



PLANNING COMMISSION WORK SESSION AGENDA

Town Council Chambers
765 Lynn Street, Herndon, VA 20170

Monday, February 12, 2024 | 7:00 PM

1. Call to Order

2. Public Hearings

- a. PROPOSED FY 2025 - FY 2030 CAPITAL IMPROVEMENT PROGRAM (CIP)
- b. ZONING MAP AMENDMENT - ZMA #22-02, 13100 and 13150 Worldgate Drive, in the PD-W, Planned Development-Worldgate zoning district with proffered conditions to allow the redevelopment of the site with single-family attached and multi-family residential uses. (Continued from the December 18, 2023, and January 22, 2024, regular meetings.)
- c. COMPREHENSIVE PLAN AMENDMENT - CPA #23-01, Resolution to consider Comprehensive Plan Amendment, CPA #23-01, pursuant to Section 15.2-2229 of the Code of Virginia, an amendment to the Town of Herndon 2030 Comprehensive Plan, adopted August 12, 2008, as amended through May 24, 2022

3. Comments

- a. Comments from the Commissioners
- b. Comments from the Staff Members

4. Adjournment

Agenda Item: PROPOSED FY 2025 - FY 2030 CAPITAL IMPROVEMENT PROGRAM (CIP)

Meeting Date: February 12, 2024

Category: Public Hearings

Prepared by: John Verdin

Description:

The Capital Improvement Program (CIP) is a financial planning document outlining a six-year schedule for public improvements. It functions as a complementary policy document alongside the Town of Herndon 2030 Comprehensive Plan and the town's Annual Operating Budget.

Background:

As in previous years, the proposed CIP, as recommended to the Planning Commission, may be subject to some adjustment when the Town Manager develops his Annual Budget and CIP recommendations to the Town Council. Currently, the FY 2025 Operating Budget for town departments is being refined. Future General Government projects dependent on General Funds contributions average \$1.5M per year for fiscal years FY26- FY30.

Current projects reflect the urgency for safety and resiliency. The CIP Review Committee reviewed, prioritized, and determined each project's readiness using the criteria presented to the Planning Commission earlier this fiscal year. Projects that have a fully developed scope and have full or partial funding identified and/or secured are presented in the financial documents in the FY2025 - FY2030 CIP. The projects that need additional work on their scope as well as identifying funding are presented in the CIP as Future Prospects.

The adopted FY2024 - FY2029 CIP (PDF) is available on the town website for comparison and comprises pages 244-270 of the FY2024 adopted budget.

Budget Impact:

The proposed Capital Improvements Program will be integrated into the overall financial planning of the town. The program will plan for the judicious use of General Fund revenues, grant funding, American Rescue Plan Act (ARPA), Enterprise Fund (Golf Course, Water and Sewer, Cemetery) revenues, and potential bond proceeds within specific policy guidelines established within the town's Operating Budget and Comprehensive Annual Financial Report.

Recommendation:

Recommendation for approval as presented.

Attachments:

1. Staff Report
2. Resolution (Proposed)
3. FY2025-FY2030 CIP (Proposed)

STAFF REPORT

Agenda Item: Town of Herndon FY 2025 – FY Capital Improvement Program (CIP)

Meeting Date: February 12, 2024

Staff Contact: John Verdin, Capital Projects Program Manager

Summary Information:

Description	The Capital Improvement Program (CIP) is a financial planning document outlining a six-year schedule for public improvements. It functions as a complementary policy document alongside the Town of Herndon 2030 Comprehensive Plan and the town's Annual Operating Budget.
Purpose	The CIP provides a financial roadmap for major town initiatives that have a long-range impact on the physical infrastructure, environment, utilities, quality of life, and operations of the town.
Content	The CIP contains major projects that the town plans to pursue over the next six fiscal years, describes the project, identifies its need, and sets forth yearly costs and funding sources.
Enabling	State Code: §15.2-2239 . "Local planning commission to prepare and submit annually capital improvement programs to governing body or official charged with preparation of budget."
Process	The Town Manager is requesting, per the State Code, the commission's recommendation regarding the proposed CIP and ranking of the proposed projects and proposals for additional projects for future years. The Town Manager will consider the commission's recommendation while developing the proposed FY 2025 Annual Budget for presentation to the Town Council. The first year of the proposed CIP, FY 2025, will move forward for adoption with the FY 2025 budget for consideration by the Town Council. The complete FY 2025 – 2030 CIP will be considered for adoption by the Town Council following adoption of the FY 2025 budget.
Current Action	The Town Manager and staff are seeking recommendations and guidance regarding the FY 2025 – FY 2030 CIP

Background:

The CIP is a financial planning document that establishes a six-year schedule for public improvements. It serves as a companion policy document to the Town of Herndon 2030 Comprehensive Plan and the town's Annual Operating Budget. As allowed by the Code of Virginia, the Planning Commission will make a recommendation to the Town Manager regarding the CIP. This allows the manager to consider the commission's recommendation prior to recommending the budget and CIP to the Town Council.

Important considerations with respect to prioritization are certain projects where the town has a contractual or legal obligation in place, projects that affect critical public safety or projects where there are major Federal and State funding timeline obligations and/or local match funding commitments. Town Council budget guidance will also shape the approach to the CIP.

Proposal:

The 26 proposed General Government projects are categorized as follows, with new projects appearing in **bold**:

Multimodal Transportation and Enhancements

East Elden Street Improvement and Widening VDOT
East Elden Street Duct Bank for Future Relocation
VDOT South Elden St. VDOT (Herndon Pkwy. to
Sterling Rd.) Spring Street VDOT (H. Parkway to Fairfax
Co. Pkwy)
Sidewalk, Minor Trails and Bicycle
Facilities Central Elden Walkability
Improvements Locust Street ADA
Sidewalk Improvements
Sterling Road Multi-Modal Improvements
Herndon Parkway Improvement at Worldgate
Extension Herndon Parkway/Sunset Park Drive
Intersection

Ferndale Ave. Improvements

Government Facilities Infrastructure

Energy Conservation
Town-wide Security Initiative
1481 Sterling Future Considerations
Town Shop Underground Fuel Storage
Tanks Herndon Municipal
Center/Chamber Backlog
Network Infrastructure
Town Hall Square & Depot
Downtown Art Center

Storm Water Management/Environmental Enhancement

Storm Drainage Improvements
Stream Restoration

Parks and Recreation:

Sports Field and Park
Improvements Bready Park
Tennis Court Renovation
Community Center Aquatics Pool Pak
Replacement Herndon Community Life Cycle
Projects
Aquatic Office Conversion

<u>Total Recommended CIP:</u>	<u>FY 2025</u>	<u>FY 2026 - FY 2030</u>
1. General Government Projects:	\$ 10,095,675	\$ 107,248,729
2. Golf Course Fund Projects:	\$ 50,000	\$ 0
3. Water and Sewer Fund Projects:	\$ 11,739,000	\$ 57,180,000
4. Cemetery Fund Projects:	\$ 2,525,000	\$ 0

Staff Analysis:

As in previous years, the proposed CIP, as recommended to the Planning Commission, may be subject to some adjustment when the Town Manager develops his Annual Budget and CIP recommendations to the Town Council. Currently, the FY 2025 Operating Budget for town departments is being refined. Future General Government projects dependent on General Funds contributions average \$1.5M per year for fiscal years FY26- FY30.

Current projects reflect the urgency for safety and resiliency. The CIP Review Committee reviewed, prioritized, and determined each project's readiness using the criteria presented to the Planning Commission earlier this fiscal year. Projects that have a fully developed scope and have full or partial funding identified and/or secured are presented in the financial documents in the FY2025 - FY2030 CIP. The projects that need additional work on their scope as well as identifying funding are presented in the CIP as Future Prospects.

The adopted FY2024 - FY2029 CIP (PDF) is available on the town website for comparison and comprises pages 244-270 of the FY2024 adopted budget.

Fiscal Impact:

The proposed Capital Improvements Program will be integrated into the overall financial planning of the town. The program will plan for the judicious use of General Fund revenues, grant funding, American Rescue Plan Act (ARPA), Enterprise Fund (Golf Course, Water and Sewer, Cemetery) revenues, and potential bond proceeds

within specific policy guidelines established within the town's Operating Budget and Comprehensive Annual Financial Report.

The proposed CIP makes use of approximately \$95,068,000 in grant funding from several sources in support of the \$ 111,080,279 multimodal transportation projects.

ARPA funds continue to play an important role in six General Government projects. All dollars must be encumbered by December 31, 2024, and spent before December 31, 2026, and are on track.

Within the Water and Sewer Fund, additional debt financing will be needed for Water Utility Master Plan Improvements, Sewer Capacity Purchase, and Sewer System Conveyance. The other Water and Sewer projects are supported mainly by operating revenues connection and user availability fees which support project costs totaling \$49,919,000.

Included in the FY2025 – FY 2030 CIP is the summary of funding by source, listing each type of funding source separately, with the amounts for each project.

Planning Commission Alternatives:

The following alternatives are available to the Planning Commission for its decision on the FY 2025 – FY 2030 CIP:

1. Recommendation for approval as presented.
2. Recommendation for approval with amendments.
3. Continuance until a date specific.

Staff Recommendation:

Recommendation for approval as presented.

**TOWN OF HERNDON, VIRGINIA
PLANNING COMMISSION**

RESOLUTION

FEBRUARY 26, 2024

Resolution- to recommend to the Town Manager of the Town of Herndon the Proposed FY 2025 – FY 2030 Capital Improvement Program (CIP) and the Planning Commission’s priorities, as presented at the Planning Commission work session of February 12, 2024, and public hearing of February 26, 2024.

The Planning Commission of the Town of Herndon, Virginia has reviewed the Proposed FY 2025 – FY 2030 CIP (Proposed CIP). The Planning Commission has found that the Proposed CIP provides the necessary six-year financial planning schedule for the town’s public facilities and improvements. The Planning Commission has determined that the Proposed CIP aligns with the town’s 2030 Comprehensive Plan and the action items found in the town’s adopted Pedestrian Plan and Bicycle Network Master Plan. The Planning Commission recognizes that the Proposed CIP is a draft and that adjustments may be necessary based upon additional information received during the finalization of the Proposed FY 2025 Operating Budget.

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

The Planning Commission recommends the Proposed FY 2025 – FY 2030 Capital CIP to the Town Manager of the Town of Herndon for further consideration and adoption and further recommends that:

1. The Sidewalk, Bicycle, and Trails project continues to be funded using General Funds dollars; and,
2. The General Government projects focus should be on maintaining existing major infrastructure and ensuring safety of operations.



Town of Herndon

FY2025-FY2030 CIP



Proposed Version - 1/30/2024

Last updated 01/30/24





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CAPITAL IMPROVEMENTS





FY 2025 - FY 2030
Adopted Capital Improvement Program

William H. Ashton II, *Town Manager*

Lesa J. Yeatts, *Town Attorney*

Anne Papa Curtis - *Chief Communications Officer*

Maggie A. DeBoard - *Chief of Police*

Elizabeth M. Gilleran - *Director of Community Development*

Kirstyn Jovanovich - *Town Clerk*

Page Kalapasev - *Director of Information Technology*

Tanya Kendrick - *Director of Human Resources*

Michael Mueller - *General Manager of Golf*

Scott Robinson - *Director of Public Works*

William Glosson - *Director of Parks and Recreation*

Marjorie Sloan - *Director of Finance*

Budget Manager - Maria Lee

Prepared by the Town of Herndon Department of Public Works



Capital Projects Fund

Vision Tenets:

***Celebrating Community Spirit
Enriching Lives Through Arts and Entertainment
Cultivating a Sustainable Environment
Honoring People
Championing Business and Technology***

Vision

The Capital Project Fund is used to account for transactions related to major assets including IT equipment, maintenance, or construction projects.

Typical revenue sources include federal, state, and local grants for select capital construction projects; use of developer contributions, proffers, and watershed pro-rata shares; proceeds from bond issues or capital lease/purchase arrangements; and inter-fund transfers.

The Department of Public Works provides the lead staff support for the annual Capital Improvement Program (CIP) process, which includes extensive inter-departmental coordination. Staff prepares the CIP for adoption by the Town Council after review and recommendation by the Planning Commission, town manager and staff. The review process includes public hearings and work sessions of the Planning Commission and Town Council in accord with Code of Virginia. The FY 2025-2030 CIP is anticipated to include a number of capital projects supported by the General Fund, Enterprises' Funds and numerous federal, state, regional and local grant funding sources.



Overview

PURPOSE

The purpose of the Capital Improvement Program (CIP) is to provide a practical plan for the acquisition, development, enhancement or replacement of public facilities to serve the town's residents and businesses. The programming of capital improvements aids in the efficient and effective provision of public facilities and services. The CIP serves as a defined six-year program for implementing the capital priorities of the town within identified funding constraints during budget cycles.

As opposed to operations and maintenance, capital projects require major expenditures for such items as public land, structures, utility systems, streets, and major equipment. Projects or programs requiring a total commitment of less than \$50,000 are not normally included in the town's CIP.

TOWN OF HERNDON OPERATING GOALS

The CIP is a critical component of the town's goal setting, budgeting, evaluating, and reporting system, as identified in the adopted budget. After final adoption by the Town Council, the CIP serves as a budget document and funding authorization for the first fiscal year of the program as well as a planning tool for the remaining five years of the six-year schedule. The CIP is updated annually and is considered a component of the town's comprehensive plan.

The town operates from the July 1 through June 30 fiscal year. The CIP is developed concurrently with the programs and activities that comprise the annual operating budget. The CIP is finalized after the operating budget amounts are in the final recommended form.

FUNDING OPTIONS

A variety of funding options are available to the Town of Herndon for its capital project needs: General Fund revenues; County, State, and Federal grants and payments; developer contributions; and cash proffers from an approved rezoning and development plan applications. The CIP includes many projects that have a transportation component, including several major street improvement projects. These projects are supported primarily by federal and state funds allocated through the Virginia Department of Transportation (VDOT) including funds allocated through the Northern Virginia Transportation Authority. The majority of these funds are obtained through highly competitive grant programs.

Funds for capital construction may also be generated by the sale of general obligation bonds that pledge the full faith and credit of the town for their repayment. These bonds are typically repaid over a 15 to 20-year period. Other sources of funding include revenue grants generated by enterprise activities or revenue bonds that pledge the revenue generating potential of a facility or utility.

The Town of Herndon currently maintains three independent enterprise funds that provide operations, maintenance and enhancement of certain public facilities and utilities based upon revenue generating user fees.

The Golf Course Fund is supported by revenue from the award-winning Herndon Centennial Golf Course. The Water and Sewer Fund supports the water and sanitary sewer systems through user fees and connection fees generated by business and residential customers. Lastly, the Cemetery Fund supports the improvement and operation of Chestnut Grove Cemetery, which is owned by the town.

POLICY

A number of important policies guide the formulation of the CIP and the programming of resources to support the scheduled projects:

- To assist with financial planning and decision making, the town will annually prepare a six-year projection of General Fund revenues and expenditures, Unassigned Fund Balance, and Capital Financing Potential;
- The CIP project totals conform closely to the constraints identified in the annual projection of total revenues, recurring revenues, total expenditures, recurring expenditures, unassigned fund balance and available funds for capital projects;
- Fiscal year funding amounts designate monies for a particular project phase. The funding amounts should be encumbered by the end of the fiscal year in which they appear;
- The Town Council will review the status of capital improvement projects after adoption of the CIP;
- Operations of the town's Enterprise Funds-Golf Course, Water and Sewer, and Cemetery, are intended to be financed or recovered primarily through user charges or availability fees;
- Enterprise Fund revenues are to support construction costs or debt service for capital facilities for the respective operations whenever possible. General Fund transfers may be used to support the development of Enterprise Fund capital facilities;
- To assist with budgeting and planning efforts, the CIP may include purchases that typically may not be considered capital investments for larger jurisdictions. These purchases may include information systems and telecommunications



infrastructure procurements.

BENEFITS

Capital programming, through the Town of Herndon Capital Improvement Program, benefits the town by accomplishing the following:

- Establishes an annual examination and prioritization of town needs;
- Facilitates capital expenditure and revenue estimates and helps avoid emergency financing methods;
- Provides a basis for formulating bond programs and other revenue-producing measures;
- Provides focus on community goals and objectives, including those identified in the Town Council's adopted Vision Statement;
- Assists with the implementation of the town's comprehensive plan and related policies;
- Assists with the prioritization and implementation of neighborhood-based programs and projects;
- Facilitates better coordination between town departments in planning and implementing capital projects;
- Enables proper project management and design, including appropriate project financing and construction scheduling.

PROCESS

Within the framework of the 2035 Vision Strategic Plan, the fiscal year Operating Goals, the 2030 Comprehensive Plan, and other adopted town policy documents, the annual development of the CIP is a process characterized by community input. The operating departments constantly review needs and requests for services and facilities. During a yearly joint session of the Town Council and Planning Commission, the Department of Public Works may provides an update regarding the status of CIP projects.

In December, the CIP process begins with the submittal of project requests from the various departments. During the month of December, town staff evaluates the submitted projects, and a draft CIP is developed and provided to the Planning Commission for review and consideration at its public hearing in February. The Planning Commission makes its official recommendation on the CIP, which is forwarded to the Town Manager. In April, the Town Manager proposes a recommended Capital Improvement Program to the Town Council. Then the Town Council holds two public hearings for input and then action on the upcoming fiscal year operating budget, including the first year of the CIP. In May or June, a public hearing is held on the remainder of the CIP for input and then final action by the Town Council.

Capital Improvement Program Process:

July/Continuous Input on CIP projects.

September/October Town departments formally submit proposed CIP projects.

November Staff performs preliminary financial analyses.

December The Planning Commission holds workshop to provide staff insights for the CIP

January Department of Public Works staff presents the status of the capital improvement projects to the Planning Commission and Town Council at a joint work session.

February Town Council holds a public hearing for citizen input on the fiscal year budget.

February The Planning Commission holds a public hearing on the Draft CIP, and makes a recommendation to the Town Manager regarding their finding and priorities, as Virginia Code provides.

April The Town Manager's proposed Operating Budget and CIP are released by May 1.



FY2025 - FY2030 CIP Capital Costs Summary

Request Title	Project Total	To Date	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
General Government									
MultiModal Transportation									
Herndon Pkwy/Spring St Intersection to F. Co. Pkwy	\$5,247,000.00		\$5,247,000.00	\$0.00					\$5,247,000.00
South Elden Street (Herndon Parkway to Sterling Road	\$16,000,000.00			\$800,000.00	\$700,000.00	\$500,000.00	\$1,000,000.00	\$13,000,000.00	\$16,000,000.00
East Elden Street Improvements and Widening	\$44,777,000.00	\$20,232,000.00			\$2,457,500.00	\$9,800,000.00	\$9,830,000.00	\$2,457,500.00	\$44,777,000.00
East Elden Street - Duct Bank for Future Relocation	\$12,670,500.00		\$3,167,750.00	\$6,335,000.00	\$3,167,750.00				\$12,670,500.00
Locust Street ADA Sidewalk Improvements	\$6,416,884.00			\$840,000.00	\$1,268,400.00	\$2,500,000.00	\$1,500,000.00	\$308,484.00	\$6,416,884.00
Herndon Parkway / Sunset Park Drive Intersection	\$4,846,992.00		\$798,000.00			\$1,380,426.00	\$2,000,000.00	\$668,566.00	\$4,846,992.00
Herndon Parkway Improvement at Worldgate Extension	\$8,437,000.00			\$625,000.00		\$7,000,000.00	\$812,000.00		\$8,437,000.00
Sterling Road Multi-Modal Improvements	\$30,000,000.00				\$1,500,000.00		\$3,000,000.00	\$25,500,000.00	\$30,000,000.00
Central Elden Walkability Improvements	\$2,916,903.00		\$0.00	\$470,713.00	\$1,210,787.00	\$1,235,403.00			\$2,916,903.00
Monroe Street - Park Avenue Intersection Improvements	\$380,850.00	\$190,425.00	\$190,425.00						\$380,850.00
Ferndale Ave. Improvements	\$545,000.00							\$545,000.00	\$545,000.00
Total MultModal Transportation	\$132,238,129.00	\$20,422,425.00	\$9,403,175.00	\$9,070,713.00	\$10,304,437.00	\$22,415,829.00	\$18,142,000.00	\$42,479,550.00	\$132,238,129.00
Government Facilities Infrastructure									
Network infrastructure end of life equipment replacement	\$285,000.00		\$25,000.00	\$75,000.00	\$55,000.00	\$75,000.00	\$55,000.00		\$285,000.00
Herndon Municipal Center/Chambers Backlog	\$2,380,000.00		\$650,000.00	\$750,000.00	\$100,000.00	\$780,000.00	\$100,000.00		\$2,380,000.00
Town Shop Underground Fuel Storage Tank Replacement	\$440,000.00		\$440,000.00	\$0.00					\$440,000.00
1481 Sterling Road's Future Determination	\$50,000.00		\$50,000.00						\$50,000.00
Town-wide Security Improvements	\$650,000.00		\$350,000.00	\$300,000.00					\$650,000.00
Energy Conservation	\$2,200,000.00		\$2,200,000.00						\$2,200,000.00
Town Hall Square & Depot Improvements	\$250,000.00		\$250,000.00						\$250,000.00
Sidewalks, Trails and Bicycle Facilities	\$1,250,000.00		\$250,000.00	\$250,000.00	\$250,000.00	\$250,000.00	\$250,000.00		\$1,250,000.00
Downtown Redevelopment for Arts Center	\$3,000,000.00		\$0.00	\$3,000,000.00					\$3,000,000.00
Stormwater Facility Improvements	\$4,150,000.00		\$700,000.00	\$650,000.00	\$750,000.00	\$750,000.00	\$650,000.00	\$650,000.00	\$4,150,000.00
Stream Restoration Program	\$5,311,600.00		\$250,000.00	\$711,600.00	\$1,250,000.00	\$350,000.00	\$350,000.00	\$2,400,000.00	\$5,311,600.00
Total Government Facilities Infrastructure	\$19,966,600.00	\$0.00	\$5,165,000.00	\$5,736,600.00	\$2,405,000.00	\$2,205,000.00	\$1,405,000.00	\$3,050,000.00	\$19,966,600.00
Parks & Recreation									
Park Equipment Replacement Program	\$972,200.00		\$175,000.00	\$10,500.00	\$70,000.00	\$77,700.00	\$639,000.00		\$972,200.00
Sports Field and Park Improvements	\$3,102,500.00		\$142,500.00	\$775,000.00	\$1,610,000.00	\$575,000.00			\$3,102,500.00
Herndon Community Center Aquatic Office Conversions	\$100,000.00		\$100,000.00						\$100,000.00
Herndon Community Center Life Cycle Projects	\$1,364,000.00					\$100,000.00	\$1,264,000.00		\$1,364,000.00
Total Parks & Recreation	\$5,538,700.00	\$0.00	\$417,500.00	\$785,500.00	\$1,680,000.00	\$752,700.00	\$1,903,000.00	\$0.00	\$5,538,700.00
General Government Total	\$157,743,429.00	\$20,422,425.00	\$14,985,675.00	\$15,592,813.00	\$14,389,437.00	\$25,373,529.00	\$21,450,000.00	\$45,529,550.00	\$157,743,429.00
Enterprise Funds									
Cemetery									
Chestnut Grove Cemetery Expansion	\$2,525,000.00	\$213,550.00	\$2,311,450.00						\$2,525,000.00
Total Cemetery	\$2,525,000.00	\$213,550.00	\$2,311,450.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,525,000.00
Golf Course									
Clubhouse Expansion - Phase Three	\$50,000.00		\$50,000.00						\$50,000.00
Total Golf Course	\$50,000.00	\$0.00	\$50,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$50,000.00
Sewer Service & Maintenance									
Sewer - Major Vehicles/Equipment	\$850,000.00				\$500,000.00		\$350,000.00		\$850,000.00
Sewer Capacity Purchase	\$0.00		\$0.00						\$0.00
Sewer Utility Master Plan Improvements	\$6,300,000.00		\$2,000,000.00	\$4,000,000.00				\$300,000.00	\$6,300,000.00
Sewer Main Relining and Manhole Rehab Program	\$4,100,000.00		\$500,000.00	\$1,000,000.00	\$500,000.00	\$600,000.00	\$700,000.00	\$800,000.00	\$4,100,000.00
Sewer System Conveyance	\$13,000,000.00			\$0.00	\$7,000,000.00	\$6,000,000.00			\$13,000,000.00
Total Sewer Service & Maintenance	\$24,250,000.00	\$0.00	\$2,500,000.00	\$5,000,000.00	\$8,000,000.00	\$6,600,000.00	\$1,050,000.00	\$1,100,000.00	\$24,250,000.00
Water Supply & Maintenance									
Lead & Copper Rule Revision Compliance	\$600,000.00		\$600,000.00						\$600,000.00
Water - Major Vehicles/Equipment	\$961,000.00				\$461,000.00	\$500,000.00			\$961,000.00
Water Utility Master Plan Improvements	\$19,000,000.00		\$3,200,000.00	\$2,600,000.00	\$11,000,000.00	\$200,000.00	\$2,000,000.00		\$19,000,000.00
General Water Maintenance and Replacement	\$24,108,000.00		\$5,439,000.00	\$5,573,000.00	\$3,477,000.00	\$4,401,000.00	\$3,218,000.00	\$2,000,000.00	\$24,108,000.00
Total Water Supply & Maintenance	\$44,669,000.00	\$0.00	\$9,239,000.00	\$8,173,000.00	\$14,938,000.00	\$5,101,000.00	\$5,218,000.00	\$2,000,000.00	\$44,669,000.00
Enterprise Funds Totals	\$71,494,000.00	\$213,550.00	\$14,100,450.00	\$13,173,000.00	\$22,938,000.00	\$11,701,000.00	\$6,268,000.00	\$3,100,000.00	\$71,494,000.00
Total	\$229,237,429.00	\$20,635,975.00	\$29,086,125.00	\$28,765,813.00	\$37,327,437.00	\$37,074,529.00	\$27,718,000.00	\$48,629,550.00	\$229,237,429.00

