TOWN COUNCIL
REGULAR MEETING AGENDA

Herndon Council Chambers
765 Lynn Street, Herndon, VA 20170

Tuesday, June 23, 2026 | 7:00 PM

1. **Call to Order**

2. **Closed Meeting (5:30 PM)**

   a. A Closed Meeting pursuant to the Code of Virginia Section 2.2-3711(A)(8), consultation with legal counsel regarding specific legal matters requiring the provision of legal advice by such counsel, relating to employment law

3. **Pledge of Allegiance to the Flag of the United States of America**

4. **Presentations/Reports/Comments**

   a. Proclamation to recognize National Parks and Recreation Month, July 2026

   b. Proclamation to Recognize Liberty Amendments Month and America 250, July 2026

   c. Proclamation to Recognize Disability Independence Day, July 26, 2026

   d. Town Manager Report

   e. Councilmember Comments

5. **Comments from the Audience**
   Members of the public may, for one 3-minute period, provide public comments, requests, consent or general item comments, and comments on matters not included on the agenda.

6. **Public Hearings**

   a. Ordinance 26-O-16 to consider a Zoning Map Amendment - ZMA #24-01, 250 Exchange Place, to amend the zoning from, Office & Light Industrial district (O&LI), to Planned Development – Transit Related Growth Mixed Use, Medium Density Residential, and Office (PD-TRG1), and Planned Development – Transit Related Growth 2 – Low Density Residential and Low Impact Commercial (PD-TRG 2) zoning districts with proffered conditions to

allow the redevelopment of the site with stacked townhouses and multi-family residential uses

b. Resolution 26-G-39 to consider a Special Exception, SE #26-02, 1001 Jeff Ryan Drive, to consider a special exception to permit a home-based child daycare use within the R-10, Residential single-family district

c. Ordinance 26-O-17 to consider a Zoning Ordinance Text Amendment – ZOTA #26-04 to amend Chapter 78 (ZONING), Article IV (Business Districts), Section 78-40.3 (CO – Commercial office district) and Article VII (Use Regulations), Section 78-70.2 (Table of permitted and allowed uses), to remove the special exception requirement for personal service uses in the CO zoning district

7. Consent

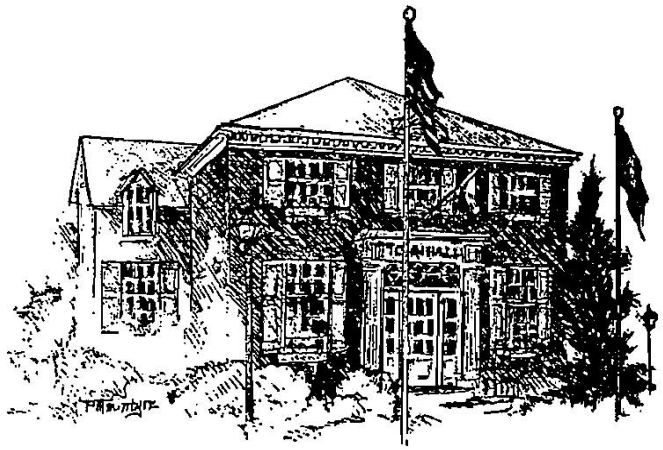
a. Resolution 26-G-40 to Amend the Town Council Rules of Procedures, adopted January 7, 2025

b. Approval of the May 12, 2026 Town Council Work Session Minutes

c. Approval of the May 26, Town Council Regular Meeting Minutes

8. Adjournment

Interpretación en Español está disponible en esta sesión.



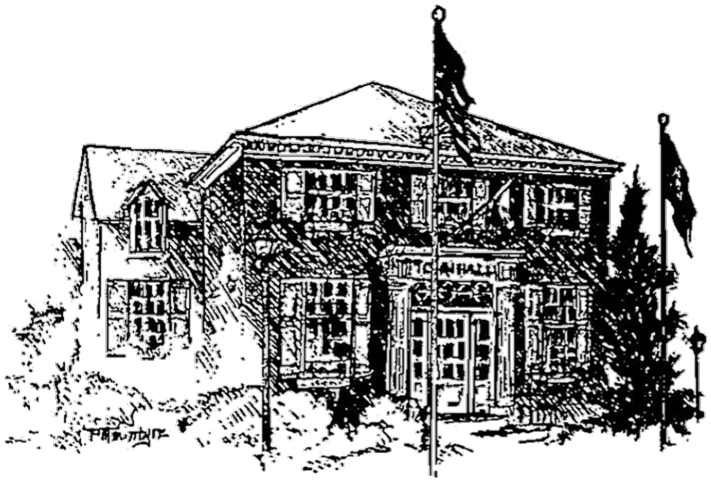
TOWN OF HERNDON, VIRGINIA
PROCLAMATION
NATIONAL PARKS & RECREATION MONTH
JULY 2026

Since 1985, the National Recreation and Park Association has recognized July as **National Parks and Recreation Month** to honor the vital role of parks, facilities, and the professionals who maintain them. This year's theme, "*The Power Of*", highlights how parks and recreation programs enliven neighborhoods and support health, well-being, and connection.

For 50 years, the Town of Herndon Parks and Recreation Department has been a community cornerstone. From egg hunts to Polar Heat on Lynn Street, Puzzle Palooza, the Fishing Derby, and the Town's Independence Day celebration, the Herndon Community Center and outdoor spaces provide welcoming opportunities for residents and visitors to explore, play, and belong. These events are made possible through the dedication of Parks and Recreation staff, volunteers, community organizations, sponsors, patrons, and partners, whose support and participation help ensure programs and events are safe, welcoming, and successful.

Whether on the court, in the water, or in a fitness class, Herndon Parks and Recreation programs and facilities are designed to be accessible and inclusive, serving residents of all ages and abilities. These programs support health and wellness, youth development, and community connection, while the Town's parks, trails, and open spaces provide opportunities to connect with nature. The Town of Herndon recognizes the lasting benefits of parks and recreation resources and remains committed to providing accessible, vibrant, and sustainable recreational opportunities for future generations.

Therefore, the Mayor of the Town of Herndon, together with the Herndon Town Council, hereby proclaims July 2026 as **National Parks and Recreation Month** in the Town of Herndon, and proudly celebrates the Golden Anniversary of the Herndon Parks and Recreation Department and its continued mission to help all who explore, play, and belong in the Town of Herndon.



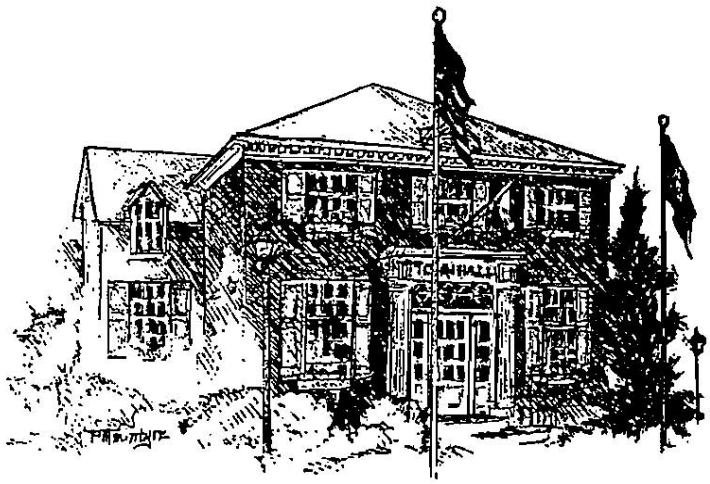
TOWN OF HERNDON, VIRGINIA
PROCLAMATION
COMMEMORATING
LIBERTY AMENDMENTS AND AMERICA 250
JULY 2026

In 2026, the United States marks the 250th anniversary of the nation's founding and reflects on the principles, rights, and civic responsibilities that have shaped America across generations. From the signing of the Declaration of Independence to ratifying the United States Constitution and the Bill of Rights, the nation established a constitutional framework grounded in liberty, representative government, and civic participation, while later constitutional amendments continued the work of expanding those rights to more fully include all people.

The freedoms of speech, religion, press, and assembly; due process under law; equal protection; and the expansion of voting rights, remain central principles to the American experience. The Thirteenth Amendment to the United States Constitution abolished slavery in the United States, while the Fourteenth Amendment established citizenship, due process, and equal protection under the law. The Fifteenth and Nineteenth Amendments to the United States Constitution further expanded civic participation by protecting voting rights and broadening access to representative government.

As the nation reflects on 250 years of history, the Town of Herndon encourages its residents to consider both the achievements and challenges that have shaped the United States, to recognize the continuing responsibility to uphold constitutional principles, participate in civic life, and consider how to contribute to a more equitable, informed, and connected community for future generations.

Therefore, the Mayor of the Town of Herndon, together with the Herndon Town Council, hereby recognizes July 2026 as a month to commemorate **America's 250th anniversary** and the lasting legacy and continuing impact of the **Liberty Amendments** on the expansion of rights, representation, and civic participation in the United States.



TOWN OF HERNDON, VIRGINIA
PROCLAMATION
NATIONAL DISABILITY INDEPENDENCE DAY
JULY 26, 2026

National Disability Independence Day, observed annually on July 26, commemorates the passage of the Americans with Disabilities Act—legislation that affirms individuals with disabilities the right to full participation in American life. This achievement influenced how the nation recognizes, supports, and values individuals with disabilities, establishing a framework to expand access to economic, civic, and community opportunities.

National Disability Independence Day is both a recognition of progress and a reaffirmation of purpose. Accessibility is not limited to physical accommodations, such as ramps and elevators; it reflects a broader commitment to ensuring that all individuals can participate fully in community life, pursue independence, and contribute their talents and perspectives.

Through collaboration and planning, Herndon embraces each student, neighbor, and friend as a valued member in the community. Inclusive practices, thoughtful design, and equitable access to programs and services strengthen communities and create environments where everyone can thrive. In the Town of Herndon, we commit to provide accessible public spaces, inclusive programming, and services that support residents of all abilities.

Therefore, the Mayor of the Town of Herndon, together with the Herndon Town Council, hereby proclaims July 26, 2026, as **National Disability Independence Day** in the Town of Herndon; and encourages all community members to recognize the importance of accessibility, inclusion, and independence, and to continue advancing a community where everyone can participate fully and live with dignity and opportunity.

Town Council
Regular Meeting
Agenda Item 6.a.

Agenda Item: **Ordinance 26-O-16 to consider a Zoning Map Amendment - ZMA #24-01, 250 Exchange Place, to amend the zoning from, Office & Light Industrial district (O&LI), to Planned Development – Transit Related Growth Mixed Use, Medium Density Residential, and Office (PD-TRG1), and Planned Development – Transit Related Growth 2 – Low Density Residential and Low Impact Commercial (PD-TRG 2) zoning districts with proffered conditions to allow the redevelopment of the site with stacked townhouses and multi-family residential uses**

Meeting Date: June 23, 2026

Category: Public Hearings

Prepared by: Bryce Perry, Deputy Director of Community Development

Description:
The application proposes to rezone the property at 250 Exchange Place to allow redevelopment of the site with multifamily, stacked, and single-family attached residential uses. The slightly less than nine and a half acre property is currently improved with five single-story office buildings, totaling 108,402 gross square feet of office space, and surface parking lots. The project proposes to demolish all current improvements and redevelop the site in three distinct phases. The first phase would construct major utility infrastructure and new public streets. The next two phases, which could be built in either order, would include a seven-story 400-unit multifamily building in one phase and 62 stacked two-over-two residential units in the other phase. The project would construct two public roads and two private roads. Private parking is accommodated in an interior structured parking garage for the multifamily building, and the stacked units are served by individual garages and driveways. Private outdoor amenity space for the multifamily is contained within an internal courtyard, and two publicly-accessible parks are provided along Herndon Parkway.

Background/Timing Impact:
Five submissions of the case underwent staff review. Concurrently, the Architectural Review Board preliminarily reviewed the concept design during four work sessions. The Planning Commission reviewed the case at its March and April 2026 work sessions and issued a conditioned recommendation for approval at its hearing in April 2026. The Town Council was briefed on the case at its work session in May. This item is before the Town Council for consideration of a final legislative action.

Strategic Focus Area:
Environmental and Economic Sustainability

Fiscal Impact:
This project, if built, would increase town revenue from real estate property tax. However, it will also bring in town residents that would impact the services and utilities provided by the town.

Legal Impact:
Town of Herndon Zoning Ordinance, § 78-155.1 - Zoning map amendment (ZMA), provides the means by which the Town Council may amend the Town's official zoning map. Specifically, § 78-155.1(i)(2) states the review criteria to be applied by the planning commission and town council in the review of a proposed zoning map amendment. A zoning map amendment approved with proffers is considered "conditional zoning" by the Code of Virginia (§ 15.2-2296). Following approval, proffers become part of the zoning for the property and are enforceable by the Zoning Administrator.

Staff Recommendation/Next Steps:
Staff is recommending approval of this application in accordance with the provided draft ordinance.

Attachments:
1. Staff Report
2. Ordinance (Proposed)
3. Proffer Statement
4. Planning Commission Resolution
5. Generalized Development Plan
6. Zoning Modification Requests
7. Statement of Justification
8. Stacked Unit Design Standards
9. Traffic Impact Study
10. Legal Ad

STAFF REPORT

Date: June 23, 2026
Agenda Item: Zoning Map Amendment – ZMA#24-01, 250 Exchange Place
Staff Contact: Bryce A. Perry, Deputy Director of Community Development
bryce.perry@herndon-va.gov (703)787-7380

Summary Information:

Applicant Request	To rezone the subject parcels to permit redevelopment with a combined 450 multi-family and single family attached residential units.
Address	250 Exchange Place
Owner	Herndon Van Buren, LLC
Applicant	Rooney Properties
Zoning	O&LI: Office and light industrial
Adjacent Zoning	North (west): R-10; Residential single-family district North (east): PD-B; Planned development business district. South: O&LI; Office & light industrial district East: O&LI; Office & light industrial district West: O&LI; Office & light industrial district
Land Use Designation	Regional Corridor Mixed Use
Adjacent Land Use Designation	North (west): Neighborhood conservation North (east): Regional Corridor Mixed Use South: Regional Corridor Mixed Use East: Regional Corridor Mixed Use West: Regional Corridor Mixed Use
Total Site Area	9.41 acres / 410,222 square feet
Existing Use	5 single story office buildings with surface parking lot

Location Map:

Site Description:

This parcel is located northwest of Herndon Parkway and northeast of Exchange Place. It has approximately 980' of frontage along Herndon Parkway and approximately 600' of frontage along Exchange Place. The parcel's elevation drops about 17' west to east. The property is about 0.3 miles to the Herndon Metrorail Station and about one mile to downtown Herndon. The site is improved with five single story buildings, a surface parking lot, and small areas of parking lot and buffer landscaping. The site was developed in the mid-1980s. Currently, access to the site is gained via an entrance from Herndon Parkway and an entrance from Exchange Place.

Case Background:

Herndon Transit-Related Growth Area. This application is subject to the Transit-related Growth (TRG) Small Area Plan which established the planning guidance to allow redevelop of existing properties within the TRG with various land uses and densities through a rezoning.

Principal Sources of Regulation and Guidance. Redevelopment within the TRG is specifically regulated under Section 78-51.2 (PD-TRG1: Planned Development – Transit-related growth mixed use, medium density residential, and office) and Section 78-51.3 (PD-TRG2: Planned Development – Transit-related growth – Low density residential, and low impact commercial) of the Zoning Ordinance. New development is further guided by the Land Use and Transportation chapters of the 2030 Comprehensive Plan and the TRG small area plan documents.

Staff Review. For the evaluation of this plan, staff review was conducted by zoning administration staff, town planners, town engineers, utility managers, transportation staff, and the county fire marshal. The review was centered around confirming compliance with applicable codes and standards, confirming adherence to guidance from planning documents, and understanding and managing impacts to the neighbors and town. With each staff review, written comments are provided and often, one or more meetings are held with the applicant. Typically, with rezoning applications, coordination with staff to address minor comments continue through until final Town Council review. The town's development review team has reviewed five full submissions of this application and several additional partial submissions.

Architectural Review Board (ARB) Evaluation. Concurrent with staff review of this application, the architectural design of the project was reviewed at four ARB work sessions. A report on the ARB findings of those reviews was provided to the Planning Commission for consideration as part of its review.

Planning Commission Review. The Planning Commission's role in the review of this Zoning Map Amendment, is advisory. It is tasked with reviewing and making recommendations to the Town Council on whether to approve, approve with recommendations, or disapprove the application. The Planning Commission issued a resolution recommending a conditioned approval of the project.

Project Review After Legislative Action. A site plan, which is an administrative action, as well as review and action by the ARB regarding the design of the buildings and site features, are required prior to issuance of a building permit. Staff would re-confirm conformance with the approved Development Plan and its proffered conditions at each of these steps.

Case Proposal:

Land Use Program
The overall land use program for the redevelopment proposed is listed below.

Total GFA	610,000 SF
- Multi-Family Residential	- 450,000 SF
- Stacked Townhouse Residential	- 160,000 SF
Density	1.49 FAR

The project will be completed in three phases. The major infrastructure phase will be first and include partial construction of two public streets, installation of the major utilities, and construction of the Herndon Parkway streetscape. This phase may be constructed concurrently with the second phase. The second phase proposes two options of constructing the multifamily building and/or the townhouse buildings in either order but reserves the right to construct the two options concurrently with each other. The phasing provides interim improvements providing pedestrian access with final improvements occurring in each phase as seen in the GDP. The completed publicly accessible open spaces are proposed to be installed with the multifamily phase.

Building Architecture. The multifamily building design utilizes a "four-sided" architectural approach with mostly masonry cladding materials. The building would be seven stories in height with a stick-over-podium construction type. The building would wrap an aboveground parking garage in addition to an internal courtyard. The multifamily building provides ground floor walkout units along three sides of the building and resident amenity and lobby space on the ground floor of the fourth side of the building.

The stacked townhouse buildings utilize design standards instead of proffered elevations which is a different approach than what has been previously done on other developments. The applicant worked closely with the ARB to develop these standards and ensure they would be appropriate for the design and objectively administered once a final design is developed. The applicant requested the use of design guidelines to allow greater flexibility since the developer of the stacked townhouses is not known at this time.

Site Layout. The site is designed as a cohesive development within the context of the TRG small area plan. As the inaugural installation within this district, the project establishes the design framework and urban context for future development in the TRG area. The site is bisected by a new public street. The new parcel south of this road would be designated for PD-TRG1 zoning and include the multifamily building. The new parcels north of this road would be designated for PD-TRG2 zoning and include the stacked townhouse units.

Open Space. The multifamily building is flanked by two publicly accessible parks, both with Herndon Parkway frontage. West of the multifamily building, the park would be the gateway portion of planned linear park that would extend through the TRG to Haley Smith Park under the electrical transmission lines. The design of this park as proposed on the plan provides a meandering path that will set precedent to the design aesthetic of the future linear park with lawn and meadow plantings as well a gathering space on the corner featuring landscaping, seating, versatile urban furniture and focal features. While that park is largely passive, the park to the east of the multifamily building would be more active. It proposes a playground, a sports court, and a gathering space with a shade structure.

In the stacked townhouse portion of the development much of the open space is incorporated into the proposed buffer abutting the existing residential neighborhood. This buffer includes a heavily planted area and an open turfed area where underground utilities are located.

Parking. The parking garage holds 529 spaces for vehicles including accessible spaces, dedicated spaces for electric vehicle charging, and 80 bike parking spaces for use by the multifamily building. The stacked townhouse units each have two parking spaces, one in the garage and one in the driveway in addition to four additional visitor spaces. There would be 41 on-street parking space provided as well.

New Public Road. Bisecting the site is the proposed public road that runs parallel to Herndon Drive as described in the TRG small area plan. The application provides the first installation of this road in the TRG and sets the streetscape elements to be included throughout the future development within the TRG. A cycle path runs along the road and separates the road from the 6' sidewalk. Parallel parking, street trees, and streetlights are also proposed along the road.

The GDP labels this road as Parallel Road but will be formally named in the future. Per the TRG small area plan, this road will be the spine of the TRG and provide necessary vehicular and pedestrian connections through the TRG. Through future development, the parallel road is planned to extend to the west to the eventual Worldgate Drive Extension intersection. Through future development, the parallel road will extend to the east through the Victory Drive property to Spring Street to complete the street grid.

Modifications
The applicant is requesting three modifications as part of this case. They are further explained and evaluated in the modification evaluation table contained within the analysis portion of this report.

Proffers
A proffer statement with a number of provisions and commitments volunteered by the applicant to help offset the impacts of the development has been provided. They are further explained in the analysis portion of this report.

Staff Analysis:

1. Staff Review Updates. Staff has been working continually with the applicant through and since the Planning Commission review to resolve a handful of remaining issues. The latest submission of the plan and proffers, dated June 15, 2026, have addressed all remaining issues.

2. Zoning Ordinance Compliance. Sections 78-51.2 and 78-51.3 of the Zoning Ordinance includes dimensional standards, principal and accessory land use allowances, open space provisions, site planning standards, and building design standards for the PD-TRG1 and PD-TRG2 zoning districts. Other than the requested zoning modifications, the application complies with the applicable zoning code.

3. Review Criteria Assessment. The table below includes an assessment of compliance with the criteria for review of Zoning Map Amendments found in Zoning Ordinance Section 78-155.1(i)(2), which incorporates the requirements of §15.2-2284 of the Code of Virginia. In determining whether to adopt or disapprove the proposed amendment, or, to accept proffered

conditions, the planning commission and the town council shall determine whether and to what extent the proposed amendment satisfies the following standards:

Section 78-155.1(i)(2) Review Criteria	**Meets or Does Not Meet**	**Explanation of Compliance/Adherence**
a. Is consistent with the Comprehensive Plan	Meets	The project aligns with the vision and design objectives of the adopted TRG small area plan. The proposal provides a multimodal street grid, a network of open spaces with interstitial mobility, and an urban street front framing the TRG edges. The project provides a critical density transition between high-intensity nodes and established residential neighborhoods.
b. There are changed conditions that justify an amendment	Meets	Vacancy of older office units is a growing trend. Amending the zoning map to accommodate the TRG framework allows the productive reuse of the land, shifting from aging office use to a residential-driven, mixed-density environment.
c. Addresses a demonstrated community need	Meets	The application addresses a need for diversified housing typologies and expanded public assets. By delivering a formal road network and integrated public open spaces, the project provides infrastructure benefits that extend beyond the immediate property boundaries to the broader area.
d. Compatible with existing and proposed uses surrounding the subject land, and is the appropriate zoning district for the land	Meets under planned conditions	The designation of the low density PD-TRG2 district with single family attached use is a proper transition from the proposed medium density PD-TRG1 district with multifamily residential use to the existing R-10 residential single family detached district. At build-out the new uses will be distinct from the mostly commercial and industrial surrounding uses however landscaping and fencing is used to help minimize viewsheds into those areas.
e. Results in a logical and orderly development pattern consistent with accepted or emerging planning practices	Meets	The site layout adheres to contemporary urban design principles by strategically positioning landscape buffers and building massing to shield less intense uses. This orderly arrangement ensures the proposal integrates seamlessly with both the existing

		northern boundary and the emerging urban character of the TRG district.
f. Avoids the creation of an isolated zoning district unrelated to adjacent and surrounding zoning district	Meets under planned conditions	While this represents the initial application of the PD-TRG1 and PD-TRG2 districts, the amendment is not "isolated." Rather, it serves as the foundational catalyst for the planned transition zone, linking the high-intensity PD-TOC (Transit Oriented Core) with the lower-intensity R-10 and O&LI districts.
g. Avoids adverse impact on the property values of surrounding lands	Meets	The transition in density and building typology from multifamily to single-family attached provides a logical buffer for the adjacent R-10 district. By replacing underutilized office space with high-quality residential development that adheres to the small area plan, the project enhances the neighborhood's aesthetic and functional cohesion, thereby supporting long-term property value stability.
h. Avoids adverse impact on the natural environment, including but not limited to, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment	Meets	The proposal incorporates stormwater management facilities that improve upon existing conditions of the aging office site. Landscaping buffers and the integration of open space networks preserve permeable surfaces and urban canopy and wildlife habitat with native plantings. Furthermore, the site's proximity to the Herndon Metrorail Station and existing sidewalk networks encourages non-vehicular travel, reducing the project's overall carbon footprint.
i. Results in development that is adequately served by transportation facilities, including whether or not a substantial deterioration of the level of service on the town's transportation network would occur.	Meets	The TIA indicates the project will generate 155 AM and 153 PM peak-hour trips. All study intersections maintain acceptable levels of service or mirror existing background deficiencies or future conditions without development.
j. Results in development that is adequately served by public facilities (potable water and sewage, schools, parks, police, and fire and emergency medical facilities)	Meets	The development is located within the existing service area for public water and sewer, with sufficient capacity to support the proposed units. The proposal provides on-site open space, while the project remains within the response range for existing police,

		fire, and emergency medical services. Monetary proffers are proposed to help mitigate stress on these public facilities.
k. If infill and redevelopment is consistent with the redevelopment criteria and other applicable guidelines as stated in the Herndon 2030 Comprehensive Plan (adopted August 12, 2008), as amended.	Meets	As a redevelopment of the aging office site, the project fulfills the Herndon 2030 Comprehensive Plan's objectives for infill. It transforms a single-use commercial lot into a mixed-density residential community that provides necessary infrastructure while adhering to the guidelines of the TRG small area plan.

4. Zoning Modification Assessment. Zoning modifications, or case specific relief from certain regulations of the zoning ordinances may be approved with rezoning applications. The table below lists the proposed modifications and provides notes on current staff assessments.

#	Modification Request	Explanation	Staff Comments
1.	Reduction of the landscape buffer required when abutting land zoned for single family uses. (Section 78-51.3(j)(1))	Request to modify the required landscaped area required from the parcel line of any property zoned for single family residential from 50' minimum to 25' minimum but variable to 65' due to utility easement conflicts and triangular shape of the lot.	The project proposes to relocate existing sanitary and storm lines running through the center of the site to the northern property line. The utilities are shallow and would not allow for a less intrusive relocation. The utilities require a 34' easement adjacent to the R-10 property which does not allow tree plantings to occur within the said easement. The applicant provided a robust landscape area outside of the easement ranging from 25' to 65' as seen on the GDP. Staff supports this modification.
2.	Reduction of the minimum 60' building setback from any property zoned for single family residential. (Section 78-51.3(f)(5))	Request a reduction from 60' to 59' building setback from the R-10 property along the northern property line as the site is constrained by the triangular parcel shape.	This reduction is negligible and would allow for a unit to be situated on the site while the building only encroaches with a corner. Staff supports the modification.
3.	Increased depth of the maximum permitted private amenity zone between sidewalk and building (Section 78-51.2(f)(4))	Request an increased depth of the required 20' maximum private amenity space due to the Dominion easement along Exchange Place, shape of the building along Fairbrook Drive, and building features along Herndon Parkway.	The presence of the Dominion easement creates a setback wider than the maximum allowed but cannot be avoided. The building articulation along Fairbrook Drive and Herndon Parkway creates minor instances of exceeding the 20' maximum setback but achieves the desired effect of development in the district. Staff supports the modification.

5. Comprehensive Plan Adherence. The plan generally aligns with the Herndon 2030 Comprehensive Plan and TRG area plan. It is designed to be a piece of a reimagined urban node with a coordinated new street grid and buildings located and sized in an urban form with a strong emphasis on site activation, urban design and pedestrian level-of-service. Compliance is achieved with the land use, density, and building form principals and guidelines in the TRG plan.

6. Traffic Mitigation. A traffic impact study scope, as part of standard procedure, is developed in coordination with the applicant's traffic engineer and town staff to ensure the appropriate level of analysis is being conducted to effectively identify and evaluate what capacity and safety impacts this project may have to the surrounding transportation network. Based on the scope, a Traffic Impact Analysis (TIA) was conducted with the following findings. The proposed project is forecasted to generate 155 AM peak hour trips, 153 PM peak hour trips, and approximately 1,770 daily trips with mode-share reductions. Given the subject property's location approximately 0.5 miles (walking distance) from the Herndon Metrorail Station, the analysis incorporates significant non-auto mode split and TDM reductions, specifically 25% for residential uses. This transit-oriented approach effectively offsets the impact of the proposed density by leveraging the site's high accessibility to the Silver Line and existing pedestrian infrastructure, including sidewalks along both sides of Herndon Parkway. Key commitments include a commitment to establish and operate a Transportation Demand Management (TDM) program with the goal of reduced single occupancy vehicle trips.

   The findings of the analysis, which went through four reviews and revisions, concluded that while background growth does result in traffic exceeding standards at a few intersections, the proposed redevelopment does not cause any movements to begin to operate below acceptable levels of service; therefore, no mitigation is proposed at the study intersections. The development also does not meet the thresholds, by itself, for triggering a need for a traffic signal at either the Fairbrook Drive or Exchange Place intersections with Herndon Parkway.

   The parking provided on-site is intended to accommodate the demand for the proposed use. The applicant opted to provide more parking than the minimum required per the zoning ordinance. There has not been any indication in this review that this would create any parking issues off-site.

7. Easements, Agreements, & Dedications. In addition to proposed right-of-way dedication, there are numerous easements and agreements that would be necessary to redevelop this site as proposed. While locations, commitments and some procedural details are typically included in the rezoning applications for these items, the actions do not usually occur until the site plan review. The locations of easements are scrutinized with the rezoning application mainly to ensure that building and other site elements are placed appropriately to avoid conflicts with easements. This has been a major area of review with town staff given the numerous easements necessary and constraints of the site. The most recent proffers have addressed staff comments regarding the provision and timing of various easements, dedications, and agreements, including a commitment to establish an agreement with the town to allow town use of the parks for events with approval by the property owner.

8. Fiscal Impact. There would be anticipated tax revenue changes from this site with the project as proposed, principally from real estate taxes. In 2026, the overall property value was assessed at $11,043,270. That calculates to approximately $102 per square foot of commercial gross floor area. Since the proposed project includes two different building types

between the for-rent multifamily building and the for-sale stacked townhouse units, two different analyses were conducted as provided below.

The following table lists comparable multifamily projects and their current assessed property values as a way to help understand how the multifamily phase of this project may be valued and thus what tax revenues may result.

Development	2025 Assessed Value	Residential GFA	Residential Unit Count	Distance to a Metro Station	Year Built
The Ian 2249 Woodland Grove Place, Herndon	$117,754,720	408,315 SF	375	.4 miles	2021
Station on Silver 2340 Carta Way, Herndon	$143,265,100	357,437 SF	401	500 feet	2017
Maker's Rise 2311 Dulles Station Blvd, Herndon	$102,440,580	452,626 SF	356	500 feet	2022
The Passport 13455 Sunrise Valley Drive, Herndon	$106,017,990	359,900 SF	344	.3 miles	2022
The Edmund 2025 Fulton Place, Reston	$103,342,330	454,265 SF	353	.2 miles	2021
The Point at Rise 11830 Sunrise Valley Drive, Reston	$103,459,900	421,350 SF	385	.4 miles	2018
Aperture 11410 Reston Station Blvd. Reston	$123,245,750	416,599 SF	421	600 feet	2017
250 Exchange Place	***n/a***	***450,000 SF***	***400***	***.3 miles***	***n/a***

The comparisons provided above were identified based on recency in construction, same building/construction type, multifamily use, location within the Herndon/Reston area, and proximity to a Metro station.

The town's finance department has provided a more detailed explanation of real estate tax implications for the proposed development. The table below takes each of the comparative developments and applies Herndon rates to them and uses that data to develop an estimate for the expected revenue from real estate tax for this project.

Development	2025 RE TAXES*	2026 EST RE TAXES**	2027 EST RE TAXES***
The Ian	$ 317,937.74	$ 335,201.76	$ 350,285.84
Station on Silver	$ 386,815.77	$ 407,819.87	$ 426,171.76
Maker's Rise	$ 276,589.57	$ 291,608.38	$ 304,730.76
The Passport	$ 286,248.57	$ 301,791.87	$ 315,372.50
The Edmund	$ 279,024.29	$ 294,175.31	$ 307,413.20
The Point at Rise	$ 279,341.73	$ 294,509.99	$ 307,762.94
Aperture	$ 332,763.53	$ 350,832.58	$ 366,620.05
250 Exchange Place	***$ 342,630.00***	***$ 361,234.81***	***$ 377,490.38***

*Based on $0.27/$100 RE tax rate
**2026 Based on 5.43% RE taxable assessed value increase (no tax rate increase)
*** 2027 Based on 4.5% RE taxable assessed increase on 2026 value (no tax rate increase)

The table indicates what would be collected annually by the town for this phase of the project based on a tax rate of $0.27 per $100 of assessed value of the property. If the property existed today, it would have generated approximately $342,630 in real estate tax revenue for fiscal year 2025 with a forecasted increase to $377,490.38 for fiscal year 2027.

For the stacked townhouse phase of this project, the property values of the Metro Square stacked townhouse development built in 2018 and located at the southeast quadrant of the Herndon Parkway and Van Buren Street intersection were used as the basis for analyzing estimated property values. For the proposed 62 stacked units, the total forecasted real estate tax revenue for fiscal year 2027 would be $127,986.49.

For both phases combined, the estimated annual Town of Herndon tax revenues for a full buildout in FY2027 would be $505,477. The current real estate tax collected by the town for this property was $28,437. While FY2027 values were used for this estimate, actual completion of the project will not occur in FY2027.

Cash contributions are also proffered with this project and would be triggered at various points throughout the review, construction, and occupancy process. To offset impacts to town recreational services and facilities, the applicant has proffered $2,100 per unit worth of on-site private recreational facilities and a contribution for off-site recreation facilities at a rate of $0.35 per square foot of multifamily residential Gross Floor Area and $2100 per residential stacked townhouse unit. The off-site recreation contribution would total $287,700. There is also a proffered contribution for Fairfax County public schools that will be based on the number of residential units built and use the standard Fairfax County Schools rates. That contribution will be used specifically for public schools that serve Herndon. Lastly, there is a $10,000 proffered contribution to the Herndon Police Department. For each of these monetary contributions, the proffers include an escalation clause to account for inflation and cost adjustments based on the date in which the contributions are collected.

Unlike other recently reviewed proffers for other rezoning applications, there is not an off-site transportation contribution provided; however, the project proposes to improve two existing rights-of-way with new streetscapes and fully construct two blocks of new public streets. The off-site recreation contribution is lower than recently reviewed proffers for other rezoning applications based upon this project constructing two parks that will be fully accessible to the

public. The public safety proffer calculates to $21.65 per residential unit. This is significantly less from the recently reviewed DP24-01 575 Herndon Parkway similar proffer that offered $60 per residential unit.

9. Proffers Assessment. The applicant has committed to 14 proffered conditions and several sub-proffers specific to the development of the project as proposed. These are volunteered by the applicant to assist with addressing and managing impacts from the development. It includes many of the typical proffers that the town has seen with other recent rezoning applications and several more site-specific proffers for this development. The proffers, if approved, will become intrinsic to the zoning regulations governing this property and the developer will be required to satisfy all proffered conditions.

Town Council Decision Alternatives:
The Town Council has the following alternatives available for decision on this case:

1. Approve the application as submitted
2. Continue to a future regular meeting of the council
3. Deny the application

Staff Recommendation:
Staff recommends approval of this application in accordance with the draft ordinance.

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

ORDINANCE

JUNE 23, 2026

Ordinance- **to approve Zoning Map Amendment, ZMA #24-01, 250 Exchange Place, to rezone the property located at 250 Exchange Place from O&LI, Office & Light Industrial district, to PD-TRG1 & PD-TRG2, Planned development—transit related growth mixed use, medium density residential, and office and Planned development—low density residential and low impact commercial zoning districts with proffered conditions to allow the redevelopment of the site with stacked townhouses and multi-family residential uses.**

In adopting this Ordinance, the Town Council has considered the factors set out in 15.2-2284, Code of Virginia (1950) as amended.

THEREFORE, BE IT ORDAINED by the Town Council of the Town of Herndon, Virginia that:

1. The zoning of the property described below, lying in the Town of Herndon, Fairfax County, Virginia, is amended to allow multi-family and stacked townhouse residential uses as proposed in the Herndon Van Buren, LLC/Rooney Properties, LLC. Generalized Development Plan dated June 15, 2026, the Proffer Statement dated June 15, 2026 of ZMA #24-01, and in accordance with Sections 78-51.2, 78-51.3 and 78-155.1 of the Town of Herndon Zoning Ordinance.

   The property comprising of one parcel is shown in the above referenced Generalized Development Plan and described in the land records of Fairfax County in Deed Book 5816 on page 1119 and Deed Book 5877 on page 16. The Fairfax County Tax Map Number is 0164 10 0001B and has a land area of 410,222 square feet.

2. This rezoning shall be governed by this ordinance, the Town of Herndon Zoning Ordinance, the above referenced Proffer Statement for ZMA #24-01, and the above referenced Generalized Development Plan for ZMA #24-01. The Proffer Statement is included as an attachment to this ordinance. This Zoning Map Amendment is consistent with the adopted 2030 Comprehensive Plan of the Town of Herndon.

3. The Town Council approves the following modifications to the zoning regulations, as allowed under Section 78-50.2(d):

i. A modification to Section 78-51.3(j)(1) to allow a reduction of the landscape buffer width when abutting land zoned for single family uses in accordance with the Generalized Development Plan for ZMA #24-01.

ii. A modification to Section 78-51.3(f)(5) to allow a reduction of the minimum 60’ building setback from any property zoned for single family residential in accordance with the Generalized Development Plan for ZMA #24-01.

iii. A modification to Section 78-51.2(f)(4) to allow increased depth of the maximum permitted private amenity zone between sidewalk and building in accordance with the Generalized Development Plan for ZMA #24-01.

4. As to the modifications set out in item 3 above, the Town Council finds that such modifications will afford equal or greater assurance of meeting the goals of the zoning ordinance, Town of Herndon, Virginia, as set out in the preamble of that ordinance.

5. This ordinance shall be effective on and after its adoption.

[Insert Proffer Statement]

PROFFERS

250 Exchange Place
ZMA #24-01

June 15, 2026

Pursuant to Section 15.2-2303 of the Code of Virginia (1950, as amended) and Section 78-50.8 of the Town of Herndon Zoning Ordinance, as amended (the "Zoning Ordinance"), the undersigned, for themselves and their successors and/or assigns (referred to hereafter, both collectively and, where appropriate, individually, as the "Applicant"), hereby proffers that the development (the "Development") of the parcel that is the subject of this application, which is shown on the Fairfax County 2025 Tax Map as parcel 016-4 ((10)) 0001B (the "Property") shall be in substantial conformance with the conditions set forth below (the "Proffers") if and only if Zoning Map Amendment # 24-01 is approved.

1. DEVELOPMENT PLAN.

    a. The Applicant is permitted to maintain the existing office use on the property until such time as demolition permits are issued for the redevelopment of the property. The Applicant shall maintain the office buildings, parking infrastructure and landscaping in their current condition until the permits are issued for the redevelopment.

    b. The Property shall be developed in substantial conformance with the development plan entitled Exchange Place prepared by IMEG Corp. dated June 15, 2026 (the "Development Plan," "General Development Plan," and/or "GDP") and these Proffers. It is understood by the Applicant that all other applicable regulations and policies governing land development within the Town of Herndon (the "Town") shall apply to the Property and its development unless specifically modified by the language of this approval.

    c. Minor modifications of the Development Plan may be permitted without the need for an amendment to this approval when necessitated by final engineering or site design provided that the development is in substantial conformance with the Development Plan, these Proffers, and as approved by the Architectural Review Board ("ARB"), if applicable. Substantial conformity shall be determined as provided in the Zoning Ordinance.

    d. A preliminary subdivision plan is not required with the approval of the GDP. While not required with the approval of the Development Plan, the Applicant may proceed with the approval of a preliminary subdivision plan without the need to amend these Proffers, provided that the proposed preliminary subdivision does not adversely impact the ability of the site to develop in accordance with the Development Plan and these proffers.

2. ARCHITECTURE AND URBAN DESIGN

    a. The final architectural treatment and exterior design of all buildings within the Development Plan and in accordance with the Architectural Review Board approval(s)

shall create a sense of identity and place through the use of unifying elements such as materials, architectural details, textures, color, lighting, and landscaping as generally reflected in the materials and exhibits contained in the Development Plan, the Herndon Streetscape Manual, and the stacked townhouse design standards described below.

b. Architectural plans may be revised subsequent to the final approval of the Development Plan and pursuant to approval by the ARB. Revisions must be determined to be in substantial conformance with the Development Plan as provided in the Zoning Ordinance.

c. Stacked Townhouse Architecture. The architecture of these units must comply with the stacked townhouse design standards document prepared by MV+A Architects entitled "Exchange Place Redevelopment 24-01 Stacked Townhouse Design Standards" and dated December 2025.

d. Development Phasing. The Applicant shall construct the streets and provide pedestrian improvements, and private amenities on the Property in conjunction with the development of each development phase in a manner that reflects the intent of that shown on the Phasing Plan Sheets 06.3 - 06.5 and Utility Plan Sheets 07 and 07.1 of the Development Plan. Development may proceed with:

    i. **Site Work Phase:** Consisting of the construction of Parallel Road and Fairbrook Drive, as well as the relocation of major on-site utilities (existing sanitary sewer and existing stormwater pipe) and installation of underground utilities that coincide with the construction of the proposed public roads on-site (including storm sewer, water main, and sanitary sewer). The stormwater detention vault will also be constructed in this phase.
        1. This phase also includes interim stormwater facilities as depicted and noted in the Phasing Plans within the Development Plan.
        2. This phase also includes grading and seeding the remainder of the site as depicted and noted in the Phasing Plans within the Development Plan.
            a. Park Area #2 will be made available for public use once this phase is completed and prior to commencement of the other Phases as noted on Development Plan Sheet 06.3.
            b. The remaining graded and seeded areas, as depicted on Development Plan Sheet 06.3 will be fenced off from public use. Chain link fencing will not be used unless the parcel is an active construction site. Fencing installed on nonactive parcels will not use chain link.
                i. If, 3 years after completion of the Site Work Phase, the Multifamily Phase or the Stacked Townhouse Phases have not yet started, the Applicant must remove the fencing surrounding this area and make it available to the public.
        3. This phase also includes streetscape improvements along Herndon Parkway as depicted and noted in the Phasing Plans within the Development Plan.
        4. This phase also includes an interim sidewalk extension along a segment of Exchange Place north of Parallel Road, and interim curb ramps as

depicted and noted in the Phasing Plans within the Development Plan.

5. A privacy fence along the abutting single family zoned land will be installed as depicted and noted in the Phasing Plans within the Development Plan.
6. Both Parallel Road and Fairbrook Drive will be closed and gated at their connections with Exchange Place and Herndon Parkway as depicted and noted in the Phasing Plans within the Development Plan.
7. This phase may be constructed concurrent with either the Multifamily Phase, or Stacked Townhouse Phase.
8. This phase also includes demolition of the existing office buildings, structures, and impervious surfaces.
9. All pedestrian facilities shown on this phase of development, whether interim or otherwise, will be ADA compliant.
10. If, 3 years after completion of the Site Work Phase, the Multifamily or Stacked Townhouse Phases have not yet started construction, the Applicant must install the full, final streetscapes along both Herndon Parkway and Exchange Place.
11. This site work phase must obtain site plan approval prior to site plan approval of the other phases.
12. With the exception of roadway topcoat, the site work phase shall be completed prior to the initial occupancy of either the Townhouse Phase or Multifamily Phase.
13. Within 8 months of the completion of this Site Work Phase, the Applicant must have completed construction of the interim park facilities within either Park #1 or Park #2. Interim park facilities shall include a children's play structure, adjacent hardscaping to provide access to the play area and an adjacent seating area, a shade structure, and accompanying seating.

ii. **Multifamily Phase:** Construction of the multifamily building, along with construction of the publicly accessible open space fronting on Herndon Parkway at Exchange Place.

1. The Site Work Phase may be constructed concurrent with the Multifamily Phase.
2. The Multifamily Phase may be constructed prior to, subsequent to, or concurrently with the Stacked Townhouse Phase.
3. Park #1 and #2 will be fully constructed in this phase.
4. The streetscapes within the extents depicted on the Multifamily Phasing Plan Sheet 06.4 of the Development Plan must be constructed in their full, final form along Herndon Parkway, Exchange Place, Parallel Road, and Fairbrook Drive, except as noted immediately below.
5. If the Stacked Townhouse Phase has not been constructed, and is not being constructed concurrent with the Multifamily Phase, then the Applicant will construct interim streetscape along the north side of Parallel Road as depicted and noted on the Multifamily Phasing Plan Sheet 06.4 of the Development Plan.
6. All pedestrian facilities shown on this phase of development, whether interim or otherwise, will be ADA compliant.

iii. Stacked Townhouse Phase:

1. The Site Work Phase may be constructed concurrent with the Stacked Townhouse Phase.
2. The Stacked Townhouse Phase may be constructed prior to, subsequent to, or concurrently with the Multifamily Phase.
3. The streetscapes within the extents depicted on the Stacked Townhouse Phasing Plan Sheet 06.5 of the Development Plan must be constructed in their full, final form along the east side of Exchange Place, and the north side of Parallel Road.
4. If the Multifamily Phase has not been constructed, and is not being constructed concurrent with the Stacked Townhouse Phase, then the Applicant will construct interim streetscape along the south side of Parallel Road and along both sides of Fairbrook Drive as depicted and noted on the Stacked Townhouse Phasing Plan Sheet 06.5 of the Development Plan.
5. All pedestrian facilities shown on this phase of development, whether interim or otherwise, will be ADA compliant.

iv. Each phase of the project shall comply with the minimum parking requirements, for that given phase. Unless otherwise expressed in these proffers and shown on the GDP, each phase shall, independent of each other, meet applicable development standards and regulations.

v. Following completion of any Development Phase area identified and described above, construction equipment, supplies, construction fencing, and staging areas will be removed from the site.

vi. Adjustments to the phasing boundaries may be approved with the site plan approvals provided that the adjustments are determined to be in substantial conformance with the Development Plan as provided in the Zoning Ordinance.

vii. Individual site plans may be filed, provided that they are in compliance with the Phasing Plans shown in the GDP.

e. <u>Conceptual Open Space Plan</u>.

i. The Development Plan includes a conceptual open space plan for the Property as shown on Sheet 06 consisting of approximately 3.37 acres. The Applicant shall provide open space improvements in substantial conformity with the Development Plan concepts for landscaping (Sheet 13 and 13.1), park areas (Sheet 13.2 and 13.3), courtyards and private amenity areas.

1. Parallel Road Street Section on Sheet 04.1
2. Fairbrook Drive Street Section on Sheet 04.2
3. Herndon Parkway Street Section on Sheet 04.3
4. Exchange Place Street Section on Sheet 04.4
5. Streetscape Detail on Sheet 05.1

6. Landscape Overview on Sheet 13
7. Landscape Buffer Area on Sheet 13.1
8. Park Area Detail (Exchange Place) on Sheet 13.2
    a. This includes landscape-integrated seating areas, gathering spaces, focal feature, play lawn, meadow plantings, play lawn, micromobility station, bus shelter, and plantings.
9. Park Area Detail (Fairbrook Drive) on Sheet 13.3
    a. This includes landscape-integrated seating areas, gathering spaces, shade structures, a sports court, playground, play lawns, and plantings.

ii. Phasing of the conceptual open spaces and their amenities are discussed in proffer 2d above, and are depicted in the Development Plan.

iii. As part of each plan approval, more detailed landscape plans for each building phase shall be provided and subject to the review and approval of the ARB, provided that the detailed landscaping and hardscape plans are found to be in substantial conformance with the concepts included in the Development Plan.

iv. Dominion Energy Transmission Line Easement. All proposed conceptual amenities/features within the Dominion Energy Transmission Line Easement on the Park Area Detail on Sheet 13.2 of the Development Plan are subject to Dominion Energy approval. The Applicant commits to make good faith effort to coordinate with both Dominion Energy and the Town to finalize this park area design. In the event that Dominion Energy does not permit the proposed conceptual amenities/features as depicted on Sheet 13.2 of the Development Plan, and changes are required, in coordination with the Town, these changes must be in substantial conformance with the approved Development Plan.

v. The publicly accessible open spaces depicted on Sheet 06 of the Development Plan will be ADA compliant and comply with applicable state and federal regulations.

vi. The Applicant reserves the right to set reasonable rules, regulations, and hours of operation for the publicly accessible open spaces. Park #1 and #2 will be open for periods of time consistent with similar Town parks and subject to similar Town rules and regulations. Park #1 will include trail lighting, as shown on the Development Plan.

vii. The Applicant shall provide amenities in substantial conformance with the GDP and shall closely work with Town of Herndon Parks and Recreation staff on the design of Park #1 and Park #2 during site plan review to choose specific park amenities, provided that such amenities are of a similar scope, scale and quality as the precedent images in the GDP.

f. Open Space Town Use Agreement. The Owner and the Town of Herndon (the Town) shall negotiate in good faith to develop and execute a mutually acceptable written agreement (the Access Agreement) that permits the Town to conduct Town-sponsored community

programming within areas of either Park #1 or Park #2 without the direct payment of rent or license fees to the Owner, subject to reasonable operational parameters, including advance notice, avoidance of conflicts with previously scheduled Owner programming, compliance with applicable laws, and insurance and other risk-allocation provisions consistent with Virginia law. The Access Agreement shall establish a non-exclusive, revocable license only and shall not constitute or create an easement, dedication, or other property interest. The Owner and the Town shall use commercially reasonable efforts to finalize and execute the Access Agreement on or before the date of approval of the site plan for the Multifamily Phase(the Deadline), which Deadline may be extended by mutual written agreement of the Owner and the Town. No right of access in favor of the Town shall arise unless and until the Access Agreement has been executed by both parties. If the Access Agreement is not executed by the Deadline (as the same may be mutually extended in writing), this proffer shall automatically be null and void and of no further force or effect, without penalty to the Owner or the Town.

g. Streetscape Furnishings, Materials and Lighting.

   i. Streetscape furnishing, materials and lighting plans shall be provided as part of the site plan and shall meet the Herndon Streetscape Manual and subject to review and approval by the ARB. Unified and high-quality streetscape materials shall be provided and may include, but not be limited to, unit pavers, stamped concrete, or similar, along with seat walls, tree space edging, lighting, benches, trash receptacles and other hardscape elements. These plans submitted as part of the site plan shall include product information and locations of furnishings and materials to be located in the streetscape between the building face and the curb.

   ii. As shown on the Development Plan's Phasing Plans, the Applicant will construct the streetscape improvements along the Herndon Parkway, and Exchange Place frontages, as well as along the new Parallel Street, Fairbrook Drive extended, and the Private Roads prior to the issuance of the first certificate of occupancy for each phase.

h. Wayfinding Signage. The Applicant will coordinate the design and install wayfinding signage under the approval of Staff, prior to final certificate of occupancy for either the Stacked Townhouse or Multifamily Phase.

i. Design of Private Streets and Alleyways. The Private streets and alleyways shall be installed as depicted in the Development Plan.

j. Existing Utilities Relocation. The Applicant shall relocate, at its expense, any existing utilities (and associated easements) necessary to accommodate the proposed development as shown on the Development Plan, and in particular, the Phasing Plan sheets. The relocation shall be shown at the time of site plan approval for whichever phase shows the trees in conflict as required by the Town. Any necessary utility relocation for any phase of development shall occur prior to issuance of any certificate of occupancy for the applicable phase of development. Any existing utilities that are in conflict with, or impede the general placement, growth, or health of any street trees on-site, must be relocated at the time of final site plan and in coordination with Town Staff. Any existing utilities that are in conflict with or impede the general placement, growth, or health of

other trees, as generally depicted in the Development Plan, must be relocated elsewhere onsite at the time of final site plan and in coordination with Town Staff.

k. Permissions for Offsite Improvements. Prior to Town approval of any site plan, the Applicant will make good faith efforts to acquire any necessary offsite easements, permissions, or licenses from the abutting property owners for any offsite improvements shown on the Development Plan. Where such permissions necessary for these proffered improvements cannot be obtained, despite such good faith efforts, the Applicant shall obtain Town approval of alternative design solutions that meet all applicable Town standards. In such case, an alternative design will be permitted, if determined to be in substantial conformance with the Development Plan as provided in the Zoning Ordinance.

l. Easements for Onsite Improvements. Prior to first site plan approval, the Applicant must grant all necessary easements for onsite work as depicted on the Development Plans.

m. Stacked Townhouse Mechanical Screening. Any HVAC mechanical equipment located at ground level must be located to the rear of units, in alleyways. The units must be located between driveways. Either individual units, or abutting units must be screened with an opaque fencing.

n. Loading Dock Roll Up Door. Access to the loading dock be controlled by roll-up doors. These doors will match the architectural design of the building, as depicted in the Development Plan, and as approved by the ARB.

3. USES. Unless modified by an amendment to the approved Development Plan, any use or combination of uses permitted in the PD-TRG1 and PD-TRG2 Zoning Districts may be established on the Property so long as the Project is in substantial conformance with the plans and notes on Development Plan Sheet 02 and the following:

a. The total maximum project floor area is limited to 610,000 square feet of GFA as permitted in the PD-TRG1 Zoning District.

b. A maximum of 62 stacked townhouse units may be built as permitted in the PD-TRG2 Zoning District.

c. Subject to Zoning Ordinance Article IX, Temporary uses and Structures, the Applicant, or its designee, shall be permitted to operate or hold festivals, fairs farmers' markets, food trucks/carts or similar activities on the Property, within publicly-accessible privately-owned open spaces, pedestrian ways and private streets. Portions of the private street network may be closed for such activities, provided that alternate circulation, garage and parking access is maintained.

4. TRANSPORTATION.

a. Right of Way Dedication. The Applicant shall dedicate right-of-way for the extension of

Fairbrook Drive, for a new Parallel Street running generally parallel with Herndon Parkway, for improved sidewalks along Herndon Parkway and Exchange Place, and for a new signal pole foundation at the intersection of Fairbrook Drive and Herndon Parkway, as shown on the Development Plan sheet 06.2 of the Development Plan upon completion of all the improvements within the right of way and when the project bonds have been released or within 120 days of request by the Town for dedication. The right-of-way dedication will extend 1 foot beyond the sidewalk. The Applicant reserves future density credit from the Right-of-Way dedication in accordance with the terms and conditions of Zoning Ordinance Section 78-155.9 in effect as of the date of the approval of these Proffers. The Applicant will maintain such improvements until the Town accepts the dedication as shown on the Development Plan.

b. Interim Public Access and Utility Easement. The Applicant shall provide the Town with an interim public access and utility easement to provide the public and the Town with all access and utility installation rights until such time as the Town accepts dedication of right of way. The Applicant will maintain such improvements until the Town accepts that the right of way improvements have been replaced with the final improvements, as shown on the Development Plan. Upon acceptance of the dedication, all terms and rights provided by the interim easements will be vacated and superseded by the dedication.

c. Reservation for Future Right of Way Dedication. The Applicant shall reserve land for future extensions of Parallel Road at its eastern terminus, for Alley 2 at its northern terminus, for Alley 1 at its eastern terminus, and for open space abutting the western terminus of Private Road B with Exchange Place, as shown on Development Plan sheet 06.2, to be recorded prior to release of final site plan.

d. Public Easements.

   i. Private Roads and Alleyways. The Applicant will grant public access, including pedestrian access for the purpose of ingress and egress across the property, emergency vehicle access, and utility maintenance access easements over the project's private roads and alleyways as shown on Development Plan sheet 06.2.

   ii. Streetscape and Open Space. The Applicant will grant public access over the project's streetscape and open spaces as shown on Development Plan sheet 06.2.

   iii. These easements will enable the Applicant to close the private roads and alleyways for construction of future phases and street maintenance.

   iv. The emergency vehicle access bollards at the western terminus of Alley 1 are solely for allowing emergency vehicle access.

   v. Temporary Construction Easement for Crosswalks. The Applicant will grant temporary construction easements to the Town to permit the Town to construct/reconstruct the Exchange Place crosswalks at both Herndon Parkway and Parallel Road as shown on Development Plan sheet 05.3 Crosswalk Ultimate Condition.

e. Bus Stops. As part of the Site Work Phase as depicted on Sheet 06.3 of the Development Plan, the Applicant shall relocate and make improvements to the two existing bus stops on the Property's Herndon Parkway frontage. Improvements include a concrete pad and bus shelter, a trash and recycling receptacle, and a bicycle rack per the standards found in the Herndon Streetscape Manual.

f. Transportation Demand Management. This Proffer sets forth the programmatic elements of a transportation demand management program (the "TDM Program") that shall be implemented by the Applicant to encourage the use of transit (Metrorail, Fairfax Connector, Metrobus, or other public transit service), other high-occupant vehicle commuting modes, walking, biking and teleworking, all in order to reduce peak hour automobile trips generated by the multifamily dwellings, and stacked townhouse dwellings constructed on the Property. The proffered elements of the TDM Program will be implemented through a Transportation Demand Management Work Plan (the "TDM Work Plan") developed by the Applicant with input from and approval by the Town of Herndon Department of Community Development. This TDM Work Plan shall be submitted for approval prior to approval of the first site plan on the Property. It is the intent of this Proffer that the TDM Work Plan will be adapted over time to respond to the changing transportation related circumstances of the Property, the surrounding community and the region, as well as to technological and/or other improvements. The Applicant's TDM Work Plan has the objective of meeting the trip reduction goals for single occupancy vehicles measured at the peak AM/PM hours by 15%. The TDM Work Plan shall incorporate the elements listed or elements similar in purpose and form, as approved by the Town:

    a. Appointment of a TDM Program Manager.

    b. Contributions to resident Metro fare cards.

    c. Contributions to Fairfax Connector, WMATA, or other public transit service approved by the Town.

    d. Bicycle racks and bicycle share stations.

    e. Bicycle storage rooms.

    f. Tenant incentives to participate in yearly transportation management surveys.

    g. Program monitoring to include surveys and/or vehicular traffic counts.

    h. Reporting to Town staff on utilization of TDM Funds.

    i. Annual Reporting to Town staff as detailed in the TDM Work Plan

    Person surveys and vehicular traffic counts shall be conducted for the Property beginning one year following issuance of the final certificate of occupancy for either the multifamily phase or stacked townhouse phase. Person surveys shall be conducted every three (3) years and vehicular traffic counts shall be collected annually until the results of three

consecutive annual traffic counts conducted after issuance of the final certificate of occupancy for both the multifamily and stacked townhouse phase show that the applicable trip reduction goals for the Property have been met ("Stabilization"). Any time during which person survey response rates do not reach 20%, Town staff may request additional surveys be conducted the following year. After Stabilization, person surveys and vehicular traffic counts shall be provided every five (5) years. Notwithstanding the aforementioned, at any time prior to or after Stabilization, Town staff may suspend such vehicle traffic counts if conditions warrant such. If the Annual Report demonstrates that the trip reduction goals are not being met, then the Applicant shall meet with Town staff to review the TDM elements in place and to develop modifications to the TDM Work Plan to address the surplus of trips.

g. Parking. Parking shall be provided in phases concurrent with development of the Property and in substantial conformance with the Development Plan and these proffers. Notwithstanding the above, Applicant reserves the right to provide parking at revised ratios as may be permitted at time of site plan in accordance with the Town of Herndon Zoning Ordinance or may seek future parking reductions for the Property in accordance with the Town of Herndon Zoning Ordinance, either of which shall not require a Development Plan amendment.

h. Stacked Townhouse Garages. The use of the Stacked Townhouse garages will not interfere with the parking of vehicles. Refuse and recycling bins must be stored within garages as shown on Development Plan sheet 04. This restriction must be disclosed in the COA documents. Prospective purchasers will be advised of this use restriction, in writing, prior to entering into a contract of sale. Additionally, information regarding the exact dimensions of the garages with a graphic depicting the area available for the parking will also be disclosed per the parameters in this proffer. The initial deeds of conveyance and COA governing documents will expressly contain these disclosures. A covenant setting forth these restrictions will be recorded among the land records of Fairfax County in a form approved by the Town Attorney prior to the sale of any lots and will run to the benefit of the COA and the Town Council. Notwithstanding the above, within the model unit for a particular phase, the Applicant will be entitled to use such garage space for a temporary sales office until such unit is sold. Prior to occupancy of such unit, the garage space must be converted to garage space and will be subject to this proffer.

5. GREEN BUILDING.

a. Residential Building Certifications. For the multifamily residential building and the stacked townhouses, the Applicant shall achieve either LEED v4 certification from U.S. Green Building Council, Multifamily Building certification from National Green Building Standard (NGBS), EarthCraft Multifamily certification, or an equivalent green building program as determined by the Town. The Final bond, for each respective phase, may not be released until certification has been received, for that phase.

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

c. The Applicant shall meet with the Town following application for each site plan to coordinate green building strategies and priority credits, such priorities shall include evaluating green infrastructure for stormwater management and potential bird-friendly design features, and the installation of electric vehicle charging stations for at least 5% of the total parking spaces within the multifamily garage, with EV charging infrastructure for up to 10% of the total parking spaces within the multifamily garage.

6. ENVIRONMENTAL.

a. Planting Species Diversity. In order to promote biodiversity, there shall be a maximum of 25% of any one species in each plant type proposed on the property, including: Canopy Trees, Ornamental/flowering trees, Evergreen Trees, Deciduous Shrubs, and Evergreen Shrubs. Additionally, 75% of the species proposed on each plan shall be Native.

b. Refuse and Recycling Service. The Development shall be served by a private refuse and recycling service. For the multifamily building, refuse and recycling servicing will take place within the loading dock. No refuse or recycling containers will be placed in the public right of way.

c. Stormwater Management. A manufactured stormwater treatment device will be provided to meet BMP requirements, as well as two additional LID BMP devices as shown on Development Plan sheet 10.

d. Tree Replacement. If, during any Development Phase identified on the Development Plan, offsite trees are damaged, the Applicant will replace these trees, or pay a fee in lieu to the property owner.

7. UNIVERSAL DESIGN. The Applicant will offer the following Universal Design options in all stacked townhouse units on the Property:

a. At the time of initial purchase, for units that have not yet been constructed or permitted for construction, each purchaser will be offered the following Universal Design options at no additional cost to the purchaser:

i. Blocking for reinforcement of bathroom fall grab bars;

ii. Front entrance doors that are a minimum of 36 inches wide;

iii. Electrical outlets that are at least 18 inches high off the floor;

iv. Light switches and thermostats that are a maximum of 48 inches off the floor;

v. Clear knee space under the kitchen sink; and

vi. Lever door handles instead of doorknobs.

b. In addition to the Universal Design options offered pursuant to Proffer 7.a above, at the time of initial purchase, for units that have not yet been constructed or permitted for construction, each purchaser will be offered the following additional Universal Design options at the purchaser's sole cost, which will include, but not necessarily be limited to:

i. A curb-less shower, or a shower with a maximum 2-inch high curb;

ii. Step-less entry for ground floor residential units from the garage to the house, to the extent permitted by the then current edition of the Virginia Statewide Building Code;

iii. A turning radius of 5 feet near the first-floor bathroom commode;

iv. ADA compliant grab bars in the bathroom; and

v. A first-floor bathroom console-style sink instead of a cabinet-style vanity.

8. CONTRIBUTIONS.

a. Recreation/Community Amenities/Civic Facilities. Prior to the issuance of the last certificate of occupancy for the project, the Applicant shall demonstrate that the value of any proposed recreational on-site amenities/community amenities/civic facilities for the entirety of the project are equivalent to a minimum of $2,100.00 per residential unit. The value calculation shall include the cost of amenities such as, but not limited to, benches and seating, outdoor seating and gathering areas, fitness centers, community rooms, swimming pools, decks, artwork, fire pits, trellises, cycle track, etc. Project building materials are not included in the calculation. The Applicant shall submit the verification of the cost of these improvements to the Town as provided by its general contractor. In the event it is demonstrated that the proposed facilities do not have sufficient value, the Applicant shall provide the remainder in a cash contribution to the Town of Herndon for use on recreational facilities in the Town of Herndon.

b. Offsite Recreation Contribution. The Applicant shall make a per GFA square foot contribution payment of $0.35 to the Town for offsite recreation improvements for multifamily residential GFA prior to the issuance of the first certificate of occupancy based on the actual GFA of the building for that phase. In addition, the Applicant shall make a per residential unit contribution payment of $2,100.00 to the Town for offsite recreation improvements for the stacked townhouse units prior to the first certificate of occupancy per building. Such funds shall be used for the improvements of Town recreational facilities in locations that logically serve the approved development.

c. School Contribution.

i. Per the Residential Development Criteria Implementation Motion adopted by the Fairfax County Board of Supervisors on January 7, 2003, as amended, the Applicant will use the Fairfax County Public Schools' School Impact Proffer Formula and Student Yield Ratio Update dated May 23, 2022, to determine the school contribution amount. Prior to the issuance of the first certificate of

occupancy for that phase, the Applicant will contribute funds at the assumed rates below, multiplied by $14,956.00 per student generated to the Board of Supervisors for transfer to the Fairfax County School Board to be used for capital improvements and capacity enhancements to schools that serve the Town of Herndon:

1. Multifamily units:
    a. 0.061 elementary school
    b. 0.019 middle school
    c. 0.028 high school

2. Stacked townhouse units:
    a. 0.202 elementary school
    b. 0.057 middle school
    c. 0.098 high school

ii. The contributions will be based on the actual number of residential units constructed, as the total amount may vary. Following approval of this Development Plan and prior to the Applicant's payment of the amount(s) set forth in this Proffer, if Fairfax County should modify the ratio of students per units of the amount of the contribution per student, the Applicant will pay the modified contribution amount for that phase of development to reflect the then current ratio and/or contribution prior to issuance of certificate of occupancy for each respective unit.

iii. Prior to beginning construction, the Applicant will notify the Fairfax County Public Schools of the intended construction and anticipated completion date.

d. Public Safety Contribution. The Applicant shall contribute a total of $10,000.00 to the Town of Herndon Police Department. The contribution shall be paid upon site plan approval.

9. SHARED MAINTENANCE AGREEMENTS

a. Stacked Townhouse Declaration or Owners' Association. Prior to the issuance of the first certificate of occupancy for the stacked townhouse phase of the project, the Applicant shall cause the recordation of one or more declarations creating an owners' association ("OA") and as necessary, condominium owners' associations ("COA") or declarations of covenants and agreements dealing with the governance of maintenance and operation of the stacked townhouse phase of the Property or other governance documents which will legally bind the townhouse phase of the Property (collectively referred to as the "Governance Documents"). Such Governance Documents shall be prepared, be legally effective and recorded prior to the issuance of the first certificate of occupancy for the townhouse phase of the Property. The respective Governance Documents (including budgets provided in any offering or sale materials) shall specify the various proffer and maintenance obligations set forth in the Development plan and these Proffers, including the maintenance of certain streets, bicycle facilities, associated sidewalks and streetscapes, and site amenities such as, but not limited to, landscaping, all as related to

the stacked townhouse phase of the Property. Purchasers shall be advised in writing of these obligations, and other restrictions, prior to entering into a contract of sale, The Governance Documents shall be included in any offering, sale materials or contracts for any stacked townhomes. Purchasers of land of buildings shall be advised of these obligations in the contract of sale.

b. Multifamily Property Owner Maintenance. Prior to the issuance of the first certificate of occupancy for the Multifamily portion of the project, the Applicant shall cause the recordation of a property maintenance agreement wherein the owner of the multifamily project will maintain storm water management detention facilities south of Parallel Road, and the Park #1 and Park #2. The stacked townhouse phase may share the prorata cost of the stormwater facilities but shall not share in the cost, maintenance, or governance of the park areas. This agreement does not alter or change the Town's requirement for the recording of a stormwater Maintenance Agreement prior to site plan approval. This Agreement allocates the cost responsibilities between the two phases of the project.

10. MAINTENANCE. The Applicant shall maintain and replace in-kind all common area elements within the Development Plan during any development phase, prior to completion of all phases. Maintenance commitments include, but are not limited to:

    a. All plantings including trees, shrubs, perennials, and annuals;

    b. All associated irrigation elements;

    c. All hard surfaces;

    d. All streetscape furnishings including benches, bike racks, trash and recycling receptacles and non-standard structures;

    e. All lighting fixtures, poles and brackets;

    f. Snow removal;

    g. Leaf removal;

    h. Trash, recycling and litter removal;

    i. Decorative and structural retaining walls;

    j. Special drainage features, such a Low Impact Design facilities; and

    k. All open space amenities including horticultural care, maintenance of all water features, irrigation, lighting, furnishings, paving, and art.

11. METRORAIL TAX DISTRICT BUYOUT FOR FOR-SALE RESIDENTIAL USES. At least sixty days prior to registration with the Common Interest Community Board of any residential condominium documents that would change the use of all or any portion of the Property to a use that is not subject to the Phase II Dulles Rail Transportation Improvement District (the "Phase II District") tax,

the Applicant shall provide a written notice to the Director of the Real Estate Division of the Fairfax County Department of Tax Administration advising that the Applicant intends to register such condominium documents for that portion of the Property. Prior to registering the condominium documents, the Applicant shall pay to Fairfax County a sum equal to the then-present value of Phase II District taxes estimated by the County to be lost as a result of that change in use.

12. ESCALATION. All monetary contributions required by these proffers, with the exception of the proffer relating to the public school contribution, shall escalate on a yearly basis from the base year of 2026 and change effective each January 1 thereafter, based on the Consumer Price Index as published by the Bureau of Labor Statistics, the U.S. Department of Labor for the Washington-Baltimore, MD-VA-DC-WV Consolidated Metropolitan Statistical Area (the "CPI"), as permitted by Virginia State Code Section 15.2-2303.3.3.

13. SUCCESSORS AND ASSIGNS. These proffers shall bind and inure to the benefit of the Applicant and his/her successors and assigns.

14. COUNTERPARTS. These proffers may be executed in one or more counterparts, each of which when so executed and delivered shall be deemed an original document and all of which taken together shall constitute but one and the same instrument.

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

HERNDON VAN BUREN LLC

Title Owner of 016-4 ((10)) 0001B

By: _____
Name: Jacob M. Ballard
Title: Authorized Representative

COMMONWEALTH OF VIRGINIA

CITY/COUNTY OF FAIRFAX, to wit:

The foregoing instrument was acknowledged before me this 15th day of June, 2026, by Jacob M. Ballard, as Authorized Representative of Herndon Van Buren LLC.

_____
Notary Public

Notary Registration No: 296006

My Commission Expires: Oct 31, 2028

VERONICA JOAN O'BRIEN
NOTARY PUBLIC
REG. #296006
COMMONWEALTH OF VIRGINIA
MY COMMISSION EXPIRES OCTOBER 31, 2028

TOWN OF HERNDON, VIRGINIA
PLANNING COMMISSION

RESOLUTION

APRIL 27, 2026

Resolution- to consider a recommendation for Zoning Map Amendment ZMA #24-01, a proposal to rezone the property located at 250 Exchange Place from O&LI, Office & Light Industrial district, to PD-TRG1 & PDTRG2, Planned development—transit related growth mixed use, medium density residential, and office and Planned development—low density residential and low impact commercial zoning districts with proffered conditions to allow the redevelopment of the site with stacked townhouse and multi-family residential uses.

The applicant, Rooney Properties, has submitted a Zoning Map Amendment, ZMA #24-01, on land identified as Fairfax County Tax Map Number 0164 10 0001B, to amend the zoning to allow demolition of the existing office buildings and construction of single family attached and multi-family residential uses. The application includes a proffer statement, a generalized development plan, and the request for four zoning modifications. The zoning modifications include: reduction of the landscape buffer width when abutting land zoned for single family uses (Section 78-51.3(j)(1)); reduction of the minimum 60' building setback from any property zoned for single family residential (Section 78-51.3(5)(5)); increased depth of the maximum permitted private amenity zone between sidewalk and building (Section 78-51.2(f)(4)); remove provision for required landscaping for the top deck of the garage (Section 78-51.2(l)(1)).

The Planning Commission reviewed this application and held a public hearing on April 27, 2026, with due notice as required under Section 15.2-2225 of the Code of Virginia.

THEREFORE, BE IT RESOLVED by the Planning Commission for the Town of Herndon, Virginia that:

1. The Planning Commission recommends approval of the Development Plan ZMA #24-01 in accordance with the GDP dated April 20, 2026, the Proffer Statement dated April 21, 2026, and the zoning modification requests dated June 27, 2025 and December 31, 2025.

2. The Planning Commission has determined that ZMA#24-01 generally adheres to the applicable guidance provided under the 2030 Comprehensive Plan and the Herndon Transit-related Growth Small Area Plan.

3. The Planning Commission acknowledges that further refinement of the proffer language for clarity, consistency, and enforceability may be

necessary prior to Town Council review and staff should coordinate with the applicant to ensure that work is diligently completed.

4. The Planning Commission acknowledges that further minor refinement of the GDP may occur to address the remaining staff comments and in coordination with staff, with an understanding that those refinements will not change the substance of the project as evaluated by the Planning Commission in regards to density, layout, and general design.

5. The Planning Commission acknowledges that the zoning modification to waive the requirement for landscaping on the top deck of the garage may no longer be necessary and supports the applicants commitment to provide canopy trees on the garage.

6. The Planning Commission supports the need to provide for an ultimate or interim park condition for Park Area #2 with the stacked townhouse phase and urges the applicant to work with staff to resolve concerns for the timing of this provision.

A Copy – Teste:

Margie C. Tacci
Deputy Town Clerk

TOWN OF HERNDON, VIRGINIA 1879

MOTION: **Mundt**
SECOND: **Richardson**
RE: **Resolution 26-PC-008**
ACTION: **Adopted**

Votes

Ayes: Beatty, Mundt, Richardson, Wichman, Yohannes
Nays: None
Abstain from Vote: Kim
Absent from Vote: Chair Romeo
Absent from Meeting: Chair Romeo

DEVELOPMENT PLAN

EXCHANGE PLACE

TOWN OF HERNDON, VIRGINIA

SUBMISSION 1 - JUNE 14, 2024

SUBMISSION 2 - DECEMBER 20, 2024

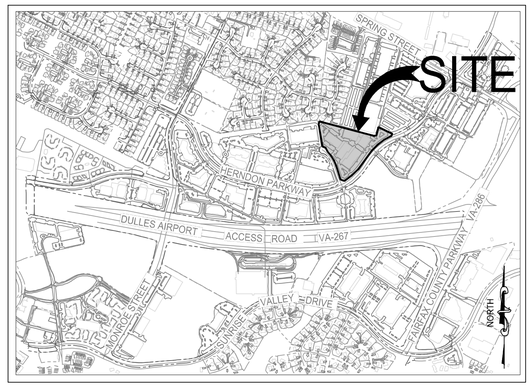
SUBMISSION 3 - JUNE 27, 2025

SUBMISSION 4 - DECEMBER 29, 2025

SUBMISSION 5 - APRIL 20, 2026

SUBMISSION 6 - JUNE 1, 2026

SUBMISSION 7 - JUNE 15, 2026



VICINITY MAP

SCALE: 1" = 2000'

PROJECT TEAM

THE PROJECT TEAM IS COMPRISED OF THE FOLLOWING:

- APPLICANT/OWNER - HERNDON VAN BUREN, LLC C/O ROONEY PROPERTIES, LLC
- ENGINEER - IMEG CORP
- ARCHITECT - MV+A ARCHITECTS
- TRANSPORTATION ENGINEER - GOROVE/SLADE, INC
- LANDSCAPE ARCHITECT - IMEG CORP
- ATTORNEY - WIRE GILL LLP

FOR ANY INQUIRIES ABOUT THIS DEVELOPMENT PLAN, PLEASE CONTACT:

JAKE BALLARD
ROONEY PROPOERTIES, LLC
3330 WASHINGTON BOULEVARD, SUITE 220
ARLINGTON, VA 22201

FAHEEM DARAB
WIRE GILL LLP
1984 ISAAC NEWTON SQUARE, SUITE 304
RESTON, VA 20190

APPLICANT / OWNER

HERNDON VAN BUREN, LLC
C/O ROONEY PROPERTIES, LLC

3330 WASHINGTON BOULEVARD, SUITE 220

ARLINGTON, VA 22201

SHEET INDEX

01	COVER SHEET
02	GENERAL NOTES & DETAILS
03	EXISTING CONDITIONS
03.1	TREE INVENTORY & PRESERVATION PLAN
03.2	TREE INVENTORY & PRESERVATION PLAN
03.3	TREE INVENTORY & PRESERVATION PLAN
03.4	TREE INVENTORY & PRESERVATION PLAN
04	CONCEPTUAL DEVELOPMENT PLAN
04.1	STREET SECTION PARALLEL ROAD
04.2	STREET SECTION FAIRBROOK DRIVE
04.3	STREET SECTION HERNDON PARKWAY
04.4	STREET SECTION EXCHANGE PLACE
05	PEDESTRIAN CIRCULATION
05.1	STREETSCAPE DETAIL
05.2	CROSSWALK INTERIM CONDITION
05.3	CROSSWALK ULTIMATE CONDITION
06	OPEN SPACE PLAN
06.1	GROUND LEVEL ACTIVATION
06.2	DEDICATIONS AND PUBLIC ACCESS
06.3	PHASING PLAN - SITE WORK
06.4	PHASING PLAN - MULTIFAMILY
06.5	PHASING PLAN - TOWNHOUSES
07	UTILITY PLAN
07.1	UTILITY PLAN
08	GRADING PLAN
08.1	GRADING PLAN
08.2	GRADING PLAN - SITE WORK PHASE
08.3	GRADING PLAN - SITE WORK PHASE
08.4	GRADING PLAN - MULTIFAMILY PHASE
08.5	GRADING PLAN - TOWNHOUSE PHASE
09	SWM PRE- DEVELOPMENT PLAN
10	SWM POST- DEVELOPMENT PLAN
11	SWM COMPUTATIONS, HYDROGRAPHS, & VAULT DETAILS
11.1	SWM COMPUTATIONS - OVERALL
11.2	SWM CALCULATIONS - SITE WORK PHASE
11.3	SWM CALCULATIONS - MULTIFAMILY PHASE
11.4	SWM CALCULATIONS - TOWNHOUSE PHASE
11.5	SIGHT DISTANCE
11.6	SIGHT DISTANCE
11.7	SIGHT DISTANCE
11.8	SIGHT DISTANCE
11.9	SIGNAL EQUIPMENT EXHIBIT
12	AUTOTURN EXHIBIT 1
12.1	AUTOTURN EXHIBIT 2
12.2	AUTOTURN EXHIBIT 3
12.3	AUTOTURN EXHIBIT 4
12.4	AUTOTURN EXHIBIT 5
12.5	AUTOTURN EXHIBIT 6
12.6	AUTOTURN EXHIBIT 7
12.7	AUTOTURN EXHIBIT 8
12.8	AUTOTURN EXHIBIT 9
13	LANDSCAPE OVERVIEW
13.1	LANDSCAPE BUFFER DETAIL
13.2	PARK AREA DETAIL
13.3	PARK AREA DETAIL
14	FIRE MARSHALL EMEGENCY ACCESS EXHIBIT
14.1	TRUCK ACCESS DETAILS
14.2	TRUCK ACCESS DETAILS
15	ARCHITECTURAL BUILDING PLAN
16	ARCHITECTURAL BUILDING SECTIONS
17	PARKING GARAGE DETAIL
18	ARCHITECTURAL ELEVATIONS
19	ARCHITECTURAL PERSPECTIVES
20	TOWNHOUSE FACADE KEY MAP

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

COVER SHEET

SHEET No.

01

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\01 COVER SHEET.dwg, 6/15/2026 11:29:08 AM, Jason M. Alagna,

GENERAL NOTES:

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

PIN#	LAND AREA	OWNER	ADDRESS
0164 10 0001B	410,222 SF or 9.41 AC	HERNDON VAN BUREN, LLC	250 EXCHANGE PLACE, HERNDON VA, 20170

2. PER THE TOWN OF HERNDON ZONING ORDINANCE, THE PARCEL IS CURRENTLY ZONED O&LI (OFFICE AND LIGHT INDUSTRIAL).

3. BOUNDARY SURVEY (ALTA/ACSM TITLE SURVEY) WAS COMPLETED FOR THE SUBJECT PROPERTY BY IMEG CONSULTING CORP. ON JANUARY 30TH, 2024. SURVEY DATA IS ON THE NAVD88 VERTICAL DATUM.

4. THE PHYSICAL IMPROVEMENTS SHOWN HEREON ARE BASED UPON A FIELD SURVEY CONDUCTED BY THIS FIRM JANUARY 30TH, 2024.

5. DURING THE PROCESS OF OUR PHYSICAL SURVEY NO EVIDENCE OF A CEMETERY WAS FOUND. NO FURTHER INSPECTION OF THIS PROPERTY HAS BEEN MADE FOR POSSIBLE CEMETERIES.

6. THE PROPERTY SHOWN HEREON IS LOCATED ON THE FLOOD INSURANCE RATE MAP (FIRM), COMMUNITY PANEL NO. 51059C0110 E, REVISED ON SEPTEMBER 17, 2010. BY GRAPHICAL DEPICTION ONLY, THE PROPERTY SHOWN HEREON IS SHOWN IN FLOOD ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

7. A WETLAND DELINEATION WAS NOT PERFORMED DUE TO THE SITE BEING FULLY DEVELOPED.

8. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO KNOWN HAZARDOUS OR TOXIC SUBSTANCES LOCATED ON THE SUBJECT PROPERTY.

9. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO KNOWN SCENIC ASSETS OR NATURAL FEATURES LOCATED ON THE SUBJECT PROPERTY THAT ARE DESERVING OF PROTECTION AND PRESERVATION.

10. THE SUBJECT PROPERTY LIES COMPLETELY WITHIN THE JURISDICTION OF THE TOWN OF HERNDON AND IS CURRENTLY LOCATED WITHIN THE DRANESVILLE TOWN OF HERNDON TRANS DULLES RAIL WEST DISTRICT.

11. THE SUBJECT PROPERTY IS TO BE SERVED BY PUBLIC WATER AND SANITARY SEWER. ALL PROPOSED SANITARY SEWER AND WATER SERVICES WILL BE DESIGNED IN ACCORDANCE WITH APPLICABLE TOWN OF HERNDON REQUIREMENTS.

12. THE STORMWATER MANAGEMENT AND BEST MANAGEMENT PRACTICE FACILITY LOCATIONS AND DIMENSIONS ARE CONCEPTUAL IN NATURE AND MAY VARY IN LOCATION AND SIZE WITH FINAL ENGINEERING. STORMWATER MANAGEMENT SHALL BE PROVIDED IN ACCORDANCE WITH TOWN OF HERNDON REQUIREMENTS.

13. NOTWITHSTANDING THE IMPROVEMENTS AND TABULATIONS SHOWN ON THIS PLAN, THE APPLICANT RESERVES THE RIGHT TO MAKE MODIFICATIONS TO THE FINAL DESIGN PLAN AND TO COMPLY WITH FINAL ENGINEERING AND NEW CRITERIA AND REGULATIONS WHICH MAY BE ADOPTED BY THE TOWN OF HERNDON SUBSEQUENT TO THE SUBMISSION OF THIS APPLICATION, PROVIDED THAT SUCH MODIFICATIONS ARE CONSISTENT WITH THE APPROVED DEVELOPMENT PLAN. THE BUILDING FOOTPRINTS AND SITE IMPROVEMENTS SHOWN HEREIN ARE PRELIMINARY. FINAL BUILDING FOOTPRINTS AND SITE IMPROVEMENTS WILL BE CONFIGURED AT THE TIME OF SITE PLAN APPROVAL, SUBJECT TO MARKET CONDITIONS, BUT SHALL BE IN SUBSTANTIAL CONFORMANCE WITH THE APPROVED DEVELOPMENT PLAN.

14. A SIGNAGE AND MARKING PLAN SHOWING COMPLIANCE WITH THE APPLICABLE REGULATIONS SHALL BE PROVIDED AT THE TIME OF SITE PLAN REVIEW.

15. A MUNICIPAL SOLID WASTE (MSW) PLAN SHALL BE DEVELOPED AND PROVIDED PRIOR TO SITE PLAN APPROVAL.

16. MSW COLLECTION SERVICES FOR THE PROPERTY SHALL BE THE RESPONSIBILITY OF THE OWNERS ASSOCIATION OF THE PROPOSED TOWNHOUSE COMMUNITY.

LEGAL DESCRIPTION:

TAX MAP 164 10 0001B
250 EXCHANGE PLACE
HERNDON, VIRGINIA 20170

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

PARCEL 1-B, PARKWAY TRADE CENTER, TOWN OF HERNDON, AS THE SAME IS DULY DEDICATED, PLATTED, AND RECORDED IN DEED BOOK 25644 AT PAGE 639, AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VRIGINIA.

BEING THE SAME TRACT OF LAND DESCRIBED IN A TITLE REPORT PREPARED BY CHICAGO TITLE INSURANCE COMPANY COMMITMENT NO. 202300601VA, DATED MAY 25. 2023 AT 10:21 A.M.

PROJECT NARRATIVE:

THE APPLICANT IS SEEKING TO REDEVELOP THE SUBJECT PROPERTY UNDER THE PLANNED DEVELOPMENT TRANSIT-RELATED GROWTH AREA ZONING DISTRICTS PD-TRG1 (MULTIFAMILY BUILDING ON LOT 1A) AND PD-TRG2 (TOWNHOMES ON LOT 2). IN ACCORDANCE WITH THE PROPOSED PD-TRG URBAN DESIGN FRAMEWORK PLAN, THE PROPERTY SHALL BE BISECTED BY A PROPOSED SECONDARY STREET. TO THE NORTH OF THE NEW ROAD ARE SINGLE FAMILY ATTACHED, OR MULTIFAMILY STACKED RESIDENTIAL UNITS THAT WILL BE ALLEY LOADED AND ARRANGED IN A BLOCK PATTERN TO PROVIDE BUILDING FRONTAGE ALONG STREETSCAPE. SOUTH OF THE NEW ROAD IS A PODIUM-STYLE MULTIFAMILY RESIDENTIAL BUILDING WRAPPING AN INTERNAL PARKING GARAGE STRUCTURE. AN INTERNAL PRIVATE COURTYARD IS ALSO PROPOSED WITH THE MULTIFAMILY BUILDING. FLANKING THE MULTIFAMILY BUILDING ARE TWO PUBLIC OPEN SPACE AREAS IMMEDIATELY ADJACENT TO HERNDON PARKWAY, WHICH WILL ACT AS FOCAL FEATURES IN THE COMMUNITY AND AMENITY SPACES FOR THE RESIDENCES OF THIS PROPOSED DEVELOPMENT. THIS PROPOSED DEVELOPMENT ALSO PLANS FOR THE EXTENSION OF FAIRBROOK DRIVE, WITH PROVISIONS FOR OFF-SITE CONNECTIONS TO ALL PROPOSED ROADS ON THE PROPERTY.

PROPOSED SITE TABULATIONS (ZONES TRG1 & TRG2)

SITE AREA:	TOTAL PARCEL AREA	= 9.42 AC. (410,221 SF)
	AREA OF STREET DEDICATION	= 1.73 AC± (75,455 SF±)
	NEW LOT 1A & 1B	= 4.76 AC± (207,165 SF±)
	NEW LOT 2	= 2.93 AC± (127,601 SF±)
PROPOSED USE:	MULTIFAMILY RESIDENTIAL	
DENSITY:	462 DWELLING UNITS STACKED AND/OR BACK-TO-BACK TOWNHOUSE (TH)	= 62 UNITS (160,000 GSF)
	MULTIFAMILY (MF)	= 400 UNITS (450,000 GSF)
	TOTAL RESIDENTIAL DENSITY	= 49.10 DU / ACRE
	GROSS SITE DENSITY	= 1.49 FAR
OPEN SPACE:	147,000 SF (43% OF TOTAL PROPOSED SITE AREA - *SEE SHEET 06*)	

SETBACKS (MEASURED FROM FACE-OF-CURB):

HERNDON PARKWAY:	22.0' ± BUILDING SETBACK (1)
FAIRBROOK DRIVE:	26.5' ± BUILDING SETBACK (MF BUILDING)(1)
PRIVATE ROAD A:	18.5' ± BUILDING SETBACK (TH BUILDING)(1)
PARALLEL ROAD:	36.0' ± BUILDING SETBACK (MF BUILDING)
PARALLEL ROAD:	26.5' ± BUILDING SETBACK (TH BUILDING)(1)
EXCHANGE PLACE:	30.0' ± BUILDING SETBACK (MF BUILDING)(1)
EXCHANGE PLACE:	18.0' ± BUILDING SETBACK (TH BUILDING)(1)

BUILDING HEIGHT:

TH: 55' MAXIMUM
MF: 85' MAXIMUM

PARKING:

TH REQUIREMENT	= 2.0 SPACES / DU X 62 UNITS PROVIDED
TH REQUIRED	= 124 SPACES
TH PROVIDED	= 124 SPACES (ON-LOT) 62 DRIVEWAY SPACES + 62 GARAGE SPACES
TH BIKE PARKING	= 1 SPACES / 10 DU X 62 UNITS PROVIDED
TH REQUIRED	= 7 SPACES
TH PROVIDED	= 8 SPACES
MF REQUIREMENT	= 1.25 SPACES / DU X 400 UNITS PROVIDED
MF REQUIRED	= 500 SPACES MINIMUM
MF PROVIDED	= 527 GARAGE SPACES
ACCESSIBLE SPACE	= 34 SPACES (1/15 OF SPACES PROVIDED (50/15 = 33.3)
EV SPACE	= 12 SPACES (2% OF SPACES PROVIDED)
EV READY SPACE	= 78 SPACES (15% OF SPACES PROVIDED) *(TOTAL INCLUDES 12 EV SPACES)*
MF BIKE PARKING	= 1 SPACES / 5 DU X 400 UNITS PROVIDED
MF REQUIRED	= 80 SPACES
MF PROVIDED	= 80 SPACES
MF LOADING REQUIRED	= 1 SPACE / 200 DU X 400 UNITS PROVIDED
MF LOADING PROVIDED	= 2 LOADING SPACES (INSIDE BUILDING)
STREET PARKING	= 41 TOTAL PARALLEL SPACES (3 STREET SPACES ARE ACCESSIBLE)

(1) *NOTE THAT PROPOSED PARALLEL PARKING AND BIKE LANES ARE WITHIN THE BUILDING SETBACKS.*

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

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

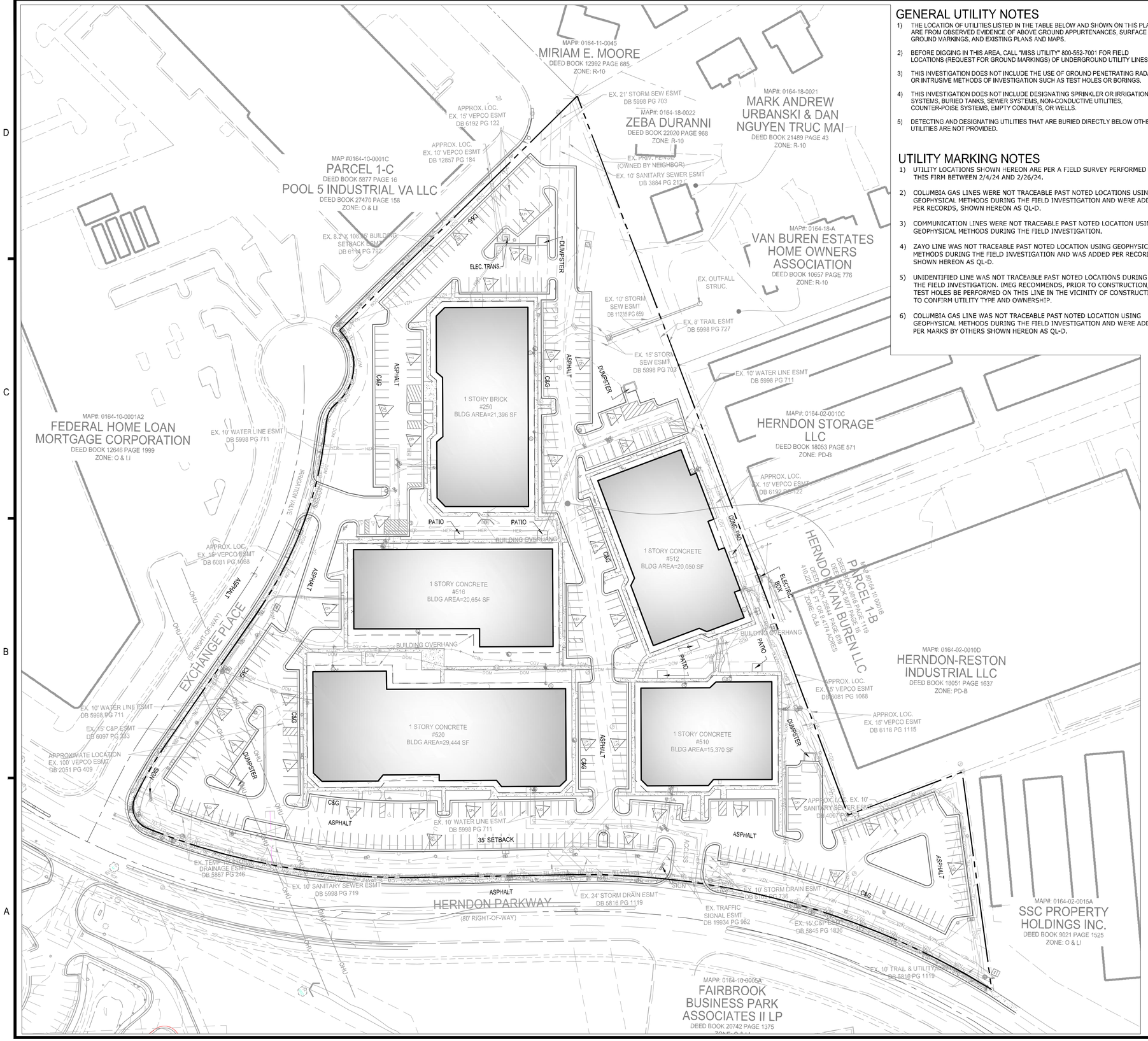
MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 01-12-24
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:
GENERAL NOTES & DETAILS

SHEET No.
02

P:\Projects\23008899.00\EXCHANGE PLACE DES\DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\02 GENERAL NOTES AND DETAILS.dwg, 6/12/2026 4:02:10 PM, Jason M. Allegra,



GENERAL UTILITY NOTES

1) THE LOCATION OF UTILITIES LISTED IN THE TABLE BELOW AND SHOWN ON THIS PLAT ARE FROM OBSERVED EVIDENCE OF ABOVE GROUND APPURTENANCES, SURFACE GROUND MARKINGS, AND EXISTING PLANS AND MAPS.
2) BEFORE DIGGING IN THIS AREA, CALL "MISS UTILITY" 800-552-7001 FOR FIELD LOCATIONS (REQUEST FOR GROUND MARKINGS) OF UNDERGROUND UTILITY LINES.
3) THIS INVESTIGATION DOES NOT INCLUDE THE USE OF GROUND PENETRATING RADAR OR INTRUSIVE METHODS OF INVESTIGATION SUCH AS TEST HOLES OR BORINGS.
4) THIS INVESTIGATION DOES NOT INCLUDE DESIGNATING SPRINKLER OR IRRIGATION SYSTEMS, BURIED TANKS, SEWER SYSTEMS, NON-CONDUCTIVE UTILITIES, COUNTER-POISE SYSTEMS, EMPTY CONDUITS, OR WELLS.
5) DETECTING AND DESIGNATING UTILITIES THAT ARE BURIED DIRECTLY BELOW OTHER UTILITIES ARE NOT PROVIDED.

UTILITY MARKING NOTES

1) UTILITY LOCATIONS SHOWN HEREON ARE PER A FIELD SURVEY PERFORMED BY THIS FIRM BETWEEN 2/4/24 AND 2/26/24.
2) COLUMBIA GAS LINES WERE NOT TRACEABLE PAST NOTED LOCATIONS USING GEOPHYSICAL METHODS DURING THE FIELD INVESTIGATION AND WERE ADDED PER RECORDS, SHOWN HEREON AS QL-D.
3) COMMUNICATION LINES WERE NOT TRACEABLE PAST NOTED LOCATION USING GEOPHYSICAL METHODS DURING THE FIELD INVESTIGATION.
4) ZAYO LINE WAS NOT TRACEABLE PAST NOTED LOCATION USING GEOPHYSICAL METHODS DURING THE FIELD INVESTIGATION AND WAS ADDED PER RECORDS, SHOWN HEREON AS QL-D.
5) UNIDENTIFIED LINE WAS NOT TRACEABLE PAST NOTED LOCATIONS DURING THE FIELD INVESTIGATION. IMEG RECOMMENDS, PRIOR TO CONSTRUCTION, TEST HOLES BE PERFORMED ON THIS LINE IN THE VICINITY OF CONSTRUCTION TO CONFIRM UTILITY TYPE AND OWNERSHIP.
6) COLUMBIA GAS LINE WAS NOT TRACEABLE PAST NOTED LOCATION USING GEOPHYSICAL METHODS DURING THE FIELD INVESTIGATION AND WERE ADDED PER MARKS BY OTHERS SHOWN HEREON AS QL-D.

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT	BEARING	CHORD
C1	851.12'	484.06'	32°35'09"	248.77'	S51°35'07"W	477.56'
C2	760.00'	301.72'	22°44'46"	152.87'	S46°39'56"W	299.74'
C3	25.00'	41.01'	93°58'44"	26.80'	N74°58'19"W	36.56'
C4	425.03'	66.76'	9°00'00"	33.45'	N23°28'57"W	66.69'
C5	436.00'	226.59'	29°46'37"	115.92'	N33°52'16"W	224.05'
C6	25.00'	20.27'	46°26'55"	10.73'	N25°32'07"W	19.72'
C7	55.00'	92.13'	95°58'14"	61.05'	N50°17'46"W	81.73'

LEGEND

Utilities - Sanitary
- SANITARY MANHOLE
- CLEAN OUT

Utilities - Water
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- IRRIGATION VALVE
- SIAMESE CONNECTION
- STANDING WATER VALVE

Utilities - Gas
- GAS VALVE
- GAS METER

Misc. Symbols
- SIGN
- BOLLARD
- MISC. MANHOLE
- MAIL BOX
- FLAG POLE
- BUILDING HEIGHT
- HANDICAP PARKING
- CONCRETE SIDEWALK

Utilities - Storm
- STORM DRAIN INLET
- STORM MANHOLE
- CATCH BASIN
- CULVERT

Utilities - Electric
- LIGHT POLE
- ELECTRIC BOX
- SIGNAL LIGHT
- ELECTRIC MANHOLE
- ELECTRIC VAULT
- GROUND LIGHT
- POWER POLE
- TRANSFORMER
- STREETLIGHT POLE

Utilities - Communication
- COMM. VAULT
- COMM. PEDESTAL
- COMM. MARKER
- COMMUNICATION MANHOLE
- COMMUNICATION PEDESTAL
- COMMUNICATION VAULT

Linetypes
- OHE — OHE — OVERHEAD UTIL.
- X — X — FENCE
- PROPERTY LINE
- ADJOINING PROPERTY LINE

Abbreviations

C&G	CURB & GUTTER
SF	SQUARE FEET (AREA)
AC.	ACRES (AREA)
EB	ELECTRIC BOX
EP	EDGE OF PAVEMENT
IPF	IRON PIPE FOUND
IRF	IRON ROD FOUND
DHF	DRILL HOLE FOUND
POB	POINT OF BEGINNING
SMF	SCRIBE MARK FOUND
TBR	TO BE REMOVED
MTD	MANUFACTURED TREATMENT DEVICE

UTILITY MARKING LEGEND

Utilities - Miscellaneous
- END OF INFORMATION

SUE Level B - Field Located (Underground)
- DOM — DOMINION ELECTRIC MARKING
- PRIVATE ELECTRIC MARKING
- VZN — VERIZON FIBER OPTIC MARKING
- TEL — VERIZON TELEPHONE MARKING
- COX — COX COMMUNICATION MARKING
- FO — COX FIBER OPTIC MARKING
- LTC — LEVEL3 COMMUNICATION MARKING
- MCI — MCI COMMUNICATION MARKING
- WXN — WINDSTREAM MARKING
- ZAYO — ZAYO COMMUNICATION MARKING
- HER — HERNDON UTILITIES WATER MARKING
- CGV — COLUMBIA GAS MARKING
- UNIDENTIFIED UTILITY MARKING

SUE Level D - From Records (Underground)
- CGV — COLUMBIA GAS

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE
Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

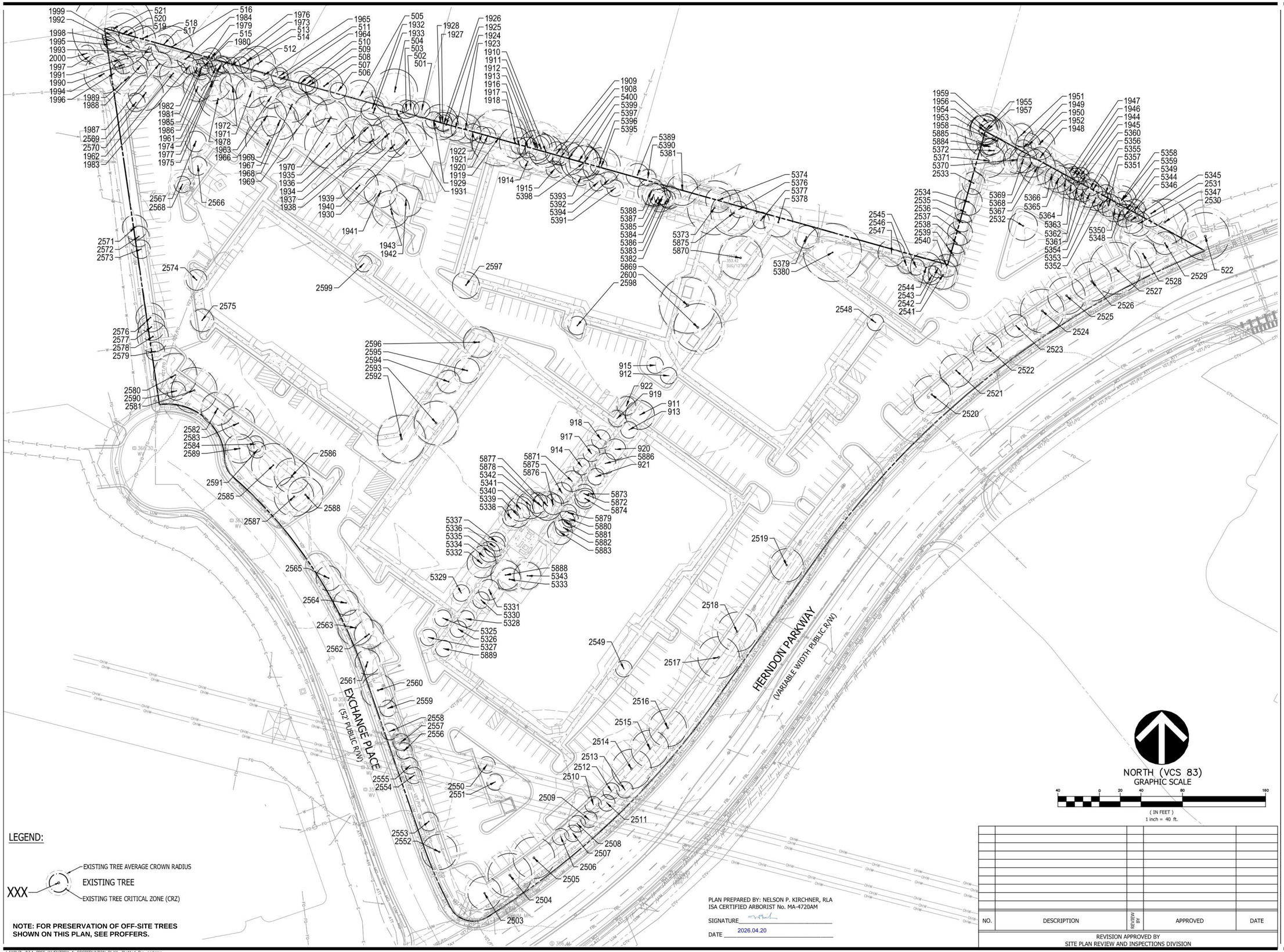
PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

EXISTING CONDITIONS

SHEET No.
03

P:\Projects\23008899.00\EXCHANGE PLACE DD\DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\03 EXISTING CONDITIONS.dwg, 6/21/2024 4:02:51 PM, Jason M. Alagna,



PLAN PREPARED BY: NELSON P. KIRCHNER, RLA
ISA CERTIFIED ARBORIST No. MA-4720AM

SIGNATURE _____

DATE 2026.04.20

NO.	DESCRIPTION	REVIEW BY	APPROVED	DATE

REVISION APPROVED BY
SITE PLAN REVIEW AND INSPECTIONS DIVISION

VIKA VIRGINIA, LLC
8180 Greensboro Dr., Suite 200
Tysons, VA 22102
703.442.7800 | vika.com

Our Site Set on the Future.

THE INFORMATION, DESIGN, AND CONTENT OF THESE DRAWINGS AND/OR DOCUMENTS HERETO ARE PROPRIETARY TO VIKA VIRGINIA, L.L.C. AND CONSTITUTE ITS PROPRIETARY INTELLECTUAL PROPERTY. THESE DRAWINGS AND/OR DOCUMENTS MUST NOT BE DIGITALLY FORWARDED, SHARED OR COPIED, DIGITALLY CONVERTED, MODIFIED, OR USED FOR ANY DESIGN PURPOSE, IN ANY FORMAT, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM VIKA VIRGINIA, L.L.C. VIOLATIONS MAY RESULT IN PROSECUTION. ONLY APPROVED, SIGNED AND SEALED PLANS OR DRAWINGS MAY BE UTILIZED FOR RECORDING AND/OR CONSTRUCTION PURPOSES.

© 2021 VIKA VIRGINIA, L.L.C.

