



HERNDON, VIRGINIA

ARB 2ND PRESENTATION 05/18
2020

EXECUTIVE SUMMARY

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

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

DEVELOPMENT OVERVIEW

Three modern high-rise buildings, two residential and one office, are strategically positioned to create at its core a public space opening to the Herndon Station Promenade. The splayed conical shaped of the plaza strengthens the relationship with the Promenade, encourages pedestrian movement both into the site and out onto the Promenade, and creates a sense of place while avoiding the "canyon effect". The central plaza will be an inviting area with both hardscape and soft-scape/landscape areas, focal points which could be a water feature or art, seating, walkways, and an open amenity lawn area for un-programmed or programmed use.

The naturalistic form of the central plaza area is designed in juxtaposition to the angular geometry of the promenade and massing of the proposed residential and office buildings. This provides several entry and exit points with ample seating to elicit a feeling of retreat from the urban landscape into the calm of nature within the park. The chosen plant palette will be complementary of the naturalistic form of the central park. Pedestrian porosity is envisioned throughout the site with a dedicated pedestrian realm from the entrance along Herndon Parkway through the site to the southern access road.

Building A, the office building, is located closest to the Metro entrance and will attract Metro commuting workers. A water feature on the plaza will provide subtle ambient noise and act as a focal point that will add to the sensory experience for users of the site. The layout of the plaza and its plantings elicit a feeling of retreat from the urban landscape into the calm of nature within the park and is inviting to a variety of passive activities.

Building B, the west residential building, parallels Worldgate Drive while Building C, the north residential building, parallels Herndon Parkway. A private street is created within the site along to allow for a safe passenger drop-off area for all three buildings as well as emergency vehicle access. The private street will empty onto an access road serving the parking garages and the WMATA maintenance vehicle access.

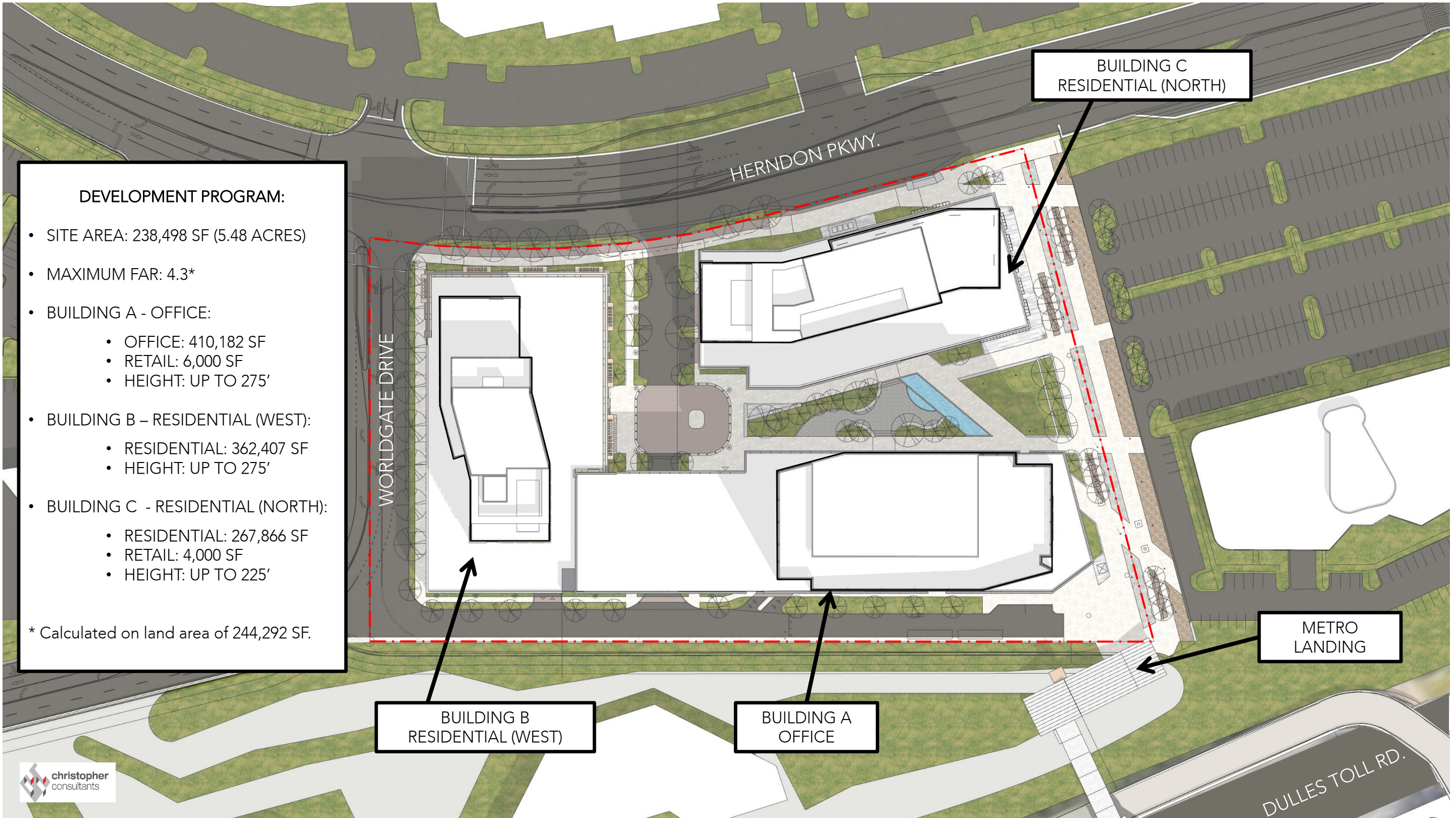
The windowed floor spaces within the buildings offer expanded views of the surrounding areas, including distant views of the Blue Ridge Mountains to the west-southwest and Sugarloaf Mountain to the north.

