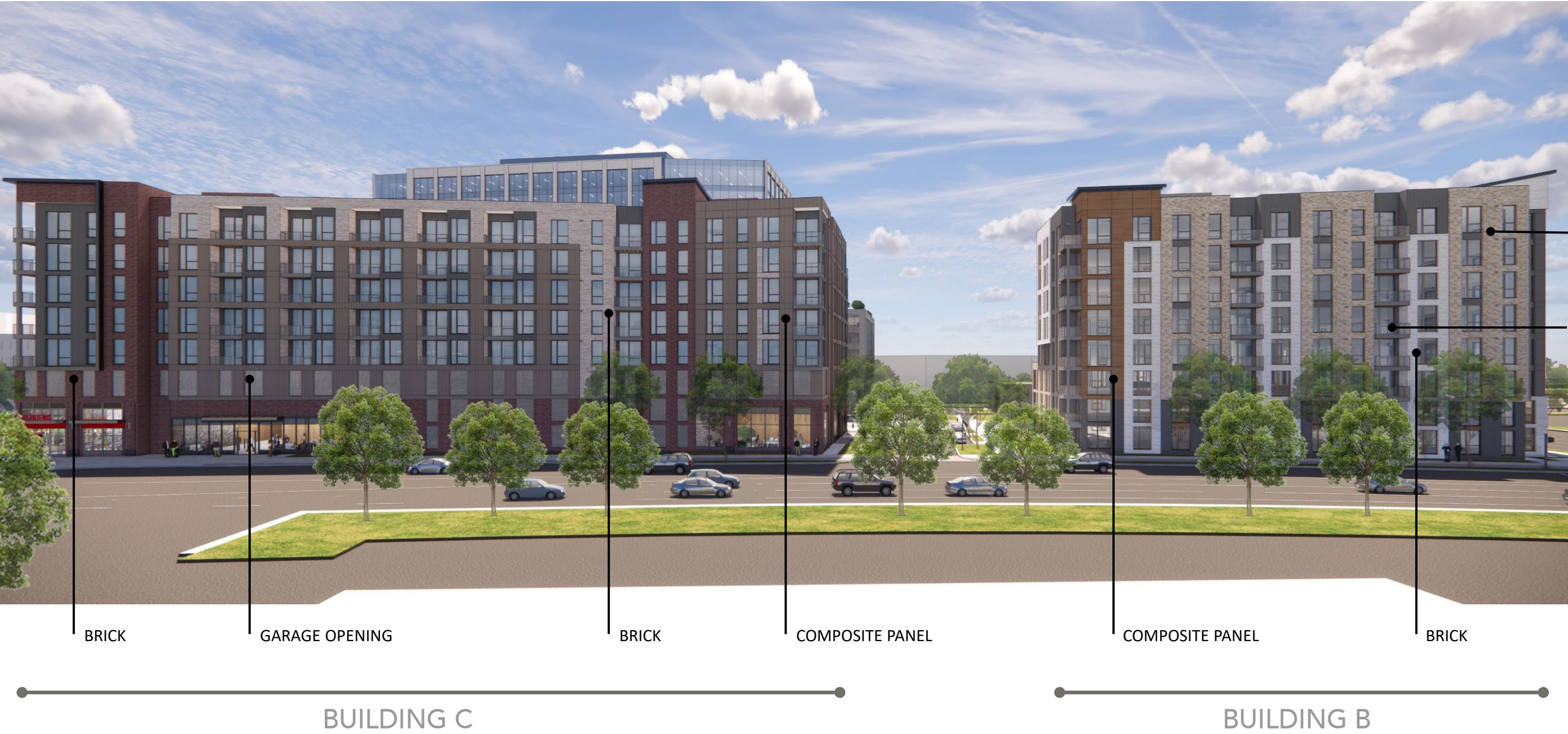
METAL RAILING BALCONIES

BRICK / ARCHITECTURAL CMU

BUILDING B

BUILDING A

** CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY*



** CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY*

BIRCK/ PRECAST CONCRETE

METAL PANELS / PRECAST CONCRETE



ARCHITECTURAL PERFORATED
METAL PANELS



COMPOSITE
PANEL

BRICK

METAL RAILING
BALCONIES

BRICK

GARAGE
OPENING

BUILDING A

BUILDING C

** CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY*



BUILDING B

** CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY*



MEMORANDUM

To: Chairman Walker and Members of the Architectural Review Board

From: Christopher J. Garcia, AICP, Community Design Planner/Deputy Zoning Administrator; and Bryce A. Perry, Deputy Director of Community Development  

Date: February 5, 2020

Subject: Discussion Item – Development Plan for Parkview HTOC Development Plan

Please consider the following memo as a report on the above referenced discussion item.

Review Process

The applicant, McGuire Woods LLC, on behalf of Lerner Enterprises, has submitted a Development Plan for a mixed-use development within the Planned Development - Transit-Oriented Core (PD-TOC) Zoning District. Prior to Planning Commission review of a PD-TOC Development Plan, the plan's architectural and open space design must be reviewed by the Town's Architectural Review Board (ARB). Following review by the ARB, staff and the ARB will draft a report based on the comments expressed by the Board members during the work session of February 5th, 2020 and any subsequent work sessions. The report from the ARB, conveying its evaluation of the plan's architecture and open space design, will be provided to the Planning Commission for consideration during the Commission's review of the Development Plan.