V 12.00

PLAN STATUS	DATE
	2026-06-15

POST-APPROVAL SHEET STATUS	DATE

PROFESSIONAL SEAL

HERNDON/VAN BUREN LLC

DRANESVILLE DISTRICT
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

TREE INVENTORY & PRESERVATION PLAN

DRAWN BY:	ADA
DESIGNED BY:	NPK
DATE ISSUED:	12/04/2025
DWG. SCALE:	1" = 40'
VIKA NO.	VV8764A
SHEET NO.	03.1

FILE: R:\PROJECTS\8764A\8764A\CADD\ENGINEERING\CONSTRUCTION DRAWINGS\16.01 EXISTING TREE CONSERVATION PLAN.dwg USER: Aadams DATE: April 20, 2026 TIME: 3:46:57 PM LAYOUT: 03.1 TREE INVENTORY & PRESERVATION PLAN

LAYOUT: 03.1 TREE INVENTORY & PRESERVATION PLAN, Plotted By: aadams

Tree No.	Species	Size	CRZ	Condition	Canopy Position	Crown Desnsity	Average Crown Radius	Invasive Species	Existing Conditions / Observations
		*DBH (in)	R (ft)	%		%	R (ft)	Yes/No	
501	Gleditsia triacanthos, Honeylocust	8.0	8	78.0	Intermediate	70.0	13	No	GROWS DIRECTLY ADJACENT TO CHAIN LINK FENCE. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR & VITALITY.
502	Ulmus americana, American Elm	8.0	8	80.0	Codominant	55.0	12	No	INACCESSIBLE, EYEBALL OBSERVATION. LOW LIVE CANOPY RATIO. MINOR TRUNK STEM LEAN TOWARDS FENCE. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
503	Ulmus americana, American Elm	7, 6	9	68.0	Codominant	60.0	12	No	INACCESSIBLE, EYEBALL OBSERVATION. CODOMINANT UNION AT BASE OF TRUNK. LOW TO MODERATE LIVE CANOPY RATIO. COMMON GREENBRIER AT MID CANOPY. FAIR STRUCTURE. FAIR TO GOOD COLOR, VIGOR, & VITALITY.
504	Quercus rubra, Northern Red Oak	15, 12, 11	22	75.0	Dominant	55.0	30	No	INACCESSIBLE, EYEBALL OBSERVATION. MULTI-STEM UNION AT BASE OF TRUNK. MINOR ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
505	Ulmus parvifolia, Chinese Elm	11, 9, 5	15	55.0	Codominant	25.0	18	Yes	INACCESSIBLE, EYEBALL OBSERVATION. MULTI-STEM UNION AT BASE OF TRUNK. LOWER CANOPY DEADWOOD (<1"). GRAPE VINE AT LOWER CANOPY. ASYMMETRIC CANOPY DUE TO NEIGHBOR. FAIR STRUCTURE. COLOR, VIGOR, & VITALITY.
506	Morus alba, White Mulberry	7.0	8	40.0	Suppressed	10.0	11	Yes	INACCESSIBLE, EYEBALL OBSERVATION. SEVERE TRUNK STEM LEAN TOWARDS FENCE. ASYMMETRIC CANOPY. POOR STRUCTURE. FAIR TO GOOD COLOR, VIGOR, & VITALITY.
507	Robinia pseudoacacia, Black Locust	18.0	18	25.0	Dominant	5.0	21	No	INACCESSIBLE, EYEBALL OBSERVATION. IN SEVERE DECLINE. V-SHAPED CODOMINANT UNION AT MID TRUNK STEM, SEVERE BARK INCLUSION. 70% UPPER CANOPY DIEBACK. POOR STRUCTURE, COLOR, VIGOR, & VITALITY.
508	Morus alba, White Mulberry	6.5	8	40.0	Codominant	20.0	13	Yes	INACCESSIBLE, EYEBALL OBSERVATION. SEVERE TRUNK STEM LEAN TOWARDS FENCE. LOWER CANOPY DEADWOOD (<1"). SHOWS HISTORY OF STORM DAMAGE/BRANCH FAILURE. POOR STRUCTURE. FAIR TO GOOD COLOR, VIGOR, & VITALITY.
509	Morus alba, White Mulberry	6.6	8	55.0	Intermediate	55.0	11	Yes	JAPANESE HONEYSUCKLE AT LOWER CANOPY. GRAPE VINE AT MID CANOPY. LOW LIVE CANOPY RATIO. FAIR TO POOR STRUCTURE. GOOD COLOR, VIGOR & VITALITY.
510	Morus alba, White Mulberry	10.8	11	55.0	Intermediate	60.0	12	Yes	U-SHAPED CODOMINANT UNION AT LOWER TRUNK STEM. GRAPE VINE AT MID CANOPY. FAIR TO POOR STRUCTURE. GOOD COLOR, VIGOR & VITALITY.
511	Diospyros virginiana, Common Persimmon	7.3	8	75.0	Codominant	30.0	14	No	U-SHAPED CODOMINANT UNION AT MID TRUNK STEM. MODERATE LIVE CANOPY RATIO. FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
512	Pinus strobus, Eastern White Pine	17.0	17	82.0	Dominant	65.0	19	No	PREVIOUSLY TOPPED. MINOR SAP FLUX. REACTION WOOD AT BASE OF TRUNK. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR & VITALITY.
513	Juniperus virginiana, Eastern Red Cedar	12.0	12	85.0	Dominant	80.0	17	No	ASYMMETRIC CANOPY DUE TO FENCE. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
514	Diospyros virginiana, Common Persimmon	6.7	8	72.0	Codominant	25.0	10	No	MODERATE LIVE CANOPY RATIO. FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
515	Ulmus americana, American Elm	8.6	9	40.0	Codominant	10.0	14	No	IN DECLINE. V-SHAPED CODOMINANT UNION AT MID TRUNK STEM. PREVIOUSLY CODOMINANT AT BASE OF TRUNK, STEM PRUNED TO STUMP. 65% FINE TWIG DIEBACK. FAIR TO POOR STRUCTURE, COLOR, VIGOR, & VITALITY.
516	Acer rubrum, Red Maple	14.4, 11.9, 6.8, 4.6	20	55.0	Dominant	75.0	21	No	MULTI-STEM UNION AT BASE OF TRUNK, 6.8" STEM ASSESSED AS DEAD, VISIBLE DECAY IN CROTCH. JAPANESE HONEYSUCKLE AT MID CANOPY. FAIR TO POOR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
517	Acer rubrum, Red Maple	8.9	9	50.0	Codominant	75.0	15	No	SHOWS HISTORY OF STORM DAMAGE/BRANCH FAILURE. PREVIOUS LEADER DEAD & DECAYING. CANOPY LEAN OVER FENCE. 5% FINE TWIG DIEBACK. FAIR TO POOR STRUCTURE. FAIR TO GOOD COLOR, VIGOR & VITALITY.
518	Acer rubrum, Red Maple	11.5	12	42.0	Codominant	78.0	16	No	SEVERE EXFOLIATED BARK AT BREAST HEIGHT. COMMON GREENBRIER AT MID TRUNK STEM. TRUNK STEM LEAN TOWARDS FENCE. PREVIOUS CODOMINANT UNION, CUT TO STUMP AT BASE OF TRUNK. POOR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
519	Acer rubrum, Red Maple	5.9	8	48.0	Suppressed	85.0	10	No	SUPPRESSED BY NEIGHBORS. EXFOLIATED BARK AT LOWER TRUNK STEM. TRUNK STEM LEAN TOWARDS FENCE. POOR STRUCTURE. FAIR TO GOOD COLOR, VIGOR, & VITALITY.
520	Acer rubrum, Red Maple	18.9	20	85.0	Dominant	70.0	25	No	EXFOLIATED BARK AT ROOT FLARE. MINOR TRUNK STEM LEAN TOWARDS FENCE. GRAPE VINE AT LOWER TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
521*	Acer rubrum, Red Maple	38.5	39	88.0	Dominant	75.0	30	No	U-SHAPED CODOMINANT UNION AT BREAST HEIGHT, MINOR BARK INCLUSION. MULTIPLE HOLLOWS THROUGHOUT TRUNK STEM. MINOR LOWER CANOPY DEADWOOD (<1"). MINOR ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
522	Quercus phellos, Willow Oak	23.2	23	68.0	Dominant	60.0	25	No	10-15% FINE TWIG DIEBACK. LOW CANOPY DENSITY. LOWER CANOPY DEADWOOD (<1"). GOOD STRUCTURE. FAIR TO GOOD COLOR. FAIR VIGOR & VITALITY.
911	Magnolia x soulangiana, Saucer Magnolia	7, 6.5, 6.3, 6, 5	14	75.0	Codominant	-	13	No	GIRDLING ROOT. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
912	Magnolia x soulangiana, Saucer Magnolia	3.3, 3, 2.9, 2.6	8	90.0	Intermediate	-	8	No	VOLCANO MULCHED, BURIED ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
913	Magnolia x soulangiana, Saucer Magnolia	6, 5.3	8	78.0	Codominant	-	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
914	Magnolia x soulangiana, Saucer Magnolia	5.6, 5.5	8	78.0	Codominant	-	9	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY
915	Magnolia x soulangiana, Saucer Magnolia	2.7, 2.7, 2.7, 1.6, 1.6	8	75.0	Intermediate	-	8	No	VOLCANO MULCHED, BURIED ROOT COLLAR. MECHANICAL DAMAGE AT BASE OF TRUNK. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
917	Magnolia x soulangiana, Saucer Magnolia	6.2, 5	8	78.0	Codominant	-	9	No	MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
918	Magnolia x soulangiana, Saucer Magnolia	4.7, 4.3, 4.3, 4	9	78.0	Codominant	-	9	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
919	Magnolia x soulangiana, Saucer Magnolia	3.7, 3.3, 2.7, 2	8	78.0	Codominant	-	7	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT AT LOWER TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY.
920	Magnolia x soulangiana, Saucer Magnolia	7, 5, 4.5	10	75.0	Codominant	-	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
921	Magnolia x soulangiana, Saucer Magnolia	7.2	8	75.0	Codominant	-	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. MINOR STORM DAMAGE & CANOPY DEADWOOD. GOOD STRUCTURE, VIGOR, & VITALITY.
922	Magnolia x soulangiana, Saucer Magnolia	5, 4.5, 4, 3.3	9	78.0	Codominant	-	9	No	NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY.
1908	Cercis canadensis, Eastern Redbud	4.3, 3.2, 2.7	8	35.0	Suppressed	-	7	No	SEVERE STORM DAMAGE. INTERNAL DECAY AT BASE OF TRUNK STEM. POOR STRUCTURE. FAIR TO POOR VIGOR. FAIR VITALITY.
1909	Juniperus virginiana, Eastern Red Cedar	10.9	11	65.0	Codominant	10.0	11	No	MODERATE LIVE CANOPY RATIO. MULTIPLE HOLLOWS ALONG MAIN TRUNK STEM. FAIR TO GOOD STRUCTURE. FAIR VIGOR & VITALITY.
1910	Quercus palustris, Pin Oak	16.1	16	25.0	Dominant	-	17	No	SEVERE STORM DAMAGE. MULTIPLE BROKEN OUT SCAFFOLD BRANCHES. HOLLOW CAVITY AT ROOT FLARE. POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
1911	Ulmus americana, American Elm	14.8	15	20.0	Dominant	-	20	No	33% UPPER CANOPY DIEBACK. LOW LIVE CANOPY RATIO. MISTLETOE IN UPPER CANOPY. ASYMMETRIC CANOPY. FAIR TO POOR STRUCTURE. POOR VIGOR & VITALITY.
1912	Dead Snag	11.8	12	0.0	Codominant	-	-	No	ASSESSED AS STANDING DEAD. STORM DAMAGED, TOPPED. FUNGUS AT ROOT FLARE.
1913	Quercus phellos, Willow Oak	15.7	16	68.0	Dominant	-	24	No	ASYMMETRIC CANOPY. LOWER CANOPY DEADWOOD (2-3"). FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1914*	Ilex x attenuata, Foster's Holly	5.5	8	55.0	Intermediate	75.0	4	No	CODOMINANT UNION, CODOMINANT STEM RIPPED OUT, LARGE CAVITY AT BASE OF TRUNK. FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1915	Ilex x attenuata, Foster's Holly	3.4, 3.3	8	78.0	Intermediate	80.0	5	No	U-SHAPED CODOMINANT UNION AT LOWER TRUNK STEM. OPEN CAVITY ALONG TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
1916	Cercis canadensis, Eastern Redbud	9, 3.6	10	25.0	Intermediate	-	6	No	V-SHAPED CODOMINANT UNION AT LOWER TRUNK STEM, BOTH LEADERS TOPPED, ONE DEAD & DECAYING. MULTIPLE HOLLOWS ALONG TRUNK STEM. POOR STRUCTURE. FAIR VIGOR & VITALITY.
1917	Cercis canadensis, Eastern Redbud	5.1, 4.6	8	30.0	Intermediate	-	7	No	V-SHAPED CODOMINANT UNION. MULTIPLE HOLLOWS ALONG MAIN TRUNK STEM. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
1918	Ulmus americana, American Elm	15.0	15	50.0	Dominant	-	18	No	V-SHAPED CODOMINANT UNION MID TRUNK STEM, ONE STEM BROKEN OUT. TRUNK STEM LEAN TOWARDS ADJACENT PROPERTY. GIRDLING ROOT (1-2"). UPPER CANOPY DEADWOOD (1"). FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1919	Quercus phellos, Willow Oak	27.2	27	48.0	Dominant	-	27	No	IN DECLINE. APICAL LEADER DEAD & DECAYING. LOWER CANOPY DEADWOOD (<1"). OPEN CAVITY AT BREAST HEIGHT. MULTIPLE GIRDLING ROOTS (<1"). FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
1920	Cercis canadensis, Eastern Redbud	5.4, 3.4	8	15.0	Intermediate	-	8	No	U-SHAPED CODOMINANT UNION W/ VISIBLE SEAM. 3.4" STEM TOPPED. EPICORMIC SHOOTS. MULTIPLE HOLLOWS ALONG MAIN TRUNK STEM. STORM DAMAGED. VERY POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
1921	Cercis canadensis, Eastern Redbud	4.5, 3.5, 3	8	10.0	Intermediate	-	8	No	SEVERE TRUNK STEM LEAN. MULTIPLE HOLLOW CAVITIES THROUGHOUT. STORM DAMAGED. EPICORMIC SHOOTS. VERY POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
1922	Cercis canadensis, Eastern Redbud	5.5, 4.7	8	10.0	Intermediate	-	8	No	3.5" STEM DEAD & DECAYING. EPICORMIC SHOOTS. STORM DAMAGED. VERY POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
1923	Juniperus virginiana, Eastern Red Cedar	14.1	14	90.0	Codominant	20.0	16	No	MINOR ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1924	Cercis canadensis, Eastern Redbud	8.7, 6.7, 5.9	12	20.0	Intermediate	-	11	No	SEVERE STORM DAMAGE. TRI-STEM UNION AT LOWER TRUNK STEM. MULTIPLE HOLLOW CAVITIES THROUGHOUT, DECAY EVIDENT. POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
1925	Juniperus virginiana, Eastern Red Cedar	11.9	12	50.0	Codominant	25.0	10	No	ASYMMETRIC CANOPY. SCAFFOLD BRANCH DEAD & DECAYING. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. FAIR STRUCTURE, COLOR, VIGOR, & VITALITY.
1926	Sassafras albidum, Sassafras	4.7	8	10.0	Suppressed	-	2	No	INTENTIONALLY TOPPED, 8' UP TRUNK STEM. EPICORMIC SHOOTS.
1927	Diospyros virginiana, Common Persimmon	9.4	9	72.0	Codominant	60.0	15	No	LOW LIVE CANOPY RATIO, FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY.
1928	Juniperus virginiana, Eastern Red Cedar	17.4	17	80.0	Codominant	60.0	15	No	ASYMMETRIC CANOPY. DEAD SCAFFOLD BRANCH (SHADED OUT). MINOR TRUNK STEM LEAN. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
1929	Prunus serotina, Black Cherry	6.1	8	60.0	Codominant	-	11	No	TRUNK STEM LEAN. FAIR TO POOR STRUCTURE. GOOD VIGOR & VITALITY.
1930	Leyland Cypress, Cupressus × leylandii	12.9, 10.4	17	85.0	Codominant	85.0	15	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1931	Fraxinus pennsylvanica, Green Ash	5.3	8	5.0	Intermediate	-	8	No	100% UPPER CANOPY DIEBACK. EPICORMIC SHOOTS ALONG LOWER TRUNK STEM. ASIATIC BITTERSWEET IN UPPER CANOPY.
1932	Ulmus americana, American Elm	11.2	11	72.0	Codominant	-	13	No	POISON IVY MID CANOPY. WINTER CREEPER GROUND COVER. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
1933	Ulmus americana, American Elm	11.9	12	68.0	Codominant	-	13	No	V-SHAPED CODOMINANT UNION MID TRUNK STEM. POISON IVY MID CANOPY. WINTER CREEPER GROUND COVER. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1934	Leyland Cypress, Cupressus × leylandii	12.6, 5.3, 4.6	14	85.0	Codominant	70.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1935	Leyland Cypress, Cupressus × leylandii	17.6, 15, 7.2	24	86.0	Codominant	70.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1936	Leyland Cypress, Cupressus × leylandii	13.1, 8.8, 6.5, 5.1	18	87.0	Codominant	70.0	13	No	GUMMOSIS. SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1937	Leyland Cypress, Cupressus × leylandii	13.7	14	85.0	Codominant	75.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1938	Leyland Cypress, Cupressus × leylandii	13.7, 6.1, 8.2	17	85.0	Codominant	80.0	12	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1939	Leyland Cypress, Cupressus × leylandii	12.4	12	85.0	Codominant	85.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1940	Leyland Cypress, Cupressus × leylandii	13, 12.6	18	85.0	Codominant	90.0	15	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1941	Leyland Cypress, Cupressus × leylandii	16.2	16	85.0	Codominant	90.0	14	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1942	Leyland Cypress, Cupressus × leylandii	10.4, 12	16	70.0	Codominant	95.0	13	No	POORLY PRUNED. VERY ASYMMETRIC CANOPY. FAIR STRUCTURE. FAIR TO GOOD COLOR. GOOD VIGOR & VITALITY.
1943	Leyland Cypress, Cupressus × leylandii	15.1, 8.5, 5.8	18	85.0	Codominant	90.0	14	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1944	Ulmus parvifolia, Chinese Elm	4.2	8	35.0	Intermediate	-	5	Yes	LOW LIVE CANOPY RATIO. JAPANESE HONEYSUCKLE FROM GRADE TO UPPER CANOPY. FAIR TO POOR STRUCTURE, VIGOR, & VITALITY.
1945	Pyrus calleryana, Callery Pear	3.8, 2.6	8	40.0	Intermediate	-	8	Yes	CODOMINANT UNION AT ROOT COLLAR. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. STORM DAMAGED. FAIR TO POOR STRUCTURE. GOOD VIGOR & VITALITY.
1946	Ulmus parvifolia, Chinese Elm	4.6, 3.5	8	50.0	Intermediate	-	12	Yes	CODOMINANT UNION AT LOWER TRUNK STEM. ASYMMETRIC CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. TWISTED STRUCTURE. FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1947	Ulmus parvifolia, Chinese Elm	4.7	8	50.0	Intermediate	-	15	Yes	GRAPE VINE FROM GRADE TO MID CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO LOWER CANOPY. FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1948	Pyrus calleryana, Callery Pear	7.9, 5.7	10	68.0	Codominant	-	12	Yes	V-SHAPED CODOMINANT UNION AT ROOT COLLAR. ASYMMETRIC CANOPY. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1949	Nyssa sylvatica, Blackgum	4.2	8	0.0	Suppressed	-	8	No	ASSESSED AS STANDING DEAD.
1950	Pinus nigra, Austrian Pine	11.8	12	0.0	Codominant	-	10	No	ASSESSED AS STANDING DEAD.
1951	Pinus nigra, Austrian Pine	10.7	11	70.0	Codominant	55.0	12	No	CANOPY LEAN (PHOTOTROPIC). FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
1952	Pinus nigra, Austrian Pine	10.5, 10.5	15	70.0	Dominant	60.0	13	No	U-SHAPED CODOMINANT UNION AT ROOT COLLAR. POISON IVY EMBEDDED INTO TRUNK STEM. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1953	Tilia americana, American Basswod	20.1	20	50.0	Dominant	-	28	No	SEVERE TRUNK STEM LEAN TOWARDS PARKING LOT, LIFTING ROOT PLATE. VERY POOR STRUCTURE. GOOD VIGOR & VITALITY.
1954	Quercus palustris, Pin Oak	13.9	14	68.0	Codominant	-	21	No	ASYMMETRIC CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. PREVIOUSLY STORM DAMAGED. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1955	Ulmus americana, American Elm	15.0	15	82.0	Dominant	-	13	No	MODERATE LIVE CANOPY RATIO. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
1956	Quercus palustris, Pin Oak	13.8	14	68.0	Codominant	-	17	No	ASYMMETRIC CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. SHOWS HISTORY OF STORM DAMAGE. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1957	Diospyros virginiana, Common Persimmon	9.0	9	70.0	Codominant	-	14	No	MINOR STORM DAMAGE. SHOWS HISTORY OF STORM DAMAGE. TWISTED STRUCTURE. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1958	Quercus palustris, Pin Oak	19.8	20	68.0	Codominant	-	25	No	COMMON GREENBRIER & JAPANESE HONEYSUCKLE FROM GRADE TO LOWER CANOPY. ASYMMETRIC CANOPY. LOWER CANOPY DEADWOOD & HANGERS (1-2"). FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1959	Quercus palustris, Pin Oak	3.3	8	30.0	Suppressed	-	9	No	LOW LIVE CANOPY RATIO. JAPANESE HONEYSUCKLE FROM GRADE TO UPPER CANOPY. FAIR TO POOR VIGOR & VITALITY.
1960	Leyland Cypress, Cupressus × leylandii	18.7, 13	23	85.0	Codominant	95.0	15	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1961	Diospyros virginiana, Common Persimmon	3.8	8	15.0	Codominant	-	6	No	IN SEVERE DECLINE. 80% UPPER CANOPY DIEBACK. LOW LIVE CANOPY RATIO. POOR STRUCTURE, VIGOR, & VITALITY.
1962	Leyland Cypress, Cupressus × leylandi	13.4	13	60.0	Codominant	70.0	13	No	APICAL LEADER DEFOLIATED & APPEARS DEAD. SLIGHTLY ASYMMMETRIC CANOPY. FAIR TO GOOD STRUCTURE. FAIR COLOR, VIGOR, & VITALITY.
1963	Leyland Cypress, Cupressus × leylandi	8.1, 7.2	11	15.0	Intermediate	5.0	12	No	IN SEVERE DECLINE. 95% UPPER CANOPY DIEBACK. U-SHAPED CODOMINANT UNION. FAIR STRUCTURE. POOR COLOR, VIGOR, & VITALITY.
1964	Morus alba, White Mulberry	5.9	8	75.0	Codominant	-	14	Yes	LOW LIVE CANOPY RATIO. JAPANESE HONEYSUCKLE AT BREAST HEIGHT. TWISTED STRUCTURE. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1965	Morus alba, White Mulberry	13.0	13	40.0	Codominant	-	15	Yes	SHOWS HISTORY OF STORM DAMAGE, AND IS STORM DAMAGED. SEVERE TRUNK STEM LEAN AWAY FROM FENCE. GRAPE VINE & JAPANESE HONEYSUCKLE AT MID CANOPY. HOLLOW CAVITY MID TRUNK STEM. POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1966	Leyland Cypress, Cupressus × leylandi	16.4, 8.8	19	85.0	Codominant	85.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1967	Leyland Cypress, Cupressus × leylandi	13.9, 11.2	18	85.0	Codominant	85.0	15	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1968	Leyland Cypress, Cupressus × leylandi	13.9, 5.8, 7.4	17	85.0	Codominant	85.0	15	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1969	Leyland Cypress, Cupressus × leylandi	16.3	16	85.0	Codominant	85.0	15	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1970	Leyland Cypress, Cupressus × leylandi	17.0	17	85.0	Codominant	85.0	15	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1971	Leyland Cypress, Cupressus × leylandi	9.3, 9, 6.9	15	85.0	Codominant	85.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1972	Leyland Cypress, Cupressus × leylandi	12.2	12	85.0	Codominant	85.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1973	Diospyros virginiana, Common Persimmon	6.1	8	50.0	Codominant	-	9	No	U-SHAPED CODOMINANT UNION MID TRUNK STEM. ASYMMETRIC CANOPY DUE TO COMPETITION. LOWER CANOPY DEADWOOD (<1"). MODERATE LIVE CANOPY RATIO. FAIR STRUCTURE, VIGOR, & VITALITY.
1974	Diospyros virginiana, Common Persimmon	3.5	8	15.0	Intermediate	-	7	No	70% UPPER CANOPY DIEBACK. OUTCOMPETED BY NEIGHBORS. VERY LOW LIVE CANOPY RATIO. FAIR TO POOR STRUCTURE. POOR VIGOR & VITALITY.
1975	Diospyros virginiana, Common Persimmon	4.6	8	45.0	Codominant	-	8	No	U-SHAPED CODOMINANT UNION MID TRUNK STEM. LOW LIVE CANOPY RATIO. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
1976	Diospyros virginiana, Common Persimmon	3.9	8	45.0	Codominant	-	8	No	APICAL LEADER DEAD. LOW LIVE CANOPY RATIO. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
1977	Leyland Cypress, Cupressus × leylandi	17.5	18	85.0	Codominant	85.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1978	Leyland Cypress, Cupressus × leylandi	12, 10.6, 7.1	18	85.0	Codominant	85.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1979	Diospyros virginiana, Common Persimmon	3.7	8	50.0	Codominant	-	6	No	UPPER CANOPY DEADWOOD (<1"). 15% UPPER CANOPY DIEBACK. FAIR STRUCTURE, VIGOR, & VITALITY.
1980	Diospyros virginiana, Common Persimmon	4.1	8	68.0	Codominant	-	8	No	MINOR LOWER CANOPY DEADWOOD (<1"). TWISTED STRUCTURE. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1981	Diospyros virginiana, Common Persimmon	3.9, 3.4	8	65.0	Codominant	-	10	No	LOWER CANOPY DEADWOOD (<1"). V-SHAPED CODOMINANT UNION AT ROOT COLLAR. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1982	Diospyros virginiana, Common Persimmon	5.8	8	65.0	Intermediate	-	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. ASYMMETRIC CANOPY. GOOD STRUCTURE, VIGOR, & VITALITY.
1983	Diospyros virginiana, Common Persimmon	3.5	8	60.0	Intermediate	-	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. MODERATE TO LOW LIVE CANOPY RATIO. ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
1984	Pyrus calleryana, Callery Pear	8.0	8	58.0	Codominant	-	15	Yes	INVASIVE VINE SPECIES FROM GRADE TO CANOPY. FAIR TO POOR SCAFFOLD BRANCHING, FAIR TO GOOD OVERALL STRUCTURE. GOOD VIGOR &

Tree No.	Species	Size	CRZ	Condition	Canopy Position	Crown Desnsity	Average Crown Radius	Invasive Species	Existing Conditions / Observations
		*DBH (in)	R (ft)	%		%	R (ft)	Yes/No	
1997	Leyland Cypress, Cupressus × leylandii	15.7	16	90.0	Dominant	85.0	16	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1998	Prunus avium, Sweet Cherry	4.2	8	45.0	Suppressed	-	10	No	LOW LIVE CANOPY RATIO. GRAPE VINE FROM GRADE TO UPPER CANOPY. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
1999	Quercus velutina, Black Oak	3.4, 3.1	8	45.0	Suppressed	-	9	No	V-SHAPED CODOMINANT UNION W/ INCLUDED BARK. LOWER CANOPY DEADWOOD. SUPPRESSED BY MATURE NEIGHBOR. JAPANESE HONEYSUCKLE FROM GRADE TO UPPER CANOPY. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
2000	Acer saccharum, Sugar Maple	5.6	8	65.0	Intermediate	-	9	No	COMMON GREENBRIER FROM GRADE TO LOWER CANOPY. LOWER CANOPY DEADWOOD (<1"). SHOWS HISTORY OF STORM DAMAGE. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
2503	Quercus palustris, Pin Oak	15.8	16	75.0	Dominant	-	19	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2504	Quercus palustris, Pin Oak	21.4	21	75.0	Dominant	-	24	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2505	Quercus palustris, Pin Oak	20.3	20	75.0	Dominant	-	24	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2506	Crataegus spp., Hawthorn	4.0	8	75.0	Intermediate	-	6	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2507	Crataegus spp., Hawthorn	4.0	8	75.0	Intermediate	-	6	No	CANKER MID TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY.
2508	Crataegus spp., Hawthorn	5.5	8	75.0	Intermediate	-	8	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2509	Crataegus spp., Hawthorn	4.0	8	75.0	Intermediate	-	7	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2510	Crataegus spp., Hawthorn	4.0	8	75.0	Intermediate	-	6	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2511	Crataegus spp., Hawthorn	5.5	8	75.0	Intermediate	-	8	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2512	Crataegus spp., Hawthorn	4.5	8	75.0	Intermediate	-	8	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2513	Crataegus spp., Hawthorn	4.3	8	75.0	Intermediate	-	7	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2514	Quercus palustris, Pin Oak	19.4	19	70.0	Dominant	-	25	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD VIGOR & VITALITY. FAIR/GOOD STRUCTURE. PORTIONS CANOPY STEMS APPEAR TO HAVE BEEN POORLY PRUNED (TOPPED) WITH EPICORMIC SHOOT EMERSION.
2515	Quercus palustris, Pin Oak	17.9	18	70.0	Dominant	-	22	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD VIGOR & VITALITY. S. FAIR/GOOD STRUCTURE. PORTIONS OF CANOPY STEMS APPEAR TO HAVE BEEN POORLY PRUNED (TOPPED) WITH EPICORMIC SHOOT EMERSION.
2516	Quercus palustris, Pin Oak	18.0	18	75.0	Dominant	-	20	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2517	Quercus palustris, Pin Oak	20.3	20	75.0	Dominant	-	27	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2518	Quercus palustris, Pin Oak	18.9	19	65.0	Dominant	-	24	No	GOOD VIGOR & VITALITY. FAIR TO POOR STRUCTURE & SCAFFOLD BRANCHING. SHOWS HISTORY OF STORM DAMAGE & POOR CANOPY PRUNING.
2519	Quercus palustris, Pin Oak	15.7	16	75.0	Dominant	-	18	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2520	Quercus palustris, Pin Oak	17.5	18	75.0	Dominant	-	20	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2521	Quercus palustris, Pin Oak	15.5	16	75.0	Dominant	-	16	No	GOOD STRUCTURE, VIGOR, & VITALITY. MINOR GIRDLING ROOT.
2522	Quercus palustris, Pin Oak	14.4	14	75.0	Dominant	-	16	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2523	Quercus palustris, Pin Oak	10.9	11	75.0	Dominant	-	15	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2524	Quercus palustris, Pin Oak	20.6	21	75.0	Dominant	-	23	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2525	Quercus palustris, Pin Oak	18.3	18	75.0	Dominant	-	22	No	GOOD STRUCTURE, VIGOR, & VITALITY. MINOR GIRDLING ROOT.
2526	Quercus palustris, Pin Oak	18.5	19	75.0	Dominant	-	22	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2527	Quercus palustris, Pin Oak	25.0	25	70.0	Dominant	-	27	No	GOOD OVERALL STRUCTURE, VIGOR, & VITALITY. FAIR TO GOOD SCAFFOLD BRANCHING. LOWER CANOPY DEADWOOD (1").
2528	Quercus palustris, Pin Oak	13.1	13	75.0	Dominant	-	14	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2529	Quercus palustris, Pin Oak	10.7	11	75.0	Codominant	-	13	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2530	Quercus phellos, Willow Oak	22.0	22	75.0	Dominant	-	23	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2531	Quercus phellos, Willow Oak	12.8	13	0.0	Dominant	-	-	No	ASSESSED AS STANDING DEAD. FUNGAL FRUITING BODIES PRESENT.
2532*	Prunus serrulata, Japanese Flowering Cherry	14.0	14	20.0	Intermediate	-	13	No	IN SEVERE DECLINE. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. 75% UPPER CANOPY DIEBACK. FAIR TO POOR STRUCTURE. POOR VIGOR & VITALITY.
2533	Pinus strobus, Eastern White Pine	11.2	11	75.0	Codominant	65.0	14	No	VOLCANO MULCHED, BURIED ROOT COLLAR. TRUNK STEM LEAN TOWARDS T-2534. FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
2534	Pinus strobus, Eastern White Pine	12.7	13	75.0	Codominant	70.0	13	No	VOLCANO MULCHED, BURIED ROOT COLLAR. V-SHAPED CODOMINANT UNION AT MID TRUNK STEM. FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
2535	Pinus strobus, Eastern White Pine	9.9	10	0.0	Codominant	-	6	No	ASSESSED AS STANDING DEAD. VOLCANO MULCHED, BURIED ROOT COLLAR.
2536	Pinus strobus, Eastern White Pine	8.6	9	75.0	Codominant	60.0	14	No	VOLCANO MULCED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. LOWER CANOPY DEADWOOD (<1"). FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2537	Pinus strobus, Eastern White Pine	11.6	12	75.0	Codominant	70.0	15	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2538	Pinus strobus, Eastern White Pine	10.0	10	60.0	Codominant	20.0	14	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. LOW CANOPY DENSITY. LOWER CANOPY DEADWOOD (<1"). FAIR TO GOOD STRUCTURE. FAIR COLOR, VIGOR, & VITALITY.
2539	Pinus strobus, Eastern White Pine	11.1	11	0.0	Codominant	-	12	No	ASSESSED AS STANDING DEAD. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR.
2540	Pinus strobus, Eastern White Pine	11.4	11	0.0	Codominant	-	12	No	ASSESSED AS STANDING DEAD. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR.
2541	Pinus strobus, Eastern White Pine	13.5	14	0.0	Codominant	-	14	No	ASSESSED AS STANDING DEAD. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR.
2542	Pinus strobus, Eastern White Pine	9.3	9	0.0	Codominant	-	10	No	ASSESSED AS STANDING DEAD. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR.
2543	Pinus strobus, Eastern White Pine	9.1	9	55.0	Codominant	35.0	12	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GOOD STRUCTURE. FAIR VIGOR & VITALITY.
2544	Pinus strobus, Eastern White Pine	15.2	15	75.0	Codominant	45.0	15	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. EXPOSED ROOT SYSTEM W/ MOWER DAMAGE. FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2545	Pinus thunbergii, Japanese Black Pine	5.6, 4.3	8	45.0	Suppressed	15.0	13	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. OUTCOMPETED BY NEIGHBORS. TWISTED STRUCTURE (TYPICAL OF SPECIES). PREVIOSLY TOPPED. CODOMINANT UNION AT BREAST HEIGHT. FAIR TO POOR STRUCTURE. FAIR TO GOOD COLOR, VIGOR, & VITALITY.
2546	Pinus thunbergii, Japanese Black Pine	6.9	8	68.0	Intermediate	15.0	9	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. TWISTED STRUCTURE (TYPICAL OF SPECIES). FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY. FAIR COLOR.
2547	Leyland Cypress, Cupressus × leylandii	9, 10	13	68.0	Intermediate	65.0	9	No	OPEN GROWN. 20% UPPER CANOPY DIEBACK. FAIR COLOR. GOOD STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
2548	Prunus serrulata, Japanese Flowering Cherry	5.6	8	90.0	Intermediate	-	8	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
2549	Crataegus spp., Hawthorn	5.2	8	25.0	Intermediate	-	8	No	EXFOLIATED BARK ALONG MAIN TRUNK STEM. VOLCANO MULCHED, ELEVATED ROOT BALL. CANKER AT ROOT COLLAR, EXPOSED ROOT SYSTEM. 80% UPPER CANOPY DIEBACK. FAIR TO POOR STRUCTURE. POOR VIGOR & VITALITY.
2550	Crataegus spp., Hawthorn	3.5	8	75.0	Intermediate	-	7	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2551	Crataegus spp., Hawthorn	4.6	8	75.0	Intermediate	-	7	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2552	Acer rubrum, Red Maple	17.4	17	75.0	Dominant	-	20	No	GOOD STRUCTURE, VIGOR, & VITALITY. GIRDLING ROOT. EXPOSED ROOT ZONE.
2553	Acer rubrum, Red Maple	9.0	9	63.0	Codominant	-	12	No	GOOD VIGOR & VITALITY. FAIR TO GOOD STRUCTURE & SCAFFOLD BRANCHING. MINOR GIRDLING ROOT.
2554	Crataegus spp., Hawthorn	5.5	8	70.0	Intermediate	-	10	No	MINOR TRUNK STEM LEAN. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2555	Crataegus spp., Hawthorn	6.1	8	75.0	Intermediate	-	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2556	Crataegus spp., Hawthorn	5.9	8	75.0	Intermediate	-	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2557	Crataegus spp., Hawthorn	4.8	8	75.0	Intermediate	-	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2558	Crataegus spp., Hawthorn	5.0	8	75.0	Intermediate	-	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2559	Crataegus spp., Hawthorn	5.7	8	75.0	Intermediate	-	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2560	Acer rubrum, Red Maple	16.1	16	75.0	Dominant	-	17	No	GOOD STRUCTURE, VIGOR, & VITALITY. MINOR GIRDLING ROOT.
2561	Acer rubrum, Red Maple	12.0	12	75.0	Dominant	-	17	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2562	Acer rubrum, Red Maple	13.5	14	68.0	Codominant	-	15	No	STORM DAMAGED. GOOD VIGOR & VITALITY. FAIR TO GOOD STRUCTURE & SCAFFOLD BRANCHING.
2563	Acer rubrum, Red Maple	16.6	17	63.0	Codominant	-	17	No	CODOMINANT UNION MID TRUNK STEM W/ INCLUDED BARK. MINOR STORM DAMAGE. EXPOSED ROOT SYSTEM. GIRDLING ROOT. GOOD VIGOR & VITALITY. FAIR TO GOOD STRUCTURE.
2564	Acer rubrum, Red Maple	11.5	12	75.0	Codominant	-	18	No	MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
2565	Acer rubrum, Red Maple	12.0	12	75.0	Codominant	-	17	No	MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
2566	Tilia cordata, Littleleaf Linden	9.4	9	50.0	Intermediate	-	14	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. POOR SCAFFOLD BRANCH ATTACHMENT. SEVERE TRUNK STEM LEAN TOWARDS PARKING LOT. FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
2567	Tilia cordata, Littleleaf Linden	10.4	10	60.0	Intermediate	-	17	No	VOLCANO MULCH, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GIRDLING ROOT (1"). POOR SCAFFOLD BRANCH ATTACHMENT, RECENT TEAR OUT. EXPOSED HEARTWOOD. FAIR STRUCTURE & VIGOR. FAIR TO GOOD VITALITY.
2568	Tilia cordata, Littleleaf Linden	7.7	8	45.0	Intermediate	-	12	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. SIGNS OF INTERNAL DECAY, FUNGAL FRUITING BODIES ALONG TRUNK STEM. DEAD SCAFFOLD BRANCH W/ FUNGUS. 5% UPPER CANOPY DIEBACK. POOR SCAFFOLD BRANCH ATTACHMENT. FAIR TO POOR STRUCTURE & VIGOR. FAIR VITALITY.
2569	Leyland Cypress, Cupressus × leylandii	8.3, 3.8	9	70.0	Codominant	-	13	No	ASYMMETRIC CANOPY. TRUNK STEM LEAN TOWARDS PARKING LOT. FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
2570	Crataegus spp., Hawthorn	17.3	17	60.0	Codominant	-	15	No	SIGNIFICANT LOWER CANOPY DEADWOOD (<1"). ROOT SUCKERS AT BASE. FAIR STRUCTURE, VIGOR, VITALITY.
2571	Leyland Cypress, Cupressus × leylandii	12.0	12	65.0	Codominant	90.0	11	No	ASYMMETRIC CANOPY. TRUNK STEM LEAN. POOR PREVIOUS PRUNING. GOOD COLOR, VIGOR, & VITALITY. FAIR STRUCTURE.
2572	Pinus strobus, Eastern White Pine	10.0	10	63.0	Codominant	95.0	12	No	NO SEVERE BIOTIC ISSUES OBSERVED. MINOR CHLOROSES. INVASIVE VINE FROM GRADE TO CANOPY. CANOPY WITH MODERATE DENSITY LEAFOUT.
2573	Pinus strobus, Eastern White Pine	9.0	9	75.0	Codominant	95.0	10	No	GIRDLING ROOT. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2574	Tilia cordata, Littleleaf Linden	9.5	10	60.0	Codominant	-	12	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD VIGOR & VITALITY. FAIR / GOOD STRUCTURE THOUGH T-2575 SHOWS PREVIOUS STORM DAMAGE. MULTIPLE STEM UNION AT ~ 6-VF UP TRUNK STEM. INCLUDED BARK AT SAID UNION IS PRONE TO FAILURE. VOLCANO MULCHED BURIED ROOT COLLAR.
2575	Tilia cordata, Littleleaf Linden	10.5	11	50.0	Codominant	-	15	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD VIGOR & VITALITY. FAIR / GOOD STRUCTURE THOUGH T-2574 SHOWS PREVIOUS STORM DAMAGE. MULTIPLE STEM UNION AT ~ 5-VF UP TRUNK STEM. INCLUDED BARK AT SAID UNION IS PRONE TO FAILURE. VOLCANO MULCHED BURIED ROOT COLLAR.
2576	Leyland Cypress, Cupressus × leylandii	14.0	14	75.0	Codominant	95.0	12	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2577	Leyland Cypress, Cupressus × leylandii	10, 8	13	75.0	Codominant	95.0	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2578	Leyland Cypress, Cupressus × leylandii	15.0	15	75.0	Codominant	95.0	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2579	Leyland Cypress, Cupressus × leylandii	6, 5, 3.5	9	75.0	Codominant	95.0	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2580	Leyland Cypress, Cupressus × leylandii	14, 12, 10	21	75.0	Dominant	95.0	18	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2581	Leyland Cypress, Cupressus × leylandii	18, 12	22	75.0	Dominant	100.0	20	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2582	Leyland Cypress, Cupressus × leylandii	MULTI STEM 4 - 15	16	75.0	Dominant	100.0	15	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2583	Leyland Cypress, Cupressus × leylandii	MULTI STEM 4 - 15	16	55.0	Dominant	100.0	13 (1-SIDE)	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD COLOR, VIGOR, & VITALITY. POOR STRUCTURE. T-2583 WAS CODOM WITH A 12" STEM WHICH HAS STORM DAMAGE COLLAPSED.
2584	Prunus serrulata, Japanese Flowering Cherry	4.0	8	75.0	Intermediate	-	8	No	VOLUNTEER REGENERATION. GOOD VIGOR & VITALITY. FAIR TO GOOD STRUCTURE.
2585	Leyland Cypress, Cupressus × leylandii	17, 12	21	85.0	Dominant	95.0	14	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2586	Leyland Cypress, Cupressus × leylandii	13, 11	17	85.0	Dominant	95.0	14	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2587	Prunus serrulata, Japanese Flowering Cherry	18.7	19	70.0	Codominant	-	17	No	MINOR STORM DAMAGE. MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
2588	Prunus serrulata, Japanese Flowering Cherry	17.0	17	70.0	Codominant	-	17	No	MINOR STORM DAMAGE. MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
2589	Leyland Cypress, Cupressus × leylandii	14.0	14	65.0	Dominant	95.0	11	No	NO SEVERE BIOTIC ISSES OBSERVED. GOOD COLOR, VIGOR & VITALITY. FAIR / GOOD STRUCTURE. CANOPY SHOWS DIE-BACK. VOLUNTEER. MULBERRY IS ROOTED AT T-2589 ROOT CROWN.
2590	Morus alba, White Mulberry	9.0	9	50.0	Codominant	-	15	No	GOOD VIGOR & VITALITY. FAIR TO POOR STRUCTURE. MULTI-STEM UNION AT BASE OF TRUNK STEM.
2591	Morus alba, White Mulberry	3.5, 3.5	8	62.0	Intermediate	-	6	Yes	GOOD VIGOR & VITALITY. FAIR TO POOR STRUCTURE.
2592	Gleditsia triacanthos, Honeylocust	23.0	23	70.0	Dominant	-	22	No	MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
2593	Gleditsia triacanthos, Honeylocust	20.5	21	70.0	Dominant	-	21	No	MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
2594	Crataegus spp., Hawthorn	9, 6.7	11	40.0	Codominant	40.0	14	No	T-2594 SHOWS SIGNIFICANT DEADWOOD & POOR STRUCTURE. TRUNK STEM WITH SAPSUCKER BORE HOLES AT MID-TRUNK STEM.
2595	Crataegus spp., Hawthorn	12.4	12	70.0	Codominant	-	16	No	MINOR CANOPY DEADWOOD. GOOD STRUCTURE, VIGOR, & VITALITY.
2596	Crataegus spp., Hawthorn	15.4	15	50.0	Codominant	-	13	No	NO SEVERE BIOTIC ISSUES OBSERVED. CANOPY DEADWOOD. INSECT BORE MID TRUNK STEM. FAIR TO GOOD VIGOR & VITALITY. FAIR TO POOR STRUCTURE.
2597	Tilia cordata, Littleleaf Linden	12.6	13	70.0	Codominant	-	16	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLALR. V-SHAPED CODOMINANT UNION W/ VISIBLE SEAM. POORLY CALLUSED PRUNING SCARS. EXPOSED ROOT SYSTEM W/ DAMAGE. MULTIPLE GIRDLING ROOTS (2-3"). FAIR STRUCTURE. FAIR TO GOOD VIGOR. GOOD VITALITY.
2598	Tilia cordata, Littleleaf Linden	9.2	9	78.0	Codominant	-	14	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. MINOR TRUNK STEM LEAN. POORLY CALLUSED PRUNING SCARS. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
2599	Crataegus spp., Hawthorn	6.5	8	88.0	Intermediate	-	11	No	VOLCANO MULCH, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
2600	Gleditsia triacanthos, Honeylocust	22.9	23	85.0	Dominant	-	25	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. MULTIPLE GIRDLING ROOTS (2-3"). MINOR UPPER CANOPY DEADWOOD & HANGERS (<1"). EXPOSED ROOT SYSTEM, MOWER DAMAGE. GOOD STRUCTURE, VIGOR, & VITALITY.
5325	Magnolia x soulangiana, Saucer Magnolia	5.7, 4, 3.5	8	78.0	Intermediate	-	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
5326	Magnolia x soulangiana, Saucer Magnolia	5.5, 4.6	8	78.0	Intermediate	-	12	No	NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT AT ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
5327	Magnolia x soulangiana, Saucer Magnolia	4, 3.5, 3.5	8	78.0	Intermediate	-	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
5328	Magnolia x soulangiana, Saucer Magnolia	5, 3.5, 3.5, 3	8	78.0	Intermediate	-	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT AT ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
5329	Magnolia x soulangiana, Saucer Magnolia	5.0	8	78.0	Intermediate	-	8	No	NO APPARENT BIOTIC ISSUES. SINGLE STEM. GOOD STRUCTURE, VIGOR, & VITALITY.
5330	Magnolia x soulangiana, Saucer Magnolia	6, 4.5, 4	8	70.0	Intermediate	-	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. THE 6" STEM SHOW A 10-FT VERTICAL CANKER. CANKER SHOWS COMPARTIMENATLIZATION. MULTI CODOM STEMS AT ROOT CROWN.
5331	Magnolia x soulangiana, Saucer Magnolia	8, 6.4	10	78.0	Intermediate	-	13	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. MULTI CODOM STEMS AT ROOT CROWN.
5332	Ilex x attenuata, Foster's Holly	11, 8.5	14	78.0	Codominant	65.0	17	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5333	Ilex x attenuata, Foster's Holly	10.8	11	78.0	Codominant	55.0	12	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5334	Ilex x attenuata, Foster's Holly	8, 7.3	11	78.0	Codominant	40.0	8	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5335	Ilex x attenuata, Foster's Holly	8, 7	10	78.0	Codominant	35.0	8	No	NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5336	Ilex x attenuata, Foster's Holly	8, 6	10	78.0	Codominant	40.0	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT 2' UP TRUNK STEM. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5337	Ilex x attenuata, Foster's Holly	9.2	9	78.0	Codominant	55.0	9	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5338	Ilex x attenuata, Foster's Holly	7.3	8	78.0	Codominant	60.0	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. SINGLE STEM. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5339	Ilex x attenuata, Foster's Holly	8.5, 7, 5.3	12	78.0	Codominant	50.0	10	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5340	Ilex x attenuata, Foster's Holly	8, 7, 6.1	12	78.0	Codominant	60.0	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.

PLAN PREPARED BY: NELSON P. KIRCHNER, RLA
ISA CERTIFIED ARBORIST No. MA-4720AM

SIGNATURE _____

DATE 2026.04.20

NO.	DESCRIPTION	REVIEW BY	APPROVED	DATE

REVISION APPROVED BY
SITE PLAN REVIEW AND INSPECTIONS DIVISION

VIKA VIRGINIA, LLC
8180 Greensboro Dr., Suite 200
Tysons, VA 22102
703.442.7800 | vika.com

Our Site Set on the Future.

THE INFORMATION, DESIGN, AND CONTENT OF THESE DRAWINGS AND/OR DOCUMENTS HERETO ARE PROPRIETARY TO VIKA VIRGINIA, L.L.C. AND CONSTITUTE ITS PROPRIETARY INTELLECTUAL PROPERTY. THESE DRAWINGS AND/OR DOCUMENTS MUST NOT BE DIGITALLY FORWARDED, SHARED OR COPIED, DIGITALLY CONVERTED, MODIFIED, OR USED FOR ANY DESIGN PURPOSE, IN ANY FORMAT, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM VIKA VIRGINIA, L.L.C. VIOLATIONS MAY RESULT IN PROSECUTION. ONLY APPROVED, SIGNED AND SEALED PLANS OR DRAWINGS MAY BE UTILIZED

Tree No.	Species	Size	CRZ	Condition	Canopy Position	Crown Density	Average Crown Radius	Invasive Species	Existing Conditions / Observations
		*DBH (in)	R (ft)	%		%	R (ft)	Yes/No	
5341	Ilex x attenuata, Foster's Holly	8.3, 7.9, 7	13	78.0	Codominant	70.0	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM W/ INCLUDED BARK. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5342	Ilex x attenuata, Foster's Holly	10.0	10	78.0	Codominant	70.0	9	No	NO APPARENT BIOTIC ISSUES OBSERVED. SINGLE STEM. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5343	Ilex x attenuata, Foster's Holly	10.2, 8	13	70.0	Codominant	60.0	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT BASE OF TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5344	Leyland Cypress, Cupressus × leylandii	11.2	11	85.0	Codominant	85.0	15	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5345	Leyland Cypress, Cupressus × leylandii	12.9	13	85.0	Codominant	85.0	15	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5346	Pinus nigra, Austrian Pine	8.1, 7.1	11	45.0	Codominant	25.0	10	No	U-SHAPED CODOMINANT UNION AT LOWER TRUNK STEM, ONE STEM PREVIOUSLY TOPPED. LOW LIVE CANOPY RATIO. FAIR TO POOR STRUCTURE. GOOD COLOR. FAIR VITALITY & VIGOR.
5347	Leyland Cypress, Cupressus × leylandii	10.2, 6.1	12	80.0	Codominant	85.0	13	No	ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5348	Leyland Cypress, Cupressus × leylandii	7.6	8	50.0	Suppressed	35.0	10	No	OUTCOMPETED BY NEIGHBORS. LOW LIVE CANOPY RATIO. FAIR TO GOOD STRUCTURE. FAIR TO POOR VIGOR. FAIR VITALITY. GOOD COLOR.
5349	Ulmus americana, American Elm	4.5	8	35.0	Intermediate	-	10	No	SHOWS HISTORY OF STORM DAMAGE. FAIR TO POOR STRUCTURE, VIGOR, & VITALITY.
5350*	Leyland Cypress, Cupressus × leylandii	10.5, 6.6	12	80.0	Codominant	85.0	13	No	CODOMINANT UNION AT BASE OF TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5351	Leyland Cypress, Cupressus × leylandii	11.0	11	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5352	Leyland Cypress, Cupressus × leylandii	10.2	10	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5353	Leyland Cypress, Cupressus × leylandii	12.4	12	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5354	Leyland Cypress, Cupressus × leylandii	11.4, 5.9	13	80.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. CODOMINANT UNION AT BREAST HEIGHT. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5355	Ailanthus altissima, Tree-of-Heaven	11, 8.3, 5.7, 4.4	16	68.0	Codominant	-	18	Yes	4-STEM UNION AT BASE OF TRUNK. 5.7" STEM W/ VINE GIRDLE. ASYMMETRIC CANOPY. LOWER CANOPY DEADWOOD (1"). GOOD VIGOR & VITALITY.
5356	Nyssa sylvatica, Blackgum	3.4	8	70.0	Suppressed	-	6	No	ASYMMETRIC CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY.
5357	Quercus palustris, Pin Oak	5.1	8	70.0	Codominant	-	10	No	LOW LIVE CANOPY RATIO. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
5358	Prunus serotina, Black Cherry	10.9, 9.2	14	35.0	Codominant	-	17	No	SEVERE STORM DAMAGE. VINES EMBEDDED INTO TRUNKS STEM. U-SHAPED CODOMINANT UNION AT BASE OF TRUNK STEM. ASIATIC BITTERSWEET & JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
5359	Nyssa sylvatica, Blackgum	4.9	8	50.0	Suppressed	-	8	No	ASYMMETRIC CANOPY. GROWS UNDER CANOPY OF T-5358. FAIR STRUCTURE, VIGOR, & VITALITY.
5360	Ulmus americana, American Elm	3.5	8	65.0	Intermediate	-	8	No	JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. FAIR TO GOOD STRUCTURE. FAIR VIGOR & VITALITY.
5361	Leyland Cypress, Cupressus x leylandii	10.3	10	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5362	Leyland Cypress, Cupressus x leylandii	11.0	11	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5363	Leyland Cypress, Cupressus x leylandii	12.5	13	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5364	Leyland Cypress, Cupressus x leylandii	13.1	13	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5365	Leyland Cypress, Cupressus x leylandii	10.5, 8	13	80.0	Codominant	85.0	13	No	CODOMINANT UNION AT BREAST HEIGHT. SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5366	Leyland Cypress, Cupressus x leylandii	11.9, 7.6	14	80.0	Codominant	85.0	13	No	CODOMINANT UNION AT BREAST HEIGHT. SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5367	Leyland Cypress, Cupressus x leylandii	16.5	17	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5368	Leyland Cypress, Cupressus x leylandii	12.3, 5.5	14	80.0	Codominant	85.0	13	No	CODOMINANT UNION AT BREAST HEIGHT. SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5369	Leyland Cypress, Cupressus x leylandii	13.1	13	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5370	Leyland Cypress, Cupressus x leylandii	12.7	13	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5371	Pinus strobus, Eastern White Pine	16.3	16	45.0	Dominant	80.0	18	No	SEVERE TRUNK STEM LEAN TOWARDS PARKING LOT. REACTION WOOD AT BASE OF TRUNK. ASYMMETRIC CANOPY. FAIR TO POOR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5372	Pinus virginiana, Virginia Pine	12.6	13	55.0	Codominant	45.0	17	No	TRUNK STEM LEAN TOWARDS PARKING LOT. ASYMMETRIC CANOPY. FAIR TO POOR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5373*	Pyrus calleryana, Callery Pear	25.7	26	45.0	Codominant	-	24	Yes	SEVERE STORM DAMAGE. MULTIPLE DEAD & DECAYING LEADERS. ASYMMETRIC CANOPY. INDENTATION AT ROOT FLARE FROM PREVIOUS GIRDLE. POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
5374	Pinus strobus, Eastern White Pine	11.7	12	75.0	Dominant	45.0	16	No	ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5375*	Pyrus calleryana, Callery Pear	21.9	22	55.0	Codominant	-	26	Yes	SIGNIFICANT DEADWOOD. POOR SCAFFOLD BRANCH ATTACHMENT. EPICORMIC SHOOTS. EXPOSED ROOT SYSTEM, MOWER DAMAGE. FAIR TO POOR STRUCTURE. GOOD VIGOR & VITALITY.
5376*	Pinus strobus, Eastern White Pine	6.9, 5.2	8	62.0	Codominant	33.0	12	No	U-SHAPED CODOMINANT UNION AT BASE OF TRUNK. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GROWS THROUGH CANOPY OF T-5375. ASYMMETRIC CANOPY. MINOR TRUNK STEM LEAN. FAIR STRUCTURE. FAIR TO GOOD COLOR, VIGOR, & VITALITY.
5377	Pinus strobus, Eastern White Pine	8.3	8	35.0	Codominant	5.0	12	No	IN DECLINE. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. LOW LIVE CANOPY RATIO. LOWER CANOPY DEADWOOD (1"). TRUNK STEM LEAN. FAIR STRUCTURE. FAIR TO POOR COLOR, VIGOR, & VITALITY.
5378	Pinus strobus, Eastern White Pine	13.7	14	40.0	Dominant	10.0	14	No	IN DECLINE. MINOR MULCH VOLCANO. MULTIPLE GIRDLING ROOTS (1"). 70% UPPER CANOPY DIEBACK. GOOD STRUCTURE. FAIR TO POOR COLOR, VIGOR, & VITALITY.
5379	Pinus thunbergii, Japanese Black Pine	11.3	11	55.0	Intermediate	65.0	13	No	STORM DAMAGED, TOPPED. TWISTED STRUCTURE (TYPICAL OF SPECIES). POOR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5380	Leyland Cypress, Cupressus x leylandii	28.0	28	88.0	Codominant	85.0	18	No	OPEN GROWN. WINTER CREEPER FROM GRADE TO LOWER CANOPY. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5381	Pinus strobus, Eastern White Pine	14.5	15	50.0	Dominant	20.0	15	No	U-SHAPED CODOMINANT UNION MID TRUNK STEM. LOW TO MID CANOPY DEADWOOD (1"). FAIR STRUCTURE, COLOR, VIGOR, & VITALITY.
5382	Pinus virginiana, Virginia Pine	11.3	11	50.0	Codominant	10.0	14	No	MINOR TRUNK STEM LEAN TOWARDS BUILDING. DEAD VINES IN UPPER CANOPY. FAIR STRUCTURE, COLOR, VIGOR, & VITALITY.
5383	Pinus virginiana, Virginia Pine	8.1	8	40.0	Codominant	15.0	13	No	SEVERE TRUNK STEM LEAN TOWARDS BUILDING. WINTER CREEPER GROUND COVER. POOR STRUCTURE. FAIR TO GOOD COLOR, VIGOR, & VITALITY.
5384	Pinus virginiana, Virginia Pine	12.2	12	40.0	Codominant	10.0	13	No	SEVERE TRUNK STEM LEAN TOWARDS BUILDING. WINTER CREEPER GROUND COVER. POOR STRUCTURE, DUE TO LEAN. FAIR TO GOOD COLOR, VIGOR, & VITALITY.
5385	Pinus virginiana, Virginia Pine	7.9	8	45.0	Codominant	<5.0	8	No	LOW LIVE CANOPY RATIO. TWISTED STRUCTURE. WINTER CREEPER GROUND COVER. FAIR TO POOR STRUCTURE. FAIR COLOR, VIGOR, & VITALITY.
5386	Quercus velutina, Black Oak	6.0	8	75.0	Intermediate	-	9	No	MINOR TRUNK STEM LEAN TOWARDS PARKING LOT. DEAD VINES THROUGHOUT UPPER CANOPY. WINTER CREEPER GROUND COVER. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
5387	Pinus virginiana, Virginia Pine	10.5	11	45.0	Codominant	35.0	12	No	U-SHAPED CODOMINANT UNION. LOW LIVE CANOPY RATIO. WINTER CREEPER GROUND COVER. WINTER CREEPER GROUND COVER. POISON IVY FROM GRADE TO UPPER CANOPY, EMBEDDED INTO TRUNK STEM, PORTION OF VINES DEAD & DECAYING.
5388	Pinus virginiana, Virginia Pine	13.0	13	35.0	Codominant	<5.0	12	No	OUTCOMPETED BY NEIGHBORS. WINTER CREEPER GROUND COVER. POISON IVY FROM GRADE TO UPPER CANOPY, EMBEDDED INTO TRUNK STEM, PORTION OF VINES DEAD & DECAYING. VERY POOR STRUCTURE. FAIR TO POOR VIGOR. FAIR VITALITY. FAIR TO GOOD COLOR.
5389	Pinus strobus, Eastern White Pine	11.4	11	88.0	Codominant	85.0	11	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5390	Pinus strobus, Eastern White Pine	7.4	8	40.0	Intermediate	10.0	10	No	IN DECLINE. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. PREVIOUSLY TOPPED. FAIR TO POOR STRUCTURE, COLOR, VIGOR, & VITALITY.
5391	Ilex x attenuata, Foster's Holly	3.2, 3.2, 2.4	8	85.0	Intermediate	95.0	6	No	CODOMINANT UNION AT LOWER TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5392	Ilex x attenuata, Foster's Holly	5.5, 2.6	8	85.0	Intermediate	95.0	6	No	CODOMINANT UNION AT LOWER TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5393	Ilex x attenuata, Foster's Holly	5.0	8	90.0	Intermediate	90.0	6	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5394	Leyland Cypress, Cupressus x leylandii	6.8	8	95.0	Intermediate	90.0	10	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5395	Juniperus virginiana, Eastern Red Cedar	17.7	18	65.0	Dominant	10.0	15	No	LOW LIVE CANOPY RATIO. LOWER CANOPY DEADWOOD (1-2"). FAIR TO GOOD STRUCTURE. FAIR VIGOR & VITALITY.
5396	Diospyros virginiana, Common Persimmon	5.2	8	35.0	Suppressed	-	7	No	IN DECLINE. TRUNK STEM LEAN. STORM DAMAGED. TWISTED STRUCTURE. FAIR TO POOR STRUCTURE, VIGOR, & VITALITY.
5397	Juniperus virginiana, Eastern Red Cedar	14.7	15	72.0	Dominant	50.0	14	No	JAPANESE HONESUCKLE FROM GRADE TO MID CANOPY. ASYMMETRIC CANOPY. STORM DAMAGED. FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5398	Quercus palustris, Pin Oak	16.5	17	15.0	Dominant	-	18	No	UPPER CANOPY DEAD & DECAYING, ONE LOWER SCAFFOLD BRANCH REMAINS ALIVE. SEVERE BARK EXFOLIATION. OPEN CAVITIES AT ROOT FLARE & MID TRUNK STEM. TRUNK STEM LEAN TOWARDS BUILDING.
5399	Quercus palustris, Pin Oak	18.1	18	82.0	Dominant	-	16	No	NO SEVERE BIOTIC ISSUES OBSERVED. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
5400	Dead Snag	15.5	16	0.0	Dominant	-	-	No	ASSESSED AS STANDING DEAD. STORM DAMAGED, TOPPED.
5869	Gleditsia triacanthos, Honeylocust	27.2	27	88.0	Dominant	-	29	No	VOLCANO MULCHED, ELEVATED ROOT BALL. PAINT ON BARK SURFACE. EXPOSED ROOT SYSTEM, MOWER DAMAGE. GOOD STRUCTURE, VIGOR, & VITALITY.
5870	Gleditsia triacanthos, Honeylocust	21.0	21	75.0	Dominant	-	25	No	MINOR STORM DAMAGE. MINOR UPPER CANOPY DEADWOOD (<1"). SLIGHTLY ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY.
5871	Magnolia x soulangiana, Saucer Magnolia	6, 5.7, 5.5, 3	10	78.0	Codominant	-	10	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY.
5872	Ilex x attenuata, Foster's Holly	5.9, 5.3	8	78.0	Codominant	40.0	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5873	Ilex x attenuata, Foster's Holly	8.5	9	78.0	Codominant	45.0	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5874	Ilex x attenuata, Foster's Holly	10.0	10	78.0	Codominant	60.0	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5875	Magnolia x soulangiana, Saucer Magnolia	7, 3, 6.4	10	78.0	Codominant	-	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
5876	Ilex x attenuata, Foster's Holly	7.4, 7.4	10	78.0	Codominant	50.0	10	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM W/ BARK INCLUSION.
5877	Ilex x attenuata, Foster's Holly	8.3, 7, 6.2, 5.5	14	78.0	Codominant	70.0	10	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5878	Ilex x attenuata, Foster's Holly	9, 6.7	11	78.0	Codominant	50.0	10	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5879	Ilex x attenuata, Foster's Holly	8.3	8	78.0	Codominant	40.0	9	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5880	Ilex x attenuata, Foster's Holly	7.2	8	75.0	Codominant	25.0	8	No	NO SEVERE BIOTIC ISSUES OBSERVED. LOW TO MODERATE LIVE CANOPY RATIO. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5881	Ilex x attenuata, Foster's Holly	7.2, 6.5	10	78.0	Codominant	40.0	9	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION 2' UP TRUNK STEM W/ INCLUDED BARK. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5882	Ilex x attenuata, Foster's Holly	7.4	8	78.0	Codominant	40.0	9	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5883	Ilex x attenuata, Foster's Holly	8.7, 7.5	12	78.0	Codominant	65.0	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5884	Acer rubrum, Red Maple	7.5	8	55.0	Intermediate	-	18	No	TRUNK STEM LEAN TOWARDS FOREST EXTERIOR. ASYMMETRIC CANOPY. FAIR TO POOR STRUCTURE. GOOD VIGOR & VITALITY.
5885	Quercus stellata, Post Oak	3.7	8	45.0	Suppressed	-	12	No	APICAL LEADER DEAD & DECAYING, SCAFFOLD BRANCH ASSUMED DOMINANCE. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
5886	Magnolia x soulangiana, Saucer Magnolia	5.7, 5.7, 5.5	10	75.0	Codominant	-	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. MINOR CANOPY DEADWOOD. GOOD STRUCTURE, VIGOR , & VITALITY.
5888	Ilex x attenuata, Foster's Holly	12, 7.5	14	78.0	Codominant	-	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
5889	Magnolia x soulangiana, Saucer Magnolia	4, 4, 3, 3	8	78.0	Intermediate	-	12	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.

DBH = Dameter at Breast Height (measured 4.5 feet above ground).

CRZ =Critical Root Zone (1 foot of radius per inch of tree diameter). CRZ for trees with multiple stems are calculated based on the diameter of a tree with the basal area equal to the sum of the basal areas for all stems measured.

* = Indicates that low branching precludes trunk caliper measurement at 4.5 feet. Measurement is from smallest circumference below the lowest branching.

• The total circumference of a multi stem tree (greater than 2-Stems) = $A^2 + B^2 + C^2$ = Sum; \Sum = Total Aggregate Circumference of Multi Stem

• The total circumference of a 2-stem tree (from the root crown) is the sum of the two stems.

Field Inventory & Condition Assessment conducted the week of 12/07/2025, Crown Density of deciduous trees not measured due to dormancy; Additional data collection conducted 04/20/2026. Crown Density of deciduous trees was measured

Conditions Ratings are provided as percentages and are based on methods outlined in the "Guide for Plant Appraisal", 10th Edition, published by the International Society of Arboriculture.

R:\PROJECTS\8764\8764A\[DATA\Landscape & Trees\[(2026.04.20) Exchange Place Tree Inventory.xlsx]Sheet1

PLAN PREPARED BY: NELSON P. KIRCHNER, RLA
ISA CERTIFIED ARBORIST No. MA-4720AM

SIGNATURE

DATE 2026.04.20

NO.	DESCRIPTION	REVIEW BY	APPROVED	DATE

REVISION APPROVED BY
SITE PLAN REVIEW AND INSPECTIONS DIVISION

VIKA VIRGINIA, LLC
8180 Greensboro Dr., Suite 200
Tysons, VA 22102
703.442.7800 | vika.com

Our Site Set on the Future.

THE INFORMATION, DESIGN, AND CONTENT OF THESE DRAWINGS AND/OR DOCUMENTS HERETO ARE PROPRIETARY TO VIKA VIRGINIA, L.L.C. AND CONSTITUTE ITS PROPRIETARY INTELLECTUAL PROPERTY. THESE DRAWINGS AND/OR DOCUMENTS MUST NOT BE DIGITALLY FORWARDED, SHARED OR COPIED, DIGITALLY CONVERTED, MODIFIED, OR USED FOR ANY DESIGN PURPOSE, IN ANY FORMAT, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM VIKA VIRGINIA, L.L.C. VIOLATIONS MAY RESULT IN PROSECUTION. ONLY APPROVED, SIGNED AND SEALED PLANS OR DRAWINGS MAY BE UTILIZED FOR RECORDING AND/OR CONSTRUCTION PURPOSES.

© 2021 VIKA VIRGINIA, L.L.C.

V 12.00

PLAN STATUS	DATE
	2026-06-15

POST-APPROVAL SHEET STATUS	DATE

PROFESSIONAL SEAL

HERNDON/VAN BUREN LLC

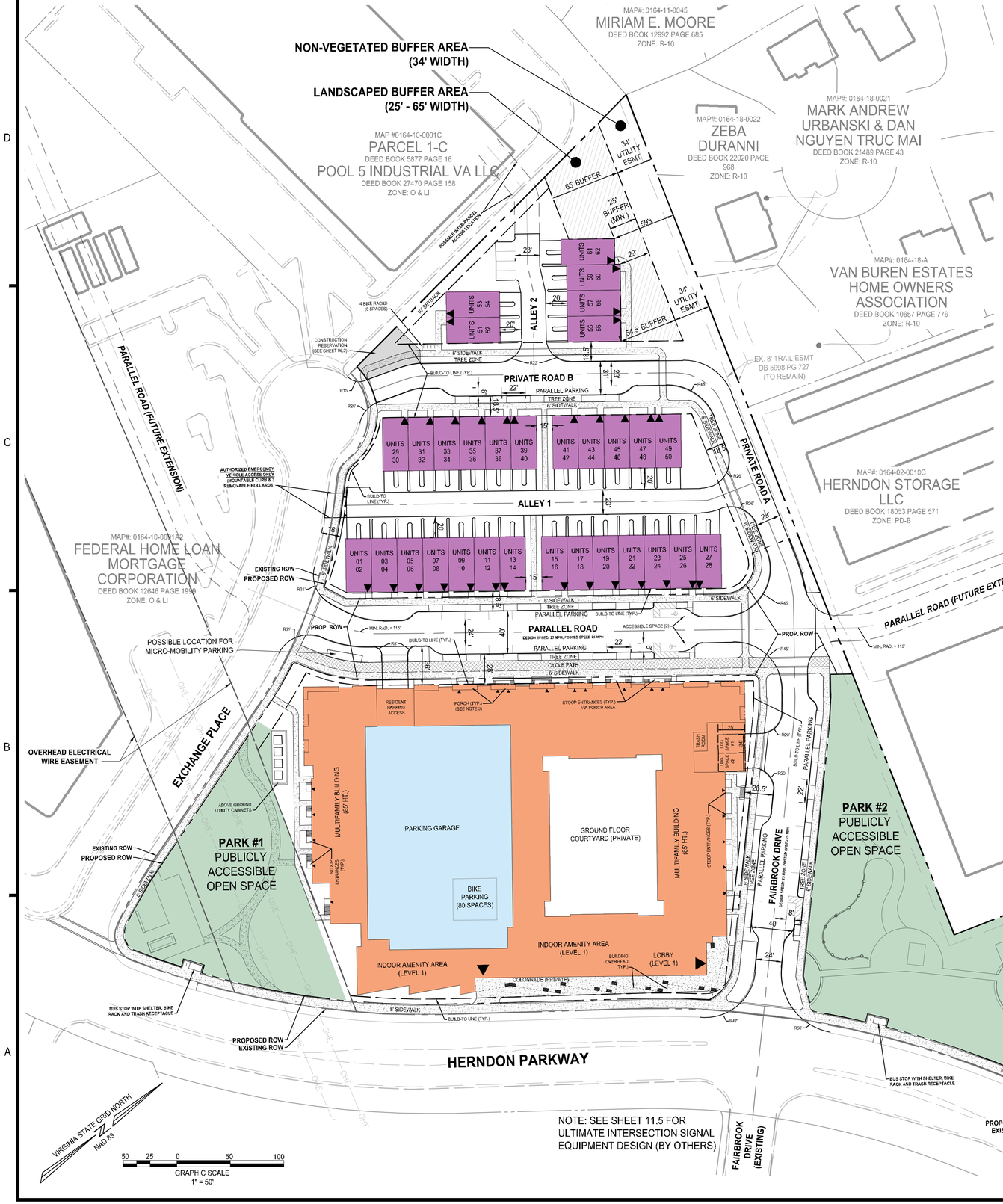
DRANESVILLE DISTRICT
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

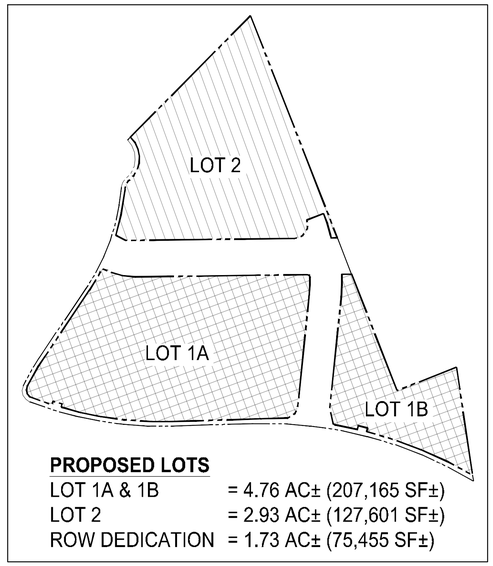
TREE INVENTORY & PRESERVATION PLAN

DRAWN BY:	ADA
DESIGNED BY:	NPK
DATE ISSUED:	12/04/2025
DWG. SCALE:	N/A
VIKA NO.	VV8764A
SHEET NO.	03.4

FILE: R:\PROJECTS\8764\8764A\CADD\ENGINEERING\CONSTRUCTION DRAWINGS\16.01 EXISTING TREE CONSERVATION PLAN.dwg USER: Aadams DATE: April 20, 2026 TIME: 3:48:16 PM LAYOUT: 03.4 TREE INVENTORY & PRESERVATION PLAN

LAYOUT: 03.4 TREE INVENTORY & PRESERVATION PLAN, Plotted By: aadams



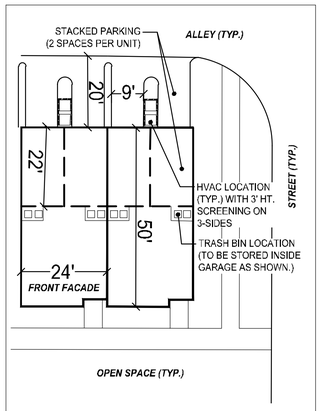


PROPOSED LOTS

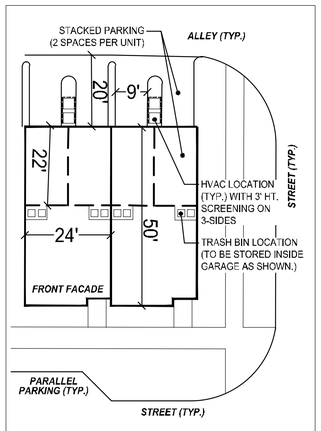
LOT 1A & 1B	= 4.76 AC± (207,165 SF±)
LOT 2	= 2.93 AC± (127,601 SF±)
ROW DEDICATION	= 1.73 AC± (75,455 SF±)

LEGEND:

- MULTIFAMILY BUILDING (400 UNITS)
- PARKING GARAGE (500 SPACES *REQUIRED*)
- STACKED MULTIFAMILY / TOWNHOMES (62 UNITS)
- PUBLICLY ACCESSIBLE OPEN SPACE (± 75,000 SF / 1.72 AC)
- PRIMARY BUILDING INGRESS / EGRESS
- PROPOSED BUFFER AREA (MODIFIED - SEE SHEET 13.1)



STACKED TOWNHOUSE LOT DETAIL (FACING OPEN SPACE)
SCALE 1" = 20'



STACKED TOWNHOUSE LOT DETAIL (FACING STREET)
SCALE 1" = 20'

NOTES:
1. WHERE BUILDINGS ARE PROPOSED ADJACENT TO THE EXISTING OVERHEAD ELECTRICAL WIRE EASEMENT (DOMINION), NO PARTS OF THE BUILDING OR ITS FOOTINGS ARE PERMITTED TO ENCROACH WITHIN THE EASEMENT AREA.

2. PER THE LAYOUT SHOWN, ONE TRASH ROOM IS LOCATED WITHIN THE MULTIFAMILY BUILDING WITHIN THE LOADING BAY. ROLL-UP DOORS ARE OPERATED BY MSW TRASH PICKUP PROVIDERS PROVIDING DIRECT ACCESS TO THE TRASH ROOM FROM WITHIN THE LOADING AREA. FOR TOWNHOUSE UNITS, TRASH PICKUP SHALL BE PROVIDED BY A PRIVATE PICKUP SERVICE WHICH SHALL BE DICTATED AND REGULATED BY THE COVENANTS OF THE HOME OWNERS ASSOCIATION FOR LOT 2.

3. PORCHES ARE PERMITTED TO ENCROACH BEYOND THE BUILD-TO LINE.

4. SEE SHEET 06.2 FOR AREAS OF DEDICATION, PROPOSED ROW, AND PUBLIC ACCESS EASEMENTS.

5. ALL SIDEWALKS AND TRAILS WITHIN PUBLIC ROW OR COVERED UNDER A PUBLIC ACCESS EASEMENT SHALL BE ADA COMPLIANT.

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

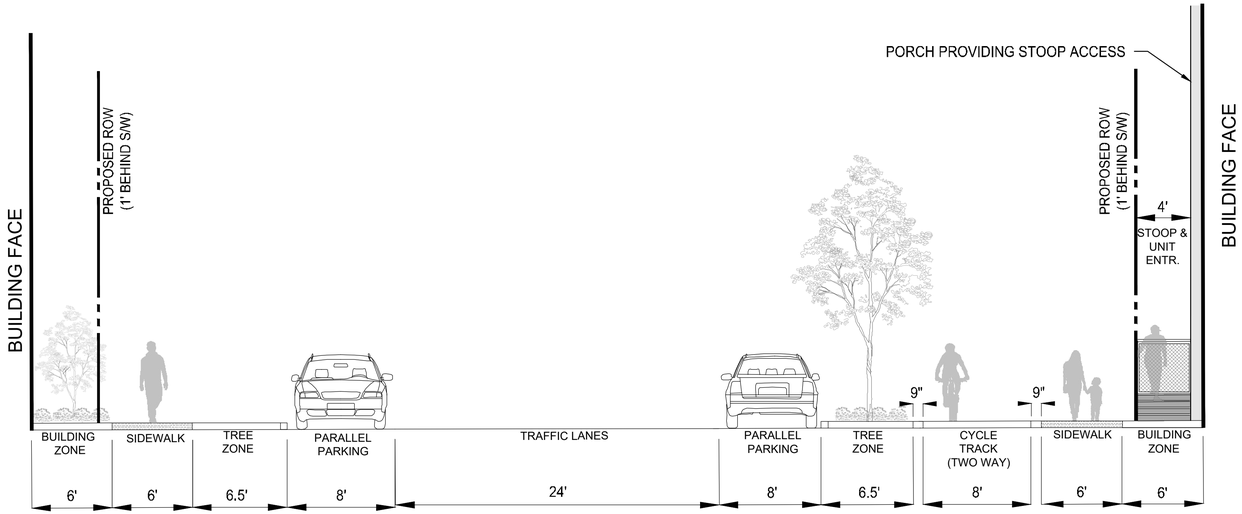
SHEET TITLE:

CONCEPTUAL DEVELOPMENT PLAN

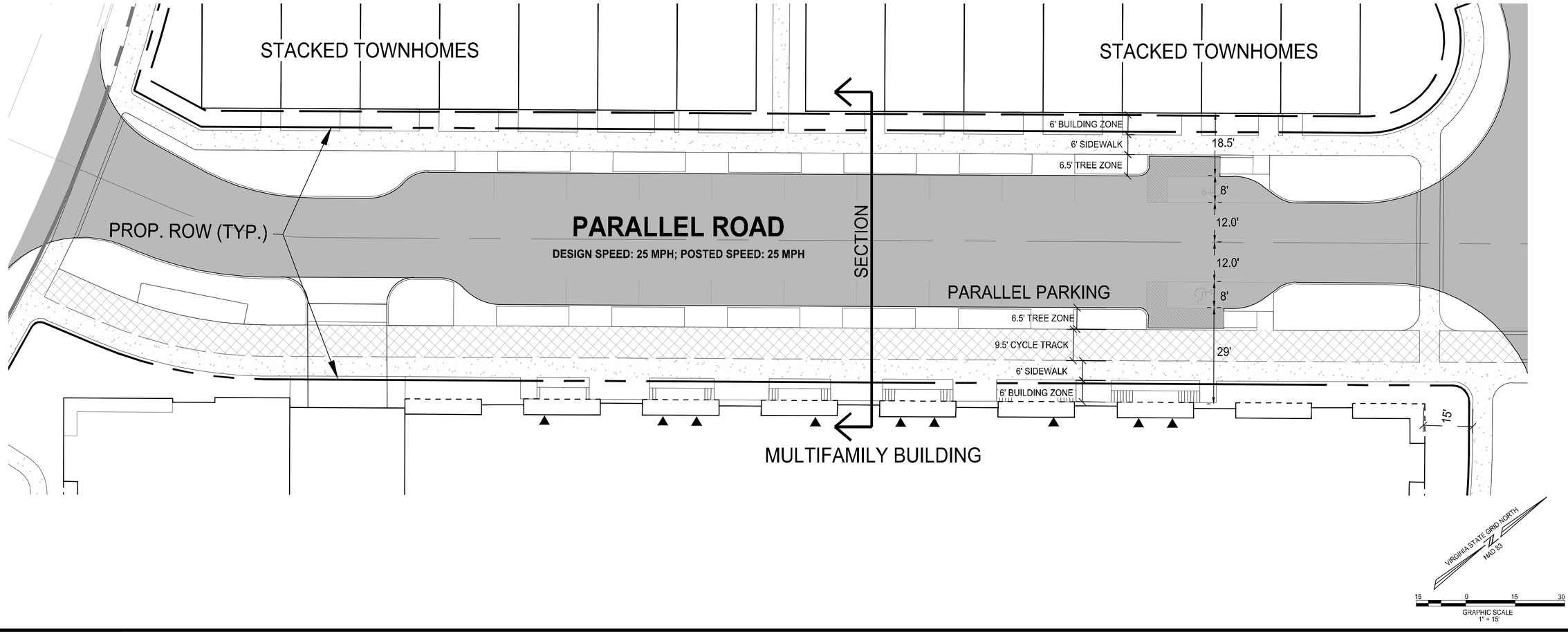
SHEET No.

04

P:\Projects\23008899.00\EXCHANGE PLACE DD'S\DEVELOPMENT PLAN\04 113159 DEVELOPMENT PLAN\04 CONCEPTUAL DEVELOPMENT PLAN.dwg, 6/12/2026 4:09:04 PM, Jason M. Abajora



SECTION ON PARALLEL ROAD



VIRGINIA STATE GRID NORTH
NAD 83

15 0 15 30
GRAPHIC SCALE
1" = 15'

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE
Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

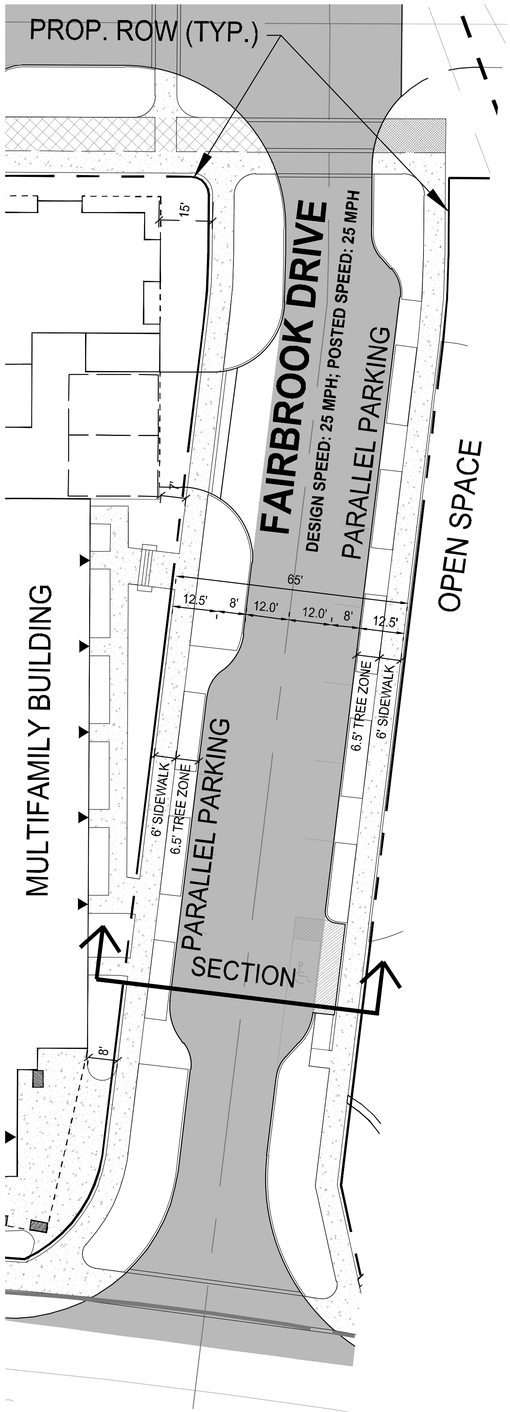
PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

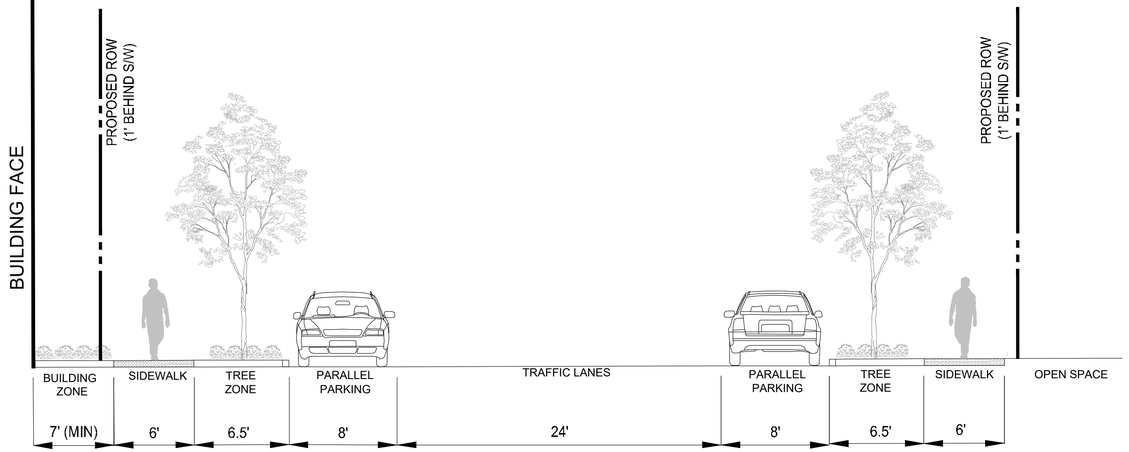
SHEET TITLE:

STREET SECTION
PARALLEL ROAD

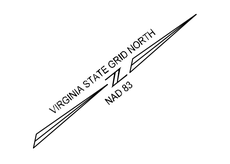
SHEET No.
04.1

P:\Projects\23008899.00\EXCHANGE PLACE DES\ELOPMENT PLAN\113159 DEVELOPMENT PLAN\04 CONCEPTUAL DEVELOPMENT PLAN.dwg, 6/12/2026 4:04:12 PM, Jason M. Allegra,





SECTION ON FAIRBROOK DRIVE



ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

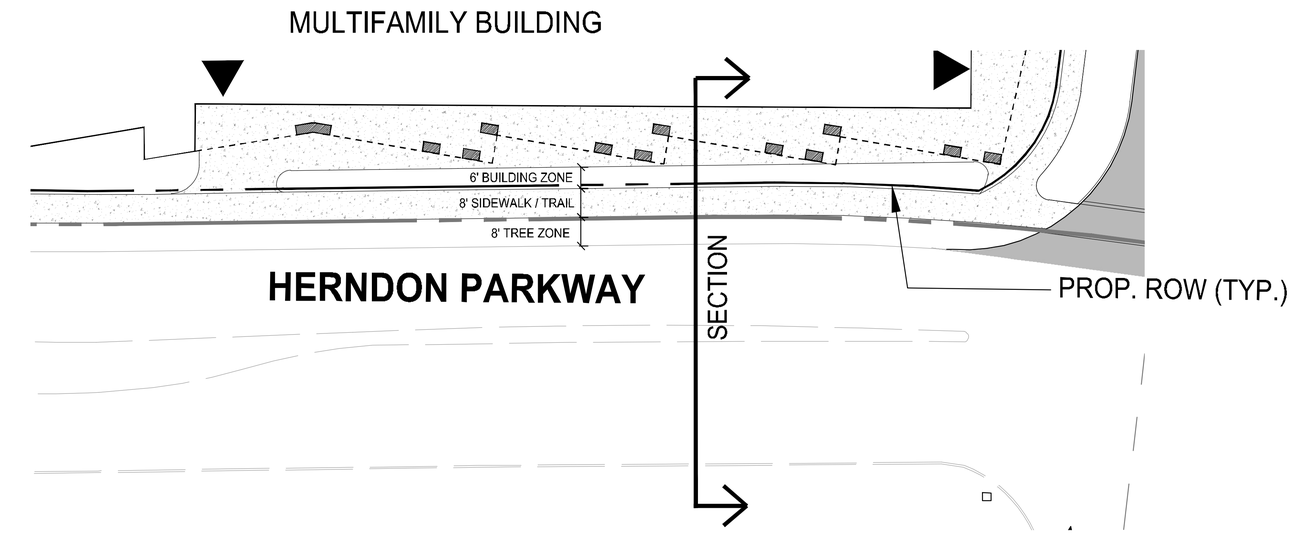
SHEET TITLE:

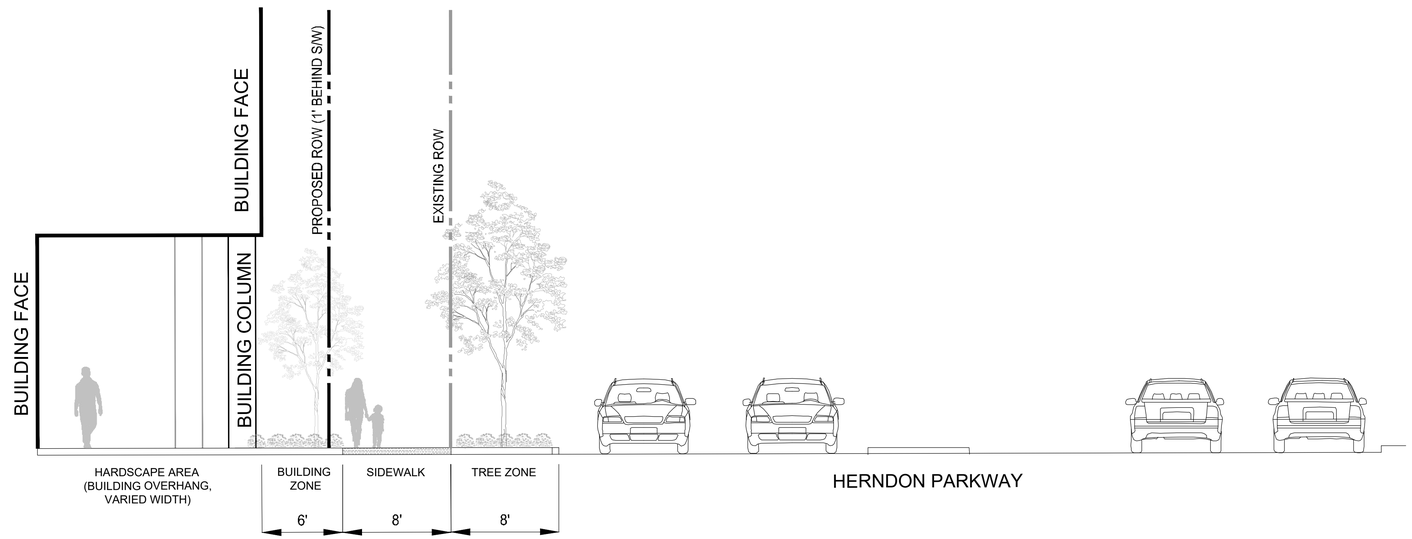
STREET SECTION
FAIRBROOK
DRIVE

SHEET No.

04.2

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\04 CONCEPTUAL DEVELOPMENT PLAN\dwg, 6/12/2026 4:05:20 PM, Jason M. Ahajea,





SECTION ON HERNDON PARKWAY

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

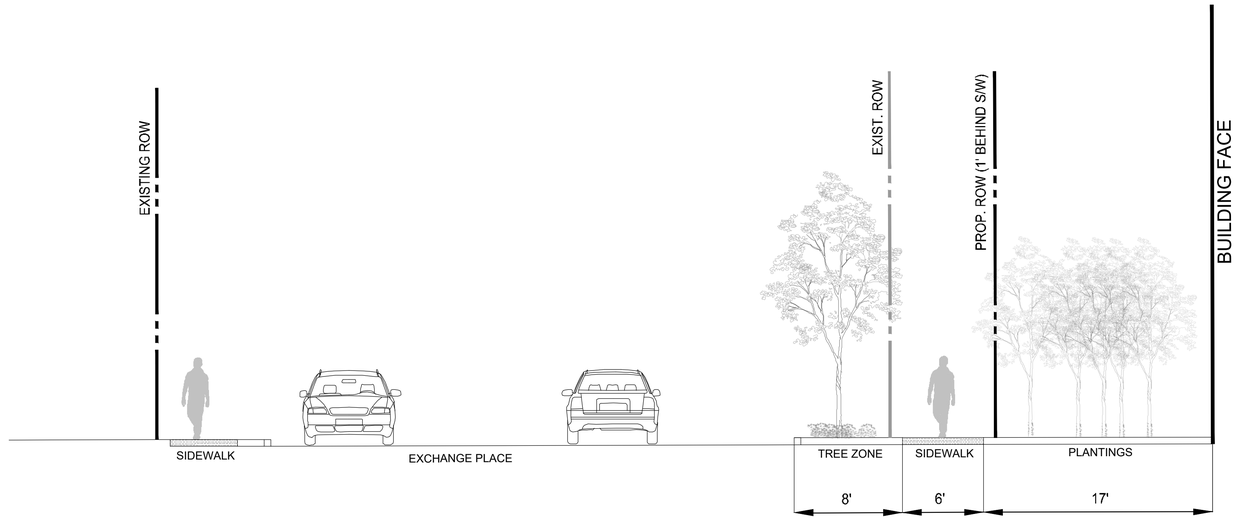
SHEET TITLE:

STREET SECTION
HERNDON
PARKWAY

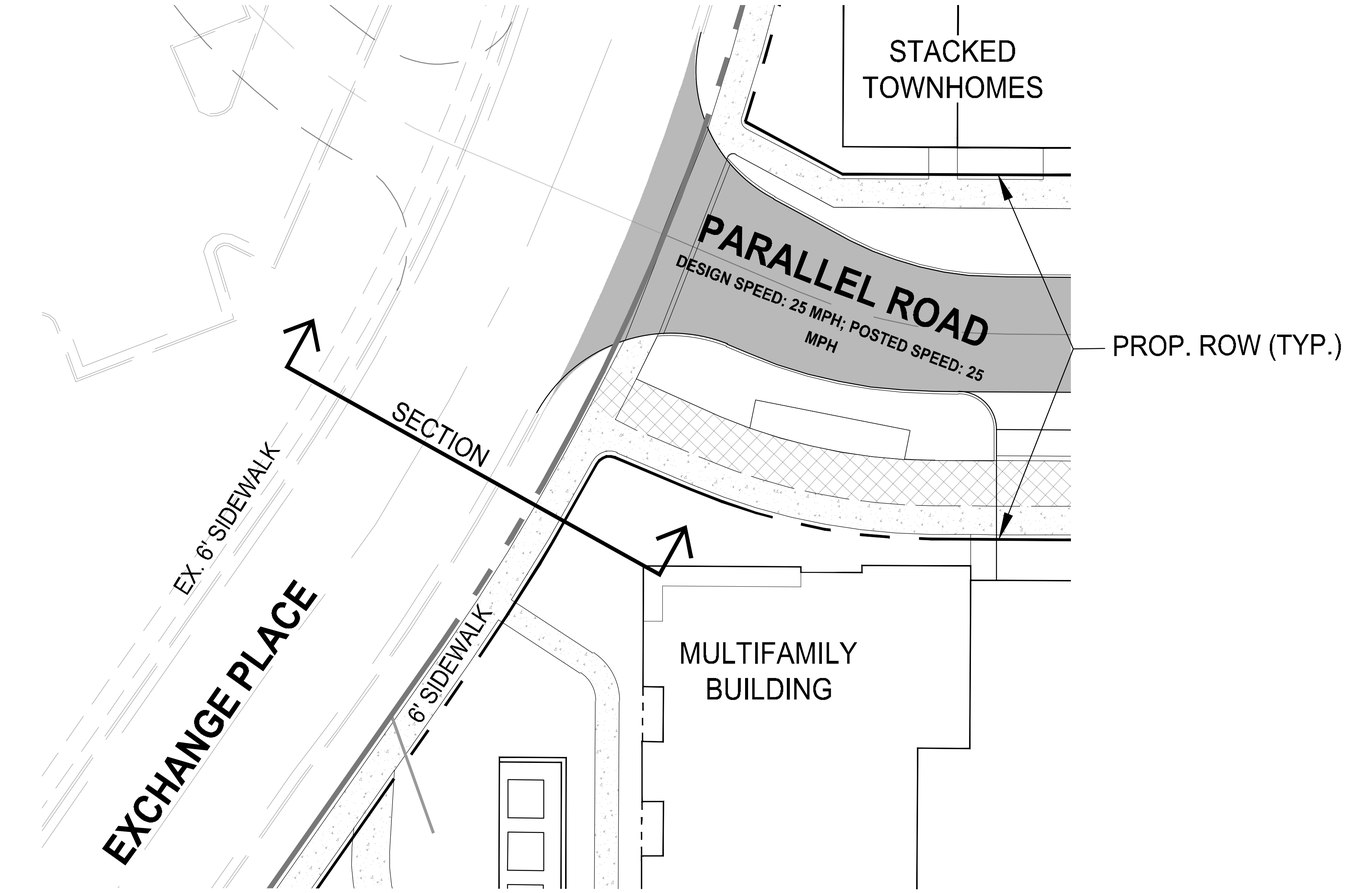
SHEET No.

04.3

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\04 CONCEPTUAL DEVELOPMENT PLAN.dwg, 6/12/2026 4:04:29 PM, Jason M. Allegra,



SECTION ON EXCHANGE PLACE



VIRGINIA STATE GRID NORTH
NAD 83

15 0 15 30
GRAPHIC SCALE
1" = 15'

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

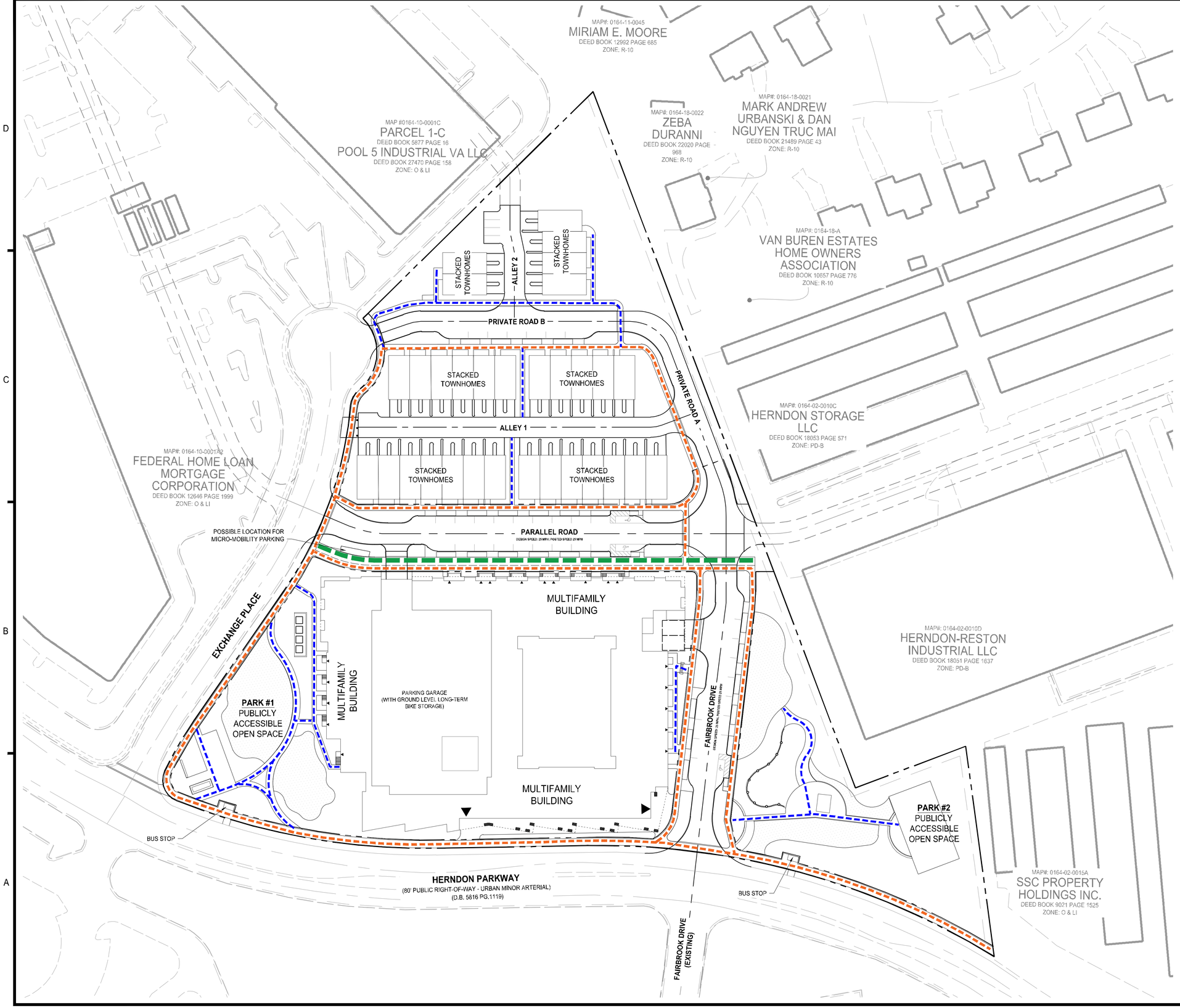
SHEET TITLE:

STREET SECTION
EXCHANGE
PLACE

SHEET No.

04.4

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\04 CONCEPTUAL DEVELOPMENT PLAN.dwg, 6/12/2026 4:04:37 PM, Jason M. Ahajera.



ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

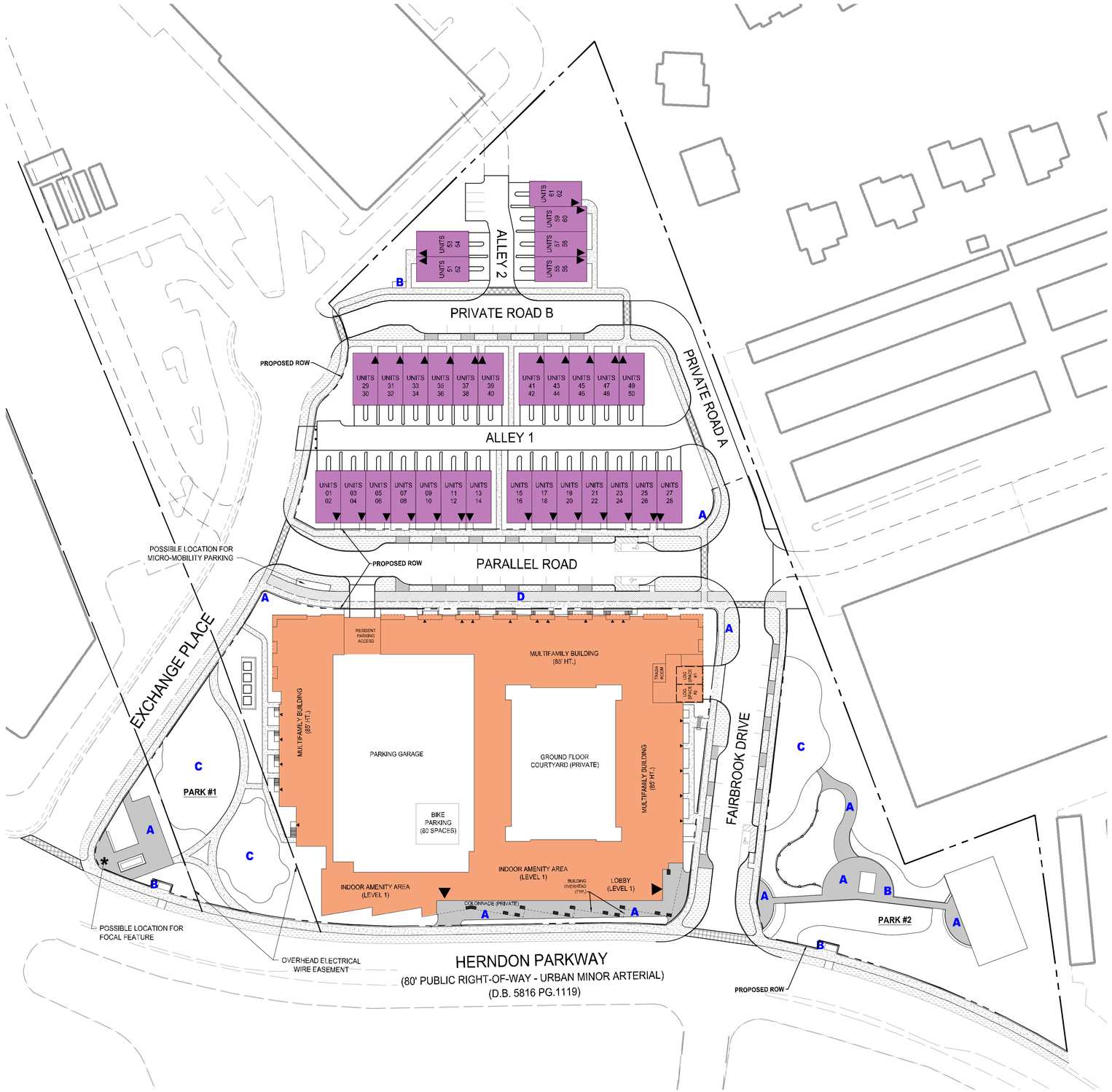
SHEET TITLE:

PEDESTRIAN CIRCULATION

SHEET No.

05

P:\Projects\23008899.00\EXCHANGE PLACE DD\DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\DD PEDESTRIAN CIRCULATION.dwg, 6/12/2026 4:05:24 PM, Jason.M. Augina



LEGEND:

- MULTIFAMILY BUILDING
- STACKED MULTIFAMILY / TOWNHOMES
- CONCRETE SIDEWALKS / LEADWALKS
- SPECIALTY PAVING (PAVERS, BRICKS, STAMPED CONCRETE, OR EQUAL)
- ASPHALT CYCLE TRACK WITH AT-GRADE STAMPED CONCRETE BORDER
- DECORATIVE STAMPED CROSSWALKS
- ENHANCED PLANTING AREA WITHIN STREETSCAPE (CONTAINING SMALL LOW LEVEL ORNAMENTAL PLANTINGS) (SEE NOTE 3)

A POSSIBLE LOCATION FOR BENCH / GROUP SEATING

B POSSIBLE LOCATION FOR BIKE RACK

C PUBLIC LAWN

D CYCLE TRACK

NOTES:

1. SEE PARK AREA DETAIL PLAN (SHEET 13.2) FOR AMENITIES WITHIN THOSE AREAS. SEE LANDSCAPE OVERVIEW (SHEET 13) FOR PROPOSED LANDSCAPE PLANTINGS.

2. ALL APPLICABLE STREETSCAPE ELEMENTS SHALL BE IN ACCORDANCE WITH THE STREETSCAPE MANUAL, DEMONSTRATED AT THE TIME OF SITE PLAN.

3. "ENHANCED PLANTING AREA WITHIN STREETSCAPE" ARES WITHIN DEDICATED RIGHT OF WAY ALONG EXCHANGE PLACE AND HERNDON PARKWAY, AND WOULD BE MAINTAINED BY OTHERS. CANOPY TREES IN THESE AREAS SHALL BE SPACED 35'-45' O.C.

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE
Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

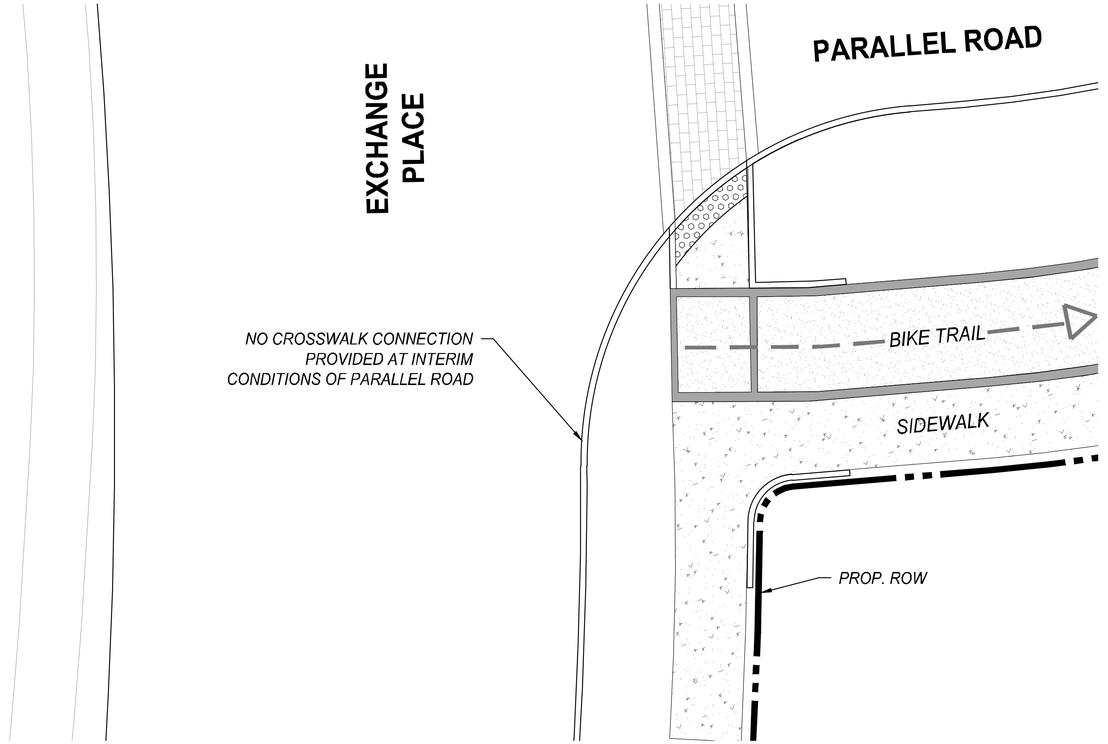
SHEET TITLE:

STREETSCAPE DETAIL

SHEET No.

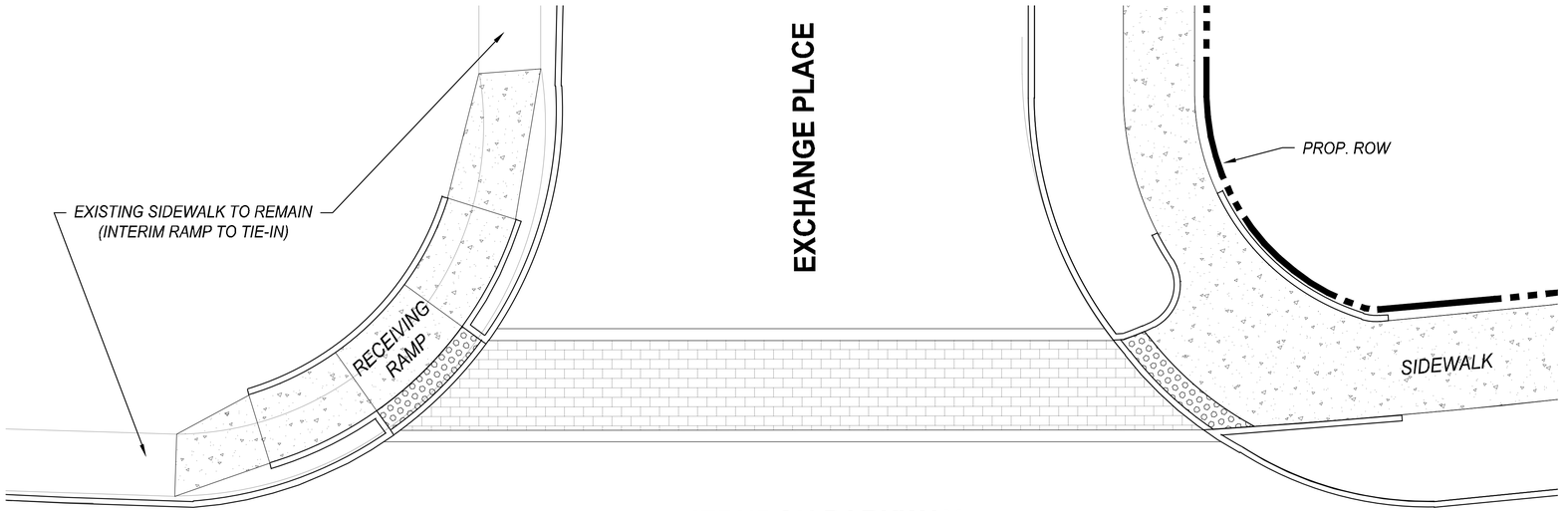
05.1

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\05.1 STREETSCAPE DETAIL.dwg, 6/12/2026 4:05:49 PM, Jason M. Allegra



EXCHANGE PLACE - PARALLEL ROAD INTERSECTION

INTERIM CONDITION OF CROSSWALK AND CURB RAMPS



EXCHANGE PLACE - HERNDON PARKWAY INTERSECTION

INTERIM CONDITION OF CROSSWALK AND CURB RAMPS

(OFF-SITE IMPROVEMENTS ARE PROPOSED WITH THIS PLAN)

NOTE: FINAL DESIGN AND GRADING OF RAMPS AND CURBS TO BE DETERMINED AT THE TIME OF FINAL ENGINEERING. ALL RAMPS AND TRANSITIONS SHALL BE ADA COMPLIANT. OFF-SITE IMPROVEMENTS TO BE CONSTRUCTED BY OTHERS.

