

**TOWN OF HERNDON, VIRGINIA
PLANNING COMMISSION PUBLIC HEARING AGENDA
MAY 23, 2022
HERNDON COUNCIL CHAMBERS BUILDING
765 LYNN STREET
7:00 P.M.**

CALL TO ORDER

1. Roll Call
2. Determination of Quorum

APPROVAL OF AGENDA

APPROVAL OF MINUTES

3. April 11, 2022, Planning Commission Work Session Draft Minutes
4. April 25, 2022, Planning Commission Public Hearing Draft Minutes

COMMENTS

5. Comments from the Staff Members
6. Comments from the Commissioners
7. Comments from the Audience

PUBLIC HEARING

8. **DEVELOPMENT PLAN – DP #19-01, 593 Herndon Parkway, Parkview**, a development plan in the Planned Development-Transit Oriented Core zoning district with proffered conditions to allow the redevelopment of the site with mixed office, retail, and multi-family residential uses. Fairfax County Tax Map Reference Number: 0164-10-0007C. Agents: Greg Riegle and Lori Greenlief, McGuireWoods, LLP. Applicant/Property Owner: Parkview Executive Center, Joint Venture, RLLP.

ADJOURNMENT

MEMORANDUM

To: Chair Romeo & Members of the Planning Commission

From: Bryce A. Perry, Deputy Director, Community Development 

Date: May 23, 2022

Subject: Staff Report Addendum, DP#19-01

This memo serves as an addendum to the staff report dated May 9, 2022 for the above referenced case. Internal agency review of the most recent submission has been completed. This memo summarizes the remaining items of staff concern and offers further analysis of case compliance with applicable standards.

Prior to conveying staff comments, a brief synopsis of the work session discussion and follow up with the applicant is provided. At the work session, commissioner comments expressed focused on the following items:

- The activation, use, and design of the ground floors
- The design of garage facades
- The market-based parking rates and impacts of over-parking on trip generation
- The emergency access along the promenade
- Exterior open space for residents and office tenants and green building and infrastructure measures

Staff met with the applicant following the work session to review these comments and though no additional information has been provided at this time, staff expects the applicant to be prepared to discuss these items at the public hearing, and to provide updated materials for the June work session if the case is continued.

Standards Analysis

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

Objective 1: Contribute to a tiered intensity of development, with the highest intensities located closest to the Herndon Metro Station pavilion, and the Herndon Station promenade, with a mix of residential, office, retail and hotel uses and public spaces necessary to achieve a vibrant, mixed-use urban environment.

Staff Response: This site is one of the three properties immediately abutting the Herndon Metrorail Station north pavilion and abuts the western half of the Promenade.

Given that proximity to the station and the inclusion of the Promenade, this objective is exceedingly applicable to this case. This plan seeks the maximum allowed density, a 4.3 FAR; however, the applicant is proposing a flexible density range with a minimum as low as 2.12. The plan includes a mix of uses, activated ground floors, and a ground level open space plan characterized by various surface treatments and multiple landscape features. Given the proximity of this property to the Metro station, building to the highest tier of density is appropriate. If the project develops at the lower FAR at this prominent location, it will be vital for the quantity and quality of open space, urban design, and ground floor activation remain at an exceptional level.

The applicant presented perspective renderings of the building and open space design to the ARB for the minimum FAR option, however those drawings have not yet been included in the Development Plan set. To help ensure the intended vibrancy of the urban environment, a stronger commitment to those drawings in the proffers and plan set would be necessary. Those drawings presented to the ARB are provided in this memo as Attachment #1.

In evaluating the mix of uses as experienced at ground level, staff generated an exhibit that should help to clarify the location of activated spaces and non-activated spaces along frontage. That exhibit is provided as Attachment #2. It shows that approximately 60% of all frontages are activated with either retail/restaurant, residential units, lobbies, and amenity space, which may include shared office spaces and fitness rooms. This includes the Promenade frontage that is shown at 100% activated as proffered (Proffer #10). The Herndon Parkway frontage is similarly comprised of activated ground floor uses however both the Worldgate Drive frontage and the frontage along the south road are predominated by garage and other back of house ground floor uses.

While activation of the Promenade is paramount to achieving this objective, it should be noted that the proffer does not commit to retail/restaurant along this frontage but instead to retail/restaurant or lobbies and amenity space. It should be further noted that along the plans for the mixed-use option shows 10,000SF of potential retail and the all commercial option shows 15,000SF of potential retail, the proffers only commit to 5,000SF of retail. This retail could be placed elsewhere on-site and if placed along the Promenade would only comprise roughly half the frontage.