\$208,601,454.00

FY2025 - FY2030 CIP Funding Source Summary

	Request Title	Project Total	To Date	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
ARPA	Herndon Municipal Center/Chambers Backlog	\$650,000.00		\$650,000.00						\$650,000.00
	Town Hall Square & Depot Improvements	\$250,000.00		\$250,000.00						\$250,000.00
	Town Shop Underground Fuel Storage Tank Replacement	\$400,000.00		\$400,000.00						\$400,000.00
	1481 Sterling Road's Future Determination	\$50,000.00		\$50,000.00						\$50,000.00
	Town-wide Security Improvements	\$400,000.00		\$350,000.00	\$50,000.00					\$400,000.00
	Chestnut Grove Cemetery Expansion	\$900,000.00	\$900,000.00							\$900,000.00
Total ARPA		\$2,650,000.00	\$900,000.00	\$1,700,000.00	\$50,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,650,000.00
General Funds										
	Herndon Municipal Center/Chambers Backlog	\$980,000.00		\$0.00		\$100,000.00	\$780,000.00	\$100,000.00		\$980,000.00
	Town-wide Security Improvements	\$250,000.00			\$250,000.00					\$250,000.00
	Sidewalks, Trails and Bicycle Facilities	\$1,250,000.00		\$250,000.00	\$250,000.00	\$250,000.00	\$250,000.00	\$250,000.00		\$1,250,000.00
	Downtown Redevelopment for Arts Center	\$1,300,000.00		\$0.00	\$1,300,000.00					\$1,300,000.00
	Park Equipment Replacement Program	\$797,200.00		\$0.00	\$10,500.00	\$70,000.00	\$77,700.00	\$639,000.00		\$797,200.00
	Sports Field and Park Improvements	\$1,190,000.00		\$0.00	\$550,000.00	\$65,000.00	\$575,000.00			\$1,190,000.00
	Herndon Community Center Aquatic Office Conversions	\$100,000.00		\$100,000.00						\$100,000.00
	Herndon Community Center Life Cycle Projects	\$226,400.00					\$100,000.00	\$126,400.00		\$226,400.00
	Network infrastructure end of life equipment replacement	\$285,000.00		\$25,000.00	\$75,000.00	\$55,000.00	\$75,000.00	\$55,000.00		\$285,000.00
	Spring Street ADA Sidewalk Improvements	\$625,000.00			\$625,000.00					\$625,000.00
	Herndon Parkway / Sunset Park Drive Intersection	\$846,990.00				\$282,330.00	\$282,330.00	\$282,330.00		\$846,990.00
Total General Funds		\$7,850,590.00	\$0.00	\$375,000.00	\$3,060,500.00	\$822,330.00	\$2,140,030.00	\$1,452,730.00	\$0.00	\$7,850,590.00
Proffers/Developer Contributions/Other										
	Downtown Redevelopment for Arts Center	\$500,000.00		\$0.00	\$500,000.00					\$500,000.00
	Energy Conservation	\$2,200,000.00		\$2,200,000.00						\$2,200,000.00
Total Proffers/Developer Contributions/Other		\$2,700,000.00	\$0.00	\$2,200,000.00	\$500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,700,000.00
Recreation Cash Proffers										
	Sports Field and Park Improvements	\$1,670,000.00			\$225,000.00	\$1,445,000.00				\$1,670,000.00
Total Recreation Cash Proffers		\$1,670,000.00	\$0.00	\$0.00	\$225,000.00	\$1,445,000.00	\$0.00	\$0.00	\$0.00	\$1,670,000.00
Sports Contributions/Grants										
	Sports Field and Park Improvements	\$1,000,000.00				\$1,000,000.00				\$1,000,000.00
Total Sports Contributions/Grants		\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00
Intergovernmental Aid										
	Downtown Redevelopment for Arts Center	\$1,200,000.00		\$0.00	\$1,200,000.00					\$1,200,000.00
Total Intergovernmental Aid		\$1,200,000.00	\$0.00	\$0.00	\$1,200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,200,000.00
Fairfax County Stormwater Tax Revenue										
	Stormwater Facility Improvements	\$4,200,000.00		\$950,000.00	\$650,000.00	\$650,000.00	\$650,000.00	\$650,000.00	\$650,000.00	\$4,200,000.00
	Stream Restoration Program	\$5,311,600.00		\$250,000.00	\$711,600.00	\$1,250,000.00	\$350,000.00	\$350,000.00	\$2,400,000.00	\$5,311,600.00
Total Fairfax County Stormwater Tax Revenue		\$9,511,600.00	\$0.00	\$1,200,000.00	\$1,361,600.00	\$1,900,000.00	\$1,000,000.00	\$1,000,000.00	\$3,050,000.00	\$9,511,600.00
Town Local Funds										
	Locust Street ADA Sidewalk Improvements	\$2,500,000.00					\$2,500,000.00			\$2,500,000.00
	Spring Street ADA Sidewalk Improvements	\$456,621.00							\$456,621.00	\$456,621.00
	Herndon Parkway / Sunset Park Drive Intersection	\$2,000,000.00				\$2,000,000.00				\$2,000,000.00
	Herndon Parkway Improvement at Worldgate Extension	\$2,800,000.00	\$2,500,000.00	\$300,000.00						\$2,800,000.00
Total Town Local Funds		\$7,756,621.00	\$2,500,000.00	\$300,000.00	\$0.00	\$2,000,000.00	\$2,500,000.00	\$0.00	\$456,621.00	\$7,756,621.00
Unfunded Source										
	Monroe Street - Park Avenue Intersection Improvements	\$190,425.00		\$190,425.00						\$190,425.00
	Herndon Municipal Center/Chambers Backlog	\$750,000.00			\$750,000.00					\$750,000.00
	Herndon Pkwy/Spring St Intersection to F. Co. Pkwy	\$2,259,000.00		\$2,259,000.00	\$0.00					\$2,259,000.00
	East Elden Street Improvements and Widening	\$11,041,000.00	\$8,395,000.00	\$1,325,000.00	\$1,321,000.00					\$11,041,000.00
	Center Street Culvert Safety Improvement	\$130,000.00							\$130,000.00	\$130,000.00
	East Elden Street - Duct Bank for Future Relocation	\$1,190,000.00		\$0.00	\$622,250.00	\$567,750.00				\$1,190,000.00
	Locust Street ADA Sidewalk Improvements	\$1,416,884.00						\$1,000,000.00	\$416,884.00	\$1,416,884.00
	Central Elden Walkability Improvements	\$416,903.00			\$51,828.00		\$365,075.00			\$416,903.00
Total Unfunded Source		\$17,394,212.00	\$8,395,000.00	\$3,774,425.00	\$2,745,078.00	\$567,750.00	\$365,075.00	\$1,000,000.00	\$546,884.00	\$17,394,212.00
Multimodal Transportation										
	Herndon Parkway Improvement at Worldgate Extension	\$36,000.00	\$6,000.00	\$3,000.00	\$10,000.00	\$11,000.00	\$6,000.00			\$36,000.00
Total Congestion Mitigation and Air Quality - NVTa and VDOT Funding		\$36,000.00	\$6,000.00	\$3,000.00	\$10,000.00	\$11,000.00	\$6,000.00	\$0.00	\$0.00	\$36,000.00
	South Elden Street (Herndon Parkway to Sterling Road	\$16,000,000.00	\$16,000,000.00	\$0.00						\$16,000,000.00
Total District Grant Program - State Funding		\$17,000,000.00	\$16,000,000.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$17,000,000.00
	East Elden Street Improvements and Widening	\$11,374,000.00	\$10,594,000.00	\$780,000.00						\$11,374,000.00
Total High-Priority Project (Federal) - VDOT Funding Program		\$11,374,000.00	\$10,594,000.00	\$780,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11,374,000.00
	East Elden Street Improvements and Widening	\$13,642,000.00	\$13,242,000.00		\$400,000.00					\$13,642,000.00
	East Elden Street - Duct Bank for Future Relocation	\$1,081,000.00		\$567,750.00	\$513,250.00					\$1,081,000.00
Total High-Priority Project (State) - VDOT Funding Program		\$14,723,000.00	\$13,242,000.00	\$567,750.00	\$913,250.00	\$0.00	\$0.00	\$0.00	\$0.00	\$14,723,000.00
	East Elden Street Improvements and Widening	\$275,000.00	\$275,000.00							\$275,000.00
Total Legacy CN Formula - State Funding		\$275,000.00	\$275,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$275,000.00

	Sterling Road Multi-Modal Improvements	\$154,000.00		\$154,000.00						\$154,000.00
Total Northern Virginia Transportation Authority - Local 30% Revenue (HB2313)		\$154,000.00	\$0.00	\$154,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$154,000.00
	East Elden Street - Duct Bank for Future Relocation	\$10,400,000.00		\$2,600,000.00	\$5,200,000.00	\$2,600,000.00				\$10,400,000.00
	Herndon Parkway Improvement at Worldgate Extension	\$4,581,000.00				\$4,581,000.00				\$4,581,000.00
	Worldgate Drive Extension	\$4,581,000.00			\$1,772,000.00	\$2,809,000.00				\$4,581,000.00
Total Northern Virginia Transportation Authority - Regional 70% Funds (HB2313)		\$19,562,000.00	\$0.00	\$2,600,000.00	\$6,972,000.00	\$9,990,000.00	\$0.00	\$0.00	\$0.00	\$19,562,000.00
	East Elden Street Improvements and Widening	\$8,399,000.00	\$6,881,000.00	\$704,000.00	\$4,000.00			\$810,000.00		\$8,399,000.00
	Herndon Parkway Improvement at Worldgate Extension	\$2,940,000.00	\$2,940,000.00							\$2,940,000.00
	Sterling Road Multi-Modal Improvements	\$637,000.00				\$134,000.00	\$503,000.00			\$637,000.00
	Worldgate Drive Extension	\$3,489,000.00		\$769,000.00	\$600,000.00	\$867,000.00	\$709,000.00	\$544,000.00		\$3,489,000.00
Total Regional Surface Transportation Program - NVTA and VDOT Funding		\$15,465,000.00	\$9,821,000.00	\$1,473,000.00	\$604,000.00	\$1,001,000.00	\$1,212,000.00	\$1,354,000.00	\$0.00	\$15,465,000.00
	East Elden Street Improvements and Widening	\$4,594,000.00	\$1,948,000.00	\$1,325,000.00	\$1,321,000.00					\$4,594,000.00
	Locust Street ADA Sidewalk Improvements	\$2,500,000.00				\$2,500,000.00				\$2,500,000.00
	Herndon Parkway / Sunset Park Drive Intersection	\$2,000,000.00					\$2,000,000.00			\$2,000,000.00
Total Revenue Sharing (Local, State) - VDOT Funding Program		\$9,094,000.00	\$1,948,000.00	\$1,325,000.00	\$1,321,000.00	\$2,500,000.00	\$2,000,000.00	\$0.00	\$0.00	\$9,094,000.00
	Herndon Pkwy/Spring St Intersection to F. Co. Pkwy	\$1,988,000.00		\$1,988,000.00						\$1,988,000.00
	East Elden Street Improvements and Widening	\$708,000.00	\$708,000.00							\$708,000.00
Total Specialized State and Federal Funding		\$2,696,000.00	\$708,000.00	\$1,988,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,696,000.00
	Spring Street ADA Sidewalk Improvements	\$2,500,000.00				\$2,500,000.00				\$2,500,000.00
	Central Elden Walkability Improvements	\$2,500,000.00			\$418,885.00	\$1,210,787.00	\$870,328.00			\$2,500,000.00
Total Transportation Alternatives - VDOT Funding Program		\$5,000,000.00	\$0.00	\$0.00	\$418,885.00	\$3,710,787.00	\$870,328.00	\$0.00	\$0.00	\$5,000,000.00
Total Multimodal Transportation		\$95,068,000.00	\$52,313,000.00	\$9,887,750.00	\$10,229,135.00	\$17,201,787.00	\$4,082,328.00	\$1,354,000.00	\$0.00	\$95,068,000.00
Enterprise Funds										
	Chestnut Grove Cemetery Expansion	\$1,625,000.00		\$1,625,000.00						\$1,625,000.00
	Clubhouse Expansion - Phase Three	\$50,000.00		\$50,000.00						\$50,000.00
	Lead & Copper Rule Revision Compliance	\$600,000.00		\$600,000.00						\$600,000.00
	Sewer - Major Vehicles/Equipment	\$850,000.00				\$500,000.00		\$350,000.00		\$850,000.00
	Sewer Capacity Purchase	\$0.00		\$0.00						\$0.00
	Sewer Utility Master Plan Improvements	\$6,300,000.00		\$2,000,000.00	\$4,000,000.00				\$300,000.00	\$6,300,000.00
	Sewer Main Relining and Manhole Rehab Program	\$4,100,000.00		\$500,000.00	\$1,000,000.00	\$500,000.00	\$600,000.00	\$700,000.00	\$800,000.00	\$4,100,000.00
	Water - Major Vehicles/Equipment	\$961,000.00				\$461,000.00	\$500,000.00			\$961,000.00
	Sewer System Conveyance	\$13,000,000.00				\$7,000,000.00	\$6,000,000.00			\$13,000,000.00
	General Water Maintenance and Replacement	\$24,108,000.00		\$5,439,000.00	\$5,573,000.00	\$3,477,000.00	\$4,401,000.00	\$3,218,000.00	\$2,000,000.00	\$24,108,000.00
Total Enterprise Funds		\$51,594,000.00	\$0.00	\$10,214,000.00	\$10,573,000.00	\$11,938,000.00	\$11,501,000.00	\$4,268,000.00	\$3,100,000.00	\$51,594,000.00
Total Funding Sources		\$198,395,023.00	\$64,108,000.00	\$29,651,175.00	\$29,944,313.00	\$36,874,867.00	\$21,588,433.00	\$9,074,730.00	\$7,153,505.00	\$198,395,023.00

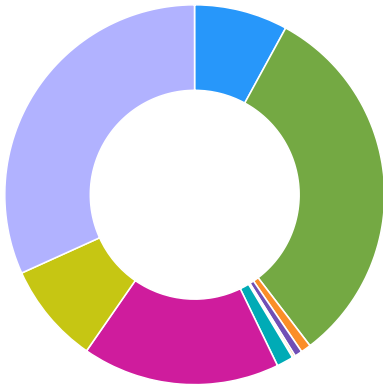
Capital Improvements: One-year Plan

Total Capital Requested

\$29,086,125

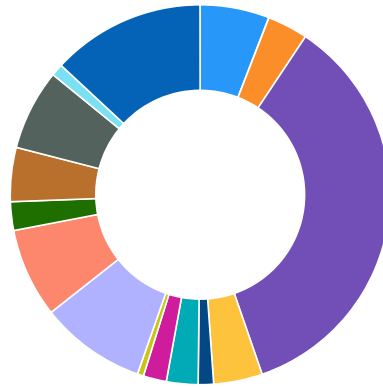
24 Capital Improvement Projects

Total Funding Requested by Department



Cemetery (8%)	\$2,311,450.00
Community Development (32%)	\$9,212,750.00
Community Planning (1%)	\$250,000.00
Engineering (1%)	\$190,425.00
Golf Course (0%)	\$50,000.00
Information Technology (0%)	\$25,000.00
Parks & Recreation (1%)	\$417,500.00
Public Works (17%)	\$4,890,000.00
Sewer Service & Maintenance (9%)	\$2,500,000.00
Water Supply & Maintenance (32%)	\$9,239,000.00
TOTAL	\$29,086,125.00

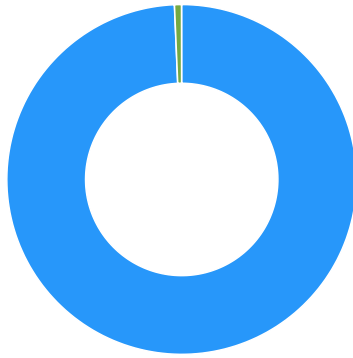
Total Funding Requested by Source



ARPA (6%)	\$1,700,000.00
Congestion Mitigation and Air Quality - NVTa and VDOT I	
District Grant Program - State Funding (3%)	\$1,000,000.00
Enterprise Funds (35%)	\$10,214,000.00
Fairfax County Stormwater Tax Revenue (4%)	\$1,200,000.00
General Funds (1%)	\$375,000.00
High-Priority Project (Federal) - VDOT Funding Program (	
High-Priority Project (State) - VDOT Funding Program (2%	
Northern Virginia Transportation Authority - Local 30% Re	
Northern Virginia Transportation Authority - Regional 70%	
Proffers/Developer Contributions/Other (8%)	\$2,200,000.00
Regional Surface Transportation Program - NVTa and VD	
Revenue Sharing (Local, State) - VDOT Funding Program	
Specialized State and Federal Funding (7%)	\$1,988,000.00
Town Local Funds (1%)	\$300,000.00
Unfunded Source (13%)	\$3,774,425.00
TOTAL	\$28,885,175.00

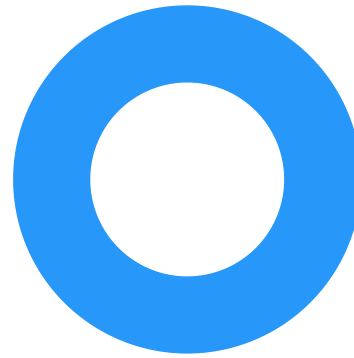


Capital Costs Breakdown



● Capital Costs (99%) \$29,086,125.00
 ● Operational Costs (1%) \$190,712.00
TOTAL \$29,276,837.00

Cost Savings & Revenue Breakdown



● Cost Savings (100%) \$150,002.00
TOTAL \$150,002.00

Parks & Recreation Requests

Itemized Requests for 2025

Herndon Community Center Aquatic Office Conversions **\$100,000**

Aquatics office space reconfiguration. Separates three full time staff from one small shared office into separate work areas. Expands the Aquatics office footprint to allow for less crowding and more efficient use of space. Construction cost...

Park Equipment Replacement Program **\$175,000**

This project accounts for any significant replacements and/or refurbishments in Town parks. FY25 Park Bench Replacement: This project replaces 12 ground mounted wooden benches in Bready Park near the playground and shelter areas....

Sports Field and Park Improvements **\$142,500**

FY25 Haley Smith Irrigation System Replacement: This project replaces the irrigation systems at Haley Smith soccer, baseball, and softball fields that were installed in 1997. The useful lifespan of the irrigation system is 20-25 years. FY25...

Total: \$417,500

Golf Course Requests

Itemized Requests for 2025

Clubhouse Expansion - Phase Three **\$50,000**

This project will provide for renovation of the golf course clubhouse, constructed in 1980. The project will include a new architectural image and replacement of the building's exterior with a more modern material. Within financial...

Total: \$50,000



Community Development Requests

Itemized Requests for 2025

East Elden Street - Duct Bank for Future Relocation

\$3,167,750

Construction of a duct bank and conduit for relocating utilities underground from Monroe Street to the town limits. The construction of this duct bank is required for the East Elden Street Widening and Improvements project to underground the...

Herndon Parkway / Sunset Park Drive Intersection

\$798,000

This project is to provide for a new signalized intersection along Herndon Parkway at Sunset Park Drive to access Sunset Business Park. The project envisions a reconfigured and realigned signalized intersection to include street lighting,...

Herndon Pkwy/Spring St Intersection to F. Co. Pkwy

\$5,247,000

Widen and reconstruct Spring Street from 4 to 6 lanes between Fairfax County Parkway and Herndon Parkway; project limits extend westward approximately 650 feet west of Herndon Parkway; add turning lanes on approaches to the intersection of Herndon...

Total: \$9,212,750



Public Works Requests

Itemized Requests for 2025

1481 Sterling Road's Future Determination	\$50,000
--	-----------------

This project provides for the study, surveying and engineering for the demolition of the building located at 1481 Sterling Road.

Energy Conservation	\$2,200,000
----------------------------	--------------------

This project provides for design and construction of energy conservation measures (ECMs) for Herndon's 4 major buildings, HCC, HMC, Bldg 397, and Town Shops. The project will include ECMs such as: energy efficient lighting, building...

Herndon Municipal Center/Chambers Backlog	\$650,000
--	------------------

This project supports large maintenance and repair projects for town-owned facilities. Planned projects are listed below for the next several fiscal years. Out-year project funding amounts are estimated costs for a building maintenance and repair...

Sidewalks, Trails and Bicycle Facilities	\$250,000
---	------------------

This project provides funding for various walking and cycling facilities and infrastructure in accord with the Herndon Pedestrian Plan, the Herndon Bicycle Network Plan and the Herndon ADA Transition Plan. These plans provide specific guidance and...

Stormwater Facility Improvements	\$700,000
---	------------------

This CIP program addresses maintenance and improvements to the Towns' publicly maintained stormwater facilities. There are more than 190 public and private stormwater facilities within the Town of Herndon that must be maintained to...

Stream Restoration Program	\$250,000
-----------------------------------	------------------

The Town has begun a stream restoration program to address the erosion and damage to the streams with the goal of restoring the streams to their natural condition and improving environmental integrity. The program addresses a regional mandate to...

Town Shop Underground Fuel Storage Tank Replacement	\$440,000
--	------------------

This project provides for replacement of two 10,000 gallon underground fuel tanks located at the Town Shop facility at 1479 Sterling Road. These tanks were installed when the Town Shop facility was constructed and are nearing the end of their...

Town-wide Security Improvements	\$350,000
--	------------------

The initial most critical town building security improvements or upgrades as identified by the security consultant. Herndon Municipal Center - \$415,000 Town Hall - \$190,000 Public Works (1481 Sterling Road) - \$25,000 Herndon Community Center - ...

Total: \$4,890,000

Cemetery Requests

Itemized Requests for 2025

Chestnut Grove Cemetery Expansion	\$2,311,450
--	--------------------

This project provides for the development of approximately 4,975 burial sites on 3.5 acres. The funding is intended for the design, engineering, and construction of the infrastructure for this area. Site work includes clearing of trees and...

Total: \$2,311,450



Information Technology Requests

Itemized Requests for 2025

Network infrastructure end of life equipment replacement	\$25,000
---	-----------------

Network infrastructure end of life equipment replacement. Town of Herndon is seeking to upgrade the aging network switching infrastructure to the latest stable release hosted on new hardware and preserve the existing system configuration....

Total: \$25,000

Community Planning Requests

Itemized Requests for 2025

Town Hall Square & Depot Improvements	\$250,000
--	------------------

Revitalization and enhancement of the lawn and square surrounding the Historic Old Town Hall (1939) and Train Depot (c. 1859.) This public space is located at the core of the downtown, surrounded by a square of small retail establishments...

Total: \$250,000

Engineering Requests

Itemized Requests for 2025

Monroe Street - Park Avenue Intersection Improvements	\$190,425
--	------------------

This project evaluates existing safety and operational conditions to improve safety at the intersection of Monroe Street and Park Avenue. The objective is to implement geometric and signage modifications that will aid in vehicular navigation of...

Total: \$190,425

Sewer Service & Maintenance Requests

Itemized Requests for 2025

Sewer Main Relining and Manhole Rehab Program	\$500,000
--	------------------

The sewer conveyance system requires constant maintenance to prevent costly, unnecessary repairs and sanitation hazards due to infrastructure failures and sewer main deterioration. Fiscal year savings are generated from the infiltration and inflow...

Sewer Utility Master Plan Improvements	\$2,000,000
---	--------------------

This program provides for major component construction and upgrades to the sewer conveyance system. As a result of the Herndon Transit-Oriented Core (HTOC), Downtown Master Plan (DTMP), Overlay Districts, and rezoning cases, sewer system...

Total: \$2,500,000



Water Supply & Maintenance Requests

Itemized Requests for 2025

General Water Maintenance and Replacement

\$5,439,000

This program provides for major component replacement of the water distribution system. Major maintenance and replacement of system mains and facilities will be phased and prioritized based on pipe age, material, and localized General Fund...

Lead & Copper Rule Revision Compliance

\$600,000

The Environmental Protection Agency (EPA) has recently revised its requirements to mitigate the presence of lead and copper in drinking water. The EPA has required monitoring of lead and copper content in drinking water since 1991. The...

Water Utility Master Plan Improvements

\$3,200,000

This program provides for major construction and upgrades to the water distribution system. As a result of Herndon Transit-Oriented Core (HTOC), the Downtown Master Plan (DTMP), Overlay Districts, and rezoning cases, water system construction and...

