ARCHITECTURAL REVIEW BOARD REGULAR MEETING AGENDA

Town Council Chambers
765 Lynn Street, Herndon, VA 20170

Wednesday, July 10, 2024 | 7:30 PM

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1. **Call to Order**
2. **Public Hearings**
   a. APPLICATION FOR AN ADDITION AND ALTERATIONS, ARB #24-002, to consider an application for alterations and an addition to the Herndon Elementary School, Fairfax County Public Schools, at 630 Dranesville Road, Herndon, Virginia.
3. **New Business**
   a. 555 Herndon Parkway
4. **Comments**
   a. Comments from the Staff Members
   b. Comments from the Board Members
5. **Adjournment**

Architectural Review Board Regular Meeting
Agenda Item 2.a.

Agenda Item: **APPLICATION FOR AN ADDITION AND ALTERATIONS, ARB #24-002, to consider an application for alterations and an addition to the Herndon Elementary School, Fairfax County Public Schools, at 630 Dranesville Road, Herndon, Virginia.**

Meeting Date: July 10, 2024

Category: Public Hearings

Prepared by: Tamsin Himes, Lead Planner/Design-Development

Description:
The Town is waiting for a resubmission of an on-site easement application to address staff comments that remain outstanding, and the applicant indicated at the work session that, due to another unresolved easement issue, they do not expect the site plan approval to take place before August 2024. At the time of this memo, there have been no updates to the case and the site plan is still pending.

Background:
As stated in the staff report, the site plan for this project is not fully approved and the Board cannot take any official action on a case before site plan approval in accordance with the zoning ordinance. The Board and applicant were made aware that if the site plan was not approved by the regular meeting on June 26, 2024, this case will require a continuance to the July 17, 2024, regular meeting. The June 26, 2024, ARB meeting was canceled due to a lack of quorum and the case was automatically continued to the July 17, 2024, regular meeting.

Budget Impact:
n/a

Recommendation:
No staff recommendation.

Attachments:
1. Staff Memo

MEMORANDUM

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

From: Tamsin Himes, Lead Planner / Design and Development

Date: July 10, 2024

Subject: ARB #24-002, 630 Dranesville Road, Herndon Elementary School

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This staff memo is an addendum to the staff report for the above-referenced case which was provided to the Board prior to the June 12, 2024, ARB work session.

As stated in the staff report, the site plan for this project is not fully approved and the Board cannot take any official action on a case before site plan approval in accordance with the zoning ordinance. The Board and applicant were made aware that if the site plan was not approved by the regular meeting on June 26, 2024, this case will require a continuance to the July 17, 2024, regular meeting. The June 26, 2024, ARB meeting was canceled due to a lack of Board quorum and the case was automatically continued to the July 17, 2024, regular meeting.

The Town is waiting for a resubmission of an on-site easement application to address staff comments that remain outstanding, and the applicant indicated at the work session that, due to another unresolved easement issue, they do not expect the site plan approval to take place before August 2024. At the time of this memo, there have been no updates to the case and the site plan is still pending.

Architectural Review Board
Regular Meeting
Agenda Item 3.a.

Agenda Item: **555 Herndon Parkway**

Meeting Date: July 10, 2024

Category: New Business

Prepared by: Tamsin Himes, Lead Planner/Design-Development

Description:
This staff memo addresses a project for a proposed new development at 555 Herndon Parkway. The pre-application package consists of a slide deck which includes concept designs, elevation renderings and perspective renderings, and site information. The project is a mixed-use development, the majority of which is muti-family housing with smaller sections of retail, parking and amenities. Outdoor areas for public and private use include a park and recreation area at the south of the lot directly in front of the parking garage façade, and the main courtyard accessible to pedestrians from Herndon Parkway and to car traffic via the proposed loop road, and an upper story swim and recreation area for residents.

Background:
This project was preliminarily reviewed by the ARB as a part of the Zoning Map Amendment process in July and August 2022 after which a summary of the Board's feedback was provided to the Planning Commission. The applicant requested to come before the ARB prior to an official application in order to receive preliminary feedback from the Board. This memo will briefly review the project as a whole and focus on areas that the Board may want to discuss with the applicant at the work session.

Budget Impact:
n/a

Recommendation:
No staff recommendation.

Attachments:
1. Staff Memo
2. Urban Design & Architectural Guidelines for the Herndon Transit-Oriented Core Section C: Architectural Guidelines
3. Applicant Presentation

TOWN OF Herndon VIRGINIA

MEMORANDUM

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

From: Tamsin Himes, Lead Planner / Design and Development

Date: July 10, 2024

Subject: Discussion Item, 555 Herndon Parkway, Herndon Virginia

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This staff memo addresses a project for a proposed new development at 555 Herndon Parkway. This project was preliminarily reviewed by the ARB as a part of the Zoning Map Amendment process in July and August 2022 after which a summary of the Board's feedback was provided to the Planning Commission.

The applicant requested to come before the ARB prior to an official application in order to receive preliminary feedback from the Board. This memo will briefly review the project as a whole and focus on areas that the Board may want to discuss with the applicant at the work session.

Past reviews of this project identified concerns regarding massing, retaining pedestrian scale and active use areas, stark open space design choices, and garage façade treatment. Following the last review by the ARB, many changes have been made to the design including to the site plan, building form and massing, and cladding elements type and color schemes.

Project description

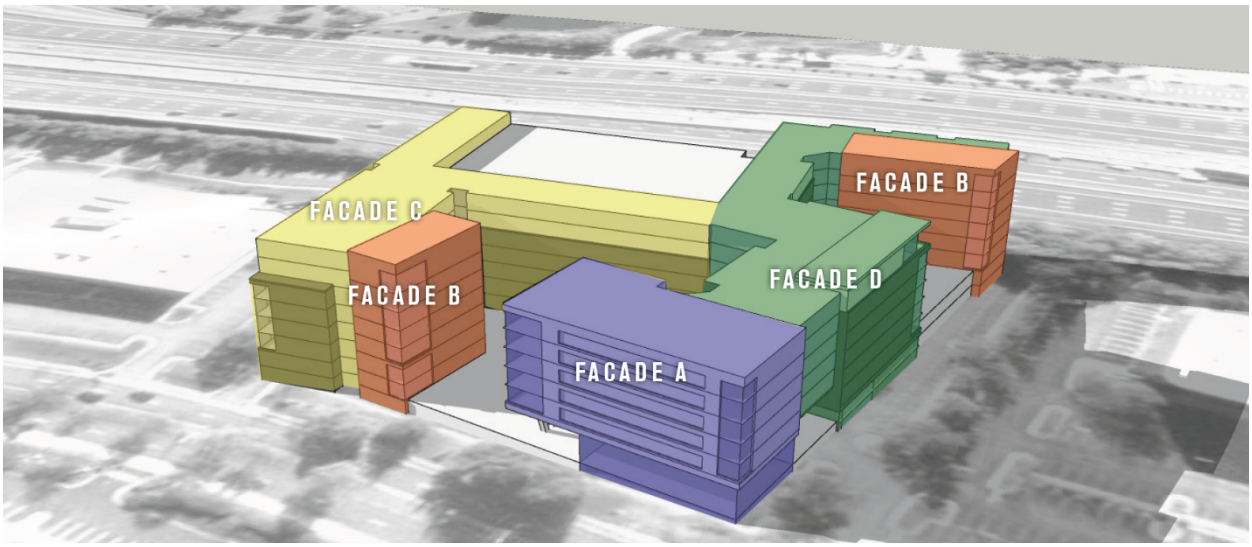
The pre-application package consists of a slide deck which includes concept designs, elevation renderings and perspective renderings, and site information. The project is a mixed-use development, the majority of which is muti-family housing with smaller sections of retail, parking and amenities. Outdoor areas for public and private use include a park and recreation area at the south of the lot directly in front of the parking garage façade, and the main courtyard accessible to pedestrians from Herndon Parkway and to car traffic via the proposed loop road, and an upper story swim and recreation area for residents.

This project was rezoned to include two phases, a mid-rise multi-family residential and retail building phase and a high-rise office building phase. The applicants are moving forward with the first phase at this time. The location of the office building, as the second phase, is designed as an interim condition.

Though a single development, the facades are divided into different façade designs and cladding organizations to help divide up large facades and promote the impression of a

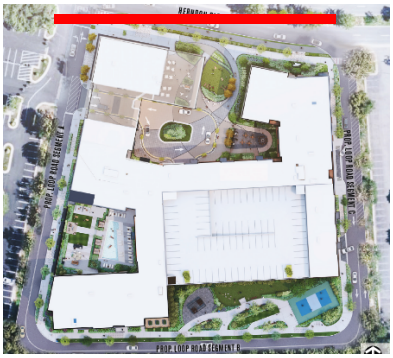
group of buildings as a method for managing scale and mass. These divisions are described in the “Concept Massing” slide in the project presentation as Façade A, Façade, B, Façade C and Façade D. Cladding throughout consists of white, brown and gray brick, flat metal paneling, composite siding, and faux wood composite siding.

It should be noted that this Concept Massing diagram can be used for reference but does not accurately reflect all façade types. Areas identified as Façade C are not all the same façade treatment, and areas such as the northeast side of Façade C and the center portion of Façade D appear to be identical designs. The southeast portion of Façade C and the south portion of Façade D also appear to be identical.



North façade, Herndon Parkway. The north façade along Herndon Parkway features a wide courtyard opening, dividing the development and allowing visibility into the central

plaza for pedestrians and traffic along Herndon Parkway. Three façade treatments are used: façade A, façade B and Façade C. Façade A is prominently situated at the western corner and includes retail space on the ground level with an outdoor-indoor area below an overhang in the residential building above. Retail space includes pedestrian entrances, storefront window and door systems, and support columns with masonry block cladding. The rectangular support columns are carried over to the outdoor-indoor area to the east of the retails space. Five residential levels above the base retail area use balconies, windows, and three cladding types arranged in regular, repeating patterns to form Façade A. Unlike other façade styles, Façade A is not repeated in the development but is a stand-alone design. Across the courtyard entrance, the west side of the Herndon Parkway frontage features Façades B and C, divided by an architectural hyphen. Façade B uses white brick, grey paneling, faux wood siding and window openings to form rectangular divisions. The base is gray brick. Façade C is primarily gray and brown brick with paneling under window groups and balconies on upper floors at the corner of the building. Landscaping and pedestrian interest areas are used along the frontage.



<u>East Façade, Loop Road Segment C.</u> Turning the corner from Herndon Parkway, Façade C design continues for four bays defined by cladding groups and window openings.

Balconies protrude from the otherwise flat façade on levels 2, and 4-7. The top floor or parapet level façade treatment is differentiated and features dark panel and composite siding. This east façade provides three garage entrances. Two garage openings and an altered upper floor façade treatment using white and gray cladding provide a division after Façade C. Though labeled as Façade C along the whole of the east façade, the remainder of the length of this elevation uses another façade treatment with light gray and dark gray paneling, faux would siding and dark gray siding and window systems form geometric patterns. The base is light gray and dark gray brick with window systems and occasional egress doors. Pedestrian scale elements are limited. At the southern termination of this façade, the east side of the greenspace or park fills in the corner of the block. Beyond the park, a blank wall extends from grade to the top of the building. Elevations indicate that this wall is clad with light gray and dark gray composite siding arranged in vertical rectangular shapes.

South Elevation, Loop Road Segment B. The façade facing the Dulles Toll Road is the longest façade and includes a six-level open parking garage which is the majority of the frontage this segment of the loop road. The parking garage is screened with vertical strips

of brown to yellow paneling that follow the garage levels in horizontal rows. An outdoor amenities / park fills a rectangular area at the southeast corner of the block, directly in front of the parking garage. The Concept Massing graphic identifies the residential portions of this facade as Façade D with the façade treatment comprising brown faux wood and dark gray composite siding, light gray and dark gray flat paneling and regular window groupings. The top parapet level is divided by slightly recessed bays with dark cladding contrasting to light brown cladding of alternate bays. Between the residential elevation on the southwest corner and the parking garage, the façade treatment is similar to other hyphens in the development with white composite siding bordering dark gray panels and window groups. At the base of this hyphen is fencing that screens ground level equipment.

<u>West Façade, Loop Road Segment A</u>. The west façade is identified as using façade types A, D and B. The northwest corner is Façade A, with retail on the first level and upper levels as following the same design as this building along Herndon Parkway: black metal

paneling, grey composite paneling, faux wood siding, windows and balconies. To its right, is an architectural hyphen above with five residential levels, white brick cladding with windows, balconies and dark gray paneling forming rectangles. Below is a pedestrian and traffic entrance into the courtyard plaza. Beyond the traffic entrance is a section of elevation identified as façade type D: brown and gray brick creating four bays with lower levels opening to ground floor enmities and six upper residential levels. The top parapet level is differentiated by darker cladding and some recessed areas. Following façade type D, five bays of single-story residential section with individual entrance stoops face the loop road above which are outdoor residential amenities. From the residential stoops to the corner of the block is a combination of façade B (white brick, brown siding, gray paneling and windows) and façade type D (gray and brown siding, light and dark gray paneling, window systems).

