TOWN OF HERNDON, VIRGINIA
PLANNING COMMISSION PUBLIC HEARING AGENDA
JUNE 27, 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. May 9, 2022, Planning Commission Work Session Draft Minutes

4. May 23, 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. **(Continued from the May 23, 2022 Planning Commission public hearing.)**

ADJOURNMENT

TOWN OF Herndon VIRGINIA

MEMORANDUM

To: **Chair Romeo & Members of the Planning Commission**

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

Date: **June 24, 2022**

Subject: **Staff Report Addendum, DP#19-01**

This memo serves as an addendum to the staff report dated May 9, 2022, and the staff memos dated May 23, 2022, and June 23, 2022, for the above referenced case. Staff has continued close coordination with the applicant since the last work session. In response to the work session discussion, the applicant has provided the following new information:

- Revised Comment Response Letter (Attachment #2)
- Revised Proffer Statement (Attachment #3)
- Revised Development Plan Set (Attachment #4)

At the request of the Planning Commission, the draft Transportation Demand Management (TDM) Work Plan has also been provided. (Attachment #5)

With this memo staff is providing an updated analysis and a staff recommendation, to include a draft resolution (Attachment #1). The resolution proposes a Planning Commission recommendation for approval with certain considerations.

Update to Staff Analysis

Revision to the Development Plan Set. Staff identified several architectural renderings and design exhibits as appropriate and beneficial for inclusion in the Development Plan set. The applicant has now included those items with the plan

Pedestrian Access Through Site. The applicant has revised the "Open Space" proffer (Proffer #12) to reference public pedestrian access though the central courtyard, internal street, and southern perimeter street. The proffer changes also provide additional clarity and a broader limitation on how, when, and if those areas may obstruct public access. Staff had earlier stated that either a public access easement or a strengthened proffer committing to the allowance of public access in these areas was very important in meeting the goals of the HTOC. Staff believes the revisions proposed to the proffer further reflect an acknowledged intent by the applicant to provide public pedestrian access in the central courtyard, internal

street, and southern access road, however the commitment would be clearer if the proffer states affirmatively that public access would be allowed. Staff is recommending a consideration in the resolution that would encourage further refinement of this the language in this proffer.

Worldgate Drive Dedication Timing. Staff explained potential problems with the previously proposed trigger for the dedication of the land for the Worldgate Drive extension at the work session. In response, the applicant has modified the language in the proffers (Proffer #18) from the completion of construction to the point at which all other necessary right-of-way is obtained and construction permits are approved. Staff believes the intent of this change is appropriate and will alleviate the concerns raised regarding funding, however there may be some minor adjustments in the wording that may be necessary to ensure enforceability of the proffer. The draft Planning Commission resolution provides for the further refinement of the language.

Shared Access on the Southern Perimeter Street. Concern over the future shared access and ultimate street design of the southern perimeter street was discussed at the work session. The applicant has revised the proffers (Proffer #19) to commit to pursuance of the private agreement for a shared condition in the event of the submission of a development plan by the adjacent property to the south. The revised proffer language also removes the details of what would be included in the private agreement. These changes have addressed the concerns expressed by staff by clarifying and strengthening the commitment to pursuing a shared solution to the street use and design.

TOH/Metro Access to Metro Pavilion Property. To address the identified failure of providing an access easement through to Herndon Parkway for Town of Herndon and Metro service and maintenance vehicles to the Town owned parcel where the Herndon Metrorail Station pavilion is located, the applicant has revised the Development Plan set (Sheet 8.1) to show the access easement along the proposed western perimeter street from the Herndon Parkway to the southern perimeter street and along southern perimeter street to the Town owned parcel where the Metrorail pavilion is located. With that change the issue has been resolved.

Garage Facade Design. The Planning Commission and staff have continued to comment on the need to refine the design of the garages facades to help mitigate its mass and presence, both day and night, and blend it appropriately with the overall building design. The applicant had continued to be responsive to that input however staff understands it to be an item that will require further attention as the project progresses through the review process. The draft Planning Commission resolution states the importance of a continuation of this effort when the project is before the ARB as a formal item.

Conveyance of Easements/Dedications. The applicant has stated to staff that it is the intent of the proffers to commit to providing the easements and dedications at no cost to the Town, however the Proffer Statement does not explicitly state that the referenced dedications and easements would be provided to the Town *at no cost*. If that is the intent, it should be

explicitly stated. The draft Planning Commission resolution addresses this matter for consideration by the Town Council.

Service Vehicle Turn-Around. At the request of staff, the applicant has shown a service vehicle turn-around on the Town of Herndon property where the Herndon Metrorail Station pavilion is located. Staff does not have concerns with the conceptual design or location of feature however it should be noted that in the future, easements will be placed over the land that may necessitate the review of the turn-around at site plan by WMATA. This remains an evolving matter as the easements are still currently in development and review. It may be useful for the proffers to address this matter. The Planning Commission resolution includes a consideration regarding the potential inclusion of this possible future review.

Other Proffer Updates. The applicant has made some additional changes to the draft proffer statement, some of which were in response to earlier staff comments, and others of which were initiated by matters raised by the applicant. The list below outlines those other updates:

- Proffer #5 was revised to change the trigger for when an owner's association would be created. Staff believes the change improves the commitment to effectively create an owner's association if the land is subdivided.
- Proffer #13 was added. This proffer addresses scenarios in which the Town opts to construct any of the transportation improvements proposed (Herndon Parkway Streetscape, HTOC Promenade, Worldgate Drive extension) prior to the redevelopment of the land. Staff understands the intent of this language and acknowledges its importance however it will require further review by the Town Attorney's office. The draft Planning Commission resolution provides for possible revisions of this language.
- Proffer #18 include new language stating that in the event Worldgate Drive is built by others, the design would not hinder the construction of Building B. The intent of this new language is clear, and staff agrees that it is an important point to be expressed however it will require further review by the Town's Attorney's office. The draft Planning Commission resolution provides for possible revisions of this language.

Other Plan Updates. The applicant has made some additional changes to the Development Plan set. The list below outlines those other updates.

- The square footages of the retail/restaurant areas on the ground floors were re-calculated and the exact sizes are now shown. There are no concerns with the clarified calculations; the total retail/restaurant is unchanged.
- The traffic signal and Herndon Parkway/western perimeter road interaction exhibits have been altered to strictly show the conceptual design needed for full built-out of the subject parcel prior to the extension of Worldgate Drive. Only the Ultimate Conditions sheet, which shows the Worldgate Drive extension completed, now shows the full intersection and signal design. This change more accurately portrays the proposed design and reduces or removes any prior commitments or designs.

TOWN OF HERNDON, VIRGINIA

PLANNING COMMISSION

RESOLUTION

June 27, 2022

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

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

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

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

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

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

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

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

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

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

Attachments:

1. Proposed Planning Commission Resolution
2. Revised Comment Response Letter
3. Revised Draft Proffer Statement
4. Revised Development Plan Set
5. Draft Transportation Demand Management (TDM) Work Plan

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Attachment #2

June 21, 2022

VIA EMAIL

Bryce A. Perry
Deputy Director of Community Development
777 Lynn Street
Herndon, VA 20170.

RE: Parkview HTOC Development Plan, DP#19-01

Dear Mr. Perry,

The following information is provided to aid in your review of this final submission prior to the Planning Commission hearing. This matrix is copied from that submitted prior to the Planning Commission work session and the comments have been distilled down to those that needed action. A third column has been added to explain that action. Accompanying this letter are revised proffers, clean and blacklined, and a revised Development Plan, now dated June 21, 2022. We are also submitting a redlined version of the plan.

Comment	Response	Resolution
Minimum FAR architectural renderings are not included in the development plan.	The Development Plan will be updated to include the requested renderings.	Completed. See Sheets 15.5 and 15.6 of the Development Plan.
Wording of Promenade activation proffer	Applicant has worked with staff to revise the proffers to clearly commit to predominantly retail/commercial/restaurant uses along the building frontages of the Promenade.	Completed. See Proffer 10
Overall amount of retail in project	This comment was in some ways tied to the activation of the Promenade with retail uses, which has been included in the proffers. Staff also requested a summary of the typical store square footages for the anticipated Promenade uses. Retail leasing in an environment such as the Promenade will likely include stores like a coffee shop, bagel shop, dry cleaners or other service related retail and restaurant use. These uses will likely range in size from 1,000 to 2,500 square feet. The Applicant has increased the minimum amount of retail to be provided in the project to 7,500 square feet. It is noted that is a minimum, not a maximum.	Completed. See Proffer 3d

Comment	Resolution	
Rooftop amenity space not provided on Building C in commercial option	The exclusion of rooftop amenity space in Building C was a result of the height limitation for buildings along Herndon Parkway. This issue has been resolved, therefore the Development Plan will be revised to show a minimum of 2,000 square feet of amenity space on Building C. Note that the green roof area on Building C was shifted to the south to accommodate the amenity space, but the green roof square footage remains the same.	Completed. See Sheet 25.0

Comment	Resolution	
No commitment to escalation based on rising costs	An escalation proffer has been added.	Completed. See Proffer 34.

Comment	Resolution	
Confirmation that the vertical alignment of Worldgate Drive extension is necessary	The Applicant's engineer has worked with the Town engineer, who is now satisfied with the proposed alignment and grading of Worldgate Drive extended. It is our understanding this issue is resolved.	Completed. See Sheets 5.8 and 21.8.

Comment	Resolution	
No public access on central courtyard, internal street, southern street	The Applicant has provided a proffer which commits to unobstructed pedestrian access in the central courtyard and along the sidewalk on the north side of the Southern Access Road. The Development Plan provides for access for Metro and Town vehicles on the southern roadway and Worldgate Drive in its interim condition.	Completed. See revised Proffer 12 and Sheets 8.1 and 24.1 of the Development Plan. Note Proffer 20 also.
Timing of easements and dedications	The timing of easements and dedication have been revised. Regarding Worldgate Drive, the timing of dedication has been shifted to a sooner time in light of staff's concern regarding obtainment of funding. The timing now aligns with the timing of the completion of design plans and acquisition of remaining right-of-way.	Completed. See revised Proffer 18.
Emergency Access on Promenade	A drawing has been included which shows how the emergency fire access located within the Promenade works with both this application and also with a future development on the adjacent property. (See Attachment 3) The adjacent property's development plan will require an extension of this dual purpose walkway/fire access by just 5 feet to the east, which then provides the code required fire access within 30 feet of the future building. The added benefit to the Town is that this 30 foot zone can be utilized for a landscaped Promenade section as the required public walkway will be located on this Applicant's development plan. As such, the full 70 foot wide Promenade will have all features, both functional and	Completed. The fire marshal approved plan has been included in the Development Plan. See Sheet 10.0.

	architectural, that the Town envisioned in its area plan.	
Pedestrian safety at entrances to Promenade	The Development Plan will be revised to show bollards at the entrance to the Promenade from Herndon Parkway as suggested by staff. Bollards are already shown at the end of the southern access road to obstruct vehicular access at that end of the Promenade.	Completed. Bollards are shown on the Development Plan at the entrance to the Promenade off of Herndon Parkway and along the Southern Access Road which leads to the Promenade. See Sheets 5.0 and 21.0 and other various sheets.
Fire Marshal sign-off	The fire marshal approval of the emergency access shown on the development plan has been obtained.	Completed. The fire marshal approved plan is included in the Development Plan.
Potential for shared micro-mobility station	Proffer has been updated to provide a commitment to a micro-mobility station.	Completed. See Proffer 23.

Comment	**Resolution**	
ARB report identified where further attention is necessary	It is noted that the ARB report identified the areas of additional work as "minor". Given comments in the addendum and from the Commission, the renderings in Attachment 5 have been included for your consideration. Again, these elevations must be approved by the ARB at the time of site plan and we will continue to work with the ARB at that time. The revisions are explained below: • The frame surrounding the garage podium screening on Building A has been minimized significantly, which results in the podium blending more with the character of the office tower. • The architectural features of the towers for Buildings A and B have been extended onto the garage facades along both Worldgate Drive and the southern road, thereby integrating the design of the garages with the overall building architecture. • The "L" shaped features of the garage elevation on the southern frontage will include screens of a different shade to add variety and interest to the garage facade.	Completed. Revised elevations and renderings for all options are included in the Development Plan.

Comment	Resolution	
Allow southern road to become shared connection with adjacent property to south	A proffer has been added which commits to working with the adjacent property owner at such time that the adjacent property redevelops.	Completed. See revised Proffer 19.
Allow for public access	The Applicant has been concerned throughout the review that the private southern access road and the private internal street will become de-facto kiss and ride areas which will cause major traffic and pedestrian safety issues. The proffers and plan commit to allowing Metro and TOH vehicles access to the southern access road. The Development Plan provides for numerous publicly access locations, and exemplifies the cohesive attributes for the HTOC District contemplated in the Area Plan.	Completed. See revised Proffer 12.

Comment	Resolution	
Provide dog waste stations	A proffer has been added which commits to a minimum of two dog waste stations on the property.	Completed. See Proffer 28.

Please let me know if you have any questions about this information. Thank you.

Sincerely,

/LRG/

Lori R. Greenlief
Senior Land Use Planner

Proffer Statement

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

Pursuant to Section 15.2-2303 of the Code of Virginia (1950, as amended) and Section 78-50.8 of the Town of Herndon Zoning Ordinance, as amended, (the "Zoning Ordinance"), Parkview Executive Center, Joint Venture RRLP, the owner of the hereafter described property, for itself and its successors and/or assigns (referred to hereafter as the "Applicant",), hereby voluntarily proffers that the development (the "Development") of the parcel that is the subject of this application, which is shown on the Fairfax County 2019 Tax Map as parcel 16-4(10))7C (the "Property") shall be in substantial conformance with the conditions set forth below· ("the "Proffers") if and only if the Property is approved for development by the Town of Herndon (the "Town") as set forth in Applicant's development plan entitled **Parkview** DP# 19-01 prepared by Christopher Consultants dated ~~April 8~~**June 21**, 2022 (the "Development Plan") in the PD-TOC (Planned Development – Transit Oriented Core). It is noted that the development plan includes two options for redevelopment of the Property and the proffers below are applicable to both options unless specifically noted otherwise within the proffer.

GENERAL

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

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

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

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

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

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

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

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

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

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

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

5. Declaration or Owner's Association. Prior to ~~the issuance of a certificate of occupancy for~~**any subdivision of** the Property**,** , the Applicant shall cause the recordation of one or more declarations creating an owners' association ("OA") and as necessary, condominium owners' associations ("COA") or declarations of covenants and agreements dealing with the governance of maintenance and operation of the Property or other governance documents which will legally bind the Property, (collectively referred to as the "Governance Documents"). The respective Governance Documents shall specify, to the extent applicable, responsibility for the various proffer and maintenance obligations set forth in the Development Plan and these Proffers, including the maintenance of certain streets, bicycle facilities, associated sidewalks and streetscapes, the elements within Public Access Easements as well as funding, implementation and monitoring of the TDM Program, hereinafter defined in Proffer ~~12~~**14**. Any purchasers of land or buildings shall be advised of the obligations set forth in these Proffers in the contract of sale.

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

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

   Development may proceed in any order provided that each building provides the infrastructure improvements and elements depicted on such Phasing Exhibits. Adjustments to the phasing boundaries shown in the Development Plan may be

approved with specific site plan approvals provided that the adjustments do not materially adversely affect the ability to construct such infrastructure improvements and elements in other phases.

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

8. Herndon Identity. The Applicant shall incorporate elements within and/or adjacent to the Promenade which reflect Herndon's identity. Sheets 17.5 and 32.5 of the Development Plan provides several possible methods and features to meet this goal. The Applicant reserves the right to work with the ARB during the appropriate site plan phase to determine the final selection of these elements which may include those shown on Sheets 17.5 and 32.5 of the Development Plan or other elements of similar quality and intent.

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

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

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

12. Open Space. The Applicant shall not erect, without the prior written approval of the Zoning Administrator, any ~~permanent~~ fencing, ~~permanent~~**signage,** barriers or other ~~permanent~~ structures ~~which as a consequence of their installation~~**, nor inact operational restrictions that** would ~~fully~~**permanently** prohibit **public** pedestrian access through the ~~"~~ground level~~"~~ common areas, ~~which common areas are intended to be used for pedestrian movement and are not in either a public access easement or a streetscape easement ("*Open Space*")~~**defined as hard- or soft-scape areas between the buildings and the sidewalk along the southern access road**. This proffer shall not prevent or limit the Applicant's ability to

prevent use of the ~~Open Space~~**ground level common areas** and vehicular passageways as a "de facto Kiss and Ride" nor prevent or limit its ability to manage and/or operate the ~~Open Space~~**ground level common areas** to ensure proper maintenance and/or the protection, health, welfare and safety of the Property, its tenants, business invitees and/or otherwise exercise its property rights. Similarly, this proffer does not preclude reasonably limiting or prohibiting access on a short term or interim basis as may be needed ~~to~~**in connection with** tenant**, resident,** or owner specific activities or events.

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

TRANSPORTATION

~~13~~**14**. Transportation Demand Management. This Proffer sets forth the programmatic elements of a transportation demand management program (the "TDM Program") that shall be implemented by the Applicant to encourage the use of transit (Metrorail, Fairfax Connector, Metro bus, or other public transit service), other high-occupant vehicle commuting modes, walking, biking and teleworking, all in order to reduce automobile trips generated by the multi-family units and the office uses constructed on the Property. The proffered elements of the TDM Program will be implemented through a Transportation Demand Management Work Plan (the "TDM Work Plan") developed by the Applicant with input from and approval by the Town of Herndon Department of Community Development. This TDM Work Plan shall be submitted for approval prior to approval of the first site plan on the Property. It is the intent of this Proffer that the TDM Work Plan will be adapted over time to respond to changing transportation-related circumstances of the Property, the surrounding community and region, as well as to technological and/or other improvements. The Applicant's TDM Work Plan has the objective of meeting the trip reduction goals for single occupancy vehicles measured at the peak AM/PM hours by 35% for residential uses and 25% for office uses.

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

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

~~14~~**15**. Parking. Parking shall be provided in phases concurrent with development of the Property and in substantial conformance with the Development Plan and these Proffers. Notwithstanding the above, Applicant reserves the right to provide parking at revised ratios as may be permitted at time of site plan by the Town of Herndon Zoning Ordinances so long as it does not result in an additional parking deck level or the replacement of active floor area; or may seek future parking reductions for the Property as permitted by the Town of Herndon Zoning Ordinance, neither of which shall require a Development Plan amendment.

~~15~~**16**. Promenade. The portions of the Promenade adjacent to Building A and Building C shall be constructed in the ultimate condition prior to the issuance of the first certificate of occupancy for the respective building as shown on Phasing Sheets 5.2, 5.4, 21.2, and 21.4 of the Development Plan. At the same time, the interim condition for the remainder of the Promenade, as shown on the same sheets, shall be constructed. The Applicant shall dedicate to the Town of Herndon in fee simple a ten (10) foot wide area and grant a Public Access Easement over a 14 foot wide area of the Promenade, both as shown on Sheets 8.1 and 24.1 of the Development Plan for the ultimate condition. The dedication and public access easement conveyances shall be granted prior to the approval of a site plan for either Building A or C.

~~16~~**17**. Herndon Parkway. The Applicant shall install the streetscape along the Property's Herndon Parkway frontage, as shown on Sheets 5.8, 6.0, 21.8 and 22 of the Development Plan prior to the issuance of a certificate of occupancy for Building B or C, whichever is constructed first. The Applicant shall grant a Streetscape Easement as shown on Sheets 8.1 and 24.1 of the Development Plan along the Herndon Parkway prior to the issuance of the first site plan for Building B or C, whichever occurs first. At no public cost, the Applicant shall also dedicate in fee simple the area along the frontage of Building C for the Future Car Pull Off as shown on Sheets 8.1 and 24.1. The fee simple dedication shall be granted prior to the approval of a site plan for the first of either Building B or C. The Applicant reserves future density credit from the Right-of-Way dedication in accordance with the terms and conditions of Zoning Ordinance Section 78-155.9 in effect as of the date of the approval of these Proffers.

~~17~~**18**. Worldgate Drive Extended. ~~The~~**Prior** to the issuance of a certificate of occupancy for Building B**, the** Applicant shall install the streetscape along the Property's western boundary ~~(future Worldgate Drive Extended)~~**and shall** construct the road improvements as shown on Sheets ~~5.8,~~ 6.0~~, 21.8~~ and ~~22~~**22.0** of the Development Plan ~~prior to the issuance of a certificate of occupancy for Building B~~**(half-section of** Worldgate Drive Extended). The Applicant shall execute a public access easement over the sidewalk along the~~ the~~ Property's western boundary as shown on Sheets 8.1 and 24.1 of the Development Plan prior to site plan approval for Building B.

The Applicant shall ~~construct the road improvements in the configuration~~dedicate in fee simple **to the Town of Herndon the area** shown on Sheets ~~5.8~~**8.1** and ~~21.8~~**24.1** of the Development Plan ~~for~~**along the western boundary of the Property, provided the ultimate configuration of the entirety of Worldgate Drive Extended is fully designed, the necessary plans, permits and any other approvals for construction have been obtained and the Town has otherwise acquired the remaining right-of-way needed to complete** Worldgate Drive Extended~~ prior to a certificate of occupancy for Building B~~**, with the exception of the subject property**.

At that time, the Applicant shall also grant a Streetscape Easement over the sidewalk and streetscape landscaping along Worldgate Drive extended **or the land where such improvements will be if they are not yet installed.**

Upon request of the Town, the Applicant will grant grading and construction easements which are necessary to effectuate an appropriate intersection of the southern access road and Worldgate Drive Extended once that portion of Worldgate Drive Extended is constructed by others. ~~Upon completion and acceptance by the Town of the off-site~~

Should it occur that the Town or others constructs Worldgate Drive Extended prior to the Applicant constructing their half-section~~ of,~~ Worldgate Drive ~~extended~~**Extended shall be designed in such a way as to not hinder or prohibit Building B and the associated streetscape** to be constructed ~~by others, at no public cost, the Applicant shall dedicate in fee simple the area~~**as** shown on ~~Sheets 8.1 and 24.1 of~~ the Development Plan ~~and shall grant a Streetscape Easement over the sidewalk and streetscape landscaping along Worldgate Drive extended~~**in the future**.

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

temporary grading and construction easements to facilitate full build-out by others within sixty days of a written request by the Town.

~~18~~**19**. Southern Access Road. In the event a development plan is ~~approved~~**filed and in the review process** for the redevelopment of the property located at Tax Map 1602((2))25A and 26A1 (herein the "Adjacent Property"), the Applicant shall, in good faith, work with and/or negotiate with the owner of the Adjacent Property and the Town regarding a possible reorientation of the southern access road shown on the Parkview Development Plan to better and more logically serve both the Subject Property and the Adjacent Property based on the development, uses and tenancies reflected in, or otherwise associated with the approved development plans.

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

~~At a minimum, any such Agreement shall include, but not be limited to: provisions that ensure that the road remains private; the relocated access road is located jointly on both parcels; construction costs and future maintenance costs are proportionately shared; and that necessary access restrictions or limitations are addressed as the same may be needed based on the nature and configuration of the approved development and/or needs of specific tenants~~.

In the event that, for any reason, the Applicant and Adjacent Owner fail to arrive at a mutually acceptable Agreement ~~within six (6) months of~~**prior to** the approval of the development plan for the Adjacent Property, there shall be no further obligation under this proffer.

~~19~~**20**. Metro and Town of Herndon Maintenance Vehicle Access. As shown the Phasing Sheets of the Development Plan for each phase of development, the Applicant will grant access easements to ensure that Metro and Town of Herndon maintenance vehicles have access to the station area.

~~20~~**21**. Traffic Signal. Concurrent with the submission of each site plan for the Property, the Applicant shall submit a signal justification report for a potential traffic signal at the intersection of Herndon Parkway and Worldgate Drive ~~extended~~**Extended**. If such signal is warranted based on the above referenced signal justification report, the Applicant shall install the signal prior to the issuance of the first certificate of occupancy for the building that generated such signal requirement, unless such signal has been previously installed by others (in which case the Applicant shall have no further obligation to construct or provide such report). Any monies contributed toward the installation of the signal by others may be utilized by the Applicant for the installation of such signal.

~~21~~**22**. Signal Timing Modification. Subject to submittal of an application by Applicant

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

~~22~~**23**. Micro-Mobility Vehicles. At the time of site plan review, the Applicant shall designate an area of the ground level private open space for the parking of micro-mobility vehicles.

ENVIRONMENT

~~23~~**24**. Green Building.

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

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

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

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

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

~~24~~**25**. Interior Noise Attenuation. The Applicant shall submit a highway noise study, prepared by a qualified acoustical consultant, at the time of each building permit submission to determine what if any noise attenuation measures are needed to achieve Day-Night Average Sound Levels (DNL) of no more than 45 dBA for interior residential uses or hotel uses and no more than 55 dBA for interior office

uses. Based on the findings of the studies, the Applicant shall incorporate the appropriate noise attenuation elements into the design and construction documents to achieve no more than the DNL set forth in the preceding sentence.

~~25~~**26**. Stormwater Management. Bio-retention or other Low Impact Development facilities ("LID") shall be provided as shown on Sheets 14.1 and 29.1 of the Development Plan. Such LID facilities may include, but shall not be limited to: Filterra, StormFilter, or BayFilter devices, bio retention facilities/rain gardens, sheet flow to vegetated buffers, or any alternative LID practice proposed by the Applicant, deemed by the Town to be acceptable and permitted by State regulations.

~~26~~**27**. Trash Service. The development shall be served by a private trash and recycling service.

~~27~~**28**. Dog Waste Stations. The Applicant shall install **and maintain** a minimum of two (2) dog waste stations, with disposal bags and a trash can, on the Property.

CONTRIBUTIONS

~~28~~**29**. Offsite Recreation Contribution. The Applicant shall make a per gross square foot contribution payment of $0.35 to the Town for offsite recreation improvements for residential Gross Floor Area ("GFA") and $0.15 for offsite recreation improvements for non-residential GFA prior to the issuance of the first certificate of occupancy for each phase based on the actual GFA of the building constructed. Such funds shall be used for the improvements of Town recreational facilities in locations that logically serve the approved development and the HTOC area.

~~29~~**30**. Recreation/Community Amenities/Civic Facilities. Prior to the issuance of a certificate of occupancy for each residential building, the Applicant shall demonstrate that the total value of any proposed recreational on-site private amenities/community amenities/civic facilities and improvements are equivalent to a minimum of $1,900.00 per residential unit ("Minimum On-Site Amenity Value"). The Minimum On-Site Amenity Value calculation shall include the cost of all amenities offered residents such as, but not limited to, benches and seating, outdoor seating and gathering areas, fitness centers, community rooms, theaters, swimming pools, decks, artwork, fire pits, trellises and other amenities. The Applicant shall submit the verification of the Minimum On-Site Amenity Value to the Town as provided by its general contractor and/or vendors. In the event it is demonstrated that the proposed facilities do not meet the required Minimum On-Site Amenity Value, the Applicant shall provide the remainder in a cash contribution to the Town for use on recreational facilities in the Town.

~~30~~**31**. School Contribution. Per the Residential Development Criteria Implementation Motion adopted by the Fairfax County Board of Supervisors on January 7, 2003, as amended, prior to the issuance of a certificate of occupancy for each residential

building, the Applicant will contribute funds to the Board of Supervisors for transfer to the Fairfax County School Board at an assumed rate of 0.062 students per unit for elementary school, 0.019 students per unit for middle school, 0.031 students per unit for high school multiplied by $12,262.00 per student generated to be used for capital improvements and capacity enhancements to schools that serve the Town. The contributions will be based on the actual number of residential units constructed, as the total amount may vary. Following approval of this Development Plan and prior to the Applicant's payment of the amount(s) set forth in this Proffer, if the Fairfax County Board of Supervisors should modify the ratio of students per unit or the amount of the contribution per student, the Applicant will pay the modified contribution amount for that phase of development to reflect the then current ratio and/or contribution. Prior to beginning construction, the Applicant will notify Fairfax County Public Schools of the intended construction and anticipated completion date.

~~31~~**32**. Fire Department Contribution. The Applicant shall contribute a total of $10,000.00 to the Fairfax County Fire and Rescue Department towards the cost of preemptive devices within a two-mile radius of the Property. The contribution shall be paid in full prior to building permit approval for the first building to be constructed on the Property.

~~32~~**33**. Public Safety. The Applicant shall contribute a total of $25,000 to the Town of Herndon prior to the issuance of a certificate of occupancy for the first building on the Property. The Applicant shall also ensure that there are two (2) parking spaces in one of the garages dedicated to police vehicle parking. The spaces shall be signed to allow police vehicle parking only.

~~33~~**34**. Escalation. All monetary contributions required by these proffers, with the exception of the proffer related to the school contribution, shall escalate on a yearly basis from the base year of 2022 and change effective each January 1 thereafter, based on the Consumer Price Index as published by the Bureau of Labor Statistics, the U. S. Department of Labor for the Washington-Baltimore, MD-VA-DC-WV Consolidated Metropolitan Statistical Area, as permitted by Virginia State Code 15.2-2303.3.3.

Successors and Assigns

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

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

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

By: _____

Name: _____

Title: _____

COMMONWEALTH OF _____

CITY/COUNTY OF_____, to-wit:

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

_____

Notary Public

Notary Registration No: _____

My Commission Expires:_____

Document comparison by Workshare Compare on Tuesday, June 21, 2022 3:52:37 PM

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Description	#150889072v5<Active> - proffers
Rendering set	MW Standard

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~~Deletion~~	
~~Moved from~~	
Moved to	
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Format change	
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Moved cell	
Split/Merged cell	
Padding cell	

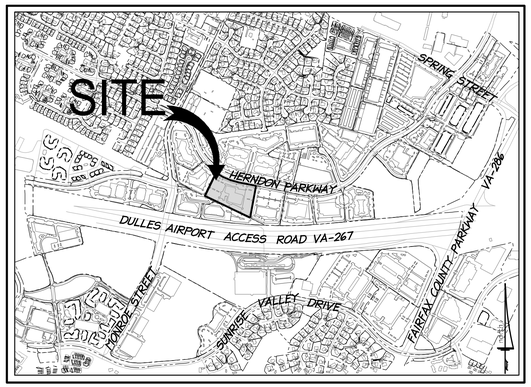
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Moved to	6
Style changes	0
Format changes	0
Total changes	130

DEVELOPMENT PLAN

PARKVIEW

DP#19-01

TOWN OF HERNDON, VIRGINIA



VICINITY MAP

SCALE: 1"=1,000'



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

PROJECT TEAM

THE PROJECT TEAM IS COMPRISED OF THE FOLLOWING:

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

FOR ANY INQUIRIES ABOUT THIS DEVELOPMENT PLAN, PLEASE CONTACT:

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

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

APPLICANT / OWNER

PARKVIEW EXECUTIVE CENTER, JOINT VENTURE RLLP

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

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

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

revised on each sheet

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

added to each sheet

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

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

SHEET TITLE:

COVER SHEET

SHEET No.

1.0

GENERAL NOTES:

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

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

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

PROJECT NARRATIVE:

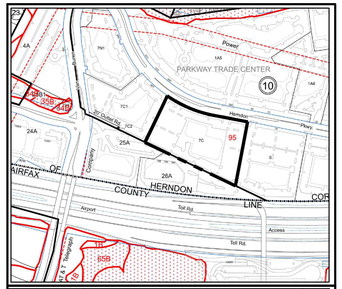
THE APPLICANT PROPOSES TO DEVELOP THE PROPERTY WITH ONE OF TWO DEVELOPMENT OPTIONS: MIXED USE - RESIDENTIAL, OFFICE AND RETAIL OR COMMERCIAL - OFFICE AND RETAIL. EACH OPTION CONSISTS OF THREE BUILDINGS WITH ABOVEGROUND STRUCTURED PARKING PROVIDED FOR EACH. THIS PROJECT MAY BE DEVELOPED IN A PHASED APPROACH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

LEGAL DESCRIPTION:

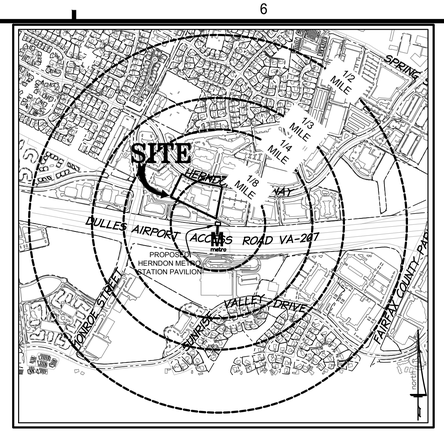
TAX MAP 16-4 ((10)) 7C
593 HERNDON PARKWAY
HERNDON, VIRGINIA 20170

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

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



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



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

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21.3	PHASING PLAN BLDG B - COMMERCIAL OPTION
21.4	PHASING PLAN BLDG C - COMMERCIAL OPTION
21.5	PHASING PLAN - BLDGS B&C - COMMERCIAL OPTION
21.6	PHASING PLAN - BLDGS A&C - COMMERCIAL OPTION
21.7	PHASING PLAN - BLDGS A&B - COMMERCIAL OPTION
21.7A	PHASING PLAN - BLDGS A&B - COMMERCIAL OPTION - EVE EGRESS
21.8	ULTIMATE CONDITIONS - COMMERCIAL OPTION
22.0	LANDSCAPE PLAN - COMMERCIAL OPTION
23.0	HARDSCAPE PLAN - COMMERCIAL OPTION
24.0	GROUND PLANE OPEN SPACE PLAN - COMMERCIAL OPTION
24.1	PUBLIC ACCESS & RIGHT-OF-WAY PLAN - COMMERCIAL OPTION
25.0	PRIVATE OPEN SPACE PLAN - COMMERCIAL OPTION
26.0	TRUCK TURNING MOVEMENTS - COMMERCIAL OPTION
27.0	FIRE ACCESS PLAN - COMMERCIAL OPTION
28.0	SIGHT DISTANCE PLAN AND PROFILE - COMMERCIAL OPTION
28.1	SIGHT DISTANCE PLAN AND PROFILE - COMMERCIAL OPTION
28.2	SIGHT DISTANCE PLAN AND PROFILE - COMMERCIAL OPTION
29.0	PROPOSED GRADING PLAN & LIMITS - COMMERCIAL OPTION
29.1	SWM DRAINAGE PLAN - COMMERCIAL OPTION
30.0	SHADOW ANALYSIS - COMMERCIAL OPTION
31.0	PERSPECTIVE VIEWS - MAX FAR COMMERCIAL OPTION
31.1	ELEVATION VIEWS - MAX FAR COMMERCIAL OPTION
31.2	PEDESTRIAN VIEWS - MAX FAR COMMERCIAL OPTION
31.3	PEDESTRIAN VIEWS - MAX FAR COMMERCIAL OPTION
31.4	PEDESTRIAN VIEWS - MAX FAR COMMERCIAL OPTION
32.0	ILLUSTRATIVE PARKING PLAN - COMMERCIAL OPTION
32.1	LANDSCAPE FEATURES - COMMERCIAL OPTION
32.2	ILLUSTRATIVE PRIVATE OPEN SPACE -COMMERCIAL OPTION
32.3	DESIGN AMENITIES - COMMERCIAL OPTION
32.4	SUSTAINABLE PRACTICES - COMMERCIAL OPTION
32.5	HERNDON IDENTITY - COMMERCIAL OPTION
33.0	BUILDING SECTION A-A' COMMERCIAL OPTION
33.1	BUILDING SECTION B-B' - COMMERCIAL OPTION
33.2	BUILDING SECTION C-C' -COMMERCIAL OPTION
33.3	BUILDING SECTION D-D' - COMMERCIAL OPTION
34.0	CROSS SECTIONS - COMMERCIAL OPTION
34.1	CROSS SECTIONS - COMMERCIAL OPTION
34.2	CROSS SECTIONS - COMMERCIAL OPTION

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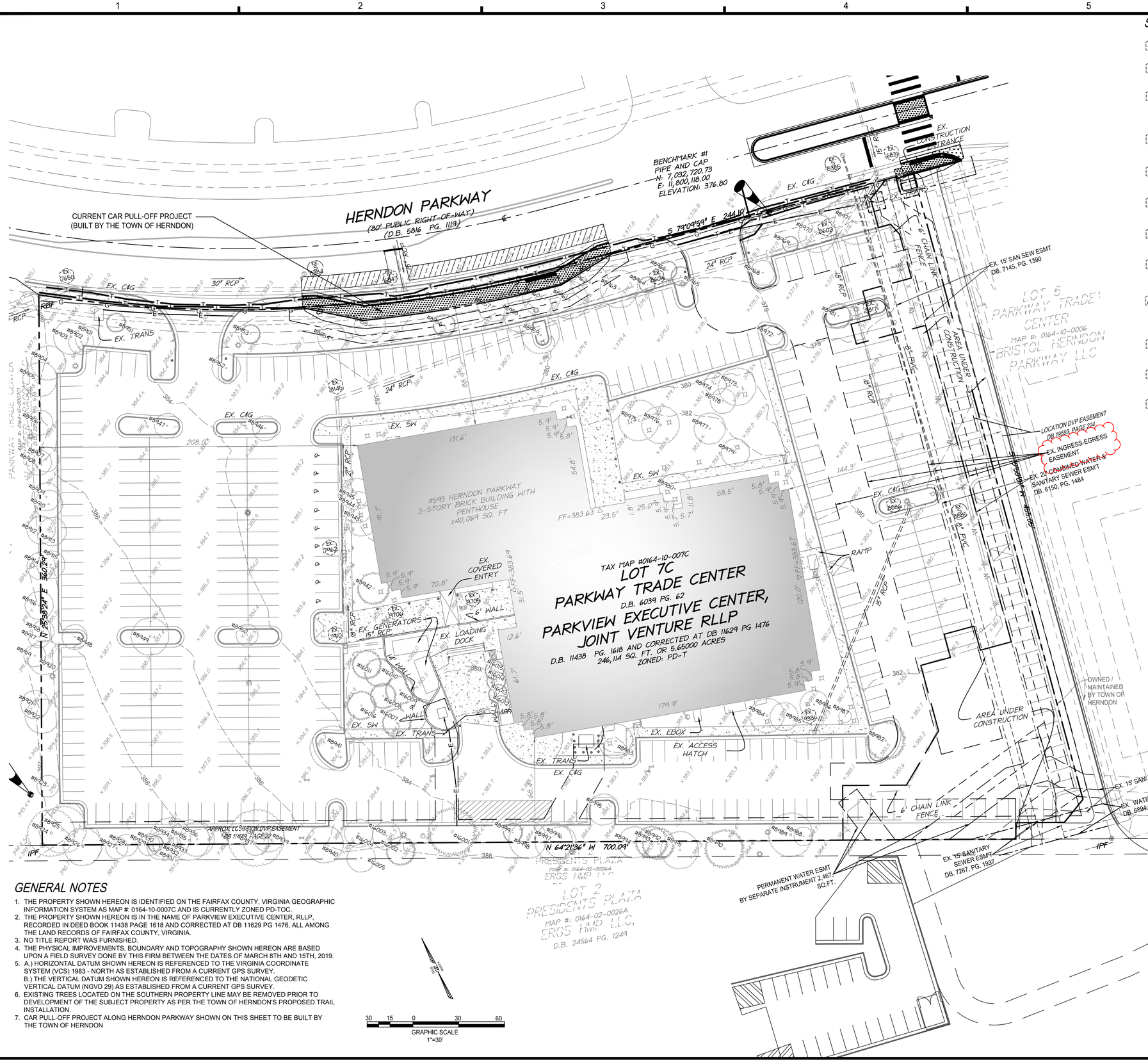
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SHEET TITLE:

GENERAL NOTES & PROPERTY INFORMATION

SHEET No.
2.0



GENERAL NOTES

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

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

STORM STRUCTURE DATA

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

LEGEND

- EX. CONTOUR
- EX. WOODS LINE
- EX. BOUNDARY

TREE LEGEND

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

SANITARY STRUCTURE DATA

- EX. 8385: RIM EL. = 375.80; INACCESSIBLE - REQUIRES TRAFFIC CONTROL
- EX. 8885: RIM EL. = 380.69; INV IN (8" PVC FROM SOUTH) = 368.67; INV OUT (8" PVC TO 8385) = 368.55
- EX. 8384: RIM EL. = 381.60; INACCESSIBLE - REQUIRES TRAFFIC CONTROL
- EX. 7651: RIM EL. = 385.02; INACCESSIBLE - REQUIRES TRAFFIC CONTROL

SCHEDULE OF TREES

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

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SHEET TITLE:

EXISITING CONDITIONS & EXISTING TREE SURVEY

SHEET No.

3.0

MIXED-USE OPTION

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SHEET TITLE:

MIXED USE OPTION

SHEET No.



MAXIMUM FAR DEVELOPMENT TABULATIONS

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

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

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

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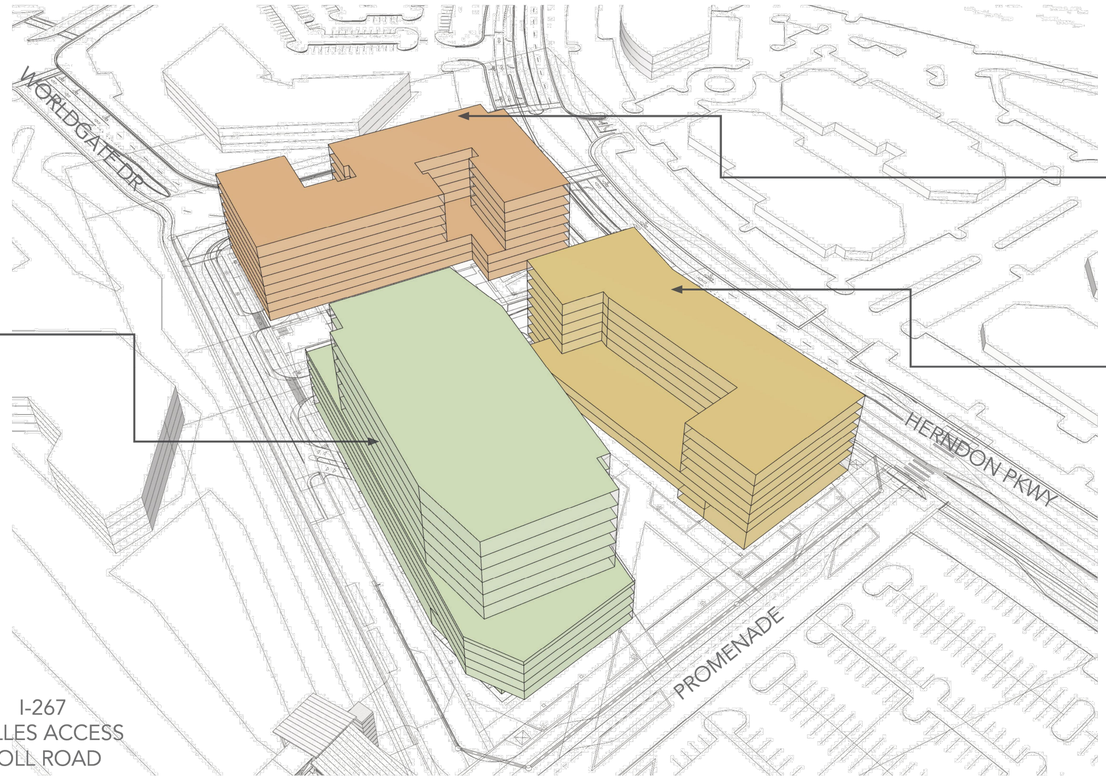
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DATE: 2019-07-22
DESIGN: KGD
DRAWN: KGD
CHECKED: TBK

SHEET TITLE:

TABULATIONS BY BUILDING - MIXED USE OPTION

SHEET No.

4.0



MINIMUM DEVELOPMENT TABULATIONS

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

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

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

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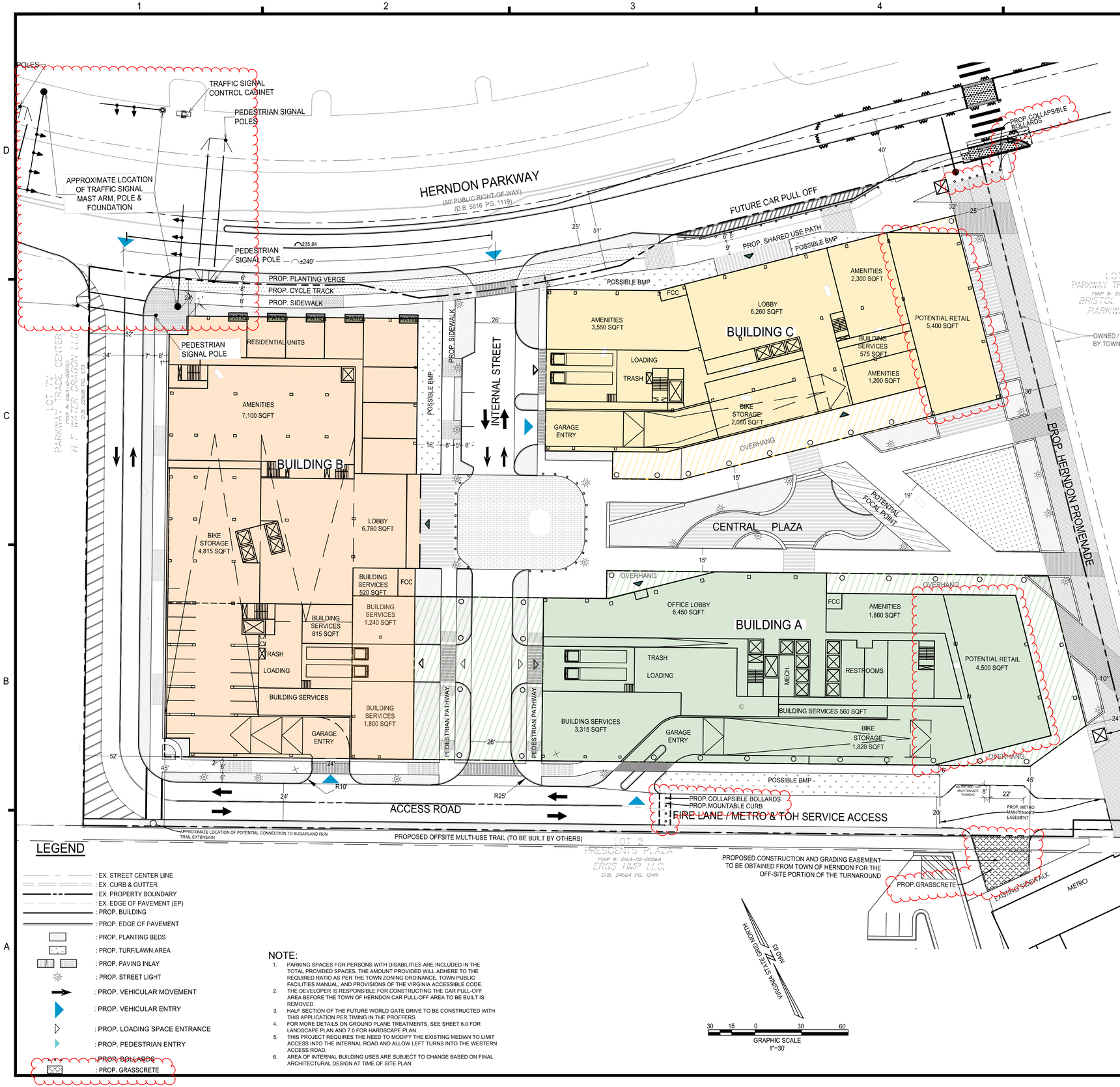
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TABULATIONS BY BUILDING - MIXED USE OPTION (CONT'D)

SHEET No.

4.1



LEGEND

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

NOTE:

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

ZONING TABULATION REQUIREMENTS
PD-TOC

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

MINIMUM LOT SIZE: NO REQUIREMENT

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

OPEN SPACE: NO MINIMUM REQUIRED

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

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

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

BUILDING HEIGHT: 275' INCLUSIVE OF PARKING LEVELS

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

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

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

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

TREE COVER: NO MINIMUM TREE COVER REQUIREMENT

PROPOSED ZONING TABULATIONS
PD-TOC

OVERALL PROPOSED DEVELOPMENT PER MAXIMUM BUILDOUT (SHEET 4.0)

DENSITY: UP TO 4.3 FLOOR AREA RATIO (FAR)

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

LOT WIDTH: APPROXIMATELY 598.88'

TOTAL OPEN SPACE PROVIDED: ±1.89 AC

TOTAL PARKING PROVIDED: UP TO 2,032 PARKING SPACES

TOTATL LOADING SPACES PROVIDED: 6 LOADING SPACES

BUILDING A

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

BUILDING SETBACKS:
± 272' FROM HERNDON PARKWAY ROW

BUILDING HEIGHT:
275' MAXIMUM

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

LOADING SPACES: 2

PROVIDED BIKE PARKING: UP TO 85 BIKE SPACES

BUILDING B

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

BUILDING SETBACKS:
± 25' FROM HERNDON PARKWAY ROW

BUILDING HEIGHT:
275' MAXIMUM

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

LOADING SPACES: 2

PROVIDED BIKE PARKING: UP TO 270 BIKE SPACES

BUILDING C

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

BUILDING SETBACKS:
± 5' FROM HERNDON PARKWAY ROW

BUILDING HEIGHT:
225' MAXIMUM

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

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

PROVIDED BIKE PARKING: UP TO 220 BIKE SPACES

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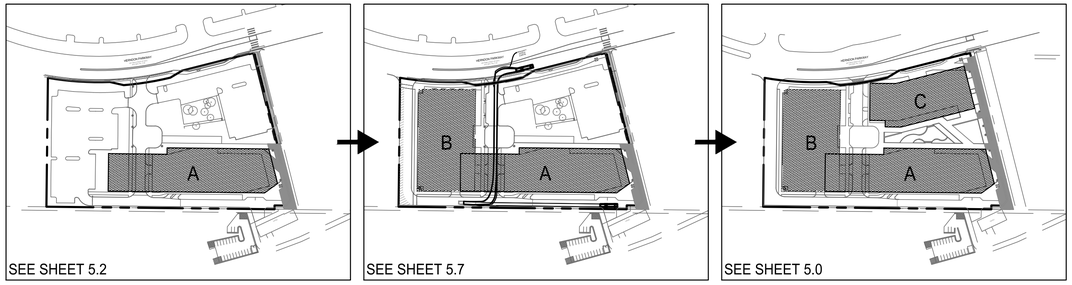
DEVELOPMENT PLAN - MIXED USE OPTION

SHEET No.