Total: \$9,239,000

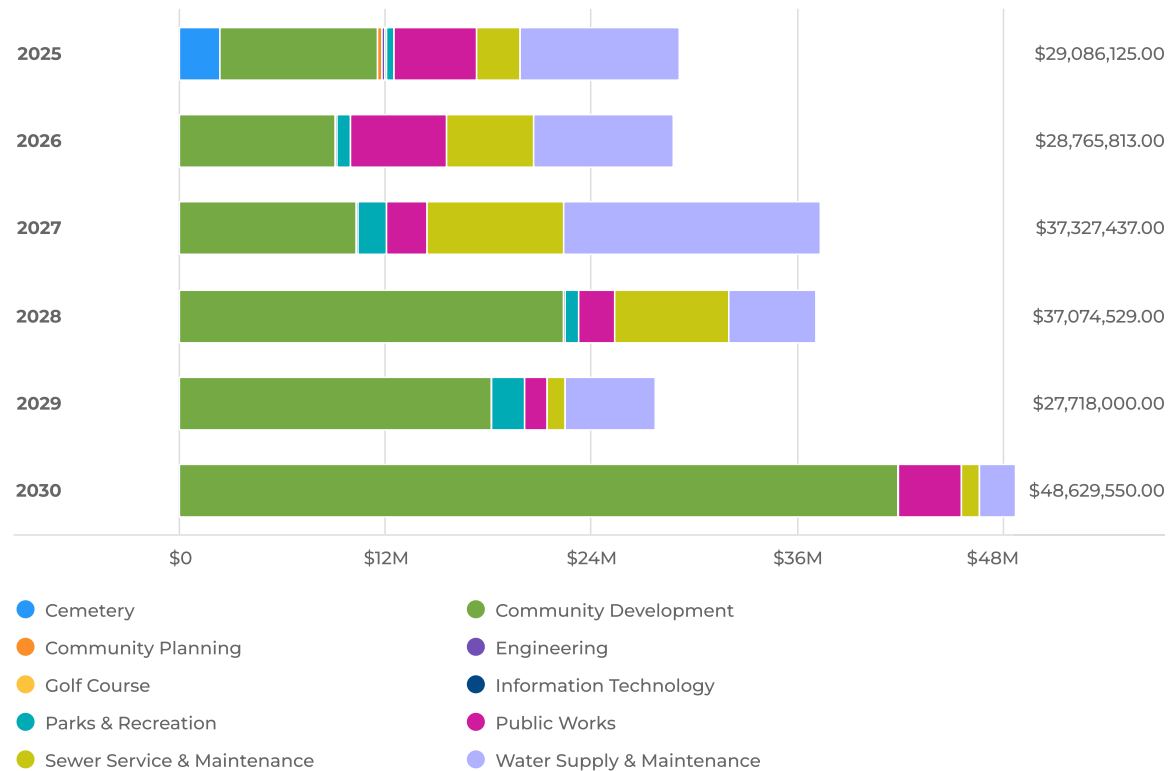


Capital Improvements: Multi-year Plan

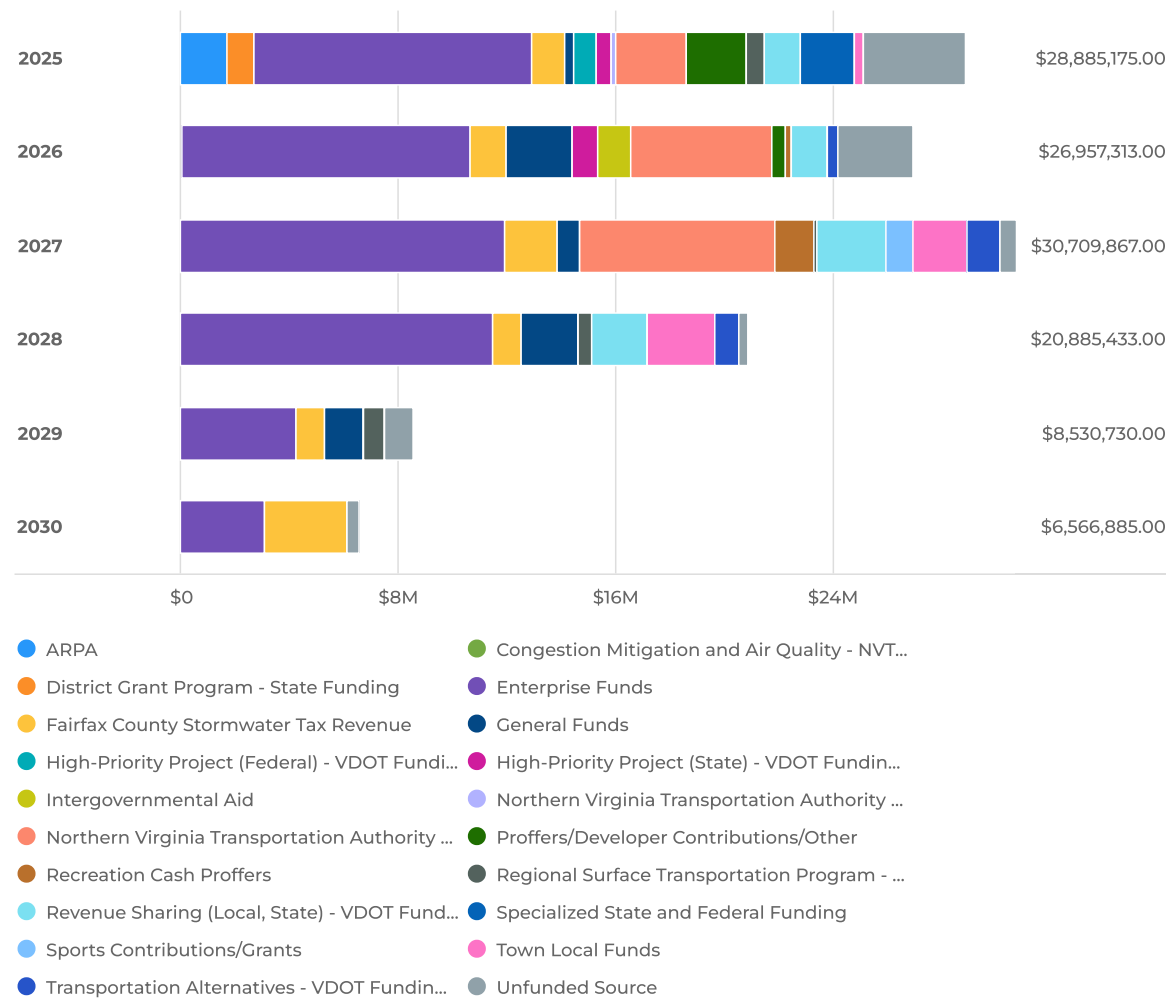
Total Capital Requested
\$208,601,454

37 Capital Improvement Projects

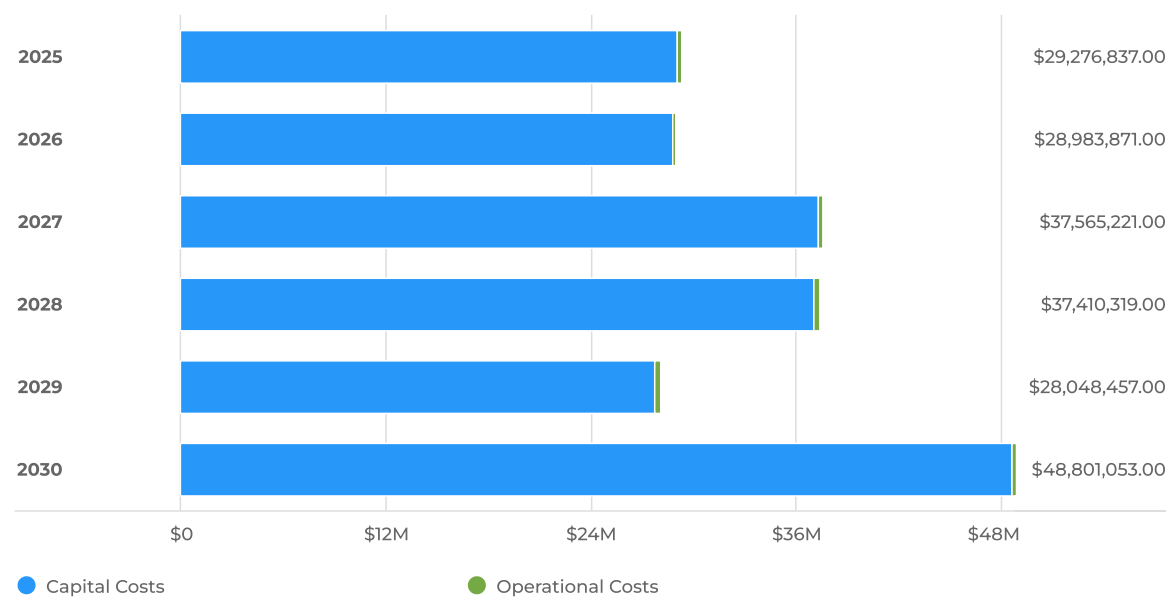
Total Funding Requested by Department



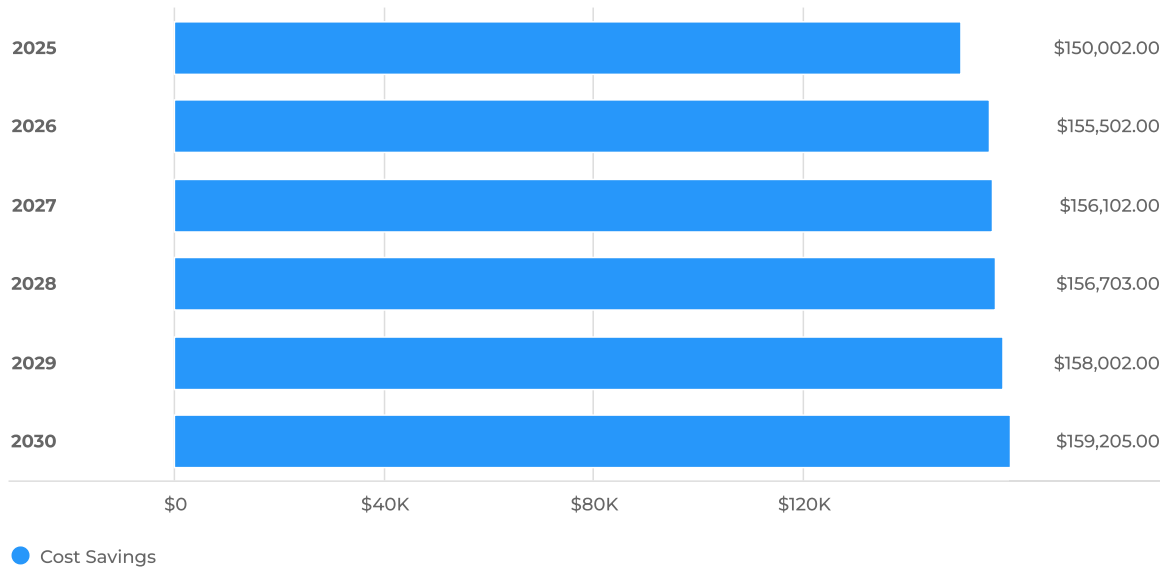
Total Funding Requested by Source



Capital Costs Breakdown



Cost Savings & Revenues



Parks & Recreation Requests

Itemized Requests for 2025-2031

Herndon Community Center Aquatic Office Conversions

\$100,000

Aquatics office space reconfiguration. Separates three full time staff from one small shared office into separate work areas. Expands the Aquatics office footprint to allow for less crowding and more efficient use of space. Construction cost...

Herndon Community Center Life Cycle Projects

\$1,364,000

The indoor racquetball court wooden flooring was installed in 1989 and has a useful life expectancy of 30-40 years. Although refinished several times over the years, the floorboards are showing irreparable wear. Recommend the flooring for all...

Park Equipment Replacement Program

\$972,200

This project accounts for any significant replacements and/or refurbishments in Town parks. FY25 Park Bench Replacement: This project replaces 12 ground mounted wooden benches in Bready Park near the playground and shelter areas....

Sports Field and Park Improvements

\$3,102,500

FY25 Haley Smith Irrigation System Replacement: This project replaces the irrigation systems at Haley Smith soccer, baseball, and softball fields that were installed in 1997. The useful lifespan of the irrigation system is 20-25 years. FY25...

Total: \$5,538,700



Golf Course Requests

Itemized Requests for 2025-2031

Clubhouse Expansion - Phase Three

\$50,000

This project will provide for renovation of the golf course clubhouse, constructed in 1980. The project will include a new architectural image and replacement of the building's exterior with a more modern material. Within financial...

Total: \$50,000



Community Development Requests

Itemized Requests for 2025-2031

Central Elden Walkability Improvements

\$2,916,903

This project would improve pedestrian safety, accessibility and overall walkability of the south side of Elden Street between Center Street to the east, and Main Drive to the west. The improvements will include reconstruction of approximately 0.3...

East Elden Street - Duct Bank for Future Relocation

\$12,670,500

Construction of a duct bank and conduit for relocating utilities underground from Monroe Street to the town limits. The construction of this duct bank is required for the East Elden Street Widening and Improvements project to underground the...

East Elden Street Improvements and Widening

\$24,545,000

The 'East Elden Street Improvements and Widening (UPC 50100)' project is one mile in length and is to be constructed between Monroe Street and Fairfax County Parkway. The scope of this project is to widen and reconstruct East...

Herndon Parkway / Sunset Park Drive Intersection

\$4,846,992

This project is to provide for a new signalized intersection along Herndon Parkway at Sunset Park Drive to access Sunset Business Park. The project envisions a reconfigured and realigned signalized intersection to include street lighting,...

Herndon Parkway Improvement at Worldgate Extension

\$8,437,000

The project is a key component of the Metrorail Area Plan. The creation of this intersection will provide multimodal improvements along the Herndon Parkway and will eventually become a portion of the Worldgate Extension, connecting Van Buren...

Herndon Pkwy/Spring St Intersection to F. Co. Pkwy

\$5,247,000

Widen and reconstruct Spring Street from 4 to 6 lanes between Fairfax County Parkway and Herndon Parkway; project limits extend westward approximately 650 feet west of Herndon Parkway; add turning lanes on approaches to the intersection of Herndon...

Locust Street ADA Sidewalk Improvements

\$6,416,884

The proposed improvements will include the construction of continuous ADA-compliant 5' sidewalks and curb-and-gutter along both sides of Locust Street. The project will also include ADA curb-cuts and crosswalks. The...

South Elden Street (Herndon Parkway to Sterling Road

\$16,000,000

This project improves South Elden Street to a multimodal facility as recommended in the comprehensive plan amendment adopted on February 12, 2019. The Town Council also adopted a street design concept on February 26, 2019. The project provides for...

Sterling Road Multi-Modal Improvements

\$30,000,000

This project is a study of the reconfiguration of Sterling Road, from Elden Street to Herndon Parkway, to reflect the town's current plans for traffic management and circulation in residential areas. This project is to begin with a study to...

Total: \$111,080,279



Public Works Requests

Itemized Requests for 2025-2031

1481 Sterling Road's Future Determination \$50,000

This project provides for the study, surveying and engineering for the demolition of the building located at 1481 Sterling Road.

Downtown Redevelopment for Arts Center \$3,000,000

This project provides for the development of public parking as well as an arts center in the downtown in accord with the comprehensive plan. During 2017 a Comprehensive Agreement was negotiated between the town and Comstock and approved by Town...

Energy Conservation \$2,200,000

This project provides for design and construction of energy conservation measures (ECMs) for Herndon's 4 major buildings, HCC/, HMC, Bldg 397, and Town Shops. The project will include ECMs such as: energy efficient lighting, building...

Ferndale Ave. Improvements \$545,000

This project focuses on the segment of Ferndale Avenue between Herndon Parkway in the north to Park Avenue in the south. The project aims to improve both vehicular and pedestrian safety along the corridor. Preliminary studies indicate vehicular...

Herndon Municipal Center/Chambers Backlog \$2,380,000

This project supports large maintenance and repair projects for town-owned facilities. Planned projects are listed below for the next several fiscal years. Out-year project funding amounts are estimated costs for a building maintenance and repair...

Sidewalks, Trails and Bicycle Facilities \$1,250,000

This project provides funding for various walking and cycling facilities and infrastructure in accord with the Herndon Pedestrian Plan, the Herndon Bicycle Network Plan and the Herndon ADA Transition Plan. These plans provide specific guidance and...

Stormwater Facility Improvements \$4,150,000

This CIP program addresses maintenance and improvements to the Towns' publicly maintained stormwater facilities. There are more than 190 public and private stormwater facilities within the Town of Herndon that must be maintained to...

Stream Restoration Program \$5,311,600

The Town has begun a stream restoration program to address the erosion and damage to the streams with the goal of restoring the streams to their natural condition and improving environmental integrity. The program addresses a regional mandate to...

Town Shop Underground Fuel Storage Tank Replacement \$440,000

This project provides for replacement of two 10,000 gallon underground fuel tanks located at the Town Shop facility at 1479 Sterling Road. These tanks were installed when the Town Shop facility was constructed and are nearing the end of their...

Town-wide Security Improvements \$650,000

The initial most critical town building security improvements or upgrades as identified by the security consultant. Herndon Municipal Center - \$415,000 Town Hall - \$190,000 Public Works (1481 Sterling Road) - \$25,000 Herndon Community Center - ...

Total: \$19,976,600



Cemetery Requests

Itemized Requests for 2025-2031

Chestnut Grove Cemetery Expansion

\$2,311,450

This project provides for the development of approximately 4,975 burial sites on 3.5 acres. The funding is intended for the design, engineering, and construction of the infrastructure for this area. Site work includes clearing of trees and...

Total: \$2,311,450

Information Technology Requests

Itemized Requests for 2025-2031

Network infrastructure end of life equipment replacement

\$285,000

Network infrastructure end of life equipment replacement. Town of Herndon is seeking to upgrade the aging network switching infrastructure to the latest stable release hosted on new hardware and preserve the existing system configuration....

Total: \$285,000

Community Planning Requests

Itemized Requests for 2025-2031

Town Hall Square & Depot Improvements

\$250,000

Revitalization and enhancement of the lawn and square surrounding the Historic Old Town Hall (1939) and Train Depot (c. 1859) This public space is located at the core of the downtown, surrounded by a square of small retail establishments...

Total: \$250,000

Engineering Requests

Itemized Requests for 2025-2031

Monroe Street - Park Avenue Intersection Improvements

\$190,425

This project evaluates existing safety and operational conditions to improve safety at the intersection of Monroe Street and Park Avenue. The objective is to implement geometric and signage modifications that will aid in vehicular navigation of...

Total: \$190,425



Sewer Service & Maintenance Requests

Itemized Requests for 2025-2031

Sewer - Major Vehicles/Equipment

\$850,000

This program replaces older town vehicles and major equipment over \$50,000 on a phased basis in concert with their expected useful life. Timely replacement of vehicles and equipment avoids excessive repair costs, unacceptable down time and unsafe...

Sewer Main Relining and Manhole Rehab Program

\$4,100,000

The sewer conveyance system requires constant maintenance to prevent costly, unnecessary repairs and sanitation hazards due to infrastructure failures and sewer main deterioration. Fiscal year savings are generated from the infiltration and inflow...

Sewer System Conveyance

\$13,000,000

This project will provide for conveying most of the future growth in wastewater flows to the Fairfax County sewer system. The design concept consists of a new pumping station near the Sugarland Run Interceptor, along with a combination of a force...

Sewer Utility Master Plan Improvements

\$6,300,000

This program provides for major component construction and upgrades to the sewer conveyance system. As a result of the Herndon Transit-Oriented Core (HTOC), Downtown Master Plan (DTMP), Overlay Districts, and rezoning cases, sewer system...

Total: \$24,250,000

Water Supply & Maintenance Requests

Itemized Requests for 2025-2031

General Water Maintenance and Replacement

\$24,108,000

This program provides for major component replacement of the water distribution system. Major maintenance and replacement of system mains and facilities will be phased and prioritized based on pipe age, material, and localized General Fund...

Lead & Copper Rule Revision Compliance

\$600,000

The Environmental Protection Agency (EPA) has recently revised its requirements to mitigate the presence of lead and copper in drinking water. The EPA has required monitoring of lead and copper content in drinking water since 1991. The...

Water - Major Vehicles/Equipment

\$961,000

This program replaces older town vehicles and major equipment over \$50,000 on a phased basis in concert with their expected useful life. Timely replacement of vehicles and equipment avoids excessive repair costs, unacceptable down time and unsafe...

Water Utility Master Plan Improvements

\$19,000,000

This program provides for major construction and upgrades to the water distribution system. As a result of Herndon Transit-Oriented Core (HTOC), the Downtown Master Plan (DTMP), Overlay Districts, and rezoning cases, water system construction and...

Total: \$44,669,000



Future Prospects Projects

Projects that require additional work regarding their scope and funding source are listed below with rough estimates in today's future dollars and are not included in the financial documents.

Community Development Requests

Itemized Requests for 2025-2031

Center Street Culvert Safety Improvement	\$130,000
---	------------------

This project is for the design, engineering and construction of improvements to the Center Street culvert protective barriers and fencing. This project improves pedestrian safety and enhances the aesthetics of the downtown. ...

Downtown Utility Relocation	\$2,100,000
------------------------------------	--------------------

A significant cost element of downtown redevelopment is the undergrounding/relocation of utilities. For an initial phase, the town installed underground duct bank for future relocation of overhead utilities through the Federal American Recovery...

Herndon Metrorail Promenade	\$1,175,000
------------------------------------	--------------------

This 60 to 70 foot wide and approximately 500-foot long gateway plaza will connect the Herndon Metrorail portal to the Herndon Parkway and serve as the public's first introduction to the Town of Herndon. This gateway experience will be...

Spring Street ADA Sidewalk Improvements	\$3,582,000
--	--------------------

The proposed improvements will include the construction of continuous ADA-compliant 5' sidewalks, a 2' wide grass strip between the sidewalk and curb, 11' wide travel lanes, and curb-and-gutter along both sides of old Spring...

Wayfinding and Identification Signage	\$280,000
--	------------------

A town-wide coordinated wayfinding sign program is planned with focus on the downtown and the metro station area and meant to help reinforce a unique Herndon character and identification. This program would direct pedestrian, bicyclists, and...

Total: \$7,267,000

Parks & Recreation Requests

Itemized Requests for 2025-2031

Herndon Community Center - Phase 5	\$4,850,000
---	--------------------

The phase five expansion project is proposed as an under 10,000 square foot second story addition to the Herndon Community Center. This expansion will enhance the quality of existing operations by improving the fitness and instructional areas and...

Runnymede Park Nature Center	\$5,416,700
-------------------------------------	--------------------

A 4,000 square foot Nature Center at Runnymede Park with spaces for free and low-cost nature education activities, to include exhibits and equipment. The proposed design warrants a feasibility study and required code review to determine necessary...

W&OD Trail Lighting	\$825,000
--------------------------------	------------------

Final phase to illuminate the length of the trail through the town, from Van Buren to the connection with the Sugarland Run Trail, east of the Herndon Parkway bridge, totaling approximately 3,800 linear feet. Costs are estimated from Phase 2...

Total: \$11,091,700



Police Requests

Itemized Requests for 2025-2031

Police Exterior Storage Facility	\$1,060,000
---	--------------------

Construction of a permanent exterior storage facility (30' x 40') is requested to expand storage capacity for outdoor resources and bulky materials that are not suitable for inside storage. The storage facility would house police bicycles...

Total: \$1,060,000

Capital Projects Requests

Itemized Requests for 2025-2031

Police Secure Gate	\$345,000
---------------------------	------------------

The police department is requesting the planned replacement of the rear parking lot's secure entry/exit gate. The front secure gate replacement was included in the parking lot expansion project. The rear secure gate needs to be proactively...

Total: \$345,000

Support Services Requests

Itemized Requests for 2025-2031

Police Infrastructure Improvements	\$376,500
---	------------------

The police department has identified multiple items that are needed to improve the department's infrastructure to address building accessibility, physical safety/security, and renovations. Accessibility and safety improvements are needed to...

Total: \$376,500



APPENDIX



CEMETERY REQUESTS



Chestnut Grove Cemetery Expansion

Overview

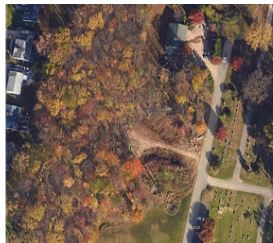
Request Owner	Anne Geiger, Special Project Manager
Est. Start Date	11/01/2021
Est. Completion Date	12/30/2024
Department	Cemetery
Type	Capital Improvement
Project Number	11-PR-15-001

Description

This project provides for the development of approximately 4,975 burial sites on 3.5 acres. The funding is intended for the design, engineering, and construction of the infrastructure for this area. Site work includes clearing of trees and vegetation, installation of storm sewer and an underground stormwater detention facility designed to meet current stormwater management regulations, and importing clean fill to bring the area up to grade as specified in the site plan. A new street with a cul-de-sac will be constructed to provide access to the new burial sites. Landscaping will be planted along the property lines to provide additional visual buffering of the cemetery. To support the maintenance and upkeep of this area, a full-time position will be added, and additional lawn maintenance equipment (such as mowers) and supplies may be purchased.

This development will yield roughly 2,310 traditional burial sites extending salable inventory by 15-20 years. The approximately 2,665 niche-type spaces in the columbarium and cremation garden construction, as shown on the latest master plan, are not included in this project.

Images

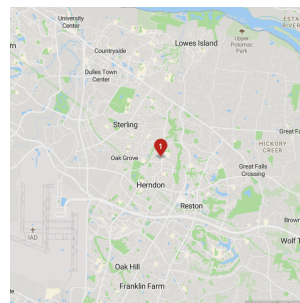


Chestnut Grove Cemetery
Development Area

Details

Type of Project New Construction

Location



Benefit to the Community

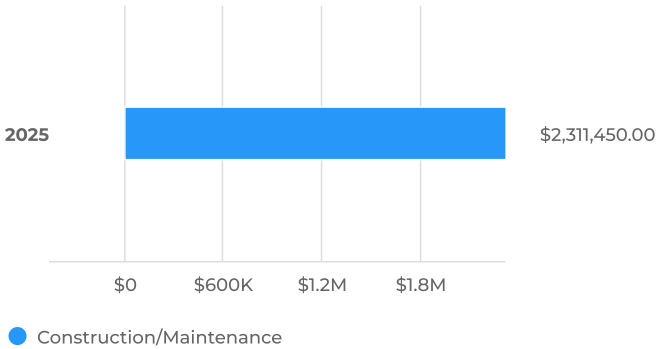


Chestnut Grove serves the families of Herndon during one of their most vulnerable phases. The exceptional level of care provided for both the family and their deceased loved one is an invaluable amenity to the residents of the town and the surrounding communities.