The ARB, in its review of this Development Plan, is tasked with evaluating the proposal's architecture and open space design for compliance with the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core (the Guidelines) and adherence to Sec.58-96 of the Herndon Town Code of Ordinances. In this memo, staff offers its design review comments in that regard and identifies areas where it believes the Board's ability to effectively assess design guideline compliance requires additional design information from the applicant. The applicant has submitted the following document to solicit design comments from the Board:

- Parkview Development Conceptual Design Presentation with Executive Summary and Development Overview, Illustrative Site Plan, Development Feature Narrative(s), and Rendered Perspective Drawings.

Following ARB review of the Development Plan architecture and open space components, the Planning Commission will consider the plan, followed by Town Council consideration. If approved, the plan would then require (administrative) site plan review proceeded by

formal ARB review and action prior to approval of any building permits. At the formal ARB case review, the Board will again evaluate the design based on the applicable design guidelines and sections of the Town Code of Ordinances. While the architecture is more conceptual in form at the Development Plan level, it should be remembered that the concepts proposed will be the core template for the final design and will be instrumental in setting the bar for the future development. Of course, extensive detailed information will be required for the formal ARB review, as is customary for all ARB case reviews.

Overview of Development Plan & Architecture

As proposed, the plan includes three distinct buildings consisting of an office tower and two residential towers. Building A, the office building, is located along the site's southern edge abutting a future street. Building B, a residential building, is located on the western edge of the site abutting the future Worldgate Drive extension and Building C, a residential building, sits along the northern portion of the site, abutting the Herndon Parkway. The open space is highlighted by a central plaza and the future promenade along the eastern boundary. The promenade extends from the Metrorail pavilion to the Herndon Parkway and will serve as the pedestrian gateway to the Town. Private open space and outdoor amenities are consolidated on the top of the podium and roof tops. All three buildings sit on aboveground structured parking garage podiums, which are partially lined with active uses on the ground level and are connected between Buildings A and B.

The development provides several multi-modal transportation facilities including a bisecting internal street along a north and south axis, an internal street along the site's western boundary, and an internal street along its southern boundary. All internal streets provide pedestrian facilities in addition to the central bisecting pedestrian connection perpendicular to the internal street and the pedestrian promenade.

The proposed architecture relies heavily on contemporary forms arranged in a manner to accentuate the scale and mass of the development with simple yet strong lines. On the towers, dramatic displays of geometric forms create dynamic facades that are further defined by variations in solid to void ratios and in the case of the office tower, glass curtain walls. The residential buildings' compositions are characterized by repetitive patterns of fenestration, unadorned spandrel panels, and residential unit balconies. The architecture for the entire development seems to lean on gray and flat earth color tones and flat surfaces. The parking garage screening relies heavily on perforated metal panel treatments framed by large monolithic concrete members. The storefront design at pedestrian level is largely defined by floor to ceiling glass systems and alternating brick veneers that appear to cover or encase large structural support members.

Staff Comments

While staff recognizes that the detail required for this initial ARB review is of a more general and conceptual nature than that required for the later formal review by the ARB, the staff is concerned that due to the lack of information noted below, the ARB cannot

provide the Planning Commission with the level of review and guidance envisioned when this process was adopted by the Town Council. Staff recommends that the Board, in its discussion with the applicant, inquire as to when this information can be provided, in order for a thorough Board and staff review can be completed with comprehensive design comments provided to the Planning Commission as required. Staff does not believe that the ARB can make a sufficient evaluation of the open space and building design without the following information:

- 1) Building elevation drawings (all four sides of each building);
- 2) Perspective drawing of the south façade of the development;
- 3) Close up perspective and elevation drawings of the street level architecture and materials for each façade;
- 4) Drawings, details, and plans regarding site design, streetscape design, and landscape design of public spaces. (Note, that the conceptual landscape design shown on the architectural drawings are different than the landscape design proposed in the development plan);
- 5) Information on the textures and surface quality of building materials and site materials;
- 6) Information related to rooftop outdoor use and design; and
- 7) Information concerning building function and uses which will help the Board understand why design forms, features or materials are being proposed.

While staff is unable to fully evaluate the buildings and open space design due to the lack of information, and thus considers this only a partial review of the project, there are some notable general comments that can be provided at this time based on the attached design presentation (Attachment #1). Those comments are as follows:

- 1) **Storefront Design:** More material and compositional variation and articulation of the first-floor facades along the sections with active floor area is necessary to establish a pedestrian scale and enhance the storefront urban design objectives as expressed in the HTOC design guidelines. The guidelines state that storefronts should be distinguished with interesting design features and varied materials in an area no greater than 30' in width. As proposed, this design guideline is not achieved. Breaking the storefronts into smaller sections improves the scale to a pedestrian level and provides an opportunity for more varied details and articulation along the sidewalks and walkways.

As proposed, first floor sections with either retail, lobby, or residential amenity space, appear faced with simple and expansive architectural compositions either the same size or larger than the compositions of the towers and podium building. Those compositions are defined by a minimal material palette, simple repetitive forms, and relative flatness in wall plane. The visual effect seems stark and has an overreliance on awnings, street furnishing and signage to attempt to add visual interest and

compensate for the flat, building base design with a recessed first floor. The façade treatment would benefit from enhanced adornment and articulation applied in a manner to add depth and visual interest to the storefronts and better distinguish the ground floor from the rest of the buildings. In addition, the storefronts appear to span to over 20' in height and awnings that appear to be attached to the façade at heights of 15' or greater which detracts from the pedestrian scale of the outdoor spaces adjacent to the buildings at street level.