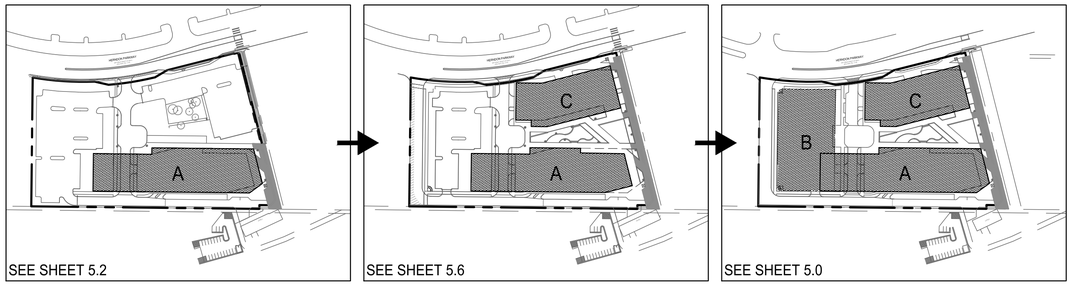
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BUILDING A DEVELOPS FIRST

OPTION 1

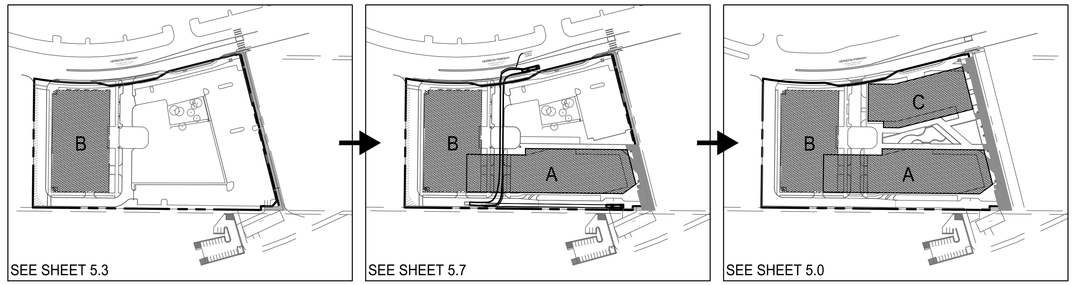


OPTION 2

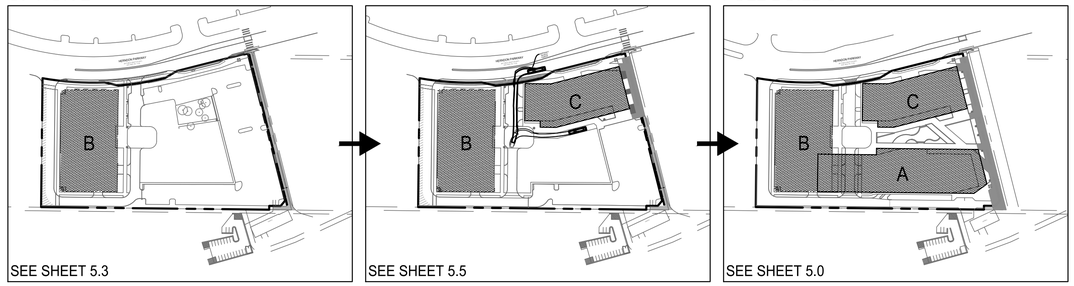


BUILDING B DEVELOPS FIRST

OPTION 1

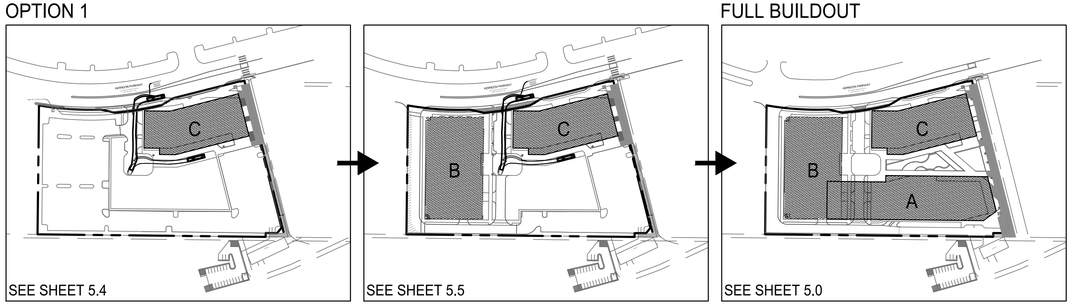


OPTION 2

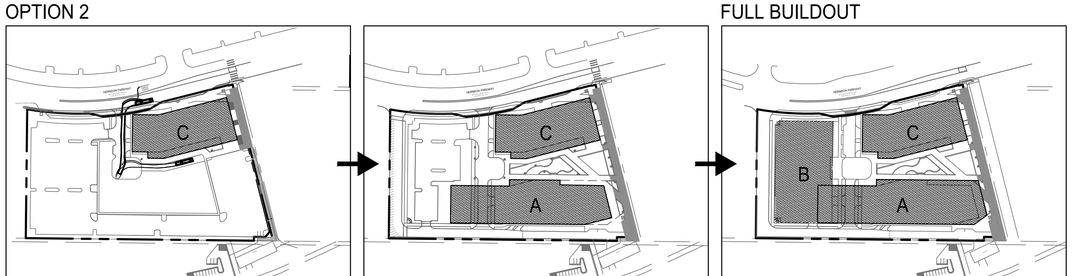


BUILDING C DEVELOPS FIRST

OPTION 1



OPTION 2



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

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KGD architecture

GOROVE / SLADE Transportation Planners and Engineers

McGUIREWOODS

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

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

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

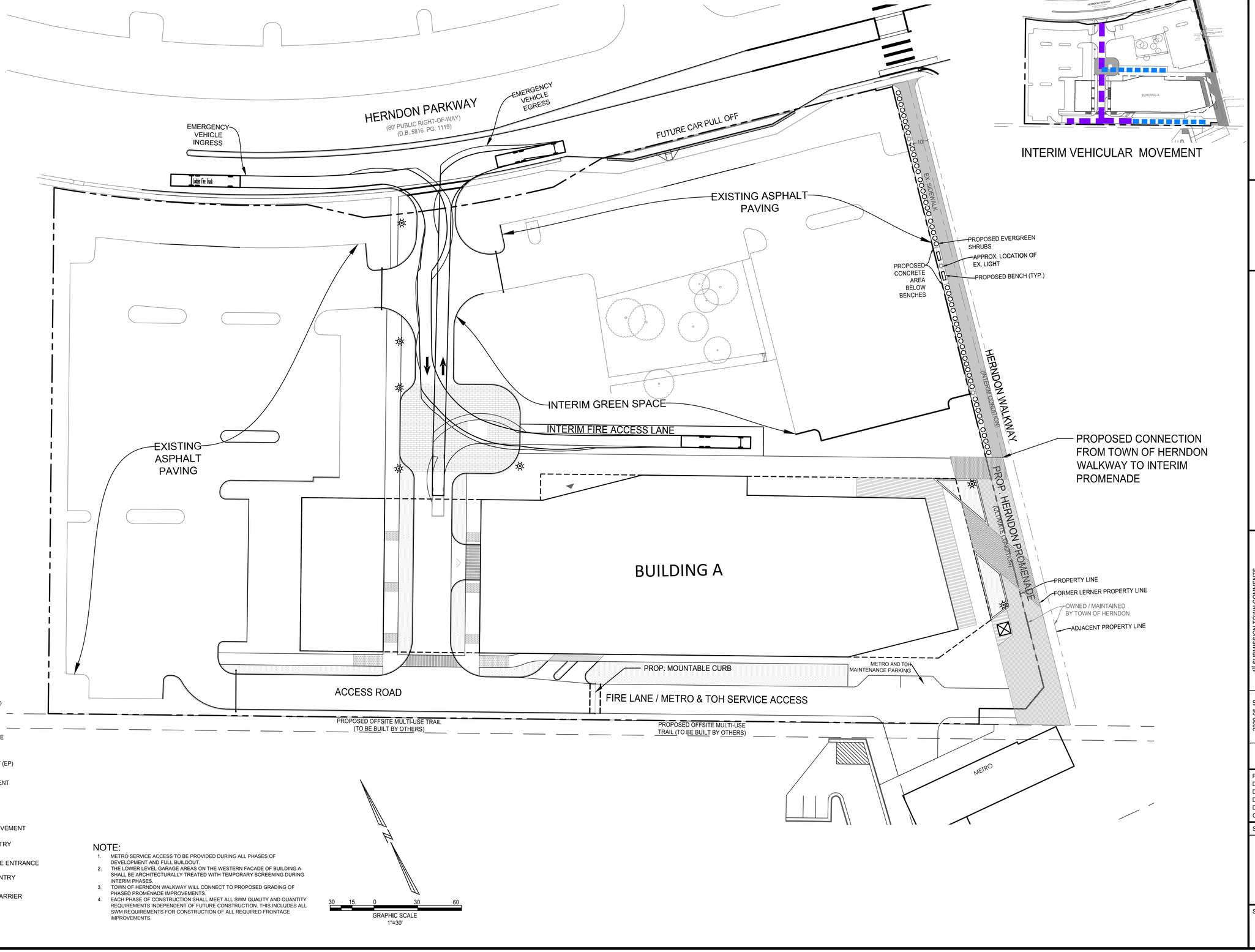
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DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
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CHECKED: JR

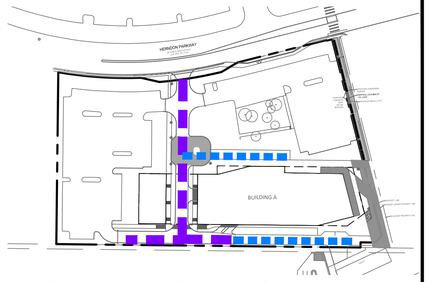
SHEET TITLE:

PHASING FLOWCHART - MIXED USE OPTION

SHEET No.

5.1





INTERIM VEHICULAR MOVEMENT

LEGEND

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

NOTE:

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

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

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

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

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

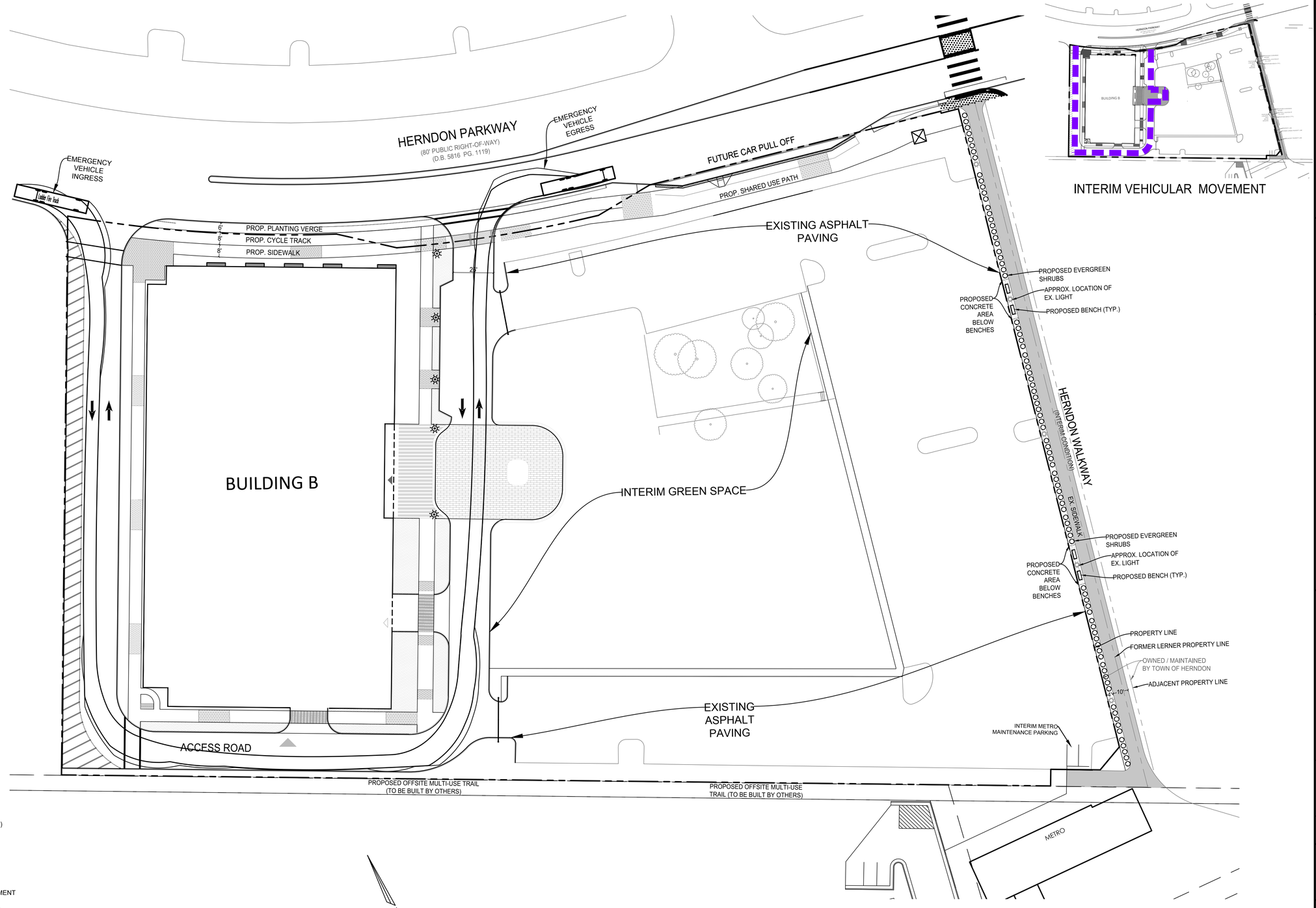
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	2021-07-13	2nd SUBMISSION TOWN COMMENTS
	2022-04-08	3rd SUBMISSION TOWN COMMENTS
	2022-06-21	4th SUBMISSION TOWN COMMENTS

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

SHEET TITLE:

PHASING PLAN
BLDG A - MIXED USE OPTION

SHEET No.
5.2



LEGEND

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

NOTE:

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

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DP# 19 -01
TOWN OF HERNDON, VIRGINIA

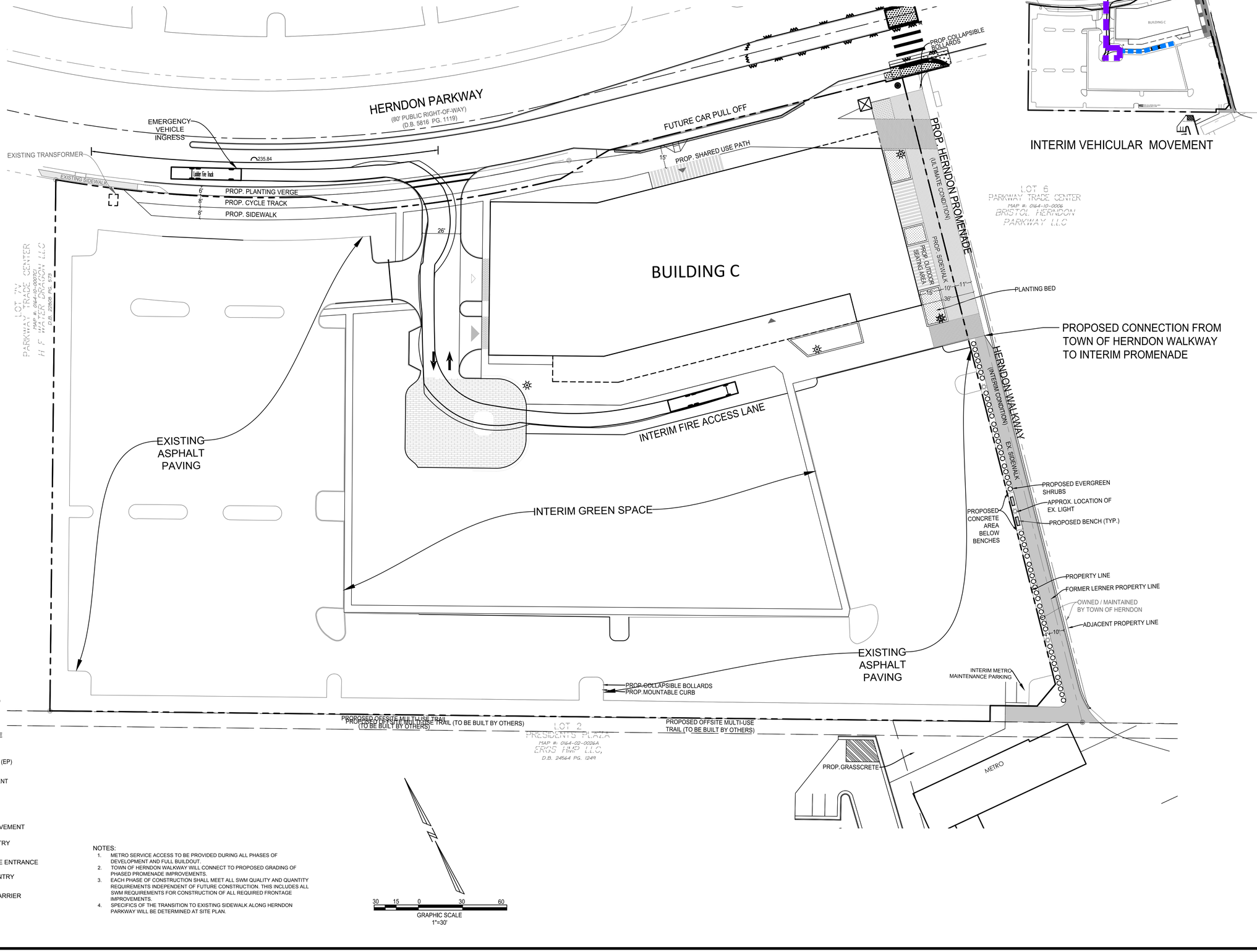
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	2022-06-21	4th SUBMISSION TOWN COMMENTS

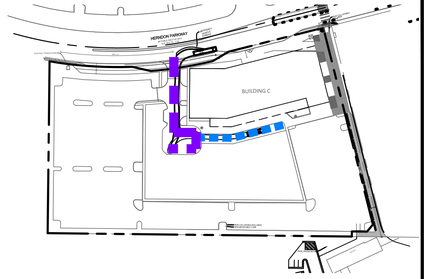
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING PLAN
BLDG B - MIXED USE OPTION

SHEET No.
5.3





LEGEND

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

NOTES:

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

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

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

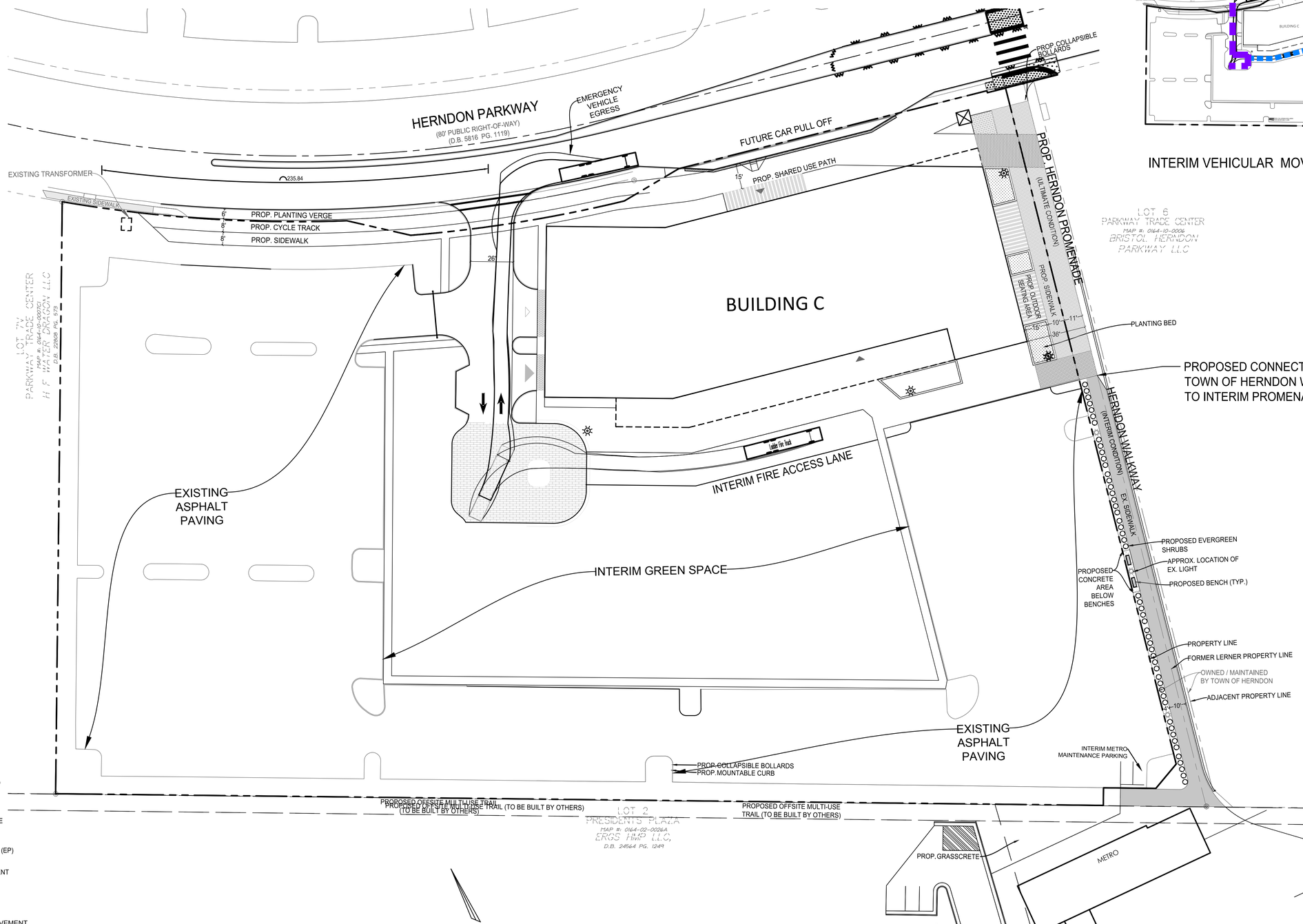
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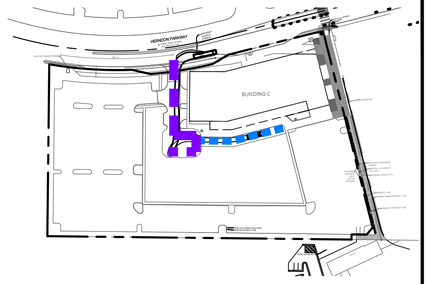
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DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING PLAN
BLDG C - MIXED USE OPTION

SHEET No.
5.4





LEGEND

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

NOTES:
1. METRO SERVICE ACCESS TO BE PROVIDED DURING ALL PHASES OF DEVELOPMENT AND FULL BUILDOUT.
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4. SPECIFICS OF THE TRANSITION TO EXISTING SIDEWALK ALONG HERNDON PARKWAY WILL BE DETERMINED AT SITE PLAN.

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

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

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

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

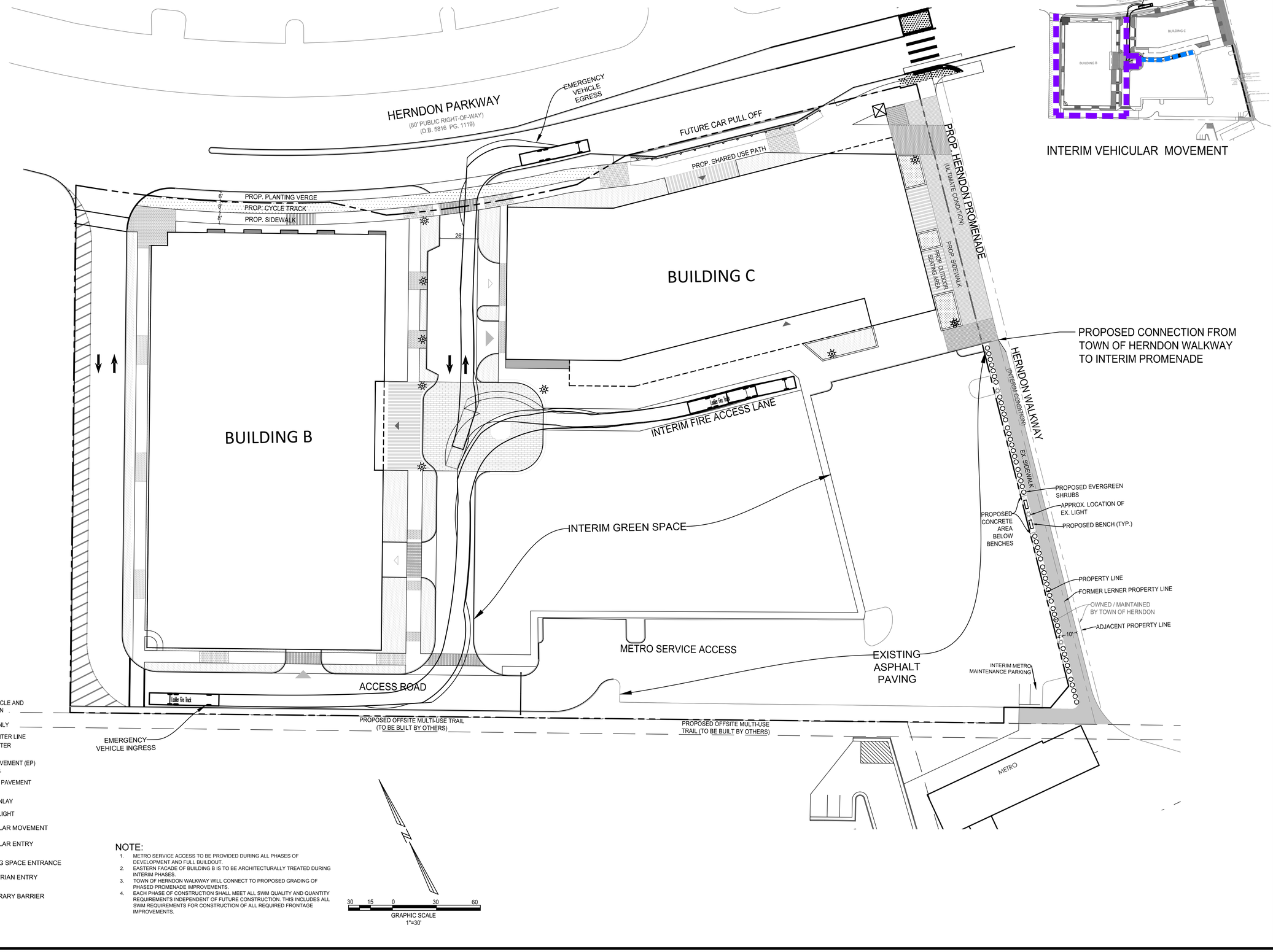
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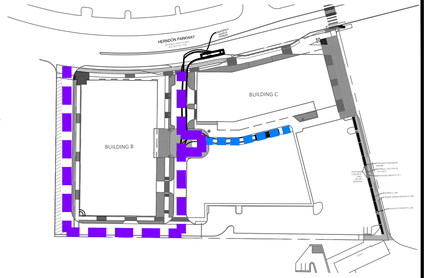
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASE PLAN
BLDG C - MIXED USE OPTION - EGRESS

SHEET No.
5.4A





INTERIM VEHICULAR MOVEMENT

LEGEND

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

NOTE:

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

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

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

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

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	2022-06-21	4TH SUBMISSION TOWN COMMENTS

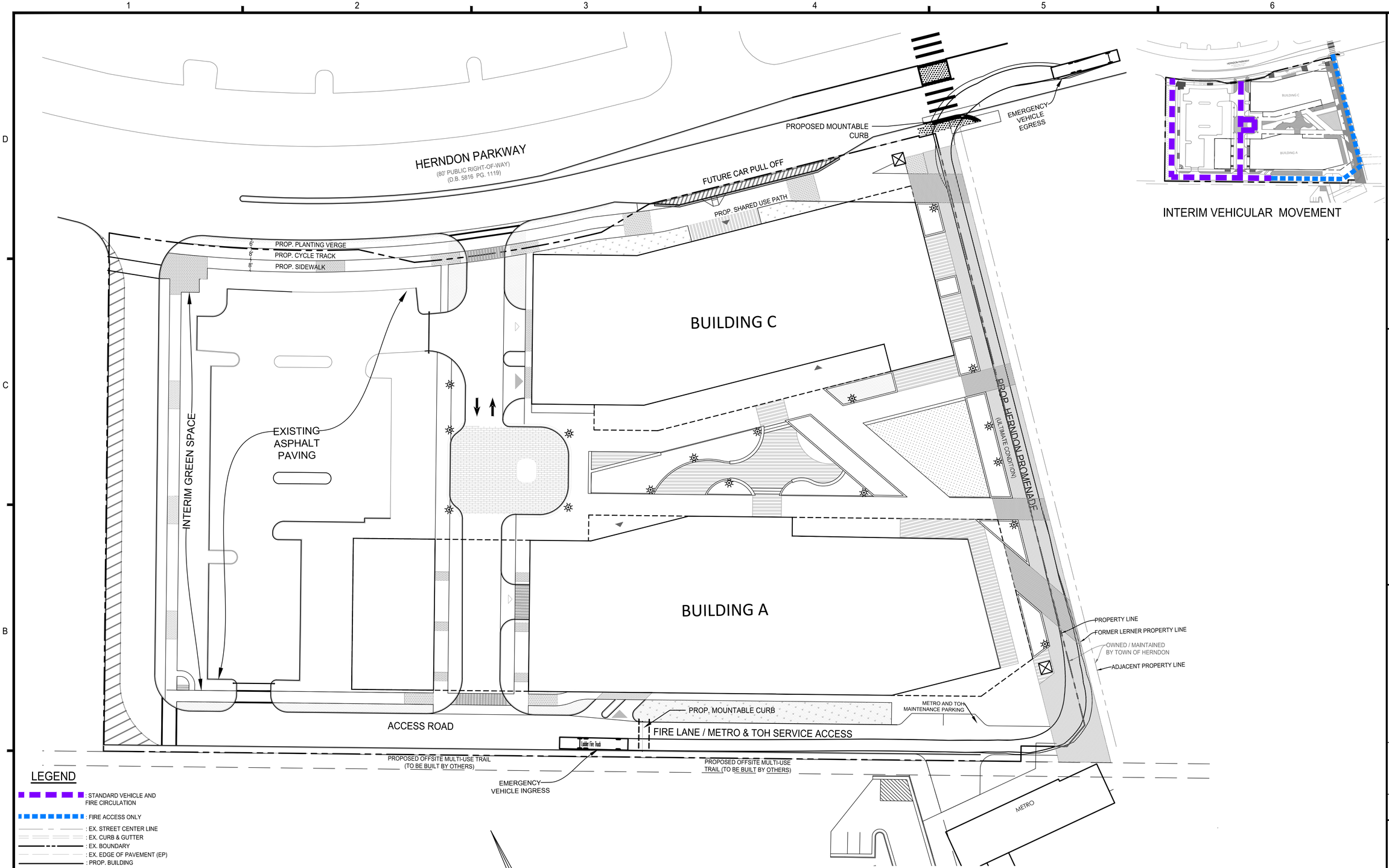
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING PLAN BLDGS B&C - MIXED USE OPTION

SHEET No.

5.5



INTERIM VEHICULAR MOVEMENT

LEGEND

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

NOTE:

1. METRO SERVICE ACCESS TO BE PROVIDED DURING ALL PHASES OF DEVELOPMENT AND FULL BUILDOUT.
2. WESTERN FACADE OF BUILDING A IS TO BE ARCHITECTURALLY TREATED DURING INTERIM PHASES.
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30 15 0 30 60
GRAPHIC SCALE
1"=30'

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TOWN OF HERNDON, VIRGINIA

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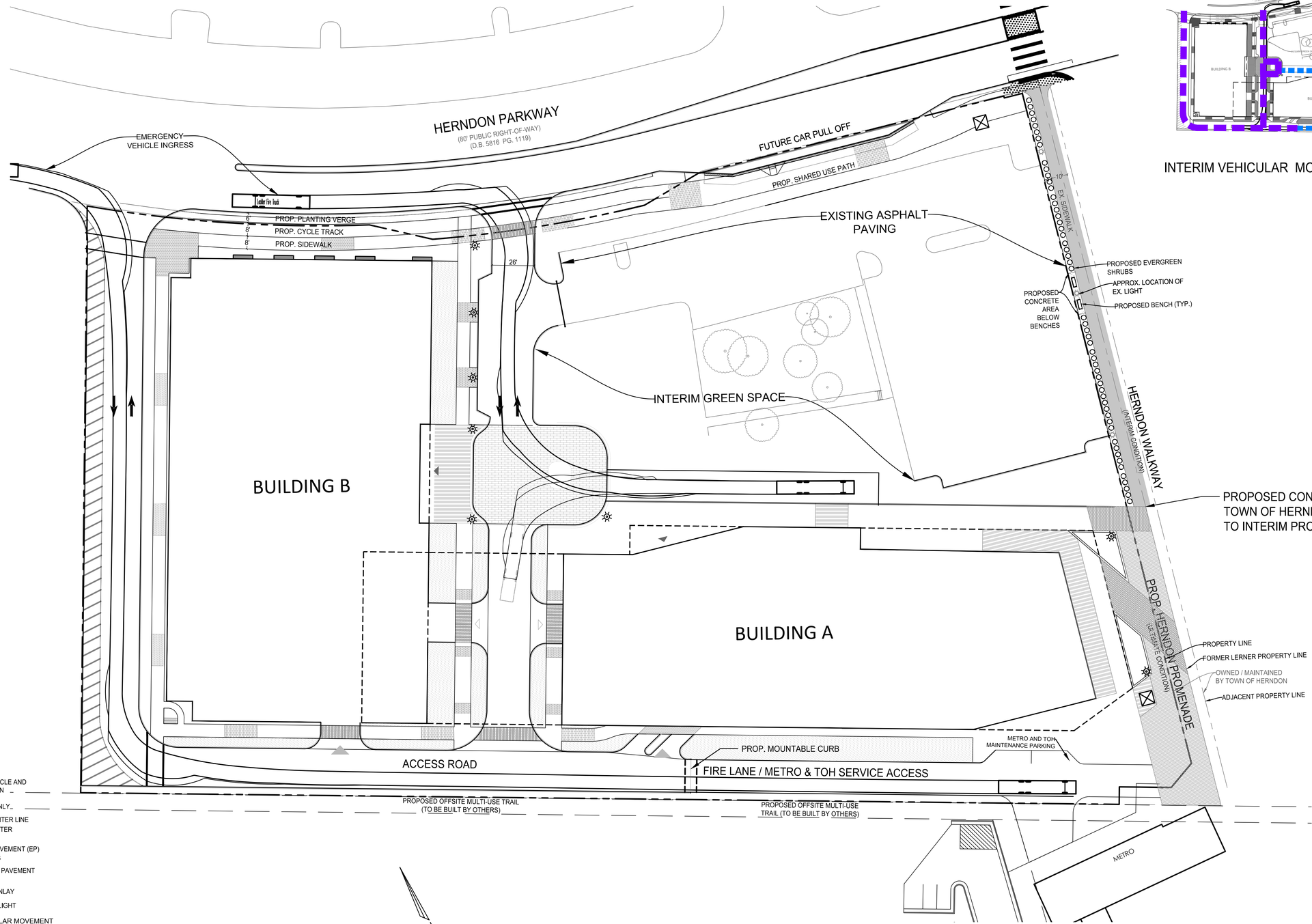
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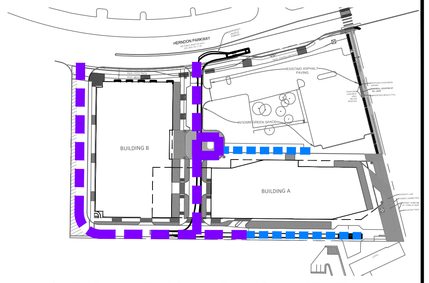
SHEET TITLE:

PHASING PLAN
BLDGS A&C -
MIXED USE
OPTION

SHEET No.

5.6





INTERIM VEHICULAR MOVEMENT

LEGEND

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

NOTE:

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

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McGUIREWOODS

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MICHAEL S. KITCHEN
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2022-06-21
PROFESSIONAL ENGINEER

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

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	2022-06-21	4TH SUBMISSION TOWN COMMENTS

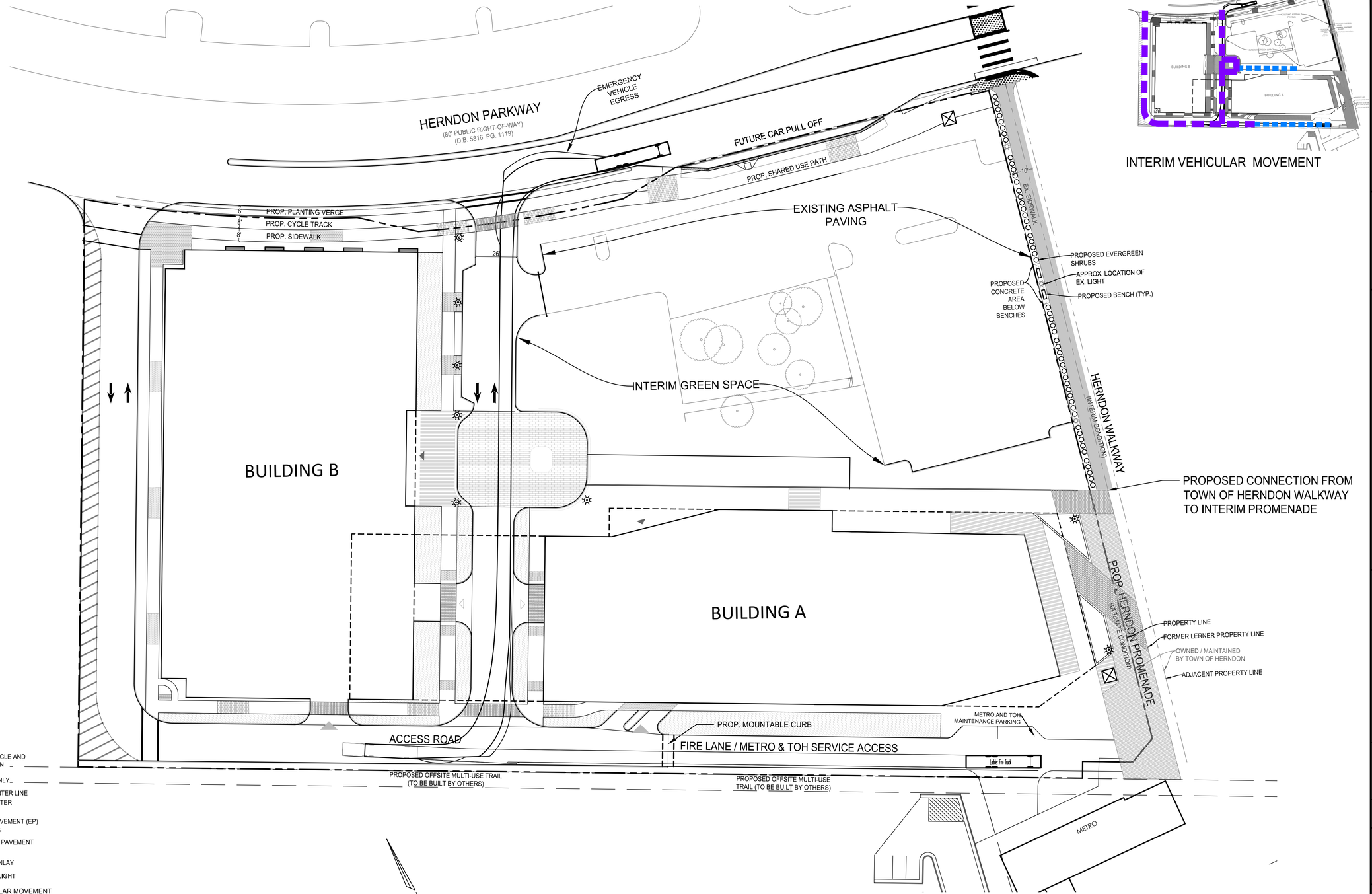
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DESIGN: WR
DRAWN: WR
CHECKED: JR

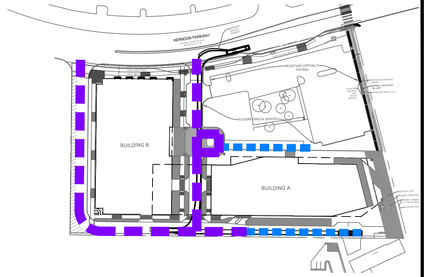
SHEET TITLE:

PHASING PLAN BLDGS A&B - MIXED USE OPTION

SHEET No.

5.7





INTERIM VEHICULAR MOVEMENT

LEGEND

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

NOTE:

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2. TOWN OF HERNDON WALKWAY WILL RAMP TO PROPOSED GRADING OF PHASED PROMENADE IMPROVEMENTS.
3. EACH PHASE OF CONSTRUCTION SHALL MEET ALL SWM QUALITY AND QUANTITY REQUIREMENTS INDEPENDENT OF FUTURE CONSTRUCTION. THIS INCLUDES ALL SWM REQUIREMENTS FOR CONSTRUCTION OF ALL REQUIRED FRONTAGE IMPROVEMENTS.

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

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

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

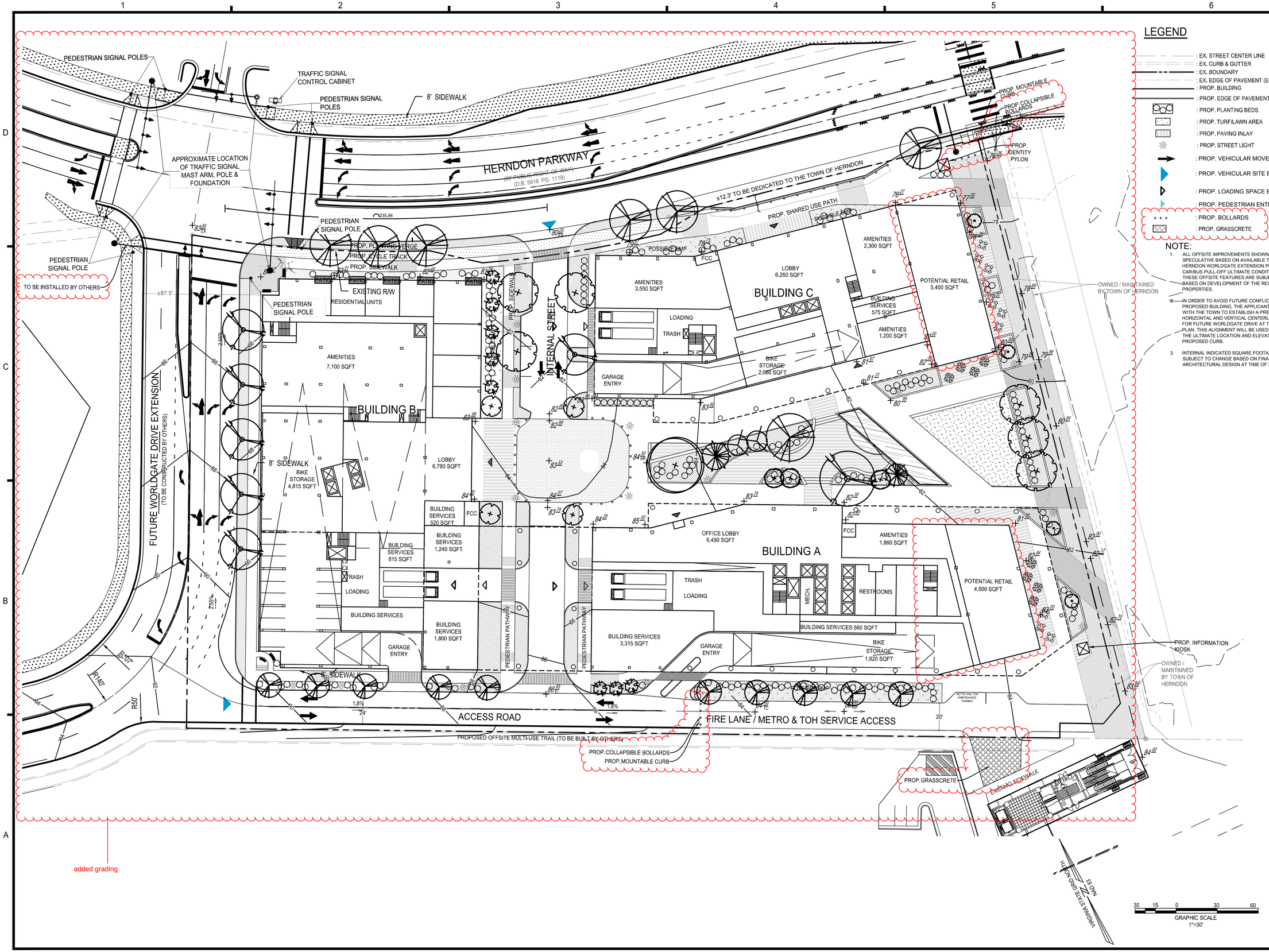
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DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

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

SHEET No.

5.7A



LEGEND

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

NOTE:

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

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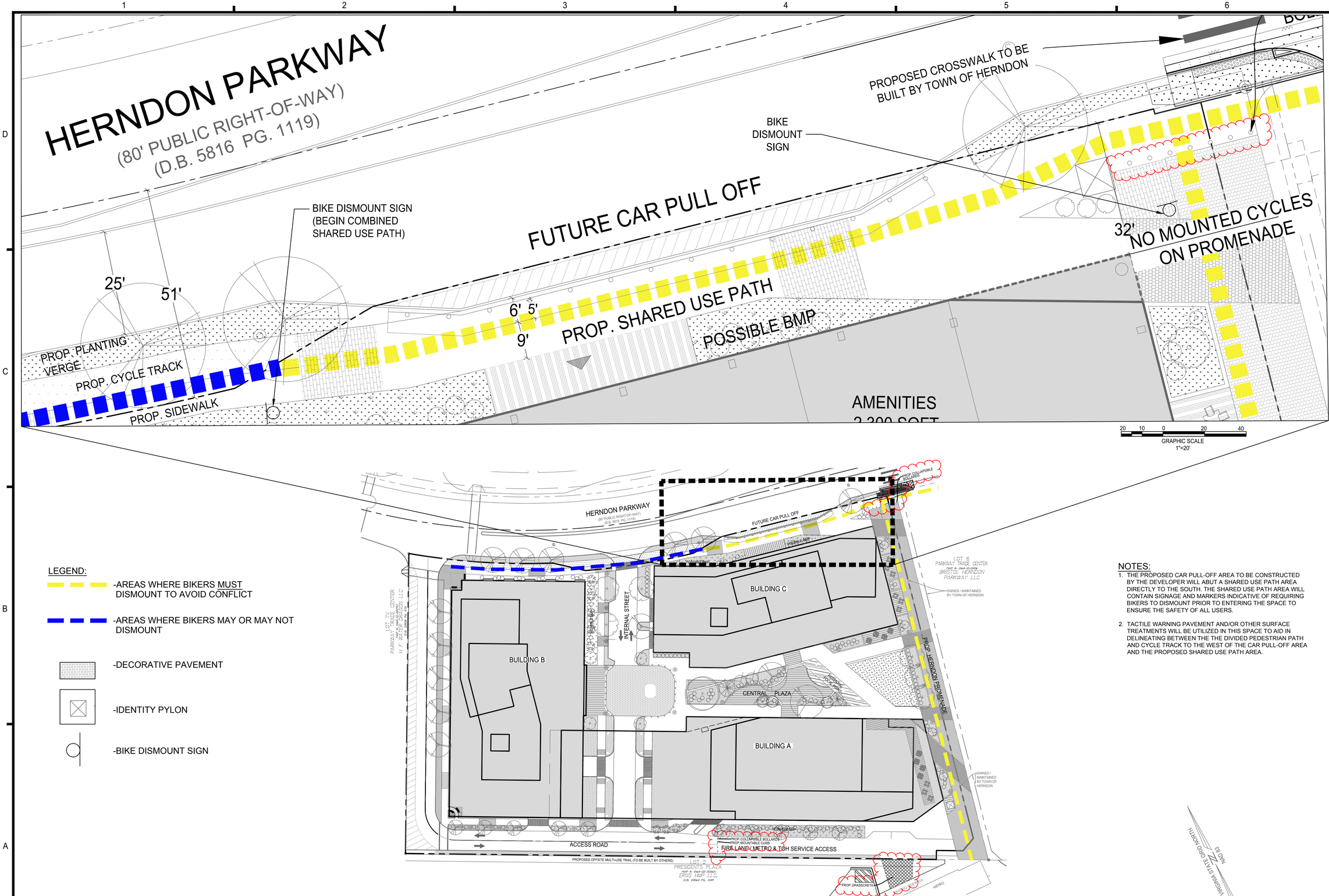
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DRAWING No.: 108985
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DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

ULTIMATE BUILDOUT CONDITIONS MIXED USE OPTION

SHEET No.

5.8



LEGEND:

-AREAS WHERE BIKERS MUST DISMOUNT TO AVOID CONFLICT

-AREAS WHERE BIKERS MAY OR MAY NOT DISMOUNT

-DECORATIVE PAVEMENT

-IDENTITY PYLON

-BIKE DISMOUNT SIGN

NOTES:

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

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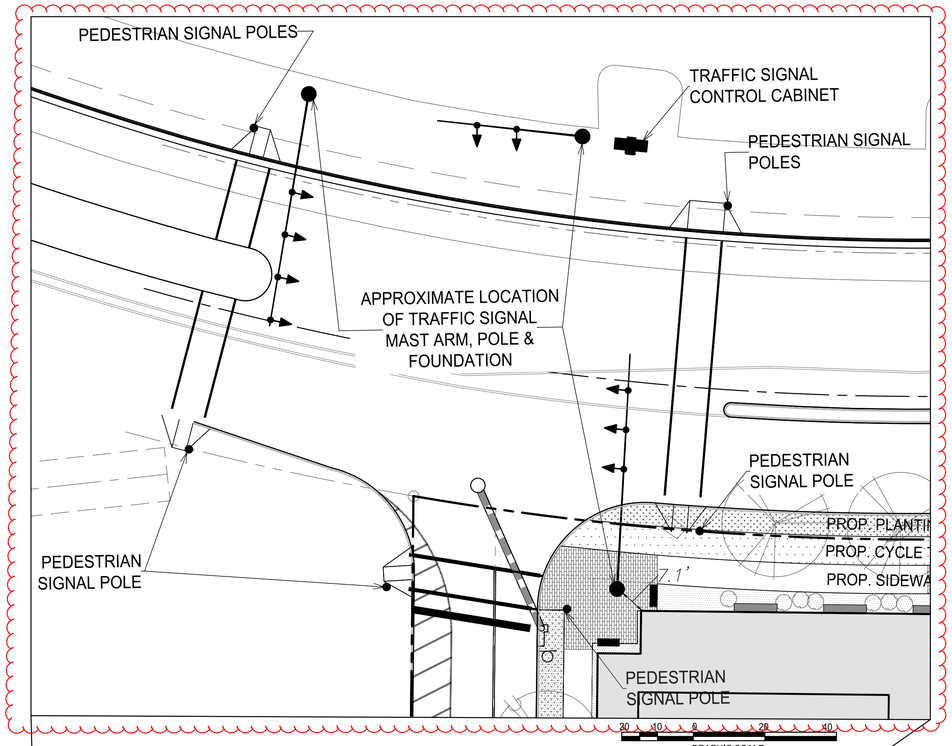
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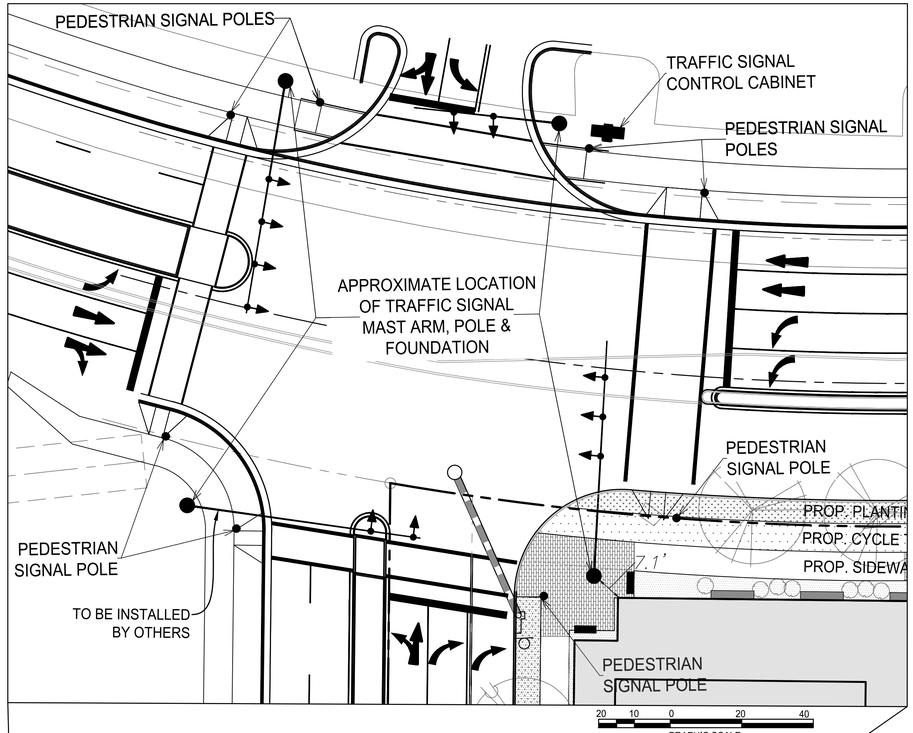
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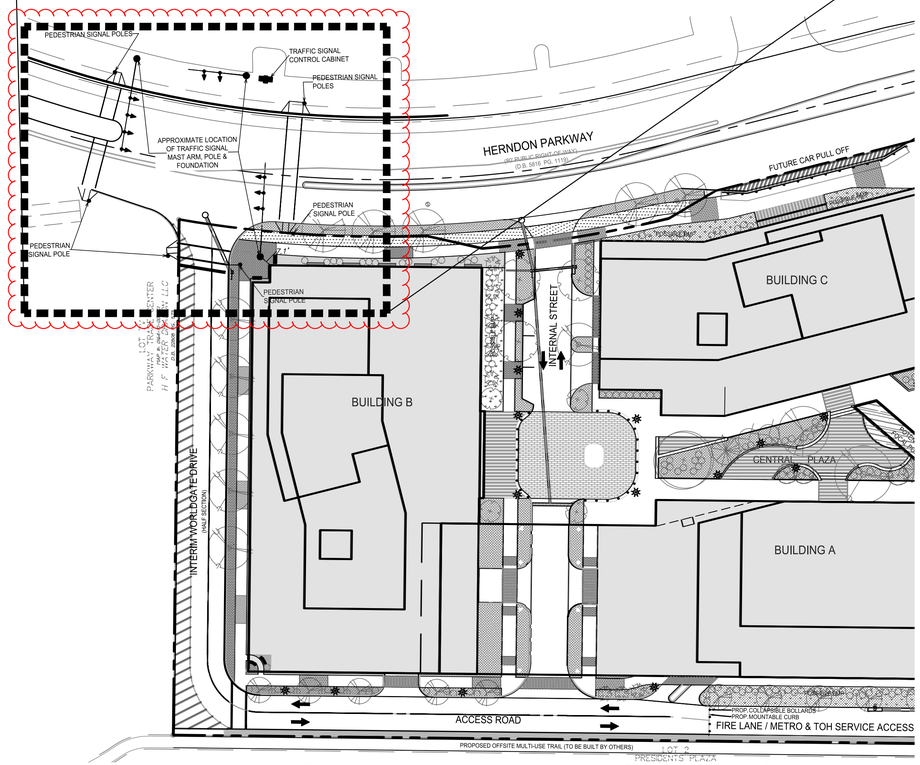
OVERALL CAR PULL OFF AREA

SHEET No.