Review Criteria

The *Urban Design and Architectural Guidelines* document adopted by the Town Council in 2013 provides the ARB with guidance for reviewing development projects in the HTOC. The relevant section of this document is included in the dispatch from staff and is referenced throughout this memo. Staff encourages members of the Board to become familiar with this document in preparation for discussing this and other HTOC development projects.

Shown below are the provisions set out in the town code that the ARB and staff are to use as standards when reviewing applications. These should help clarify what the ARB should be addressing when determining whether or not a project is appropriate:

Herndon Town Charter Section 7.4:1.(c) Architectural Control Districts:

> "*Board of architectural review; purposes. The purpose of the board shall be to ensure that all buildings and landscaping erected in the designated architectural control districts conform to accepted architectural standards for permanent buildings, as contrasted with engineering standards designed to satisfy safety requirements only, and exhibit external characteristics as to material, texture, color, lighting, dimensions, line and mass of demonstrated architectural and aesthetic durability; and to prevent the erection in such district of buildings the external characteristics of which are designed to serve as advertisements or commercial displays or buildings which in terms of material, texture, color, dimension, lighting, line or mass exhibit characteristics likely to deteriorate rapidly or to be of short term architectural or aesthetic acceptability, be plainly offensive to human sensibilities or otherwise constitute a reasonably foreseeable detriment to the community*."

Design Criteria, Town of Herndon Code Section 58-96.- Design criteria:

> "*The board of architectural review and, on appeal, the town council shall use the following standards and criteria in considering applications filed under this article*:
>
> *(1) Whether or not the proposed architectural design is suitable for a good suburban community in terms of external architectural features, including signs subject to public view, general design and arrangement, texture, color, line, mass, dimension, material and lighting.*
> *(2) Whether or not the proposed structure, building or improvement is compatible with existing well-designed structures, acceptable to the board, in the vicinity and in the town as a whole.*
> *(3) Whether or not, and to what extent, the proposed structure, building or improvement would promote the general welfare and protect the public health, safety and morals by tending to maintain or augment the town's tax*

base as a whole, generating business activity, maintaining and creating employment opportunity, preserving historical sites and structures and making the town a more attractive and desirable place in which to live.
(4) Whether or not proposed freestanding buildings use the same or architecturally harmonious materials, color, texture and treatment for all exterior walls; and in the case of partially freestanding buildings, whether or not the same or architecturally harmonious materials, color, texture and treatment are used on all portions of all exterior walls exposed to public view.
(5) Whether or not the combination of architectural elements proposed for a structure, building or improvement, in terms of design, line, mass, dimension, color, material, texture, lighting, landscaping and roofline and height conform to accepted architectural principles for permanent buildings as contrasted with engineering standards designed to satisfy safety requirements only; and exhibit external characteristics of demonstrated architecture and aesthetic durability.
(6)Whether or not, in terms of design, material, texture, color, lighting, landscaping, dimension, line, mass or roof line and height, the proposed structure, building or improvement is designed to serve primarily as an advertisement or commercial display, exhibits exterior characteristics likely to deteriorate rapidly, would be of temporary or short-term architectural or aesthetic acceptability, would be plainly offensive to human sensibilities or would otherwise constitute a reasonable foreseeable detriment to the community."

Staff Comments

General Comments. The purpose of the ARB is to provide a check point for development within the Town of Herndon so that those projects developed have the quality, differentiating character and physical and aesthetic longevity that is in the best interest of the Town. The Board should look for ways to help projects more fully meet the guidelines in the Urban Design and Architectural Guidelines document and highlight Herndon's character as a unique and distinctive area along the Dulles Toll Road.

Required Application Materials. When this project comes to the Board as an official case following the approved site plan, solidified design documents (line elevation drawings, colored elevation and perspective renderings), and all exterior material specifications and physical materials samples should be included. Precedent images will also be important to demonstrate similar applications of specific materials and design elements such as garage screening and faux wood siding.

Division of Facades. The Architectural Guidelines focus on the importance of architectural design in terms of massing and scale differentiation to divide up large stretches of a single development:

"Mid-rise and podium buildings should be articulated vertically to resemble an ensemble of smaller buildings and horizontally into a base, middle, and top." (p. 32)

"Basic building massing should be modified using principles of composition to articulate large building masses to appear as a collection of smaller parts. This approach scales new development to the traditional form of the Town, which was built in smaller increments." (p. 34)

"The most successful development in the HTOC will not be perceived as a single massive building but rather as a collection of street-oriented buildings forming and urban block. This can be accomplished with variable building heights, façade compositions and materials." (p.36)

Staff has emphasized the importance of this concept while working with the applicant, and this feedback has been partly addressed by the use of different façade types: A, B, C and D. This strategy is most successful on the north façade fronting Herndon Parkway and the west façade fronting Loop Road Segment A. The north façade consists of three distinct building types with design and cladding differentiating each from the other. An architectural hyphen separates façade types B and C which has darker, simplified surface treatments and is recessed, and the pedestrian plaza opening onto Herndon Parkway adds to the impression of separate, distinct buildings. The east has three styles of façade design which are identified as facades A, D and B. These are separated by a fourth façade treatment bridging the traffic entrance, and the single-story residential stoops with amenities above which provides a break in the building massing.

The east façade is not broken up as distinctly without significant breaks in the wall plane and roofline. Three types of cladding arrangements are used, but the façade retains a relatively singular mass that is less successfully perceived as a collection of smaller individual buildings. Options for addressing this issue might be breaking up the skyline massing by roofline articulation such as different parapet heights, or a wider area of recess above the parking garage entrances to form a more distinct separation between the two façade styles, or a more distinct façade treatment on the southern end of the block, among other strategies. A more distinct facade treatment could include paring down the number of different colors and materials to use a more uniform color palate in contrast with the façade style at the northeast corner.

Building Frontages. The goal for the HTOC is that it will serve as a gateway to Herndon from the Dulles Toll Road and the Metro. The Architectural Guidelines state that:

"*The profile of the district from the Dulles Toll Road should draw interest and establish the Herndon Transit-Oriented Core as a unique place in the region. . . Each development*

area should be designed with a façade that has a harmonious treatment on all sides of the perimeter to help define the public space of the HTOC." (p.)

Part of creating and developing this urban gateway to the Town is that all facades / perimeters should be equally emphasized as urban, public facing facades with pedestrian scaled bases. The façade facing the Dulles Toll Road should be emphasized as an important frontage, just as the north façade fronting Herndon Parkway is.

Pedestrian scale. One of the primary focuses of the Architectural Guidelines is the importance of architecture that is designed at a pedestrian scale at ground level including active use retail and recreational areas. Residential entrances and stoops are also specified as a way to retain pedestrian scale at ground levels and solidify the HTOC as an urban area.

"*Mid-rise and podium buildings can house residential, office, or commercial uses either in a single or mixed-use format. These buildings should have consistent massing while incorporating human-scale elements (such as ground floor commercial storefronts) that respond to the objectives of the HTOC. . .Mid-rise podium buildings are articulated as continuous street-oriented architecture designed to a pedestrian scale, sometimes with active ground floor uses. . . Developers should consider interior alleys, courtyards, and passages to bring light into the middle of development sites." (p.36, 35)*

A focus on the Board's discussion of this project might be to discuss the importance of pedestrian scaled design throughout the development and highlight any potential areas of improvement prior to this project coming to the Board as an official case.

One specific area to highlight is the design of the garage and walls flanking the garage as viewed along the south façade. These walls can be considered interim since they would be covered if the office building was ever to be built, however they are expected to be a likely mid-to-long term condition if not a permanent condition that should have a mass and scale managed in a manner that is not wholly incongruent with pedestrian scale applied elsewhere on the building and the pedestrian amenities provided in the abutting park.

Parking Garage. The parking garage and its screening have been the subject of previous Board discussions. The parking garage poses design challenge and opportunity with visibility from the Dulles Toll Road and proximity to an outdoor amenity space. The type of screening and degree of screening is an important consideration. The screening currently proposed consists of narrow vertical metal paneling organized in inconsistently patterned horizontal rows that follow the parking garage levels. As rendered, this screening successfully breaks up the façade to a degree and provides interest and articulation to an otherwise large blank façade. When this comes to the ARB as an official

case, materials specifications and precedent images will be required to fully review this material and understand how it may be successful in its function of screening the garage, managed the mass and scale and adding visual interest to the façade.

Balconies. Balconies play an important role in this project and the organization and architectural interest of façade elements. The Architectural Guidelines state that:

"*Balconies are encouraged, particularly for residential buildings. They provide outdoor living spaces for apartments and condominiums and enrich the composition of buildings. Balconies may either project from the facade or be recessed into the building mass or a combination of both." (p.47)*

No specific materials for the balconies are provided, but particular care should be taken when reviewing this as an official case to ensure the quality of balcony materials and their finish as they are highly visible and character-defining. Concrete or steel with aluminum, steel or glass railing systems are recommended by the Guidelines.

Conclusion. This project has been provided to the Board in order for the applicants to receive feedback and preemptively address potential areas of concern. With the guidance provided by the Architectural Guidelines for the HTOC, the Board may wish to focus the discussion on principles outlined in this memo regarding consistent building frontage emphasis, pedestrian scaled architecture at the ground level, the effectiveness of building facade divisions and massing organization, and parking garage and adjacent façade treatments.

Other design elements that the board should be focused on when this returns as a formal item will be the specific designs at the ground level, particularly at storefronts, given that these areas will be interacted with the most by pedestrians, and the articulation and depth of reveal for windows and breaks between cladding materials to ensure façade flatness is properly managed.

It should be noted that any board feedback will be preliminary and not serve as its full assessment and the evaluation of the complete application with all necessary submission materials may yield additional and more detailed comments.

URBAN DESIGN AND ARCHITECTURAL GUIDELINES

for THE HERNDON TRANSIT-ORIENTED CORE

URBAN DESIGN ASSOCIATES

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2019

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Senior Project Planner

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HERNDON

OVERVIEW

Like the Urban Design Principles in Section B, this section builds on the design principles articulated in the HTOC Plan to provide a more detailed set of guidelines for architecture. The architectural form of the transit-oriented area is composed of mid-rise buildings and towers.

Mid-rise and podium buildings are configured to define the public realm of the district and form the edges of streets, squares, and access drives. They consist of a wide variety of commercial uses, residential uses, and parking. These buildings, along with occasional towers, are envisioned along the frontage of Herndon Parkway and Van Buren Street. Parking structures should not exceed the height of the podium.

Towers may reach a total height of twenty stories from the ground level (including podium and parking decks) and are intended primarily for residential and office uses. Towers are envisioned along the Dulles Toll Road frontage and the frontage of the extension of Worldgate Drive. However, a uniform height along the Dulles Toll frontage is strongly discouraged.

Existing historic buildings in downtown Herndon

Precedent mixed-use building

Podium-level buildings with a variety of towers will create an interesting and varied frontage along Dulles Toll Road

Building Forms

Each development area should be designed with a facade that has a harmonious treatment on all sides of the perimeter to help define the public space of the HTOC. Mid-rise and podium buildings should be articulated vertically to resemble an ensemble of smaller buildings and horizontally into a base, middle, and top. These buildings will be the architectural frames for retail and entertainment uses on the ground floor.

Office and residential uses may occupy the upper floors. Parking garage frontages are discouraged on certain streets. Ideally, parking is provided behind a liner of active uses or in a stand-alone garage within the envelope of the podium. Parking deck entrances should be avoided on Herndon Parkway and the extension of Worldgate Drive.

Towers present a remarkable opportunity to create a strong visual identity for Herndon. Towers are encouraged to be as tall as 275 feet along the Dulles Toll Road and up to 225 feet along Herndon Parkway. The developer is allowed great flexibility in the configuration and location of towers to meet market demand. Upper floors should be recessed increasingly greater distances from the street or sides of the lot. They should be configured to fit the needs of tenants. Towers should be located to minimize adverse impacts on public spaces, and their solar orientation should be carefully considered.

Podium Building

Tower Building

Podium Building with a Tower rising beyond

Podium Building

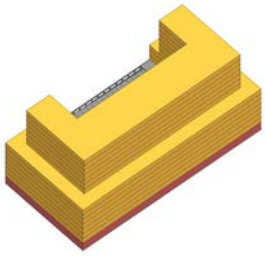
Tower Building

Massing and Skyline

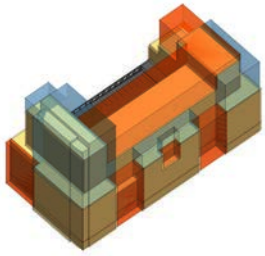
The intent in the Metro station area is to have an interesting skyline with a variety of forms and heights. The profile of the district from the Dulles Toll Road should draw interest and establish the Herndon Transit-Oriented Core as a unique place in the region. One way to achieve this is for buildings to have interesting articulation along the roofline, and to avoid a monotonous profile when viewing the area at build-out. Creative building lighting can also add interest to the appearance of the building's exterior.