- 2) **Podium Building Design:** The guidelines state that podium buildings should read as separate buildings with architecturally distinct compositions spanning 60 to 120 feet in width. As proposed, this design guideline is not achieved. The storefront and podium buildings are designed with much wider compositions and larger scales. Neither the office tower building nor the north residential tower have defined podium compositions and are nearly identical except in color and in that the office tower podium having one more floor. These podiums visually dominate the view of the respective buildings with the large unbroken mass to five stories and uniform expanses of perforated metal panels along the long expanses of the respective podiums. When viewed in perspective, these forms on Buildings A and C (and portions of Building B) appear to visually overpower the ground floor architecture and even distract from the articulation, though limited, of the residential towers and ground level retail spaces. Though wall planes are broken in places, that effect alone does not create the visual differentiation cited in the guidelines.

The guidelines emphasize the reliance on the basic design concept of a defined building base, middle, and top architectural compositions on a podium façade. For Building A and C, these distinctions are weak or absent in the podium with uniform monolithic parking garage bases. The goal in separating a façade in this manner relates to managing scale and ensuring architectural interest. The “top” of Buildings B and C should be capped with a stronger and more varied roofline, cornice, and parapet treatment. Further articulating the “base” of Building A is discussed in comment #1 above. In addition, the expanses of perforated metal on the podium of Building A appears an odd composition in contrast to the glass curtain wall of the office tower. There appears to be no perspective view of the south elevation(s), thus making any further comments about the south garage and office tower architecture prohibitive and incomplete in evaluation.

- 3) **Garage Treatment:** The architectural elevations on four sides of the development are dominated by open structured parking garages on the bottom floors. The proposed design on the all four elevations do not meet the design guidelines for parking which stress essential design characteristics to include façade designed with high architectural quality to resemble adjacent buildings, screened and lined with active

uses, with clearly visible pedestrian access. While acknowledging the difficulty in wrapping active uses around the entire garage on all elevations, contrastingly carrying the garage to the edge or near the of the sidewalk for all of the south elevation and the east elevation without any active uses and minimal attempt to use articulated facades similar to those of the portions of the building with active uses fails to adequately address the design objectives of the HTOC.

The proposed expanses of uniform perforated metal screening for the garages are of particular concern. Though, as presented, the metal panels could be used as the canvas for large art displays on the east elevation, the reliance on artwork solely to articulate the building instead of architecture should be avoided. The use of the grey perforated system creates expansive, unbroken, hard edges along virtually every elevation. All the landscaping shown in the drawings located against the building also hides the architecture of the buildings at pedestrian level and should not be included in true elevations if and when provided.

The metal panels create a four (4) floor flat relatively unarticulated surface on virtually all elevations. This design can be broken up both horizontally and vertically by carrying forms and materials down from the towers and across from the podium buildings. Visual interest might be achieved by articulating the façade in a manner that better reflects a pedestrian scale with variation in materials, textures, and wall planes. Artwork and/or architectural accents can be important components when scaled and located appropriately for users to experience at street level versus on three to four stories above ground level as proposed on the east elevation.

One specific solution to break up the garage treatment, activate, albeit minimally, the street on the west and south elevation, and provide the expected level of pedestrian access would be to add separate pedestrian entrances into the garage abutting the vehicle entrances or at other locations where sensible to improve the internal pedestrian circulation and add access into the large parking structures and the internal plaza.

- 4) **Colors, Materials, & Textures:** Overall the project with its grey and beige tones, large-scaled forms, and flat surfaces seem to present a cold, stark and hard-edged industrial-like image. This is reinforced by the lack of identification of many specific materials to be used. Over usage of flat paneling on each component of the development especially with little understanding of the texture, scoring, or other means of articulation is a concern. The concern expands where the material is experienced at the street level particularly along the east elevation and potentially south elevation. The use of warmer materials, textures with more relief, and more color variation, to a greater degree, would help create distinguishable architectural

compositions across the development vertically and horizontally, and help to soften edges with the intent of breaking up the seemingly homogeneity in design and material, most notably in the first six floors of buildings.

- 5) **Open Space Design:** The attached design packet does not show the landscape architecture as proposed in the Development Plan, so the ARB is unable to evaluate the open space design. Staff did have substantial concerns with the open space design as shown in the Development Plan specifically in regards to design of the promenade to the Metro, the design of some of the streetscapes, the use of decorative and varied surface materials, and the use of site furnishings and amenities. Variation in ground plane materials is an important ingredient to well-designed open space in an urban transportation-oriented development. Decorative sidewalk treatments that carry across curb cut aprons are important as are special pavement treatments in streets. The internal drive itself should be designed to function and appear as a mixed mode plaza area and fully treated with unit pavers or a similar treatment to accentuate the special nature of the internal circulation components. Without at least a ground level floor plan and limited site/landscape design information provided, staff cannot comment further on the internal site and building design features.