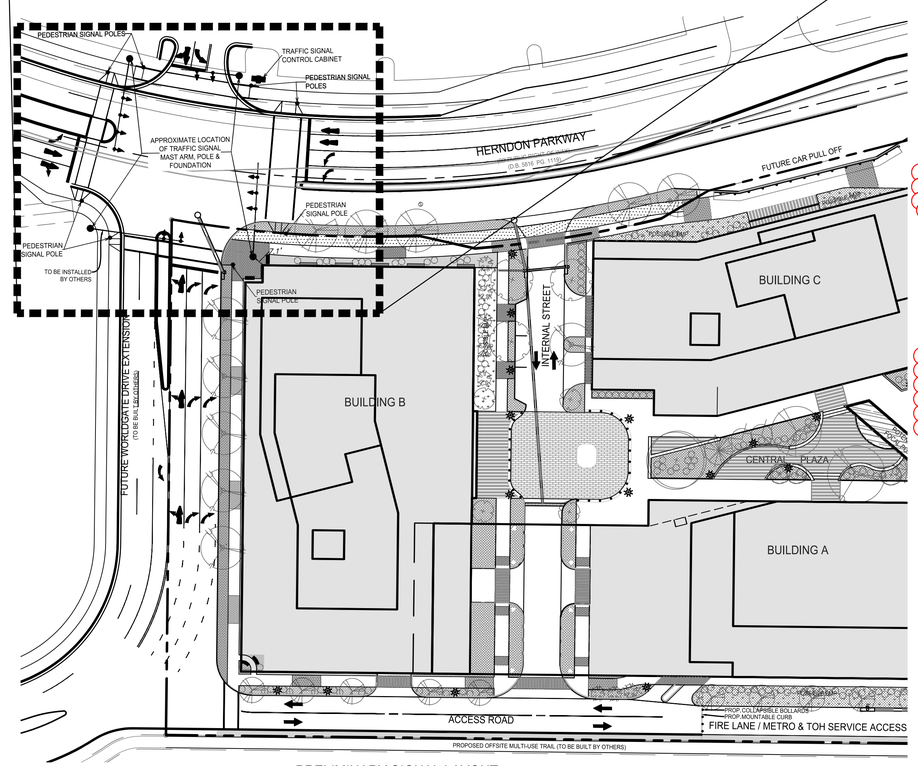
5.9







PRELIMINARY SIGNAL LAYOUT
(WORLDGATE DRIVE INTERIM CONDITION)



PRELIMINARY SIGNAL LAYOUT
(WORLDGATE DRIVE ULTIMATE CONDITION)

GENERAL NOTES:

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

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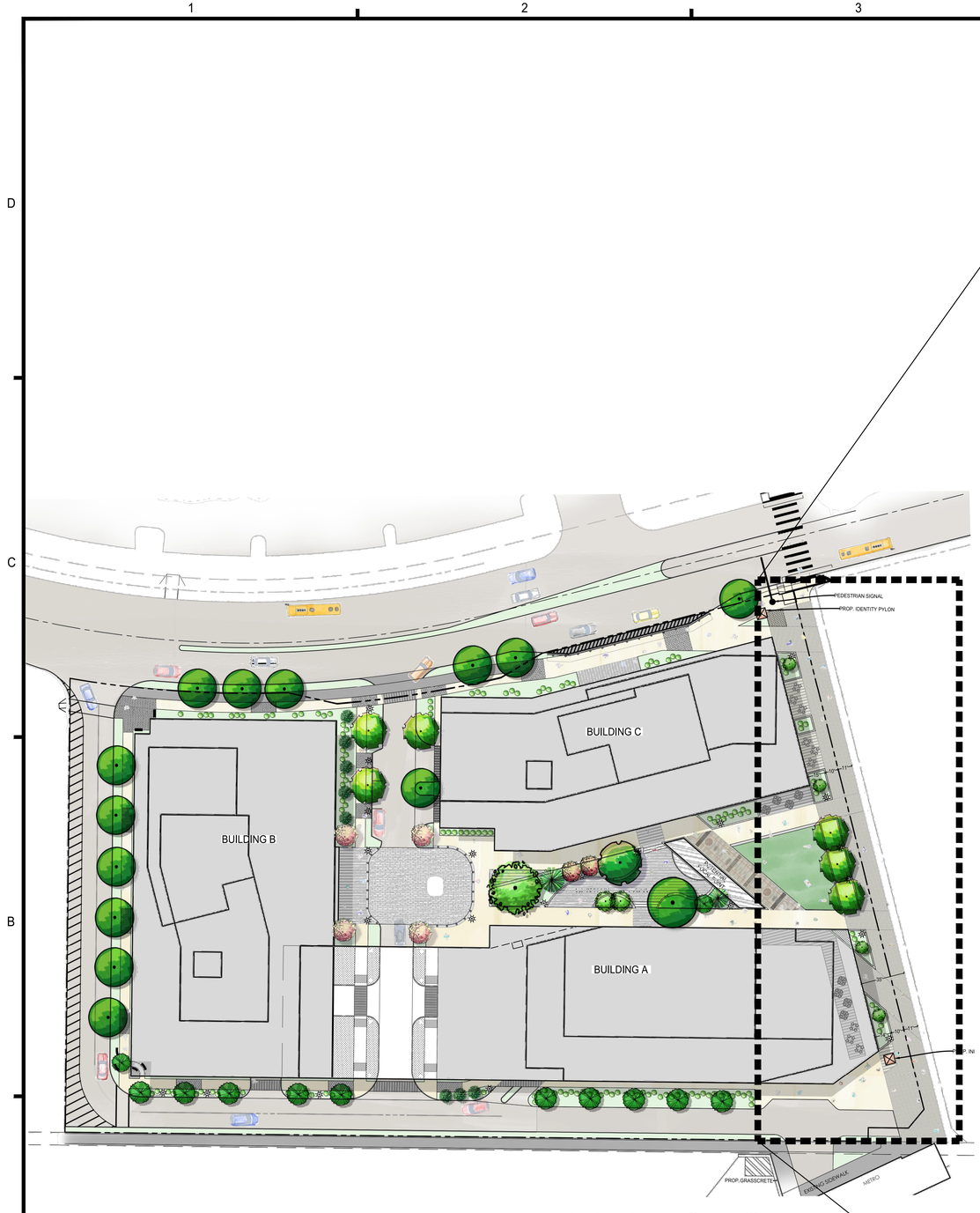
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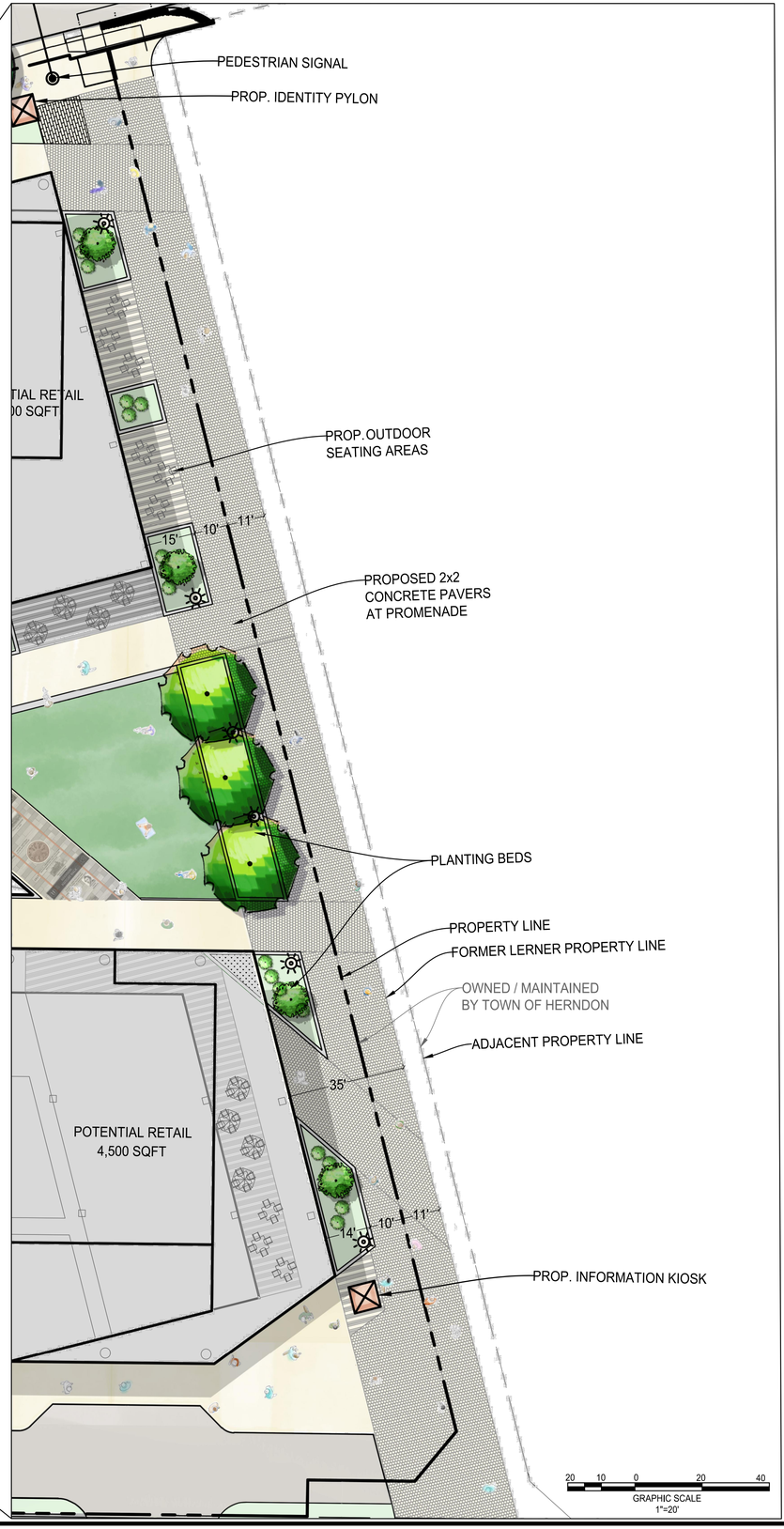
PRELIMINARY SIGNAL LAYOUT - MIXED USE OPTION

SHEET No.

5.10

VIRGINIA STATE GRID NORTH
NAD 83





50 25 0 50 100
GRAPHIC SCALE
1"=50'

20 10 0 20 40
GRAPHIC SCALE
1"=20'

VIRGINIA STATE GRID NORTH
NAD 83

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

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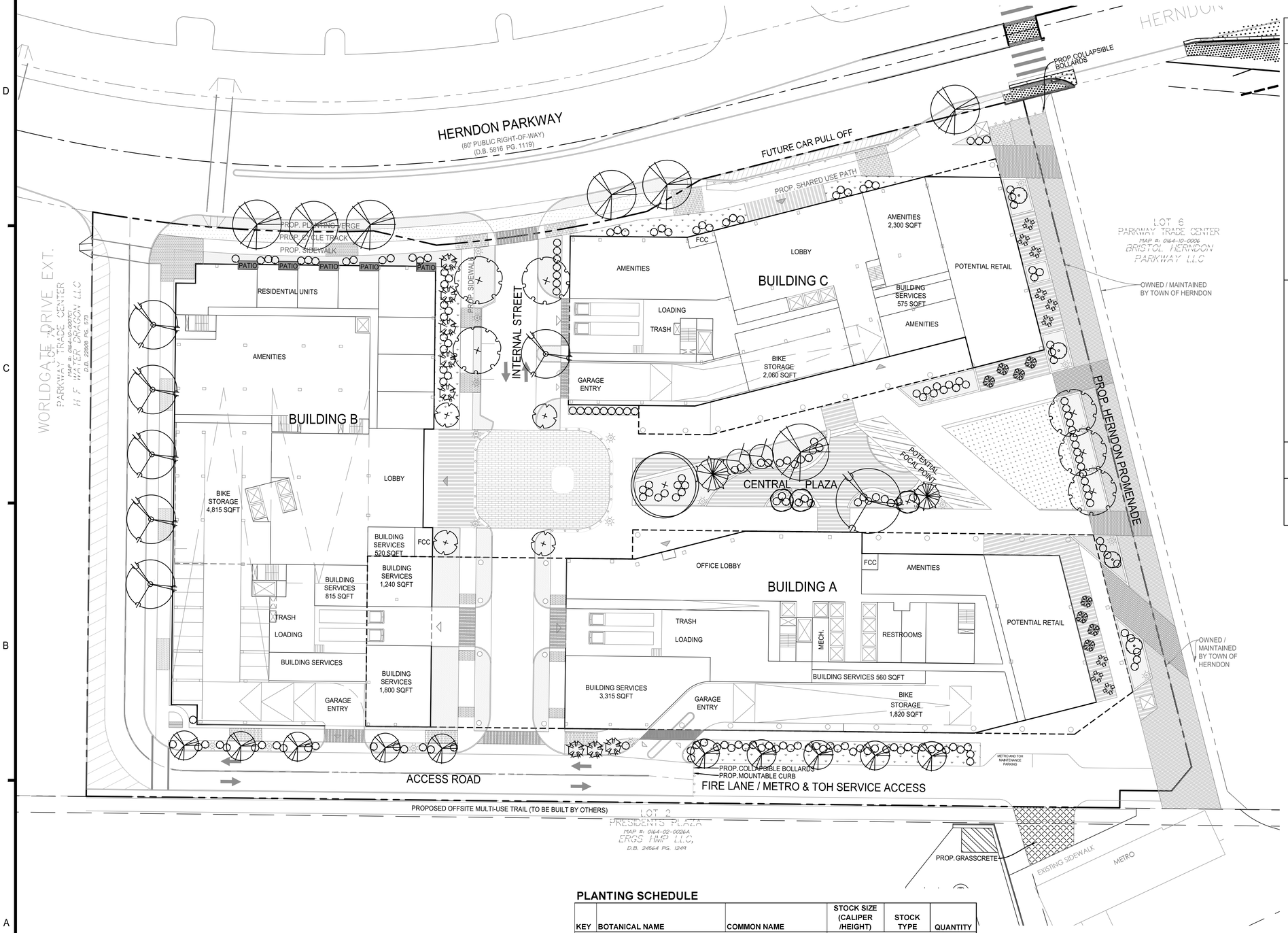
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SHEET TITLE:

PROMENADE DETAIL

SHEET No.
5.11



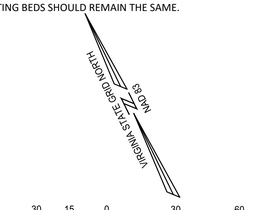
LEGEND
(CANOPY SHOWN AT MATURE SIZE)

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

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

PLANTING SCHEDULE

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



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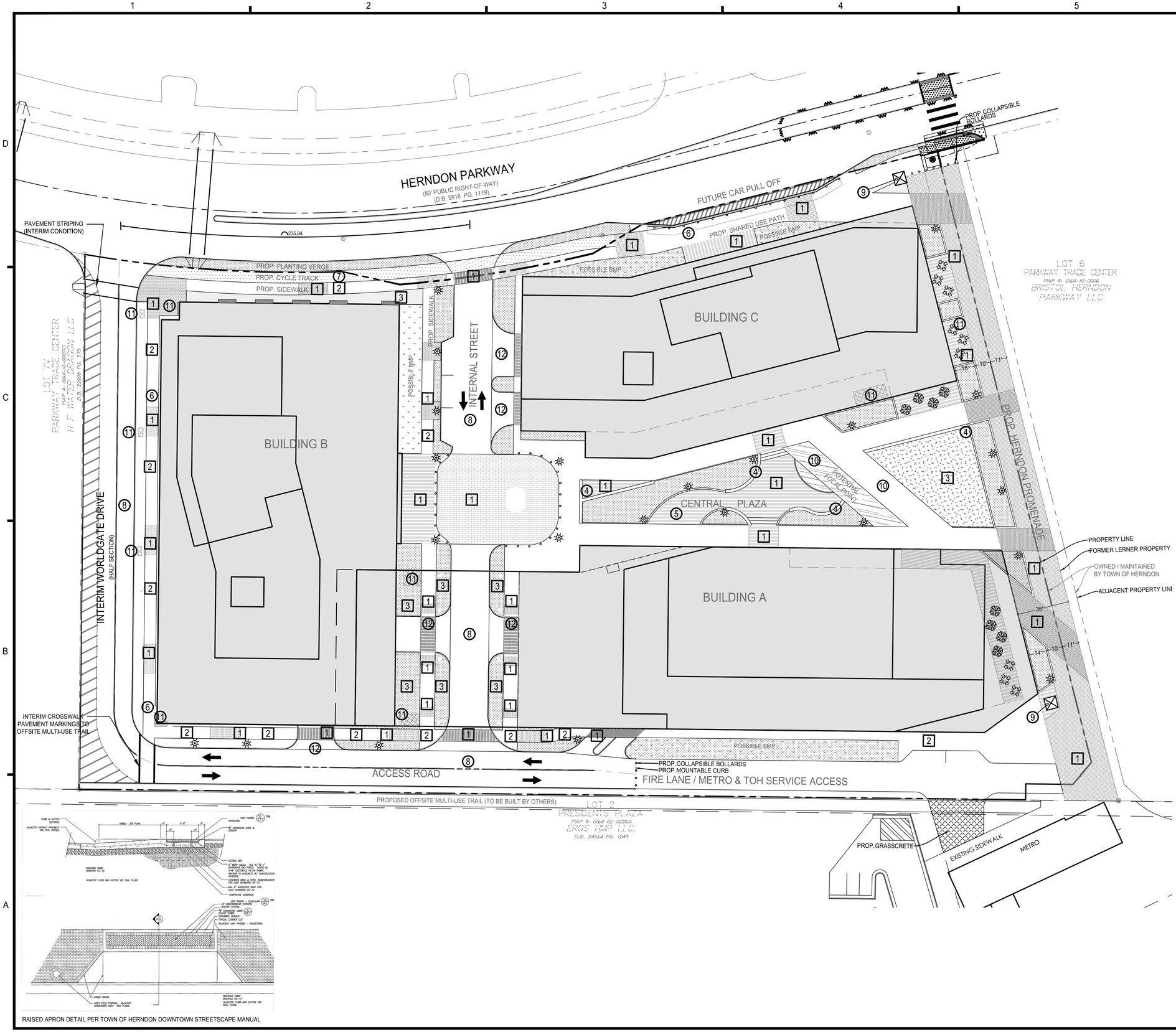
PROJECT No.: 15031.002.00
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DESIGN: WR
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SHEET TITLE:

LANDSCAPE PLAN - MIXED USE OPTION

SHEET No.

6.0



Surface Treatment Key

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

Amenity Key

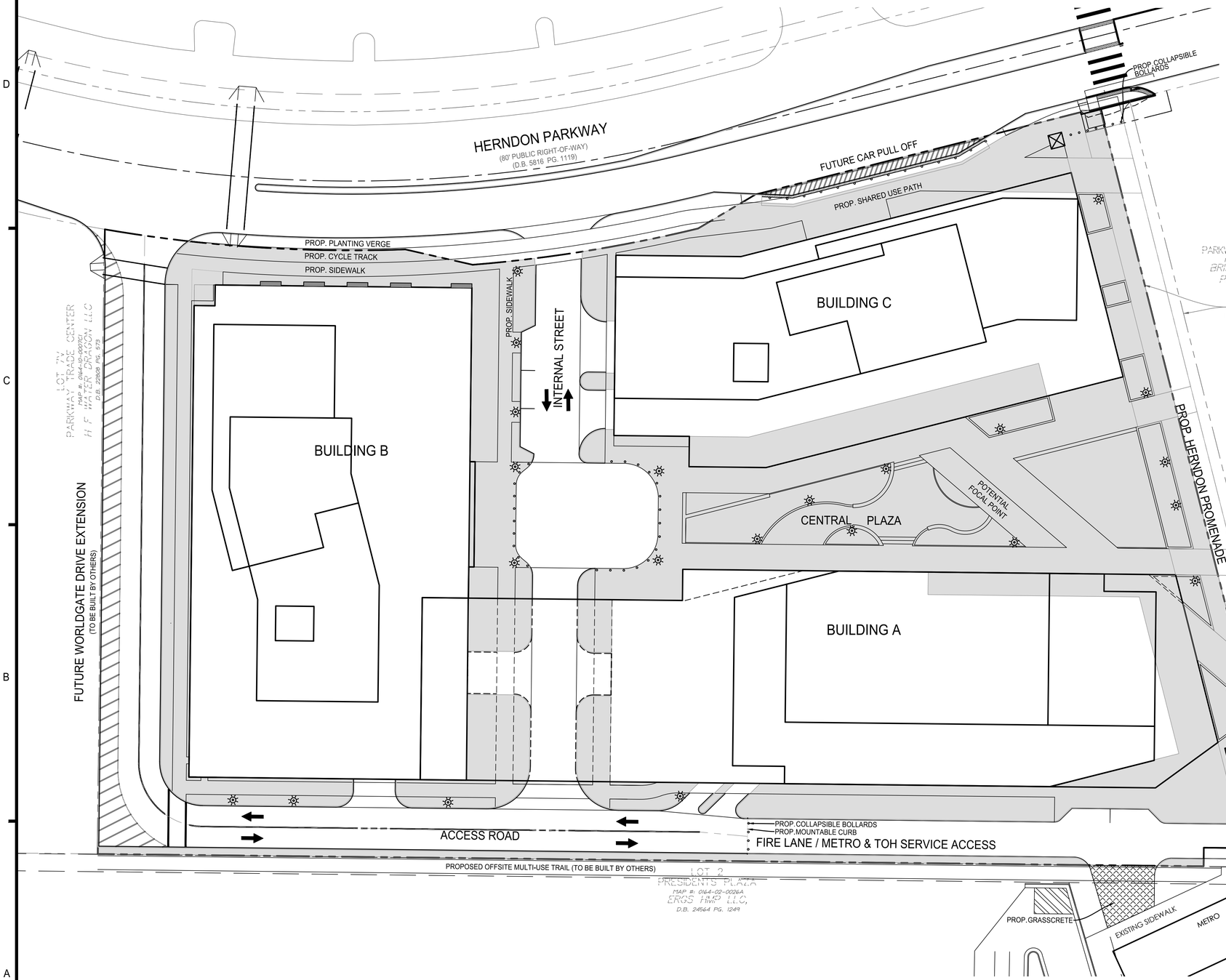
4. Seat Walls
5. Central Plaza Area
6. Shared Use Path
7. Public Bike Track
8. Vehicular Drive
9. Identity Pylon/Information Kiosk
10. Focal Point
11. Site Furniture **
12. Raised Apron

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

NOTES:

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

CURB & GUTTER (BEYOND)
ADJACENT ASPHALT PAVEMENT SEE CIVIL DETAILS
VARIES - SEE PLANS
6"
7'-0"
6"
VEHICULAR UNIT PAVERS
3/4" EXPANSION JOINT & SEALANT
SETTING BED
#7 KEEP HOLES - FILL W/ 3/4" AGGREGATE (ONE PIECE) CORE 18" DEEP IN CONCRETE FOR ANCHOR TO CONCRETE W/ CONSTRUCTION ADHESIVE
REINFORCING BASE & STEEL REINFORCEMENT PER VDOT STANDARD CG-12
MIN. 6" AGGREGATE BASE PER VDOT STANDARD CG-12
COMPACTED SUBGRADE
UNIT PAVER - VEHICULAR
45° HERRINGBONE PATTERN
SOLDIER COURSE
3/4" EXPANSION JOINT W/ SEALANT
CONCRETE HEADER
TYPICAL CORNER CUT
ADJACENT UNIT PAVERS - PEDESTRIAN
DRIVEWAY RAMP, MODIFIED CG-12
ADJACENT CURB AND GUTTER SEE CIVIL PLANS
CRADLE SPECIFICATION
CRADLE SPECIFICATION
CRADLE SPECIFICATION



OPEN SPACE PLAN

TOTAL SITE AREA: 5.475 AC

OPEN SPACE REQUIREMENT: NO MINIMUM REQUIREMENT

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

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

NOTE:

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

NAD 83 VIRGINIA STATE GRID NORTH

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

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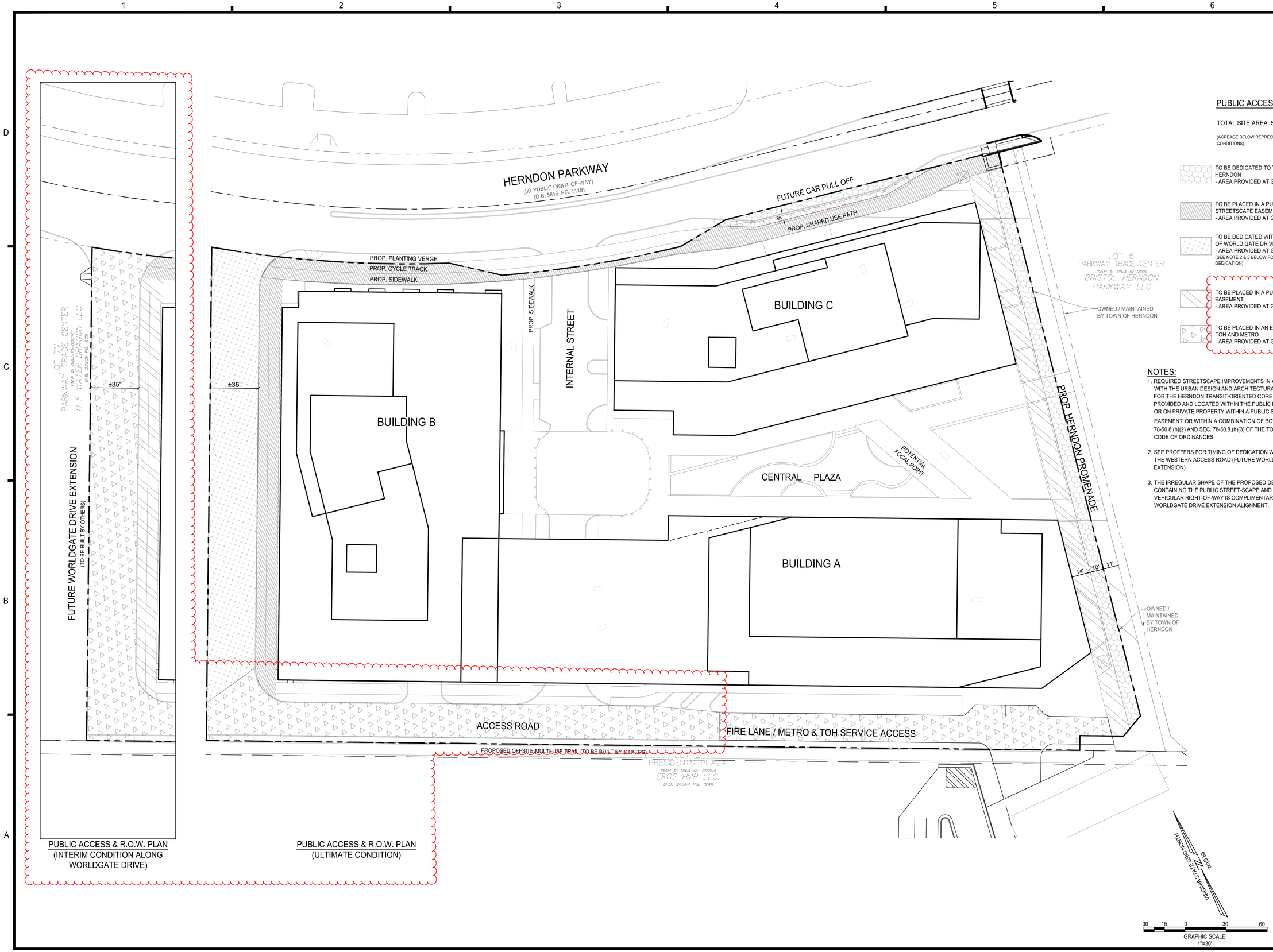
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DRAWN: WR
CHECKED: JR

SHEET TITLE:

GROUND PLANE OPEN SPACE PLAN - MIXED USE OPTION

SHEET No.

8.0



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

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

PUBLIC ACCESS PLAN

TOTAL SITE AREA: 5.475 AC

(ACREAGE BELOW REPRESENTS ULTIMATE CONDITIONS)

TO BE DEDICATED TO THE TOWN OF HERNDON
- AREA PROVIDED AT GRADE: ±0.129 AC

TO BE PLACED IN A PUBLIC STREETSCAPE EASEMENT
- AREA PROVIDED AT GRADE: ±0.249 AC

TO BE DEDICATED WITH CONSTRUCTION OF WORLD GATE DRIVE EXTENSION
- AREA PROVIDED AT GRADE: ±0.259 AC
(SEE NOTE 2 & 3 BELOW FOR TIMING OF DEDICATION)

TO BE PLACED IN A PUBLIC ACCESS EASEMENT
- AREA PROVIDED AT GRADE: ±0.141 AC

TO BE PLACED IN AN EASEMENT FOR TOH AND METRO
- AREA PROVIDED AT GRADE: ±0.371 AC

NOTES:

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

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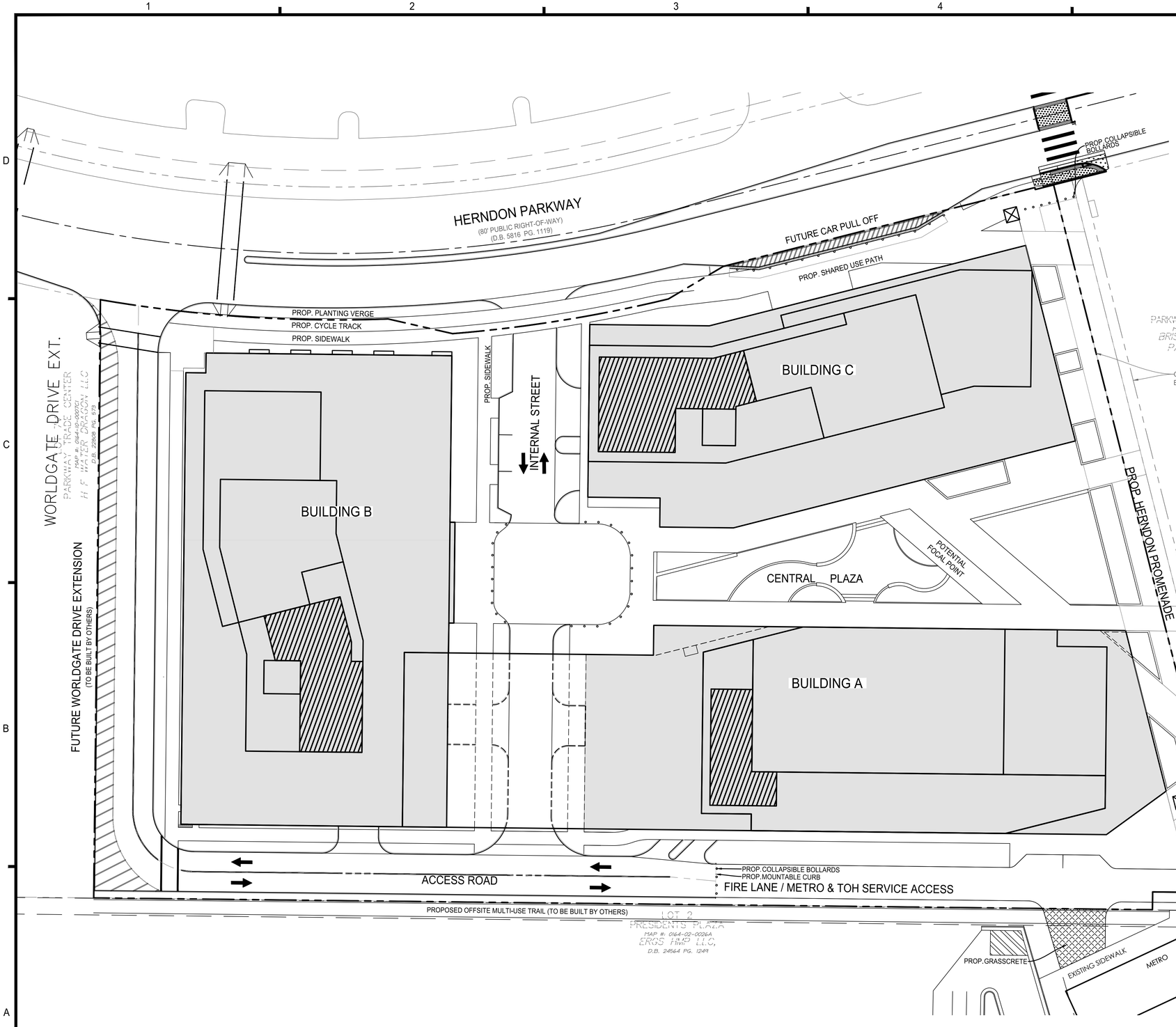
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

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

SHEET No.

8.1



PRIVATE OPEN SPACE PLAN

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

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

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

NOTES:

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

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

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

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

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

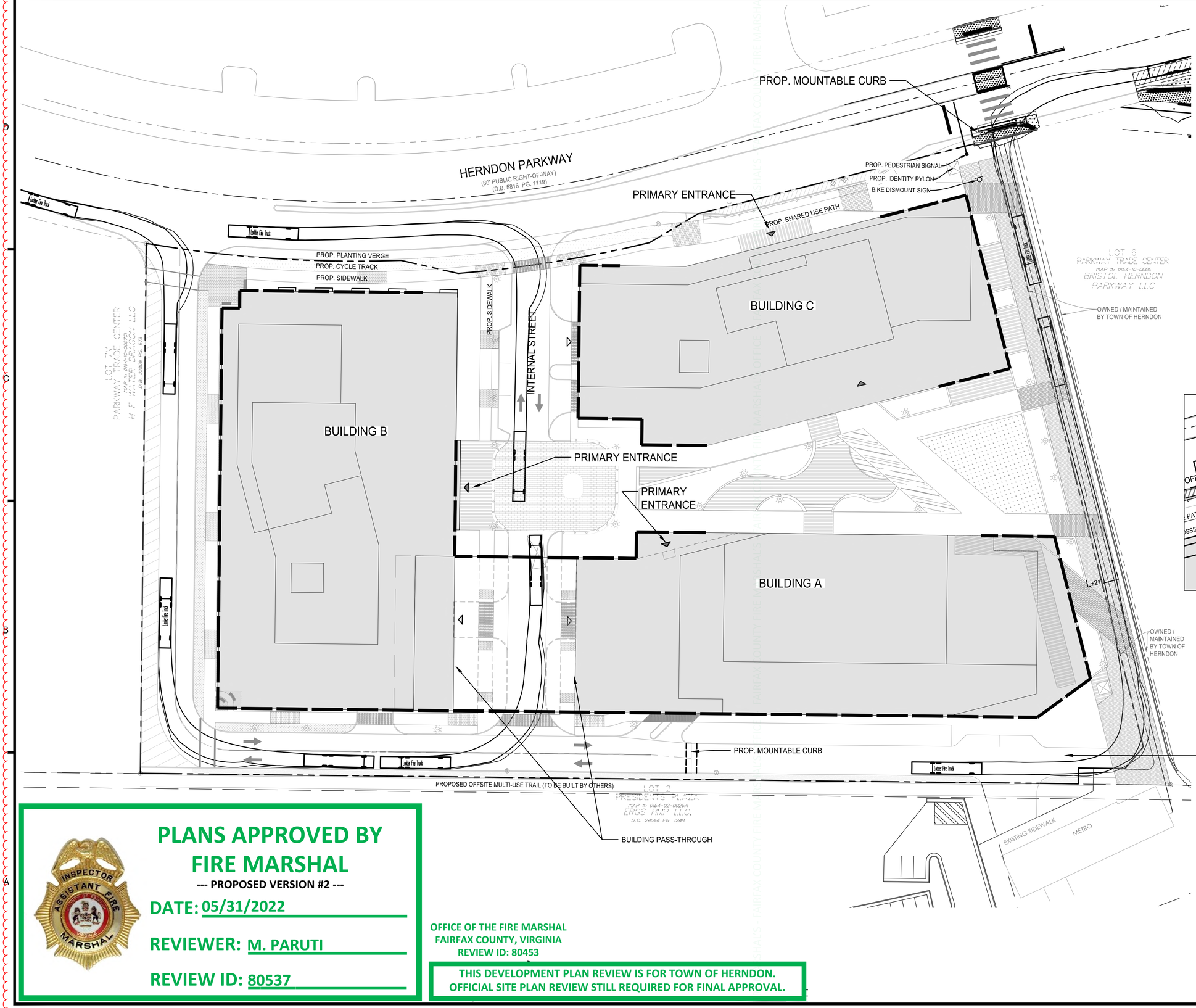
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

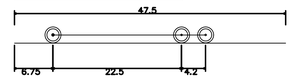
PRIVATE AMENITY SPACE PLAN - MIXED USE OPTION

SHEET No.

9.0



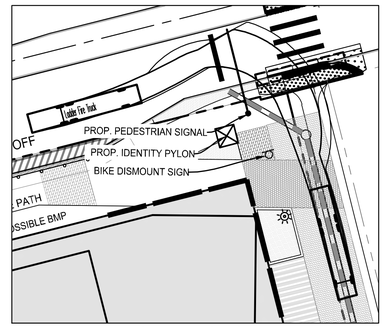
LADDER TRUCK
SPECIFICATIONS (N.T.S.):



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

LEGEND

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



FIRE TRUCK ENTERING PROMENADE FROM HERNDON PARKWAY

NOTE:

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

PLANS APPROVED BY FIRE MARSHAL

--- PROPOSED VERSION #2 ---

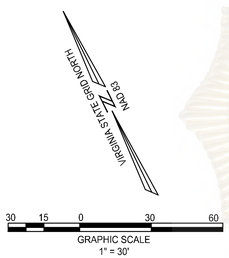
DATE: 05/31/2022

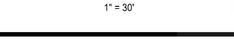
REVIEWER: M. PARUTI

REVIEW ID: 80537

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

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





GRAPHIC SCALE
1" = 30'

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McGUIREWOODS

COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
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2022-04-08
PROFESSIONAL ENGINEER

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

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

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

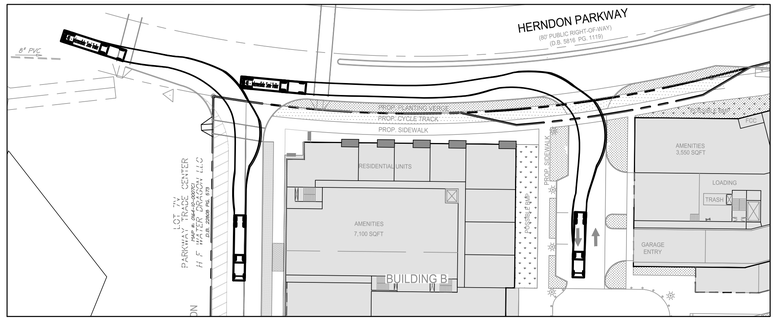
SHEET TITLE:

FIRE ACCESS PLAN - MIXED USE OPTION

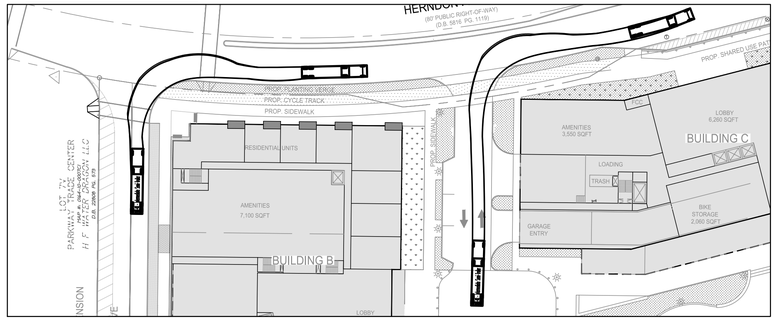
SHEET No.:

10.0

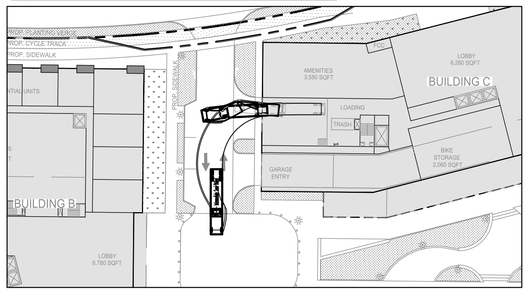
WB-40 ENTERING SITE



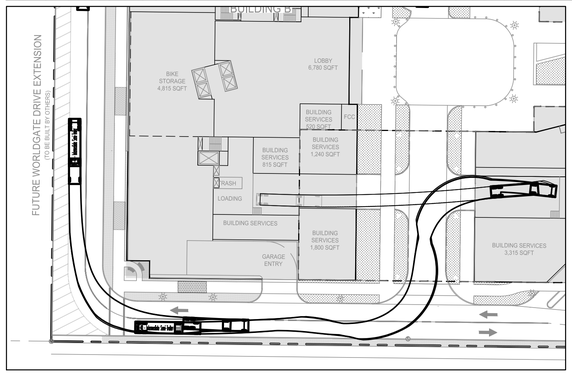
WB-40 EXITING SITE



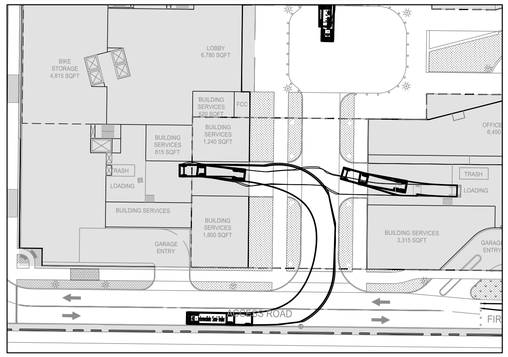
WB-40 ENTERING NORTH LOADING BAY



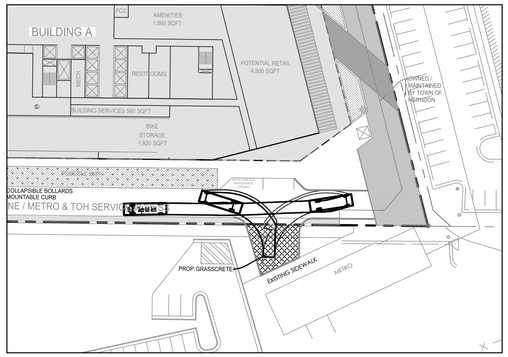
WB-40 ENTERING REAR ACCESS ROAD AND SOUTHWEST LOADING BAY

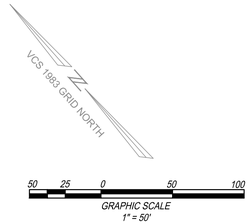


WB-40 ENTERING SOUTHEAST LOADING BAY

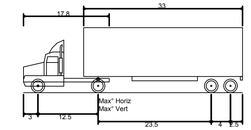


SU-30 TURNAROUND



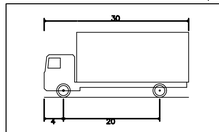


WB-40 SPECIFICATIONS (N.T.S.)



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

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



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

NOTE:

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

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KGD architecture

GOROVE / SLADE
Transportation Planners and Engineers

McGUIREWOODS

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

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

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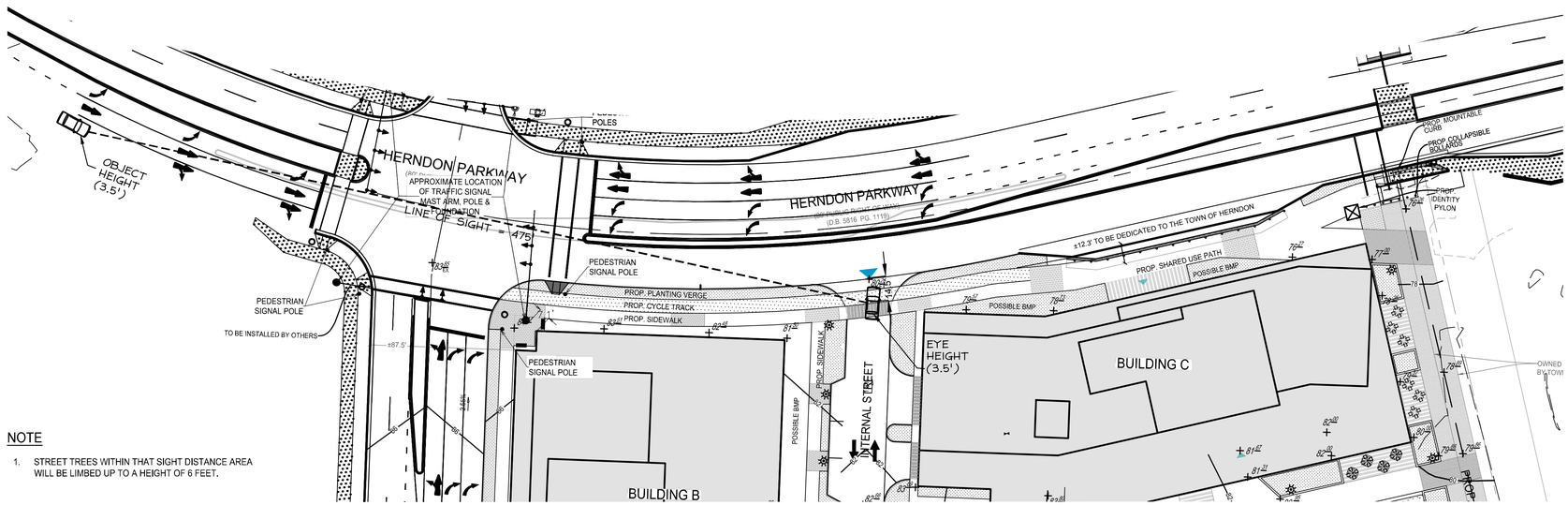
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

TRUCK TURNING MOVEMENTS - MIXED USE OPTION

SHEET No.

11.0



NOTE

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

LEGEND

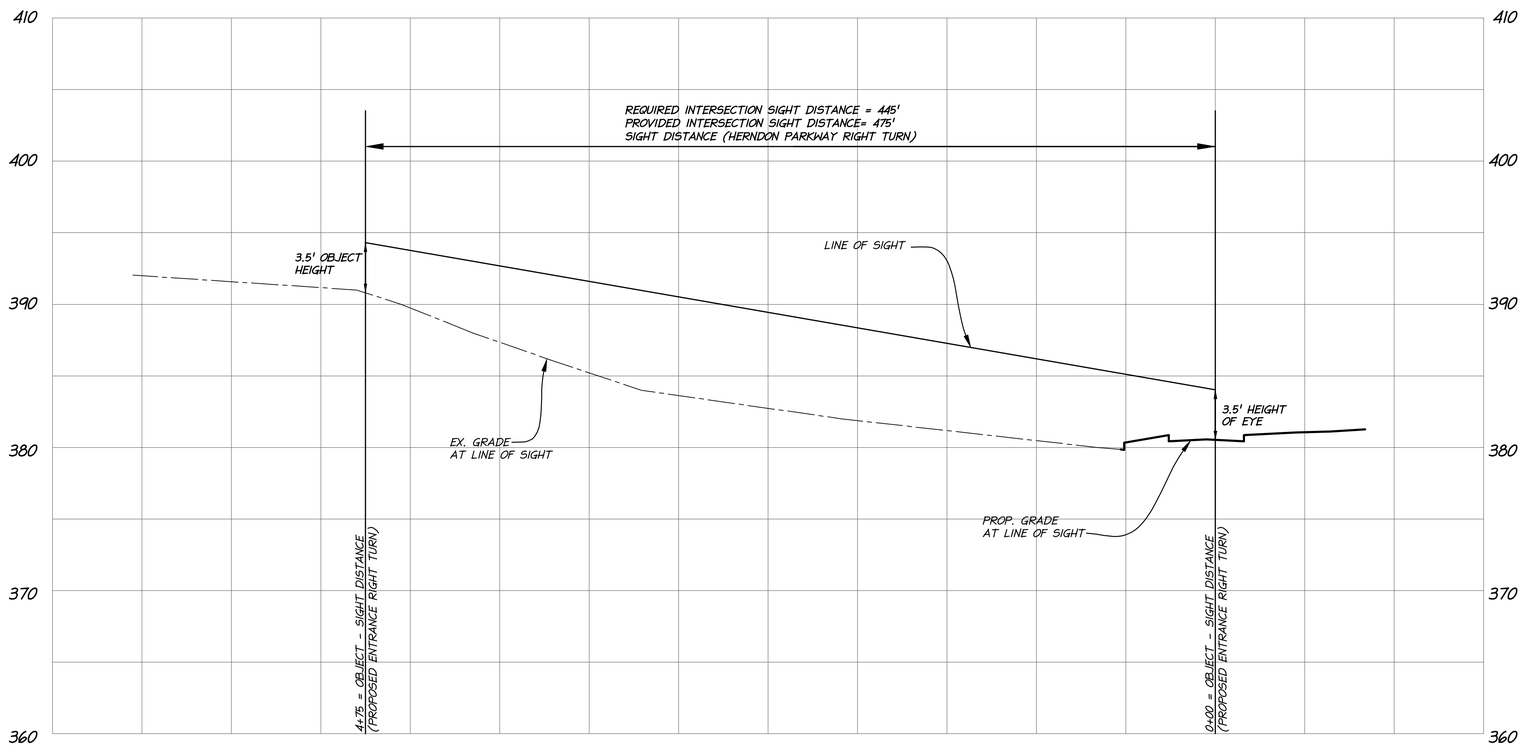
- : EX. WOODS LINE
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. LIMITS OF DISTURBANCE
- : EX. CONTOUR
- : PROP. CONTOUR

VCS 1983 GRID NORTH

GRAPHIC SCALE
1" = 40'

HERNDON PARKWAY SIGHT DISTANCE

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



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

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

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

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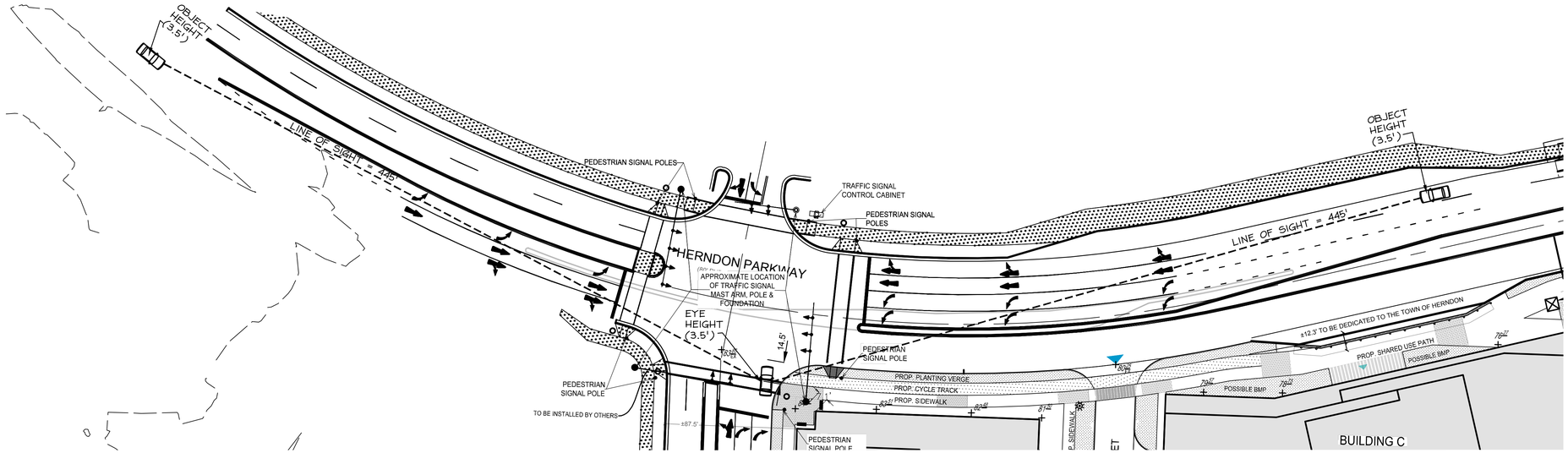
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: JH
DRAWN: MM
CHECKED: KMW

SHEET TITLE:

SIGHT DISTANCE PLAN AND PROFILE - MIXED USE OPTION

SHEET No.

12.0



LEGEND

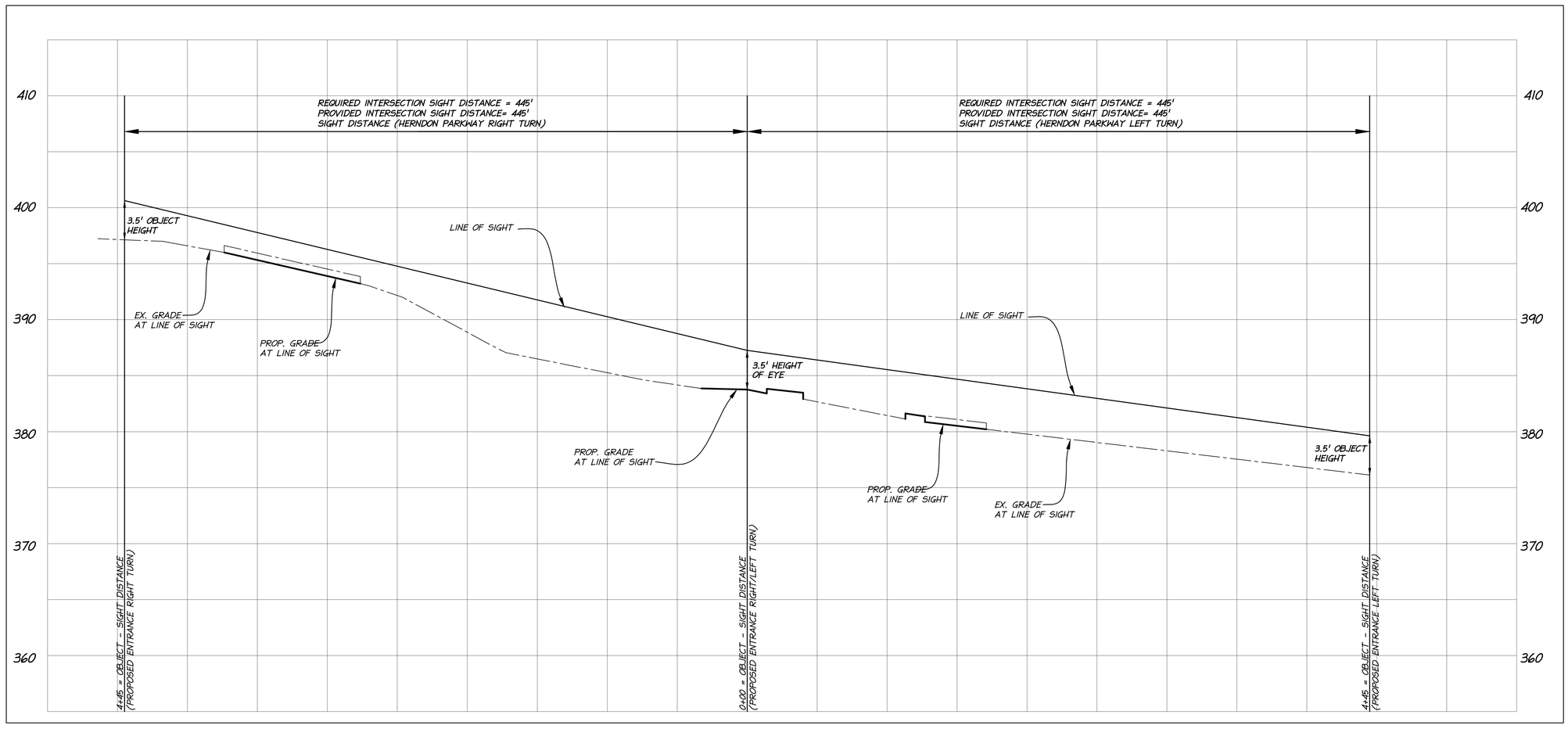
- : EX. WOODS LINE
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. LIMITS OF DISTURBANCE
- 20 : EX. CONTOUR
- 20 : PROP. CONTOUR

VCS 1983 GRID NORTH

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

NOTE

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



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

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

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PARKVIEW
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DP# 19-01
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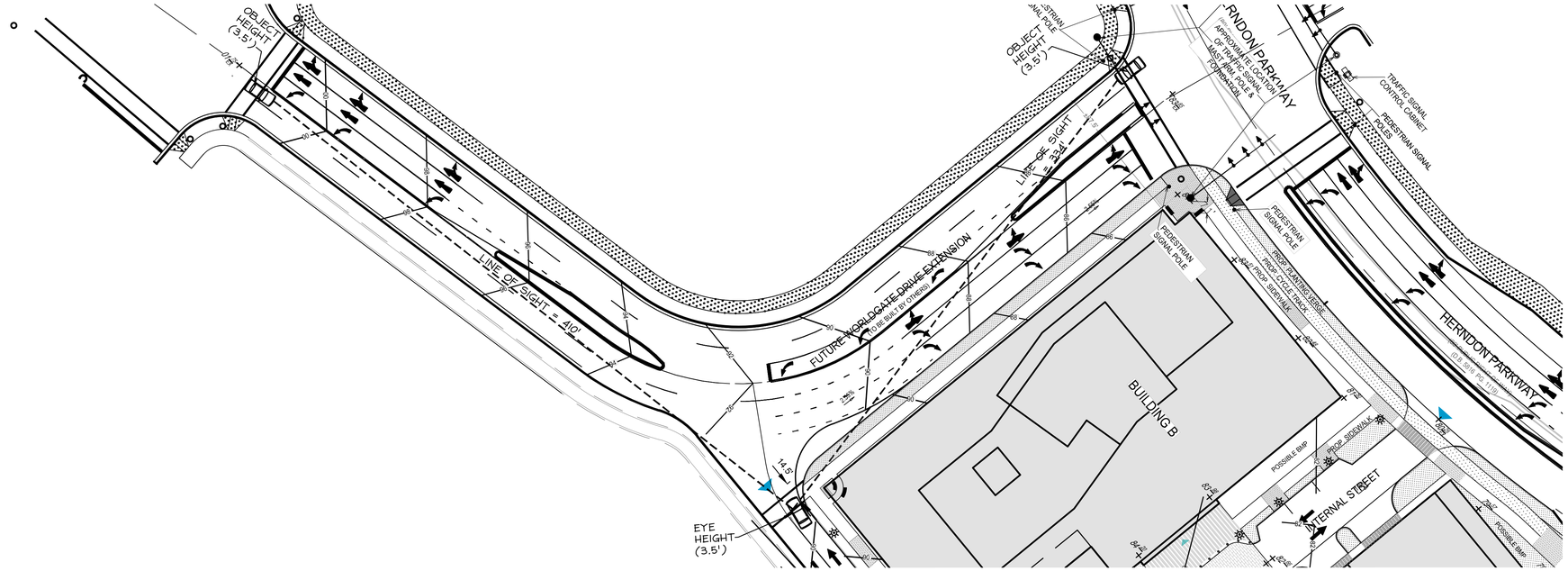
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: MQ
DRAWN: MQ
CHECKED: KMW

SHEET TITLE:

SIGHT DISTANCE PLAN AND PROFILE - MIXED USE OPTION

SHEET No.