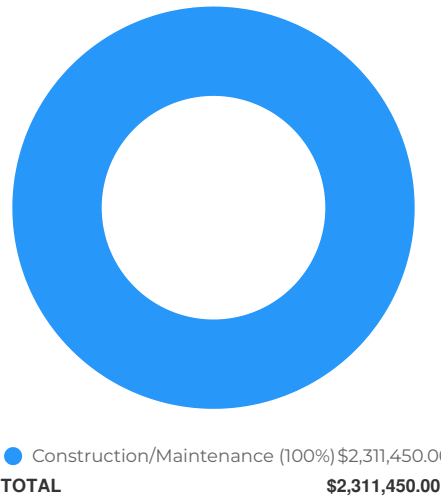
Capital Cost

Total To Date	FY2025 Budget	Total Budget (all years)	Project Total
\$213,550	\$2,311,450	\$2.311M	\$2.525M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown			
Capital Cost	To Date	FY2025	Total
Planning/Studies	\$13,550		\$13,550
Design/Engineering	\$200,000		\$200,000
Construction/Maintenance		\$2,311,450	\$2,311,450
Total	\$213,550	\$2,311,450	\$2,525,000



Funding Sources

Total To Date

\$900,000

FY2025 Budget

\$1,625,000

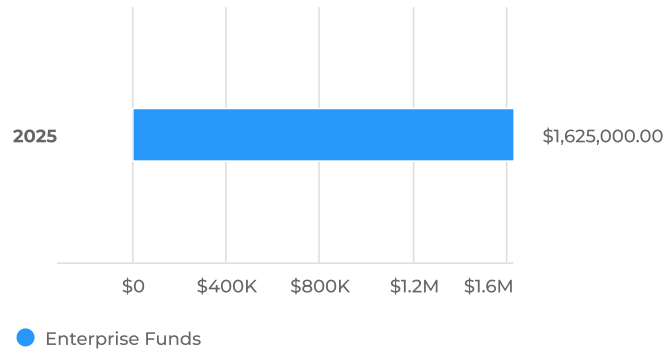
Total Budget (all years)

\$1.625M

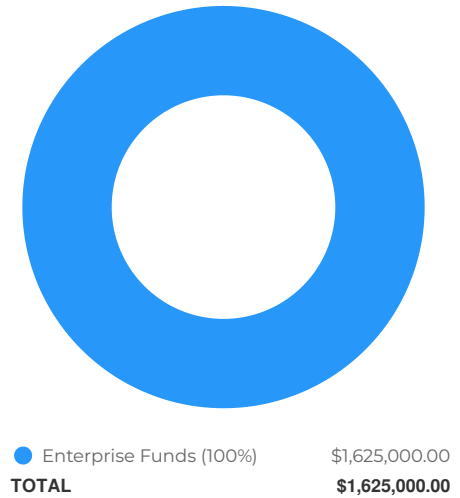
Project Total

\$2.525M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	To Date	FY2025	Total
Enterprise Funds		\$1,625,000	\$1,625,000
ARPA	\$900,000		\$900,000
Total	\$900,000	\$1,625,000	\$2,525,000



Operational Costs

FY2025 Budget
\$110,000

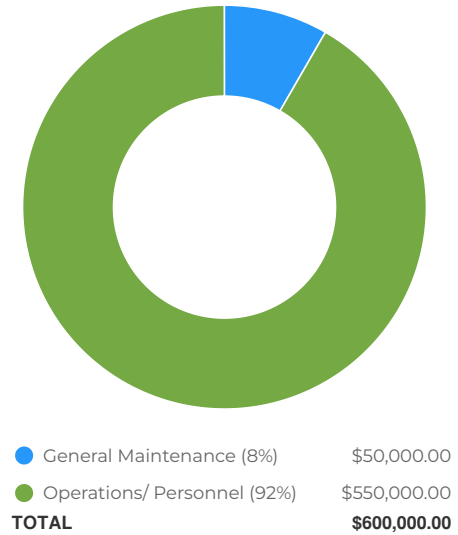
Total Budget (all years)
\$600K

Project Total
\$600K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2025	FY2026	FY2027	FY2028	FY2029	Total
General Maintenance	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
Operations/ Personnel	\$100,000	\$100,000	\$105,000	\$120,000	\$125,000	\$550,000
Total	\$110,000	\$110,000	\$115,000	\$130,000	\$135,000	\$600,000



COMMUNITY DEVELOPMENT REQUESTS



Central Elden Walkability Improvements

Overview

Request Owner	Jaleh Moslehi, Capital Project Planner/Engineer
Est. Start Date	05/01/2027
Est. Completion Date	12/01/2028
Department	Community Development
Type	Capital Improvement
Project Number	03-CD-22-002

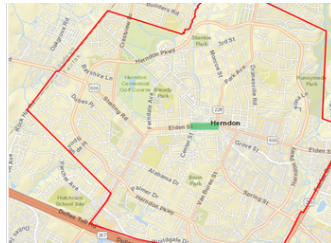
Description

This project would improve pedestrian safety, accessibility and overall walkability of the south side of Elden Street between Center Street to the east, and Main Drive to the west. The improvements will include reconstruction of approximately 0.3 miles of substandard streetscape from a 4' sidewalk abutting curb to a continuous 5' wide sidewalk with brick pavers and a landscaped strip between the sidewalk and curb. The project also adds ADA-compliant curb ramps, high visibility crosswalks, and accessible pedestrian signalization at the intersection with Grace Street. The project may include relocation of existing overhead utility poles (funded by Dominion), which are currently placed in the middle of the existing sidewalk to minimize conflicts between the poles and the sidewalk and better ensure ADA compliance. This was identified as a priority project in the Town of Herndon Pedestrian Plan, adopted by Town Council in October 2019. Project implementation is dependent on the successful allocation of Federal funds awarded through VDOT as part of the Transportation Alternatives - Set Aside Program.

Images



Sidewalk along Elden Street

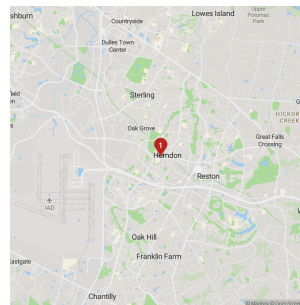


Central Elden

Details

Type of Project	ADA Trails and Sidewalks
-----------------	--------------------------

Location



Benefit to Community

With the enhanced pedestrian accommodations, those living, working, or visiting Herndon would be able to walk to destinations in downtown Herndon, the South Elden Street commercial corridor, Herndon Middle School, St. Joseph Catholic School and other areas accessible from the connected regional trail network, including the Herndon Library, the Herndon



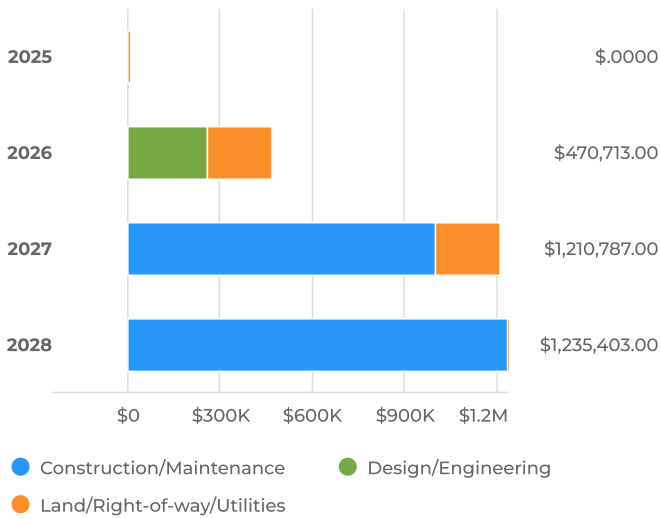
Municipal Center, grocery stores, pharmacies, the Post Office, various restaurants, personal service shops, and retailers. This project seeks to improve pedestrian safety, accessibility, and overall walkability of Central Elden Street between Center Street to the east, and just past School Street to the west. Pedestrian level of service in the project area is currently substandard: curb ramps are inconsistently provided and do not comply with ADA standards. Marked crosswalks are mostly non-existent, and the pedestrian signals do not have any audio-tactile capabilities. It is an uncomfortable and unsafe environment for any pedestrian but unusable for someone with a stroller or wheelchair.

Capital Cost

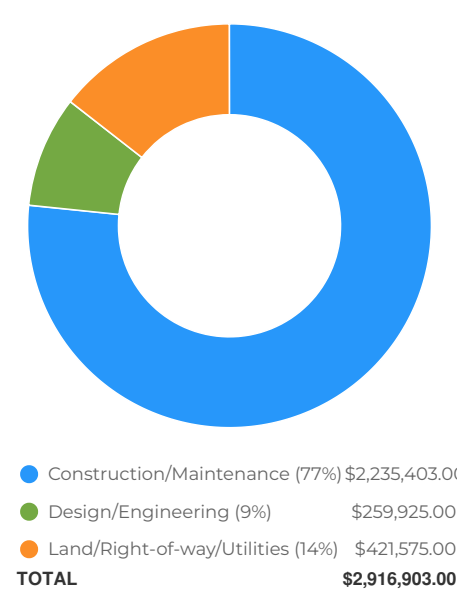
Total Budget (all years)
\$2.917M

Project Total
\$2.917M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown					
Capital Cost	FY2025	FY2026	FY2027	FY2028	Total
Design/Engineering	\$0	\$259,925			\$259,925
Land/Right-of-way/Utilities		\$210,788	\$210,787		\$421,575
Construction/Maintenance			\$1,000,000	\$1,235,403	\$2,235,403
Total	\$0	\$470,713	\$1,210,787	\$1,235,403	\$2,916,903



Funding Sources

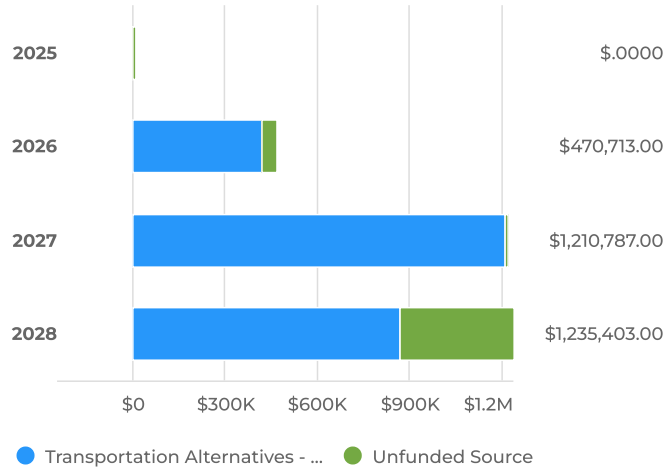
Total Budget (all years)

\$2.917M

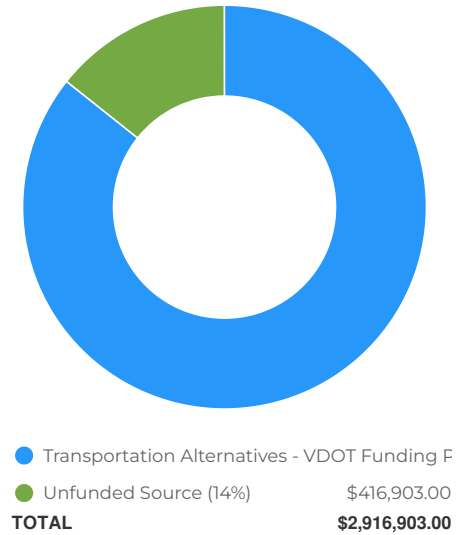
Project Total

\$2.917M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	Total
Transportation Alternatives - VDOT Funding Program		\$418,885	\$1,210,787	\$870,328	\$2,500,000
Unfunded Source		\$51,828		\$365,075	\$416,903
Total		\$470,713	\$1,210,787	\$1,235,403	\$2,916,903



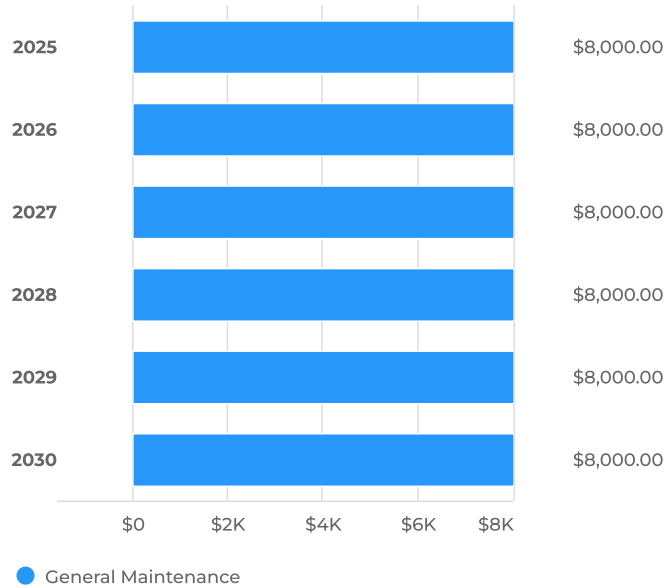
Operational Costs

FY2025 Budget
\$8,000

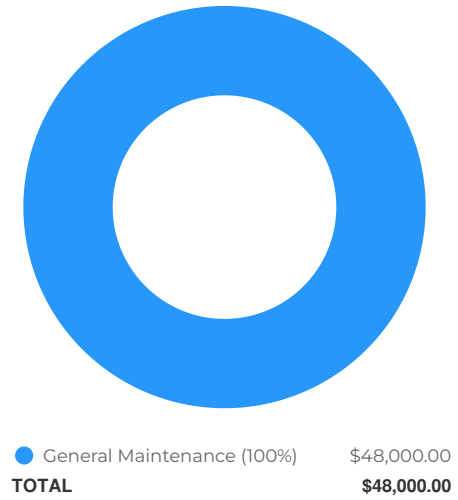
Total Budget (all years)
\$48K

Project Total
\$48K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
General Maintenance	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$48,000
Total	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$48,000



This requests information is generated from , Proposed Version.

East Elden Street - Duct Bank for Future Relocation

Overview

Request Owner	Mark Duceman, Transportation Program Manager
Est. Start Date	08/30/2024
Est. Completion Date	12/01/2026
Department	Community Development
Type	Capital Improvement
Project Number	UPC 120508

Description

Construction of a duct bank and conduit for relocating utilities underground from Monroe Street to the town limits. The construction of this duct bank is required for the East Elden Street Widening and Improvements project to underground the utilities along the entire project length, from Monroe Street to 0.006 miles west of the town limits. The current project schedule is planned to bid and awarded in the Summer/Fall of 2024, and construction in early 2025. The duct bank construction period is expected to be 24 months.

Images



East Elden Duct Bank



East Elden Duct Bank 2



East Elden Duct Bank 3



East Elden Duct Bank 4

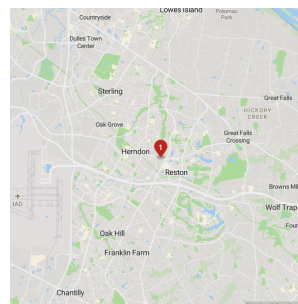


East Elden Duct Bank 5

Details

VDOT UPC	UPC 120508
Type of Project	Roadway Improvements

Location



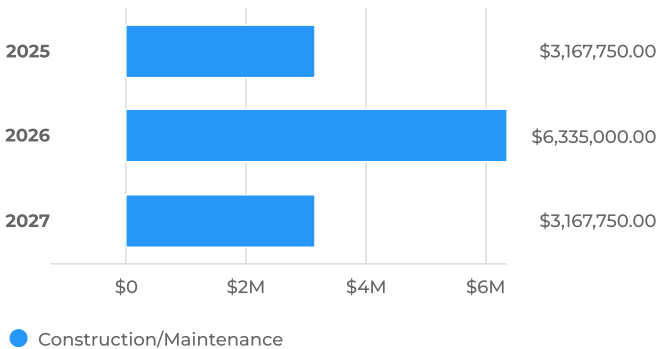
Benefit to Community

Construction of the duct bank for underground utilities is required for the East Elden Street Widening and Improvements project. The undergrounding of utilities will facilitate proposed pedestrian and cyclist enhancements along the street, including ADA-accessible sidewalk, pedestrian/audio signalization, crosswalk enhancements, and bus stop improvements at select major intersections and bicycle lanes in each direction along the street.

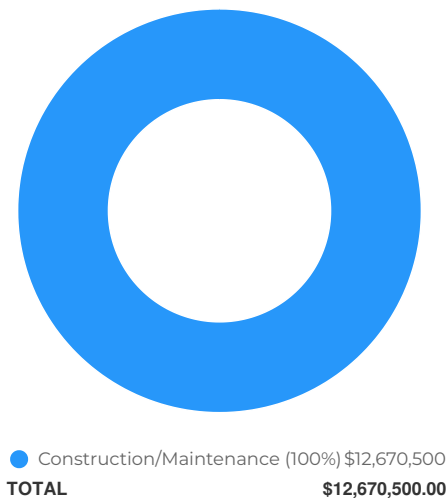
Capital Cost

FY2025 Budget	Total Budget (all years)	Project Total
\$3,167,750	\$12.671M	\$12.671M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown				
Capital Cost	FY2025	FY2026	FY2027	Total
Construction/Maintenance	\$3,167,750	\$6,335,000	\$3,167,750	\$12,670,500
Total	\$3,167,750	\$6,335,000	\$3,167,750	\$12,670,500



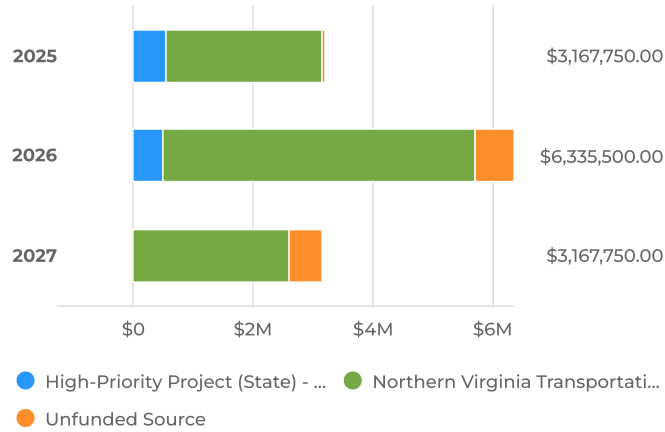
Funding Sources

FY2025 Budget
\$3,167,750

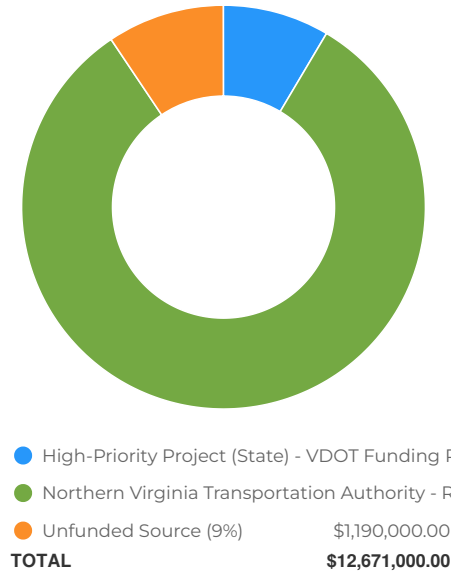
Total Budget (all years)
\$12.671M

Project Total
\$12.671M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	Total
Northern Virginia Transportation Authority - Regional 70% Funds (HB2313 Regional)	\$2,600,000	\$5,200,000	\$2,600,000	\$10,400,000
High-Priority Project (State) - VDOT Funding Program	\$567,750	\$513,250		\$1,081,000
Unfunded Source	\$0	\$622,250	\$567,750	\$1,190,000
Total	\$3,167,750	\$6,335,500	\$3,167,750	\$12,671,000



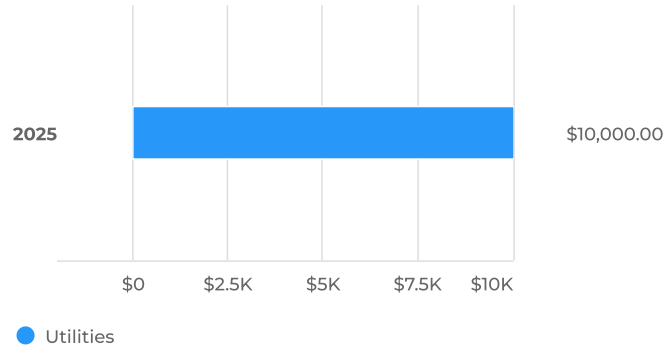
Operational Costs

FY2025 Budget
\$10,000

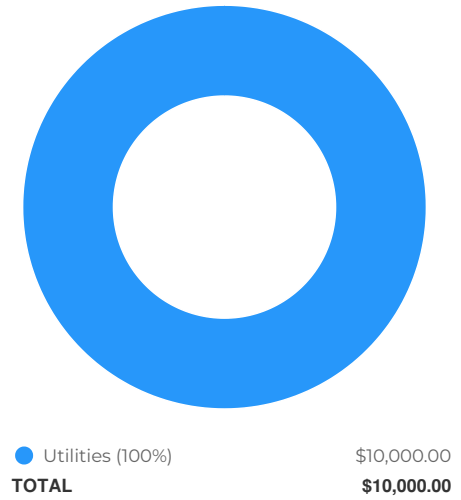
Total Budget (all years)
\$10K

Project Total
\$10K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown		
Operational Costs	FY2025	Total
Utilities	\$10,000	\$10,000
Total	\$10,000	\$10,000



This requests information is generated from , Proposed Version.

East Elden Street Improvements and Widening

Overview

Request Owner	John Irish, Deputy Director of Public Works
Est. Start Date	01/26/2026
Est. Completion Date	03/20/2030
Department	Community Development
Type	Capital Improvement
Project Number	03-ST-97-001

Description

The 'East Elden Street Improvements and Widening (UPC 50100)' project is one mile in length and is to be constructed between Monroe Street and Fairfax County Parkway. The scope of this project is to widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Herndon Parkway and the town limits, continuing as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street, and then transitioning to a 2-lane section with left-turn lanes between Van Buren Street and Monroe Street. The project includes signalization poles with street lighting, raised medians, turning lanes, bike lanes, LED bike/pedestrian and audio signals, refuge islands, ADA curb cuts/sidewalks, and paver crosswalks. The project is comprehensive to include the undergrounding of utilities and other pedestrian and cyclist enhancements. This project is administered by VDOT with direct town oversight and is to be constructed in two separate phases. The road widening and improvements will follow after the duct bank construction. This project now includes new traffic signalization and applicable turning lanes for the intersection at Herndon Center shopping plaza.

Images



East Elden Street Project



East Elden Street



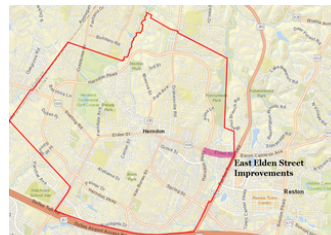
East Elden Street 2



East Elden Street 3



East Elden Street 4



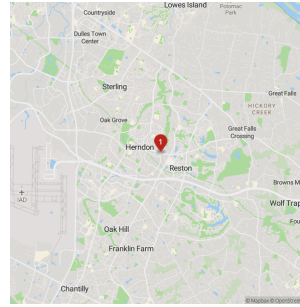
East Elden General Map

Details

VDOT UPC	123456
Munis Account Number	654321

Location





Benefit to Community

The project will be ADA accessible and includes pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections, as well as bicycle lanes in each direction between Monroe Street and Herndon Parkway, which will then transition off-street onto cycle tracks between Herndon Parkway and the town limits. The project is to include raised medians, turning lanes, LED bike/pedestrian audio signals, refuge islands, ADA curb cuts/sidewalks, paver crosswalks as well as pedestrian-scale street lighting. The project is to improve safety, reduce congestion and facilitate the circulation of traffic for the traveling public, transit users, pedestrians and cyclists to adjoining and nearby commercial, hotel and office land uses as well as to/from Fairfax County Parkway, Herndon Parkway, downtown Herndon and Herndon Metrorail Station. This project will include a new signalized intersection, applicable turning lanes and crosswalks at the Herndon Center Shopping Plaza.