VIRGINIA STATE GRID NORTH
NAD 83

6 3 0 6 12
GRAPHIC SCALE
1" = 6'

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE
Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DESCRIPTION	DATE
1	2ND PLAN SUBMISSION	12-20-2024
2	3RD PLAN SUBMISSION	06-27-2025
3	4TH PLAN SUBMISSION	12-29-2025
4	5TH PLAN SUBMISSION	04-20-2026
5	6TH PLAN SUBMISSION	06-01-2026
6	7TH PLAN SUBMISSION	06-15-2026

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

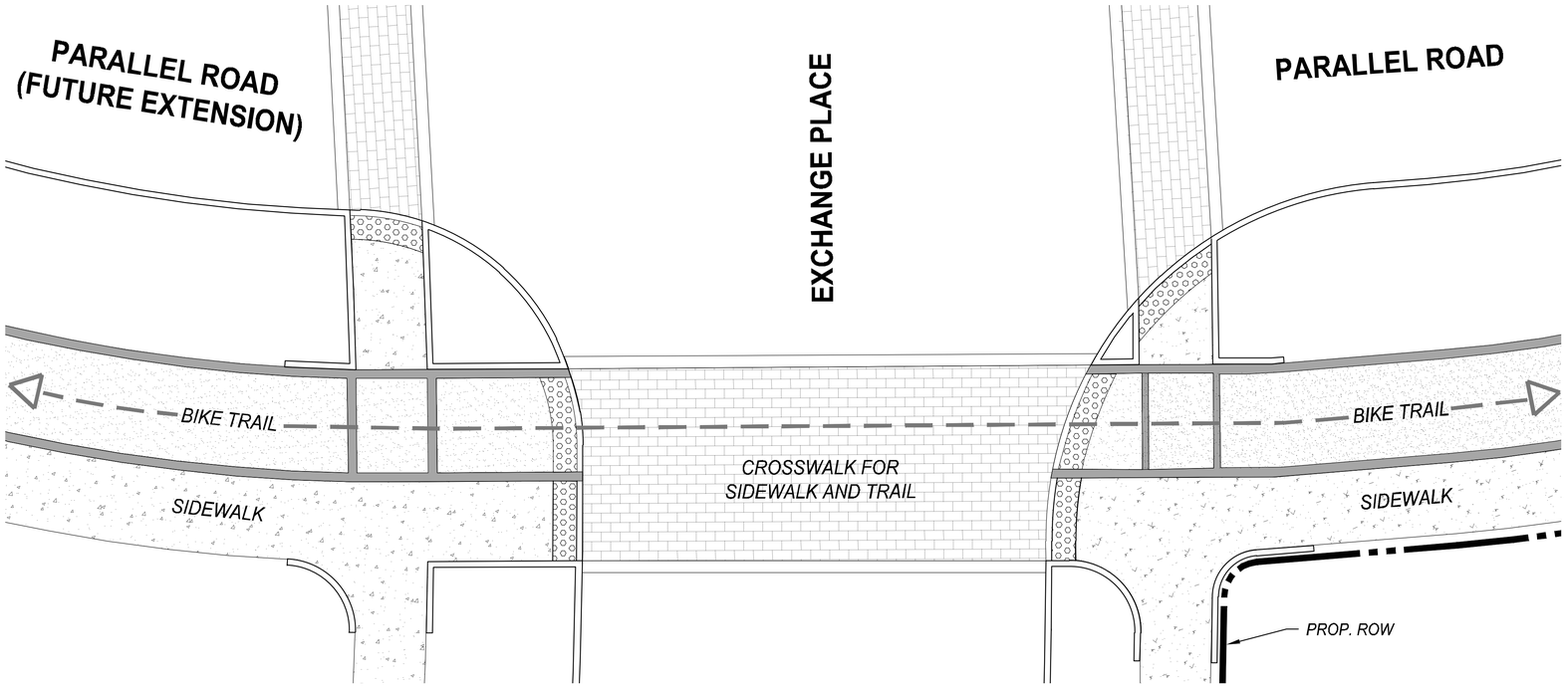
SHEET TITLE:

CROSSWALK INTERIM CONDITION

SHEET No.

05.2

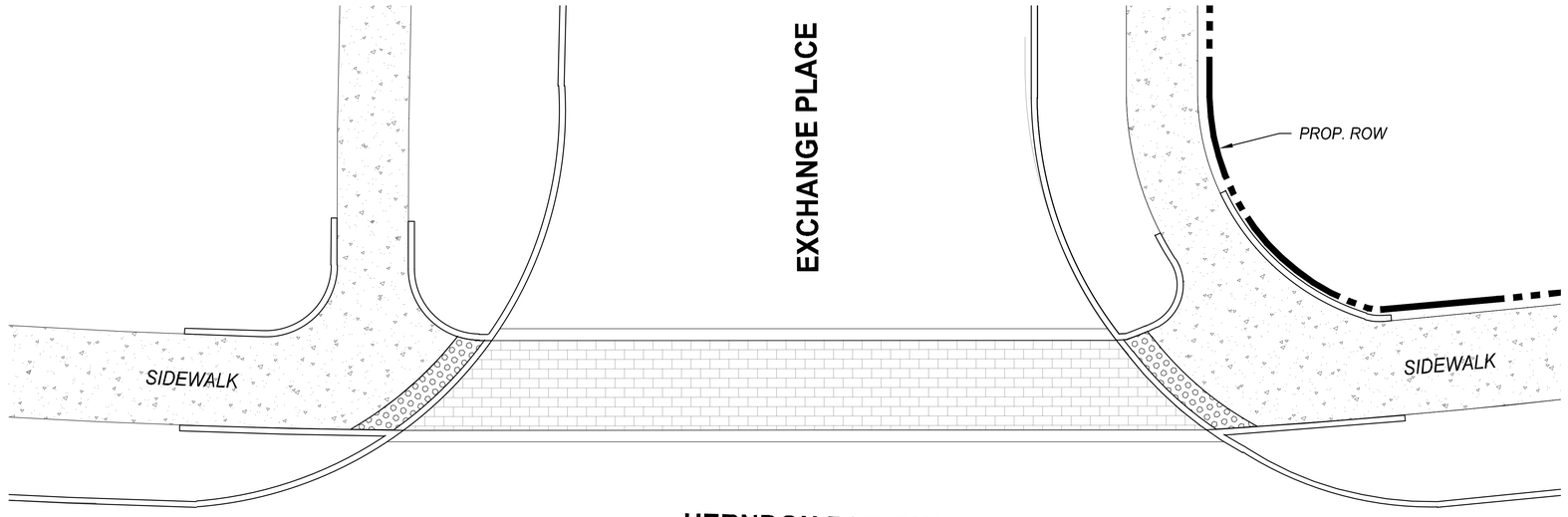
P:\Projects\23008899.00\EXCHANGE PLACE\DEVELOPMENT PLAN\113159 DEVELOPMENT PLANS\05.2 CROSSWALK INTERIM CONDITION.dwg, 6/12/2026 4:06:23 PM, Jason M. Allegra,



EXCHANGE PLACE - PARALLEL ROAD INTERSECTION

ULTIMATE CONDITION OF CROSSWALK AND CURB RAMPS

(OFF-SITE IMPROVEMENTS TO BE PROVIDED BY-OTHERS)



EXCHANGE PLACE - HERNDON PARKWAY INTERSECTION

ULTIMATE CONDITION OF CROSSWALK AND CURB RAMPS

(OFF-SITE IMPROVEMENTS TO BE PROVIDED BY-OTHERS)

NOTE: FINAL DESIGN AND GRADING OF RAMPS AND CURBS TO BE DETERMINED AT THE TIME OF FINAL ENGINEERING. ALL RAMPS AND TRANSITIONS SHALL BE ADA COMPLIANT. OFF-SITE IMPROVEMENTS TO BE CONSTRUCTED BY CONSTRUCTED BY OTHERS.

VIRGINIA STATE GRID NORTH
NAD 83

6 3 0 6 12
GRAPHIC SCALE
1" = 6'

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE
Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

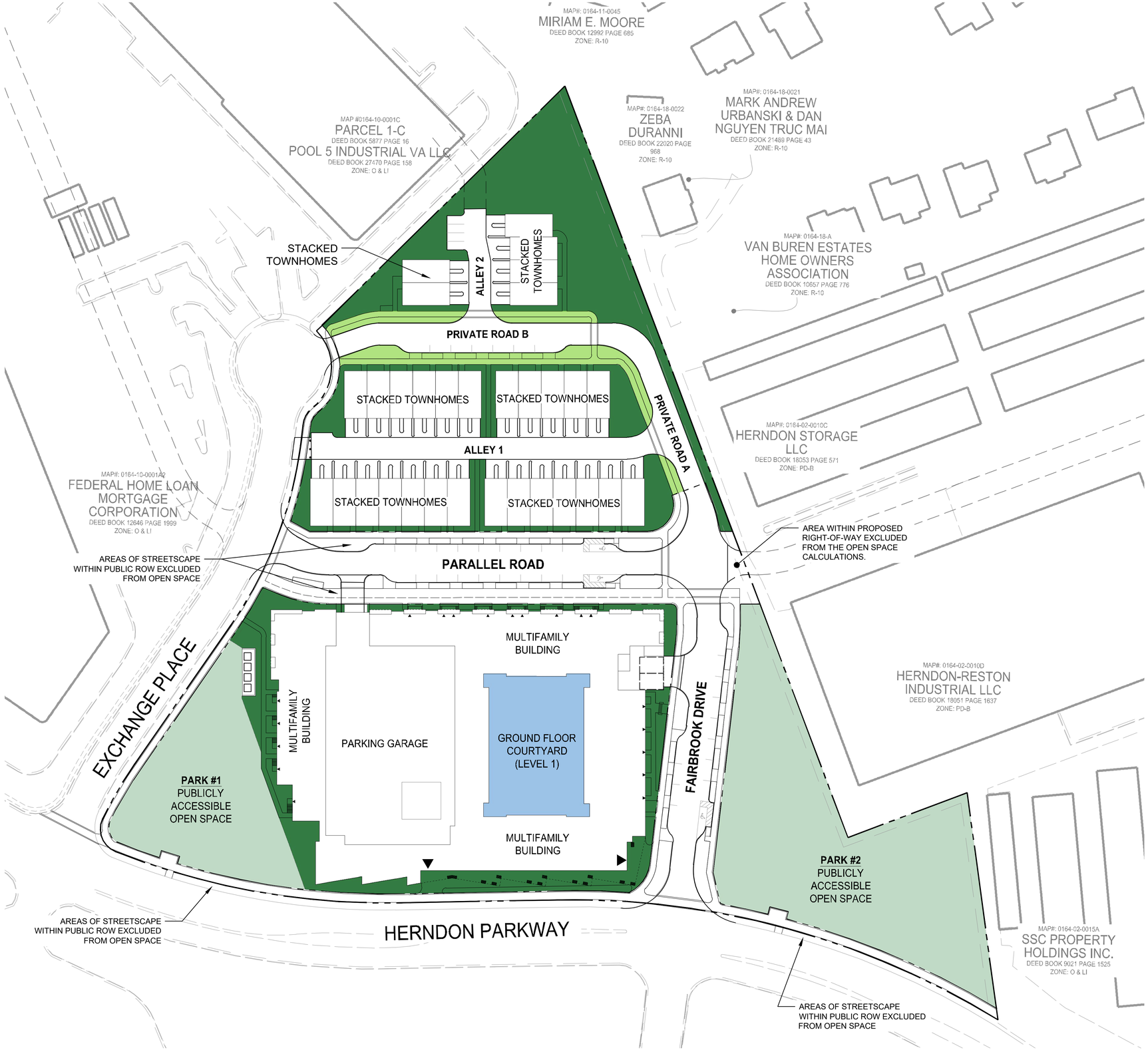
SHEET TITLE:

CROSSWALK ULTIMATE CONDITION

SHEET No.

05.3

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\05.3 CROSSWALK ULTIMATE CONDITION.dwg, 6/12/2026 4:08:57 PM, Jason M. Alagna



PD-TRG1 OPEN SPACE (MULTIFAMILY) = 48%

LOT AREA = 207,165 SF

- PUBLICLY ACCESSIBLE OPEN SPACE (± 75,000 SF / 1.72 AC)
- PRIVATE OPEN SPACE (± 21,000 SF / 0.48 AC)
- PRIVATE GROUND FLOOR COURTYARD (AREA NOT COUNTED)

PD-TRG1 PUBLICLY ACCESSIBLE OPEN SPACE	
REQUIRED	31,075 SF (15%)
PROVIDED (TOTAL ON SITE)	75,000 SF (36%±)
PROVIDED (AFTER TRANSFER TO PD-TRG2)	55,860 SF (27%±)

PD-TRG2 OPEN SPACE (TOWNHOMES) = 39%

LOT AREA = 127,601 SF

- STREETSCAPE OPEN SPACE (WITHIN PUBLIC ACCESS ESMT) (± 9,000 SF / 0.21 AC)
- PRIVATE OPEN SPACE (± 42,000 SF / 0.96 AC)

PD-TRG2 PUBLICLY ACCESSIBLE OPEN SPACE	
REQUIRED	19,140 SF (15%)
PROVIDED (TOTAL ON SITE)	0 SF (0%) (SEE NOTE)
PROVIDED (THROUGH TRANSFER TO PD-TRG2)	19,140 SF (15%±) (SEE NOTE)

NOTE:

1. THE PROPOSED PD-TRG2 DISTRICT HAS FREE AND DIRECT ACCESS TO THE PUBLIC ACCESSIBLE OPEN SPACE PROVIDED WITHIN THE PD-TRG1 AREA. THE 15% PUBLICLY ACCESSIBLE OPEN SPACE AREA REQUIRED FOR THE PD-TRG2 ZONING DISTRICT IS PROVIDED THROUGH AN OPEN SPACE TRANSFER FROM THE ADJACENT PD-TRG1 DISTRICT. THE TABULATIONS ON THIS SHEET DEMONSTRATE THAT THIS TRANSFER PROVIDES OPEN SPACE IN EXCESS OF THE 15% REQUIREMENT IN THE PD-TRG1 AFTER THIS TRANSFER.

TOTAL OPEN SPACE = ± 147,000 SF / 3.37 AC

(TOTAL OPEN SPACE = ±43% OF PROPOSED TOTAL SITE AREA)

TOTAL PUBLIC OPEN SPACE PROVIDED	
PROVIDED (SEE NOTE)	1.72 AC (75,000 SF) (22%)

NOTE:
PROPOSED TOTAL SITE AREA (FOR LOTS 1A, 1B, AND 2) IS 334,766 SF PER SHEET 04 OF THIS PLAN SET. STREETSCAPED OPEN SPACE ALONG PRIVATE STREETS AND ALONG EXISTING RIGHTS OF WAY IS TO BE WITHIN A RECORDED PUBLIC ACCESS EASEMENT, FULLY OPEN TO THE PUBLIC, AND MAINTAINED BY THE OWNER. THIS CATEGORY OF OPEN SPACE IS NOT INCLUDED IN THE ABOVE CALCULATION OF "PUBLIC OPEN SPACE". THIS TABULATION IS PROVIDED FOR INFORMATION ONLY TO DEMONSTRATE THE PROJECT'S OVERALL COMMITMENT TO PROVIDING PUBLIC OPEN SPACE.

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE
Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

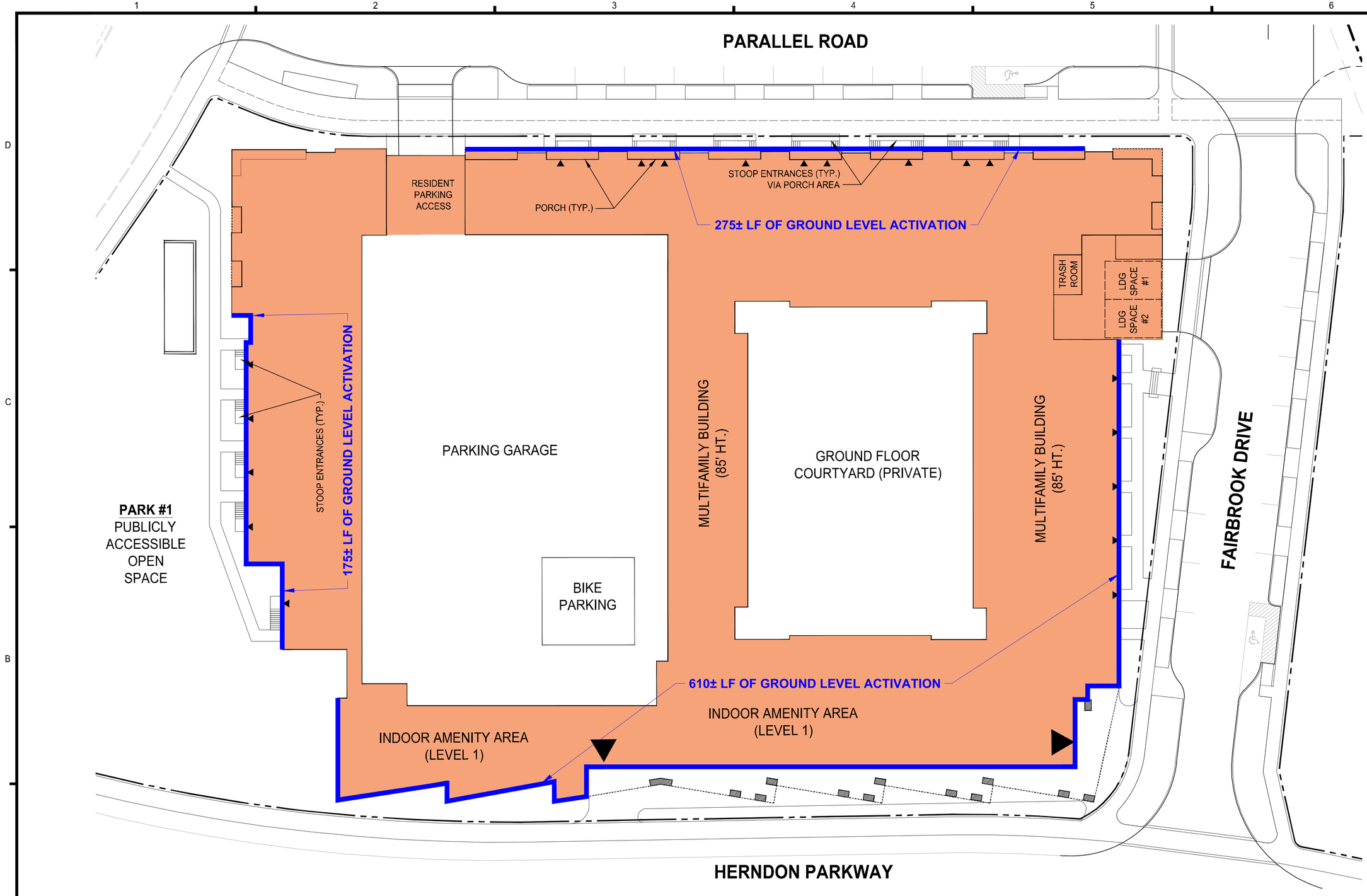
SHEET TITLE:

OPEN SPACE PLAN

SHEET No.

06

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\06 OPEN SPACE PLAN.dwg, 6/12/2026 4:07:24 PM, Jason M. Alagna,



GROUND LEVEL ACTIVATION (60% REQUIRED)

BUILDING PERIMETER	= 1,435± LF
60% REQUIREMENT	= 861± LF
AREA PROVIDED	= 1,060± LF (±73%)

NOTE: *DIMENSIONS AND AREAS SHOWN ARE APPROXIMATE AND SUBJECT TO CHANGE. COMPLIANCE WITH THIS REQUIREMENT WILL BE DEMONSTRATED WITH FINAL BUILDING DESIGN.*

WAIVER REQUESTED FOR SEC. 78-51.2(f)(4)

BUILDING PERIMETER	= 1,435± LF
60% REQUIREMENT ABUTTING STREET	= 861± LF
AREA PROVIDED	= 700± LF (±48%)

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

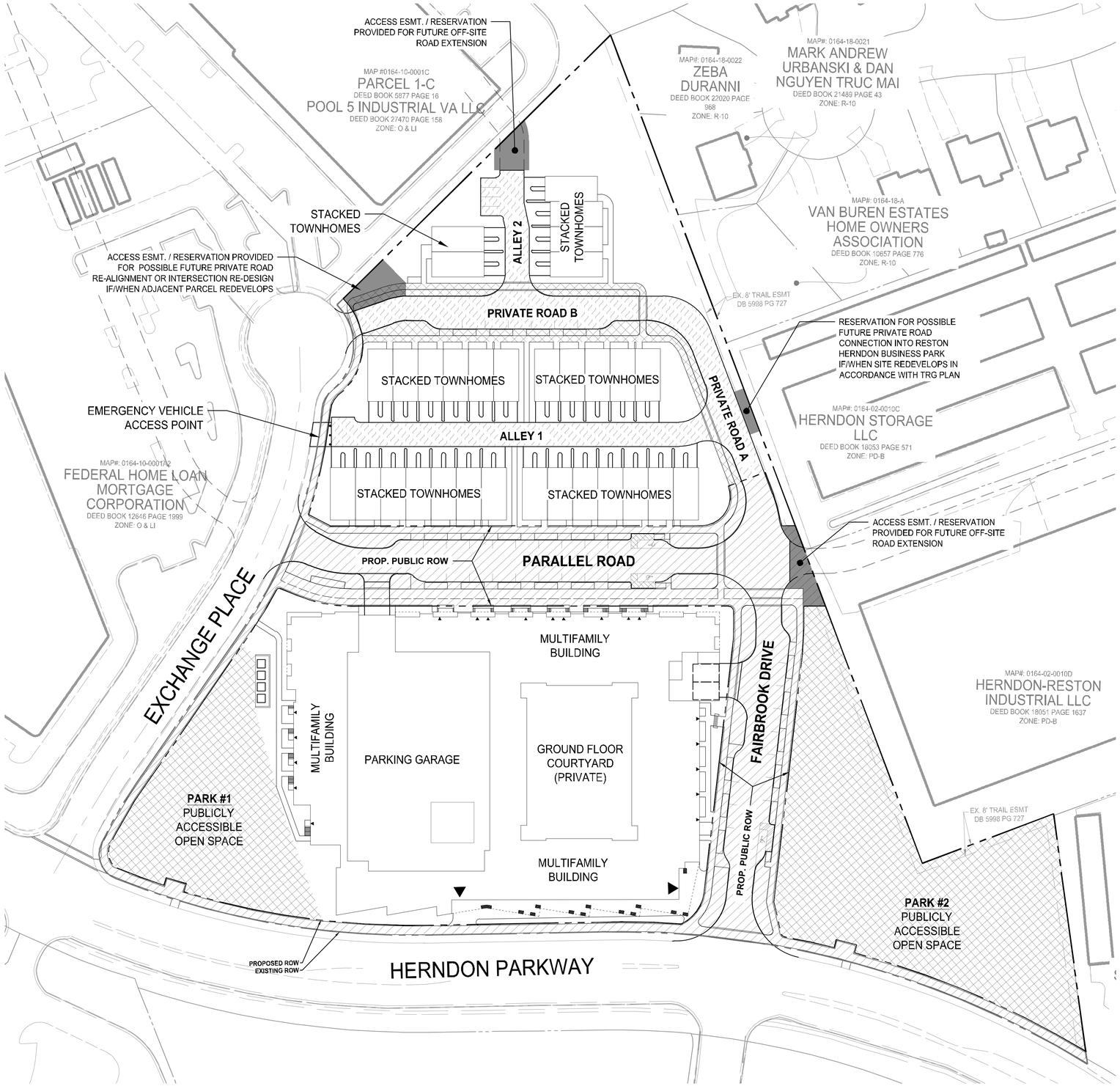
SHEET TITLE:

GROUND LEVEL ACTIVATION

SHEET No.

06.1

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\06 1 GROUND LEVEL ACTIVATION.dwg, 6/12/2026 4:07:52 PM, Jason M. Allegra,



LEGEND:

- PUBLICLY ACCESSIBLE OPEN SPACE IN EASEMENT
- PUBLIC DEDICATION AREA
- STREET UTILITY AND PUBLIC ACCESS EASEMENT AREA (EMERGENCY ACCESS EASEMENT AREA)
- ACCESS EASEMENT FOR FUTURE OFF-SITE ROAD EXTENSION

NOTE: OPEN SPACE AREAS THAT DO NOT HAVE ONE OF THE ABOVE TYPES IDENTIFIED WOULD BE CLASSIFIED AS "PRIVATE OPEN SPACE" AND BE EITHER DEVOID OF ANY ACCESS EASEMENTS OR SUBJECT TO PRIVATE ACCESS EASEMENTS TO BE UTILIZED BY HOMEOWNERS OR TENANTS OF THE PROPERTY.

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE
Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

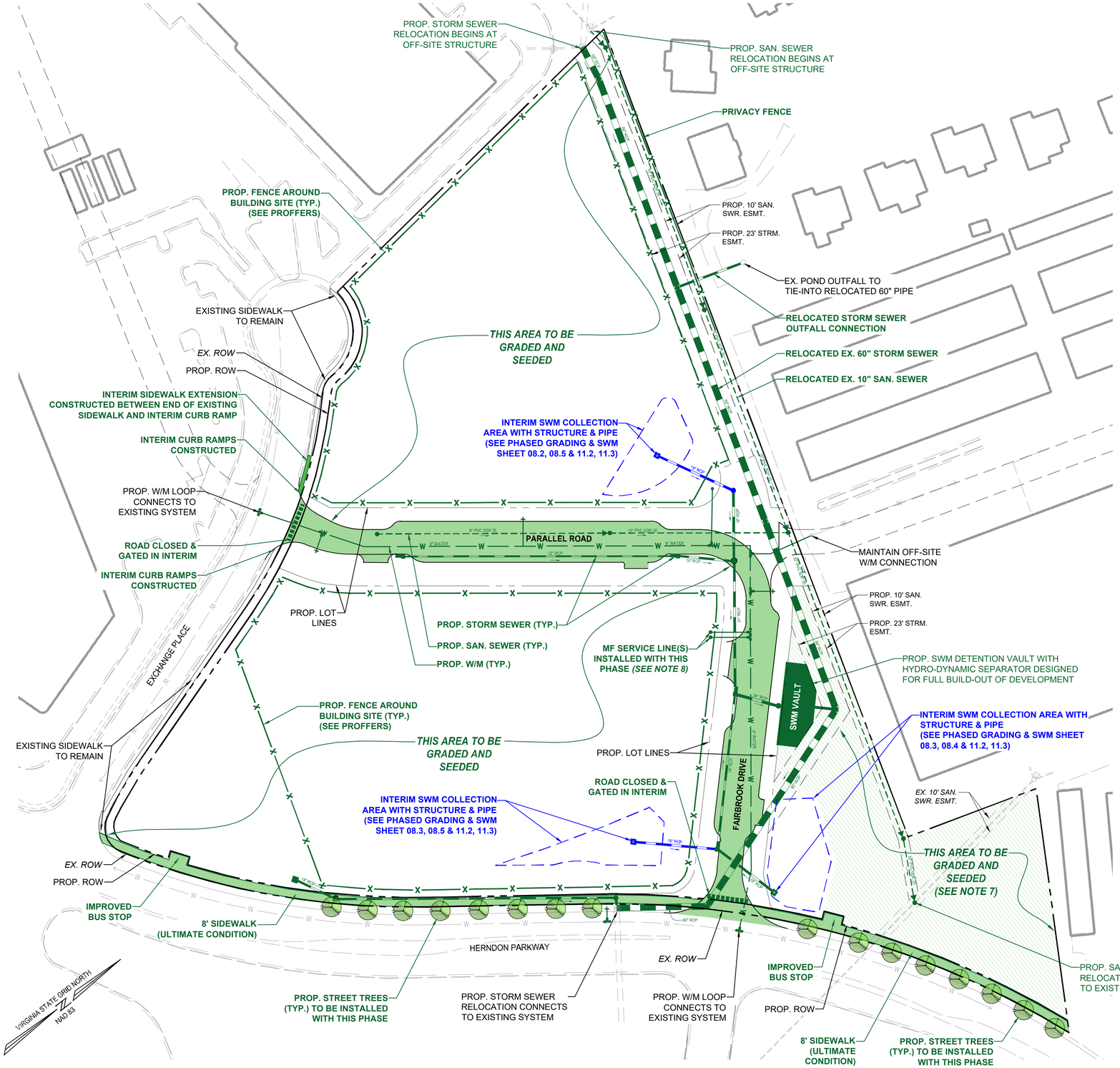
DEDICATIONS AND PUBLIC ACCESS

SHEET No.

06.2

P:\Projects\23008899.00\EXCHANGE PLACE DD\DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\06.2 DEDICATIONS AND PUBLIC ACCESS.dwg, 6/12/2026 4:08:20 PM, Jason N Ahayre,

SITE WORK PHASE



LEGEND:

- SITE WORK PHASE
- INTERIM UTILITIES

PHASING NOTES:

1. THE SITE WORK PHASE CONSISTS OF THE CONSTRUCTION OF PARALLEL ROAD AND FAIRBROOK DRIVE AS WELL AS THE RELOCATION OF MAJOR ON-SITE UTILITIES (EXISTING SANITARY SEWER AND EXISTING SWM PIPE), AND INSTALLATION OF UNDERGROUND UTILITIES THAT COINCIDE WITH THE CONSTRUCTION OF THE PROPOSED PUBLIC ROADS ON-SITE.

2. AREAS OUTSIDE OF THE SITE WORK PHASE SHOWN ON THIS SHEET SHALL BE CONSTRUCTED AS THE MULTIFAMILY PHASE, OR THE STACKED TOWNHOUSE PHASE.

3. THE OWNER RESERVES THE RIGHT TO CONSTRUCT THE SITE WORK PHASE CONCURRENT WITH EITHER THE MULTIFAMILY PHASE, OR THE STACKED TOWNHOUSE PHASE

4. AS PART OF THE SITE WORK PHASE, THE OWNER WILL DEMOLISH THE EXISTING OFFICE BUILDINGS, STRUCTURES, AND IMPERVIOUS SURFACES.

5. AS A PART OF THE SITE WORK PHASE, INTERIM IMPROVEMENTS WILL BE MADE TO INCLUDE CURB RAMPS AND SIDEWALK EXTENSIONS, AS WELL AS GRADING AND SEEDING IN THE REMAINING OPEN AREAS. TO BE FENCED OFF FROM PUBLIC USE, AS SHOWN.

6. DEMOLITION AND ABANDONMENT OF EXISTING UTILITIES TO OCCUR DURING THIS DEVELOPMENT PHASE ON THE SUBJECT PROPERTY SHALL BE PER TOWN REQUIREMENTS AND AT THEIR DIRECTION, RESULTING IN NO LOSS OF SERVICE.

7. THIS AREA TO BE SEEDED AND GRADED AND ALSO MADE AVAILABLE FOR PUBLIC USE IN THE INTERIM PERIOD BEFORE THE PARK INFRASTRUCTURE AND AMENITIES ARE INSTALLED. SEE PROFFERS.

8. SERVICE LINES FOR MULTIFAMILY BUILDING SHALL BE INSTALLED IN THIS PHASE. SHUT-OFF VALVES WILL BE LOCATED AT THE WATERMAIN IN THE STREET, AND NO STANDING WATER WILL BE PRESENT IN THE SERVICE LINES IN THE INTERIM CONDITION. WATER SERVICE FOR THESE LINES SHALL BE ACTIVATED AT THE DIRECTION AND DISCRETION OF THE SERVICE AUTHORITY, TO BE DETERMINED AT THE TIME OF SITE PLAN.

9. SANITARY SEWER SERVICE LINES TO BE PROVIDED IN ACCORDANCE WITH FINAL SITE PLAN.

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

EXCHANGE PLACE
DEVELOPMENT PLAN
TOWN OF HERNDON

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.:
DATE: 06/03/2025
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

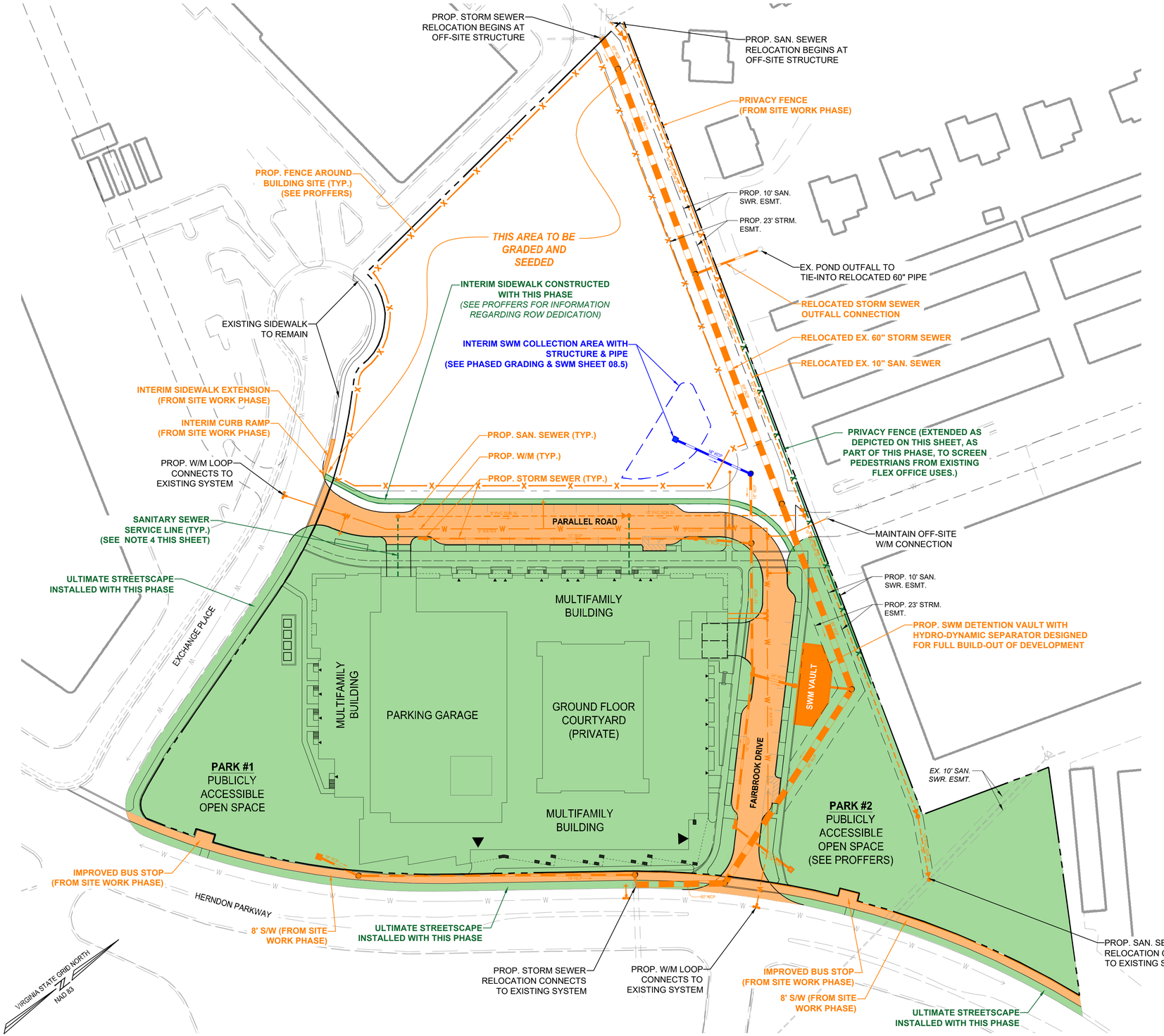
PHASING PLAN - SITE WORK

SHEET No.

06.3

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\11315\9 DEVELOPMENT PLAN\06.3 SITE WORK PHASE.dwg, 6/12/2026 4:08:43 PM, Jason N. Allayra

MULTIFAMILY PHASE



LEGEND:

- MULTIFAMILY PHASE
- DEVELOPED WITH PRIOR PHASE
- INTERIM UTILITIES PROPOSED WITH THIS PHASE

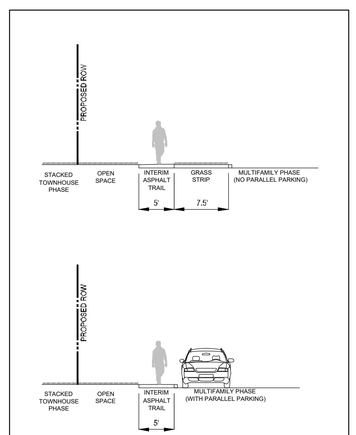
PHASING NOTES:

1. THE INFRASTRUCTURE IDENTIFIED ON THE SITE WORK PHASE SHEET MAY BE CONSTRUCTED CONCURRENTLY WITH THE MULTIFAMILY PHASE. (AS SHOWN ON THIS SHEET)

2. THE MULTIFAMILY PHASE MAY BE CONSTRUCTED PRIOR TO, SUBSEQUENT TO, OR CONCURRENTLY WITH THE STACKED TOWNHOUSE PHASE.

3. STREETSCAPES AND OPEN SPACE AREAS IDENTIFIED WITH THIS PHASE SHALL PROVIDE LANDSCAPING AND OTHER REQUIRED IMPROVEMENTS IN THOSE AREAS. THE FULL LANDSCAPING REQUIRED IN THE DEVELOPED AREA IDENTIFIED HERE SHALL BE INSTALLED WITH THIS PHASE, IN ACCORDANCE WITH THE LANDSCAPE PLAN SHOWN ON SHEET 13 OF THIS PLAN SET.

4. SEE SITE WORK PHASE (SHEET 06.3) NOTE 9 REGARDING INSTALLATION OF SANITARY SEWER SERVICE LINES FOR MULTIFAMILY BUILDING.



INTERIM STREETSCAPE TYPICAL SECTIONS

(SCALE 1" = 10')

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

EXCHANGE PLACE
DEVELOPMENT PLAN
TOWN OF HERNDON

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.:
DATE: 06/03/2025
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

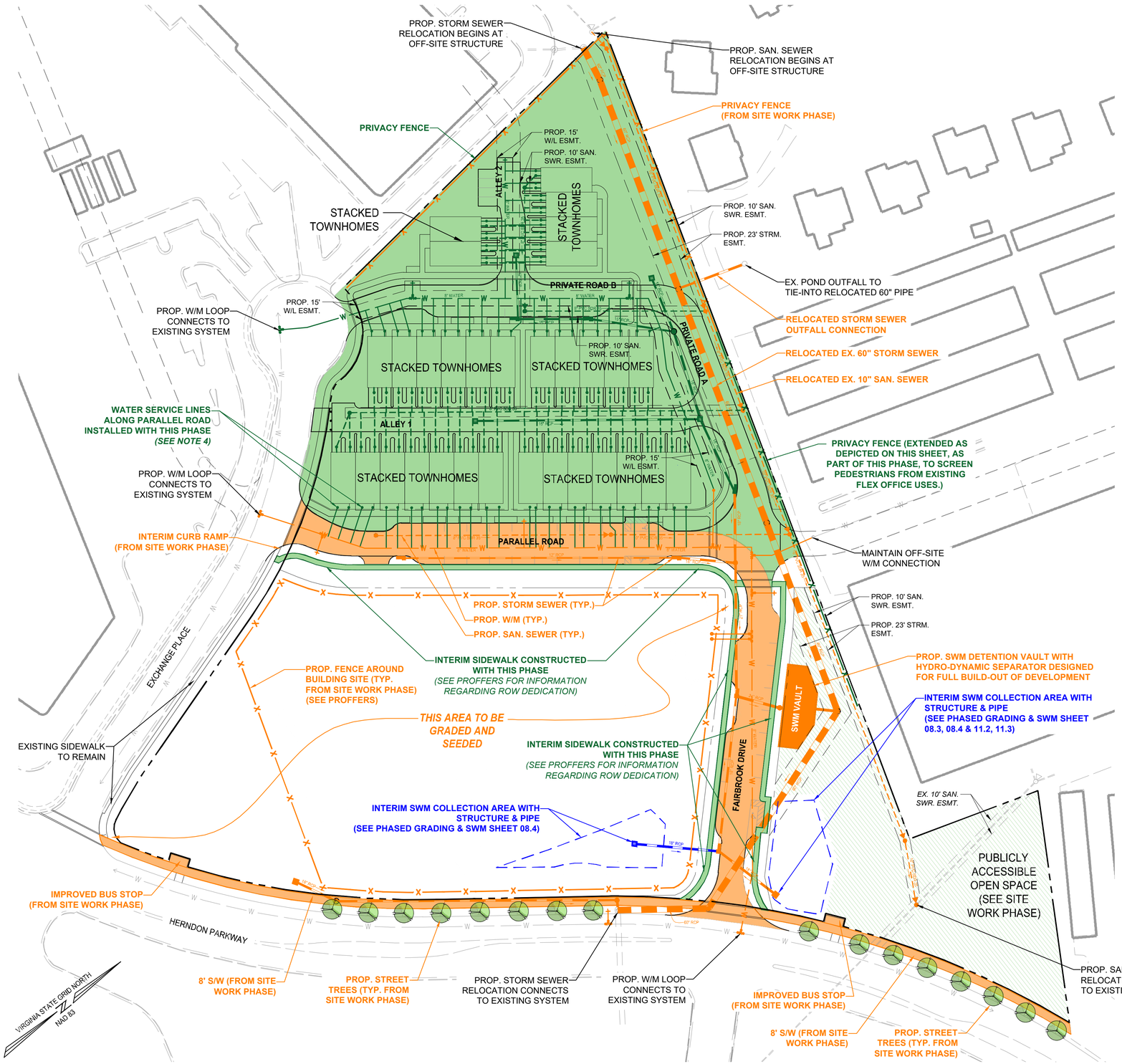
PHASING PLAN - MULTIFAMILY

SHEET No.

06.4

P:\Projects\23008899.00\EXCHANGE PLACE DD\DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\06.4 MULTIFAMILY PHASE.dwg, 5/12/2026 4:09:08 PM, Jason M. Allegra,

STACKED TOWNHOUSE PHASE



LEGEND:

- STACKED TOWNHOUSE PHASE
- DEVELOPED WITH PRIOR PHASE
- INTERIM UTILITIES PROPOSED WITH THIS PHASE

PHASING NOTES:

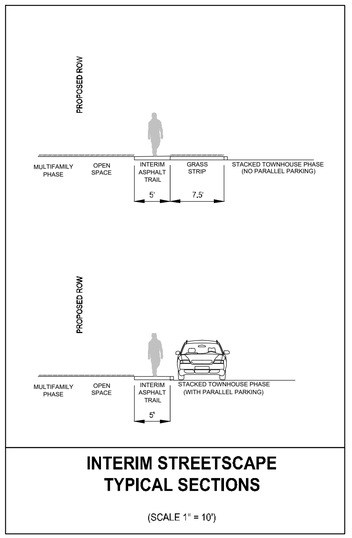
1. THE INFRASTRUCTURE IDENTIFIED ON THE SITE WORK PHASE SHEET MAY BE CONSTRUCTED CONCURRENTLY WITH THE STACKED TOWNHOUSE PHASE.

2. THE STACKED TOWNHOUSE PHASE MAY BE CONSTRUCTED PRIOR TO, SUBSEQUENT TO, OR CONCURRENTLY WITH THE MULTIFAMILY PHASE.

3. STREETSCAPES AND OPEN SPACE AREAS IDENTIFIED WITH THIS PHASE SHALL PROVIDE LANDSCAPING AND OTHER REQUIRED IMPROVEMENTS IN THOSE AREAS.

4. WATER SERVICE LINES FOR TOWNHOMES ALONG PARALLEL ROAD SHALL BE INSTALLED WITH THIS PHASE. APPLICANT/BUILDER RESERVES THE RIGHT TO INSTALL THESE SERVICE LINES WITH THE SITE WORK PHASE IF SITE PLAN FOR TOWNHOMES IS UNDER PROCESS CONCURRENTLY WITH SITE WORK PHASE SITE PLAN OR CONSTRUCTION, AND IF INSTALLED IN A MANNER ACCEPTABLE TO TOWN ENGINEERING POLICIES AND STANDARDS.

5. STREETSCAPES AND OPEN SPACE AREAS IDENTIFIED WITH THIS PHASE SHALL PROVIDE LANDSCAPING AND OTHER REQUIRED IMPROVEMENTS IN THOSE AREAS. THE FULL LANDSCAPING REQUIRED IN THE DEVELOPED AREA IDENTIFIED HERE SHALL BE INSTALLED WITH THIS PHASE, IN ACCORDANCE WITH THE LANDSCAPE PLAN SHOWN ON SHEET 13 OF THIS PLAN SET.



INTERIM STREETSCAPE TYPICAL SECTIONS

(SCALE 1" = 10')

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

EXCHANGE PLACE
DEVELOPMENT PLAN
TOWN OF HERNDON

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.:
DATE: 06/03/2025
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

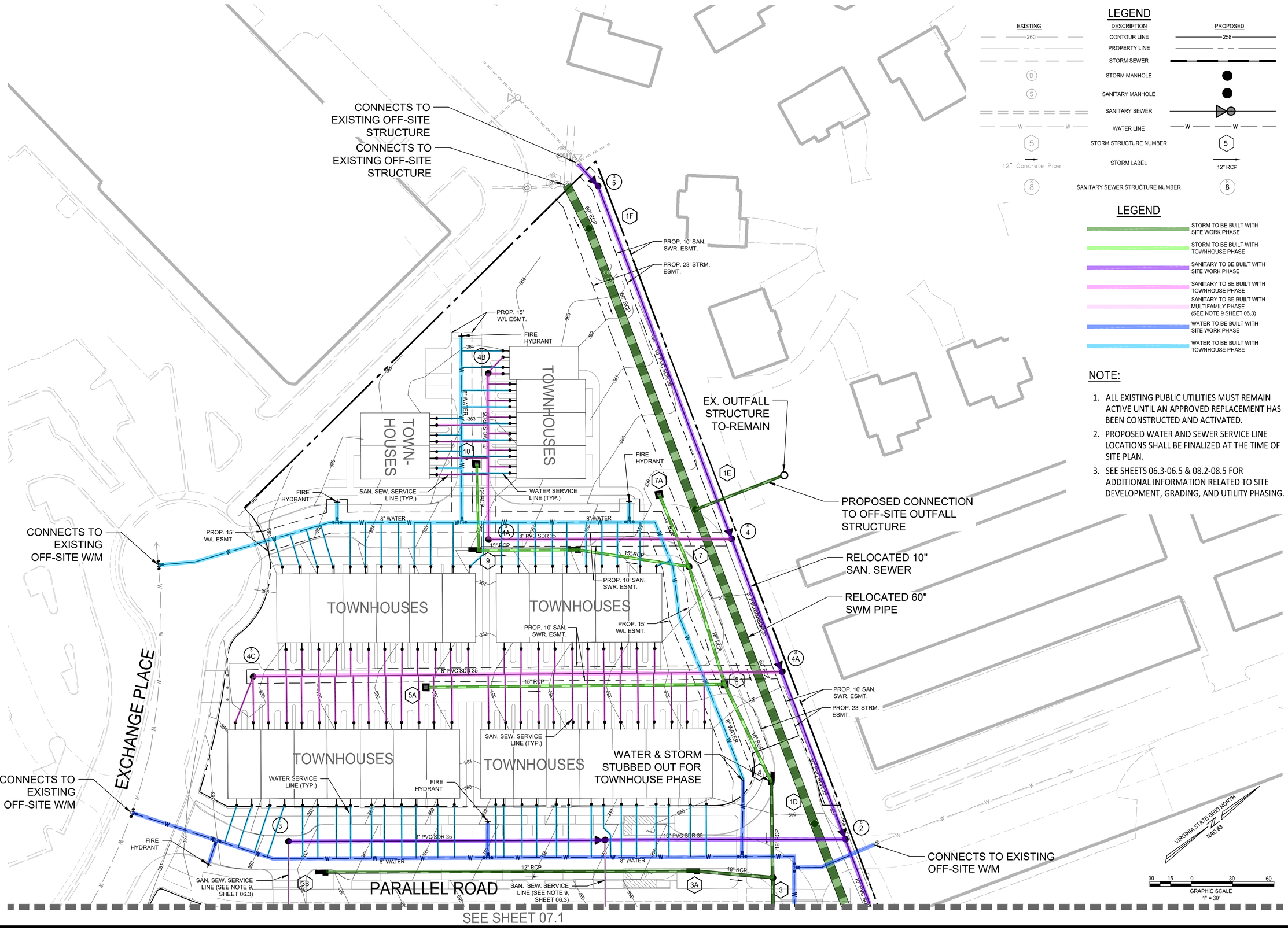
SHEET TITLE:

PHASING PLAN - TOWNHOUSES

SHEET No.

06.5

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLANS\06-5 TOWNHOUSE PHASE.dwg, 6/12/2026 4:09:33 PM, Jason.M Alagna,



LEGEND

EXISTING	DESCRIPTION	PROPOSED
260	CONTOUR LINE	258
	PROPERTY LINE	
	STORM SEWER	
D	STORM MANHOLE	
S	SANITARY MANHOLE	
	SANITARY SEWER	
W W	WATER LINE	W W
5	STORM STRUCTURE NUMBER	5
12" Concrete Pipe	STORM LABEL	12" RCP
8	SANITARY SEWER STRUCTURE NUMBER	8

LEGEND

- STORM TO BE BUILT WITH SITE WORK PHASE
- STORM TO BE BUILT WITH TOWNHOUSE PHASE
- SANITARY TO BE BUILT WITH SITE WORK PHASE
- SANITARY TO BE BUILT WITH TOWNHOUSE PHASE
- SANITARY TO BE BUILT WITH MULTIFAMILY PHASE (SEE NOTE 9 SHEET 06.3)
- WATER TO BE BUILT WITH SITE WORK PHASE
- WATER TO BE BUILT WITH TOWNHOUSE PHASE

NOTE:

1. ALL EXISTING PUBLIC UTILITIES MUST REMAIN ACTIVE UNTIL AN APPROVED REPLACEMENT HAS BEEN CONSTRUCTED AND ACTIVATED.
2. PROPOSED WATER AND SEWER SERVICE LINE LOCATIONS SHALL BE FINALIZED AT THE TIME OF SITE PLAN.
3. SEE SHEETS 06.3-06.5 & 08.2-08.5 FOR ADDITIONAL INFORMATION RELATED TO SITE DEVELOPMENT, GRADING, AND UTILITY PHASING.

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 05/8/2026
SCALE: AS SHOWN
DESIGN: MG / ND
DRAWN: MG / ND
CHECKED: JH

SHEET TITLE:

UTILITY PLAN

SHEET No.

07

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\07 UTILITY PLAN.dwg, 6/12/2026 4:10:18 PM, Jason M. Alagna,

SEE SHEET 07

SAN. SEW. SERVICE LINE (SEE NOTE 9, SHEET 06.3)

MULTIFAMILY BUILDING

SAN. SEW. SERVICE LINE (SEE NOTE 9, SHEET 06.3)

WATER SERVICE LINE (TYP.)

FIRE HYDRANT

RELOCATED 10" SAN. SEWER

RELOCATED 60" SWM PIPE

U.G. SWM VAULT SIZED FOR FULL DEVELOPMENT BUILD-OUT (WITH HYDRO-DYNAMIC SEP.)

EXCHANGE PLACE

MULTIFAMILY BUILDING

PARKING GARAGE

GROUND FLOOR COURTYARD (LEVEL 1)

MULTIFAMILY BUILDING

FAIRBROOK DRIVE

VAULT

PROP. 23' STRM. ESMT.

PROP. 10' SAN. SWR. ESMT.

EX. 10' SAN. SWR. ESMT.

HERNDON PARKWAY

FIRE HYDRANT

CONNECTS TO EXISTING OFF-SITE STRUCTURE

60" RCP (LOCATION TO BE CONFIRMED)

CONNECTS TO EXISTING ON-SITE STRUCTURE

CONCEPTUAL SIGNAL DESIGN SHOWN (NOT PROPOSED WITH THIS PLAN)

SEE SHEET THIS SHEET

SEE SHEET THIS SHEET

MAP#: 0164-02-0
SSC PROP HOLDINGS
DEED BOOK 9021 P/
ZONE: O & L

LEGEND

EXISTING	DESCRIPTION	PROPOSED
260	CONTOUR LINE	258
	PROPERTY LINE	
	STORM SEWER	
D	STORM MANHOLE	
S	SANITARY MANHOLE	
	SANITARY SEWER	
W W	WATER LINE	W W
5	STORM STRUCTURE NUMBER	5
12" Concrete Pipe	STORM LABEL	12" RCP
S 8	SANITARY SEWER STRUCTURE NUMBER	S 8

LEGEND

- STORM TO BE BUILT WITH SITE WORK PHASE
- SANITARY TO BE BUILT WITH SITE WORK PHASE
- SANITARY TO BE BUILT WITH MULTIFAMILY PHASE (SEE NOTE 9 SHEET 06.3)
- WATER TO BE BUILT WITH SITE WORK PHASE

VIRGINIA STATE GRID NORTH NAD 83

GRAPHIC SCALE 1" = 30'

NOTE:

1. SEE SHEET 03 FOR LEGEND AND ABBREVIATIONS OF EXISTING CONDITIONS INFORMATION.
2. ALL EXISTING PUBLIC UTILITIES MUST REMAIN ACTIVE UNTIL AN APPROVED REPLACEMENT HAS BEEN CONSTRUCTED AND ACTIVATED.
3. PROPOSED WATER AND SEWER SERVICE LINE LOCATIONS SHALL BE FINALIZED AT THE TIME OF SITE PLAN.
4. THE PIPE SEGMENT DOWNSTREAM OF SANITARY MANHOLE EX. S 11120 MUST BE ANALYZED FOR CAPACITY AT FINAL SITE PLAN AND IS SUBJECT TO BE UPSIZED AS NEEDED.
5. SEE SHEETS 06.3-06.5 & 08.2-08.5 FOR ADDITIONAL INFORMATION RELATED TO SITE DEVELOPMENT, GRADING, AND UTILITY PHASING.

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 05/8/2026
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: ND

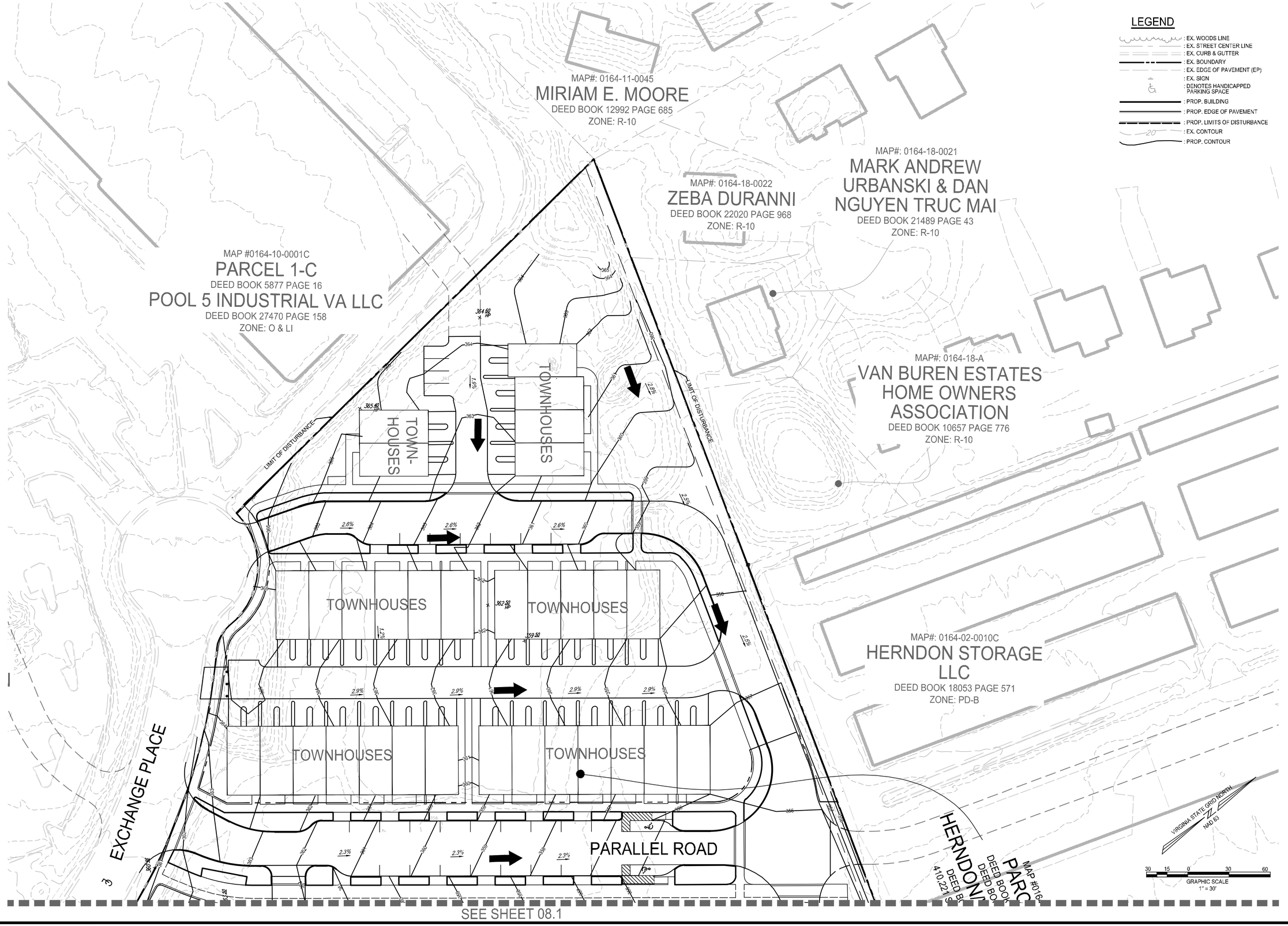
SHEET TITLE:

UTILITY PLAN

SHEET No.

07.1

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLANS\07 UTILITY PLAN.dwg, 6/12/2026 4:10:20 PM, Jason M. Alagna,



ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/23/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

GRADING PLAN

SHEET No.

08

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLANS\08 GRADING PLAN.dwg, 6/12/2026 4:11:20 PM, Jason M. Angna,

SEE SHEET 08

EXCHANGE PLACE
(52' RIGHT-OF-WAY)

MULTIFAMILY BUILDING

PARKING GARAGE

GROUND FLOOR COURTYARD (LEVEL 1)

MULTIFAMILY BUILDING

MULTIFAMILY BUILDING

FAIRBROOK DRIVE

ACCESS

SIGN

LIMIT OF DISTURBANCE

HERNDON PARKWAY
(80" RIGHT-OF-WAY)

64-10 0001B
CEL 1-B
DK 5816 PAGE 1119
OOK 5877 PAGE 16
IVAN BUREN LLC
BOOK 2564 PAGE 639
SQ. FT. OR 9,4174 ACRES
ZONE: OL&I

IHEF
IN
DE

SEE SHEET THIS SHEET

SEE SHEET THIS SHEET

MAP#: 0164-10-0005A
FAIRBROOK BUSINESS PARK ASSOCIATES II LP

MA
SSC
HOL
DEED I

AFG
361.53
362.13
362.29
362.16
362.02
361.38
360.70
360.06
359.49
358.91
358.35
357.79
357.23
356.58
355.94
355.59
355.24
354.95
354.65
354.35
354.06
353.77
353.49
353.20
352.92
352.63
352.35
352.06
351.70
351.41
351.17
350.84
350.05
350.75
351.00
351.23
351.51
351.76
352.04
352.41
352.78
353.23
353.84
354.40
354.96
355.52
356.07
356.60
357.14
357.68
358.56
359.58
360.28
360.80
355.61

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE
Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/23/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

GRADING PLAN

SHEET No.
08.1

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\08 GRADING PLAN.dwg, 6/12/2026 4:11:25 PM, Jason M. Alagna,

NOTE: SEE SHEET 11.2 FOR VRRM SWM COMPUTATIONS FOR THIS INTERIM PHASE OF DEVELOPMENT

MAP#: 0164-11-0045
MIRIAM E. MOORE
DEED BOOK 12992 PAGE 685
ZONE: R-10

MAP#: 0164-18-0022
ZEBA DURANNI
DEED BOOK 22020 PAGE 968
ZONE: R-10

MAP#: 0164-18-0021
MARK ANDREW URBANSKI & DAN NGUYEN TRUC MAI
DEED BOOK 21489 PAGE 43
ZONE: R-10

MAP #0164-10-0001C
PARCEL 1-C
DEED BOOK 5877 PAGE 16
POOL 5 INDUSTRIAL VA LLC
DEED BOOK 27470 PAGE 158
ZONE: O & LI

MAP#: 0164-18-A
VAN BUREN ESTATES HOME OWNERS ASSOCIATION
DEED BOOK 10657 PAGE 776
ZONE: R-10

MAP#: 0164-02-0010C
HERNDON STORAGE LLC
DEED BOOK 18053 PAGE 571
ZONE: PD-B

PROP. STORM SEWER RELOCATION BEGINS AT OFF-SITE STRUCTURE

LIMIT OF DISTURBANCE

LIMIT OF DISTURBANCE

RELOCATED EX. 60" STORM SEWER

EX. POND OUTFALL TO TIE-INTO RELOCATED 60" PIPE

RELOCATED STORM SEWER OUTFALL CONNECTION

INTERIM SWM COLLECTION AREA WITH STRUCTURE & PIPE

PROP. STORM SEWER (TYP.)

EXCHANGE PLACE

PARALLEL ROAD

HERNDON PARC
DEED BOOK
DEED BOO
DEED BOOK
410.221 S
DEED BO
MAP #0164-

SEE SHEET 08.3

LEGEND

- EX. WOODS LINE
- EX. STREET CENTER LINE
- EX. CURB & GUTTER
- EX. BOUNDARY
- EX. EDGE OF PAVEMENT (EP)
- EX. SIGN
- DENOTES HANDICAPPED PARKING SPACE
- PROP. BUILDING
- PROP. EDGE OF PAVEMENT
- PROP. LIMITS OF DISTURBANCE
- EX. CONTOUR
- PROP. CONTOUR

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/18/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

GRADING PLAN - SITE WORK PHASE

SHEET No.

08.2

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\08.2 PH 1 GRADING PLAN.dwg, 5/12/2026 4:12:29 PM, Jason M. Alagna,

SEE SHEET 08.2

EXCHANGE PLACE
(52' RIGHT-OF-WAY)

LIMIT OF DISTURBANCE

PROP. STORM SEWER (TYP.)

INTERIM SWM COLLECTION AREA WITH STRUCTURE & PIPE

FAIRBROOK DRIVE

LIMIT OF DISTURBANCE

RELOCATED EX. 60" STORM SEWER

PROP. SWM DETENTION VAULT WITH HYDRO-DYNAMIC SEPARATOR DESIGNED FOR FULL BUILD-OUT OF DEVELOPMENT

INTERIM SWM COLLECTION AREA WITH STRUCTURE & PIPE

SIGN

SIGN

LIMIT OF DISTURBANCE

HERNDON PARKWAY
(80' RIGHT-OF-WAY)

PROP. STORM SEWER RELOCATION CONNECTS TO EXISTING SYSTEM

1.6%

SEE SHEET THIS SHEET

SEE SHEET THIS SHEET

LIMIT OF DISTURBANCE

MAP#: 0164-10-0005A
FAIRBROOK BUSINESS PARK ASSOCIATES II LP

MAP#: 0164-10-0001B
PARCEL 1-B
DEED BOOK 5816 PAGE 1119
DEED BOOK 5877 PAGE 16
IVAN BUREN LLC
BOOK 25614 PAGE 639
SQ. FT. OR 9.4174 ACRES
ZONE: OL&I

MAP#: (
IHERNDC
INDUS
DEED BOOK
ZO

MA
SSC
HOL
DEED

VIRGINIA STATE GRID NORTH
NAD 83

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

NOTE: SEE SHEET 11.2 FOR VRRM SWM COMPUTATIONS FOR THIS INTERIM PHASE OF DEVELOPMENT

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/18/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

GRADING PLAN - SITE WORK PHASE

SHEET No.
08.3

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\08.2 PH 1 GRADING PLAN.dwg, 6/12/2026 4:12:25 PM, Jason M. Ahigna,

NOTE: SEE SHEET 11.3 FOR VRRM SWM COMPUTATIONS FOR THIS INTERIM PHASE OF DEVELOPMENT

MAP#: 0164-11-0045
MIRIAM E. MOORE
DEED BOOK 12992 PAGE 685
ZONE: R-10

MAP#: 0164-18-0022
ZEBA DURANNI
DEED BOOK 22020 PAGE 968
ZONE: R-10

MAP#: 0164-18-0021
MARK ANDREW URBANSKI & DAN NGUYEN TRUC MAI
DEED BOOK 21489 PAGE 43
ZONE: R-10

MAP #0164-10-0001C
PARCEL 1-C
DEED BOOK 5877 PAGE 16
POOL 5 INDUSTRIAL VA LLC
DEED BOOK 27470 PAGE 158
ZONE: O & LI

MAP#: 0164-18-A
VAN BUREN ESTATES HOME OWNERS ASSOCIATION
DEED BOOK 10657 PAGE 776
ZONE: R-10

MAP#: 0164-02-0010C
HERNDON STORAGE LLC
DEED BOOK 18053 PAGE 571
ZONE: PD-B

PROP. STORM SEWER RELOCATION BEGINS AT OFF-SITE STRUCTURE

LIMIT OF DISTURBANCE

LIMIT OF DISTURBANCE

RELOCATED EX. 60" STORM SEWER

EX. POND OUTFALL TO TIE-INTO RELOCATED 60" PIPE

RELOCATED STORM SEWER OUTFALL CONNECTION

INTERIM SWM COLLECTION AREA WITH STRUCTURE & PIPE

EXCHANGE PLACE

PARALLEL ROAD

PROP. STORM SEWER (TYP.)

HERNDON PARC
DEED BOOK
DEED BOOK
DEED B
410.22

MAP #016

SEE SHEET 08.1

LEGEND

- EX. WOODS LINE
- EX. STREET CENTER LINE
- EX. CURB & GUTTER
- EX. BOUNDARY
- EX. EDGE OF PAVEMENT (EP)
- EX. SIGN
- DENOTES HANDICAPPED PARKING SPACE
- PROP. BUILDING
- PROP. EDGE OF PAVEMENT
- PROP. LIMITS OF DISTURBANCE
- EX. CONTOUR
- PROP. CONTOUR

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE
Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/18/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

GRADING PLAN - MULTIFAMILY PHASE

SHEET No.

08.4

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\08.4 TEMP MF GRADING PLAN.dwg, 6/12/2026 4:13:18 PM, Jason M. Aviga'a,

SEE SHEET 08

EXCHANGE PLACE
(52' RIGHT-OF-WAY)

LIMIT OF DISTURBANCE

PROP. STORM SEWER (TYP.)

INTERIM SWM COLLECTION AREA WITH STRUCTURE & PIPE

FAIRBROOK DRIVE

LIMIT OF DISTURBANCE

RELOCATED EX. 60" STORM SEWER

PROP. SWM DETENTION VAULT WITH HYDRO-DYNAMIC SEPARATOR DESIGNED FOR FULL BUILD-OUT OF DEVELOPMENT

SIGN

LIMIT OF DISTURBANCE

HERNDON PARKWAY
(80' RIGHT-OF-WAY)

PROP. STORM SEWER RELOCATION CONNECTS TO EXISTING SYSTEM

MAP#: 0164-10-0001B
CEL 1-B
OOK 5816 PAGE 1119
OOK 5877 PAGE 16
IVAN BUREN LLC
BOOK 2564 PAGE 639
SQ. FT. OR 9.4174 ACRES
ZONE: OL&I

MAP#: (
IHERNDC
INDUS
DEED BOOK
ZO

SEE SHEET THIS SHEET

MAP#: 0164-10-0005A
FAIRBROOK BUSINESS PARK ASSOCIATES II LP

SEE SHEET THIS SHEET

LIMIT OF DISTURBANCE

MA
SSC
HOL
DEED

VIRGINIA STATE GRID NORTH
NAD 83

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

NOTE: SEE SHEET 11.4 FOR VRRM SWM COMPUTATIONS FOR THIS INTERIM PHASE OF DEVELOPMENT

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/23/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

GRADING PLAN - TOWNHOUSE PHASE

SHEET No.

08.5

P:\Projects\23008899.00\EXCHANGE PLACE\DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\08.5 TEMP TH PHASE GRADING PLAN .dwg, 6/12/2025 4:14:16 PM, Jason M. Aligera

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/18/2024
SCALE: AS SHOWN
DESIGN: ND
DRAWN: ND
CHECKED: JH

SHEET TITLE:

SWM PRE-DEVELOPMENT PLAN

SHEET No.
09

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\09 SWM PRE-DEV\"DEVELOPMENT PLAN.dwg, 6/12/2026 4:14:55 PM, Jason M. Allegra,

STR. 7A
A = 0.38 AC.
C = 0.36
STR. 10
A = 0.36 AC.
C = 0.76
STR. 9
A = 0.36 AC.
C = 0.81
STR. 8
A = 0.23 AC.
C = 0.83
TOWNHOUSES
STR. 8A
A = 0.37 AC.
C = 0.76
STR. 5
A = 0.48 AC.
C = 0.83
STR. 3A
A = 0.57 AC.
C = 0.84
STR. 3B
A = 0.21 AC.
C = 0.83
STR. 2
A = 0.55 AC.
C = 0.81
POSSIBLE LOCATION FOR LID DEVICE
STR. 6
A = 0.17 AC.
C = 0.80
STR. 4
A = 0.17 AC.
C = 0.83
POSSIBLE LOCATION FOR LID DEVICE
MULTIFAMILY BUILDING
PARKING GARAGE
GROUND FLOOR COURTYARD (LEVEL 1)
STR. 11085
A = 1.26 AC.
C = 0.70
STR. 2
A = 1.30 AC.
C = 0.90
MULTIFAMILY BUILDING
MULTIFAMILY BUILDING
STR. 11 =
0.79 AC.
C = 0.40
STR. EX 11085 =
0.80 AC.
C = 0.80
STR. 2A
A = 0.33 AC.
C = 0.65
STR. 2B
A = 0.87 AC.
C = 0.39
VAULT
MTD
EXCHANGE PLACE RTE. 9
HERNDON PKWY. RTE. 606
11085
1F
1E
1D
1A
2A
2B
3
3B
7A
1
2
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43

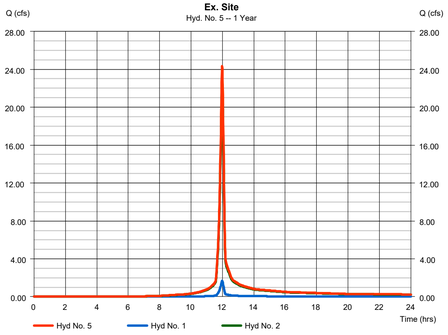
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 — Tuesday, 02 / 6 / 2024

Hyd. No. 5

Ex. Site

Hydrograph type	= Combine	Peak discharge	= 24.31 cfs
Storm frequency	= 1 yrs	Time to peak	= 11.98 hrs
Time interval	= 1 min	Hyd. volume	= 56,000 cuft
Inflow hyds.	= 1, 2	Contrib. drain. area	= 9.420 ac



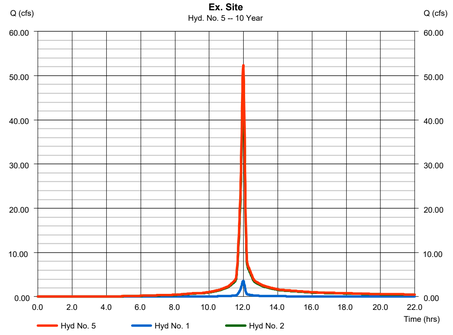
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 — Tuesday, 02 / 6 / 2024

Hyd. No. 5

Ex. Site

Hydrograph type	= Combine	Peak discharge	= 52.35 cfs
Storm frequency	= 10 yrs	Time to peak	= 11.98 hrs
Time interval	= 1 min	Hyd. volume	= 125,892 cuft
Inflow hyds.	= 1, 2	Contrib. drain. area	= 9.420 ac



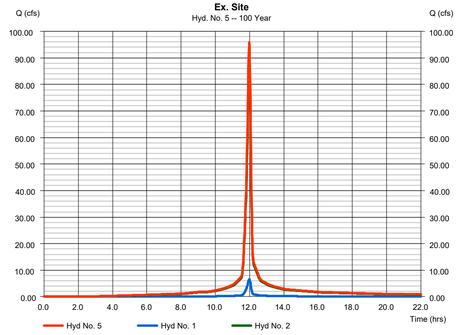
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 — Tuesday, 02 / 6 / 2024

Hyd. No. 5

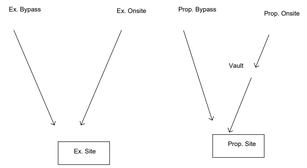
Ex. Site

Hydrograph type	= Combine	Peak discharge	= 95.87 cfs
Storm frequency	= 100 yrs	Time to peak	= 11.98 hrs
Time interval	= 1 min	Hyd. volume	= 240,156 cuft
Inflow hyds.	= 1, 2	Contrib. drain. area	= 9.420 ac



Watershed Model Schematic

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022



Legend

Hyd.	Origin	Description
1	SCS Runoff	Ex. Bypass
2	SCS Runoff	Ex. Onsite
3	SCS Runoff	Prop. Bypass
4	SCS Runoff	Prop. Onsite
5	Combine	Ex. Site
6	Reservoir	Vault
7	Combine	Prop. Site

Project: P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\11-SWM COMPUTATIONS\DESIGN\ENGR\pond

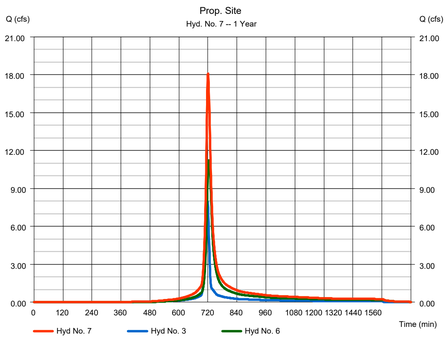
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 — Thursday, 06 / 6 / 2024

Hyd. No. 7

Prop. Site

Hydrograph type	= Combine	Peak discharge	= 18.07 cfs
Storm frequency	= 1 yrs	Time to peak	= 721 min
Time interval	= 1 min	Hyd. volume	= 57,744 cuft
Inflow hyds.	= 3, 6	Contrib. drain. area	= 2.850 ac



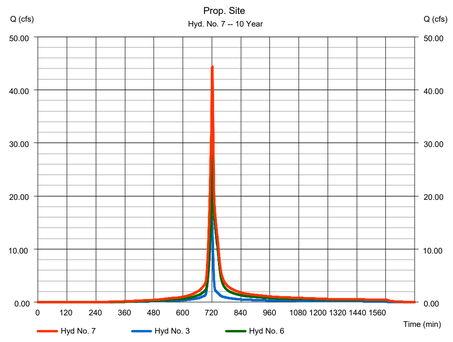
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 — Thursday, 06 / 6 / 2024

Hyd. No. 7

Prop. Site

Hydrograph type	= Combine	Peak discharge	= 44.43 cfs
Storm frequency	= 10 yrs	Time to peak	= 722 min
Time interval	= 1 min	Hyd. volume	= 128,073 cuft
Inflow hyds.	= 3, 6	Contrib. drain. area	= 2.850 ac



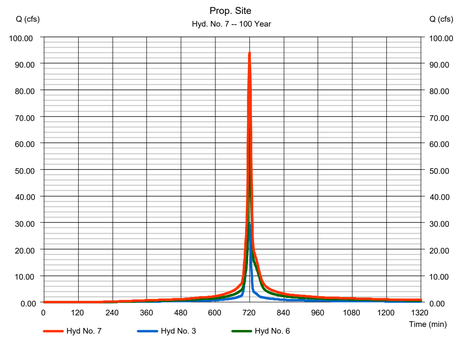
Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 — Thursday, 06 / 6 / 2024

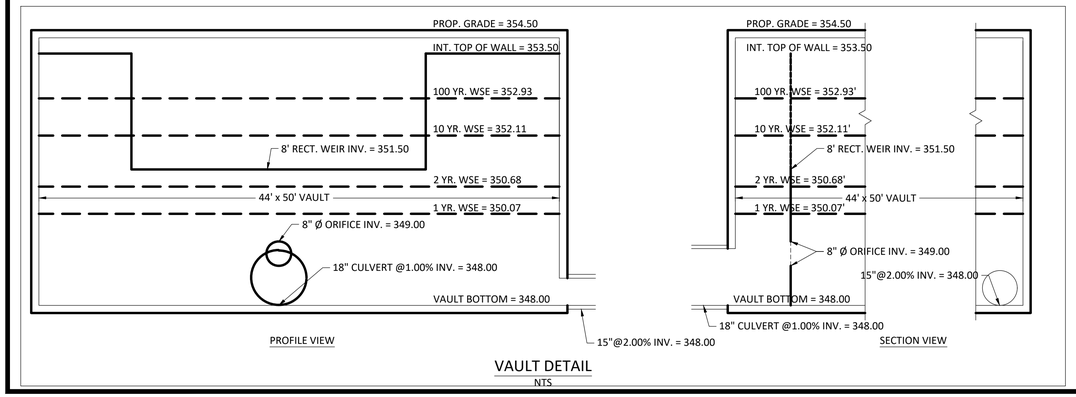
Hyd. No. 7

Prop. Site

Hydrograph type	= Combine	Peak discharge	= 94.03 cfs
Storm frequency	= 100 yrs	Time to peak	= 720 min
Time interval	= 1 min	Hyd. volume	= 242,610 cuft
Inflow hyds.	= 3, 6	Contrib. drain. area	= 2.850 ac



Exchange Place		
1/26/2024		
Norman Dixon		
Channel Protection (1 year storm)		
Q pre-developed	24.31	**cfs**
RV pre-developed	56000	**cuft**
Q developed	18.07	**cfs**
RV developed	57744	**cuft**
Improvement Factor	**0.8**	
(I.F. * (Q pre * RV pre)	**18.86**	**OK**
RV developed		
Is Q dev < ((I.F. * (Q pre * RV pre)/ Q dev) + Q offsite	**YES**	
Flood Protection (10 year storm)		
Q pre-developed	52.35	**cfs**
RV pre-developed	125892	**cuft**
Q developed	44.43	**cfs**
RV developed	128073	**cuft**
(I.F. * (Q pre * RV pre)	**51.46**	**OK**
RV developed		
Is Q dev < ((Q pre * RV pre)/ Q dev) + Q offsite	**YES**	



VAULT DETAIL
NTS

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DESCRIPTION	DATE
1	2ND PLAN SUBMISSION	12-20-2024
2	3RD PLAN SUBMISSION	06-27-2025
3	4TH PLAN SUBMISSION	12-29-2025
4	5TH PLAN SUBMISSION	04-20-2026
5	6TH PLAN SUBMISSION	06-01-2026
6	7TH PLAN SUBMISSION	06-15-2026

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/18/2024
SCALE: N/A
DESIGN: ND
DRAWN: ND
CHECKED: JH

SHEET TITLE:

SWM COMPUTATIONS, HYDROGRAPHS, & VAULT DETAILS

SHEET No.

11

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\11-SWM COMPUTATIONS.dwg, 6/12/2026 4:16:06 PM, Jason M. Alagna,

PRELIMINARY VRRM

Project Name: Exchange Place
Date: 1/19/2024
Linear Development Project? No

CLEAR ALL

data input cells
constant values
calculation cells
final results

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 9.42

Maximum reduction required: 20%
The site's net increase in impervious cover (acres) is: 0.32
Post-Development TP Load Reduction for Site (lb/yr): 3.48

Check:
BMP Design Specifications List: 2013 Draft Stds & Specs
Linear project? No
Land cover areas entered correctly? ✓
Total disturbed area entered? ✓

Pre-ReDevelopment Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) - undisturbed forest/open space					0.00
Managed Turf (acres) - disturbed, graded for yards or other turf to be mowed/managed				3.54	3.54
Impervious Cover (acres)				5.88	5.88
					9.42

Post-Development Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) - undisturbed, protected forest/open space or reforested land					0.00
Managed Turf (acres) - disturbed, graded for yards or other turf to be mowed/managed				3.22	3.22
Impervious Cover (acres)				6.20	6.20
Area Check	OK	OK.	OK.	OK.	9.42

Constants

Annual Rainfall (inches)	43
Target Rainfall Event (inches)	1.00
Total Phosphorus (TP) EMC (mg/L)	0.26
Total Nitrogen (TN) EMC (mg/L)	1.86
Target TP Load (lb/acre/yr)	0.41
Pj (unitless correction factor)	0.90

Runoff Coefficients (Rv)

	A Soils	B Soils	C Soils	D Soils
Forest/Open Space	0.02	0.03	0.04	0.05
Managed Turf	0.15	0.20	0.22	0.25
Impervious Cover	0.95	0.95	0.95	0.95

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

Land Cover Summary-Pre		
Pre-ReDevelopment	**Listed**	**Adjusted[1]**
Forest/Open Space Cover (acres)	0.00	0.00
Weighted Rv(forest)	0.00	0.00
% Forest	0%	0%
Managed Turf Cover (acres)	3.54	3.22
Weighted Rv (turf)	0.25	0.25
% Managed Turf	38%	35%
Impervious Cover (acres)	5.88	5.88
Rv(impervious)	0.95	0.95
% Impervious	62%	65%
Total Site Area (acres)	**9.42**	**9.10**
Site Rv	**0.69**	**0.70**

LAND COVER SUMMARY -- POST DEVELOPMENT

Land Cover Summary-Post (Final)	
Post ReDev. & New Impervious	
Forest/Open Space Cover (acres)	0.00
Weighted Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	3.22
Weighted Rv (turf)	0.25
% Managed Turf	34%
Impervious Cover (acres)	6.20
Rv(impervious)	0.95
% Impervious	66%
Final Site Area (acres)	**9.42**
Final Post Dev Site Rv	**0.71**

Land Cover Summary-Post	
Post-ReDevelopment	
Forest/Open Space Cover (acres)	0.00
Weighted Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	3.22
Weighted Rv (turf)	0.25
% Managed Turf	35%
ReDev. Impervious Cover (acres)	5.88
Rv(impervious)	0.95
% Impervious	65%
Total ReDev. Site Area (acres)	**9.10**
ReDev Site Rv	**0.70**

Land Cover Summary-Post	
Post-Development New Impervious	
New Impervious Cover (acres)	0.32
Rv(impervious)	0.95

Treatment Volume and Nutrient Load

Pre-ReDevelopment Treatment Volume (acre-ft)	0.5393	0.5326
Pre-ReDevelopment Treatment Volume (cubic feet)	23,490	23,199
Pre-ReDevelopment TP Load (lb/yr)	**14.76**	**14.58**
Pre-ReDevelopment TP Load per acre (lb/acre/yr)	1.57	1.60
Baseline TP Load (lb/yr) (0.41 lbs/acre/yr applied to pre-redevelopment area excluding previous land proposed for new impervious cover)		3.73

Treatment Volume and Nutrient Load

Final Post-Development Treatment Volume (acre-ft)	0.5579	
Final Post-Development Treatment Volume (cubic feet)	24,303	
Final Post-Development TP Load (lb/yr)	**15.27**	
Final Post-Development TP Load per acre (lb/acre/yr)	1.62	

Treatment Volume and Nutrient Load

Post-ReDevelopment Treatment Volume (acre-ft)	0.5326	
Post-ReDevelopment Treatment Volume (cubic feet)	23,199	
Post-ReDevelopment Load (TP) (lb/yr)*	14.58	
Post-ReDevelopment TP Load per acre (lb/acre/yr)	1.60	
Max. Reduction Required (Below Pre-ReDevelopment Load)	20%	
TP Load Reduction Required for Redeveloped Area (lb/yr)	**2.92**	

Post-Development Treatment Volume (acre-ft)	0.0253	
Post-Development Treatment Volume (cubic feet)	1,104	
Post-Development TP Load (lb/yr)	0.69	
TP Load Reduction Required for New Impervious Area (lb/yr)	**0.56**	

[1]*Adjusted Land Cover Summary:*
Pre ReDevelopment land cover minus pervious land cover (forest/open space or managed turf) acreage proposed for new impervious cover.

Adjusted total acreage is consistent with Post ReDevelopment acreage (minus acreage of new impervious cover).

Column I shows load reduction requirement for new impervious cover (based on new development load limit, 0.41 lbs/acre/year).

Post-Development Requirement for Site Area

TP Load Reduction Required (lb/yr)	**3.48**

Nitrogen Loads (Informational Purposes Only)

Pre-ReDevelopment TN Load (lb/yr)	105.58
Final Post-Development TN Load (Post ReDevelopment & New Impervious) (lb/yr)	109.24

Drainage Area A

Drainage Area A Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals	Land Cover Rv
Forest/Open Space (acres)					0.00	0.00
Managed Turf (acres)				1.92	1.92	0.25
Impervious Cover (acres)				4.65	4.65	0.95
				Total	6.57	

CLEAR BMP AREAS

Total Phosphorus Available for Removal In D.A. A (lb/yr): 11.17
Post Development Treatment Volume In D.A. A (ft³): 17,778

Stormwater Best Management Practices (RR = Runoff Reduction)

--Select from dropdown lists--

Practice	Runoff Reduction Credit (%)	Managed Turf Credit Area (acres)	Impervious Cover Credit Area (acres)	Volume from Upstream Practice (ft³)	Runoff Reduction (ft³)	Remaining Runoff Volume (ft³)	Total BMP Treatment Volume (ft³)	Phosphorus Removal Efficiency (%)	Phosphorus Load from Upstream Practices (lb)	Untreated Phosphorus Load to Practice (lb)	Phosphorus Removed By Practice (lb)	Remaining Phosphorus Load (lb)	Downstream Practice to be Employed
14. Manufactured Treatment Devices (no RR)													
14.a. Manufactured Treatment Device-Hydrodynamic	0			0	0	0	0	20	0.00	0.00	0.00	0.00	
14.b. Manufactured Treatment Device-Filtering	0	1.92	4.65	0	0	17,778	17,778	50	0.00	11.16	5.58	5.58	

Site Results (Water Quality Compliance)

Area Checks	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	AREA CHECK
FOREST/OPEN SPACE (ac)	0.00	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER (ac)	4.65	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER TREATED (ac)	4.65	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA (ac)	1.92	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA TREATED (ac)	1.92	0.00	0.00	0.00	0.00	OK.
AREA CHECK	OK.	OK.	OK.	OK.	OK.	

Site Treatment Volume (ft³) 24,303

Runoff Reduction Volume and TP By Drainage Area

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	TOTAL
RUNOFF REDUCTION VOLUME ACHIEVED (ft³)	0	0	0	0	0	0
TP LOAD AVAILABLE FOR REMOVAL (lb/yr)	11.17	0.00	0.00	0.00	0.00	11.17
TP LOAD REDUCTION ACHIEVED (lb/yr)	5.58	0.00	0.00	0.00	0.00	5.58
TP LOAD REMAINING (lb/yr)	5.59	0.00	0.00	0.00	0.00	5.59
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	0.00	0.00	0.00	0.00	0.00	0.00

Total Phosphorus

FINAL POST-DEVELOPMENT TP LOAD (lb/yr)	15.27
TP LOAD REDUCTION REQUIRED (lb/yr)	3.48
TP LOAD REDUCTION ACHIEVED (lb/yr)	5.58
TP LOAD REMAINING (lb/yr)	9.69
REMAINING TP LOAD REDUCTION REQUIRED (lb/yr):	0.00 **

** TARGET TP REDUCTION EXCEEDED BY 2.1 LB/YEAR **

Total Nitrogen (For Information Purposes)

POST-DEVELOPMENT LOAD (lb/yr)	109.24
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	0.00
REMAINING POST-DEVELOPMENT NITROGEN LOAD (lb/yr)	109.24

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/22/2025
SCALE: N/A
DESIGN: ND
DRAWN: ND
CHECKED: JH

SHEET TITLE:

SWM COMPUTATIONS - OVERALL

SHEET No.

11.1

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\11.1 SWM COMPUTATIONS.dwg, 6/12/2026 4:16:25 PM, Jason M. Alagna,

PRELIMINARY VRRM

Project Name: EXCHANGE PLACE - SITE WORK PHASE
Date: 12/15/2025
Linear Development Project? No

CLEAR ALL

data input cells
constant values
calculation cells
final results

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 9.42

Maximum reduction required:	20%
The site's net increase in impervious cover (acres) is:	0
Post-Development TP Load Reduction for Site (lb/yr):	-5.29

Check:
BMP Design Specifications List: 2013 Draft Stds & Specs
Linear project? No
Land cover areas entered correctly? ✓
Total disturbed area entered? ✓

TP LOAD REDUCTION NOT REQUIRED

Pre-ReDevelopment Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) – undisturbed forest/open space					0.00
Managed Turf (acres) – disturbed, graded for yards or other turf to be mowed/managed				3.54	3.54
Impervious Cover (acres)				5.88	5.88
					9.42

Post-Development Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) – undisturbed, protected forest/open space or reforested land					0.00
Managed Turf (acres) – disturbed, graded for yards or other turf to be mowed/managed				8.70	8.70
Impervious Cover (acres)				0.72	0.72
Area Check	OK.	OK.	OK.	OK.	9.42

Constants

Annual Rainfall (inches)	43
Target Rainfall Event (inches)	1.00
Total Phosphorus (TP) EMC (mg/L)	0.26
Total Nitrogen (TN) EMC (mg/L)	1.86
Target TP Load (lb/acre/yr)	0.41
Pj (unitless correction factor)	0.90

Runoff Coefficients (Rv)

	A Soils	B Soils	C Soils	D Soils
Forest/Open Space	0.02	0.03	0.04	0.05
Managed Turf	0.15	0.20	0.22	0.25
Impervious Cover	0.95	0.95	0.95	0.95

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

Land Cover Summary-Pre Pre-ReDevelopment	Listed	Adjusted[1]
Forest/Open Space Cover (acres)	0.00	0.00
Weighted Rv(forest)	0.00	0.00
% Forest	0%	0%
Managed Turf Cover (acres)	3.54	3.54
Weighted Rv(turf)	0.25	0.25
% Managed Turf	38%	38%
Impervious Cover (acres)	5.88	5.88
Rv(impervious)	0.95	0.95
% Impervious	62%	62%
Total Site Area (acres)	**9.42**	**9.42**
Site Rv	**0.69**	**0.69**

Treatment Volume and Nutrient Load

Pre-ReDevelopment Treatment Volume (acre-ft)	0.5393	0.5393
Pre-ReDevelopment Treatment Volume (cubic feet)	23,490	23,490
Pre-ReDevelopment TP Load (lb/yr)	14.76	14.76
Pre-ReDevelopment TP Load per acre (lb/acre/yr)	1.57	1.57
Baseline TP Load (lb/yr) (0.41 lbs/acre/yr applied to pre-redevelopment area excluding pervious land proposed for new impervious cover)		3.86

LAND COVER SUMMARY -- POST DEVELOPMENT

Land Cover Summary-Post (Final) Post ReDev. & New Impervious	
Forest/Open Space Cover (acres)	0.00
Weighted Rv(Forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	8.70
Weighted Rv (turf)	0.25
% Managed Turf	92%
Impervious Cover (acres)	0.72
Rv(impervious)	0.95
% Impervious	8%
Final Site Area (acres)	9.42
Final Post Dev Site Rv	0.30

Land Cover Summary-Post Post-ReDevelopment	
Forest/Open Space Cover (acres)	0.00
Weighted Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	8.70
Weighted Rv (turf)	0.25
% Managed Turf	92%
ReDev. Impervious Cover (acres)	0.72
Rv(impervious)	0.95
% Impervious	8%
Total ReDev. Site Area (acres)	9.42
ReDev Site Rv	0.30

Land Cover Summary-Post Post-Development New Impervious	
New Impervious Cover (acres)	0.00
Rv(impervious)	--

Treatment Volume and Nutrient Load

Final Post-Development Treatment Volume (acre-ft)	0.2383
Final Post-Development Treatment Volume (cubic feet)	10,378
Final Post-Development TP Load (lb/yr)	6.52
Final Post-Development TP Load per acre (lb/acre/yr)	0.69

Post-ReDevelopment Treatment Volume (acre-ft)	0.2383
Post-ReDevelopment Treatment Volume (cubic feet)	10,378
Post-ReDevelopment Load (TP) (lb/yr)*	6.52
Post-ReDevelopment TP Load per acre (lb/acre/yr)	0.69
Max. Reduction Required (Below Pre-ReDevelopment Load)	20%

Post-Development Treatment Volume (acre-ft)	--
Post-Development Treatment Volume (cubic feet)	--
Post-Development TP Load (lb/yr)	--

TP Load Reduction Required for Redeveloped Area (lb/yr)	-5.29
TP Load Reduction Required for New Impervious Area (lb/yr)	0

[1] *Adjusted Land Cover Summary:*
Pre ReDevelopment land cover minus pervious land cover (forest/open space or managed turf) acreage proposed for new impervious cover.

Adjusted total acreage is consistent with Post ReDevelopment acreage (minus acreage of new impervious cover).

Column I shows load reduction requirement for new impervious cover based on new development load limit, 0.41 lbs/acre/year).

Post-Development Requirement for Site Area

TP Load Reduction Required (lb/yr)	-5.29	**	*TP LOAD REDUCTION NOT REQUIRED*

Nitrogen Loads (Informational Purposes Only)

Pre ReDevelopment TN Load (lb/yr)	105.58	Final Post-Development TN Load (Post ReDevelopment & New Impervious) (lb/yr)	46.65

Drainage Area A

Drainage Area A Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals	Land Cover Rv
Forest/Open Space (acres)					0.00	0.00
Managed Turf (acres)				8.70	8.70	0.25
Impervious Cover (acres)				0.72	0.72	0.95
				Total	9.42	

CLEAR BMP AREAS

Total Phosphorus Available for Removal in D.A. A (lb/yr)	6.52
Post Development Treatment Volume in D.A. A (ft³)	10,378

Stormwater Best Management Practices (RR = Runoff Reduction)

--Select from dropdown lists--

Practice	Runoff Reduction Credit (%)	Managed Turf Credit Area (acres)	Impervious Cover Credit Area (acres)	Volume from Upstream Practice (ft³)	Runoff Reduction (ft³)	Remaining Runoff Volume (ft³)	Total BMP Treatment Volume (ft³)	Phosphorus Removal Efficiency (%)	Phosphorus Load from Upstream Practices (lb)	Untreated Phosphorus Load to Practice (lb)	Phosphorus Removed By Practice (lb)	Remaining Phosphorus Load (lb)	Downstream Practice to be Employed
6. Bioretention (RR)													
6.a. Bioretention #1 or Micro-Bioretention #1 or Urban Bioretention (Spec #9)	40	8.70		0	3,158	4,737	7,895	25	0.00	4.95	2.73	2.23	14.b. MTD - Filtering
14. Manufactured Treatment Devices (no RR)													
14.a. Manufactured Treatment Device-Hydrodynamic	0			0	0	0	0	20	0.00	0.00	0.00	0.00	
14.b. Manufactured Treatment Device-Filtering	0		0.72	4,737	0	7,220	7,220	60	2.23	1.56	2.27	1.52	
14.c. Manufactured Treatment Device-Generic	0			0	0	0	0	20	0.00	0.00	0.00	0.00	

Site Results (Water Quality Compliance)

Area Checks	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	AREA CHECK
FOREST/OPEN SPACE (ac)	0.00	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER (ac)	0.72	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER TREATED (ac)	0.72	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA (ac)	8.70	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA TREATED (ac)	8.70	0.00	0.00	0.00	0.00	OK.
AREA CHECK	OK.	OK.	OK.	OK.	OK.	

Site Treatment Volume (ft³): 10,378

Runoff Reduction Volume and TP By Drainage Area

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	TOTAL
RUNOFF REDUCTION VOLUME ACHIEVED (ft³)	3,158	0	0	0	0	3,158
TP LOAD AVAILABLE FOR REMOVAL (lb/yr)	6.52	0.00	0.00	0.00	0.00	6.52
TP LOAD REDUCTION ACHIEVED (lb/yr)	5.00	0.00	0.00	0.00	0.00	5.00
TP LOAD REMAINING (lb/yr)	1.52	0.00	0.00	0.00	0.00	1.52
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	22.69	0.00	0.00	0.00	0.00	22.69

Total Phosphorus

FINAL POST-DEVELOPMENT TP LOAD (lb/yr)	6.52
TP LOAD REDUCTION REQUIRED (lb/yr)	-5.29
TP LOAD REDUCTION ACHIEVED (lb/yr)	5.00
TP LOAD REMAINING (lb/yr)	1.52
REMAINING TP LOAD REDUCTION REQUIRED (lb/yr):	0.00 **

** TARGET TP REDUCTION EXCEEDED BY 10.28 LB/YEAR **

Total Nitrogen (For Information Purposes)

POST-DEVELOPMENT LOAD (lb/yr)	46.65
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	22.69
REMAINING POST-DEVELOPMENT NITROGEN LOAD (lb/yr)	23.96

IMPORTANT NOTE: "EXISTING CONDITIONS" FOR THE REDEVELOPMENT CALCULATIONS SHOWN ON THIS SHEET ARE BASED ON THE *CURRENT* (YEAR 2025) CONDITIONS OF THE SITE AS THIS DEVELOPMENT PLAN IS BEING PREPARED, INCLUDING ALL EXISTING BUILDINGS, PARKING LOTS, AND INFRASTRUCTURE.

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/22/2025
SCALE: N/A
DESIGN: ND
DRAWN: ND
CHECKED: JH

SHEET TITLE:

SWM CALCULATIONS - SITE WORK PHASE

SHEET No.

11.2

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\11.1 SWM COMPUTATIONS.dwg, 6/12/2026 4:16:27 PM, Jason M. Allegra,

PRELIMINARY VRRM

Project Name: EXCHANGE PLACE - MULTIFAMILY PHASE
Date: 12/15/2025
Linear Development Project? No

CLEAR ALL

data input cells
constant values
calculation cells
final results

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 9.42

Maximum reduction required:	20%
The site's net increase in impervious cover (acres) is:	0
Post-Development TP Load Reduction for Site (lb/yr):	0.91

Check:
BMP Design Specifications List: 2013 Draft Stds & Specs
Linear project? No
Land cover areas entered correctly? ✓
Total disturbed area entered? ✓

Pre-ReDevelopment Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) - undisturbed forest/open space					0.00
Managed Turf (acres) - disturbed, graded for yards or other turf to be mowed/managed				3.54	3.54
Impervious Cover (acres)				5.88	5.88
					9.42

Post-Development Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) - undisturbed, protected forest/open space or reforested land					0.00
Managed Turf (acres) - disturbed, graded for yards or other turf to be mowed/managed				4.82	4.82
Impervious Cover (acres)				4.60	4.60
Area Check	OK.	OK.	OK.	OK.	9.42

Constants

Annual Rainfall (inches)	43
Target Rainfall Event (inches)	1.00
Total Phosphorus (TP) EMC (mg/L)	0.26
Total Nitrogen (TN) EMC (mg/L)	1.86
Target TP Load (lb/acre/yr)	0.41
Pj (unitless correction factor)	0.90

Runoff Coefficients (Rv)

	A Soils	B Soils	C Soils	D Soils
Forest/Open Space	0.02	0.03	0.04	0.05
Managed Turf	0.15	0.20	0.22	0.25
Impervious Cover	0.95	0.95	0.95	0.95

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

Land Cover Summary-Pre		
Pre-ReDevelopment	Listed	Adjusted[1]
Forest/Open Space Cover (acres)	0.00	0.00
Weighted Rv (forest)	0.00	0.00
% Forest	0%	0%
Managed Turf Cover (acres)	3.54	3.54
Weighted Rv (turf)	0.25	0.25
% Managed Turf	38%	38%
Impervious Cover (acres)	5.88	5.88
Rv (impervious)	0.95	0.95
% Impervious	62%	62%
Total Site Area (acres)	9.42	9.42
Site Rv	0.69	0.69
Treatment Volume and Nutrient Load		
Pre-ReDevelopment Treatment Volume (acre-ft)	0.5393	0.5393
Pre-ReDevelopment Treatment Volume (cubic feet)	23,490	23,490
Pre-ReDevelopment TP Load (lb/yr)	14.76	14.76
Pre-ReDevelopment TP Load per acre (lb/acre/yr)	1.57	1.57
Baseline TP Load (lb/yr) (0.41 lbs/acre/yr applied to pre-redevelopment area excluding previous land proposed for new impervious cover)		3.86

LAND COVER SUMMARY -- POST DEVELOPMENT

Land Cover Summary-Post (Final)	
Post ReDev. & New Impervious	
Forest/Open Space Cover (acres)	0.00
Weighted Rv (forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	4.82
Weighted Rv (turf)	0.25
% Managed Turf	51%
Impervious Cover (acres)	4.60
Rv (impervious)	0.95
% Impervious	49%
Final Site Area (acres)	9.42
Final Post Dev Site Rv	0.59

Land Cover Summary-Post	
Post ReDevelopment	
Forest/Open Space Cover (acres)	0.00
Weighted Rv (forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	4.82
Weighted Rv (turf)	0.25
% Managed Turf	51%
ReDev. Impervious Cover (acres)	4.60
Rv (impervious)	0.95
% Impervious	49%
Total ReDev. Site Area (acres)	9.42
ReDev Site Rv	0.59

Land Cover Summary-Post	
Post Development New Impervious	
New Impervious Cover (acres)	0.00
Rv (impervious)	--

Treatment Volume and Nutrient Load

Final Post Development Treatment Volume (acre-ft)	0.4646	Post ReDevelopment Treatment Volume (acre-ft)	0.4646
Final Post Development Treatment Volume (cubic feet)	20,237	Post ReDevelopment Treatment Volume (cubic feet)	20,237
Final Post-Development TP Load (lb/yr)	12.72	Post ReDevelopment Load (TP) (lb/yr)*	12.72
Final Post-Development TP Load per acre (lb/acre/yr)	1.35	Post-ReDevelopment TP Load per acre (lb/acre/yr)	1.35
		Max. Reduction Required (Below Pre-ReDevelopment Load)	20%
		TP Load Reduction Required for Redeveloped Area (lb/yr)	0.91

Post Development Treatment Volume (acre-ft)	--
Post Development Treatment Volume (cubic feet)	--
Post Development TP Load (lb/yr)	--
TP Load Reduction Required for New Impervious Area (lb/yr)	0

[1] Adjusted Land Cover Summary:
Pre ReDevelopment land cover minus pervious land cover (forest/open space or managed turf) acreage proposed for new impervious cover.

Adjusted total acreage is consistent with Post ReDevelopment acreage (minus acreage of new impervious cover).

Column I shows load reduction requirement for new impervious cover (based on new development load limit, 0.41 lbs/acre/year).

Post-Development Requirement for Site Area

TP Load Reduction Required (lb/yr)	0.91

Nitrogen Loads (Informational Purposes Only)

Pre ReDevelopment TN Load (lb/yr)	105.58
Final Post Development TN Load (Post ReDevelopment & New Impervious) (lb/yr)	90.96

Drainage Area A

Drainage Area A Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals	Land Cover Rv
Forest/Open Space (acres)					0.00	0.00
Managed Turf (acres)				4.82	4.82	0.25
Impervious Cover (acres)				4.60	4.60	0.95
				Total	9.42	

CLEAR BMP AREAS

Total Phosphorus Available for Removal in D.A. A (lb/yr)	12.72
Post Development Treatment Volume in D.A. A (ft³)	20,237

Stormwater Best Management Practices (RR = Runoff Reduction)

--Select from dropdown lists--

6. Bioretention (RR)													
6.a. Bioretention #1 or Micro-Bioretention #1 or Urban Bioretention (Spec #9)	40	4.82		0	1,750	2,624	4,374	25	0.00	2.75	1.51	1.24	14.b. MTD - Filtering
14. Manufactured Treatment Devices (no RR)													
14.a. Manufactured Treatment Device-Hydrodynamic	0			0	0	0	0	20	0.00	0.00	0.00	0.00	
14.b. Manufactured Treatment Device-Filtering	0		4.60	2,624	0	18,488	18,488	60	1.24	9.96	6.71	4.48	
14.c. Manufactured Treatment Device-Generic	0			0	0	0	0	20	0.00	0.00	0.00	0.00	

Site Results (Water Quality Compliance)

Area Checks	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	AREA CHECK
FOREST/OPEN SPACE (ac)	0.00	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER (ac)	4.60	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER TREATED (ac)	4.60	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA (ac)	4.82	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA TREATED (ac)	4.82	0.00	0.00	0.00	0.00	OK.
AREA CHECK	OK.	OK.	OK.	OK.	OK.	

Site Treatment Volume (ft³) 20,237

Runoff Reduction Volume and TP By Drainage Area

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	TOTAL
RUNOFF REDUCTION VOLUME ACHIEVED (ft³)	1,750	0	0	0	0	1,750
TP LOAD AVAILABLE FOR REMOVAL (lb/yr)	12.72	0.00	0.00	0.00	0.00	12.72
TP LOAD REDUCTION ACHIEVED (lb/yr)	8.22	0.00	0.00	0.00	0.00	8.22
TP LOAD REMAINING (lb/yr)	4.49	0.00	0.00	0.00	0.00	4.49
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	12.57	0.00	0.00	0.00	0.00	12.57

Total Phosphorus

FINAL POST-DEVELOPMENT TP LOAD (lb/yr)	12.72
TP LOAD REDUCTION REQUIRED (lb/yr)	0.91
TP LOAD REDUCTION ACHIEVED (lb/yr)	8.22
TP LOAD REMAINING (lb/yr)	4.49
REMAINING TP LOAD REDUCTION REQUIRED (lb/yr):	0.00 **

** TARGET TP REDUCTION EXCEEDED BY 7.32 LB/YEAR **

Total Nitrogen (For Information Purposes)

POST-DEVELOPMENT LOAD (lb/yr)	90.96
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	12.57
REMAINING POST-DEVELOPMENT NITROGEN LOAD (lb/yr)	78.39

IMPORTANT NOTE: "EXISTING CONDITIONS" FOR THE REDEVELOPMENT CALCULATIONS SHOWN ON THIS SHEET ARE BASED ON THE *CURRENT* (YEAR 2025) CONDITIONS OF THE SITE AS THIS DEVELOPMENT PLAN IS BEING PREPARED, INCLUDING ALL EXISTING BUILDINGS, PARKING LOTS, AND INFRASTRUCTURE.

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/22/2025
SCALE: N/A
DESIGN: ND
DRAWN: ND
CHECKED: JH

SHEET TITLE:
SWM CALCULATIONS - MULTIFAMILY PHASE

SHEET No.
11.3

P:\Projects\23008899.00\EXCHANGE PLACE DES\ELOPMENT PLAN\113159 DEVELOPMENT PLAN\11.1 SWM COMPUTATIONS.dwg, 6/12/2026 4:16:28 PM, Jason M. Alagna,

PRELIMINARY VRRM

Project Name: EXCHANGE PLACE - TOWNHOUSE PHASE
Date: 12/15/2025
Linear Development Project? No

CLEAR ALL

data input cells
constant values
calculation cells
final results

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area (*acres*) → 9.42

Maximum reduction required: 20%
The site's net increase in impervious cover (acres) is: 0
Post-Development TP Load Reduction for Site (lb/yr): 2.30

Check:
BMP Design Specifications List: 2013 Draft Stds & Specs
Linear project? No
Land cover areas entered correctly? ✓
Total disturbed area entered? ✓

Pre-ReDevelopment Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) - undisturbed forest/open space					0.00
Managed Turf (acres) - disturbed, graded for yards or other turf to be mowed/managed				3.54	3.54
Impervious Cover (acres)				5.88	5.88
					9.42

Post-Development Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) - undisturbed, protected forest/open space or reforested land					0.00
Managed Turf (acres) - disturbed, graded for yards or other turf to be mowed/managed				3.95	3.95
Impervious Cover (acres)				5.47	5.47
Area Check	OK.	OK.	OK.	OK.	9.42

Constants

Annual Rainfall (inches)	43
Target Rainfall Event (inches)	1.00
Total Phosphorus (TP) EMC (mg/L)	0.26
Total Nitrogen (TN) EMC (mg/L)	1.86
Target TP Load (lb/acre/yr)	0.41
Pj (unitless correction factor)	0.90

Runoff Coefficients (Rv)

	A Soils	B Soils	C Soils	D Soils
Forest/Open Space	0.02	0.03	0.04	0.05
Managed Turf	0.15	0.20	0.22	0.25
Impervious Cover	0.95	0.95	0.95	0.95

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

Land Cover Summary-Pre		
Pre-ReDevelopment	Listed	Adjusted[1]
Forest/Open Space Cover (acres)	0.00	0.00
Weighted Rv(forest)	0.00	0.00
% Forest	0%	0%
Managed Turf Cover (acres)	3.54	3.54
Weighted Rv(turf)	0.25	0.25
% Managed Turf	38%	38%
Impervious Cover (acres)	5.88	5.88
Rv(impervious)	0.95	0.95
% Impervious	62%	62%
Total Site Area (acres)	**9.42**	**9.42**
Site Rv	0.69	0.69

Treatment Volume and Nutrient Load

Pre-ReDevelopment Treatment Volume (acre-ft)	0.5393	0.5393
Pre-ReDevelopment Treatment Volume (cubic feet)	23,490	23,490
Pre-ReDevelopment TP Load (lb/yr)	14.76	14.76
Pre-ReDevelopment TP Load per acre (lb/acre/yr)	1.57	1.57
Baseline TP Load (lb/yr) (0.41 lbs/acre/yr applied to pre-redevelopment area excluding previous land proposed for new impervious cover)		3.86

LAND COVER SUMMARY -- POST DEVELOPMENT

Land Cover Summary-Post (Final)	
Post ReDev. & New Impervious	
Forest/Open Space Cover (acres)	0.00
Weighted Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	3.95
Weighted Rv (turf)	0.25
% Managed Turf	42%
Impervious Cover (acres)	5.47
Rv(impervious)	0.95
% Impervious	58%
Final Site Area (acres)	9.42
Final Post Dev Site Rv	0.66

Land Cover Summary-Post	
Post ReDevelopment	
Forest/Open Space Cover (acres)	0.00
Weighted Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	3.95
Weighted Rv (turf)	0.25
% Managed Turf	42%
ReDev. Impervious Cover (acres)	5.47
Rv(impervious)	0.95
% Impervious	58%
Total ReDev. Site Area (acres)	9.42
ReDev Site Rv	0.66

Land Cover Summary-Post	
Post Development New Impervious	
New Impervious Cover (acres)	0.00
Rv(impervious)	--

Treatment Volume and Nutrient Load

Final Post-Development Treatment Volume (acre-ft)	0.5153	Post-ReDevelopment Treatment Volume (acre-ft)	0.5153	Post-Development Treatment Volume (acre-ft)	--
Final Post-Development Treatment Volume (cubic feet)	22,448	Post-ReDevelopment Treatment Volume (cubic feet)	22,448	Post-Development Treatment Volume (cubic feet)	--
Final Post-Development TP Load (lb/yr)	14.10	Post-ReDevelopment Load (TP) (lb/yr)*	14.10	Post-Development TP Load (lb/yr)	--
Final Post-Development TP Load per acre (lb/acre/yr)	1.50	Post-ReDevelopment TP Load per acre (lb/acre/yr)	1.50		
		Max. Reduction Required (Below Pre-ReDevelopment Load)	20%		
		TP Load Reduction Required for Redeveloped Area (lb/yr)	2.30	TP Load Reduction Required for New Impervious Area (lb/yr)	0

[1] *Adjusted Land Cover Summary:*
Pre ReDevelopment land cover minus pervious land cover (forest/open space or managed turf) acreage proposed for new impervious cover.