12.1


OBJECT HEIGHT (3.5')
LINE OF SIGHT = 410'
FUTURE WORLDGATE DRIVE EXTENSION
(TO BE BUILT BY OTHERS)
OBJECT HEIGHT (3.5')
LINE OF SIGHT = 334'
HERNDON PARKWAY
APPROXIMATE LOCATION OF TRAFFIC SIGNAL MAST ARM POLE & OVERHEAD
TRAFFIC SIGNAL CONTROL CABINET
PEDESTRIAN SIGNAL POLES
PEDESTRIAN SIGNAL POLE
PROP. PLANTING STRIP
PROP. CYCLE TRACK
PROP. SIDEWALK
PEDESTRIAN SIGNAL POLE
BUILDING B
INTERNAL STREET
POSSIBLE BMP
PROP. SIDEWALK
POSSIBLE BMP
EYE HEIGHT (3.5')
14.5'
6.5'
6.5'
6

EXISTING CONDITION SITE NARRATIVE

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

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

THERE ARE NO RESOURCE PROTECTION AREAS ON THIS PROPERTY.

TO EX. 7650
DA=
C=

TO EX. 6846
DA= 0.26 AC
C= 0.90

TO EX. 6839
DA= 0.83 AC
C= 0.80

TO EX. 6838
DA= 0.42
AC. C= 0.8

TO EX. 6841
DA= 0.48
C= 0.90

TO EX. 8802
DA= 0.11
AC. C= 0.68

TO EX. 8817
DA= 0.50 AC
C= 0.71

TO EX. 6841
DA= 0.42 AC
C= 0.69

TO EX. 8604
DA= 0.73 AC
C= 0.73

TO EX. 9706
DA= 0.03 AC
C= 0.90

TO EX. 9705
DA= 0.02 AC
C= 0.90

TO EX. 7962
DA= 0.74 AC
C= 0.84

TO EX. 7910
DA= 0.39 AC
C= 0.76

TO EX. 8884
DA= 0.73 AC
C= 0.71

EX. BLDG. ROOF
DA= 0.92 AC.
C= 0.90

TO EX. 9331
DA= 0.83 AC
C= 0.74

LOT 7V
PARKWAY TRADE CENTER
H.F. 112-4-2
PARKWAY, LLC
D.B. 2455 PG. 1825

LOT 2
PRESIDENTS PLAZA
MAP #: 0144-03-0009A
ERGS FMP, LLC,
D.B. 24564 PG. 1249

LOT 1
PARKWAY TRADE CENTER
MAP #: 0144-10-0006
BRISTOL HERNDON
PARKWAY, LLC

OWNED / MAINTAINED BY TOWN OF HERNDON

EX. 15' SAN SEW ESMT
DB 7145, PG 1982

LOCATION DVP EASEMENT
DB 18559, PAGE 224

EX. INGRESS-EGRESS EASEMENT

EX. 20' COMBINED WATER & SANITARY SEWER ESMT
DB. 6170, PG. 1484

APPROX. LOCATION DVP EASEMENT
DB 18559, PAGE 224

EX. 15' SAN ESMT

EX. 10' RUNE ESMT
DB. 8884, PG. 0252

EX. 15' SANITARY SEWER ESMT
DB. 7267, PG. 1931

PERMANENT WATER ESMT
BY SEPARATE INSTRUMENT 2,467 SQ.FT.

8" PVC
15" RCP
30" RCP
33" RCP

VCS 1983 GRID NORTH

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

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

LEGEND:

PERVIOUS AREA

LERNER
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KGD architecture
GOROVE / SLADE Transportation Planners and Engineers
McGUIREWOODS

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

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

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

SHEET TITLE:

EXISTING DRAINAGE AREA MAP - MIXED USE OPTION

SHEET No.

13.0

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

FUTURE CAR PULL OFF

PROP COLLAPSIBLE BOLLARDS

PROP. PLANTING VERGE
PROP. CYCLE TRACK
PROP. SIDEWALK

PROP. SHARED USE PATH

POSSIBLE BMP

PROP. SIDEWALK

INTERNAL STREET

BUILDING C
AMENITIES 3,550 SQFT
LOBBY 6,260 SQFT
AMENITIES 2,300 SQFT
POTENTIAL RETAIL 5,400 SQFT
BUILDING SERVICES 575 SQFT
AMENITIES 1,200 SQFT
LOADING
TRASH
BIKE STORAGE 2,060 SQFT
GARAGE ENTRY
7.5%
15%

BUILDING B
RESIDENTIAL UNITS
AMENITIES 7,100 SQFT
BIKE STORAGE 4,815 SQFT
LOBBY 6,780 SQFT
BUILDING SERVICES 520 SQFT
BUILDING SERVICES 1,240 SQFT
BUILDING SERVICES 815 SQFT
TRASH
LOADING
BUILDING SERVICES
BUILDING SERVICES 1,800 SQFT
GARAGE ENTRY
5%

BUILDING A
OFFICE LOBBY 6,450 SQFT
AMENITIES 1,860 SQFT
POTENTIAL RETAIL 4,500 SQFT
RESTROOMS
MECH.
BUILDING SERVICES 560 SQFT
BUILDING SERVICES 3,315 SQFT
BIKE STORAGE 1,820 SQFT

CENTRAL PLAZA
POTENTIAL FOCAL POINT

PROP. HERNDON PROMENADE

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

OWNED / MAINTAINED BY TOWN OF HERNDON

LOCATION DVP EASEMENT DB 19559, PAGE 224

APPROX. LOCATION DVP EASEMENT DB 19559, PAGE 224

LOT 7V
PARKWAY TRADE CENTER
MAP #: 0164-10-0007C
BLUE WATER DRAGON LLC
D.B. 23606 PG. 1013

FUTURE WORLDGATE DRIVE EXTENSION
(TO BE BUILT BY OTHERS)

ACCESS ROAD

APPROX. LOCATION DVP EASEMENT DB 19559, PAGE 224

POSSIBLE BMP

PROP. COLLAPSIBLE BOLLARDS
PROP. MOUNTABLE CURB

FIRE LANE / METRO & TOH SERVICE ACCESS

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

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

PROP. GRASSCRETE
EXISTING SIDEWALK
METRO
METRO AND TOH MAINTENANCE PARKING

OWNED / MAINTAINED BY TOWN OF HERNDON

LEGEND

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

NOTE:

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

PROPOSED FUTURE GRADING

FUTURE WORLDGATE DRIVE EXTENSION
(TO BE BUILT BY OTHERS)

VCS 1983 GRID NORTH

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

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2022-06-21

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

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

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

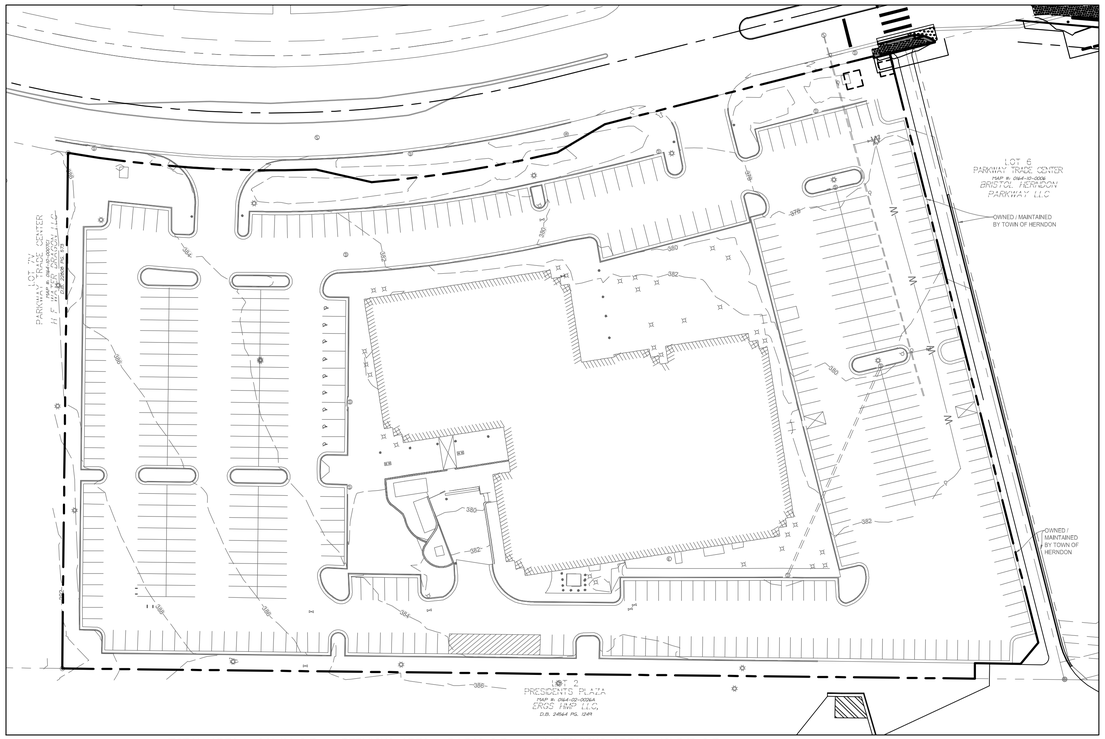
SHEET TITLE:

PROPOSED GRADING PLAN & LIMITS - MIXED USE OPTION

SHEET No.

14.0

EXISTING PERVIOUS AREA AND DRAINAGE DIVIDES:



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

EXISTING CONDITION SITE NARRATIVE

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

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

THERE ARE NO RESOURCE PROTECTION AREAS ON THIS PROPERTY.

PROPOSED CONDITION SITE NARRATIVE

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

WATER QUALITY TREATMENT (BMP) NARRATIVE

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

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

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

VCS 1983 GRID NORTH

25 0
GRAPHIC SCALE
1" = 50'

LEGEND:

PERVIOUS AREA

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

PROPOSED MICRO-BIORETENTION

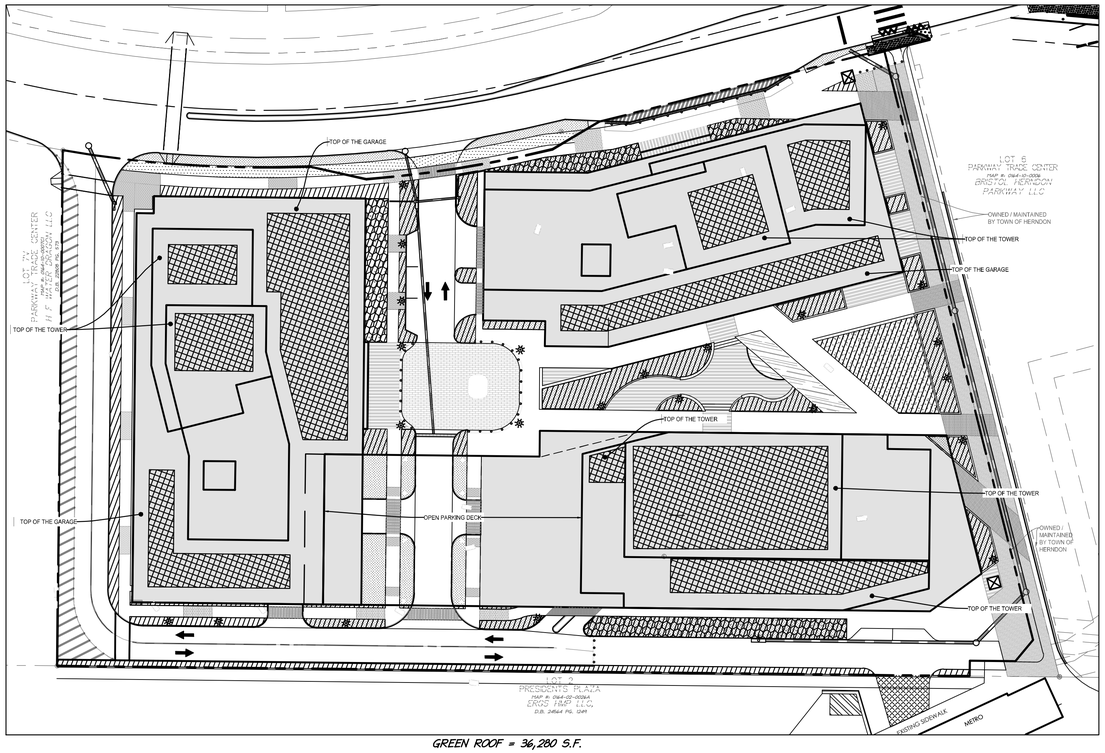
WATER QUANTITY TREATMENT (SWM) NARRATIVE

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

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

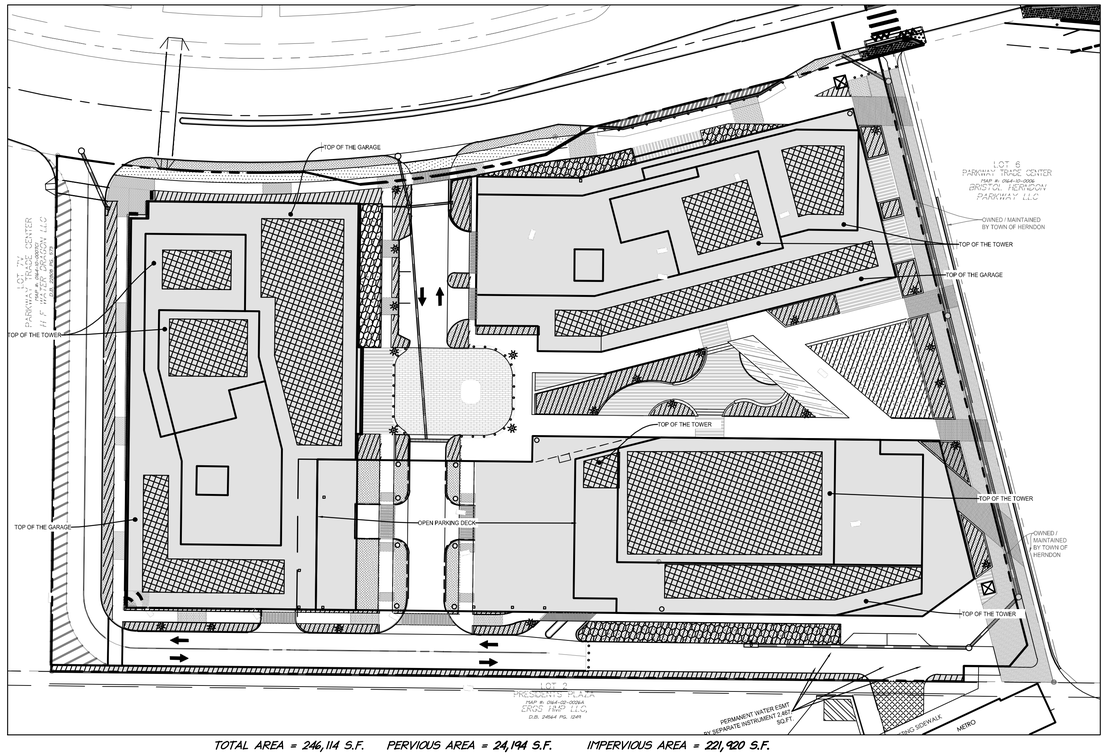
SINCE THE DETENTION METHOD FOR STORMWATER MANAGEMENT IS BEING USED, NO ADVERSE EFFECTS TO THE FLOODPLAIN OR THE PUBLIC DRAINAGE SYSTEM IS EXPECTED.

PROPOSED BMP AREAS: GREEN ROOF AREA AND MICRO-BIORETENTION



GREEN ROOF = 36,280 S.F.

PROPOSED PERVIOUS AREA AND BMP DIVIDES:



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

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DATE: 2019-07-22
DESIGN: CS
DRAWN: CS
CHECKED: JH

SHEET TITLE:

SWM DRAINAGE PLAN - MIXED USE OPTION

SHEET No.
14.1



VIEW OF THE SOUTHEAST CORNER AT METRO LANDING



VIEW OF THE NORTHEAST CORNER ALONG THE PROMENADE



VIEW OF THE NORTH ELEVATION ALONG HERNDON PARKWAY



VIEW OF THE NORTHWEST CORNER AT WORLDGATE DRIVE

CONCEPTUAL RENDERINGS - FOR ILLUSTRATIVE PURPOSES ONLY

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CHECKED: JR

SHEET TITLE:

PERSPECTIVE VIEWS - MAX FAR MIXED USE OPTION

SHEET No.

15.0



VIEW OF THE NORTH ELEVATION ALONG HERNDON PARKWAY



VIEW OF THE EAST ELEVATION ALONG THE PROMENADE

VIEW OF THE WEST ELEVATION ALONG WORLDGATE DRIVE



VIEW OF THE SOUTH ELEVATION ALONG THE ACCESS ROAD

CONCEPTUAL RENDERINGS - FOR ILLUSTRATIVE PURPOSES ONLY

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CHECKED: JR

SHEET TITLE:

ELEVATION VIEWS - MAX FAR MIXED USE OPTION

SHEET No.

15.1



VIEW OF THE SOUTHEAST CORNER NEAR METRO LANDING



VIEW OF THE SOUTHEAST CORNER AT THE PROMENADE



VIEW OF THE CENTRAL PLAZA ADJACENT TO THE PROMENADE



VIEW OF THE CENTRAL PLAZA ADJACENT TO THE PROMENADE

CONCEPTUAL RENDERINGS - FOR ILLUSTRATIVE PURPOSES ONLY

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

SHEET TITLE:

PEDESTRIAN VIEWS - MAX FAR MIXED USE OPTION

SHEET No.

15.2



GROUND LEVEL VIEW OF BUILDING C ALONG PROMENADE



GROUND LEVEL VIEW OF THE NORTHEAST CORNER AT BUILDING C



VIEW OF THE NORTHWEST CORNER AT BUILDING B ALONG WORLDGATE DRIVE



VIEW OF THE NORTHWEST CORNER AT BUILDING B ALONG WORLDGATE DRIVE

CONCEPTUAL RENDERINGS - FOR ILLUSTRATIVE PURPOSES ONLY

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CHECKED: JR

SHEET TITLE:

PEDESTRIAN VIEWS - MAX FAR MIXED USE OPTION

SHEET No.

15.3



GROUND LEVEL VIEW ALONG WORLDGATE DRIVE



GROUND LEVEL VIEW OF THE SOUTHWEST CORNER AT BUILDING B



GROUND LEVEL VIEW ALONG THE ACCESS ROAD



GROUND LEVEL VIEW OF BUILDING A

CONCEPTUAL RENDERINGS - FOR ILLUSTRATIVE PURPOSES ONLY

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SHEET TITLE:

PEDESTRIAN VIEWS - MAX FAR MIXED USE OPTION

SHEET No.

15.4



GROUND LEVEL VIEW OF THE NORTHEAST CORNER OF BUILDING C



VIEW OF THE CENTRAL PLAZA ADJACENT TO THE PROMENADE



VIEW OF THE NORTH ELEVATION ALONG HERNDON PARKWAY



VIEW OF THE NORTHWEST CORNER AT WORLDGATE DRIVE

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SHEET TITLE:

PERSPECTIVE VIEWS - MIN FAR MIXED USE OPTION

SHEET No.

15.5



VIEW OF THE EAST ELEVATION ALONG THE PROMENADE



VIEW OF THE NORTH ELEVATION ALONG HERNDON PARKWAY



VIEW OF THE WEST ELEVATION ALONG WORLDGATE DRIVE



VIEW OF THE SOUTH ELEVATION ALONG THE ACCESS ROAD

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SHEET TITLE:

ELEVATION VIEWS - MIN FAR MIXED USE OPTION

SHEET No.

15.6



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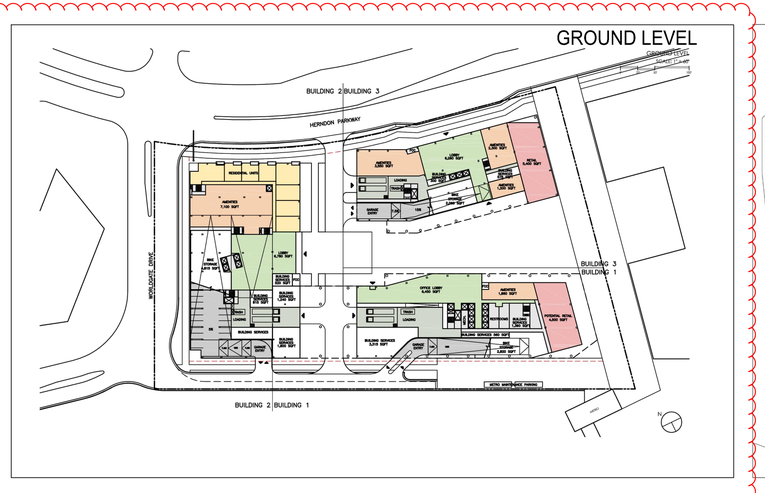
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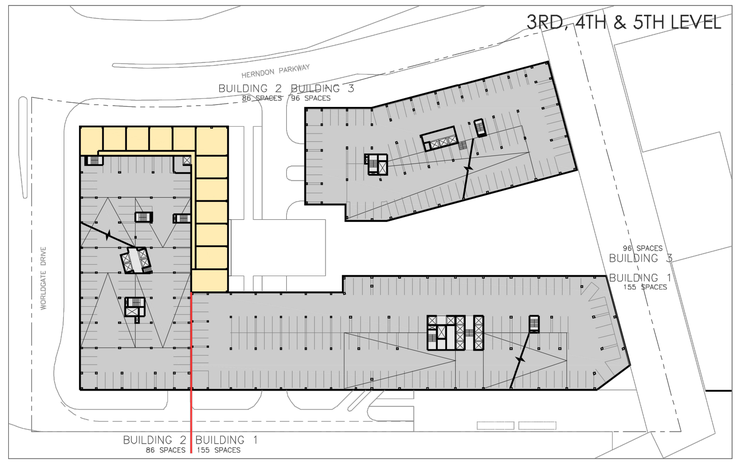
SHADOW ANALYSIS - MIXED USE OPTION

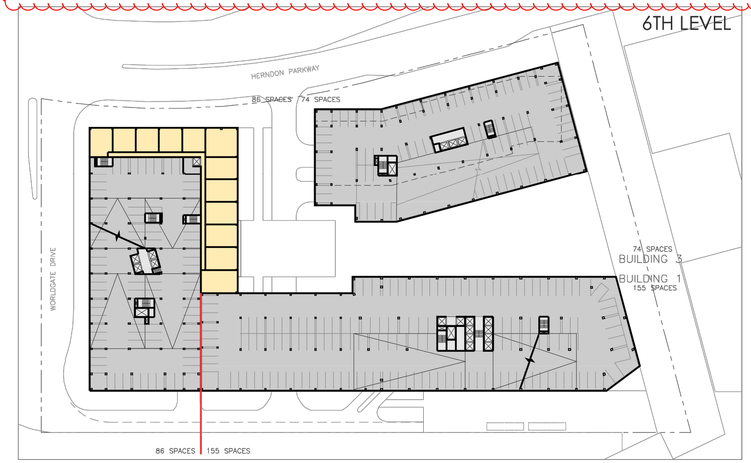
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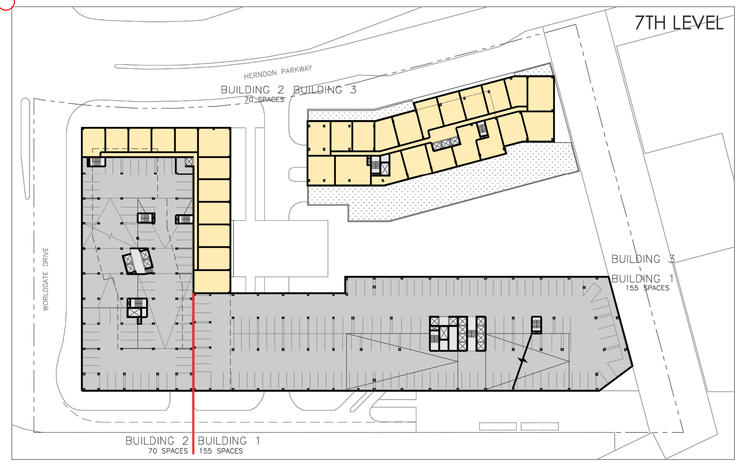
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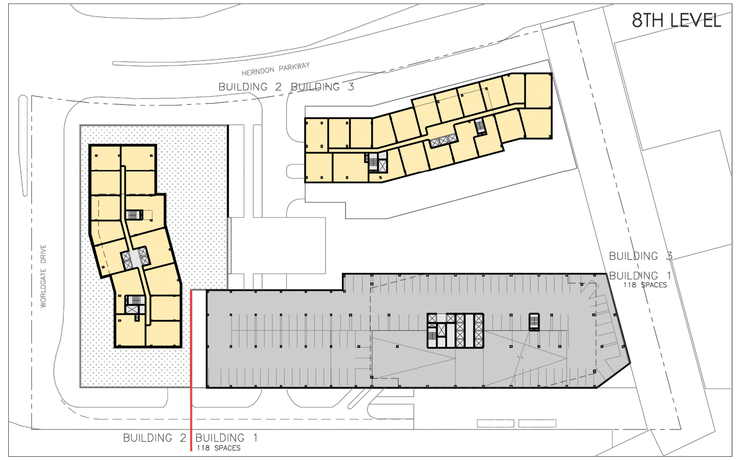












NOTES:

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

LEGEND

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

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SHEET TITLE:

ILLUST. PARKING PLAN - MIXED USE OPTION

SHEET No.

17.0





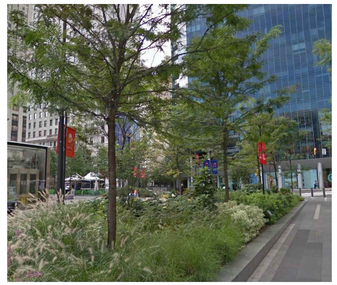
BIORETENTION PLANTERS CREATE LANDSCAPE OPPORTUNITIES ADJACENT TO PEDESTRIAN AREA AND SERVE TO TREAT STORM WATER FROM THE BUILDINGS





CENTRAL PLAZA OVERALL CONCEPT

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





HERNDON PARKWAY- TO BE PLANTED PER THE REVISED STREETSCAPE MANUAL

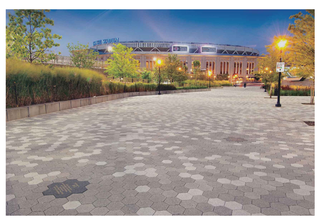


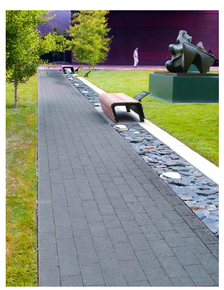


ALONG THE RETAIL FACADE, DEDICATED OUTDOOR DINING OR RETAIL AREA CAN BE PLACED ON THE SPECIALTY PAVING AREA . THE OUTDOOR DINING AND RETAIL SERVES TO ACTIVATE AND FURTHER ENLIVEN THE PROMENADE

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

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





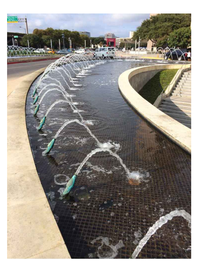




BIORETENTION PLANTERS TREAT STORMWATER FROM THE ROOF AND ARE PLANTED HERE WITH LARGER PLANT MATERIALS INCLUDING SHADE TREES, WHICH IN ADDITION TO BEING AN INTEGRAL PART OF BIORETENTION, ALSO SERVE AS STREET TREES, SHADING THE SIDEWALK AND REDUCING THE SCALE OF THE ARCHITECTURE

FOCAL POINT - PROVIDES A CENTRAL VISUAL INTEREST FEATURE





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PROFESSIONAL ENGINEER

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

MARK	DATE	DESCRIPTION
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	2021-07-13	2nd SUBMISSION TOWN COMMENTS
	2022-04-08	3rd SUBMISSION TOWN COMMENTS
	2022-06-21	4th SUBMISSION TOWN COMMENTS

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

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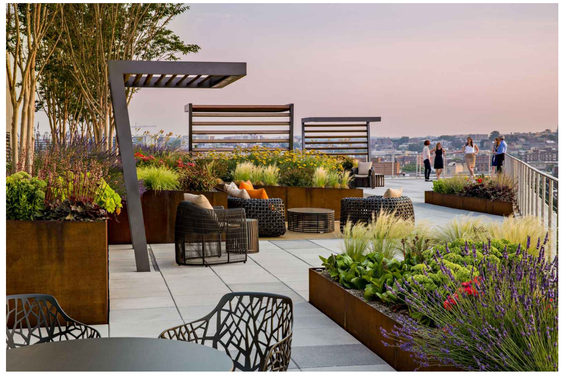
LANDSCAPE FEATURES - MIXED USE OPTION

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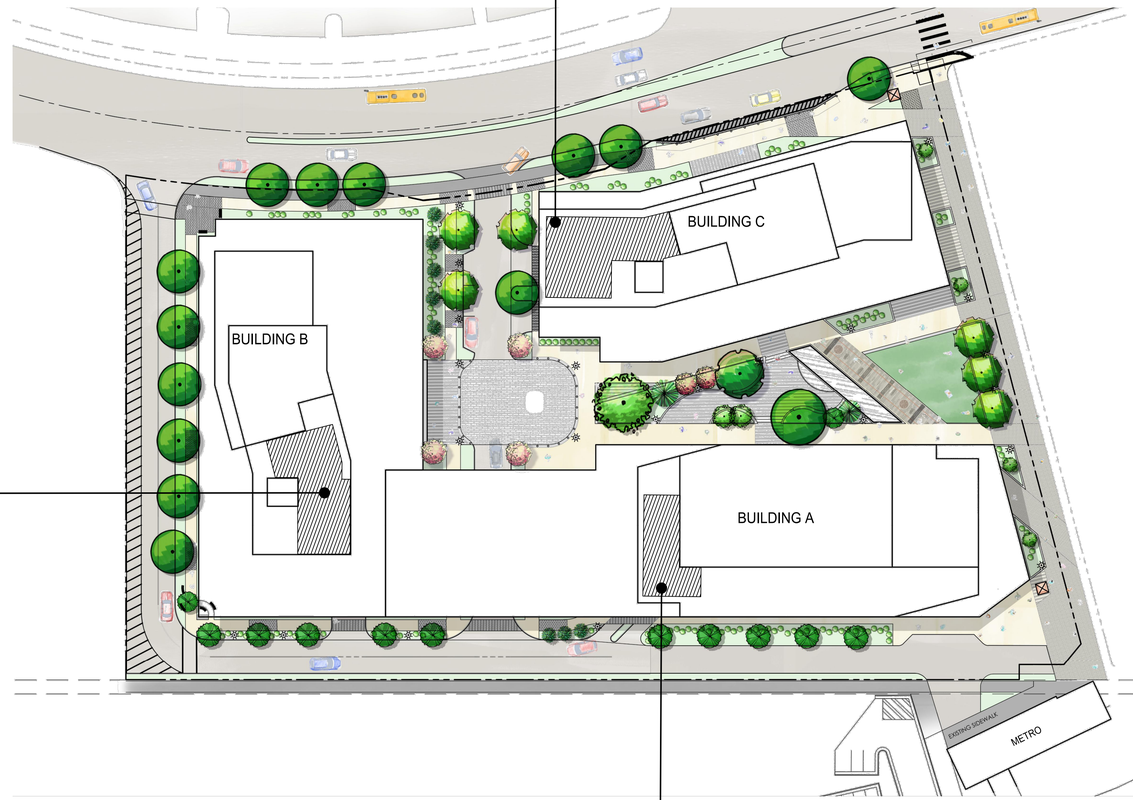
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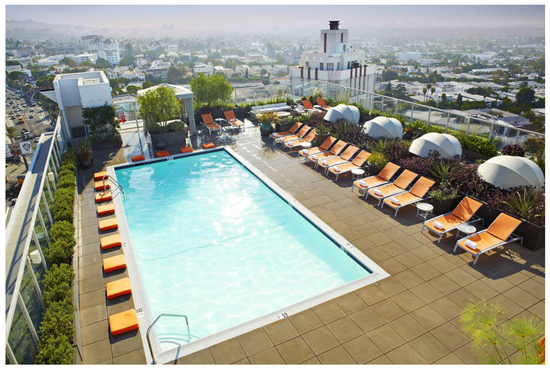
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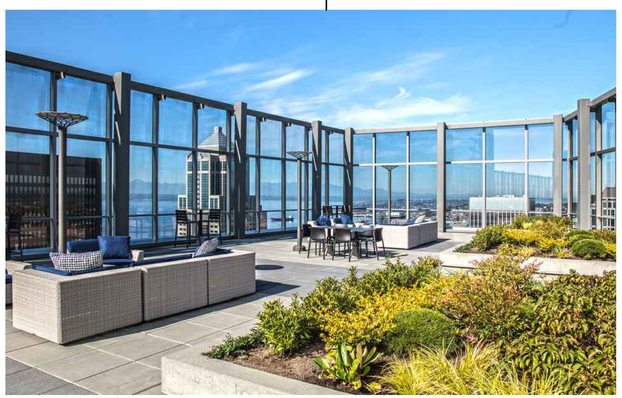








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PRIVATE AMENITY SPACE - MIXED USE OPTION

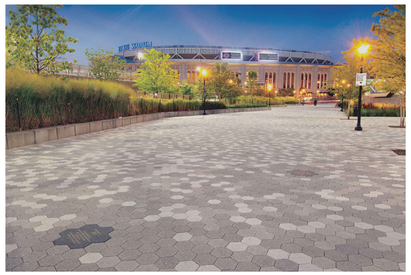
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17.2

DECORATIVE PAVING EXAMPLES







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










TREES IN PAVEMENT EXAMPLE




SITE LIGHTING EXAMPLES



SEAT/RETAINING WALL EXAMPLES - RUSTIC




SEAT/RETAINING WALL EXAMPLES - MODERN




LOADING DOCK DOOR EXAMPLE



INTERIM GARAGE SCREENING EXAMPLE



NOTES:

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

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SHEET TITLE:
ILLUSTRATIVE DESIGN AMENITIES - MIXED USE OPTION

SHEET No.
17.3



BIORETENTION



PERMEABLE TREE WELLS



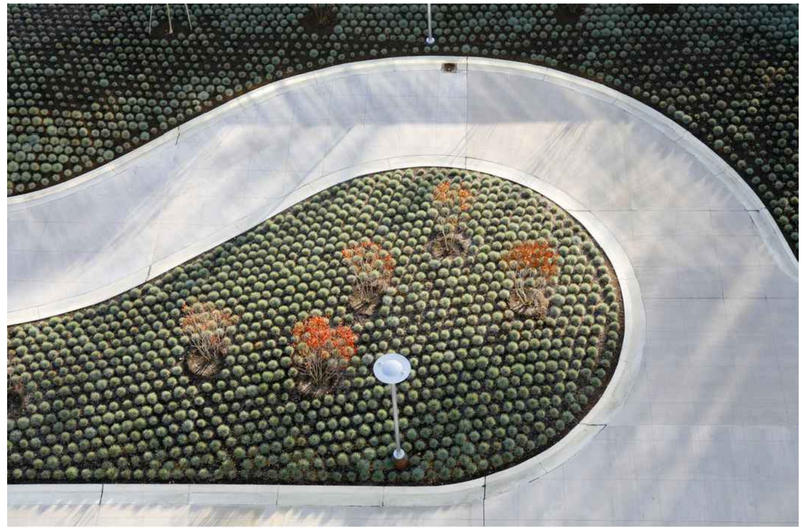
IN-GRADE BIORETENTION

SUSTAINABLE PRACTICES

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

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

GREEN ROOF ATOP PARKING STRUCTURE







GREEN ROOF WITH AMENITIES

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SUSTAINABLE PRACTICES - MIXED USE OPTION

SHEET No.

17.4

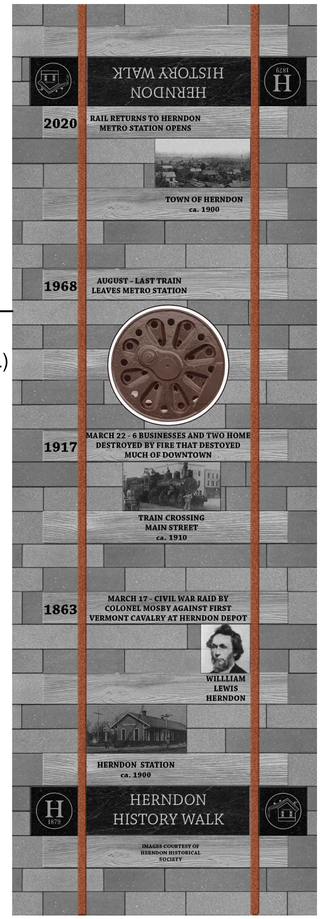
IMAGES SHOWN ON THIS SHEET ARE CONCEPTUAL. MATERIAL SELECTIONS AND LOCATIONS OF PROPOSED FEATURES RENDERED ARE SUBJECT TO FINAL ARCHITECTURAL AND GROUND PLANE DESIGN.





HERNDON IDENTITY PYLON

HISTORIC TIMELINE TRAIL
PAVER INLAY (CONCEPTUAL)



PERFORATED METAL SCREEN
FACADE (NE STREET VIEW)

INFORMATION KIOSK



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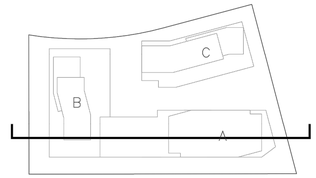
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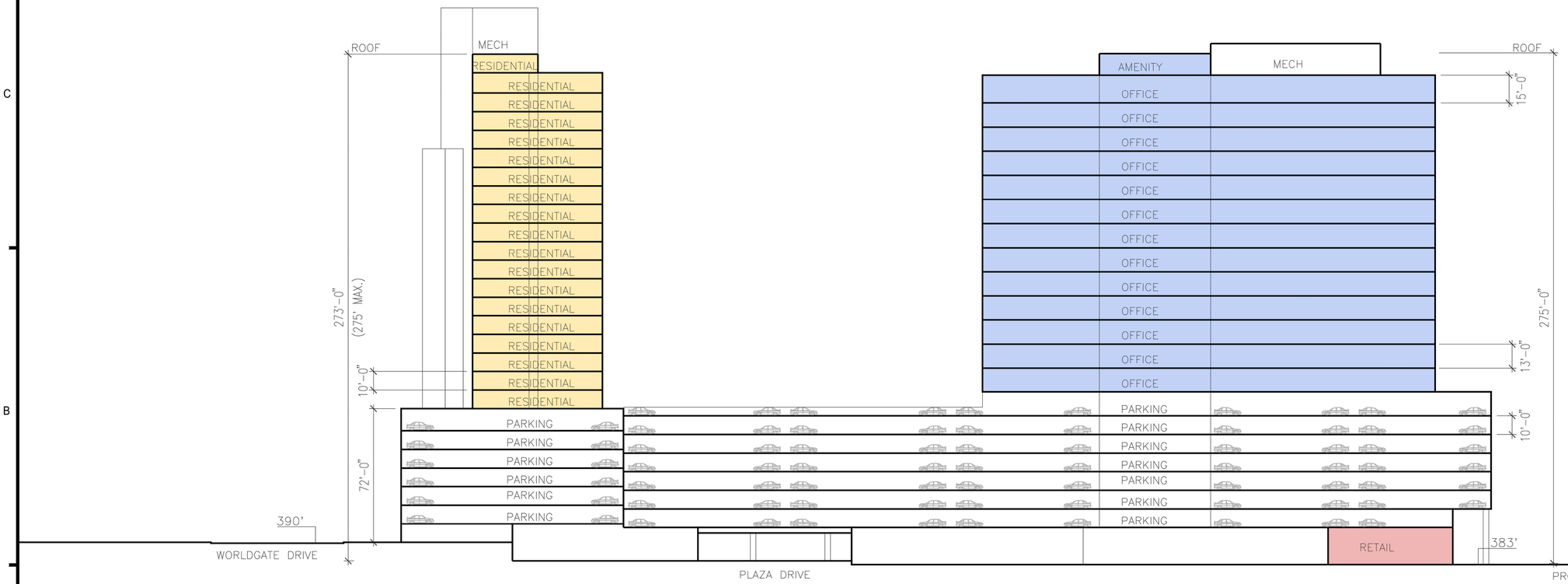
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SHEET TITLE:

HERNDON IDENTITY - MIXED USE OPTION

SHEET No.
17.5





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

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

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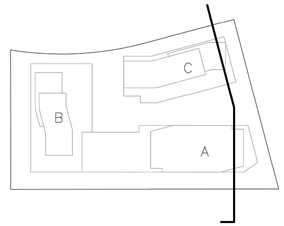
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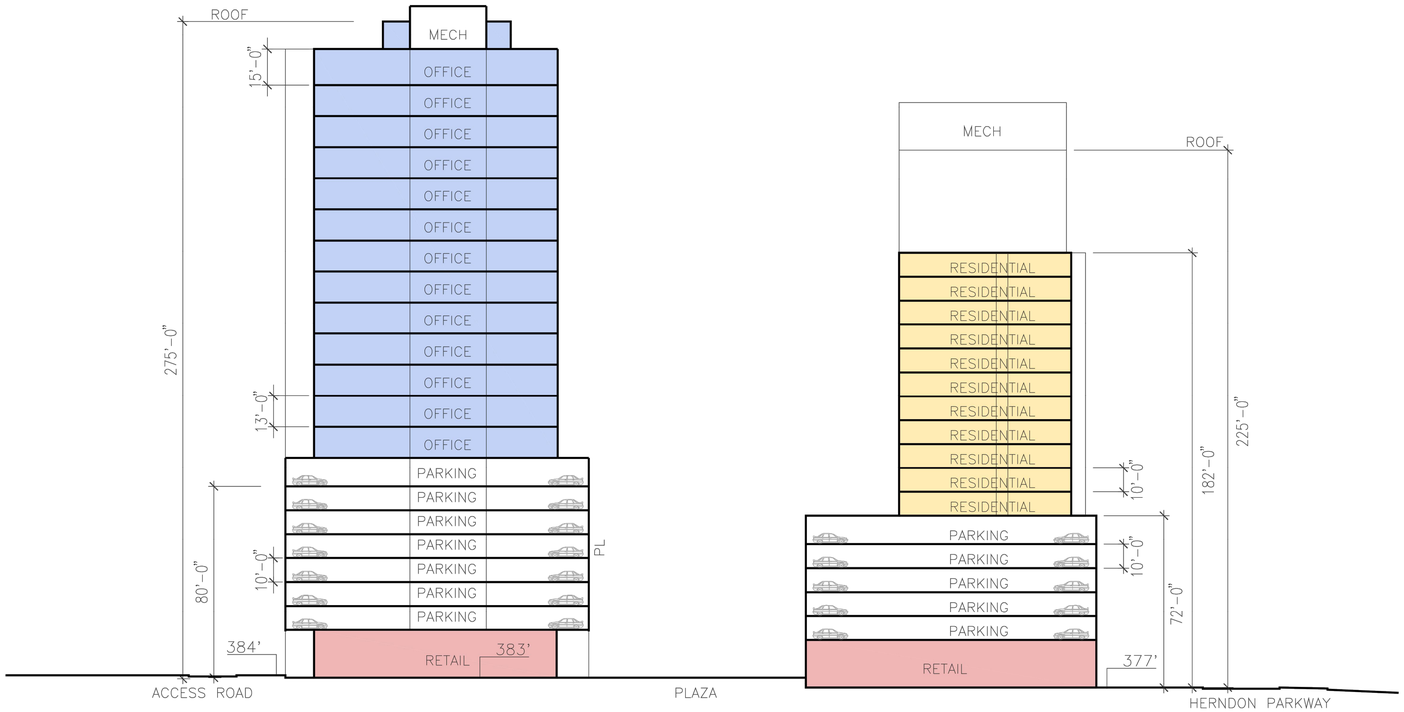
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BUILDING SECTION A-A' - MIXED USE OPTION

SHEET No.

18.0





BUILDING A

BUILDING C



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

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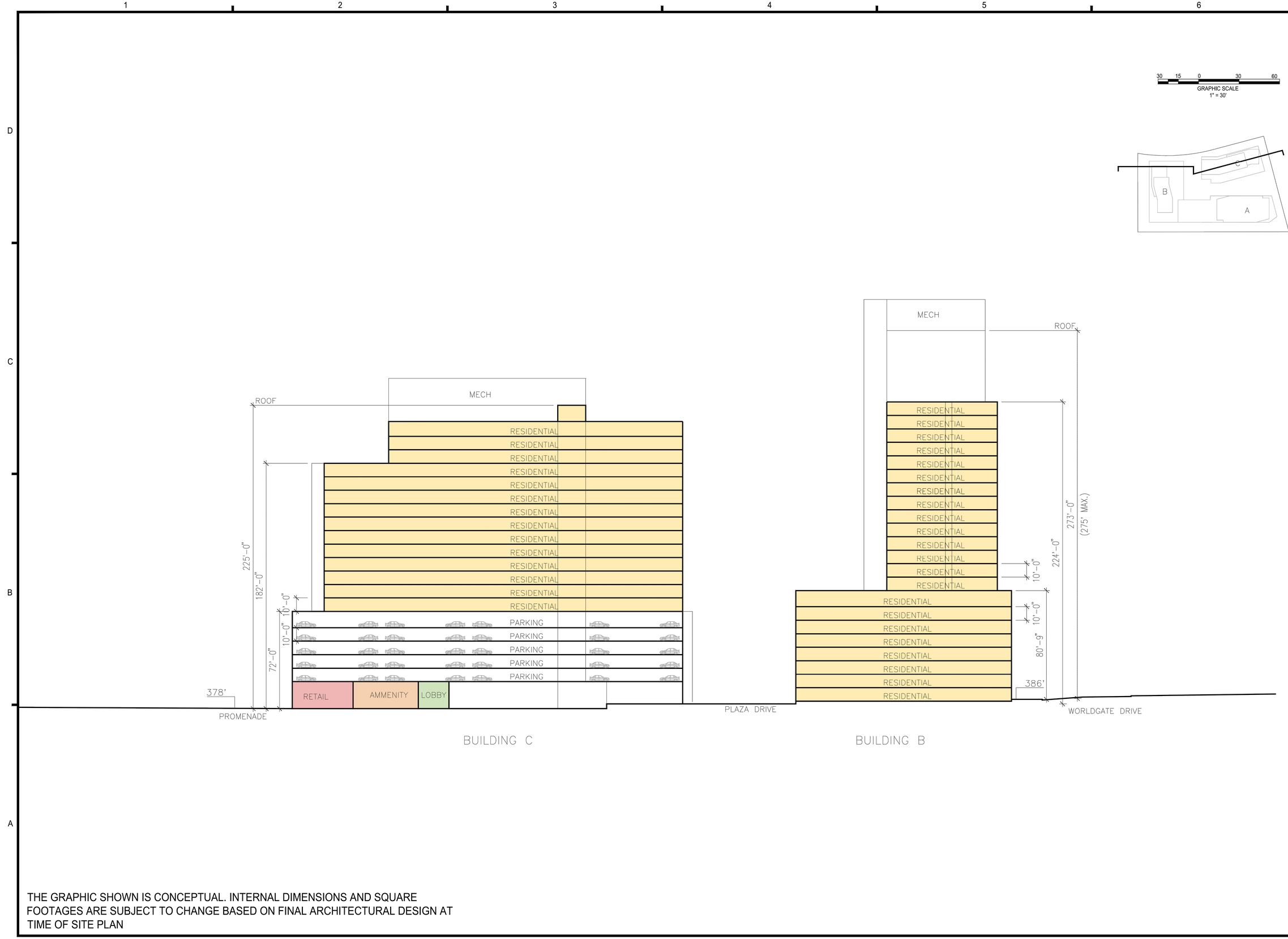
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DATE: 2019-07-22
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CHECKED: JR

SHEET TITLE:

BUILDING SECTION B-B' - MIXED USE OPTION

SHEET No.