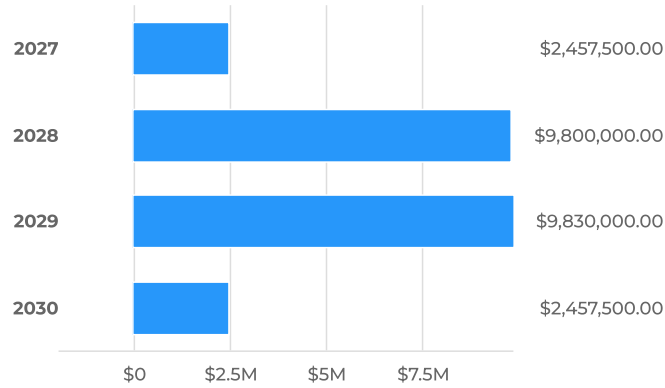
Capital Cost

Total To Date
\$20,232,000

Total Budget (all years)
\$24.545M

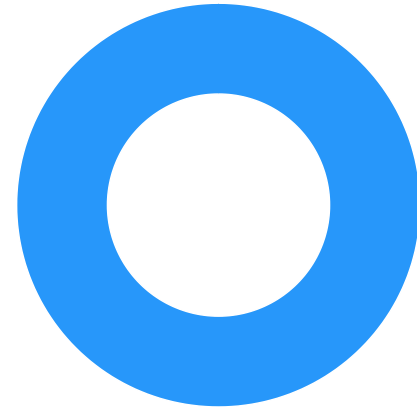
Project Total
\$44.777M

Capital Cost by Year (Proposed)



● Construction/Maintenance

Capital Cost for Budgeted Years (Proposed)



● Construction/Maintenance (100%) \$24,545,000
TOTAL \$24,545,000.00

Capital Cost Breakdown						
Capital Cost	To Date	FY2027	FY2028	FY2029	FY2030	Total
Design/Engineering	\$6,892,000					\$6,892,000
Land/Right-of-way/Utilities	\$13,340,000					\$13,340,000
Construction/Maintenance		\$2,457,500	\$9,800,000	\$9,830,000	\$2,457,500	\$24,545,000
Total	\$20,232,000	\$2,457,500	\$9,800,000	\$9,830,000	\$2,457,500	\$44,777,000



Funding Sources

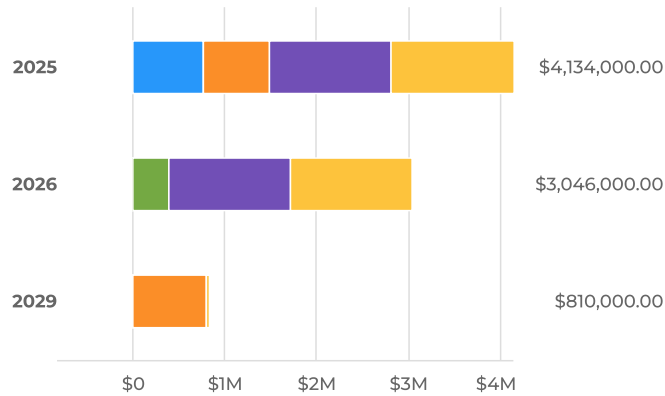
Total To Date
\$42,043,000

FY2025 Budget
\$4,134,000

Total Budget (all years)
\$7.99M

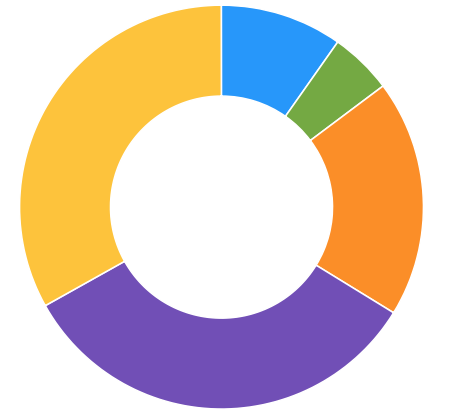
Project Total
\$50.033M

Funding Sources by Year (Proposed)



- High-Priority Project (Federal) - VDOT Funding
- High-Priority Project (State) - VDOT Funding
- Regional Surface Transportation Program - NVTA and VDOT Funding
- Revenue Sharing (Local, State) - VDOT Funding
- Unfunded Source

Funding Sources for Budgeted Years (Proposed)



- High-Priority Project (Federal) - VDOT Funding
 - High-Priority Project (State) - VDOT Funding
 - Regional Surface Transportation Program - NVTA and VDOT Funding
 - Revenue Sharing (Local, State) - VDOT Funding
 - Unfunded Source (33%)
- TOTAL** **\$7,990,000.00**

Funding Sources Breakdown

Funding Sources	To Date	FY2025	FY2026	FY2029	Total
Legacy CN Formula - State Funding	\$275,000				\$275,000
Specialized State and Federal Funding	\$708,000				\$708,000
Regional Surface Transportation Program - NVTA and VDOT Funding	\$6,881,000	\$704,000	\$4,000	\$810,000	\$8,399,000
High-Priority Project (Federal) - VDOT Funding Program	\$10,594,000	\$780,000			\$11,374,000
High-Priority Project (State) - VDOT Funding Program	\$13,242,000		\$400,000		\$13,642,000
Revenue Sharing (Local, State) - VDOT Funding Program	\$1,948,000	\$1,325,000	\$1,321,000		\$4,594,000
Unfunded Source	\$8,395,000	\$1,325,000	\$1,321,000		\$11,041,000
Total	\$42,043,000	\$4,134,000	\$3,046,000	\$810,000	\$50,033,000



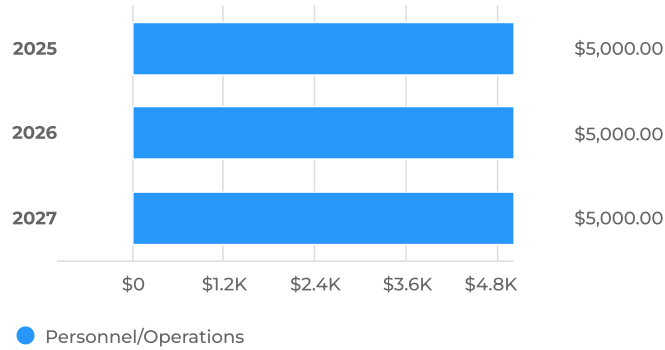
Operational Costs

FY2025 Budget
\$5,000

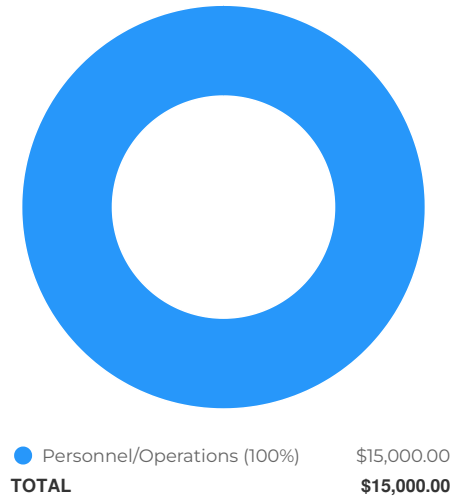
Total Budget (all years)
\$15K

Project Total
\$15K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown				
Operational Costs	FY2025	FY2026	FY2027	Total
Personnel/Operations	\$5,000	\$5,000	\$5,000	\$15,000
Total	\$5,000	\$5,000	\$5,000	\$15,000



This requests information is generated from , Proposed Version.

Herndon Parkway / Sunset Park Drive Intersection

Overview

Request Owner	Jaleh Moslehi, Capital Project Planner/Engineer
Est. Start Date	07/01/2029
Est. Completion Date	07/01/2030
Department	Community Development
Type	Capital Improvement
Project Number	03-ST-22-001

Description

This project is to provide for a new signalized intersection along Herndon Parkway at Sunset Park Drive to access Sunset Business Park. The project envisions a reconfigured and realigned signalized intersection to include street lighting, bike/pedestrian signalization, ADA sidewalk/curb cuts, crosswalks, median refuge islands and cycle tracks to provide improved traffic circulation and safer access between Herndon Parkway and Sunset Business Park. The general approach is to work within the existing right-of-way to the extent possible. Right-of-way survey, concept/engineering design, traffic analysis and preliminary cost estimates are to be completed using a combination of town general funds and/or Northern Virginia Transportation Authority's Local Revenue funds. The project could be eligible for future funding under VDOT's Revenue Sharing Program.

Images



Sunset Park Drive Intersection

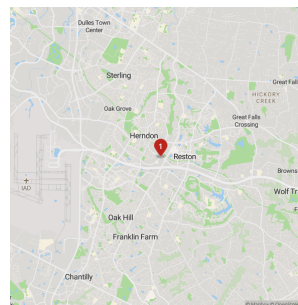


HPKWY & Sunset Business

Details

Type of Project Signalize Intersections

Location



Benefit to Community

This project is to be coordinated with the Town's VDOT-administered 'Herndon Parkway/Spring Street Intersection to Fairfax County Parkway'. The widening and reconstructing of Spring Street from 4 to 6 lanes includes the closure of the median, which results in having Sunset Business Park customers with only right in/right out access. This project will provide Sunset

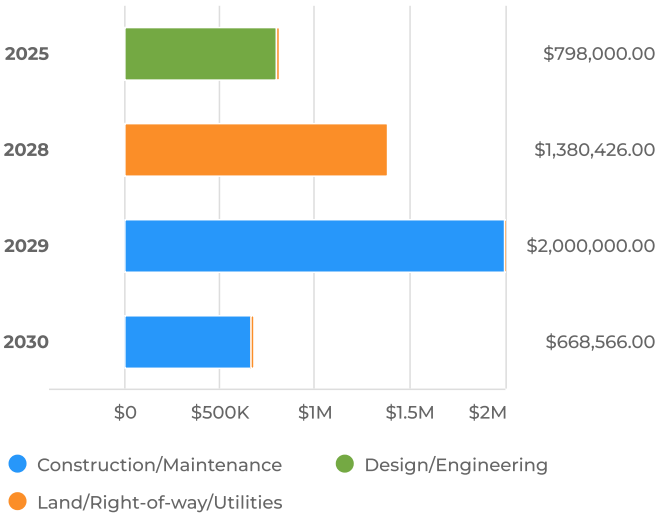


Business Park with full vehicle access to/from Herndon Parkway. The proposed new signalized intersection, with its applicable turning lanes, will provide for direct, full and safer access to/from Sunset Business Park as well as additional capacity to the street network.

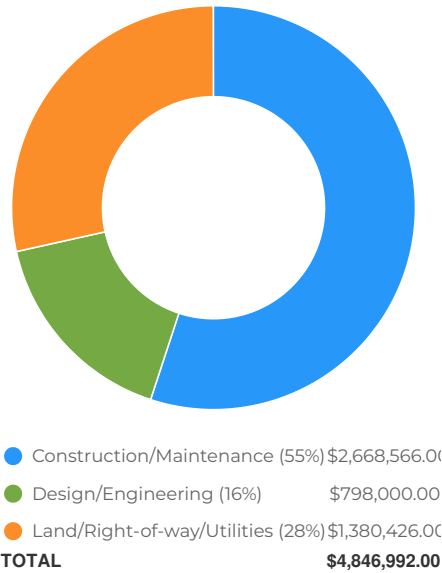
Capital Cost

FY2025 Budget	Total Budget (all years)	Project Total
\$798,000	\$4.847M	\$4.847M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown					
Capital Cost	FY2025	FY2028	FY2029	FY2030	Total
Design/Engineering	\$798,000				\$798,000
Land/Right-of-way/Utilities		\$1,380,426			\$1,380,426
Construction/Maintenance			\$2,000,000	\$668,566	\$2,668,566
Total	\$798,000	\$1,380,426	\$2,000,000	\$668,566	\$4,846,992



Funding Sources

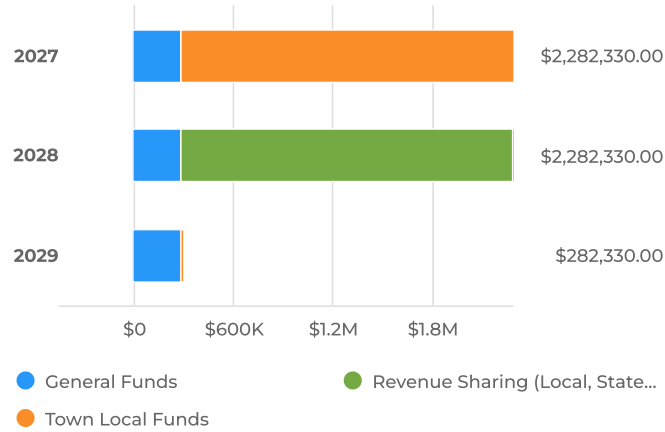
Total Budget (all years)

\$4.847M

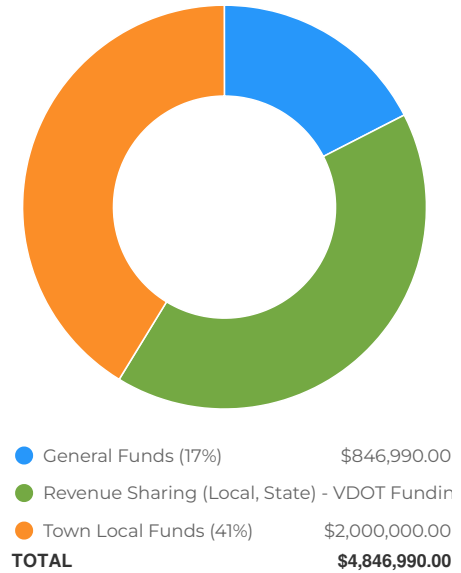
Project Total

\$4.847M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2027	FY2028	FY2029	Total
General Funds	\$282,330	\$282,330	\$282,330	\$846,990
Town Local Funds	\$2,000,000			\$2,000,000
Revenue Sharing (Local, State) - VDOT Funding Program		\$2,000,000		\$2,000,000
Total	\$2,282,330	\$2,282,330	\$282,330	\$4,846,990



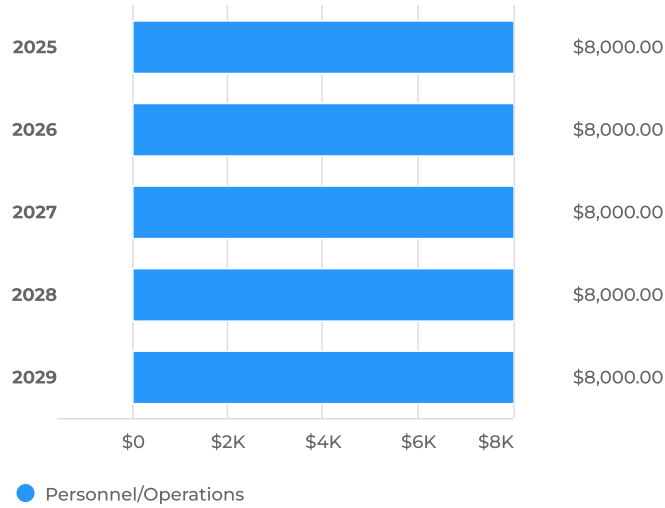
Operational Costs

FY2025 Budget
\$8,000

Total Budget (all years)
\$40K

Project Total
\$40K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown						
Operational Costs	FY2025	FY2026	FY2027	FY2028	FY2029	Total
Personnel/Operations	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$40,000
Total	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$40,000



This request information is generated from , Proposed Version.

Herndon Parkway Improvement at Worldgate Extension

Overview

Request Owner	Jaleh Moslehi, Capital Project Planner/Engineer
Est. Start Date	07/01/2027
Est. Completion Date	07/31/2028
Department	Community Development
Type	Capital Improvement
Project Number	3-CD-08-002

Description

The project is a key component of the Metrorail Area Plan. The creation of this intersection will provide multimodal improvements along the Herndon Parkway and will eventually become a portion of the Worldgate Extension, connecting Van Buren Street and Worldgate Drive to the Herndon Parkway, relieving the existing Herndon Parkway/Van Buren Street intersection and addressing level of service issues within the Herndon Metro Area. The project's scope includes new LED traffic signalization, dedicated turning lanes capacity and multimodal, and safety improvements. The adopted project design and its ADA sidewalks and cycle track improvements for the intersection extend and connect to the ADA sidewalks and cycle tracks associated with the Town's two existing capital projects now underway at the Herndon Parkway/Van Buren intersection and the bus bay drop-off/pick-up area of Herndon's Metrorail Station.

Specific safety improvements include LED signalization for pedestrians and bicyclists, mode-separation for the ADA sidewalks/curb cuts and cycle track, and street lighting and paver crosswalks. The enhanced pedestrian crossings and improved traffic flow will provide additional safety measures for motorized and non-motorized traffic modes. The project is also to continue the installation of utilities underground.

Images

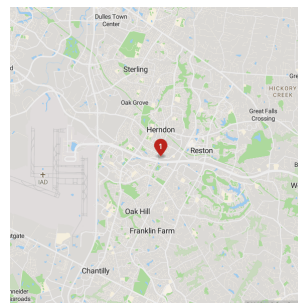


HPW-World Gate Drive

Details

Type of Project Signalize Intersections

Location



Benefit to Community



This project adds arterial roadway capacity to the town's street network to improve traffic flow and transit services: This project is critical to accommodate the increase in multi-land use density (approved up to 4.5 FAR) at the town's Transit-Oriented Core area. And, based on the town's traffic analysis, to address significant future vehicle capacity increases along Herndon Parkway from the current 20,000 VPD to an estimated 35,000 VPD in 2030. The project's arterial signalization, roadway extension, additional lane configuration, access management, and multimodal pedestrian/cyclist improvements are all designed to accommodate the projected increase in vehicles, pedestrians, cyclists, and transit users.

The project establishes safety countermeasures, such as providing pedestrian and bicyclist mode-separated crosswalks at the intersection for a safer transition from the adjoining streetscape and its ADA sidewalk and cycle track. This mode-separated design provides safer connectivity and a more defined, seamless interaction for cyclists and pedestrians traveling along Herndon Parkway or to/from Herndon Metrorail Station and its bus & vehicle drop-off/pick-up bays. Per the town's streetscape requirements, this project is to include pedestrian-scale, acorn street lighting between intersections along with a higher, cobra head street lighting at each intersection and/or along Herndon Parkway's raised median. This project continues the installation of utilities underground.

Improved traffic signalization, reduced signal delay, and improved roadway curvature alignment will enhance safety at this intersection for vehicles, pedestrians, bicycles, and Fairfax Connector transit modes. The enhanced mode-separated pedestrian/cyclist crossings and improved traffic flow will provide additional safety measures for motorized and non-motorized traffic mode

Capital Cost

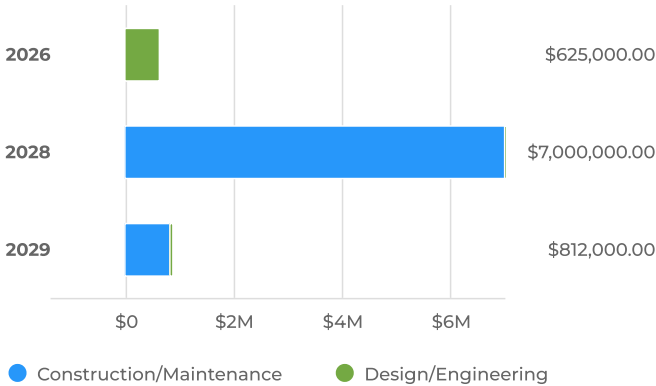
Total Budget (all years)

Project Total

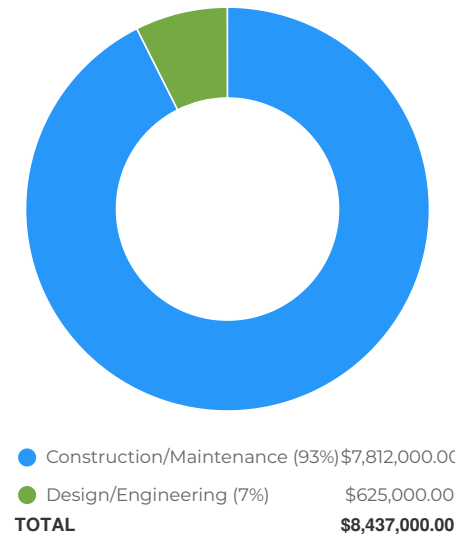
\$8.437M

\$8.437M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



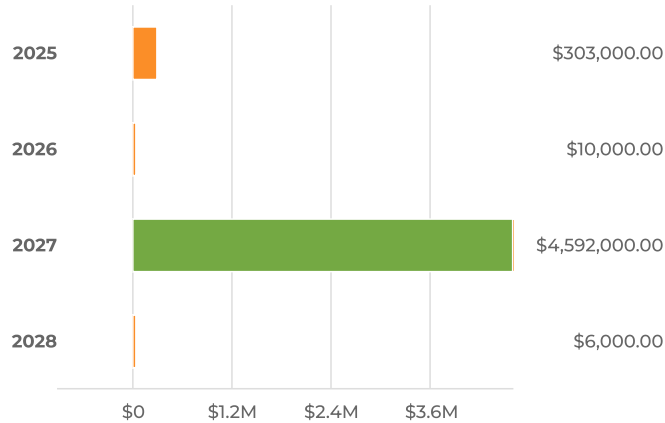
Capital Cost Breakdown				
Capital Cost	FY2026	FY2028	FY2029	Total
Design/Engineering	\$625,000			\$625,000
Construction/Maintenance		\$7,000,000	\$812,000	\$7,812,000
Total	\$625,000	\$7,000,000	\$812,000	\$8,437,000



Funding Sources

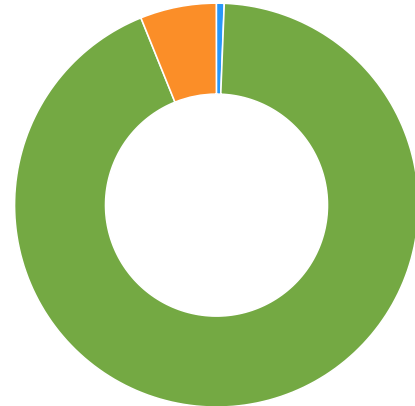
Total To Date	FY2025 Budget	Total Budget (all years)	Project Total
\$5,446,000	\$303,000	\$4.911M	\$10.357M

Funding Sources by Year (Proposed)



● Congestion Mitigation and Air Quality - NVTA
● Town Local Funds
● Northern Virginia Transportation Authority - F

Funding Sources for Budgeted Years (Proposed)



● Congestion Mitigation and Air Quality - NVTA
● Northern Virginia Transportation Authority - F
● Town Local Funds (6%) \$300,000.00
TOTAL \$4,911,000.00

Funding Sources Breakdown

Funding Sources	To Date	FY2025	FY2026	FY2027	FY2028	Total
Town Local Funds	\$2,500,000	\$300,000				\$2,800,000
Regional Surface Transportation Program - NVTA and VDOT Funding	\$2,940,000					\$2,940,000
Congestion Mitigation and Air Quality - NVTA and VDOT Funding	\$6,000	\$3,000	\$10,000	\$11,000	\$6,000	\$36,000
Northern Virginia Transportation Authority - Regional 70% Funds (HB2313 Regional)				\$4,581,000		\$4,581,000
Total	\$5,446,000	\$303,000	\$10,000	\$4,592,000	\$6,000	\$10,357,000



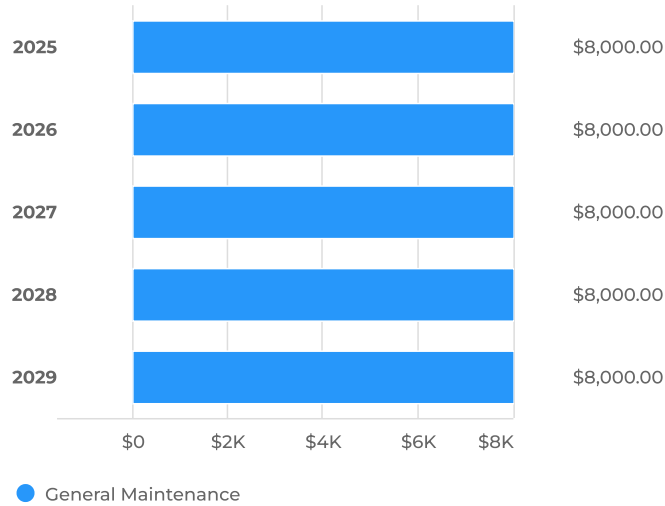
Operational Costs

FY2025 Budget
\$8,000

Total Budget (all years)
\$40K

Project Total
\$40K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown						
Operational Costs	FY2025	FY2026	FY2027	FY2028	FY2029	Total
General Maintenance	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$40,000
Total	\$8,000	\$8,000	\$8,000	\$8,000	\$8,000	\$40,000



This requests information is generated from , Proposed Version.

Herndon Pkwy/Spring St Intersection to F. Co. Pkwy

Overview

Request Owner	John Irish, Deputy Director of Public Works
Est. Start Date	01/27/2024
Est. Completion Date	04/11/2025
Department	Community Development
Type	Capital Improvement
Project Number	03-ST-12-001

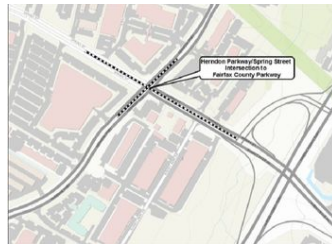
Description

Widen and reconstruct Spring Street from 4 to 6 lanes between Fairfax County Parkway and Herndon Parkway; project limits extend westward approximately 650 feet west of Herndon Parkway; add turning lanes on approaches to the intersection of Herndon Parkway and Spring Street; reconfigure the Fairfax County Parkway off-ramp at Spring Street to accommodate an exclusive southbound left turn lane; add dedicated northbound right turn lanes on Herndon Parkway at Spring Street; add a second left turn lane on southbound Herndon Parkway at Spring Street; reconfigure existing traffic signals. Create a safe pedestrian crossing of the ramp to southbound Fairfax County Parkway along the southern side of Spring Street and connect the crossing to nearby sidewalks. Enhance safety facilities for pedestrians, cyclists and transit users. VDOT will administer this project and will design and build the project based on the funding shown. This project is under construction with anticipated completion in late 2024.