Staff supports a commitment to providing fully activated ground floor frontage along the Promenade but believes the majority of the activation must be generated by retail/restaurant uses and that the proposal should commit to that scenario. Staff is generally concerned that 5,000SF of retail/restaurant is relatively low for a development of this density located at a mass transit station. While the Fairbrook redevelopment Special Exception was approved with a required minimum retail of 5,000SF, not including a proposed childcare center, the 555 Herndon Parkway HTOC Development Plan, was approved with a minimum of 8,000SF of retail. Neither of those projects are located at the Metro station and along the Promenade.

To further evaluate this proposal, it would be helpful to understand the typical square footage requirements for possible or typical retail/restaurant tenants that may lease spaces within this development. Additional information regarding the desirable square footage for use types that the applicant believes to be potential tenants, and to which they might market the space, would be useful information for assessing appropriate levels of leasable retail/restaurant space. This information would be best provided by the applicant.

Regardless of the minimum retail/restaurant space committed, it remains important that the plan allow for more retail, dependent on market conditions. This plan does meet that end by showing more retail on the ground floor than what is proffered.

It also remains important to be thoughtful and deliberate in how the non-activated spaces are designed, particularly along Worldgate Drive which will be a public road. The pedestrian experience along garages and back-of-house facades hinges upon the design of the building facades, as well as the abutting streetscape, at those locations. This was discussed by the ARB during their work sessions, and during the Planning Commission work session. Continued refinement of the design, to include varied materials, textures, wall plane breaks, decorative or artistic features, and ample landscaping along both activated and non-activated frontages, is necessary to ensure the quality of urban design anticipated in the HTOC. While the details of this matter can be addressed during the formal ARB review process, following site plan approval, staff believes more explicit commitment to providing a higher level of design along frontage would strengthen the ability of this case to achieve the objective of the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core.

Objective 2: Contribute to a logical networks of open space and urban parks designed as described in the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core and Chapter 6 of the Herndon Metro Station area study to include but not be limited to the Herndon Station promenade, Herndon Parkway streetscape and cycle track, the extension of the Folly Lick Trail as an urban streetscape with multi-modal accommodations, the Metrorail Station urban development area portion of the Sugarland Run Stream Valley Trail pocket parks, common greens, civic plazas and recreational amenities for the district's residents and workforce, which reflect exemplary design in the fields of landscape architecture, urban design and public art.

This project is framed by active transportation improvements on all sides. It proposes to build the Herndon Parkway streetscape to include the cycle track along its northern boundary. It also proposes to build a half section of the Promenade along its eastern boundary and the future Worldgate Drive extension streetscape along its western boundary. Lastly, if approved, it would build a road with streetscapes along its southern boundary that would also partially serve for access to the property to the south upon redevelopment of that property. Each of these facilities are noted in the HTOC plan and HTOC guidelines. The project also includes an internal bisecting private street with streetscapes and a paver vehicle drop-off area.

In addition, the plan includes a landscaped pedestrian zone in the center of the site, connecting the Promenade with the internal street and additional green space along the frontage of Building B, which extends to a pocket park in the all-commercial option. The central courtyard consists of undefined Herndon identity focal points, seating areas, landscaping, and approximately 3,000SF of lawn. Focal point features and seating areas are also included within the Promenade and in the all-commercial option, a pocket park in front of Building B.

Along each street, whether private or public, the standard streetscapes are provided which includes sidewalks with decorative pavers, street trees, and site furnishings. The buildings have also been truncated at certain prominent corners to increase the streetscape areas into small areas that could accommodate additional seating areas, landscaping, or focal points.

Further private open space and outdoor amenities are provided at roof top levels for the residents and office users. The applicant is planning to provide additional information to the Commission, regarding private open space for residents and office users.

The overall arrangement of open space outside the street frontages seems appropriate, with the Central Courtyard opening into the Promenade mid-point providing a pedestrian passage through the site. Access to this area is a concern. This matter is explained further in the staff analysis of Objective 5 compliance provided later in this memo.

In further evaluating how this plan achieves this objective, staff has the following comments.

In the all-commercial option, Building C does not include any roof-top amenity space. The applicant has explained that this is a result of the amenity space possibly triggering building heights above the required limit. Staff would support a modification to exceed the height limit if limited to structures necessitated by the building code to serve proposed roof top amenity space such as bathrooms. Staff believes this increase in height if limited in that manner would not have an impact on the overall prominence or visual impact of the building, considering that penthouses associated with steps and elevators are already allowed above the building height limit.

The southern third of the internal street will be covered by the garage. This space is 83' wide, and according to the building section, the building height is 15'. The width is not a concern though the height might be. The plan also shows possible landscaped ground cover in this area. To ensure a safe and inviting environment for pedestrians, as certainly the applicant intends, specific attention should be paid to the design of this area. Techniques to soften edges, create visual interest, and illuminate the space must be pursued. This area is also the location of two loading bays which reinforces the importance of making sure the details of the pedestrian connections are thoughtfully resolved. The applicant should provide further clarity as to what is envisioned and expected for the design of this area.