New buildings in the HTOC may accommodate a wide range of uses that will benefit from a flexible approach to development. Some may be built for rental and homeownership residential uses, others for a wide range of commercial uses. Developers should be allowed to respond to market demands within a framework that results in a creative and vibrant new district. In general, basic building massing should be modified using principles of composition to articulate large building masses to appear as a collection of smaller parts. This approach scales new development to the traditional form of the Town, which was built in smaller increments. The diagram series to the right illustrates a preferred approach for mitigating building mass of new development in the HTOC.

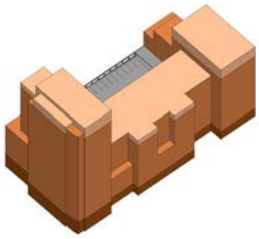
MITIGATING BUILDING MASS



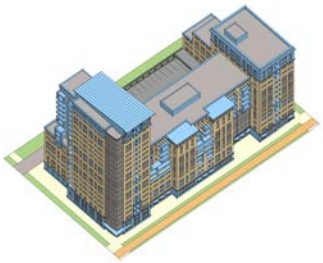
1 - Establish general building envelope



2 - Articulate the massing and sculpt the building by adding and subtracting volume



3 - Define a base, middle, and top



4 - Articulate the building by establishing bays, applying building elements, changing materials, etc.

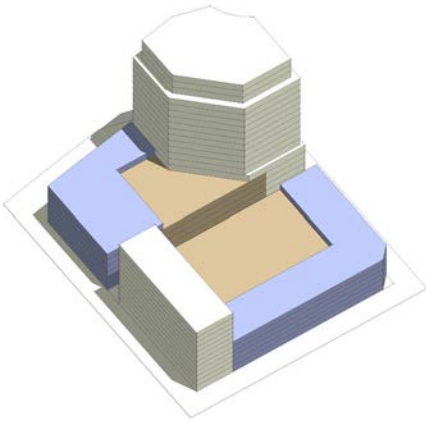
MID-RISE AND PODIUM BUILDINGS

The first six floors of development clearly define the urban spaces of the district and may accommodate retail, restaurants, entertainment uses, lobbies, and parking as well as residential and office uses. Mid-rise and podium buildings are articulated as continuous street-oriented architecture designed to a pedestrian-scale, sometimes with active ground floor uses.

TOWERS

Buildings above six floors should be arranged into towers, designed to meet the requirements of the marketplace. One developer may wish to build large floor plate offices while another may choose to build smaller floor plate residential towers. Towers should transition in height from a possible 275 feet along the Dulles Toll Road to a possible 225 feet along Herndon Parkway. The Town encourages towers of varying heights designed with interesting tops, such as articulated parapets, sloped roofs, and crowns that distinguish the buildings from conventional flat-topped architecture along the Dulles Toll Road.

MID-RISE AND PODIUM BUILDINGS



Mid-rise and podium buildings can house residential, office, or commercial uses either in a single or mixed-use format. These buildings should have consistent massing while incorporating human-scale elements (such as ground floor commercial storefronts) that respond to the objectives of the HTOC.

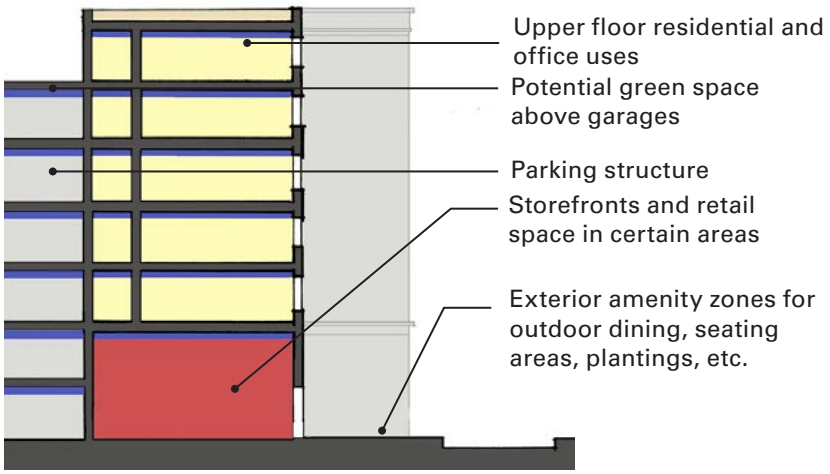
Mid-rise buildings and podiums may be intricate buildings that combine many uses and circulation patterns. A logical pattern of development will be to locate parking garages in the middle of the block wrapped with active uses that front public streets and plazas. Developers should consider interior alleys, courtyards, and passages to bring light into the middle of development sites. These internal passages will provide natural divisions for phasing development, and will also provide the necessary circulation for service and parking access. They can have the added benefit of breaking the size of monolithic developments into smaller increments. The internal passages should be designed with the pedestrian and public in mind so that the district as a whole will be enriched with this secondary circulation network.

The most successful development in the HTOC will not be perceived as a single massive building but rather as a collection of street-oriented buildings forming an urban block. This can be accomplished with variable building heights, facade compositions, and materials.

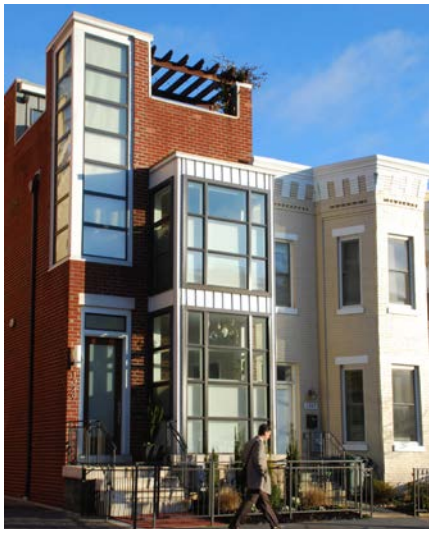
ESSENTIAL CHARACTERISTICS

- Preferred minimum height = 3 stories
- Vertical expression from 60 to 120 feet in width (to simulate smaller buildings forming a street wall)
- Preferred commercial ground floor height = minimum, 18 feet
- Recognizable horizontal divisions into a base, middle, and top using a variety of architectural elements is desirable
- Regular patterns, whether symmetrical or asymmetrical, of openings and accents
- Bay windows or grouped windows as accents
- Storefronts and active lobbies along frontages
- Residential ground floor uses should be 2 feet above exterior grade level and separated from sidewalks with planting areas

ELEMENTS OF MID-RISE AND PODIUM BUILDINGS



RECOMMENDED COMPOSITION



BASE, MIDDLE, TOP

- Horizontal elements delineate a base, middle, and top
- Cornice, eave, and parapet treatment and tower details create a more compelling skyline
- Articulated bases address the street at a comfortable scale for pedestrians

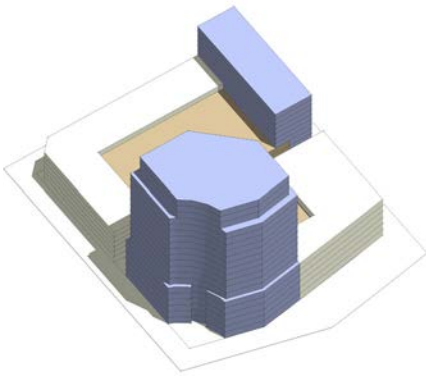
BAYS AND EMPHASIS

- Identify a pattern of bays to organize the facade
- Bay spacing is encouraged to vary between buildings and major massing elements to ensure variety

WINDOWS AND DOORS

- Openings may be symmetrical or asymmetrical across the facade
- Arrangement and rhythm of openings should vary across the facade; paired and tripled groupings are common
- Openings are vertical in proportion
- Entrances are encouraged within prominent locations or within emphasized bays
- Large openings may be divided into a series of panes
- Window and door moldings provide additional opportunities for special detailing to help mitigate building mass
- Curtain wall systems may be used but in limited areas

TOWER BUILDINGS



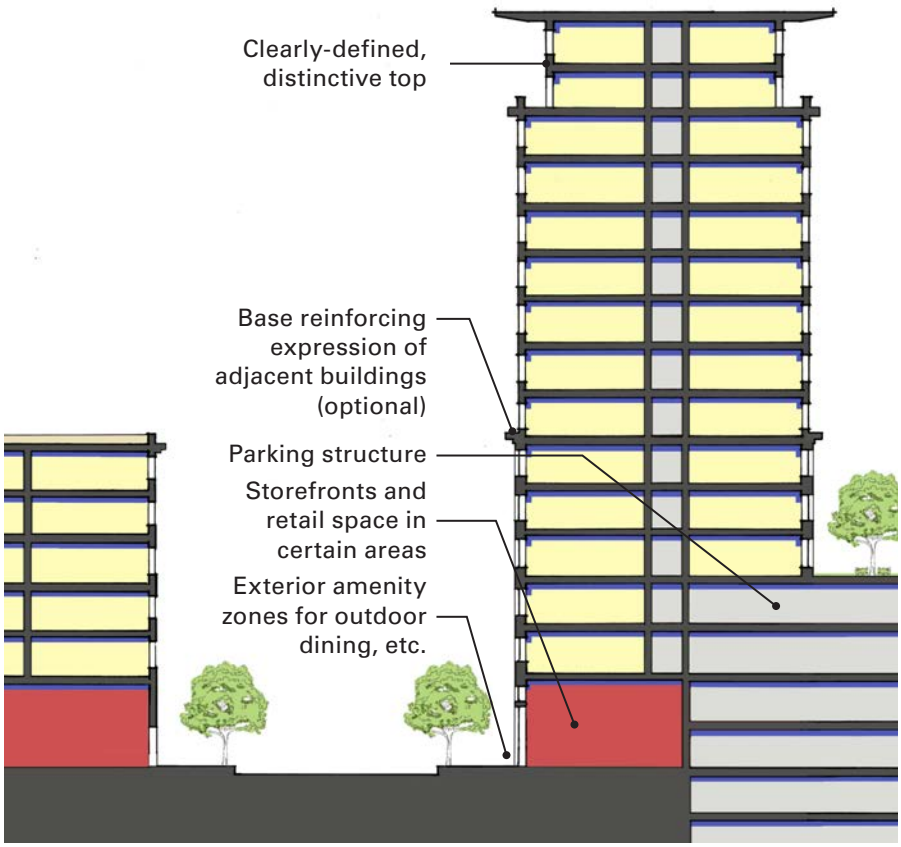
Towers may be built up to a height of 275 feet and should have a lobby entrance from an exterior public space such as a street, access-drive, or promenade (not accessed solely from a parking garage). Likely, they will emerge from the podium but should have a clear address on the street or access drive and read as a separate building. Tower floor plates will vary, allowing efficient office or apartment floor plates. They should be elegantly proportioned to blend with adjacent buildings at the street level while rising dramatically to punctuate the skyline above.

Tower facades are articulated with a series of devices to emphasize verticality, particularly critical for large floor plate towers. Tower facades should have an articulated base, middle, and distinctive top.