DEVELOPMENT GOALS

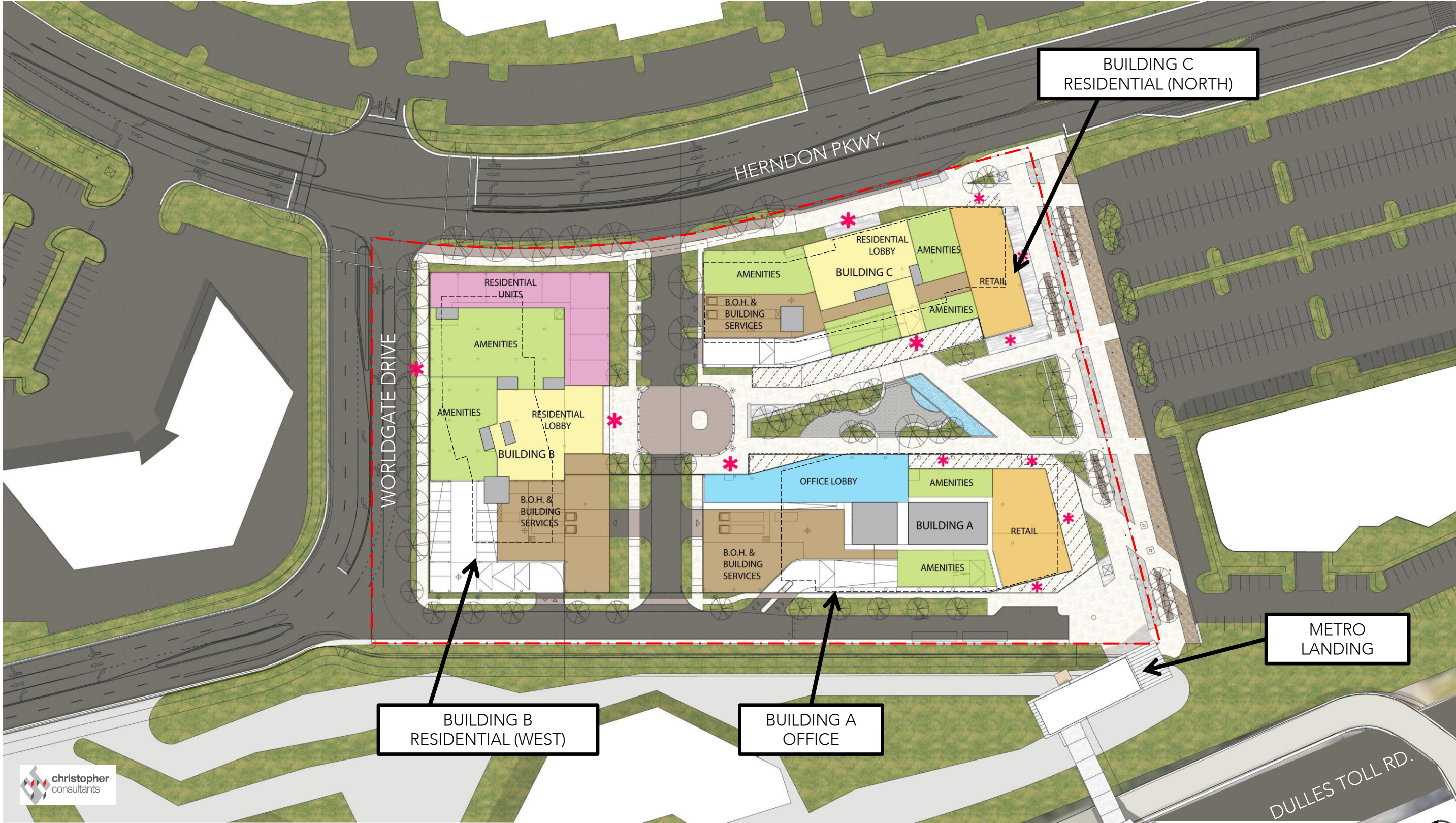
- Reinforce the role of the Promenade as a central focal element for the HTOC district and gateway to the Town of Herndon for Metro users.
- Provide an active central outdoor amenity space for use and access by residents, workers, and visitors of the development as well as for the surrounding community,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