Images



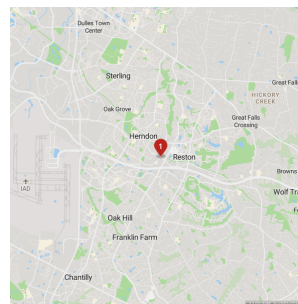
Spring Street



Details

Type of Project	Resurface Current Road
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Location



Benefit to Community

By reconfiguration of the Fairfax County Parkway off-ramp at Spring Street, adding dedicated northbound right-turn lanes on Herndon Parkway at Spring Street, and adding a second left-turn lane on southbound Herndon Parkway at Spring Street and reconfiguration of the existing traffic signals; this project will accommodate an exclusive southbound left turn lane and will enhance traffic flow efficiency. In addition, it will create a safe pedestrian crossing of the ramp to southbound Fairfax



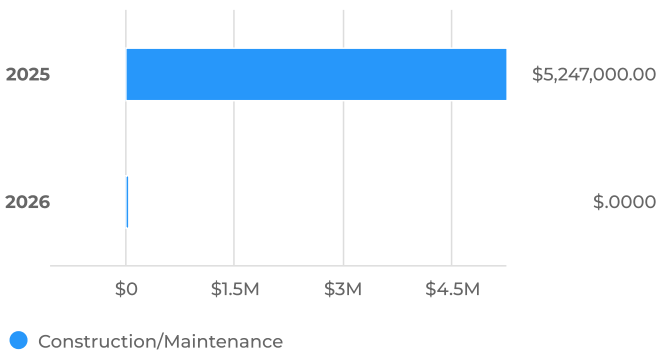
County Parkway along the southern side of Spring Street and connect the crossing to nearby sidewalks. Further, it will enhance safety facilities for pedestrians, cyclists, and transit users. This project is aligned with the adopted goals and objectives of the Town's 2035 vision and 2030 Comprehensive plan which calls for Cultivating a Sustainable Environment through;

1. Continuing the initiative to have through traffic using the Herndon Parkway instead of internal streets.
2. Planning to create a network of sidewalks, trails, streets, and connections to public transportation that provides residents the opportunity for one-car or no-car living.

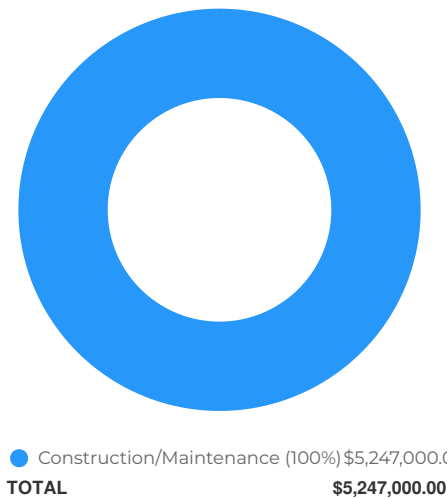
Capital Cost

FY2025 Budget	Total Budget (all years)	Project Total
\$5,247,000	\$5.247M	\$5.247M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown			
Capital Cost	FY2025	FY2026	Total
Construction/Maintenance	\$5,247,000	\$0	\$5,247,000
Total	\$5,247,000	\$0	\$5,247,000



Funding Sources

FY2025 Budget

\$5,247,000

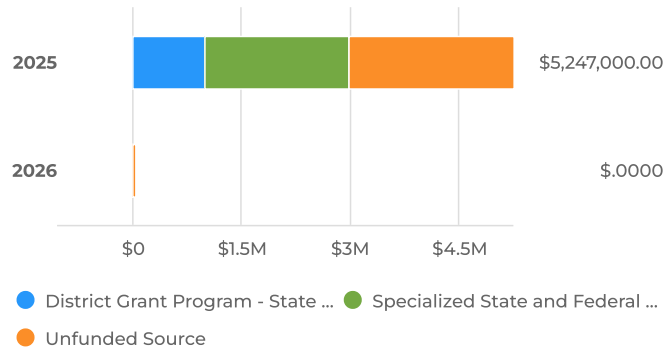
Total Budget (all years)

\$5.247M

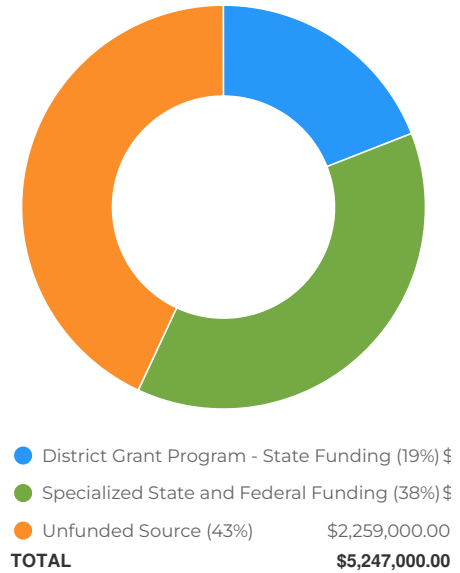
Project Total

\$5.247M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	Total
District Grant Program - State Funding	\$1,000,000	\$0	\$1,000,000
Specialized State and Federal Funding	\$1,988,000	\$0	\$1,988,000
Unfunded Source	\$2,259,000	\$0	\$2,259,000
Total	\$5,247,000	\$0	\$5,247,000



Operational Costs

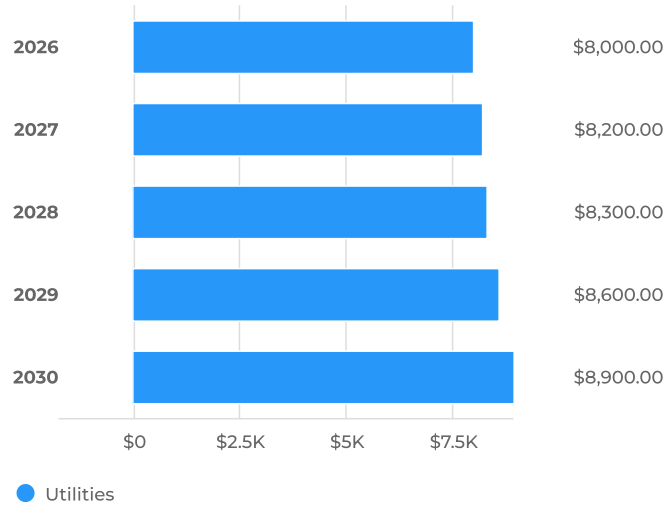
Total Budget (all years)

\$42K

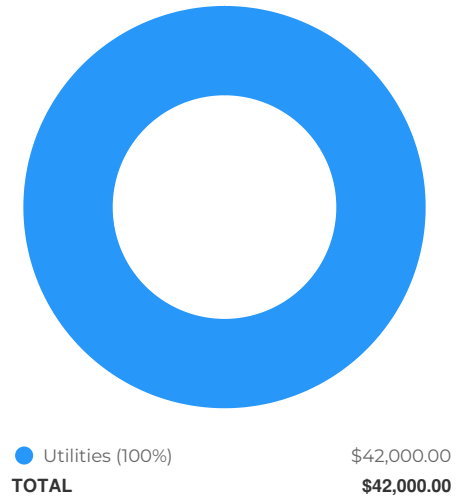
Project Total

\$42K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Utilities	\$8,000	\$8,200	\$8,300	\$8,600	\$8,900	\$42,000
Total	\$8,000	\$8,200	\$8,300	\$8,600	\$8,900	\$42,000



This requests information is generated from , Proposed Version.

Locust Street ADA Sidewalk Improvements

Overview

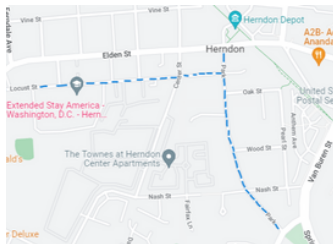
Request Owner	Jaleh Moslehi, Capital Project Planner/Engineer
Department	Community Development
Type	Capital Improvement
Project Number	03-CD-24-002

Description

The proposed improvements will include the construction of continuous ADA-compliant 5' sidewalks and curb-and-gutter along both sides of Locust Street. The project will also include ADA curb-cuts and crosswalks. The project scope is to extend from old Spring Street to Elden Street and may need to be funded and constructed in phases.

The construction of continuous ADA-compliant sidewalks throughout town aligns with the town's 2030 Comprehensive Plan's goals and objectives of integrating pedestrian and bike facilities with the street and transit network. This project will improve safe pedestrian access and connection to Herndon Middle School as well as enhance access to public transit.

Images

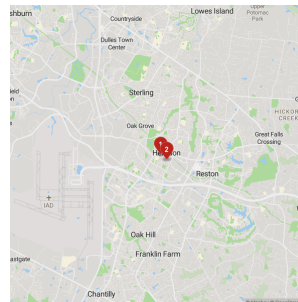


2022 Town wide ADA sidewalks

Details

Type of Project ADA Trails and Sidewalks

Location



Benefit to Community

This project would improve pedestrian safety, accessibility and overall walkability. Sidewalk improvements will also provide safer connectivity and access to Herndon Middle School and further integrate multimodal facilities with the street and transit network per the town's adopted 2030 Comprehensive Plan stated goals and objectives.



Capital Cost

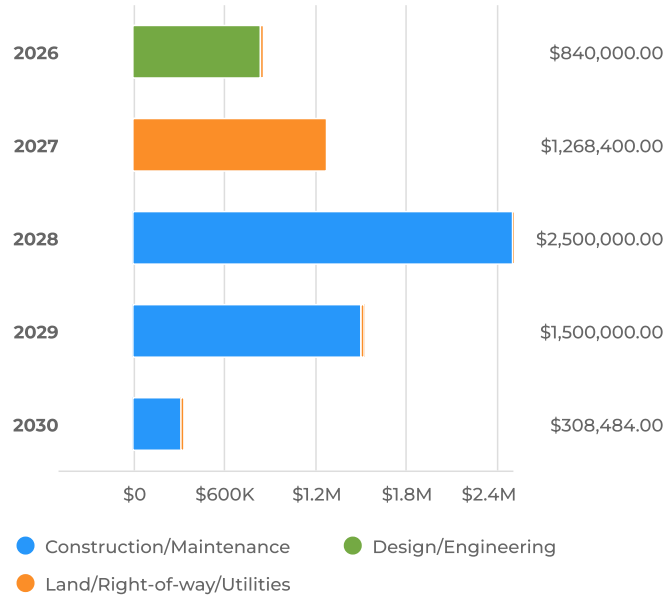
Total Budget (all years)

\$6.417M

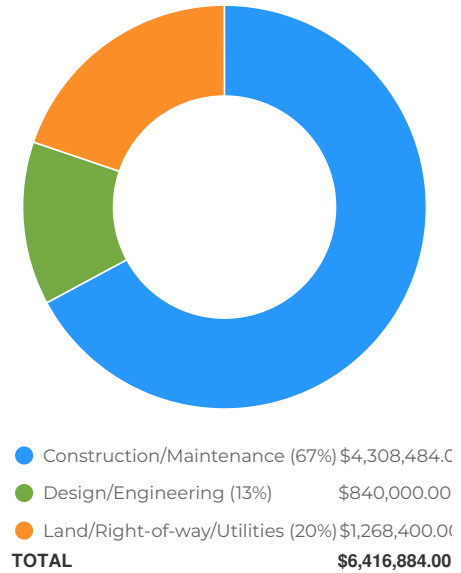
Project Total

\$6.417M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown

Capital Cost	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Design/Engineering	\$840,000					\$840,000
Land/Right-of-way/Utilities		\$1,268,400				\$1,268,400
Construction/Maintenance			\$2,500,000	\$1,500,000	\$308,484	\$4,308,484
Total	\$840,000	\$1,268,400	\$2,500,000	\$1,500,000	\$308,484	\$6,416,884



Funding Sources

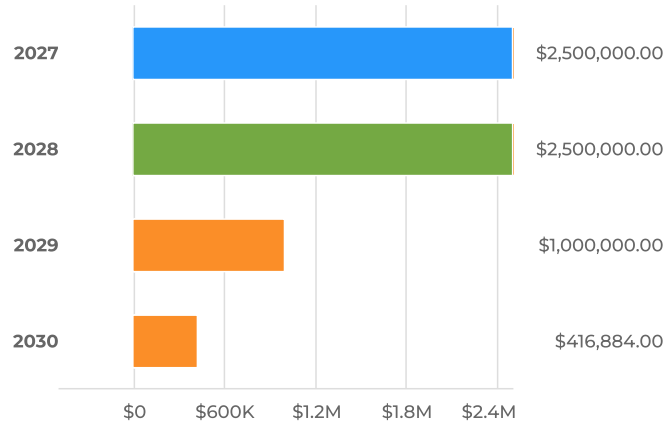
Total Budget (all years)

\$6.417M

Project Total

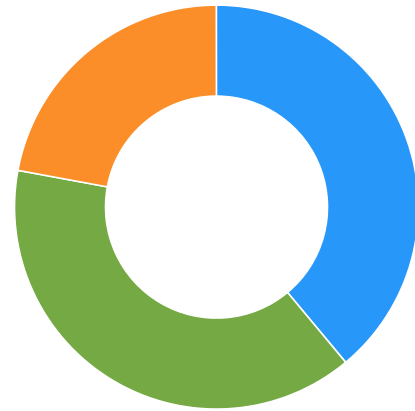
\$6.417M

Funding Sources by Year (Proposed)



● Revenue Sharing (Local, State) - VDOT Fundin
● Town Local Funds
● Unfunded Source

Funding Sources for Budgeted Years (Proposed)



● Revenue Sharing (Local, State) - VDOT Fundin
● Town Local Funds (39%) \$2,500,000.00
● Unfunded Source (22%) \$1,416,884.00
TOTAL \$6,416,884.00

Funding Sources Breakdown

Funding Sources	FY2027	FY2028	FY2029	FY2030	Total
Town Local Funds		\$2,500,000			\$2,500,000
Revenue Sharing (Local, State) - VDOT Funding Program	\$2,500,000				\$2,500,000
Unfunded Source			\$1,000,000	\$416,884	\$1,416,884
Total	\$2,500,000	\$2,500,000	\$1,000,000	\$416,884	\$6,416,884



Operational Costs

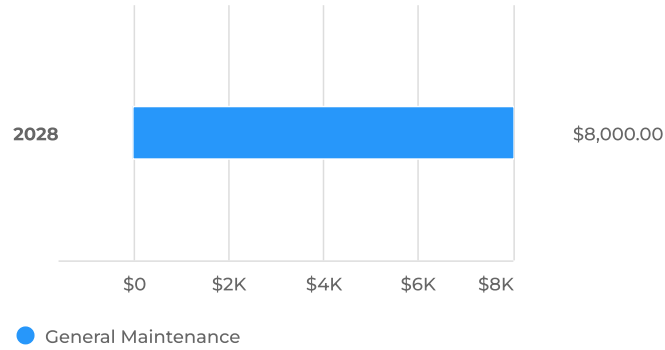
Total Budget (all years)

\$8K

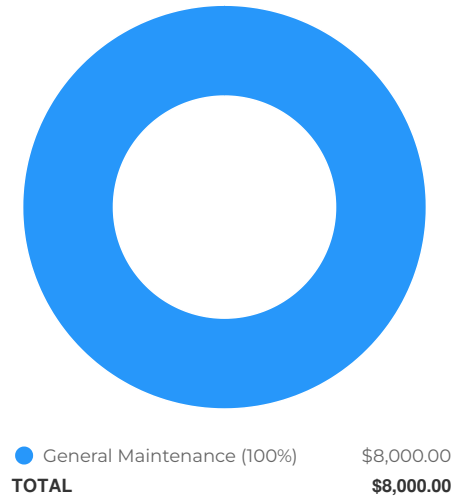
Project Total

\$8K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown		
Operational Costs	FY2028	Total
General Maintenance	\$8,000	\$8,000
Total	\$8,000	\$8,000



This request information is generated from , Proposed Version.

South Elden Street (Herndon Parkway to Sterling Road)

Overview

Request Owner	John Irish, Deputy Director of Public Works
Est. Start Date	01/26/2026
Est. Completion Date	03/20/2030
Department	Community Development
Type	Capital Improvement
Project Number	03-ST-12-001

Description

This project improves South Elden Street to a multimodal facility as recommended in the comprehensive plan amendment adopted on February 12, 2019. The Town Council also adopted a street design concept on February 26, 2019. The project provides for reconstruction of the portion of Elden Street northward from Herndon Parkway and extending to Sterling Road. The project replaces an undivided 5-lane street with a median and protected left turn lanes and improved pedestrian and bicycle facilities. The project is included in the VDOT Six Year Plan with \$16M total. Cost escalation for future years of construction will be an important factor in total cost.

Images



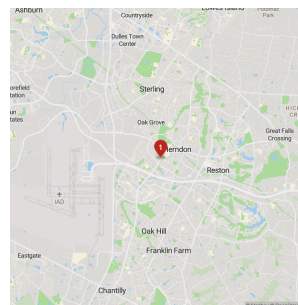
South Elden



Details

Type of Project	Resurface Current Road
-----------------	------------------------

Location



Benefit to Community

The project will provide increased walkways and crossings for the area.

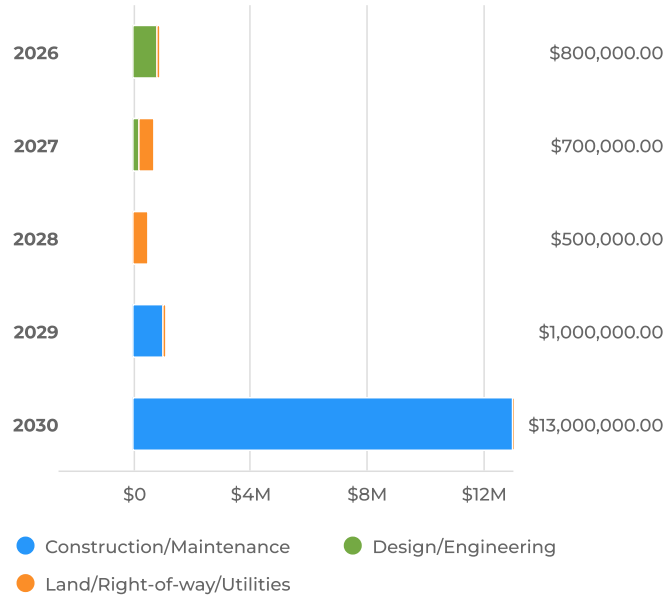


Capital Cost

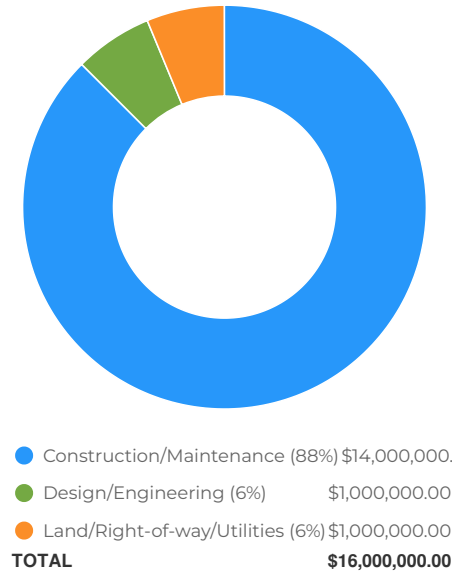
Total Budget (all years)
\$16M

Project Total
\$16M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown

Capital Cost	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Design/Engineering	\$800,000	\$200,000				\$1,000,000
Land/Right-of-way/Utilities		\$500,000	\$500,000			\$1,000,000
Construction/Maintenance				\$1,000,000	\$13,000,000	\$14,000,000
Total	\$800,000	\$700,000	\$500,000	\$1,000,000	\$13,000,000	\$16,000,000



Operational Costs

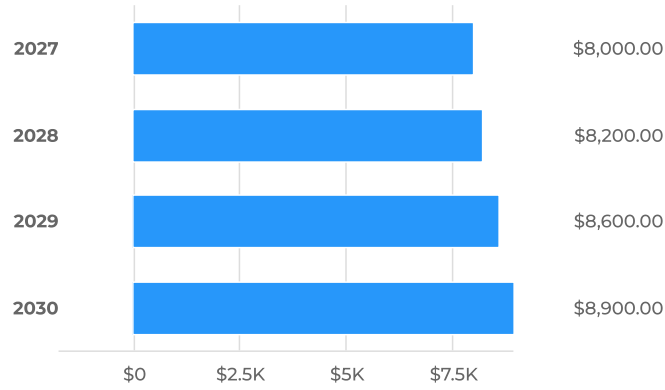
Total Budget (all years)

\$33.7K

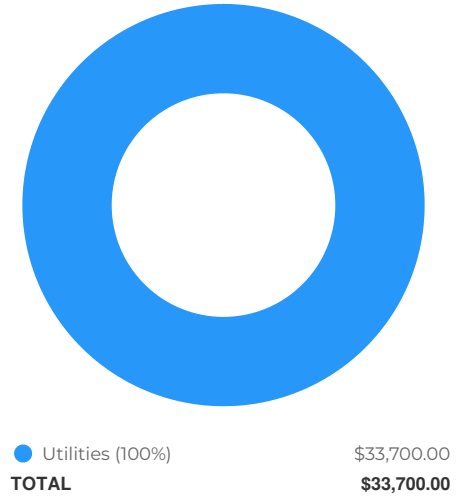
Project Total

\$33.7K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2027	FY2028	FY2029	FY2030	Total
Utilities	\$8,000	\$8,200	\$8,600	\$8,900	\$33,700
Total	\$8,000	\$8,200	\$8,600	\$8,900	\$33,700



This request information is generated from , Proposed Version.

Sterling Road Multi-Modal Improvements

Overview

Request Owner	Jaleh Moslehi, Capital Project Planner/Engineer
Est. Start Date	07/01/2029
Est. Completion Date	07/31/2030
Department	Community Development
Type	Capital Improvement
Project Number	03-CD-16-002

Description

This project is a study of the reconfiguration of Sterling Road, from Elden Street to Herndon Parkway, to reflect the town's current plans for traffic management and circulation in residential areas. This project is to begin with a study to include a concept design and traffic impact analysis. As part of the study, a warrant analysis will be prepared to determine the need for a signalized intersection with Crestview Drive. The study is also to include the feasibility of a bike facility between Elden Street and the town limits. The general guidance for the concept design is to convert the existing, undivided, three-lane section to a two-lane roadway with a middle lane for turning movements and, where appropriate, a landscaped median. Proposed improvements will function to enhance traffic mobility, while providing for safer pedestrian and bike accommodations. The project could be eligible for future transportation funding under the Federal roadway surface program, VDOT's revenue sharing program and state HB-2313 allocations, as well as a potential VDOT Transportation Alternatives or Smartscale project. HB-2313 local 30% funding shown are placeholder amounts based on total projected funding and other projects using that source.

Images

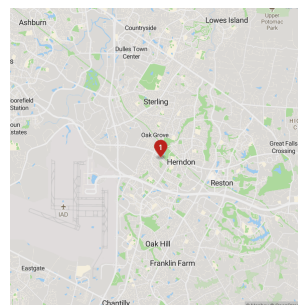


Sterling Road

Details

Type of Project	Roadway Improvements
-----------------	----------------------

Location



Benefit to Community



The concept design is to include ADA-accessible sidewalks, proposed bike facilities, and street lighting on both sides of the street and along the entire length of the project. This project also analyzes the potential for better re-alignment at the Sterling Road intersections with Elden Street, Crestview Drive, and Herndon Parkway. The project also implements access management and multi-modal measures, improves traffic signalization, adds applicable turning lanes and provides for landscaping and safer ADA-accessible sidewalks; all in an effort to increase safety, reduce congestion, enhance circulation and connectivity while retaining the residential character of the Sterling Road corridor.