Adjusted total acreage is consistent with Post ReDevelopment acreage (minus acreage of new impervious cover).

Column I shows load reduction requirement for new impervious cover (based on new development load limit, 0.41 lbs/acre/year).

Post-Development Requirement for Site Area

TP Load Reduction Required (lb/yr)	2.30

Nitrogen Loads (Informational Purposes Only)

Pre-ReDevelopment TN Load (lb/yr)	105.58	Final Post-Development TN Load (Post ReDevelopment & New Impervious) (lb/yr)	100.90

Drainage Area A

Drainage Area A Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals	Land Cover Rv
Forest/Open Space (acres)					0.00	0.00
Managed Turf (acres)				3.95	3.95	0.25
Impervious Cover (acres)				5.47	5.47	0.95
				Total	9.42	

CLEAR BMP AREAS

Total Phosphorus Available for Removal in D.A. A (lb/yr): 14.10
Post Development Treatment Volume in D.A. A (ft³): 22,448

Stormwater Best Management Practices (RR = Runoff Reduction) --Select from dropdown lists--

Practice	Runoff Reduction Credit (%)	Managed Turf Credit Area (acres)	Impervious Cover Credit Area (acres)	Volume from Upstream Practice (ft³)	Runoff Reduction (ft³)	Remaining Runoff Volume (ft³)	Total BMP Treatment Volume (ft³)	Phosphorus Removal Efficiency (%)	Phosphorus Load from Upstream Practices (lb)	Untreated Phosphorus Load to Practice (lb)	Phosphorus Removed By Practice (lb)	Remaining Phosphorus Load (lb)	Downstream Practice to be Employed
6. Bioretention (RR)													
6.a. Bioretention #1 or Micro-Bioretention #1 or Urban Bioretention (Spec #9)	40	3.23		0	1,172	1,759	2,931	25	0.00	1.84	1.01	0.83	14.b. MTD - Filtering
14. Manufactured Treatment Devices (no RR)													
14.a. Manufactured Treatment Device-Hydrodynamic	0			0	0	0	0	20	0.00	0.00	0.00	0.00	
14.b. Manufactured Treatment Device-Filtering	0		5.47	1,759	0	20,622	20,622	60	0.83	11.84	7.60	5.07	
14.c. Manufactured Treatment Device-Generic	0			0	0	0	0	20	0.00	0.00	0.00	0.00	

Site Results (Water Quality Compliance)

Area Checks	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	AREA CHECK
FOREST/OPEN SPACE (ac)	0.00	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER (ac)	5.47	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER TREATED (ac)	5.47	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA (ac)	3.95	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA TREATED (ac)	3.23	0.00	0.00	0.00	0.00	OK.
AREA CHECK	OK.	OK.	OK.	OK.	OK.	

Site Treatment Volume (ft³) 22,448

Runoff Reduction Volume and TP By Drainage Area

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	TOTAL
RUNOFF REDUCTION VOLUME ACHIEVED (ft³)	1,172	0	0	0	0	1,172
TP LOAD AVAILABLE FOR REMOVAL (lb/yr)	14.10	0.00	0.00	0.00	0.00	14.10
TP LOAD REDUCTION ACHIEVED (lb/yr)	8.61	0.00	0.00	0.00	0.00	8.61
TP LOAD REMAINING (lb/yr)	5.49	0.00	0.00	0.00	0.00	5.49
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	8.42	0.00	0.00	0.00	0.00	8.42

Total Phosphorus

FINAL POST-DEVELOPMENT TP LOAD (lb/yr)	14.10
TP LOAD REDUCTION REQUIRED (lb/yr)	2.30
TP LOAD REDUCTION ACHIEVED (lb/yr)	8.61
TP LOAD REMAINING (lb/yr)	5.49
REMAINING TP LOAD REDUCTION REQUIRED (lb/yr)	0.00 **

** TARGET TP REDUCTION EXCEEDED BY 6.31 LB/YEAR **

Total Nitrogen (For Information Purposes)

POST-DEVELOPMENT LOAD (lb/yr)	100.90
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	8.42
REMAINING POST-DEVELOPMENT NITROGEN LOAD (lb/yr)	92.48

IMPORTANT NOTE: "EXISTING CONDITIONS" FOR THE REDEVELOPMENT CALCULATIONS SHOWN ON THIS SHEET ARE BASED ON THE *CURRENT* (YEAR 2025) CONDITIONS OF THE SITE AS THIS DEVELOPMENT PLAN IS BEING PREPARED, INCLUDING ALL EXISTING BUILDINGS, PARKING LOTS, AND INFRASTRUCTURE.

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

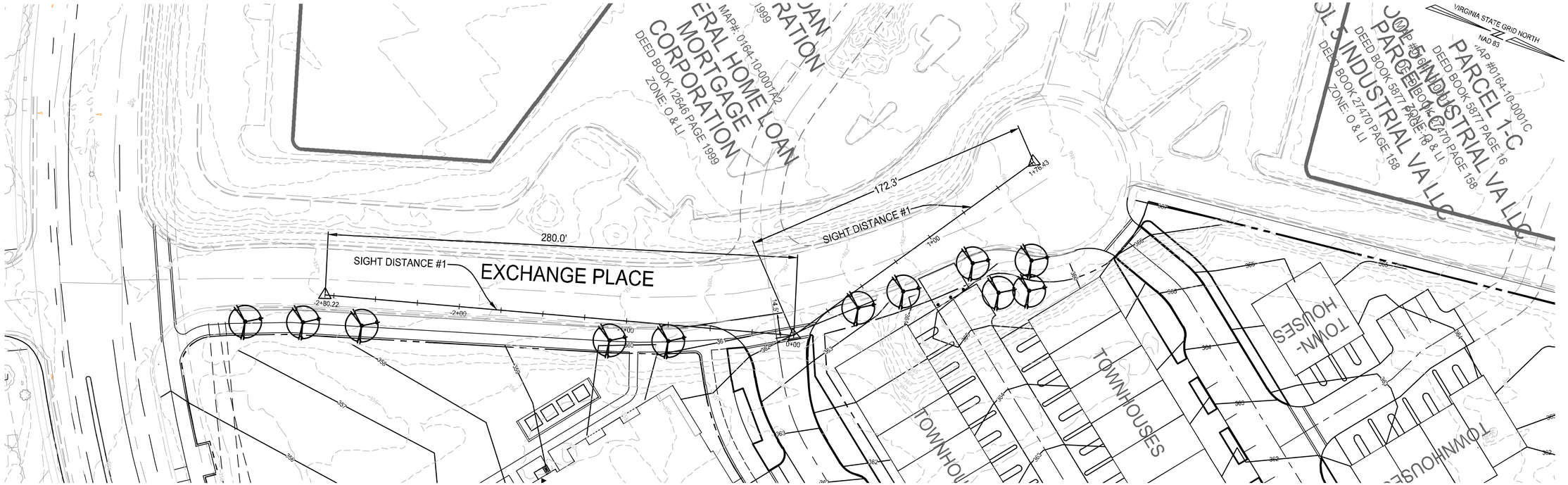
MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/22/2025
SCALE: N/A
DESIGN: ND
DRAWN: ND
CHECKED: JH

SHEET TITLE:
SWM CALCULATIONS - TOWNHOUSE PHASE

SHEET No.
11.4

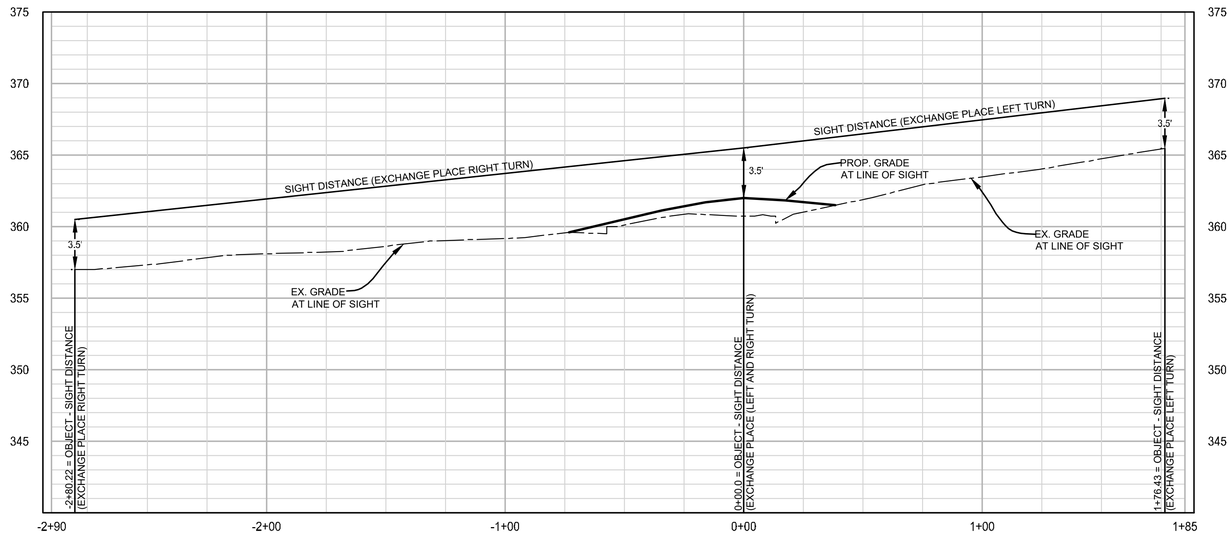
P:\Projects\23008899.00\EXCHANGE PLACE DES\DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\11.1 SWM COMPUTATIONS.dwg, 6/12/2026 4:16:29 PM, Jason M. Alagna,



PLAN

SCALE: 1" = 30'

GRAPHIC SCALE
1" = 30'



SIGHT DISTANCE #1

HORIZONTAL SCALE: 1" = 30'
VERTICAL SCALE: 1" = 5'

VERTICAL GRAPHIC SCALE
1" = 5'

HORIZONTAL GRAPHIC SCALE
1" = 30'

NOTE: TO FACILITATE CLEAR LINES OF SIGHT AT INTERSECTIONS, TREES PROPOSED IN PROXIMITY TO THE LINE OF SIGHT DEPICTED ON THIS PLAN MAY BE SPACED APPROPRIATELY OR LIMBED UP IN COORDINATION WITH THE TOWN ARBORIST.

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/23/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

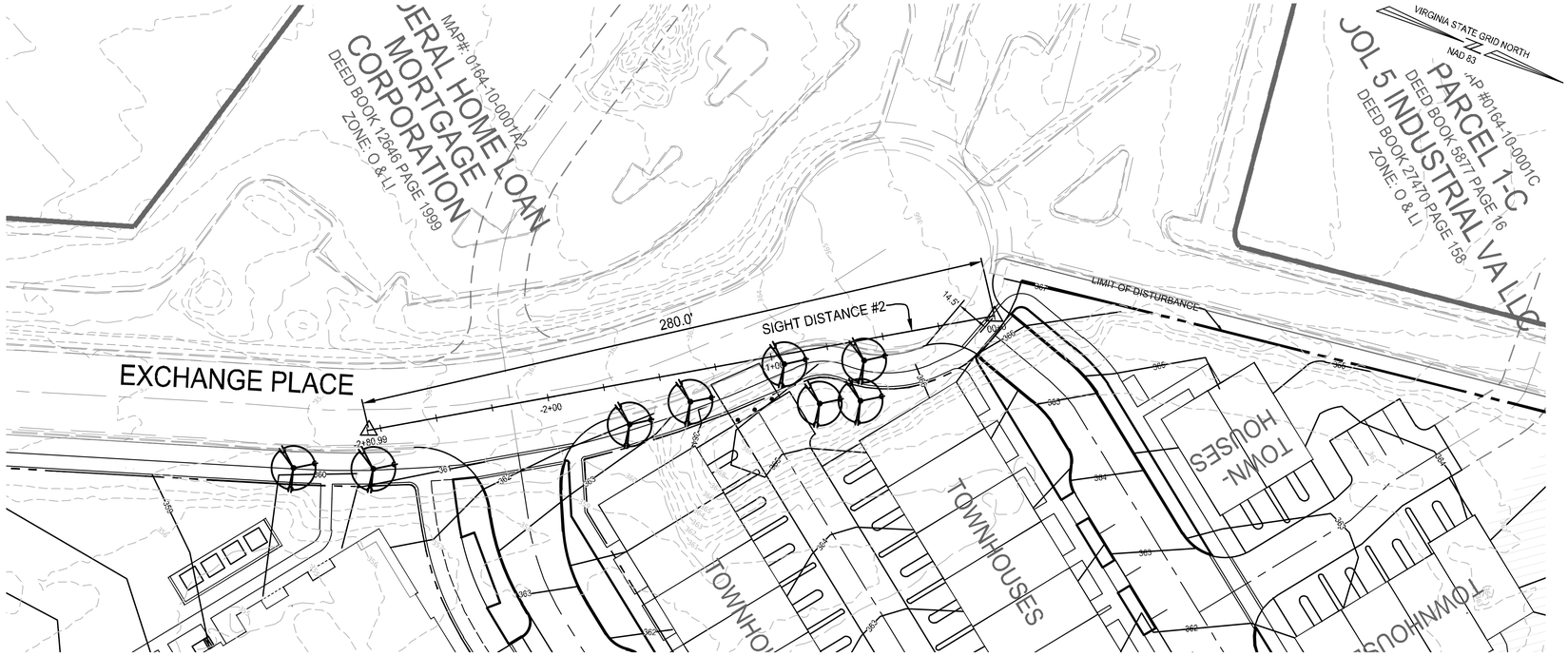
SHEET TITLE:

SIGHT DISTANCE

SHEET No.

11.5

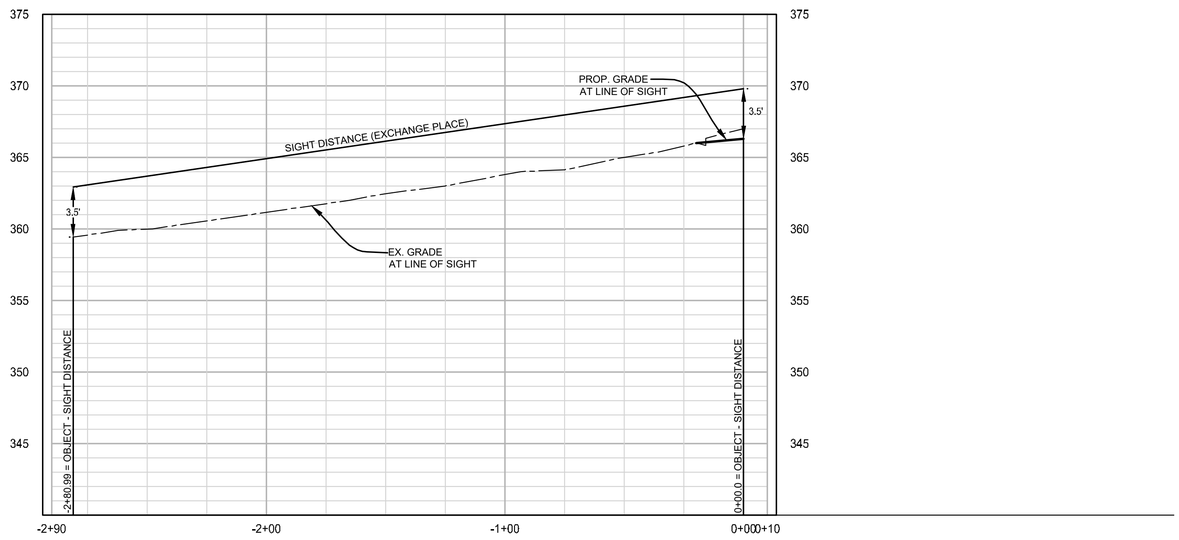
P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\11.5 SIGHT DISTANCE.dwg, 6/12/2026 4:18:01 PM, Jason M Alagna,



PLAN

SCALE: 1" = 30'

GRAPHIC SCALE
1" = 30'



SIGHT DISTANCE #2

HORIZONTAL SCALE: 1" = 30'
VERTICAL SCALE: 1" = 5'

VERTICAL GRAPHIC SCALE
1" = 5'

HORIZONTAL GRAPHIC SCALE
1" = 30'

NOTE: TO FACILITATE CLEAR LINES OF SIGHT AT INTERSECTIONS, TREES PROPOSED IN PROXIMITY TO THE LINE OF SIGHT DEPICTED ON THIS PLAN MAY BE SPACED APPROPRIATELY OR LIMBED UP IN COORDINATION WITH THE TOWN ARBORIST.

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/23/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

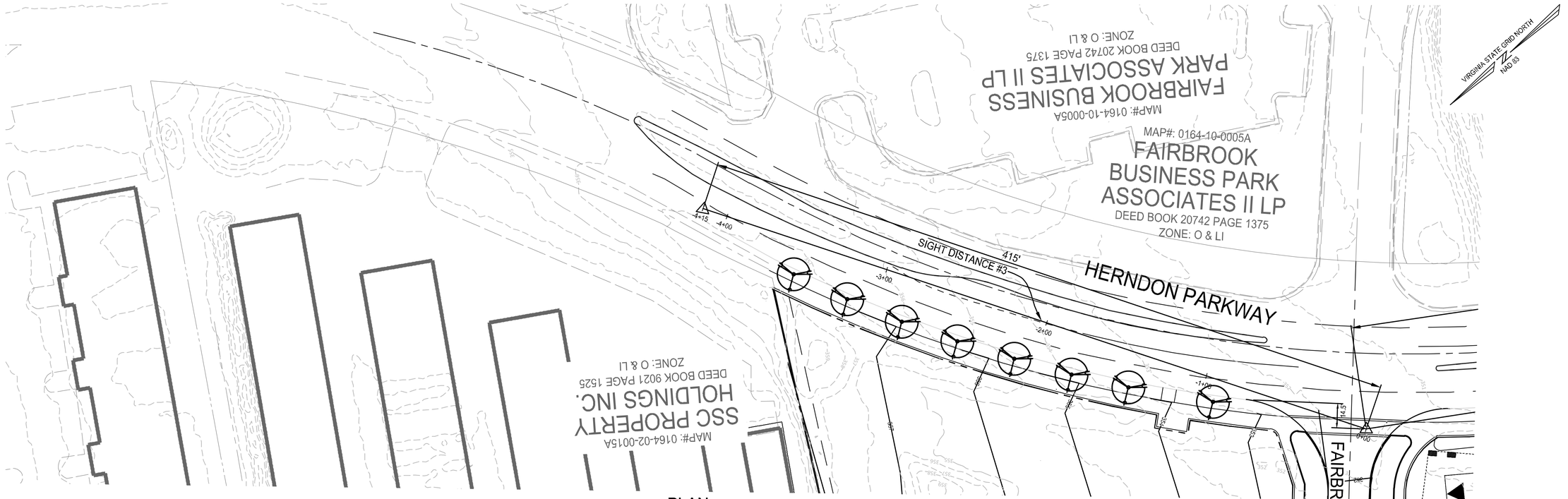
SHEET TITLE:

SIGHT DISTANCE

SHEET No.

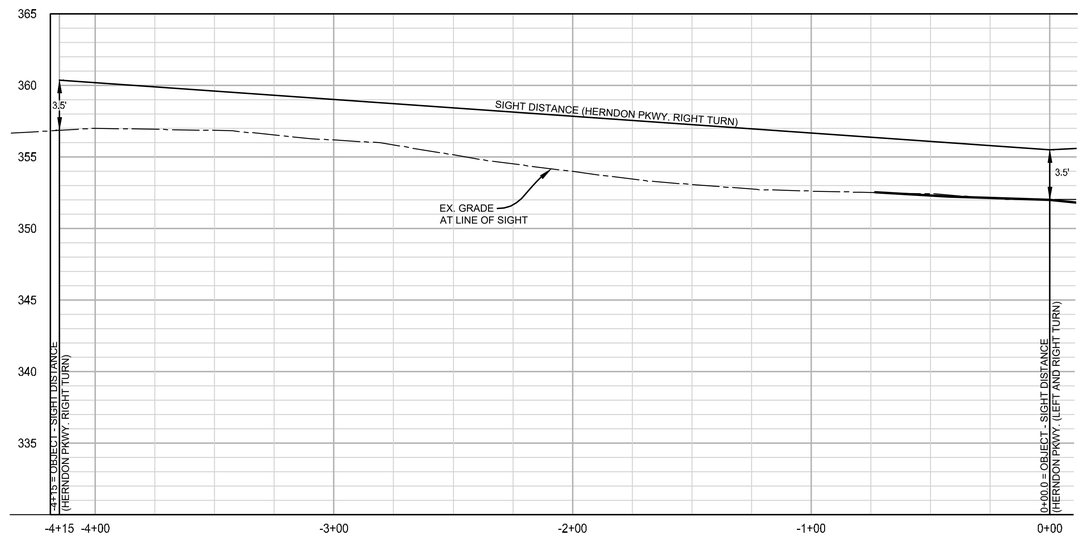
11.6

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\11.5 SIGHT DISTANCE.dwg, 6/12/2026 4:18:05 PM, Jason.M Alagna,



PLAN

SCALE: 1" = 30'



SIGHT DISTANCE #3

HORIZONTAL SCALE: 1" = 30'
VERTICAL SCALE: 1" = 5'

NOTE: TO FACILITATE CLEAR LINES OF SIGHT AT INTERSECTIONS, TREES PROPOSED IN PROXIMITY TO THE LINE OF SIGHT DEPICTED ON THIS PLAN MAY BE SPACED APPROPRIATELY OR LIMBED UP IN COORDINATION WITH THE TOWN ARBORIST.

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

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

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE
Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/23/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

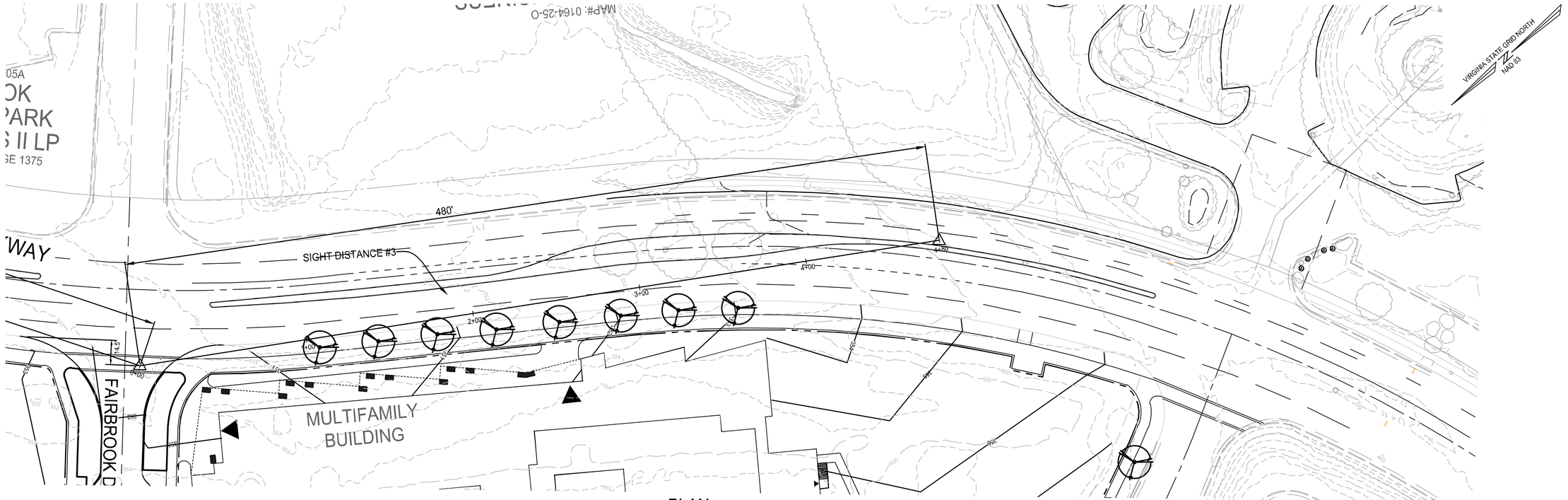
SHEET TITLE:

SIGHT DISTANCE

SHEET No.

11.7

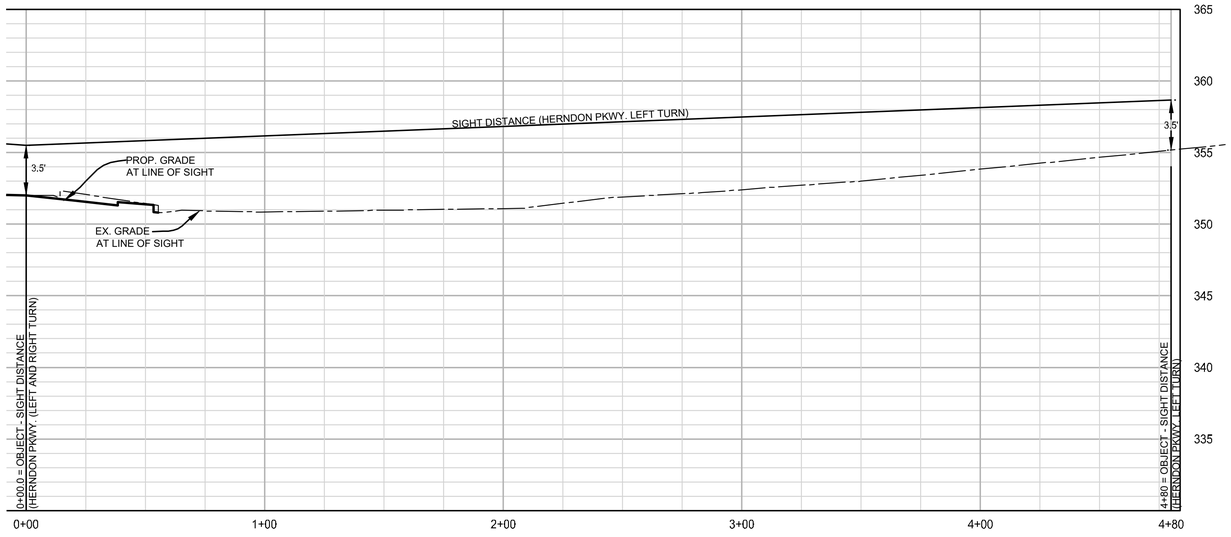
P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\11.5 SIGHT DISTANCE.dwg, 6/12/2026 4:18:09 PM, Jason.M Alagna,



PLAN

SCALE: 1" = 30'

GRAPHIC SCALE
1" = 30'



SIGHT DISTANCE #3

HORIZONTAL SCALE: 1" = 30'
VERTICAL SCALE: 1" = 5'

NOTE: TO FACILITATE CLEAR LINES OF SIGHT AT INTERSECTIONS, TREES PROPOSED IN PROXIMITY TO THE LINE OF SIGHT DEPICTED ON THIS PLAN MAY BE SPACED APPROPRIATELY OR LIMBED UP IN COORDINATION WITH THE TOWN ARBORIST.

VERTICAL GRAPHIC SCALE
1" = 5'

HORIZONTAL GRAPHIC SCALE
1" = 30'

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE
Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/23/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

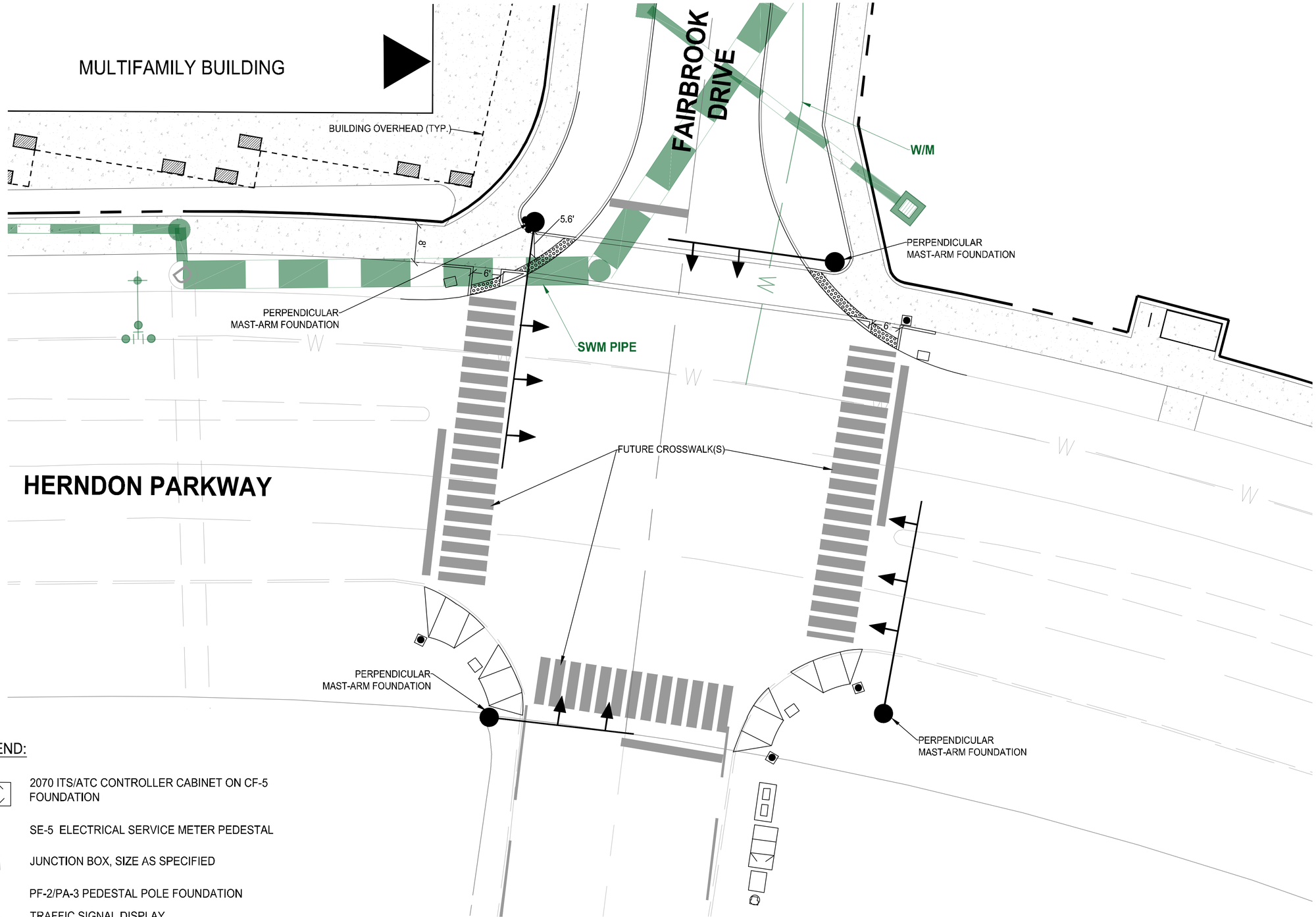
SHEET TITLE:

SIGHT DISTANCE

SHEET No.

11.8

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\113159 SIGHT DISTANCE.dwg, 6/12/2026 4:18:14 PM, Jason.M Alagna,



LEGEND:

- 2070 ITS/ATC CONTROLLER CABINET ON CF-5 FOUNDATION
- SE-5 ELECTRICAL SERVICE METER PEDESTAL
- JUNCTION BOX, SIZE AS SPECIFIED
- PF-2/PA-3 PEDESTAL POLE FOUNDATION
- TRAFFIC SIGNAL DISPLAY
- MAST ARM POLE & FOUNDATION

NOTE: THIS SHEET FOR ILLUSTRATIVE PURPOSES ONLY. A SIGNAL AT THIS LOCATION IS NOT WARRANTED WITH THIS DEVELOPMENT PLAN AND IS NOT PROPOSED. THE ARRANGEMENT OF THE SIGNAL POLES, ASSOCIATED CROSSING EQUIPMENT, AND PEDESTRIAN RAMPS SHOWN HERE ARE IN THEIR ULTIMATE CONDITION WITH A SIGNAL INSTALLED IN ORDER TO DEMONSTRATE THAT THE PROPOSED DEVELOPMENT PLAN SCHEME DOES NOT PRECLUDE THE DESIGN AND INSTALL OF A SIGNAL AT A LATER TIME.

VIRGINIA STATE GRID NORTH
NAD 83

10 5 0 10 20
GRAPHIC SCALE
1" = 10'

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

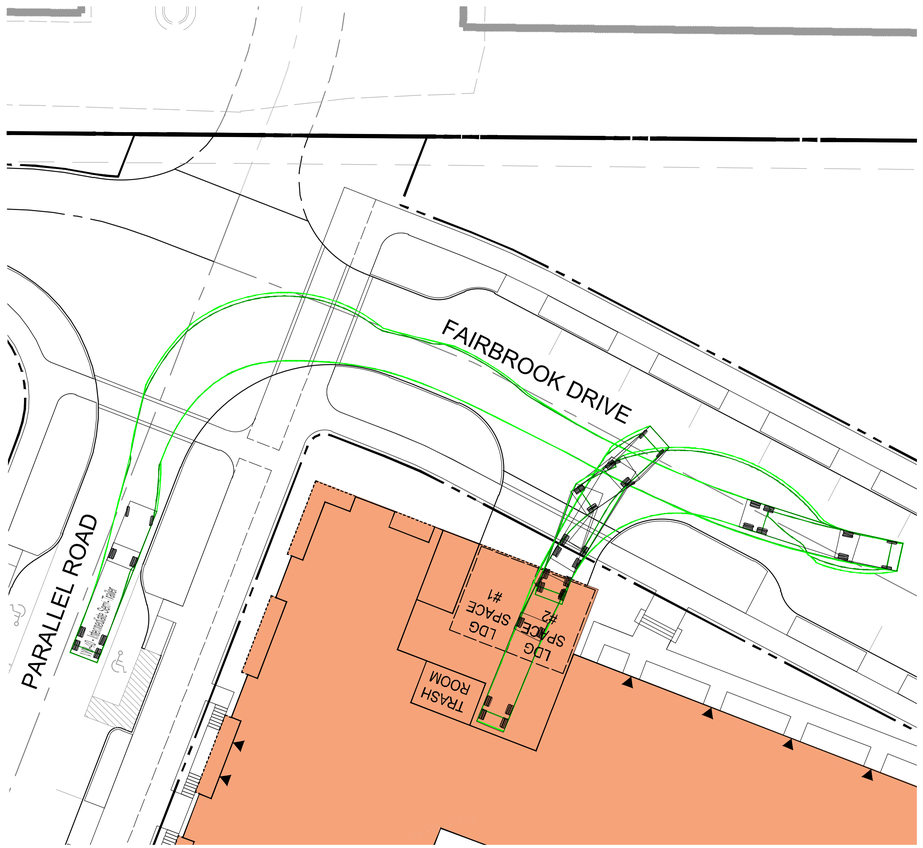
SIGNAL EQUIPMENT EXHIBIT

SHEET No.

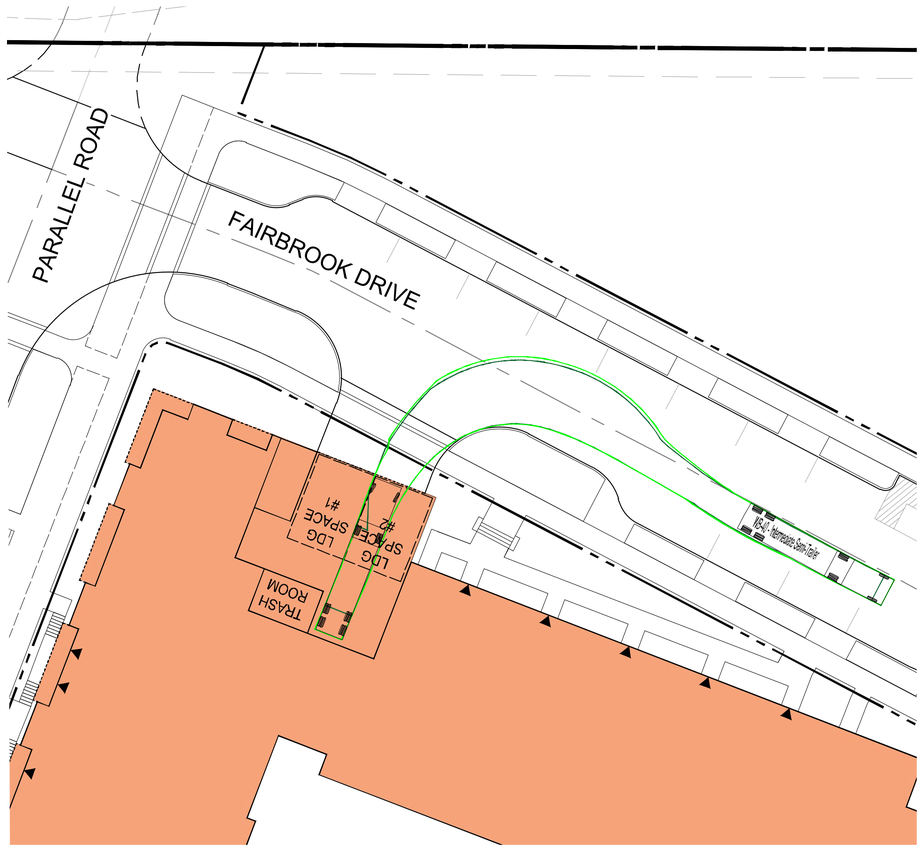
11.9

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\11-9 SIGNAL EQUIPMENT EXHIBIT.dwg, 6/12/2026 4:18:58 PM, Jason M. Aragna,

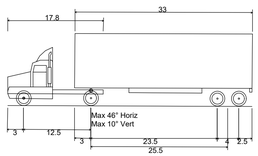
WB-40 TRAILER BACKING INTO LOADING AREA



WB-40 TRAILER EXITING LOADING AREA



WB-40 TRUCK DETAIL



WB-40 - Intermediate Semi-Trailer	
Overall Length	45.499ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	20.30°

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE

TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

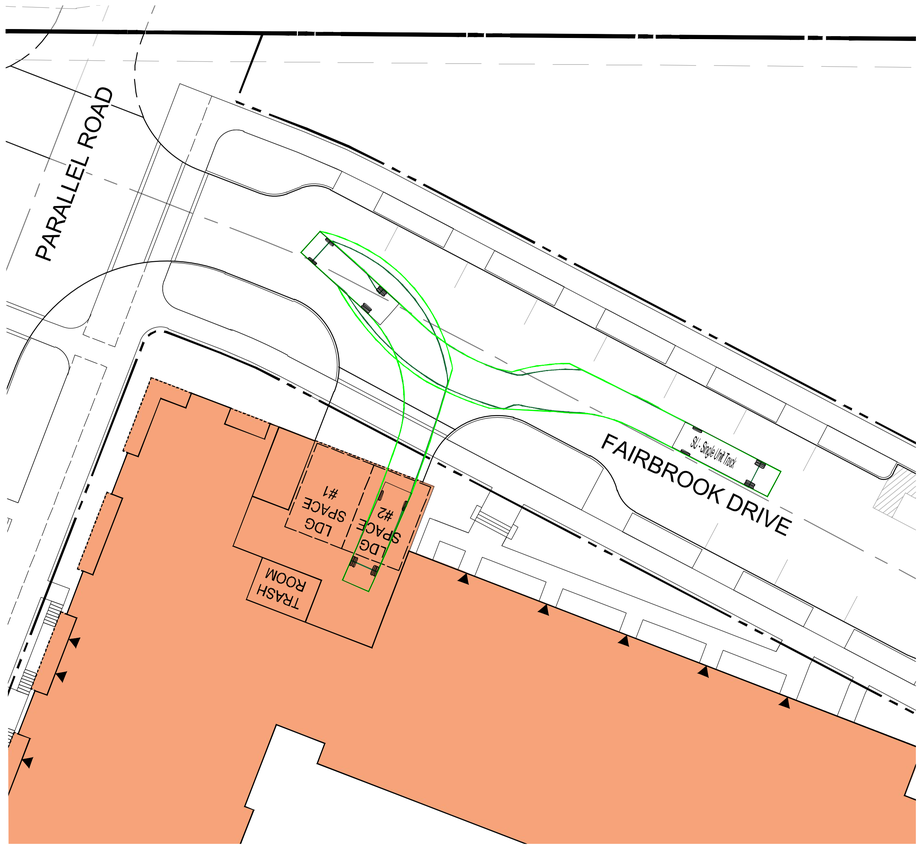
SHEET TITLE:

AUTOTURN EXHIBIT 1

SHEET No.
12

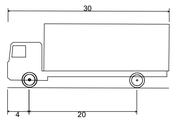
P:\Projects\23008899.00\EXCHANGE PLACE DEV\LOPMENT PLAN\113159 DEVELOPMENT PLAN\12 AUTOTURN EXHIBIT.dwg, 6/12/2026 4:23:02 PM, Jason M. Alagna,

TRASH TRUCK BACKING INTO LOADING AREA



TRASH TRUCK EXITING LOADING AREA

TRASH TRUCK (SU-30) DETAIL

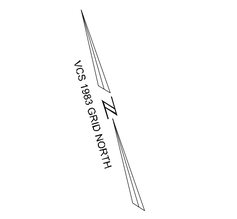


SU - Single Unit Truck	
Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	11.881ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	42.000ft

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH



ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

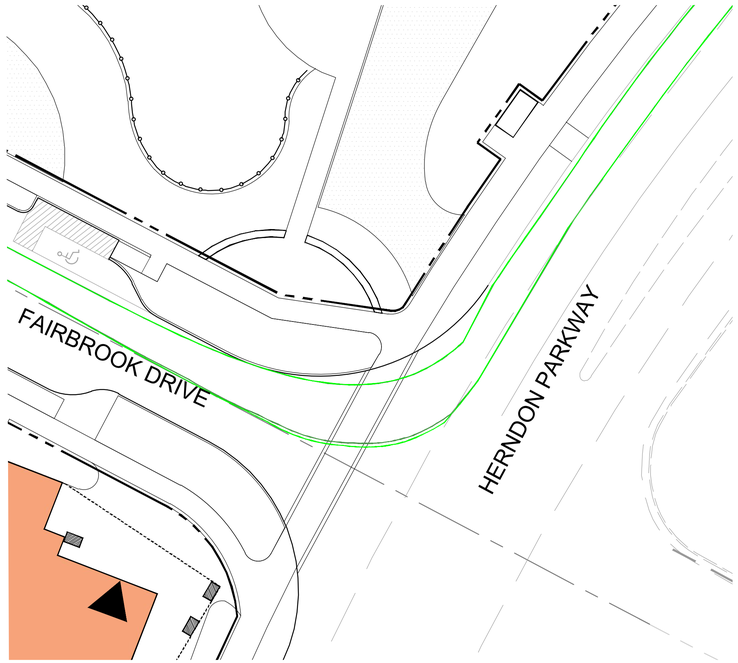
AUTOTURN EXHIBIT 2

SHEET No.

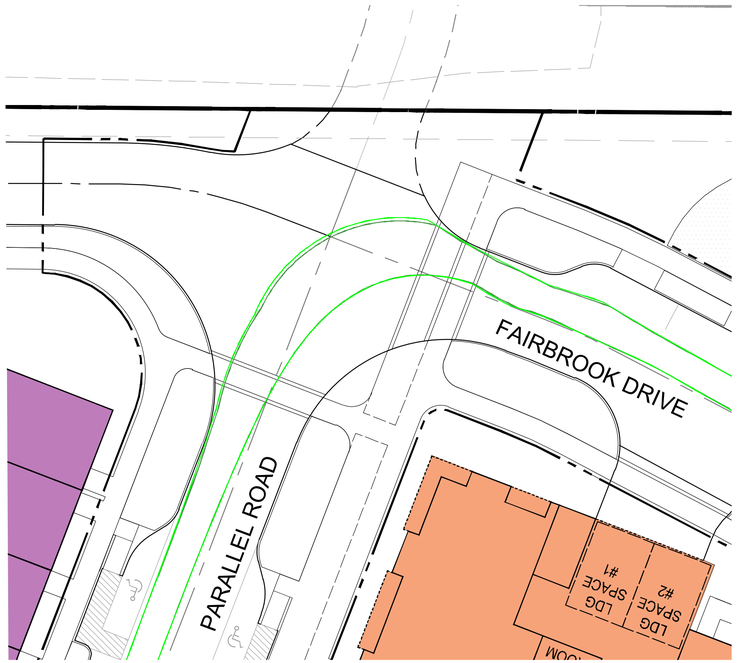
12.1

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\12 AUTOTURN EXHIBIT.dwg, 6/12/2026 4:20:21 PM, Jason M. Allegra,

WB-40 TRAILER ENTERING RIGHT TURN FROM HERNDON PARKWAY INTO SITE

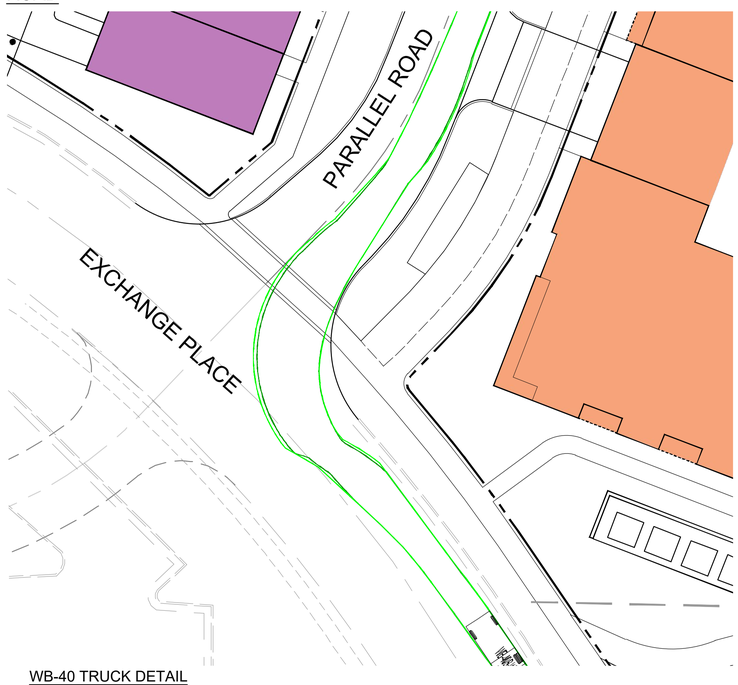


WB-40 TRAILER INTERNAL LEFT TURN FROM FAIRBROOK DRIVE TO PARALLEL ROAD

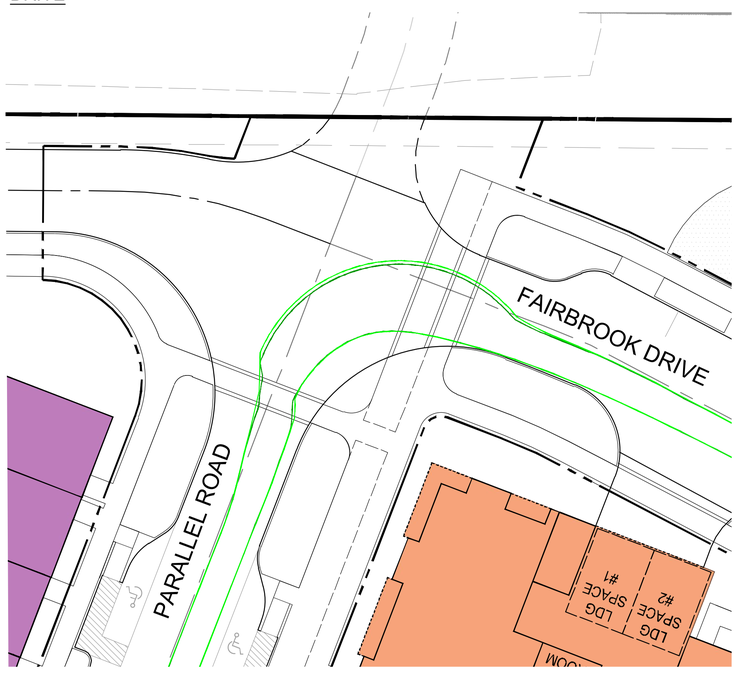


WB-40 TRAILER EXITING LEFT TURN FROM PARALLEL ROAD TO EXCHANGE PLACE

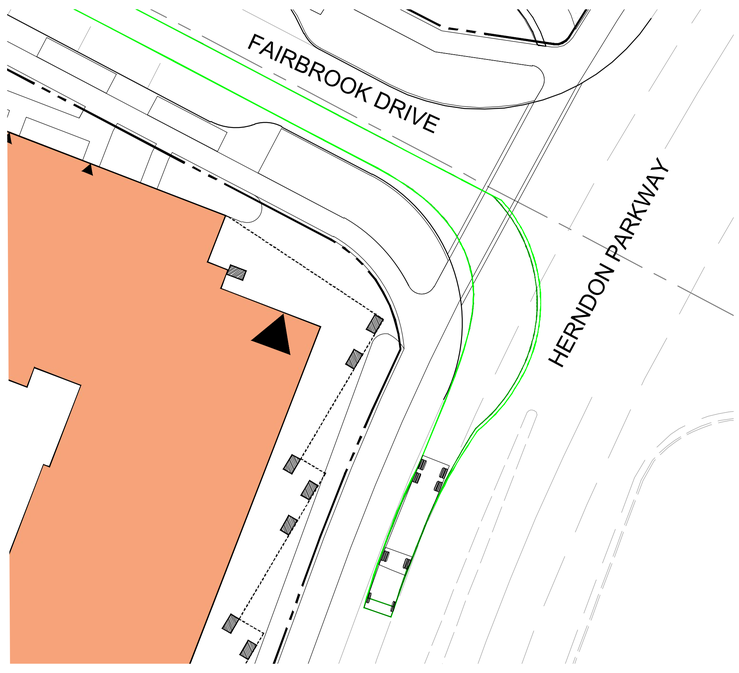
WB-40 TRAILER ENTERING RIGHT TURN FROM EXCHANGE PLACE TO PARALLEL ROAD



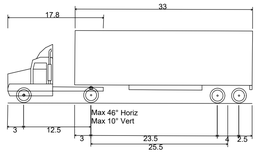
WB-40 TRAILER INTERNAL RIGHT TURN FROM PARALLEL ROAD TO FAIRBROOK DRIVE



WB-40 TRAILER EXITING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



WB-40 TRUCK DETAIL



WB-40 - Intermediate Semi-Trailer	
Overall Length	45.499ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	20.30°

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

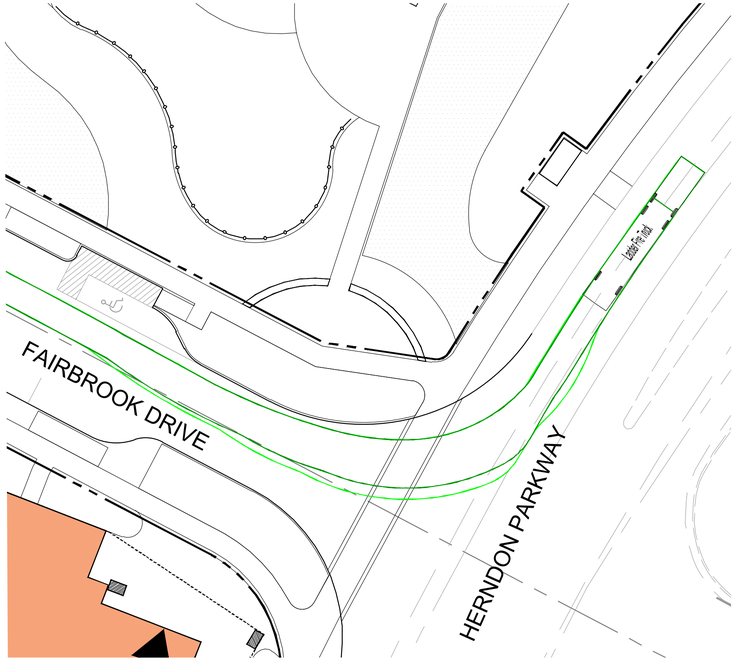
AUTOTURN EXHIBIT 3

SHEET No.

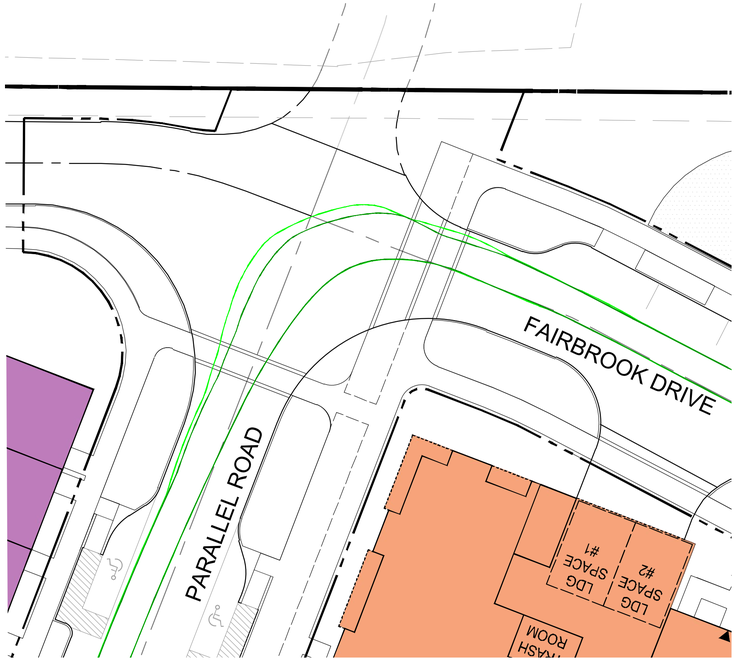
12.2

P:\Projects\23008899.001\EXCHANGE PLACE DEV\DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\12 AUTOTURN EXHIBIT.dwg, 6/12/2026 4:21:09 PM, Jason Vil. Magna,

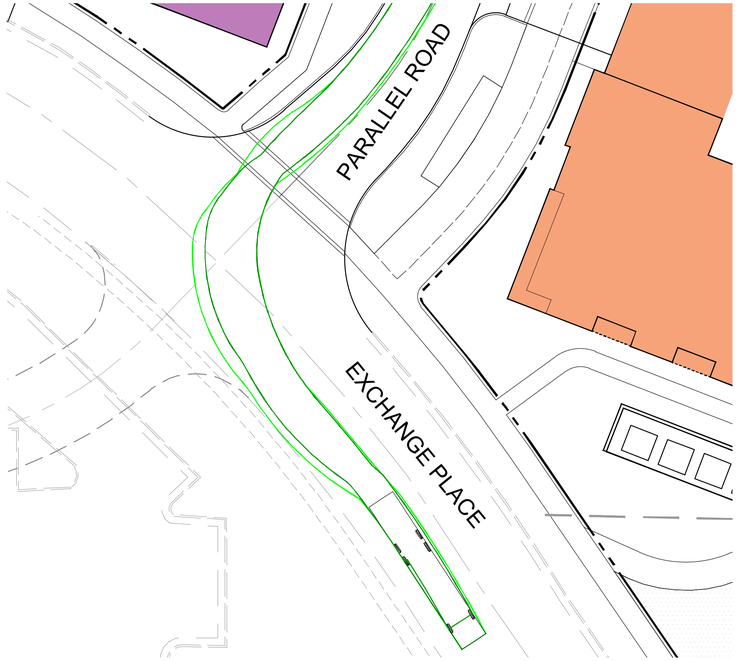
FIRE APPARATUS ENTERING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



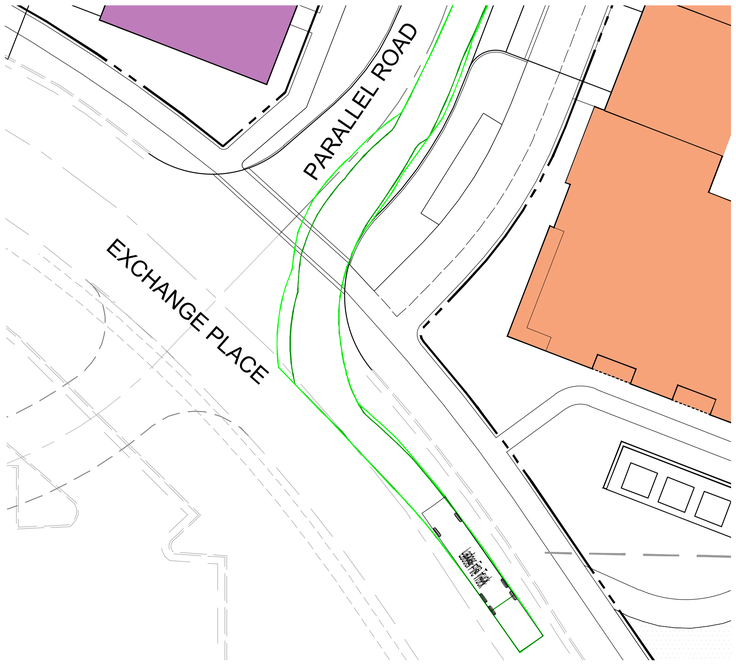
FIRE APPARATUS INTERNAL LEFT TURN FROM FAIRBROOK DRIVE TO PARALLEL ROAD



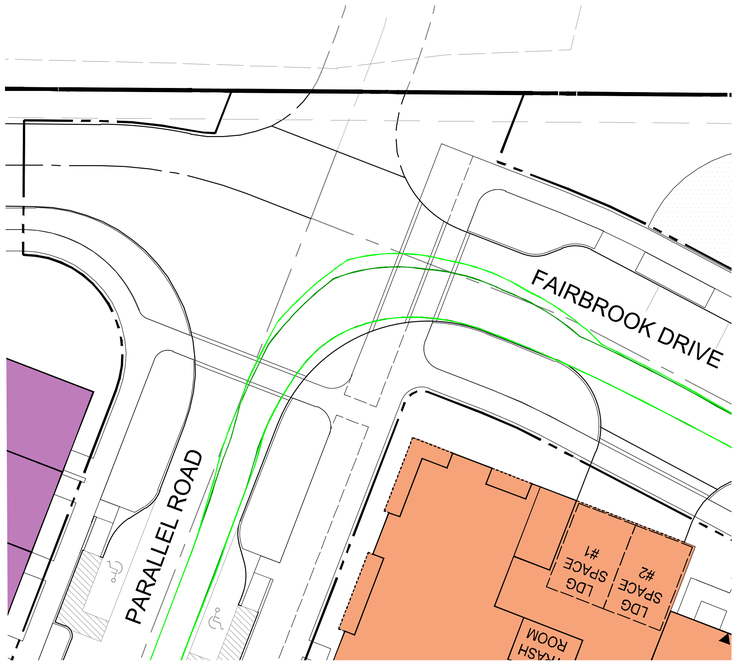
FIRE APPARATUS EXITING LEFT TURN FROM PARALLEL ROAD TO EXCHANGE PLACE



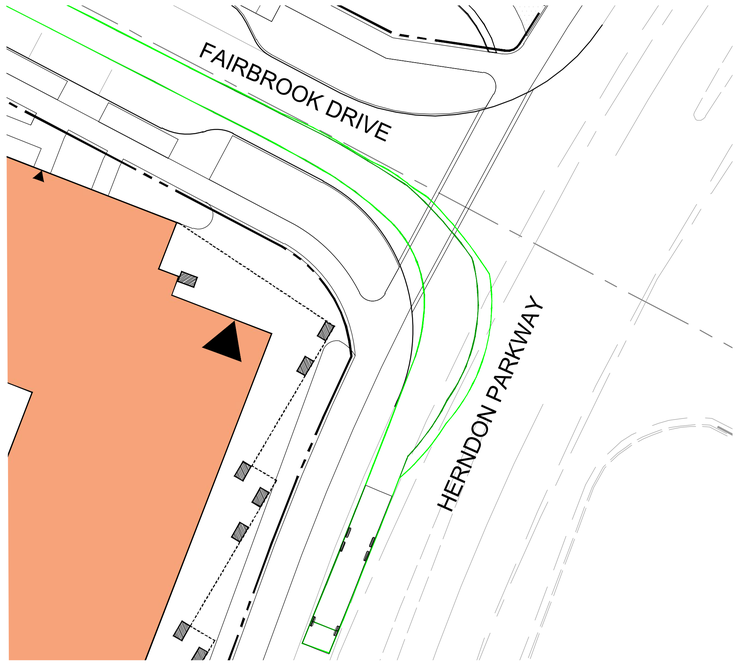
FIRE APPARATUS ENTERING RIGHT TURN FROM EXCHANGE PLACE TO PARALLEL ROAD



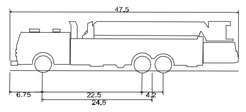
FIRE APPARATUS INTERNAL RIGHT TURN FROM PARALLEL ROAD TO FAIRBROOK DRIVE



FIRE APPARATUS EXITING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



LADDER TRUCK DETAIL



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

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

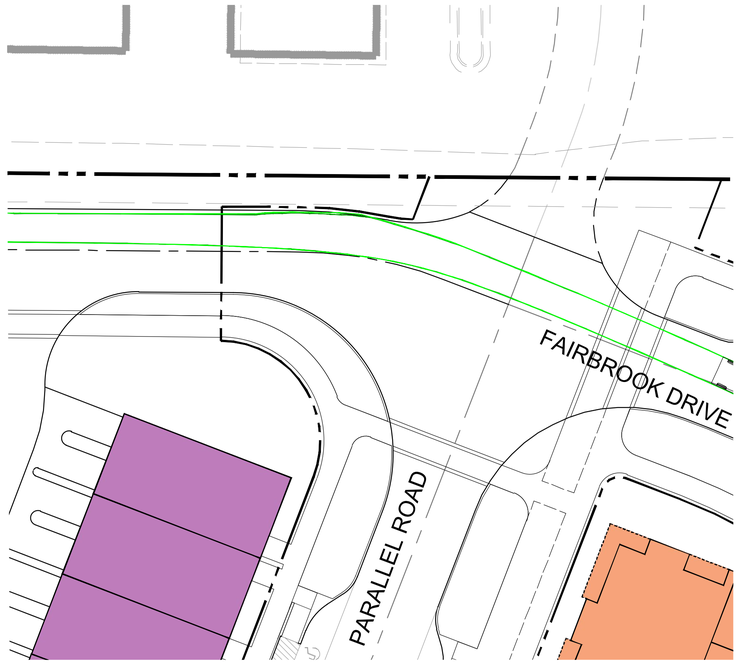
AUTOTURN EXHIBIT 4

SHEET No.

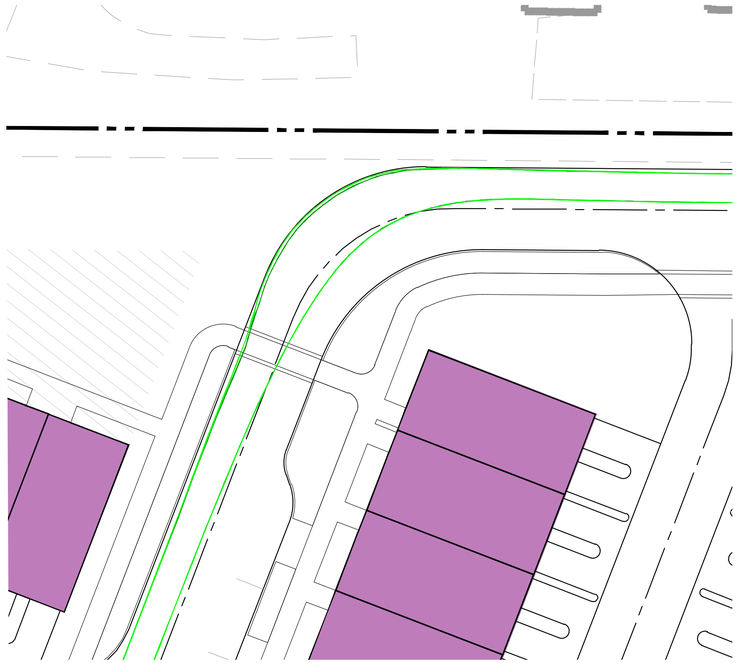
12.3

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\AUTOTURN EXHIBIT.dwg, 6/12/2026 4:21:55 PM, Jason M. Alagna,

WB-40 TRAILER ENTERING TOWNHOME ALLEYWAYS



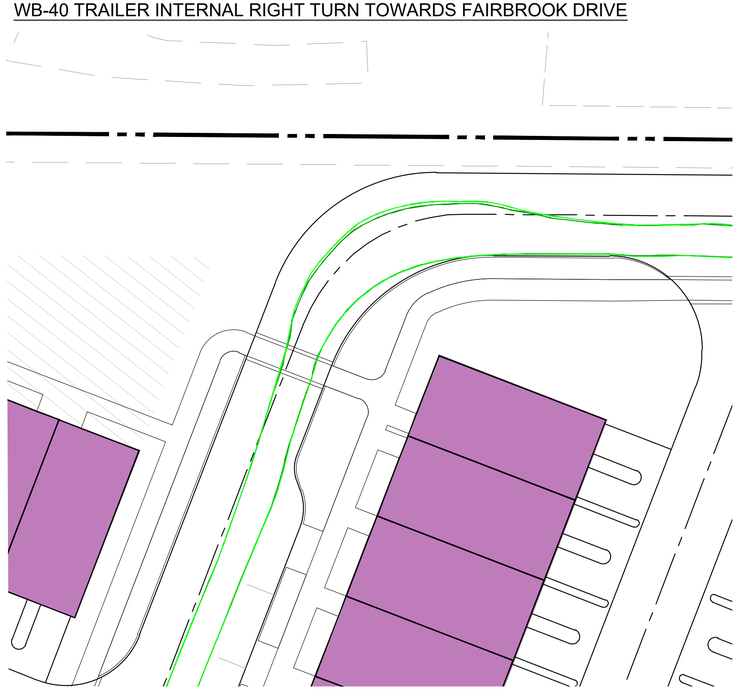
WB-40 TRAILER INTERNAL LEFT TURN TOWARDS EXCHANGE PLACE



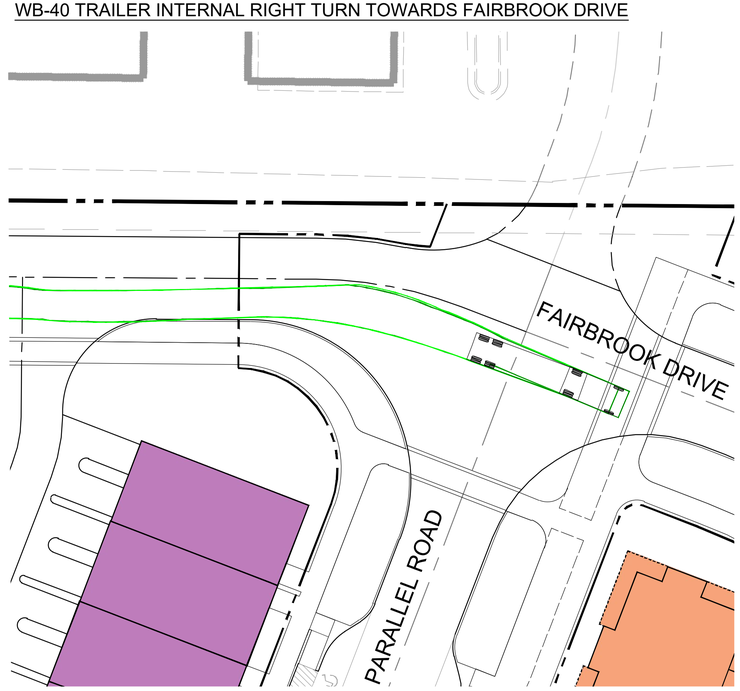
WB-40 TRAILER EXITING LEFT TURN TO EXCHANGE PLACE

WB-40 TRAILER ENTERING TOWNHOME ALLEYWAYS FROM EXCHANGE PLACE

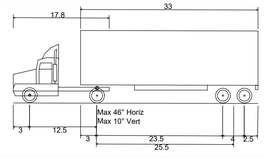
WB-40 TRAILER INTERNAL RIGHT TURN TOWARDS FAIRBROOK DRIVE



WB-40 TRAILER INTERNAL RIGHT TURN TOWARDS FAIRBROOK DRIVE



WB-40 TRUCK DETAIL



WB-40 - Intermediate Semi-Trailer	
Overall Length	45.499ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	20.30°

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

20 10 0 20 40

GRAPHIC SCALE
1" = 20'

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

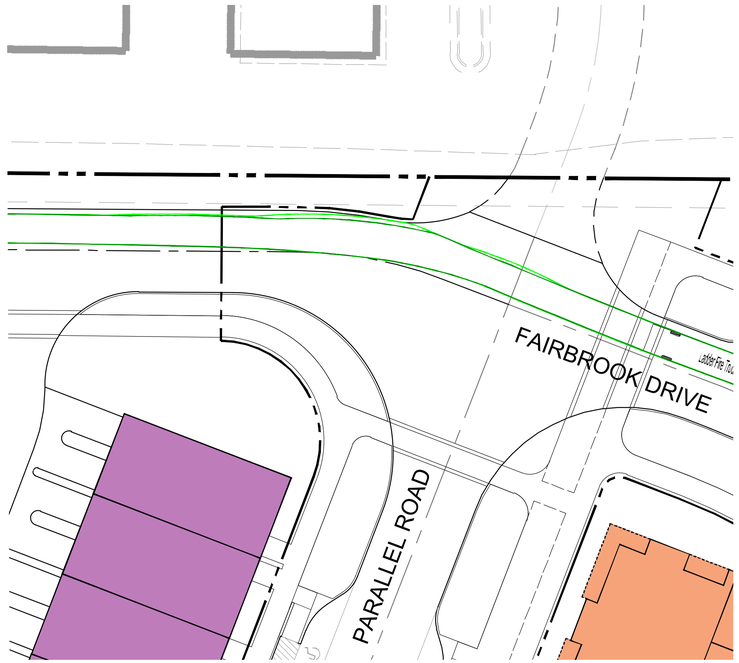
AUTOTURN EXHIBIT 5

SHEET No.

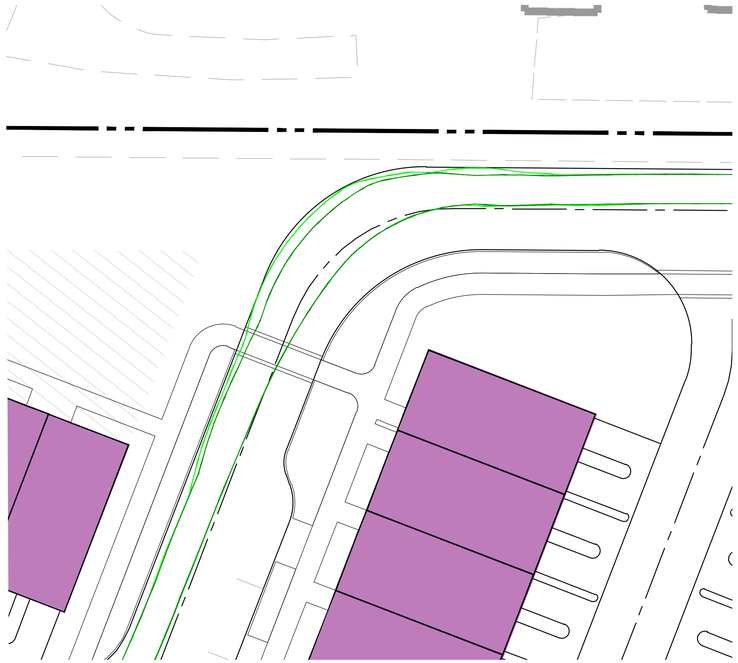
12.4

P:\Projects\23008899.00\EXCHANGE PLACE DD\DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\12 AUTOTURN EXHIBIT.dwg, 6/12/2026 4:22:43 PM, Jason M. Allegra,

FIRE APPARATUS ENTERING TOWNHOME ALLEYWAYS



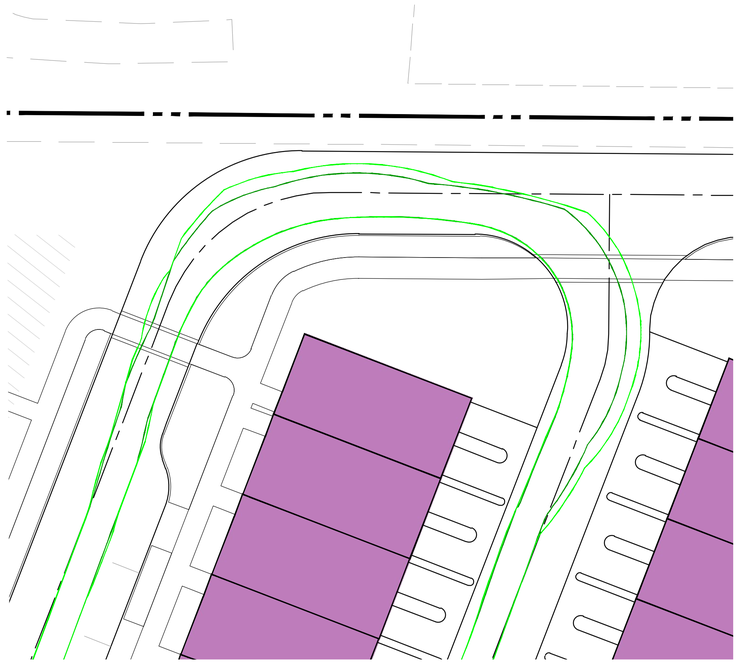
FIRE APPARATUS INTERNAL LEFT TURN TOWARDS EXCHANGE PLACE



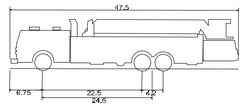
FIRE APPARATUS EXITING LEFT TURN TO EXCHANGE PLACE

FIRE APPARATUS ENTERING TOWNHOME ALLEYWAYS FROM EXCHANGE PLACE

FIRE APPARATUS DOUBLE INTERNAL RIGHT TURN TOWARDS ALLEYWAY



LADDER TRUCK DETAIL



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

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

20 10 0 20 40

GRAPHIC SCALE
1" = 20'

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 08/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

AUTOTURN
EXHIBIT 6

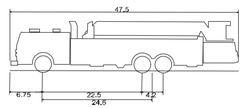
SHEET No.

12.5

P:\Projects\23008899.00\EXCHANGE PLACE DD'S\DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\12 AUTOTURN EXHIBIT.dwg, 6/12/2026 4:23:27 PM, Jason M. Allegra,

FIRE APPARATUS TRAVERSING INTERNAL TOWNHOUSE ALLEYS THROUGH EXCHANGE PLACE ENTRANCE

LADDER TRUCK DETAIL



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

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DESCRIPTION	DATE
1	2ND PLAN SUBMISSION	12-20-2024
2	3RD PLAN SUBMISSION	06-27-2025
3	4TH PLAN SUBMISSION	12-29-2025
4	5TH PLAN SUBMISSION	04-20-2026
5	6TH PLAN SUBMISSION	06-01-2026
6	7TH PLAN SUBMISSION	06-15-2026

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

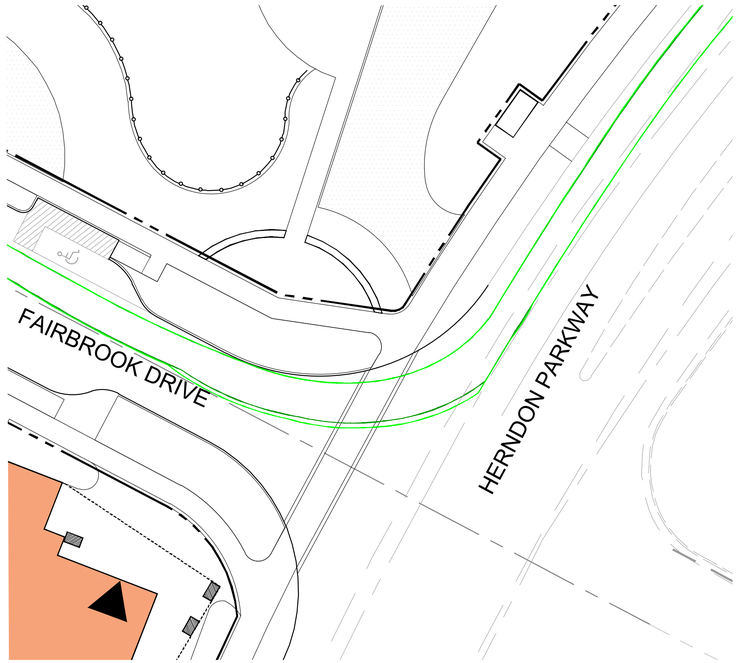
AUTOTURN EXHIBIT 7

SHEET No.

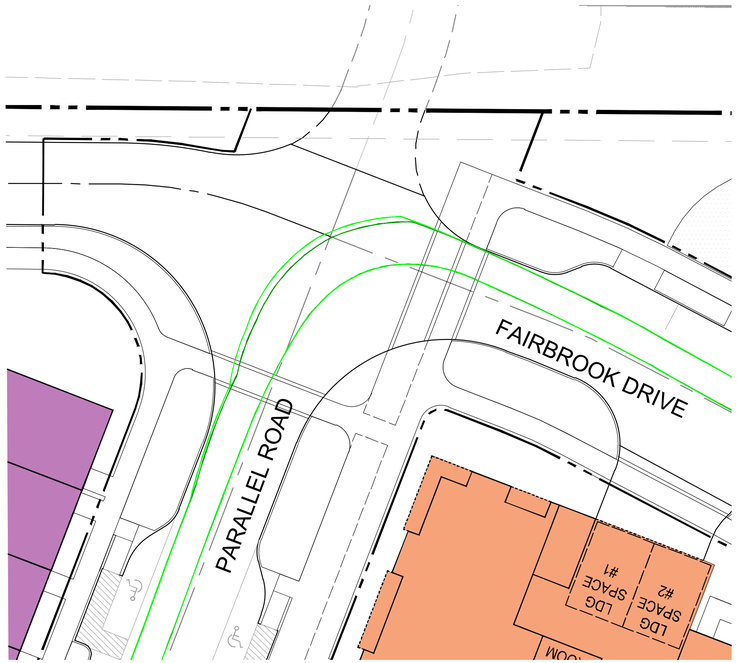
12.6

P:\Projects\23008899.00\EXCHANGE PLACE DES\ELOPMENT PLAN\113159 DEVELOPMENT PLAN\12 AUTOTURN EXHIBIT.dwg, 6/12/2026 4:23:47 PM, Jason M. Alagna,

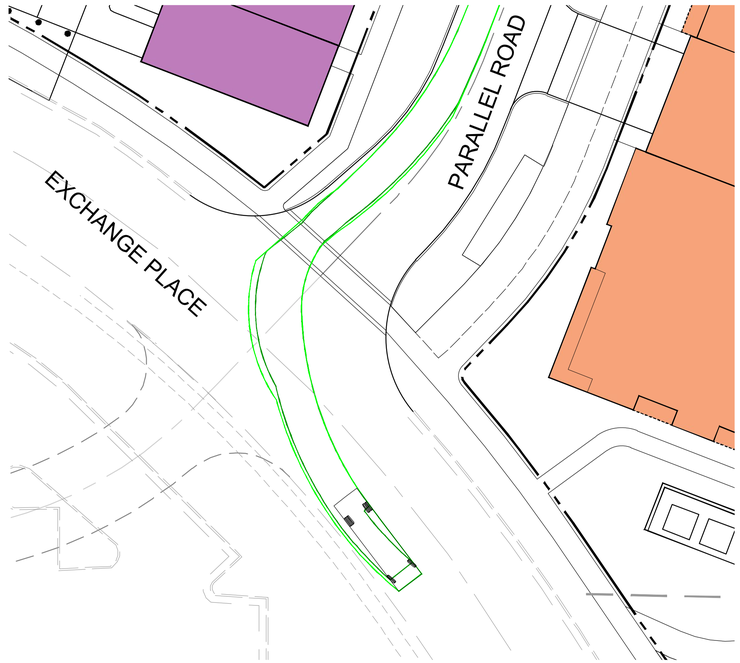
TRASH TRUCK ENTERING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



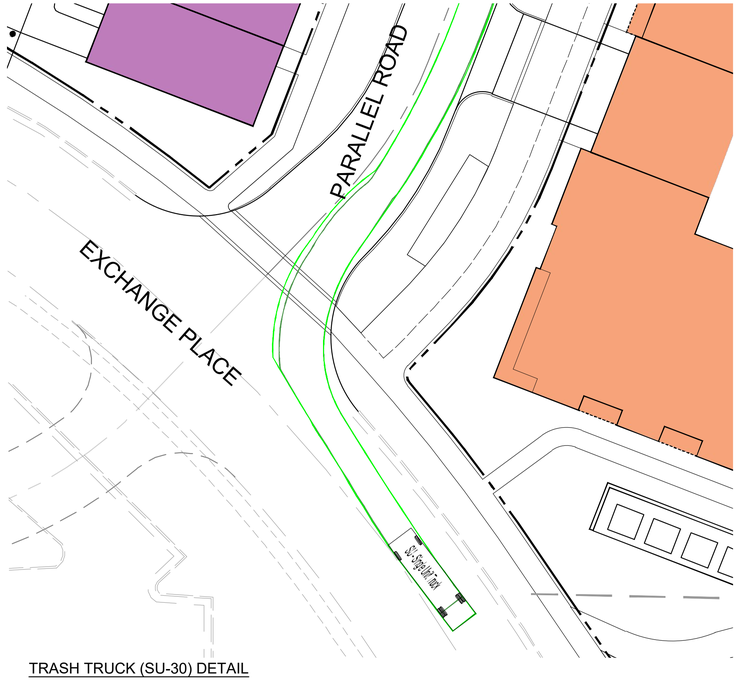
TRASH TRUCK INTERNAL LEFT TURN FROM FAIRBROOK DRIVE TO PARALLEL ROAD



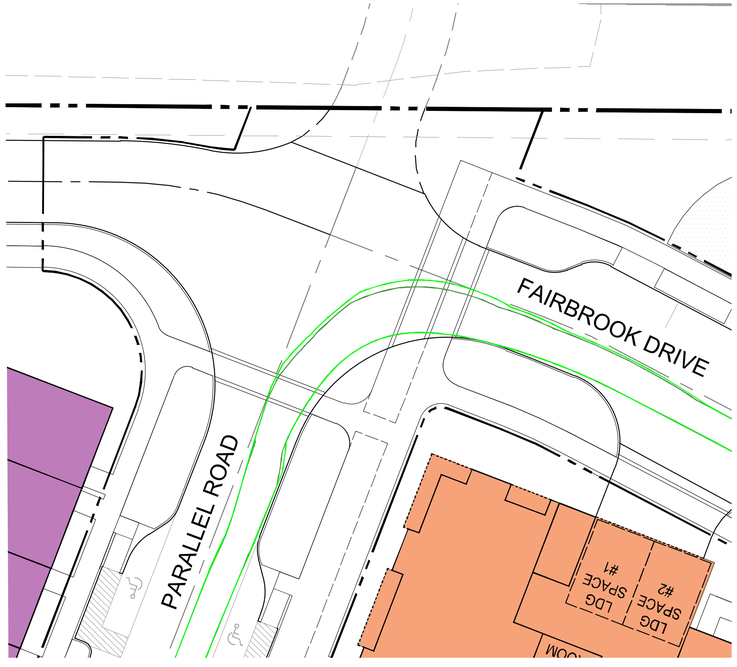
TRASH TRUCK EXITING LEFT TURN FROM PARK DRIVE TO EXCHANGE PLACE



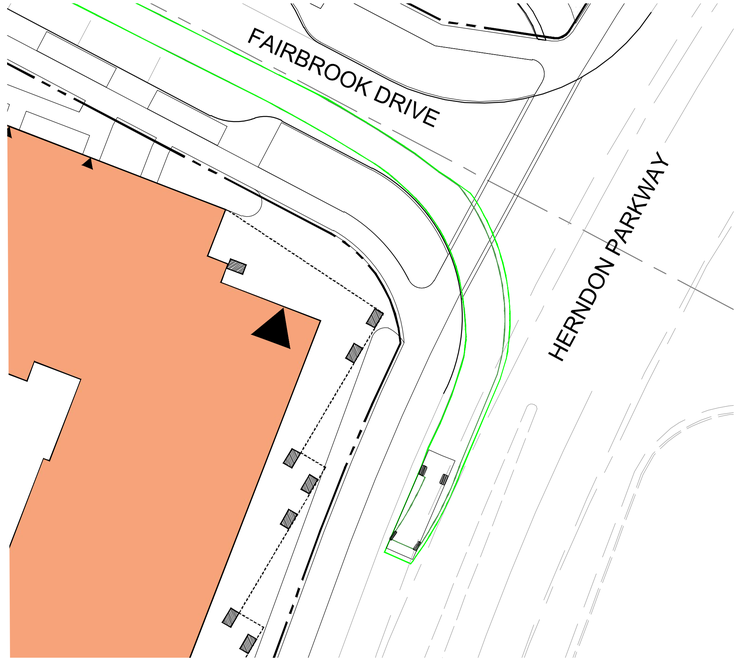
TRASH TRUCK ENTERING RIGHT TURN FROM EXCHANGE PLACE TO PARALLEL ROAD



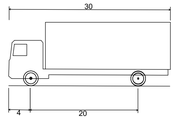
TRASH TRUCK INTERNAL RIGHT TURN FROM PARALLEL ROAD TO FAIRBROOK DRIVE



TRASH TRUCK EXITING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



TRASH TRUCK (SU-30) DETAIL



SU - Single Unit Truck	
Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	11.881ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	42.000ft

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

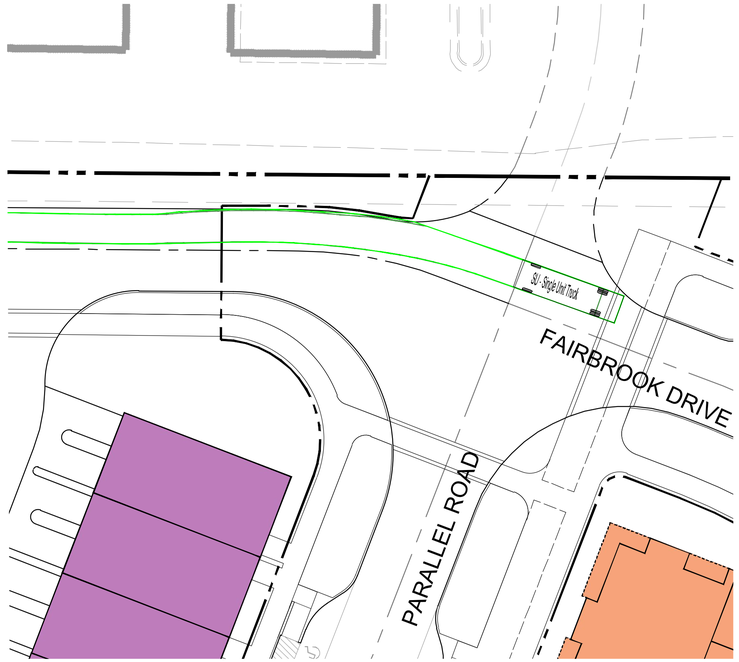
AUTOTURN EXHIBIT 8

SHEET No.

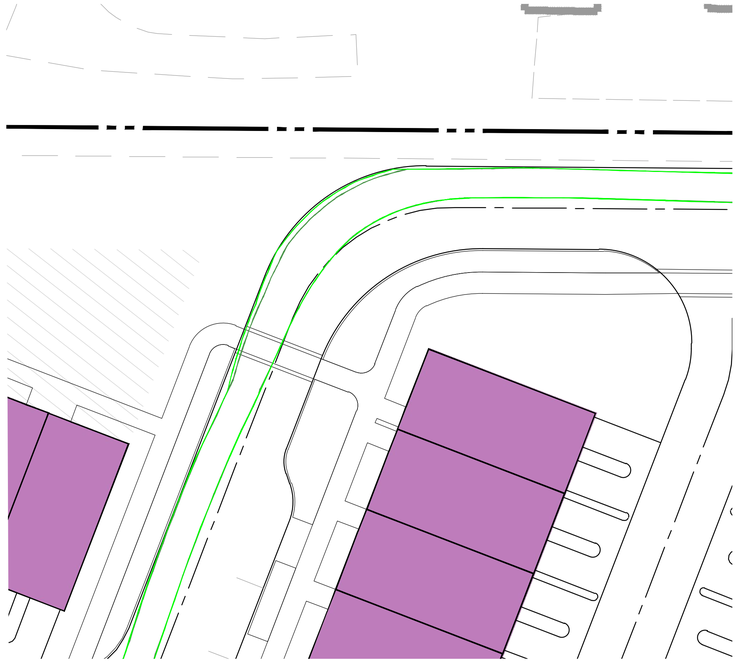
12.7

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\12 AUTOTURN EXHIBIT.dwg, 6/12/2026 4:24:45 PM, Jason M. Magna,

TRASH TRUCK ENTERING TOWNHOME ALLEYWAYS



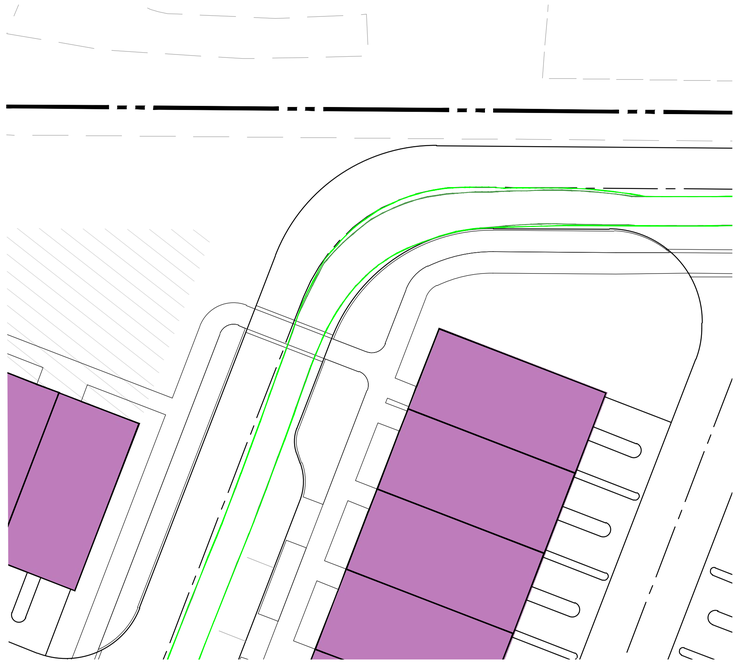
TRASH TRUCK INTERNAL LEFT TURN TOWARDS EXCHANGE PLACE



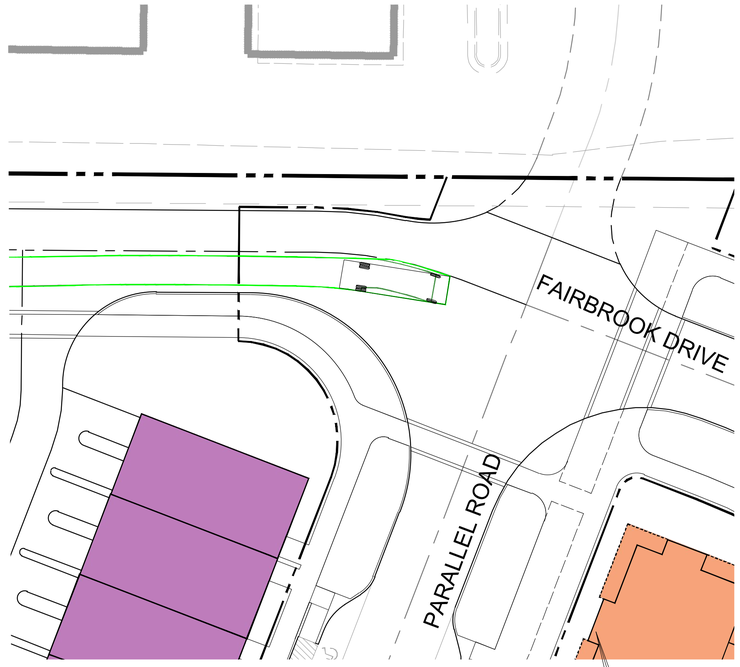
TRASH TRUCK EXITING LEFT TURN TO EXCHANGE PLACE

TRASH TRUCK ENTERING TOWNHOME ALLEYWAYS FROM EXCHANGE PLACE

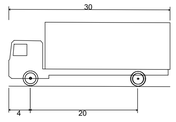
TRASH TRUCK INTERNAL RIGHT TURN TOWARDS FAIRBROOK DRIVE



TRASH TRUCK INTERNAL RIGHT TURN TOWARDS FAIRBROOK DRIVE



TRASH TRUCK (SU-30) DETAIL



SU - Single Unit Truck	
Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	11.881ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	42.000ft

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

AUTOTURN EXHIBIT 9

SHEET No.

12.8

P:\Projects\23008899.00\EXCHANGE PLACE DD\CLOPMENT PLAN\113159 DEVELOPMENT PLAN\12 AUTOTURN EXHIBIT.dwg, 6/12/2026 4:25:31 PM, Jason M. Allegra,

ZONE: O & LI
(FUTURE PD-TRG)

ZONE R-10

ZONE: O & LI
(FUTURE PD-TRG)

ZONE: PD-B
(FUTURE PD-TRG)

WAYFINDING SIGNAGE: THE APPLICANT SHALL CONFORM WITH TOWN REQUIREMENTS FOR WAYFINDING SIGNAGE ON THE PROPERTY AS IT IS RELATED TO THE IMPLEMENTATION OF A COORDINATED AESTHETIC IN THE GROWING TRG DISTRICT.

PROPOSED BUFFER YARD ADJACENT TO R-10 ZONED PROPERTIES (SEE SHEET 13.1 FOR DETAIL)

SHRUBS FOR VEHICULAR SCREENING

PROP. 6 FT. HEIGHT PRIVACY FENCE (AT PROPERTY LINE)

SINGLE ROW EVERGREEN SHRUBS ALONG FENCE

PROP. 6 FT. HEIGHT PRIVACY FENCE (AT PROPERTY LINE)

ALLEY 2

PRIVATE ROAD B

PRIVATE ROAD A

TRG2 ZONING DISTRICT

ALLEY 1

POSSIBLE LOCATION FOR MICRO-MOBILITY PARKING

EXIST. ROW

PROP. ROW

PARALLEL ROAD

PROP. ROW

EXCHANGE PLACE

TRG1 ZONING DISTRICT

U.G. SWM DETENTION VAULT

SINGLE ROW EVERGREEN SHRUBS

CANOPY TREE LOCATIONS ATOP PARKING GARAGE STRUCTURE ARE APPROXIMATE. APPROPRIATE SOIL VOLUME SHALL BE PROVIDED FOR ALL TREE PLANTING AREAS ON THE TOP DECK OF THE GARAGE, IN COORDINATION WITH THE TOWN ARBORIST.

PARKING GARAGE UPPER DECK SHOWN

FAIRBROOK DRIVE

SEE SHEET **13.2** FOR **PARK #1 DETAIL**

OVERHEAD ELECTRICAL WIRE EASEMENT

HERNDON PARKWAY

(80' PUBLIC RIGHT-OF-WAY - URBAN MINOR ARTERIAL)

(D.B. 5816 PG.1119)

PROP. ROW

SEE SHEET **13.3** FOR **PARK #2 DETAIL**

VIRGINIA STATE GRID NORTH
NAD 83

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

MAJOR UTILITY EASEMENT NOTE: ALL PROPOSED AMENITIES/FEATURES WITHIN THE DOMINION ELECTRIC EASEMENT ARE SUBJECT TO DOMINION APPROVAL. ADDITIONALLY, EXISTING DRY UTILITIES ALONG HERNDON PARKWAY SHALL BE RELOCATED IN COORDINATION WITH THE UTILITY PROVIDER TO PERMIT THE INSTALL OF STREET TREES GENERALLY AS SHOWN IN THIS PLAN. SEE PROFFERS.

PLANT PALATE

CANOPY TREES - LARGE
- *ACER RUBRUM*
- *FAGUS GRANDIFOLIA*
- *NYSSA SYLVATICA*
- *PLATANUS OCCIDENTALIS*
- *QUERCUS COCCINEA*
- *QUERCUS PALUSTRIS*
- *TILIA AMERICANA*
- *ULMUS AMERICANA*

CANOPY TREES - SMALL / FASTIGIATE
- *ACER RUBRUM 'ARMSTRONG'*
- CARPINUS BETULUS 'FASTICIATA'
- CELTIS OCCIDENTALIS
- FAGUS SYLVATICA
- LIRIODENDRON TULIPIFERA 'FASTIGIATA'
- MAGNOLIA MACROPHYLLA
- QUERCUS ROBUR 'FASTIGIATA'

ORNAMENTAL TREES
- *AMELANCHIER ARBOREA*
- *CARPINUS CAROLINIANA*
- *CERCIS CANADENSIS*
- *CORNUS FLORIDA*
- *HALESIA DIPTERA*
- *MAGNOLIA VIRGINIANA*
- *PRUNUS VIRGINIANA*

EVERGREEN TREES - LARGE
- *MAGNOLIA GRANDIFLORA*
- *PICEA GLAUCA*
- *PICEA PUNGENS*
- *PINUS ECHINATA*
- *PINUS TAEDA*
- *PINUS STROBUS*

EVERGREEN TREES - SMALL
- *CHAMAECYPARIS THYOIDES*
- *JUNIPERUS VIRGINIANA*
- *THUJA OCCIDENTALIS*
- *MYRICA CERIFERA*

LAWN AREA / REPLICA TURF

SHRUB PLANTINGS, GROUNDCOVER AND ENHANCED PLANTING AREA

PLANTINGS PERMITTED WITHIN ELECTRIC EASEMENT (MEADOW MIX OF FLOWERS AND GRASSES)

NOTES:

1. STREET TREES ON INTERNAL STREETS ARE 35' O.C. TREE SPACING ALONG HERNDON PARKWAY RANGES DO TO EXISTING EASEMENTS AND SIGHT DISTANCE REQUIREMENTS.

2. THE PLANT SPECIES DEPICTED IN THIS PLANT PALATE ARE FOR INFORMATION ONLY AND INTENDED TO DEMONSTRATE THE POSSIBLE PLANT TYPES TO BE USED ON THE PROPERTY. FINAL PLANT SPECIES SHALL BE DETERMINED AT THE TIME OF SITE PLAN, PER PROFFERS.

3. STREET TREES MAY BE LIMBED UP TO A HEIGHT OF 5', IN COORDINATION WITH THE TOWN ARBORIST, FOR THE PURPOSES OF MEETING SIGHT DISTANCE REQUIREMENTS.

4. TREES WITHIN PUBLIC ROW DO NOT COUNT TOWARDS LANDSCAPE REQUIREMENTS. TREES WITHIN THE PROPOSED ROW THAT ARE IN THE VICINITY OF UNDERGROUND UTILITIES OR WITHIN 5' OF PUBLIC SIDEWALKS SHALL BE INSTALLED WITH ROOT BARRIERS TO PROTECT ADJACENT INFRASTRUCTURE. LOCATION AND SPECIFICATION OF ROOT BARRIER DESIGN TO BE DETERMINED AT THE TIME OF FINAL ENGINEERING. THE OWNER OF THE PROPERTY SHALL BE RESPONSIBLE FOR REPLACEMENT OF VEGETATION THAT IS REMOVED DUE TO THE MAINTENANCE OR REPAIR OF UNDERGROUND UTILITIES.

5. EXISTING DRY UTILITIES WITHIN THE PROJECT AREA ARE SHOWN ON THIS SHEET IN THE COLOR ORANGE FOR REFERENCE ONLY. NO PROPOSED DRY UTILITY DESIGN IS INCLUDED IN THIS PLAN.

SITE PLANTING REQUIREMENTS:

STACKED MULTIFAMILY - TRG2 ZONING DISTRICT
SEC 78-110.3 REQUIREMENT:
12 CANOPY TREES + 7 EVERGREEN TREES PER ACRE
1 SHRUB PER EACH 5 FEET OF OUTER BUILDING PERIMETER

SITE AREA = 2.92 AC. ±
TOTAL OUTER BUILDING PERIMETER = 1,144 LF

TREES REQUIRED = 35 CANOPY TREES, 20 EVERGREEN TREES
SHRUBS REQUIRED FOR BUILDING PERIMETER = 229 SHRUBS
SHRUBS REQUIRED FOR VEHICULAR SCREENING = 12 SHRUBS (36" HT. EVERGREEN)

TREES PROVIDED = 35 CANOPY TREES, 47 EVERGREEN TREES
SHRUBS PROVIDED FOR BUILDING PERIMETER= 248 SHRUBS MIN. (4 PER MIN UNIT PAIR)
SHRUBS PROVIDED FOR VEHICULAR SCREENING = 12 SHRUBS (36" HT. EVERGREEN)

MULTIFAMILY CONDOMINIUM - TRG1 ZONING DISTRICT
SEC 78-110.3 REQUIREMENT:
12 CANOPY TREES + 7 EVERGREEN TREES PER ACRE
1 SHRUB PER EACH 5 FEET OF OUTER BUILDING PERIMETER

SITE AREA = 4.75 AC± (SITE AREA INCLUDES TWO PARK AREAS)
TOTAL OUTER BUILDING PERIMETER = 1,380 LF

TREES REQUIRED = 57 CANOPY TREES, 33 EVERGREEN TREES
SHRUBS REQUIRED = 276 SHRUBS

TREES PROVIDED = 57 CANOPY TREES, 35 EVERGREEN TREES
SHRUBS PROVIDED = 276 SHRUBS MIN.

PARKING LOT LANDSCAPING (UPPER DECK OF GARAGE)
SEC 78-51.2.(i)(1) REQUIREMENT:
EXPOSED SURFACE AREA OF PARKING GARAGE = 21,660 SF
PLANTING REQUIREMENT = 1 SHADE TREE / 2,000 SF = 11 SHADE TREES REQUIRED
SHADE TREES PROVIDED = 11

NARRATIVE

STACKED TOWNHOMES:
SITE AREA FOR CALCULATIONS BASED ON PROPOSED LOT AREA OF LOT 2 (2.92± ACRES). AREA EXCLUDES ROW DEDICATIONS, AND TREES LOCATED WITHIN ROW ARE NOT COUNTED TOWARDS REQUIREMENTS. NO BUFFER PLANTINGS ARE LOCATED WITHIN UTILITY EASEMENTS. SHRUB PLANTINGS ASSUMES 4 SHRUBS PROVIDED PER UNIT PAIR (SHRUBS NOT LOCATED INDIVIDUALLY ON THIS PLAN, EXCEPT FOR THOSE REQURIED TO MEET VEHICLE SCREENING REQUIREMENTS).

MULTIFAMILY CONDOMINIUM:
SITE AREA BASED ON PROPOSED LOT AREA OF LOTS 1A AND 1B (4.75± ACRES) AREA EXCLUDES ROW DEDICATIONS, AND TREES LOCATED WITHIN ROW ARE NOT COUNTED TOWARDS REQUIREMENTS. SHRUB PLANTINGS ARE ASSUMED TO BE LOCATED AROUND THE PERIMETER OF THE BUILDING ALONG ITS FACADE. (SHRUBS NOT LOCATED INDIVIDUALLY ON THIS PLAN).

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

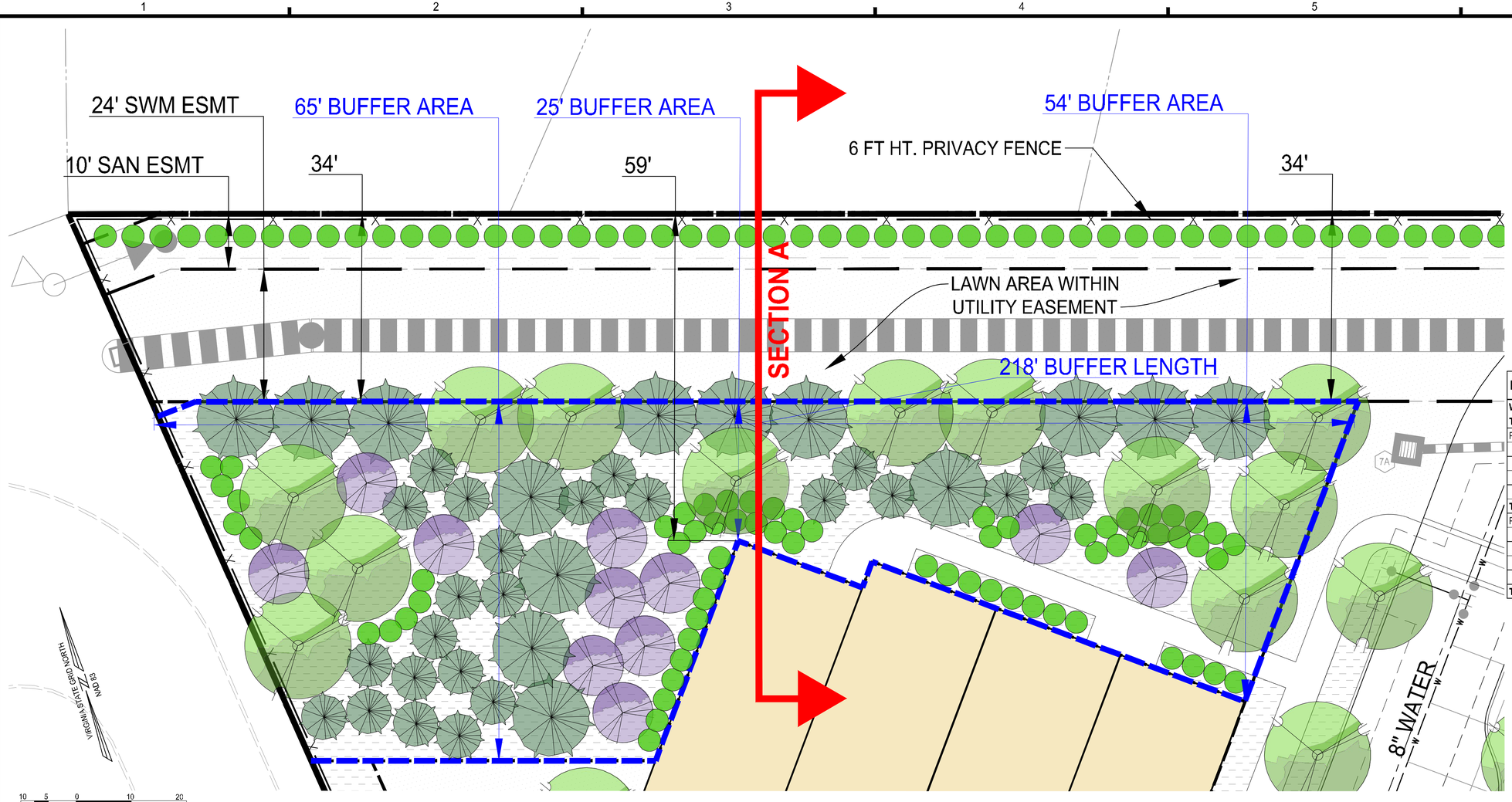
PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

LANDSCAPE OVERVIEW

SHEET No.
13

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\13 LANDSCAPE OVERVIEW.dwg, 6/12/2026 4:26:36 PM, Jason M. Alagna



PLAN LEGEND

- CANOPY TREE - LARGE (TYP.)
- ORNAMENTAL TREE (TYP.)
- EVERGREEN TREE - LARGE (TYP.)
- EVERGREEN TREE - SMALL (TYP.)
- 3' HT. EVERGREEN SHRUB (TYP.)
- LAWN AREA (TYP.)
- POSSIBLE SHRUB PLANTINGS, GROUNDCOVER, AND ENHANCED PLANTING AREA (TYP.)

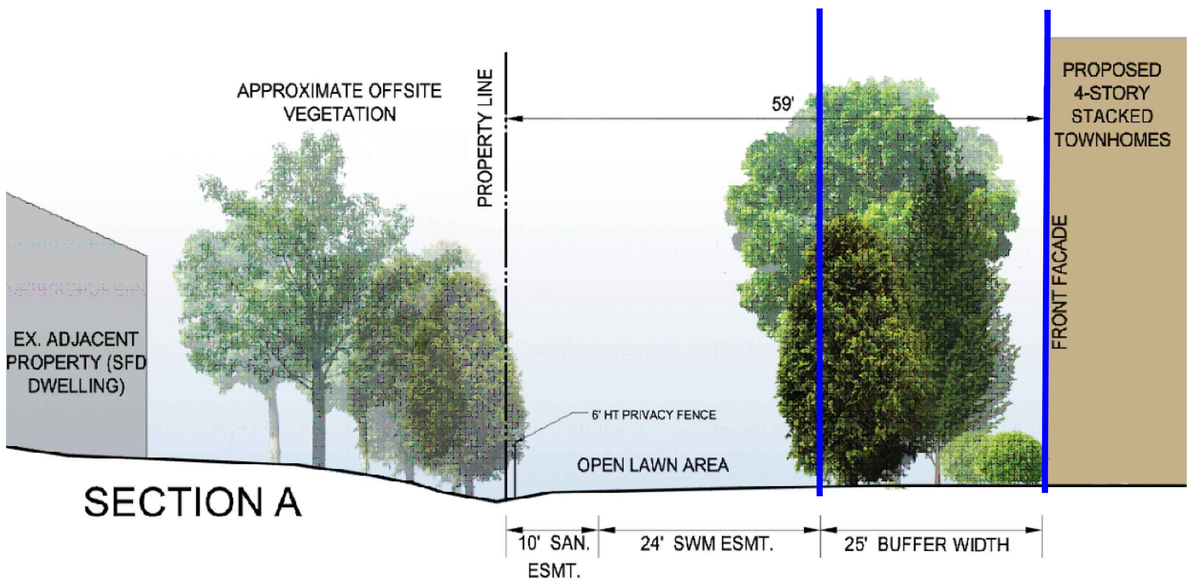
NOTE: SEE SHEET 13 FOR SAMPLE PLANT SPECIES FOR EACH CATEGORY SHOWN IN THIS LEGEND.