DESIGN STANDARDS

The proposed buildings follow the design guidelines and heights outlined by the Town for the PD-TOC zone. The office tower is proposed to be 275 feet in height. The north residential tower along Herndon Parkway is 225 feet in height with a step down of the lower 11 floors on the Promenade side to 182 feet. The west residential tower along Worldgate Drive steps down from 275 feet to 225 feet to 80 feet moving from south to north. The minimum tower separation requirement of 65 feet is met not only between the residential towers but also with the office building.



* CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY



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CHARACTER OF BUILDINGS

All three buildings are podium type with each tower sitting atop an above-grade parking podium. The exterior architecture of the buildings and their parking structures are designed to create a unique sense of place and a cohesive identity for the site while respecting the vernacular of new buildings in the region. This will be accomplished through the use of a variety of materials, colors and textures that are diverse, yet complementary, to one another in a manner as generally shown in the Development Plan and the HTOC Urban Design and Architectural Guidelines. Lighting is strategically positioned on the outside of the buildings to signal entry points and accentuate architectural features up and down the façade.

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

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

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

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

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

ACTIVATED STREET LEVEL

A guiding principle in the Design Guidelines is activation of the ground level of buildings within the HTOC. The Herndon Parkway frontage is fully activated with retail, residential lobby and amenity space in the north residential building and with ground level units in the west residential building. These types of ground floor uses provides the exact type of variety needed to successfully create a vibrant pedestrian atmosphere. The Promenade frontage will be activated with retail or commercial uses in the ground floor of the north residential building and the south office building. Visual interest is provided by articulation of various different uses and different retail tenants where applicable.

Planting beds, open sidewalk and space for outdoor dining can be accommodated on the commercial frontage along the Promenade. This offers a myriad of opportunities for passive recreation that feeds into the central urban park of the site, thus adding cohesion with the public accessible realm. The southeast corner of the site is anticipated to experience the most amount of foot traffic and visibility from the metro platform. For this reason, the commercial space that aligns with the Promenade provides direction towards pedestrian oriented options.

PARKING GARAGES

Parking on the site is provided by a podium garage under each building and is accessed from the private street for the north residential building and from the Metro access road for west residential building and the office building. A ramp leads vehicles from the garage entrance to the first parking level, at an elevation above the loading dock, so that the ground floor space can be used for lobbies, building services, amenities, and retail. The garages are screened and articulated with architectural features and finishes in a variety of materials, textures, and colors that are complementary to the architecture of each tower, while providing natural ventilation. For example, the garage facades facing toward the Promenade will feature perforated metal panels with varied-sized perforations to create a functional mural image relating to the railroad history of the Town of Herndon. The garage portion of the podiums (Floors 2 and above) are articulated with vertical expressions to break up the massing in accordance with the guidelines. These dynamic podium facades help further animate the buildings at street level and enhance the pedestrian experience throughout the site while meeting code requirements for natural ventilation in the garages.