Staff has received feedback from other developers that around half of new multi-family tenants are dog owners. Clarity should be sought of whether the applicant has considered or would commit to including dog owner specific facilities on-site.

Objective 3: Voluntarily address impacts to public facilities that result from the proposed development plan application, to include police protection, park and recreation services, public utilities and Fairfax County services to include fire and rescue, libraries, and schools.

The applicant has offered proffered contributions for off-site recreation, public schools, fire and rescue, and police protection. There are no proffers addressing impacts to libraries.

The off-site recreation contribution would total \$275,396 if the project is development is built at the maximum mixed-use density and \$145,275 if developed at the maximum all-commercial density. The ratios used to calculate these numbers are the same that were used by the 555 Herndon Parkway Development Plan. To further assist with offsetting recreational facility impacts, applicant has proffered to provide a minimum of \$1,900 per residential unit of on-site private recreational facilities for residents. This proffer establishes a process for staff to verify that facility value per unit is achieved.

The school contribution would be provided directly to Fairfax County Public Schools, as standard practice, at a rate compliant with the adopted contribution formula. The maximum total that may be contributed remains uncertain at this time given the range of residential units that may be built with this project. The proffer specifically states that the contribution is to be used for capital improvements for schools that serve Herndon. County staff has indicated to Town staff a process is in place to ensure that those funds are used in that manner.

The fire and rescue contribution of \$10,000 specifically states it intended use for pre-emptive devices within a two-mile radius of the site.

The public safety contribution of \$25,000 to the Herndon Police Department will help cover partial capital costs for equipping a new police officer. It is anticipated that the HTOC redevelopment coupled with other redevelopment in town will warrant a need for additional officers. Contributions for equipping new officers is one way to assist with funding those positions. This proffer also includes a committed provision of two dedicated police parking spaces on-site. This provision is very appropriate and fills an important need given the site proximity to the Metrorail station and central location within the HTOC.

Regarding the contributions offered, the proffer statement does not include any provision for escalation. This is an important commitment that would ensure that the contributions remain in alignment with the costs of services at the time of development. And especially given that no specific timeline is provided for the development of this

site. It is typical for proffer statements to include proffers for escalation. The 555 Herndon Parkway HTOC Development Plan included a proffer that committed escalation annually based on the Consumer Price Index.

Objective 4: Voluntarily contribute a fair share of the necessary infrastructure improvements identified in the Herndon Metro Station area study including but not limited to the creation of the Worldgate Connector, the redesign of the Herndon Parkway, and water and sewer improvements.

This project does not proffer a contribution for off-site transportation improvements. The project does however commit to right-of-way dedication for the Worldgate Drive extension, design and development of the Worldgate Drive streetscape, dedication of a portion of the Promenade, and design and development of more than half of the Promenade. A valuation of those dedications and improvements, provided by the applicant, would be useful to help determine whether they offer an equitable contribution.

Specific to the Worldgate Drive extension, an issue has been identified that will require resolution during the review of this Development Plan. The Development Plan must include verification that the applicant's engineer has performed the proper due diligence in demonstrating that the proposed grading west of Building B is consistent with the necessary grading for the future planned extension of Worldgate Drive. Staff cannot confirm adequacy of the grading shown due to a lack of information about the future roadway grading. Staff believes that the engineer must show the vertical alignment of the centerline and the future grading for the half section of roadway along the frontage of this project and include this as an exhibit in the plan set. Commitment to such in the proffers would help to further reinforce the need to demonstrate that the vertical alignment works. The principle concern this comment is meant to mitigate is a future situation in which Building B is built and the curb line established along the western road fails to appropriately meet the necessary grade for the curb line when Worldgate Drive is extended. A difference in grade would require regrading and rebuilding the streetscape, rebuilding the storm sewer along that frontage and could possibly have impacts to the building. In avoiding that issue, the vertical alignment exhibit would be necessary. Staff would also prefer to have a note added to the Development Plan stating the following:

"The applicant's engineer has analyzed the future extension of Worldgate Drive and confirmed that the improvements proposed with this project will not conflict with the future grading of Worldgate Drive as a standard roadway section including travel lanes, curb, gutter, and sidewalk. If a conflict is found at the time of site plan for Building B, the applicant is responsible for revising the Development Plan, if required by the Zoning Administrator, to accommodate the standard roadway section for Worldgate Drive."

This Development Plan does not commit to any specific contributions for water or sewer infrastructure however the Town's fee structure has been modified to ensure the costs for the capital improvements and capacity upgrades that are necessary for

redevelopment in the HTOC are properly offset. At the time of development, availability fees will be required, and those fees are specifically set to, collectively along with the other fees for anticipated redevelopment, cover the water and sewer upgrade costs. If current rates are applied, the availability fees for the mixed-use option would total around \$10.3 million. Given this fee structure, staff supports omission of any further contributions for water and sewer infrastructure.

Objective 5: Create and provide exemplary pedestrian, bicycle, passenger vehicle and service vehicle access.