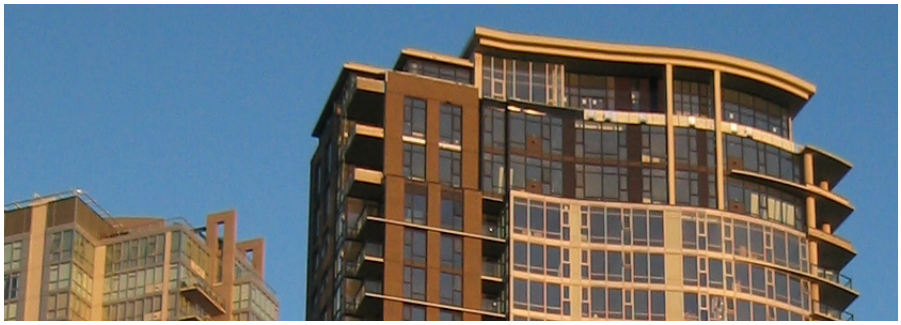
ESSENTIAL CHARACTERISTICS

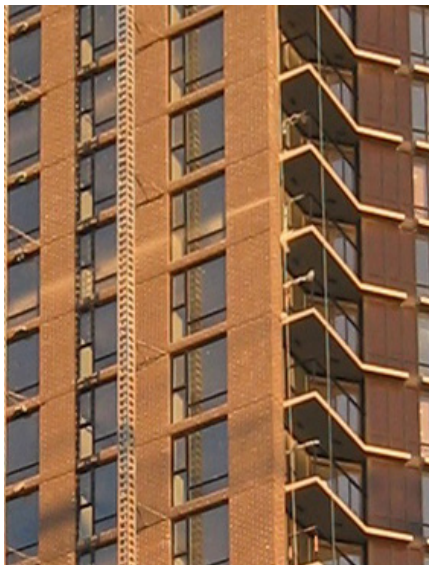
- 275 feet in height (225 feet along Herndon Parkway)
- Main body of the tower comes down to the street, access drive, or promenade level and has a clear independent entry
- A clearly defined top
- A clearly articulated base, relating to overall building height
- The base can reinforce the 6 story expression of adjacent buildings
- Variety of materials and window patterns

TOWER DIAGRAM



RECOMMENDED COMPOSITION





BASE, MIDDLE, TOP

- Horizontal elements or materials can delineate a base, middle, and top
- Cornice, eave, and parapet treatment and tower details create a more compelling skyline
- Articulated bases can address the street for a pedestrian scale

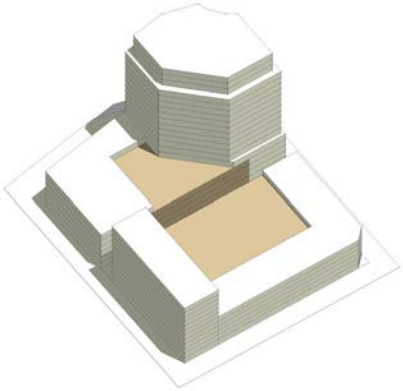
BAYS AND EMPHASIS

- Identify a pattern of bays
- Primary and secondary bay rhythms are encouraged
- Spacing is encouraged to vary between major massing elements to ensure variety

WINDOWS AND DOORS

- Symmetrical openings within each vertical shaft or bay can help distinguish the bay
- Sizes and arrangement of openings are regular and aligned within each vertical shaft but can vary across the facade
- Windows may be single or grouped; curtain wall systems are also appropriate
- Windows can be vertically proportioned to emphasize tower height
- Expansive openings can be divided into panes to reflect a residential scale; for office and commercial uses this is not necessary but encouraged
- Entrances should be prominent and may be articulated as double-height openings

Parking



Surface Parking Lots, Integral Parking, Podium Parking, and Free-Standing Parking Garages are possible configurations in the HTOC. The following pages describe each parking type and how it should be implemented. The design of parking lots and garages tends to be governed in the following ways:

LOCATION ON THE SITE

Parking is most appropriate on a development site when it is sited with sensitivity to adjacent activities and features, including the adjacent right-of-way.

SCREENING AND VISIBILITY

Some level of screening between the parking area and adjacent areas is usually provided. The Herndon Town Code governs the type of screening required of facilities depending on the location within the site.

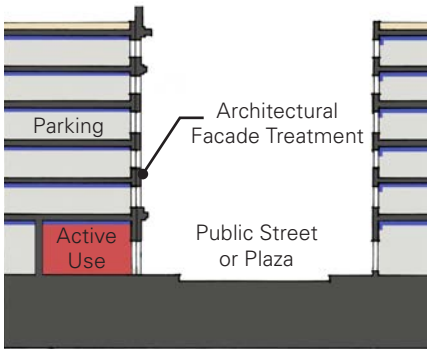
Shade Trees and Parking area landscaping can be used around the structure as appropriate to intensify screening or create a landscape feature.

INTERIM USE

Parking lots are not an anticipated feature within the HTOC but may be present prior to the final build-out of a land bay at an interim stage.

ESSENTIAL CHARACTERISTICS

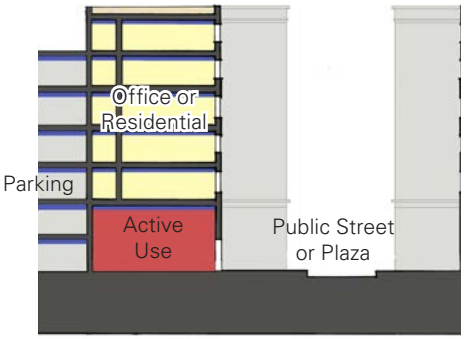
- Preferably located in center of development blocks
- Should be screened from primary pedestrian paths by buildings and lined by active uses
- When exposed to view, parking structures should have articulated facades
- Pedestrian access should be clearly visible and provide direct access to adjoining buildings and adjacent public spaces
- Vehicular entries should be located on access drives and internal service lanes
- Underground parking is encouraged throughout the HTOC

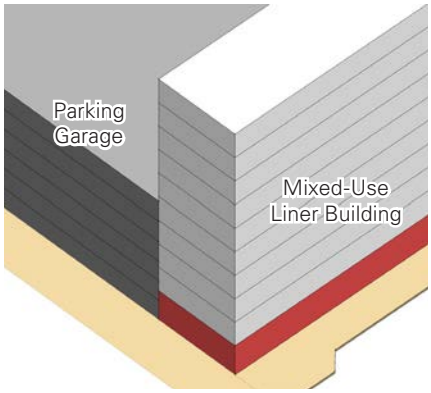


ARCHITECTURAL FACADE

Parking garage buildings should be designed with facades of high architectural quality using materials to resemble adjacent buildings. Active ground floor commercial or residential uses are recommended instead of highly visible parking decks.

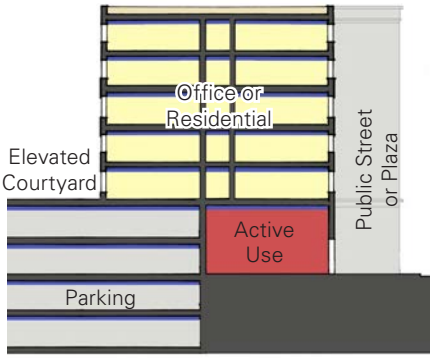
Note: This typology is not encouraged along Herndon Parkway, the Promenade, and Worldgate Extension.

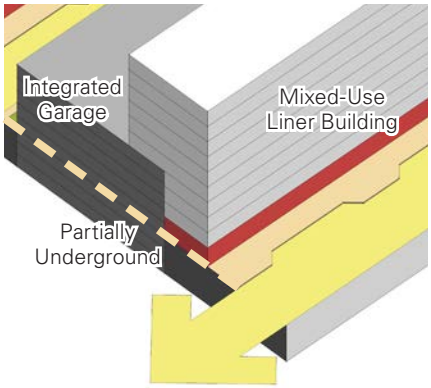




ATTACHED LINER

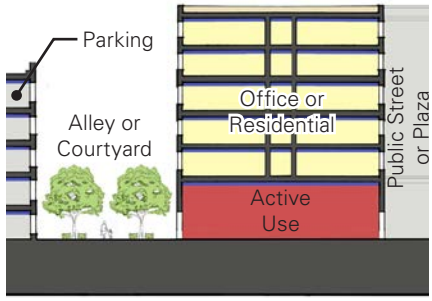
Garages may be concealed by occupied floors that are attached structures such as apartments with single-loaded corridors and shallow office floors. Top levels of garages may be concealed by green roofs, solar voltaic systems doubling as sun shades, and other sustainable techniques.

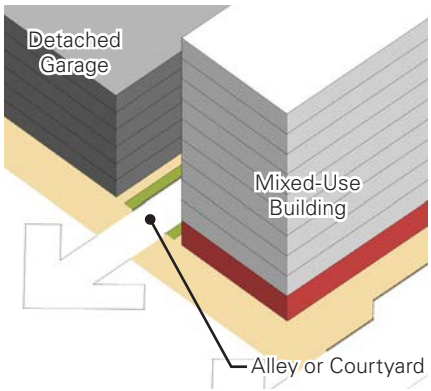




PARTIAL UNDERGROUND

Where possible, structured parking may be partially submerged allowing the possibility for elevated courtyards and buildings with double aspects (street and courtyard orientations).





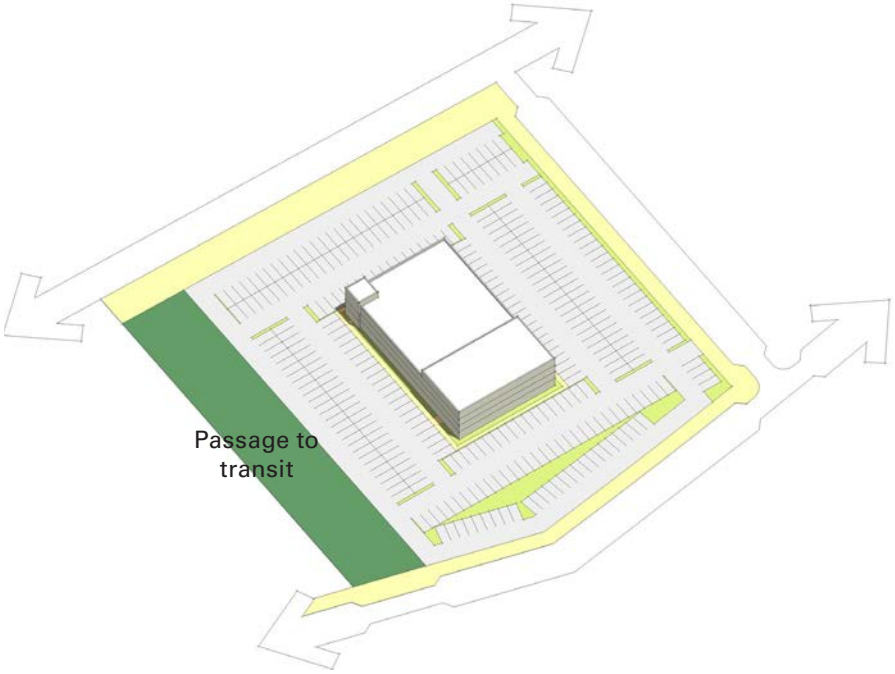
DETACHED LINER & COURTYARD

Buildings fronting streets may screen the view of free standing garages. The two buildings may be separated by an alley or courtyard.

Phased Parking

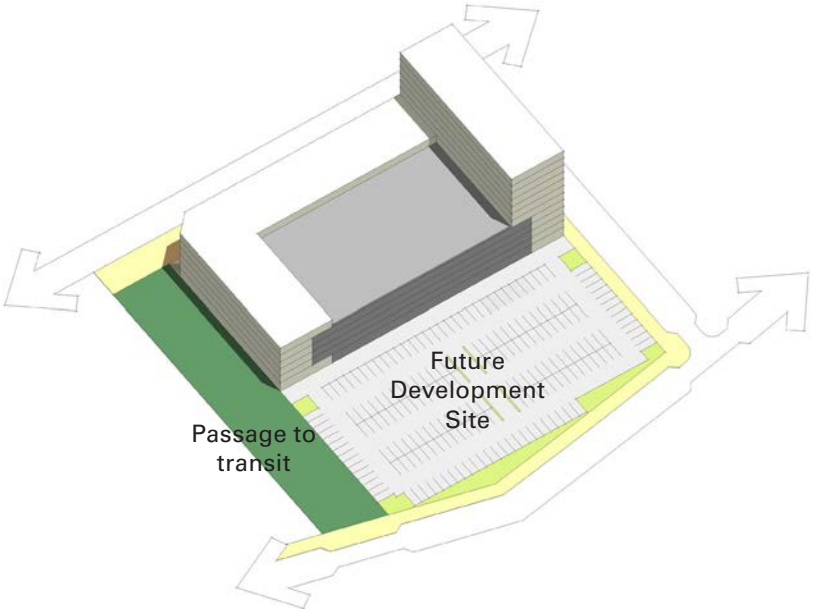
Transit-oriented development is commonly phased for a variety of practical reasons. Providing suitable parking accommodations throughout the phased construction of the development can be challenging and is often described early in the planning process on the project's concept plan. For example, over time, surface parking can be phased into structured parking or future buildings. The following information describes possible phasing strategies for parking and how parking may be incrementally developed into a denser site.

Parking structures help developers build at higher densities and in phases. Throughout the HTOC, parking structures should be designed to resemble buildings.