MODIFIED BUFFER

WIDTH (FT): VARIES REQUIRED: VARIES	
TOTAL LENGTH 218	
PLANTINGS REQUIRED	
CANOPY TREE (1 PER 20 LF)	11
EVERGREEN TREE (1 PER 10 LF)	22
ORNAMENTAL TREE (1 PER 20 LF)	11
EVERGREEN SHRUBS (3 PER 10 LF)	66
TOTAL # OF PLANTS REQUIRED	**110**
PLANTINGS PROVIDED	
CANOPY TREE	12
EVERGREEN TREE	38
ORNAMENTAL TREE	11
EVERGREEN SHRUBS	66
TOTAL # OF PLANTS PROVIDED	**127**

IMPORTANT LANDSCAPE BUFFER NOTES:

1. UTILITY EASEMENTS COMPRISE THE FIRST 34' OF WIDTH OF THE PROPOSED SETBACK
   1.1. NO WOODY VEGETATION IS PROPOSED WITHIN THE UTILITY EASEMENT AREA.
2. THE MINIMUM BUILDING SETBACK FROM PROPERTY LINE IS 59'
3. THE MINIMUM PLANTING WIDTH OF THE BUFFER IS 25' AT THE PINCH POINT
   3.1. THIS OCCURS WHERE THE BUILDING IS 59' FROM THE PROPERTY LINE, AND IS ONLY THIS NARROW FOR A VERY SMALL PERCENTAGE OF THE BUFFER YARD.
4. THE MAXIMUM PLANTING WIDTH OF THE BUFFER YARD IS 65'.
5. THE AVERAGE BUFFER WIDTH IS APPROXIMATELY 47'
6. EXTENSIVE USE OF EVERGREEN TREES, AND DECIDUOUS VEGETATION OF VARIOUS HEIGHTS IS USED TO FACILITATE YEAR-ROUND SCREENING ALONG THIS PROPERTY BOUNDARY
7. BUFFER IS ON THE NORTHERN EXPOSURE OF THE BUILDING, THEREFORE DENSE BUFFER WILL NOT OVERLY SHADE PROPOSED UNITS.
   7.1. 34' EASEMENT AREA PROVIDES ENOUGH SETBACK THAT PROPOSED BUFFER ALSO SHOULD NOT SHADE OUT NEIGHBORING PROPERTIES TO THE NORTH.
8. SITE LAYOUT RESPECTS THE REQUIRED 10' SETBACK ALONG THE WESTERN PROPERTY BOUNDARY, AND EXCEEDS THE REQUIRED 50' TRG2 BUILDING SETBACK



ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

LANDSCAPE BUFFER DETAIL

SHEET No.

13.1

P:\Projects\23008899.00\EXCHANGE PLACE DD\DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\13.1 LANDSCAPE BUFFER DETAIL.dwg, 6/12/2026 4:27:01 PM, Jason M. Alagna,

PARK #1 DETAIL PLAN

VIRGINIA STATE GRID NORTH
NAD 83

20 10 0 20 40
GRAPHIC SCALE
1" = 20

DETAIL PLAN LEGEND

- **A** - SEAT WALLS AND RAISED PLANTERS
- **B** - BUS STOP SHELTER WITH REFUSE RECEPTACLE AND BIKE RACK
- **C** - SCORED CONCRETE WALKWAYS WITHIN PUBLIC PARK
- **D** - BUFFER LANDSCAPING CREATING EDGE TO PARK SPACE ADJACENT TO ROADS
- **E** - SEATING AREA WITH BENCHES, TABLES, OR MOVEABLE FURNITURE
- **F** - PLAY LAWN AREAS FOR GATHERING, RECREATION AND FLEXIBLE SPACE
- **G** - PUBLIC CONCRETE SIDEWALKS
- **H** - PRIVATE LEAD WALK
- **J** - MEADOW AND NATURALISTIC PLANTINGS WITHIN DOMINION EASEMENT
- **K** - POTENTIAL MICRO-MOBILITY STATION
- **L** - POTENTIAL FOCAL FEATURE, ARTWORK, OR IN-GROUND DETAILING

IMPORTANT NOTE: ALL PROPOSED AMENITIES/FEATURES WITHIN THE DOMINION ELECTRIC EASEMENT ARE SUBJECT TO DOMINION APPROVAL. SEE PROFFERS.

PARK AREA PRECEDENT IMAGERY

CORNER PARK:

THE CORNER PARK AREA IS A PUBLIC-FACING POCKET PARK WITH AMPLE SEATING PROVIDED BY BOTH PRIMARY SEATING (BENCHES) AND SECONDARY SEATING IN THE FORM OF OF SEAT WALLS AND RAISED PLANTERS.

THE GEOMETRY AND DESIGN OF THE PARK IS INTENDED TO BE INVITING, CLEARLY CONVEYING THAT THIS IS A PUBLIC SPACE, AND ENCOURAGING INTERACTION WITH THOSE SEEKING A PLACE TO RECREATE OR JUST A PASSERBY WHO FINDS THE SPACE INTRIGUING.

THIS PARK INCLUDES LUSH LANDSCAPING PROVIDING A SHADY REFUGE ALONG A BUSY STREET. THE SPACE IS INTENDED TO FUNCTION AS THE FRONT DOOR INTO THE BROAD OPEN AREA AT THE CENTER OF THE PUBLIC PARK, AS WELL AS TO THE GREATER PARK NETWORK.

GATHERING SPACE:

THE GATHERING SPACE IS CONCEALED WITHIN THE CORNER PARK AREA AND IS SURROUNDED BY LUSH LANDSCAPING AND TALL TREES TO PROVIDE SHADE AND A SENSE OF ENCLOSURE.

THIS SPACE IS INTENDED TO BE FLEXIBLE AND COULD INCLUDE MOVEABLE FURNITURE, PICNIC TABLES, OR EVEN VERSATILE URBAN FURNITURE SUCH AS DINING TABLES WHICH MAY BE USED TO PLAY PING-PONG.

THIS AREA, THOUGH MORE INTIMATE IN NATURE, IS SIZED TO ACCOMMODATE SMALL NEIGHBORHOOD GATHERINGS AND IS PRIMED TO BECOME A GREAT MEETING SPOT THAT IS RECOGNIZABLE AND INVITING FOR THOSE WANTING TO DWELL. PEDESTRIAN SCALE LIGHTING (SUCH AS TREE UP-LIGHTS OR WALL LIGHTING) WILL BE PROVIDED WITHIN THIS PORTION OF THE PARK TO CREATE AN INVITING SPACE THAT HAS INCREASED USABILITY IN THE EARLY EVENING HOURS.

FOCAL FEATURE:

THE FOCAL FEATURE IS LOCATED AT THE MOST PROMINENT CORNER OF THIS PROJECT. AT THE CORNER OF EXCHANGE PLACE AND HERNDON PARKWAY, THE INTENT IS TO PROVIDE AN ART ELEMENT THAT IS UNIQUELY HERNDON TO IDENTIFY THIS PARK.

THIS FOCAL FEATURE MAY BE VERTICAL, OR AN ELEMENT OF INTEREST ALONG THE GROUND-PLANE. THIS COMPONENT OF THE PARK IS ENVISIONED AS AN ART INSTALLATION FROM A LOCAL SOURCE OR A DEDICATED PIECE THAT IS REFLECTIVE OF THE TOWN'S CULTURE.

THE FOCAL FEATURE MAY PRESENT AS A PIECE OF SCULPTURE OR 3-D ART INSTALLATION, AN INTRICATE PAVING PATTERN SUCH AS A LABYRINTH, OR EVEN A PIECE OF ART EMBEDDED INTO THE GROUND AND INCORPORATED INTO THE PARK'S DESIGN LANGUAGE.

PLAY LAWN WITH MEADOW:

THE FOUNDATIONAL ELEMENT OF THIS PARK IS ITS BROAD OPEN LAWN AREAS THAT ARE FLEXIBLE IN NATURE AND OPEN TO THE PUBLIC TO USE AS THEY PLEASE.

THE LAWNS ARE BISECTED BY A TRAIL AND BORDERED BY A PAIR OF SIDEWALKS. THE PROPOSED NETWORK OF TRAILS MAKES TRAVERSING THE SITE EFFICIENT, AND ENSURES THAT THE LAWN AREAS ARE ACCESSIBLE TO ALL USERS. THE PRIMARY TRAIL MAY PROVIDE PEDESTRIAN SCALE LIGHTING TO PROVIDE SAFE NAVIGATION THROUGH THE PARK AT NIGHT.

NATURE IS BROUGHT ONTO THE SITE BY THE INSTALLATION OF MEADOW AND WILDFLOWER PATCHES BORDERING MUCH OF THE LAWN AREAS. THESE WOULD BE BOTH BEAUTIFUL AND BENEFICIAL TO LOCAL WILDLIFE AND POLLINATOR SPECIES, WHICH COULD BE EXPLAINED IN SELF-GUIDED EDUCATIONAL SIGNAGE THAT MAY BE INCLUDE WITHIN THE PARK .

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

PARK #1
DETAIL PLAN

SHEET No.

13.2

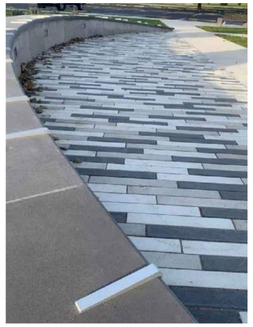
P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLANS\13.2 PARK AREA DETAIL.dwg, 6/12/2026 4:27:36 PM, Jason M. Alagna

PARK #2 DETAIL PLAN

DETAIL PLAN LEGEND

- **A** - SCORED CONCRETE HARDSCAPE GATHERING AREAS WITHIN PUBLIC PARK
- **B** - SEAT WALLS ENCLOSING GATHERING SPACES
- **C** - BUS STOP SHELTER WITH REFUSE RECEPTACLE AND BIKE RACK
- **D** - PLAY LAWN AREAS FOR GATHERING, RECREATION AND FLEXIBLE SPACE
- **E** - PLAYGROUND AREA WITH SEATING
- **F** - COMBINATION SPORTS COURT (BASKETBALL, PICKLE BALL, AND/OR EQUIVALENT)
- **G** - SHADE STRUCTURE IN GATHERING AREA WITH PICNIC TABLES
- **H** - PARK BUFFER PLANTINGS

PARK AREA PRECEDENT IMAGERY



SEATING AREA(S):

THESE SEMI-CIRCULAR AREAS ARE DESIGNED TO PROVIDE COMFORTABLE, CONVENIENT AND FLEXIBLE SEATING AREAS WITHIN THE LARGER PARK SPACE. AMPLE SEATING IS PROVIDED BY BOTH PRIMARY SEATING (BENCHES) AND SECONDARY SEATING WITH SEAT WALLS BORDERING THE SPACE.

THE SEATING AREA ALONG THE RIGHT-OF-WAY ACTS AS THE ENTRY TO THIS PARK SPACE, AND PROVIDES A VISIBLE AND WELCOMING ENTRYWAY INTO THE PUBLIC SPACES INTERNAL TO THE PARK.

THE SEATING AREA INTERNAL TO THE SITE ACTS AS A NECESSARY STAGING AND SEATING AREA ADJACENT TO THE SPORTS COURT. BOTH ONLOOKERS AND PEOPLE PLAYING ON THE COURTS WOULD FIND THIS SPACE CONVENIENT FOR TAKING A REST, SETTING UP CHAIRS, OR FINDING A SPOT TO DROP YOUR BAG WHILE YOU PLAY BALL.

GATHERING SPACE:

THIS GATHERING SPACE IS AT THE HEART OF THIS PARK AND IS DESIGNED TO BE FLEXIBLE AND ACCOMMODATING TO VARIOUS TYPES OF USERS. THE LARGE HARDSCAPE AREA WOULD HAVE A SHADE STRUCTURE, WHICH COULD CONTAIN PICNIC TABLES, OUTDOOR GRILLS, AND/OR TRASH RECEPTACLES TO ENCOURAGE GATHERINGS LARGE AND SMALL.

THE OPEN HARDSCAPE AREA COULD CONTAIN ADDITIONAL SEATING OPPORTUNITIES, INCLUDING MOVEABLE FURNITURE AND DINING TABLES. LARGE TREES AROUND THE HARDSCAPE PROVIDE AMPLE SHADE AND ENCLOSURE TO THIS SPACE MAKING IT FEEL COMFORTABLE AND WELCOMING. PEDESTRIAN SCALE LIGHTING (SUCH AS TREE UP-LIGHTS OR WALL LIGHTING) WILL BE PROVIDED WITHIN THIS PORTION OF THE PARK TO CREATE AN INVITING SPACE THAT HAS INCREASED USABILITY IN THE EARLY EVENING HOURS.

THE GATHERING SPACE IS PROXIMATE TO BOTH THE PLAY GROUND, PLAY LAWN, AND SPORTS COURT AREAS, MAKING IT THE IDEAL HOME BASE FOR FAMILIES AND VISITORS TO OBSERVE AND ENJOY THE ACTIVITIES OCCURRING THROUGHOUT THE PARK.

SPORTS COURT:

THE SPORTS COURT WILL BE PAVED WITH A VIBRANT PLAY-SAFE MATERIAL AND STRIPED IN A WAY THAT WOULD PERMIT THE USE VARIOUS DIFFERENT ORGANIZED BALL SPORTS, SUCH AS A COMBINATION OF BASKETBALL AND PICKLEBALL AS SHOWN IN THIS PLAN.

THE SPORTS COURT IS LOCATED IN THE FAR CORNER OF THE PARK TO ENSURE THAT BALL SPORTS CAN TAKE PLACE WITHOUT INTERFERING WITH OTHER USERS AND ACTIVITIES IN THE PARK. ADDITIONALLY, THE LOCATION OF THE SPORTS COURT AND THE DENSE BUFFERING AROUND IT WILL HELP PREVENT BALLS FROM ROLLING AWAY WITHOUT HAVING A COMPLETELY FENCED IN AREA, WHICH WOULD IN-TURN PROVIDE A MORE NATURALISTIC PLAY SPACE.

THE SPORTS COURT IS PROXIMATE TO THE SEMI-CIRCULAR SEATING AREA TO ENSURE THAT THIS SPACE IS HIGHLY FLEXIBLE AND CAN ACCOMMODATE EVENTS AND OTHER ACTIVITIES THAT COULD UTILIZE THE BROAD PAVED AREA OF THE COURT.

PLAY GROUND:

THE PLAYGROUND AREA WILL BE PAVED WITH A VIBRANT PLAY-SAFE MATERIAL THAT COULD INCLUDE COLORFUL MOTIFS AND IMAGERY. THE PLAY AREA WOULD BE PROXIMATE TO BENCH SEATING AND THE CENTRAL GATHERING SPACE TO ENSURE THAT PARENTS AND GUARDIANS HAVE A CHOICE OF PLACES TO DWELL WHILE VISITING THE PARK WITH CHILDREN.

THE PLAY SPACE COULD INCLUDE EQUIPMENT THAT IS USEABLE FOR A BROAD RANGE OF AGE GROUPS, AND COULD INCORPORATE IN-GROUND TOPOGRAPHIC PLAY FEATURES. THE PLAY AREA IS CONNECTED TO BOTH THE GATHERING SPACE AND THE PLAY LAWN AREA BY A HARDSCAPE AREA THAT WOULD PROVIDE SEATING AND EXTRA SPACE TO GIVE OPPORTUNITIES FOR PLAY, AS WELL AS PRACTICAL FUNCTIONALITY SUCH AS SPACE FOR STROLLER PARKING, AND AREAS FOR TRASH RECEPTACLES AND WATER FOUNTAINS.

THE PLAY SPACE IS BOUNDED BY LUSH LANDSCAPING TO PROVIDE SHADE AND ENCLOSURE, AND A FENCE ALONG THE BORDERS OF THE PARK MAY BE PROVIDED FOR ADDITIONAL SAFETY.

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

PARK #2 DETAIL PLAN

SHEET No.

13.3

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\13.3 PARK AREA DETAILS.dwg, 6/12/2026 4:28:10 PM, Jason M. Alagna,

NOTE: SEE SHEET 06.2 FOR AREAS OF EMERGENCY ACCESS EASEMENT ON PROPERTY

Office of the Fire Marshal
Fairfax County, VA
APPROVED
Date: 2/5/2026
Reviewer: Michael Paruti
Record #: FTWNFR-SITE-2026-00005

LEGEND

- BUILDING WITHIN 15-30' OF FIRE LANE (PFM COMPLIANT AERIAL LADDER ACCESS)
- BUILDING AREA WITH POTENTIAL FOR AERIAL LADDER ACCESS
- NO AERIAL LADDER ACCESS (BEYOND LADDER ACCESS)
- FIRE LANES
- SEE SHEETS 14.1 - 14.2 FOR DISTANCE DETAILS

CORPORATION
DEED BOOK 12646 PAGE 1999
ZONE: O & LI

DOMINION ELECTRIC EASEMENT NO AERIAL LADDER ACCESS

PARK DRIVE

MULTIFAMILY BUILDING
(85' HT. MAX.)
(NOT A HIGH-RISE BUILDING)

PARKING GARAGE

NOTE:
NOT A HIGH-RISE BUILDING. HIGHEST OCCUPIED FLOOR LEVEL IS LESS THAN 75'

EXCHANGE PLACE

FAIRBROOK DRIVE

DOMINION ELECTRIC EASEMENT NO AERIAL LADDER ACCESS

MULTIFAMILY BUILDING
(85' HT. MAX.)
(NOT A HIGH-RISE BUILDING)

HERNDON PARKWAY

PROPOSED ROW
EXISTING ROW

VIRGINIA STATE GRID NORTH
NAD 83

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

Office of the Fire Marshal
Fairfax County, Virginia
Record #: FTWNFR-SITE-2026-00005

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE
Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

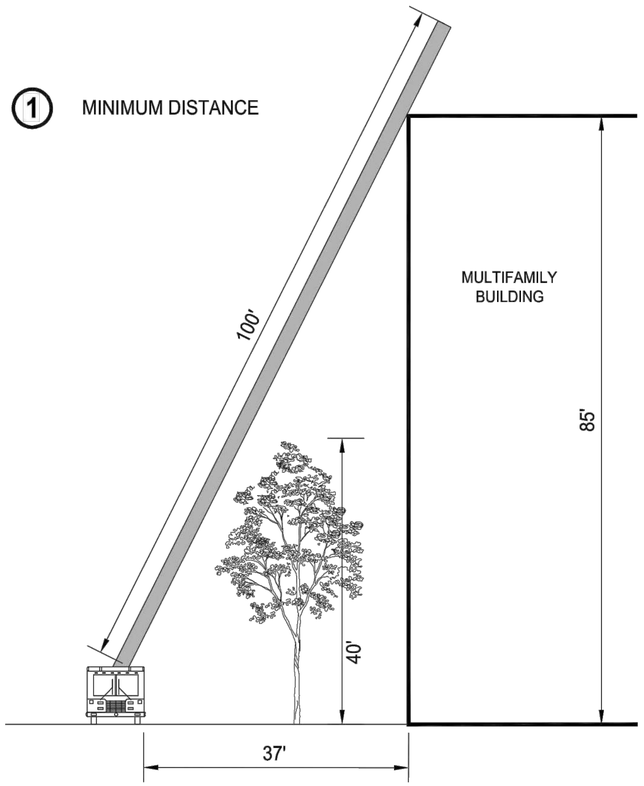
PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

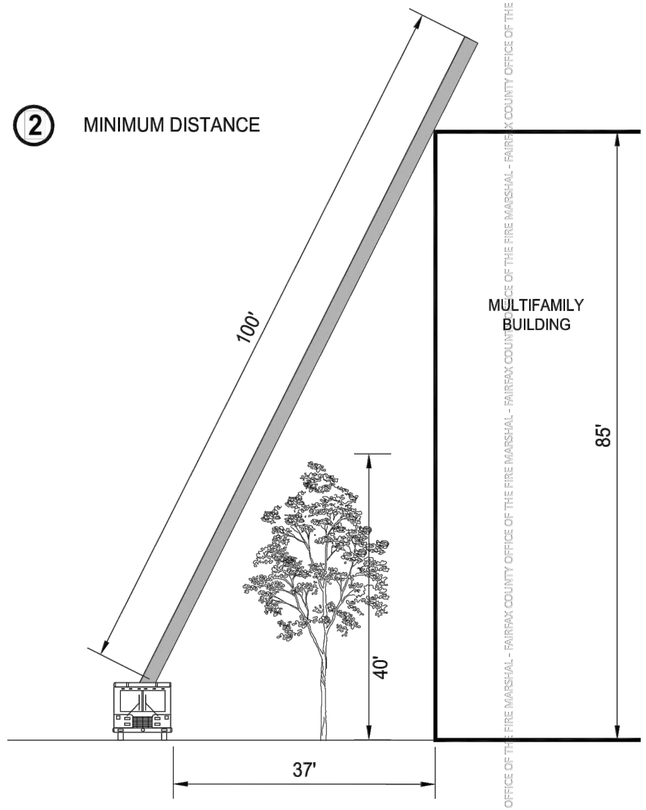
SHEET TITLE:

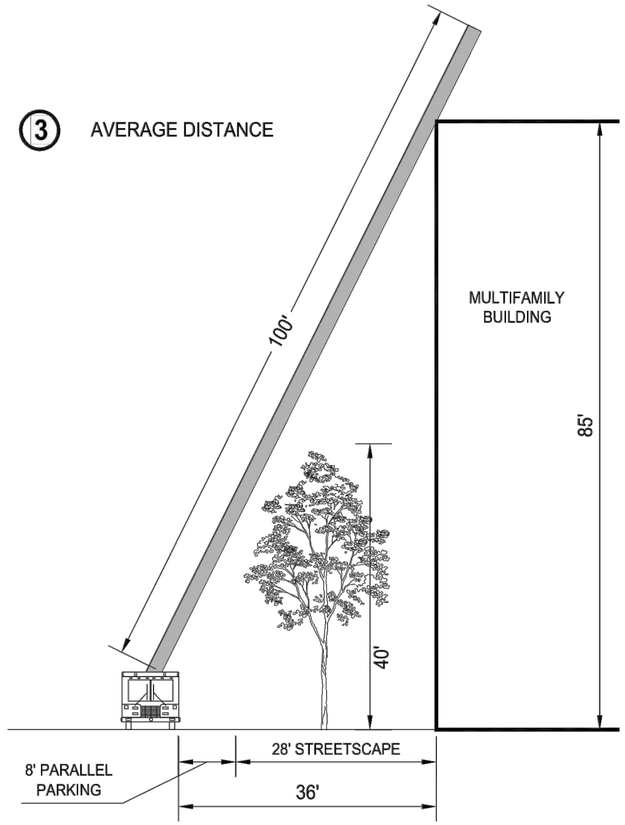
FIRE MARSHALL EMEGENCY ACCESS EXHIBIT

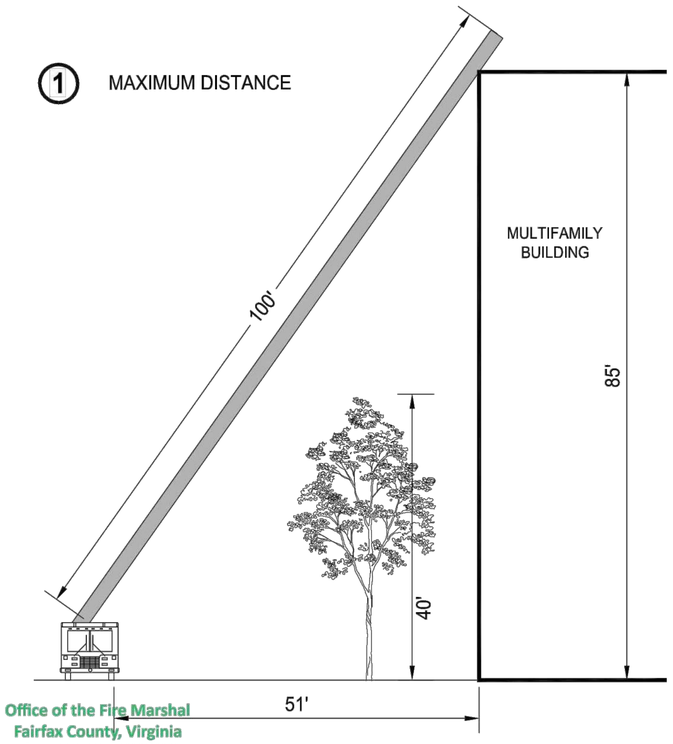
SHEET No.
14

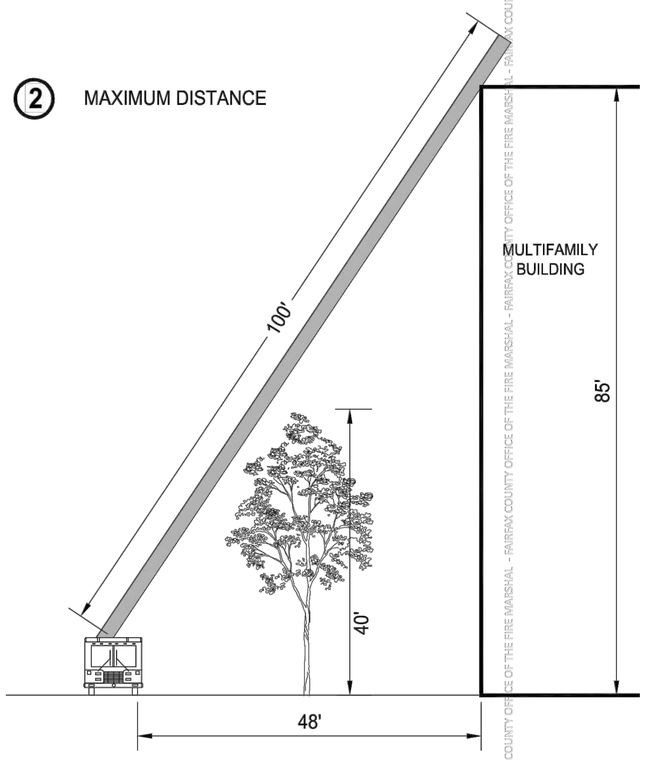
P:\Projects\23008899.00\EXCHANGE PLACE DD\DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\14 FIRE MARSHALL EMEGENCY ACCESS EXHIBIT .dwg, 6/12/2026 4:28:44 PM, Jason M. Allegra,











NOTE:
STREET TREES WILL BE PROVIDED AT AN APPROXIMATE ON-CENTER SPACING OF 35'±.

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE Transportation Planners and Engineers
IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

TRUCK ACCESS DETAILS

SHEET No.
14.1

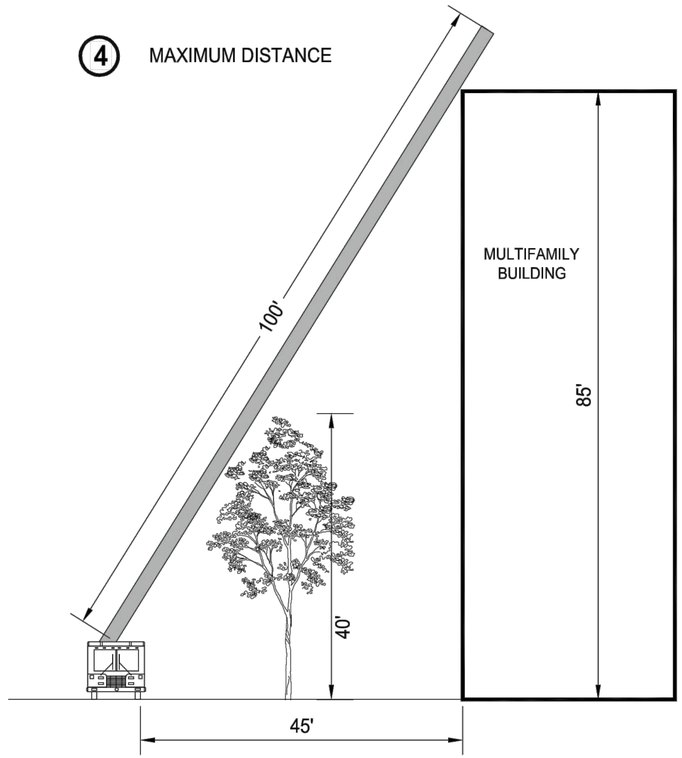
Office of the Fire Marshal
Fairfax County, Virginia
Record #: FTWNFR-SITE-2026-00005

FAIRFAX COUNTY OFFICE OF THE FIRE MARSHAL - FAIRFAX COUNTY OFFICE OF THE FIRE MARSHAL - FAIRFAX COUNTY OFFICE OF THE FIRE MARSHAL - FAIRFAX COUNTY OFFICE OF THE FIRE MARSHAL

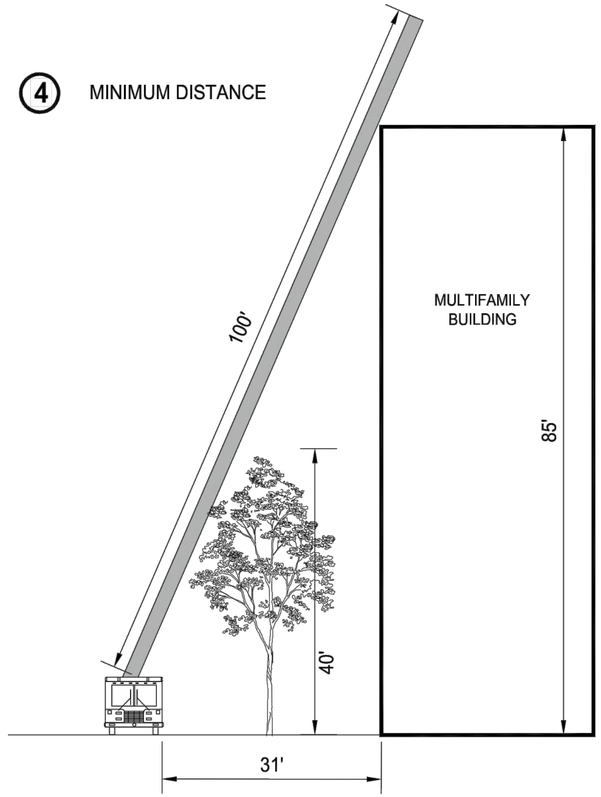
P:\Projects\23008899.00\EXCHANGE PLACE DD\DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\14 FIRE MARSHALL EMEGENCY ACCESS EXHIBIT .dwg, 6/12/2026 4:28:49 PM, Jason M. Allegra,

COUNTY OF THE FIRE MARSHAL - FAIRFAX COUNTY OFFICE OF THE FIRE MARSHAL - FAIRFAX COUNTY OFFICE OF THE FIRE MARSHAL - FAIRFAX COUNTY OFFICE OF THE FIRE MARSHAL - FAIRFAX COUNTY OFFICE OF THE FIRE MARSHAL

4 MAXIMUM DISTANCE



4 MINIMUM DISTANCE



ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

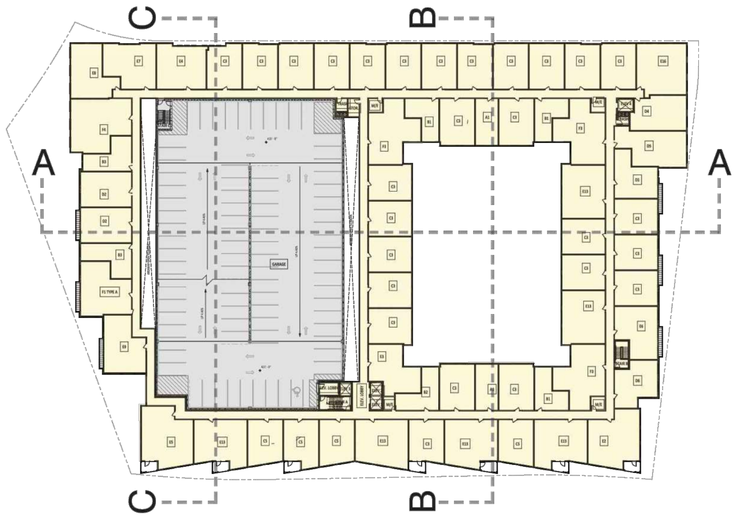
TRUCK ACCESS DETAILS

SHEET No.

14.2

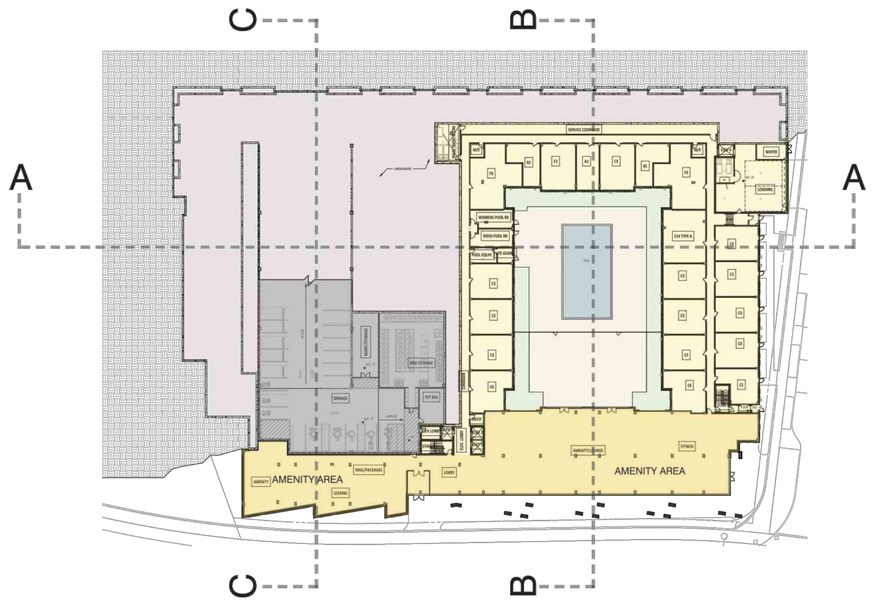
Office of the Fire Marshal
Fairfax County, Virginia
Record #: FTWNFR-SITE-2026-00005

P:\Projects\23008899.00\DXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\14 FIRE MARSHALL EMEGENCY ACCESS EXHIBIT.dwg, 6/12/2026 4:28:52 PM, Jason M. Alagna,



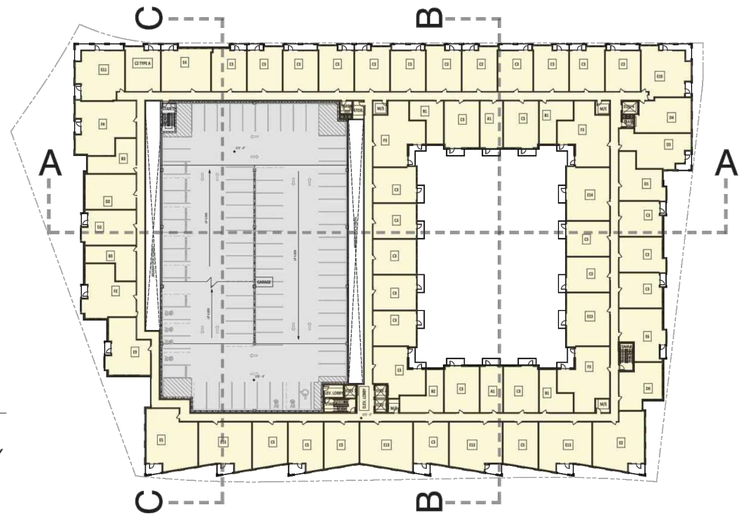
04 TYPICAL PLAN - LEVELS 6 & 7

SCALE: 1" = 50'-0"



02 COURTYARD LEVEL PLAN

SCALE: 1" = 50'-0"

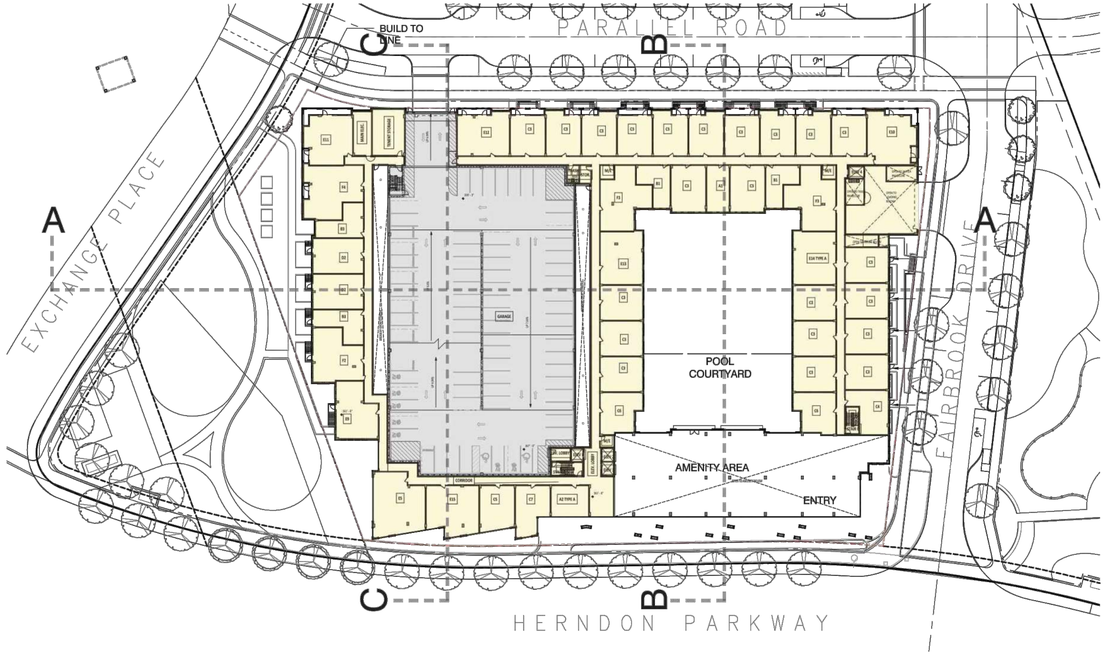


LEGEND

- RESIDENTIAL
- RESID. AMENITY
- STRUCT. PKG

03 TYPICAL PLAN - LEVELS 3-5

SCALE: 1" = 50'-0"



01 **LEVEL 02 PLAN**

SCALE: 1" = 50'-0"

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: MVA
DRAWN: MVA
CHECKED: MVA

SHEET TITLE:

ARCHITECTURAL BUILDING PLAN

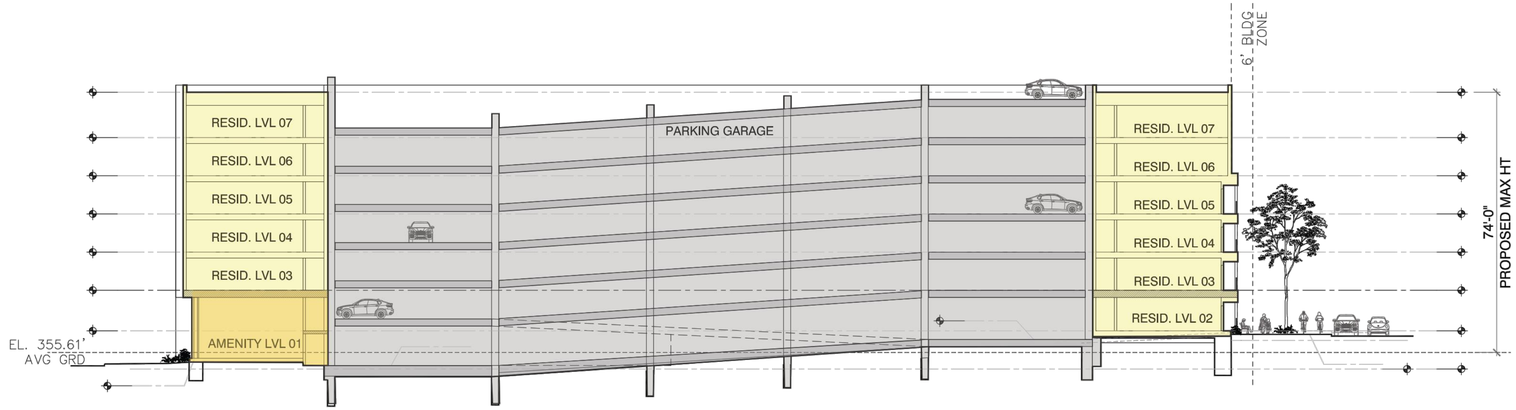
SHEET No.

15

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLANS\15-ARCHITECTURAL BUILDING PLAN.dwg, 6/12/2026 4:29:13 PM, Jason M. Allegra,

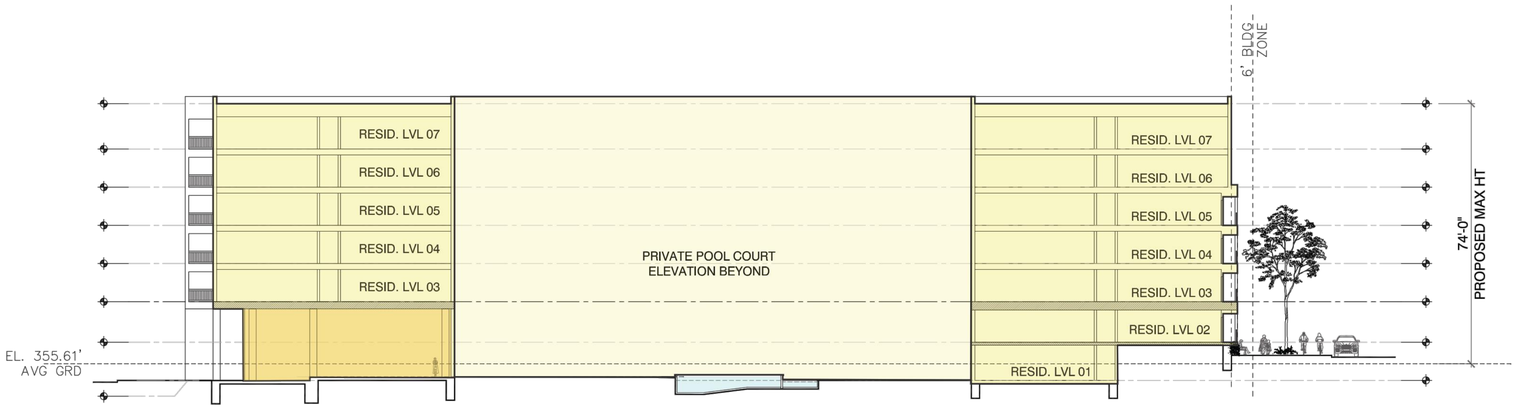
LEGEND

- RESIDENTIAL
- RESID. AMENITY
- STRUCT. PKG



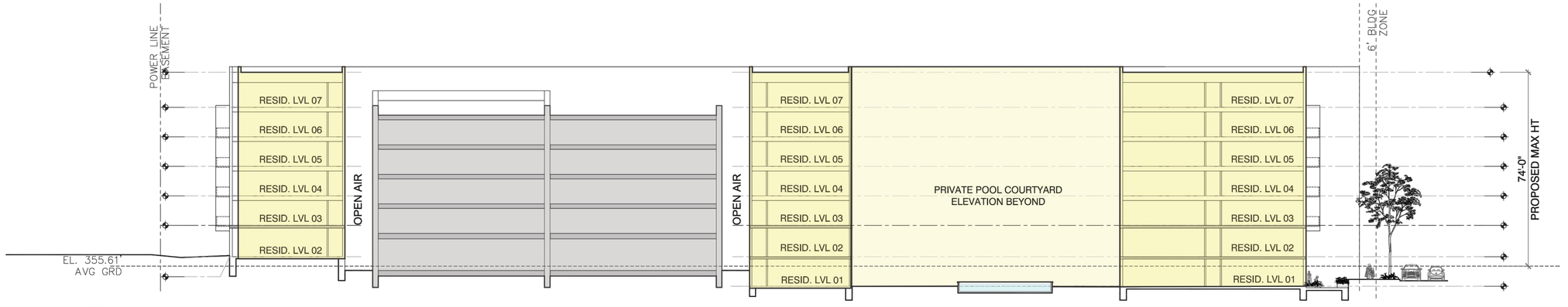
03 SITE / BUILDING SECTION C

SCALE: 1" = 20'-0"



02 SITE / BUILDING SECTION B

SCALE: 1" = 20'-0"



01 SITE / BUILDING SECTION A

SCALE: 1" = 20'-0"

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: MVA
DRAWN: MVA
CHECKED: MVA

SHEET TITLE:

ARCHITECTURAL BUILDING SECTIONS

SHEET No.

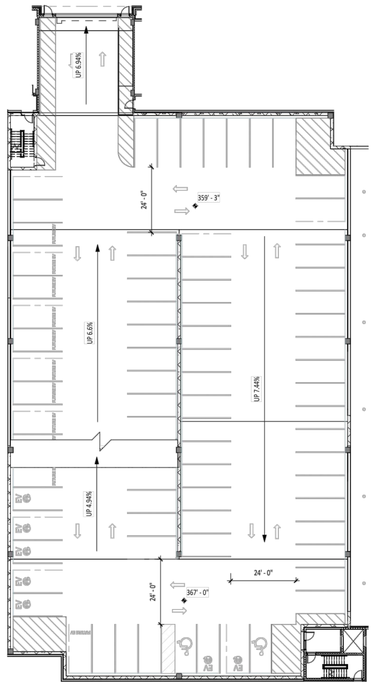
16

P:\Projects\23008899.00\EXCHANGE PLACE DD\!!DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\16 ARCHITECTURAL BUILDING SECTIONS.dwg, 6/12/2026 4:29:33 PM, Jason M. Alagna,

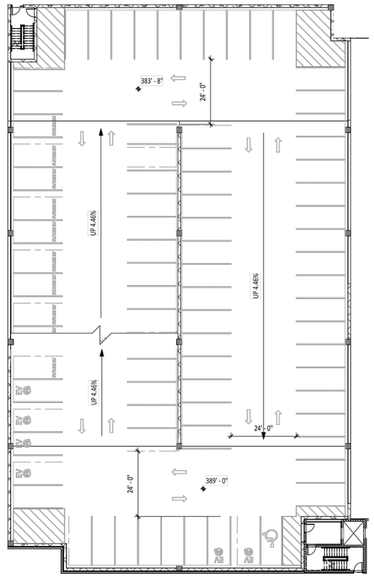
PARKING SPACE TABULATION

PARKING CATEGORY	STANDARD	COMPACT	ADA	ADA VAN	TOTAL	EV BREAKDOWN EV	EV BREAKDOWN FUTURE
RESIDENTIAL	515	0	10	3	527	26	54
TOTAL PARKING SPACES	515	0	10	3	527	26	54

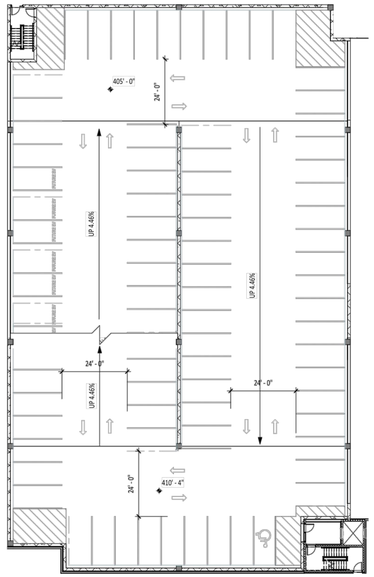
REFER TO SHEET A032 FOR PARKING SIGNAGE SCHEDULE



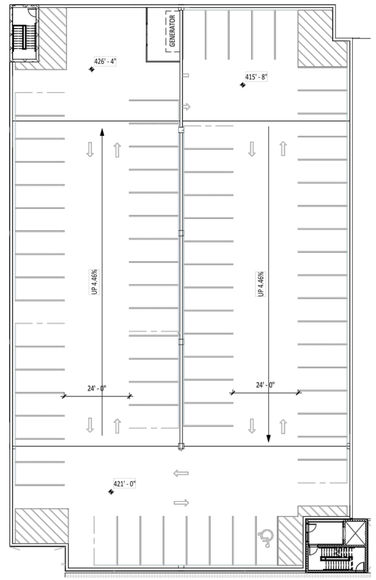
EP01



EP01



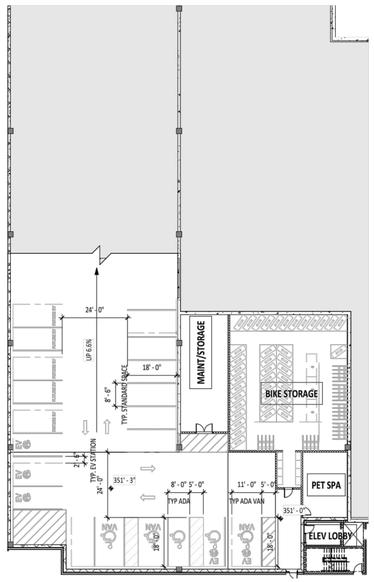
EP01



EP01

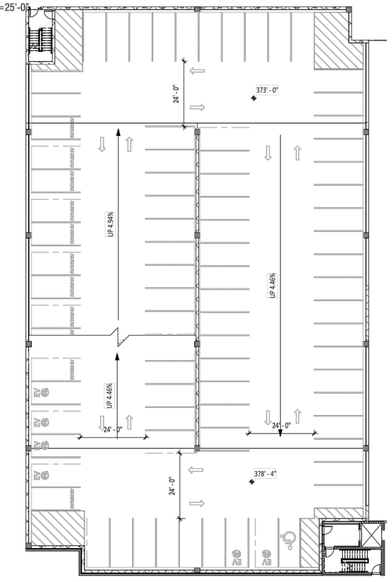
NOTE: NOTE: FOR PARKING LOT LANDSCAPING ON UPPER DECK OF GARAGE, SEE LANDSCAPE OVERVIEW SHEET 13

SCALE 1"=25'-0"



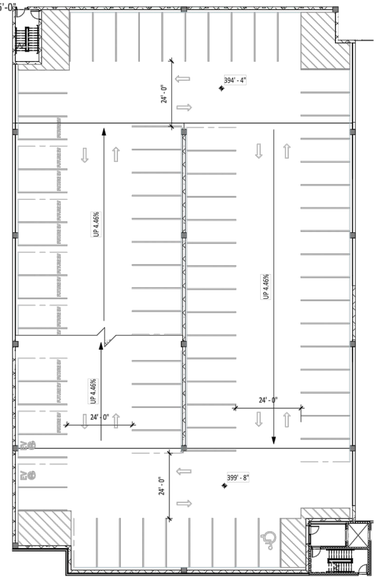
1 PARKING PLAN - LEVEL 1
EP01

SCALE 1"=25'-0"



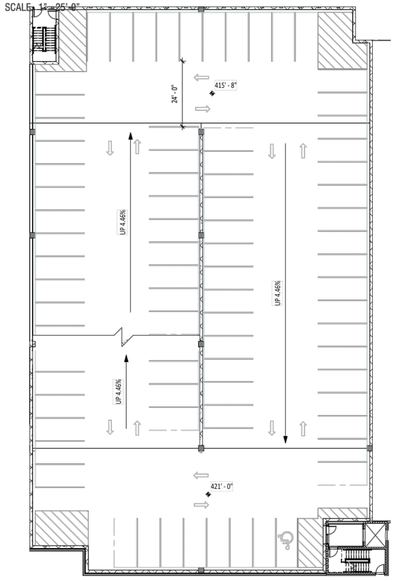
3 PARKING PLAN - LEVEL 3
EP01

SCALE 1"=25'-0"



5 PARKING PLAN - LEVEL 5
EP01

SCALE 1"=25'-0"



7 PARKING PLAN - LEVEL 7
EP01

SCALE 1"=25'-0"

NOTE:
EV EQUIPMENT SHALL BE LOCATED IN BETWEEN SPACES AS TO NOT AFFECT STALL DIMENSIONS

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/17/2024
SCALE: AS SHOWN
DESIGN: MVA
DRAWN: MVA
CHECKED: MVA

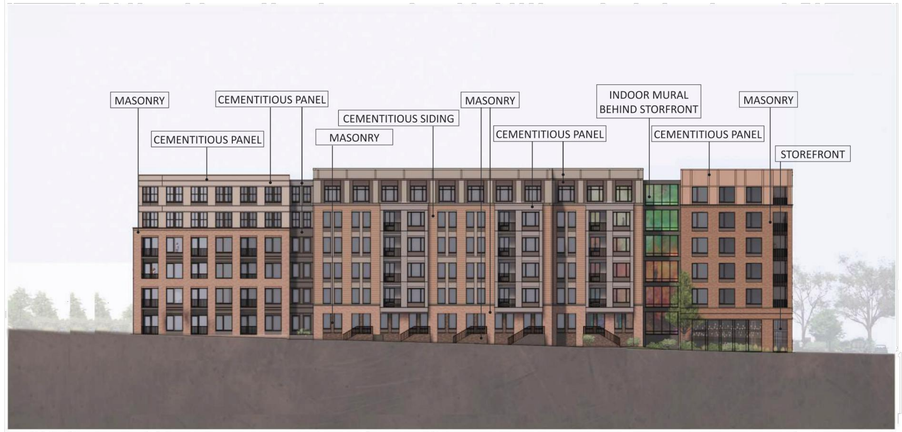
SHEET TITLE:

PARKING GARAGE DETAIL

SHEET No.

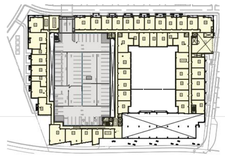
17

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\1 PARKING GARAGE DETAIL.dwg, 6/12/2026 4:29:55 PM, Jason M. Magna



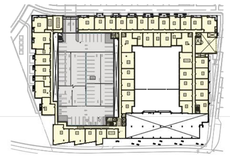
03 EXCHANGE PLACE ELEVATION

SCALE:1”= 30’-0”



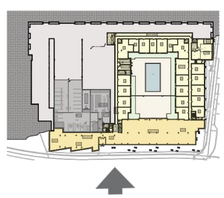
04 PARK DRIVE ELEVATION

SCALE:1”= 30’-0”



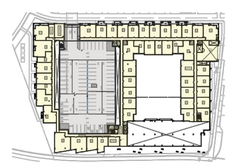
01 HERNDON PARKWAY ELEVATION

SCALE:1”= 30’-0”



02 FAIRBROOK DRIVE ELEVATION

SCALE:1”= 30’-0”



ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/17/2024
SCALE: AS SHOWN
DESIGN: MVA
DRAWN: MVA
CHECKED: MVA

SHEET TITLE:

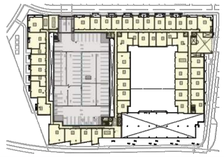
ARCHITECTURAL ELEVATIONS

SHEET No.

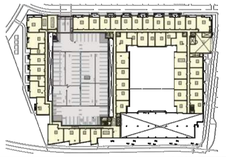
18

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\18 ARCHITECTURAL ELEVATIONS.dwg, 6/12/2026 4:30:16 PM, Jason M. Alagna,

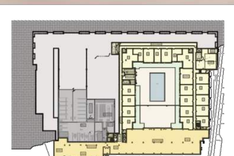
03 NE CORNER LOOKING WEST



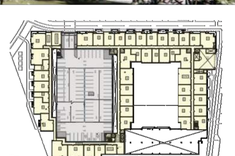
04 NW CORNER LOOKING EAST



01 SE CORNER LOOKING WEST - HERNDON PARKWAY



02 SW CORNER LOOKING EAST - HERNDON PARKWAY



ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/17/2024
SCALE: AS SHOWN
DESIGN: MVA
DRAWN: MVA
CHECKED: MVA

SHEET TITLE:

ARCHITECTURAL PERSPECTIVES

SHEET No.

19

P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLANS\5 ARCHITECTURAL PERSPECTIVES.dwg, 6/12/2026 4:30:39 PM, Jason M. Alagna

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
2026-06-15
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION
4	04-20-2026	5TH PLAN SUBMISSION
5	06-01-2026	6TH PLAN SUBMISSION
6	06-15-2026	7TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

TOWNHOUSE FACADE KEY MAP

SHEET No.

20

P:\Projects\23008899.00\EXCHANGE PLACE DD\DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\D0 ARCHITECTURAL FRONTAGE DETAILS.dwg, 6/12/2024 4:31:16 PM, Jason M. Allegra,

WIRE GILL LLP

Kenneth W. Wire
kwire@wiregill.com
703-677-3129

June 27, 2025

VIA HAND DELIVERY AND EMAIL
Lisa Gilleran, Director
Community Development
Town of Herndon
777 Lynn Street
Herndon, VA 20170

RE: 250 Exchange Place ZMA #24-01, Modification Request for Private Amenity Space Width Requirement

Dear Ms. Gilleran,

As you are aware, our client, Herndon Van Buren LLC, is the owner of the property located at 250 Exchange Place, Herndon, Virginia 20170 (the "Property"). Our client has submitted a Zoning Map Amendment application (the "Application").

As part of this Application, we are requesting a modification of the requirement that there shall be a private amenity space between six feet and 20 feet from the edge of the sidewalk to the building façade along all streets in Section 78-51.2.(f)(4) of the PD-TRG1 District. Modifications are permitted by Zoning Ordinance Section 78-50.2(d).

We request a modification of the requirement for the dimension of the private amenity space. 48% of our building frontage, or 700 linear feet of the overall building's 1,435 linear feet meets the 6-20' private amenity space requirement. The remaining 52% is of the building has private amenity space that is larger than 20' due to the reasons listed below:

- Areas along Exchange Place are beyond the 20' due to the Dominion easement.
- Limited areas along Fairbrook Drive are beyond the 20' due to the shape of the building, which is reflective of the uniformity of units interior to the building along a frontage that is "diagonal" to the building façade. In other words, based on staff and ARB input, we "pushed" the building back from the street at certain points, creating a wider streetscape and creating a varying building massing. But this results in the larger than allowed private amenity space.
- Areas along Herndon Parkway are further than 20' due to the architectural design of the building, which includes the colonnade. This feature itself is 'under' the building but the façade within the colonnade is beyond the 20' maximum distance. This colonnade supports the "sawtooth" building design above, but also allows for a larger streetscape to provide potential alternative pedestrian space along the busy, wide Herndon Parkway.

We believe this modification request meets the standards set forth in Zoning Ordinance Section 78-50.2(d). For the reasons listed above, the Applicant respectfully submits this modification request.

Sincerely,

Kenneth W. Wire

WIRE GILL LLP

Kenneth W. Wire
kwire@wiregill.com
703-677-3129

June 27, 2025

VIA HAND DELIVERY AND EMAIL
Lisa Gilleran, Director
Community Development
Town of Herndon
777 Lynn Street
Herndon, VA 20170

RE: 250 Exchange Place ZMA #24-01, Modification Request for 60-Foot Building Setback from Single Family Residential Zoned Property

Dear Ms. Gilleran,

As you are aware, our client, Herndon Van Buren LLC, is the owner of the property located at 250 Exchange Place, Herndon, Virginia 20170 (the "Property"). Our client has submitted a Zoning Map Amendment application (the "Application").

As part of this Application, we are requesting a modification of the (draft TRG2 District) requirement that there shall be a minimum 60-foot building setback from any existing property zoned for single family residential in (draft) TRG 2 Dimensional Standards Section 78-51.3(f)(5) of the PD-TRG2 District. Modifications are permitted by Zoning Ordinance Section 78-50.2(d).

As you are aware, the Planning Commission recommended draft TRG2 Zoning district language to Council on 06/23 that includes the above listed requirement. We anticipate that Council will adopt this portion of the language as recommended by PC.

Our northern property line abuts an existing single family residential zoning district, so the proposed 60-foot building setback would apply to our proposal. We request a modification of the requirement for the 60-foot building setback. At the closest point, one stacked townhouse unit's corner is 59' from the northern property line. Complicating matters is the triangular shape of the site. Please see plan sheet #s 04, 13, and 13.1 for depictions.

In extensive discussions and negotiations with staff, and internally, our team has explored dozens of different site layouts that will both accommodate building setback and landscape buffer requirements, while simultaneously supporting the Application's required utilities, streets, sidewalks, bike lanes, private amenity spaces, landscaping (among other requirements), along with an existing 34' wide utilities easement for large (60" diameter) stormwater and sanitary sewer utilities serving the southeastern quadrant of the Town, that simply pass through our site. The existing utilities are a key driver of the site design, including the 59' building setback. In addition, the We explored shifting the utilities to various parts of the site and were unable to make them work due to the existing horizontal and vertical (elevation) location of the offsite utility infrastructure we must tie into. This is the optimal location to meet the requirements, while allowing for a financially viable number of stacked townhouse units.

We believe this modification request meets the standards set forth in Zoning Ordinance Section 78-50.2(d). For the reasons listed above, the Applicant respectfully submits this modification request.

Sincerely,

Kenneth W. Wire

WIRE GILL LLP

Kenneth W. Wire
kwire@wiregill.com
703-677-3129

June 27, 2025

VIA HAND DELIVERY AND EMAIL
Lisa Gilleran, Director
Community Development
Town of Herndon
777 Lynn Street
Herndon, VA 20170

RE: 250 Exchange Place ZMA #24-01, Modification Request for 50-Foot Landscape Buffer Along Single Family Residential Zoned Property

Dear Ms. Gilleran,

As you are aware, our client, Herndon Van Buren LLC, is the owner of the property located at 250 Exchange Place, Herndon, Virginia 20170 (the "Property"). Our client has submitted a Zoning Map Amendment application (the "Application").

As part of this Application, we are requesting a modification of the (draft TRG2 District) requirement that there shall be a minimum 50-foot landscaped area from the parcel line of any property zoned or used for single family residential in (draft) TRG 2 Dimensional Standards Section 78-51.3(j)(1) of the PD-TRG2 District. Modifications are permitted by Zoning Ordinance Section 78-50.2(d).

As you are aware, the Planning Commission recommended draft TRG2 Zoning district language to Council on 06/23 that includes the above listed requirement. We anticipate that Council will adopt this portion of the language as recommended by PC.

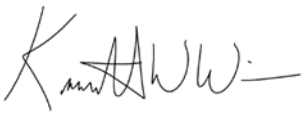
Our northern property line abuts an existing single family residential zoning district, so the proposed 50-foot landscape buffer requirement would apply to our proposal. We request a modification of the requirement for the 50-foot landscape buffer. At the narrowest pinch point, along stacked townhouse units 61 and 62, the buffer would be 25' wide. Further north the proposed buffer is 65' wide and further south it is 54.5' wide. Complicating matters is the triangular shape of the site. Please see plan sheet #s 04, 13, and 13.1 for depictions.

In extensive discussions and negotiations with staff, and internally, our team has explored dozens of different site layouts that will both accommodate the landscape buffer requirement, while simultaneously supporting the Application's required utilities, streets, sidewalks, bike lanes, private amenity spaces, landscaping (among other requirements), along with an existing 34' wide utilities easement for large (60" diameter) stormwater and sanitary sewer utilities serving the southeastern quadrant of the Town, that simply pass through our site. The existing utilities are a key driver of the site design, including the 50' landscape buffer requirement. In addition, the We explored shifting the utilities to various parts of the site and were unable to make them work due to the existing horizontal and vertical (elevation) location of the offsite utility infrastructure we must tie into. The 34' wide utilities easement can not be landscaped. Only turf is allowed. It is also worth noting that one of the abutting

offsite single family zoned parcels is a stormwater facility, which includes landscaping, and can not include a residence. The proposed landscape buffer is the optimal design to meet the requirements, while allowing for a financially viable number of stacked townhouse units.

We believe this modification request meets the standards set forth in Zoning Ordinance Section 78-50.2(d). For the reasons listed above, the Applicant respectfully submits this modification request.

Sincerely,



Kenneth W. Wire

STATEMENT OF JUSTIFICATION
EXCHANGE PLACE
ZONING MAP AMENDMENT

June 14, 2024

I. Overview

This project seeks approval to demolish existing office structures and construct a 400-unit multifamily residential building and garage, and 66 stacked (or back-to-back) townhouse units along a new urban street grid with quality open space, amenities, streetscape, and bicycle facilities to realize the Town's recently adopted Transit-Related Growth (the "TRG")area vision.

A. Application: Zoning Map Amendment
B. Applicant: Herndon Van Buren LLC
C. Address: 250 Exchange Place, Herndon, VA 20170
D. Parcels: 016-4 ((10)) 0001B (the "Site" or "Property")
E. Site Area: 410,222 sf (approximately 9.42 acres)
F. Existing Use: Office
G. Proposed Use: Residential (multifamily, stacked (or back-to-back) townhouse)
H. Existing/Proposed Zoning District: O&LI (Office and Light Industrial District) / Proposed district is to be determined

II. Background

This Zoning Map Amendment ("ZMA") application (the "Application") is filed on behalf of Herndon Van Buren LLC (the "Applicant") as title owner of the property located at : 250 Exchange Place (the "Property" or the "Site") also identified as Tax Map parcel 016-4 ((10)) 0001B. The Property is within a larger area comprised primarily of low-rise office and industrial spaces developed during the 1980s and 1990s.

The Property is currently home to the Van Buren Office Park, a 5-building complex of 1-story office buildings and surface parking that was built in the mid-1980s. The buildings are positioned to soon need to renew leases, which would also require extensive building system upgrades, or the Property can transition to a new and better use. The ownership team believes the Site is positioned to transition to a new residential neighborhood in order to achieve the vision laid out by the recently adopted TRG Small Area Plan (the "SAP").

The Property is part of a new Small Area Plan (Transit-Related Growth Area #CPA 23-01) that was recently adopted (04/23/24) by Town Council. The Applicant team was heavily involved in supporting that public effort. The adoption of the TRG SAP precipitates the need for new Zoning Districts through a Town Zoning Ordinance Text Amendment (the "ZOTA"). This ZOTA was recently authorized by Town Council, however the Zoning Districts and their details have not yet been finalized. We understand, in discussions with Town Staff and the Town Manager, that we are proceeding with this ZMA application at our own risk given uncertainties regarding the Zoning requirements that will ultimately govern this Property. It is our intention that review of this ZMA

application will benefit staff, the public, and other TRG landowners by testing certain draft Zoning requirements with this real-world proposal. It is our hope that during the early review of this ZMA application the ZOTA will be adopted by Town Council.

III. Location and Existing Conditions

The approximately 9.42 acre Property is located on the north side of Herndon Parkway, east of Exchange Place. The Property is zoned O&LI (Office and Light Industrial District). It currently consists of five 1-story office buildings constructed in the mid-1980s, served by surface parking. The Site has two vehicular access points from public rights of way, one from Herndon Parkway, and one from Exchange Place. Land to the west is zoned O&LI and developed with 1980s and 1990s era low-rise office uses. A sliver of land to the north is zoned R-10, and includes the single family detached Van Buren Estates subdivision. The remainder of land to the north is zoned Planned Development Business, and O&LI and consists primarily of public storage and industrial-flex space. Land to the south, on the south side of Herndon Parkway is zoned O&LI and includes the Fairbrook development site. Finally, land on the south side of Herndon Parkway is zoned Planned Development Transit Oriented Core and is developed with 1980s and 1990s era low and mid-rise office, which include several development approvals for high-rise mixed uses.

IV. Development Program

The Application will implement the Town's Comprehensive Plan vision of creating a new urban residential neighborhood consisting of medium and low-density residential uses identified by the recently adopted TRG SAP. The proposal places the 6-story multifamily building along Herndon Parkway, and places the stacked townhouses further north, both per the TRG SAP guidance. The building locations, along with location of other site elements such as landscape buffers are strategically located to both buffer less intense uses (single family detached to the north) while relating to the surrounding and future uses. The Proposal will replace a suburban, automobile-centered design with a more balanced approach that caters more to pedestrians and bicyclists. By providing an inviting, engaging streetscape environment along with an attractive passive and active public open space the proposed plan prioritizes pedestrian and bicyclist safety, convenience, and comfort.

Uses

Two residential uses are proposed for the Site, multifamily residential dwellings, and stacked townhouse dwellings. We are proposing the option to alternatively provide "back-to-back" townhouse dwellings instead of the stacked. A midrise (6-story) multifamily residential building would occupy the southern portion of the site fronting on Herndon Parkway, with stacked townhouses in the northern portion of the site closer to existing residential neighborhoods. In total, approximately 466 total residential units are proposed - 400 multifamily units (approximately 420,000 gross floor area), and 66 stacked towns (approximately 170,000 gross floor area). The overall proposed gross floor area is approximately 780,000 square feet or approximately 1.43 FAR. In terms of dwelling units per acre, overall the proposal is for approximately 49.46 dwelling units/acre.

Multi-Family

An approximately 400-unit, midrise (6-level) residential building will front on Herndon Parkway in an east-west orientation. The building is essentially a large "ring" shape with a corridor of residential units down the middle of the "ring" forming two voids within the residential building. The void on the west will contain a multilevel parking structure. The void on the east will contain an outdoor private amenity space. Neither the garage nor the private amenity space will be visible from the street due to their being completely wrapped with residential units. The building's lobby will be oriented to the Herndon Parkway streetscape nearest Fairbrook Drive. Fairbrook Drive will also have on-street parking, some of which we hope to be marked for short term parking for drop-offs such as Uber and Door Dash. Based on staff's preapplication comments, collocating the lobby and short term parking closer to Exchange Place was not preferred. The lobby and other active common areas will line most of the Herndon Parkway streetscape, helping to activate the sidewalk as much as possible. Vehicular access into the garage is provided off of Park Drive along the north. Loading, refuse, and recycling is located off Exchange Place, as far away from Herndon Parkway as possible. The maximum proposed building height is 85 feet (6 floors).

Stacked Townhouses

The approximately 66 stacked (or back-to-back) townhouses are proposed in the northern portion of the site. There will be 33 building footprints. One row of units fronts along Park Street, creating a strong urban street edge for this new street. Three rows of units will front on a private pedestrian mews, and a final row of units will front towards the property's western edge. The massing and density for this product type is in keeping with the TRG SAP's idea to step down density and building heights in the portion of the property closest to the existing residential neighborhood further north. These stacked townhouses consist of 4-levels with rear-loaded garages off alleys. The bottom two levels consist of the garage as well as the first unit. The second larger unit sits on the top two levels. The maximum proposed height is 55 feet.

Streets and Access

The Site is bounded on the south by Herndon Parkway, and on the west by Exchange Place, two public rights of way. The Proposal will build two new streets per the TRG SAP guidance. Fairbrook Drive will be built through the eastern portion of the site, and Park Drive will be built through the center of the site, parallel to Herndon Parkway. The two access points into the site are both from Herndon Parkway. One off a new intersection at Fairbrook Drive and Herndon Parkway, the other at the existing intersection of Exchange Place and Herndon Parkway. A series of alleyways connect the stacked townhouses to Park Drive. These new streets and alleyways form part of a new urban street grid for the neighborhood, and will permit logical connections with surrounding properties when they redevelop in the future. The multifamily building's garage access is off of Park Drive, and the loading and refuse/recycling are off of Fairbrook Drive. Short term parking for drop-offs such as Uber and Door Dash are anticipated to be within several on-street parking spaces on Fairbrook Drive, adjacent to the multifamily building's lobby on Herndon Parkway.

Building Setbacks and Landscape Buffers

The multifamily building is setback approximately 22 feet from Herndon Parkway's face of curb, approximately 36 feet from Park Drive's face of curb (28 feet if you exclude the 8 feet of horizontal space for on-street parking), and approximately 26.5 feet from Fairbrook Drive's face of curb (18.5 feet if you exclude the 8 feet of horizontal space for on-street parking). The building setback along Exchange Place is large along most of its frontage due to the existing Dominion Virgina transmission line easement, however the building setback at the far northwestern corner along Exchange Place is much narrower and is setback approximately 30 feet from Exchange Place's face of curb.

The stacked townhouses are setback approximately 26.5 feet from Park Drive's face of curb (18.5 feet if you exclude the 8 feet of horizontal space for on-street parking). Along the northeastern property line, abutting the commercial uses, the units are setback at least 40.5 feet from the property line, and at least 52.5 feet from the residential uses. Along Exchange Place, the closest unit is setback approximately 15 feet from the property line.

A landscape buffer is provided along the entire northern/eastern property line. The buffer varies in width but is a minimum of approximately 12 feet wide, while the majority of the buffer is between 20-50 feet wide. The buffer includes shrub plantings, ground cover, and enhanced plantings. Trees will be planted where possible to further enhance the landscape buffer, but most of the land along this periphery contains an approximately 35 foot wide utility easement (stormwater and sanitary sewer) serving the Property and other offsite properties. This easement prohibits certain plantings, including large trees typically used for landscape buffers. The landscape buffers along the four streets are as described below in "Streetscape and Bicycle Facilities."

Streetscape and Bicycle Facilities

The Project proposes to improve the existing streetscapes along Herndon Parkway and Exchange Place. Streetscapes will be built along the newly constructed Park Drive and Fairbrook Drive. Both Herndon Parkway and Park Drive will include off street bicycle facilities.

Herndon Parkway will include a 22' wide streetscape. This includes a 8' wide tree zone, 8' wide shared use bicycle/pedestrian facility, and a 6' wide (private) building zone.

Exchange Place's frontage along the multifamily building will have a varied streetscape width but will include a minimum 30' wide streetscape. This includes a 13' wide tree zone, 6' wide sidewalk, and a 13' wide (private) landscape buffer. Exchange Place frontage along the stacked townhouse block has a varied streetscape width, but will have a minimum 19' wide streetscape. This includes a 8' wide tree zone, 5' wide sidewalk, and a 6' wide (private) building zone.

Park Drive's south side frontage along the multifamily building will include a 28' wide streetscape. This includes a 10' wide off street bike trail, 6' wide tree zone, 6' wide sidewalk, and a 6' wide (private) building zone. Park Drive's north side frontage along the stacked townhouse block will include an 18.5' wide streetscape. This includes a 6.5' wide tree zone, 6' wide sidewalk, and a 6' wide (private) building zone. Park Drive will include 8' wide on-street parking spaces on both the south and north side of the street. Abutting tree zones will include paved step-offs for these on-street parking spaces.

Fairbrook Drive's west side will include an 18.5' wide streetscape. This includes a 6.5' wide tree zone, 6' wide sidewalk, and a 6' wide (private) landscape/tree zone. Fairbrook Drive's east side abutting the proposed open space will include a 12.5' wide streetscape. This includes a 6.5' wide tree zone, and a 6' wide sidewalk. There will be 8' wide on-street parking spaces on both the east and west sides of the street. Abutting tree zones will include paved step-offs for these on-street parking spaces. We are requesting that several of these on-street parking spaces be marked for short term parking for drop-offs such as Uber and Door Dash, adjacent to the multifamily building's lobby on Herndon Parkway.

Secure, weather protected bike parking will be provided for multifamily residents within the parking structure. They will be parked at a rate of 0.33 bike stalls/unit, or 400 units x 0.33 stalls = 132 bike stalls. Adjacent to this, we will also provide a space for bicycle repair and maintenance.

Open Space and Recreational Facilities

The project provides approximately 43.64% open space on approximately 4.10 acres (179,000 sf). This includes both publicly accessible open space, and private open space. Additional private open space not counted towards these numbers is provided within the private ground level courtyard of the multifamily building for multifamily residents and guests. Large areas on the east and west side of the Herndon Parkway frontage are set aside for publicly accessible open space. These open spaces will be coordinated with the proposed streetscape improvements to enhance the functionality of the open spaces

Parking

Parking for the multifamily building is provided within a parking structure. This includes all visitor parking for the multifamily building. The project provides 500 parking spaces or 1.25 spaces/unit. 400 units x 1.25 spaces = 500 parking spaces.

Parking for the stacked townhouses are provided within garages and driveways, along with 20 surface parking spaces within the townhouse development block. Each townhouse unit will include one garage space below the unit, and one driveway space outside of the alleyway. The project provides 152 parking spaces within the townhouse development block (which includes the 20 surface parking spaces), or 2.3 spaces/unit. 66 units x 2.3 spaces = 152 spaces.

In addition, above and beyond the above parking spaces, there are 37 additional on-street parking spaces on Park Drive and Fairbrook Drive. Several of these are proposed for short term/drop-off parking on Fairbrook Drive near the multifamily lobby for Uber and Door Dash type functions.

Transportation Impact Analysis

The Applicant is coordinating the TIA with appropriate Town staff. The Applicant held a TIA scoping meeting with staff on 05/16/24 and received the signed scoping document on 05/30/24. The TIA study is underway and we will submit it to staff within the next few weeks.

V. Complies With Comprehensive Plan's Redevelopment Criteria

For the reasons stated below, this application fully complies with the Comprehensive Plan's Redevelopment Criteria.

1. Where the property proposed for development adjoins areas that are Neighborhood Conservation, potential impacts upon the residential area should be a primary factor. The effectiveness of mitigation of those impacts through physical separation as well as constructed and vegetated buffer treatments shall be a major consideration in evaluating proposals.

   Response: The proposal mitigates impacts on the adjacent residential uses to the north and east by proposing a less intense use (residential) than exists today, and by

providing structure setbacks, landscape buffering, and focusing the taller buildings on the portion of the site further from the residential uses.

2. Compatibility with existing land use and zoning shall be a primary factor, particularly where there are stable long-term uses in place.

   Response: We believe the proposed multifamily and stacked townhouse uses are compatible with existing and future surrounding uses which include (existing)residential to the north and office and industrial uses to the west and east. The most dense portions of the project will face the surrounding office and industrial uses.

3. Industrial uses shall be considered only when they can demonstrate excellence in meeting performance standards of the zoning ordinance, excellence in site design and buffering and avoidance of negative impacts on the environment.

   Response: Not applicable

4. The extent to which a proposal features beneficial consolidation of parcels with an effective master plan of development.

   Response: Parcel consolidation is not proposed. However, the size of the project assemblage allows for a functional and effective site layout.

5. The extent to which a proposal removes a property from a non-conforming status with respect to the zoning ordinance or if conforming due to a variance, the extent to which the proposal removes the current use and provides for a use allowed in the applicable zoning district.

   Response: Not applicable

6. Public Services Impact: Development applications should be evaluated for their impact on public services. For example, commercial and residential uses should have easy access to mass transit routes and public recreation areas. Impacts on schools, parks and recreation, public safety, water and sewer infrastructure, transportation and traffic impact must be mitigated or alleviated in development applications.

   Response: The development is adequately served by all public facilities, with any impacts to be mitigated.

7. Use of environmentally sound practices including green roofs, natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers. Use of natural site amenities (e.g., quality trees, streams, etc.) through sensitive building placement, street and parking lot design/construction.

   Response: The project will include environmentally sound building practices.

8. Efforts to minimize the amount of impervious surface and provision of stormwater management facilities which can be retained as open space amenities. Use of

bioretention and best management practices for stormwater retention wherever possible.

Response: The project will minimize the amount of impervious surface on site, to the extent practicable.

9. Mitigation of noise impacts of the development and/or adjacent streets.

   Response: Landscape buffers will be provided to mitigate some noise impacts. In addition, proposed buildings will block much of the potential noise impacts on existing residential to the north.

10. Provision of wired fiber optic, wireless capabilities or other technologies to eliminate the need for satellite dishes in commercial and residential areas.

    Response: The project will install communication lines underground.

11. Placement of native trees and woody vegetation for energy conservation and other positive impacts. Planting of canopy shade trees in planting islands, serving to provide shade, reduce heat, absorb stormwater and visually break up large parking areas.

    Response: The project will install some native plantings and will include required landscaping along the public and private streets and open spaces.

12. Use of architectural masses scaled to relate positively to the site and to adjacent uses through consideration of building size, design, siting, setbacks and landscaping.

    Response: The tallest building heights and largest building masses are proposed to face Herndon Parkway while the shorter buildings with smaller massing will face the adjacent residential uses.

13. Mitigation of height impacts of proposed structures on existing neighboring structures through consideration of factors such as architectural design, provision of generous buffer areas, and avoidance of blocking sunlight to adjacent structures; neighborhood reception to the proposal should be considered.

    Responses: The tallest building heights and largest building masses are proposed to face Herndon Parkway while the shorter buildings with smaller massing will face the adjacent residential uses.

14. Use of structured parking whenever possible; integrate parking decks into overall building architecture.

    Response: Structured parking will be utilized for the multifamily building, and will be fully wrapped with the multifamily units.

15. Provision of secure bicycle parking areas.

    Response: Secure bicycle parking will be provided.

16. Incorporation of pedestrian plazas at major building entrances, featuring special paving, seating, plantings and water features such as fountains.

    Response: A pedestrian plaza will be provided, along with the required associated amenities.

17. Provision of outdoor architectural elements such as trellises, kiosks, public art and bus shelters.

    Response: The project provides streetscape and landscape elements.

18. Integration of on-site service (e.g., loading areas, trash collection containers, or utility substations) and amenity features into overall functional and design scheme; provision of a high quality image to all off-site public views.

    Response: The project incorporates service areas in a way to minimize their aesthetic impact as viewed from within the site, and from outside of the site.

19. Placement of utility lines underground, screening and landscaping utility substations and service areas from public view.

    Response: As much as feasible, utility lines will be placed underground, and any above ground utility structures will be screened and hidden as much as possible.

20. Assistance with the provision of a continuous pedestrian/open space system linking the project to existing and planned community amenities and activity nodes.

    Response: The project will provide new and improved pedestrian and bicyclist facilities along both Park Drive and Herndon Parkway. New and improved pedestrian links will also be provided along Exchange Place and Fairbrook Drive. In addition, two major open space amenities will be provided along Herndon Parkway.

21. Consolidation of parcels wherever possible. This results in opportunities for better site design, more efficient use of site, better drainage controls, fewer curb cuts, and better landscape design.

    Response: Parcel consolidation is not proposed. However, the size of the project assemblage allows for a functional and effective site layout.

VI. Complies With Transit-Related Growth Area's Plan Principles

1. A LIVE-WORK-RIDE-PLAY COMMUNITY

   The TRG will realize different sub-areas with differentiated predominant uses and densities, like neighborhoods within the larger area, resulting in a self-sustaining community where residents meet all, or most of their needs, within a short distance. This future will incorporate abundant mixed-use development and affordable multi-family housing, configurations of uses that support transit-related lifestyles, memorable destination uses, and central public neighborhood assets like parks and retail.

Response: The proposal provides for a mix of housing types and at a density that is both economically viable and that will support the Town's investment in transit facilities. The publicly accessible open spaces along Herndon Parkway will help to create a sense of place and achieve the Town's vision for this new neighborhood.

2. CONNECTED REDEVELOPMENT

   The future TRG will realize cross-parcel connectivity that fosters more vehicular routes and pedestrian and bicycle connectivity, more like a truly integrated part of the town of Herndon, rather than concentrating all circulation and access on the Herndon Parkway. This new network will augment trails, cycle tracks, and the vehicular network, integrate connections to Metro, Sugarland Run Trail Park and the W&OD trail, rethink the Herndon Parkway as a multi-modal Parkway, and generate a porous landscape of development that encourages walking and next-gen personalized mobility, as well as greater connectivity with surrounding residential neighborhoods.

   Response: The proposal is to build two new streets, which include generous streetscape, on street parking, and bicycle facilities. In addition, it will improve the existing facilities along two existing streets. The design of the streets will also enable logical future extensions to abutting properties. This will be an integral part of realizing the Town's TRG SAP urban street grid.

3. LANDSCAPE AS A DRIVER

   The TRG will be defined by a rich landscape environment. Greenery, open space and parkland is a major characteristic of the Town of Herndon. The TRG site area is largely impervious surface today, but in the future will become much greener by integrating and elevating Sugarland Run as a placemaking asset, growing a network of naturally-connected open spaces, imagining redevelopment that is green and environmentally performative, and affirming a commitment to sustainability across all development.

   Response: The proposal is for over 43% open space, most of which will be pervious surface and will include richly landscaped areas. Most of this will be publicly accessible, and is located and designed to be highly visible and accessible to the public. Inviting green, open spaces are located along Herndon Parkway on both the east and west end of the frontage.

For all of the aforementioned reasons, the Applicant respectfully requests that Staff and Planning Commission endorse, and the Town Council approve this Zoning Map Amendment application.

EXCHANGE PLACE REDEVELOPMENT

24-01
STACKED TOWNHOUSE DESIGN STANDARDS
250 EXCHANGE PLACE
HERNDON, VA 20170

December 2025
18074.00

ROONEY
PROPERTIES

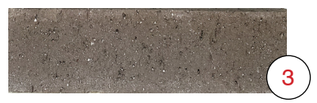
mv+a

Exchange Place

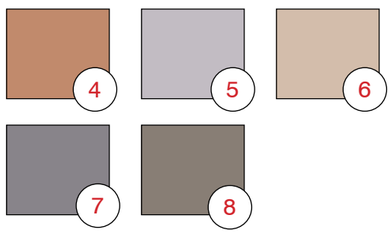
A. Architectural Style

1.0 Overall building Design must relate to the multifamily building across Parallel Street by utilizing similar or complimentary materials, colors, details, and architectural elements and/or embellishments that produce a design aesthetic that is compatible. The resulting goal of the design is the appearance or impression of a sympathetic design aesthetic.

MF SAMPLE BRICK



MF SAMPLE COMPOSITE SIDING



GENERAL DOCUMENT NOTE:
Some images used on this and proceeding pages are used to illustrate specific details and material guidelines. The entirety of the building design in those images may not meet all of the requirements outlined in these Standards. For fully compliant examples, refer to page 14.

ARTICULATION AT THE STREET LEVEL

Articulated Individual Residential Stoops & Foundation Plantings

OVERALL ARCHITECTURAL EXPRESSIONS OF SCALE

Changes In Plane, Materials and Color that help to articulate individual units, provide a residential scale and to provide interest to the pedestrian experience along the street.

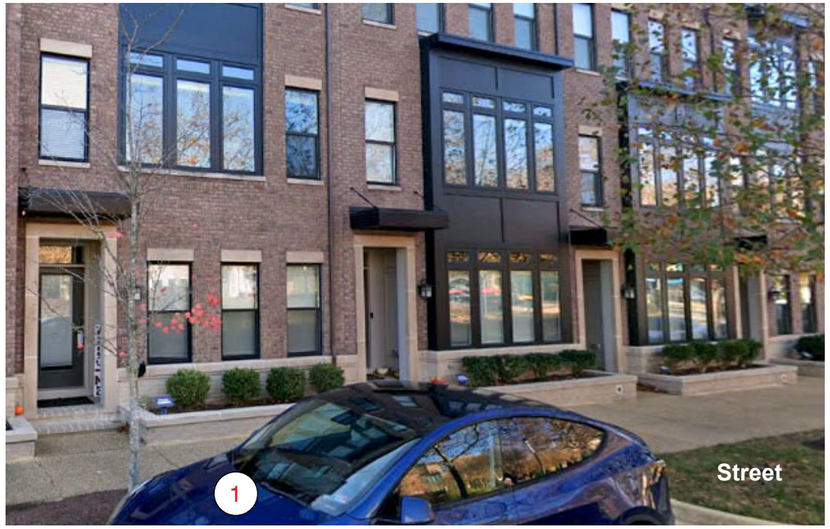
OVERALL ARCHITECTURAL EXPRESSION OF PROPORTION, RHYTHM AND BALANCE

Regular Rhythm of articulated massing (projecting bays A-B & recesses C-D), window openings and materials with layered details & subtle Color changes across the facade that give an overall impression of a quiet balance

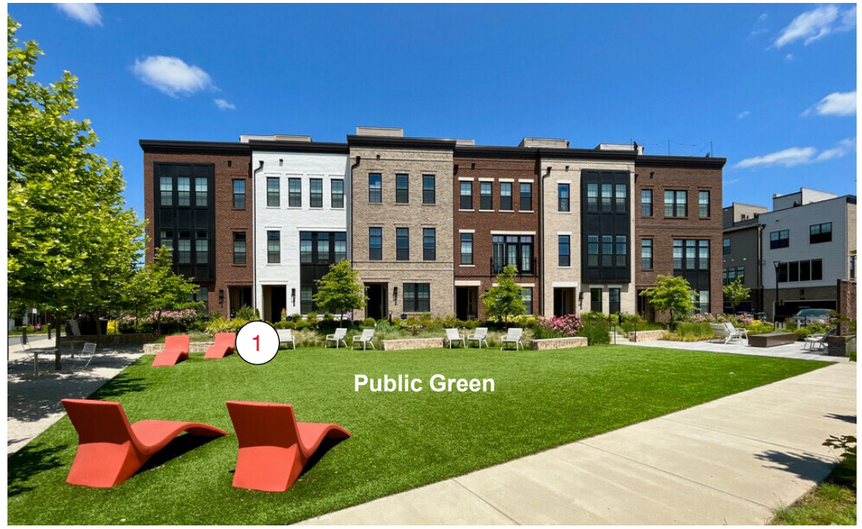
Exchange Place

B. Building / Row Orientation

1.0 Primary entrances must face an addressable street or a path within an open space.



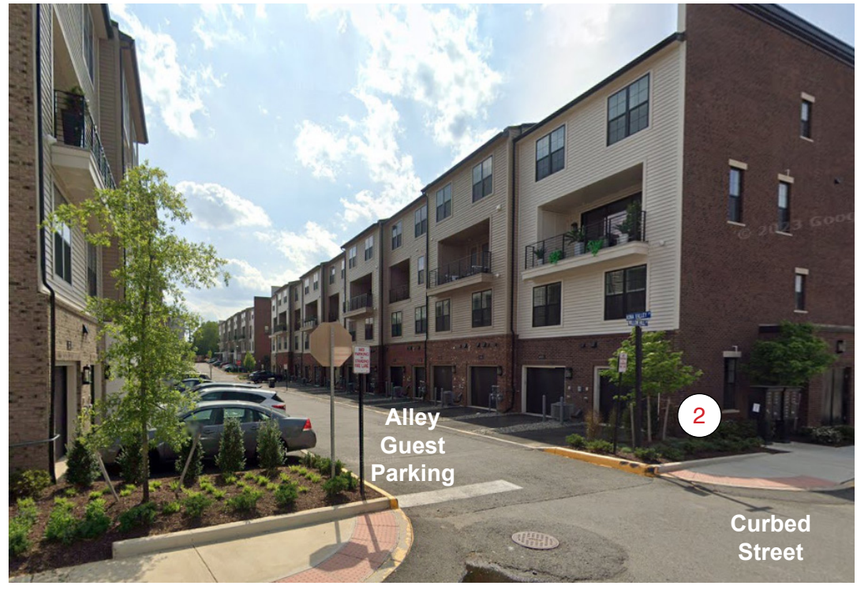
1 STREET FRONTING UNIT ENTRY
Foundation planting and stoop define the threshold between public & private realms



1 GREEN-WAY FRONTING UNIT ENTRY
Foundation planting and stoops define entries connected to a common path

2.0 Unit garages must be alley accessed.

2 ALLEY ACCESSED INDIVIDUAL GARAGES & GUEST PARKING
Secondary private parking clearly defined with landscaping and curbs



Exchange Place

C. Building Configuration

1.0 Roof

1.1 All units within a connected row must utilize a single roof configuration type selected from the list below:

1.a a. Flat with a parapet

1.b b. Shed or side facing gable roof concealed by a parapet at the front and the sides

1.c c. Side facing gable

1.d d. Or individual front facing gables

1.2 Dormers and intersecting gables are permitted in combination with a main gabled roof. Dormers must be proportioned to compliment the overall design of the facade and the row.

1.3 All sloped roofs with slopes 6:12 or less must be concealed by a parapet at Primary and Secondary elevations.

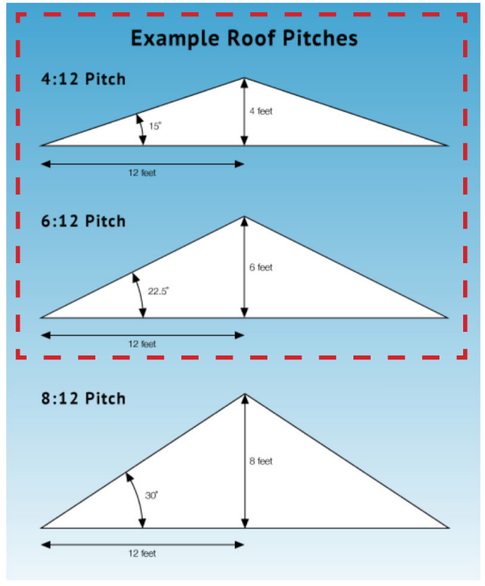
1.4 All gable roofs exposed at the primary and secondary elevations must be a minimum 8:12 pitch.

1.5 Sloped roofs pitched greater than 6:12 and less than 8:12 are prohibited.

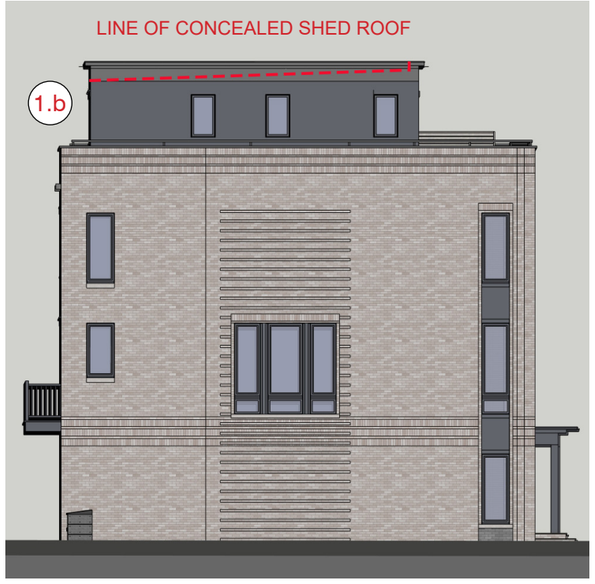
1c SIDE FACING GABLE ROOF
Includes front facing secondary gables identifying individual units

1.2 MAIN GABLED ROOF w/ DORMERS
Gabled dormer shown on left; two types of hipped dormers on the right

1a FLAT ROOF with PARAPET
Shed style roof is concealed by the parapet at front & side (shed at back is exposed)



1.3 GABLE ROOF SLOPE DIAGRAMS
All gables less than 6:12 slope must be concealed by a parapet



1.3 LOW SLOPED ROOF BEHIND PARAPET
Shed style roof is concealed by the parapet at front & side (shed roof slope at back is exposed)

1d INDIVIDUAL FRONT FACING GABLES
Used here along with changes in facade color to emphasize and identify individual units

C. Building Configuration

2.0 Row Presentation

2.1 One of two strategies must be used to organize the facade presentation of a connected row of units.

2.2 As a single building with individual unit entries

- This strategy presents the entire row facade as a single unified design element. Architectural details, materials and colors are used across the entire facade to articulate and emphasize the full width of the facade and to make a single unified composition.

2.3 As a row of individual townhouse units with individual entries.

- This strategy seeks to break the row facade into a series of individualized unit facades. Architectural details, materials and colors are used to articulate one unit from another. While individuality is the goal, a facade design harmony must be achieved through common architectural details like a single window style and trim color or a common masonry detail used on all.

2.4 Both facade configurations cannot be used in the same row.

2.5 Strive for a single slab elevation per row. If elevation breaks are required, breaks must happen at regular intervals in groups of two units or more. However, for a row with an odd number of units only, a slab elevation break may occur after a single unit but only once in a row.

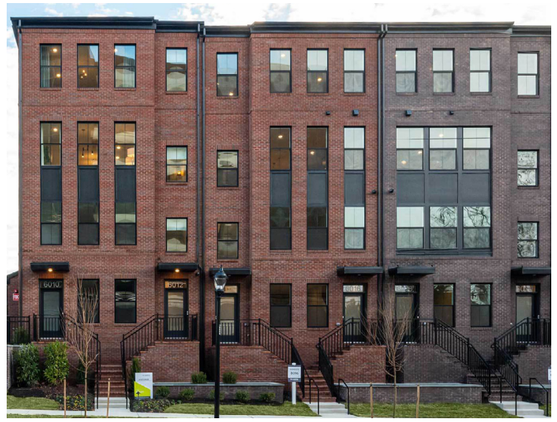
SINGLE BUILDING

SINGLE BUILDING

2.2

A unified facade across the full building is achieved using a single facade field material in a single color with supporting architectural details like window trim, door surrounds, balcony rails and articulated window groupings in a contrasting but uniform color; architectural elements like window size and patterning are repeated to create a single balanced and cohesive facade design. The individual entries and stoops are the main signifiers of the individual units. Provide enough interest or variety in the architectural detailing so that the overall impression is not monotonous.

SLAB ELEVATION CHANGES

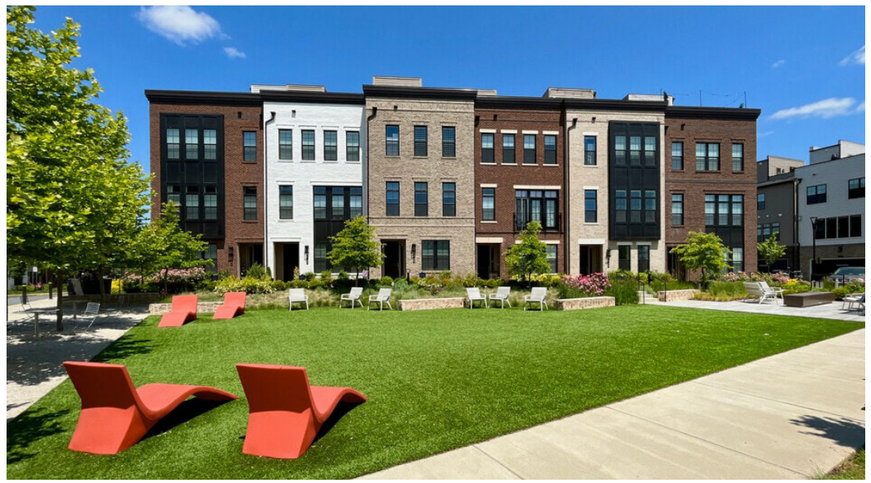


2.5

Slab breaks are made at regular intervals with unit groups of at least 2 units. A break after a single unit is allowed a single time for a row with an odd number of units. Above, a break occurs after one unit at the left followed by a group of two at the same elevation and so on.

INDIVIDUAL UNITS

INDIVIDUAL UNITS



2.3

The row facade is articulated as individual facades assembled as a whole. Each unit facade design appears unique in order to emphasize unit individuality. The unit facades are defined by field material and color differences, window sizes and configurations as well as the use of different architectural features like bay windows, patio doors with balcony rails. Dormers and front facing gables are possible details that can help differentiate one unit from another. While the emphasis is on individuality, the set of architectural elements used to compose the facades must have unifying elements like color or field material and must work in harmony with each other.

Exchange Place

D. Facade Design *

1.0 Composition

1.1 Vertical Organizing Strategy

1.1.1 Vertically, both the individual unit facades and the building / row must organize all facades to signify a vertical tripartite design strategy indicating base, body and top.

1.1.2 Each section must be delineated. Some obvious strategies could be:

(a) a. Change of material types - stone-to-brick, brick-to-siding

(b) b. Change of color using the same materials

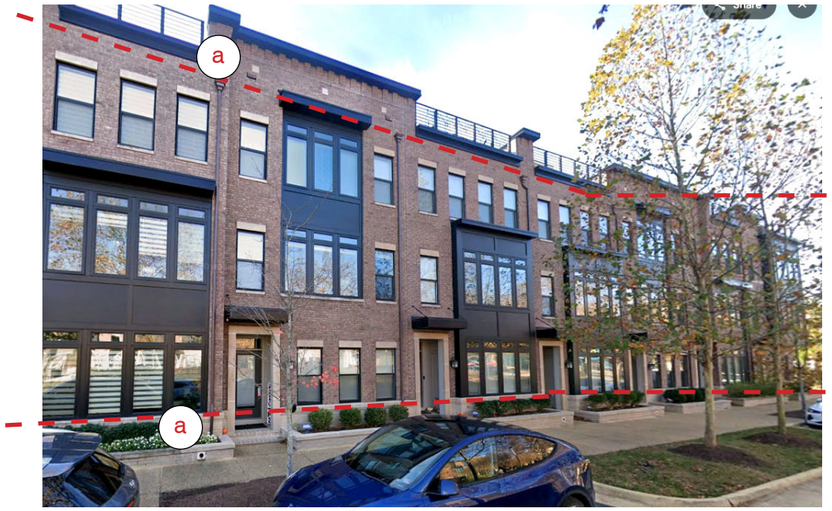
(c) c. Belt course or banding in a contrasting color / material or with an alternate brick coursing - soldier rows vs running bond

1.1.3 While more subtle delineation strategies could include:

(d) d. All strategies listed above but using a monochromatic material and / or color scheme

(e) e. Using a uniform color with changes in mortar color or masonry surface texture

*** GENERAL DESIGN NOTE:**
The successful facade design will conform to a traditional or contemporary design style. Refer to page 14 for compliant examples.



VERTICAL DIVISIONS WITH A SMALL BASE & TOP

A monochrome brick & mortar color for the large body portion of the facade; material changes indicate the smaller cast stone base and the metal cornice “cap”

VERTICAL DIVISIONS WITH COLOR & COURSING CONTRASTS

Two masonry colors with different coursing separate the base from the body; the top is indicated by the cornice on the front but includes the roof at the end condition

VERTICAL DIVISIONS WITH MONOCHROME UNIT ELEVATIONS

A single brick & mortar color per unit; contrasting colors and brick coursing indicate the base while material changes indicate the “cap”

VERTICAL DIVISIONS WITH BELT COURSES IN MONOCHROME BRICK

A single brick & mortar color; simple belt coursing indicate section changes

D. Facade Design

1.0 Composition

1.2 Horizontal Organizing Strategy

1.2.1 The overall design of all facades of a connected row must appear proportionally organized and balanced in detail, color, materiality, glazing and architectural elements. The presentation must not feel “busy”, “crowded” or disorganized.

1.2.2 Organizing strategies include:

(a) a. Symmetry - a mirroring of unit facade types at the center of the row

(b) b. Repeating or alternating pattern - a regular recognizable pattern of individual facade types

(c) c. Bookends - the ends of the rows have the same facade mirrored to contain the row between

(b) (c) REPEATING PATTERN OF FACADES - 3 TYPES W/ DETAIL OPTIONS

Three unit facade designs are repeated to create an ordered pattern; roof lines, masonry colors and details are mixed to create individual variations for each unit; the minimal selection of architectural features and palette contribute to the overall unity of the facade

(a) (c) SYMMETRICALLY MIRRORED FACADE - 3 UNIT FACADE TYPES

Row is mirrored around the center unit of an odd numbered unit string; all units have the same materials and color scheme; some variations in door location and window configuration provide subtle variety and interest

(a) (c) SYMMETRICALLY MIRRORED FACADE - 4 UNIT FACADE TYPES

Row is mirrored at the center of an evenly numbered unit string; similar but different architectural window groupings in different volumetric forms are used to differentiate the unit facades; all units have the same material palette and color scheme which unifies the facade

Exchange Place

D. Facade Design

- *See Finish Allocation Diagram p.15*

2.0 Materials

2.1 Palette - Material Types and Colors

- Ref **A 1.0, p. 2**

2.1.1 The Primary and Secondary facade **field** material (dominant) **must** include brick, stone, cast stone or other modular masonry materials (not including cementicious fiber board).

2.1.2 Primary and Secondary facade **field** materials **may** include wood, metal panel, and composite or wood siding (installed horizontally, vertically, plank or panel). These materials must be perceived as a **accent** design component subordinate to the field material over the full facade of a row.

2.1.3 Tertiary facade materials must include any of the materials listed for Primary and Secondary facades.

2.1.4 Primary and Secondary facades are limited to up to (3) **field** masonry types or colors across a full facade row.

2.1.5 Primary and Secondary facades are limited to (3) architectural feature materials and colors as **accents** to the **field** materials across a full facade row.

2.1.6 Tertiary facades are limited to (1) **field** masonry material, (2) **accent** materials as supporting design components and (3) colors overall.

2.1.7 Window trims, frames and cornice colors must compliment the overall color composition for the building row.

2.1.8 Vinyl and aluminum siding are prohibited on all facades

1.4 (3) BRICK COLORS w/ (1) ADDITIONAL MATERIAL AT BAYS & WINDOW GROUPS

1.1 Three brick colors are used as the **field** color / material for each unit. Brick belt courses in contrasting brick colors within the palette are used to delineate the Base, Body & Top and to provide visual interest

1.2 2 BRICK COLORS & 2 SECONDARY MATERIALS

1.5 The constrained 3 color palette unifies the facade design. The two contrasting brick colors to help to define the architectural bay rhythm at the ground. The use of cementicious cladding on the single story bays in a contrasting color provides architectural interest

1.1

1.4 BRICK 1

BRICK 2

1.4 2 BRICK COLORS; 2 SECONDARY MATERIALS & 1 ACCENT MATERIAL

1.5 The two brick colors define the Base and the Body of the elevation. The **accent** features - cast stone headers & sills, cornice, canopy, railings and bays - are shown in two materials and two colors. All of the metal elements are dark bronze while all of the cast stone elements are matched to Brick #1

1.1

D. Facade Design

2.0 Materials

2.2 Materials Coverage

2.2.1 The wall surface area of all Primary facades must meet a minimum 50% masonry (brick or stone) coverage and all Secondary facades must meet a minimum of 30% brick or stone coverage. Tertiary facades must meet a masonry coverage minimum of 15%.

2.2.2 The sum is calculated using the collective facade and window areas of an entire row.

2.2.3 The base of all Primary, Secondary, and tertiary facades, must be clad in cast stone, stone or brick.

2.2.4 Masonry Coverage Calculation:

- The wall surface area includes any exposed exterior wall from ground floor to eave or top of parapet minus openings
- Openings include doors, single windows dimensioned to the wall cladding; mulled windows to the exterior wall cladding; window groupings include mulling trims between windows.

2.2.5 Masonry Coverage Ratio Formula

$$\frac{\text{TTL Masonry Surface}}{\text{TTL Wall Surface}} \text{ (100) = Masonry Coverage \%}$$

TTL Wall Area - TTL Opening Area = TTL Wall Surface

TTL Masonry Wall Area - Opening Area within Masonry Area = TTL Masonry Surface

2.2.6 Any remaining exposed wall surface on the primary, secondary and tertiary facades will include permitted materials from the list of materials. Ref D 2.1

2.2.7 Round result to nearest whole number.

Sample Calculations:

Primary Facade Calculation
Across a Row (A+B)

TTL Wall Area = 1689 sf
TTL Opening Area = 530.2 sf
TTL Wall Surface = 1193 sf

TTL Masonry Surface Area = 801 sf

Masonry Coverage Ratio= 67%

Secondary Facade Calculation

TTL Wall Area = 1409.5 sf
TTL Opening Area = 142.6 sf
TTL Wall Surface = 1266.9 sf

TTL Masonry Surface Area = 421.3 sf

Masonry Coverage Ratio= 33.2%

Tertiary Facade Calculation

TTL Wall Area = 915.3 sf
TTL Opening Area = 260.4 sf
TTL Wall Surface = 655 sf

TTL Masonry Surface Area = 112.8 sf

Masonry Coverage Ratio= 17.2%

Sample Masonry Coverage Calculations

Exchange Place

D. Facade Design

2.0 Materials

2.3 Materials & Color Transitions

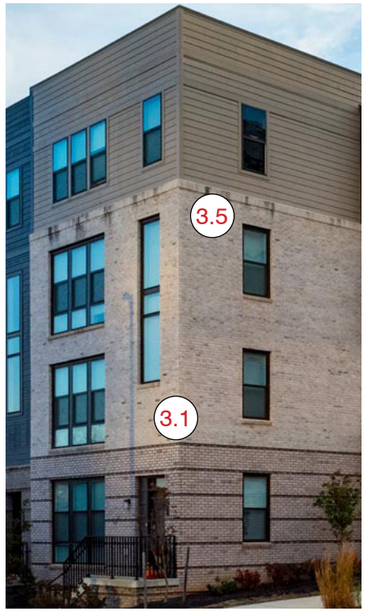
2.3.1 Changes in materials - material transitions - must not take place at an outside corner.

2.3.2 A material type must wrap an outside corner and extend for at least 10FT along the facade length before transitioning to another material in the same plane.

2.3.3 The vertical line of a material transition cannot intersect an opening or an architectural feature like a bay window or a balcony. A transition must be made 2FT before or after the edge of the opening or feature.

2.3.4 Materials may transition at an inside corner - one wall material type will finish at an inside corner and another material may begin on the next wall surface of the corner.

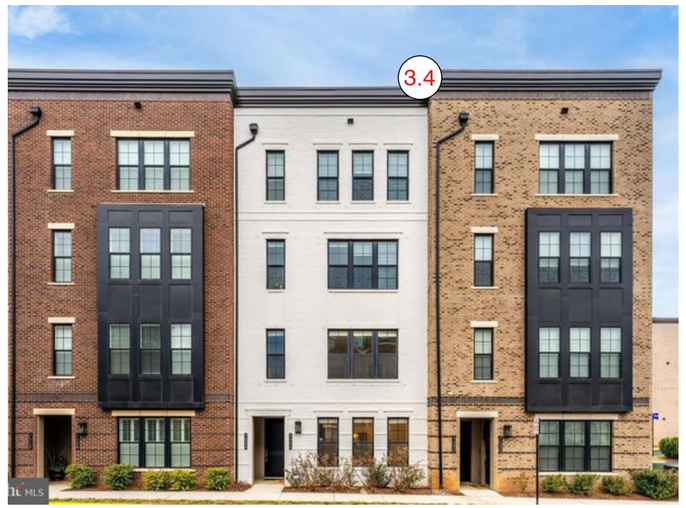
2.3.5 The horizontal line of a material transition may not intersect an opening.



3.2 Outside corner brick and siding wrap at end facade

3.1 Outside corner brick wrap and transition a different color brick at an inside corner

3.2 Outside corner brick wrap and transition to siding



All materials turn the outside corner and extend at least 2ft or 2ft beyond openings; horizontal transition is extended at least 2ft above the openings

All materials turn the outside corner and extend at least 2ft or 2ft beyond openings; horizontal transition is extended at least 2ft above the openings

D. Facade Design

2.0 Materials

2.4 Transparency

2.4.1 Each Primary facade of each unit must meet a minimum of 25% transparency measured from the finished floor of the lowest level to the top of the eave line OR to top of parapet. Faces of front facing gables or dormers are not included in total wall area.

2.4.2 Each Secondary facades of each unit must meet a minimum 10% transparency measured from the finished floor of the lowest level to the top of the eave line OR to top of parapet.

2.4.3 Each Tertiary facades of each unit must meet a minimum 25% transparency measured from the finished floor of the lowest level to the top of the eave line OR to top of parapet.

2.4.4 The calculation applies to individual facades but can be calculated using the collective facade surface and window areas of a single side of an entire row.

2.4.5 Transparency Calculation:

- The wall surface area includes any exposed exterior wall from ground floor to eave or top of parapet minus openings.
- Openings include doors, single windows dimensioned to the wall cladding; mulled windows to the exterior wall cladding; window groupings include mulling trims between windows; garage doors.