BICYCLE ACCESS/PARKING

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

RETAIL

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

PROMENADE

The Development Plan shows purposeful integration of the Promenade elements into the central plaza area, which serves to expand the Promenade area and the pedestrian experience. It is anticipated that the adjacent property to the east create a similar area opening into a public plaza on the east side of the Promenade. The Promenade includes paving arrangements that are incorporated into the design to help facilitate pedestrian movement throughout the site and define areas of programmatic spaces and aid in wayfinding. Additionally, an icon feature that is strategically placed at the southern end of the Promenade serves as a landmark unique to Herndon and establishes a sense of place adding to the Promenade's distinct character. The Central Plaza and Promenade intentionally differ in their design treatment to visually distinguish the two. However, the building and pedestrian path layout will have the two spaces essentially reading as one. The Promenade is designed to be more organized, crisp, and modern invoking movement, while the Central Plaza area has elements that are more naturalistic and organic invoking more passive activities. Each space will incorporate similar materials both in hardscape and in plantings, but in different arrangements. Furnishings will also necessarily be different, but both will compliment and help to create an identity for their respective functions.

PEDESTRIAN ACCESS AND CIRCULATION

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

LANDSCAPING

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

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

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

LIGHTING

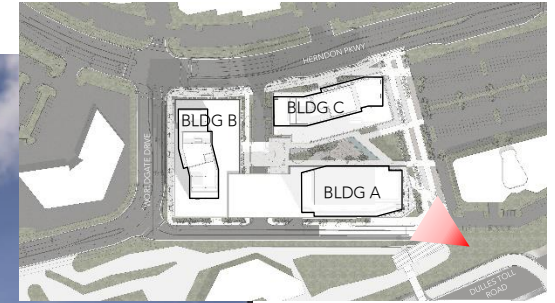
In addition to proposed vegetation, artificial lighting will be used to enhance building features, pedestrian walkways, building entrances and promote security through visibility. Human scale lighting is recommended and may be used in the form of wall sconces, bollards, and private street lights. Ground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

(This View was Not in the Original Submission) VIEW FROM DULLES TOLL ROAD – BUILDING A



* CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY

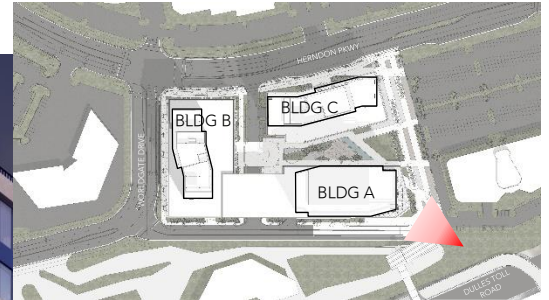
(This View was Not in the Original Submission) VIEW FROM METRO STATION – BUILDING A



KEY PLAN

* CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY

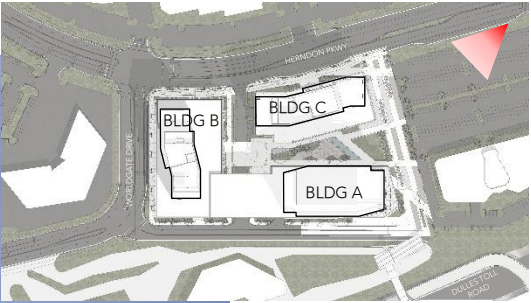
(This View was Not in the Original Submission) VIEW FROM METRO STATION – BUILDING A



KEY PLAN

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VIEW FROM HERNDON PARKWAY – BUILDINGS A AND C



KEY PLAN



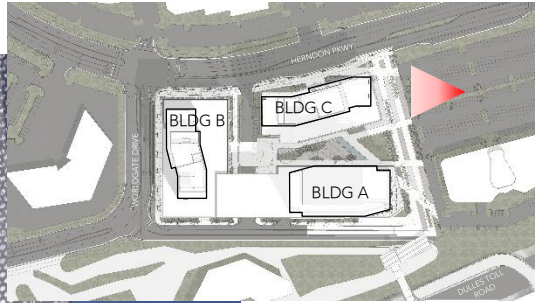
* CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY