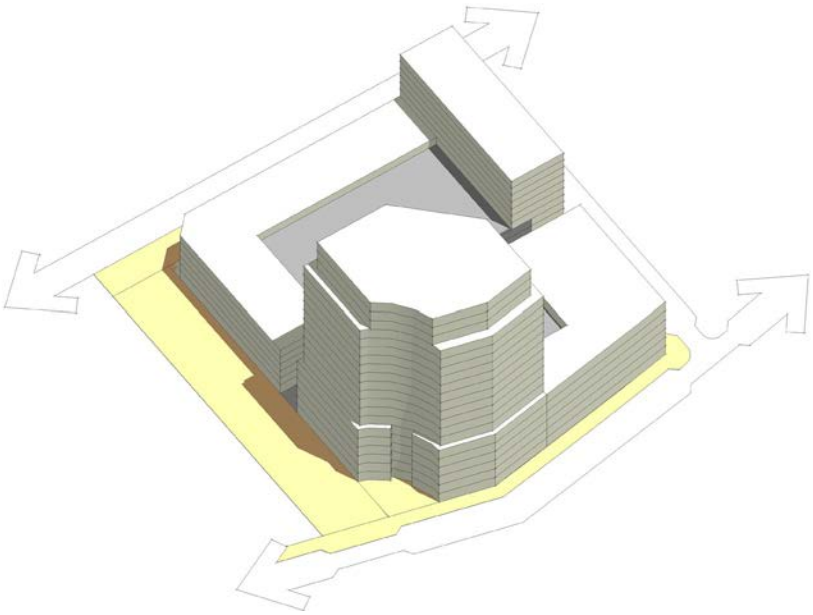
EXISTING CONDITIONS

Existing development is typically an office building surrounded by surface parking. Access is from Herndon Parkway and the sites are not always connected. With the new transit station, the Town may permit development at higher densities. Property owners may be able to redevelop their parcels in phases, transitioning from surface parking to full development at much higher densities.



INTERIM PHASE

The existing building is removed and replaced with new development. Parking for the new building is a combination of a new structure and surface lots. The property owner has planned for new access to the sides and back of the parcel. This access is phased with future development and designed to enhance the pedestrian experience while providing appropriate vehicular access. Exposed parking structure facades should be screened or articulated with an appropriate architectural treatment.



FULL BUILD-OUT

The block is fully developed and parking is located in large, internal mid-block garages.

Special Architectural Elements

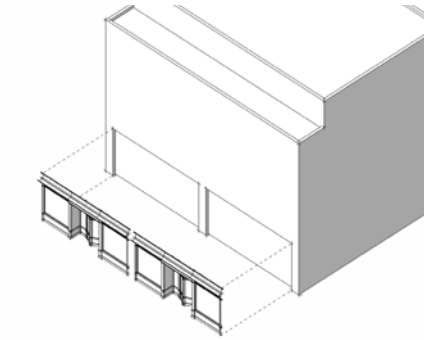
Special architectural elements are accessory features of the building that can increase square footage and/or enhance the usefulness of a building form. Special architectural elements also provide visual cues for how a building is used or lived in. They enrich the architecture and public spaces of the HTOC. This section provides a selection of possibilities though others may be proposed by architects and developers.

The plan of the HTOC suggests many opportunities for incorporating special elements into new development. Public streets and shared access drives create prominent corners that can be celebrated with special features on building facades. Several prominent vistas are created with the intersecting geometry of public streets, the Herndon Promenade, and private access drives. These vistas can create focal points for architectural elements.

The ground floor frontage along the extension of Worldgate Drive, Herndon Parkway in the vicinity of the Promenade, and the Promenade itself are appropriate locations for active ground floor uses, including commercial storefronts and residential lobbies. Shopping arcades and galleries can be considered to create additional public amenities in these areas. Awnings and signage can further enrich the ground floor shopping environment.

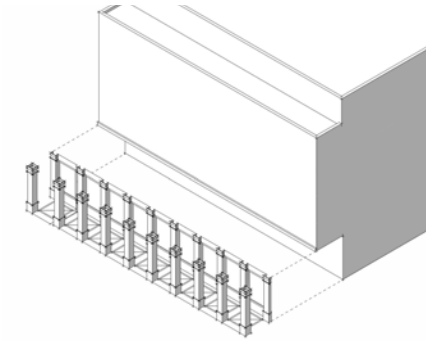
Residential areas can be visually distinguished with ADA accessible stoops and porches set back from the street with adjacent garden front yards. Balconies can be used to enrich apartment facades and connect residents with the outdoors. Gracious entrances to buildings can be created with forecourts, carved out of continuous street walls for entry gardens and covered entries. Porte cocheres can create distinctive architectural features for hotels and apartment buildings.

STOREFRONT



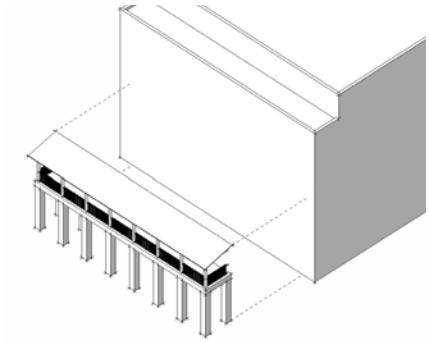
Storefronts are appropriate along portions of Herndon Parkway, the extension of Worldgate Drive, and the Promenade. Please refer to the Storefronts and Exterior Amenity Zones section of these guidelines.

ARCADE



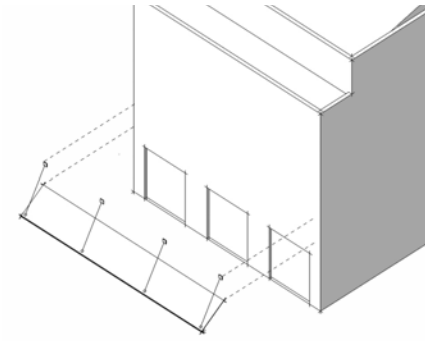
Arcades are welcome amenities, especially where they to provide sheltered passage for pedestrians going to transit. They should also be considered for building entrances and outdoor dining. Arcades should be designed to ensure adequate daytime and nighttime lighting and be lined by active lobbies and storefronts.

GALLERY



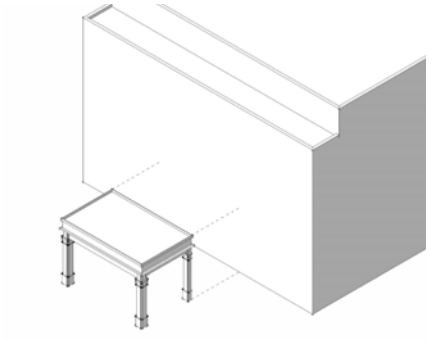
Galleries are permitted and are particularly desirable for two-story restaurants where outdoor dining is desired on two levels. They can add a distinctive character to commercial frontages.

AWNING



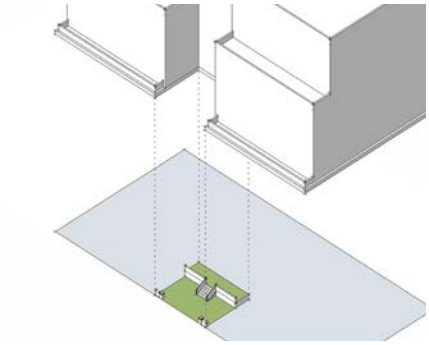
Awnings come in many forms and materials, from temporary fabric awnings to permanent metal, glass, and composite materials. Awnings are welcome additions to ground levels and provide shelter from inclement weather for building entries and storefronts.

PORTE COCHERE



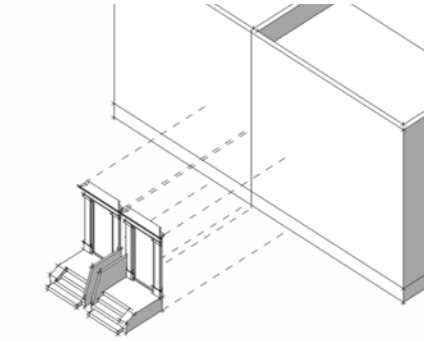
Porte cocheres are desirable for hotel entrances as well as some multi-family structures where the drop-off function can provide weather protection. Porte cocheres should not intrude into the street spaces and must be coordinated carefully with bicycle and pedestrian pathways. Porte cocheres should be entirely contained within the buildable area of parcels.

FORECOURT/ LOBBY ENTRANCE



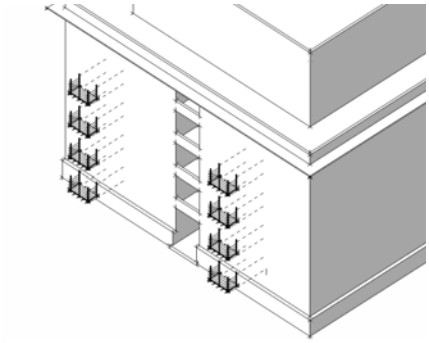
Forecourts are small public spaces that are part of the entry sequence of buildings. They provide attractive settings for building entrances and lobbies and create gathering areas outside of the pedestrian traffic flows of the sidewalks. They present great opportunities for landscaping.

STOOP AND ENTRY PORCH



Stoops provide street entrances to attached single-family residences. The first floor of residences should be a minimum of 2 feet above grade. Stoops provide the transition from the street to the front door and may be covered with porch roofs or awnings and flanked with landscaped yards. Attached single-family units with private entries can be embedded in the bases of larger buildings.

BALCONY



Balconies are encouraged, particularly for residential buildings. They provide outdoor living spaces for apartments and condominiums and enrich the composition of buildings. Balconies may either project from the facade or be recessed into the building mass or a combination of both.

Storefronts

For mixed-use buildings in the HTOC, the design of storefronts and the relationship between interior building spaces and exterior pedestrian spaces is especially important. The design of storefronts is critical to the success of the pedestrian realm and will impact the sense of security and safety in the neighborhood. The following are a series of elements that should be considered:

STOREFRONT COMPOSITION

- Ground-floor retail spaces having a minimum height of 18 feet from floor to finished ceiling.
- Storefront design utilizing the full height of the ground-floor facade frontage.

OPENINGS AND TRANSPARENCY

- Glazing should constitute a minimum of 60% of the ground- floor retail facades.
- Shop windows should provide views into the shop as well as its displays.
- Exterior window signage is highly preferred over interior window signage.
- Opaque tinting, window shade, and blinds that block visual interaction between the street and the interior are discouraged.

AWNINGS

- Awnings are encouraged and may provide additional signage space by incorporating names and logos.
- Plastic, over-scaled, and fluorescent back-lit or internally-lit signs and awnings are discouraged.

STOREFRONTS

- Storefronts should be designed using traditionally framed elements of retail design as well as innovative new components that emulate the composition of traditional retail design. Characteristic elements include large transparent display windows with kick plates below and clerestory windows above, recessed front entries, and exterior awnings and signs.

UNDESIRABLE STOREFRONTS

- Cluttered shop windows with reduced or impeded visibility between the interior and exterior
- Fluorescent lighting
- Backlit signs and awnings
- Solid security gates
- Boarded up storefront window areas
- Reflective glazing
- Inaccessible entries
- Paint colors inconsistent with the area

» Multiple storefronts within the same building should be visually compatible in terms of scale, alignment, and their relationship to the building as a whole, yet distinguished between various shops using storefront design, color, signage, awnings, and other elements. The coherence of the building design should be able to accommodate the diversity of character and individuality amongst various shops in one building.

» Storefronts should maintain a typical rhythm wherever possible, such as 10 to 20 or 15 to 30 feet wide at the ground level, each with its own entry. Even if one tenant occupies a wider area, the visual rhythm should be maintained.

» Storefront entrances should be clearly distinguished from entrances serving floors above.

» Kick plates, windows, transoms, clerestories, signage bands, upper floor windows, and cornices should align where possible among adjacent bays but should allow for a level of vertical, horizontal, and three-dimensional variations at the lower level to help create a varied and organic quality for the storefronts.

» Windows should have 60% transparency into the interior.

» Individual storefronts should be distinguished by interesting design features at the ground level, such as lighting, medallions, belt courses, plinths for columns, piers or pilasters, projecting sills, tile work, stone or concrete masonry, pedestrian-scaled signs, planter boxes, and specialty bay windows.

» Within the compositional framework above, storefronts may be composed of various kinds of operational doors and windows that will encourage the opening-up of interior spaces onto sidewalks and terraces. Examples include French doors, modified garage doors, sliding doors, walk-through double- and triple-hung windows, and others that can support the opening-up of interior spaces to the outside where appropriate.

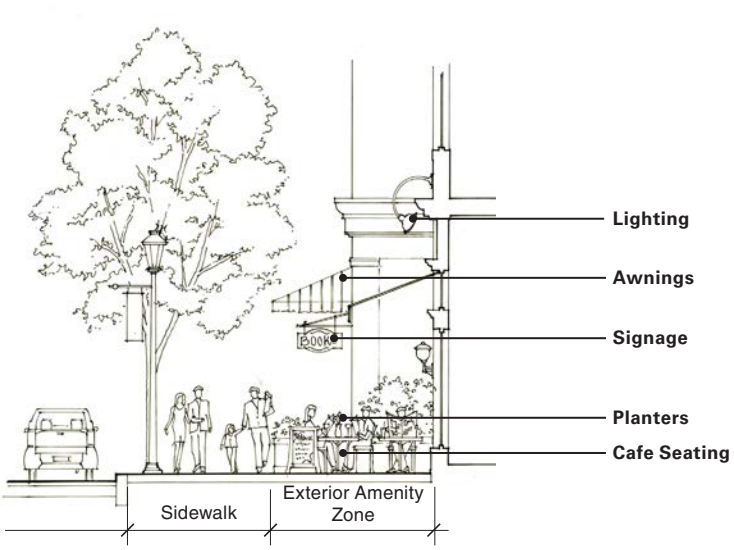
» Shadow boxes less than 36 inches deep are discouraged in order to encourage visible, active uses in the storefront.