Staff recognizes the ARB's challenge of evaluating the architecture and urban design of this development for compliance with the applicable design guidelines at a conceptual stage of development. With the previous development plan reviewed for 555 Herndon Parkway, staff encouraged the ARB to evaluate the design based on the information given with the assumption that the design would be refined and tweaked as it went through the various approval processes. The same should apply in this case. Also, as was done with previous development plans, it will be important for the ARB to not evaluate something that is not understood because of a lack of information and request additional information as needed to properly evaluate the proposed design. The applicant can move on to the Planning Commission review without returning the ARB with additional information however, the ARB's report to the Planning Commission can effectively state that a review was not completed given a lack of information. It would then leave it to the Planning Commission to decide how to proceed without the ARB's guidance on the design.

Thank you.

Attachment:

- 1) Parkview Development Conceptual Design Presentation



MEMORANDUM

To: Chairman Walker and Members of the Architectural Review Board

From: Christopher J. Garcia, AICP, Community Design Planner 
Bryce A. Perry, Deputy Director of Community Development 

Date: July 1, 2020

Subject: Discussion Item – Development Plan for Parkview HTOC Development Plan

The following memo offers a follow-up staff evaluation of the conceptual building and landscape architecture for the above referenced plan. This evaluation should be reviewed as an addendum to the similar memo, dated February 5, 2020, provided to the ARB for its first design review of this plan, which has been attached for reference. (Attachment #1)

Review Process

As a review of the previous staff memo for this project, McGuire Woods LLC, on behalf of Lerner Enterprises, has submitted a Development Plan for a mixed-use development within the Planned Development - Transit-Oriented Core (PD-TOC) Zoning District. Prior to Planning Commission review of a PD-TOC Development Plan, the plan's architectural and open space design must be reviewed by the Town's Architectural Review Board (ARB). Following review by the ARB, staff and the ARB will draft a report based on the comments expressed by the Board members during the work session of February 5, 2020 and the current work session scheduled for July 1, 2020. The report from the ARB will convey comments on the plan's architecture and open space design, will be provided to the Planning Commission for consideration during the Commission's review of the Development Plan.

The ARB, in its review of this iteration of the Development Plan, is tasked with re-evaluating the proposal's architecture and open space design for compliance with the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core (the Guidelines) and adherence to Sec.58-96 of the Herndon Town Code of Ordinances.

In this memo, staff offers its second set of design review comments for the Board to assess design guideline compliance, the qualities of the proposed design (at this stage of the process) and address any additional design information or aspects of the project that the Board could not evaluate due to missing information. The applicant has re-submitted a design exhibit (Attachment #2) with the following new information:

- 1) additional perspective views of the various elevations;
- 2) additional street level views of ground level architecture;

ARB Discussion Item – Parkview Development Plan
 July 1, 2020
 Page 2

- 3) a ground floor plan showing location of various uses;
- 4) open space details and landscape amenities.

Following ARB review and forwarding of formal ARB comments on the Development Plan architecture and open space components, the Planning Commission will consider the plan, followed by Town Council consideration. If approved, the plan would then require (administrative) site plan review proceeded by formal ARB review and action prior to approval of any building permits. At the formal ARB case review, the Board will again evaluate the design based on the applicable design guidelines and sections of the Town Code of Ordinances. While the architecture is still conceptual in form at the Development Plan level, it should be remembered that the concepts proposed will be the core template for the final design and will be instrumental in setting the bar for the future development. Of course, extensive detailed information will be required for the formal ARB review, as is customary for all ARB case reviews.

Staff Comments

Staff offers the following comments related to the revised submission and previous design review comments:

- 1) **Deficient Information:** In the ARB exhibit (Attachment #2) the applicant has refined the architectural drawings and added additional drawings however, there are a few deficiencies listed below that should be addressed as the project moves forward in its review and will certainly be vital pieces of information when the project returns to the ARB for its formal review.
 - Elevation drawings with exterior materials labeled. The provided drawings are not drawn in elevation are inconsistent with material labels.
 - Information conveying the appearance of the proposed materials. The drawings, given their scale, cannot effectively portray the actual material color, texture, pattern, and scale. A sheet in the GDP with close up images of the materials to be used would be a useful supplement to fill this gap in information. This is covered more in Comment #5 below.
 - An open space design that accurately depicts the Promenade design as proposed and is consistent with the Hardscape Plan and Landscape Plan included in the GDP. This is covered more in Comment #6 below.
- 2) **Storefront Design:** Most of staff's evaluation of the storefront design remains. See Page 3 of the attached memo. While the retail area in Building C appears to better achieve the design objectives of the guidelines with different storefront designs setting a pedestrian scale and the use of more traditional materials and traditional storefront components, this approach does not appear to be applied elsewhere. The other retail area located in Building A does not provide design or material variation and instead offers a singular design with a singular wall plane dominated by smooth surfaces. This

affect overall produces a scale and form that fails to meet the intent of the guidelines. A lack of articulation combined with the starkness of the metal and glass system that carries into the podium ceiling and columns is not scaled for pedestrians and generates hard edges, which can lessen pedestrian engagement.

- 3) **Ground Floor Facade Design:** In ground floor areas abutting a public or private street or pedestrian connection that are being used for retail or restaurant, it is important for the design to similarly engage pedestrians, reinforce a pedestrian scale, activate the streetscape where possible, provide a visually diverse and interesting aesthetic, and avoid designs that hinder comfort levels for streetscape users. Given the conceptual nature of the project and the lack of information regarding many of its design components, an evaluation of the ground floor facade design is not possible at this time. The facades of the buildings that face inwards in addition to the south and east facades are not entirely clear or understood. When the project returns to the ARB for its formal review, it will be important that each section, regardless of use or function, of ground floor facade is fully presented and that the design offers an appropriate human scale, an appropriate level of wall plane articulation, and an appropriate level of material variation.