18.1



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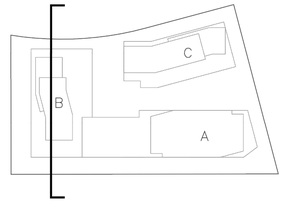
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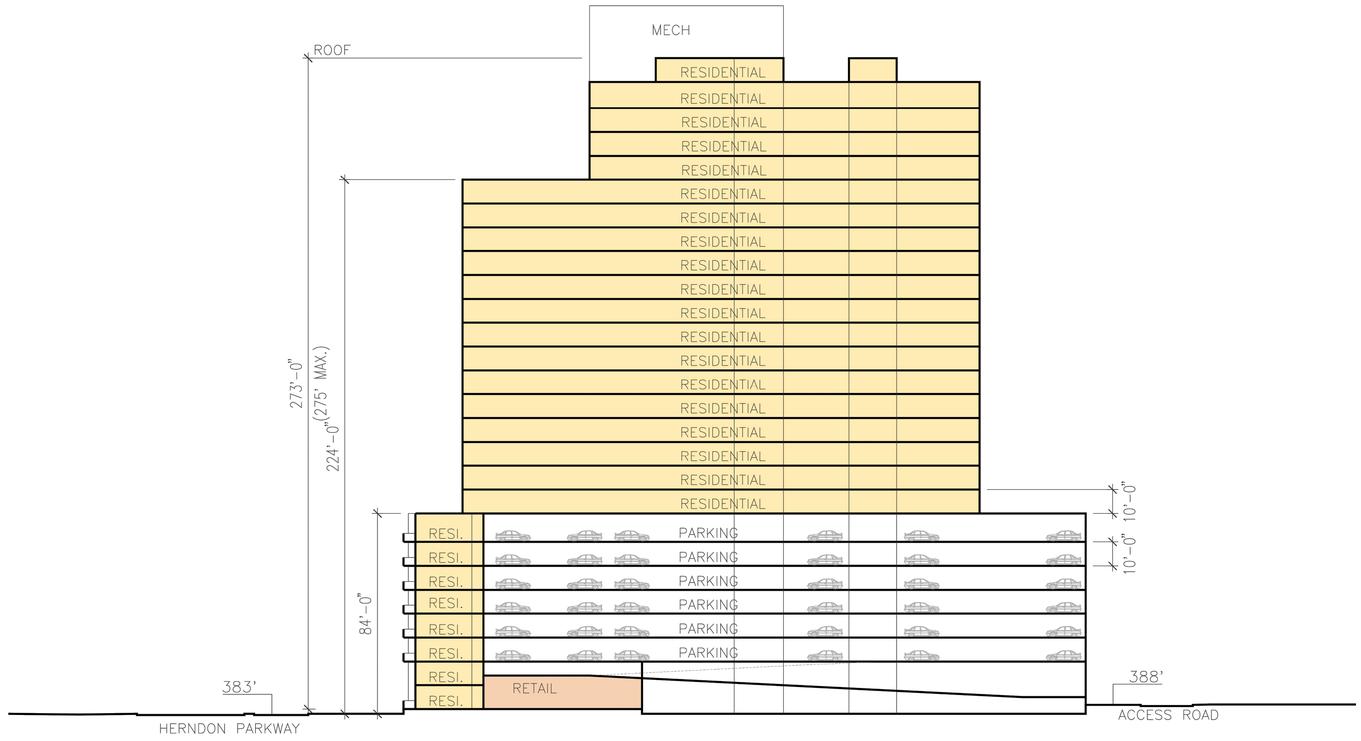
BUILDING SECTION C-C' - MIXED USE OPTION

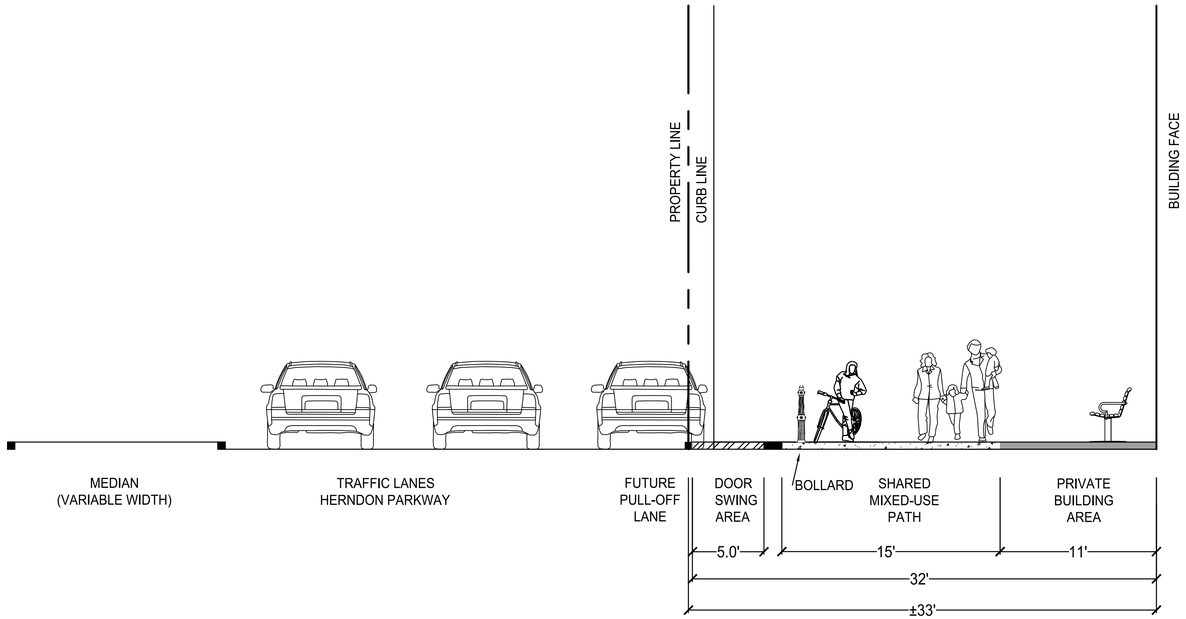
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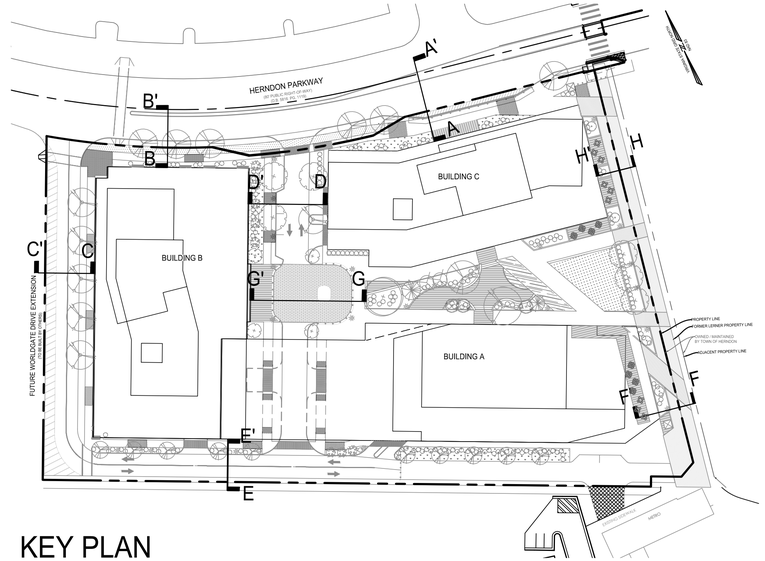



MECH
ROOF
RESIDENTIAL
RESIDENTIAL
RESIDENTIAL

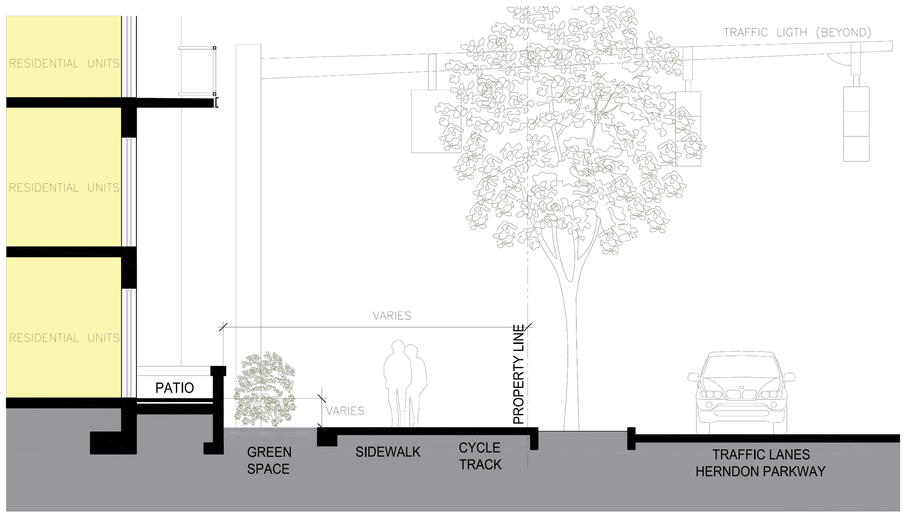


A' A

HERNDON PARKWAY STREETSCAPE- SECTION A'-A

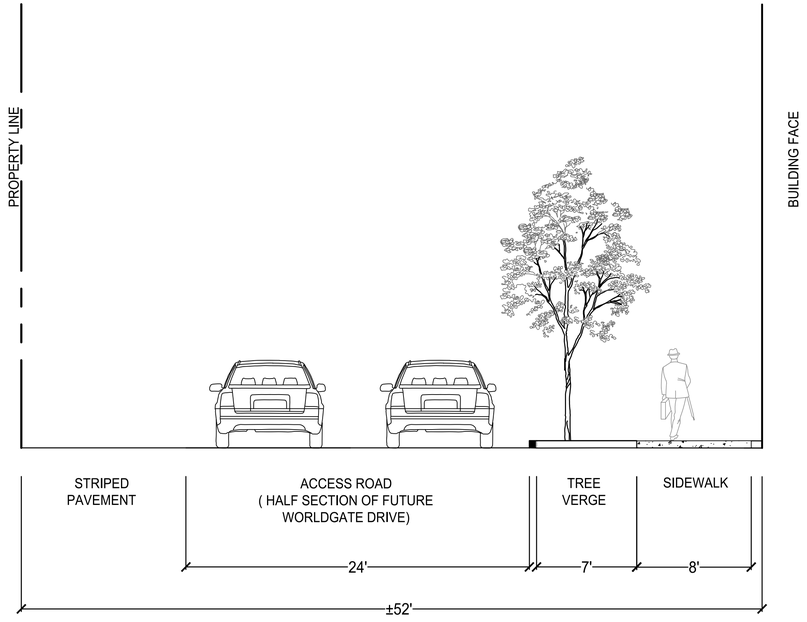


KEY PLAN



B B'

HERNDON PARKWAY STREETSCAPE- SECTION B'-B



C' C

PROPOSED WORLDGATE DRIVE HALF SECTION - SECTION C'-C

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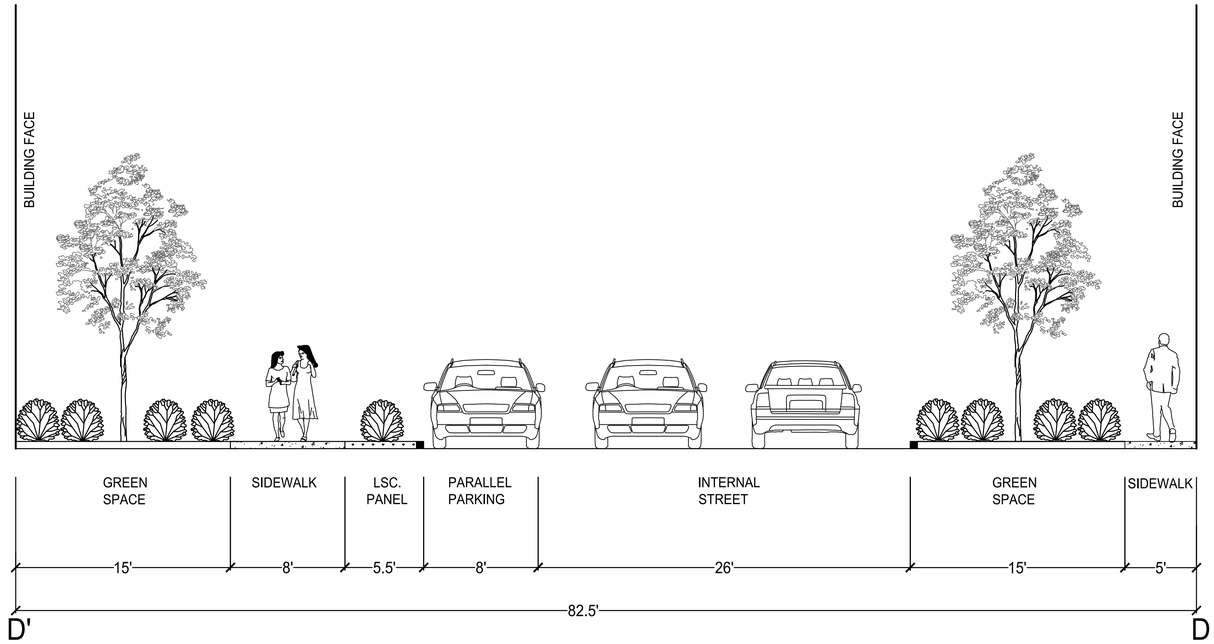
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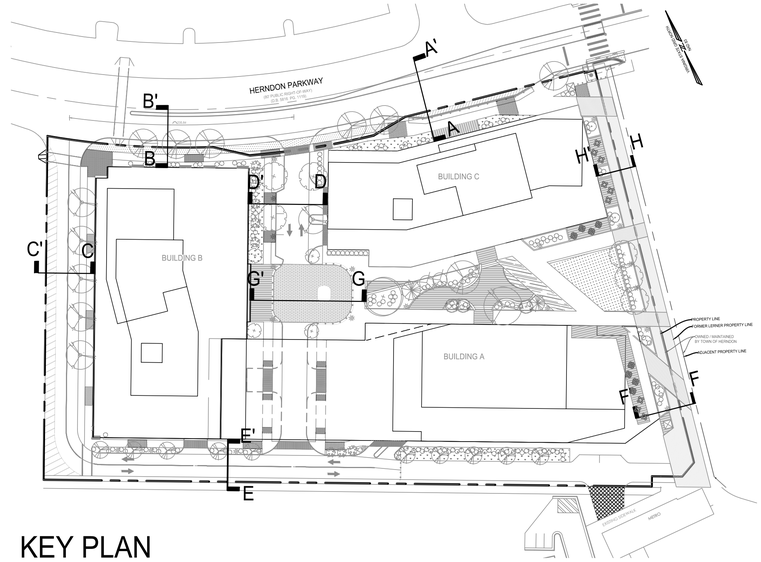
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- MIXED USE
OPTION

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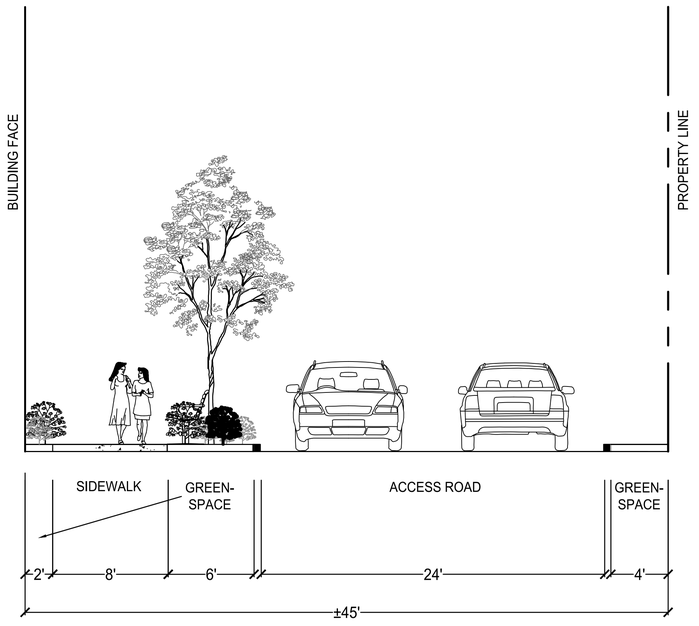
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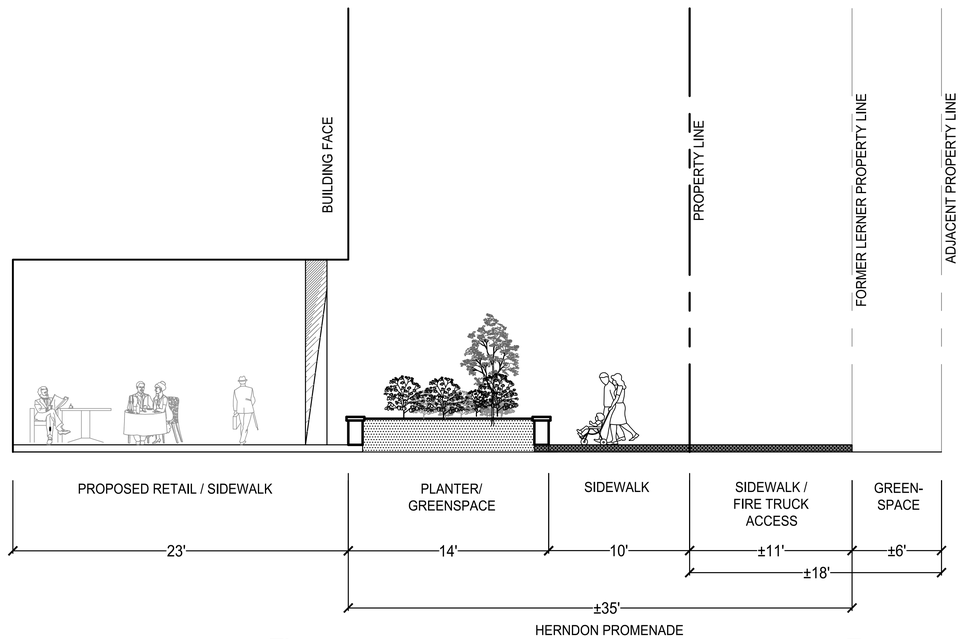
PROPOSED INTERNAL STREET- SECTION D'-D



KEY PLAN



PROPOSED SOUTHERN ACCESS ROAD - SECTION E'-E



PROPOSED HERNDON PROMENADE - SECTION F'-F

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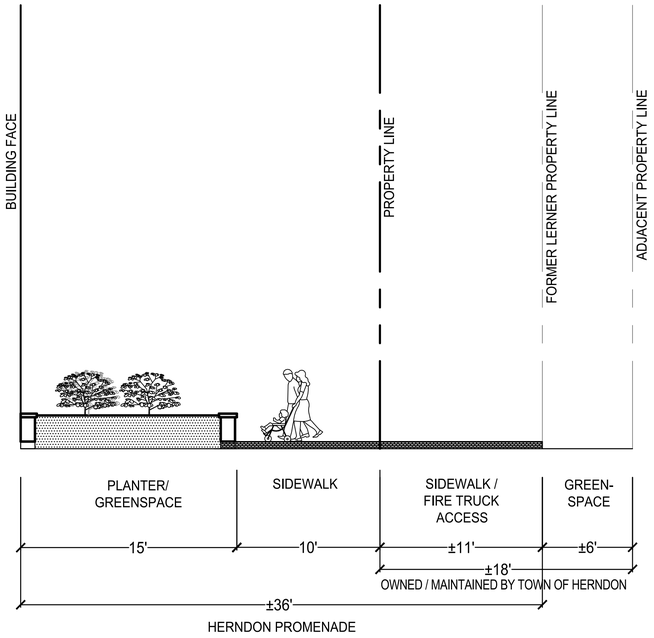
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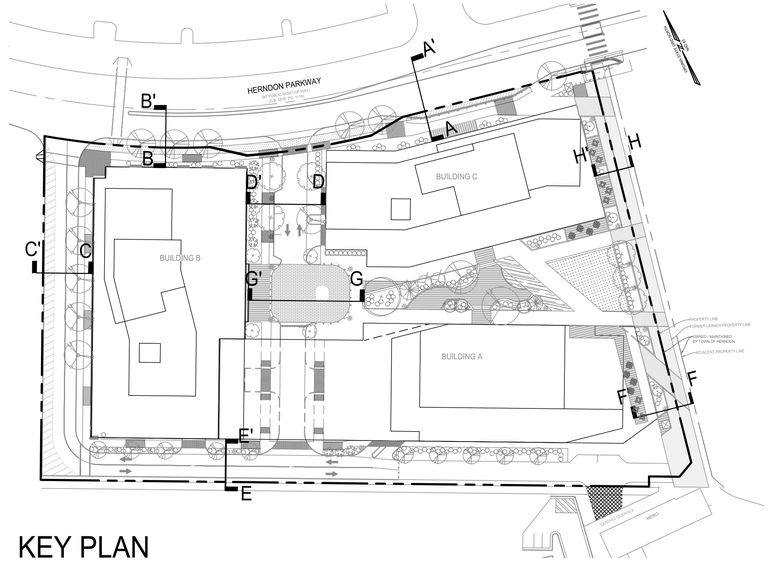
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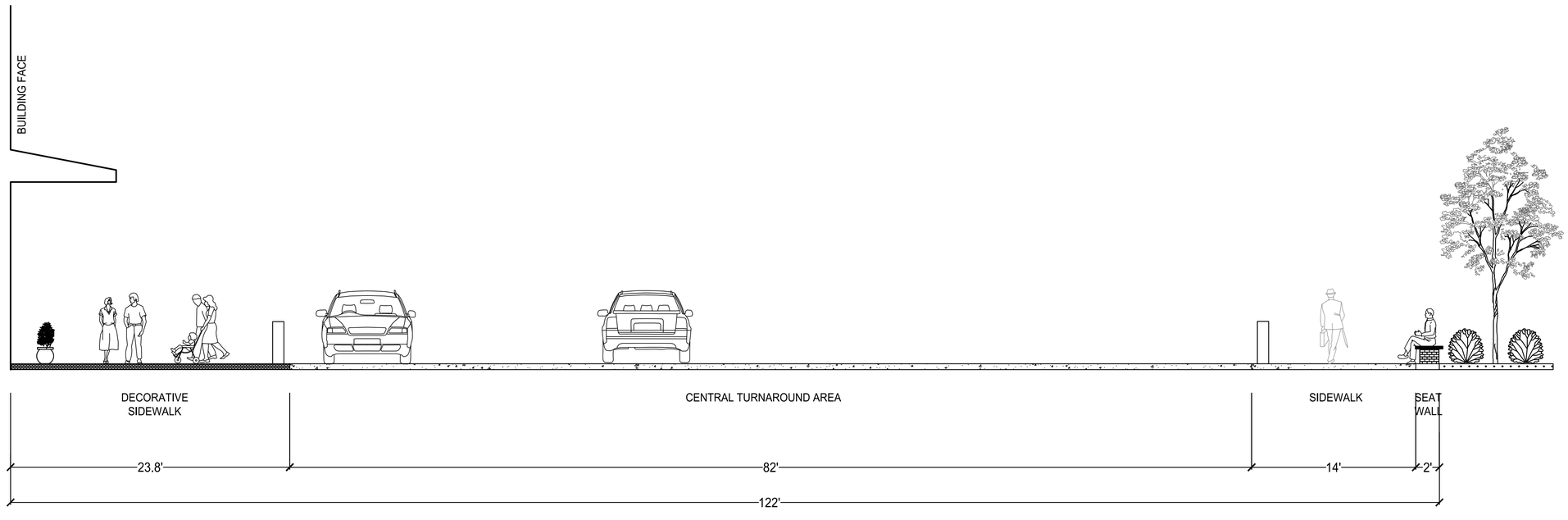
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PROPOSED HERNDON PROMENADE- SECTION H'-H



KEY PLAN



PROPOSED INTERNAL TURNAROUND- SECTION G'-G

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CROSS SECTIONS - MIXED USE OPTION

SHEET No.

19.2

COMMERCIAL OPTION

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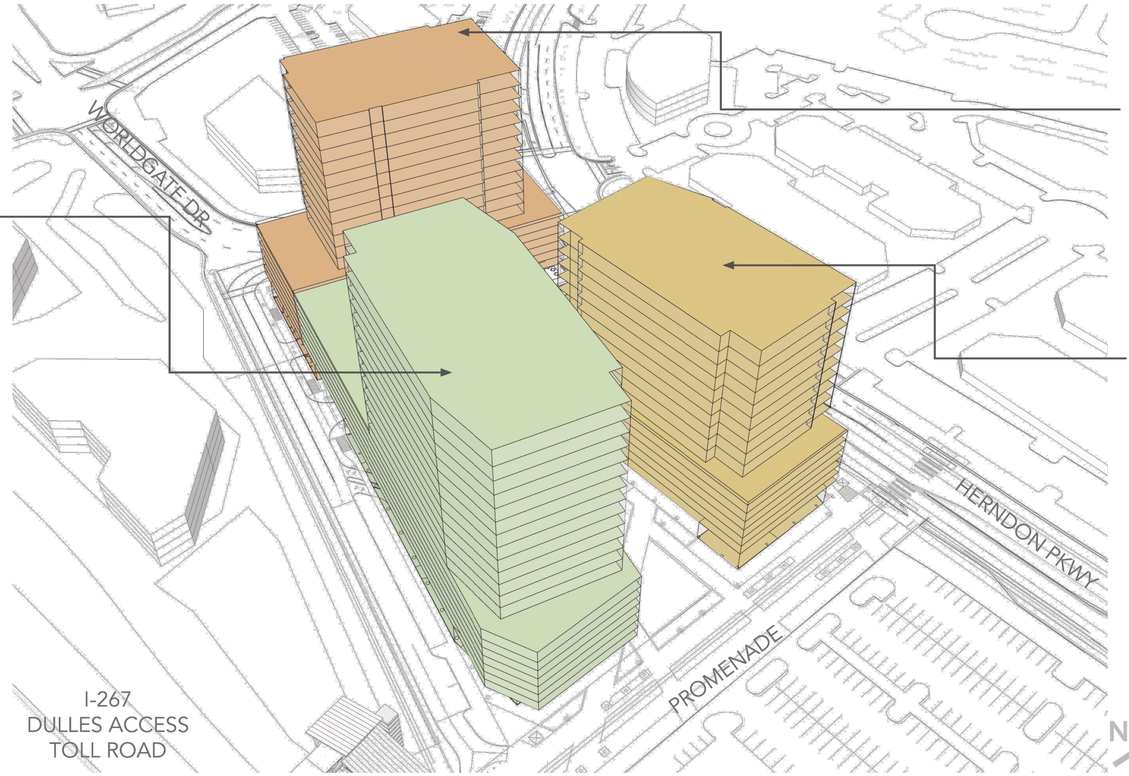
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SHEET TITLE:

COMMERCIAL OPTION

SHEET No.



MAXIMUM FAR DEVELOPMENT TABULATIONS

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

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

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

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

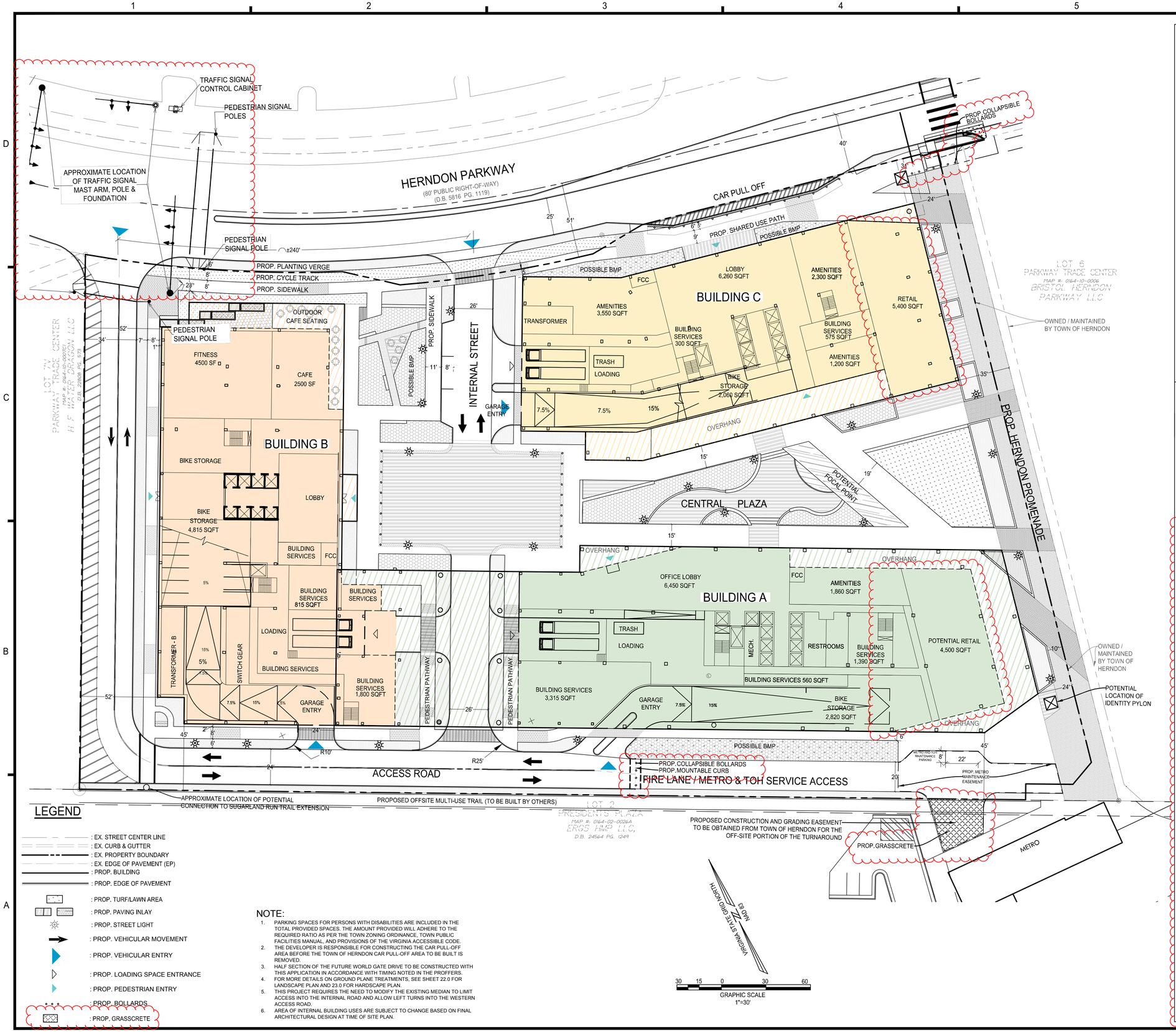
PARKVIEW
DEVELOPMENT PLAN
DP# 19-01
TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:
TABULATIONS BY BUILDING - COMMERCIAL OPTION

SHEET No.
20.0



LEGEND

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

NOTE:

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

ZONING TABULATION REQUIREMENTS
PD-TOC

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

MINIMUM LOT SIZE: NO REQUIREMENT

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

OPEN SPACE: NO MINIMUM REQUIRED

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

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

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

BUILDING HEIGHT: 275' INCLUSIVE OF PARKING LEVELS

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

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

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

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

TREE COVER: NO MINIMUM TREE COVER REQUIREMENT

PROPOSED ZONING TABULATIONS
PD-TOC

OVERALL PROPOSED DEVELOPMENT PER MAXIMUM BUILDOUT (SHEET 20.0)

DENSITY: UP TO 4.3 FLOOR AREA RATIO (FAR)

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

LOT WIDTH: APPROXIMATELY 598.88'

TOTAL OPEN SPACE PROVIDED: ±2.105 AC

TOTAL PARKING PROVIDED: UP TO 2,396 PARKING SPACES

TOTATL LOADING SPACES PROVIDED: 6 LOADING SPACES

BUILDING A

MAXIMUM DENSITY AS SHOWN ON SHEET 20.0:

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

BUILDING SETBACKS:
± 272' FROM HERNDON PARKWAY ROW

BUILDING HEIGHT:
275' MAXIMUM

PROVIDED PARKING:

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

LOADING SPACES: 2

PROVIDED BIKE PARKING: UP TO 85 BIKE SPACES

BUILDING B

DENSITY AS SHOWN ON SHEET 20.0:

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

BUILDING SETBACKS:
± 25' FROM HERNDON PARKWAY ROW

BUILDING HEIGHT:
275' MAXIMUM

PROVIDED PARKING:

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

LOADING SPACES: 2

PROVIDED BIKE PARKING: UP TO 60 BIKE SPACES

BUILDING C

DENSITY AS SHOWN ON SHEET 20.0:

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

BUILDING SETBACKS:
± 5' FROM HERNDON PARKWAY ROW

BUILDING HEIGHT:
225' MAXIMUM

PROVIDED PARKING:

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

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

PROVIDED BIKE PARKING: UP TO 53 BIKE SPACES

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DRAWN: WR
CHECKED: JR

SHEET TITLE:

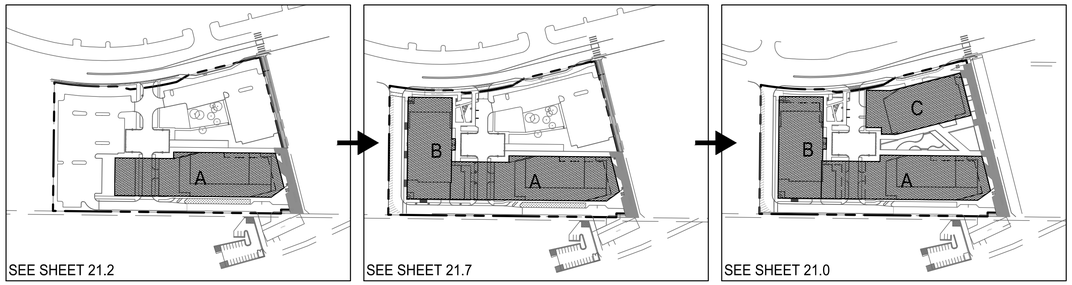
DEVELOPMENT PLAN - COMMERCIAL OPTION

SHEET No.

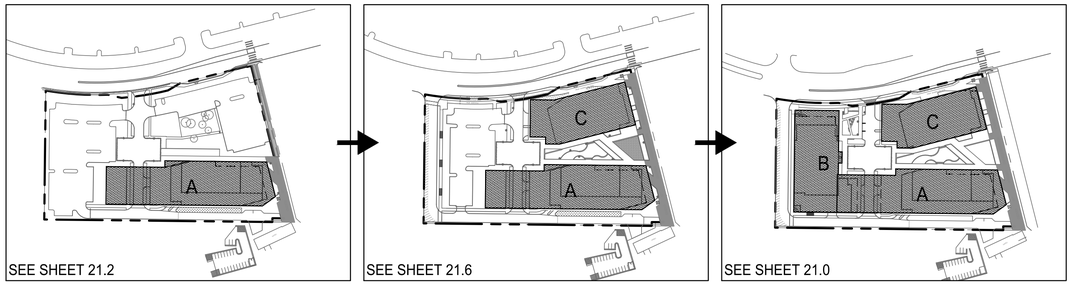
21.0

BUILDING A DEVELOPS FIRST

OPTION 1

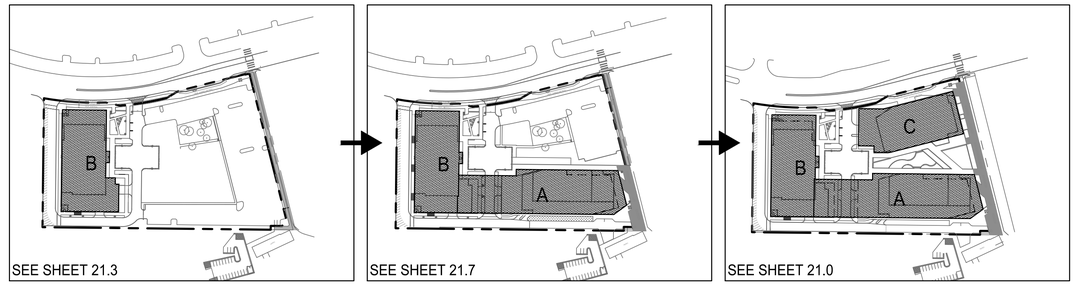


OPTION 2

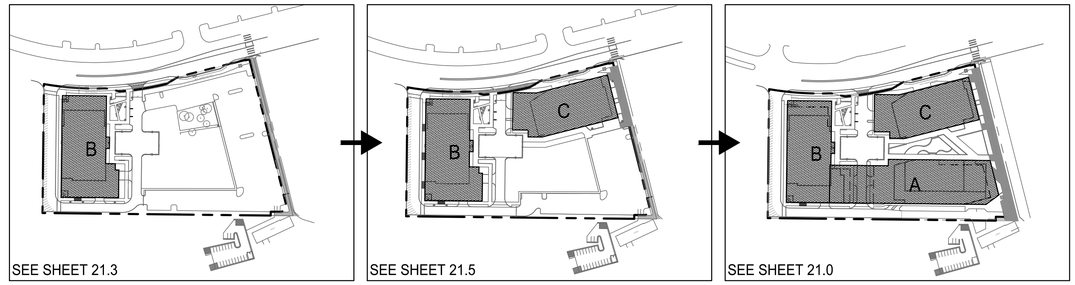


BUILDING B DEVELOPS FIRST

OPTION 1

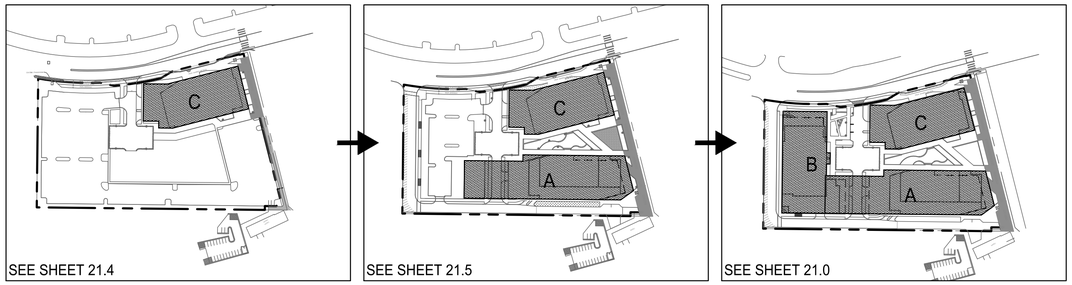


OPTION 2

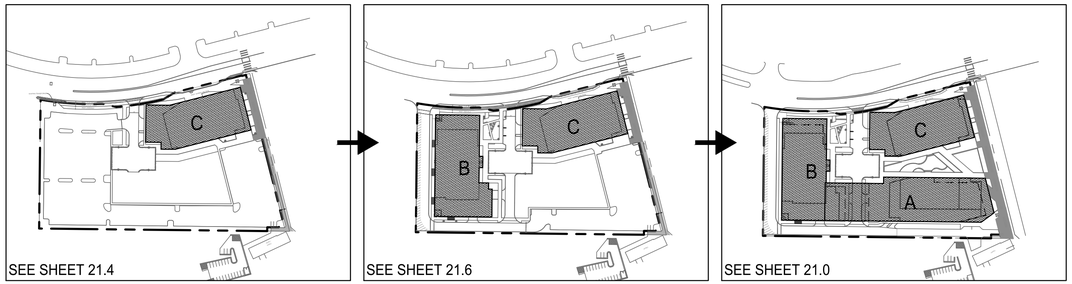


BUILDING C DEVELOPS FIRST

OPTION 1



OPTION 2



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

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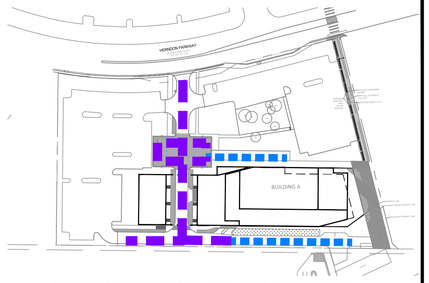
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING FLOWCHART - COMMERCIAL OPTION

SHEET No.

21.1



INTERIM VEHICULAR MOVEMENT

HERNDON PARKWAY
(80' PUBLIC RIGHT-OF-WAY)
(D.B. 5816 PG. 1119)

EMERGENCY VEHICLE INGRESS

EMERGENCY VEHICLE EGRESS

FUTURE CAR PULL OFF

Ladder Fire Truck

EXISTING ASPHALT PAVING

EX. SIDEWALK

10'

PROPOSED EVERGREEN SHRUBS

APPROX. LOCATION OF EX. LIGHT

PROPOSED BENCH (TYP.)

PROPOSED CONCRETE AREA BELOW BENCHES

HERNDON WALKWAY
(INTERIM CONDITION)

INTERIM GREEN SPACE

INTERIM FIRE ACCESS LANE

EXISTING ASPHALT PAVING

PROPOSED CONNECTION FROM TOWN OF HERNDON WALKWAY TO INTERIM PROMENADE

BUILDING A

PROP. HERNDON PROMENADE
(ULTIMATE CONDITION)

PROPERTY LINE

FORMER LERNER PROPERTY LINE

OWNED / MAINTAINED BY TOWN OF HERNDON

ADJACENT PROPERTY LINE

PROP. MOUNTABLE CURB

METRO AND TOH MAINTENANCE PARKING

ACCESS ROAD

FIRE LANE / METRO & TOH SERVICE ACCESS

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

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

METRO

LEGEND

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

NOTE:

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

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

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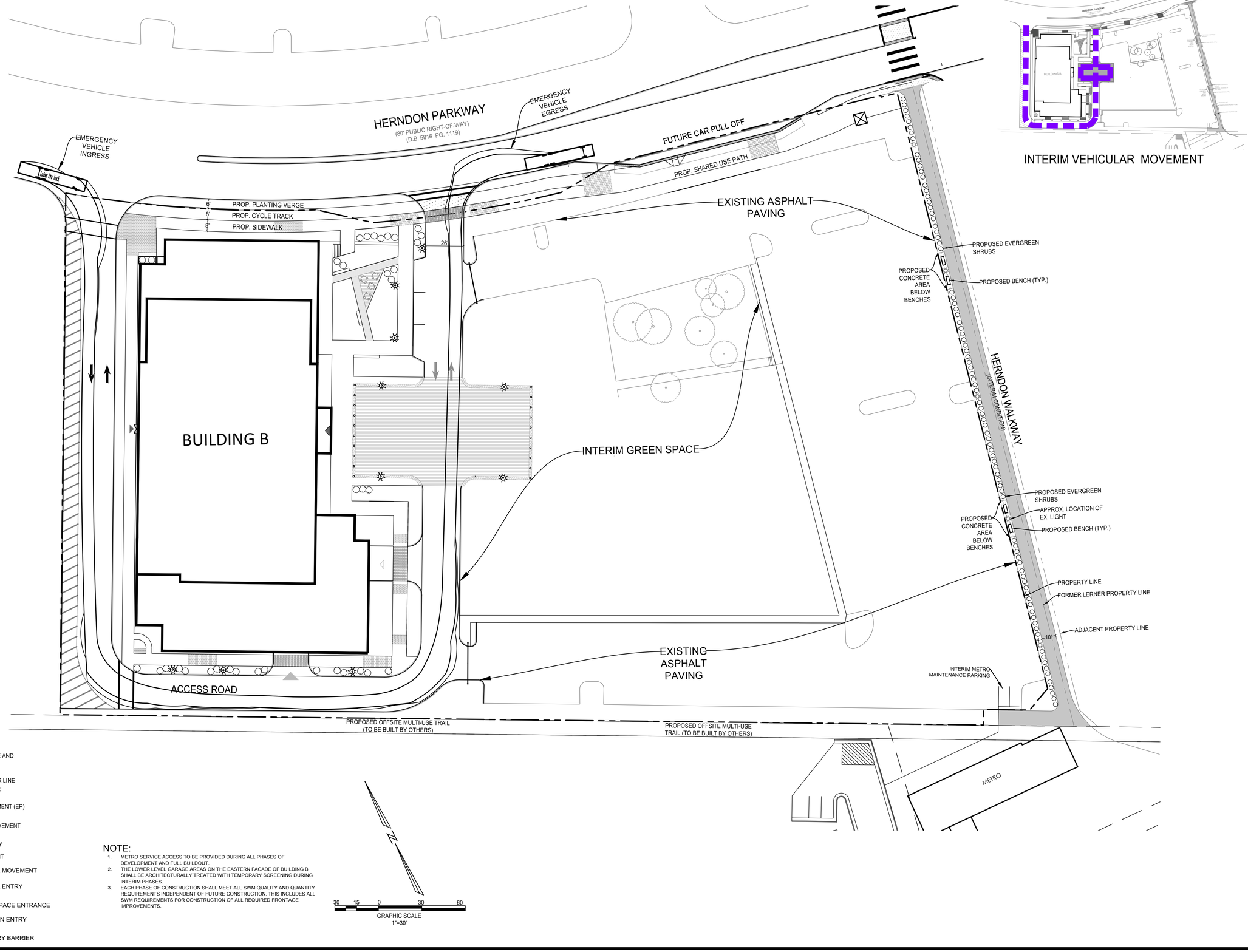
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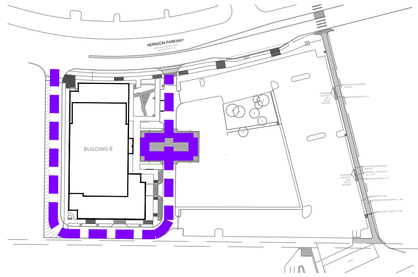
SHEET TITLE:

PHASING PLAN BLDG A - COMMERCIAL OPTION

SHEET No.

21.2





INTERIM VEHICULAR MOVEMENT

LEGEND

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

NOTE:

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

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

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PARKVIEW
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DP# 19 -01
TOWN OF HERNDON, VIRGINIA

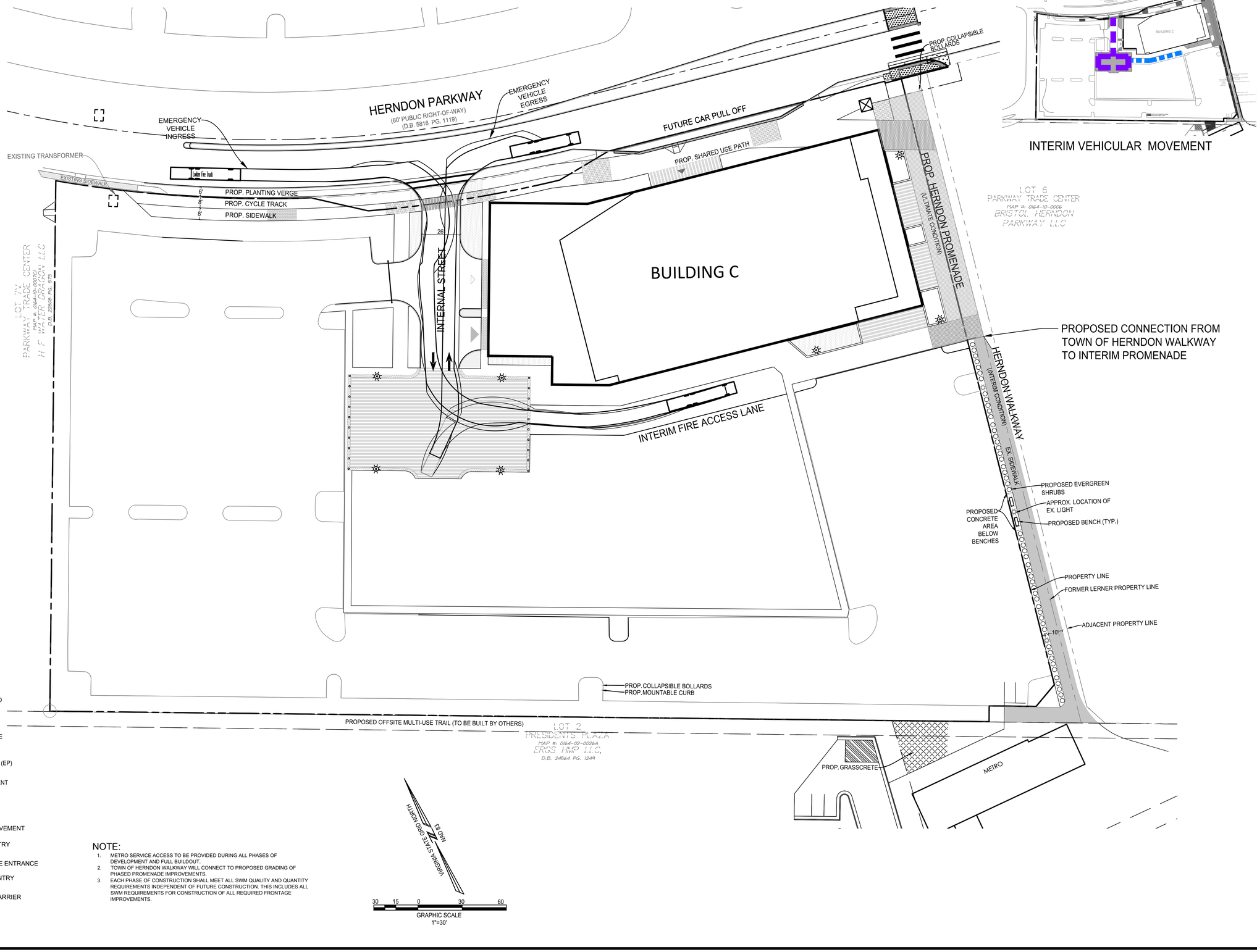
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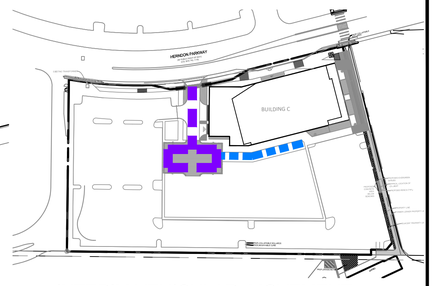
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DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING PLAN BLDG B - COMMERCIAL OPTION

SHEET No.
21.3





LEGEND

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

NOTE:

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

VIRGINIA STATE GRID NORTH
NAD 83

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

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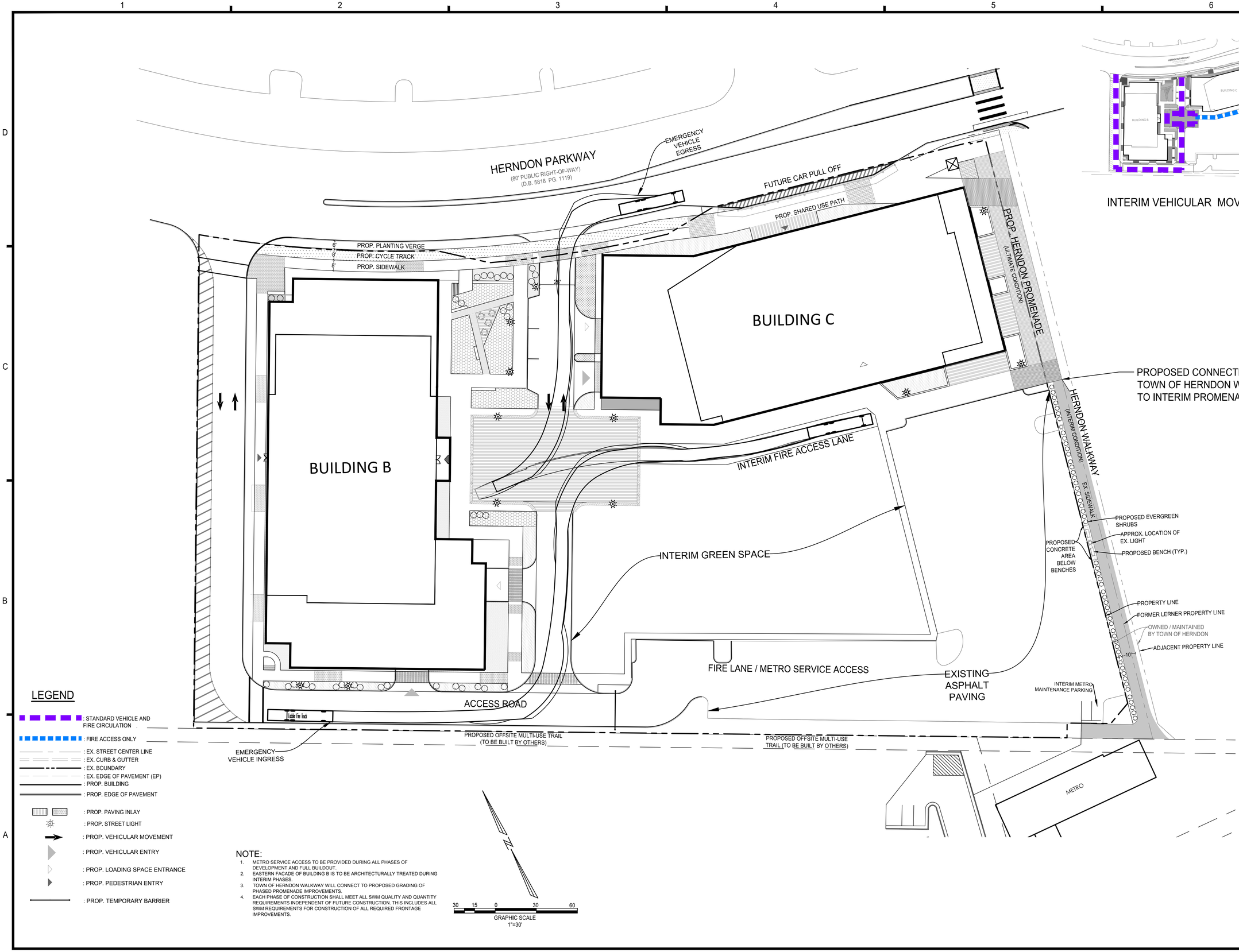
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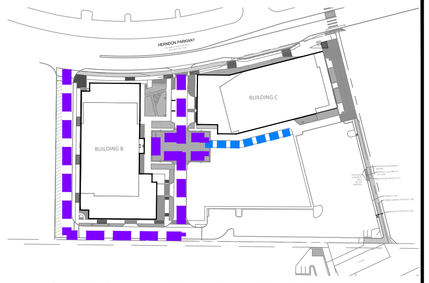
SHEET TITLE:

PHASING PLAN BLDG C - COMMERCIAL OPTION

SHEET No.

21.4





INTERIM VEHICULAR MOVEMENT

LEGEND

- : STANDARD VEHICLE AND FIRE CIRCULATION
- : FIRE ACCESS ONLY
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. PAVING INLAY
- : PROP. STREET LIGHT
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NOTE:

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2. EASTERN FACADE OF BUILDING B IS TO BE ARCHITECTURALLY TREATED DURING INTERIM PHASES.
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4. EACH PHASE OF CONSTRUCTION SHALL MEET ALL SWM QUALITY AND QUANTITY REQUIREMENTS INDEPENDENT OF FUTURE CONSTRUCTION. THIS INCLUDES ALL SWM REQUIREMENTS FOR CONSTRUCTION OF ALL REQUIRED FRONTAGE IMPROVEMENTS.

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

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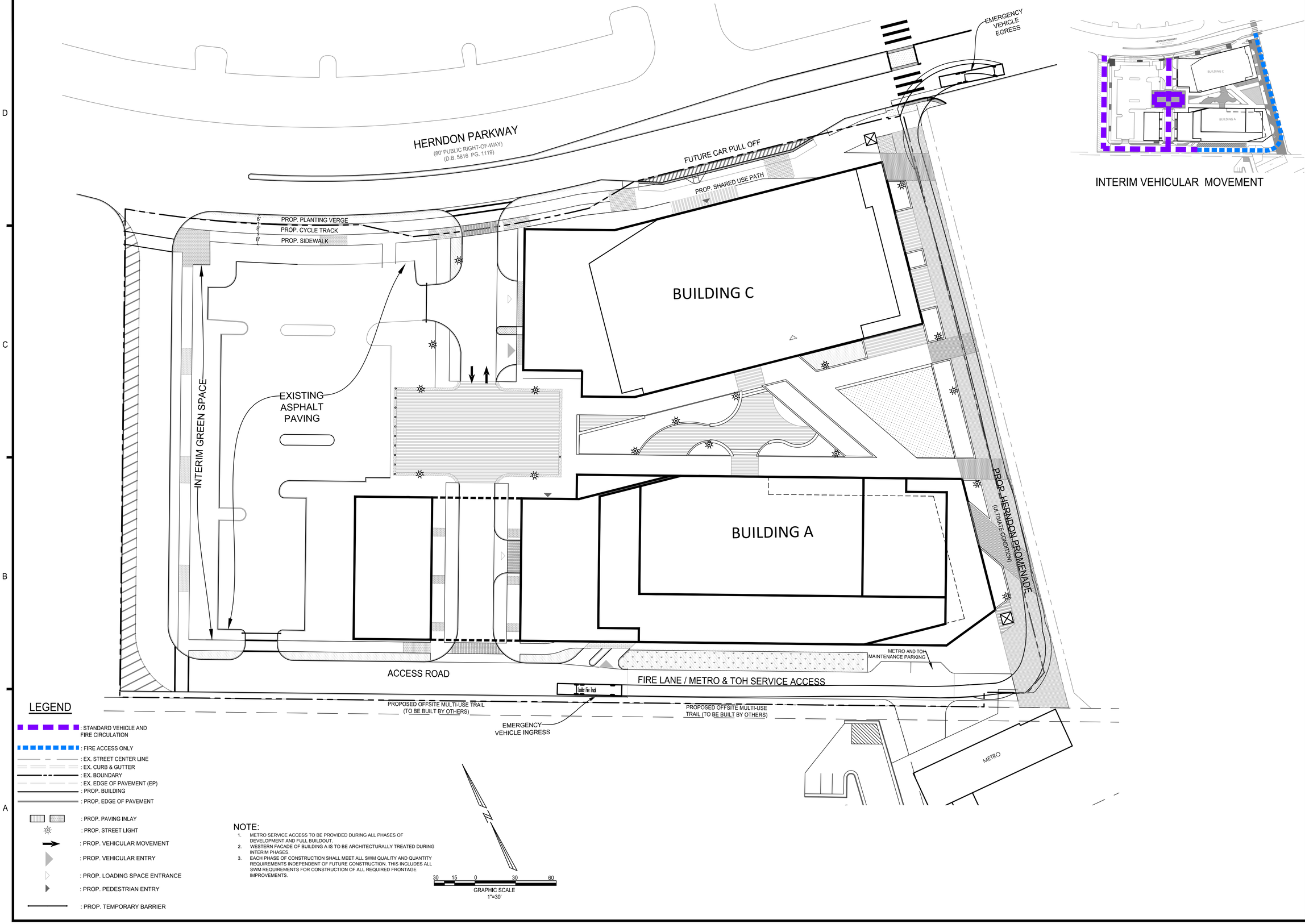
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CHECKED: JR

SHEET TITLE:

PHASING PLAN - BLDGS B&C - COMMERCIAL OPTION

SHEET No.