As stated in the evaluation of Objective 2 compliance, the project is framed by transportation facilities and internal connections, each of which offer vehicle and pedestrian access. An integrated multi-model environment is appropriate for a property abutting a mass transit station. In addition to the public and private street provided and the associated streetscapes, the project also includes a relocated car pull-off along the Herndon Parkway for Metro riders, interior bicycle storage rooms and exterior bicycle racks, the potential for a shared micro-mobility station, electric vehicle charging stations, a car turn around and drop-off on the internal private street, and an access drive for Town of Herndon and Metro service and maintenance vehicles. Though not on-site, there is also a Town of Herndon trail that will be built immediately south of the southern boundary line. The plan is designed to account for the grade of that trail.

Easements and some right-of-way dedications are proposed for many of the transportation facilities, however there are some items of concern that staff has identified that will need attention and resolution.

First, the plan nor proffers allow for public access on the southern access road, the internal street, and the central plaza. The applicant has indicated to staff the public would be allowed however without the parameters of that allowance explicitly outlined in the proffers or provided for in a public access easement, there would not be any mechanism in place that would prevent the property owner from prohibiting public access in those areas. Staff would support public access easement language that allows the property owner a degree of access control of these areas in certain circumstances. The Town has drafted an easement that it will provide to the applicant for consideration that provided specific controls for the property owner. Clearly, a certain level of site control by the owner is logical and acceptable within the development. Staff believes public access around and the through the site is vital for the urban environment and walkability objectives of the HTOC plan, and that the plan fails to meet the intent of the ordinance and does not adhere to the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core unless public access is assured.

Second, the applicant proposes to offer right-of-way dedication for the future Worldgate Drive extension and a streetscape easement for the streetscape along the western boundary road. Both would be appropriate at the time when the Town is constructing the Worldgate Drive extension. Before that time however, a public access easement will be necessary over both the road and the streetscape. While public access is needed, this

particular easement would also be necessary to provide Town of Herndon and Metro service and maintenance vehicle access to the Metro station property in the interim before Worldgate Drive is extended. These changes must also be addressed with a revised dedications/easement plan sheets. It should be noted that the Worldgate Drive proffer (Proffer #16) incorrectly ties the applicant to constructing the entirety of the Worldgate Drive extension by referencing the wrong sheet. This proffer should reference the plan sheet showing the final built-out development plan.

The other major concern of the Worldgate Drive extension proffer is the timing of the dedication. According to the language in the proffer, the dedication would occur after the construction of the road. Dedication will be necessary prior to the construction of the road. The most appropriate trigger for the timing of dedication would be upon Town request. This timing trigger would account for a scenario in which the extension is built prior to redevelopment of the property.

Third, in several proffers the provision of easements and dedications are stated to occur prior to occupancy permit. This timing does not comply with the standard review process. All dedications and easements are required prior to final site plan approval. The only exception is if the easements or dedications are associated with a future condition, such as the extension of Worldgate Drive. To comply with process requirements, the proffer statement should be revised.

Fourth, the project proposes an access easement along the Promenade. The applicant has indicated that this is necessary to meet emergency access standards. Staff is generally supportive of this concept if the access lane can also be used by the adjacent property. By consolidating the access lane towards the center of the Promenade, this allows a wider swath of the promenade on either side that can be designed and built with landscape features and amenities. The applicant also proposes to dedicate the area where the access easement would be placed. When combined with the thin parcel also owned by the Town, the Town would own and control a 21' wide segment at the center of the promenade. Staff would have concern with this approach if a second fire access lane is required when the property to the east is redeveloped. That design would severely limit the design and programmability of the Promenade. It is therefore necessary for the applicant to confirm from the Fire Marshal's office that a shared emergency access easement that would also serve the adjacent property would meet the applicable standards.

Regarding the Promenade emergency access, there are concerns regarding potential conflicts with pedestrians, especially at the points of access at the northern and southern ends of the Promenade. The northern entrance of the Promenade, at Herndon Parkway, must safely and efficiently accommodate both pedestrian and bicycle traffic as well as an emergency fire truck. The tie-in must accommodate turning movements, H-2O loading requirements, ADA standards, and any other applicable standards. Additionally, the design must incorporate a mechanism to discourage an unauthorized vehicle from entering the wide promenade, which would be a significant safety hazard. Staff believes that this is best accomplished with a series of removable or collapsible bollards within the

apron. The provision of mountable curb without bollards, which is proposed, would create an unsafe situation for pedestrians and cyclists.

On the southern end of the Promenade, removable or collapsible bollards should also be used to separate the access road from the promenade to act as a visual and physical barrier between an area predominantly meant for pedestrian and another designed for vehicles.