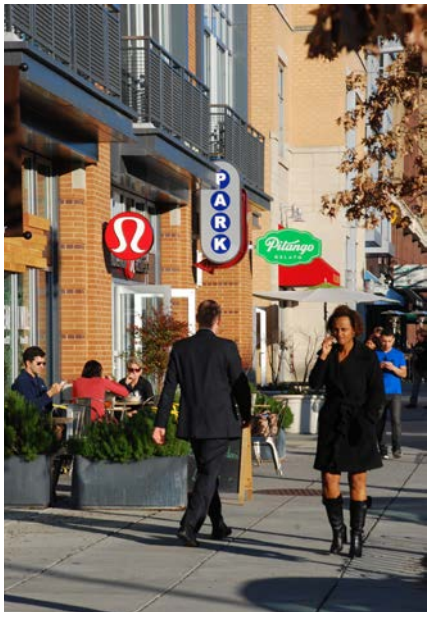
» Lobby and tenant lighting should be visible from the outside at night.

STOREFRONT MATERIALS

- Brick, stone, cast stone, ceramic tile, hard coat stucco, wood, wood substitute (smooth finish, cementitious planks, and panels or cellular PVC) or pre-finished heavy gauge metal panels are preferred. Entrance doors generally should be clear glass in wood or metal frames.
- Storefront windows typically consist of large, transparent plate glass set in wood, clad wood, or metal frames. Display windows should incorporate high transparency glass with high visibility transmittance values (37% or greater) and low daylight reflectance (15% or less). Colored, visibly tinted, or mirrored glazing is not recommended for storefronts.
- Storefront windows may be or give the appearance of being divided into small, multiple lights. Transoms may be divided into multiple lights by muntins applied to the exterior, giving the appearance of true divided lights or through the use of small glass blocks.

Exterior Amenity Zones





(Above) Active sidewalk experiences that includes outdoor dining, various types of storefronts, and interesting entry element

- Retail, restaurant, and other food and beverage operators are encouraged to provide and operate exterior amenity zones in front of their storefronts in a manner that will create a seamless connection from their interior operation to exterior spaces.
- Storefront designs that reinforce the connection between inside and outside are encouraged. With carefully selected materials, storefront designs can use operational doors and windows that allow for direct connection and movement between the sidewalk and restaurant and shop interiors.
- Restaurants and shops are encouraged to maximize the use of exterior space as an extension of interior activity.
- The use of outdoor plantings, planting boxes, and flower boxes is recommended in exterior amenity zones.
- Awnings, canvas umbrellas, decorative lighting, and heat lamps can be used to extend the seasonal use of sidewalk areas.

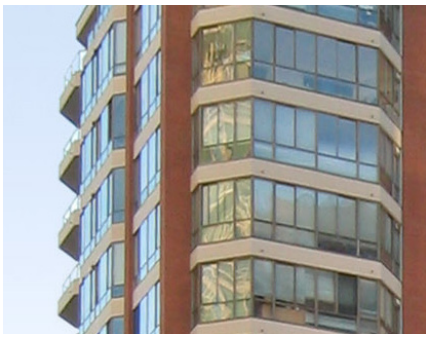
Materials

CLADDING SYSTEMS

Buildings are designed using a range of wall cladding systems to organize and express the massing of mid-rise buildings, podiums, and towers as a series of smaller components. This approach allows the observer to see a development with a seemingly large mass as a series of smaller buildings assembled to create the feel of an urban block more oriented towards and comfortable for sidewalk users. The use of plane changes, different materials, and color are tools available to the architect to serve this purpose. The choice of wall systems is influenced by views and solar orientation. Buildings may use a mix of cladding systems.

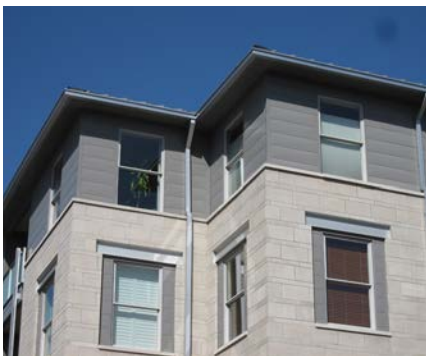
MASONRY CLADDING SYSTEMS

Masonry wall systems are suggested, particularly at the podium levels. A range of masonry materials will add color and solidity to buildings in the district. Architects are encouraged to consider brick, stone, and precast concrete at the base of buildings where they receive the most weathering.



GLASS CURTAIN WALLS

The best glass curtain wall systems use non-reflective glazing or nearly transparent solar coatings for window areas. The addition of spandrel glass and metal panels can give curtain walls a richness of depth and color. Since these systems are often used to create dramatic glazed corners and window bays, they are to be avoided in use across facades where they may create a monotonous uniformity.



FLOOR-TO-CEILING GLAZING SYSTEMS

These systems are framed between concrete floor slabs at balconies and in walls where articulation of the doors is desired. The structure of the building is exposed and used to create interesting visual effects in combination with continuous curtain walls and masonry cladding systems.

SUGGESTED MATERIALS

(OTHER MATERIALS MAY ALSO BE APPROPRIATE)

CLADDING
Brick, stone, cast stone, precast concrete, glass fiber reinforced cement, metal and composite panel systems, and aluminum and glass curtain walls. Masonry wall systems are suggested, particularly at the podium levels. (See page 52 for storefront materials). Exterior insulation and finishing system (EIFS) generally is discouraged.

ROOFING
Flat roofing systems with stone or cast stone or precast parapets may be used for towers, although interesting tops, such as articulated parapets, sloped roofs, and crowns, should be employed to distinguish the buildings from conventional flat-topped architecture along the Dulles Toll Road. Standing seam metal or other decorative roofing is recommended for exposed roofs on lower floors. Vegetated roofs are preferred wherever possible.

WINDOW WALLS
Aluminum framing systems with clear or "E" coated glazing, spandrel glass and metal panels may be used. Glazing systems that seek uniformity across facades are not recommended.

WINDOWS
Aluminum window systems, coated steel window systems, clear or "E" coated glazing, spandrel glass, and metal panels

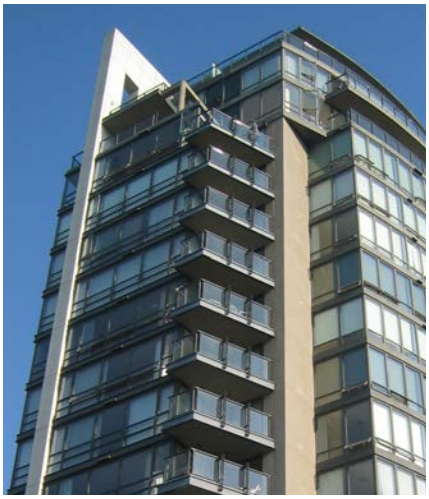
TRIM
- Overall building: Stone, cast stone, and stone string courses, lintels, and sills
- Storefronts or other entrance areas: Durable weather-resistant and impact-resistant materials

COLUMNS
- Overall building: Brick, stone, cast stone, precast concrete, glass fiber reinforced cement, aluminum, or steel. Wood columns may be appropriate for residential buildings.
- Storefronts or other entrance areas: Durable weather-resistant and impact-resistant materials

BALCONIES
Concrete or steel with aluminum, steel, or glass railing systems

SOFFITS
Concrete, stucco, fiber cement, wood, or prefinished aluminum. Exterior insulation and finishing system (EIFS) generally is discouraged.

CANOPIES
Metal, glass, wood, or canvas awnings



Green Roofs

In the site redevelopment, owners are encouraged to consider incorporating green roofs into building design. Numerous benefits can result from the adoption of green roof technologies, including the recovery of green space, moderation of the urban heat island effect, improved stormwater management, water, and air purification, and a reduction in energy consumption. A major benefit of green roofs is their ability to absorb stormwater and release it slowly over a period of several hours. Green roof systems have been shown to retain 60–100% of the stormwater they receive. In addition, green roofs can have a longer life-span than standard roofs because they are protected from ultraviolet radiation and the extreme fluctuations in temperature that cause roof membranes to deteriorate.

Precedent image showing a class meeting on a green roof. Green roofs provide additional usable outdoor space within the urban fabric.

While green roofs provide additional usable open space for city dwellers, if planted with appropriate material, they also provide habitats for a variety of bird, butterfly, and insect species. Green roofs are encouraged on exposed areas, including parking structures, commercial and residential units, as well as bus stop shelters and small pavilions.

ILLUSTRATIVE LIST OF GREEN ROOF PLANTS

» Aquilegia canadensis	Red Columbine
» Asclepias tuberosa	Butterfly Milkweed
» Bouteloua curtipendula	Sideoats Grama
» Carex radiata	Fox Sedge
» Coreopsis lanceolata	Lanceleaf Coreopsis
» Elymus elymoides	Bottlebrush Grass
» Rudbeckia hirta	Black-eyed Susan
» Schizachyrium scoparium	Little Bluestem
» Sempervivum species	Hens and Chicks
» Sporobolus heterolepsis	Prairie Dropseed
» Talinum calycinum	Fameflower
» Tradescantia ohiensis	Spiderwort
» Viola pedata	Bird's-foot Violet

Detail photos showing extensive plantings on the left versus intensive plantings requiring more soil depth on the right.

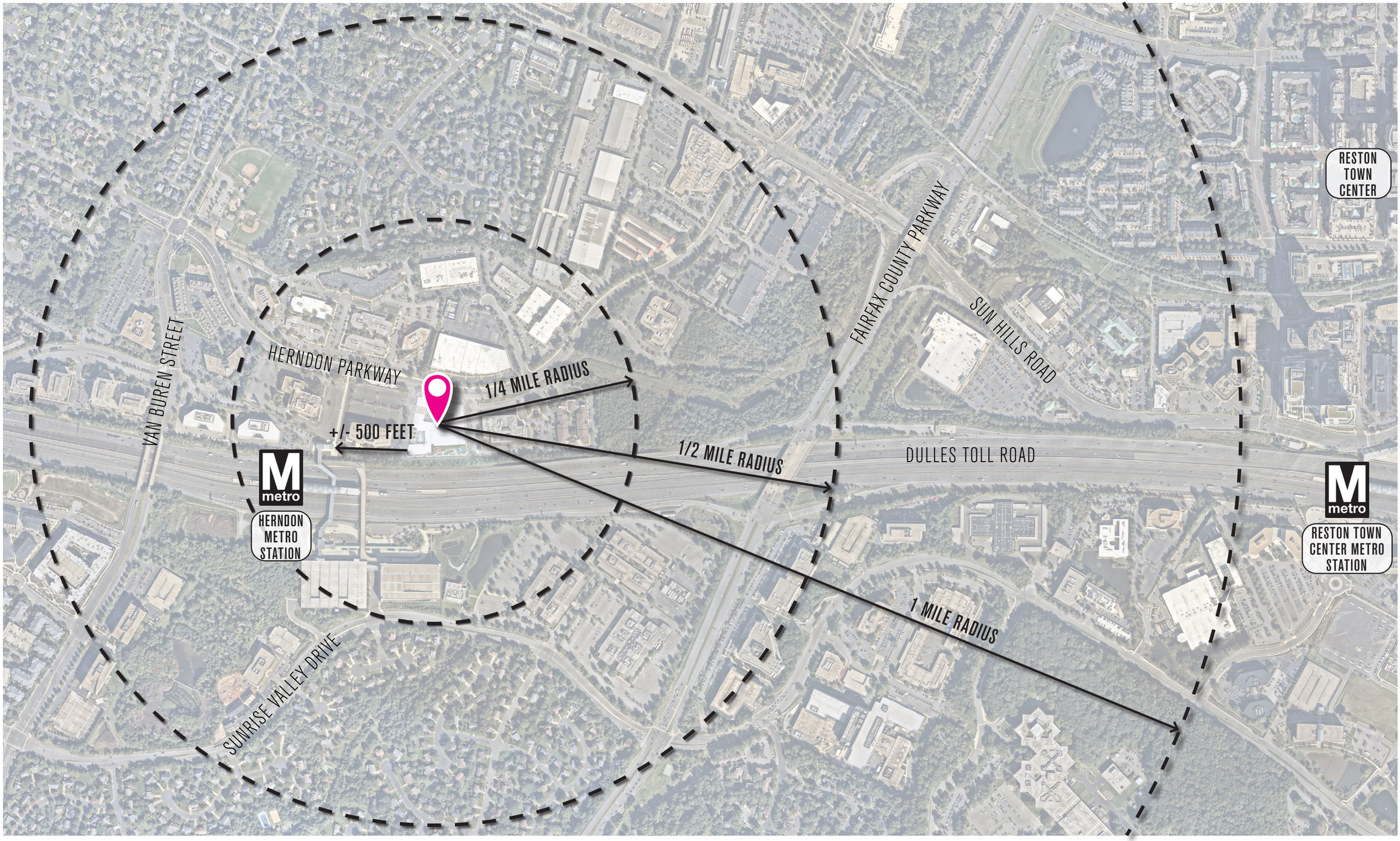
Precedent image showing a green roof park with a promenade, native plantings, and seating.