2.4.6 Transparency Ratio Formula

$$\frac{\text{TTL Opening Area}}{\text{TTL Wall Area}} \text{ (100) = Transparency \%}$$

2.4.7 Round result to nearest whole number.

Sample Calculations:

Primary Facade Calculation

UNIT A

TTL Wall Area = 792.0 sf
TTL Opening Area = 248.0 sf

Transparency Ratio= 31%

UNIT B

TTL Wall Area = 897.0 sf
TTL Opening Area = 282.2 sf

Transparency Ratio= 32%

FACADE ROW (A+B)

TTL Wall Area = 1689.0 sf
TTL Opening Area = 530.2 sf

Transparency Ratio= 31.4%

Secondary Facade Calculation

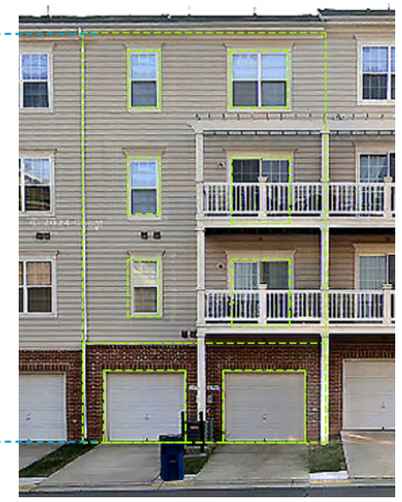
TTL Wall Area = 1409.5 sf
TTL Opening Area = 142.6 sf

Transparency Ratio= 10.1%

Tertiary Facade Calculation

TTL Wall Area = 915.3 sf
TTL Opening Area = 260.4 sf

Transparency Ratio= 28.4%



Sample Transparency Calculations

Exchange Place

D. Facade Design

3.0 Architectural Features & Details

3.1 Primary and Secondary facades **must use one architectural feature**: a bay window, an inset door, a window grouping, patio doors with a balcony or balconette, a canopy or a dormer. Tertiary facades are not required to include architectural features. Features may be clad in a contrasting material or color that compliments the overall facade design.

3.2 Primary and Secondary facades **must use enhanced brick detailing** including brick infills, belt courses, pilasters, banding, decorative patterns other than running bond - rowlocks, soldier courses, rustication, pulled brick rows - and changes in mortar color; matching or contrasting to the brick color. Secondary and Tertiary facades may utilize blind windows as well as the other enhanced brick detailing listed above.

3.3 Primary facade brick surfaces must not extend horizontally more than 10 FT and **Secondary facade brick surfaces** must not extend horizontally more than 20FT, without a window, a blind window (secondary facades only), a decorative brick pattern or a change in material or color;

3.4 A **bay window** projects at least 12 inches beyond the facade. Enclosed volumes that project less than 12 inches are considered window groupings. (2) story bay windows that include the 4th level are prohibited.

3.5 All unit entries must include entry lighting, decorative unit numbers and a stoop and / or a path connected to a common sidewalk

3.6 All units / rows must include a planting zone along the Primary facade; the planting zoning at Primary facades will frame the entry path or stoop.

3.7 All entry doors must include overhead weather protection like

- A recessed entry door
- A recessed vestibule
- A projecting canopy

3.8 Other material details could include:

- Changes in installation pattern: lap siding, board and batten, ship-lap, panel
- Changes in color within the same material: color blocking (area of solid color), banding, belt courses, headers and sills, cornices

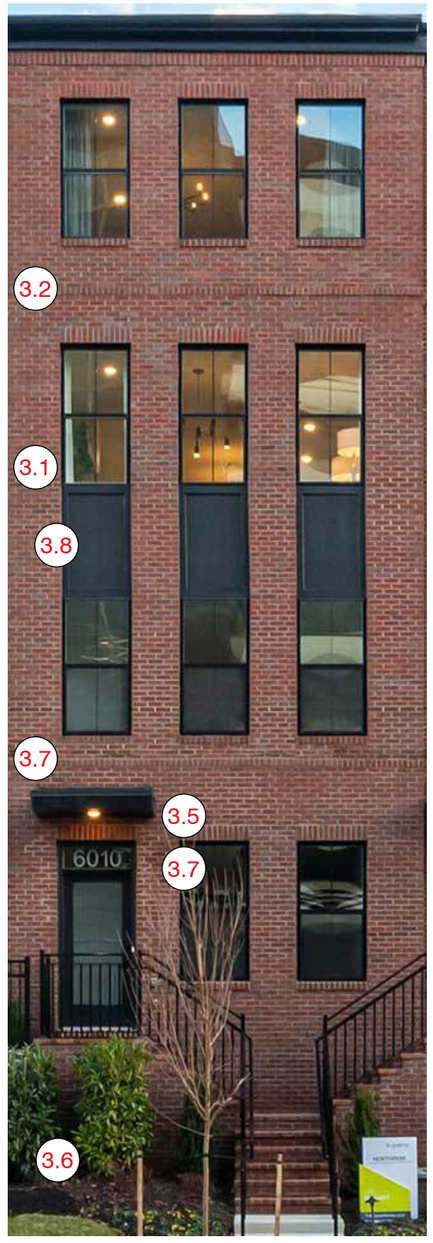
3.3 Blind window example

3.8 Approved siding types including correct trim details

Architectural features - window grouping, recessed entry. Enhanced brick detailing - pulled brick band, decorative brick pattern, alternating color brick coursing. No expanse of brick greater than 10FT. Entry framed by planting zone

3.0 Dormers; patio doors with balcony; covered entry; front facing secondary gable; single story bay (For two story bays, see examples on this page and on pg 10)

Example of a 2 story bay window & recessed window groupings - with decorative metal surround and with siding surrounds; materials defined by color - (1) brick color & (1) color for all decorative metal



Simple details in a monochrome palette; contrasting mortar & single color metal

Exchange Place

D. Facade Design

3.0 Architectural Features & Details

3.9 All units must include personal access to the outdoors. Patio or sliding doors with a julliette balcony, a projecting or inset balcony and a roof terrace all meet this requirement.

3.10 Window type must compliment the selected architectural style:

(a) a. **Traditional style window types** include single or double hung, casement, transoms above and fixed picture windows.

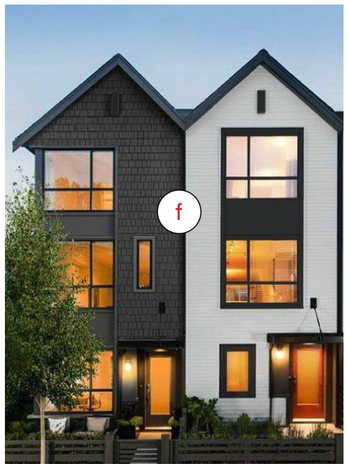
(b) b. **Traditional muntin/lite patterns** include one over one; 2, 3, 4, 6 & 9 divisions over one; and equal number of divisions at the top and bottom in proportions where the height is taller than the width.

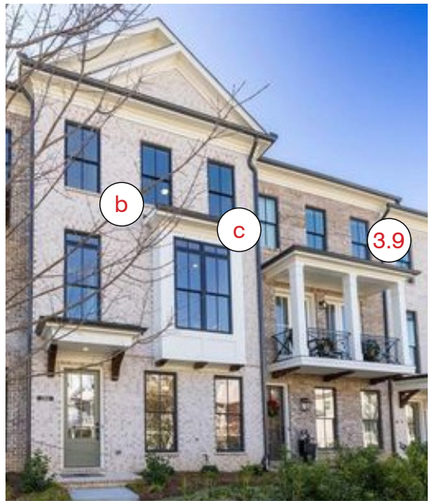
(c) c. **Traditional window groupings** included single, double, triple and quadruple sets of the window types listed above. Groupings are sets of windows of the same size, windows of different widths but the same height arranged in hierarchical patterns. Sometimes, a combination of two heights in a symmetrical group is used.

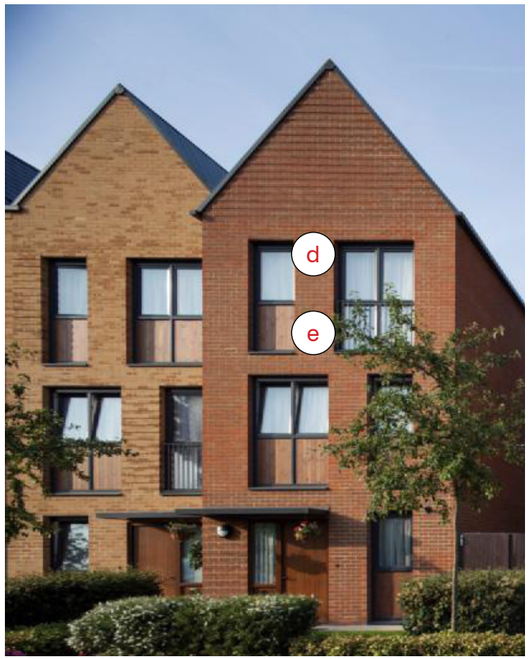
(d) d. **Contemporary style window types** include single or double hung, casement, awning, hopper, sliders, transom top or bottom and fixed windows.

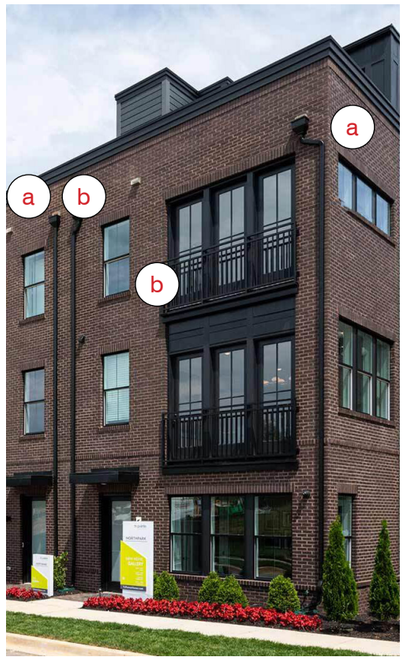
(e) e. **Contemporary style windows do not include muntin/lite divisions** and have proportions that are geometric but not restrained to height and width requirements.

(f) f. **Contemporary window grouping patterns** include vertical or horizontal symmetry, can include asymmetrically arranged groups of even and odd numbered units with or without a functional section









D. Facade Design

3.0 Architectural Features & Details

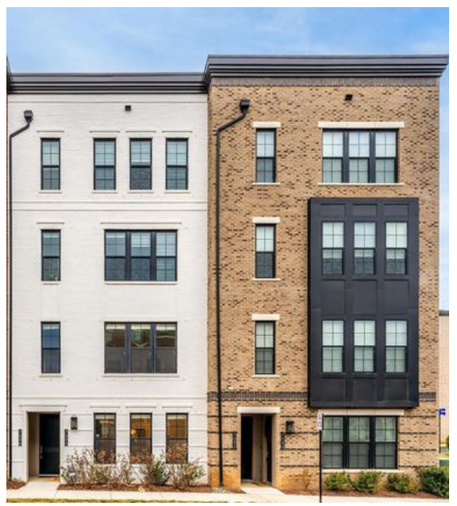
3.11 All decorative details must compliment the selected architectural Style

3.12 Traditional or Contemporary architectural aesthetic styles are appropriate. A selected aesthetic must be consistent throughout the stacked townhouse phase of the project.

3.13 Classical / Neoclassical or Colonial elements like columns, pediments and balustrades are prohibited

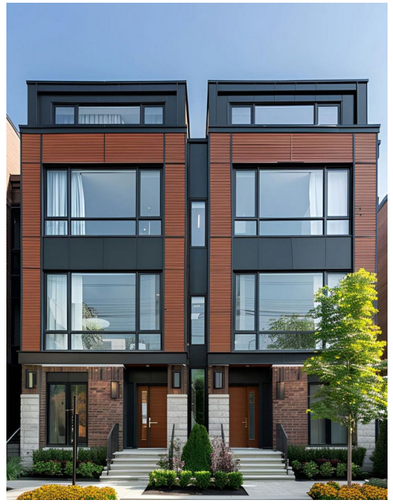
11 Traditional Architectural Style

11 Traditional Architectural Style



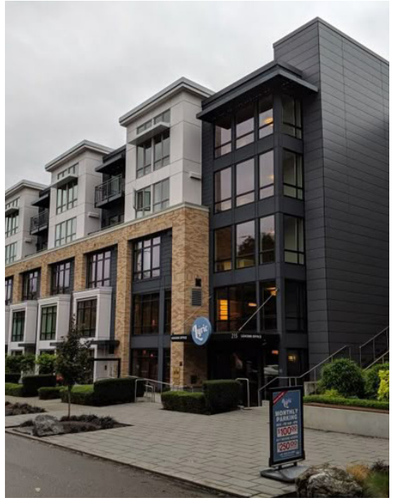
11 Traditional Architectural Style

11 Contemporary Architectural Style



11 Contemporary Architectural Style

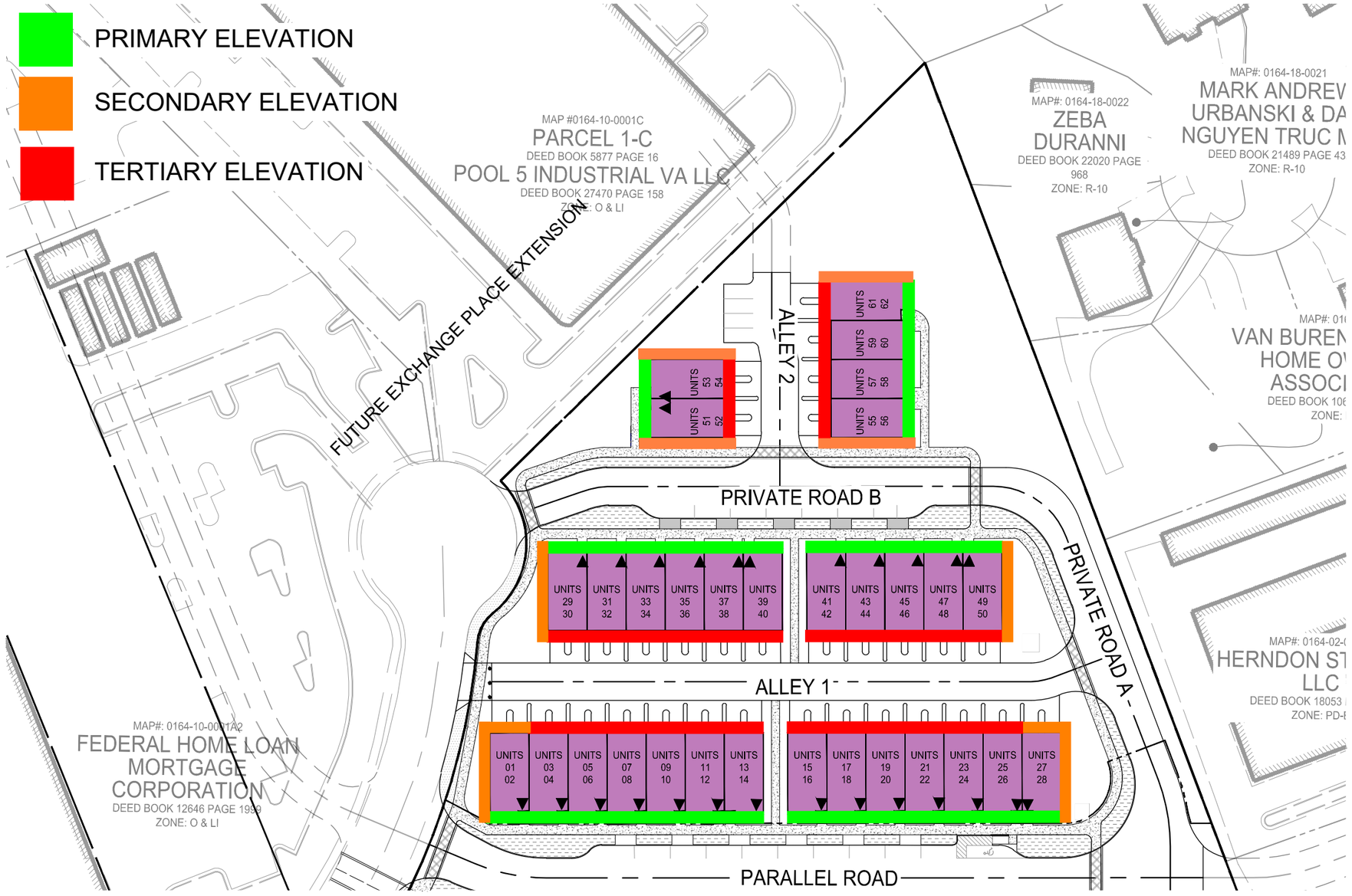
11 Contemporary Architectural Style

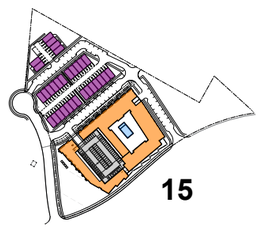


11 Contemporary Architectural Style

* Note:
These example images comply with the standards outlined in this document. Some images used on previous pages are used to illustrate specific details and material guidelines. The entirety of the building design in those images may not meet all of the requirements outlined in these Standards.

Exchange Place





Transportation Impact Study

Exchange Place

Town of Herndon, Virginia

July 18, 2024
Revised: February 5, 2025
Revised: June 25, 2025
Revised: December 29, 2025

Prepared for:

Rooney Properties
3300 Washington Boulevard, Suite 220
Arlington, VA 22201

GOROVE SLADE
Transportation Planners and Engineers

Prepared by:

GOROVE SLADE
Transportation Planners and Engineers

4114 Legato Road, Suite 650, Fairfax, VA 22033

703.787.9595

1140 Connecticut Ave NW, Suite 1010, Washington, DC 20036

225 Reinekers Lane, Suite 750, Alexandria, VA 22314

4951 Lake Brook Drive, Suite 250, Glen Allen, VA 23060

4550 Montgomery Avenue, Suite 400, Bethesda, MD 20814

www.goroveslade.com

This document, together with the concepts and designs presented herein, as an instrument of services, is intended for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization by Gorove/Slade Associates, Inc., shall be without liability to Gorove/Slade Associates, Inc.

TABLE OF CONTENTS

Executive Summary 7
Site Location and Study Area 7
Description of Proposed Development 7
Principal Findings and Conclusions 8
Introduction 11
Background Information: Proposed Development (Site and Nearby) 12
Description of the Existing Site 12
Site Location 12
Description of the Parcel 13
Location within Jurisdiction and Region 14
Transit-Related Small Area Plan Recommendations 15
Zoning for the Site and Nearby Uses 16
Description of Geometric Scope and Limits of the Study Area 17
Existing Roadways 17
Planned Future Transportation Improvements 17
Herndon Metrorail Station Access Improvement Projects 17
East Spring Street Improvements Project 17
Worldgate Drive Extension 18
Transit Improvements 18
Bicycle and Pedestrian Improvements 19
Existing Conditions (2024) 21
Existing Transit Service 21
Existing Bicycle and Pedestrian Facilities 22
Existing Roadway Network 23
Historical Crash Data 24
Existing Traffic Volumes 25
Existing (2024) Intersection Capacity Analysis 28
Future Conditions without Development (2027) 33
Future without Development (2027) Traffic Volumes 33
Regional Growth 33
Approved Background Developments 35
Planned Future Transportation Improvements 38
Herndon Metrorail Station Access Improvement Projects 38

East Spring Street Improvements Project 38
Worldgate Drive Extension 38
Transit Improvements 38
Future without Development Traffic Volumes 38
Future without Development (2027) Intersection Capacity Analysis 41
Future Conditions with Development (2027) 46
Site Description 46
Site Access 46
Transportation Demand Management Plan 48
Site Generated Volumes 48
Site Trip Distribution and Assignment 49
Future with Development (2027) Traffic Volumes 52
Future with Development (2027) Intersection Capacity Analysis 54
Preliminary Signal Warrant Analysis – Herndon Parkway and Fairbrook Drive 57
Potential Mitigations 60
Future Conditions with Development (2027) with 575 Herndon Parkway 63
575 Herndon Parkway Site Generated Volumes 63
Future with Development (2027) with 575 Herndon Parkway Traffic Volumes 63
Future with Development (2027) with 575 Herndon Parkway Intersection Capacity Analysis 66
Intersection Analysis Summary 71
Access Management Standards 76
Conclusions 79

LIST OF FIGURES

Figure 1: Site Location 12
Figure 2: Parcel Map 13
Figure 3: Jurisdiction Location (Source: Town of Herndon) 14
Figure 4: Transit-Related Growth Area Land Use Plan 15
Figure 5: Zoning Map 16
Figure 6: Fairfax Connector Transit Strategic Plan (Source: FCDOT) 18
Figure 7: Recommended Bicycle Facilities (Source: Fairfax County Bicycle Master Plan) 19
Figure 8: Recommended Bicycle Facilities (Source: Town of Herndon Bicycle Network Master Plan) 20
Figure 9: Existing Transit Service (Source: Fairfax Connector) 21
Figure 10: Bicycle and Trail Network (Source: Bike Fairfax Interactive Map) 22
Figure 11: Existing (2024) Lane Configuration 26

Figure 12: Existing (2024) Traffic Volumes 27
Figure 13: Existing (2024) Levels of Service and Lane Configuration 32
Figure 14: Background Growth (2024 to 2027) Traffic Volumes 34
Figure 15: Background Development Locations 36
Figure 16: Background Development Total Traffic Volumes (2027) 37
Figure 17: Future without Development (2027) Lane Configuration 39
Figure 18: Future without Development (2027) Traffic Volumes 40
Figure 19: Future without Development (2027) Levels of Service and Lane Configuration 45
Figure 20: Conceptual Development Plan (Prepared by IMEG) 47
Figure 21: Site Trip Distribution 49
Figure 22: Site Trips (2027) 50
Figure 23: Removed Trips 51
Figure 24: Future with Development (2027) Traffic Volumes 53
Figure 25: Future with Development (2027) Levels of Service and Lane Configuration 62
Figure 26: 575 Herndon Parkway Site Trips (2027) 64
Figure 27: Future with Development (2027) with 575 Herndon Parkway Traffic Volumes 65
Figure 28: Future with Development (2027) with 575 Herndon Parkway Levels of Service and Lane Configuration 70
Figure 29: Intersection Spacing 78

LIST OF TABLES

Table 1: Existing Roadway Network 23
Table 2: Crash Data Summary (January 2019 – December 2023) 24
Table 3: SimTraffic Analysis Input Parameters 28
Table 4: Existing (2024) Intersection Capacity Analysis Results 30
Table 5: Historical Growth Rate 33
Table 6: Future without Development (2027) Intersection Capacity Analysis Results 42
Table 7: Trip Generation 48
Table 8: Directional Distribution Table 49
Table 9: Future with Development (2027) Intersection Capacity Analysis Results 55
Table 10: Preliminary Signal Warrant Analysis Summary 58
Table 11: Preliminary Signal Warrant Analysis (Intersection #5) – With Exchange Place and without Fairbrook Business Park (Phase 1) 58
Table 12: Preliminary Signal Warrant Analysis (Intersection #5) – With Fairbrook Business Park (Phase 1) and without Exchange Place 58
Table 13:Future (2027) Intersection Capacity Analysis Results – Without Exchange Place and Without Fairbrook Business Park (Phase 1) at Intersection #5 (Unsignalized) 59
Table 14:Future (2027) Intersection Capacity Analysis Results – With Exchange Place and Without Fairbrook Business Park (Phase 1) at Intersection #5 (Unsignalized) 59

Table 15: Future with Development (2027) Intersection Capacity Analysis Results – Potential Mitigation Scenario (Intersection #4) 61
Table 16: 575 Herndon Parkway Site Trip Generation with Reductions 63
Table 17: Future with Development (2027) with 575 Herndon Parkway Intersection Capacity Analysis Results 67
Table 18: LOS and Delay Comparison 72
Table 19: Queue Comparison 74
Table 20: Minimum Spacing Standards for Commercial Entrances, Intersections and Median Crossovers 77

Executive Summary

The following report presents the findings of a Transportation Impact Study (TIS) conducted for the proposed Exchange Place redevelopment in the Town of Herndon, Virginia. This study was developed in accordance with guidelines and recommendations set forth by the Town of Herndon.

This study was prepared in accordance with the best professional practices and standards in order to assess the impact of the proposed redevelopment on the surrounding transportation systems and recommend improvements to lessen or negate those impacts. This study involves the evaluation of anticipated roadway conditions with and without the proposed redevelopment and recommends possible transportation improvements and strategies to offset both the impacts of the increase in future traffic demand and the changes in traffic operations and characteristics due to the redevelopment. This study serves to assist public officials and developers to balance interrelations between efficient traffic movements with necessary access.

3rd Submission Update: It is noted that in order to be consistent with the Transit-Related Growth Area (TRG) Small Area Plan, the road previously referred to as “Park Drive” will now be identified as “Parallel Street”. All instances of “Park Drive” within this TIS are referring to “Parallel Street” as identified on the TRG Small Area Plan Transportation Network.

Site Location and Study Area

The site is located north of Herndon Parkway and east of Exchange Place in the Town of Herndon, Virginia.

For the purposes of this study, the analysis presented herein includes 11 existing intersections and two (2) future intersections.

The study intersections are as follows:

1. Spring Street and Victory Drive
2. Herndon Parkway and Spring Street
3. Spring Street and Fairfax County Parkway Ramps
4. Herndon Parkway at Sunset District (Sunset Business Park)
5. Herndon Parkway and Fairbrook Drive
6. Herndon Parkway and Exchange Place
7. Exchange Place and Parallel Street
8. Herndon Parkway and 555 and 575 Herndon Parkway Entrance
9. Herndon Parkway and Pedestrian Signal
10. Herndon Parkway and Van Buren Street
11. Van Buren Street and Worldgate Drive
12. Herndon Parkway and Parallel Street/Worldgate Drive (Future)
13. Fairbrook Drive and Parallel Street (Future)
14. Fairbrook Drive and Private Road B (Future)

Description of Proposed Development

The existing site is currently occupied by a 108,402 SF office park that is to be removed. The proposed development includes 400 mid-rise multifamily dwelling units and up to 66 stacked townhouses. Total site build-out is planned for the year 2027.

Principal Findings and Conclusions

Discussions regarding the study assumptions and relevant background information were held with Town of Herndon staff during a scoping meeting on May 16, 2024. A copy of the signed scoping document is included in Appendix A.

Based on the above guidelines, the analysis presented in this report supports the following conclusions:

TIS Components

- As determined based on discussions with the Town, a growth rate of one (1) percent per year was applied to major movements to account for a regional increase in background traffic.
- The proposed development is anticipated to generate approximately 155 trips during the AM peak hour, 153 trips during the PM peak hour, and 1,770 trips on a typical weekday with reductions. It is noted that the Mid-Day peak hour was not analyzed as agreed upon at the scoping meeting.
- The following approved yet unbuilt background developments were assumed to be in place by 2027:
    - Woodland Park East Block E – 560,000 SF of office and 20,000 SF of retail
    - 555 Herndon Parkway – 435 residential units, 200,000 SF of office, and 10,000 SF of retail
    - Parkview at Herndon Metro – 675 residential units, 413,000 SF of office, and 10,000 SF of retail
    - Herndon Hotel – 250 room hotel
    - Fairbrook Business Park (Phase 1) – 1,080 residential units, a 10,000 SF daycare and 10,000 SF of retail

Infrastructure

- Existing vehicular access is provided via one (1) full-access entrance on Exchange Place and one (1) full-access entrance on Herndon Parkway.
- Site access will continue to be provided via Exchange Place and Herndon Parkway.
- **2nd Submission Update:** The conceptual development plan has been changed since the 1st submission. Future site access on Exchange Place will now be provided via two (2) full-access entrances at Parallel Street and Private Road B.

Non-Single Occupancy Vehicle (SOV) Elements

- Four (4) bus routes provide service in the vicinity of the site, providing regional access to the area.
- Sidewalks exist along both sides of Herndon Parkway. The intersection of Herndon Parkway and Van Buren Street has crosswalks, curb ramps, and pedestrian signal heads on all approaches. The intersection Spring Street and Herndon Parkway have crosswalks, curb ramps, and pedestrian signal heads on all approaches.
- The Herndon Metrorail Station on the Silver Line is located approximately 0.5 miles (walking distance) from the site and is accessible via existing sidewalk connections along Herndon Parkway and the mid-block signalized crosswalk at Herndon Metro Entrance North.

Analysis Results

- For the purpose of this analysis, it is desirable to achieve an overall level of service (LOS) of D or better for each intersection and LOS E or better for each lane group at an intersection within the study area.
- One (1) intersection has movements that operate below acceptable levels of service during the Existing Conditions (2024) peak hours:
    - Intersection #4: Herndon Parkway and Sunset District (PM Peak)

- Three (3) intersections have movements that operate below acceptable levels of service during the Future Conditions without Development (2027) peak hours:
    - Intersection #2: Herndon Parkway and Spring Street (PM Peak)
    - Intersection #4: Herndon Parkway and Sunset District (AM and PM Peak)
    - Intersection #10: Herndon Parkway and Van Buren Street (PM Peak)
- Two (2) intersections have movements that operate below acceptable levels of service during the Future Conditions with Development (2027) peak hours:
    - Intersection #4: Herndon Parkway and Sunset District (AM and PM Peak)
    - Intersection #10: Herndon Parkway and Van Buren Street (PM Peak)
- Two (2) intersections have movements that operate below acceptable levels of service during the Future Conditions with Development (2027) with 575 Herndon Parkway peak hours:
    - Intersection #4: Herndon Parkway and Sunset District (AM and PM Peak)
    - Intersection #10: Herndon Parkway and Van Buren Street (PM Peak)

Proposed Mitigation

- The proposed redevelopment does not cause any movements to begin to operate below acceptable levels of service; therefore, no mitigations are proposed at the study intersections.
- It is noted that the following transportation improvements are associated with the approved yet unbuilt Fairbrook Business Park development. These improvements are not anticipated to be in place by 2027.
    - Intersection #5: Herndon Parkway and Fairbrook Drive
        - Extend the existing left turning lane on southbound Herndon Parkway to a stacking length of 225 feet.
        - Construct a right turn lane on northbound Herndon Parkway.
- It is also noted that the Transit-Related Growth Small Area Plan proposes a new traffic signal at the intersection of Herndon Parkway and Sunset District.

Preliminary Signal Warrant Analysis – Herndon Parkway and Fairbrook Drive

- According to the proffer conditions for the Fairbrook Business Park development dated November 17, 2020, a traffic signal is to be installed prior to the issuance of a permanent certificate of occupancy for the New Building which generates the need for a signal.
- In order to determine if a signal is warranted at the intersection of Herndon Parkway and Fairbrook Drive (Intersection #5), a preliminary signal warrant analysis was conducted under future conditions for the following two (2) scenarios:
    - With Exchange Place and without Fairbrook Business Park (Phase 1)
    - With Fairbrook Business Park (Phase 1) and without Exchange Place
- A signal at Herndon Parkway and Fairbrook Drive would not be warranted with Exchange Place and without Fairbrook Business Park (Phase 1), but would be warranted with Fairbrook Business Park (Phase 1) and without Exchange Place.

- It is noted that the Exchange Place development site trips account for approximately 4.0 percent of the Future with Development (2027) intersection volume during the AM peak hour and approximately 3.1 percent of the intersection volume during the PM peak hour at Intersection #5.

Potential Mitigations – Herndon Parkway and Sunset District

- The intersection of Herndon Parkway and Sunset District (Intersection #4) currently operates below acceptable levels of service under Existing Conditions (2024). As requested by the Town, a potential mitigation scenario is provided for informational purposes.
- Intersection #4 currently operates under two-way stop control. The westbound left/through movement operates below acceptable levels of service during the PM peak hour under Existing Conditions (2024) and operates below acceptable levels of service during both peak hours under Future Conditions without Development (2027).
- The Exchange Place development's impact to the intersection is anticipated to be minimal:
    - The Exchange Place development's site trips do not cause the intersection to operate below acceptable levels of service.
    - During the AM peak hour, the delay increase for the westbound left/through movement between the Future without Development and Future with Development scenarios is 9.9 seconds.
    - During the PM peak hour, the delay increase for the westbound left/through movement between the Future without Development and Future with Development scenarios is 14.9 seconds.
- It is noted that the Exchange Place development site trips account for approximately 3.3 percent of the Future with Development (2027) intersection volume during the AM peak hour and approximately 2.5 percent of the intersection volume during the PM peak hour at Intersection #4.
- Intersection #4 was analyzed with a traffic signal as a potential mitigation measure:
    - The results indicate that with a traffic signal, all movements operate at acceptable levels of service during both peak hours.

Introduction

The purpose of this report is to present the findings of a Transportation Impact Study (TIS) conducted for the proposed Exchange Place redevelopment in the Town of Herndon, Virginia. This study was developed in accordance with guidelines and recommendations set forth by the Town of Herndon.

The existing site is currently occupied by a 108,402 SF office park that is to be removed. The proposed development includes 400 mid-rise multifamily dwelling units and up to 66 stacked townhouses. Total site build-out is planned for the year 2027.

The following tasks were completed as part of this study effort:

- A scoping meeting was held with representatives from the Town of Herndon staff on May 16, 2024. A copy of the scoping document is provided in Appendix A.
- Field reconnaissance in the vicinity of the site was performed to collect information related to existing traffic controls, roadway geometry, and traffic flow characteristics.
- Turning movement counts were collected at the study area intersections on Tuesday, May 22, 2024 from 6:00 AM to 10:00 AM and from 3:30 PM to 7:30 PM. It is noted that the Mid-Day peak hour was not analyzed as agreed upon at the scoping meeting. The turning movement count data is included in Appendix B.
- Vehicular traffic analysis for the study intersections was performed using *Synchro 11* based on *Highway Capacity Manual* (HCM) 6th Edition methodology. HCM 2000 methodology was used for all intersections in lieu of HCM 6th Edition if the HCM 6th Edition methodology was not applicable.
- Intersection capacity analyses were performed for the existing year (2024) and build-out year (2027).
- Future traffic volumes were developed by accounting for regional growth in the area and approved yet unbuilt background developments and roadway improvements. A growth rate of one (1) percent per year was applied to major movements to account for a regional increase in background traffic.
- Proposed site traffic volumes were generated based on the methodology outlined in ITE *Trip Generation Manual*, 11th Edition.
- An assessment of the previous crashes has been conducted at existing study intersections.

Sources of data for this study include Institute of Transportation Engineers (ITE), the Town of Herndon, the Virginia Department of Transportation (VDOT), and the office files and field reconnaissance efforts by Gorove Slade.

Background Information: Proposed Development (Site and Nearby)

Description of the Existing Site

Site Location

The site is located north of Herndon Parkway and east of Exchange Place in the Town of Herndon, Virginia.

The geographic scope of the study area was developed in accordance with guidance from Town of Herndon staff. Figure 1 shows the location of the existing and future study intersections.

Figure 1: Site Location

Description of the Parcel

The site is approximately 9.42 acres and is comprised of one (1) parcel, which is identified as Tax Map #16-4 ((10)) 1B.

The existing site is currently occupied by a 108,402 SF office park that is to be removed. Site access is currently provided via Exchange Place and Herndon Parkway.

The terrain at the site location is fairly level with no major changes in elevation.

The parcel map is shown in Figure 2.

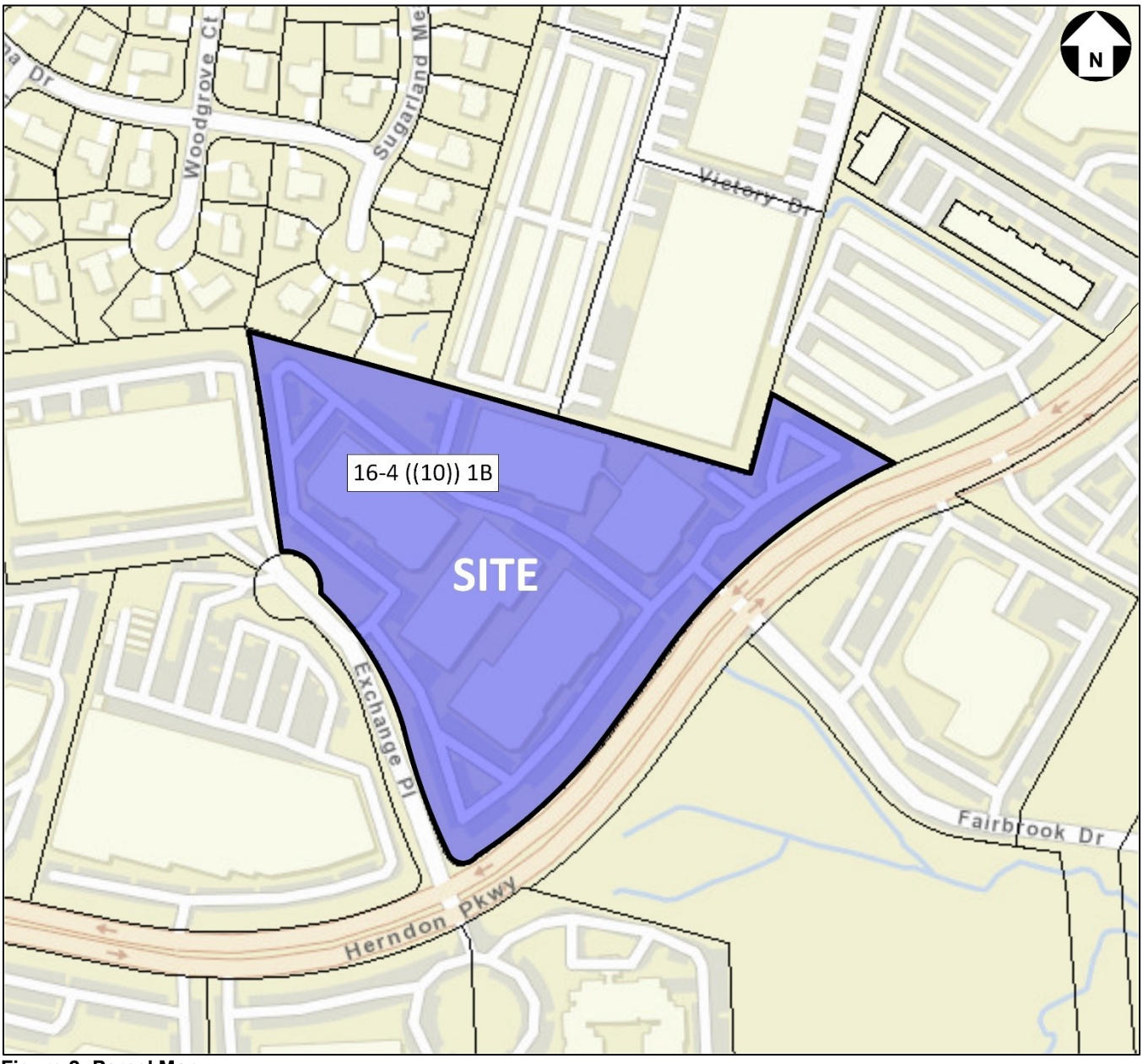


Figure 2: Parcel Map

Location within Jurisdiction and Region

The site is located within the Transit-Related Growth (TRG) Area of the Town of Herndon, Virginia. The site's regional location is shown in Figure 3.

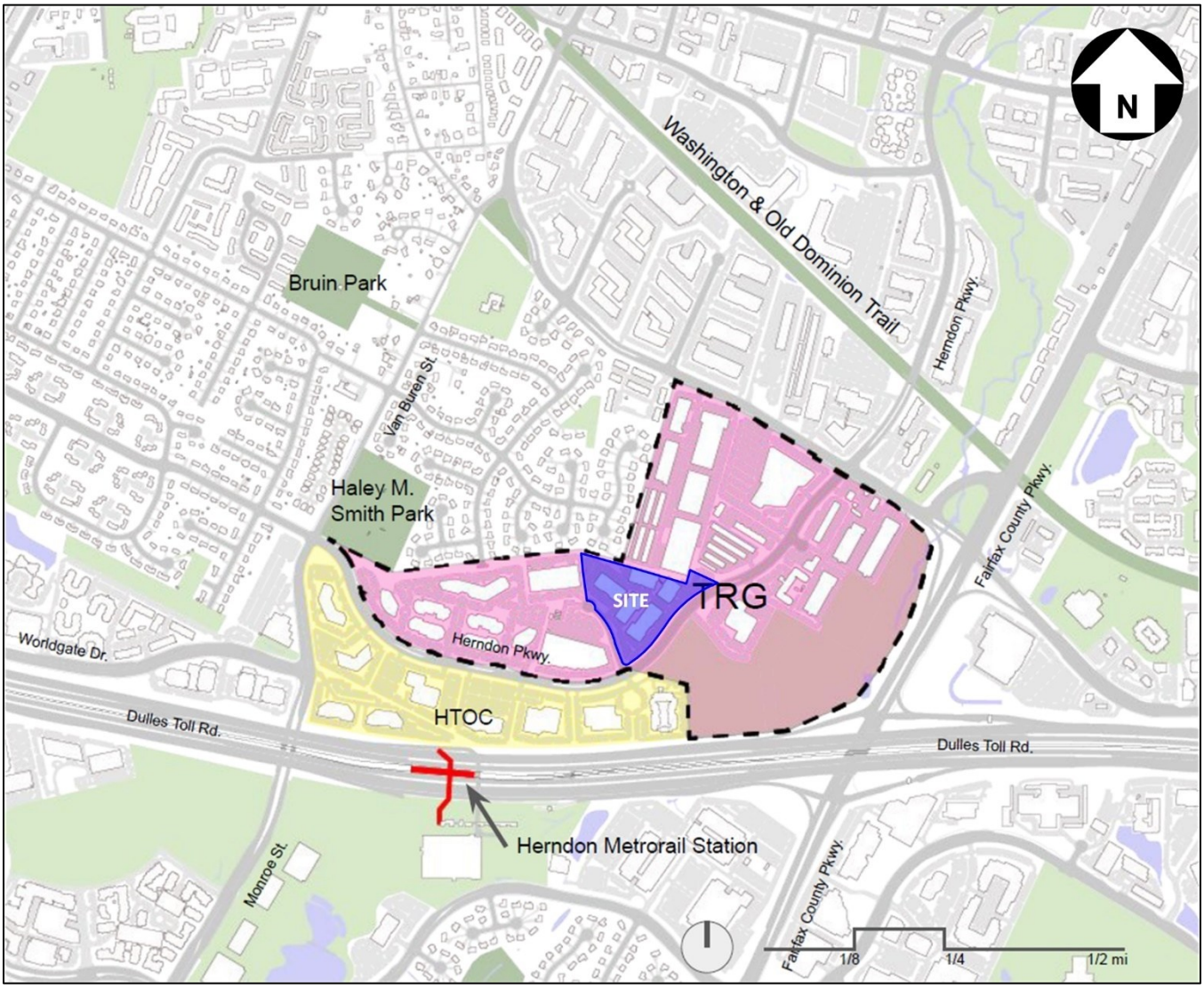


Figure 3: Jurisdiction Location (Source: Town of Herndon)

Transit-Related Small Area Plan Recommendations

The site is located within Area 2 and Area 3 of the Transit-Related Growth Area. Per the *Transit-Related Small Area Plan*, the Land Use Plan for the site includes Low Density Residential and Medium Density Residential. Low Density Residential includes townhomes and two-over-two units with garages along rear alleys and frontage along streets and mews. Medium Density Residential includes mid-rise apartment buildings with a parking garage.

The land use plan is shown in Figure 4.

Area	Use	Building (sf)	Units (RES/H)
Area 1	R-Multifamily	638,700	532
	Corporate	641,700	
	Restaurant Services	43,100	
Area 2	R-Multifamily	937,500	781
Area 3	R-TH	355,700	178
Area 4	R-TH	480,600	240
Area 5	R-Multifamily	673,500	561
	Corporate	480,900	
	Grocery	50,900	
	Restaurant Services	35,900	
Area 6	R-Multifamily	593,500	495
	Hotel	277,500	463
	Creative	66,800	
	Entertainment Fitness	74,400	
	Retail	89,000	
Grand Total		5,439,700 sf	

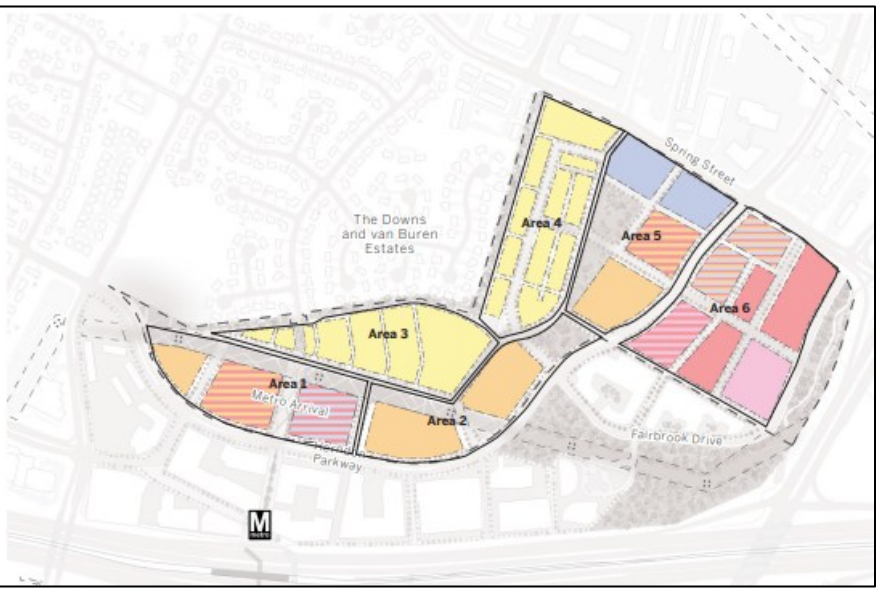


Figure 4: Transit-Related Growth Area Land Use Plan

Zoning for the Site and Nearby Uses

The existing zoning for the site is O & LI (Office and Light Industrial). Adjacent properties to the north of the site are zoned PD-B (Planning Development – Business) and R-10 (Single Family Residential). Nearby properties to the south of the site are zoned PD-TOC (Planned Development – Transit Oriented Core) as shown in Figure 5.

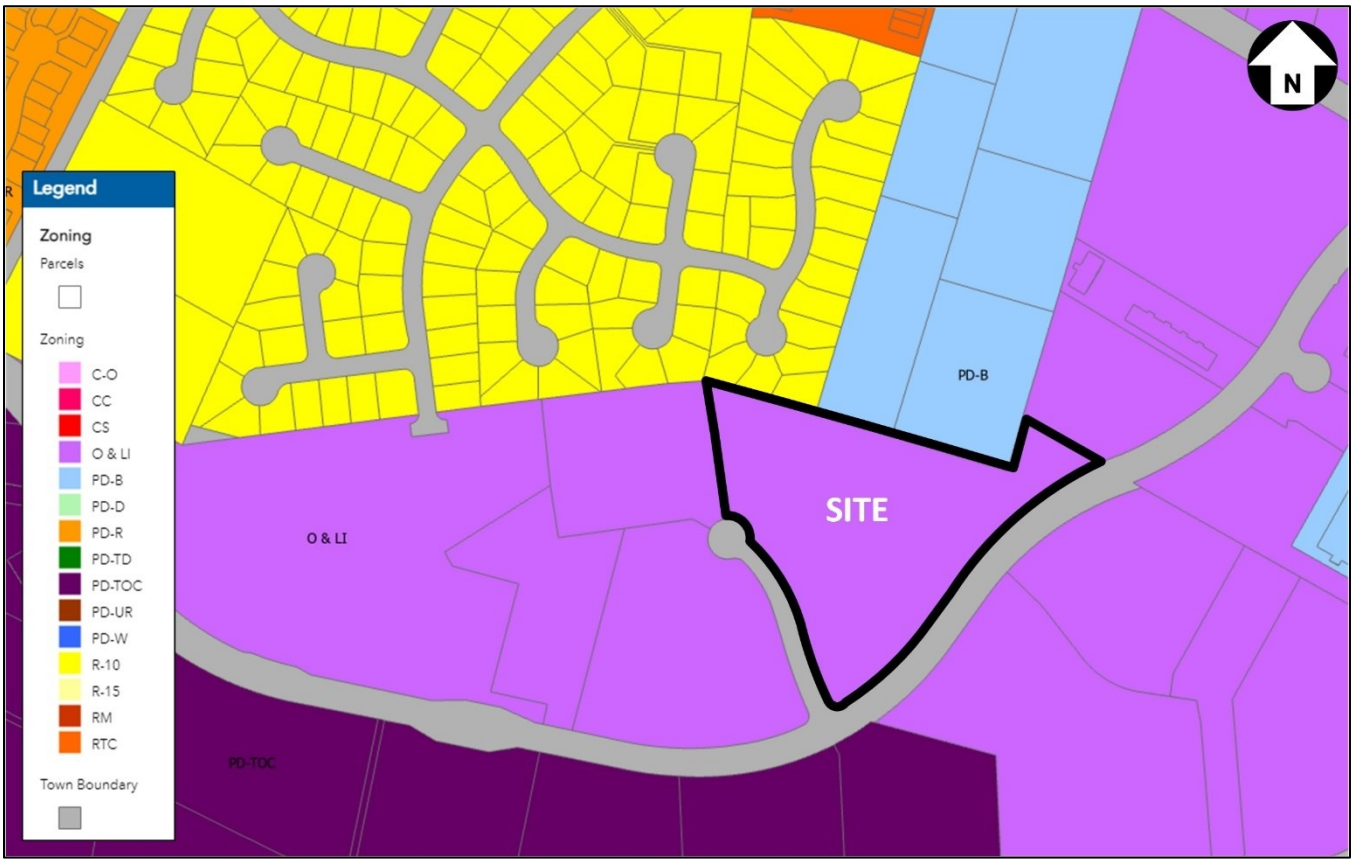


Figure 5: Zoning Map

Description of Geometric Scope and Limits of the Study Area

The geographic scope of the study area was developed in accordance with guidance from Town of Herndon staff.

Existing Roadways

The site is located north of Herndon Parkway and east of Exchange Place in the Town of Herndon, Virginia.

The existing study area consists of seven (7) intersections on Herndon Parkway, two (2) intersections on Spring Street, one (1) intersection on Exchange Place, one (1) intersection on Van Buren Street.

Detailed roadway descriptions are provided in the *Existing Conditions (2024)* section of this study.

The vehicular study area includes the following existing intersections:

1. Spring Street and Victory Drive
2. Herndon Parkway and Spring Street
3. Spring Street and Fairfax County Parkway Ramps
4. Herndon Parkway at Sunset District
5. Herndon Parkway and Fairbrook Drive
6. Herndon Parkway and Exchange Place
7. Exchange Place and Existing 250 Exchange Place Entrance (Future Parallel Street)
8. Herndon Parkway and 555 and 575 Herndon Parkway Entrance
9. Herndon Parkway and Pedestrian Signal
10. Herndon Parkway and Van Buren Street
11. Van Buren Street and Worldgate Drive

Planned Future Transportation Improvements

Herndon Metrorail Station Access Improvement Projects

Herndon area station access projects improve pedestrian, vehicle, and bicycle connections to and from the new Silver Line Metro stations. The majority of projects in the Herndon area are being constructed with Fairfax County Department of Transportation (FCDOT) funding to improve Metro station access. In the vicinity of the Exchange Place site, approximately 2,100 feet of two-way cycletrack will be added to the south side of Herndon Parkway.

East Spring Street Improvements Project

The East Spring Street Improvements Project enhances multi-modal service levels along Spring Street and Herndon Parkway at the intersection of those two roads, the approaches to the intersection, and on Spring Street between the intersection and the Fairfax County Parkway overpass. The project is intended to increase vehicular mobility and capacity and improve sidewalk connectivity and safety. It includes a new two-way cycle track along Herndon Parkway which would connect to the W&OD Regional Trail and Sugarland Run Regional Trail. Project highlights include the widening of the intersection with additional through and turn lanes, access management improvements, 2000-foot length of Herndon Parkway cycle track to connect with Sugarland Run Regional Trail, high visibility crosswalks, ADA compliant sidewalks and curb ramps, new sidewalk on the south side of Spring Street to connect with the County sidewalk under the Fairfax County Parkway, and new traffic signals as well as accessible pedestrian signals.

Worldgate Drive Extension

The Worldgate Drive Extension project includes extending Worldgate Drive from Van Buren Street to Herndon Parkway and new signalization at Herndon Parkway and the Worldgate Drive Extension. The improvements include LED traffic/bike/pedestrian signalization, dedicated turning lane capacity improvements, street-lighting, cycle tracks, ADA curb cuts/sidewalks, and paver crosswalks. The pedestrian crossings and improved traffic flow will provide additional safety measures for motorized and non-motorized traffic modes. Safety is a critical component for this project, emphasizing a seamless and safer multimodal environment for pedestrians and cyclists.

Transit Improvements

According to the Fairfax Connector Transit Strategic Plan (TSP), new transit routes and alignment changes are recommended in the vicinity of the site. The routes have been adjusted in accordance with the phased completion of the Dulles Corridor Metrorail Project. Figure 6 shows the local bus service recommendations in the vicinity of the site per the TSP.

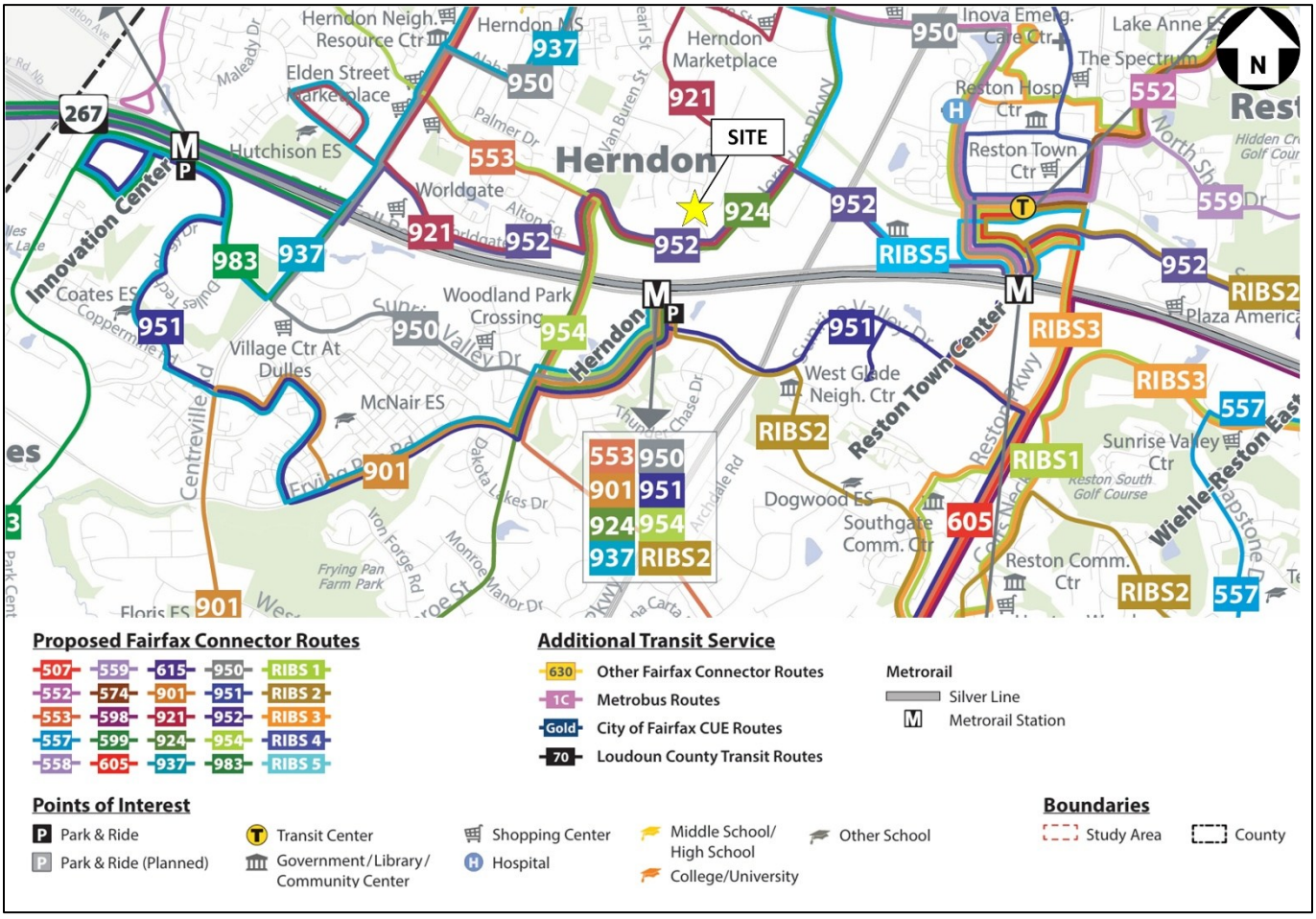


Figure 6: Fairfax Connector Transit Strategic Plan (Source: FCDOT)

Bicycle and Pedestrian Improvements

Fairfax County has adopted a *Countywide Bicycle Master Plan* and the Town of Herndon has adopted a *Bicycle Network Master Plan*. Figure 7 and Figure 8 show the existing and recommended bicycle facilities in the vicinity of the site. Both the Fairfax County and Town of Herndon bicycle master plans show a cycle track is recommended along Herndon Parkway in the vicinity of the site.

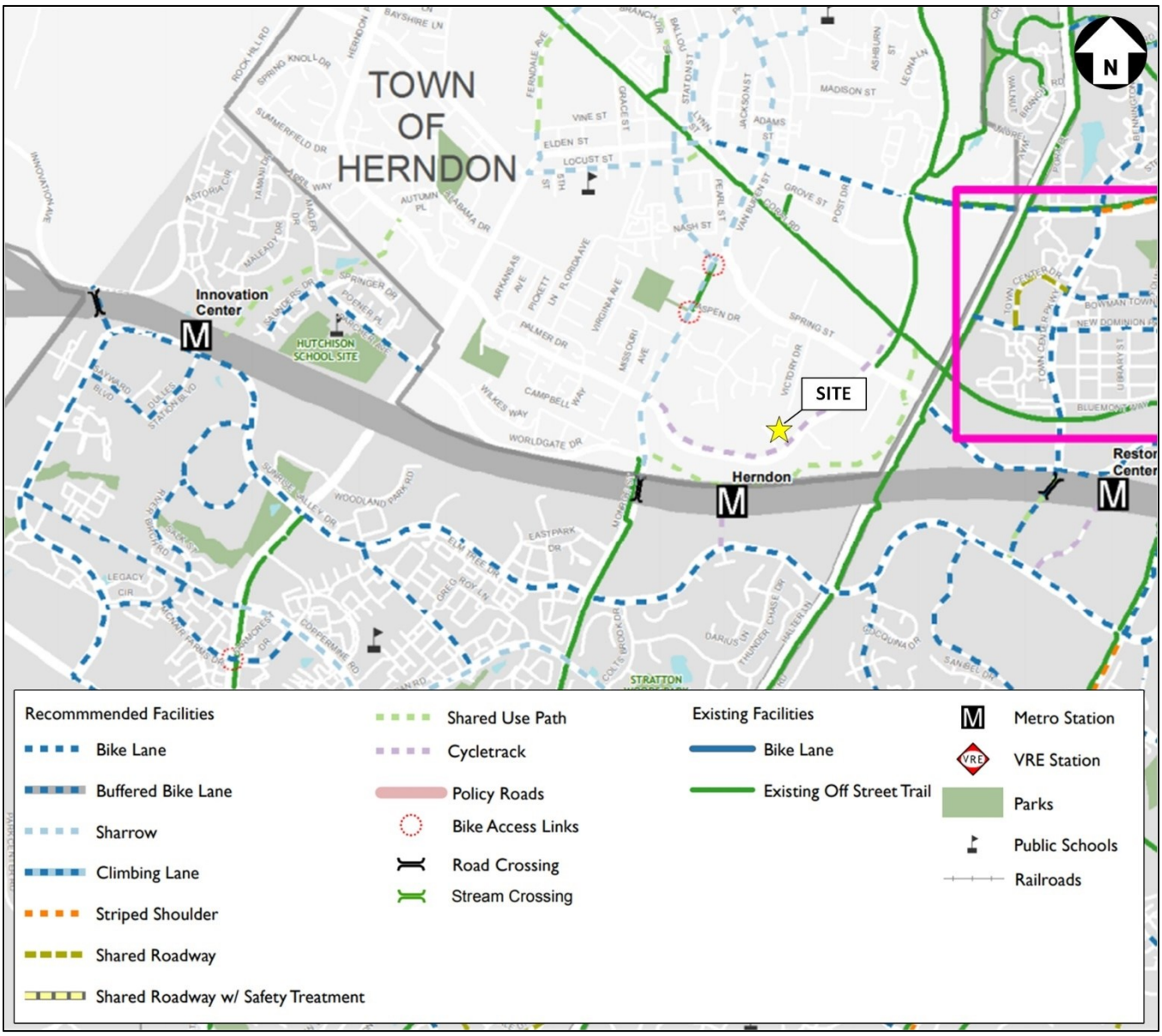


Figure 7: Recommended Bicycle Facilities (Source: Fairfax County Bicycle Master Plan)

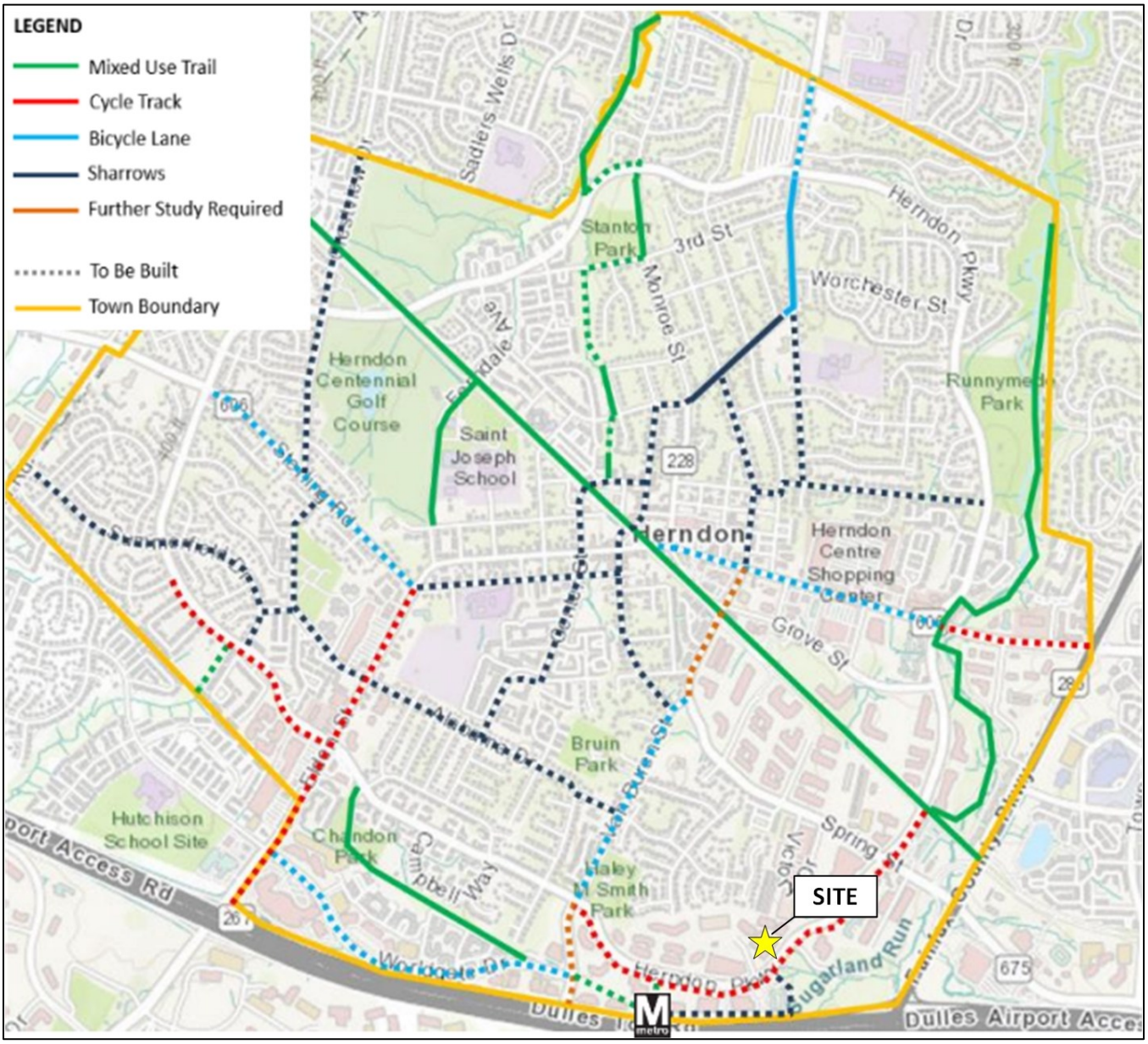


Figure 8: Recommended Bicycle Facilities (Source: Town of Herndon Bicycle Network Master Plan)

Existing Conditions (2024)

Existing Transit Service

Four (4) bus routes currently serve the site area along Herndon Parkway. Bus service along Herndon Parkway is provided by Fairfax Connector Routes 921, 924, and 952 and OmniRide Route 618. The existing bus routes are shown in Figure 9. Bus stops are located on both sides of Herndon Parkway at Fairbrook Drive and Exchange Place in the vicinity of the site.

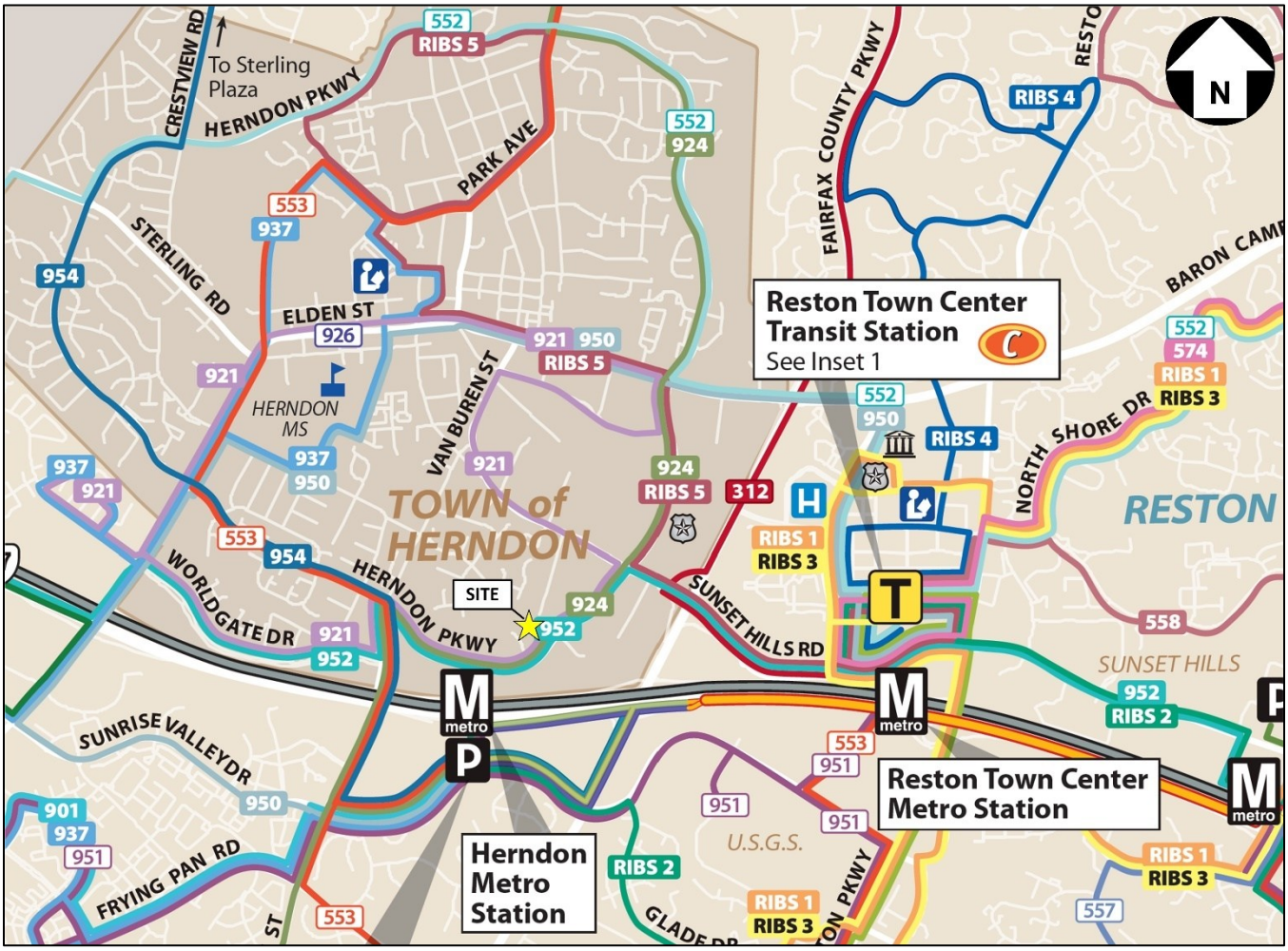


Figure 9: Existing Transit Service (Source: Fairfax Connector)

Existing Bicycle and Pedestrian Facilities

Sidewalks exist along both sides of Herndon Parkway. The intersection of Herndon Parkway and Van Buren Street has crosswalks, curb ramps, and pedestrian signal heads on all approaches. The intersection Spring Street and Herndon Parkway has crosswalks, curb ramps, and pedestrian signal heads on all approaches.

Herndon Parkway is considered “Less Comfortable” for bicycling as shown in Figure 10.

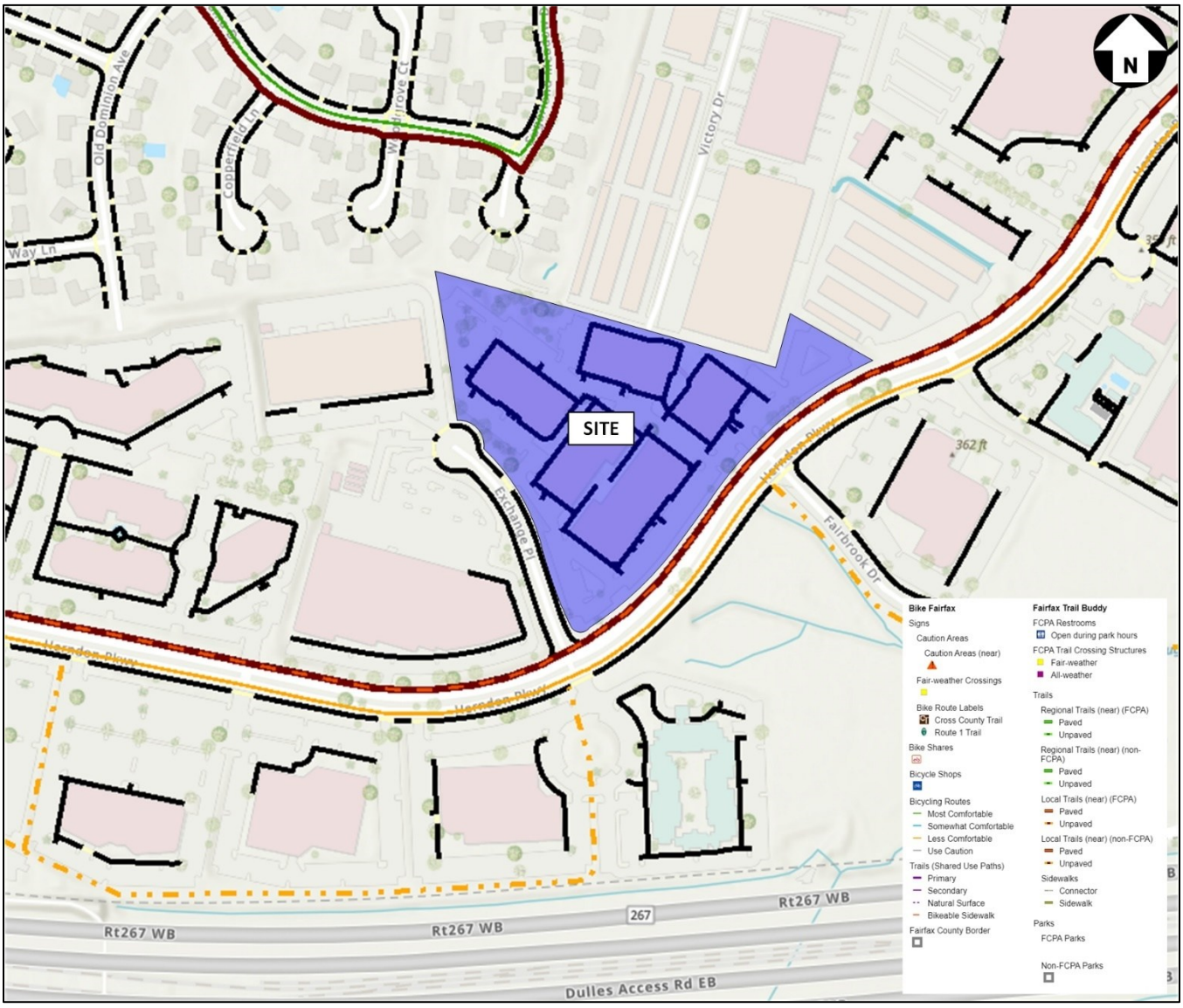


Figure 10: Bicycle and Trail Network (Source: Bike Fairfax Interactive Map)

Existing Roadway Network

A description of the major roadways within the study area is presented in Table 1. The existing roadway network, including lane configurations and traffic controls, is presented in Figure 11.

Table 1: Existing Roadway Network

Roadway	From	To	VDOT Classification	Lanes	Speed (mph)	On-Street Parking	2019 AADT (vpd)*	2022 AADT (vpd)*
Van Buren Street	SCL Herndon	Herndon Parkway	Major Collector	4	25/35	No	22,000	14,608
Van Buren Street	Herndon Parkway	Alabama Drive	Major Collector	2	25	No	8,400	6,405
Herndon Parkway	Elden Street	Sterling Road	Minor Arterial	4	35	No	21,000	16,695
Spring Street	Victory Drive	Herndon Parkway	Major Collector	4	30	No	11,000	9,698
Spring Street	Herndon Parkway	SCL Herndon	Minor Arterial	4	30	No	38,000	33,910

** VDOT Annual Average Daily Traffic (AADT) Data*

Van Buren Street is a two-lane undivided roadway north of Herndon Parkway and a four-lane divided roadway south of Herndon Parkway and is classified as a major collector. The posted speed limit within the vicinity of the site is 25 mph north of Worldgate Drive and is 35 mph south of Worldgate Drive.

Herndon Parkway is a four-lane divided roadway and is classified as a minor arterial. The posted speed limit in the vicinity of the site is 35 mph.

Spring Street is a four-lane divided roadway and is classified as a major collector west of Herndon Parkway and a minor arterial east of Herndon Parkway. The posted speed limit in the vicinity of the site is 30 mph.

Historical Crash Data

Historical crash data at the existing study intersections was obtained from TREDS (Traffic Records Electronic Data System) for the most recent five (5) years. The crash data is summarized in Table 2. The crash data provided by TREDS is included in Appendix C.

Table 2: Crash Data Summary (January 2019 – December 2023)

Intersection	Number of Crashes	Number of Property Damage Crashes	Number of Crashes Resulting in Injury	Number of Fatal Crashes	Crash Rate (Crashes per MEV)
Spring Street and Park Drive	3	2	1	0	0.16
Herndon Parkway and Spring Street	35	11	24	0	0.62
Spring Street and Fairbrook Drive/Fairfax County Parkway Ramps	14	7	7	0	0.22
Herndon Parkway at Sunset District	3	0	3	0	0.10
Herndon Parkway and Fairbrook Drive	2	2	0	0	0.07
Herndon Parkway and Exchange Place	3	1	2	0	0.11
Park Drive and Exchange Place	0	0	0	0	0.00
Intersection between 555 and 575 Herndon Parkway	0	0	0	0	0.00
Herndon Parkway and Pedestrian Signal	3	1	2	0	0.11
Herndon Parkway and Van Buren Street	33	7	26	0	0.60
Van Buren Street and Worldgate Drive	19	7	12	0	0.37

As shown in Table 2, the intersection of Herndon Parkway and Spring Street had the highest number of reported crashes (35) during the five-year study period.

The intersection of Herndon Parkway and Van Buren Street had the second highest number of reported crashes (33).

The crash rates shown for each intersection are calculated as crashes per one million entering vehicles (MEV), and were calculated based on the following formula:

$$Rate_{intersection} = \frac{1{,}000{,}000 * \#\ of\ Crashes}{\#\ of\ Years * 365\ \left(\frac{days}{year}\right) * ADT_{approach}}.$$

The approach ADT for an intersection is calculated as the sum of each leg, divided by 2. The Existing (2024) traffic volumes as shown in Figure 12 were used to calculate the approach ADT.

It should be noted that according to the Institute of Transportation Engineers' (ITE's) *Transportation Impact Analysis for Site Development*, a crash rate of 1.0 MEV or higher is an indication that further study is required. A crash rate over 1.0 MEV does not necessarily mean there is a significant problem at an intersection, but rather is a threshold used to identify which intersections may have elevated crash rates due to operational, geometric, or other deficiencies. All existing intersections have a crash rate of less than 1.0 crashes per MEV and are not considered high crash intersections.

Existing Traffic Volumes

Turning movement counts were collected at the study area intersections on Wednesday, May 22, 2024 from 6:00 AM to 10:00 AM and from 3:30 PM to 7:30 PM. It is noted that the Mid-Day peak hour was not analyzed as agreed upon at the scoping meeting. Analysis of the existing traffic data determined the following system peak hours:

- AM Peak Hour: 8:15 AM to 9:15 AM
- PM Peak Hour: 4:45 PM to 5:45 PM

The existing weekday peak hour traffic volumes for the existing study intersections are presented in Figure 12. The published k-factors from the VDOT's 2022 Traffic Data website were used to estimate daily volumes from the PM peak hour. A k-factor of 0.1 was used for the other streets and site entrances. The existing turning movement counts are included in Appendix B.

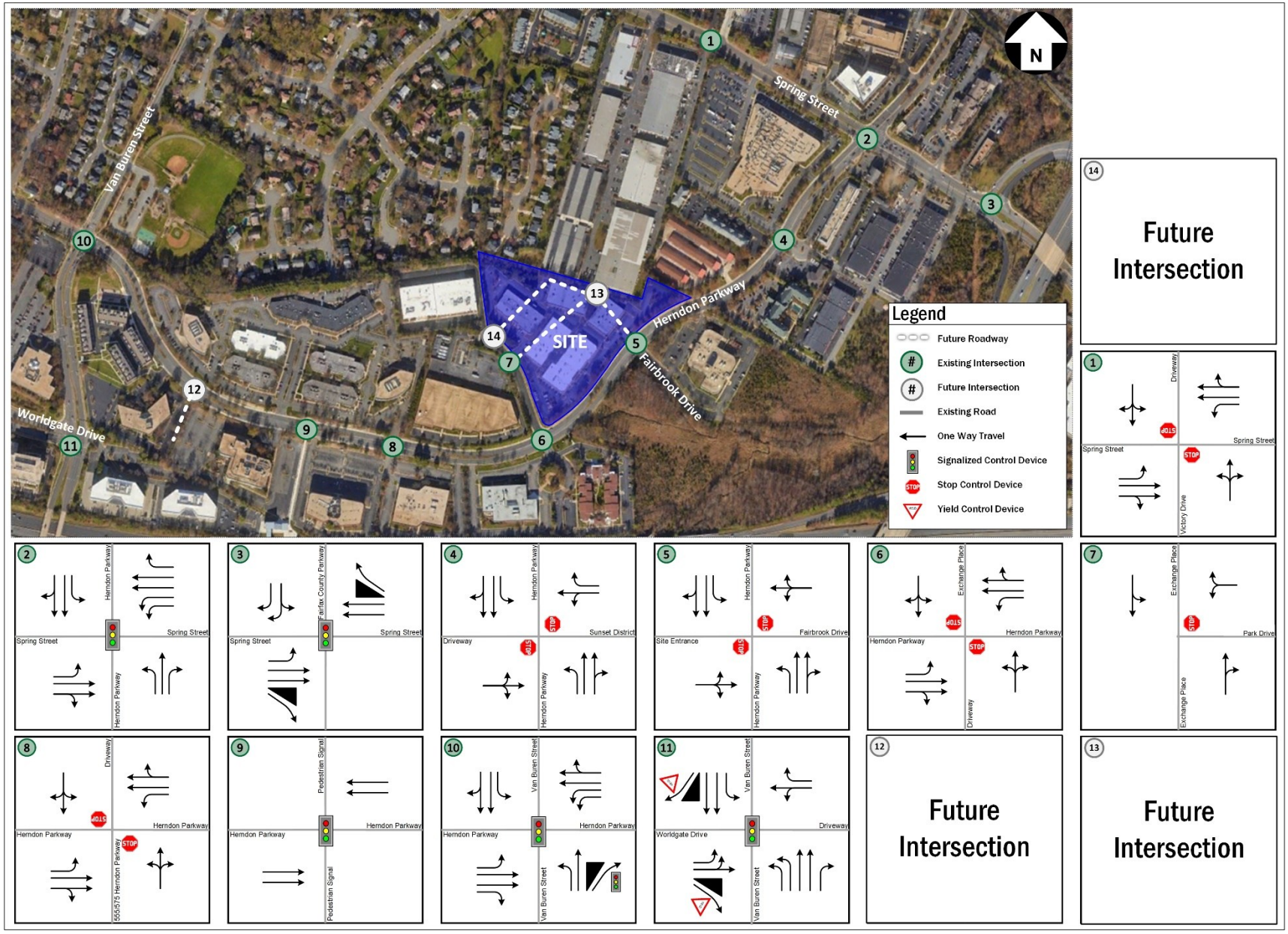


Figure 11: Existing (2024) Lane Configuration

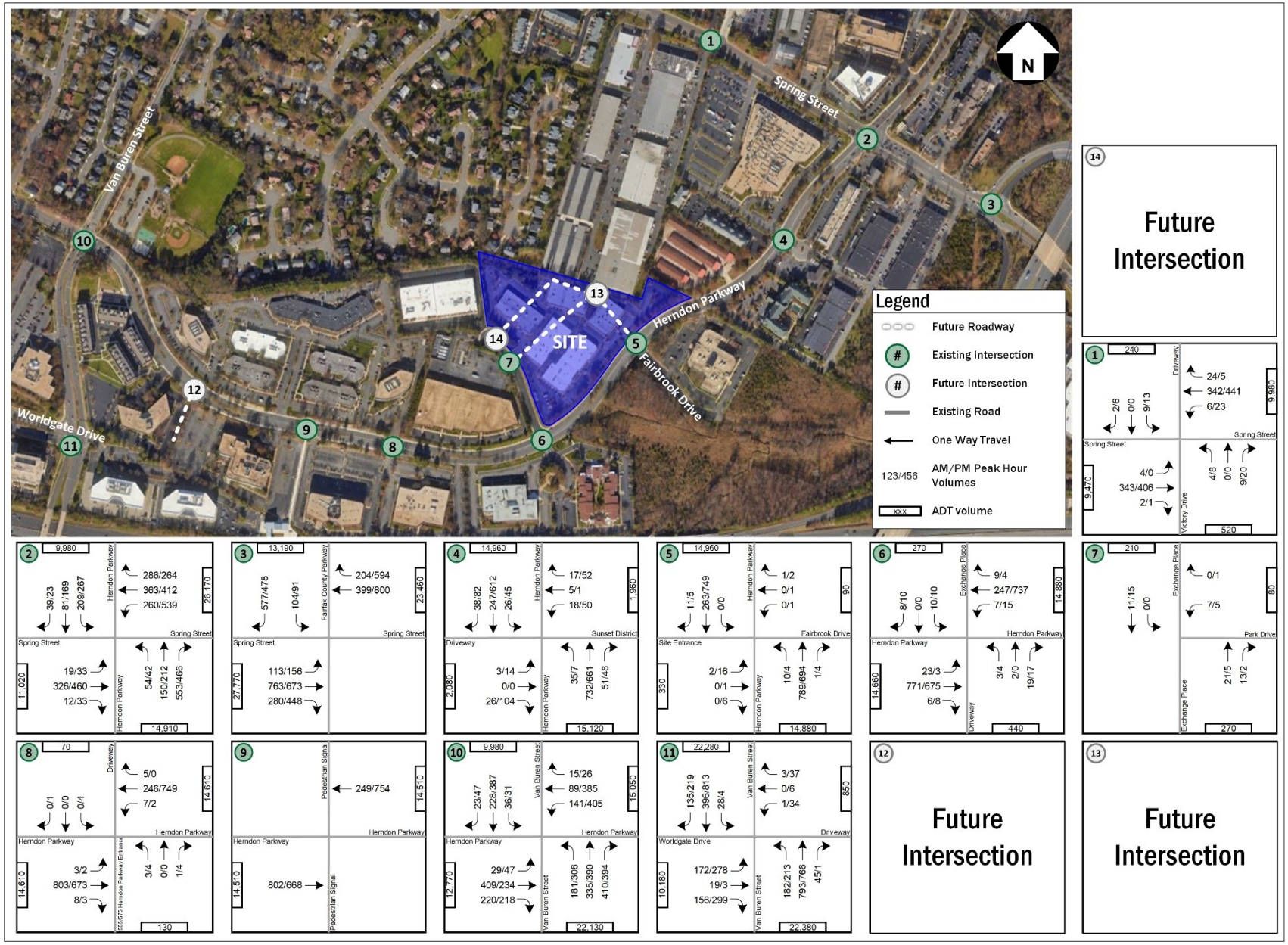


Figure 12: Existing (2024) Traffic Volumes

Existing (2024) Intersection Capacity Analysis

Intersection capacity analysis was performed at the intersections within the study area during the weekday AM and PM peak hours under Existing Conditions (2024). *Synchro Version 11* was used to analyze the study intersections and includes level of service (LOS), delay, and queue length comparisons for the turning movements analyzed.

For the purposes of this analysis, HCM 2000 methodology was used for all intersections because HCM 6th Edition methodology prevented Synchro from producing results, in such cases as shared lane configurations and placement of loop detectors.

SimTraffic was used to run simulations for the analysis to determine the queue lengths. The same network files that were used for the Synchro analyses were used as input for the SimTraffic analyses. Consistent with the guidelines set forth in the VDOT *Traffic Operations and Safety Analysis Manual* (TOSAM), Version 2.0, Table 3 shows the parameters used for simulation. Per Section 7.6 of the TOSAM, all other parameters not addressed in the table should not be modified from the default value.

In accordance with TOSAM, a minimum of ten (10) initial SimTraffic runs were conducted separately for both the AM and PM peak hours. From each set of runs, four (4) randomly selected runs were used in the VDOT Sample Size Determination Tool. The tool was applied separately for the AM and PM peak hours, and in both cases, it confirmed that four (4) runs would be statistically sufficient. Therefore, the ten (10) simulation runs used in this study exceed the required number and provide a robust basis for evaluating queue lengths. The measure of effectiveness (MOE) used for the sample size verification was maximum queue length, and the completed worksheets are provided in Appendix K.

In accordance with TOSAM, the SimTraffic model was calibrated for the Existing (2024) traffic volumes using Simulated Traffic Volume (vehicles per hour) as the measure of effectiveness. Calibration was performed for outer network intersections based on the thresholds outlined in TOSAM 2.0 Table 5. Intersections with volumes between 1,000 and 5,000 vehicles per hour were evaluated using a ±10 percent threshold, and Intersection #1 (Spring Street at Victory Drive), with volumes between 100 and 1,000 vehicles per hour, was evaluated using a ±15 percent threshold. All intersections met the applicable criteria, confirming that the simulation results replicate observed field volumes and are considered calibrated per TOSAM 2.0 standards. Detailed calibration verification is provided in Appendix M.

Table 3: SimTraffic Analysis Input Parameters

SimTraffic (Version 11) Analysis Input Parameters	
Number of Intervals	One seeding interval and four 15 minute recording intervals
Seeding Interval Duration	15 minutes
PHF Adjust	• Selected "Yes" for one of the four, 15 minute recording intervals • Selected "No" for all other intervals
Anti-PHF Adjust	• Selected "Yes" for three, 15 minute recording intervals where PHF Adjust is set to "No" • Selected "No" for the recording interval where PHF Adjust is set to "Yes"
Number of Runs	10

A seeding period is necessary to ensure that the results obtained are not skewed because the network is void of any vehicles prior to seeding. Foregoing seeding would lead to lower travel times and delays for the traffic at the beginning of the simulation. The network reaches a normal state during the seeding period without affecting the results of the simulation.

Existing signal timings were provided by Town staff and used as a base for the existing analysis. The signal timings provided by the Town were field verified during the AM and PM peak periods. Consistent with VDOT analysis guidelines, the existing peak hour factors (by intersection) acquired from the traffic counts, with a minimum of 0.85, were used in the analysis of existing conditions. Heavy vehicle percentages and pedestrian and bicycle volumes were also collected during the intersection traffic counts and included in the analysis.

The results of the intersection capacity analysis from Synchro are presented in Table 4 and are expressed in LOS and delay (seconds per vehicle) per lane group. The average and maximum queue results for each intersection from SimTraffic are also presented in Table 4 and are expressed in feet. Level of service results are also presented in Figure 13. The detailed analysis worksheets are included in Appendix D.

Table 4: Existing (2024) Intersection Capacity Analysis Results

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
1	**Spring Street (E/W) and Victory Drive**									
	Overall Intersection (TWSC)									
	Eastbound Left	50	A	8.2	1	13	A	0.0	0	6
	Westbound Left	195	A	8.5	1	12	A	8.4	0	3
	Northbound Left/Thru/Right		B	11.2	9	33	B	11.8	0	5
	Southbound Left/Thru/Right		B	14.4	8	30	B	14.9	19	44
2	**Herndon Parkway (N/S) and Spring Street (E/W)**									
	Overall Intersection (Signalized)		**C**	**28.7**			**D**	**41.1**		
	Eastbound Left	160	D	50.3	12	60	E	69.4	41	170
	Eastbound Thru/Right		C	32.2	95	173	D	47.4	179	316
	Westbound Left	260	D	37.9	69	146	D	53.1	175	283
	Westbound Thru		C	23.5	81	162	C	26.1	96	193
	Westbound Right	215	C	22.3	59	124	C	24.6	62	169
	Northbound Left	160	C	25.1	31	120	D	37.5	41	184
	Northbound Thru		C	33.0	85	240	D	51.8	146	312
	Northbound Right		C	32.8	202	466	D	46.3	185	405
	Southbound Left	160	B	17.2	95	181	C	30.6	140	184
	Southbound Thru/Right		C	23.3	26	103	C	32.3	45	168
3	**Spring Street (E/W) and Fairbrook Drive/Fairfax County Parkway Ramps (N/S)**									
	Overall Intersection (Signalized)		**B**	**10.6**			**B**	**11.2**		
	Eastbound Left	230	C	20.6	31	109	C	24.8	51	144
	Eastbound Thru		A	8.0	35	127	A	6.0	32	115
	Westbound Thru		B	15.5	47	106	B	18.2	97	124
	Southbound Left/Right		B	18.0	104	136	C	25.2	109	147
	Southbound Right		B	14.2	61	119	C	20.5	44	106
4	**Herndon Parkway (N/S) and Sunset District (E/W)**									
	Overall Intersection (TWSC)									
	Eastbound Left/Thru/Right		B	10.5	22	70	C	18.6	45	99
	Wesbound Left/Thru		D	31.6	17	48	F	103.2	32	74
	Westbound Right		B	11.5	14	52	B	11.6	27	64
	Northbound Left	140	A	8.0	9	39	A	9.3	3	27
	Southbound Left	205	A	9.7	13	54	A	9.7	18	69
5	**Herndon Parkway (N/S) and Fairbrook Drive/Site Entrance (E/W)**									
	Overall Intersection (TWSC)									
	Eastbound Left/Thru/Right		C	16.6	1	25	D	34.2	17	53
	Westbound Left/Thru/Right		B	11.2	1	21	E	39.4	6	52
	Northbound Left	205	A	7.9	3	28	A	9.6	2	22
	Southbound Left	215	A	0.0	0	0	A	0.0	0	0
6	**Herndon Parkway (E/W) and Exchange Place/Courtyard Entrance (N/S)**									
	Overall Intersection (TWSC)									
	Eastbound Left	205	A	8.0	4	32	B	10.7	2	25
	Westbound Left	225	B	10.1	4	33	A	9.3	4	31
	Northbound Left/Thru/Right		C	15.8	19	63	C	15.2	14	40
	Southbound Left/Thru/Right		C	16.2	19	68	D	26.5	19	66
7	**Exchange Place (N/S) and Park Drive (E/W)**									
	Overall Intersection (TWSC)									
	Westbound Left/Right		A	8.9	7	48	A	8.8	8	49
	Southbound Left/Thru		A	0.0	0	0	A	0.0	0	0
8	**Herndon Parkway (E/W) and 555 Herndon Parkway/575 Herndon Pakway Entrance (N/S)**									
	Overall Intersection (TWSC)									
	Eastbound Left	185	A	8.3	1	21	A	9.5	1	18
	Westbound Left	185	A	9.7	2	37	A	8.9	1	18
	Northbound Left/Thru/Right		C	17.4	4	31	C	17.8	6	33
	Southbound Left/Thru/Right		A	0.0	0	0	C	24.4	4	32
9	**Herndon Parkway (E/W) and Pedestrian Signal (N/S)**									
	Overall Intersection (Signalized)		**A**	**3.6**			**A**	**3.7**		
	Eastbound Thru		A	3.8	84	239	A	3.6	85	210
	Westbound Thru		A	3.0	33	100	A	3.8	82	223

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
10	**Herndon Parkway (E/W) and Van Buren Street (N/S)**									
	Overall Intersection (Signalized)		**C**	**33.5**			**D**	**36.3**		
	Eastbound Left	125	C	31.3	37	141	C	31.6	38	149
	Eastbound Thru		D	45.9	144	270	D	46.2	69	185
	Eastbound Right	190	D	40.4	64	179	D	43.9	69	161
	Westbound Left	450	D	45.3	37	108	D	49.6	139	260
	Westbound Thru/Right		C	33.6	42	121	D	43.5	128	248
	Northbound Left		C	20.2	88	231	C	24.6	183	357
	Northbound Thru		D	35.6	207	572	D	35.6	222	482
	Northbound Right	275	B	15.7	86	300	B	12.9	91	300
	Southbound Left	100	C	27.3	33	124	C	26.9	37	124
	Southbound Thru/Right		D	37.2	67	187	D	39.3	134	195
11	**Van Buren Street (N/S) and Worldgate Drive (E/W)**									
	Overall Intersection (Signalized)		**B**	**17.3**			**C**	**25.0**		
	Eastbound Left		C	25.0	26	94	D	39.3	55	157
	Eastbound Left/Thru		C	25.0	70	151	D	39.5	103	196
	Eastbound Right		C	23.2	6	70	D	35.7	53	169
	Westbound Left/Thru		C	33.8	0	10	D	45.9	29	85
	Westbound Right		C	32.6	2	21	D	43.0	20	67
	Northbound Left	235	C	25.1	13	156	D	40.6	38	167
	Northbound Thru		B	13.0	77	250	B	13.6	88	262
	Northbound Right	225	A	9.6	13	158	B	10.3	0	5
	Southbound Left	155	D	36.0	25	94	E	55.9	6	62
	Southbound Thru		B	16.7	84	200	C	22.8	178	370
	Southbound Right		B	15.0	0	0	B	18.0	0	14
12	**Herndon Parkway (E/W) and Worldgate Drive (N/S)**	**Future Intersection**								
13	**Fairbrook Drive (N/S) and Parallel Street (E/W)**	**Future Intersection**								
14	**Exchange Place (N/S) and Road B (E/W)**	**Future Intersection**								

NOTES:

[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.

[2] Max queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

[3] Average queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

For the purpose of this analysis, it is desirable to achieve an overall level of service (LOS) of D or better for each intersection and LOS E or better for each lane group at an intersection within the study area.

The intersection capacity analysis results show that the following intersection has movements that operate below acceptable levels of service during one or more peak hours under Existing Conditions (2024):

- Intersection #4: Herndon Parkway and Sunset District – The westbound left/through lane operates at LOS F during the PM peak hour.

Two (2) intersections have maximum queue lengths that exceed the existing storage lengths during one or more peak hours:

- Intersection #2: Herndon Parkway and Spring Street
- Intersection #10: Herndon Parkway and Van Buren Street

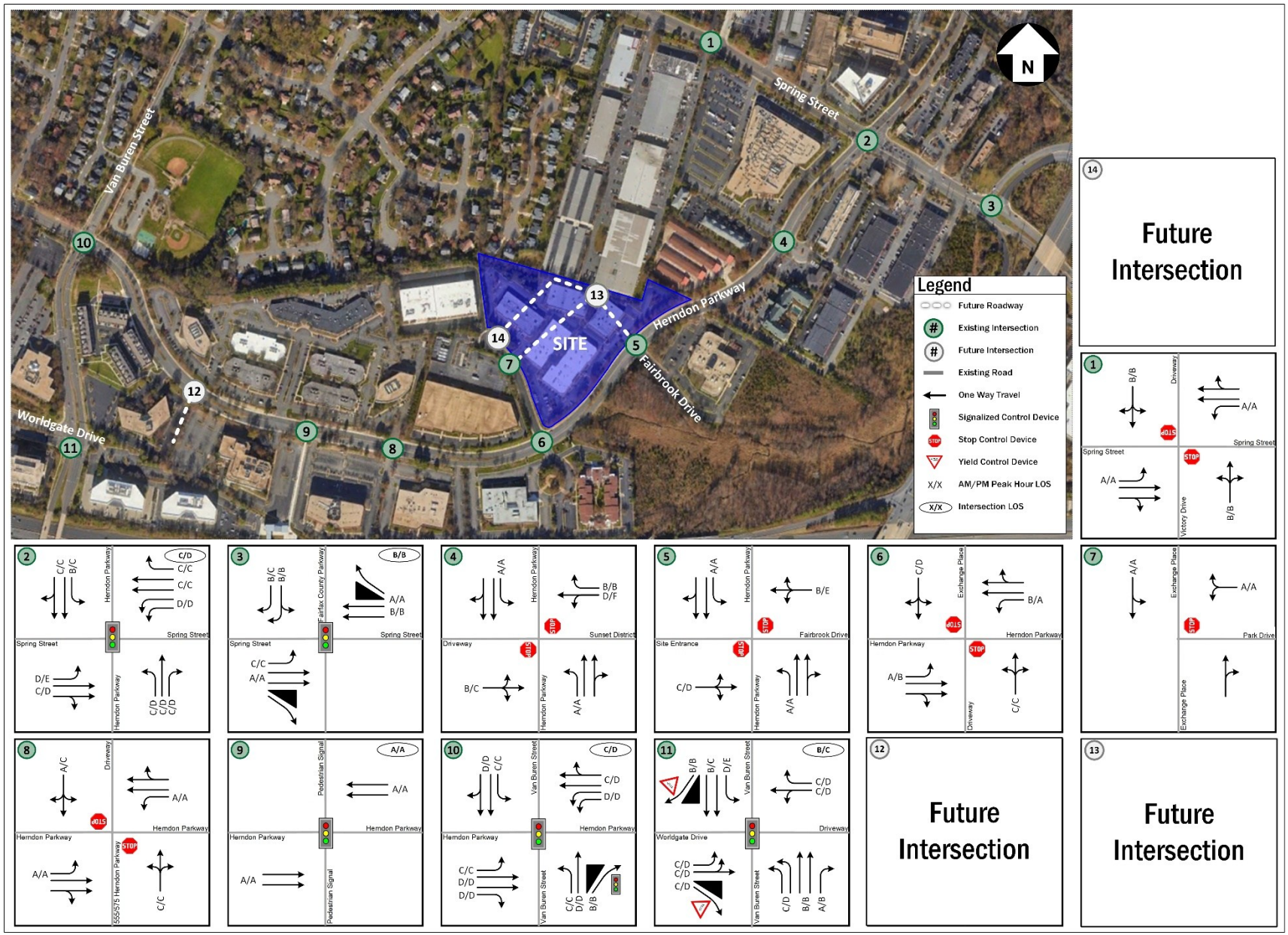


Figure 13: Existing (2024) Levels of Service and Lane Configuration

Future Conditions without Development (2027)

Future without Development (2027) Traffic Volumes

The anticipated project build-out year is 2027. The future traffic volumes were projected by increasing the existing volumes to 2027 using a background growth rate of one (1) percent per year.

Regional Growth

According to historical ADT data as shown in Table 5, there has been little growth along streets within the study area in recent years. As agreed, upon with Town of Herndon staff, a growth rate of one (1) percent per year was applied to the existing volumes between 2024 and 2027, as shown in Figure 14.

Table 5: Historical Growth Rate

			AADT							Annual % Change (2015-2019)	Annual % Change (2015-2021)	Annual % Change (2015-2022)
Route	From	To	2015	2016	2017	2018	2019	2021	2022			
Van Buren Street	SCL Herndon	Herndon Parkway	22,000	22,000	23,000	22,000	22,000	14,000	15,000	0.0%	-7.3%	-5.3%
Van Buren Street	Herndon Parkway	Alabama Drive	8,400	8,400	8,400	8,400	8,400	6,000	6,400	0.0%	-5.5%	-3.8%
Herndon Parkway	Elden Street	Sterling Road	21,000	21,000	21,000	21,000	21,000	16,000	17,000	0.0%	-4.4%	-3.0%
Spring Street	Victory Drive	Herndon Parkway	12,000	12,000	11,000	11,000	11,000	9,200	9,700	-2.2%	-4.3%	-3.0%
Spring Street	Herndon Parkway	SCL Herndon	35,000	35,000	36,000	38,000	38,000	32,000	34,000	2.1%	-1.5%	-0.4%

Source: VDOT Traffic Data (http://www.virginiadot.org/info/ct-trafficcounts.asp)

Figure 14: Background Growth (2024 to 2027) Traffic Volumes

Approved Background Developments

In addition to the regional background growth, five (5) approved yet currently unbuilt developments in the vicinity of the site were taken into consideration. As discussed at the scoping meeting, the following developments were included in the 2027 analysis:

- Woodland Park East Block E – 560,000 SF of office and 20,000 SF of retail
- 555 Herndon Parkway – 435 residential units, 200,000 SF of office, and 10,000 SF of retail
    - It is noted that a new traffic signal at the intersection of Herndon Parkway and 555 Herndon Parkway Entrance was assumed to be in place with build-out of the 555 Herndon Parkway development, consistent with the approved Transportation Impact Study.
- Parkview at Herndon Metro – 675 residential units, 413,000 SF of office, and 10,000 SF of retail
    - It is noted that a new traffic signal at the intersection of Herndon Parkway and Worldgate Drive was assumed to be in place with build-out of the Parkview at Herndon Metro development, consistent with the approved Transportation Impact Study.
- Herndon Hotel – 250 room hotel
- Fairbrook Business Park (Phase 1) – 1,080 residential units, a 10,000 SF daycare and 10,000 SF of retail
    - It is noted that a new traffic signal at the intersection of Herndon Parkway and Fairbrook Drive is proffered to be constructed and assumed to be in place with partial build-out of the Fairbrook Business Park development.
    - A preliminary signal warrant analysis was conducted for the intersection of Herndon Parkway and Fairbrook Drive under future conditions for the following two (2) scenarios:
        - With Exchange Place and without Fairbrook Business Park (Phase 1)
        - With Fairbrook Business Park (Phase 1) and without Exchange Place
    - The results of preliminary signal warrant analysis are provided in the *Preliminary Signal Warrant Analysis* section.

A map showing the background development locations is shown in Figure 15. Background development traffic volumes were determined using trip assignments provided in the approved Transportation Impact Studies for the background developments.

Figure 15: Background Development Locations

The total trips generated by the background developments is shown in Figure 16. Excerpts from the approved background development studies are provided in Appendix E.

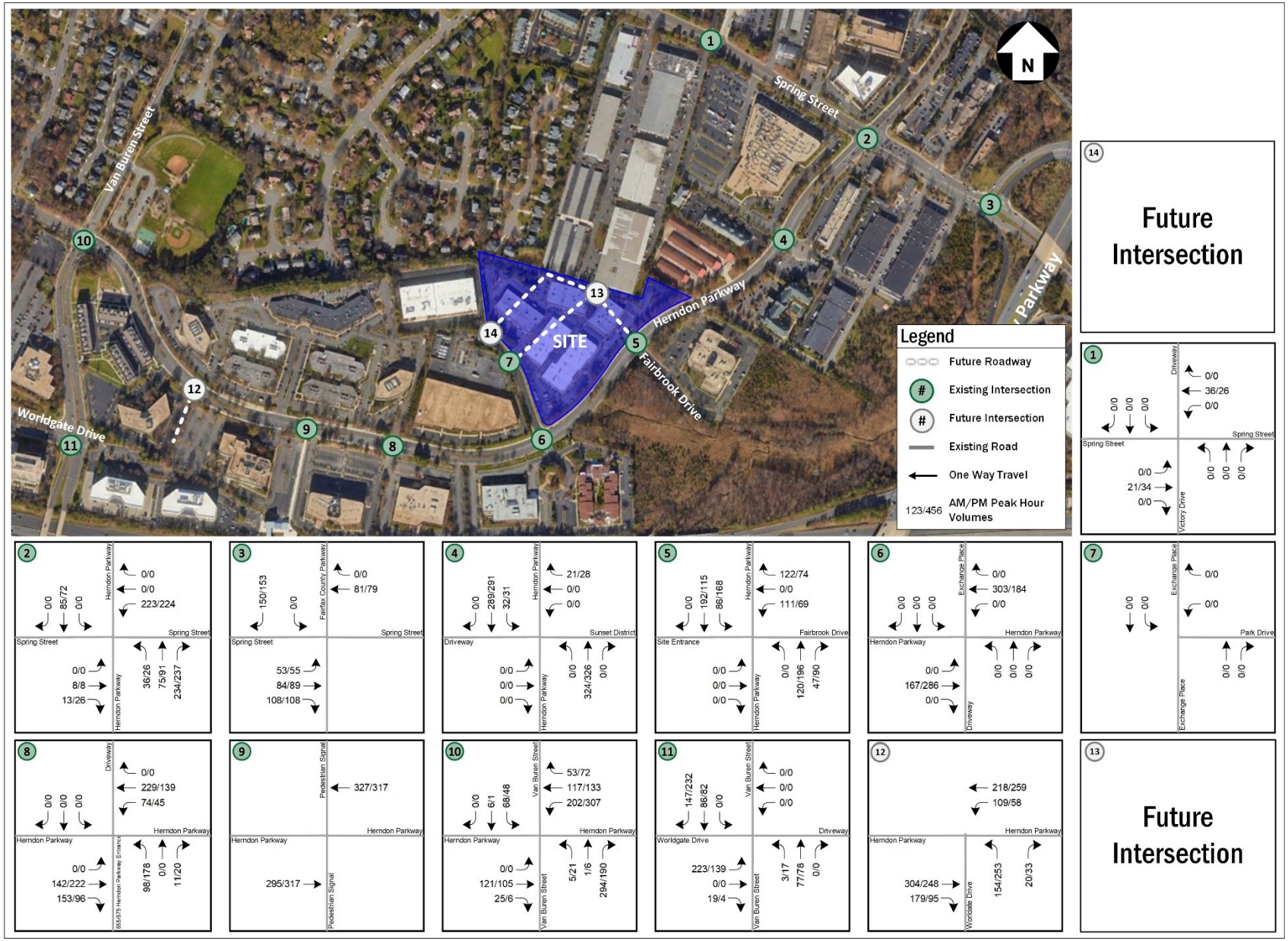


Figure 16: Background Development Total Traffic Volumes (2027)

Planned Future Transportation Improvements

Herndon Metrorail Station Access Improvement Projects

Herndon area station access projects improve pedestrian, vehicle, and bicycle connections to and from the new Silver Line Metro stations. The majority of projects in the Herndon area are being constructed with Fairfax County Department of Transportation (FCDOT) funding to improve Metro station access. In the vicinity of the Exchange Place site, approximately 2,100 feet of two-way cycletrack will be added to the south side of Herndon Parkway.

East Spring Street Improvements Project

The East Spring Street Improvements Project enhances multi-modal service levels along Spring Street and Herndon Parkway at the intersection of those two roads, the approaches to the intersection, and on Spring Street between the intersection and the Fairfax County Parkway overpass. The project is intended to increase vehicular mobility and capacity and improve sidewalk connectivity and safety. It includes a new two-way cycle track along Herndon Parkway which would connect to the W&OD Regional Trail and Sugarland Run Regional Trail. Project highlights include the widening of the intersection with additional through and turn lanes, access management improvements, 2000-foot length of Herndon Parkway cycle track to connect with Sugarland Run Regional Trail, high visibility crosswalks, ADA compliant sidewalks and curb ramps, new sidewalk on the south side of Spring Street to connect with the County sidewalk under the Fairfax County Parkway, and new traffic signals as well as accessible pedestrian signals.

Worldgate Drive Extension

The Worldgate Drive Extension project includes extending Worldgate Drive from Van Buren Street to Herndon Parkway and new signalization at Herndon Parkway and the Worldgate Drive Extension. The improvements include LED traffic/bike/pedestrian signalization, dedicated turning lane capacity improvements, street-lighting, cycle tracks, ADA curb cuts/sidewalks, and paver crosswalks. The pedestrian crossings and improved traffic flow will provide additional safety measures for motorized and non-motorized traffic modes. Safety is a critical component for this project, emphasizing a seamless and safer multimodal environment for pedestrians and cyclists.

Transit Improvements

According to the Fairfax County Transit Development Plan dated March 2016, new transit routes and alignment changes are recommended in the vicinity of the site. The routes will be adjusted in accordance with the phased completion of the Dulles Corridor Metrorail Project. Figure 6 shows the local bus service recommendations in the vicinity of the site per the Transit Development Plan.

Future without Development Traffic Volumes

The Future without Development (2027) lane configuration is shown in Figure 17. Background improvements and their associated background developments are listed below:

- Intersection improvements at Intersections 2 and 3 are associated with the East Spring Street Improvements Project.
- Intersection improvements at Intersection 5 are associated with the Fairbrook Business Park (Phase 1) development.
- Intersection improvements at Intersection 8 are associated with the 555 Herndon Parkway development.
- Intersection improvements at Intersection 12 are associated with the Parkview at Herndon Metro development.

In order to determine the Future without Development (2027) traffic volumes, the trips associated with the regional background growth (Figure 14) and background developments (Figure 16) were added to the Existing (2024) traffic volumes (Figure 12). The Future without Development (2027) traffic volumes are presented in Figure 18.