Capital Cost

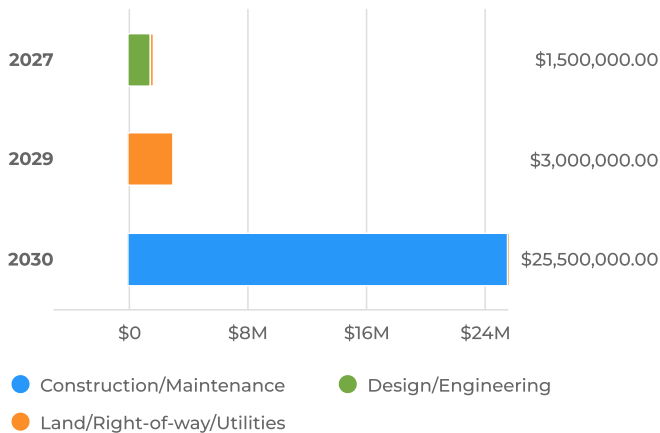
Total Budget (all years)

\$30M

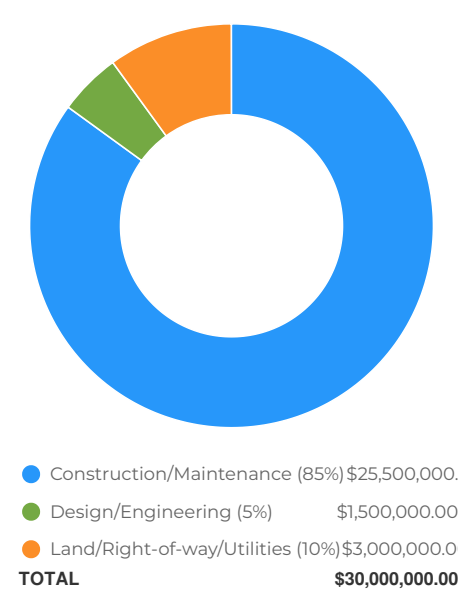
Project Total

\$30M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown				
Capital Cost	FY2027	FY2029	FY2030	Total
Design/Engineering	\$1,500,000			\$1,500,000
Land/Right-of-way/Utilities		\$3,000,000		\$3,000,000
Construction/Maintenance			\$25,500,000	\$25,500,000
Total	\$1,500,000	\$3,000,000	\$25,500,000	\$30,000,000



Funding Sources

FY2025 Budget

\$154,000

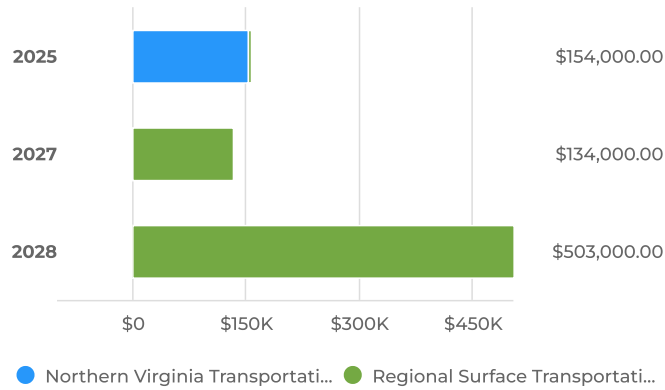
Total Budget (all years)

\$791K

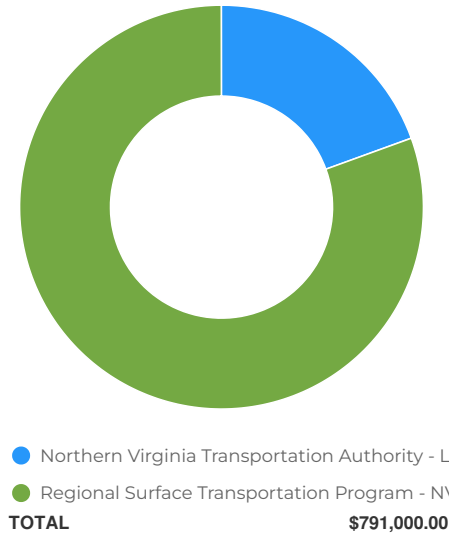
Project Total

\$791K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown				
Funding Sources	FY2025	FY2027	FY2028	Total
Regional Surface Transportation Program - NVTA and VDOT Funding		\$134,000	\$503,000	\$637,000
Northern Virginia Transportation Authority - Local 30% Revenue (HB2313 Local)	\$154,000			\$154,000
Total	\$154,000	\$134,000	\$503,000	\$791,000



Operational Costs

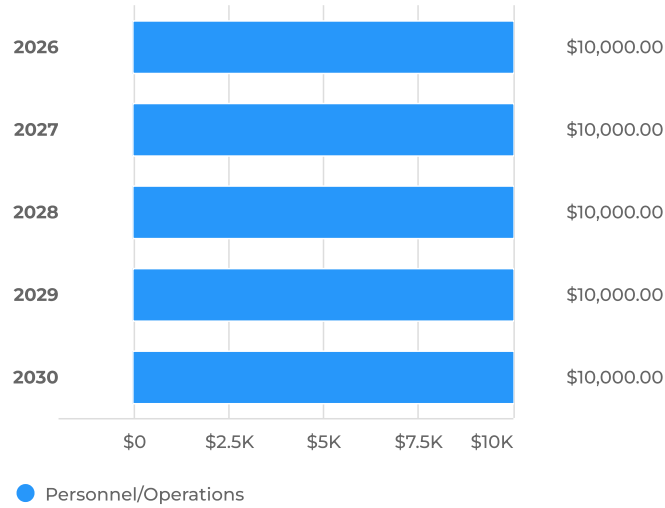
Total Budget (all years)

\$50K

Project Total

\$50K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Personnel/Operations	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
Total	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000



COMMUNITY PLANNING REQUESTS



Town Hall Square & Depot Improvements

Overview

Request Owner	Lisa Gilleran, Director of Community Development
Department	Community Planning
Type	Capital Improvement
Project Number	11-PR-15-002

Description

Revitalization and enhancement of the lawn and square surrounding the Historic Old Town Hall (1939) and Train Depot (c. 1859.) This public space is located at the core of the downtown, surrounded by a square of small retail establishments and close to other retail, restaurant, office uses and municipal functions. Highly visible from Elden Street (RT. 606), Lynn Street and Station Street, the open space is also bordered by the regional Washington and Old Dominion pedestrian and cycling trail. The effort is to rely on ARPA funds.

The intent of this project is to refurbish and enhance the open space, providing opportunities for more active enjoyment of the plaza and lawn, encourage the public to visit, linger and support the local businesses that have been adversely impacted by the pandemic. The plan replaces the tired and worn plaza surface, redesigns and heightens the visibility of the WWII memorial garden, establishes a small performance stage between the depot and Old Town Hall, increases native landscaping, replaces and augments deteriorated benches, and incorporates game tables. The physical improvements will facilitate the active programming of the space, encouraging tourists and locals alike to visit the site, linger and become familiar with and patronize the nearby retail and restaurant uses.

Images



Town Hall



Caboose

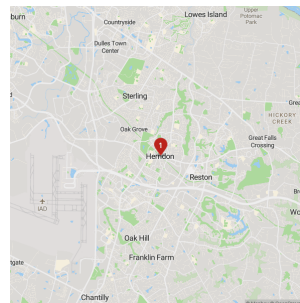


Depot

Details

Type of Project	New Construction
-----------------	------------------

Location



Benefit to the Community

Enhanced public space to provide a broad cross-section of the community with a highly visible active and passive space to linger, connect, and interact. Design incorporates historical elements with contemporary design to update and freshen the appeal. The plan features a deck and open shelter to provide a small stage, enabling programmed activities, spontaneous



performances and increased activity. Increased usage and enhancement of the historic site will benefit surrounding businesses, bringing in new customers, encouraging tourism and drawing familiar customers into the downtown more frequently. Based upon the potential private sector economic benefits of this project, ARPA funding has been identified as a possible funding source.

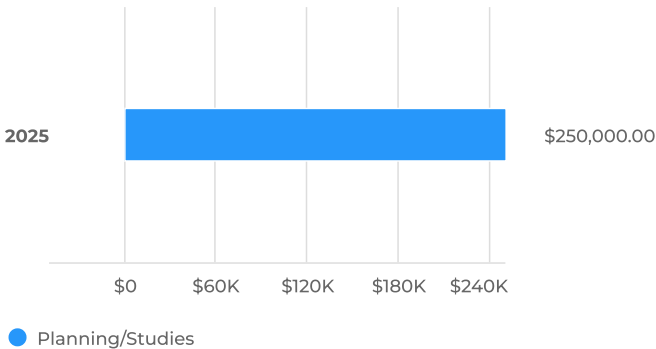
Cost Efficiencies/Cost Benefit Analysis

The plaza and landscaping are currently in a deteriorated state requiring repair. The two memorial gardens and foundation beds are designed in a manner that, if kept presentable, necessitates significant effort by the grounds crew during the spring, summer and fall. In addition, the overall landscape design and plant materials, such as non-native annuals, increase the expenditure of funds for planting, mulching and watering. Strategic tree planting will provide shade in the summer months, not only for visitors to the site but for Old Town Hall, which will assist with cooling costs. The redesign, refurbishment and new construction associated with this project will also activate the plaza to a much greater degree, which may increase restaurant sales within the immediate vicinity, adding to meals tax revenue.

Capital Cost

FY2025 Budget	Total Budget (all years)	Project Total
\$250,000	\$250K	\$250K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown		
Capital Cost	FY2025	Total
Planning/Studies	\$250,000	\$250,000
Total	\$250,000	\$250,000



Funding Sources

FY2025 Budget

\$250,000

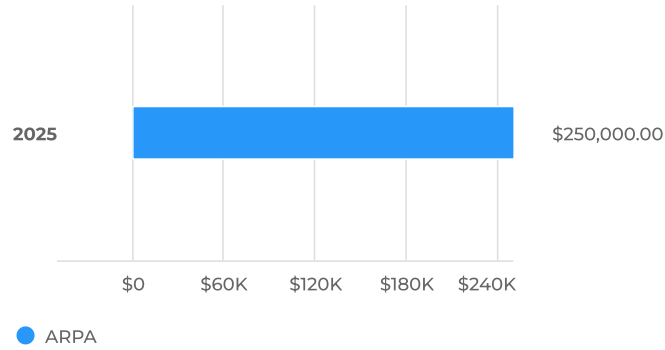
Total Budget (all years)

\$250K

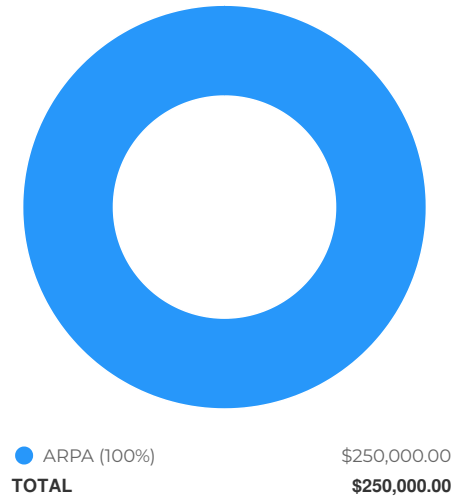
Project Total

\$250K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown		
Funding Sources	FY2025	Total
ARPA	\$250,000	\$250,000
Total	\$250,000	\$250,000



Operational Costs

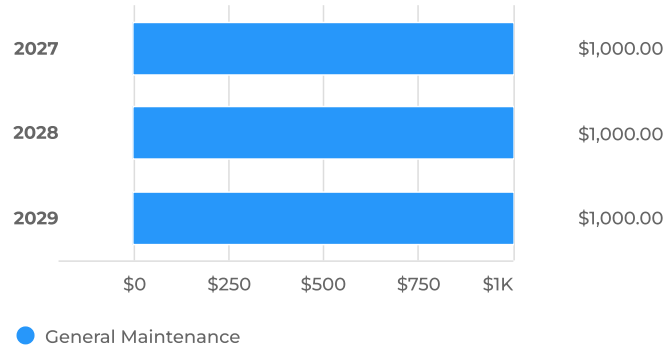
Total Budget (all years)

\$3K

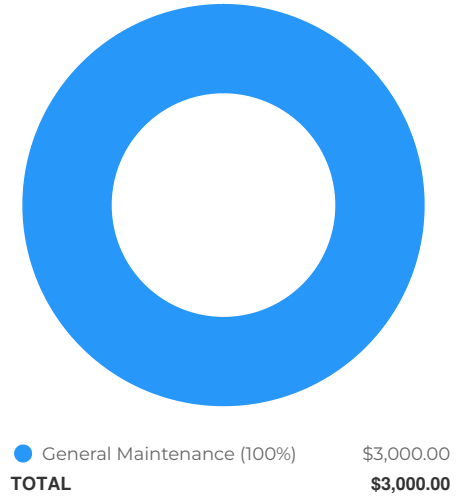
Project Total

\$3K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2027	FY2028	FY2029	Total
General Maintenance	\$1,000	\$1,000	\$1,000	\$3,000
Total	\$1,000	\$1,000	\$1,000	\$3,000



Cost Savings

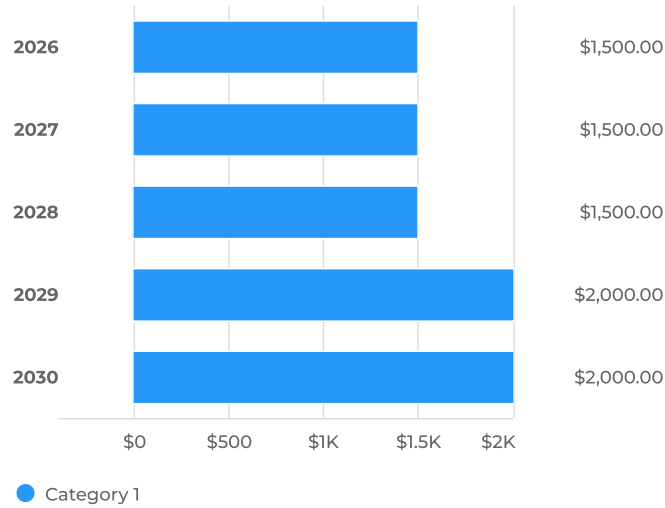
Total Budget (all years)

\$8.5K

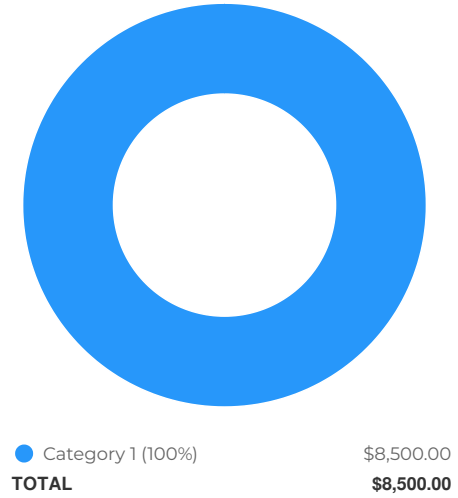
Project Total

\$8.5K

Cost Savings by Year (Proposed)



Cost Savings for Budgeted Years (Proposed)



Cost Savings Breakdown

Cost Savings	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Category 1	\$1,500	\$1,500	\$1,500	\$2,000	\$2,000	\$8,500
Total	\$1,500	\$1,500	\$1,500	\$2,000	\$2,000	\$8,500



ENGINEERING REQUESTS



This requests information is generated from , Proposed Version.

Monroe Street - Park Avenue Intersection Improvements

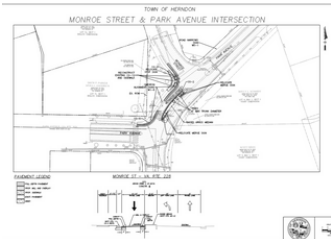
Overview

Request Owner	Mike Shindledecker, Transportation Engineer
Est. Start Date	09/01/2024
Est. Completion Date	12/16/2024
Department	Engineering
Type	Capital Improvement
Project Number	3-ST-25-001

Description

This project evaluates existing safety and operational conditions to improve safety at the intersection of Monroe Street and Park Avenue. The objective is to implement geometric and signage modifications that will aid in vehicular navigation of the existing curve and intersection. This project will also bring sidewalks, curb ramps, and crosswalks to current ADA standards.

Images



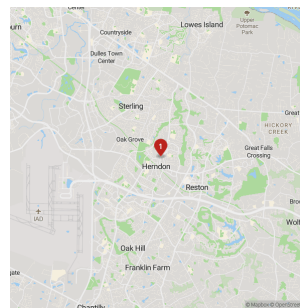
Conceptual Sketch

A preliminary conceptual sketch of potential intersection improvements.

Details

Type of Project Non-Signalized Intersection

Location



Benefit to Community

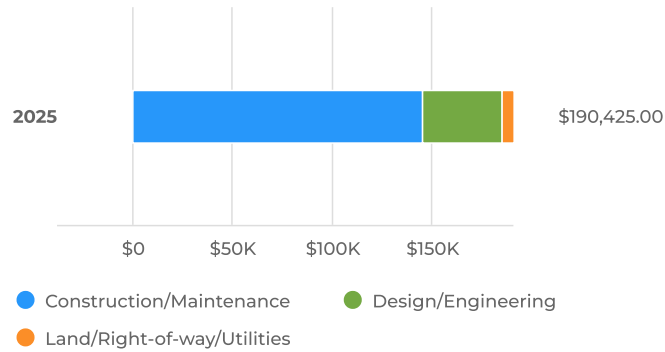
This project will improve traffic safety per the town's adopted 2030 Comprehensive Plan stated goals and objectives.



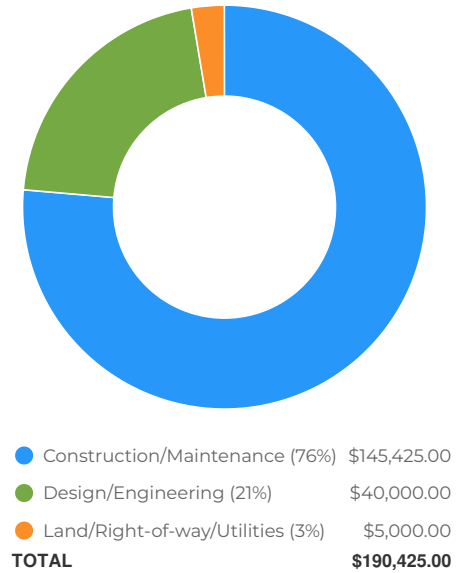
Capital Cost

Total To Date	FY2025 Budget	Total Budget (all years)	Project Total
\$190,425	\$190,425	\$190.425K	\$380.85K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown			
Capital Cost	To Date	FY2025	Total
Design/Engineering	\$40,000	\$40,000	\$80,000
Land/Right-of-way/Utilities	\$5,000	\$5,000	\$10,000
Construction/Maintenance	\$145,425	\$145,425	\$290,850
Total	\$190,425	\$190,425	\$380,850



Funding Sources

FY2025 Budget

\$190,425

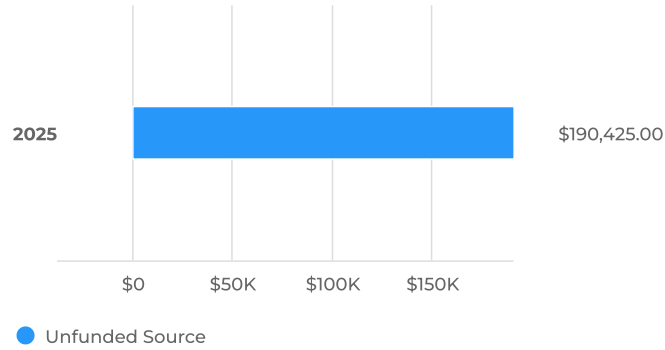
Total Budget (all years)

\$190.425K

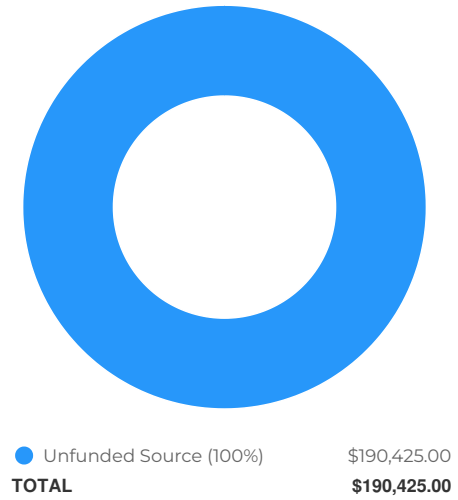
Project Total

\$190.425K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown		
Funding Sources	FY2025	Total
Unfunded Source	\$190,425	\$190,425
Total	\$190,425	\$190,425



Operational Costs

FY2025 Budget

\$1

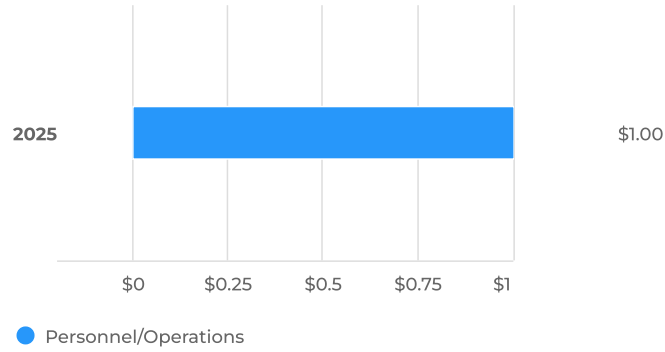
Total Budget (all years)

\$1

Project Total

\$1

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown		
Operational Costs	FY2025	Total
Personnel/Operations	\$1	\$1
Total	\$1	\$1



GOLF COURSE REQUESTS



This requests information is generated from , Proposed Version.

Clubhouse Expansion - Phase Three

Overview

Request Owner	Michael Mueller, Golf Course Superintendent
Est. Start Date	07/01/2023
Est. Completion Date	02/03/2025
Department	Golf Course
Type	Capital Improvement
Project Number	14-GC-23-001

Description

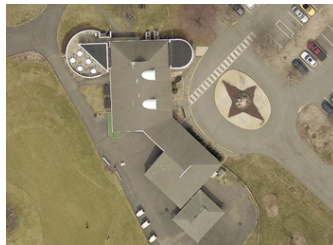
This project will provide for renovation of the golf course clubhouse, constructed in 1980. The project will include a new architectural image and replacement of the building's exterior with a more modern material. Within financial limits, project planning will also refresh or potentially expand components of the existing structure, to include the pro shop, office, food service and golf cart storage areas.

Development of preliminary concept plans and budgetary cost estimates were completed in FY 2017. Based on these estimates, it will be necessary to prioritize options that can be addressed in the order of need and perceived value. A feasibility study is scheduled to be completed in FY 2025 before design commences. The current fiscal capacity of the Golf Course Enterprise Fund is not capable of assuming additional debt service until 2025.

Images



Clubhouse



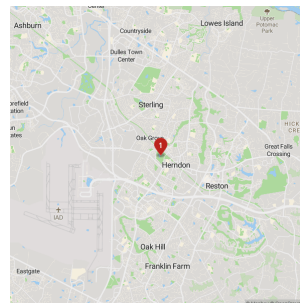
Golf

Details

Type of Project Refurbishment

Location

Address: 909 Ferndale Avenue



Benefit to the Community

A golf course clubhouse is a wonderful amenity to have within a community. The clubhouse is a common area for golfers to gather with friends and meet new ones, book tee times, purchase merchandise, and dine in the restaurant. It also serves as a place for holding events, parties, or gatherings within the community. It's a great place to socialize and have fun throughout

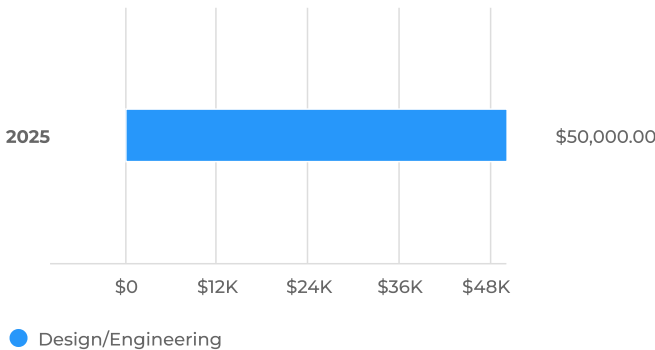


the year without having to stray far from your home. It also provides shelter from inclement weather during events.

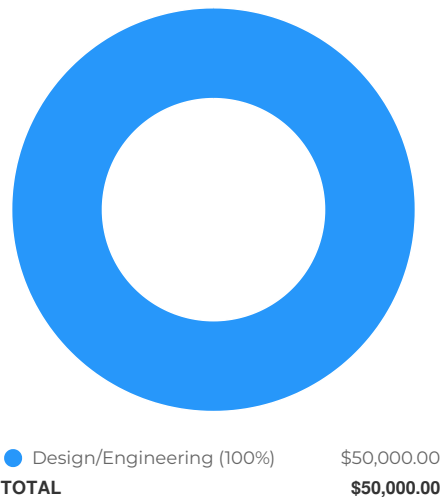
Capital Cost

FY2025 Budget	Total Budget (all years)	Project Total
\$50,000	\$50K	\$50K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown		
Capital Cost	FY2025	Total
Design/Engineering	\$50,000	\$50,000
Total	\$50,000	\$50,000



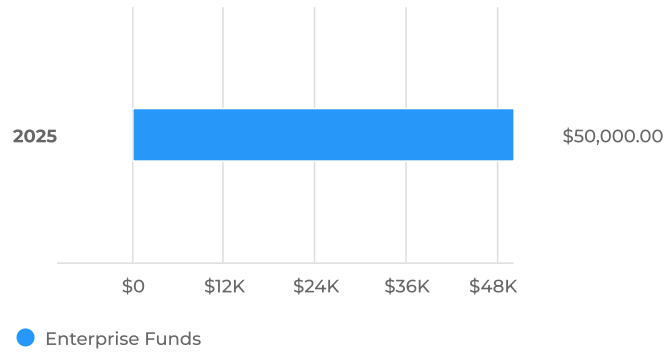
Funding Sources

FY2025 Budget
\$50,000

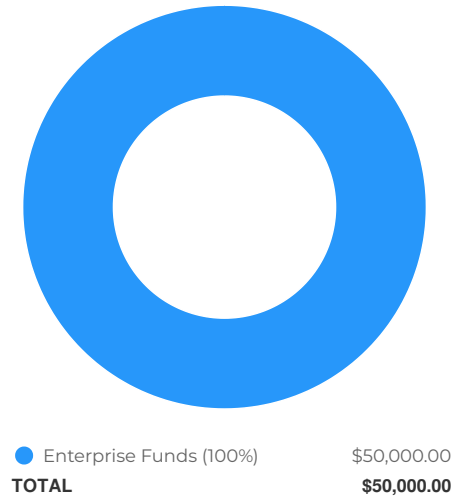
Total Budget (all years)
\$50K

Project Total
\$50K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown		
Funding Sources	FY2025	Total
Enterprise Funds	\$50,000	\$50,000
Total	\$50,000	\$50,000



Cost Savings

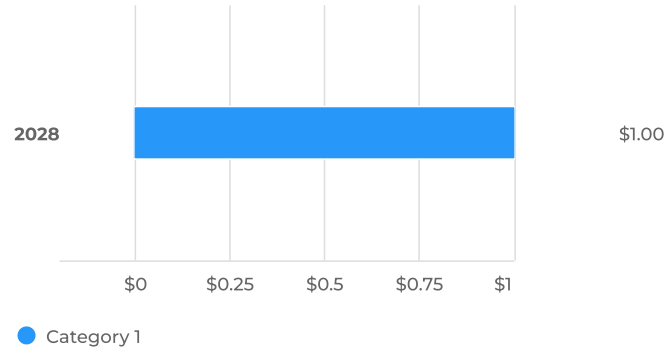
Total Budget (all years)

\$1

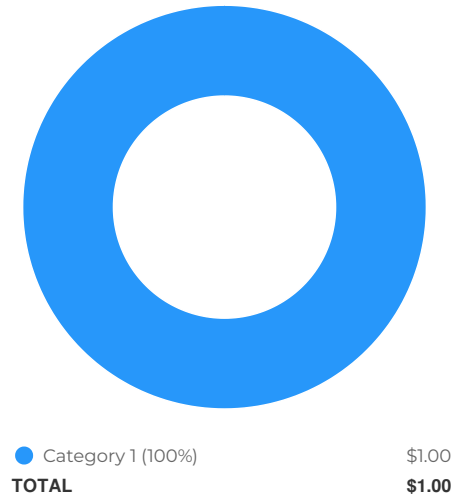
Project Total

\$1

Cost Savings by Year (Proposed)



Cost Savings for Budgeted Years (Proposed)



Cost Savings Breakdown		
Cost Savings	FY2028	Total
Category 1	\$1	\$1
Total	\$1	\$1



INFORMATION TECHNOLOGY REQUESTS



This request information is generated from , Proposed Version.