21.5



INTERIM VEHICULAR MOVEMENT

LEGEND

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

NOTE:

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

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

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KGD architecture
GOROVE / SLADE Transportation Planners and Engineers
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MICHAEL S. KITCHEN
Lic. No. 19279
2022-06-21
PROFESSIONAL ENGINEER

PARKVIEW
DEVELOPMENT PLAN

DP# 19-01

TOWN OF HERNDON, VIRGINIA

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

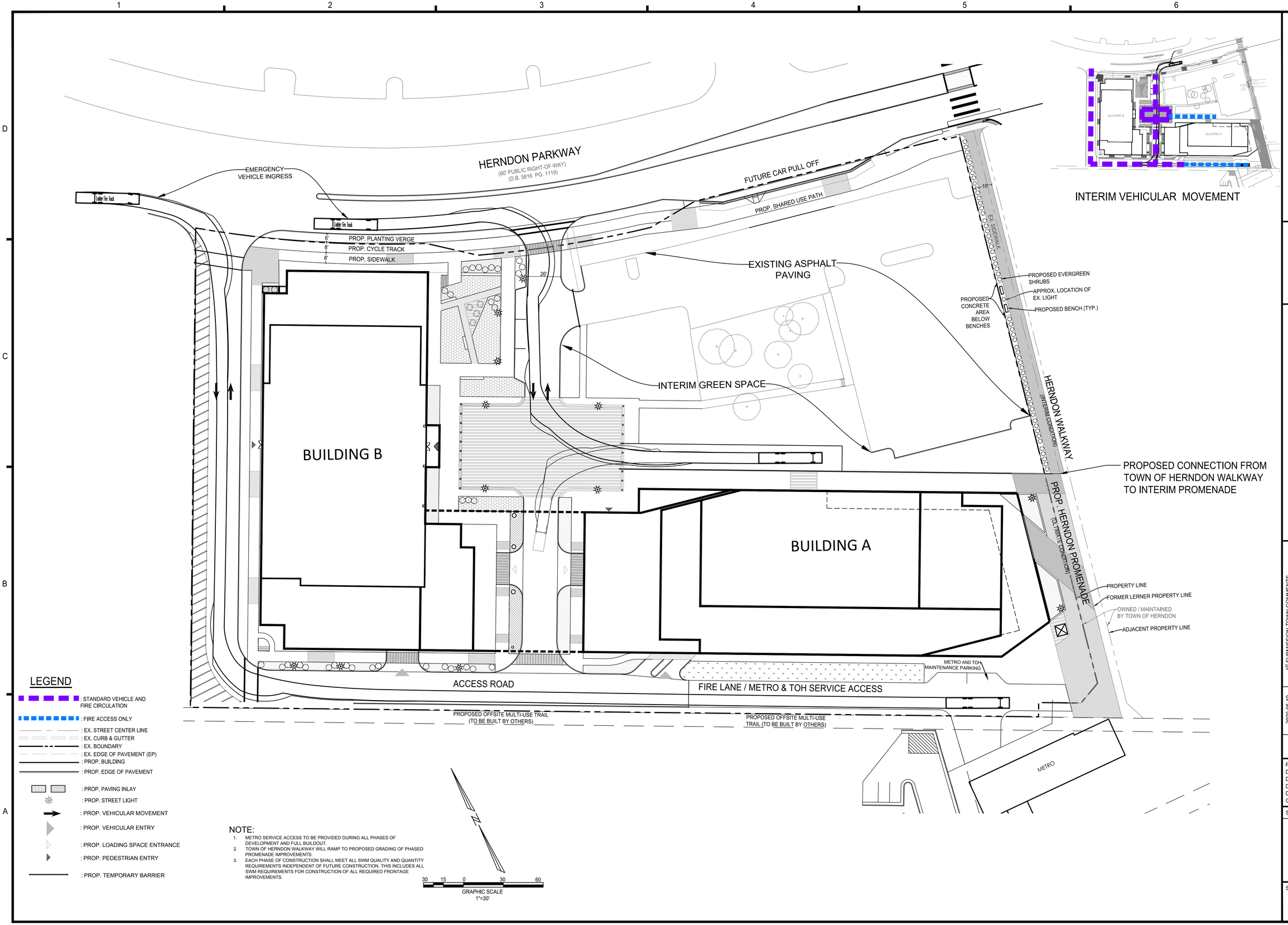
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING PLAN - BLDGS A&C - COMMERCIAL OPTION

SHEET No.

21.6



INTERIM VEHICULAR MOVEMENT

LEGEND

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

NOTE:

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

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

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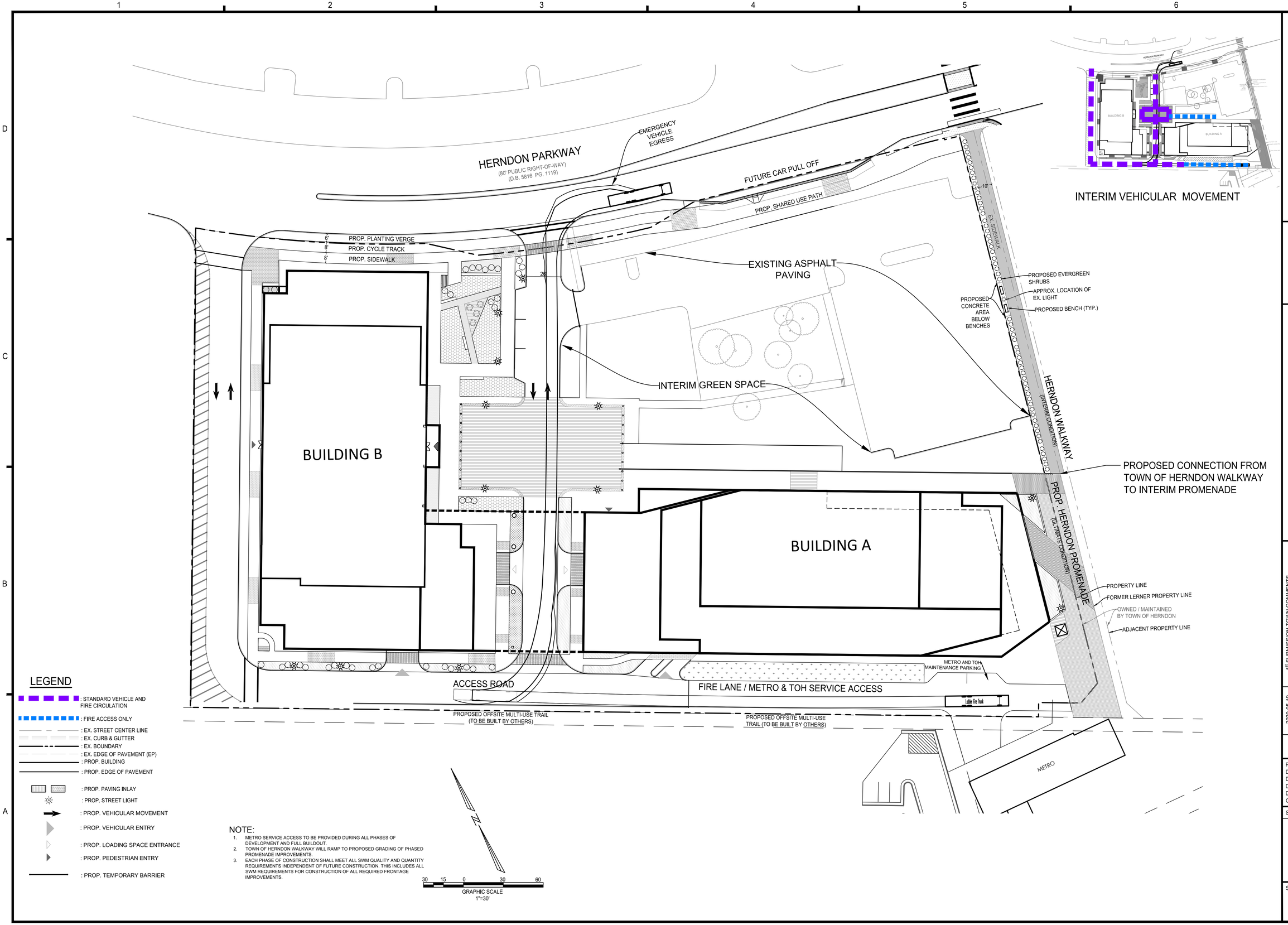
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

PHASING PLAN - BLDGS A&B - COMMERCIAL OPTION

SHEET No.

21.7



INTERIM VEHICULAR MOVEMENT

LEGEND

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

NOTE:

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

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

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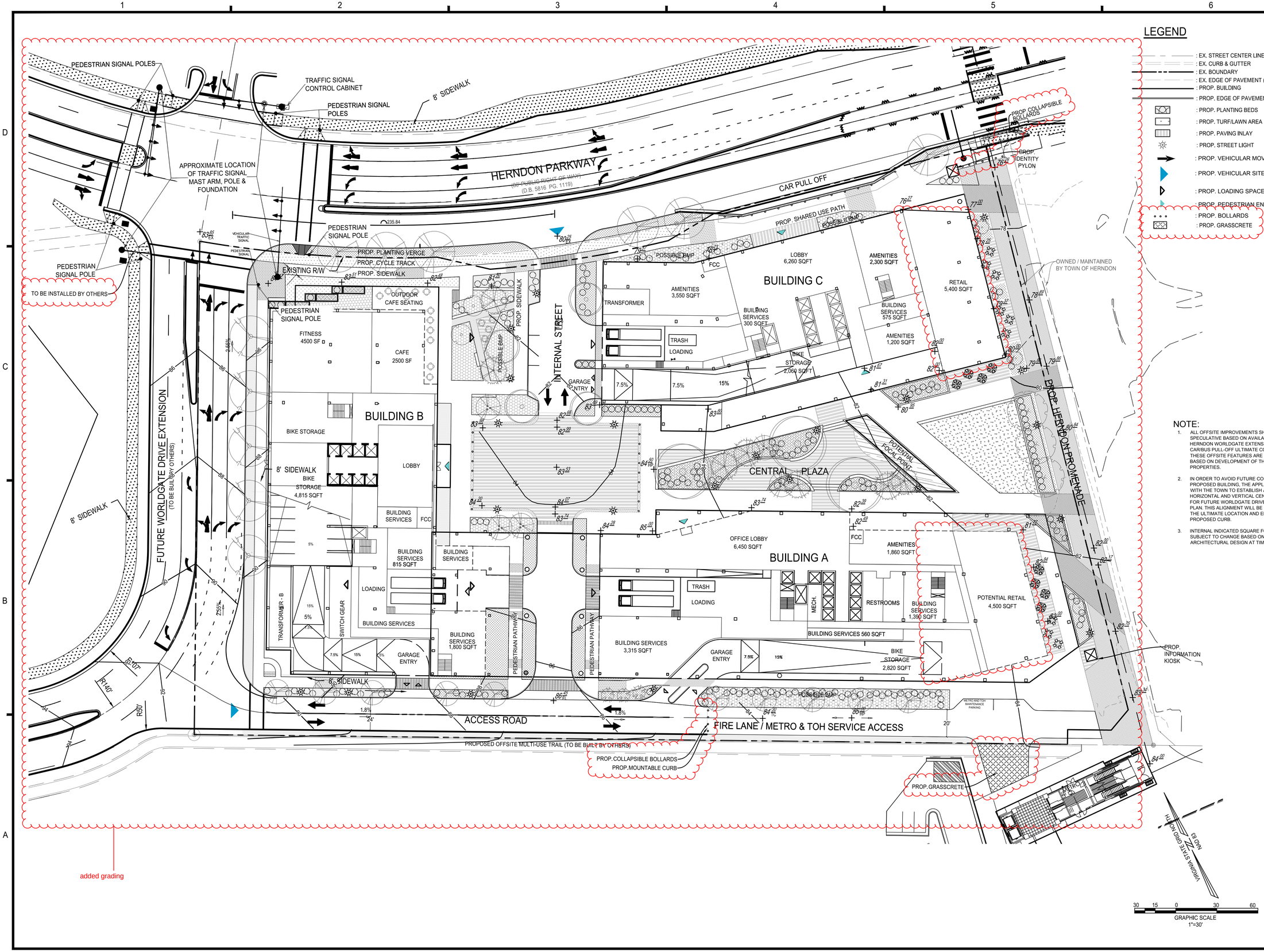
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DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

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

SHEET No.

21.7A



LEGEND

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

NOTE:

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

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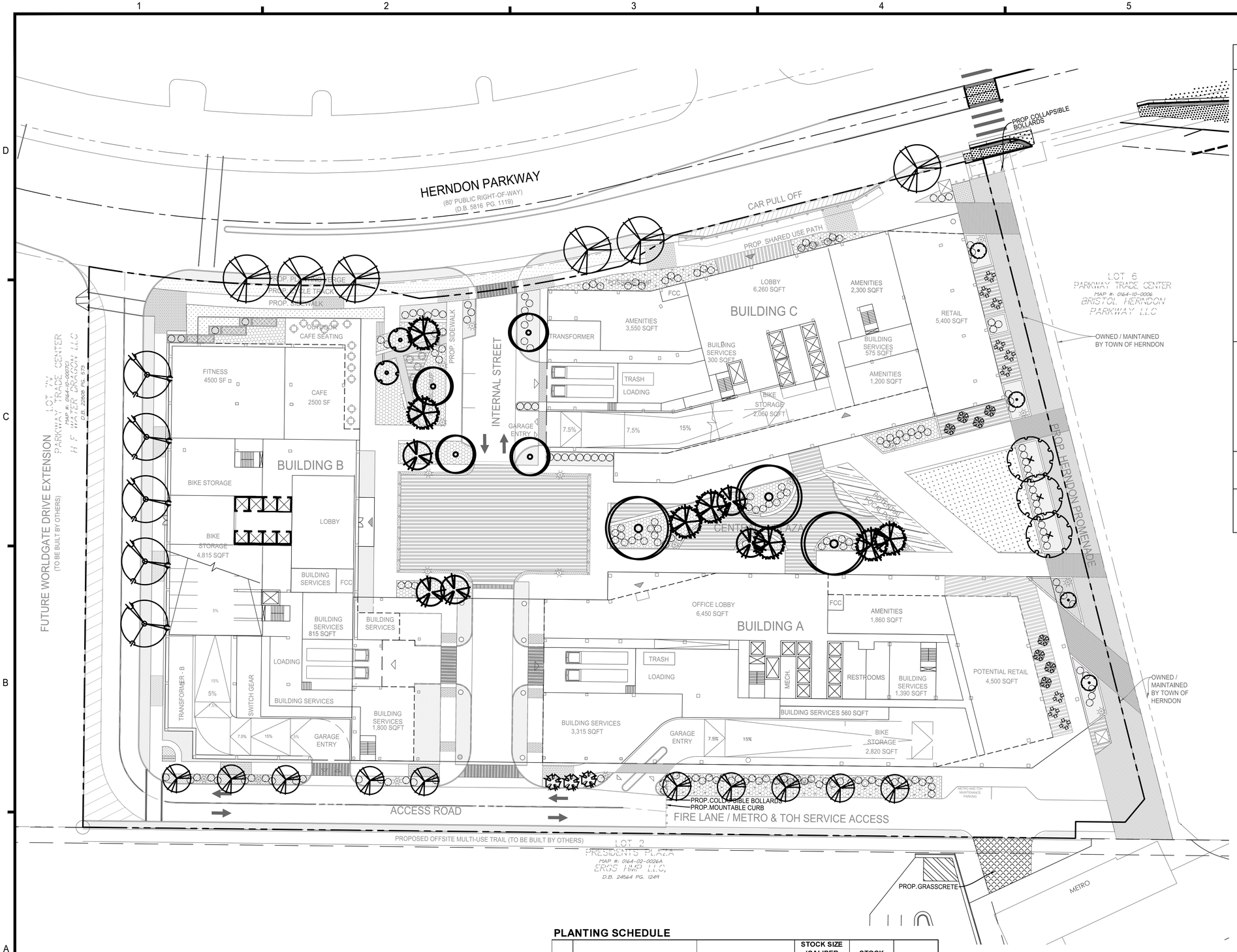
PROJECT No.: 15031.002.00
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DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

ULTIMATE CONDITIONS - COMMERCIAL OPTION

SHEET No.

21.8



LEGEND
(CANOPY SHOWN AT MATURE SIZE)

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

NOTES:

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

PLANTING SCHEDULE

KEY	BOTANICAL NAME	COMMON NAME	STOCK SIZE (CALIPER /HEIGHT)	STOCK TYPE	QUANTITY
DECIDUOUS TREES - CANOPY					
AR	*ACER RUBRUM*	RED MAPLE	2 1/2 - 3" CAL.	B&B	16
NSN	*NYSSA SYLVATICA*	BLACK GUM	2 1/2 - 3" CAL.	B&B	3
QH	*QUERCUS PHELLOS*	WILLOW OAK	2 1/2 - 3" CAL.	B&B	5
BN	*BETULA NIGRA*	RIVER BIRCH	2 1/2 - 3" CAL.	B&B	7
DECIDUOUS TREES - UNDERSTORY					
ARA	*ACER RUBRUM 'ARMSTRONG'*	RED MAPLE 'ARMSTRONG'			5
CC	*CERCIS CANADENSIS 'MERLOT'*	MERLOT REDBUD	2 1/2 - 3" CAL.	B&B	4
PRA	*PRUNUS AVIUM*	MAZZARD CHERRY	2 1/2 - 3" CAL.	B&B	2
MV	*MAGNOLIA VIRGINIANA*	SWEETBAY MAGNOLIA	2 1/2 - 3" CAL.	B&B	3
EVERGREEN TREES					
TD	*TAXODIUM DISTICHUM*	BALD CYPRESS	TBD	B&B	7

VIRGINIA STATE GRID NORTH
NAD 83

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

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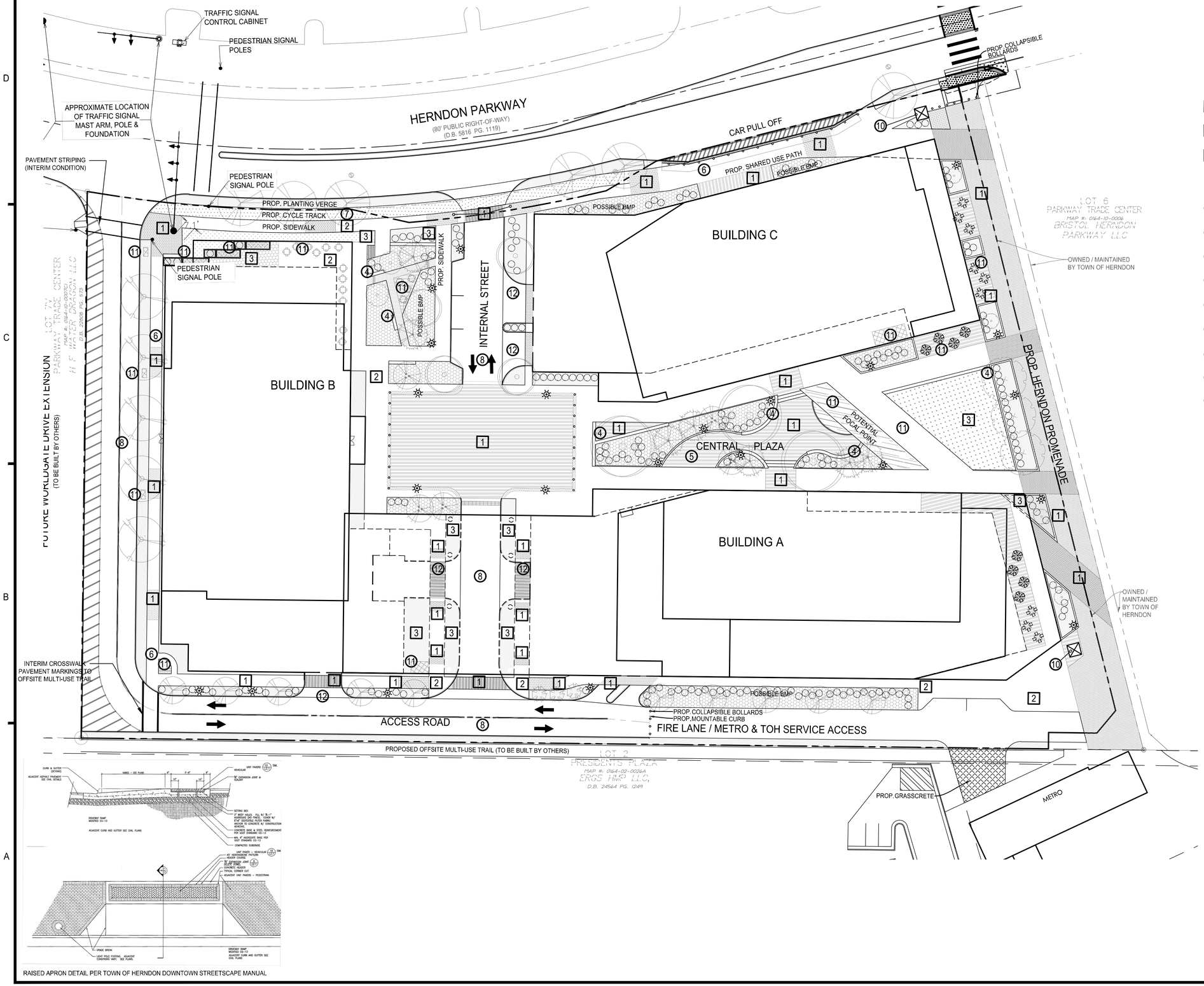
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

LANDSCAPE PLAN - COMMERCIAL OPTION

SHEET No.

22.0



Surface Treatment Key

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

Amenity Key

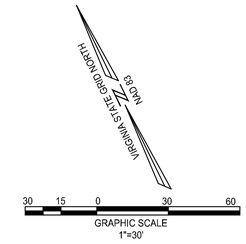
4. Seat Walls
5. Public Plaza Area
6. Shared Use Path
7. Public Bike Track
8. Vehicular Drive
9. Identity Pylon/Information Kiosk
10. Focal Point
11. Site Furniture **
12. Raised Apron

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

NOTES:

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

RAISED APRON DETAIL PER TOWN OF HERNDON DOWNTOWN STREETSCAPE MANUAL



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

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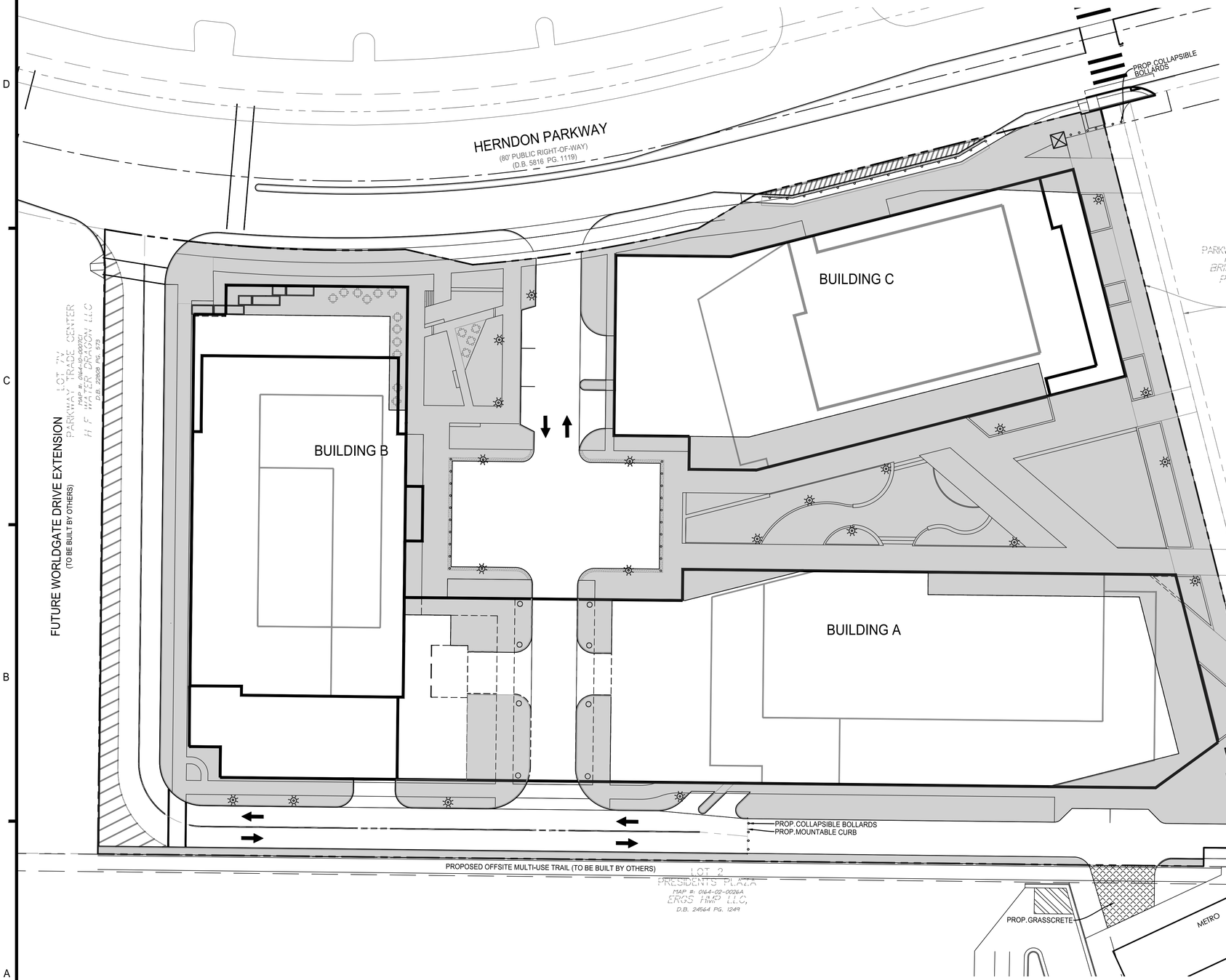
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DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

HARDSCAPE PLAN - COMMERCIAL OPTION

SHEET No.

23.0



OPEN SPACE PLAN

TOTAL SITE AREA: 5.475 AC

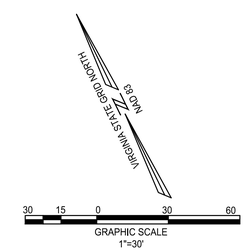
OPEN SPACE REQUIREMENT: NO MINIMUM REQUIREMENT

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

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

NOTE:

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



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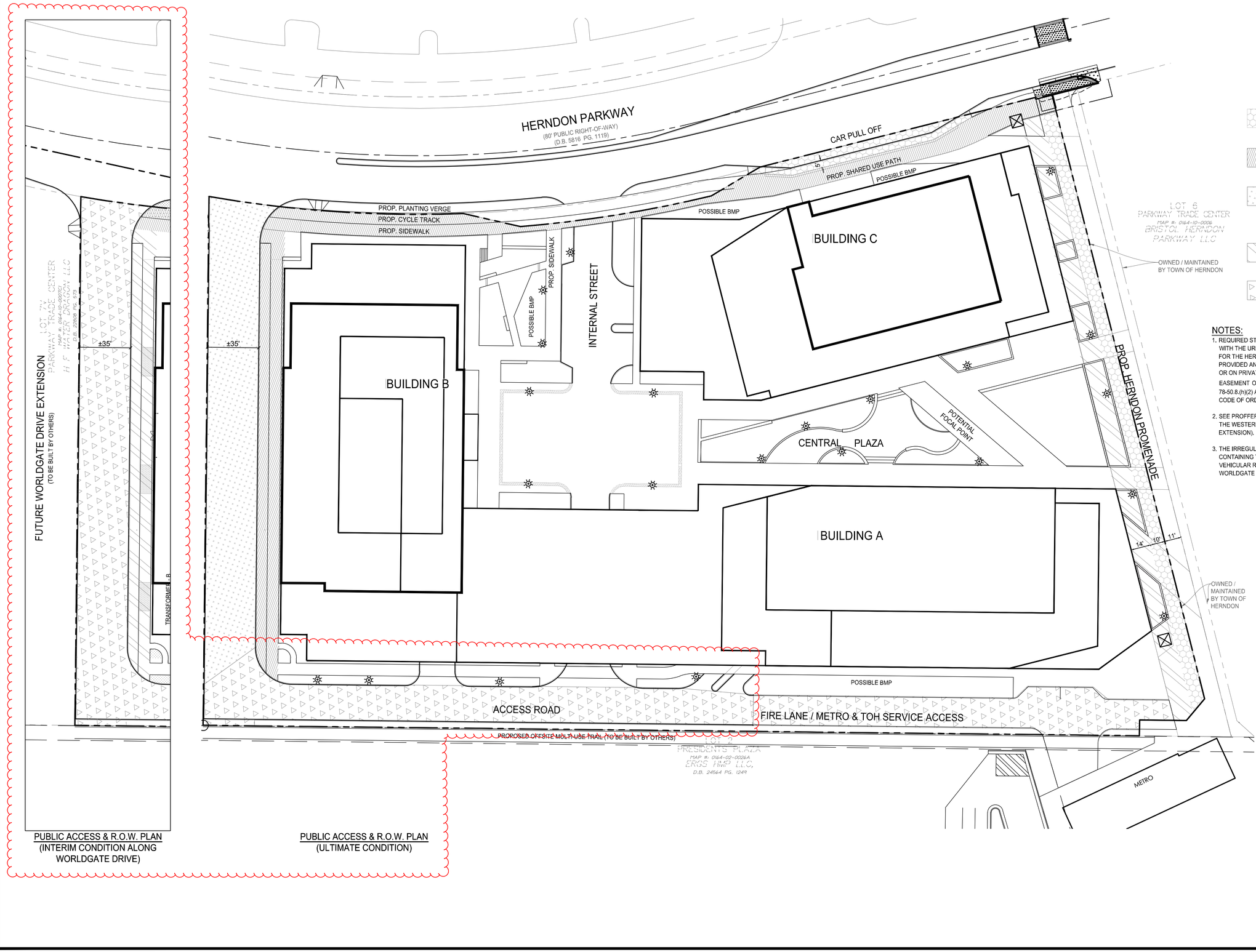
PROJECT No.: 15031.002.00
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DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

GROUND PLANE OPEN SPACE PLAN - COMMERCIAL OPTION

SHEET No.

24.0



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

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

PUBLIC ACCESS PLAN

TOTAL SITE AREA: 5.475 AC

(ACREAGE BELOW REPRESENTS ULTIMATE CONDITIONS)

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

NOTES:

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

VIRGINIA STATE GRID NORTH
NAD 83

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

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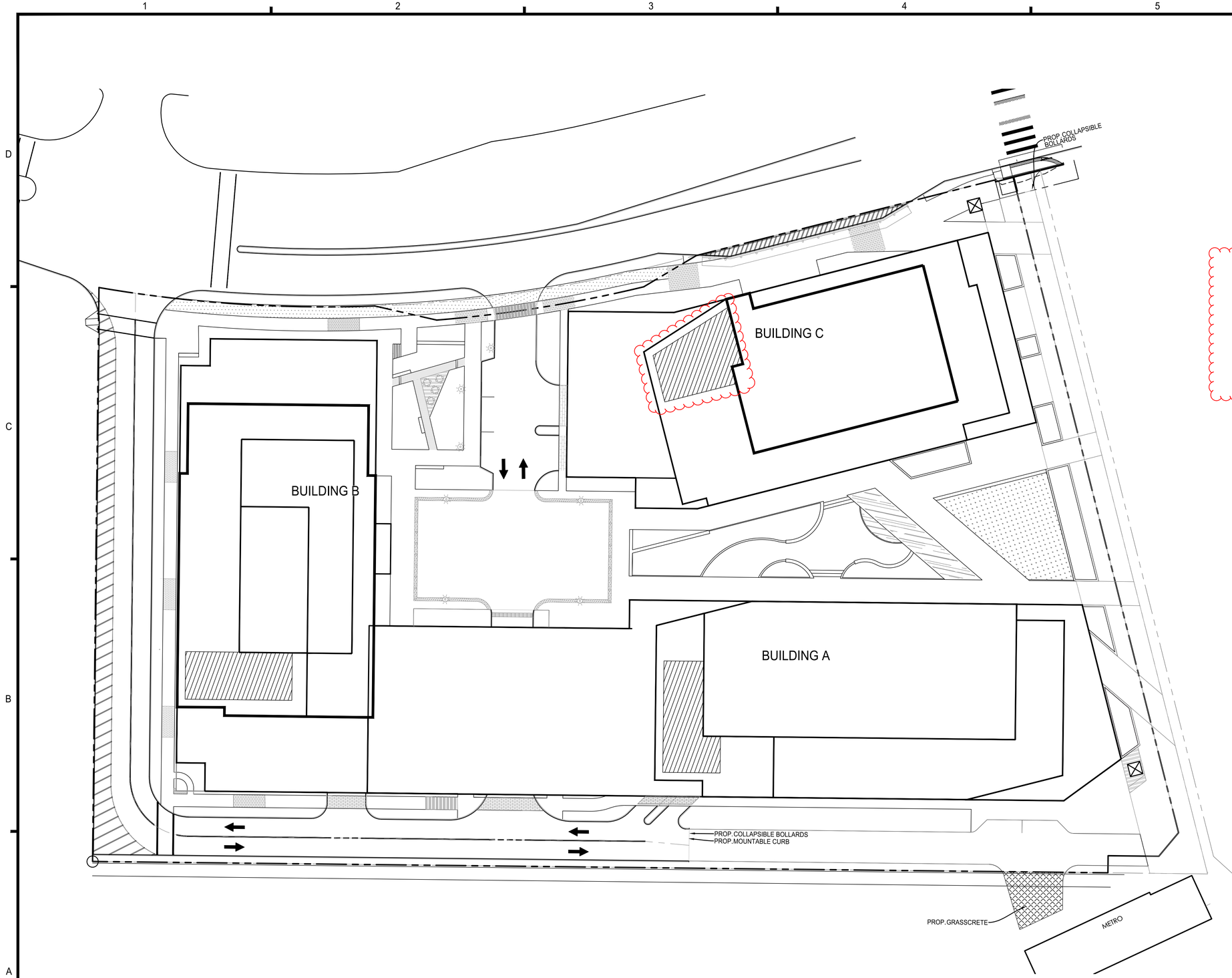
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CHECKED: JR

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

SHEET No.
24.1



PRIVATE OPEN SPACE PLAN

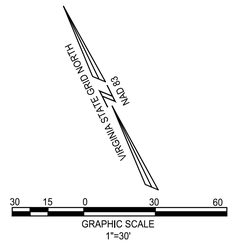
APPROXIMATE LOCATION OF PRIVATE OPEN SPACE PROVIDED ABOVE GRADE (ABOUT 6,000 SQ.FT.)

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

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

NOTES:

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



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

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

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

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

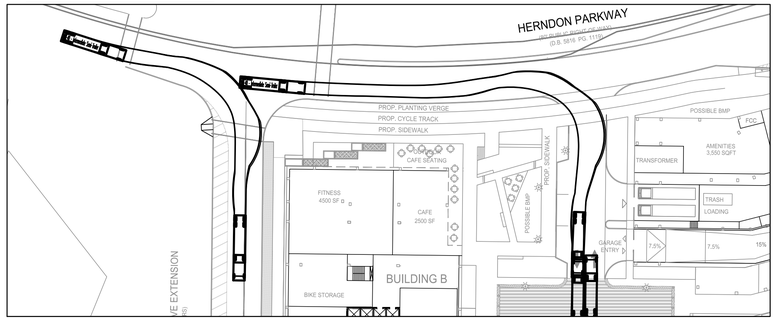
SHEET TITLE:

PRIVATE OPEN SPACE PLAN - COMMERCIAL OPTION

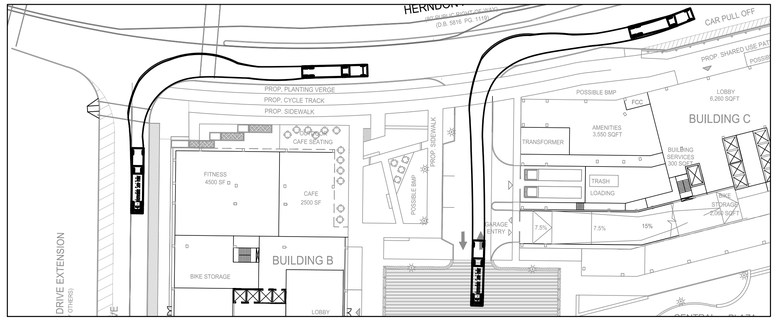
SHEET No.

25.0

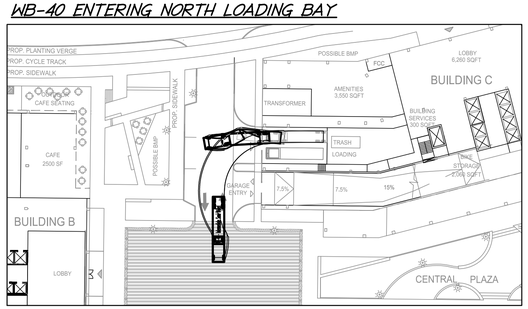
WB-40 ENTERING SITE



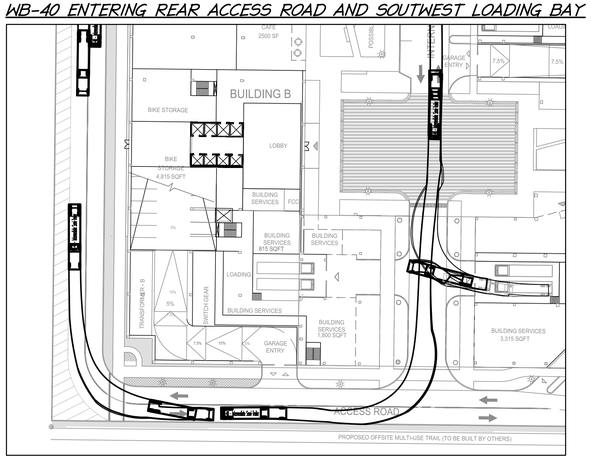
WB-40 EXITING SITE



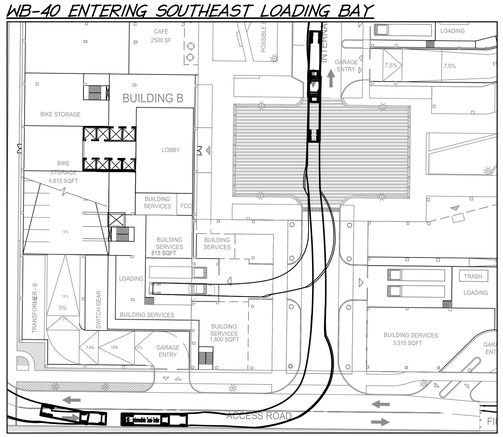
WB-40 ENTERING NORTH LOADING BAY



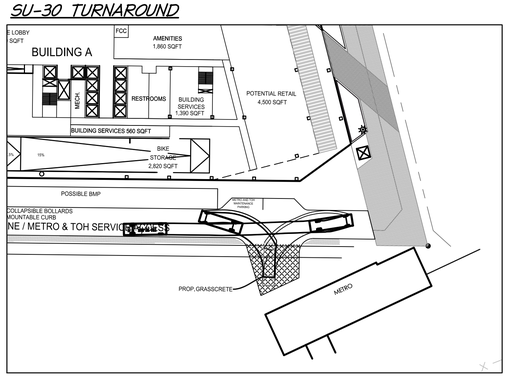
WB-40 ENTERING REAR ACCESS ROAD AND SOUTHWEST LOADING BAY



WB-40 ENTERING SOUTHEAST LOADING BAY



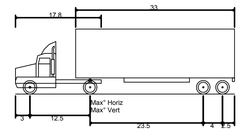
SU-30 TURNAROUND



VCS 1983 GRID NORTH

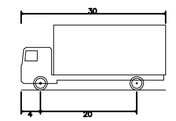
50 25 0 50 100
GRAPHIC SCALE
1" = 50'

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



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

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



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

NOTE:

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

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

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

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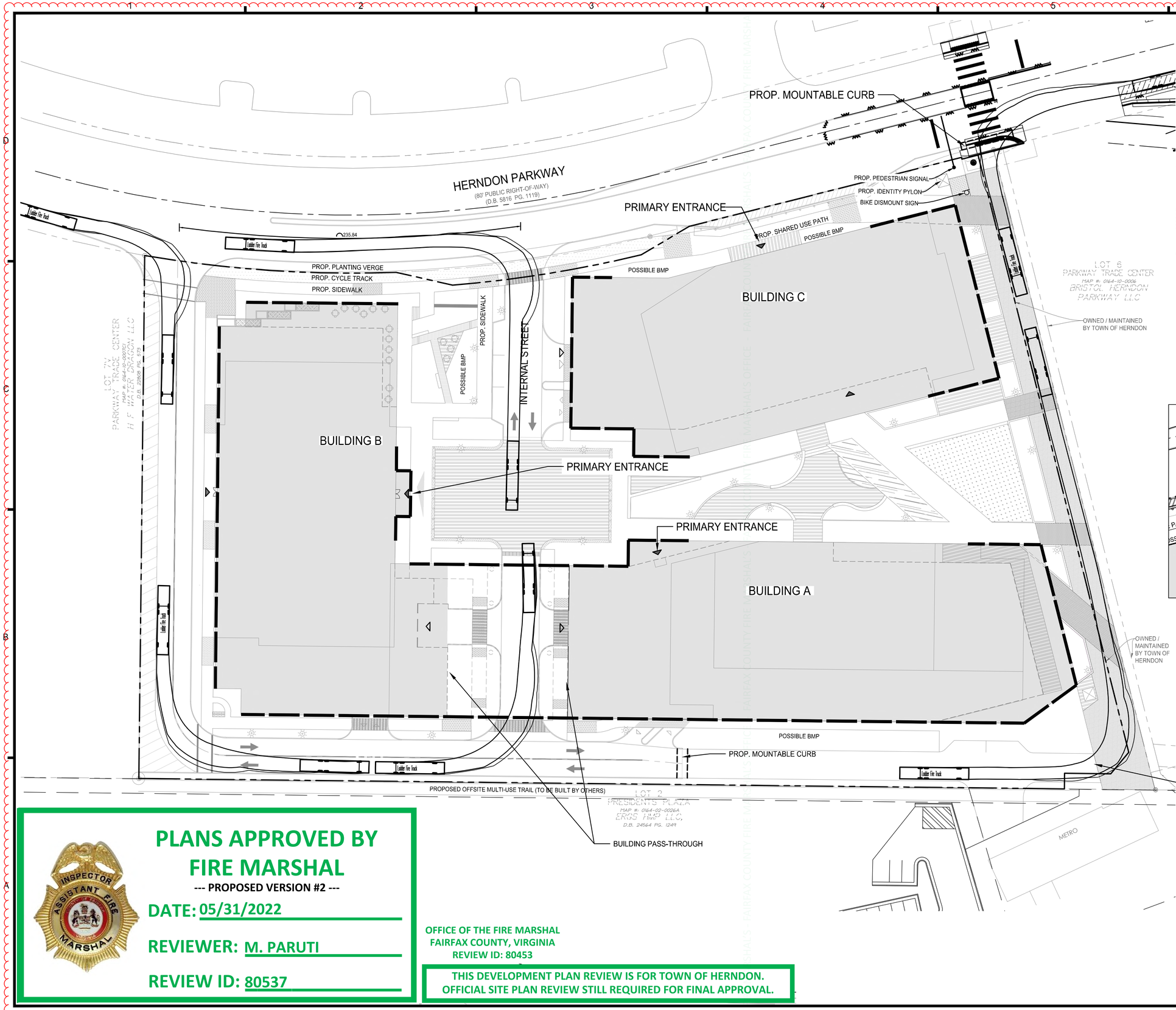
PROJECT No.: 15031.002.00
DRAWING No.: 108985
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DESIGN: WR
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CHECKED: JR

SHEET TITLE:

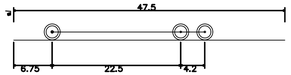
TRUCK TURNING MOVEMENTS - COMMERCIAL OPTION

SHEET No.

26.0



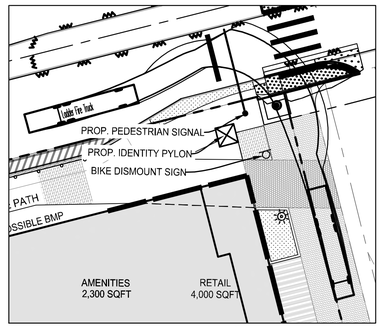
LADDER TRUCK SPECIFICATIONS (N.T.S.):



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

LEGEND

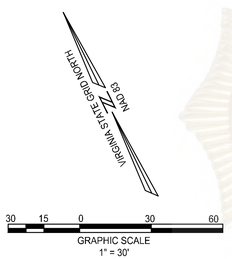
- :PODIUM ACCESSIBLE BY LADDER
- : PROP. LOADING SPACE ENTRANCE
- : PROP. PEDESTRIAN ENTRY
- : PROP. BOLLARDS



FIRE TRUCK ENTERING PROMENADE FROM HERNDON PARKWAY

NOTE:

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



PLANS APPROVED BY FIRE MARSHAL

--- PROPOSED VERSION #2 ---

DATE: 05/31/2022

REVIEWER: M. PARUTI

REVIEW ID: 80537

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

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

LERNER

christopher consultants

KGD architecture

GOROVE / SLADE
Transportation Planners and Engineers

McGUIREWOODS

COMMONWEALTH OF VIRGINIA
MICHAEL S. KITCHEN
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2022-04-08
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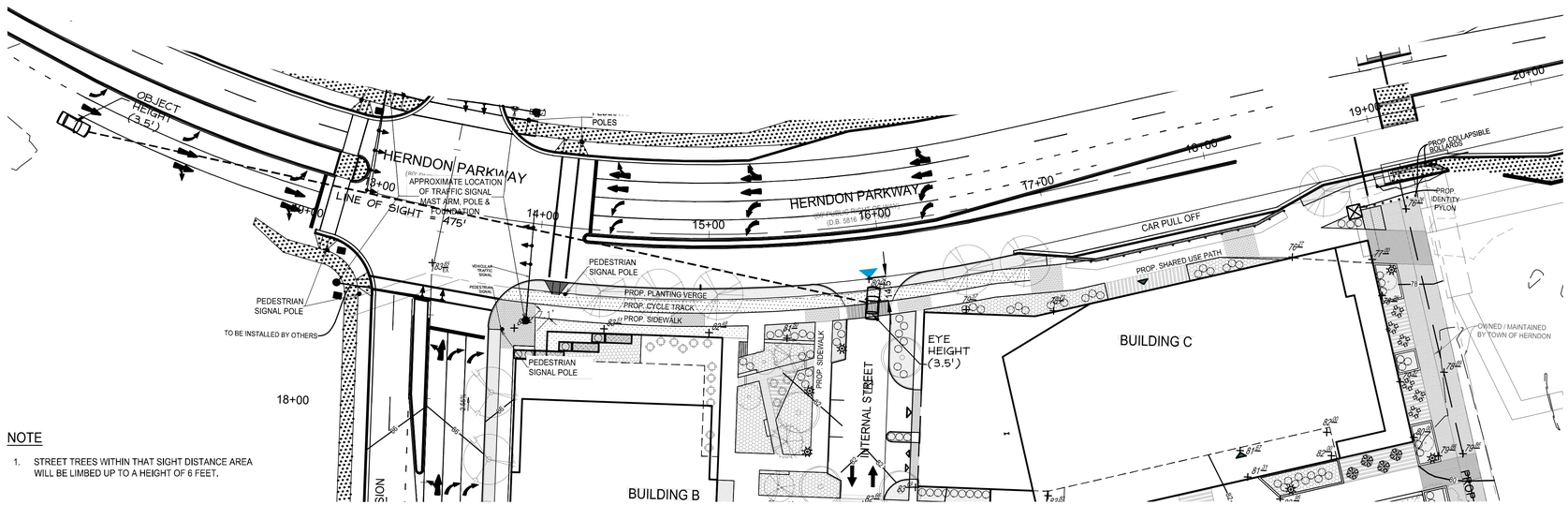
PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: WR
DRAWN: WR
CHECKED: JR

SHEET TITLE:

FIRE ACCESS PLAN - COMMERCIAL OPTION

SHEET No.