Fifth, the Town has not yet received the Fairfax County Fire Marshal reviewed and approved plan set, which is required as a separate supplemental plan set to this application. The applicant has indicated that the Fire Marshal's office is currently reviewing the plan. Town engineering staff understands that the county requires turnarounds for dead-end fire lanes when the fire lanes are greater than 100 ft in length. Multiple phases show dead-end fire lanes longer than 100 ft. without turnarounds. This conflicts with the county's requirement, however, the town will accept the result of the county's review if the county approves the plan. A final staff recommendation cannot be provided until the Town has received adequate verification that the Fire Marshal has signed off on the plan as proposed.

Sixth, the service vehicle turn-around at the southeast corner of the site is shown to extend to the sidewalk around the Metro pavilion and the Promenade. The area of the turn-around off-site, on the Town property to the south, is currently grass. This area must be retained as pervious so a grasscrete or similar type surface material solution must be employed for the turn-around. That detail can be resolved with a note on the Development Plan set. Staff is in coordination with WMATA to confirm acceptance of the proposed location for the turnaround.

Regarding the existing access easement conveyed to the Town, the applicant has proffered (Proffer #17) to provide continued access through all phases of development, however additional specificity in that proffer is necessary. Referencing the deed book and page number of the easement would suffice.

Seventh, the applicant has provided a proffer stating that a micro-mobility shared vehicle station may be provided at site plan. While the provision of such a facility is very appropriate for this location and can be very useful to the Town as it seeks to establish a town-wide program for shared micro-mobility throughout Town, the language of the proffer and use of the term "may" does not commit the applicant to provide the stated facility. If the applicant chooses to provide this proffer, a true commitment can only be achieved with strengthen language within the proffer. Language tying the provision of the facility to a Town request and a mutually agreed upon location and design would be appropriate.

Objective 6: Reduce the number of single occupant vehicle trips by implementing various transportation demand management strategies, such as voluntary transit subsidies, carpool and vanpool services, employee shuttles, car sharing programs and bicycle accommodations, limiting the amount of provided parking, encouraging shared parking arrangements among appropriate uses, and permitting the inclusion of managed tandem parking space.

The applicant has proffered the creation and implementation of a Transportation Demand Management (TDM) Program for the site with single occupancy vehicle reduction objectives of 35% for residential and 25% for office. The reduction objectives match those approved with the 555 Herndon Parkway HTOC Development Plan and are greater than those conditioned with the Fairbrook special exception. The proffer states that TDM Program Work Plan would be generated with coordination and approval by the Town. There is however no commitment as to when that work plan is provided and little detail to what would be included in the work plan. A successful work plan would include commitments to specific incentives, coordination with regional ridesharing services, detailed methodology for monitoring the program.

It was previously mentioned in this memo that the Planning Commission raised a very good question of whether the proposed parking, which is well over the required parking, would have an impact on the traffic generated as modeled. As proposed, 36% more parking is provided than required for the mixed-use item and 23% more for the all-commercial option. The provision of this amount of parking seems counter-intuitive for transit-oriented development and runs counter to the goals of the TDM program. The applicant has been requested to provide written information explaining and demonstrating the market demand for the provided parking and confirmed what sources and calculations were used in that determination. The applicant should also provide written information explaining if the level of provided parking was considered in the Traffic Impact Analysis and whether those consideration had any relevant affect in that analysis.

Objective 7: Apply the adopted Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core.

The applicant has attending four ARB work sessions and presented the conceptual building and open space designs at these sessions. The ARB was tasked with preliminarily evaluating the design using the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core as a basis of review. The applicant revised the design based on ARB comments expressed and the ARB has provided a memo to the Planning Commission reporting on its findings in that evaluation. There were a few items the ARB identified as needing further attention. There were also items discussed by the Planning Commission that may warrant attention during the continued review of the Development Plan. The project will be evaluated using these guidelines again at site plan review by staff and the ARB will conduct a more thorough analysis of the design based on the guidelines when it reviews the formal application.

There is a proffer provided that reinforces a commitment to adhere to the design guidelines however an expansion of this proffer may help to address some of the specific remaining design issues raised by the ARB and Planning Commission.

Objective 8: Demonstrate how the development plan application contributes to a cohesive PD-TOC district and will permit development of adjacent parcels or landbays that are not included within the development plan application.

The site design and overall program layout of this site was arranged and defined by the necessary transportation connections along its perimeter. These connections were established by the landbays in the HTOC plan. This project provides the Promenade half section, dedication for a portion of the Worldgate Drive extension, and a section of the access between the subject property and the property to the south. Each of these facilities were identified as necessary in the HTOC plan and again in the Design Guidelines. Provision of the emergency access easement on the Promenade may also assist with the redevelopment of the property to the east. To achieve cohesion and meet the adopted Metro Area Plan and the Guidelines, it is important that the southern access road be a shared facility with the property to the south. The evaluation for Objective 5, provided earlier in this memo, explains the need to provide a public access easement over the southern road and streetscape. For this road to also serve, at least partially, the property to the south, A commitment to provide a temporary construction and grading easement upon request would also be necessary, similar to the commitment for providing a temporary easement for the Worldgate Drive extension expressed in Proffer #16.