Native perennial planting on the Allegheny County Office building's green roof provide visitors with an unexpected garden.

555 HERNDON PARKWAY

HERNDON, VIRGINIA

SITE



CONTEXT MAP

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ILLUSTRATIVE SITE PLAN

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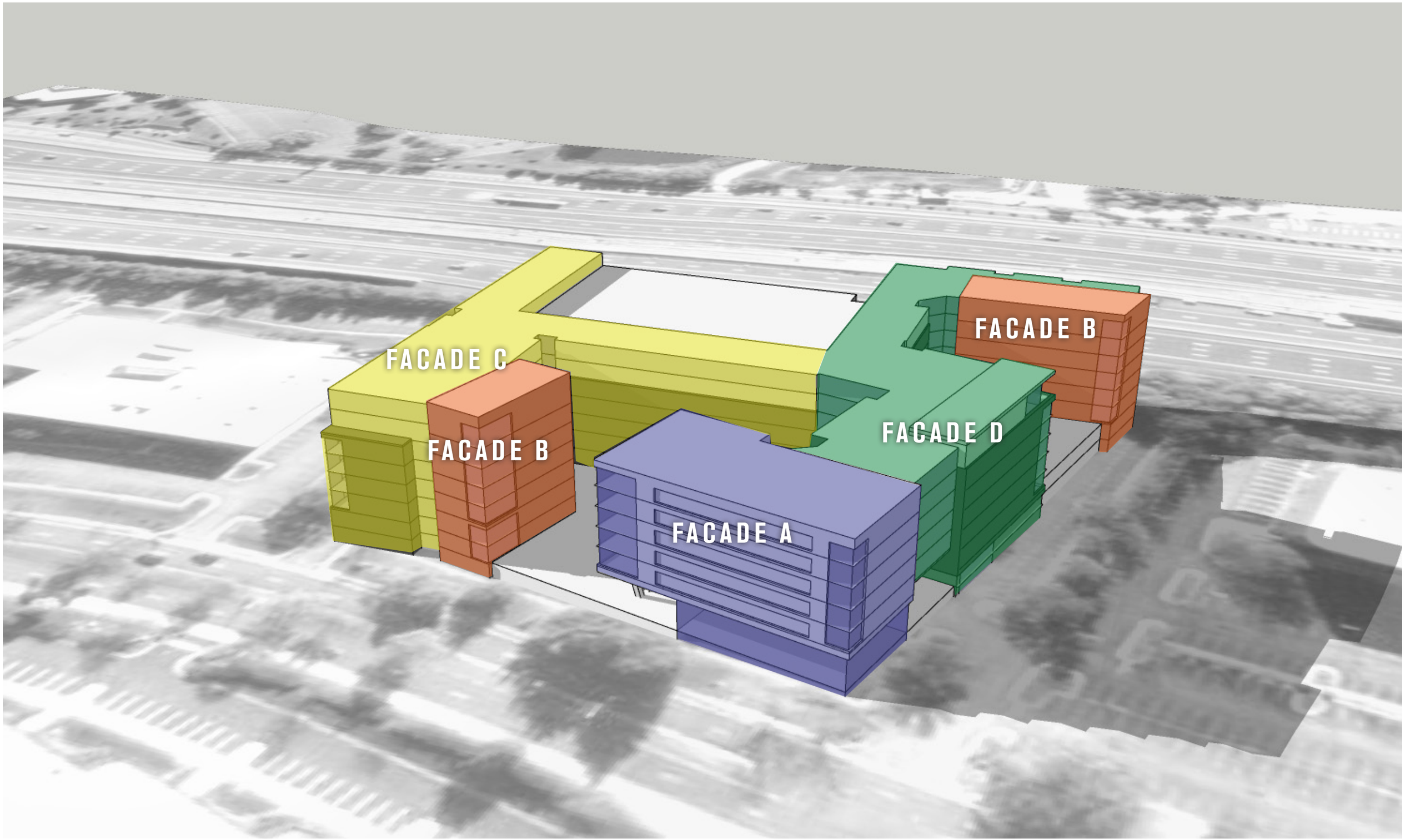
DESIGN CONCEPT



CONCEPT MASSING

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PERSPECTIVES

VIEW 01 HERNDON PARKWAY

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VIEW 02 NORTH COURTYARD

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VIEW 03 NORTHWEST CORNER

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VIEW 04 FROM THE WEST

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VIEW 05 SOUTHWEST CORNER

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VIEW 06 POOL COURTYARD

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VIEW 07 SOUTHWEST CORNER

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VIEW 08 FROM THE SOUTH

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VIEW 09 SOUTHEAST CORNER

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VIEW 10 FROM THE EAST

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VIEW 11 NORTHEAST CORNER

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VIEW 12 FROM THE NORTH

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HERNDON PARKWAY OVERALL HERNDON PARKWAY

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LandDesign
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PEDESTRIAN PERSPECTIVES

1 | 8' CYCLE TRACK

2 | PEDESTRIAN LIGHTING

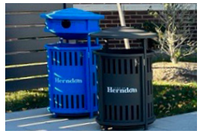
- HTOC UDG, SECTION D, LIGHTING

3 | BIKE RACK

- HTOC UDG, SECTION D, SITE FURNISHINGS

4 | RECEPTACLES

- HTOC UDG, SECTION D, SITE FURNISHINGS



5 | BENCH SEATING

- HTOC UDG, SECTION D, SITE FURNISHINGS

6 | HERNDON PARKWAY PAVING

- HTOC UDG, SECTION D, PUBLIC STREETS HERNDON PARKWAY

8 | CROSSWALK

- HTOC UDG, SECTION D, MATERIALS

HERNDON PARKWAY EAST CORNER

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1 | 8' CYCLE TRACK

2 | BIKE RACK

- HTOC UDG, SECTION D, SITE FURNISHINGS

3 | RECEPTACLES

- HTOC UDG, SECTION D, SITE FURNISHINGS

4 | BENCH SEATING

- HTOC UDG, SECTION D, SITE FURNISHINGS

5 | HERNDON PARKWAY PAVING

- HTOC UDG, SECTION D, PUBLIC STREETS HERNDON PARKWAY

6 | 4.5' LANDSCAPE STRIP / TREE VERGE

7 | GRANITE MOTIF

- HTOC UDG, SECTION D, MATERIALS

8 | PUBLIC ART

- HTOC UDG, SECTION D, SPACE OVER VIEW

HERNDON PARKWAY EAST CORNER AT FOCAL ELEMENT

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8' SIDEWALK

4.5' LANDSCAPE STRIP

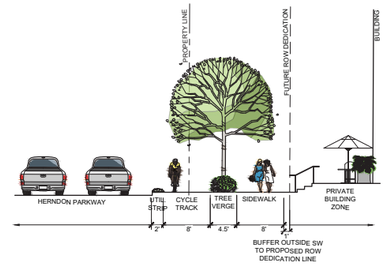
8' CYCLE TRACK

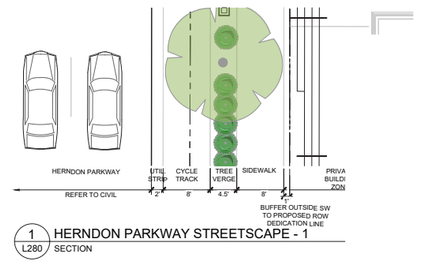
2' UTILITY STRIP

HERNDON PARKWAY

HERNDON PARKWAY STREETSCAPE SECTION

- HTOC UDG, SECTION D, PUBLIC STREET, HERNDON PARKWAY





1 L280 HERNDON PARKWAY STREETSCAPE - 1
SECTION

HERNDON PARKWAY BIRD'S EYE ABOVE HERNDON PARKWAY

FAIRFIELD RESIDENTIAL | 555 HERNDON | 06.12.24

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1 | 8' CYCLE TRACK

- HTOC UDG, SECTION B, OPEN SPACE AND TRAILS

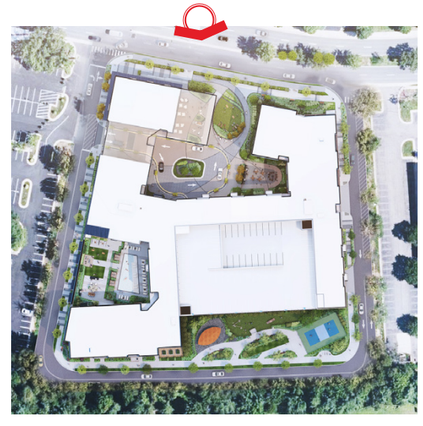
2 | PEDESTRIAN LIGHTING

- HTOC UDG, SECTION D, LIGHTING

3 | BENCH SEATING

- HTOC UDG, SECTION D, SITE FURNISHINGS

4 | TREE VERGE



HERNDON PARKWAY VIEW FROM WESTBOUND LANE

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1 | 8' CYCLE TRACK

- HTOC UDG, SECTION B, OPEN SPACE AND TRAILS

2 | 4.5' LANDSCAPE STRIP / TREE VERGE

- TREES AT 40' O.C. MIN.
- REQUIRED LIGHTING
- MASSING OF LOW SHRUBS MATURING AT 30" HEIGHT AS REQUESTED PER STAFF COMMENTS

3 | 8' PEDESTRIAN SIDEWALK

- HTOC UDG, SECTION D, PUBLIC STREET, HERNDON PARKWAY

4 | CROSSWALK

- HTOC UDG, SECTION D, MATERIALS
- TOH STREETSCAPE MANUAL, STREETSCAPE DESIGN & DIMENSIONS

HERNDON PARKWAY + LOOP ROAD A AT RETAIL CORNER

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1 | PUBLIC ART

- HTOC UDG, SECTION D, SPACE OVER VIEW

2 | TREES IN PLAZA

- UNDERSTORY AND CANOPY TREES IN CENTRAL PLAZA TO SOFTEN THE BUILDING AND PROVIDE SHADE

3 | ACCESS

- PEDESTRIAN AND ADA ACCESS TO PUBLIC PLAZA

4 | PEDESTRIAN LIGHTING

- HTOC UDG, SECTION D, LIGHTING

PUBLIC PLAZA FROM HERNDON PARKWAY

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LandDesign
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1 | PUBLIC ART

- HTOC UDG, SECTION D, SPACE OVER VIEW

2 | TREES IN PLAZA

- UNDERSTORY AND CANOPY TREES IN CENTRAL PLAZA TO SOFTEN THE BUILDING AND PROVIDE SHADE

PUBLIC PLAZA FROM HERNDON PARKWAY

1 | PARK ACTIVATION

- POP UP ACTIVATION
- MUSIC EVENT
- FOOD CARTS
- SEATING OPPOSTUNITIES
- COVERED AREA TO ALLOW FOR YEAR ROUND ACTIVITIES AND EVENTS.

2 | CENTRAL LAWN

- LAWN GAMES
- CONCERTS ON THE LAWN
- MOVIES ON THE LAWN
- WEEKEND MARKETS/SHOWS
- GATHERING
- PICNICKING
- RECREATIONAL ACTIVITIES
- SEATING OPPORTUNITIES

3 | PUBLIC ART

- HTOC UDG, SECTION D, SPACE OVER VIEW

PUBLIC PLAZA BIRD'S EYE LOOKING TOWARDS HERNDON PARKWAY

1 | PUBLIC COURTYARD

- STRING LIGHTING
- FIRE PIT
- GRILLS
- SEATING OPPORTUNITIES

2 | RIDE SHARE PICK UP

- SEATING OPPORTUNITIES

PUBLIC PLAZA BIRD'S EYE LOOKING AT PUBLIC COURTYARD

1 | STREET LIGHT

- HTOC UDG, SECTION D, LIGHTING

2 | MURAL - PUBLIC ART

- HTOC UDG, SECTION D, SPACE OVER VIEW

MOTOR COURT ENTRANCE FROM LOOP ROAD A

FAIRFIELD RESIDENTIAL | 555 HERNDON | 06.12.24

LandDesign
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1 | PUBLIC ART

- HTOC UDG, SECTION D, SPACE OVER VIEW

MOTOR COURT UNDER BRIDGE

FAIRFIELD RESIDENTIAL | 555 HERNDON | 06.17.24

LandDesign
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1 | PEDESTRIAN AND VEHICLE PROTECTION

- MIX OF BOLLARDS AND FIXED PLANTERS

MOTOR COURT LOOKING AT RESIDENTIAL ENTRANCE

FAIRFIELD RESIDENTIAL | 555 HERNDON | 06.12.24

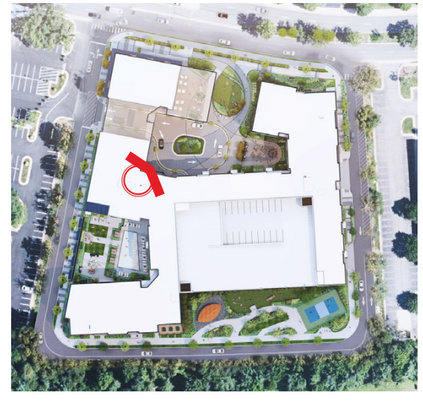
LandDesign
hord | coplan | macht

1 | PEDESTRIAN AND VEHICLE PROTECTION

- MIX OF BOLLARDS AND FIXED PLANTERS

2 | PARK ACTIVATION

- POP UP ACTIVATION
- MUSIC EVENT
- FOOD CARTS
- SEATING OPPOSTUNITIES
- COVERED AREA TO ALLOW FOR YEAR ROUND ACTIVITIES AND EVENTS.