One specific design feature that dominates Buildings A and C on the ground floor are the metal wrapped columns supporting the podium garage. Overreliance on a singular design feature should be avoided. The specific use of large metal columns also seems dated and architecturally distinct from any other portions of the buildings. Consideration should be given to using various support designs and materials or a different support design that does not have the same commanding visual presence as the metal columns and that relate better to the building architecture.

- 4) **Podium Design:** The guidelines emphasize that parking garages when visible from street view should have architecturally articulated facades of high quality with design components and materials to mimic a building lined with active uses. This project does not meet that guideline given that almost the entire podium, with exception of the north portion of Building B, is open parking garage. These garages have metal mesh screens and a masonry or metal band framing the podium. The garage facade design combined with the size of the podium which overhangs the ground floor in most areas presents a visually dominant mass that is arguably more impactful of the architecture than any other component of the project. Staff concerns regarding the garage massing and articulation expressed in the first ARB review memo remain. See page 4 of the attached memo.

The proposed garage facades with the screens will not shield the garage use from view or provide articulation meant to mimic active floor uses. Given the visual presence of

the garages, staff believes this is an issue that could be detrimental to this project, adjacent projects, and the Herndon Transit-Oriented Core. Using screens on some portions of the garage may be appropriate however it should not be the only treatment applied. At a minimum, the use of artwork, images, or decorative architectural patterns in the screen should be employed in addition to using green screens wherever possible. To meet the guideline however, the garage facades should be broken up into smaller architectural expressions with design materials and patterns that carry the architecture from the towers downward into the garages. The north façade of the Building C garage was revised to include a glass curtain wall above the primary building entrance, which helps to break up the garage mass but in doing so introduces a new design feature that does not appear to relate to the building above the podium.

The podium garage frame, if maintained, also has a major impact on the building architecture. Careful attention should be given to how it is treated. Staff believes a masonry material with small unit size will help offset the mass of the garage façade. The drawings indicate brick, precast, and metal panels being used for this feature. Brick or precast with a brick or block finish should be used in that regard. Metal panels should be avoided especially metal screens are used.

- 5) **Colors, Materials, & Textures:** As noted in Comment #1 above, there remains uncertainty regarding the primary exterior building materials. It is important that a variety of materials with different unit sizes, textures, and colors are used. Where possible, traditional masonry products and a warmer color palette should be employed to balance the more starkness of the garage and glass curtain walls of the office building. Staff recommends that an exterior material palette sheet be added to the GDP that includes close up images of the primary cladding materials. This would serve to supplement the drawings which, at the scale drawn, cannot convey material texture and scale effectively.
- 6) **Open Space Design:** As noted in Comment #1 above, there remains a disconnect between the open space design as shown in the architectural renderings and the open space design actually proposed for this development. This is most prevalent at the Promenade. There are also information issues with the illustrative landscape design sheet included in the ARB exhibit (Page 20) which is not legible for the information it is attempting to convey, nor does it show the Promenade design as intended. This disconnect is largely due to the difference and between what is being proposed for this project and what may ultimately be designed for the Promenade which is located on three different properties. To help clarify, staff has provided the Landscape and Hardscape plan sheets from the GDP that show what is being proposed.

Staff evaluation of the Promenade is based solely off these two GDP sheets and not the drawings and plans in the ARB exhibit. There are several items that concern staff regarding the Promenade design:

- The majority of the surface material is brushed concrete. The guidelines call for a minimum use of 60% pavers for all hardscaped areas. The use of pavers that provide interesting patterns, colors, and textures are vital to the design quality and experience of the Promenade.
- There is minimal landscaping. The guidelines call for a minimum of 30% landscaped areas. Note that the 6 ornamental trees shown on the illustrative landscape plan are not proposed. The use of landscaping is important to help balance and soften the hard edges and hardscape finishes of the Promenade. Trees also provide shade and can frame outdoor spaces that may otherwise be overwhelmed by the proximity and scale of the abutting buildings.
- There are minimal breaks in the floor plane and lack of focal points, built in areas for respite, and opportunities for pedestrian engagement with the landscape. Combined these types of components begin to contribute towards the vision sought for the Promenade as the principal open space amenity of the HTOC.

Regarding the Promenade, careful attention must be paid to how this amenity is experienced and how its image is managed as a major gateway into the Town of Herndon. This feature is a valuable amenity to the HTOC, and the Town and its design must reflect that value.

There are also areas of the open space that do not meet the Landscaping Guidelines of the HTOC. A complete evaluation of whether the guidelines are met is not possible without more detailed information regarding material finishes, site furnishing locations and specifications, as examples. This level of detail will be covered during the ARB formal review of the project. For this review, larger issues such as the Promenade design should be discussed. Other areas that require additional attention include the streetscape along the southern road which diverges from the private street design in the guidelines that calls for a minimum 10' wide sidewalk and the design of the street passage through the Building C podium which assuredly won't be able to accommodate landscaping to any great degree.