Objective 9: Reduce energy consumption and enhance the physical environment through specified stormwater management and sustainable building techniques.

The applicant has provided proffers for sustainable practices, Low Impact Development stormwater management, and green building certifications. The Development Plan set also included specific sheets showing various stormwater management practices such as green roofs and bio-retention planters along streets.

The green building certification proffers allows for various certification programs to be used and set ups a process by which staff can confirm program credits at site plan and building permit. The proffer commits to the lowest level of certification for the residential buildings and the second level of certification for the office buildings. These are the same levels offered for the 555 Herndon Parkway HTOC Development Plan and conditioned for the Fairbrook special exception. At this time, the Town does not have an adopted policy regarding levels of certification.

Other Staff Comments:

The following comments are provided apart from the above analysis.

1. The existing conditions plan does not show an existing ingress-egress easement conveyed to the Town. This easement must be shown on this plan sheet. This is an important element given that it will require relocation during the various development phases and with the ultimate condition.
2. Staff does not support Proffer #21 which grants the Zoning Administrator additional authority to delay transportation improvements otherwise required under undefined circumstances. This proffer conflicts with the zoning administrators enabling authority by delegating legislative duties of the Town Council to an administrative entity. Under this proffer the timing of improvements such as the Promenade, the Herndon Parkway Streetscape, and the car pull-off could be delayed and detached from the development of the project for an underdetermined amount of time.
3. The Traffic Impact Analysis (TIA) remains under review by the Town's traffic engineering consultant. This review may be completed at the time of the public hearing, in which case staff will provide an update.
4. Upon request for clarification by staff, the applicant has indicated that no affordable or workhouse housing was being considered for the residential component of this project. While there is a need for both housing types, especially affordable housing in the region, the Town does not have a program, regulation, or policy to guide consideration of regulated housing within Town.
5. There is a proffer for the Declaration of Owner's Association. This is an important proffer given that site may be developed as a unified commercial subdivision. The proffer states that the declarations would be recorded prior to a Certificate of Occupancy for the development. This timing is problematic. The creation of Owner's Associations must occur prior to final approval of the subdivision or site plan for the proffer to be enforceable.

Attachments:

1. Minimum FAR Architectural Renderings
2. Frontage Activation Exhibit



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.

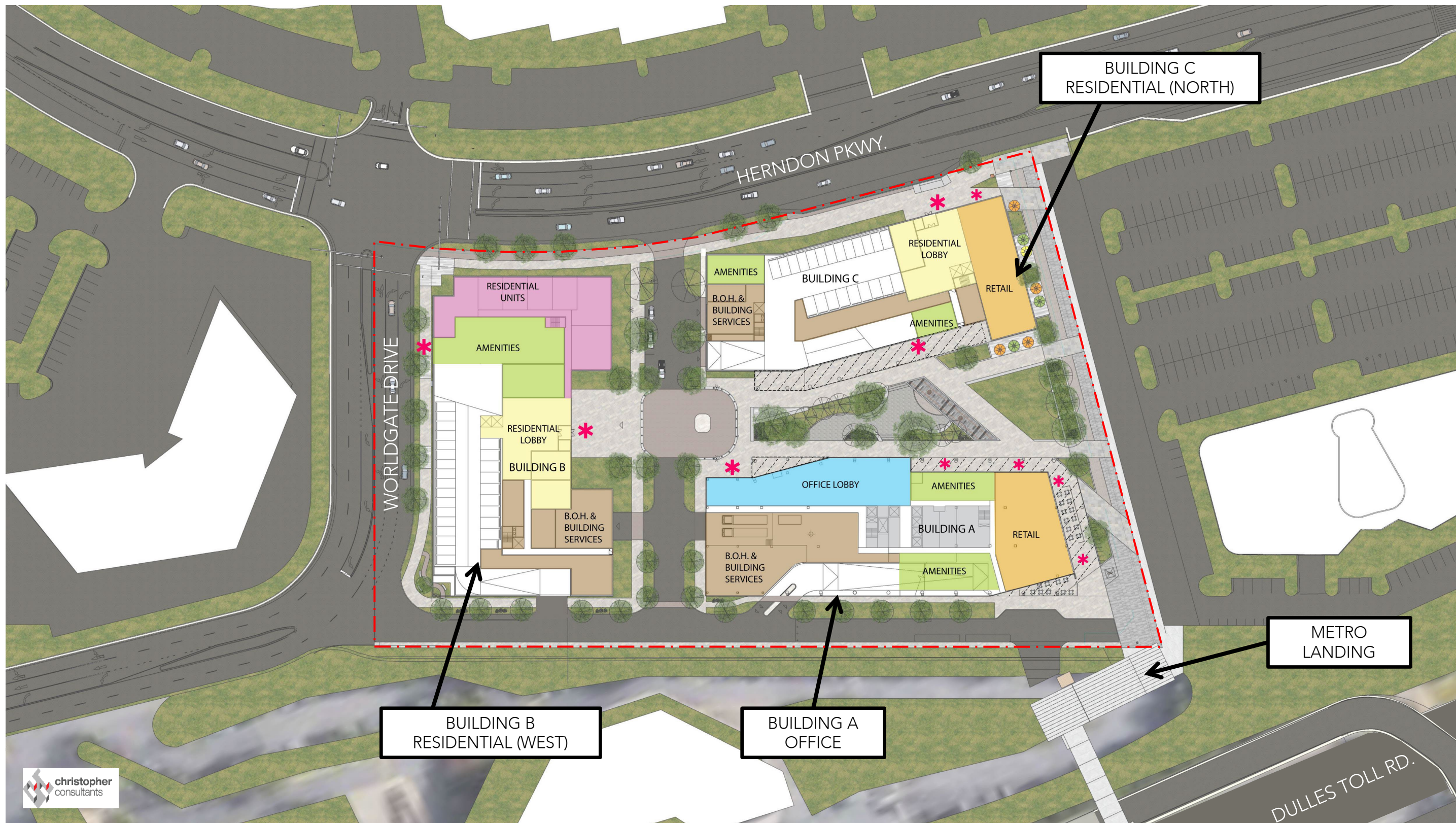
The office building is a concrete or steel structure with glass and precast or metal facades. Two corners of the tower are angled to allow for an architectural glass feature, at the southeast corner offering a “landmark” to Metro riders and commuters on the Dulles Tolls Road, and at the northwest corner 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