MOTOR COURT LOOKING AT PUBLIC PLAZA

FAIRFIELD RESIDENTIAL | 555 HERNDON | 06.12.24

LandDesign
hord | coplan | macht

2

3

1

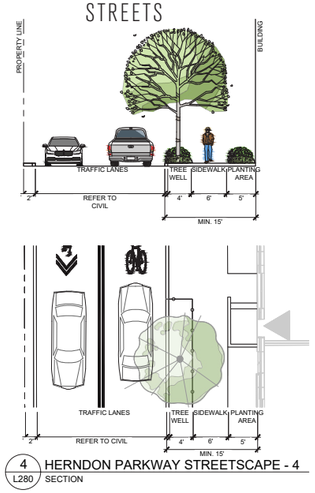
5' PLANTING AREA

6' SIDEWALK

4' TREE WELL

PROP. LOOP ROAD SEGMENT 'A' SECTION

- HTOC UDG, SECTION D, PRIVATE STREETS



4 / L280 HERNDON PARKWAY STREETSCAPE - 4 SECTION

1 | SPECIAL PAVING

- HTOC UDG, SECTION D, PEDESTRIAN PASSAGES
- HTOC UDG, SECTION D, PRIVATE STREET

2 | PEDESTRIAN LIGHTING

- HTOC UDG, SECTION D, LIGHTING

3 | TREE PLANTER PROTECTION

- HTOC UDG, SECTION D, MATERIALS

LOOP ROAD A AT WALK UP UNITS

PLACEMENT OF SITE ELEMENTS

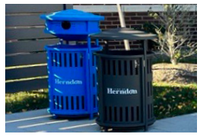
- HTOC UDG, SECTION D, PLACEMENT OF SITE ELEMENTS AT INTERSECTION

1 | PEDESTRIAN LIGHTING

- HTOC UDG, SECTION D, SITE FURNISHINGS

2 | RECEPTACLES

- HTOC UDG, SECTION D, SITE FURNISHINGS



3 | BENCH SEATING

- HTOC UDG, SECTION D, SITE FURNISHINGS

4 | SPECIAL PAVING

- HTOC UDG, SECTION D, PEDESTRIAN PASSAGES
- HTOC UDG, SECTION D, PRIVATE STREET

LOOP ROAD A CORNER AT LOOP ROAD A AND B

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LandDesign
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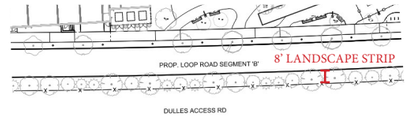
DULLES TOLL ROAD FRONTAGE

- HTOC UDG, SECTION B, DULLES TOLL ROAD FRONTAGE
- DECORATIVE FENCE, A MINIMUM 8-FOOT WIDE LANDSCAPE STRIP.



1 | MULTI-PURPOSE TRAIL

- HTOC UDG, SECTION B, OPEN SPACE AND TRAILS

2 | BIKE RACK

- HTOC UDG, SECTION D, SITE FURNISHINGS

3 | PEDESTRIAN LIGHTING

- HTOC UDG, SECTION D, LIGHTING

LOOP ROAD B AT INTERIM PARK

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PARK ACTIVATION

- TRELLIS
- SEATING OPPORTUNITIES
- PICNIC TABLES
- PLANTING

INTERIM PARK AT PARK PAVILION

PARK ACTIVATION

- DOG PARK
- SEATING OPPORTUNITIES
- BOCCE
- ARTIFICIAL TURF

1 | SPECIAL PAVING

- HTOC UDG, SECTION D, PEDESTRIAN PASSAGES
- HTOC UDG, SECTION D, PRIVATE STREET

INTERIM PARK BIRD'S EYE OF DOG PARK, BOCCE COURT, AND PICKLEBALL COURT

PARK ACTIVATION

- SEATING OPPORTUNITIES
- BOCCE
- PICKLEBALL

1 | SPECIAL PAVING

- HTOC UDG, SECTION D, PEDESTRIAN PASSAGES
- HTOC UDG, SECTION D, PRIVATE STREET

2 | BIKE RACK

- HTOC UDG, SECTION D, SITE FURNISHINGS

INTERIM PARK AT BOCCE COURT AND PICKLEBALL COURT

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LandDesign
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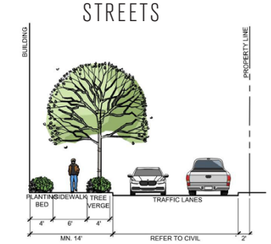
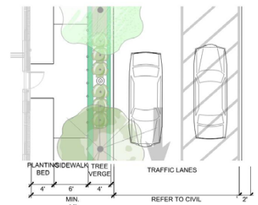
PROP. LOOP ROAD SEGMENT 'C' SECTION

- HTOC UDG, SECTION D, PRIVATE STREETS





3 L281 PRIVATE LOOP ROAD C - 3 SECTION

LOOP ROAD C AT GARAGE ENTRY

FAIRFIELD RESIDENTIAL | 555 HERNDON | 06.12.24

LandDesign
hord | coplan | macht

1 | SPECIAL PAVING

- HTOC UDG, SECTION D, PEDESTRIAN PASSAGES
- HTOC UDG, SECTION D, PRIVATE STREET

2 | PEDESTRIAN LIGHTING

- HTOC UDG, SECTION D, LIGHTING

3 | TREE PLANTER PROTECTION

- HTOC UDG, SECTION D, MATERIALS

LOOP ROAD C AT WALK UP UNITS

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1 | PUBLIC ART

- HTOC UDG, SECTION D, SPACE OVER VIEW

PUBLIC ART: MURAL

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1 | MURAL

2 | FEATHER SCULPTURE

3 | WINGS SCULPTURE

PUBLIC ART

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ELEVATIONS

KEY NOTES

4BA	BRICK TYPE A - LIGHT
4BB	BRICK TYPE B - MEDIUM
4BC	BRICK TYPE C - DARK
4BD	BRICK TYPE D - BROWN
4CA	CMU BLOCK TYPE A
5.1	METAL CLAD CANOPY
5.2	PREFINISHED DECORATIVE METAL RAILING - BLACK FINSIH
5.3	PREMANUFACTURED PREFINISHED METAL BALCONY
5.4	PREMANUFACTURED PREFINISHED JULIET BALCONY
7MA	METAL PANEL TYPE A - CHARCOAL
7MB	METAL PANEL TYPE A - BLACK
7PA	FIBER CEMENT PANEL A - LIGHT
7PB	FIBER CEMENT PANEL B - MEDIUM
7PC	FIBER CEMENT PANEL C - DARK
7PD	FIBER CEMENT PANEL D - BLACK
7LA	FIBER CEMENT SIDING A - WOOD LOOK
7LB	FIBER CEMENT SIDING B - LIGHT
7LC	FIBER CEMENT SIDING C - DARK
8.1	EXTERIOR METAL DOOR
8.2	OVERHEAD SECTIONAL DOOR
8.3	OVERHEAD RAPID COILING DOOR
8LA	ARCHITECTURAL LOUVER
8SA	ALUMINUM STOREFRONT SYSTEM - BLACK
8WVA	VINYL WINDOW UNIT TYPE A - BLACK

EAST ELEVATION

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KEY NOTES

4BA	BRICK TYPE A - LIGHT	5.4	PREMANUFACTURED PREFINISHED JULIET BALCONY	7LB	FIBER CEMENT SIDING B - LIGHT
4BB	BRICK TYPE B - MEDIUM	7MA	METAL PANEL TYPE A - CHARCOAL	7LC	FIBER CEMENT SIDING C - DARK
4BC	BRICK TYPE C - DARK	7MB	METAL PANEL TYPE A - BLACK	8.1	EXTERIOR METAL DOOR
4BD	BRICK TYPE D - BROWN	7PA	FIBER CEMENT PANEL A - LIGHT	8.2	OVERHEAD SECTIONAL DOOR
4CA	CMU BLOCK TYPE A	7PB	FIBER CEMENT PANEL B - MEDIUM	8.3	OVERHEAD RAPID COILING DOOR
5.1	METAL CLAD CANOPY	7PC	FIBER CEMENT PANEL C - DARK	8LA	ARCHITECTURAL LOUVER
5.2	PREFINISHED DECORATIVE METAL RAILING - BLACK FINSIH	7PD	FIBER CEMENT PANEL D - BLACK	8SA	ALUMINUM STOREFRONT SYSTEM - BLACK
5.3	PREMANUFACTURED PREFINISHED METAL BALCONY	7LA	FIBER CEMENT SIDING A - WOOD LOOK	8WVA	VINYL WINDOW UNIT TYPE A - BLACK

NORTH ELEVATION

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KEY NOTES

4BA	BRICK TYPE A - LIGHT	5.4	PREMANUFACTURED PREFINISHED JULIET BALCONY	7LB	FIBER CEMENT SIDING B - LIGHT
4BB	BRICK TYPE B - MEDIUM	7MA	METAL PANEL TYPE A - CHARCOAL	7LC	FIBER CEMENT SIDING C - DARK
4BC	BRICK TYPE C - DARK	7MB	METAL PANEL TYPE A - BLACK	8.1	EXTERIOR METAL DOOR
4BD	BRICK TYPE D - BROWN	7PA	FIBER CEMENT PANEL A - LIGHT	8.2	OVERHEAD SECTIONAL DOOR
4CA	CMU BLOCK TYPE A	7PB	FIBER CEMENT PANEL B - MEDIUM	8.3	OVERHEAD RAPID COILING DOOR
5.1	METAL CLAD CANOPY	7PC	FIBER CEMENT PANEL C - DARK	8LA	ARCHITECTURAL LOUVER
5.2	PREFINISHED DECORATIVE METAL RAILING - BLACK FINSIH	7PD	FIBER CEMENT PANEL D - BLACK	8SA	ALUMINUM STOREFRONT SYSTEM - BLACK
5.3	PREMANUFACTURED PREFINISHED METAL BALCONY	7LA	FIBER CEMENT SIDING A - WOOD LOOK	8WVA	VINYL WINDOW UNIT TYPE A - BLACK

SOUTH ELEVATION

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KEY NOTES

4BA	BRICK TYPE A - LIGHT
4BB	BRICK TYPE B - MEDIUM
4BC	BRICK TYPE C - DARK
4BD	BRICK TYPE D - BROWN
4CA	CMU BLOCK TYPE A
5.1	METAL CLAD CANOPY
5.2	PREFINISHED DECORATIVE METAL RAILING - BLACK FINSIH
5.3	PREMANUFACTURED PREFINISHED METAL BALCONY
5.4	PREMANUFACTURED PREFINISHED JULIET BALCONY
7MA	METAL PANEL TYPE A - CHARCOAL
7MB	METAL PANEL TYPE A - BLACK
7PA	FIBER CEMENT PANEL A - LIGHT
7PB	FIBER CEMENT PANEL B - MEDIUM
7PC	FIBER CEMENT PANEL C - DARK
7PD	FIBER CEMENT PANEL D - BLACK
7LA	FIBER CEMENT SIDING A - WOOD LOOK
7LB	FIBER CEMENT SIDING B - LIGHT
7LC	FIBER CEMENT SIDING C - DARK
8.1	EXTERIOR METAL DOOR
8.2	OVERHEAD SECTIONAL DOOR
8.3	OVERHEAD RAPID COILING DOOR
8LA	ARCHITECTURAL LOUVER
8SA	ALUMINUM STOREFRONT SYSTEM - BLACK
8WVA	VINYL WINDOW UNIT TYPE A - BLACK

WEST ELEVATION

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