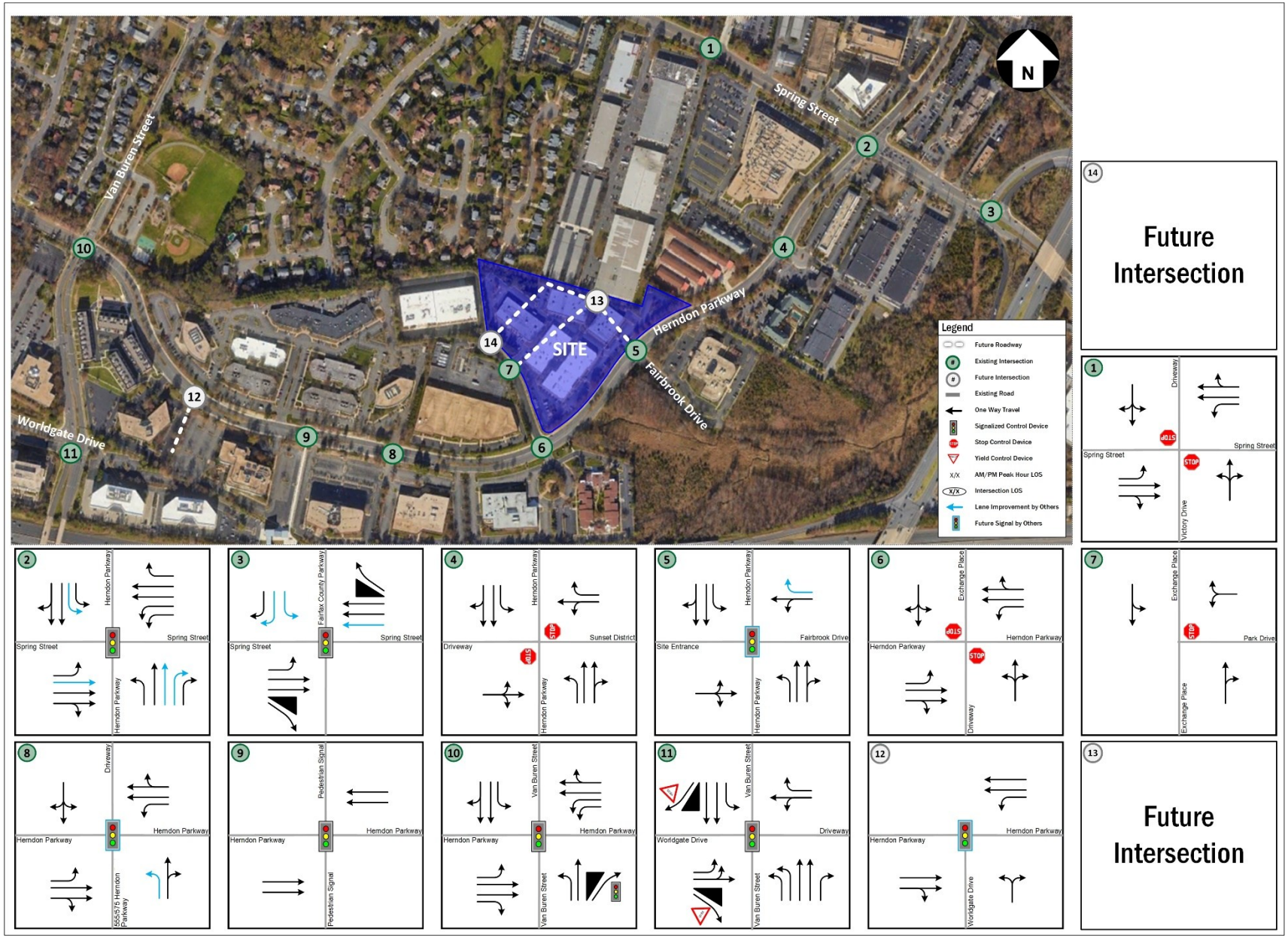


Figure 17: Future without Development (2027) Lane Configuration

Figure 18: Future without Development (2027) Traffic Volumes

Future without Development (2027) Intersection Capacity Analysis

Intersection capacity analysis was performed at the intersections within the study area during the weekday AM and PM peak hours under Future Conditions without Development (2027). *Synchro Version 11* was used to analyze the study intersections and includes level of service (LOS), delay, and queue length comparisons for the turning movements analyzed.

For the purposes of this analysis, HCM 2000 methodology was used for all intersections because HCM 6th Edition methodology prevented Synchro from producing results, in such cases as shared lane configurations and placement of loop detectors.

Consistent with VDOT analysis guidelines, the peak hour factors (by intersection) acquired from the traffic counts, with a minimum of 0.92, were used in the analysis of future conditions.

The results of the intersection capacity analysis from Synchro are presented in Table 6 and are expressed in LOS and delay (seconds per vehicle) per lane group. The average and maximum queue results for each intersection from SimTraffic are also presented in Table 6 and are expressed in feet. Level of service results and proposed lane configurations are also presented in Figure 19. The detailed analysis worksheets are included in Appendix F.

Table 6: Future without Development (2027) Intersection Capacity Analysis Results

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
1	**Spring Street (E/W) and Victory Drive (N/S)**									
	Overall Intersection (TWSC)									
	Eastbound Left	50	A	8.3	1	15	A	0.0	6	30
	Westbound Left	195	A	8.5	1	10	A	8.5	2	14
	Northbound Left/Thru/Right		B	11.2	10	30	B	12.3	22	73
	Southbound Left/Thru/Right		B	15.0	8	32	C	15.5	14	44
2	**Herndon Parkway (N/S) and Spring Street (E/W)**									
	Overall Intersection (Signalized)		**C**	**31.0**			**D**	**43.0**		
	Eastbound Left	160	D	52.3	16	96	F	87.1	29	183
	Eastbound Thru/Right		C	33.9	86	183	D	47.9	196	422
	Westbound Left	260	D	36.7	280	280	D	50.3	262	285
	Westbound Thru		C	20.6	108	210	C	22.0	238	570
	Westbound Right	215	B	19.8	70	159	C	21.0	63	187
	Northbound Left	160	C	24.9	45	121	D	39.5	41	145
	Northbound Thru		C	32.6	61	158	D	47.0	97	212
	Northbound Right		C	32.4	169	357	D	44.7	140	314
	Southbound Left	160	D	40.5	120	182	E	58.9	141	184
	Southbound Thru/Right		C	30.4	37	130	D	37.4	83	245
3	**Spring Street (E/W) and Fairbrook Drive/Fairfax County Parkway Ramps (N/S)**									
	Overall Intersection (Signalized)		**A**	**9.3**			**A**	**9.9**		
	Eastbound Left	230	B	18.6	54	140	C	20.7	82	193
	Eastbound Thru		A	5.6	58	151	A	4.4	44	140
	Westbound Thru		B	12.7	82	122	B	14.9	116	148
	Southbound Left		B	15.9	54	107	C	21.8	47	108
	Southbound Right		B	15.6	102	136	C	21.2	107	138
4	**Herndon Parkway (N/S) and Sunset District (E/W)**									
	Overall Intersection (TWSC)									
	Eastbound Left/Thru/Right		B	13.3	21	58	D	25.9	77	154
	Wesbound Left/Thru		F	79.3	15	48	F	249.0	32	52
	Westbound Right		A	9.7	23	63	A	9.7	30	72
	Northbound Left	140	A	8.9	12	51	B	10.6	2	29
	Southbound Left	205	B	10.9	31	89	B	10.5	32	90
5	**Herndon Parkway (N/S) and Fairbrook Drive/Site Entrance (E/W)**									
	Overall Intersection (Signalized)		**B**	**11.7**			**B**	**11.7**		
	Eastbound Left/Thru/Right		C	20.5	2	26	C	26.1	20	58
	Westbound Left/Thru		C	23.5	60	139	C	28.6	68	132
	Westbound Right		C	20.9	53	121	C	26.0	52	160
	Northbound Left	205	A	7.8	6	32	A	8.9	2	20
	Northbound Thru/Right		B	12.3	125	318	B	14.9	162	396
	Southbound Left	215	A	0.0	45	126	A	0.0	64	195
	Southbound Thru/Right		A	6.4	30	138	A	6.0	200	404
6	**Herndon Parkway (E/W) and Exchange Place/Courtyard Entrance (N/S)**									
	Overall Intersection (TWSC)									
	Eastbound Left	205	A	9.0	8	57	B	11.1	1	27
	Westbound Left	225	B	10.0	3	31	A	9.6	11	102
	Northbound Left/Thru/Right		C	15.1	19	56	B	11.2	20	48
	Southbound Left/Thru/Right		C	17.2	21	69	C	15.0	47	141
7	**Exchange Place (N/S) and Site Entrance (E/W)**									
	Overall Intersection (TWSC)									
	Westbound Left/Right		A	8.7	7	40	A	8.7	45	45
	Southbound Left/Thru		A	0.0	0	0	A	0.0	0	0
8	**Herndon Parkway (E/W) and 555 Herndon Parkway/575 Herndon Pakway Entrance (N/S)**									
	Overall Intersection (Signalized)		**A**	**9.2**			**B**	**13.6**		
	Eastbound Left	185	A	5.2	1	30	A	8.9	0	9
	Easbound Thru/Right		A	9.2	133	364	B	14.5	132	348
	Westbound Left	185	A	5.0	46	118	A	8.5	56	164
	Westbound Thru/Right		A	4.8	39	126	B	11.2	369	674
	Northbound Left		C	32.4	55	136	C	20.7	186	272
	Northbound Thru/Right		C	23.6	8	37	B	17.7	26	133
	Southbound Left/Thru/Right		0	0.0	0	0	C	30.3	7	34
9	**Herndon Parkway (E/W) and Pedestrian Signal (N/S)**									
	Overall Intersection (Signalized)		**A**	**4.3**			**A**	**4.4**		
	Eastbound Thru		A	4.7	166	377	A	4.2	152	389
	Westbound Thru		A	3.5	96	220	A	4.5	334	415

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
10	**Herndon Parkway (E/W) and Van Buren Street (N/S)**									
	Overall Intersection (Signalized)		**D**	**50.2**			**D**	**53.7**		
	Eastbound Left	125	D	36.8	35	149	D	36.3	42	149
	Eastbound Thru		E	55.7	222	402	D	53.7	144	250
	Eastbound Right	190	D	47.4	122	215	D	48.5	85	213
	Westbound Left	450	E	56.0	164	289	F	96.5	468	475
	Westbound Thru/Right		D	35.1	95	197	D	46.8	872	920
	Northbound Left		C	31.4	238	764	D	36.9	272	640
	Northbound Thru		E	57.2	626	914	E	59.4	446	858
	Northbound Right	275	E	56.6	278	300	C	27.2	241	300
	Southbound Left	100	C	32.3	90	124	C	29.1	92	124
	Southbound Thru/Right		D	45.4	131	236	D	46.1	201	250
11	**Van Buren Street (N/S) and Worldgate Drive (E/W)**									
	Overall Intersection (Signalized)		**C**	**22.2**			**C**	**29.0**		
	Eastbound Left		C	30.8	105	206	D	50.2	111	191
	Eastbound Left/Thru		C	30.8	175	224	D	50.7	168	200
	Eastbound Right		C	24.9	6	58	D	39.2	52	177
	Westbound Left/Thru		D	41.7	0	8	D	53.8	29	92
	Westbound Right		D	40.2	2	21	D	50.0	21	75
	Northbound Left	235	C	32.5	121	232	D	48.4	136	239
	Northbound Thru		B	17.7	250	406	B	15.3	211	378
	Northbound Right	225	B	12.4	49	249	B	11.1	2	54
	Southbound Left	155	D	39.5	33	149	E	62.2	7	90
	Southbound Thru		C	20.1	134	286	C	25.6	207	418
	Southbound Right		B	18.2	0	0	C	21.1	3	82
12	**Herndon Parkway (E/W) and Worldgate Drive (N/S)**									
	Overall Intersection (Signalized)		**B**	**13.0**			**B**	**13.6**		
	Eastbound Thru/Right		B	13.9	190	396	B	15.6	182	364
	Westbound Left	160	B	11.1	63	150	A	8.9	69	171
	Westbound Thru		A	4.2	55	176	A	8.3	364	562
	Northbound Left/Right		C	26.5	99	214	C	26.5	250	303
13	**Fairbrook Drive (N/S) and Parallel Street (E/W)**	**Future Intersection**								
14	**Exchange Place (N/S) and Road B (E/W)**	**Future Intersection**								

NOTES:

[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.

[2] Max queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

[3] Average queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

For the purpose of this analysis, it is desirable to achieve an overall level of service (LOS) of D or better for each intersection and LOS E or better for each lane group at an intersection. The results in the table above show that the following intersections have movements that operate below acceptable levels of service during one or more peak hours under Future Conditions without Development (2027). Intersections in **bold** also operate below acceptable levels of service under Existing Conditions (2024).

- Intersection #2: Herndon Parkway and Spring Street – The eastbound left lane operates at LOS F during the PM peak hour.
- **Intersection #4: Herndon Parkway and Sunset District** – The westbound left/through lane operates at LOS F during the AM and **PM** peak hours.
- Intersection #10: Herndon Parkway and Van Buren Street – The westbound left lanes operate at LOS F during the PM peak hour.

Two (2) intersections have an average queue length that exceeds the existing storage length during one or more peak hours:

- Intersection #2: Herndon Parkway and Spring Street
- Intersection #10: Herndon Parkway and Van Buren Street

Four (4) intersections have maximum queue lengths that exceed the existing storage lengths during one or more peak hours:

- Intersection #2: Herndon Parkway and Spring Street
- Intersection #10: Herndon Parkway and Van Buren Street
- Intersection #11: Van Buren Street and Worldgate Drive
- Intersection #12: Herndon Parkway and Worldgate Drive

It is noted that the signal timings for the intersections of Spring Street and Herndon Parkway and Spring Street and Fairfax County Parkway intersection were optimized to account for the East Spring Street Improvements Project.

Figure 19: Future without Development (2027) Levels of Service and Lane Configuration

Future Conditions with Development (2027)

Site Description

The existing site is currently occupied by a 108,402 SF office park that is to be removed. The proposed development includes 400 mid-rise multifamily dwelling units and up to 66 stacked townhouses. Total site build-out is planned for the year 2027.

Site Access

Existing vehicular access is provided via one (1) full-access entrance on Herndon Parkway and (1) full-access entrance on Exchange Place. Site access will continue to be provided via Herndon Parkway and Exchange Place.

2nd Submission Update: The conceptual development plan has been changed since the 1st submission. Future site access on Exchange Place will now be provided via two (2) full-access entrances at Parallel Street and Private Road B.

A conceptual development plan is shown in Figure 20.

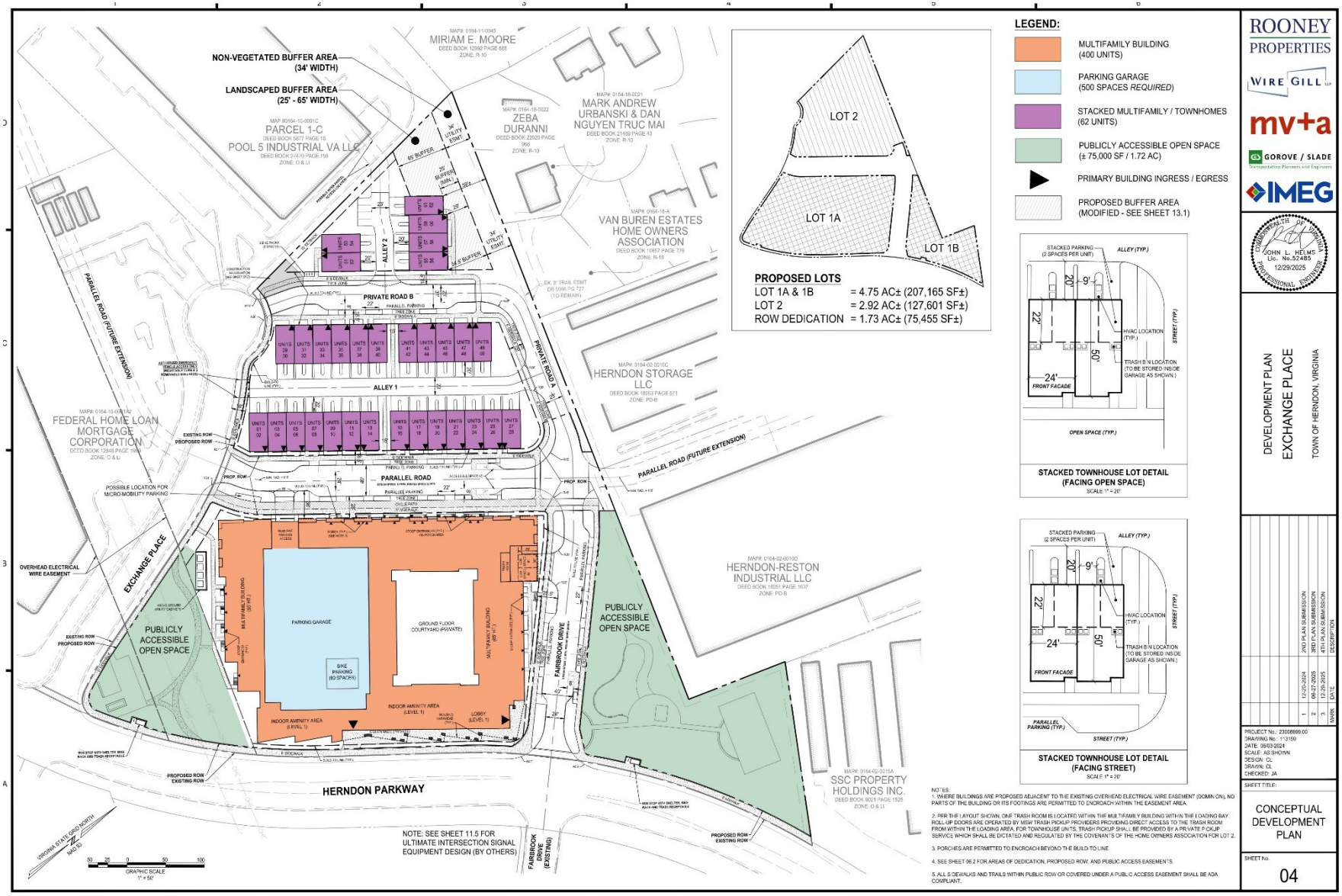


Figure 20: Conceptual Development Plan (Prepared by IMEG)

Transportation Demand Management Plan

The Exchange Place redevelopment provides an opportunity to create a low to medium residential density environment that increases pedestrian and bicycle accessibility in the Transit-Related Growth Area. The encouragement of non-SOV use, non-peak hour SOV trips, and non-automobile modes of transportation will result in less vehicular impacts to the surrounding roadway network.

Transportation Demand Management (TDM) involves many components that are tailored to accommodate a given facility with a goal of reducing peak hour vehicle trips by encouraging alternative forms of transportation. The proffered elements of the TDM Program will be implemented through a TDM Work Plan developed by the Applicant with input from and approval by the Town of Herndon Department of Community Development. The following strategies are anticipated to be considered:

- Appointment of a TDM Program Manager.
- Contributions to resident Metro fare cards and contributions to Fairfax Connector, WMATA, or other public transit service approved by the Town.
- Bicycle racks and bicycle share stations, bicycle storage rooms, and tenant incentives to participate in yearly transportation management surveys.
- Program monitoring to include surveys and/or vehicular traffic counts and yearly reporting to Town staff on utilization of TDM Funds.

Site Generated Volumes

The Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition was used to determine the future trips generated by the proposed development as shown in Table 7.

Table 7: Trip Generation

Land Use	ITE Code	Size	Weekday						
			AM Peak Hour			PM Peak Hour			Daily
Trip Generation, 11th Ed.			In	Out	Total	In	Out	Total	Total
Proposed Development									
Multifamily Housing (Low-Rise)	220	66 DU	10	33	43	31	18	49	498
Multifamily Housing (Mid-Rise)	221	400 DU	38	126	164	95	61	156	1,862
Residential Subtotal Without Reductions			*48*	*159*	*207*	*126*	*79*	*205*	*2,360*
	Mode Split/TDM Reduction	*25%*	*-12*	*-40*	*-52*	*-32*	*-20*	*-52*	*-590*
		Residential Subtotal	*36*	*119*	*155*	*94*	*59*	*153*	*1,770*
Proposed Development Site Trips With Reductions			**36**	**119**	**155**	**94**	**59**	**153**	**1,770**

As shown in Table 7, the proposed development is anticipated to generate approximately 155 trips during the AM peak hour, 153 trips during the PM peak hour, and 1,770 trips on a typical weekday with reductions.

A mode split/TDM reduction of 25 percent was applied to the residential uses, consistent with other studies in the area. Given the location of the Exchange Place site and its proximity to the Herndon Metro Station, access to transit, and the increased pedestrian and bicycle facilities in the Town, 25 percent is considered appropriate for the nature of the site development.

Site Trip Distribution and Assignment

The distribution of site trips was based on the anticipated travel patterns for the future roadway network, location of employment/retail areas within the region, and general engineering judgment with input from Town of Herndon staff. The direction of approach assumptions for traffic generated by the proposed development are shown in Table 8 and graphically in Figure 21.

The peak hour trips generated by the site are shown in Figure 22.

Due to the site being converted from office to residential, the trips associated with the existing office space were removed from the roadway network. The trips that were removed are based on field counts that were taken at the existing site entrances. The removed trips are shown in Figure 23.

Table 8: Directional Distribution Table

To/From	Distribution
West along Herndon Parkway	20%
East along Herndon Parkway	10%
North along Spring Street	5%
South along Spring Street	10%
North along Van Buren Street	5%
South along Van Buren Street	20%
North along Fairfax County Parkway	5%
South along Fairfax County Parkway	10%
West along Worldgate Drive	15%
Total	**100%**

Figure 21: Site Trip Distribution

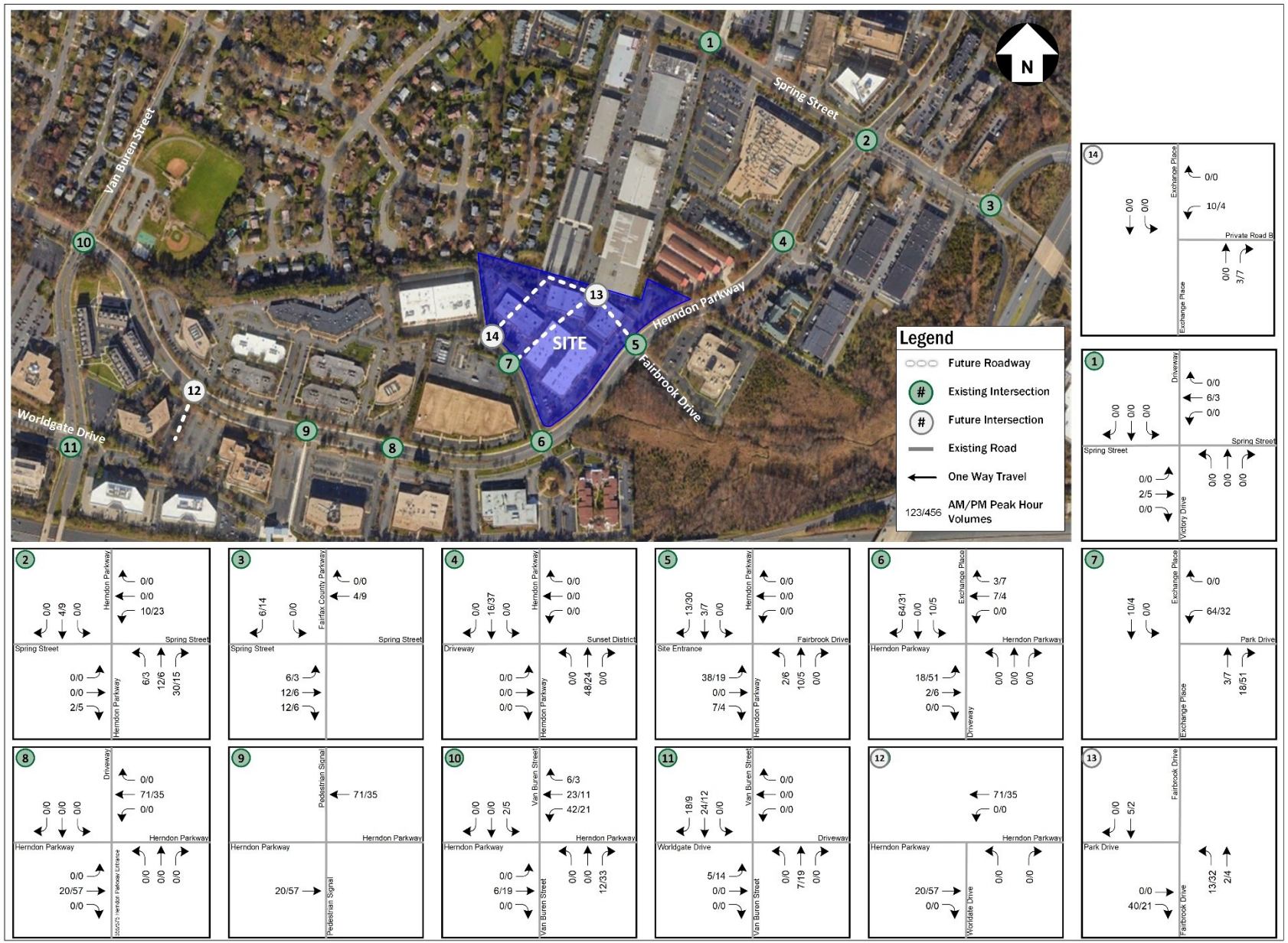


Figure 22: Site Trips (2027)

Figure 23: Removed Trips

Future with Development (2027) Traffic Volumes

In order to determine the Future with Development (2027) traffic volumes, the trips associated with the existing development (Figure 23) were removed and the site generated volumes for the proposed development (Figure 22) were added to the Future without Development (2027) traffic volumes (Figure 18). The Future with Development (2027) traffic volumes are presented in Figure 24.

Figure 24: Future with Development (2027) Traffic Volumes

(Note: The one-vehicle difference observed in the eastbound through movement in the PM peak hour at Intersection 8 (968 vs. 967) is due to rounding within Vistro software. The volume projection methodology was verified to be correct, and this one-trip variation has a negligible impact on the analysis results.)

Future with Development (2027) Intersection Capacity Analysis

Intersection capacity analysis was performed in a manner consistent with the methodology used for the Future Conditions without Development (2027) analysis.

The results of the intersection capacity analysis from Synchro are presented in Table 9 and are expressed in LOS and delay (seconds per vehicle) per lane group. The average and maximum queue results for each intersection from SimTraffic are also presented in Table 9 and are expressed in feet. Level of service results and proposed lane configurations are also presented in Figure 25. The detailed analysis worksheets are included in Appendix G.

Table 9: Future with Development (2027) Intersection Capacity Analysis Results

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
1	**Spring Street (E/W) and Victory Drive**									
	Overall Intersection (TWSC)									
	Eastbound Left	50	A	8.3	1	20	A	0.0	0	0
	Westbound Left	195	A	8.5	1	15	A	8.5	3	16
	Northbound Left/Thru/Right		B	11.2	10	30	B	12.3	19	49
	Southbound Left/Thru/Right		C	15.0	9	33	C	15.5	13	40
2	**Herndon Parkway (N/S) and Spring Street (E/W)**									
	Overall Intersection (Signalized)		**C**	**31.3**			**D**	**43.3**		
	Eastbound Left	160	D	53.3	17	88	E	65.8	39	166
	Eastbound Thru/Right		C	34.5	114	196	D	49.0	200	393
	Westbound Left	260	D	37.5	175	320	D	50.3	457	627
	Westbound Thru		C	21.1	108	217	C	23.2	258	578
	Westbound Right	215	C	20.3	68	157	C	22.1	68	188
	Northbound Left	160	C	24.8	51	146	D	39.6	40	150
	Northbound Thru		C	32.5	60	156	D	47.1	107	230
	Northbound Right		C	32.5	192	364	D	44.8	137	310
	Southbound Left	160	D	41.1	126	184	E	58.9	148	184
	Southbound Thru/Right		C	30.2	78	251	D	37.5	182	302
3	**Spring Street (E/W) and Fairbrook Drive/Fairfax County Parkway Ramps (N/S)**									
	Overall Intersection (Signalized)		**A**	**9.5**			**A**	**10.0**		
	Eastbound Left	230	B	15.9	54	157	C	21.0	82	189
	Eastbound Thru		A	5.4	58	139	A	4.3	45	142
	Westbound Thru		B	14.0	78	123	B	14.8	117	140
	Southbound Left		B	16.7	50	106	C	22.0	42	103
	Southbound Right		B	16.3	102	135	C	21.3	108	134
4	**Herndon Parkway (N/S) and Sunset District (E/W)**									
	Overall Intersection (TWSC)									
	Eastbound Left/Thru/Right		B	13.4	20	58	D	27.3	70	161
	Wesbound Left/Thru		F	89.2	16	52	F	263.9	35	55
	Westbound Right		A	9.8	24	61	A	9.7	33	76
	Northbound Left	140	A	8.9	12	52	B	10.8	4	27
	Southbound Left	205	B	11.2	35	97	B	10.6	33	101
5	**Herndon Parkway (N/S) and Fairbrook Drive/Site Entrance (E/W)**									
	Overall Intersection (Signalized)		**B**	**12.1**			**B**	**11.6**		
	Eastbound Left/Thru/Right		C	20.7	27	73	C	25.6	18	64
	Westbound Left/Thru		C	23.8	54	119	C	28.5	61	140
	Westbound Right		C	21.0	55	132	C	26.0	58	155
	Northbound Left	205	A	0.0	1	17	A	0.0	4	28
	Northbound Thru/Right		B	12.5	124	301	B	14.8	154	418
	Southbound Left	215	A	5.8	42	125	A	6.7	82	200
	Southbound Thru/Right		A	6.4	30	118	A	6.1	176	504
6	**Herndon Parkway (E/W) and Exchange Place/Courtyard Entrance (N/S)**									
	Overall Intersection (TWSC)									
	Eastbound Left	205	A	9.0	10	53	B	11.8	27	90
	Westbound Left	225	B	10.0	4	31	A	9.5	29	185
	Northbound Left/Thru/Right		C	16.3	17	60	B	12.4	19	55
	Southbound Left/Thru/Right		B	14.8	49	124	B	14.6	112	304
7	**Exchange Place (N/S) and Site Entrance (E/W)**									
	Overall Intersection (TWSC)									
	Westbound Left/Right		A	9.1	32	67	A	9.1	24	76
	Southbound Left/Thru		A	0.0	0	0	A	0.0	0	5
8	**Herndon Parkway (E/W) and 555 Herndon Parkway/575 Herndon Pakway Entrance (N/S)**									
	Overall Intersection (Signalized)		**A**	**9.1**			**B**	**13.7**		
	Eastbound Left	185	A	5.2	1	22	A	8.7	1	18
	Easbound Thru/Right		A	9.2	135	339	B	14.6	137	358
	Westbound Left	185	A	5.0	41	116	A	8.7	75	191
	Westbound Thru/Right		A	4.9	35	105	B	11.1	452	739
	Northbound Left		C	32.4	42	67	C	21.5	47	62
	Northbound Thru/Right		C	23.6	9	35	B	18.4	6	40
	Southbound Left/Thru/Right		A	0.0	0	0	C	31.0	8	36
9	**Herndon Parkway (E/W) and Pedestrian Signal (N/S)**									
	Overall Intersection (Signalized)		**A**	**4.3**			**A**	**4.5**		
	Eastbound Thru		A	4.7	168	372	A	4.4	134	346
	Westbound Thru		A	3.6	110	243	A	4.6	346	416

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
10	**Herndon Parkway (E/W) and Van Buren Street (N/S)**									
	Overall Intersection (Signalized)		**D**	**50.1**			**D**	**54.9**		
	Eastbound Left	125	D	35.4	41	149	D	36.2	46	149
	Eastbound Thru		D	53.5	218	386	D	54.1	148	275
	Eastbound Right	190	D	45.7	122	215	D	48.4	86	211
	Westbound Left	450	E	60.6	184	317	F	104.6	472	475
	Westbound Thru/Right		D	36.4	106	263	D	47.0	893	922
	Northbound Left		C	29.4	202	742	D	37.3	310	706
	Northbound Thru		D	53.9	566	914	E	59.7	529	906
	Northbound Right	275	E	59.0	273	300	C	24.1	260	300
	Southbound Left	100	C	30.2	90	124	C	29.5	92	124
	Southbound Thru/Right		D	43.2	131	229	D	46.4	196	241
11	**Van Buren Street (N/S) and Worldgate Drive (E/W)**									
	Overall Intersection (Signalized)		**C**	**22.2**			**C**	**29.3**		
	Eastbound Left		C	31.3	89	201	D	51.1	113	197
	Eastbound Left/Thru		C	31.3	164	224	D	51.7	175	212
	Eastbound Right		C	25.2	11	72	D	39.2	53	175
	Westbound Left/Thru		D	42.0	0	7	D	54.1	29	74
	Westbound Right		D	40.4	2	21	D	50.3	22	78
	Northbound Left	235	C	32.8	111	235	D	48.7	142	241
	Northbound Thru		B	17.6	229	410	B	15.5	238	400
	Northbound Right	225	B	12.4	31	210	B	11.2	2	56
	Southbound Left	155	D	39.8	26	91	E	62.5	7	74
	Southbound Thru		C	20.2	135	279	C	25.8	232	466
	Southbound Right		B	18.2	0	0	C	21.3	5	64
12	**Herndon Parkway (E/W) and Worldgate Drive (N/S)**									
	Overall Intersection (Signalized)		**B**	**12.7**			**B**	**13.9**		
	Eastbound Thru/Right		B	13.8	179	377	B	15.8	183	348
	Westbound Left	160	B	11.1	58	154	A	9.4	79	185
	Westbound Thru		A	4.3	63	184	A	8.4	433	578
	Northbound Left/Right		C	31.2	93	194	C	28.0	226	309
13	**Fairbrook Drive (N/S) and Parallel Street (E/W)**									
	Overall Intersection (AWSC)		**A**	**6.8**			**A**	**7**		
	Eastbound Left/Right		A	6.5	25	51	A	6.5	15	33
	Northbound Left/Thru		A	7.3	13	33	A	7.4	21	48
	Southbound Thru/Right		A	7.1	4	30	A	7.0	2	27
14	**Exchange Place (N/S) and Road B**									
	Overall Intersection (TWSC)									
	Westbound Left/Right		A	8.6	8	33	A	8.6	4	33

NOTES:

[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.

[2] Max queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

[3] Average queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

For the purpose of this analysis, it is desirable to achieve an overall level of service (LOS) of D or better for each intersection and LOS E or better for each lane group at an intersection. The results in the table above show that the following intersections have movements that operate below acceptable levels of service during one or more peak hours under Future Conditions with Development (2027). Intersections in **bold** also operate below acceptable levels of service under Future Conditions without Development (2027).

- **Intersection #4: Herndon Parkway and Sunset District** – The westbound left/through lane operates at LOS F during the **AM and PM** peak hours. It is noted that the TRG Small Area Plan proposes a new traffic signal at this intersection.
- **Intersection #10: Herndon Parkway and Van Buren Street** – The westbound left lanes operate at LOS F during the **PM** peak hour.

Two (2) intersections have an average queue length that exceeds the existing storage length during one or more peak hours:

- Intersection #2: Herndon Parkway and Spring Street

- Intersection #10: Herndon Parkway and Van Buren Street

Five (5) intersections have maximum queue lengths that exceed the existing storage lengths during one or more peak hours:

- Intersection #2: Herndon Parkway and Spring Street
- Intersection #8: Herndon Parkway and 555 Herndon Parkway/575 Herndon Parkway Entrance
- Intersection #10: Herndon Parkway and Van Buren Street
- Intersection #11: Van Buren Street and Worldgate Drive
- Intersection #12: Herndon Parkway and Worldgate Drive

It should be noted that free-flow movements at unsignalized intersections do not produce results in Synchro.

It is noted that the following transportation improvements are associated with the approved yet unbuilt Fairbrook Business Park development. These improvements are not anticipated to be in place by 2027.

- Intersection #5: Herndon Parkway and Fairbrook Drive
    - Extend the existing left turning lane on southbound Herndon Parkway to a stacking length of 225 feet.
    - Construct a right turn lane on the northbound Herndon Parkway.

Preliminary Signal Warrant Analysis – Herndon Parkway and Fairbrook Drive

The Fairbrook Business Park approval includes the following proffer condition:

> *The Applicant will install a traffic signal for the full signalization of the Fairbrook Drive and Herndon Parkway intersection. The traffic signal will include accessible pedestrian signals. The need for the traffic signal will be assessed with each site plan and will be installed prior to the issuance of a permanent certificate of occupancy for the New Building which generates the need for the signal.*

In order to determine if a signal is warranted at the intersection of Herndon Parkway and Fairbrook Drive, a preliminary signal warrant analysis was conducted under future conditions for the following two (2) scenarios:

- With Exchange Place and without Fairbrook Business Park (Phase 1)
- With Fairbrook Business Park (Phase 1) and without Exchange Place

The warrant analysis was conducted using the Traffic Signal Warrant Using Average Daily Traffic Estimate (Table 4C-V1) per the Virginia Supplement to the 2009 Manual on Uniform Traffic Control Devices (MUTCD).

As shown in Table 11 and Table 12, a signal at Herndon Parkway and Fairbrook Drive would not be warranted with Exchange Place and without Fairbrook Business Park (Phase 1), but would be warranted with Fairbrook Business Park (Phase 1) and without Exchange Place.

It is noted that the Exchange Place development site trips account for approximately 4.0 percent of the Future with Development (2027) intersection volume during the AM peak hour and approximately 3.1 percent of the intersection volume during the PM peak hour at Intersection #5.

Table 10: Preliminary Signal Warrant Analysis Summary

Development Included		Signal Warranted?
Exchange Place	Fairbrook Phase 1	
Yes	No	**No**
No	Yes	**Yes**

Table 11: Preliminary Signal Warrant Analysis (Intersection #5) – With Exchange Place and without Fairbrook Business Park (Phase 1)

Condition	Estimated ADT		Signal Warrant Requirements		Meets?	Signal Warrant Met?
	Major Street (Both Directions)	Minor Street (One Direction Only)	Major Street (Both Directions)	Minor Street (One Direction Only)		
100% Thresholds						
Condition A	19,000	335	9,600	2,400	No	**No**
Condition B			14,400	1,200	No	
80% Thresholds						
Condition A			7,680	1,920	No	
Condition B			11,520	960	No	

Notes: Herndon Parkway (major street) ADT based on VDOT 2023 Traffic Data Publications. Fairbrook Drive (minor street) ADT based on ITE weekday trip generation for proposed development.

Table 12: Preliminary Signal Warrant Analysis (Intersection #5) – With Fairbrook Business Park (Phase 1) and without Exchange Place

Condition	Estimated ADT		Signal Warrant Requirements		Meets?	Signal Warrant Met?
	Major Street (Both Directions)	Minor Street (One Direction Only)	Major Street (Both Directions)	Minor Street (One Direction Only)		
100% Thresholds						
Condition A	19,000	1,700	9,600	3,200	No	**Yes**
Condition B			14,400	1,600	Yes	
80% Thresholds						
Condition A			7,680	2,560	No	
Condition B			11,520	1,280	Yes	

Notes: Herndon Parkway (major street) ADT based on VDOT 2023 Traffic Data Publications. Fairbrook Drive (minor street) ADT based on ITE weekday trip generation for proposed development.

As requested by Town of Herndon staff, additional level of service, delay, and queuing analyses for Intersection #5 under future conditions without signalization have been provided. Table 13 presents the results for future conditions without Exchange Place and without Fairbrook Business Park (Phase 1), and Table 14 presents the results for future conditions with Exchange Place and without Fairbrook Business Park (Phase 1).

The traffic volumes and detailed analysis worksheets are included in Appendix F and Appendix H, respectively.

Table 13: Future (2027) without Exchange Place and without Fairbrook Business Park (Phase 1) Intersection Capacity Analysis Results – Intersection #5 (Unsignalized)

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
5	**Herndon Parkway (N/S) and Fairbrook Drive/Site Entrance (E/W) Overall Intersection (Unsignalized)**									
	Eastbound Left/Thru/Right		D	26.0	2	24	F	69.6	18	58
	Westbound Left/Thru/Right		B	12.2	1	21	F	154.4	2	44
	Northbound Left	205	A	8.5	3	32	B	10.4	1	60
	Southbound Left	215	A	0.0	0	0	A	0.0	0	0

NOTES:
[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.
[2] Max queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.
[3] Average queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

Table 14: Future (2027) with Exchange Place and without Fairbrook Business Park (Phase 1) Intersection Capacity Analysis Results – Intersection #5 (Unsignalized)

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
5	**Herndon Parkway (N/S) and Fairbrook Drive/Site Entrance (E/W) Overall Intersection (Unsignalized)**									
	Eastbound Left/Thru/Right		D	28.3	29	79	F	71.4	16	54
	Westbound Left/Thru/Right		B	12.3	1	22	F	166.5	5	57
	Northbound Left	205	A	8.5	0	14	B	10.6	0	13
	Southbound Left	215	A	0.0	0	0	A	0.0	6	91

NOTES:
[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.
[2] Max queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.
[3] Average queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

As shown in Table 13, without signalization and without Exchange Place, the eastbound and westbound (minor street) approaches operate below acceptable levels of service during the PM peak hour. As shown in Table 14, without signalization and with Exchange Place, the eastbound and westbound (minor street) approaches continue to operate below acceptable levels of service during the PM peak hour.

The results indicate that under two-way stop control, without Exchange Place and without Fairbrook Business Park (Phase 1), the intersection would still begin to operate below acceptable levels of service in future conditions due to regional growth and other approved background developments in the vicinity of the intersection.

The Exchange Place development's site trips do not cause the intersection to operate below acceptable levels of service.

Potential Mitigations

As noted previously, two (2) intersections have movements that operate below acceptable levels of service under Future Conditions with Development (2027). In order to raise the levels of service to the standards indicated, the following potential mitigations could be considered. It is noted that these mitigations are provided for informational purposes only and are not intended to be funded and implemented solely by this Applicant.

- Intersection #4: Herndon Parkway and Sunset District
    - It is noted that the TRG Small Area Plan proposes a new traffic signal at this intersection.
    - Intersection #4 currently operates under two-way stop control. The westbound left/through movement operates below acceptable levels of service during the PM peak hour under Existing Conditions (2024) and operates below acceptable levels of service during both peak hours under Future Conditions without Development (2027).
    - The Exchange Place development's impact to the intersection is anticipated to be minimal:
        - The Exchange Place development's site trips do not cause the intersection to operate below acceptable levels of service.
        - During the AM peak hour, the delay increase for the westbound left/through movement between the Future without Development and Future with Development scenarios is 9.9 seconds.
        - During the PM peak hour, the delay increase for the westbound left/through movement between the Future without Development and Future with Development scenarios is 14.9 seconds.
    - It is noted that the Exchange Place development site trips account for approximately 3.3 percent of the Future with Development (2027) intersection volume during the AM peak hour and approximately 2.5 percent of the intersection volume during the PM peak hour at Intersection #4.
    - Intersection #4 was analyzed with a traffic signal as a potential mitigation measure:
        - The results of the intersection capacity analysis from Synchro are presented in Table 15 and are expressed in LOS and delay (seconds per vehicle) per lane group. The average and maximum queue results for this intersection from SimTraffic are also presented in Table 15 and are expressed in feet.
        - The results indicate that with a traffic signal, all movements operate at acceptable levels of service during both peak hours.

Table 15: Future with Development (2027) Intersection Capacity Analysis Results – Potential Mitigation Scenario (Intersection #4)

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
4	**Herndon Parkway (N/S) and Sunset District (E/W)**									
	Overall Intersection (Signalized)		**A**	**6.6**			**B**	**10.0**		
	Eastbound Left/Thru/Right		C	22.3	20	68	C	23.7	51	133
	Wesbound Left/Thru		C	23.3	14	44	C	25.1	26	52
	Westbound Right		C	22.4	24	57	C	23.2	33	68
	Northbound Left	140	A	3.5	16	58	A	6.3	3	33
	Northbound Thru/Right		A	6.8	107	405	B	10.4	128	390
	Southbound Left	205	A	3.5	37	108	A	5.2	39	118
	Southbound Thru/Right		A	4.2	34	184	A	6.7	103	307

NOTES:

[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.

[2] Max queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

[3] Average queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

- Intersection #10: Herndon Parkway and Van Buren Street
    - Intersection #10 is a signalized intersection that recently had major geometric improvements completed in 2023. The westbound left lanes operate below acceptable levels of service during the PM peak hour under Future Conditions without Development (2027).
    - The Exchange Place development's impact on the intersection is anticipated to be minimal:
        - The Exchange Place development's site trips do not cause the intersection to operate below acceptable levels of service.
        - During the PM peak hour, the delay increase for the westbound left movement between the Future without Development and Future with Development scenarios is 8.1 seconds.
    - Signal timing modifications are recommended, not as a result of this development and not intended to be funded and implemented solely by this Applicant, as a potential mitigation measure to improve the level of service for the westbound left movement during the PM peak hour.
    - As noted previously, major geometric improvements were recently completed at this intersection including adding an additional westbound turn lane. To maintain pedestrian safety and convenience adjacent to the Herndon Transit-Oriented Core (HTOC), no additional geometric improvements are recommended.

Figure 25: Future with Development (2027) Levels of Service and Lane Configuration

Future Conditions with Development (2027) with 575 Herndon Parkway

There is a nearby proposed redevelopment, referred to in this study as "575 Herndon Parkway", located at 575 Herndon Parkway in the Town of Herndon, Virginia. The site is comprised of one (1) parcel identified as Tax Map #16-4 ((10)) 6A. The existing site is currently occupied by a 139,200 SF office building and surface parking. The proposed redevelopment includes 525 mid-rise multifamily dwelling units and a 16,900 SF high-turnover sit-down restaurant. Site access is planned to be provided via Herndon Parkway.

At the request of Town of Herndon staff, a Future with Development (2027) scenario with 575 Herndon Parkway was evaluated for informational purposes.

575 Herndon Parkway Site Generated Volumes

The Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition was used to determine the future trips generated by the proposed development as shown in Table 16. A TDM Reduction/Mode Spilt of 45 percent was applied to the residential use based on proximity to Herndon Metro, and a TDM Reduction/Mode Split of 25 percent was applied to the commercial use, consistent with the 575 Herndon Parkway TIS.

Table 16: 575 Herndon Parkway Site Trip Generation with Reductions

Land Use	ITE Code	Size	------ Weekday ------						
			AM Peak Hour			PM Peak Hour			Daily
Trip Generation, 11th Ed.			In	Out	Total	In	Out	Total	Total
Proposed Development									
Multifamily Housing (Mid-Rise)	221	525 DU	51	169	220	126	80	206	2,458
Mode Split/TDM Reduction		*45%*	*-23*	*-76*	*-99*	*-56*	*-36*	*-92*	*-1,106*
		Residential Subtotal	*28*	*93*	*121*	*70*	*44*	*114*	*1,352*
High-Turnover (Sit-Down) Restaurant	932	17 KSF	89	73	162	93	60	153	1,812
Mode Split/TDM Reduction		*25%*	*-22*	*-18*	*-40*	*-23*	*-15*	*-38*	*-453*
		Commercial Subtotal	*67*	*55*	*122*	*70*	*45*	*115*	*1,359*
Proposed Development Site Trips With Reductions			**94**	**148**	**242**	**139**	**89**	**228**	**2,711**

As shown in Table 16, the proposed 575 Herndon Parkway development is anticipated to generate approximately 242 trips during the AM peak hour, 228 trips during the PM peak hour, and 2,711 trips on a typical weekday with reductions.

Future with Development (2027) with 575 Herndon Parkway Traffic Volumes

In order to determine the Future with Development (2027) with 575 Herndon Parkway traffic volumes, the trips associated with the 575 Herndon Parkway development (Figure 26) were added to the Future with Development (2027) traffic volumes (Figure 24). The Future with Development (2027) with 575 Herndon Parkway traffic volumes are presented in Figure 27.

Figure 26: 575 Herndon Parkway Site Trips (2027)

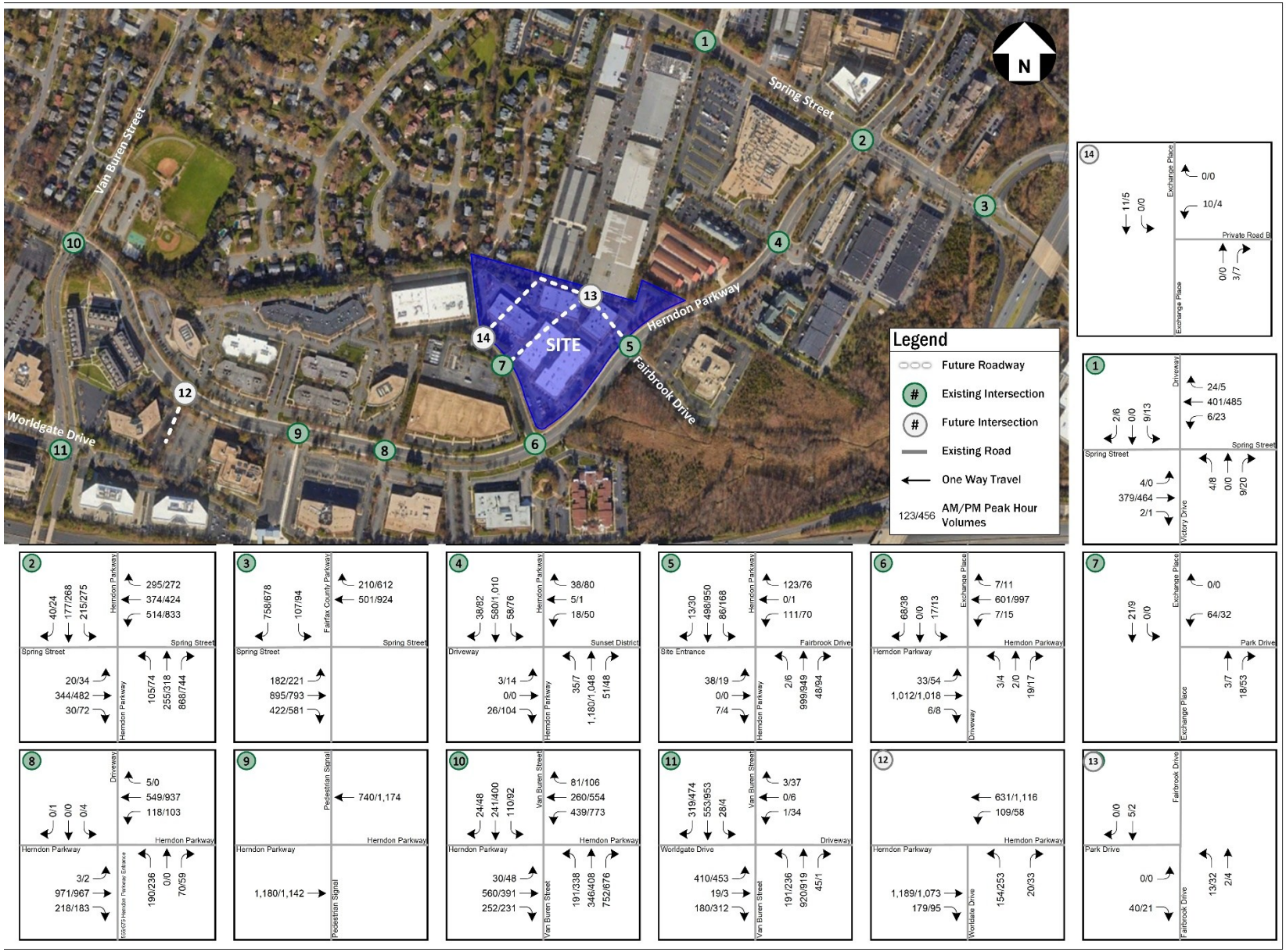


Figure 27: Future with Development (2027) with 575 Herndon Parkway Traffic Volumes

Future with Development (2027) with 575 Herndon Parkway Intersection Capacity Analysis

Intersection capacity analysis was performed in a manner consistent with the methodology used for the Future Conditions without Development (2027) analysis.

The results of the intersection capacity analysis from Synchro are presented in Table 17 and are expressed in LOS and delay (seconds per vehicle) per lane group. The average and maximum queue results for each intersection from SimTraffic are also presented in Table 17 and are expressed in feet. Level of service results and proposed lane configurations are also presented in Figure 28. The detailed analysis worksheets are included in Appendix H.

Table 17: Future with Development (2027) with 575 Herndon Parkway Intersection Capacity Analysis Results

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
1	**Spring Street (E/W) and Victory Drive**									
	Overall Intersection (TWSC)									
	Eastbound Left	50	A	8.3	1	15	A	0.0	0	0
	Westbound Left	195	A	8.5	0	9	A	8.5	2	22
	Northbound Left/Thru/Right		B	11.2	10	28	B	12.4	17	46
	Southbound Left/Thru/Right		C	15.0	9	31	C	15.7	14	42
2	**Herndon Parkway (N/S) and Spring Street (E/W)**									
	Overall Intersection (Signalized)		**C**	**32.5**			**D**	**43.8**		
	Eastbound Left	160	E	56.0	16	72	E	66.2	33	169
	Eastbound Thru/Right		D	36.1	117	208	D	49.2	186	375
	Westbound Left	260	D	39.0	196	355	D	49.9	545	627
	Westbound Thru		C	21.7	107	212	C	22.3	334	617
	Westbound Right	215	C	20.8	71	177	C	21.3	74	194
	Northbound Left	160	C	25.4	63	170	D	39.4	46	167
	Northbound Thru		C	33.1	73	202	D	49.0	104	209
	Northbound Right		C	33.7	215	420	D	46.2	143	279
	Southbound Left	160	D	43.1	138	184	E	59.0	160	184
	Southbound Thru/Right		C	30.7	94	271	D	40.7	192	306
3	**Spring Street (E/W) and Fairbrook Drive/Fairfax County Parkway Ramps (N/S)**									
	Overall Intersection (Signalized)		**A**	**9.6**			**B**	**10.2**		
	Eastbound Left	230	B	16.1	68	183	C	21.5	93	204
	Eastbound Thru		A	5.4	60	143	A	4.4	48	160
	Westbound Thru		B	14.2	84	124	B	15.0	121	142
	Southbound Left		B	17.0	59	111	C	22.3	48	107
	Southbound Right		B	16.6	105	134	C	21.6	110	136
4	**Herndon Parkway (N/S) and Sunset District (E/W)**									
	Overall Intersection (TWSC)									
	Eastbound Left/Thru/Right		B	14.0	19	61	D	29.5	68	156
	Wesbound Left/Thru		F	110.3	17	51	F	294.9	37	63
	Westbound Right		A	9.7	24	60	A	9.8	36	64
	Northbound Left	140	A	9.1	10	54	B	11.1	3	30
	Southbound Left	205	B	11.5	39	114	B	10.7	39	126
5	**Herndon Parkway (N/S) and Fairbrook Drive/Site Entrance (E/W)**									
	Overall Intersection (Signalized)		**B**	**12.2**			**B**	**11.7**		
	Eastbound Left/Thru/Right		C	21.9	26	70	C	26.2	17	66
	Westbound Left/Thru		C	25.2	62	134	C	29.2	59	150
	Westbound Right		C	22.2	58	149	C	26.6	59	153
	Northbound Left	205	A	0.0	1	16	A	0.0	4	28
	Northbound Thru/Right		B	12.6	131	320	B	15.0	152	385
	Southbound Left	215	A	6.1	43	120	A	7.2	85	217
	Southbound Thru/Right		A	6.3	28	94	A	6.2	161	674
6	**Herndon Parkway (E/W) and Exchange Place/Courtyard Entrance (N/S)**									
	Overall Intersection (TWSC)									
	Eastbound Left	205	A	9.1	13	73	B	12.2	26	109
	Westbound Left	225	B	10.2	3	38	A	9.7	28	207
	Northbound Left/Thru/Right		C	16.8	17	57	B	12.6	20	60
	Southbound Left/Thru/Right		B	14.6	50	128	B	14.9	110	289
7	**Exchange Place (N/S) and Site Entrance (E/W)**									
	Overall Intersection (TWSC)									
	Westbound Left/Right		A	9.1	30	66	A	9.1	25	74
	Southbound Left/Thru		A	0.0	0	0	A	0.0	1	12
8	**Herndon Parkway (E/W) and 555 Herndon Parkway/575 Herndon Pakway Entrance (N/S)**									
	Overall Intersection (Signalized)		**B**	**15.5**			**B**	**14.8**		
	Eastbound Left	185	A	6.5	1	24	A	8.6	1	39
	Easbound Thru/Right		B	12.1	200	396	B	15.4	180	401
	Westbound Left	185	A	7.6	65	152	B	10.0	120	210
	Westbound Thru/Right		A	5.5	29	125	A	9.7	422	736
	Northbound Left		E	66.9	52	74	C	32.6	50	67
	Northbound Thru/Right		C	25.5	28	60	C	22.4	13	58
	Southbound Left/Thru/Right		A	0.0	0	0	D	35.2	4	34
9	**Herndon Parkway (E/W) and Pedestrian Signal (N/S)**									
	Overall Intersection (Signalized)		**A**	**4.5**			**A**	**4.8**		
	Eastbound Thru		A	4.9	173	381	A	4.7	135	403
	Westbound Thru		A	3.7	109	236	A	4.8	349	413

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
10	**Herndon Parkway (E/W) and Van Buren Street (N/S)**									
	Overall Intersection (Signalized)		**D**	**49.7**			**E**	**60.2**		
	Eastbound Left	125	D	35.8	36	149	D	36.0	49	149
	Eastbound Thru		D	54.8	234	446	D	54.2	163	288
	Eastbound Right	190	D	46.5	136	215	D	48.1	91	214
	Westbound Left	450	E	62.9	214	347	F	128.0	472	475
	Westbound Thru/Right		D	36.2	120	222	D	47.0	886	927
	Northbound Left		C	30.9	247	838	D	39.0	400	826
	Northbound Thru		E	56.7	659	918	E	61.1	585	918
	Northbound Right	275	D	51.9	285	300	C	27.8	273	300
	Southbound Left	100	C	32.0	98	124	C	30.4	99	124
	Southbound Thru/Right		D	45.0	99	194	D	47.3	158	195
11	**Van Buren Street (N/S) and Worldgate Drive (E/W)**									
	Overall Intersection (Signalized)		**C**	**22.6**			**C**	**29.8**		
	Eastbound Left		C	32.3	111	203	D	53.0	135	204
	Eastbound Left/Thru		C	32.3	179	226	D	53.3	183	223
	Eastbound Right		C	25.7	11	108	D	39.5	40	172
	Westbound Left/Thru		D	42.6	1	18	D	54.7	29	89
	Westbound Right		D	41.2	2	19	D	50.8	21	71
	Northbound Left	235	C	33.8	123	249	D	49.2	156	249
	Northbound Thru		B	17.9	278	421	B	15.8	262	411
	Northbound Right	225	B	12.4	63	250	B	11.2	3	58
	Southbound Left	155	D	40.6	27	113	E	63.0	6	76
	Southbound Thru		C	20.4	139	286	C	26.3	224	449
	Southbound Right		B	18.3	0	0	C	21.4	2	64
12	**Herndon Parkway (E/W) and Worldgate Drive (N/S)**									
	Overall Intersection (Signalized)		**B**	**12.9**			**B**	**14.5**		
	Eastbound Thru/Right		B	14.3	200	400	B	16.5	200	366
	Westbound Left	160	B	12.3	64	166	B	10.4	88	185
	Westbound Thru		A	4.4	71	216	A	8.6	493	570
	Northbound Left/Right		C	32.8	100	206	C	29.9	244	318
13	**Fairbrook Drive (N/S) and Parallel Street (E/W)**									
	Overall Intersection (AWSC)		**A**	**6.8**			**A**	**7**		
	Eastbound Left/Right		A	6.5	23	56	A	6.5	15	33
	Northbound Left/Thru		A	7.3	13	31	A	7.4	21	41
	Southbound Thru/Right		A	7.1	5	31	A	7.0	2	25
14	**Exchange Place (N/S) and Road B**									
	Overall Intersection (TWSC)									
	Westbound Left/Right		A	8.6	10	33	A	8.6	4	32

NOTES:

[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.

[2] Max queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

[3] Average queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

For the purpose of this analysis, it is desirable to achieve an overall level of service (LOS) of D or better for each intersection and LOS E or better for each lane group at an intersection. The results in the table above show that the following intersections have movements that operate below acceptable levels of service during one or more peak hours under Future Conditions with Development (2027) with 575 Herndon Parkway. Intersections in **bold** also operate below acceptable levels of service under Future Conditions without Development (2027).

- **Intersection #4: Herndon Parkway and Sunset District** – The westbound left/through lane operates at LOS F during the **AM and PM** peak hours. It is noted that the TRG Small Area Plan proposes a new traffic signal at this intersection.
- **Intersection #10: Herndon Parkway and Van Buren Street** – The westbound left lanes operate at LOS F during the **PM** peak hour.

Two (2) intersections have an average queue length that exceeds the existing storage length during one or more peak hours:

- Intersection #2: Herndon Parkway and Spring Street

- Intersection #10: Herndon Parkway and Van Buren Street

Six (6) intersections have maximum queue lengths that exceed the existing storage lengths during one or more peak hours:

- Intersection #2: Herndon Parkway and Spring Street
- Intersection #5: Herndon Parkway and Fairbrook Drive/Site Entrance
- Intersection #8: Herndon Parkway and 555 Herndon Parkway/575 Herndon Parkway Entrance
- Intersection #10: Herndon Parkway and Van Buren Street
- Intersection #11: Van Buren Street and Worldgate Drive
- Intersection #12: Herndon Parkway and Worldgate Drive

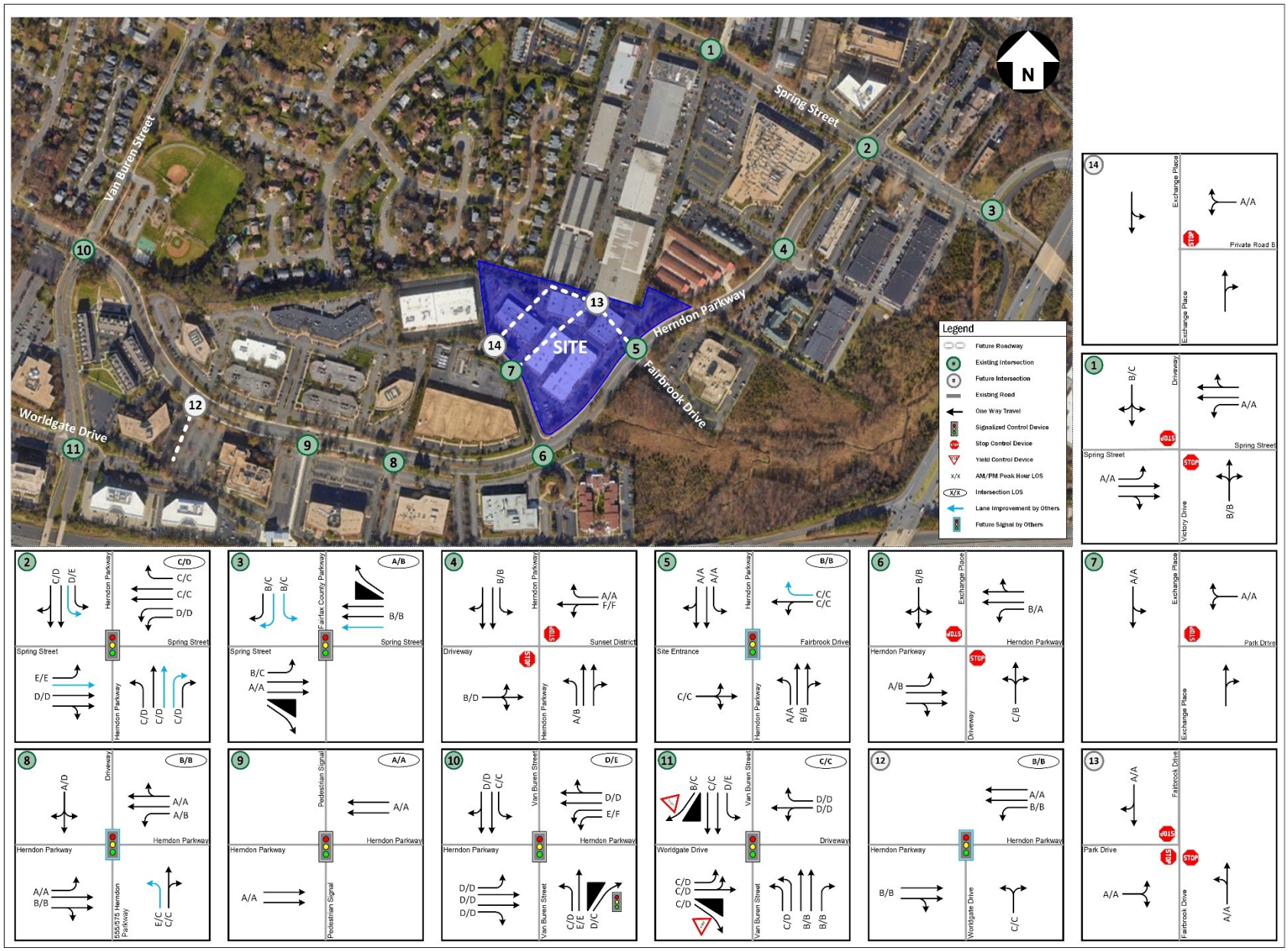


Figure 28: Future with Development (2027) with 575 Herndon Parkway Levels of Service and Lane Configuration

Intersection Analysis Summary

As described in the previous sections, vehicular capacity analysis was performed for the following four (4) scenarios:

- **Existing (2024) –** based on existing turning movement traffic volumes.
- **Future without Development (2027)** – assumes existing traffic plus additional traffic due to a 1.0 percent annual growth rate plus traffic due to approved yet unbuilt background developments.
- **Future with Development (2027)** – assumes existing traffic plus additional traffic due to a 1.0 percent annual growth rate plus traffic due to approved yet unbuilt background developments plus future traffic generated by the Exchange Place redevelopment.
- **Future with Development (2027) with 575 Herndon Parkway** – assumes existing traffic plus additional traffic due to a 1.0 percent annual growth rate plus traffic due to approved yet unbuilt background developments plus future traffic generated by the Exchange Place redevelopment and 575 Herndon Parkway redevelopment.

Level of service and queue comparisons for all four (4) scenarios are presented in Table 18, and a queue comparison for all four (4) scenarios is presented in Table 19.

Table 18: LOS and Delay Comparison

No.	Intersection (Movement)	Level of Service (LOS) (Sec./Veh.)							
		AM Peak Hour				PM Peak Hour			
		2024 EX	2027 FB	2027 TF	2027 TF W/ 575	2024 EX	2027 FB	2027 TF	2027 TF W/ 575
1	**Spring Street (E/W) and Park Drive (N/S)**								
	Overall Intersection (TWSC)								
	Eastbound Left	A (8.2)	A (8.3)	A (8.3)	A (8.3)	A (0.0)	A (0.0)	A (0)	A (0)
	Westbound Left	A (8.5)	A (8.5)	A (8.5)	A (8.5)	A (8.4)	A (8.5)	A (8.5)	A (8.5)
	Northbound Left/Thru/Right	B (11.2)	B (11.2)	B (11.2)	B (11.2)	B (11.8)	B (12.3)	B (12.3)	B (12.4)
	Southbound Left/Thru/Right	B (14.4)	B (15)	C (15)	C (15)	B (14.9)	C (15.5)	C (15.5)	C (15.7)
2	**Herndon Parkway (N/S) and Spring Street (E/W)**								
	Overall Intersection (Signalized)	**C (28.7)**	**C (31)**	**C (31.3)**	**C (32.5)**	**D (41.1)**	**D (43.0)**	**D (43.3)**	**D (43.8)**
	Eastbound Left	D (50.3)	D (52.3)	D (53.3)	E (56)	E (69.4)	F (87.1)	E (65.8)	E (66.2)
	Eastbound Thru/Right	C (32.2)	C (33.9)	C (34.5)	D (36.1)	D (47.4)	D (47.9)	D (49)	D (49.2)
	Westbound Left	D (37.9)	D (36.7)	D (37.5)	D (39)	D (53.1)	D (50.3)	D (50.3)	D (49.9)
	Westbound Thru	C (23.5)	C (20.6)	C (21.1)	C (21.7)	C (26.1)	C (22.0)	C (23.2)	C (22.3)
	Westbound Right	C (22.3)	B (19.8)	C (20.3)	C (20.8)	C (24.6)	C (21.0)	C (22.1)	C (21.3)
	Northbound Left	C (25.1)	C (24.9)	C (24.8)	C (25.4)	D (37.5)	D (39.5)	D (39.6)	D (39.4)
	Northbound Thru	C (33)	C (32.6)	C (32.5)	C (33.1)	D (51.8)	D (47.0)	D (47.1)	D (49)
	Northbound Right	C (32.8)	C (32.4)	C (32.5)	C (33.7)	D (46.3)	D (44.7)	D (44.8)	D (46.2)
	Southbound Left	B (17.2)	D (40.5)	D (41.1)	D (43.1)	C (30.6)	E (58.9)	E (58.9)	E (59)
	Southbound Thru/Right	C (23.3)	C (30.4)	C (30.2)	C (30.7)	C (32.3)	D (37.4)	D (37.5)	D (40.7)
3	**Spring Street (E/W) and Fairbrook Drive/Fairfax County Parkway Ramps (N/S)**								
	Overall Intersection (Signalized)	**B (10.6)**	**A (9.3)**	**A (9.5)**	**A (9.6)**	**B (11.2)**	**A (9.9)**	**A (10)**	**B (10.2)**
	Eastbound Left	C (20.6)	B (18.6)	B (15.9)	B (16.1)	C (24.8)	C (20.7)	C (21)	C (21.5)
	Eastbound Thru	A (8)	A (5.6)	A (5.4)	A (5.4)	A (6.0)	A (4.4)	A (4.3)	A (4.4)
	Westbound Thru	B (15.5)	B (12.7)	B (14)	B (14.2)	B (18.2)	B (14.9)	B (14.8)	B (15)
	Southbound Left/Right (EX), Southbound Left (FB, TF, TF w/ 575 Herndon Pkwy)	B (18)	B (15.9)	B (16.7)	B (17)	C (25.2)	C (21.8)	C (22)	C (22.3)
	Southbound Right	B (14.2)	B (15.6)	B (16.3)	B (16.6)	C (20.5)	C (21.2)	C (21.3)	C (21.6)
4	**Herndon Parkway (N/S) and Sunset District (E/W)**								
	Overall Intersection (TWSC)								
	Eastbound Left/Thru/Right	B (10.5)	B (13.3)	B (13.4)	B (14)	C (18.6)	D (25.9)	D (27.3)	D (29.5)
	Wesbound Left/Thru	D (31.6)	F (79.3)	F (89.2)	F (110.3)	F (103.2)	F (249.0)	F (263.9)	F (294.9)
	Westbound Right	B (11.5)	A (9.7)	A (9.8)	A (9.7)	B (11.6)	A (9.7)	A (9.7)	A (9.8)
	Northbound Left	A (8)	A (8.9)	A (8.9)	A (9.1)	A (9.3)	B (10.6)	B (10.8)	B (11.1)
	Southbound Left	A (9.7)	B (10.9)	B (11.2)	B (11.5)	A (9.7)	B (10.5)	B (10.6)	B (10.7)
4	**Herndon Parkway (N/S) and Sunset District (E/W) - Mitigated**								
	Overall Intersection (Signalized)	**-**	**-**	**A(6.6)**	**-**	**-**	**-**	**B(10)**	**-**
	Eastbound Left/Thru/Right	-	-	C(22.3)	-	-	-	C(23.7)	-
	Wesbound Left/Thru	-	-	C(23.3)	-	-	-	C(25.1)	-
	Westbound Right	-	-	C(22.4)	-	-	-	C(23.2)	-
	Northbound Left	-	-	A(3.5)	-	-	-	A(6.3)	-
	Northbound Thru/Right	-	-	A(6.8)	-	-	-	B(10.4)	-
	Southbound Left	-	-	A(3.5)	-	-	-	A(5.2)	-
	Southbound Thru/Right	-	-	A(4.2)	-	-	-	A(6.7)	-
5	**Herndon Parkway (N/S) and Fairbrook Drive/Site Entrance (E/W)**								
	Overall Intersection (EX: TWSC, FB, TF, TF w/ 575: Signalized)	**-**	**B (11.7)**	**B (12.1)**	**B (12.2)**	**-**	**B (11.7)**	**B (11.6)**	**B (11.7)**
	Eastbound Left/Thru/Right	C (16.6)	C (20.5)	C (20.7)	C (21.9)	D (34.2)	C (26.1)	C (25.6)	C (26.2)
	Westbound Left/Thru/Right (EX), Westbound Left/Thru (FB, TF, TF w/ 575)	B (11.2)	C (23.5)	C (23.8)	C (25.2)	E (39.4)	C (28.6)	C (28.5)	C (29.2)
	Westbound Right	-	C (20.9)	C (21.0)	C (22.2)	-	C (26.0)	C (26)	C (26.6)
	Northbound Left	A (7.9)	A (7.8)	A (0)	A (0)	A (9.6)	A (8.9)	A (0)	A (0)
	Northbound Thru/Right	-	B (12.3)	B (12.5)	B (12.6)	-	B (14.9)	B (14.8)	B (15)
	Southbound Left	A (0)	A (0)	A (5.8)	A (6.1)	A (0)	A (0)	A (6.7)	A (7.2)
	Southbound Thru/Right	-	A (6.4)	A (6.4)	A (6.3)	-	A (6.0)	A (6.1)	A (6.2)
6	**Herndon Parkway (E/W) and Exchange Place/Courtyard Entrance (N/S**								
	Overall Intersection (TWSC)								
	Eastbound Left	A (8)	A (9)	A (9)	A (9.1)	B (10.7)	B (11.1)	B (11.8)	B (12.2)
	Westbound Left	B (10.1)	B (10)	B (10)	B (10.2)	A (9.3)	A (9.6)	A (9.5)	A (9.7)
	Northbound Left/Thru/Right	C (15.8)	C (15.1)	C (16.3)	C (16.8)	C (15.2)	B (11.2)	B (12.4)	B (12.6)
	Southbound Left/Thru/Right	C (16.2)	C (17.2)	B (14.8)	B (14.6)	D (26.5)	C (15.0)	B (14.6)	B (14.9)
7	**Exchange Place (N/S) and Site Entrance (E/W)**								
	Overall Intersection (TWSC)								
	Westbound Left/Right	A (8.9)	A (8.7)	A (9.1)	A (9.1)	A (8.8)	A (8.7)	A (9.1)	A (9.1)
	Southbound Left/Thru	A (0)	A (0)	A (0)	A (0)	A (0.0)	A (0.0)	A (0)	A (0)

No.	Intersection (Movement)	Level of Service (LOS) (Sec./Veh.)							
		AM Peak Hour				PM Peak Hour			
		2024 EX	2027 FB	2027 TF	2027 TF W/ 575	2024 EX	2027 FB	2027 TF	2027 TF W/ 575
8	**Herndon Parkway (E/W) and 555 Herndon Parkway/575 Herndon Pakway Entrance (N/S)**								
	Overall Intersection (EX: TWSC, FB, TF, TF w/ 575: Signalized)	**-**	**A (9.2)**	**A (9.1)**	**B (15.5)**	**-**	**B (13.6)**	**B (13.7)**	**B (14.8)**
	Eastbound Left	A (8.3)	A (5.2)	A (5.2)	A (6.5)	A (9.5)	A (8.9)	A (8.7)	A (8.6)
	Eatbound Thru/Right	-	A (9.2)	A (9.2)	B (12.1)	-	B (14.5)	B (14.6)	B (15.4)
	Westbound Left	A (9.7)	A (5.0)	A (5.0)	A (7.6)	A (8.9)	A (8.5)	A (8.7)	B (10)
	Westbound Thru/Right	-	A (4.8)	A (4.9)	A (5.5)	-	B (11.2)	B (11.1)	A (9.7)
	Northbound Left/Thru/Right (EX), Northbound Left (FB, TF, TF w/ 575 Herndon Pkwy)	C (17.4)	C (32.4)	C (32.4)	E (66.9)	C (17.8)	C (20.7)	C (21.5)	C (32.6)
	Northbound Thru/Right	-	C (23.6)	C (23.6)	C (25.5)	-	B (17.7)	B (18.4)	C (22.4)
	Southbound Left/Thru/Right	A (0)	0 (0)	A (0)	A (0)	C (24.4)	C (30.3)	C (31.0)	D (35.2)
9	**Herndon Parkway (E/W) and Pedestrian Signal (N/S)**								
	Overall Intersection (Signalized)	**A (3.6)**	**A (4.3)**	**A (4.3)**	**A (4.5)**	**A (3.7)**	**A (4.4)**	**A (4.5)**	**A (4.8)**
	Eastbound Thru	A (3.8)	A (4.7)	A (4.7)	A (4.9)	A (3.6)	A (4.2)	A (4.4)	A (4.7)
	Westbound Thru	A (3)	A (3.5)	A (3.6)	A (3.7)	A (3.8)	A (4.5)	A (4.6)	A (4.8)
10	**Herndon Parkway (E/W) and Van Buren Street (N/S)**								
	Overall Intersection (Signalized)	**C (33.5)**	**D (50.2)**	**D (50.1)**	**D (49.7)**	**D (36.3)**	**D (53.7)**	**D (54.9)**	**E (60.2)**
	Eastbound Left	C (31.3)	D (36.8)	D (35.4)	D (35.8)	C (31.6)	D (36.3)	D (36.2)	D (36)
	Eastbound Thru	D (45.9)	E (55.7)	D (53.5)	D (54.8)	D (46.2)	D (53.7)	D (54.1)	D (54.2)
	Eastbound Right	D (40.4)	D (47.4)	D (45.7)	D (46.5)	D (43.9)	D (48.5)	D (48.4)	D (48.1)
	Westbound Left	D (45.3)	E (56)	E (60.6)	E (62.9)	D (49.6)	F (96.5)	F (104.6)	F (128)
	Westbound Thru/Right	C (33.6)	D (35.1)	D (36.4)	D (36.2)	D (43.5)	D (46.8)	D (47)	D (47)
	Northbound Left	C (20.2)	C (31.4)	C (29.4)	C (30.9)	C (24.6)	D (36.9)	D (37.3)	D (39)
	Northbound Thru	D (35.6)	E (57.2)	D (53.9)	E (56.7)	D (35.6)	E (59.4)	E (59.7)	E (61.1)
	Northbound Right	B (15.7)	E (56.6)	E (59)	D (51.9)	B (12.9)	C (27.2)	C (24.1)	C (27.8)
	Southbound Left	C (27.3)	C (32.3)	C (30.2)	C (32)	C (26.9)	C (29.1)	C (29.5)	C (30.4)
	Southbound Thru/Right	D (37.2)	D (45.4)	D (43.2)	D (45)	D (39.3)	D (46.1)	D (46.4)	D (47.3)
11	**Van Buren Street (N/S) and Worldgate Drive (E/W)**								
	Overall Intersection (Signalized)	**B (17.3)**	**C (22.2)**	**C (22.2)**	**C (22.6)**	**C (25.0)**	**C (29.0)**	**C (29.3)**	**C (29.8)**
	Eastbound Left	C (25)	C (30.8)	C (31.3)	C (32.3)	D (39.3)	D (50.2)	D (51.1)	D (53)
	Eastbound Left/Thru	C (25)	C (30.8)	C (31.3)	C (32.3)	D (39.5)	D (50.7)	D (51.7)	D (53.3)
	Eastbound Right	C (23.2)	C (24.9)	C (25.2)	C (25.7)	D (35.7)	D (39.2)	D (39.2)	D (39.5)
	Westbound Left/Thru	C (33.8)	D (41.7)	D (42)	D (42.6)	D (45.9)	D (53.8)	D (54.1)	D (54.7)
	Westbound Right	C (32.6)	D (40.2)	D (40.4)	D (41.2)	D (43.0)	D (50.0)	D (50.3)	D (50.8)
	Northbound Left	C (25.1)	C (32.5)	C (32.8)	C (33.8)	D (40.6)	D (48.4)	D (48.7)	D (49.2)
	Northbound Thru	B (13)	B (17.7)	B (17.6)	B (17.9)	B (13.6)	B (15.3)	B (15.5)	B (15.8)
	Northbound Right	A (9.6)	B (12.4)	B (12.4)	B (12.4)	B (10.3)	B (11.1)	B (11.2)	B (11.2)
	Southbound Left	D (36)	D (39.5)	D (39.8)	D (40.6)	E (55.9)	E (62.2)	E (62.5)	E (63)
	Southbound Thru	B (16.7)	C (20.1)	C (20.2)	C (20.4)	C (22.8)	C (25.6)	C (25.8)	C (26.3)
	Southbound Right	B (15)	B (18.2)	B (18.2)	B (18.3)	B (18.0)	C (21.1)	C (21.3)	C (21.4)
12	**Herndon Parkway (E/W) and Worldgate Drive (N/S)**								
	Overall Intersection (Signalized)		**B (13)**	**B (12.7)**	**B (12.9)**	**-**	**B (13.6)**	**B (13.9)**	**B (14.5)**
	Eastbound Thru/Right		B (13.9)	B (13.8)	B (14.3)	-	B (15.6)	B (15.8)	B (16.5)
	Westbound Left		B (11.1)	B (11.1)	B (12.3)	-	A (8.9)	A (9.4)	B (10.4)
	Westbound Thru		A (4.2)	A (4.3)	A (4.4)	-	A (8.3)	A (8.4)	A (8.6)
	Northbound Left/Right		C (26.5)	C (31.2)	C (32.8)	-	C (26.5)	C (28)	C (29.9)
13	**Fairbrook Drive (N/S) and Park Drive (E/W)**								
	Overall Intersection (AWSC)			**A (6.8)**	**A (6.8)**			**A (7)**	**A (7)**
	Eastbound Left/Right	-	-	A (0)	A (0)	-	-	A (0)	A (0)
	Northbound Left/Thru	-	-	A (0)	A (0)	-	-	A (0)	A (0)
	Southbound Thru/Right	-	-	A (7.1)	A (7.1)	-	-	A (7)	A (7)
14	**Exchange Place (N/S) and Road B (E/W)**								
	Overall Intersection (TWSC)								
	Westbound Left/Right	-	-	A (8.6)	A (8.6)	-	-	A (8.6)	A (8.6)

As shown in Table 18, no movements degrade to below acceptable levels of service under Future Conditions with Development (2027) that were previously acceptable under Future Conditions without Development (2027).

Table 19: Queue Comparison

No.	Intersection (Movement)	Effective Storage Length (ft.)	Average Queue								Maximum Queue							
			AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
			2024 EX	2027 FB	2027 TF	2027 TF W/ 575	2024 EX	2027 FB	2027 TF	2027 TF W/ 575	2024 EX	2027 FB	2027 TF	2027 TF W/ 575	2024 EX	2027 FB	2027 TF	2027 TF W/ 575
1	**Spring Street (E/W) and Park Drive (N/S)**																	
	Overall Intersection (TWSC)																	
	Eastbound Left	50	1	1	1	1	0	6	0	0	13	15	20	15	6	30	0	0
	Westbound Left	195	1	1	1	0	0	2	3	2	12	10	15	9	3	14	16	22
	Northbound Left/Thru/Right		9	10	10	10	0	22	19	17	33	30	30	28	5	73	49	46
	Southbound Left/Thru/Right		8	8	9	9	19	14	13	14	30	32	33	31	44	44	40	42
2	**Herndon Parkway (N/S) and Spring Street (E/W)**																	
	Overall Intersection (Signalized)																	
	Eastbound Left	160	12	16	17	16	41	29	39	33	60	96	88	72	170	183	166	169
	Eastbound Thru/Right		95	86	114	117	179	196	200	186	173	183	196	208	316	422	393	375
	Westbound Left	260	69	280	175	196	175	262	457	545	146	280	320	355	283	285	627	627
	Westbound Thru		81	108	108	107	96	238	258	334	162	210	217	212	193	570	578	617
	Westbound Right	215	59	70	68	71	62	63	68	74	124	159	157	177	169	187	188	194
	Northbound Left	160	31	45	51	63	41	41	40	46	120	121	146	170	184	145	150	167
	Northbound Thru		85	61	60	73	146	97	107	104	240	158	156	202	312	212	230	209
	Northbound Right		202	169	192	215	185	140	137	143	466	357	364	420	405	314	310	279
	Southbound Left	160	95	120	126	138	140	141	148	160	181	182	184	184	184	184	184	184
	Southbound Thru/Right		26	37	78	94	45	83	182	192	103	130	251	271	168	245	302	306
3	**Spring Street (E/W) and Fairbrook Drive/Fairfax County Parkway Ramps (N/S)**																	
	Overall Intersection (Signalized)																	
	Eastbound Left	230	31	54	54	68	51	82	82	93	109	140	157	183	144	193	189	204
	Eastbound Thru		35	58	58	60	32	44	45	48	127	151	139	143	115	140	142	160
	Westbound Thru		47	82	78	84	97	116	117	121	106	122	123	124	124	148	140	142
	Southbound Left/Right (EX), Southbound Left (FB, TF, TF w/ 575 Herndon Pkwy)		104	54	50	59	109	47	42	48	136	107	106	111	147	108	103	107
	Southbound Right		61	102	102	105	44	107	108	110	119	136	135	134	106	138	134	136
4	**Herndon Parkway (N/S) and Sunset District (E/W)**																	
	Overall Intersection (TWSC)																	
	Eastbound Left/Thru/Right		22	21	20	19	45	77	70	68	70	58	58	61	99	154	161	156
	Wesbound Left/Thru		17	15	16	17	32	32	35	37	48	48	52	51	74	52	55	63
	Westbound Right		14	23	24	24	27	30	33	36	52	63	61	60	64	72	76	64
	Northbound Left	140	9	12	12	10	3	2	4	3	39	51	52	54	27	29	27	30
	Southbound Left	205	13	31	35	39	18	32	33	39	54	89	97	114	69	90	101	126
4	**Herndon Parkway (N/S) and Sunset District (E/W) - Mitigated**																	
	Overall Intersection (Signalized)																	
	Eastbound Left/Thru/Right		-	-	18	-	-	-	43	-	-	-	49	-	-	-	155	-
	Wesbound Left/Thru		-	-	13	-	-	-	20	-	-	-	52	-	-	-	48	-
	Westbound Right		-	-	28	-	-	-	33	-	-	-	76	-	-	-	52	-
	Northbound Left		-	-	17	-	-	-	5	-	-	-	53	-	-	-	41	-
	Northbound Thru/Right		-	-	84	-	-	-	129	-	-	-	286	-	-	-	394	-
	Southbound Left		-	-	42	-	-	-	51	-	-	-	117	-	-	-	115	-
	Southbound Thru/Right		-	-	42	-	-	-	76	-	-	-	200	-	-	-	320	-
5	**Herndon Parkway (N/S) and Fairbrook Drive/Site Entrance (E/W)**																	
	Overall Intersection (EX: TWSC, FB, TF, TF w/ 575: Signalized)																	
	Eastbound Left/Thru/Right		1	2	27	26	17	20	18	17	25	26	73	70	53	58	64	66
	Westbound Left/Thru/Right (EX), Westbound Left/Thru (FB, TF, TF w/ 575)		1	60	54	62	6	68	61	59	21	139	119	134	52	132	140	150
	Westbound Right		-	53	55	58	-	52	58	59	-	121	132	149	-	160	155	153
	Northbound Left	205	3	6	1	1	2	2	4	4	28	32	17	16	22	20	28	28
	Northbound Thru/Right		-	125	124	131	-	162	154	152	-	318	301	320	-	396	418	385
	Southbound Left	215	0	45	42	43	0	64	82	85	0	126	125	120	0	195	200	217
	Southbound Thru/Right		-	30	30	28	-	200	176	161	-	138	118	94	-	404	504	674
6	**Herndon Parkway (E/W) and Exchange Place/Courtyard Entrance (N/S**																	
	Overall Intersection (TWSC)																	
	Eastbound Left	205	4	8	10	13	2	1	27	26	32	57	53	73	25	27	90	109
	Westbound Left	225	4	3	4	3	4	11	29	28	33	31	31	38	31	102	185	207
	Northbound Left/Thru/Right		19	19	17	17	14	20	19	20	63	56	60	57	40	48	55	60
	Southbound Left/Thru/Right		19	21	49	50	19	47	112	110	68	69	124	128	66	141	304	289
7	**Exchange Place (N/S) and Site Entrance (E/W)**																	
	Overall Intersection (TWSC)																	
	Westbound Left/Right		7	7	32	30	8	45	24	25	48	40	67	66	49	45	76	74
	Southbound Left/Thru		0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	12

No.	Intersection (Movement)	Effective Storage Length (ft.)	Average Queue								Maximum Queue							
			AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
			2024 EX	2027 FB	2027 TF	2027 TF W/ 575	2024 EX	2027 FB	2027 TF	2027 TF W/ 575	2024 EX	2027 FB	2027 TF	2027 TF W/ 575	2024 EX	2027 FB	2027 TF	2027 TF W/ 575
8	**Herndon Parkway (E/W) and 555 Herndon Parkway/575 Herndon Pakway Entrance (N/S)**																	
	Overall Intersection (EX: TWSC, FB, TF, TF w/ 575: Signalized)																	
	Eastbound Left	185	1	1	1	1	1	0	1	1	21	30	22	24	18	9	18	39
	Eatbound Thru/Right		-	133	135	200	-	132	137	180	-	364	339	396	-	348	358	401
	Westbound Left	185	2	46	41	65	1	56	75	120	37	118	116	152	18	164	191	210
	Westbound Thru/Right		-	39	35	29	-	369	452	422	-	126	105	125	-	674	739	736
	Northbound Left/Thru/Right (EX), Northbound Left (FB, TF, TF w/ 575 Herndon Pkwy)		4	55	42	52	6	186	47	50	31	136	67	74	33	272	62	67
	Northbound Thru/Right		-	8	9	28	-	26	6	13	-	37	35	60	-	133	40	58
	Southbound Left/Thru/Right		0	0	0	0	4	7	8	4	0	0	0	0	32	34	36	34
9	**Herndon Parkway (E/W) and Pedestrian Signal (N/S)**																	
	Overall Intersection (Signalized)																	
	Eastbound Thru		84	166	168	173	85	152	134	135	239	377	372	381	210	389	346	403
	Westbound Thru		33	96	110	109	82	334	346	349	100	220	243	236	223	415	416	413
10	**Herndon Parkway (E/W) and Van Buren Street (N/S)**																	
	Overall Intersection (Signalized)																	
	Eastbound Left	125	37	35	41	36	38	42	46	49	141	149	149	149	149	149	149	149
	Eastbound Thru		144	222	218	234	69	144	148	163	270	402	386	446	185	250	275	288
	Eastbound Right	190	64	122	122	136	69	85	86	91	179	215	215	215	161	213	211	214
	Westbound Left	450	37	164	184	214	139	468	472	472	108	289	317	347	260	475	475	475
	Westbound Thru/Right		42	95	106	120	128	872	893	886	121	197	263	222	248	920	922	927
	Northbound Left		88	238	202	247	183	272	310	400	231	764	742	838	357	640	706	826
	Northbound Thru		207	626	566	659	222	446	529	585	572	914	914	918	482	858	906	918
	Northbound Right	275	86	278	273	285	91	241	260	273	300	300	300	300	300	300	300	300
	Southbound Left	100	33	90	90	98	37	92	92	99	124	124	124	124	124	124	124	124
	Southbound Thru/Right		67	131	131	99	134	201	196	158	187	236	229	194	195	250	241	195
11	**Van Buren Street (N/S) and Worldgate Drive (E/W)**																	
	Overall Intersection (Signalized)																	
	Eastbound Left		26	105	89	111	55	111	113	135	94	206	201	203	157	191	197	204
	Eastbound Left/Thru		70	175	164	179	103	168	175	183	151	224	224	226	196	200	212	223
	Eastbound Right		6	6	11	11	53	52	53	40	70	58	72	108	169	177	175	172
	Westbound Left/Thru		0	0	0	1	29	29	29	29	10	8	7	18	85	92	74	89
	Westbound Right		2	2	2	2	20	21	22	21	21	21	21	19	67	75	78	71
	Northbound Left	235	13	121	111	123	38	136	142	156	156	232	235	249	167	239	241	249
	Northbound Thru		77	250	229	278	88	211	238	262	250	406	410	421	262	378	400	411
	Northbound Right	225	13	49	31	63	0	2	2	3	158	249	210	250	5	54	56	58
	Southbound Left	155	25	33	26	27	6	7	7	6	94	149	91	113	62	90	74	76
	Southbound Thru		84	134	135	139	178	207	232	224	200	286	279	286	370	418	466	449
	Southbound Right		0	0	0	0	0	3	5	2	0	0	0	0	14	82	64	64
12	**Herndon Parkway (E/W) and Worldgate Drive (N/S)**																	
	Overall Intersection (Signalized)																	
	Eastbound Thru/Right		-	190	179	200	-	182	183	200	-	396	377	400	-	364	348	366
	Westbound Left	160	-	63	58	64	-	69	79	88	-	150	154	166	-	171	185	185
	Westbound Thru		-	55	63	71	-	364	433	493	-	176	184	216	-	562	578	570
	Northbound Left/Right		-	99	93	100	-	250	226	244	-	214	194	206	-	303	309	318
13	**Fairbrook Drive (N/S) and Park Drive (E/W)**																	
	Overall Intersection (AWSC)																	
	Eastbound Left/Right		-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0
	Northbound Left/Thru		-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0
	Southbound Thru/Right		-	-	4	5	-	-	2	2	-	-	30	31	-	-	27	25
14	**Exchange Place (N/S) and Road B (E/W)**																	
	Overall Intersection (TWSC)																	
	Westbound Left/Right		-	-	8	10	-	-	4	4	-	-	33	33	-	-	33	32

As shown in Table 19, the intersection of Herndon Parkway and 555 Herndon Parkway/575 Herndon Parkway has one (1) movement with a maximum queue that extends beyond the available storage that was previously contained under Future Conditions without Development (2027). The movement that begins to extend beyond the available storage exceeds the capacity by less than one (1) car length. It is noted that the average queue for this movement remains within the available storage.

Access Management Standards

Herndon Parkway is classified as a minor arterial with a posted speed limit of 35 mph. For the purposes of this assessment, Exchange Place was considered a local street with a posted speed limit of 25 mph. The required spacing for commercial accesses, intersections, and median crossovers as shown in Table 2-2 of VDOT's *Road Design Manual*, Appendix F are shown in Table 20.

It is noted that Herndon Parkway and Exchange Place are within the Town limits and are not maintained by VDOT. The access management and minimum spacing evaluation for the site entrances is presented for informational purposes only in Figure 29.

The spacing between Private Road B and the adjacent commercial entrance on Exchange Place does not meet the 50-foot minimum requirement between entrance radii. As such, a waiver request for the access spacing requirement for Private Road B will be submitted.

As shown on the Conceptual Development Plan, Alley 1 on Exchange Place will function as an emergency access only and will include removable bollards.

Table 20: Minimum Spacing Standards for Commercial Entrances, Intersections and Median Crossovers

Functional Classification	Design Speed (See Note 2)	Minimum Spacing (Distance) in Feet			
		Type 1 (Signalized)	Type 2 (Unsignalized/ Full Crossover)	Type 3 (Full Access /Directional Crossover)	Type 4 (Partial Access)
Principal Arterial	≤ 30 mph	1,050	880	440	250
	35 to 45 mph	1,320	1,050	565	305
	≥ 50 mph	2,640	1,320	750	495
Minor Arterial	≤ 30 mph	880	660	355	200
	35 to 45 mph	1,050	660	470	250
	≥ 50 mph	1,320	1,050	555	425
Collector	≤ 30 mph	660	440	225	200
	35 to 45 mph	660	440	335	250
	≥ 50 mph	1,050	660	445	360
Local Street	See Note 1				

Notes to Table 2-2:

1. **Local Street Spacing** – No commercial entrance shall be allowed within the functional area of an intersection without prior approval from the Engineer at the Residency or District. For commercial entrances on local streets (not individual private entrance driveways to homes), a spacing distance of 50 feet between entrance radii is specified to assure a minimum separation between such entrances (illustrated in Figure 4-11).

No commercial entrance shall be within 115 feet minimum measured from the outer edge of the inscribed circle of a Roundabout, without prior approval from the Engineer at the Residency or District. If an entrance is approved within the 115 feet of the outer edge of the inscribed circle it shall be "Right-In, Right-Out" Only (115' feet minimum is based on the stopping sight distance for 20 mph).

Figure 29: Intersection Spacing

Conclusions

The analysis presented in this report supports the following major findings:

TIS Components

- As determined based on discussions with the Town, a growth rate of one (1) percent per year was applied to major movements to account for a regional increase in background traffic.
- The proposed development is anticipated to generate approximately 155 trips during the AM peak hour, 153 trips during the PM peak hour, and 1,770 trips on a typical weekday with reductions. It is noted that the Mid-Day peak hour was not analyzed as agreed upon at the scoping meeting.
- The following approved yet unbuilt background developments were assumed to be in place by 2027:
    - Woodland Park East Block E – 560,000 SF of office and 20,000 SF of retail
    - 555 Herndon Parkway – 435 residential units, 200,000 SF of office, and 10,000 SF of retail
    - Parkview at Herndon Metro – 675 residential units, 413,000 SF of office, and 10,000 SF of retail
    - Herndon Hotel – 250 room hotel
    - Fairbrook Business Park (Phase 1) – 1,080 residential units, a 10,000 SF daycare and 10,000 SF of retail

Infrastructure

- Existing vehicular access is provided via one (1) full-access entrance on Exchange Place and one (1) full-access entrance on Herndon Parkway.
- Site access will continue to be provided via Exchange Place and Herndon Parkway.
- **2nd Submission Update:** The conceptual development plan has been changed since the 1st submission. Future site access on Exchange Place will now be provided via two (2) full-access entrances at Parallel Street and Private Road B.

Non-SOV Elements

- Four (4) bus routes provide service in the vicinity of the site, providing regional access to the area.
- Sidewalks exist along both sides of Herndon Parkway. The intersection of Herndon Parkway and Van Buren Street has crosswalks, curb ramps, and pedestrian signal heads on all approaches. The intersection Spring Street and Herndon Parkway have crosswalks, curb ramps, and pedestrian signal heads on all approaches.

Analysis Results

- For the purpose of this analysis, it is desirable to achieve an overall level of service (LOS) of D or better for each intersection and LOS E or better for each lane group at an intersection within the study area.
- One (1) intersection has movements that operate below acceptable levels of service during the Existing Conditions (2024) peak hours:
    - Intersection #4: Herndon Parkway and Sunset District (PM Peak)
- Three (3) intersections have movements that operate below acceptable levels of service during the Future Conditions without Development (2027) peak hours:
    - Intersection #2: Herndon Parkway and Spring Street (PM Peak)
    - Intersection #4: Herndon Parkway and Sunset District (AM and PM Peak)

- Intersection #10: Herndon Parkway and Van Buren Street (PM Peak)

- Two (2) intersections have movements that operate below acceptable levels of service during the Future Conditions with Development (2027) peak hours:
  - Intersection #4: Herndon Parkway and Sunset District (AM and PM Peak)
  - Intersection #10: Herndon Parkway and Van Buren Street (PM Peak)
- Two (2) intersections have movements that operate below acceptable levels of service during the Future Conditions with Development (2027) with 575 Herndon Parkway peak hours:
  - Intersection #4: Herndon Parkway and Sunset District (AM and PM Peak)
  - Intersection #10: Herndon Parkway and Van Buren Street (PM Peak)

Proposed Mitigation

- The proposed redevelopment does not cause any movements to begin to operate below acceptable levels of service; therefore, no mitigations are proposed at the study intersections.
- It is noted that the following transportation improvements are associated with the approved yet unbuilt Fairbrook Business Park development. These improvements are not anticipated to be in place by 2027.
  - Intersection #5: Herndon Parkway and Fairbrook Drive
    - Extend the existing left turning lane on southbound Herndon Parkway to a stacking length of 225 feet.
    - Construct a right turn lane on northbound Herndon Parkway.
- It is also noted that the Transit-Related Growth Small Area Plan proposes a new traffic signal at the intersection of Herndon Parkway and Sunset District.

Preliminary Signal Warrant Analysis – Herndon Parkway and Fairbrook Drive

- According to the proffer conditions for the Fairbrook Business Park development dated November 17, 2020, a traffic signal is to be installed prior to the issuance of a permanent certificate of occupancy for the New Building which generates the need for a signal.
- In order to determine if a signal is warranted at the intersection of Herndon Parkway and Fairbrook Drive (Intersection #5), a preliminary signal warrant analysis was conducted under future conditions for the following two (2) scenarios:
  - With Exchange Place and without Fairbrook Business Park (Phase 1)
  - With Fairbrook Business Park (Phase 1) and without Exchange Place
- A signal at Herndon Parkway and Fairbrook Drive would not be warranted with Exchange Place and without Fairbrook Business Park (Phase 1), but would be warranted with Fairbrook Business Park (Phase 1) and without Exchange Place.
- It is noted that the Exchange Place development site trips account for approximately 4.0 percent of the Future with Development (2027) intersection volume during the AM peak hour and approximately 3.1 percent of the intersection volume during the PM peak hour at Intersection #5.

Potential Mitigations – Herndon Parkway and Sunset District

- The intersection of Herndon Parkway and Sunset District (Intersection #4) currently operates below acceptable levels of service under Existing Conditions (2024). As requested by the Town, a potential mitigation scenario is provided for informational purposes.
- Intersection #4 currently operates under two-way stop control. The westbound left/through movement operates below acceptable levels of service during the PM peak hour under Existing Conditions (2024) and operates below acceptable levels of service during both peak hours under Future Conditions without Development (2027).
- The Exchange Place development's impact to the intersection is anticipated to be minimal:
    - The Exchange Place development's site trips do not cause the intersection to operate below acceptable levels of service.
    - During the AM peak hour, the delay increase for the westbound left/through movement between the Future without Development and Future with Development scenarios is 9.9 seconds.
    - During the PM peak hour, the delay increase for the westbound left/through movement between the Future without Development and Future with Development scenarios is 14.9 seconds.
- It is noted that the Exchange Place development site trips account for approximately 3.3 percent of the Future with Development (2027) intersection volume during the AM peak hour and approximately 2.5 percent of the intersection volume during the PM peak hour at Intersection #4.
- Intersection #4 was analyzed with a traffic signal as a potential mitigation measure:
    - The results indicate that with a traffic signal, all movements operate at acceptable levels of service during both peak hours.

Town of Herndon, Virginia
Notice of Public Hearing

Notice is hereby given that the Town Council of the Town of Herndon, Virginia, will hold a public hearing on Tuesday, June 23, 2026, at 7:00 p.m. in the Herndon Council Chambers Building, located at 765 Lynn Street, Herndon, on the following items:

Ordinance, to consider a Zoning Ordinance Text Amendment – ZOTA #26-04, to amend Chapter 78 (ZONING), Article IV (Business Districts), Section 78-40.3 (CO – Commercial office district) and Article VII (Use Regulations), Section 78-70.2 (Table of permitted and allowed uses), to remove the special exception requirement for personal service uses in the CO zoning district.

Resolution, to consider a Special Exception – SE #26-02, 1001 Jeff Ryan Drive, to consider a special exception to permit a home-based child daycare use within the R-10, Residential single-family district. The proposed use will increase the maximum number of children enrolled per day from 7 to 12 increase the number of nonresident employees from one to two and increase the allowed floor area of a home-based business beyond 1,000 square feet. The property is zoned R-10, Residential single- family district. The property is designated in the Herndon 2030 Comprehensive Plan as "Neighborhood Conservation." The 21,625 square-foot lot is located on the northwest corner of Herndon Parkway and Sterling Road. Fairfax County Tax Map Reference Number: 0103 14 0073. Applicant and Property owners: Sarita Del Pilar Abad Moretti and Deyvis Josuhe Placencia Elguera.

Ordinance, to consider a Zoning Map Amendment – ZMA #24-01, 250 Exchange Place, to amend the zoning from, Office & Light Industrial district (O&LI), to Planned Development – Transit Related Growth Mixed Use, Medium Density Residential, and Office (PD-TRG1), and Planned Development – Transit Related Growth 2 – Low Density Residential and Low Impact Commercial (PD-TRG 2) zoning districts with proffered conditions to allow the redevelopment of the site with single-family attached and multi-family residential uses. The parcel area is 410,221 square feet and is currently improved with five, one-story office buildings and a surface parking lot. The proposed redevelopment requires demolition of all existing improvements. New uses proposed include 400 multi-family residential units in a six-story residential building located in the PD-TRG1 zoning district and 62 stacked townhouse units within the PD-TRG2 zoning district. The project proposes a density of 1.49 floor area ratio (FAR). Parking for the development would be provided on-site in a parking garage for the multi-family building as well as garage, driveway, and surface parking for the townhouse units. The site would also be improved with two public streets, publicly accessible private streets, sidewalks, and streetscapes, and would construct two publicly accessible open spaces. The property is designated as Regional Corridor Mixed Use in the Comprehensive Plan and is located in the Transit Related Growth small area plan. The application includes requests for the following zoning modifications: non-standard private amenity space width (Section 78-51.2(f)(4)); non-standard building setback (Section 78-51.3(f)(5)); non-standard landscaped area (Section 78-51.3(j)(1). The property is located on the northeast

corner of Herndon Parkway and Exchange Place. Fairfax County Tax Map Reference Number: 0164-10-0001B. Applicant: Rooney Properties LLC. Agent: Ken Wire, Wire Gill LLP. Property Owner: Herndon Van Buren, LLC.

The public is encouraged to participate in the town's public hearing process. Individuals having an interest in the above items are invited to attend the public hearing and state their opinions and may also submit comments to town.clerk@herndon-va.gov.

The proposed items are available for examination by the public at the 2nd floor counter of the Herndon Municipal Center, 777 Lynn Street, Herndon, during normal business hours (Monday – Friday) and also available for review on the town's website www.herndon-va.gov.

The Town of Herndon supports the Americans with Disabilities Act by making reasonable accommodations for persons with disabilities so that they may participate in services, programs, or activities offered by the town. Please call (703) 435-6804 to arrange for any accommodation that may be necessary to allow for participation. Interpretación en Español está disponible en esta sesión.

Amanda Morrow Kertz, Town Clerk

Note to Publisher:
Publish on June 5, 2026/June 12, 2026

Town Council
Regular Meeting
Agenda Item 6.b.

Agenda Item: **Resolution 26-G-39 to consider a Special Exception, SE #26-02, 1001 Jeff Ryan Drive, to consider a special exception to permit a home-based child daycare use within the R-10, Residential single-family district**

Meeting Date: June 23, 2026

Category: Public Hearings

Prepared by: David Stromberg, Zoning Administrator

Description:
The applicant seeks approval of a Special Exception to increase the maximum number of children permitted in their home-based childcare business from seven (7) to twelve (12). Under the regulations of the Virginia Office of Child Care Health and Safety, a licensed Family Day Home may care for up to twelve (12) children, exclusive of the provider's own children and any children residing in the home, within a single-family dwelling. The Town of Herndon Zoning Ordinance allows a maximum of seven (7) children, exclusive of the provider's own children and resident children, with approval of a Zoning Inspection Permit. Care for up to twelve (12) children is permitted with approval of a Special Exception.

The home-based childcare operation is proposed to take place in the basement level of the dwelling, within an area of approximately 1,103 square feet. Access to the childcare area will be provided through the main entrance of the home, with internal stairs leading to the basement.

The proposed hours of operation are 7:00 a.m. to 6:00 p.m., Monday through Friday, with children potentially attending during a morning session (7:00 a.m. to noon) and/or an afternoon/after-school session (noon to 6:00 p.m.) in order to accommodate families with diverse scheduling needs.

Background/Timing Impact:
The applicant previously applied for and received approval of a Zoning Inspection Permit (ZIP #25-058) to operate a child daycare use as a home-based business with a maximum enrollment of seven clients per day at the subject property. Zoning Inspection Permit ZIP #25-058 was temporarily revoked in April after it was discovered the applicant was not living at 1001 Jeff Ryan full time, which is a violation of the zoning requirements for home-based businesses. The zoning Inspection Permit has since been reissued.

This application was first heard at the April 27, 2026 Planning Commission regular meeting. Concerns were raised because two of the perimeter fence panels were damaged and covered with tarps from a recent car accident. There was also concern because of a letter the applicant previously submitted to the Department of Public Works – Engineering where the applicant stated her belief that the property was unsafe and that the town should construct a fence on the property. Following a recommendation from staff, the Planning Commission continued this item to the May 18, 2026 regular meeting. Staff revised the conditions to include a secondary fence to ensure the play area for the daycare was located away from the perimeter of the property. During the meeting, the applicant proposed a specific area to install the secondary fence. This drawing is included in the resolution for approval passed by the Planning Commission.

Timing Impact:
If approved with the recommended conditions, the secondary fence will need to be installed prior to the daycare expanding to 12 children enrolled per day.

Strategic Focus Area:
Environmental and Economic Sustainability

Fiscal Impact:
BPOL (business, professional, occupational, and license) fees can be collected on home-based businesses.

Legal Impact:
Approval of this special exception and compliance with the conditions will allow the applicant to operate a home-based daycare with a maximum of 12 clients enrolled per day. If denied, the applicant will still be able to operate a home-based daycare with a maximum of 7 clients enrolled per day.

Staff Recommendation/Next Steps:
Approve Special Exception SE #26-02 with the 7 conditions as written in the attached resolution.

Attachments:
1. Staff Report
2. Resolution (Proposed)
3. May 18 2026 PC Resolution Approved with Diagram
4. Description of Business
5. Floor plan
6. Legal Ad

STAFF REPORT

Agenda Item: **Application for a Special Exception, SE #26-02, 1001 Jeff Ryan Drive, to permit a home-based child daycare use.**

Meeting Date: **June 23, 2026**

Staff Contact: David Stromberg, AICP, Zoning Administrator
david.stromberg@herndon-va.gov (703) 787-7380

Summary Information:

Proposed Modification	This application is to consider a special exception to increase the number of children enrolled per day at a home-based child daycare from 7 to 12, to increase the number of off-site employees from one to two, and to increase the allowable area of a home-based business beyond 1,000 square feet.
Address	1001 Jeff Ryan Drive
Fairfax County Tax Map Number	0103 14 0073
Owners	Sarita Del Pilar Abad Moretti
Applicant	Sarita Del Pilar Abad Moretti
Business/Organization	Baby Buu Daycare LLC
Property Use	Residential
Zoning District	R-10, Residential District
Lot Size	21,625 square feet
Building Size	2,859 square feet of gross floor area 484 square feet attached garage
Adjacent Zoning	North, South, East, West: R-10 – Single Family Detached.
Date of Construction:	1981
Comprehensive Plan Land Use Designation	Neighborhood Conservation

Location Map and Site Description:

The subject property is located at the intersection of Herndon Parkway and Sterling Road in the Treeside development. The property is designated Neighborhood Conservation in the Town of Herndon 2030 Comprehensive Plan[1]. This designation reflects the Town's intent to preserve and enhance the established character and quality of existing residential neighborhoods while allowing limited, compatible uses.