27.0



NOTE

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

LEGEND

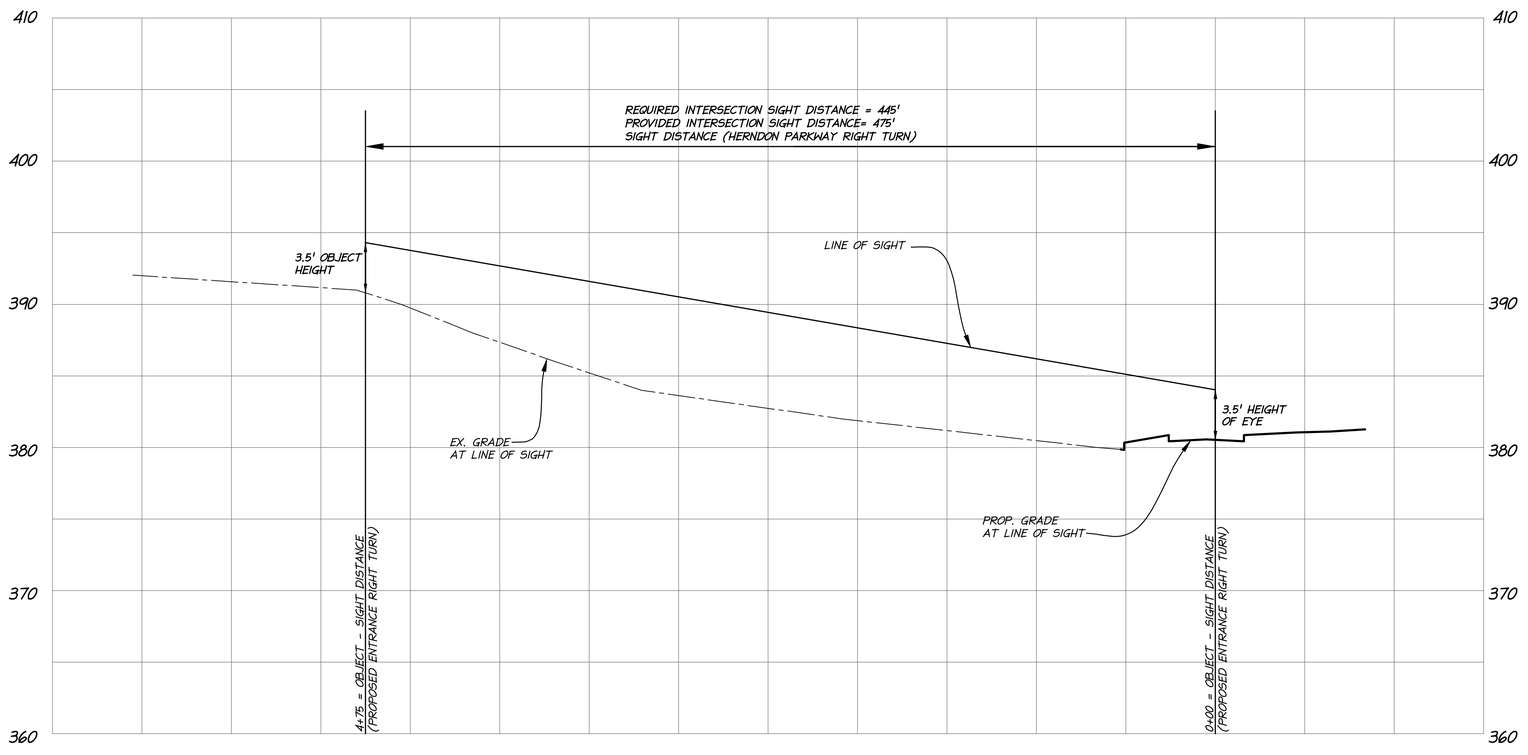
- : EX. WOODS LINE
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. LIMITS OF DISTURBANCE
- : EX. CONTOUR
- : PROP. CONTOUR

VCS 1983 GRID NORTH

GRAPHIC SCALE
1" = 40'

HERNDON PARKWAY SIGHT DISTANCE

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



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

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

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COMMONWEALTH OF VIRGINIA
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2022-06-21
PROFESSIONAL ENGINEER

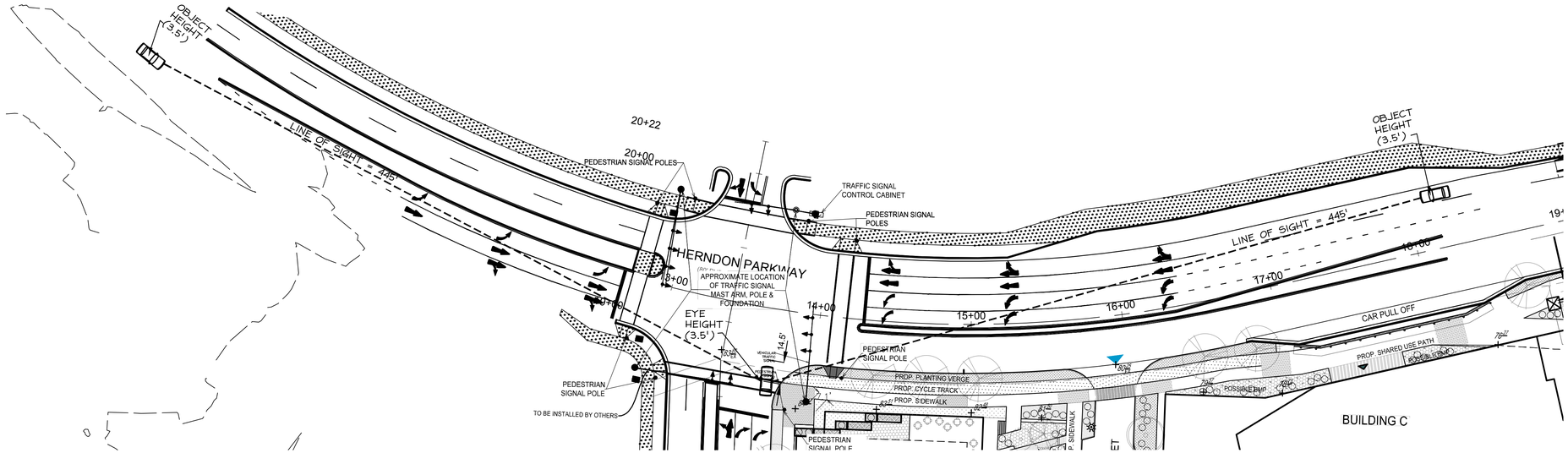
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PROJECT No.: 15031.002.00
DRAWING No.: 108985
DATE: 2019-07-22
DESIGN: JH
DRAWN: MM
CHECKED: KMW

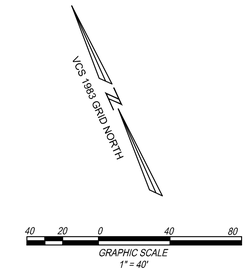
SHEET TITLE:
SIGHT DISTANCE PLAN AND PROFILE - COMMERCIAL OPTION

SHEET No.
28.0



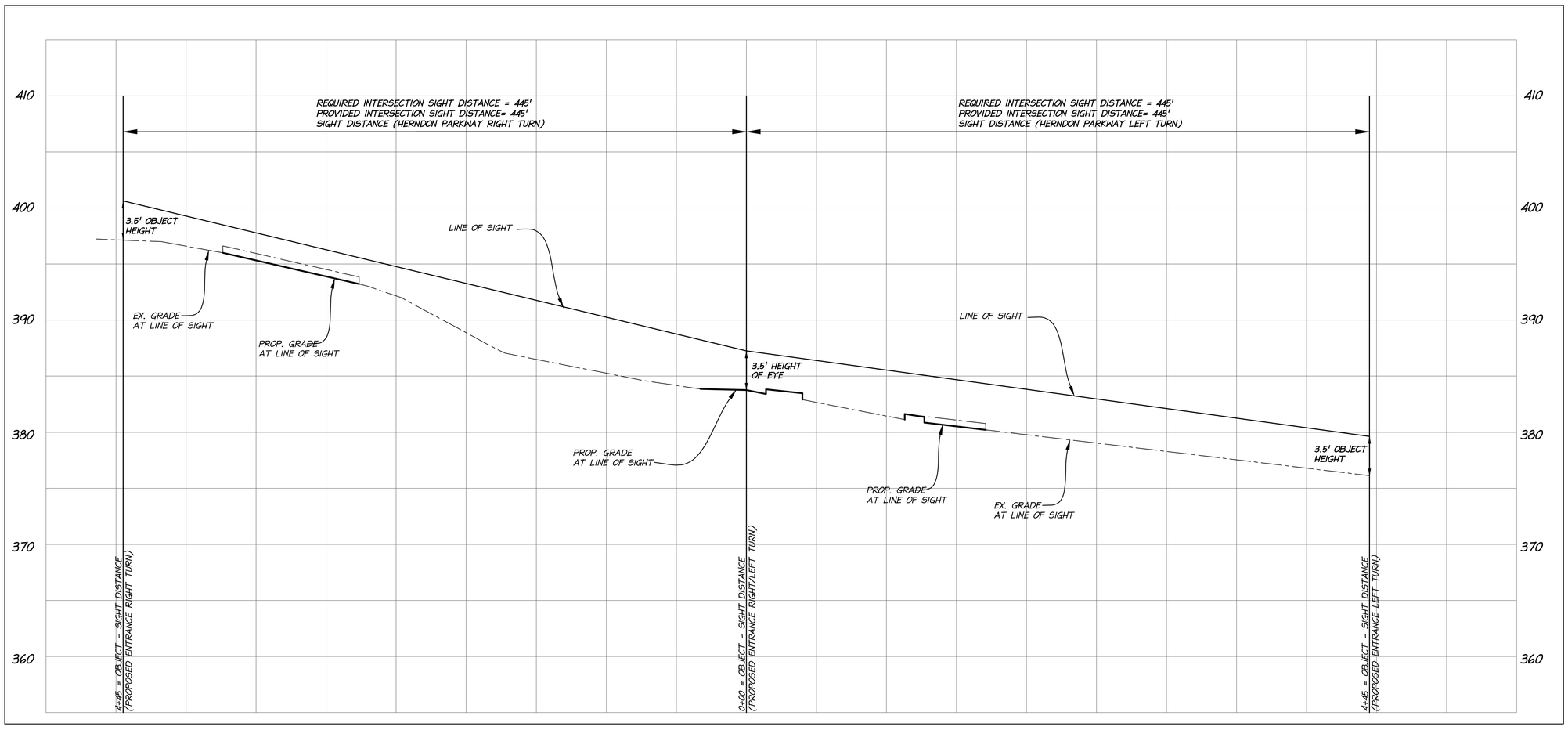
LEGEND

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



NOTE

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



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

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

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COMMONWEALTH OF VIRGINIA
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2022-06-21
PROFESSIONAL ENGINEER

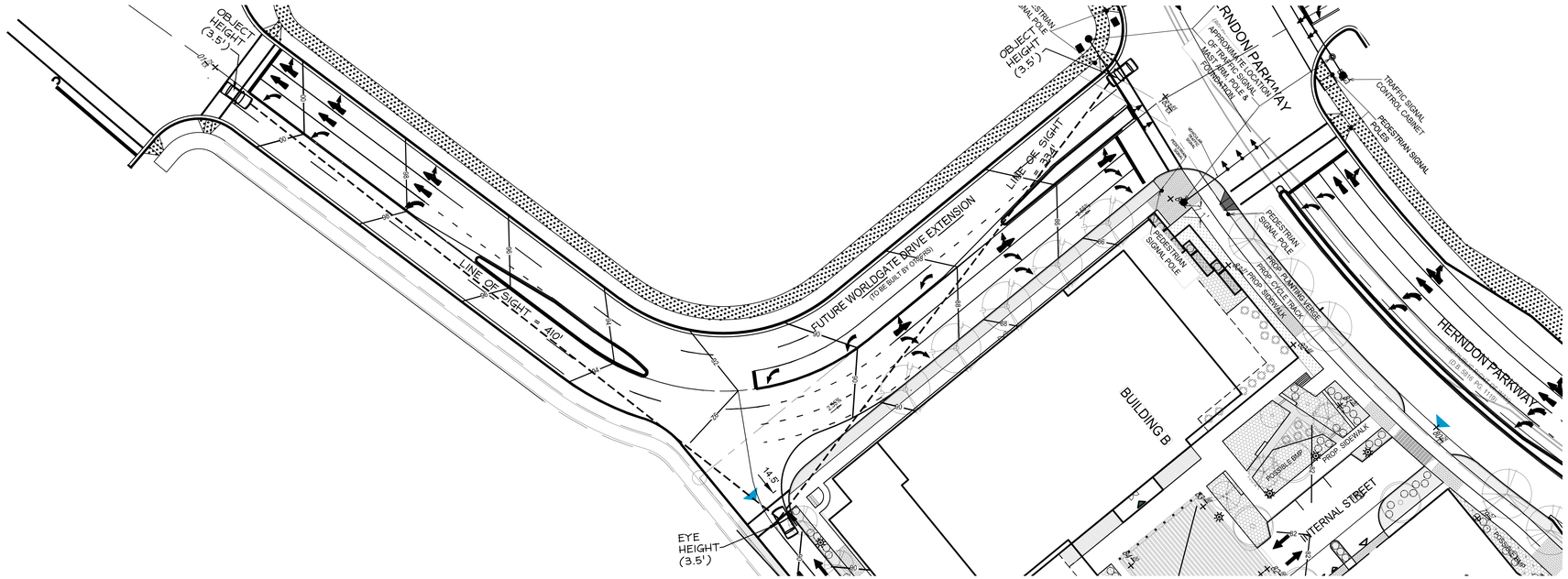
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DATE: 2019-07-22
DESIGN: MQ
DRAWN: MQ
CHECKED: KMW

SHEET TITLE:
SIGHT DISTANCE PLAN AND PROFILE - COMMERCIAL OPTION

SHEET No.
28.1



LEGEND

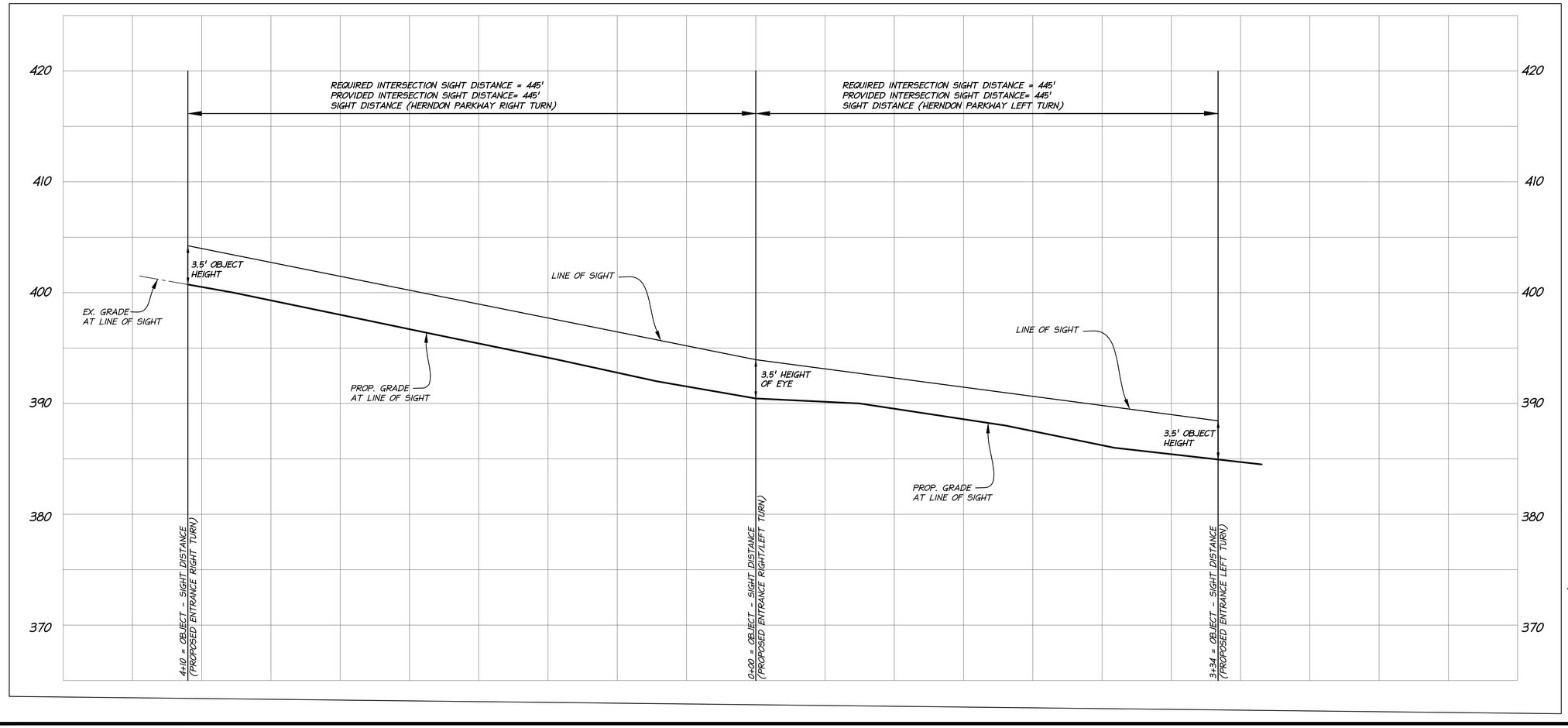
- : EX. WOODS LINE
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : PROP. BUILDING
- : PROP. EDGE OF PAVEMENT
- : PROP. LIMITS OF DISTURBANCE
- : EX. CONTOUR
- : PROP. CONTOUR

VCS 1983 GRID NORTH

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

NOTE

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



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

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

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DRAWN: MQ
CHECKED: KMW

SHEET TITLE:
SIGHT DISTANCE PLAN AND PROFILE - COMMERCIAL OPTION

SHEET No.
28.2

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

CAR PULL OFF

PROP. SHARED USE PATH

PROP. COLLAPSIBLE BOLLARDS

PROP. PLANTING STRIP

PROP. CYCLE TRACK

PROP. SIDEWALK

OUTDOOR CAFE SEATING

PROP. SIDEWALK

POSSIBLE BMP

FCC

TRANSFORMER

AMENITIES 3,550 SQFT

LOBBY 6,260 SQFT

AMENITIES 2,300 SQFT

BUILDING C

RETAIL 5,400 SQFT

BUILDING SERVICES 300 SQFT

BUILDING SERVICES 575 SQFT

AMENITIES 1,200 SQFT

TRASH

LOADING

BIKE STORAGE 2,060 SQFT

INTERNAL STREET

GARAGE ENTRY

7.5%

7.5%

15%

FITNESS 4500 SF

CAFE 2500 SF

BUILDING B

BIKE STORAGE

LOBBY

BIKE STORAGE 4,815 SQFT

BUILDING SERVICES

FCC

BUILDING SERVICES 815 SQFT

BUILDING SERVICES

BUILDING SERVICES 1,800 SQFT

LOADING

TRANSFORMER - B

SWITCH GEAR

BUILDING SERVICES

GARAGE ENTRY

CENTRAL PLAZA

POTENTIAL FOCAL POINT

OFFICE LOBBY 6,450 SQFT

BUILDING A

FCC

AMENITIES 1,860 SQFT

TRASH

LOADING

MECH.

RESTROOMS

BUILDING SERVICES 1,390 SQFT

POTENTIAL RETAIL 4,500 SQFT

BUILDING SERVICES 560 SQFT

BUILDING SERVICES 3,315 SQFT

GARAGE ENTRY

BIKE STORAGE 2,820 SQFT

POSSIBLE BMP

ACCESS ROAD

FIRE LANE / METRO & TOH SERVICE ACCESS

PROP. COLLAPSIBLE BOLLARDS

PROP. MOUNTABLE CURB

PROP. HERNDON PROMENADE

PROP. GRASSCRETE

METRO

WALL TAPERED TO MEET EX. GRADE

WALL TAPERED TO MEET EX. GRADE

OWNED / MAINTAINED BY TOWN OF HERNDON

OWNED / MAINTAINED BY TOWN OF HERNDON

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

INTERIM WORLDGATE DRIVE (HALF SECTION)

FUTURE WORLDGATE DRIVE EXTENSION (TO BE BUILT BY OTHERS)

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

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

LOT 2
PRESIDENTS PLAZA
MAP #: 016A-02-0026A
EQR5 HMP LLC,
D.B. 24564 PG. 1249

LEGEND

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

NOTE:

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

PROPOSED FUTURE GRADING

FUTURE WORLDGATE DRIVE EXTENSION
(TO BE BUILT BY OTHERS)

VCS 1983 GRID NORTH

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

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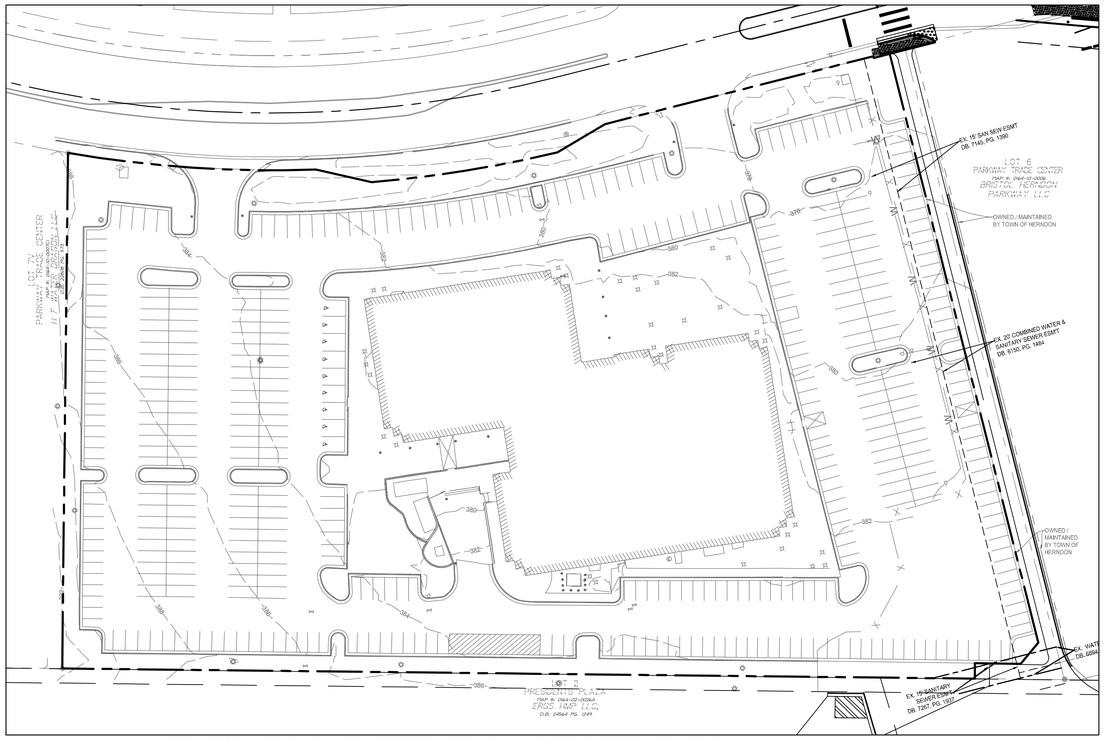
SHEET TITLE:

PROPOSED GRADING PLAN & LIMITS - COMMERCIAL OPTION

SHEET No.

29.0

EXISTING PERVIOUS AREA AND DRAINAGE DIVIDES:



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

EXISTING CONDITION SITE NARRATIVE

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

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

THERE ARE NO RESOURCE PROTECTION AREAS ON THIS PROPERTY.

PROPOSED CONDITION SITE NARRATIVE

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

WATER QUALITY TREATMENT (BMP) NARRATIVE

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

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

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

VCS 1983 GRID NORTH

25 0
GRAPHIC SCALE
1" = 50'

LEGEND:

PERVIOUS AREA

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

PROPOSED MICRO-BIORETENTION

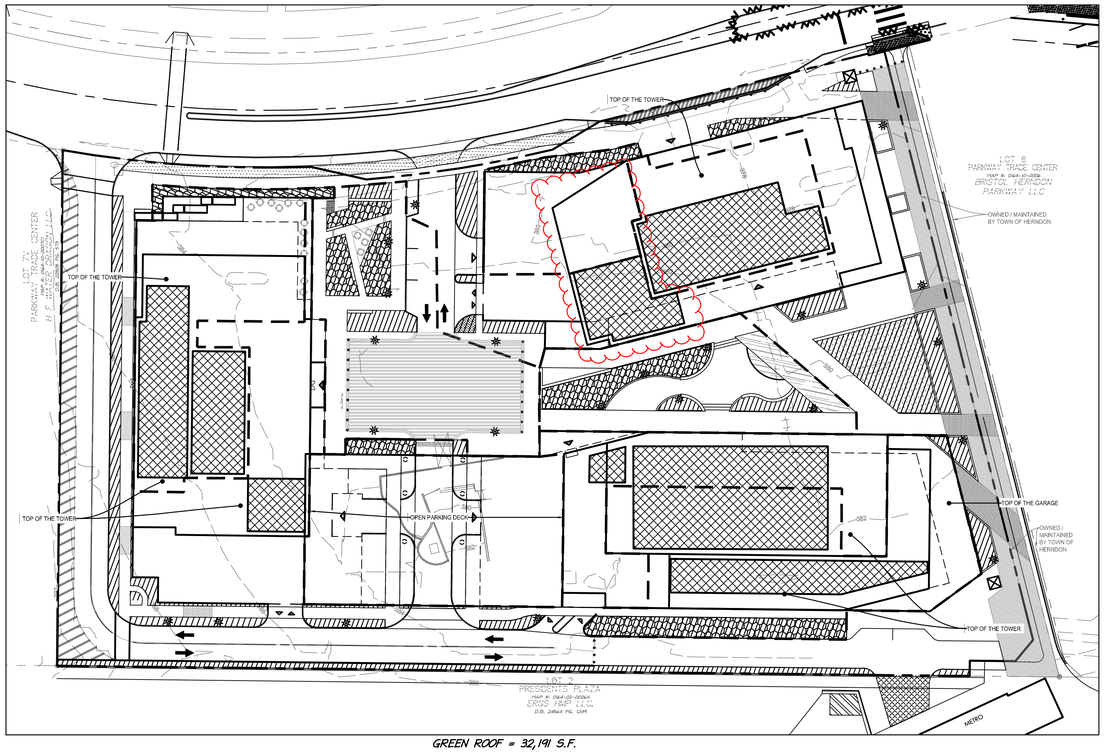
WATER QUANTITY TREATMENT (SWM) NARRATIVE

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

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

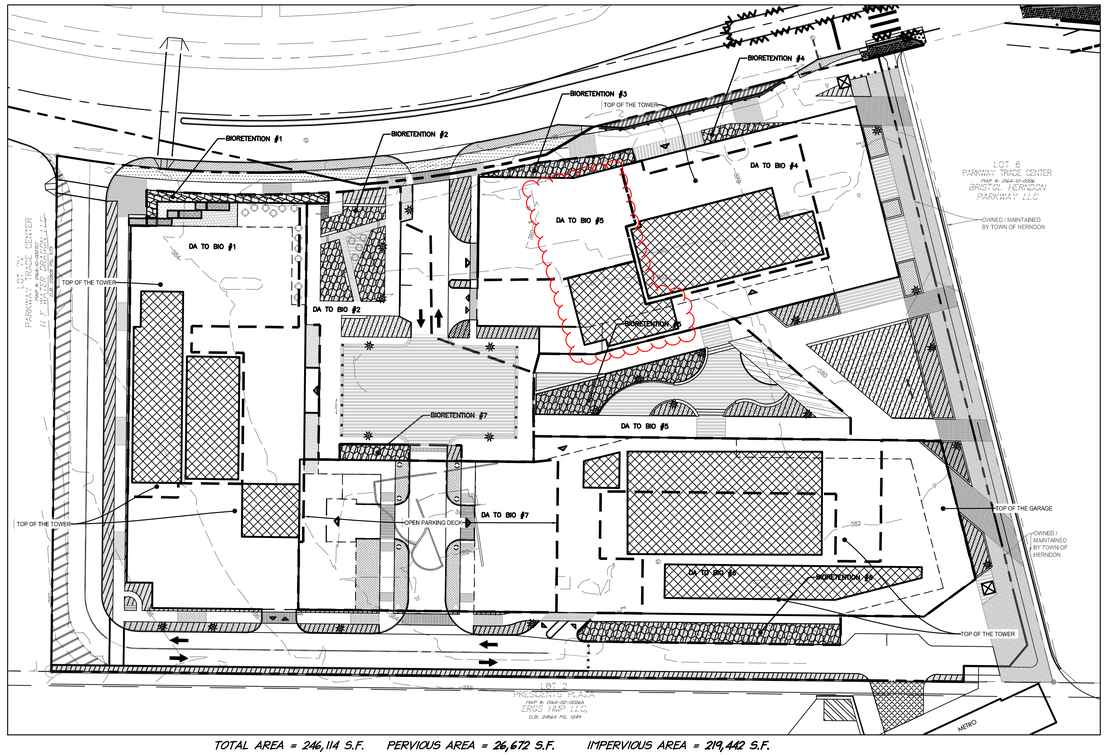
SINCE THE DETENTION METHOD FOR STORMWATER MANAGEMENT IS BEING USED, NO ADVERSE EFFECTS TO THE FLOODPLAIN OR THE PUBLIC DRAINAGE SYSTEM IS EXPECTED.

PROPOSED BMP AREAS: GREEN ROOF AREA AND MICRO-BIORETENTION



GREEN ROOF = 32,191 S.F.

PROPOSED PERVIOUS AREA AND DRAINAGE DIVIDES:



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

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PARKVIEW
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DP# 19-01
TOWN OF HERNDON, VIRGINIA

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

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

SHEET TITLE:

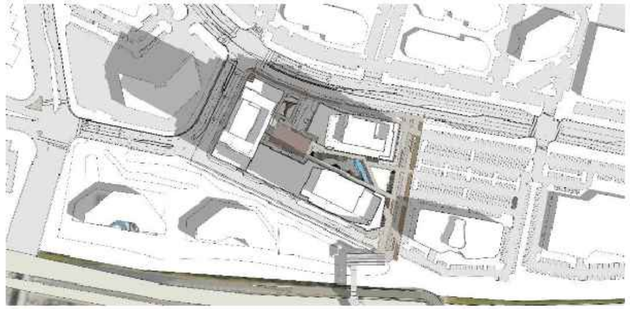
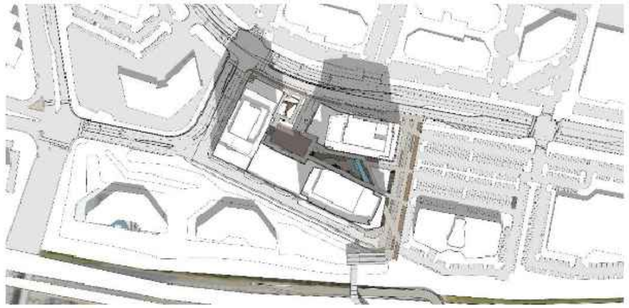
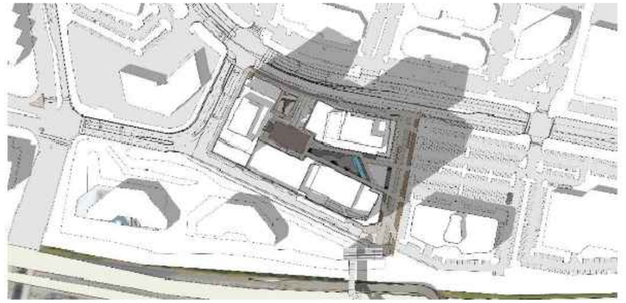
SWM DRAINAGE PLAN - COMMERCIAL OPTION

SHEET No.

29.1

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

SPRING - 03/21

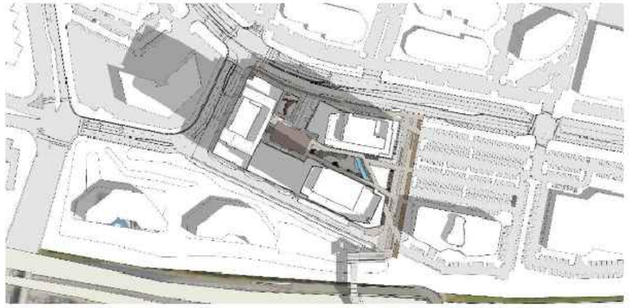
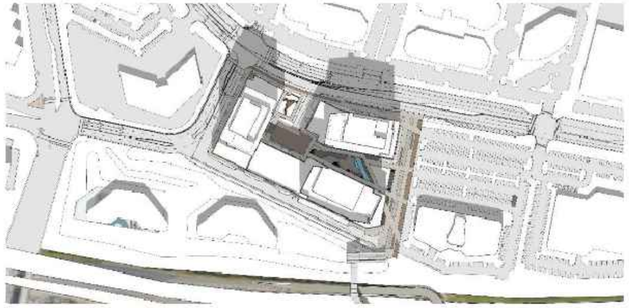




SUMMER - 06/21

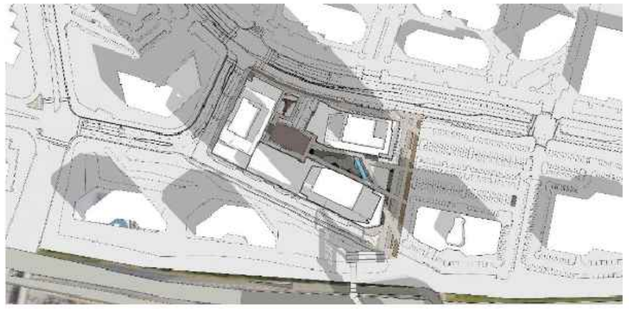
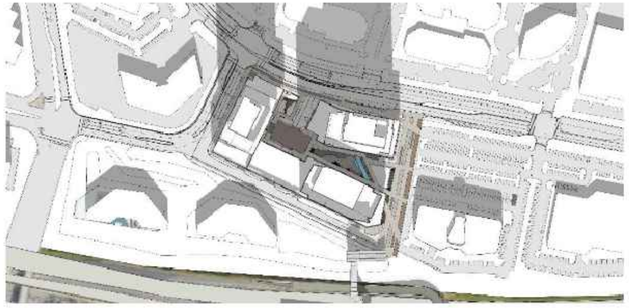




FALL - 09/21


WINTER - 12/21


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

SHEET TITLE:

SHADOW ANALYSIS - COMMERCIAL OPTION

SHEET No.

30.0



VIEW OF THE SOUTHEAST CORNER AT METRO LANDING



VIEW OF THE NORTHEAST CORNER ALONG THE PROMENADE



VIEW OF THE NORTH ELEVATION ALONG HERNDON PARKWAY



VIEW OF THE NORTHWEST CORNER AT WORLDGATE DRIVE

CONCEPTUAL RENDERINGS - FOR ILLUSTRATIVE PURPOSES ONLY

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CHECKED: JR

SHEET TITLE:

PERSPECTIVE VIEWS - MAX FAR COMMERCIAL OPTION

SHEET No.

31.0



VIEW OF THE NORTH ELEVATION ALONG HERNDON PARKWAY



VIEW OF THE EAST ELEVATION ALONG THE PROMENADE



VIEW OF THE WEST ELEVATION ALONG WORLDGATE DRIVE



VIEW OF THE SOUTH ELEVATION ALONG THE ACCESS ROAD

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DRAWN: WR
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SHEET TITLE:

ELEVATION VIEWS - MAX FAR COMMERCIAL OPTION

SHEET No.

31.1



VIEW OF THE SOUTHEAST CORNER NEAR METRO LANDING



VIEW OF THE SOUTHEAST CORNER AT THE PROMENADE



VIEW OF THE CENTRAL PLAZA ADJACENT TO THE PROMENADE



VIEW OF THE CENTRAL PLAZA ADJACENT TO THE PROMENADE

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SHEET TITLE:

PEDESTRIAN VIEWS - MAX FAR COMMERCIAL OPTION

SHEET No.

31.2



GROUND LEVEL VIEW OF BUILDING C ALONG PROMENADE



GROUND LEVEL VIEW OF THE NORTHEAST CORNER AT BUILDING C



VIEW OF THE NORTHWEST CORNER AT BUILDING B ALONG HERNDON PARKWAY



VIEW OF THE NORTHWEST CORNER AT BUILDING B ALONG WORLDGATE DRIVE

CONCEPTUAL RENDERINGS - FOR ILLUSTRATIVE PURPOSES ONLY

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SHEET TITLE:

PEDESTRIAN VIEWS - MAX FAR COMMERCIAL OPTION

SHEET No.

31.3



GROUND LEVEL VIEW ALONG WORLDGATE DRIVE



GROUND LEVEL VIEW OF THE SOUTHWEST CORNER AT BUILDING B



GROUND LEVEL VIEW ALONG THE ACCESS ROAD



GROUND LEVEL VIEW OF BUILDING A

CONCEPTUAL RENDERINGS - FOR ILLUSTRATIVE PURPOSES ONLY

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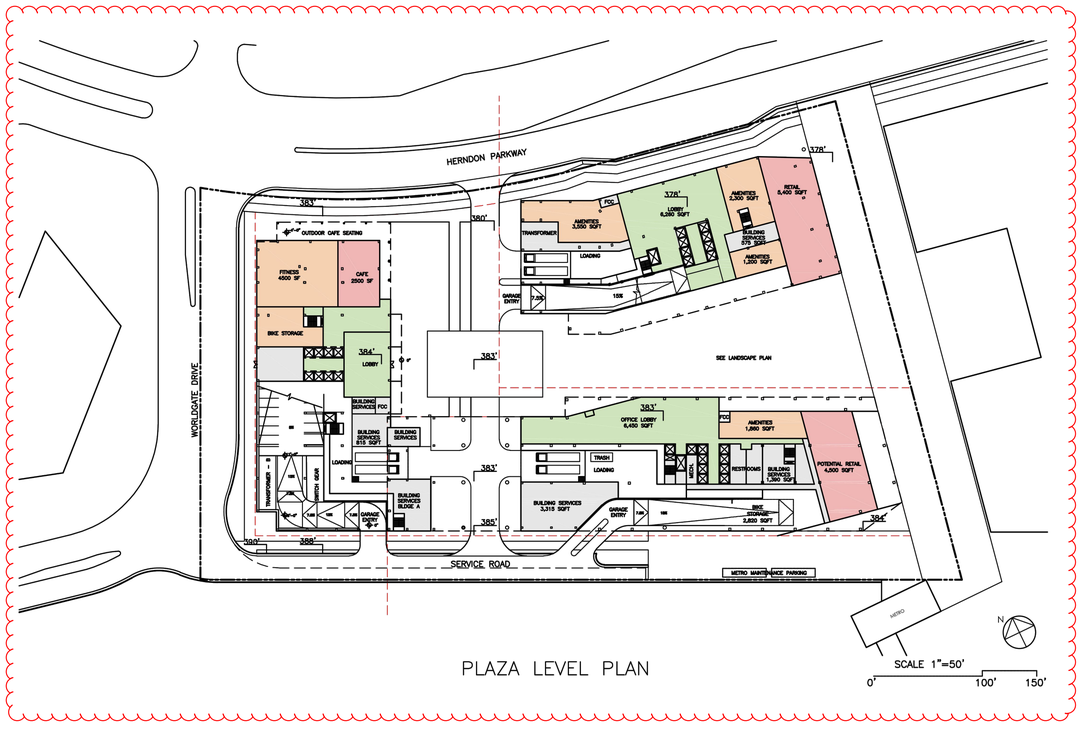
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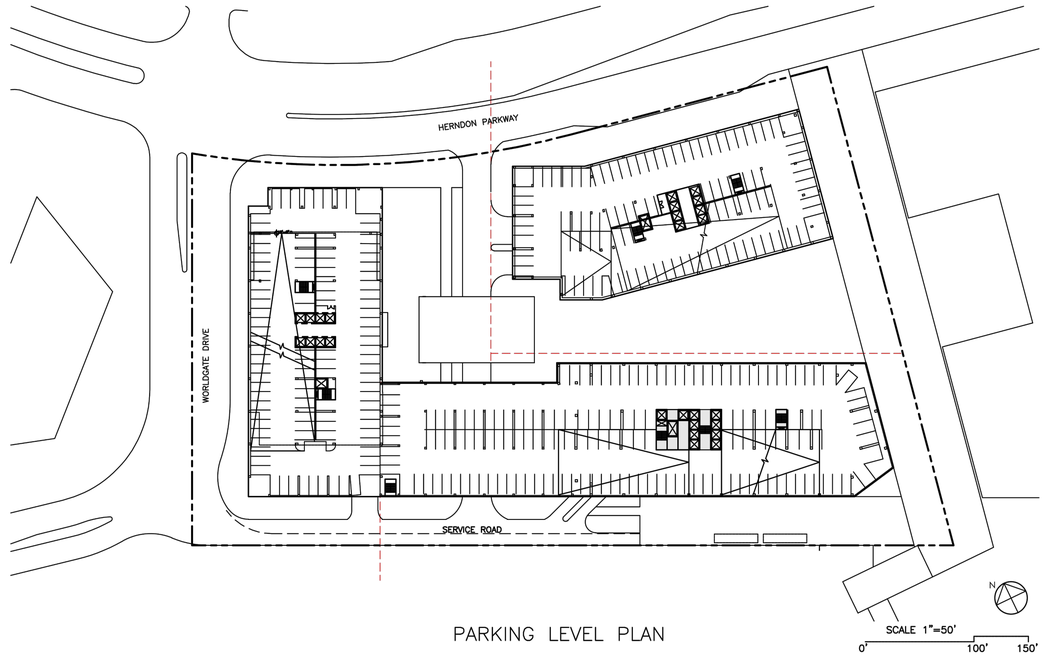
PEDESTRIAN VIEWS - MAX FAR COMMERCIAL OPTION

SHEET No.

31.4



PLAZA LEVEL PLAN



PARKING LEVEL PLAN

NOTES:

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

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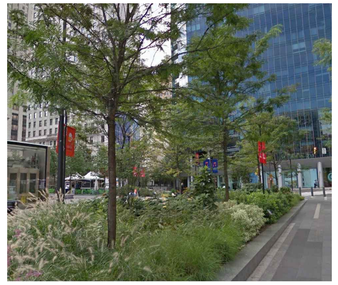
ILLUSTRATIVE PARKING PLAN - COMMERCIAL OPTION

SHEET No.

32.0

INTERNAL PLAZA OVERALL CONCEPT

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







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

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



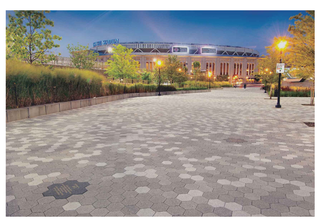


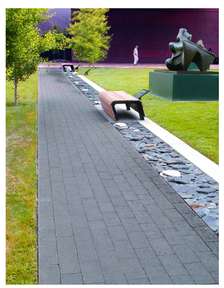




ALONG THE RETAIL FACADE, DEDICATED OUTDOOR DINING OR RETAIL AREA CAN BE PLACED ON THE SPECIALTY PAVING AREA . THE OUTDOOR DINING AND RETAIL SERVES TO ACTIVATE AND FURTHER ENLIVEN THE PROMENADE

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





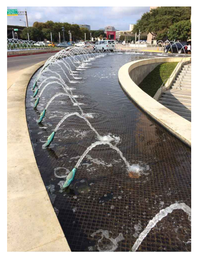




BIORETENTION PLANTERS TREAT STORMWATER FROM THE ROOF AND ARE PLANTED HERE WITH LARGER PLANT MATERIALS INCLUDING SHADE TREES, WHICH IN ADDITION TO BEING AN INTEGRAL PART OF BIORETENTION, ALSO SERVE AS STREET TREES, SHADING THE SIDEWALK AND REDUCING THE SCALE OF THE ARCHITECTURE

FOCAL POINT - PROVIDES A CENTRAL VISUAL INTEREST FEATURE





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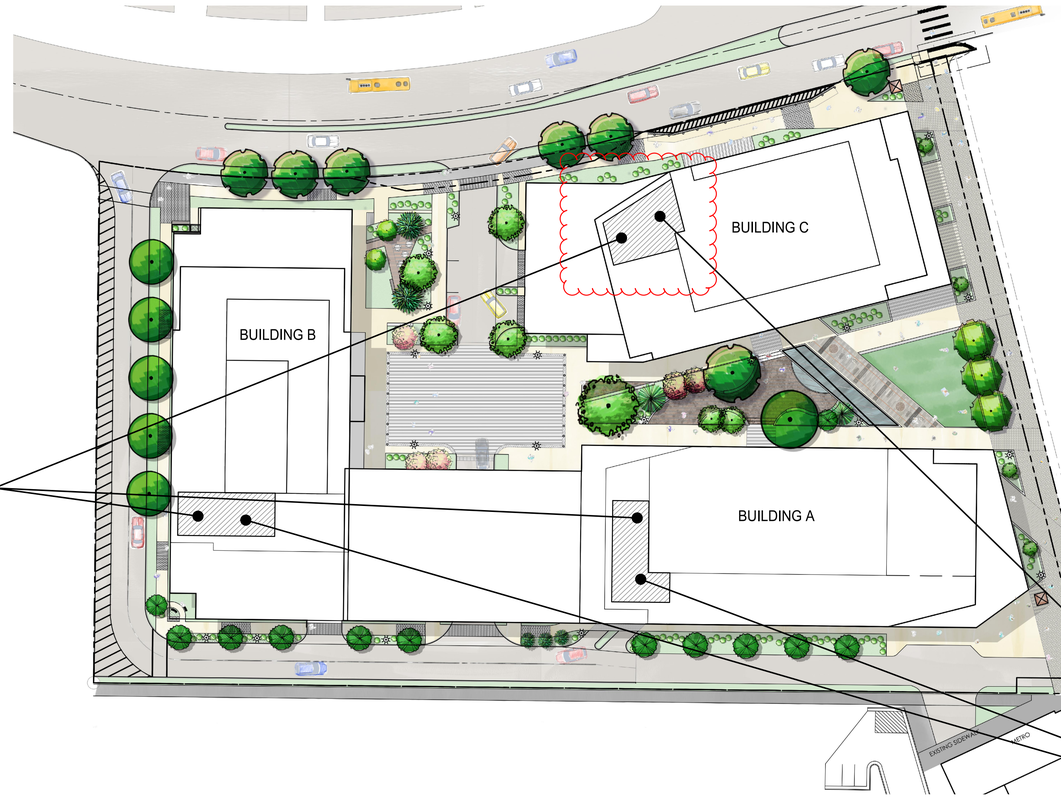
LANDSCAPE FEATURES - COMMERCIAL OPTION

SHEET No.

32.1

OFFICE ROOFTOP





OFFICE ROOFTOP



THE IMAGES SHOWN ON THIS PAGE ARE CONCEPTUAL IN NATURE. AMENITIES TO BE PROVIDED ON THE PRIVATELY ACCESSED ROOFTOPS ARE SUBJECT TO FINAL ENGINEERING

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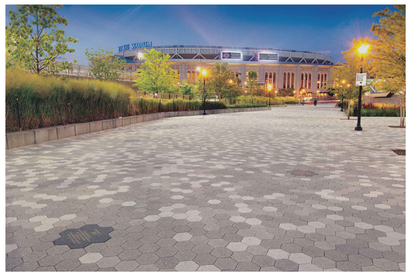
SHEET TITLE:
ILLUSTRATIVE PRIVATE OPEN SPACE -COMMERCIAL OPTION

SHEET No.
32.2

DECORATIVE PAVING EXAMPLES







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










TREES IN PAVEMENT EXAMPLE



SITE LIGHTING EXAMPLES





SEAT/RETAINING WALL EXAMPLES - RUSTIC




SEAT/RETAINING WALL EXAMPLES - MODERN




LOADING DOCK DOOR EXAMPLE



INTERIM GARAGE SCREENING EXAMPLE



NOTES:

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

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SHEET TITLE:

DESIGN AMENITIES - COMMERCIAL OPTION

SHEET No.

32.3



BIORETENTION



PERMEABLE TREE WELLS



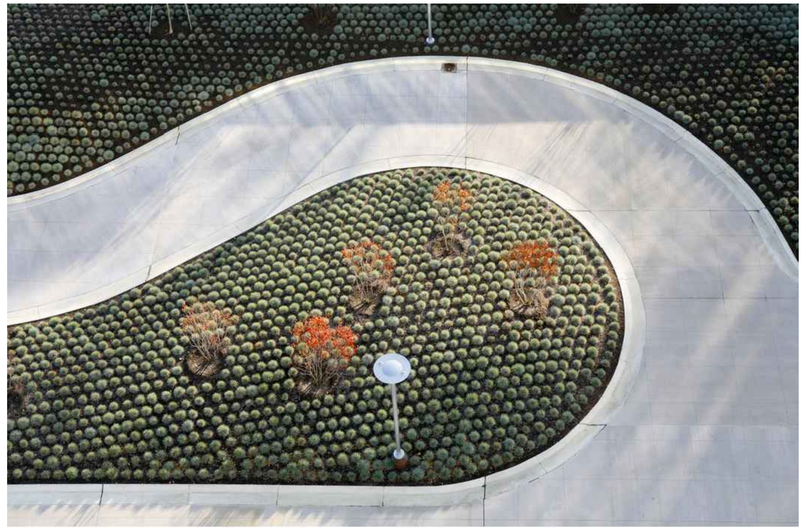
IN-GRADE BIORETENTION

SUSTAINABLE PRACTICES

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

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

GREEN ROOF ATOP PARKING STRUCTURE







GREEN ROOF WITH AMENITIES

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SUSTAINABLE PRACTICES - COMMERCIAL OPTION

SHEET No.

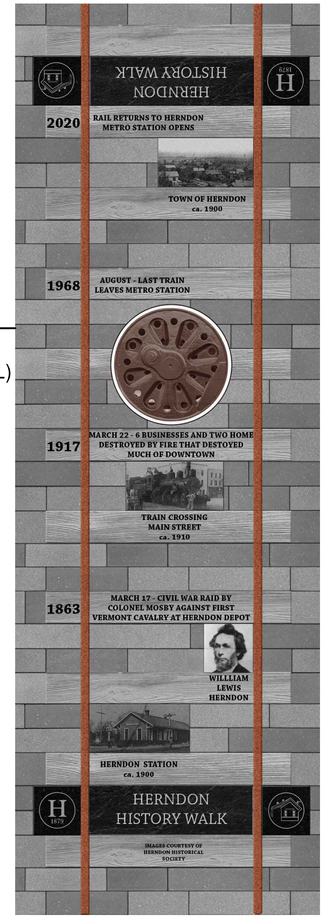
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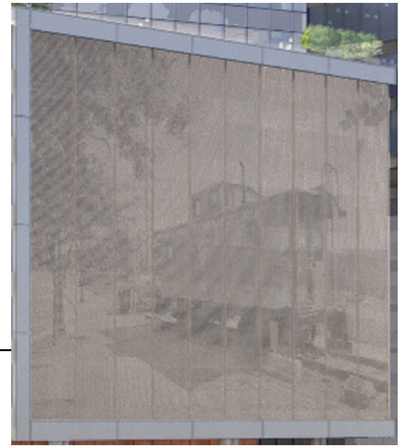




HERNDON IDENTITY PYLON



HISTORIC TIMELINE TRAIL PAVER INLAY (CONCEPTUAL)



PERFORATED METAL SCREEN FACADE (NE STREET VIEW)

INFORMATION KIOSK



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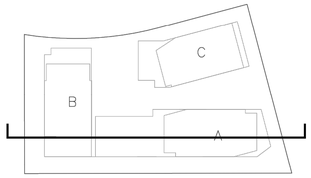
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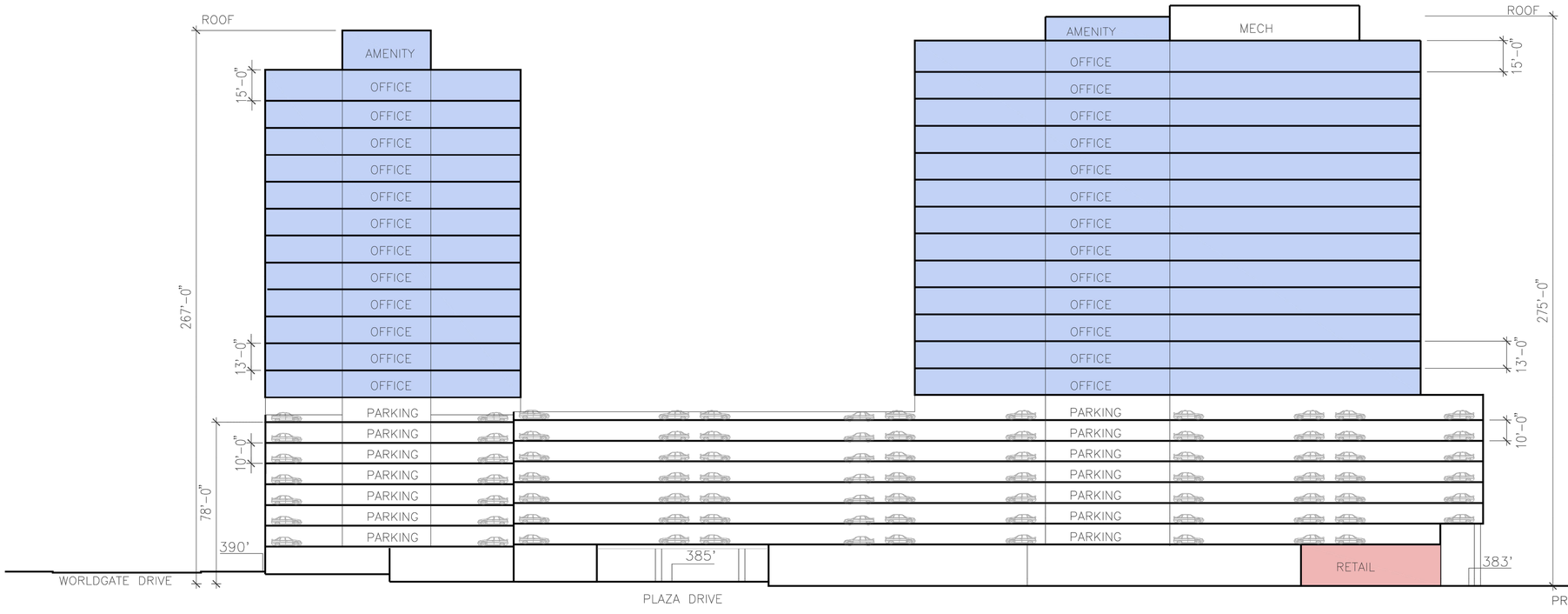
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32.5

SECTION A-A'





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1" = 30'

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

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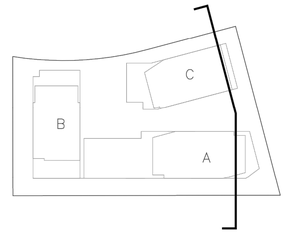
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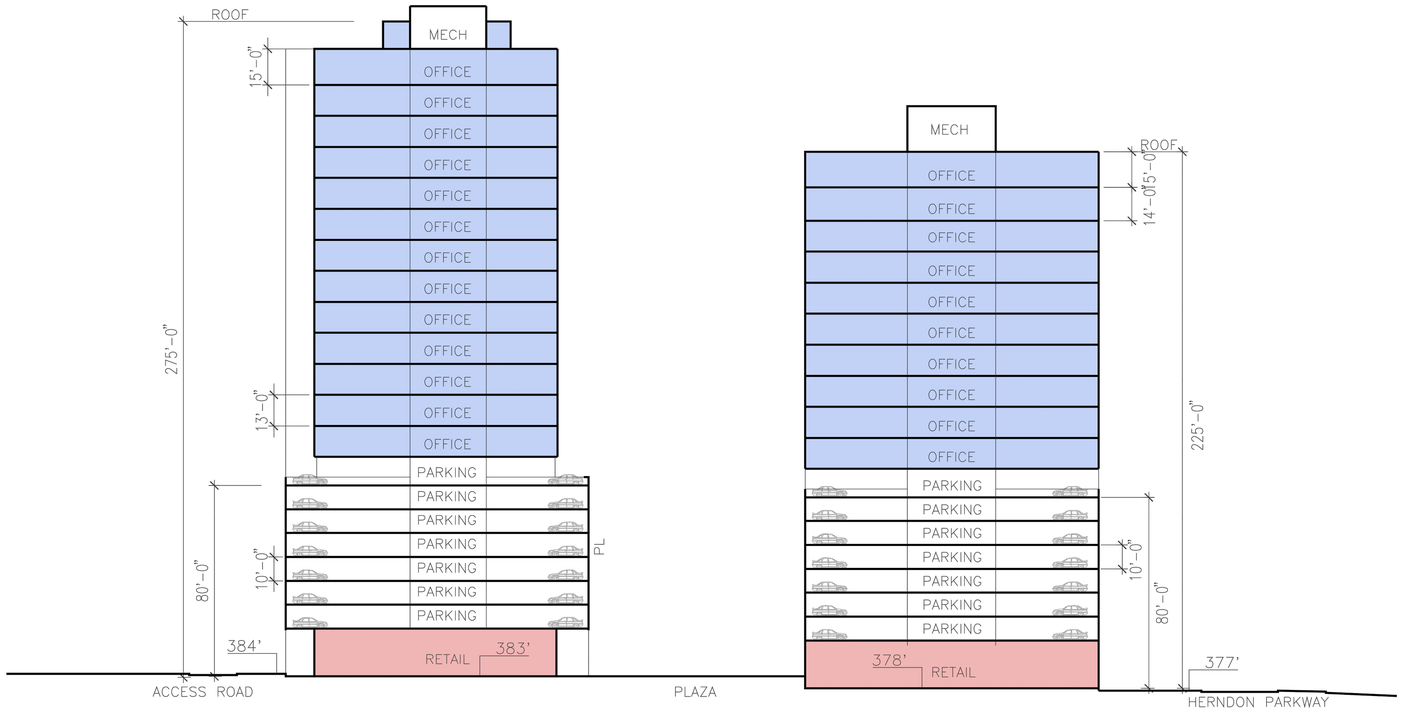
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33.0

SECTION B-B'





BUILDING A

BUILDING C



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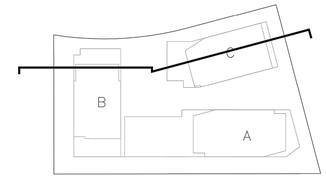
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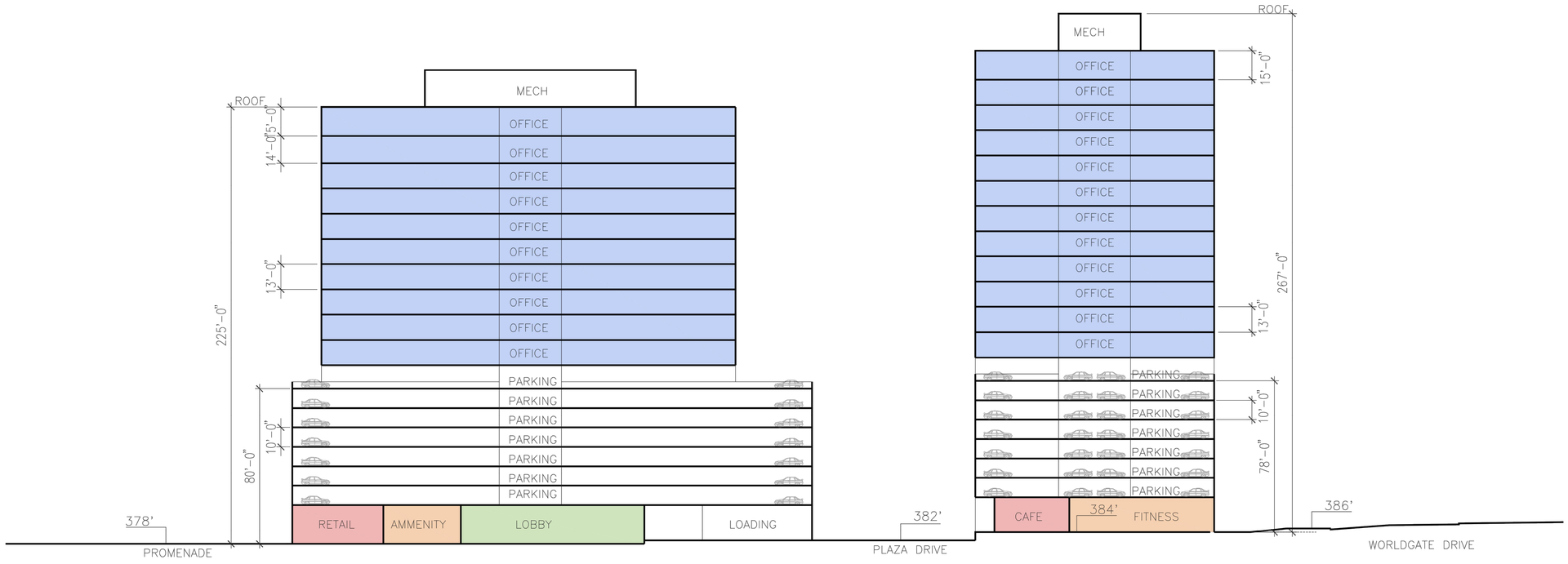
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SECTION C-C'





BUILDING C

BUILDING B

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GRAPHIC SCALE
1" = 30'