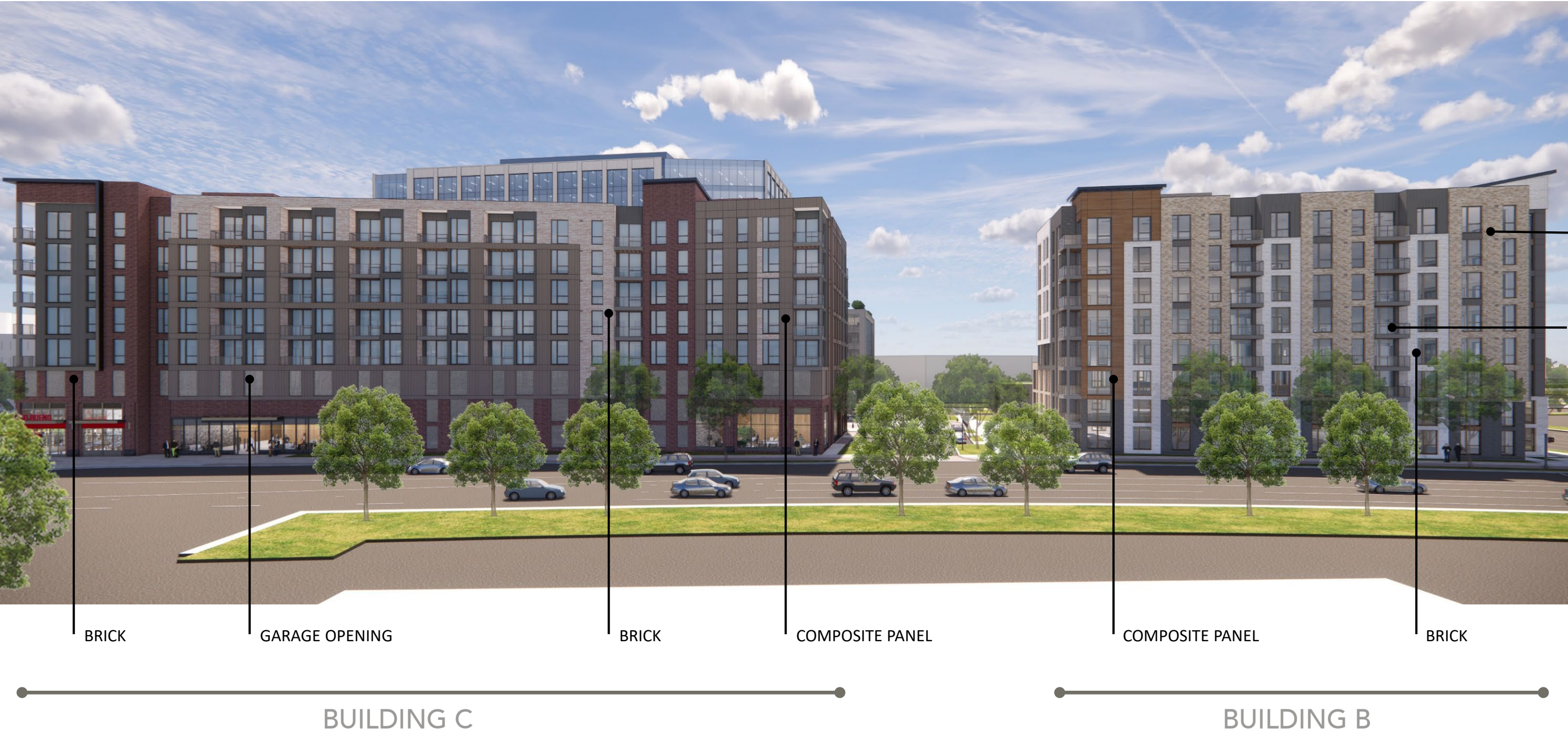
METAL RAILING BALCONIES

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

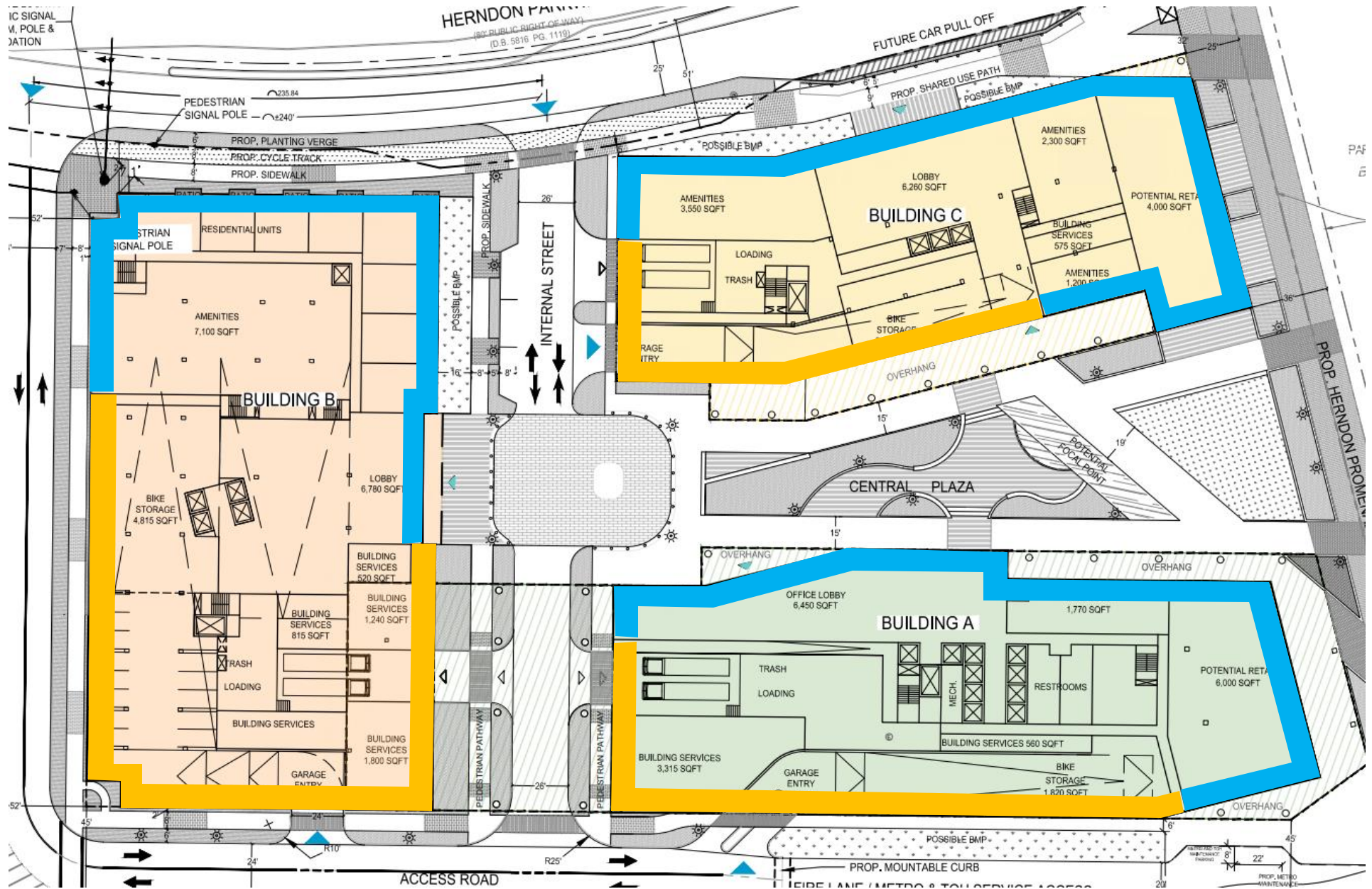
BUILDING C

* CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY



BUILDING B

** CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY*



Activated Frontage (Retail/Restaurant/Lobby/Amenity)

Non-activated Frontage (Garage/Loading/Building Services)