The property is zoned R-10 (Residential) and consists of an approximately 21,625-square-foot lot developed with a single-family dwelling containing approximately 1,728 square feet of above-grade living area. The access to the dwelling is on a cul-de-sac. The R-10 district is characterized by a coordinated mix of residential housing types intended to promote cohesive neighborhoods with access to shared amenities.

Background:

The applicant previously applied for and received approval of a Zoning Inspection Permit (ZIP #25-058) to operate a child daycare use as a home-based business with a maximum enrollment of seven clients at the subject property. Zoning Inspection Permit ZIP #25-058 was temporarily revoked in April after it was discovered the applicant was not living at 1001 Jeff Ryan full time, which is a violation of the zoning requirements for home-based businesses. The zoning Inspection Permit has since been reissued.

Planning Commission Regular Meetings

This application was first heard at the April 27, 2026 Planning Commission regular meeting. Concerns were raised because two of the perimeter fence panels were damaged and covered with tarps from a recent car accident. There was also concern because of a letter the applicant previously submitted to the Department of Public Works – Engineering where the applicant stated her belief that the property was unsafe and that the town should construct a fence on the property. Following a recommendation from staff, the Planning Commission continued this item to the May 18, 2026 regular meeting. Staff revised the conditions to include a secondary fence to

ensure the play area for the daycare was located away from the perimeter of the property. During the meeting, the applicant proposed a specific area to install the secondary fence. This drawing is included in the resolution for approval passed by the Planning Commission.

Case Details & Proposal:
The applicant seeks approval of a Special Exception to increase the maximum number of children permitted in their home-based childcare business from seven (7) to twelve (12). Under the regulations of the Virginia Office of Child Care Health and Safety, a licensed Family Day Home may care for up to twelve (12) children, exclusive of the provider's own children and any children residing in the home, within a single-family dwelling. The Town of Herndon Zoning Ordinance allows a maximum of seven (7) children, exclusive of the provider's own children and resident children, with approval of a Zoning Inspection Permit. Care for up to twelve (12) children is permitted with approval of a Special Exception.

Proposed Operations:

The home-based childcare operation is proposed to take place in the basement level of the dwelling, within an area of approximately 1,103 square feet. Access to the childcare area will be provided through the main entrance of the home, with internal stairs leading to the basement. The basement includes one bathroom and a kitchen. At this time, Ms. Moretti is the sole primary caregiver and plans to work with two assistants.

The proposed hours of operation are 7:00 a.m. to 6:00 p.m., Monday through Friday, with children potentially attending during a morning session (7:00 a.m. to noon) and/or an afternoon/after-school session (noon to 6:00 p.m.) in order to accommodate families with diverse scheduling needs.

Staff Analysis:

<u>Zoning Ordinance Compliance</u>

The Zoning Ordinance allows home-based daycare for up to twelve (12) children with two non-resident employees with the approval of a Special Exception. The proposed use will continue to operate under its existing conditions with respect to the space occupied by the business, facilities provided, and overall operations. The exterior appearance of the building will remain unchanged.

Special exceptions may be approved provided they comply with the following standards. Staff evaluated the criteria for review of special exceptions found in Zoning Ordinance Section 78-155.3(e):

Criteria from Section 78-155.3(e)(1)	Meets/ Does Not Meet	Why the application meets or does not meet the criteria of Section 78-155.3(e)
a. Is consistent with the Comprehensive Plan.	Meets	The Comprehensive Plan Land Use Section provides policies for provision of goods and services to the local community and positive economic benefits of new businesses. The proposed uses will be in conformance with the comprehensive plan policies.
b. Is free of conflict with any provision of this chapter and related regulations or any other applicable local, state, or federal laws and regulations.	Meets	The proposed special exception uses are provisioned with the base zoning district and do not create any substantial conflicts with other regulatory requirements. The use and business operations will be conditioned to ensure the use continually meets the purpose and intent of the Planned Development, Residential Zoning District.
c. Does not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use.	Meets with conditions	The proposed uses are generally compatible with the site / neighborhood. The proposed conditions will limit the impact to parking and vehicle trips by restricting maximum number of clients.
d. Consistent with the purpose and intent of the zoning district in which it is located or will improve compatibility among uses and will ensure efficient development within the Town.	Meets	The proposed conditions will remain compatible with the intent of the uses of the R-10 residential district.
e. Minimizes adverse visual impact of the proposed use on adjacent lands.	Meets	The proposed conditions will not generate visual changes to the site.
g. Minimizes adverse impact on surrounding lands regarding service delivery, parking and loading, odors, noise, glare, and vibration, and should not create a nuisance.	Meets with conditions	Staff recommended conditions to limit the distribution of customers to prevent negative impacts to parking, drop-off/pickup, and noise.
h. Avoids significant adverse impacts on the property values of surrounding lands or substantially and permanently injures the use of neighboring property for those uses that are permitted in the zoning district.	Meets with conditions	The proposed use has virtually no external impacts and provides a needed community service.
i. Does not significantly and adversely impact the natural environment, including but not limited to, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.	Meets	The proposed conditions will not involve any expansion of floor area or conversion of pervious area to impervious area.

Criteria (f) and (j) – (m) were found to be not applicable to the analysis because there are no physical alterations to the structure proposed and the building is not located within the floodplain overlay.

Furthermore, section 78-155.3(f)(3) clarifies that in the case of a childcare center or daycare center, an associated special exception shall not run with the land and shall be subject to the requirements of section 78-155.3(f)(3) Approval linked to owner of property, not land. In addition to these standards, the zoning ordinance has established additional standards for childcare or daycare uses as a home-based business. These standards, identified in section 78-80.5 (b), provide the requirements for all home-based businesses.

Home-based business, childcare or daycare – Additional standards. In addition to the standards set forth in Section 78-80.5, home-based childcare or daycare uses are subject to additional requirements under the Herndon Zoning Ordinance. The proposed application complies with the applicable standards regarding the number of children served and the number of non-resident employees. Pursuant to Section 78-80.5, home-based childcare operations are permitted by right with one (1) nonresident employee. The applicant is requesting approval to exceed this threshold and employ up to two (2) nonresident employees. While the zoning ordinance permits up to two non-resident employees in by-right home-based businesses that are not daycares, having more than one nonresident employee in a home-based daycare crosses the threshold to require special exception review. Accordingly, staff recommends that the Planning Commission considers the request to allow a maximum of two (2) nonresident employees as part of this home-based childcare operation, as proposed.

Play area. The proposed application satisfies the minimum requirement of 75 square feet of outdoor play area per child enrolled in the childcare business. A plan demonstrating the designated outdoor play area, which is fully enclosed by a fence to ensure safety, was submitted with the application. This plan was updated by the applicant during the Planning Commission public hearing to include a secondary, interior fence to keep the children away from the perimeter of the property.

Comprehensive Plan Adherence

The proposal is consistent with the Herndon 2030 Comprehensive Plan Neighborhood Conservation Land Use Policies and encourages uses that provide a variety of goods and services as well as promoting economic development that helps increase employment and add to the community tax base.

Parking

The zoning ordinance does not require additional parking for a home-based daycare or any other home-based business.

Analysis of Conditions

Staff are recommending seven conditions for this special exception.

1. Substantial Conformity. Substantial conformance with the submitted application and plan submitted by the applicant on February 25, 2026, and as amended below, and for the purpose of a daycare use only.
2. Hours of Operation. The permitted hours of operation shall be no earlier than 6:00 a.m. and no later than 9:00 p.m. Monday through Friday.
3. Number of Permitted Children. The total number of children present on site for home-based child daycare use shall not exceed 12 enrolled children per day. The ratio of employees to children as required by the Commonwealth of Virginia shall be maintained.
4. On-site Play Area. The applicant shall install a second, permanent fence in accordance with the diagram drawn by the applicants, showing the fenced area in orange, reviewed and approved by the zoning administrator prior to fence installation. When playing outside, all children shall be within the inner fenced playground area.
5. Child Drop-off and Pickup. Child drop-off and pickup are preferred to occur in the driveway. Double parking on Jeff Ryan Drive is prohibited.
6. Employees and Parking. The home-based child daycare shall be limited to a maximum of two (2) non-resident employees. Employees shall not park in the driveway.
7. Signage. No signage shall be permitted.

Any violation of the aforementioned conditions or other sections of the Herndon Town Code shall be grounds for revoking the special exception pursuant to the manner described in Section 78-155.3(h).

Fiscal Impact:

The Town can collect taxes from home-based businesses.

Town Council Alternatives:

The following alternatives are available to the Town Council SE #26-02:

1. Approve the application without conditions
2. Approve the application with the 7 conditions
3. Deny the application
4. Continue the application to the July 28, 2026 regular meeting

Staff Recommendation:

Staff recommends the Town Council approve the application with the 7 conditions.

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

RESOLUTION

JUNE 23, 2026

Resolution- to approve Special Exception – SE #26-02, 1001 Jeff Ryan Drive, to allow a Home-Based Child Daycare Use within the R-10, Residential single-family district. The proposed use will increase the maximum number of children enrolled per day from 7 to 12.

The applicant, Ms. Sarita del Pilar Abad Moretti, submitted a request to consider a special exception to permit a home-based child daycare use within the R-10 residential zoning district. The proposed use will provide care for a maximum of 12 children enrolled per day, increase the number of nonresident employees from one to two, and increase the allowed floor area of a home-based business beyond 1,000 square feet. The property is identified as Fairfax County Tax Map # 0103 14 0073.

On May 18, 2026, the Planning Commission recommended that the special exception with conditions be approved based upon the finding that the proposed use meets the purpose and intent of the Zoning Ordinance.

The Town Council reviewed this application and held a public hearing in accordance with the provisions of §15.2-2204 of the State Code, and approves the application with conditions based upon the finding that the conditions meet the purpose and intent of the Zoning Ordinance, in particular Section 78-155.3(e)(1).

THEREFORE, BE IT RESOLVED by the Town Council of the Town of Herndon, Virginia that:

1. The Town Council approves Special Exception SE #26-02, which shall not run with the land (§78-155.3(f)(3)), and in accordance with the conditions set forth below to achieve compliance with the standards found in Section 78-155.3(e)(1):

a. Substantial Conformity. Substantial conformance with the submitted application and plan submitted by applicant on February 25, 2026, and for the purpose of a daycare use only.

b. Hours of Operation. The permitted hours of operation shall be no earlier than 6:00 a.m. and no later than 9:00 p.m. Monday through Friday.

c. Number of Permitted Children. The total number of children present on site for home-based child daycare use shall not exceed 12 enrolled

children per day. The ratio of employees to children as required by the Commonwealth of Virginia shall be maintained.

d. On-Site Play Area. The applicant shall install a second, permanent fence in accordance with the diagram drawn by the applicants, showing the fenced area in orange, reviewed and approved by the zoning administrator prior to fence installation. When playing outside all children shall be within the inner fenced playground area.

e. Child Drop-off and Pick-up. Child drop-off and pick-ups are preferred to occur in the driveway. Double parking on Jeff Ryan Drive is prohibited.

f. Employees and Parking. The home-based childcare shall be limited to a maximum of two (2) non-resident employees. Employees shall not park in the driveway.

g. Signage. No signage shall be permitted.

TOWN OF HERNDON, VIRGINIA
PLANNING COMMISSION

RESOLUTION

MAY 18, 2026

Resolution- to approve Special Exception – SE #26-02, 1001 Jeff Ryan Drive, to allow a home-based child daycare use. The proposed use would increase the maximum number of children enrolled from seven to 12.

The applicant, Ms. Sarita del Pilar Abad Moretti, had submitted a request to consider a special exception to permit a home-based child daycare use within the R-10 residential zoning district. The proposed use will provide care for a maximum of 12 children enrolled per day, increase the number of nonresident employees from one to two, and increase the allowed floor area of a home-based business beyond 1,000 square feet. The property is identified as Fairfax County Tax Map # 0103 14 0073.

The Planning Commission has reviewed this application and held a public hearing in accordance with the provisions of §15.2-2204 of the State Code and recommends that the application be approved with conditions based upon the finding that the conditions meet the purpose and intent of the Zoning Ordinance, in particular Section 78-155.3(e)(1).

THEREFORE, BE IT RESOLVED by the Planning Commission of the Town of Herndon, Virginia, that:

1. The Planning Commission recommends approval of Special Exception SE #26-02, which shall not run with the land (§78-155.3(f)(3)), and in accordance with the conditions set forth below to achieve compliance with the standards found in Section 78-155.3(e)(1):

    a. Substantial Conformity. Substantial conformance with the submitted application and plan submitted by applicant on February 25, 2026, and for the purpose of a daycare use only.

    b. Hours of Operation. The permitted hours of operation shall be no earlier than 6:00 a.m. and no later than 9:00 p.m. Monday through Friday.

    c. Number of Permitted Children. The total number of children present on site for home-based child daycare use shall not exceed 12 enrolled children per day. The ratio of employees to children as required by the Commonwealth of Virginia shall be maintained.

d. On-Site Play Area. The applicant shall install a second, permanent fence in accordance with the diagram drawn by the applicants, showing the fenced area in orange, reviewed and approved by the zoning administrator prior to fence installation. When playing outside all children shall be within the inner fenced playground area.

e. Child Drop-off and Pick-up. Child drop-off and pick-up are preferred to occur in the driveway. Double parking on Jeff Ryan Drive is prohibited.

f. Employees and Parking. The home-based child daycare shall be limited to a maximum of two (2) non-resident employees. Employees shall not park in the driveway.

g. Signage. No signage shall be permitted.

A Copy – Teste:

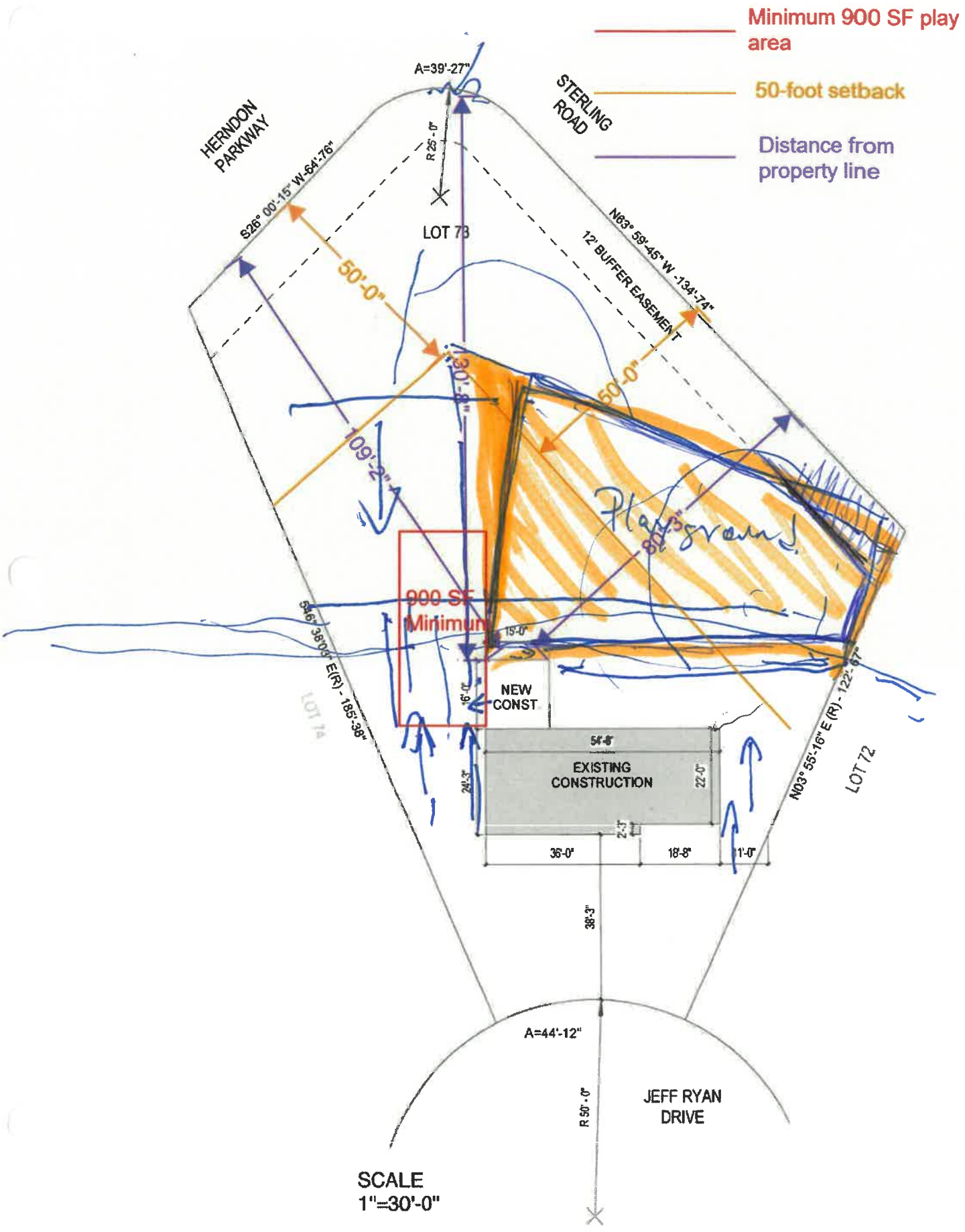
Margie C. Tacci
Deputy Town Clerk

TOWN OF HERNDON, VIRGINIA 1879

MOTION: **Mundt**
SECOND: **Kim**
RE: **Resolution 26-PC-009**
ACTION: **Adopted**

Votes

Ayes: Beatty, Kim, Mundt, Richardson, Wichman, Yohannes
Nays: Chair Romeo
Abstain from Vote: None
Absent from Vote: None
Absent from Meeting: None


Minimum 900 SF play area
50-foot setback
Distance from property line
HERNDON PARKWAY
STERLING ROAD
A=39'-27"
R 25'-0"
S26° 00'-15" W-84'-76"
LOT 73
N63° 59'-45" W -134'-74"
12' BUFFER EASEMENT
50'-0"
50'-0"
109'-2"
130'-8"
Playground
80'-5"
900 SF Minimum
15'-0"
16'-0"
NEW CONST
S46° 38'09" E(R) - 185'-38"
LOT 74
54'-8"
EXISTING CONSTRUCTION
22'-0"
24'-3"
2'-3"
36'-0"
18'-8"
1'-0"
38'-3"
N03° 55'-16" E (R) - 122'-67"
LOT 72
A=44'-12"
R 50'-0"
JEFF RYAN DRIVE
SCALE
1"=30'-0"

EMPLOYER IDENTIFICATION NUMBER: 37-2060850

OWNER: Sarita del Pilar Abad Moretti

ADDRESS: 1001 Jeff ryan drive – Herndon -20170

Objective:

We are a state-licensed early learning and childcare center with a top-tier Spanish language program. We use the appropriate methodology to ensure your child learns Spanish gradually. Immersion, adaptation, and care are our priorities.

Integrantes:

1.- Sarita Abad Moretti – Primary Caregiver

2.- Gaby Buud – Assistant

3.- Yovanna Clemente – Assistant

All staff have up to date documentation for wor at Baby Buu Daycare

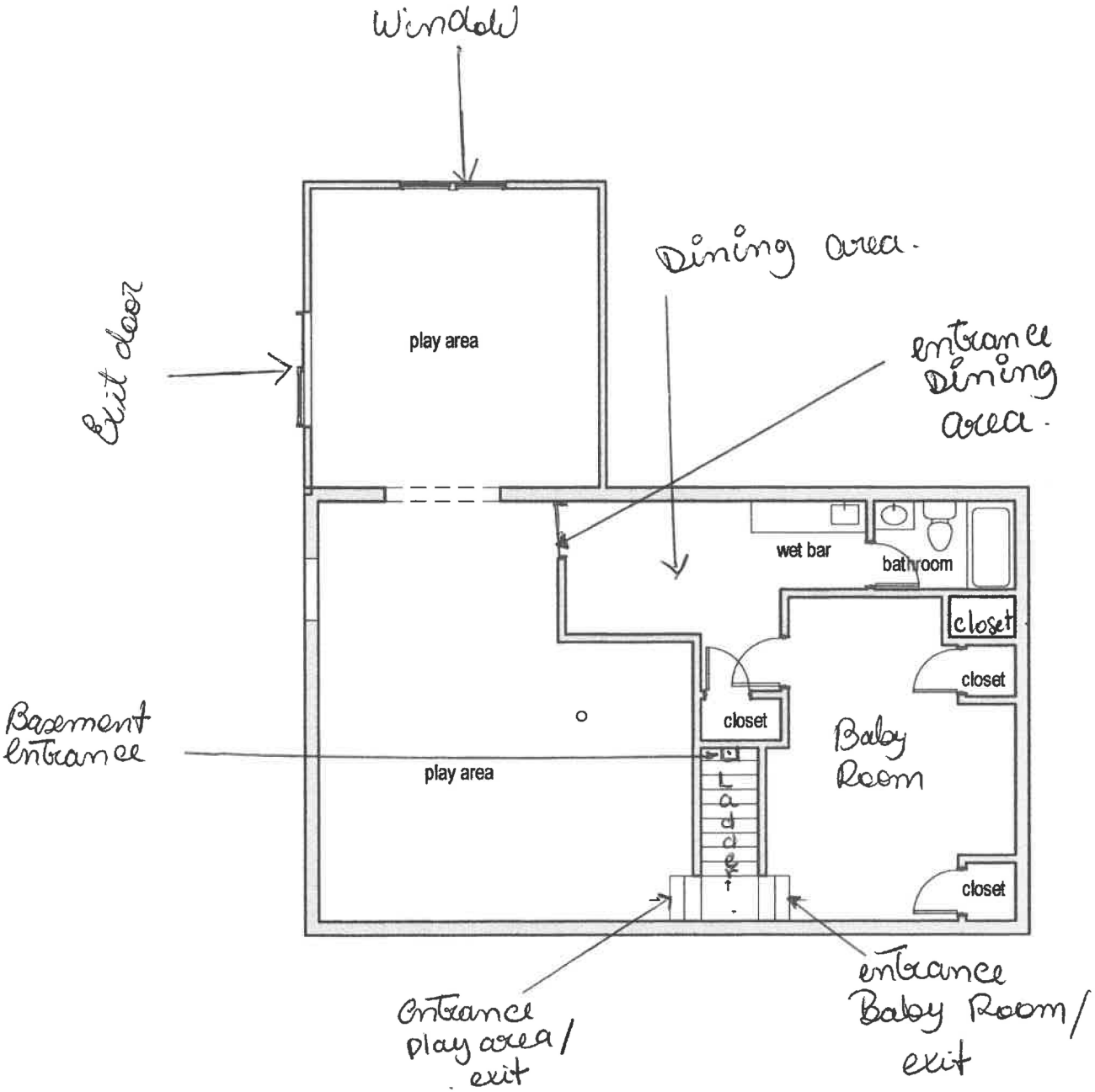
Operating Hours:

Monday to Friday 7:00 am – 6:00 pm

7:00	- 9:00	Breakfast
9:00	- 9:30	Diaper Change
9:30	- 10:00	Cicle Time/Alpha/Theater
10:00	- 10:40	Playground / Cicle Time
10:40	- 11:00	Fine Motor activities/Crafts
11:00.	- 12:00	Lunch Time
12:00	- 12:15	Diaper Change
12:15	- 2:45	Nap Time
2:45	- 3:00	Diaper Time
3:00	- 4:00	Snack Time
4:00	- 4:45	Fine motor activies/Crafts
4:45	- 5:00	Diaper Change
5:00	- 5:30	Free Play / Dismissal
5:30	- 6:00	Dismissal

Schedule Baby Bun

Basement Plan for Daycare



Town of Herndon, Virginia
Notice of Public Hearing

Notice is hereby given that the Town Council of the Town of Herndon, Virginia, will hold a public hearing on Tuesday, June 23, 2026, at 7:00 p.m. in the Herndon Council Chambers Building, located at 765 Lynn Street, Herndon, on the following items:

Ordinance, to consider a Zoning Ordinance Text Amendment – ZOTA #26-04, to amend Chapter 78 (ZONING), Article IV (Business Districts), Section 78-40.3 (CO – Commercial office district) and Article VII (Use Regulations), Section 78-70.2 (Table of permitted and allowed uses), to remove the special exception requirement for personal service uses in the CO zoning district.

Resolution, to consider a Special Exception – SE #26-02, 1001 Jeff Ryan Drive, to consider a special exception to permit a home-based child daycare use within the R-10, Residential single-family district. The proposed use will increase the maximum number of children enrolled per day from 7 to 12 increase the number of nonresident employees from one to two and increase the allowed floor area of a home-based business beyond 1,000 square feet. The property is zoned R-10, Residential single- family district. The property is designated in the Herndon 2030 Comprehensive Plan as "Neighborhood Conservation." The 21,625 square-foot lot is located on the northwest corner of Herndon Parkway and Sterling Road. Fairfax County Tax Map Reference Number: 0103 14 0073. Applicant and Property owners: Sarita Del Pilar Abad Moretti and Deyvis Josuhe Placencia Elguera.

Ordinance, to consider a Zoning Map Amendment – ZMA #24-01, 250 Exchange Place, to amend the zoning from, Office & Light Industrial district (O&LI), to Planned Development – Transit Related Growth Mixed Use, Medium Density Residential, and Office (PD-TRG1), and Planned Development – Transit Related Growth 2 – Low Density Residential and Low Impact Commercial (PD-TRG 2) zoning districts with proffered conditions to allow the redevelopment of the site with single-family attached and multi-family residential uses. The parcel area is 410,221 square feet and is currently improved with five, one-story office buildings and a surface parking lot. The proposed redevelopment requires demolition of all existing improvements. New uses proposed include 400 multi-family residential units in a six-story residential building located in the PD-TRG1 zoning district and 62 stacked townhouse units within the PD-TRG2 zoning district. The project proposes a density of 1.49 floor area ratio (FAR). Parking for the development would be provided on-site in a parking garage for the multi-family building as well as garage, driveway, and surface parking for the townhouse units. The site would also be improved with two public streets, publicly accessible private streets, sidewalks, and streetscapes, and would construct two publicly accessible open spaces. The property is designated as Regional Corridor Mixed Use in the Comprehensive Plan and is located in the Transit Related Growth small area plan. The application includes requests for the following zoning modifications: non-standard private amenity space width (Section 78-51.2(f)(4)); non-standard building setback (Section 78-51.3(f)(5)); non-standard landscaped area (Section 78-51.3(j)(1). The property is located on the northeast

corner of Herndon Parkway and Exchange Place. Fairfax County Tax Map Reference Number: 0164-10-0001B. Applicant: Rooney Properties LLC. Agent: Ken Wire, Wire Gill LLP. Property Owner: Herndon Van Buren, LLC.

The public is encouraged to participate in the town's public hearing process. Individuals having an interest in the above items are invited to attend the public hearing and state their opinions and may also submit comments to town.clerk@herndon-va.gov.

The proposed items are available for examination by the public at the 2nd floor counter of the Herndon Municipal Center, 777 Lynn Street, Herndon, during normal business hours (Monday – Friday) and also available for review on the town's website www.herndon-va.gov.

The Town of Herndon supports the Americans with Disabilities Act by making reasonable accommodations for persons with disabilities so that they may participate in services, programs, or activities offered by the town. Please call (703) 435-6804 to arrange for any accommodation that may be necessary to allow for participation. Interpretación en Español está disponible en esta sesión.

Amanda Morrow Kertz, Town Clerk

Note to Publisher:
Publish on June 5, 2026/June 12, 2026

Town Council
Regular Meeting
Agenda Item 6.c.

Agenda Item: **Ordinance 26-O-17 to consider a Zoning Ordinance Text Amendment – ZOTA #26-04 to amend Chapter 78 (ZONING), Article IV (Business Districts), Section 78-40.3 (CO – Commercial office district) and Article VII (Use Regulations), Section 78-70.2 (Table of permitted and allowed uses), to remove the special exception requirement for personal service uses in the CO zoning district**

Meeting Date: June 23, 2026

Category: Public Hearings

Prepared by: David Stromberg, Zoning Administrator

Description:
This zoning ordinance text amendment will remove the special exception requirement for general personal services uses in the CO, Commercial Office, zoning district. Land uses in the zoning ordinance are organized into groups called "use categories" which then list specific "use types." Article VII (Use Regulations) contains the "Table of permitted and allowed uses," which contains the full list of use categories and use types, as well as all zoning districts. This table provides every type of classified use that could be allowed within the town and provides for comparison of uses between zoning districts. The table identifies which uses are: (1) allowed by-right, (2) by special exception, (3) subject to proffers of a rezoning application, and (4) prohibited for each zoning district. Each zoning district also contains a simplified use table that lists only the uses allowed by-right, by special exception, or by proffered rezoning (planned development districts only). Implementing this text amendment requires a change to both the full use table and the CO district use table.

Hair, tanning, personal care, esthetician, photography studio and manicure/pedicure businesses all fall into the "personal services, general" use type. This use type is allowed by-right in the Central Commercial (CC), Commercial Services (CS), and most Planned Development-Business (PD-B), zoning districts. Review and approval of a by-right use is administrative and consists of obtaining a Zoning Appropriateness Permit (ZAP) and a business license, which typically takes one to four business days. Review and approval of a special exception usually takes four to five months, including legal advertisements and Planning Commission and Town Council public hearings. Special exception review also requires more staff involvement than administrative review.

Background/Timing Impact:
One of the recommendations of the Small Business Process Improvement Committee

was to, "conduct a comprehensive review of the zoning ordinance use tables and Special Exception process, with the goal of expanding by-right uses in appropriate zoning districts and streamlining approval pathways for commonly approved uses, thereby reducing regulatory barriers for small businesses." This ZOTA is one of potentially multiple amendments to further this goal.

This zoning ordinance text amendment is in alignment with Focus Area 3, Objective 4.1 of the Town of Herndon Strategic Plan, which states: Institute policies and practices that improve the permitting process for new businesses. The Town Council initiated a resolution for ZOTA #26-04 during their April 28, 2026, public hearing. The Planning Commission voted 7–0 at its May 18, 2026, regular meeting to recommend the Town Council adopt ZOTA #26-04.

Strategic Focus Area:
Environmental and Economic Sustainability

Fiscal Impact:
If adopted, this zoning ordinance text amendment will result in shorter review times, allowing for approved businesses to obtain a business license and begin paying BPOL (business, professional, and occupational license) fees. Additionally, staff time could be reallocated to other large development projects which may provide revenue for the Town.

Legal Impact:
If adopted by the Town Council, this amendment will be effective on and after its date of adoption.

Staff Recommendation/Next Steps:
Adopt Zoning Ordinance Text Amendment ZOTA #26-04.

Attachments:
1. Ordinance (Proposed)
2. Legal Ad

TOWN OF HERNDON, VIRGINIA

TOWN COUNCIL

ORDINANCE

JUNE 23, 2026

Ordinance- **to adopt Zoning Ordinance Text Amendment ZOTA #26-04 to amend Chapter 78 (ZONING), Article IV (Business Districts), Section 78-40.3 (CO – Commercial Office) and Article VII (Use Regulations), Section 78-70.2 (Table of Permitted and Allowed Uses), to remove the special exception requirement for personal service uses in the CO zoning district.**

BE IT ORDAINED by the Town Council of the Town of Herndon, Virginia that:

1. The following sections or provisions of the Herndon Town Code (2000), as amended, are amended and re-ordained as follows:

CHAPTER 78 (ZONING)

Article IV – BUSINESS DISTRICTS

***

Sec. 78-40.3 – CO – Commercial office district.

***

(3) Table of Permitted uses in the CO district.

Table 78-40.3(c)(3): Principal Permitted and Allowed Uses CO
KEY: P = Use Permitted By Right; S=Use Allowed Subject to Special Exception Approval;
Uses may be subject to use specific standards as noted in the last column

USE CATEGORY	USE TYPE	CO	See Supplemental Regulations
	***		

Personal Services and Retail Sales	Animal Hospital, Kennel, Pet Daycare, Animal Shelter, and Veterinary Clinic	S	§78-71.10
	Artist's Studio or Gallery	P	§78-71.10
	Dry-Cleaning/Laundry, Laundromats	S	§78-71.10
	Financial Institution	P	§78-71.10
	Health Care Facility	P	§78-71.10
	Health Care Laboratory	P	§78-71.10
	Mailing and Packing Service	S	§78-71.10
	Personal Services, General	~~S~~P	§78-71.10
	Pharmacy	P	§78-71.10
	Product Repair and Services	S	§78-71.10
	Retail Sales	S	§78-71.10
	School of Special Instruction	S	§78-71.10
	Other Personal Services and Retail Sales Uses	S	§78-71.10
Commercial Utilities	***		

Article VII. – USE REGULATIONS

***

Sec. 78-70.2 – Table of permitted and allowed uses

***

	Residential Districts	Business Districts	Planned Development District	Supp'l Reqs.

USE CATEGORY	USE TYPE	R15	R10	R TC	RM	CC	CS	CO	O& LI	PD-R	PD-B	PD-TD PD-D	PD-UR	PD-TOC PD-W	See Section
Offices	***														
	Animal Hospital, Kennel, Pet Daycare, Animal Shelter, and Veterinary Clinic						P	S	S	Z	Z			**	§78-71.10
	Artist's Studio or Gallery					P	P	P	P	Z	Z	Z*		**	§78-71.10
	Dry-Cleaning/Laundry, Laundromats					S	P	S	P	Z	Z	Z*		**	§78-71.10
	Durable Goods Sales						P		S		Z			**	§78-71.10
Personal Services and Retail Sales	Financial Institution					P	P	P	P		Z	Z*		**	§78-71.10
	Funeral Home					P								**	§78-71.10
	Health Care Facility					P	P	P	P	Z	Z	Z*		**	§78-71.10
	Health Care Laboratory					P	P	P	P		Z			**	§78-71.10

	Mailing and Packing Service					S	P	S	P		Z	Z*		**	§78-71.10
	Personal Services, General					P	P	~~S~~ **P**		Z	Z	Z*		**	§78-71.10
	Pharmacy					P	P	P			Z	Z*		**	§78-71.10
	Product Repair and Services					P	P	S	P		Z	Z*		**	§78-71.10
	Retail Sales					P	P	S			Z	Z*	Z	**	§78-71.10
	School of Special Instruction					S	P	S	P	Z	Z	Z*		**	§78-71.10
	Other Personal Services and Retail Sales Uses					P	P	S			Z	Z*	**	§78-71.10	
Vehicle Sales and Services	***														

***

2. This ordinance shall be effective on and after the date of its adoption.

Town of Herndon, Virginia
Notice of Public Hearing

Notice is hereby given that the Town Council of the Town of Herndon, Virginia, will hold a public hearing on Tuesday, June 23, 2026, at 7:00 p.m. in the Herndon Council Chambers Building, located at 765 Lynn Street, Herndon, on the following items:

Ordinance, to consider a Zoning Ordinance Text Amendment – ZOTA #26-04, to amend Chapter 78 (ZONING), Article IV (Business Districts), Section 78-40.3 (CO – Commercial office district) and Article VII (Use Regulations), Section 78-70.2 (Table of permitted and allowed uses), to remove the special exception requirement for personal service uses in the CO zoning district.

Resolution, to consider a Special Exception – SE #26-02, 1001 Jeff Ryan Drive, to consider a special exception to permit a home-based child daycare use within the R-10, Residential single-family district. The proposed use will increase the maximum number of children enrolled per day from 7 to 12 increase the number of nonresident employees from one to two and increase the allowed floor area of a home-based business beyond 1,000 square feet. The property is zoned R-10, Residential single- family district. The property is designated in the Herndon 2030 Comprehensive Plan as "Neighborhood Conservation." The 21,625 square-foot lot is located on the northwest corner of Herndon Parkway and Sterling Road. Fairfax County Tax Map Reference Number: 0103 14 0073. Applicant and Property owners: Sarita Del Pilar Abad Moretti and Deyvis Josuhe Placencia Elguera.

Ordinance, to consider a Zoning Map Amendment – ZMA #24-01, 250 Exchange Place, to amend the zoning from, Office & Light Industrial district (O&LI), to Planned Development – Transit Related Growth Mixed Use, Medium Density Residential, and Office (PD-TRG1), and Planned Development – Transit Related Growth 2 – Low Density Residential and Low Impact Commercial (PD-TRG 2) zoning districts with proffered conditions to allow the redevelopment of the site with single-family attached and multi-family residential uses. The parcel area is 410,221 square feet and is currently improved with five, one-story office buildings and a surface parking lot. The proposed redevelopment requires demolition of all existing improvements. New uses proposed include 400 multi-family residential units in a six-story residential building located in the PD-TRG1 zoning district and 62 stacked townhouse units within the PD-TRG2 zoning district. The project proposes a density of 1.49 floor area ratio (FAR). Parking for the development would be provided on-site in a parking garage for the multi-family building as well as garage, driveway, and surface parking for the townhouse units. The site would also be improved with two public streets, publicly accessible private streets, sidewalks, and streetscapes, and would construct two publicly accessible open spaces. The property is designated as Regional Corridor Mixed Use in the Comprehensive Plan and is located in the Transit Related Growth small area plan. The application includes requests for the following zoning modifications: non-standard private amenity space width (Section 78-51.2(f)(4)); non-standard building setback (Section 78-51.3(f)(5)); non-standard landscaped area (Section 78-51.3(j)(1). The property is located on the northeast

corner of Herndon Parkway and Exchange Place. Fairfax County Tax Map Reference Number: 0164-10-0001B. Applicant: Rooney Properties LLC. Agent: Ken Wire, Wire Gill LLP. Property Owner: Herndon Van Buren, LLC.

The public is encouraged to participate in the town's public hearing process. Individuals having an interest in the above items are invited to attend the public hearing and state their opinions and may also submit comments to town.clerk@herndon-va.gov.

The proposed items are available for examination by the public at the 2nd floor counter of the Herndon Municipal Center, 777 Lynn Street, Herndon, during normal business hours (Monday – Friday) and also available for review on the town's website www.herndon-va.gov.

The Town of Herndon supports the Americans with Disabilities Act by making reasonable accommodations for persons with disabilities so that they may participate in services, programs, or activities offered by the town. Please call (703) 435-6804 to arrange for any accommodation that may be necessary to allow for participation. Interpretación en Español está disponible en esta sesión.

Amanda Morrow Kertz, Town Clerk

Note to Publisher:
Publish on June 5, 2026/June 12, 2026

TOWN OF Herndon VIRGINIA

Town Council Regular Meeting
Agenda Item 7.a.

Agenda Item: **Resolution 26-G-40 to Amend the Town Council Rules of Procedures, adopted January 7, 2025**

Meeting Date: June 23, 2026

Category: Consent

Prepared by: Amanda Kertz, Town Clerk

Description:
The proposed amendment to the Town Council Rules of Procedures is necessary due to a change in the Virginia Code that takes effect on July 1, 2026. The change impacts how and when the Town Council can amend its agenda.

Background/Timing Impact:
The proposed amendment will make the following changes:

SECTION 5 - ORDER OF BUSINESS FOR COUNCIL MEETINGS
Section 5-1. Order of Business
Section 5-3. Items Not on the Agenda

With the majority vote of Council, items may be added to the agenda to respond to situations and/or questions of a critical nature which have arisen after the deadline has passed for items to be placed on the agenda. **Pursuant to Code of Virginia §2.2-3707(G), no final action may be taken on items added to the agenda after the meeting commences unless they are time-sensitive or are the subject of a closed meeting properly identified in a motion in accordance with §2.2-3711.**

The adoption of this amendment to the Rules of Procedures is necessary as the change in state law goes into effect on July 1, 2026.

Strategic Focus Area:
Good Governance

Fiscal Impact:
N/A

Legal Impact:
Necessitated by the change in state law, Code of Virginia §2.2-3707(G).

Staff Recommendation/Next Steps:
Staff recommends approval as presented.

Attachments:
1. Resolution (Proposed)
2. Town Council Rules of Procedures (Updates Proposed)

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

RESOLUTION

JUNE 23, 2026

Resolution- to Amend the Town Council Rules of Procedures

BE IT RESOLVED by the Town Council of the Town of Herndon, Virginia that:

1. The Town Council Rules of Procedures, adopted January 7, 2025, are hereby amended as follows:

   SECTION 5 - ORDER OF BUSINESS FOR COUNCIL MEETINGS
   Section 5-1. Order of Business

   ***

   Section 5-3. Items Not on the Agenda
   With the majority vote of Council, items may be added to the agenda to respond to situations and/or questions of a critical nature which have arisen after the deadline has passed for items to be placed on the agenda. **Pursuant to Code of Virginia §2.2-3707(G), no final action may be taken on items added to the agenda after the meeting commences unless they are time-sensitive or are the subject of a closed meeting properly identified in a motion in accordance with §2.2-3711.**

2. This amendment shall be effective on and after July 1, 2026.

26-G-40

TOWN OF HERNDON
TOWN COUNCIL RULES OF PROCEDURES

Table of Contents

Section 1 - Purpose and Basic Principles 2
Section 2 - Meetings 3
Section 3 - Officers 5
Section 4 - Agenda 6
Section 5 - Order of Business for Council Meetings 7
Section 6 - Rules of Procedure for Council Meetings 11
Section 7 - Boards, Commissions, And Committees 16
Section 8 - General Operating Policy 16
Section 9 - Attachments 16

TOWN OF HERNDON
TOWN COUNCIL RULES OF PROCEDURES

(Adopted January 7, 2025)
(Amended June 23, 2026)

INTRODUCTION

These rules of procedures were designed and adopted for the benefit and convenience of the Herndon Town Council (hereafter "the Council"). Their purpose is to help the Council conduct its affairs in a timely and efficient manner. They incorporate the general principles of parliamentary procedure found in *Robert's Rules of Order Newly Revised* and applicable Virginia laws. These rules of procedure do not create substantive rights for third parties or participants in proceedings before the Council. Further, the Council reserves the right to suspend or amend these rules of procedure whenever a majority of the Council decides to do so. When the Council's rules of procedure do not address a procedural issue, the Council may consider the most recent edition of *Robert's Rules of Order Newly Revised* for guidance. The failure of the Council to strictly comply with these rules of procedure shall not invalidate any action of the Council.

SECTION 1 - PURPOSE AND BASIC PRINCIPLES

Section 1-1. Purpose of the Rules of Procedure

A. To enable the Council to transact business fully, expeditiously, and efficiently while affording every opportunity to citizens to witness the operations of government;

B. To protect the rights of each individual Councilmember;

C. To preserve a spirit of cooperation among Councilmembers; and

D. To determine the will of the Council on any matter.

Section 1-2. Basic Principles Underlying the Rules of Procedures

A. The business of the Council should proceed in the most efficient manner possible;

B. The Council's rules of procedures must be followed consistently;

C. The Council's actions should be the result of a decision on the merits and not a manipulation of the procedural rules;

D. Only one (1) subject may claim the attention of the Council at a time;

E. Each item presented for consideration is entitled to full and free discussion;

F. Every Councilmember shall have equal rights to participate and vote on all issues;

G. Every Councilmember must have an equal opportunity to participate;

H. The will of the majority must be carried out, and the rights of the minority must be preserved; and

I. The Council must act as a body.

SECTION 2 - MEETINGS

Section 2-1. When and Where Meetings are to be Held

The date, time, and place of meetings of the Council shall be established annually by resolution in accordance with Section 2-1 of the Herndon Town Code. Meetings are held in the Herndon Council Chambers Building, 765 Lynn Street, Herndon, Virginia.

The Council may hold additional meetings at other locations and times, and may change the locations and times of its regular meetings as it deems appropriate to do so. Notice of meetings or changes to the location or time of meetings shall be given contemporaneously to the Council and public as required by the Code of Virginia.

Section 2-2. Types of Meetings

State law requires a minimum of six meetings to be held per year. The Town Charter Section 3-8 requires that the Council meet at least once per month. The following types of meetings are held by the Council:

A. Regular Meetings. Council regular meetings typically include public hearings and items that are ready for Council action. Regular meetings include a public comment period to provide citizens with the opportunity to address Council on any topic they choose.

B. Work Sessions. Council work sessions shall be the designated time where items that affect the Town, its citizens, and/or the municipal corporation may be introduced and considered for review, discussion, questions, guidance, and possible consideration for a vote at a later date. The Council and the Town's staff are encouraged to engage in discussion, ask questions, and the like during the Council work sessions. Unless a motion to consider for adoption is approved by a two-thirds vote of the membership of the Council, no items will be positioned for a vote during a Council work session. Motions to enter into closed meetings are excepted from this rule. While open to the public, there is no public comment opportunity at work sessions.

C. Special Meetings. Special meetings may be called at any time by the Mayor or by four (4) members of the Council and declared in writing to the Town Clerk for the purpose stated in the notice of the special meeting, as provided in the Town of Herndon Charter Section 3.8. The Town Clerk shall notify the Councilmembers of the date, time, and place designated and the purpose of the special meeting. Notice of the special meeting shall be provided to each Councilmember by written notice, telephone, or electronic means.

Section 2-3. Legal Holiday

When a regular meeting falls on a legal holiday, the meeting shall be held on the immediately following Tuesday, or as provided in the adopted resolution to establish the Council meeting schedule.

Section 2-4. Adjourned or Recessed Meetings

A. A meeting of the Council is adjourned when the Council has finished its business and is bringing the meeting to a close, with the intention of holding another meeting at a later date. Generally, when a meeting of the Council is adjourned, the next meeting of the Council is preceded by the Call to Order. A meeting of the Council is recessed when the Council takes a break between sittings, and the recessed business is resumed where it left off.

B. A properly called meeting may be recessed or adjourned to a time and place certain by a motion made and adopted by a majority of the Council in open session during the meeting. The motion shall state the time and place when the meeting will reconvene. No further notice need be given of such recessed or adjourned session of a properly noticed meeting.

Section 2-5. Cancellation or Rescheduling of Meetings

A meeting may be cancelled or rescheduled, due to a lack of items for consideration, the inability to obtain a quorum, or due to weather or other condition(s) such that it is hazardous for members to attend the meeting. The Mayor shall declare the notice of cancellation in writing and the Councilmembers shall be immediately notified of the change and the reason therefore. The notice of such postponement or cancellation and the rescheduled date, time, and place shall be promptly published by the Town Clerk.

Section 2-6. Organizational Meeting

The first meeting in January of odd years shall be known as the organizational meeting. The purpose of the organizational meeting shall be:

A. To establish the dates, times, and places for its regular meetings for the calendar year;

B. Elect a Vice Mayor for the two-year term; and

C. Adopt its Rules of Procedures for the two-year term.

Section 2-7. Procedure for Election of Vice Mayor

A. The first meeting in January of odd years shall be reserved for the election of Vice Mayor, as follows:

   1. The Chair shall call for nominations from the membership of the Council.

   2. Any Councilmember, after being recognized by the Chair, may place one (1) or more names in nomination and discuss their opinions on the qualifications of the nominees.

   3. After all nominations have been made, the Chair shall close the nominating process and open the floor for discussion.

   4. After discussion, the Chair shall call for the vote.

   5. The Councilmembers shall vote by roll call, with the vote announced by the Town Clerk.

   6. Each Councilmember shall cast one (1) vote for any one (1) nominee.

   7. In the case of a three-way race, the candidate receiving the least number of votes will be dropped from the slate of nominees, and another vote will be taken.

   8. A majority of those voting shall be required to elect the Vice Mayor.

B. The Vice Mayor shall serve for a term of two (2) years, or until replaced.

Section 2-8. Seating Arrangement

The Mayor shall occupy the center seat on the dais with the Vice Mayor occupying the seat at their immediate left. The Mayor shall determine the seating for the remaining Councilmembers. The seating for work session meetings shall be determined by the Mayor in their discretion.

SECTION 3 - OFFICERS

Section 3-1. Mayor and Vice Mayor

The Mayor shall preside over all meetings of the Council. The Vice Mayor serves in the absence of the Mayor. In the absence from any meeting of both the Mayor and Vice Mayor, the Councilmembers present shall choose one of themselves as temporary Chair.

Section 3-2. Town Clerk

The Town Clerk shall be appointed by the Town Manager. They shall compile and distribute the agenda for the Council meetings, shall attend all of the Council meetings, and shall keep an accurate record of the Council's proceedings.

Section 3-3. Parliamentarian

The Town Attorney shall serve as the Parliamentarian for the purpose of interpreting these rules of procedure and the Code of Virginia as may be directed by the Chair, or as required as a result of a point of order raised by one (1) or more of the Councilmembers. If the Town Attorney is unavailable, then the Town Manager shall serve as the Parliamentarian.

Section 3-4. Preservation of Order

A. At meetings of the Council, the Chair shall preserve order and decorum. The Chair shall have the following powers:

    1. To rule motions in or out of order, including any motion not germane to the subject under discussion or patently offered for obstructive or dilatory purposes;

    2. To determine whether a speaker has gone beyond reasonable standards of courtesy in their remarks, and to entertain and rule on objections from other Councilmembers on this ground;

    3. To entertain and answer questions of parliamentary procedure, with the assistance of the parliamentarian, if necessary;

    4. To call a brief recess at any time without the Council's vote or appeal; and

    5. To adjourn without the Council's vote or appeal.

B. A decision by the Chair under any of the first three (3) powers listed above may be appealed to the Council upon motion of any Councilmember. Such a motion is in order immediately after a decision under those powers is announced and at no other time. The Councilmember making the motion need not be recognized by the Chair, the motion does not require a second, and the motion, if timely made, may not be ruled out of order. There are two (2) exceptions to this right of appeal, noted in subsection C.

C. The Chair may adjourn without the Council's vote or appeal, and they may also call a brief recess without a vote at any time, when necessary to "clear the air" and thus reduce friction among the Councilmembers.

D. While a meeting of the Council is in session, all Councilmembers will treat one another with respect, courtesy, and exhibit appropriate decorum. Councilmembers shall not insult, demean, or belittle one another while a meeting of the Council is in session or insult, demean, or belittle Town staff.

SECTION 4 - AGENDA

Section 4-1. Preparation

A. The Mayor and Town Manager shall prepare an agenda for the Council's meetings conforming to the order of business specified in Section 5-1 entitled "Order of Business."

B. Any Councilmember may request items to be placed and published on a meeting agenda by completing an "Agenda Request Form" and submitting it to the Mayor and Town Manager at least six (6) business days prior to the meeting for which the Councilmember wishes the item scheduled. Such items requested to be placed on the agenda shall first appear before the Council during a work session for discussion, during which the Chair may obtain consensus to direct staff to prepare and schedule the item for a future agenda. Alternatively, Councilmembers may bring items for discussion during the roundtable portion of the work session agenda as described under Section 5-1.7; these items do not need to be added to the agenda in advance of the meeting.

C. All items which are requested to be placed on the agenda and which have not been submitted within the prescribed deadline and with necessary background information, as determined by the Mayor, may be placed on a future agenda for discussion once the required information is provided within timelines. Alternatively, the Councilmember may choose to bring the item up for discussion with the body during the roundtable portion of a work session meeting; however, the roundtable portion is reserved for discussion only and no Councilmember will make a formal presentation.

Section 4-2. Delivery of Agenda

The Council agenda packet is distributed electronically to the Town Council, Town Attorney, and Town Manager on the Friday before a scheduled Town Council meeting.

Section 4-3. Public Access to Agenda Materials

The Town Clerk shall post the Council agenda packet and legal advertisements on the Town's website and at the Herndon Municipal Center contemporaneously with the agenda distribution to Town Council.

SECTION 5 - ORDER OF BUSINESS FOR COUNCIL MEETINGS

Section 5-1. Order of Business

A. At regular meetings of the Council, the order of business shall generally be as follows:

1. Call to Order
2. Pledge of Allegiance
3. Presentations/Reports/Comments
   a. Presentation (if any)
   b. Town Manager Report
   c. Councilmember Comments
4. Comments from the Audience
5. Public Hearings
6. General
7. Consent
8. Closed Meeting (if necessary)
9. Adjournment

B. At work sessions of the Council, the order of business shall generally be as follows:

1. Call to Order
2. Discussion
3. Roundtable
4. Closed Meeting (if necessary)
5. Adjournment

C. The order of business may be modified by the Town Manager to facilitate the business of the Council.

Section 5-1.1. Comments from the Audience

A. Every petition, communication, or address to the Council shall be in respectful language.

B. General rules regarding Public Comment are as follows:

1. Comments from the Audience shall be for the purpose of allowing members of the public to provide comments, requests, consent, or general item comments, and comments on matters not included on the agenda. They shall not serve as a forum for debate with the Council.

2. Remarks shall be addressed directly to the Council and not to Town staff, the audience, or the media.

3. The Chair shall open the Comments from the Audience period.

4. Each speaker shall clearly state their name and address for the record.

5. There shall be a time limit for each individual speaker of three (3) minutes.

6. Speakers utilizing interpretation services shall be provided three (3) minutes to speak; the interpretation will not be counted toward the three-minute time limit.

7. Speakers are not permitted to donate time to other speakers.

8. There shall be no comment during the Comments from the Audience period on a matter for which a public hearing is scheduled during the same meeting.

9. Councilmembers shall not discuss issues raised by the public except by consent of a majority of Council present.

10. The above rules notwithstanding, members of the public may present written comments to the Council or to individual Councilmembers at any time during the meeting. Such written comments shall be submitted through the Town Clerk.

C. Other than as stipulated above or during public hearings, no person shall be permitted to address the Council orally, except at the discretion of the Chair. No speaker's time shall be extended except in the discretion of the Chair.

D. Any person who desires to submit written statements for forwarding to the Council prior to a Council meeting must submit their comments to the Town Clerk by 4:00 p.m. on the day of the Town Council meeting. Comments are encouraged to be submitted by email to town.clerk@herndon-va.gov.

Section 5-1.2. Public Hearings

A. This section of the agenda shall be for public hearings as required by Town, State, or Federal law, or as the Council may direct.

B. The Chair shall conduct all public hearings.

C. The order of public hearings shall be as follows:

1. The Chair shall open the public hearing.

2. Public hearings shall begin with a brief presentation from a staff member and/or representative from the applicable board, commission, or committee. The presentation shall summarize the facts about the issue and the staff recommendation. The Councilmembers may seek clarification following the presentation.

3. In land use cases the applicant or their representative shall be the first speaker(s) following the staff presentation. There shall be a time limit of ten (10) minutes for the applicant(s) or their representative's presentation.

4. The Chair shall then solicit comments from the public and call on Comments from the Audience for the public hearing item. Each speaker must clearly state his or her name and address for the record. There shall be a time limit of three (3) minutes for each individual speaker. A speaker representing a group shall identify the group at the beginning of their remarks. The Chair may allow any speaker to proceed past the time limit.

5. After public comments have been received, in a land use case, the applicant or the representative of the applicant, at their discretion, may respond with a rebuttal. There shall be a five (5) minute time limit for rebuttal.

6. Upon the conclusion of public comments, or the applicant's rebuttal in a land use case, the Chair shall close the public hearing.

D. Emails, letters, and other writings to be included as part of the public hearing record shall be provided to the Town Clerk by 4:00 p.m. on the applicable public hearing date. Such emails, letters, and other writings need not be read publicly.

E. When a public hearing has been closed by the Chair, no further public comment shall be permitted. The Councilmembers, however, may direct questions to the applicant, the representative of the applicable board, commission, committee, to a speaker, or to a staff member for clarification prior to taking any vote, if a vote is in order.

F. Following the close of the public hearing, the Chair may entertain a motion to dispose of the issue and the Council may debate the merits of the issue.

Section 5-1.3. General

This section of the agenda shall include items of a general nature to be considered by the Council. After the Chair has stated the item for consideration, staff may be asked to provide a brief summary.

Section 5-1.4. Consent

A. The Consent section of the regular meeting agenda shall include, by way of illustration but not limitation, the following:

1. Approval of minutes.

2. Ordinances or resolutions that are routine.

3. Final/second readings of appropriations, ordinances, or resolutions which received unanimous approval upon introduction at a previous meeting.

4. Any item believed by the Town Manager or Chair to be routine and not controversial in nature.

B. Consent shall be introduced by a motion "to approve," and shall be considered by the Council as a single item.

C. Upon request of a Councilmember, an item shall be removed from Consent. The item shall be considered separately after adoption of Consent.

Section 5-1.5. Closed Meetings

A. Closed Meetings should only be used when the matter to be discussed is too sensitive for discussion in public and only as allowed by law.

B. No meeting shall become a Closed Meeting until the Council takes an affirmative recorded vote during the open meeting.

1. The motion shall state specifically the purpose or purposes which are the subject of the closed meeting and reasonably identify the substance of the matters to be discussed. The motion shall make specific reference to the applicable exemption(s) under the Virginia Freedom of Information Act, which authorizes the Closed Meeting.

2. The Councilmembers shall request the assistance of the Town Attorney when making additions to the published Closed Meeting agenda.

C. No resolution, ordinance, rule, contract, regulation, or motion considered in a Closed Meeting shall become effective until the Council reconvenes in an open meeting and takes a vote of the membership on such resolution, ordinance, rule, contract, regulation, or motion which shall have its substance reasonably identified in the open meeting.

D. At the conclusion of a Closed Meeting, the Council shall reconvene in open meeting immediately thereafter and shall cast a vote certifying that to the best of each member's knowledge:

1. Only public business matters lawfully exempted from open meeting requirements were discussed; and

2. Only public business matters identified in the motion convening the Closed Meeting were heard, discussed, or considered.

3. Any member who believes that there was a departure from the above requirements shall so state prior to the Chair's call for the vote, indicating the substance of the departure that, in their judgment, has taken place.

E. The failure of the certification to receive the affirmative vote of the majority of the Councilmembers present during the Closed Meeting shall not affect the validity or confidentiality of the Closed Meeting with respect to matters considered therein in compliance with the Virginia Freedom of Information Act.

Section 5-1.6. Discussion

Discussion items are used to inform or brief the Council on town issues or activities, or to discuss items that might require guidance, input, or direction from the body on a particular issue or topic impacting the town. Discussion items are scheduled during work sessions, which allow for a more informal and collaborative environment for the Council and staff to work together on town-wide issues.

Section 5-1.7. Roundtable

A. Roundtable shall be the designated time where Councilmembers may individually and publicly speak to matters relevant to the Town, its citizens, and/or the operations of the municipal corporation. Any Councilmember may use the Roundtable portion during a work session meeting to bring up items for discussion with the body. Items discussed during Roundtable do not need to be provided in advance or included in advance on a published meeting agenda.

B. Debate shall not be permitted during Roundtable.

C. For items discussed during Roundtable, the Chair may obtain consensus from the body to direct staff to obtain additional information and schedule the item for a future work session. If consensus of the majority of the body is not reached, no future staff time will be expended on the topic and the item will not be added to a future agenda.

Section 5-2. Prohibited Conduct

A. All persons appearing before the Council or in the Council Chamber while a meeting of the Council is in session will not be allowed to:

1. Campaign for public office;

2. Promote private business ventures;

3. Use profanity or vulgar language or gestures;

4. Use language which insults or demeans any person or which, when directed at a public official or employee, is not related to his or her official duties, however, citizens have the right to comment on the performance, conduct, and qualifications of public figures;

5. Make non-germane or frivolous statements;

6. Interrupt other speakers or engage in behavior that disrupts the meeting, including but not limited to, applause, cheers, jeers, etc.;

7. Engage in behavior that intimidates others;

8. Address the Council on issues that do not concern the services, policies, affairs of the Council or the Town; or

9. Display signs, flags, posters, placards, or the like in a manner that obstructs the view of a meeting attendee in the Council Chambers.

B. The Chair shall preserve order and decorum at the Council meetings. They may order the expulsion of any person for violation of these rules, disruptive behavior, or any words or action which incites violence or disorder, subject to appeal to the Council. Any person so expelled shall not be readmitted for the remainder of the meeting from which they were expelled.

Section 5-3. Items Not on the Agenda

With the majority vote of Council, items may be added to the agenda to respond to situations and/or questions of a critical nature which have arisen after the deadline has passed for items to be placed on the agenda. **Pursuant to Code of Virginia §2.2-3707(G), no final action may be taken on items added to the agenda after the meeting commences unless they are time-sensitive or are the subject of a closed meeting properly identified in a motion in accordance with §2.2-3711.**

SECTION 6 - RULES OF PROCEDURE FOR COUNCIL MEETINGS

Section 6-1. Quorum

A. As provided by Section 15.2-1415 of the Code of Virginia, 1950, as amended, a majority of the Council must be present to conduct business. A quorum is a majority of the entire membership of the Council, including any vacant seats.

B. A quorum refers to the number of members present at a meeting, not the number of members voting on an issue. If no quorum is present or if a quorum is lost, the Council can only (i) adjourn, (ii) recess, or (iii) take steps to obtain a quorum.

C. Town Code Section 2-4, in accordance with Section 2.2-3708.3 of the Code of Virginia, sets the policy for the Council's electronic participation in public meetings. The policy requires that for a member to participate electronically, a quorum of the public body must be physically assembled at the primary or central meeting location. If a physical quorum is not present at the meeting location, then the Council can only (i) adjourn, (ii) recess, or (iii) take steps to obtain a quorum.

D. If a quorum fails to attend any meeting, those attending may adjourn to such other time prior to the next regular meeting as they may determine and the Town Clerk shall enter such adjournment in the minute book of the Council and shall notify absent members thereof in the same manner as required for special meetings.

E. If the Virginia Conflict of Interests Act prevents some of the members of the Council from participating in an item of business, Sections 2.2-3112 and 15.2-1415 of the Code of Virginia, 1950, as amended, provide that a majority of the remaining members of the Council shall constitute a quorum.

Section 6-2. Priority in Speaking on the Council

When two (2) or more members of the Council wish to speak at the same time, the Chair shall name the one to speak.

Section 6-3. Comments and Queries of Councilmembers

Councilmembers are to observe the following rules during the discussion of agenda items:

A. The Chair shall keep discussion germane to the subject. Points of clarification shall be limited to questions only. The Chair shall rule other comments out of order.

B. The Councilmembers may address questions to the Town Manager or staff present at the meeting. Staff members should be at a microphone when answering Councilmembers' questions. All legal questions should be addressed to the Town Attorney.

Section 6-4. Action by the Council

A. Items of business will be considered and dealt with one (1) at a time, and a new proposal may not be put forth until action on the preceding one has been concluded.

B. When a proposal is perfectly clear to all Councilmembers present, and the proposal will not obligate the Council in any manner nor finally decide an issue before the Council, action can be taken upon the unanimous consent of the Councilmembers present, without a motion having been introduced. However, unless agreed to by unanimous consent, all proposed actions of the Council must be approved by vote under these rules. In the instance of silence, the Chair shall seek verbal consensus from all members.

Section 6-5. Motions

A. Informal discussion of a subject is permitted while no motion is pending.

B. Any Councilmember, including the Chair, may make a motion.

C. Councilmembers are required to obtain the floor before making motions or speaking, which they can do while seated.

D. A Councilmember may make only one (1) motion at a time.

E. Except for matters recommended by a committee of the Council, or as otherwise stipulated in these rules of procedure, all motions require a second and a motion dies for lack of a second.

Section 6-6. Substantive Motions

A. A substantive motion is any motion that deals with the merits of an item of business and is within the Council's legal powers, duties, and responsibilities.

B. A substantive motion is out of order while another substantive motion is pending.

Section 6-7. Procedural Motions

A. Procedural motions are those motions that the Council may use to "act upon" a substantive motion by amending it, delaying consideration of it, and so forth. Procedural motions are in order while a substantive motion is pending and at other times, except as otherwise noted.

B. In addition to substantive motions, only the following procedural motions, and no others, are in order. Unless otherwise noted, each motion requires the floor and a second, is debatable, may be amended, requires a majority of the votes cast, and a quorum being present for adoption. Procedural motions are listed below in their order of priority. If a procedural option is not listed below, then it is not available.

1. To Appeal a Procedural Ruling of the Chair. A decision of the Chair ruling a motion in or out of order, determining whether a speaker has gone beyond reasonable standards of courtesy in his remarks, or entertaining and answering a question of parliamentary law or procedure may be appealed to the Council which shall decide the matter by majority decision. Such an appeal is in order immediately after such a decision is announced and at no other time. The Councilmember making the motion need not be recognized by the Chair, the motion does not require a second, and the motion, if timely made, may not be ruled out of order.

2. To Adjourn. At a meeting of the Council, a motion to adjourn shall always be in order. The motion may be made only at the conclusion of action in a pending substantive matter; it may not interrupt deliberation of a pending matter. The motion is not debatable and cannot be amended.

3. To Take a Brief Recess. This motion allows the Council to pause briefly in its proceedings. A motion to take a brief recess is in order at any time except when a motion to appeal a procedural ruling of the presiding officer or a motion to adjourn is pending.

4. To Suspend the Rules. The Council may suspend provisions of its rules of procedure. The Council may not, however, suspend any provisions of the rules of procedure that state requirements imposed by law on the Council. For adoption, a motion to suspend the rules requires unanimous consent or an affirmative vote of two-thirds (2/3) of the Councilmembers present.

5. To Defer Consideration. The Council may defer action on a substantive motion to a more convenient time. The Council may use the following motions to defer consideration of a substantive motion:

   a. The motion to "lay on the table" is used to temporarily set aside an item of business to deal with a more urgent item. Once an item of business has been laid on the table, a motion to "take from the table" is needed to bring the item back before the public body for discussion.

   b. The motion to "postpone" delays debate on an item of business so that it may be considered at a later date. An item of business may be "postponed definitely," when it

is continued to a definite time or date or "postponed indefinitely" if no future time or date is specified in the motion. A matter that has been postponed to a certain time or day shall be brought up again automatically when that time arrives. When a matter has been postponed indefinitely it takes an affirmative vote of a majority of the Council to bring the matter back for further discussion.

c. Section 15.2-2286 of the Code of Virginia, 1950, as amended, requires that a zoning matter must be "acted upon" within a "reasonable time," not exceeding one (1) year. The Council may defer action on a zoning matter for consideration at a more convenient time. However, the Council may not dispose of a zoning matter with a motion to postpone indefinitely.

6. To Call the Question. The motion to call the question is not in order until every Councilmember has had an opportunity to speak once on an item of business and the deliberation by the Council on that item of business has exceeded thirty (30) minutes. The motion is not amendable or debatable.

7. To Amend. Any substantive motion properly on the floor may be amended. An amendment to a motion must be pertinent to the subject matter of the motion. An amendment is improper if adoption of the motion with that amendment added would have the same effect as rejection of the original motion. A proposal to substitute completely different wording for a motion or an amendment shall be treated as a substitute motion. A motion may be amended no more than twice. Once a motion has been offered to the Council, it is up to the Council to decide whether or not it should be changed by amendment. It is not necessary for the person making the original motion to approve of any proposed amendment to the motion.

8. Substitute Motion. A substitute motion shall be allowed to replace any motion properly on the floor. It shall have precedence over an existing motion and may be discussed prior to being voted on. If the substitute motion fails, the former motion can then be voted on. If the substitute motion passes, the substitute motion replaces the main motion and the new main motion will be considered and acted upon by the Council. No more than one (1) substitute motion may be made. If a substitute motion passes and replaces the main motion, no further substitute motions maybe made.

9. Withdrawal of Motion. A motion may be withdrawn by the introducer at any time before it is amended or before the Chair puts the motion to a vote, whichever is first.

10. To Reconsider. The Council may vote to reconsider its action on a matter. A motion to reconsider must be made no later than the next succeeding regular meeting of the Council and can only be made by a Councilmember who voted with the prevailing side. In the event of a tie vote on the original motion any Councilmember may introduce a motion to reconsider. The motion cannot interrupt deliberation on a pending matter but is in order when action on a pending matter concludes. A motion to reconsider may not be used in a land use decision involving a rezoning or a conditional use permit.

11. To Prevent Reintroduction for Six (6) Months. The motion shall be in order immediately following the defeat of a substantive motion and at no other time. The motion requires for adoption a vote of the majority of the entire membership of the Council. If adopted, the restriction imposed by the motion remains in effect for six (6) months.

Section 6-8. Debate

The Chair shall state the motion and then open the floor to debate. The Chair shall preside over the debate according to the following general principles:

A. The maker of the motion is entitled to speak first;

B. A Councilmember who has not spoken on the issue shall be recognized before a Councilmember who has already spoken;

C. The Chair may participate in the debate prior to declaring the matter ready for a vote; and

D. Councilmembers shall not engage in electronic communications amongst themselves or the public regarding a motion that is on the floor for debate.

Section 6-9. Duty to Vote

A. Each Councilmember who is present at a meeting shall be required to vote upon all issues presented for decision unless prohibited from doing so by the Virginia Conflict of Interests Act or unless excused from voting by the other Councilmembers. A Councilmember who wishes to be excused from voting shall state his or her reasons for abstaining and the Chair shall ask if any of the remaining members object. If there are any objections, the Council shall take a vote of the remaining members on the question of whether or not to allow the Councilmember to abstain from voting.

B. If there is an abstention, it shall be the responsibility of the Town Clerk to note the abstention and the reason for abstaining for the record.

Section 6-10. Method of Voting

A. After debate, the Chair shall ensure that the motion is clear and call for the vote.

B. All questions submitted to the Council shall be determined by a majority vote of the members voting on any such question, unless otherwise required by special or general law. A majority is more than half, which is four (4).

C. An "affirmative vote" by a majority of the Council present is necessary to adopt a motion, and a tie vote means that the motion, resolution, or issue has been rejected. When a motion fails on a tie vote, the "noes" prevail.

D. In order for a motion in a zoning matter to be adopted, it must be approved by a majority of those voting, unless otherwise required by the Code of Virginia.

Section 6-11. Decisions on Points of Order

A point of order is a motion made by a member of a body when they feel the rules of the body have been violated. Any Councilmember may raise a point of order without being recognized by the Chair. The Chair shall refer any point of order to the Parliamentarian. The Parliamentarian shall advise the Chair who shall then make a ruling on the point of order. A Councilmember may appeal the ruling of the Chair to the Council which shall decide the matter by majority decision.

SECTION 7 - BOARDS, COMMISSIONS, AND COMMITTEES

Section 7-1. Appointments to Boards, Commissions, and Committees

A. Members of boards, commissions, and committees shall be appointed by an affirmative vote of a majority of the Councilmembers to serve specified terms as may be deemed appropriate by the Council.

B. Ad hoc committees may be created from time to time by the Council, for specific purposes, as determined by the Council.

SECTION 8 - GENERAL OPERATING POLICY

Section 8-1. Broadcasting Council Meetings

Regular and work session meetings of the Council shall be livestreamed on the Town of Herndon website and broadcast live on Herndon Community Television (HCTV) Channel 23 on Cox Communications and Channel 28 on Verizon FIOS. Copies of the broadcast may be obtained by downloading the video from the website or by contacting the Town Clerk.

Section 8-2. Numbering and Indexing of Resolutions and Ordinances

It shall be the responsibility of the Town Clerk to number and index all resolutions and ordinances adopted by the Council. The resolutions shall be numbered consecutively, and use the last two digits of the calendar year. For example: for the first resolution in January 2025, the resolution number would be shown as: #25-G-01. Ordinances shall also be numbered consecutively, for example: #25-O-01.

Section 8-3. Minutes of the Council Meetings

The minutes of the Council's meetings shall reflect the official acts of the Council. They shall provide a summary of discussion and record of the Council's votes. Minutes shall be considered for approval within a reasonable time after the meeting they record.

Section 8-4. Amending the Rules of Procedure

These rules may be amended at any regular meeting, or at any properly called special meeting that includes amendment of the rules as one of the stated purposes of the meeting. Adoption of an amendment to these rules shall require an affirmative vote of four (4) members of the Council.

SECTION 9 – ATTACHMENTS

A. Request to Add Agenda Item Form

B. Request to Participate Remotely Through Electronic Communication Means Form

Town Council Agenda
Request to Add Item Form

The deadline to submit a request for a discussion item to be added to a work session agenda is five (5) business days before the requested meeting date. Completing and submitting this form does not constitute direction to staff to perform any pre-work on the requested topic prior to the meeting. The purpose of adding an item to the agenda is to provide a description of the issue and background information to the Council body prior to discussing the item during a public work session.

Alternatively, Councilmembers may bring items up for discussion with the body during the Roundtable portion of a work session without first adding the item to a published agenda.

Submission Date:	
Requested by:	
Work Session Date Requested:	
Short Description of Issue or problem item addresses:	Briefly describe the topic for discussion and what is being requested that the body consider.
Background Information:	Provide more detailed information and background related to the topic.
Timing Impact:	Describe why this item is being brought to the body at this time for discussion.
Strategic Focus Area:	List applicable Strategic Focus Area(s) from the Adopted Strategic Plan.
Possible Fiscal Impact/Cost	
Possible Legal Impact:	
Possible Staff Impact:	
Recommendation for Action / Suggested Next Steps:	
Attachments:	Please list and attach all documentation and materials to be included in the agenda materials and presented at work session.

Town Council Request to Participate Remotely Through Electronic Communication Means

In accordance with Virginia Code Section 2.2-3708.2, Herndon Town Code Section 2-4, and the Rules of Procedures of the Herndon Town Council, I hereby notify the Chair that I am requesting permission from the Town Council (Council) to electronically participate at the Council's

_____meeting.
(insert date)

I. I hereby certify that *(check A or B)*:

A. ___ I am unable to attend the meeting due to (i) a temporary or permanent disability or other medical condition that prevents my physical attendance or (ii) a family member's medical condition that requires the member to provide care for such family member, thereby preventing the member's physical attendance; OR

B. ___ I am unable to attend the meeting due to the following specifically identified personal matter:

_____
(insert personal matter)

AND I have not already participated electronically due to a personal reason in excess of two meetings this calendar year, or 25 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater; AND

II. The remote location from which I plan to electronically participate is

_____
(insert location)

This remote location will/will not *(circle one)* be open to the public *(need not be open to the public);* AND

III. I verify that my participation in any closed session of the meeting shall remain confidential and not be disclosed to any unauthorized persons or entities.

DATE: _____ _____
(on or before day of meeting) Member of the Council

NOTE: *This form should be provided to the Chair and the Town Clerk on or before the date of the meeting and shall be included in the meeting minutes*.

Town Council
Regular Meeting
Agenda Item 7.b.

Agenda Item: **Approval of the May 12, 2026 Town Council Work Session Minutes**

Meeting Date: June 23, 2026

Category: Consent

Prepared by: Amanda Kertz, Town Clerk

Description:
This is a request for the Approval of the May 12, 2026 Town Council Work Session Minutes.

Background/Timing Impact:
Town Council minutes are typically presented for approval in chronological order. Action on the minutes is an important function of the Town Council.

Strategic Focus Area:
Good Governance

Fiscal Impact:
N/A

Legal Impact:
Code of Virginia Section 2.2-3707 outlines the requirements for the recording of minutes for the governing body.

Staff Recommendation/Next Steps:
Recommend approval as presented.

Attachments:
1. Draft Minutes

TOWN OF Herndon VIRGINIA

HERNDON TOWN COUNCIL
Work Session Minutes
Tuesday, May 12, 2026

1. Call to Order

Mayor LeBlanc called the May 12, 2026, Town Council work session to order at 5:30 p.m. in the Herndon Council Chambers Building, 765 Lynn Street, Herndon, Virginia. In attendance were: Mayor Keven LeBlanc; Vice Mayor Clark Hedrick; and Councilmembers Cesar del Aguila, Kelvin Garcia (arrived at 5:41 p.m.), Michael T. Lloyd, and Alex Reyes.

Councilmember Naila Alam was absent.

Determination of a Quorum

Mayor LeBlanc determined there was a quorum of five Councilmembers present. Councilmember Garcia had not yet arrived and Councilmember Alam was absent.

2. Closed Meeting (5:30 PM)

a. A Closed Meeting pursuant to the Code of Virginia Section 2.2-3711(A)(8), consultation with legal counsel regarding specific legal matters requiring the provision of legal advice by such counsel, relating to employment law; and

A Closed Meeting pursuant to the Code of Virginia Section 2.2-3711(A)(1), for discussion of prospective candidates relative to appointments to boards and commissions and a Deputy Building Official.

Mayor LeBlanc stated that the Council needed to go into a closed meeting and that the appropriate meeting notices were provided in accordance with state law. The closed meeting was held in the Hoover Conference Room in the Herndon Council Chambers Building, 765 Lynn Street, Herndon, Virginia.

With Council's concurrence, the agenda was amended to include Code of Virginia Section 2.2-3711(A)(1), for discussion of prospective candidates relative to appointments to boards and commissions and a Deputy Building Official, as an additional subject for the closed meeting.

Councilmember del Aguila moved that the Council convene in a closed meeting to discuss the following as permitted by Code of Virginia:

Section 2.2-3711(A)(8), consultation with legal counsel regarding specific legal

matters requiring the provision of legal advice by such counsel, relating to employment law; and

Code of Virginia Section 2.2-3711(A)(1), for discussion of prospective candidates relative to appointments to boards and commissions and a Deputy Building Official.

Councilmember Reyes seconded the motion, which carried by a 5-0 roll call vote. The vote was: Councilmember del Aguila, Councilmember Lloyd, Councilmember Reyes, Vice Mayor Hedrick, Mayor LeBlanc voting "Aye." Councilmember Garcia had not yet arrived and Councilmember Alam was absent.

The Council went into closed meeting at 5:31 p.m.

Councilmember Garcia moved to come out of the closed meeting. Councilmember del Aguila seconded the motion, which carried by a 6-0 roll call vote. The vote was: Councilmember del Aguila, Councilmember Garcia, Councilmember Lloyd, Councilmember Reyes, Vice Mayor Hedrick, Mayor LeBlanc voting "Aye." Councilmember Alam was absent.

The Council came out of closed meeting at 6:37 p.m.

Vice Mayor Clark Hedrick moved to certify that, to the best of each member's knowledge, in the closed meeting just concluded, nothing was discussed except the matter or matters (1) specifically identified in the motion to convene in closed meeting and (2) lawfully permitted to be discussed in a closed meeting under the provisions of the Virginia Freedom of Information Act as cited in that motion. Motion seconded by Councilmember Reyes, which carried by a 6-0 roll call vote. The vote was: Councilmember del Aguila, Councilmember Garcia, Councilmember Lloyd, Councilmember Reyes, Vice Mayor Hedrick, Mayor LeBlanc voting "Aye." Councilmember Alam was absent.

Aye: 6
Nay: 0
Absent: 1

Vote to Appoint
Deputy Building Official

Following the closed meeting, Vice Mayor Hedrick moved to appoint John Irish as the Deputy Building Official for the Town of Herndon.

Councilmember Garcia seconded the motion, which carried by a 6-0 roll call vote. The vote was: Councilmembers del Aguila, Garcia, Lloyd, and Reyes; Vice Mayor Hedrick; and Mayor LeBlanc voting "Aye." Councilmember Alam was absent.

DRAFT

Recess

At 6:39 p.m. Mayor LeBlanc called a brief recess, and at 7:00 p.m., the May 12, 2026, Town Council work session reconvened in the Hoover Conference Room of the Herndon Council Chambers Building, with six Councilmembers present and Mayor LeBlanc presiding.

Work Session

Staff present during the meeting: Dan Hoffman, Town Manager; Lesa Yeatts, Town Attorney; Kirstyn Jovanovich, Deputy Town Manager; Bryce Perry, Deputy Director of Community Development; Ben Schitter, Development Program Planner; and Amanda Kertz, Town Clerk.

Mayor LeBlanc announced that the Council had previously met in a closed meeting, with six members present, pursuant to State Code requirements. Following the closed meeting, the Council voted to appoint John Irish as Deputy Building Official for the Town of Herndon.

Amend the Agenda

Mayor LeBlanc asked for a motion to amend the agenda to move Discussion Item 3(b), 250 Exchange Place, to the first item on the discussion portion of the agenda.

Councilmember del Aguila made a motion to move Discussion Item 3(b) to 3(a), and that the agenda be so amended.

Vice Mayor Hedrick seconded the motion.

The question was called on the motion, which carried by a 6-0 roll call vote, without comment. The vote was: Councilmembers del Aguila, Garcia, Lloyd, and Reyes; Vice Mayor Hedrick; and Mayor LeBlanc voting “Aye.” Councilmember Alam was absent.

Mayor Announcements

Mayor LeBlanc provided information on upcoming events, including:

1. Community Meeting on Pedestrian Safety Improvements on Bennett Street, Wednesday, May 13, 7:00 p.m., Herndon High School Cafeteria.

2. Historic District Preservation Tax Credit Workshop, Thursday, May 14, 6:30 p.m., Council Chambers.

DRAFT

3. Bike to Work Day, Friday, May 15, with the Herndon pit stop at the Depot from 6:00 a.m. to 10:00 a.m.

4. Polar Heat on Lynn Street, Saturday, May 16, 11:00 a.m. to 8:00 p.m., downtown Herndon, celebrating all degrees of Herndon.

5. State of the Town address, Tuesday, May 19, 6:30 p.m., Council Chambers.

6. Memorial Day, May 25, when Town offices will be closed, and American Legion Wayne M. Kidwell Post 184 will host the annual observance at noon at Chestnut Grove Cemetery.

3. Discussion

a. Discussion on Zoning Map Amendment ZMA #24-01, 250 Exchange Place (moved to Item 3a during the meeting)

Mayor LeBlanc recognized Bryce Perry, Deputy Director of Community Development, for the staff presentation.

Mr. Perry stated that the purpose of the discussion item was to introduce the project to the Town Council and receive preliminary feedback for staff and the applicant while outstanding comments are addressed. He stated that the application proposes to rezone the property at 250 Exchange Place to allow redevelopment of the site with multifamily and stacked two-over-two residential uses. He stated that no commercial development is proposed.

Mr. Perry stated that the item is tentatively scheduled for a public hearing at the Town Council's regular meeting in June, at which time a full staff report and updated materials would be available.

Mr. Perry provided an overview of the latest application submission, including:

1. Proposed redevelopment phasing, which includes: (1) major utility infrastructure, (2) multifamily building, and (3) stacked two-over-two residential units. The last two phases could occur in either order.
2. Parking accommodations.
3. Outdoor amenity space, including an internal courtyard and two publicly accessible parks along Herndon Parkway, which would eventually connect in the final phasing.
4. Requested modifications, including a reduction of the landscape buffer and building setback, increased depth between the sidewalk and building, and non-standard landscaping for the top deck of the garage.

DRAFT

5. The Architectural Review Board and Planning Commission have reviewed this application. He stated that the Planning Commission voted to recommend approval with specific conditions.
6. Remaining issues that staff is working with the applicant to resolve are cited in the Planning Commission's recommendation, and include the phasing proposal and timing for construction of the parks. He also shared that the applicant is planning a neighborhood meeting to discuss the project, likely later in the month.

There was discussion among the Town Council and staff regarding the application for redevelopment at 250 Exchange Place, including:

1. Affordable housing and additional communication from the Town Council regarding support for affordable housing going forward.
2. Types of units proposed and the projected impact of the development on real estate tax revenue.
3. Connections to bicycle and pedestrian trails and the Metro, including a request for additional information regarding elevation of the property.
4. Possible completion date and next steps in the project.
5. Stormwater facilities and impacts of the proposed development on water and sewer systems.
6. Proposed proffers and requested modifications.
7. Phasing of the project, including park space.
8. The impact of the Dominion Power easement on the site proposal.

b. 2026 Virginia General Assembly Legislative Report Briefing

Mayor LeBlanc recognized Lesa Yeatts, Town Attorney, who provided an overview of key legislative items that were approved by the General Assembly and signed by the Governor. She grouped the items into categories, as summarized below.

Charter Bills:

Ms. Yeatts stated that the requested amendments to the Town Charter were approved and will go into effect July 1. The amendments concern the Town Manager's residency requirement and removal of outdated references to the Town School Board, which no longer exists.

There was discussion between the Town Council and staff regarding the changes to the Town Charter.

Responding to Councilmember del Aguila's question about four-year Council

terms and district representation, Ms. Yeatts stated that she had prepared a memorandum on those topics in the past, which she could distribute to the Town Council. Mayor LeBlanc commented on the need for support from the Town's legislative delegation.

Housing and Land Use:

Ms. Yeatts stated that several bills were approved in support of affordable housing, many of which require ordinance adoption to be implemented:

1. Authorization of an affordable housing dwelling unit program, which requires ordinance adoption. Coordination with the Fairfax County Housing Authority remains necessary, and the effective date is July 1, 2027.
2. Administrative approval of affordable housing structures by religious organizations or other nonprofit entities. The program will begin on January 1, 2027, and expire on January 1, 2031.
3. Authorization for localities to grant partial real estate tax exemptions for conversions that include affordable housing.
4. Authorization for localities to reimburse first-time homebuyers for water and sewer fees and waive such fees for affordable dwelling units.
5. Localities that meet a population benchmark prohibited from adopting minimum off-street parking standards in areas within a one-half-mile radius of public transportation, such as Metro.
6. Expansion of local government authority to plant or replace trees.
7. Authorization for localities to require EV-ready or EV-capable parking.

There was discussion among the Town Council and staff regarding the affordable housing and land use legislation. Mayor LeBlanc stated that the Town Council will have to work through the approved legislative items as it drafts an affordable housing ordinance for the Town.

Public Safety and Code Enforcement:

Ms. Yeatts stated that approved legislation allows localities to adopt an ordinance requiring children 14 and younger to wear helmets on motorized skateboards or non-motorized scooters.

She also stated that approved legislation removes the population requirement that previously applied to a locality's ability to adopt an ordinance allowing uniformed, non-sworn employees to issue summonses or parking tickets.

Councilmember del Aguila requested that the Town Council consider an ordinance allowing non-sworn employees to issue parking tickets.

DRAFT

Taxation, Finance, and Procurement:

Ms. Yeatts stated that approved legislation requires plastic bag tax distribution to towns, which would necessitate coordination with Fairfax County.

Mayor LeBlanc asked staff to determine the uses toward which the Town could apply plastic bag tax revenue.

Councilmember Lloyd asked for an estimate of the amount of plastic bag tax revenue the Town may collect from Fairfax County.

Responding to Councilmember del Aguila, Ms. Yeatts stated that she was not aware of any new bills related to tax relief for seniors or individuals who are disabled. She stated that she would review the approved legislation and confirm whether anything new had passed on that topic.

Environmental and Utilities:

Ms. Yeatts stated that approved legislation allows localities to enact an ordinance increasing erosion and sediment control civil penalties. She also stated that localities cannot prohibit small portable solar generation devices.

Miscellaneous Administration of Government

Ms. Yeatts stated that approved legislation includes, many of which require ordinance adoption to be implemented:

1. Expanded ranked choice voting eligibility to all local governing bodies, including towns.
2. A required Freedom of Information Act (FOIA) amendment that will require public bodies to post the proposed agenda on the official government website before the meeting. Additionally, no final action may be taken on any item added to an agenda after a meeting commences, unless the item is classified as an emergency. Ms. Yeatts stated that this may require a change to the Town Council's adopted rules of procedures.
3. Minimum wage in Virginia will increase incrementally to $15 per hour by January 1, 2028.
4. A paid family and medical leave insurance program, with an effective date of April 1, 2028. Ms. Yeatts stated that this item will require additional review and discussion by Town staff.

Ms. Yeatts reviewed several significant Governor's vetoes, including casino gambling and regulation and taxation of skill game machines. She also discussed several bills that the Governor amended and that were rejected by the General

Assembly.

There was discussion among the Town Council and staff regarding legislative items that had been considered by the General Assembly during the past session, including a bill that would allow the Virginia Cannabis Control Authority to regulate recreational cannabis use. Ms. Yeatts stated that while she did not have the information on that bill at the time, she could provide more information to Councilmember Lloyd following the meeting.

Ms. Yeatts stated that staff is continuing to review enacted legislation and will prepare ordinances and policy updates as needed.

Following discussion and with the consensus of the Town Council, Mayor LeBlanc indicated that the Council will consider the permissive items outlined by Ms. Yeatts for discussion at future work sessions. Staff will work with Mayor LeBlanc to schedule the items on upcoming agendas.

4. Roundtable

Councilmember del Aguila: no comments.

Councilmember Lloyd: stated that he looked forward to seeing everyone at the Polar Heat event on Saturday.

Councilmember Reyes: echoed Councilmember Lloyd's comments about the Polar Heat event.

Councilmember Garcia: echoed his colleague's comments about Polar Heat on Saturday, stating that he looked forward to the snowball fights.

Vice Mayor Hedrick: acknowledged that the previous week was Public Service Recognition Week and stated that the current week was Police Week, thanking Town staff and the Herndon Police Department for their service to the community. He also stated that law enforcement agencies from around the country gathered in Washington, D.C. during Police Week, to celebrate and remember their fallen colleagues who lost their lives in the line of service.

Mayor LeBlanc: thanked the Herndon Police Department during Police Week and Town staff during Public Service Recognition Week. He recognized Town staff who participated in the Herndon Draft, a program where members of staff shadow other departments. He recognized Public Works Week during Big Truck Day, which was held at the Town Shop on May 8. Mayor LeBlanc also thanked the Town Clerk’s office during Municipal Clerks Week.

Dan Hoffman, Town Manager: no comments.

DRAFT

5. Closed Meeting (NOT HELD)

a. A Closed Meeting pursuant to the Code of Virginia Section 2.2-3711(A)(1), for discussion of prospective candidates relative to appointments to boards and commissions

This closed meeting was moved to the beginning of the meeting, with the consensus of the Town Council. Therefore, this closed meeting topic was not held at the end of the work session.

6. Adjournment

There being no further business, Mayor LeBlanc adjourned the May 12, 2026 Town Council Work Session at 8:15 p.m.

Amanda E.M. Kertz
Town Clerk

Minutes approved by Town Council : _____

DRAFT

Town Council
Regular Meeting
Agenda Item 7.c.

Agenda Item: **Approval of the May 26, Town Council Regular Meeting Minutes**

Meeting Date: June 23, 2026

Category: Consent

Prepared by:

Description:

Background/Timing Impact:

Strategic Focus Area:

Fiscal Impact:

Legal Impact:

Staff Recommendation/Next Steps:

Attachments:

1. Draft Minutes

TOWN OF Herndon VIRGINIA

HERNDON TOWN COUNCIL
Regular Meeting Minutes
Tuesday, May 26, 2026

1. Call to Order

Mayor LeBlanc called the May 26, 2026, Town Council meeting to order at 5:30 p.m. in the Herndon Council Chambers Building, 765 Lynn Street, Herndon, Virginia. In attendance were: Mayor Keven LeBlanc; Vice Mayor Clark Hedrick; and Councilmembers Cesar del Aguila, Kelvin Garcia, Michael T. Lloyd, and Alex Reyes (arrived at 7:00 p.m.).

Councilmember Naila Alam was absent.

Mayor LeBlanc determined there was a quorum of five Councilmembers present. Councilmember Alam was absent and Councilmember Reyes had not yet arrived.

2. Closed Meeting (5:30 PM)

a. A closed meeting pursuant to the Code of Virginia Section 2.2-3711(A)(8), consultation with legal counsel regarding specific legal matters requiring the provision of legal advice by such counsel, relating to pending tax litigation

b. A closed meeting pursuant to Code of Virginia Section 2.2-3711(A)(1) pertaining to discussion of a specific public employee relative to an annual performance review

Mayor LeBlanc stated that the Council needed to go into a closed meeting and that the appropriate meeting notices were provided in accordance with state law. The closed meeting was held in the Hoover Conference Room in the Herndon Council Chambers Building, 765 Lynn Street, Herndon, Virginia.

Vice Mayor Hedrick moved that the Council convene in a closed meeting to discuss the following as permitted by Code of Virginia:

Section 2.2-3711(A)(8), consultation with legal counsel regarding specific legal matters requiring the provision of legal advice by such counsel, relating to pending tax litigation; and

Section 2.2-3711(A)(1) pertaining to discussion of a specific public employee relative to an annual performance review.

Councilmember Garcia seconded the motion, which carried by 5-0 roll call vote. The vote was: Councilmembers del Aguila, Garcia, Lloyd, Vice Mayor Hedrick, and

DRAFT

Mayor LeBlanc voting “Aye.” Councilmember Alam was absent and Councilmember Reyes had not yet arrived.

The Council went into closed meeting at 5:30 p.m.

Councilmember Garcia moved to come out of the closed meeting. Vice Mayor Hedrick seconded the motion, which carried by a 6-0 roll call vote. The vote was: Councilmember del Aguila, Councilmember Garcia, Councilmember Lloyd, Vice Mayor Hedrick, Mayor LeBlanc voting “Aye.” Councilmember Alam was absent and Councilmember Reyes had not yet arrived.

The Council came out of closed meeting at 6:24 p.m.

Vice Mayor Clark Hedrick moved to certify that, to the best of each member's knowledge, in the closed meeting just concluded, nothing was discussed except the matter or matters (1) specifically identified in the motion to convene in closed meeting and (2) lawfully permitted to be discussed in a closed meeting under the provisions of the Virginia Freedom of Information Act as cited in that motion. Motion seconded by Councilmember Kelvin Garcia, which carried by unanimous roll call vote. The vote was: Councilmembers del Aguila, Garcia, Lloyd, Vice Mayor Hedrick, and Mayor LeBlanc voting “Aye.” Councilmember Alam was absent and Councilmember Reyes had not yet arrived.

Aye: 5
Nay: 0
Absent: 2

Vote to Authorize
Settlement

Following the closed meeting, Councilmember del Aguila moved to authorize settlement as outlined by the Town Attorney in the closed meeting in the matter of *AM Worldgate Owner, LLC v. Fairfax County, VA, et al*.

Councilmember Garcia seconded the motion, which carried by a 5-0 roll call vote. The vote was: Councilmembers del Aguila, Garcia, and Lloyd; Vice Mayor Hedrick; and Mayor LeBlanc voting “Aye.” Councilmember Alam was absent and Councilmember Reyes had not yet arrived.

Recess

At 6:24 p.m. Mayor LeBlanc called a brief recess, and at 7:00 p.m., the May 26, 2026, Town Council meeting reconvened in the Herndon Council Chambers, with six Councilmembers present, and Mayor LeBlanc presiding.

DRAFT

Regular Meeting

Staff present during the meeting: Dan Hoffman, Town Manager; Lesa Yeatts, Town Attorney; Lisa Gilleran, Director of Community Development; Brent Heavner, Chief Communications Officer; David Stromberg, Zoning Administrator; Scott Keebaugh, Field Operations Manager; Morgan Hudnall, Assistant Communications Supervisor; Becky Skillin, Deputy Town Clerk; and Amanda Kertz, Town Clerk.

3. Pledge of Allegiance to the Flag of the United States of America

Mayor LeBlanc led the audience in the Pledge of Allegiance to the Flag of the United States of America.

Determination of a Quorum

Mayor LeBlanc determined there was a quorum of six Councilmembers present.

Mayor Announcements

Mayor LeBlanc announced that Council had previously met in a closed meeting, with five members present, pursuant to State Code requirements.

Mayor LeBlanc stated that earlier this evening, the Council recognized Stephanie Almquist, Principal of Clearview Elementary School, for her dedicated leadership and 27 years of service to Fairfax County Public Schools. He provided personal comments regarding Ms. Almquist's service to the community.

Ms. Almquist provided remarks on her legacy of public service, thanking the Mayor, Town Council, and Herndon community for their support.

Mayor LeBlanc stated that several externs who were attending the meeting that evening from Herndon High School, would shadow Town employees for the following two weeks to learn about local government. Two Town staff members, Scott Keebaugh and Morgan Hudnall, also attended the meeting that evening to work with the Town Clerk's office as part of the Town Draft initiative.

Mayor LeBlanc provided the following public announcements:

1. The Town Council work session on June 9, 2026, will be canceled due to a lack of agenda items. However, the Council and Planning Commission will hold a joint work session in June or July on the Comprehensive Plan updates.

2. The Community Picnic is on Wednesday, June 3, at the Town Green, with a rain date of June 10.

DRAFT

3. On Friday, June 12, Herndon High School will hold its graduation ceremony for the class of 2026. Mayor LeBlanc offered congratulations to those graduating from Herndon High School and other local schools this year.

4. The Juneteenth commemoration will be held on the Town Hall Green, 730 Elden Street, from 10:30 a.m. to 12 noon, on Friday, June 19. In the event of inclement weather, the program will be canceled. More information will be posted on the Town's website and social media channels.

5. On June 21, the Department of Parks and Recreation will host the Play all Day VA event, from 11:00 a.m. to 8:30 p.m., at various park locations in the Town. There will also be free admission to the Herndon Community Center that day.

4. Presentations/Reports/Comments

a. Proclamation to recognize LGBTQ+ Pride Month, June 2026

Mayor LeBlanc read the Proclamation to Recognize LGBTQ+ Pride Month, June 2026 into the record.

Mayor LeBlanc stated that members of the audience are invited to comment on the proclamations during the "Comments from the Audience" portion of the agenda.

b. Town Manager Report

Dan Hoffman, Town Manager, provided comments on the recent Polar Heat on Lynn Street event. He thanked Bob Williams, Director, and the Department of Parks and Recreation staff, along with the other departments that were involved, for planning and hosting a great event. He stated that feedback is welcome and encouraged those with comments on the event to share them with him.

c. Councilmember Comments

Councilmember Garcia: thanked Principal Almquist for her service to the Herndon community.

Councilmember Lloyd: no comments.

Councilmember del Aguila: thanked all the educators for their hard work and recognized their tremendous impact on the community. He encouraged them to continue teaching.

Councilmember del Aguila expressed support for the proclamation to recognize LGBTQ+ Month and thanked the members of that community for attending the meeting that evening. He stated that he was glad to see more representation from marginalized communities at the local level.

DRAFT

Councilmember del Aguila provided comments on the Stars and Stripes NOVA Committee golf tournament that took place last weekend at the Herndon golf course. He stated it was humbling to see the community's commitment to those that serve or who have served in the military.

Councilmember Reyes: stated that he attended the Memorial Day Observance on Monday hosted by the American Legion Post 184. He thanked Barbara Glakas for her remarks about history at the event and expressed appreciation to Mayor LeBlanc for continuing to hold the observance. He stated that the purpose of Memorial Day is to honor those who have died in service to our country. He encouraged everyone to attend the observance next year.

Vice Mayor Hedrick: thanked Ms. Almquist for her many years of service to the schools in Fairfax County. He expressed appreciation to the community members that attended the meeting that evening.

Vice Mayor Hedrick thanked Town staff, organizers, and community partners, for holding the first year of the Polar Heat event. He stated that he enjoyed the jalapeño eating contest.

Vice Mayor Hedrick provided comments for Public Service Recognition Week, May 3 to May 9, thanking Town staff and others for their diligent service. He also recognized National Police Week, May 10 to May 16. He stated that many agencies from across the country visit the Washington, D.C. area to honor members of the law enforcement community who have fallen in the line of duty. He thanked the Herndon Police Department for all that they do.

Vice Mayor Hedrick echoed Councilmember Reyes' comments on the Memorial Day Observance, stating that it was the first time his entire family was able to attend. He read several names into the record that are listed on a plaque of Herndon's veterans on the wall in the Council Chambers lobby.

Mayor LeBlanc: provided comments about several recent events and commendations that occurred in Herndon, including:

1. Principal Almquist's retirement and Teacher Appreciation Week, May 4 through May 8.
2. Proclamation recognizing June as LGBTQ+ Pride Month.
3. Memorial Day, and the Town's Memorial Day Observance, noting the importance of it in the context of the upcoming 250th anniversary of the Declaration of Independence.
4. Big Truck Day at the Town Shop, where he presented a proclamation recognizing Public Works Week.

DRAFT

5. A successful Polar Heat on Lynn Street event.
6. State of the Town Address that was held on Tuesday, May 19.

5. Comments from the Audience

Mayor LeBlanc reviewed the process and asked those who wanted to provide Comments from the Audience to come forward.

The following individuals provided comments:

- Chuck Hall, 12398 Brown Fox Lane, Reston: provided comments on behalf of The Dulles Triangles and thanked the Town for issuing the proclamation to recognize LGBTQ+ Pride Month.

- Sabrina Bruce, 859 Dogwood Court, Herndon: provided comments on the proclamation to recognize Pride Month and thanked Cory Laws, Housing/Neighborhood Improvements Coordinator, for helping with an electrical issue.

- Todd (last name inaudible), 12559 Quincy Adams Court, Herndon: expressed gratitude for being introduced to Chuck Hall, who had provided comments representing the Dulles Triangles.

- Christine Graham, 12708 Nathan Lane, Herndon: provided comments on behalf of the Clearview Elementary School Parent Teacher Association (PTA), thanking Mayor LeBlanc and the Town Council for recognizing Ms. Almquist on the occasion of her retirement.

- Natalie Blanco, 1013 Charles Street, Herndon: provided comments thanking Ms. Almquist on the occasion of her retirement.

- Jeffery Mann, 1221 Summerfield Drive, Herndon: provided comments thanking Ms. Almquist on the occasion of her retirement. He also requested support for an organized bicycle race in the Town, asking the Town to approve the request for a grant through the Community Donation Program.

- Hapa Siahengalu, 1121 Cypress Tree Place, Herndon: offered congratulations to Ms. Almquist on her retirement. Comments were offered on the proclamation to recognize LGBTQ+ Pride Month, with a request to protect Arts Herndon. Hapa stated that funding for the Kids and Parents Engage Program at the Herndon Neighborhood Resource Center (NRC) will be discontinued on June 30, and asked the Mayor and Council to work with Cornerstones and Fairfax County to protect the program.

- Samantha Moreno-Jimenez, 507 Early Fall Court, Herndon: provided comments on the Kids and Parents Engage Program at the NRC and asked

DRAFT

the Mayor and Council to work with the program representatives to restore funding.

- Beth Meyer, 639 Oak Street, Herndon: echoed the comments of the previous speakers. She publicly expressed her thanks to the firefighters who saved her life a few weeks ago. Ms. Meyer requested support for an organized bicycle race in the Town, asking the Town to grant money to the bicycle race organizers through the Community Donation Program. Ms. Meyer also expressed concern about increased crime she observed in downtown Herndon.

- Ian MacDonald, 312 Old Dominion Avenue, Herndon: echoed previous comments about an organized bicycle race and requested support from the Town to fund the race. He also thought that a DORA (designated outdoor refreshment area) could be helpful in promoting the event.

- (name inaudible): provided comments about the Kids and Parents Engage Program at the NRC and its impact on him and other families.

- Barbara Glakas, 935 Barton Oaks Place, Herndon: discussed Councilmember Alam's attendance, stating that she understood Councilmember Alam faced a health issue, and she wished her the best. While she knows the Council approved a resolution of censure, she would like the Council to consider further action, including a possible suspension of pay.

- Brianna Ciavarella, Dulles Park Apartments, Herndon: provided comments about the Kids and Parents Engage Program at the NRC and its impact on area families.

- Aida Romero, 1066 Alabama Drive, #102, Herndon: provided comments about the Kids and Parents Engage Program at the NRC and its impact on their and other families.

- Sofia Echevarria (address not given): provided comments about the Kids and Parents Engage Program at the NRC and its impact on her and other families. She asked the Town Council to work with the representatives of the program to restore funding.

- Zurma Reyes, 657 Pemberton Court, Herndon: provided comments about the Kids and Parents Engage Program at the NRC and its impact on area families.

- Alison Moreno-Jimenez, 507 Early Fall Court, Herndon: provided comments about the Kids and Parents Engage Program at the NRC and its impact on her and other families.

DRAFT

- Blanca Carbajal, 661 Dulles Park, Herndon: provided comments about the Kids and Parents Engage Program at the NRC and its impact on area families. She requested assistance from the Town Council to continue the program.

- Yesenia Jimenez, 507 Early Fall Court, Herndon: provided comments about the Kids and Parents Engage Program at the NRC and its impact on area families.

  Mayor LeBlanc stated, for the record, that the Kids and Parents Engage Program at the NRC is funded by Fairfax County. He heard about the program funding issue late last week and is working with community organizers and group representatives to liaise with Fairfax County to see what can be done to assist the families.

6. Public Hearings

a. Ordinance 26-O-14 to approve a Zoning Ordinance Text Amendment - ZOTA #26-01 to amend Chapter 78 (ZONING), by amending Article XIV (Signs), and amending Article XVIII (Definitions), to update sections to include standards for signage in the Herndon Transit-Oriented Core (HTOC), provide a nighttime nit limit for signage, and include definitions pertinent to signage in the HTOC

Certificates of Publication were filed from the Editor of the *Fairfax County Times* newspaper, showing that notice of said public hearing items had been duly advertised in the May 8, 2026, and May 15, 2026, issues.

Mayor LeBlanc opened the public hearing and recognized David Stromberg, Zoning Administrator, who presented the staff report. This zoning ordinance text amendment (ZOTA) establishes sign standards for the Planned Development – Transit Oriented Core (PD-TOC) zoning district. There are currently no regulations on signs in this district. This ZOTA will also update the existing signage standards in the Transit Related Growth (TRG) districts. Additionally, staff included minor updates to the sections on prohibited signs and general standards for all signs related to the inclusion of the Herndon Transit-Oriented Core (HTOC) standards in Article XIV. Staff relied on guidance found in the Urban Design and Architectural Guidelines for the HTOC to develop the proposed sign standards. Mr. Stromberg stated that staff and the Planning commission recommend approval of the proposed ordinance, as presented.

Mayor LeBlanc called for comments from the audience.

Seeing no comments from the audience, Mayor LeBlanc closed the public hearing and moved to Council level for discussion and action.

DRAFT

Councilmember del Aguila moved to approve Ordinance 26-O-14 to approve a Zoning Ordinance Text Amendment - ZOTA #26-01 to amend Chapter 78 (ZONING), by amending Article XIV (Signs), and amending Article XVIII (Definitions), to update sections to include standards for signage in the Herndon Transit-Oriented Core (HTOC), provide a nighttime nit limit for signage, and include definitions pertinent to signage in the HTOC, as presented. Motion seconded by Councilmember Reyes.

The question was called on the motion, which carried a 6-0 roll call vote. The vote was: Councilmembers del Aguila, Garcia, Lloyd, Reyes, Vice Mayor Hedrick, Mayor LeBlanc. Councilmember Alam was absent.

b. Ordinance 26-O-15 to approve a Zoning Ordinance Text Amendment ZOTA - #26-02 to amend Chapter 78 (ZONING) Section 78-80.4 (Standards for Specific Accessory Uses and Structures by Use Type), and amending Article XVIII (Definitions) to update the provisions regarding caretaker and security guard residences and to add a definition of caretaker and security residence

Certificates of Publication were filed from the Editor of the *Fairfax County Times* newspaper, showing that notice of said public hearing items had been duly advertised in the May 8, 2026, and May 15, 2026, issues.

Mayor LeBlanc opened the public hearing and recognized David Stromberg, Zoning Administrator, who presented the staff report. This Zoning Ordinance Text Amendment (ZOTA) was submitted by Wire/Gill (Agent) on behalf of Extra Space Storage (Applicant). Currently, the storage facility has filed an application with the Town, which is connected to this special exception. The existing zoning ordinance allows a caretaker or security residence as an accessory use in the requested zoning district, which is limited to one residence per principal use, and must not exceed 1,000 square feet. The applicant has proposed language to allow a caretaker residence greater than 1,000 square feet with the approval of a special exception. Staff is proposing language that would increase the allowable area for caretaker units to allow a maximum of 1,500 square feet, which was increased from staff's original proposal based on the Planning Commission's feedback. Staff and the Planning Commission recommend approval of the proposed ordinance, as presented. Mr. Stromberg stated that the applicant was not in attendance that evening, but indicated that they spoke in support of the proposed ordinance at the Planning Commission meeting.

There was brief discussion between the Council and staff on this item.

Mayor LeBlanc called for comments from the audience.

Seeing no comments from the audience, Mayor LeBlanc closed the public hearing and moved to Council level for discussion and action.

DRAFT

Councilmember del Aguila moved to approve Ordinance 26-O-15 to approve a Zoning Ordinance Text Amendment ZOTA - #26-02 to amend Chapter 78 (ZONING) Section 78-80.4 (Standards for Specific Accessory Uses and Structures by Use Type), and amending Article XVIII (Definitions) to update the provisions regarding caretaker and security guard residences and to add a definition of caretaker and security residence, as presented. Motion seconded by Councilmember Garcia.

The question was called on the motion, which carried by a 6-0 roll call vote. The vote was: Councilmembers del Aguila, Garcia, Lloyd, Reyes, Vice Mayor Hedrick and Mayor LeBlanc voting "Aye". Councilmember Alam was absent.

7. General

a. Resolution 26-G-34 to withdraw consideration of Zoning Ordinance Text Amendment - ZOTA #26-03 to amend Chapter 78 (ZONING), Article V (Planned Development Districts), Article VII (Use Regulations), and Article XVIII (Definitions), Section 78-180 (Definitions), to define casino related terms and establish land use provisions for casino establishments

Mayor LeBlanc recognized David Stromberg, Zoning Administrator, for comments. The Council does not need to consider the proposed item due to the Governor of Virginia's veto of Senate Bill SB 756.

Mayor LeBlanc moved to approve Resolution 26-G-34 to withdraw consideration of Zoning Ordinance Text Amendment - ZOTA #26-03 to amend Chapter 78 (ZONING), Article V (Planned Development Districts), Article VII (Use Regulations), and Article XVIII (Definitions), Section 78-180 (Definitions), to define casino related terms and establish land use provisions for casino establishments, as presented. Motion seconded by Vice Mayor Hedrick.

Mayor LeBlanc stated that Council asked staff to draft this item before the state legislature had taken action on casinos. Since the bill in question was vetoed, this item could be withdrawn.

The question was called on the motion, which carried by a 6-0 roll call vote. The vote was: Councilmembers del Aguila, Garcia, Lloyd, Reyes, Vice Mayor Hedrick, Mayor LeBlanc voting “Aye.” Councilmember Alam was absent.

8. Consent

a. Resolution 26-G-35 to award contract RFP #26-04, On Call Real Estate Advisory and Transaction Services

b. Resolution 26-G-36 to award contract IFB #26-04, Mowing and Landscape Services

DRAFT

c. Resolution 26-G-37 to reappoint a member to the Architectural and Historic District Review Boards

d. Resolution 26-G-38 to reappoint a member to the Planning Commission

e. Approval of the April 14, 2026, Town Council Regular Meeting Minutes

f. Approval of April 21, 2026, Town Council Work Session Minutes

g. Approval of the April 28, 2026, Town Council Regular Meeting Minutes

On motion of Councilmember del Aguila, seconded by Councilmember Reyes the Consent Agenda items were approved and carried by a 6-0 roll call vote, as presented, without comment. The vote was: Councilmembers del Aguila, Garcia, Lloyd, Reyes, Vice Mayor Hedrick, Mayor LeBlanc voting “Aye.” Councilmember Alam was absent.

9. Adjournment

There being no further business, Mayor LeBlanc adjourned the May 26, 2026, Town Council Regular Meeting at 8:31 p.m.

Amanda E.M. Kertz
Town Clerk

Minutes approved by Town Council : _____

[Note: Approved resolutions and ordinances are on file in the Town Clerk’s office.]

DRAFT