As an overall note, staff believes that greenspace should be maximized to the greatest extent possible with native species and natural landscapes. The central plaza area would benefit with a reduced hardscape area to accommodate more trees and other landscaping. The guidelines include planting schedules and plans and sustainability

ARB Discussion Item – Parkview Development Plan
July 1, 2020
Page 6

best practices that should be considered. The use of green screen for the garages though not technically an open space element would assist in enhancing the overall landscaping.

Staff recommends that the ARB consider staff comments very carefully in its deliberation and its report to the Planning Commission.

Thank you.

Attachments:

- 1) Parkview Staff Memo dated February 5, 2020
- 2) Parkview ARB Exhibit dated May 18, 2020
- 3) Parkview GDP Landscape & Hardscape Plan Sheets dated April 24, 2020



MEMORANDUM

To: Chairman Walker and Members of the Architectural Review Board

From: Lisa M. Gilleran, Director of Community Development 
Bryce A. Perry, Deputy Director of Community Development 

Date: August 4, 2021

Subject: Architectural and Urban Design Review of 593 Herndon Parkway
Parkview, DP#19-01, HTOC Development Plan – 3rd Submission

SUMMARY

The applicant has requested an additional review by the ARB due to a potential change in land use and related changes to building design. The previous design remains an option, but the applicant will be requesting that the Planning Commission and Town Council grant approval to both options.

Staff continues to be concerned about several features of the previously reviewed proposal (Option #1). The new scenario (Option #2) contains those same features, while adding some additional elements of concern.

BACKGROUND

Process

As required by the zoning ordinance, the Architectural Review Board (ARB) is tasked with a preliminary review of the architectural design of any Herndon Transit-Oriented Core (HTOC) Development Plan or Zoning Map Amendment plan prior to Planning Commission consideration of the proposed development. As the Herndon Transit-Oriented Core Architectural and Urban Design Guidelines (the Guidelines), are referenced in the zoning ordinance, they need to be addressed during the legislative review of the proposed development plan. Furthermore, the Guidelines provide the ARB with concrete guidance for property within the HTOC, to augment the general Architectural Control District Design Criteria found in Section 58-96 of the Town Code. Following ARB review, the ARB will forward a memo with its findings to the Planning Commission for consideration by the Commission, and subsequently the Town Council, during their review of the development proposal.

The staff acknowledges that several factors add to the complexity and difficulty of HTOC preliminary reviews. These factors include the scale of the project relative to the majority of ARB applications, and the nature of reviewing conceptual drawings with the acknowledgement that some level of later refinements and variations are anticipated. For those reasons, staff attempts to provide an analysis at a broad and general level, compared

Staff Memo to ARB – Parkview Development Plan
August 4, 2021
Page 2

to the more detailed and nuanced review provided for a formally submitted ARB applications, which will be reserved for a later date. Although broader and more general, the goal of the pre-legislative review is to ensure that the basic principles expressed in the Herndon Transit-Oriented Core Architectural and Urban Design Guidelines, incorporated into the zoning ordinance, are reflected in the proposed architecture and urban design of the project, and to ensure that the architecture as well as the general appearance and quality of the materials provide for a unique sense of place for the Herndon-Oriented Core and ensure competitive quality with other developments along the Silver Line.

While the architecture is still conceptual in form at the Development Plan level, it should be remembered that the proposed images, forms, scale and general use of material will be the core template for the final design and will be instrumental in setting the bar for the future development. Of course, following any future approval of the development plan and subsequent review and approval of the site plan, extensive detailed information will be required for the formal ARB review, as is customary for all ARB case reviews.

DP#19-01, Parkview HTOC Development Plan

The ARB reviewed the architecture and urban design for the above referenced project's 1st design submission on February 5, 2020 and the revised design on July 1, 2020. The Board generally agreed with the staff analysis presented at these work sessions and contained within the staff's memos dated February 5, 2020 and July 1, 2020 (attachments #1 and #2).

During the first ARB work session on February 5, 2020, staff noted that there was a significant amount of information missing from the design submission that precluded a complete evaluation of the design. Some examples of this missing information included missing elevations of parking structures, missing materials details, and limited street views of ground level architecture. The Board asked the applicant to return with additional information that would permit the Board to provide the Planning Commission a more informed and accurate statement regarding the appropriateness of the architecture and its ability to meet the Guidelines. The applicant returned to the Board on July 1, 2020 with additional information and revised drawings that addressed several of the issues noted in the previous ARB work session but some matters of concern remained.

Since the July 1, 2020 ARB review, DP#19-01 has been delayed while the applicant considered alternative land use mixes, and potentially alternative architectural design of the site and buildings. The applicant has submitted a revised land development concept, requesting that two land use options be approved. In addition to the original development proposal, consisting of two residential buildings and one office building, the applicant is now requesting a second option be approved as well. The second option consists of three office towers and does not include any residential units. Associated parking and a small amount of retail, 10,000 to 12,500 square feet are included in both options.

Staff Memo to ARB – Parkview Development Plan
August 4, 2021
Page 3

PROPOSED ARCHITECTURE

Staff Comments – Residential/Office Option #1

An ARB Work Session Submission for the Residential/Office option was not submitted due minor nature of changes proposed between the current submission and the submission reviewed by the ARB in July of last year. As mentioned above, under Process, some changes are anticipated due to the preliminary nature of the proposal. All proposed changes, as well as the proposed “final” architectural design will be reviewed by the ARB following site plan.

Staff Comments – Office Option #2

Following are brief descriptions the architecture of Option #2, along with staff's concerns. The discussion is divided up into the following categories, towers, podiums, storefronts/ground floor, and open space.