(This View was Not in the Original Submission) VIEW FROM CENTRAL PLAZA



* CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY

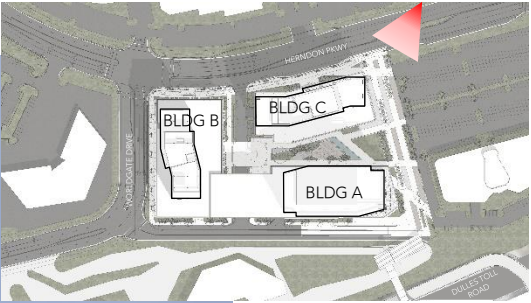
(This View was Not in the Original Submission) VIEW FROM PROMENADE



KEY PLAN

* CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY

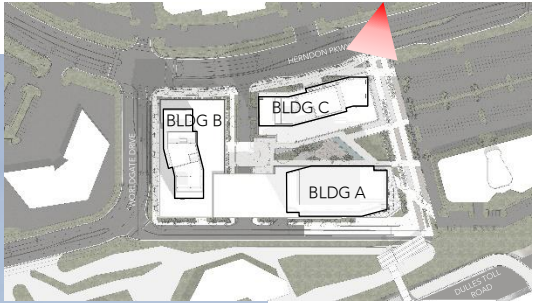
(This View was Not in the Original Submission) VIEW FROM HERNDON PARKWAY – BUILDING C



KEY PLAN

* CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY

VIEW FROM HERNDON PARKWAY – BUILDINGS B AND C



KEY PLAN



* CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY



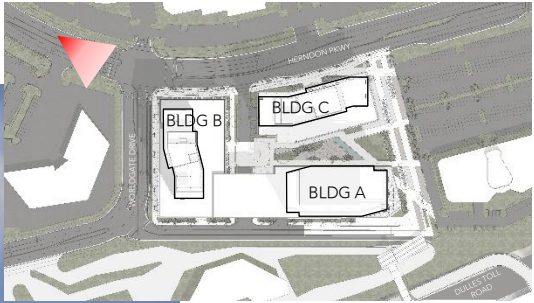
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VIEW FROM HERNDON PARKWAY – BUILDING B

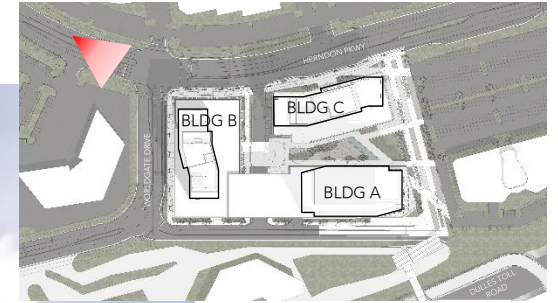


KEY PLAN



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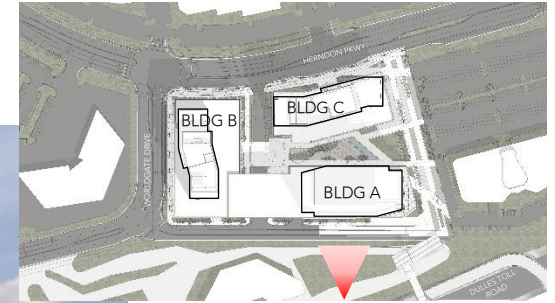
(This View was Not in the Original Submission) VIEW FROM HERNDON PARKWAY – BUILDING B



KEY PLAN

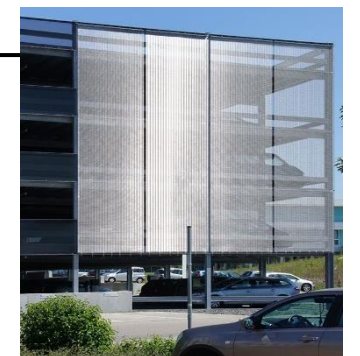
* CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY