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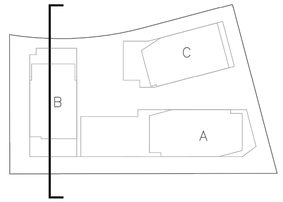
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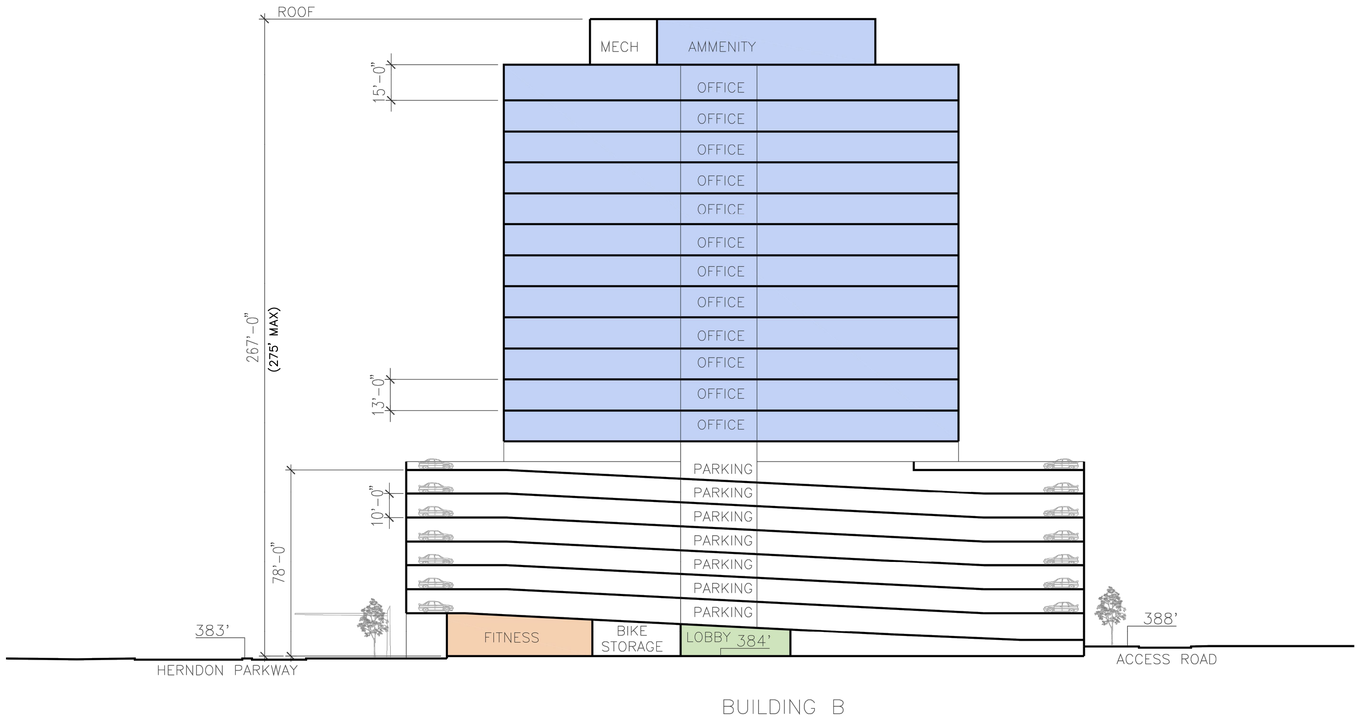
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SECTION D-D'





BUILDING B

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GRAPHIC SCALE
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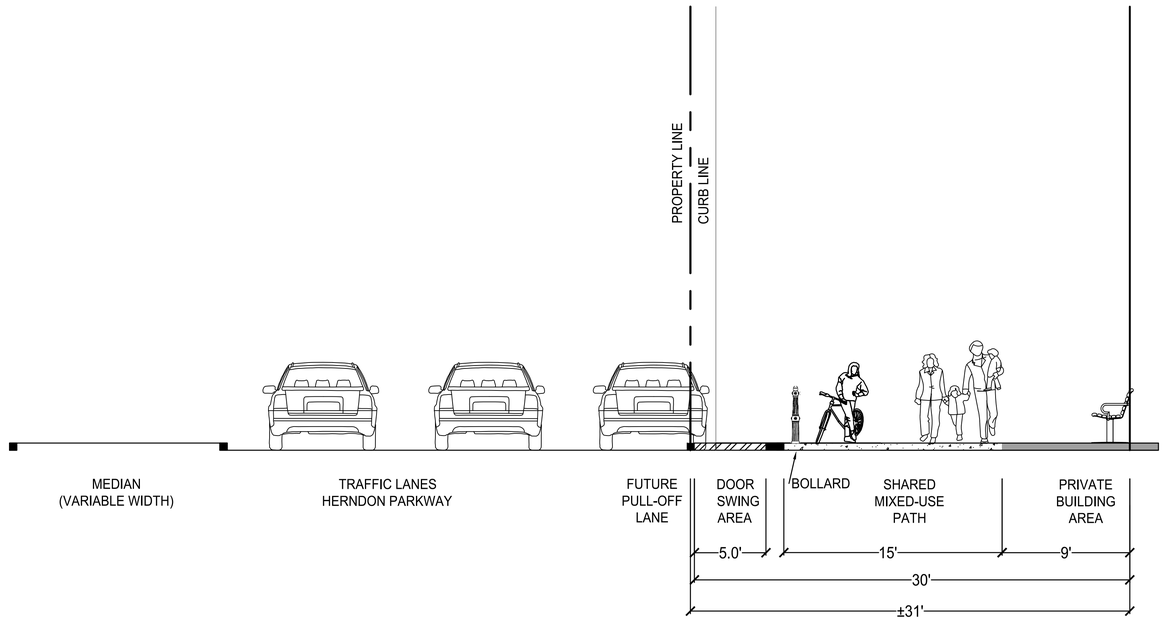
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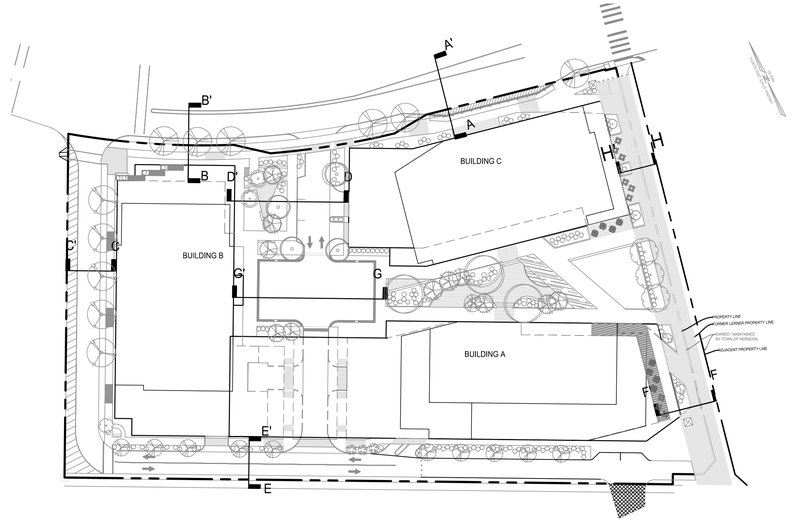
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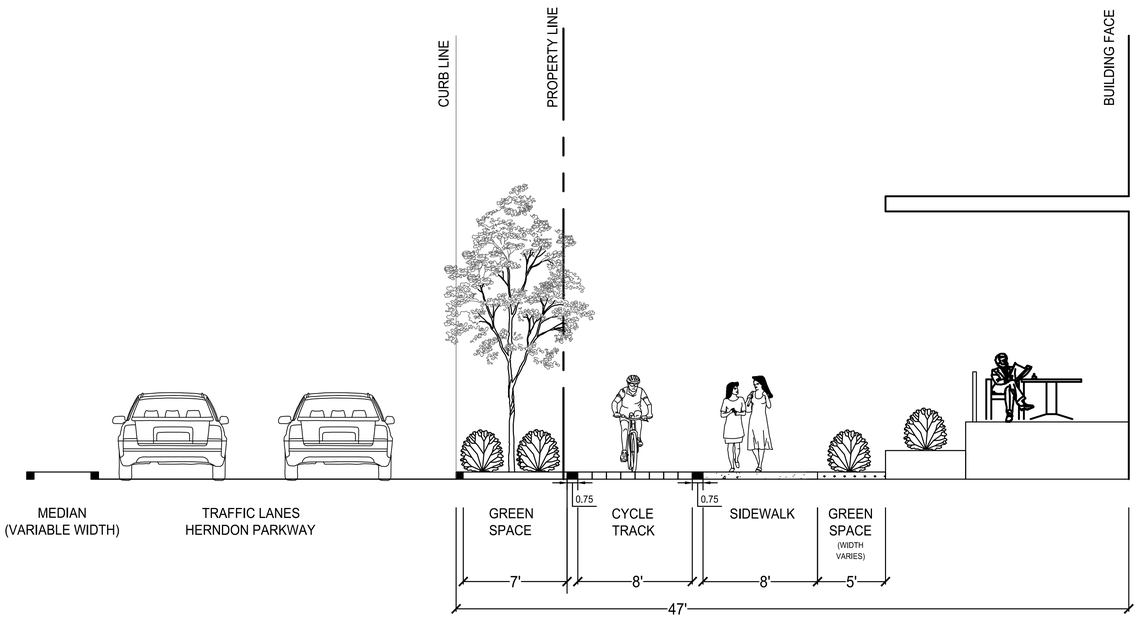


A' A

HERNDON PARKWAY STREETSCAPE- SECTION A'-A

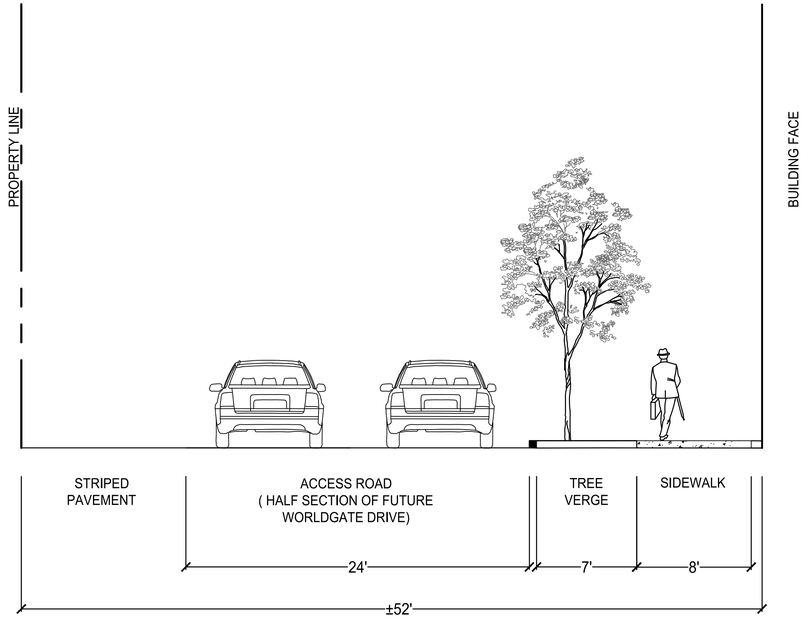


KEY PLAN



B' B

HERNDON PARKWAY STREETSCAPE- SECTION B'-B



C' C

PROPOSED WORLDGATE DRIVE HALF SECTION - SECTION C'-C

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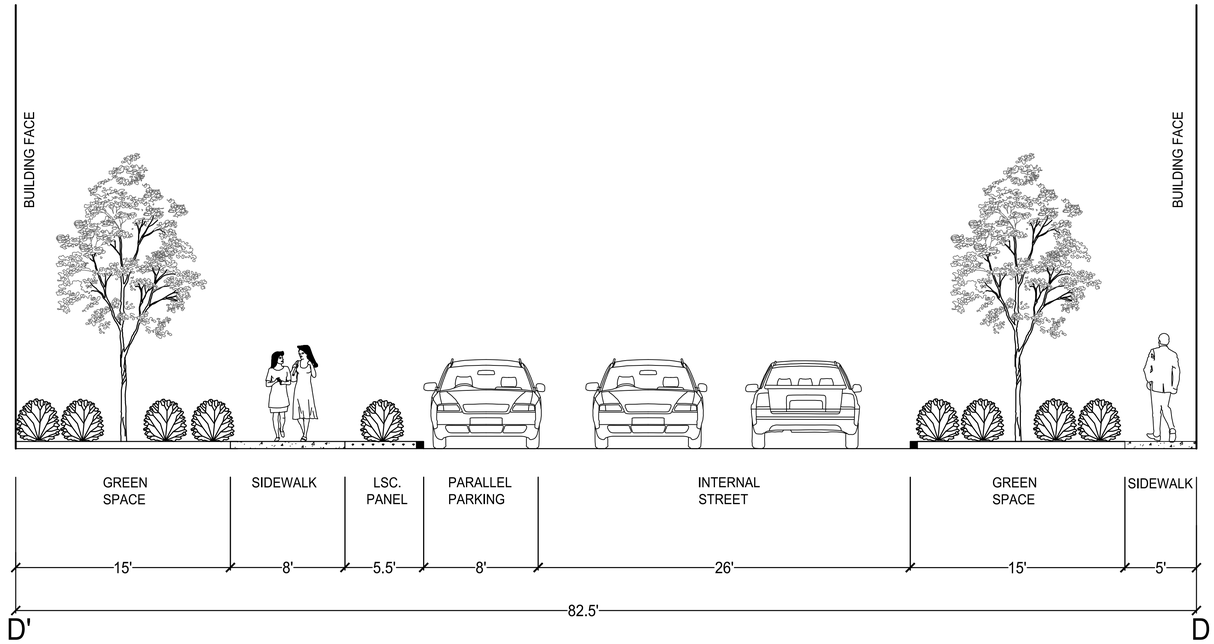
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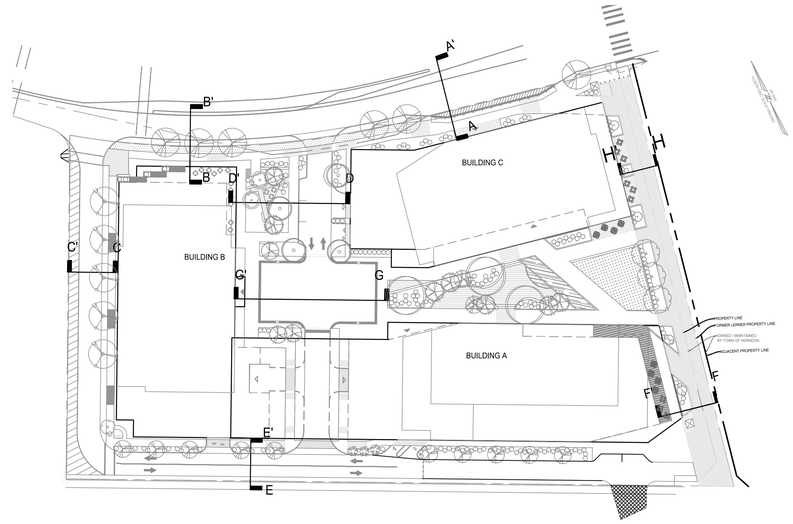
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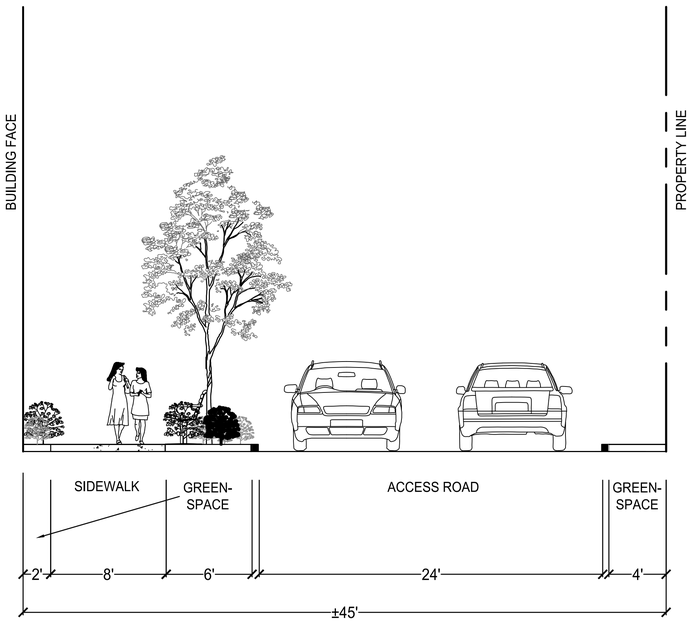
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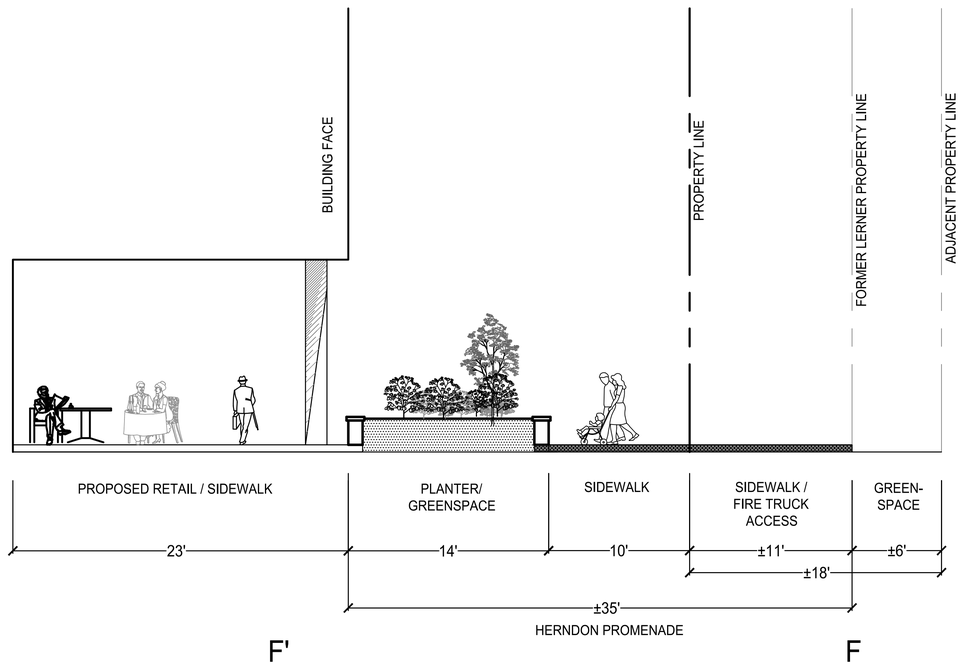
PROPOSED INTERNAL STREET- SECTION D'-D



KEY PLAN



PROPOSED SOUTHERN ACCESS ROAD - SECTION E'-E



PROPOSED HERNDON PROMENADE - SECTION F'-F

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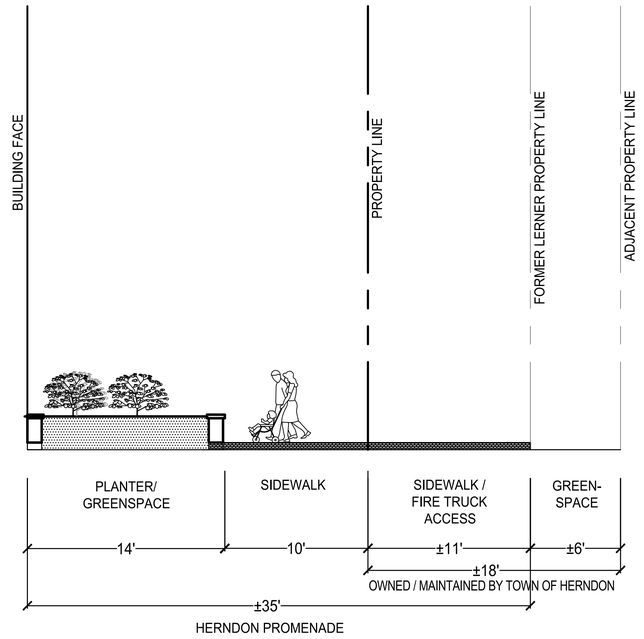
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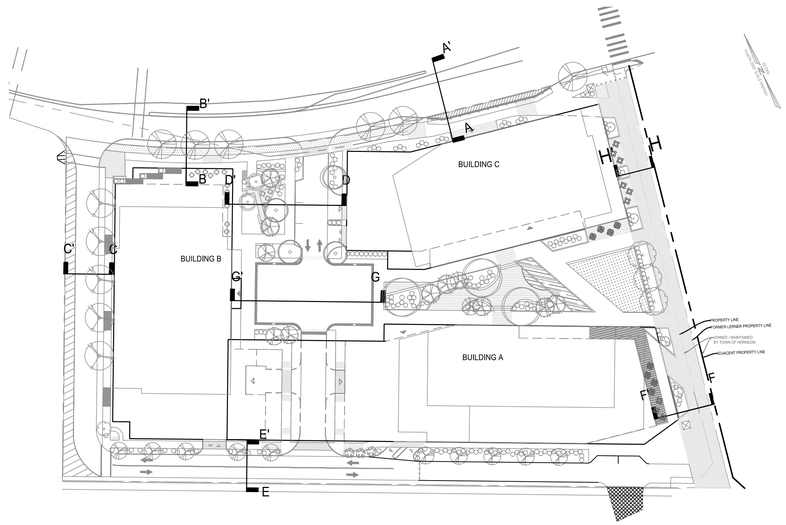
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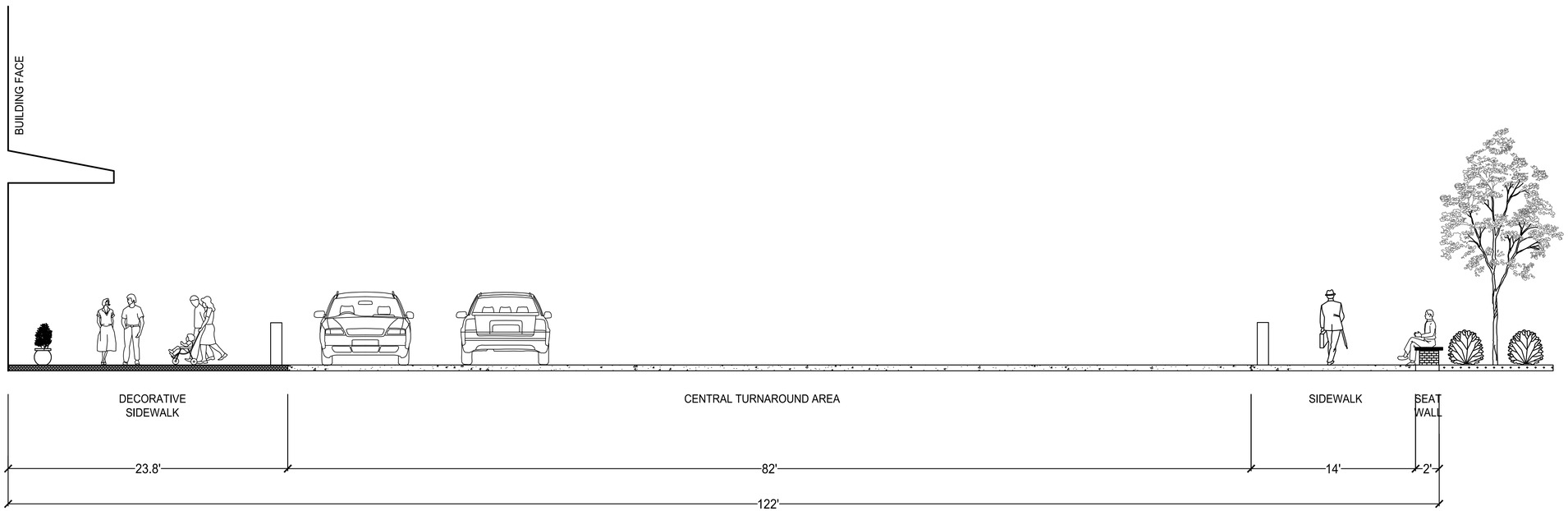
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PROPOSED HERNDON PROMENADE- SECTION H'-H



KEY PLAN



PROPOSED INTERNAL TURNAROUND- SECTION G'-G

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CROSS SECTIONS - COMMERCIAL OPTION

SHEET No.

34.2

Transportation Demand Management (TDM) Plan

Parkview

Town of Herndon, Virginia

May 29, 2020

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

GOROVE / SLADE
Transportation Planners and Engineers

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1.0 | BACKGROUND SUMMARY

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

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

1.1 | Site Location

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

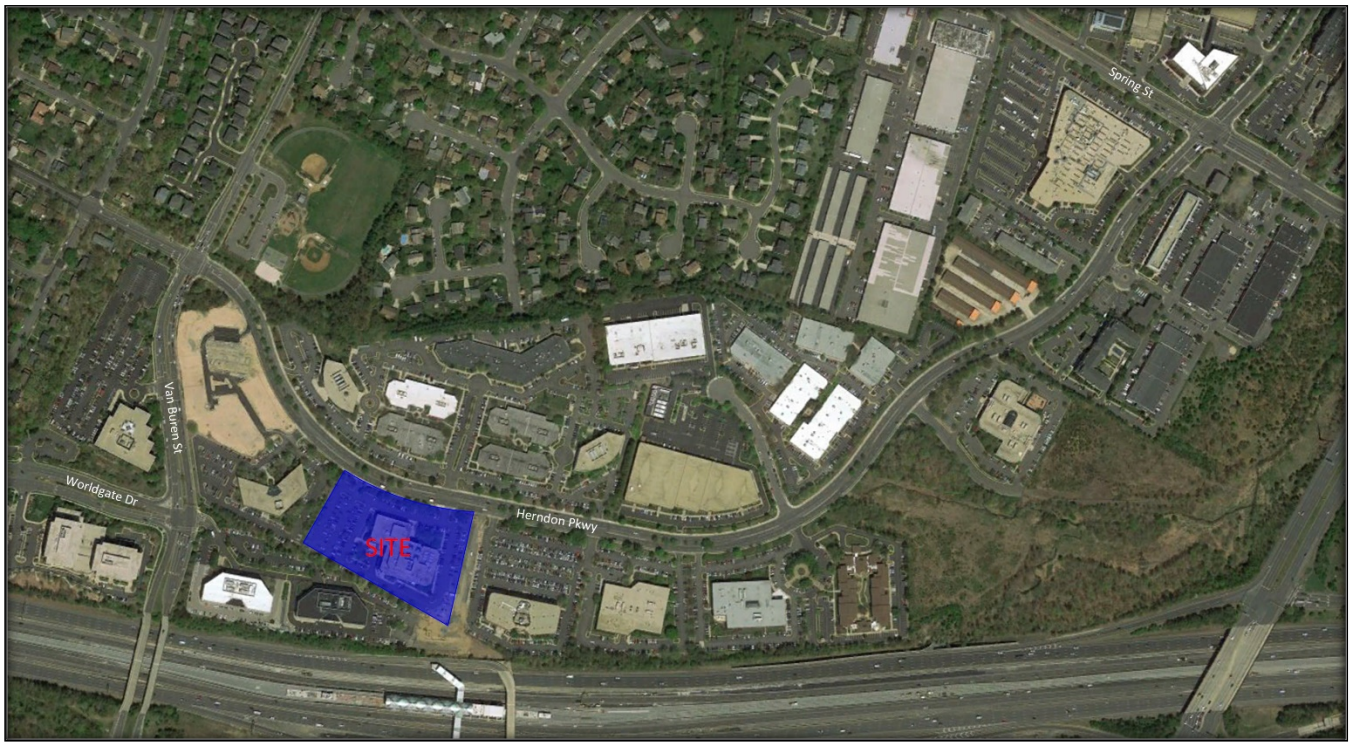


Figure 1: Site Location

1.2 | Description of the Parcel

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

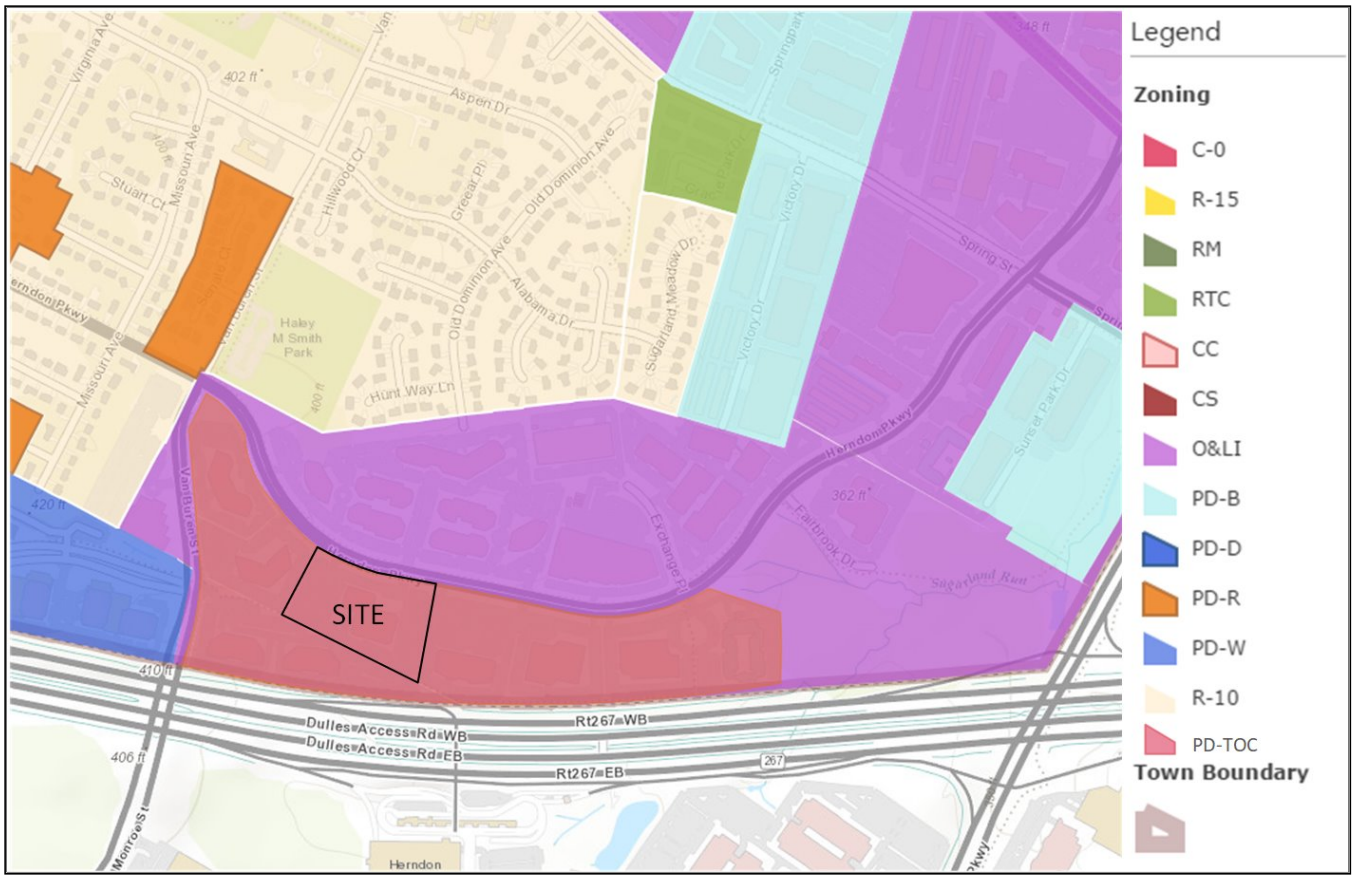


Figure 2: Zoning

1.3 | Proposed Development

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

2.0 | EXISTING CONDITIONS

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

2.1 | Vehicular Access

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

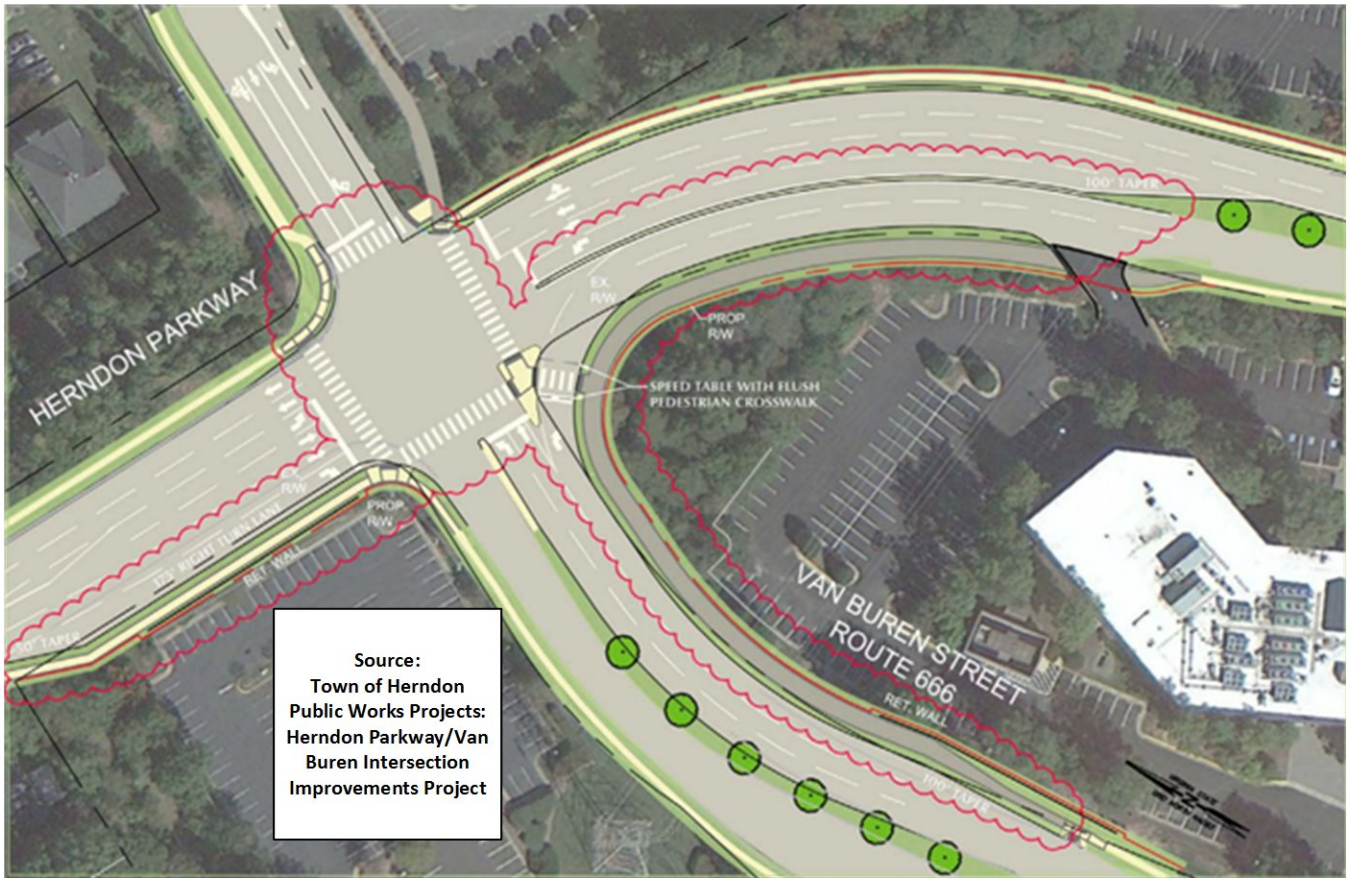


Figure 3: Herndon Parkway/Van Buren Intersection Improvements

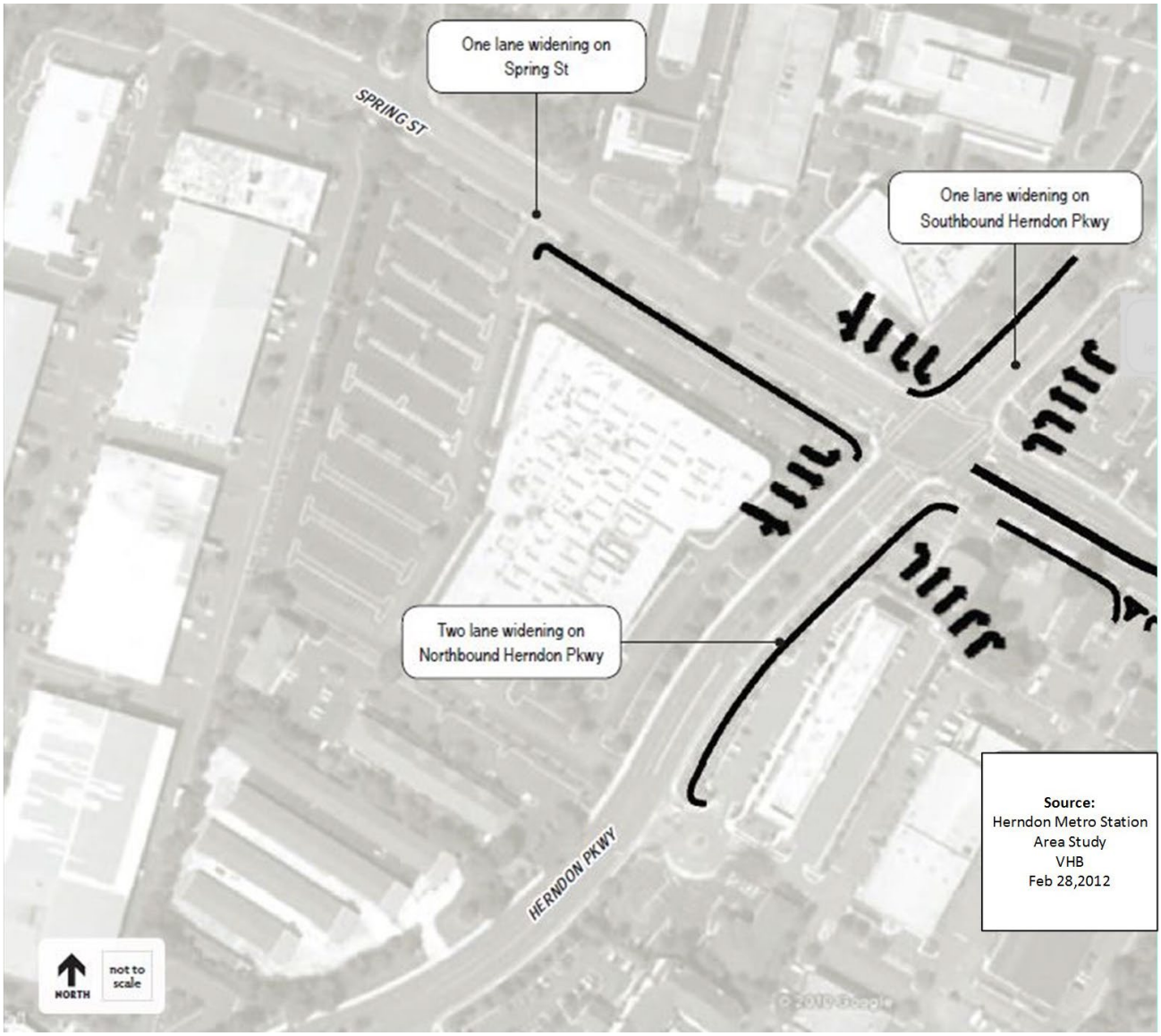


Figure 4: Herndon Parkway/Spring Street Intersection Improvements

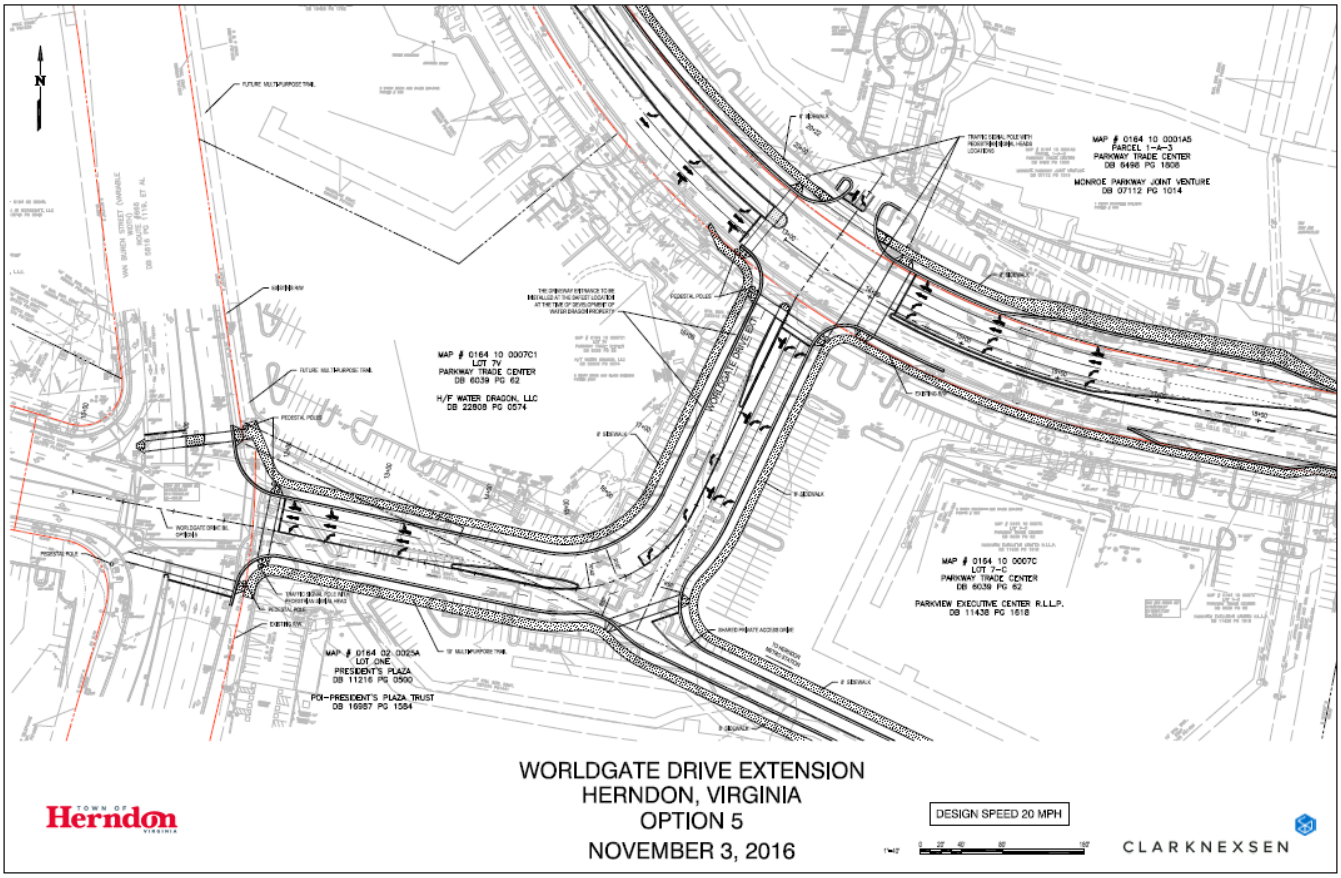


Figure 5: Worldgate Drive Extension

2.2 | Transit

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

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

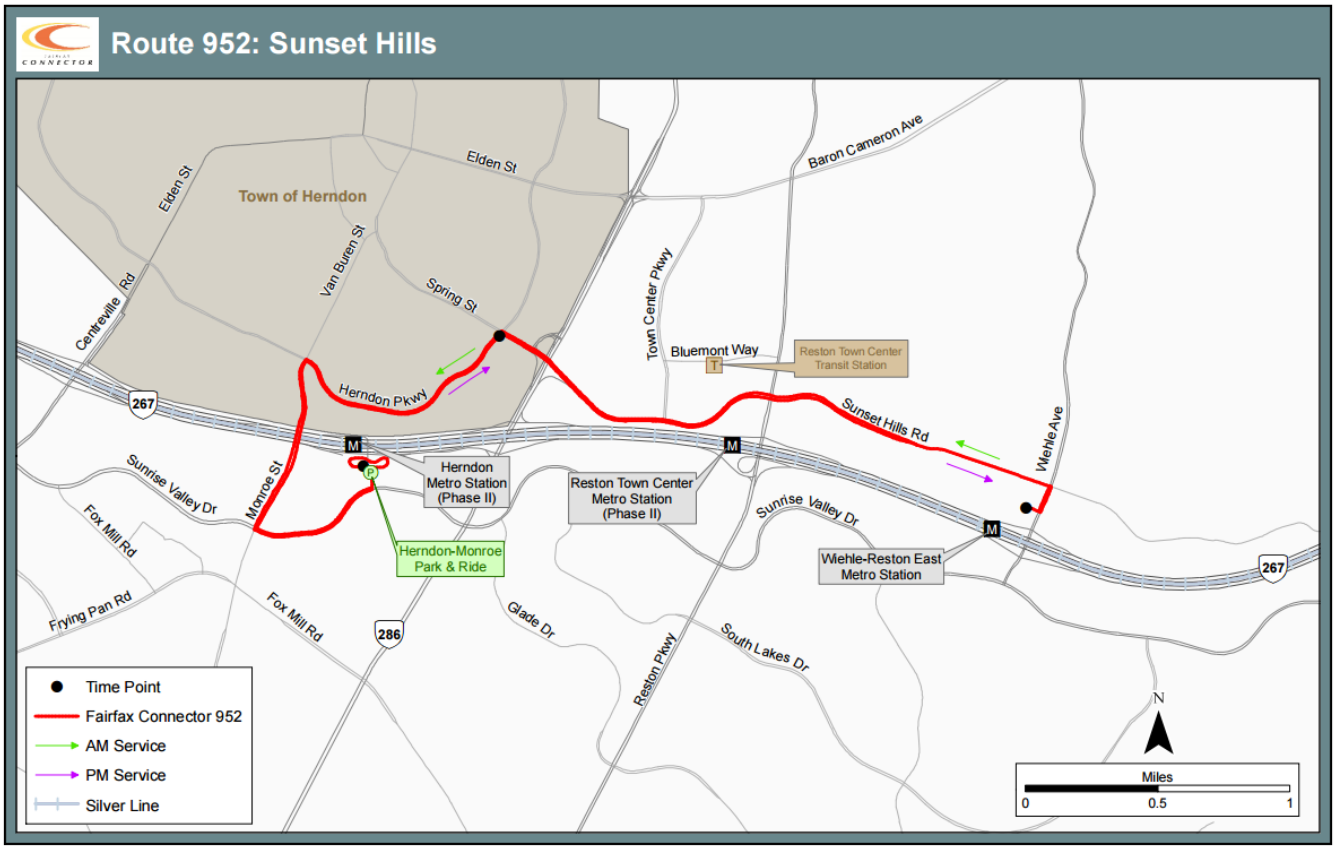


Figure 6: Existing Bus Routes

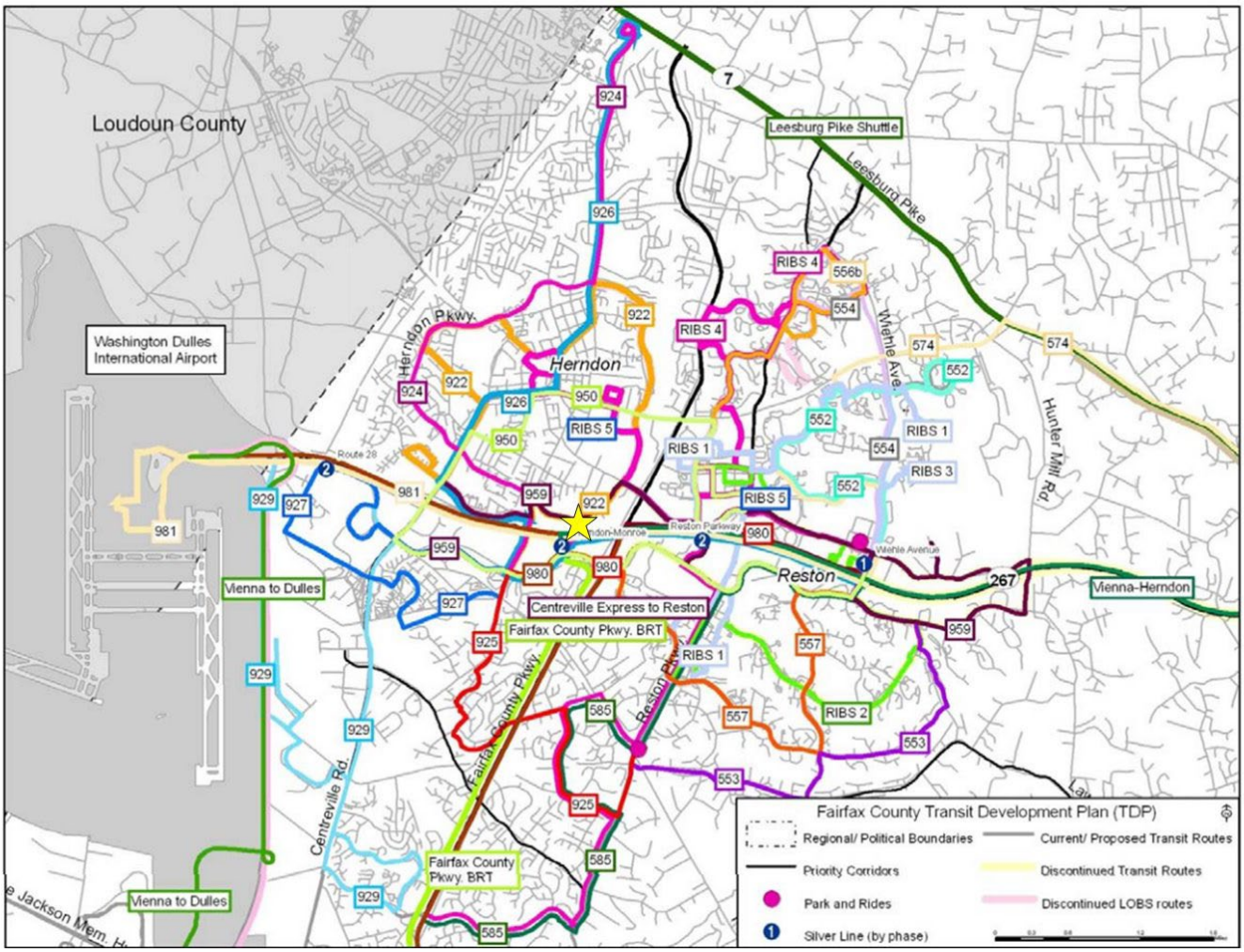


Figure 7: Reston/Herndon Area Recommended Transit Plan

2.3 | Existing Bicycle and Pedestrian Facilities

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

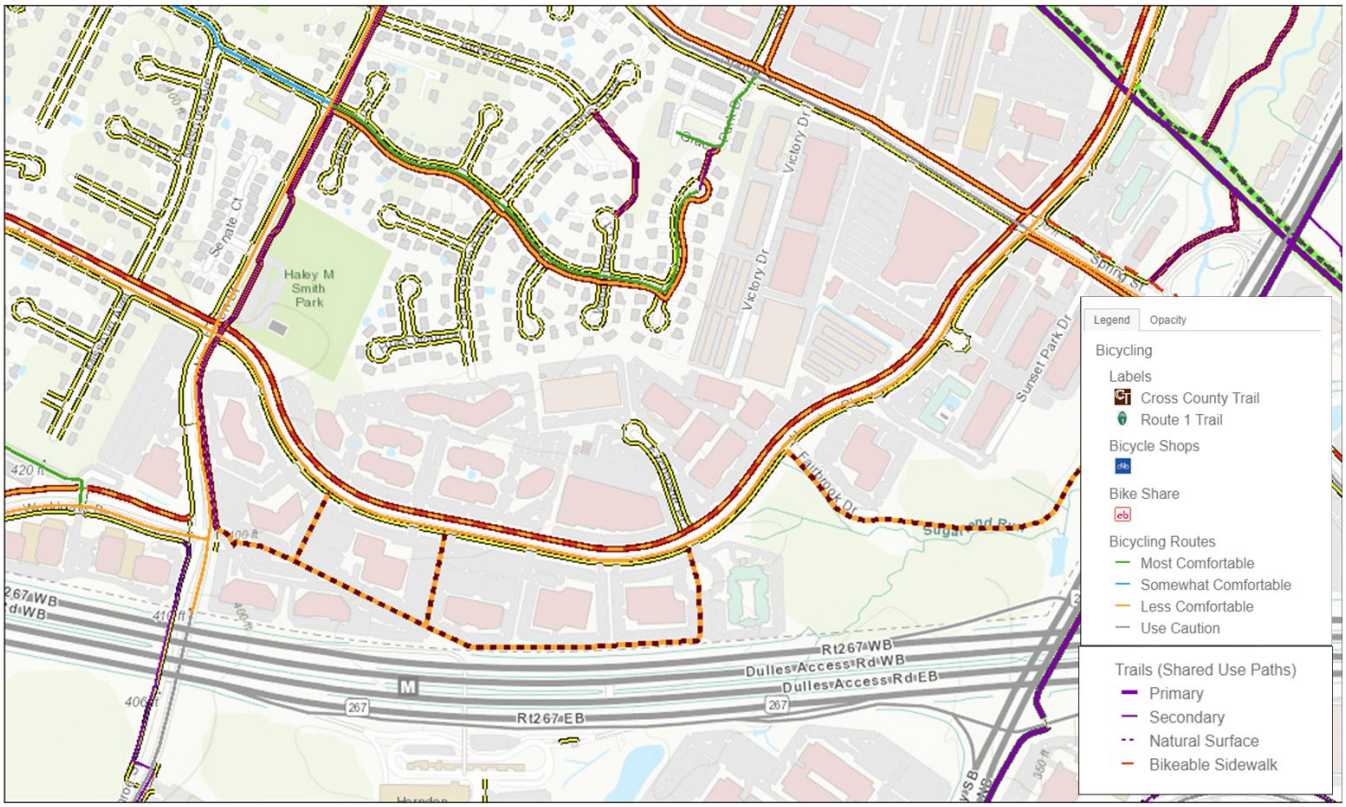


Figure 8: Bicycle and Trail Network (Source: Bike Fairfax)

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

2.4 | Existing Regional Programs

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

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

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

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

3.0 | TDM PROGRAM RECOMMENDATIONS

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

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

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

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

3.1 | Infrastructure

Bicycle Accommodations

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

The following elements may be included:

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

Cycle Track

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

3.2 | Program Management

Property-wide TDM Program Management

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

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

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

3.3 | Rideshare

Car/Vanpool

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

Carsharing

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

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

3.4 | Incentives

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

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

3.5 | Outreach

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

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

4.0 | PROGRAM MONITORING

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

Table 1: TDM Goals

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

**Based on ITE 10th Edition*

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

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

4.1 | Surveys

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

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

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

4.2 | Trip Counts

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

4.3 | Reporting

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

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

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