- **The Towers.**

The façade of Building A retains the smooth glass window and angled glass parapet seen in Option #1. No discernible change has been noted in this building, nor had the staff provided comments regarding the design of this tower in the past. While the mass of this tower is monumental, which is not generally supported by the Guidelines, its location on the south side of the property and “facing” the Toll Road, makes the larger mass of the tower more acceptable. An inset of open balconies does create some variation on its south façade, and a narrow vertical inset is found at the southeast corner of the eastern facade. A clear presentation of the north and west façades of this tower are not provided.

In Option #1, the two residential buildings are enhanced by variations in the height of each building. The variation of height creates a stepped effect. This design breaks up the mass of the tower, which is encouraged by the Guidelines. The Guidelines call for towers to be vertical in appearance and the stepped effect helps to create a more vertical appearance. This stepped effect is not carried over into Option #2, and each tower is uniform in its height, thus increasing the visual mass of the towers and creating expansive width.

Building B in Option #2 retains the brick/precast concrete forms over portions of the glass window wall, but the variation in color and pattern employed in Option #1 is not retained. The expanse, color and regularity of the form found in Option #2 decreases the feature's ability to divide up mass, create visual interest and produce the more vertical forms encouraged by the Guidelines. Two narrow vertical insets are shown on the east façade of Building B, facing the private street and courtyard, but the perspective is angled and thus the effect is difficult to discern. The west façade of the tower has a broad expanse of the brick/precast concrete forms over the glass façade, and the seven window wide exposed glass window wall doesn't appear to create a visual break in the mass of the tower.

In Option #2, the tower of Building C introduces a ribbon wall façade treatment comprised of glass windows, above and below which are rows of metal or masonry spandrel. The proposed ribbon wall of glass, alternating with spandrel, appears dated, similar to many 1990's office buildings seen throughout the region. While portions of the tower angle or indent at its corners, there is little attempt to divide the mass of the tower and it reads as a single form. Staff notes that there is one vertical feature, on the north (Herndon Parkway), façade that attempts to break the very horizontal form. A three unit wide vertical ribbon of glass extends from above the parapet of the tower down to the ground floor. From the rendering it appears that the glazing extends down the façade of the parking decks, but this should be clarified by the applicant.

Buildings B and C are both topped by standard and dated utilitarian metal screening walls. Such a condition is not supported by the Guidelines. The roof lines of Option #1 are far more dynamic and the same degree of variation and detail of design should be incorporated in Option #2 for buildings B and C.

- **The Podiums**

Staff continues to have significant concerns with the treatment of the podiums in both Option #1 and Option #2, particularly the mass and appearance of the parking decks. Option #2 actually increases the amount of exposed garage and the metal screen within a frame design by extending it along the entire Herndon Parkway and Worldgate facades of Building B. The following comments can be applied to both Option #1 and Option #2 but will focus its details on Option #2.

Parking Decks

The proposed design of the parking decks fails to meet the Guidelines in several respects. Included in the Guideline's "Essential Characteristics" of podiums is the guidance that the podium, not just storefronts/ground floors, should have "vertical expression of 60 to 120 feet in width (to simulate smaller buildings forming a street wall)." As an example of the proposed condition, along future Worldgate Drive, Building B in Option #2, has a parking deck podium of approximately 250 linear feet. Along this elevation, the metal panel/precast concrete frame is continuous and the only vertical break in the metal screen are two openings revealing the interior of the garage. Visually, this portion of the podium consists of a horizontal block of approximately 250 linear feet.

Unfortunately, the applicant is unable to provide staff with a location in Northern Virginia where the proposed metal parking deck screen is used. As such, the transparency of the screen and actual appearance remains unknown. The Guidelines state that "when exposed to view, parking structures should have articulated facades" and "parking garages should be designed with facades of high architectural quality."

Staff recognizes that the applicant has chosen to place all parking above grade and does not wish to enclose significant portions of the parking deck due to higher costs related to ventilation. The staff believe that screens and masonry framing may be able

Staff Memo to ARB – Parkview Development Plan
August 4, 2021
Page 5

to provide the level of design and screening called for in the Guidelines, but additional consideration needs to be given to the design. It should also be noted that the Guidelines call for the towers to extend to the ground floor along some street frontages.

Architectural Review Board members and staff need additional information regarding the opaqueness of the screening. While the segment of screen with the caboose graphic seems to be relatively opaque, the remaining screen seems to be relatively transparent, thus making the cars and decks and associated lights readily apparent.

Some of the screens appear to have protruding vertical fins, as shown on page 16 of the ARB 3rd Work Session Submission, Commercial Option dated July 12, 2021. There does not appear to be a description of what these fins are made of and why they appear in some locations but not others, even within a single façade. This design element, if sized adequately may cast shadows the add interest and further whatever degree of opaqueness the screens provide.

Color should also be considered. By framing the garage screens, the parking deck takes on the imagery of a giant monitor in several locations. By utilizing various shades of color, the screens could add interest and vibrancy.

Staff has noticed that the openings in the screens look less utilitarian and become a design feature when connecting two frames. This can be seen on page 17 of the July 7, 2021 submission. The opening of the screen and exposing of the garage decks on Building C, shown in the distance links the two frames. On the other hand the openings on Building B, in the foreground, appear more utilitarian and not integrated into the overall design.