(This View was Not in the Original Submission) SOUTH ELEVATION – BUILDING A & B



KEY PLAN

METAL PANELS / PRECAST CONCRETE



PERFORATED METAL PANELS

—●——●—

BUILDING B



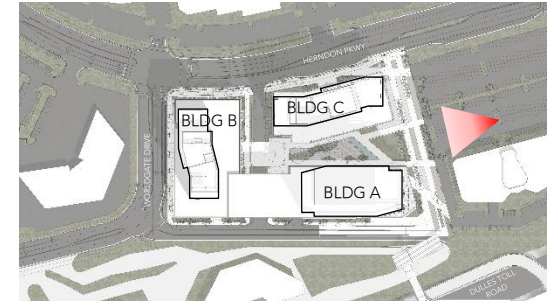
BRICK / ARCHITECTURAL CMU

—●——●—

BUILDING A

* CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY

EAST ELEVATION – BUILDINGS A AND C



KEY PLAN



GLASS WINDOW WALL

BRICK / PRECAST CONCRETE

BRICK / PRECAST CONCRETE

METAL RAILING BALCONIES

METAL PANELS / PRECAST CONCRETE

METAL PANELS / PRECAST CONCRETE



PERFORATED METAL PANELS



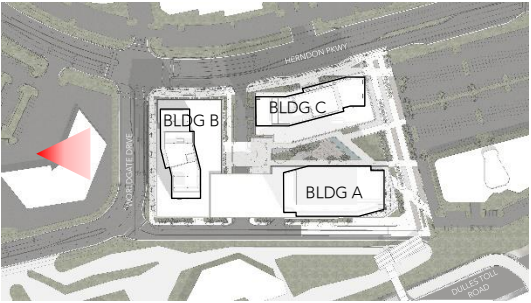
ARCHITECTURAL PERFORATED METAL PANELS

BUILDING A

BUILDING C

* CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY

WEST ELEVATION – BUILDING B



KEY PLAN



BRICK / PRECAST CONCRETE

BRICK / PRECAST CONCRETE

METAL RAILING BALCONIES

BRICK / PRECAST CONCRETE

METAL PANELS / PRECAST CONCRETE



PERFORATED METAL PANELS

BRICK / ARCHITECTURAL CMU

BUILDING B

* CONCEPTUAL DESIGN – FOR ILLUSTRATIVE PURPOSES ONLY

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



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

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



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



HERNDON PARKWAY - TO BE PLANTED PER THE REVISED STREETSCAPE MANUAL



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



LAWN AREA PROVIDES BOTH ACTIVE AND PASSIVE RECREATION

FOCAL POINT - PROVIDES A CENTRAL VISUAL INTEREST FEATURE



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



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DECORATIVE PAVING EXAMPLES



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



TREES IN PAVEMENT EXAMPLE



SITE LIGHTING EXAMPLES



SEAT/RETAINING WALL EXAMPLES - RUSTIC



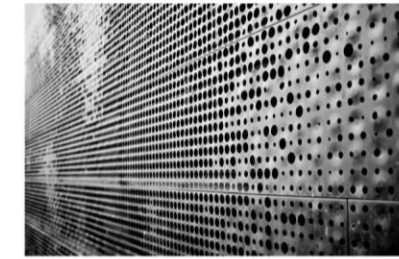
SEAT/RETAINING WALL EXAMPLES - MODERN



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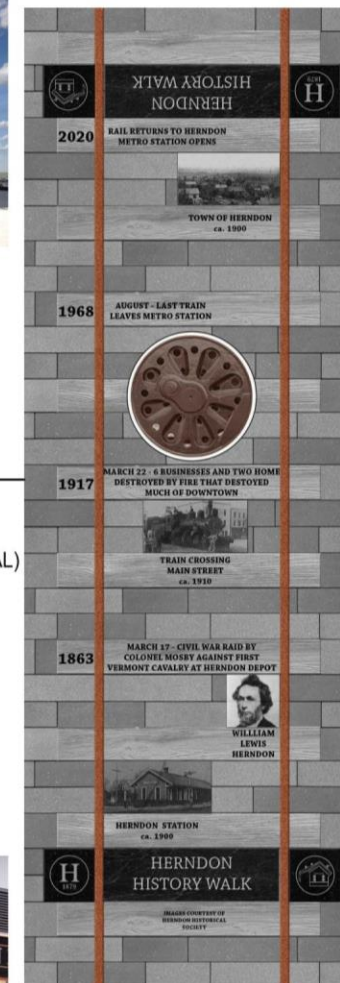
HERNDON IDENTITY PYLON



PERFORATED METAL SCREEN



PERFORATED METAL SCREEN FACADE (NE STREET VIEW)



HISTORIC TIMELINE TRAIL PAVER INLAY (CONCEPTUAL)



INFORMATION KIOSK

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