Where the tower has the brick/precast concrete frame, perhaps that same pattern of brick/precast concrete can be applied to the parking deck below, retaining the screen to avoid significant ventilation costs, but carrying the tower down into the podium. This would be an attempt to add verticality to the tower and bring at least elements of the tower towards the base of the building.

Staff is not suggesting that all three options should be employed on the same façade, but each of the three options, color, fins and extending the brick/precast could provide variation throughout the project.

Regarding the screen on Building A, the location of this screen at the Metro pavilion would be an appropriate place for an image to add interest and individuality to the gateway. The angled portion of the screen could be used to display an image of a modern rail vehicle in contrast to the traditional caboose, symbolizing movement from the modern regional rail connection into the smaller scale historic railroad town.

Storefronts

Staff Memo to ARB – Parkview Development Plan
August 4, 2021
Page 6

The Board and staff have raised concerns with the solid metal clad columns and their scale in the past. The design continues to rely on this feature. It is not an appropriate feature and it is a convention used throughout the region, primarily with office buildings in suburban settings such those located behind Tysons Galleria or in the below photo of a building in Rockville, MD. Staff understands that it is a feature preferred by the applicant, but it is not appropriate as a major feature bordering the Herndon Metrorail Promenade. The Guidelines state that “The architecture of the Promenade should be scaled to be welcoming for the pedestrians and therefore articulated with great variety and lively details that impart quality and dignity.” In addition, the Guidelines stress that the HTOC should be uniquely Herndon. Clearly, as a feature that has been used throughout the region since the 1990s and which is not scaled, in size or material, for the pedestrian it does not conform with the Guidelines. If the size of the columns is necessary to support the parking decks above, the staff suggests that a material with texture and pattern that can provide a more appropriate pedestrian scale and with less reflectivity be employed.



2000 Tower Oaks Blvd, Rockville, MD

Worldgate Drive and Adjacent Street Podiums

In addition to the above, staff wishes to bring the Board members’ attention to two facades, which may be more difficult to envision the importance of due to the current conditions in the field. As shown in the drawing below from the applicant’s submittal, Worldgate Drive will be a public road which will connect Van Buren Street/Monroe Street with the Herndon Parkway and as it curves and creates new views from Van Buren Street and from Herndon Parkway, the buildings along it will be visually prominent. The proposed road intersecting with Worldgate Drive and running along the applicant’s south façade will be a major walkway to the Metrorail and will provide access to the future redevelopment to the south of the applicant’s property. As can be seen in the drawing, the road terminates at the Metro pavilion and intersects with the Promenade.

Worldgate Drive

As discussed above, the current proposal proposes a relatively uninterrupted garage screen wall of approximately 250 linear feet along Worldgate Drive. This prominent position requires a more nuanced treatment. In addition, the majority of the ground floor of this façade is absent of storefront. While this may be a necessity, how it is treated is exceedingly important. Currently there is very little information regarding its appearance. The drawings indicate brick, but this is not confirmed. The drawings also show large openings. The floor plan indicates that this portion of the ground floor is dedicated to the garage, building services and what may be mechanical equipment. Staff questions what the pedestrians and vehicle occupants will be viewing and hearing as they walk or drive-by. Staff suggests that this condition will need to be carefully considered in the future, with the possibility of fewer openings and a more artistic approach to the walls.

The South Street

As noted above, this side of the building will be an important pathway to and from the Metro. While the opening for vehicles are a necessity and the applicant has provided excellent pedestrian links into the development, the walls of the first floor are labeled “brick/architectural CMU.” Brick is of course the preferred material, but staff suggests that color and texture needs to be introduced to make the pathway more inviting and pedestrian friendly. In addition, the current plan shows the terminus of the roadway at the doorway of the Metro pavilion. Staff suggests that as part of the open space/Promenade design this situation needs an improved design solution.

PROPOSED OPEN SPACE

The Promenade

There do not appear to be any changes proposed for the design of the Promenade. As stated in the staff memo dated July 1, 2020, there is conflicting information between the submitted engineered plan and the drawings submitted with the ARB submission. Previous staff comments can be found below in Attachment 2.

The applicant has added an additional sheet to the ARB submission. The sheet shows a historic timeline trail within the courtyard area, as well as an information kiosk, identification pylon and detail of the caboose image screen. The staff appreciates the use of natural materials and warmer tones on the pylon and kiosk and believes the same and similar materials should be employed in the architecture of the development to soften the design, add visual interest, better coordinate the landscape design with the building design, and help create and reinforce a character unique to Herndon.

Regarding the history walk, this is feature that is gaining popularity in town. The downtown development will incorporate a similar feature and it can be envisioned that

Staff Memo to ARB – Parkview Development Plan
August 4, 2021
Page 8

other HTOC properties may wish to incorporate the concept. The staff suggest that the applicant select one aspect of the town's history such as transportation or architecture for the timeline. Another concept would be to have a walkway of features found in Herndon such as images and descriptions of native plants. This will avoid duplication and create similar but different features throughout the HTOC.

Following consideration and comments by the ARB of this discussion item, the staff will prepare a memo transmitting the Board's comments to the ARB.

Attachments:

- 1) Parkview Development Plan Option#2 Architecture Exhibit
- 2) Parkview Development Plan Staff Memo 1st Submission
- 3) Parkview Development Plan Staff Memo 2nd Submission