Network infrastructure end of life equipment replacement

Overview

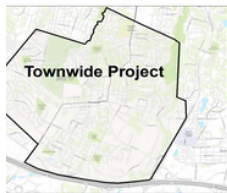
Request Owner	Page Kalapasev, IT Director
Est. Start Date	09/01/2022
Est. Completion Date	04/10/2025
Department	Information Technology
Type	Capital Improvement
Project Number	16-IT-23-002

Description

Network infrastructure end of life equipment replacement.

Town of Herndon is seeking to upgrade the aging network switching infrastructure to the latest stable release hosted on new hardware and preserve the existing system configuration. With the ever-increasing needs of network infrastructure, we are planning to increase reliability, performance, security, expansion, and flexibility. Many switches are at the end of life and need to be replaced to support increased network utilization, cyber security, bandwidth, throughput, latency, network packet delay and improve error rate and data flow .

Images



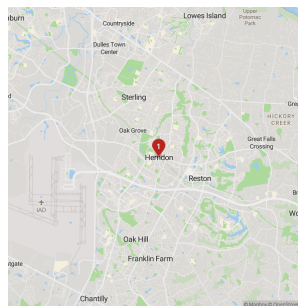
Cisco Nexus

Cisco Nexus networking switch

Details

Type of Project Replacement

Location



Benefit to the Community

Upgrading routers and switches in a community can result in various benefits. Enhanced network capabilities can improve internet access and speeds for residents, businesses, and public services, fostering better communication and accessibility. It can also support modern technologies like smart infrastructure, IoT devices, and improved connectivity for education,



healthcare, and emergency services. Upgraded equipment often enhances network stability, potentially attracting new businesses and investments to the area due to reliable connectivity. Additionally, newer hardware might offer more environmentally friendly features, contributing to a more sustainable community.

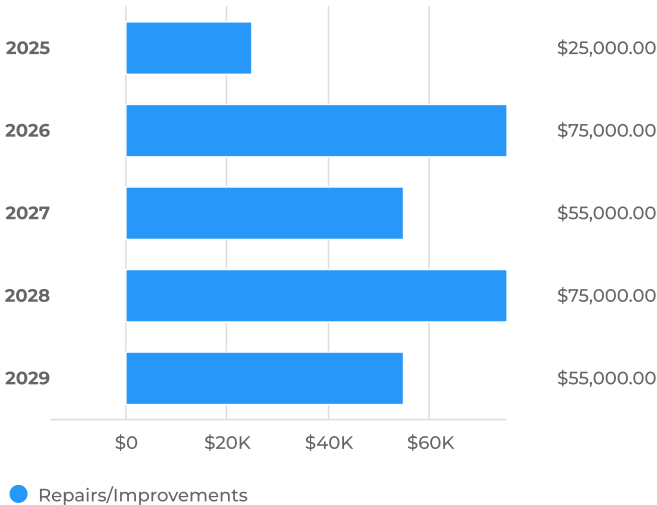
Cost/Benefit Analysis

Replacing older routers and switches with newer, more efficient models can bring several cost-saving benefits. Newer hardware often consumes less power, reducing energy costs over time. Additionally, updated equipment tends to have better performance and reliability, leading to fewer downtimes and lower maintenance expenses. Improved security features in newer devices can also mitigate risks and potential costs associated with security breaches or network vulnerabilities. Overall, while the initial investment might be significant, the long-term savings in energy, maintenance, and security can be substantial.

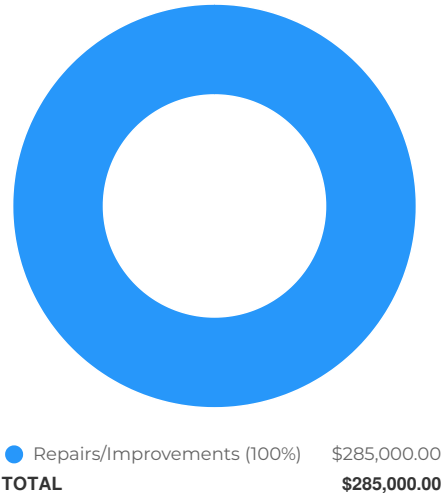
Capital Cost

FY2025 Budget	Total Budget (all years)	Project Total
\$25,000	\$285K	\$285K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown						
Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	Total
Repairs/Improvements	\$25,000	\$75,000	\$55,000	\$75,000	\$55,000	\$285,000
Total	\$25,000	\$75,000	\$55,000	\$75,000	\$55,000	\$285,000



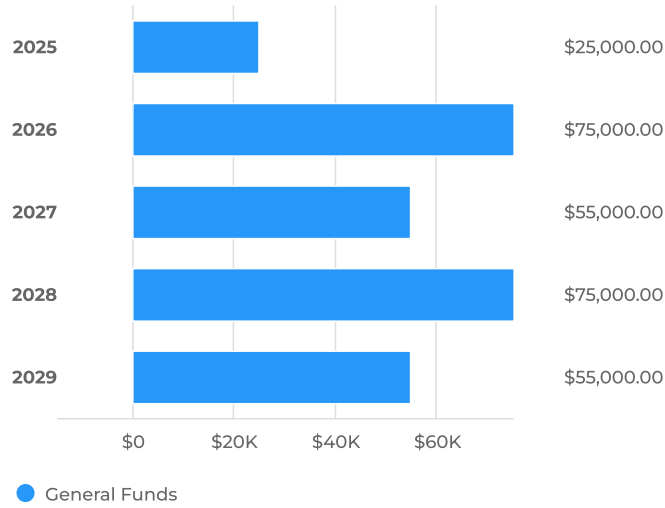
Funding Sources

FY2025 Budget
\$25,000

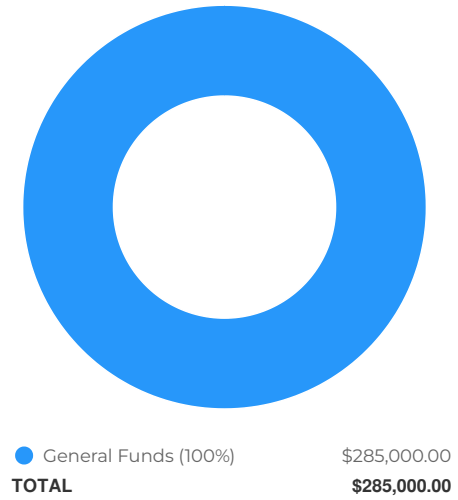
Total Budget (all years)
\$285K

Project Total
\$285K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown						
Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	Total
General Funds	\$25,000	\$75,000	\$55,000	\$75,000	\$55,000	\$285,000
Total	\$25,000	\$75,000	\$55,000	\$75,000	\$55,000	\$285,000



Operational Costs

FY2025 Budget

\$1

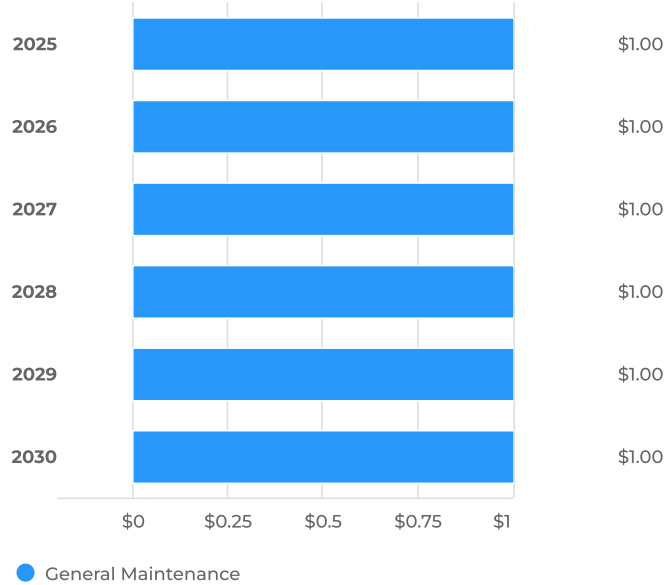
Total Budget (all years)

\$6

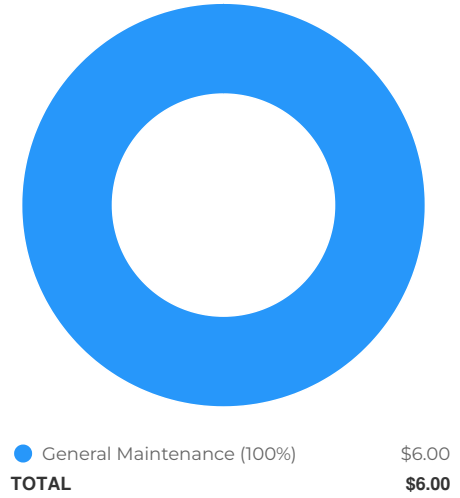
Project Total

\$6

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
General Maintenance	\$1	\$1	\$1	\$1	\$1	\$1	\$6
Total	\$1	\$1	\$1	\$1	\$1	\$1	\$6



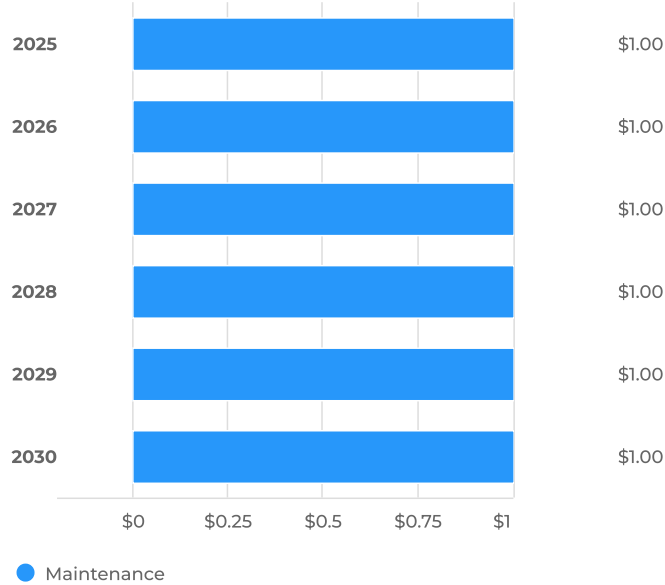
Cost Savings

FY2025 Budget
\$1

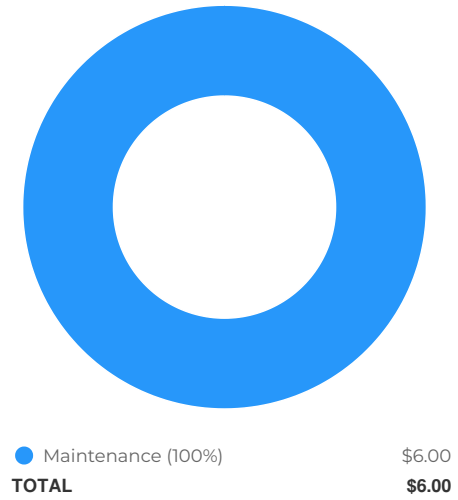
Total Budget (all years)
\$6

Project Total
\$6

Cost Savings by Year (Proposed)



Cost Savings for Budgeted Years (Proposed)



Cost Savings Breakdown

Cost Savings	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Maintenance	\$1	\$1	\$1	\$1	\$1	\$1	\$6
Total	\$1	\$1	\$1	\$1	\$1	\$1	\$6



PARKS & RECREATION REQUESTS



This requests information is generated from , Proposed Version.

Herndon Community Center Aquatic Office Conversions

Overview

Request Owner	Cindy Roeder, Director of P&R
Est. Start Date	07/01/2024
Est. Completion Date	08/30/2024
Department	Parks & Recreation
Type	Capital Improvement
Project Number	11-PR-23-004

Description

Aquatics office space reconfiguration. Separates three full time staff from one small shared office into separate work areas. Expands the Aquatics office footprint to allow for less crowding and more efficient use of space. Construction cost estimates are forthcoming.

Images



HCC

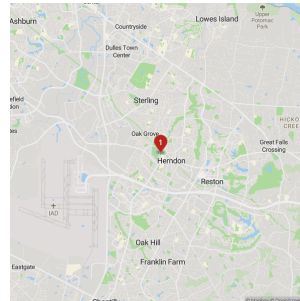


Aquatics Staff Office

Details

Type of Project	Refurbishment
-----------------	---------------

Location



Benefit to the Community

A more appealing and efficient work environment helps reduce staff turnover and the resulting time and effort to recruit, hire and train new employees.

Costs Efficiencies/Effectiveness



The working environment for three regular full-time staff co-located in a former storage closet is a less than desirable situation. Improving this work area will lead to greater staff efficiency and use of time, utilizes dead space more beneficially and creates a more amenable work environment.

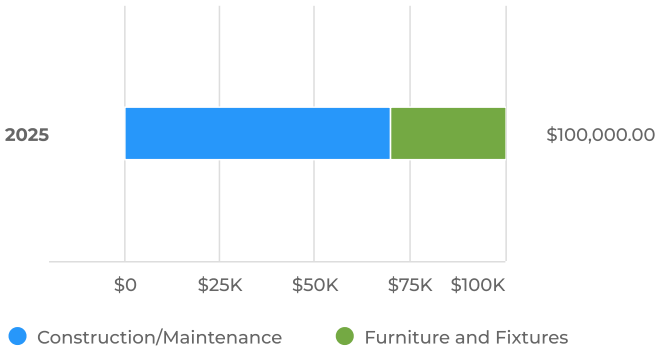
Capital Cost

FY2025 Budget
\$100,000

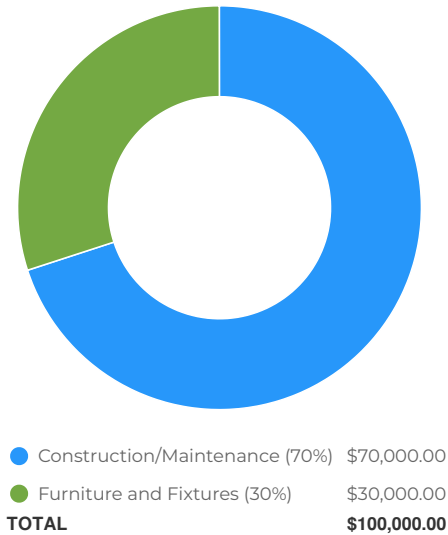
Total Budget (all years)
\$100K

Project Total
\$100K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown		
Capital Cost	FY2025	Total
Construction/Maintenance	\$70,000	\$70,000
Furniture and Fixtures	\$30,000	\$30,000
Total	\$100,000	\$100,000



Funding Sources

FY2025 Budget

\$100,000

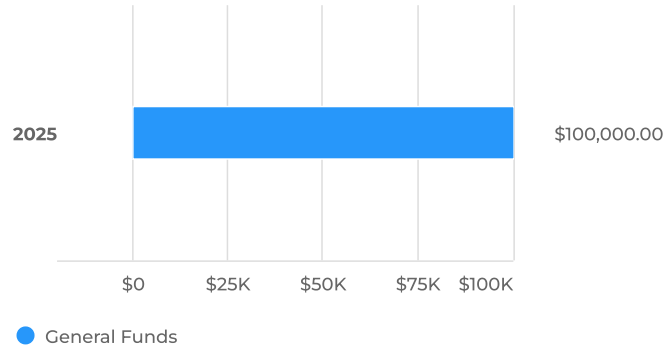
Total Budget (all years)

\$100K

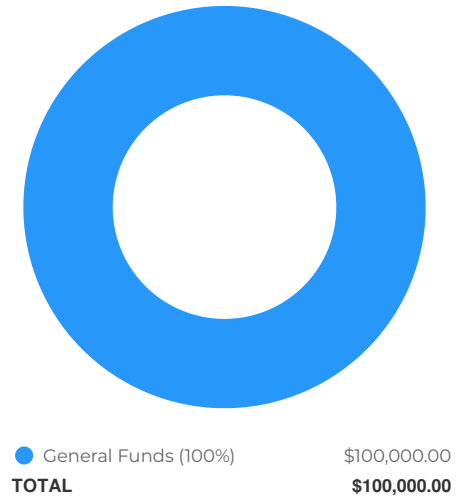
Project Total

\$100K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown		
Funding Sources	FY2025	Total
General Funds	\$100,000	\$100,000
Total	\$100,000	\$100,000



This requests information is generated from , Proposed Version.

Herndon Community Center Life Cycle Projects

Overview

Request Owner	Cindy Roeder, Director of P&R
Est. Start Date	01/03/2028
Est. Completion Date	12/29/2029
Department	Parks & Recreation
Type	Capital Improvement
Project Number	11-PR-24-001

Description

The indoor racquetball court wooden flooring was installed in 1989 and has a useful life expectancy of 30-40 years. Although refinished several times over the years, the floorboards are showing irreparable wear. Recommend the flooring for all three courts be replaced in FY28 and additional work completed on the sidewalls as needed.

The racquetball courts, fitness room, locker rooms, gym and natatorium roofs were last replaced between 2001 and 2008 with a useful lifespan of 20 years. The racquetball court, fitness room, locker rooms, and gym HVAC units were last replaced in 2005 with a useful lifespan of 20 years. Currently reflected within the ARPA projects for construction in spring 2024. This project will replace the HVAC and address any duct and related infrastructure work needed to facilitate the new units. as well as replace the roof and repair any related infrastructure as necessary in FY29.

Images



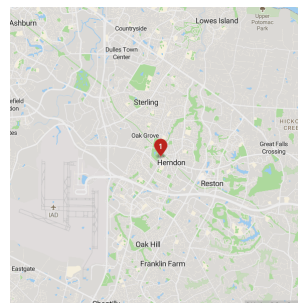
Herndon Community Center

HCC overhead map

Details

Type of Project	Replacement
-----------------	-------------

Location



Benefit to the Community

The racquetball courts are well utilized by the community for racquetball, badminton, ping pong, wallyball, and as individual fitness spaces. Court use is fee-based and therefore should be maintained in the highest quality to ensure the revenue stream. Maintaining amenities at the appropriate time is important in avoiding accelerating costs as well as emergency repairs and significant, unexpected downtime

Costs Efficiencies/Effectiveness

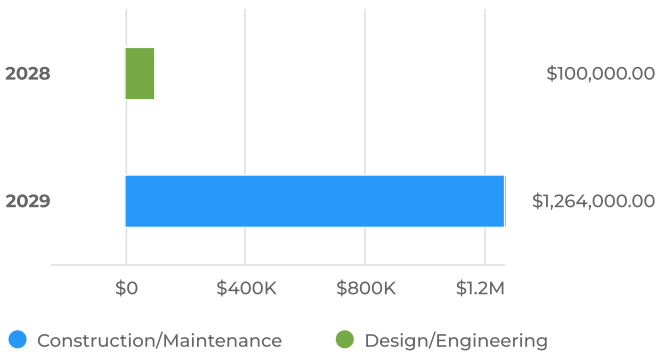
maintain access for community use and reduce repair and maintenance costs.

Capital Cost

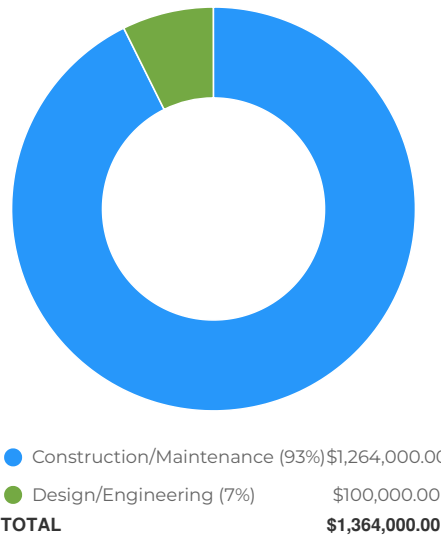
Total Budget (all years)
\$1.364M

Project Total
\$1.364M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown			
Capital Cost	FY2028	FY2029	Total
Design/Engineering	\$100,000		\$100,000
Construction/Maintenance		\$1,264,000	\$1,264,000
Total	\$100,000	\$1,264,000	\$1,364,000



Funding Sources

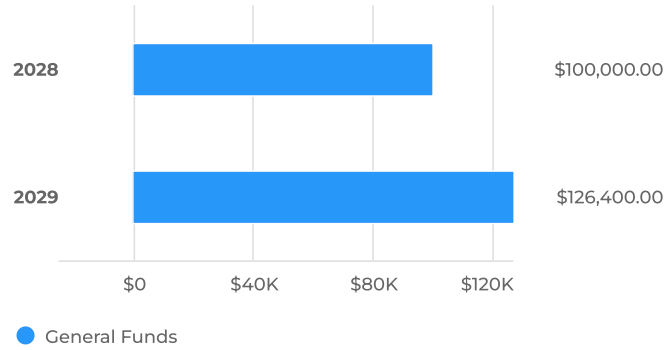
Total Budget (all years)

\$226.4K

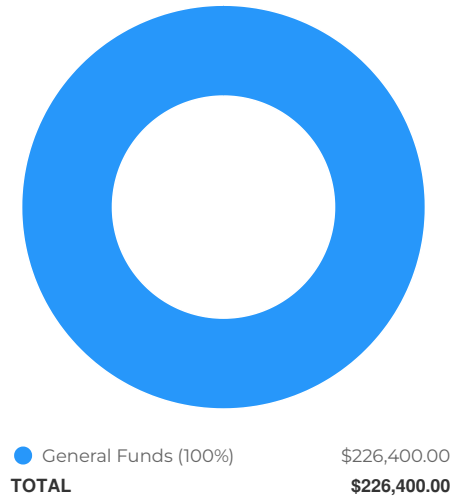
Project Total

\$226.4K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2028	FY2029	Total
General Funds	\$100,000	\$126,400	\$226,400
Total	\$100,000	\$126,400	\$226,400

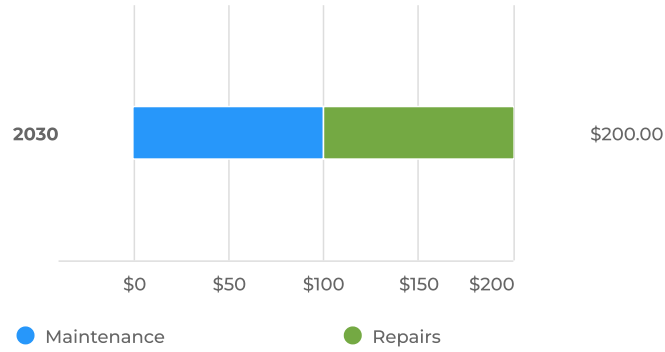


Cost Savings

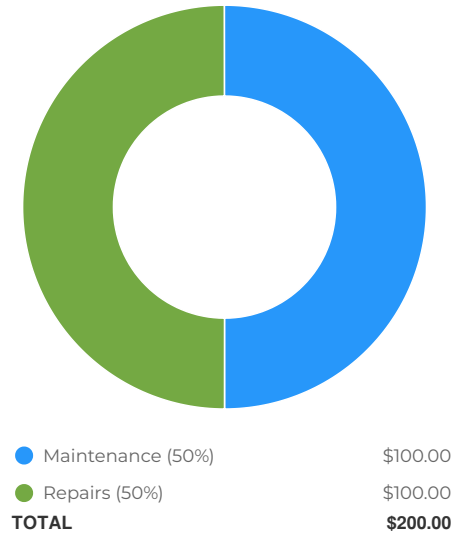
Total Budget (all years)
\$200

Project Total
\$200

Cost Savings by Year (Proposed)



Cost Savings for Budgeted Years (Proposed)



Cost Savings Breakdown

Cost Savings	FY2030	Total
Maintenance	\$100	\$100
Repairs	\$100	\$100
Total	\$200	\$200



Park Equipment Replacement Program

Overview

Request Owner	Cindy Roeder, Director of P&R
Est. Start Date	07/07/2023
Est. Completion Date	12/06/2030
Department	Parks & Recreation
Type	Capital Improvement
Project Number	11-PR-07-003

Description

This project accounts for any significant replacements and/or refurbishments in Town parks.

FY25 Park Bench Replacement: This project replaces 12 ground mounted wooden benches in Bready Park near the playground and shelter areas. Such benches have an expected useful lifespan of 30 years and were originally installed in 1987/88. The majority are showing significant wear and tear and for both appearance and safety should be replaced. Total cost includes 12 benches and adds shade structures to three of the benches to improve accessibility/comfort during hot or other inclement weather. If preferred, this replacement could be phased.

FY25 - FY30 Playground equipment replacement - playgrounds typically have a 15-20 year life span (installation Harding 2005, Cutter Mill 2008, Bready Park 2014, Haley Smith 2015, Trailside 2016). Harding and Cutter Mill may require replacement in this period.

FY25 Bready Park Pressbox Replacement - This project replaces the Bready Park Press Box which will reach the end of its useful life expectancy in FY2025. The original structure was constructed in 1995. Numerous repairs have been made to the stairwell, storage doors, and damage done by squirrels and other critters. However, it is time for an updated, more secure replacement with the appropriate electrical service for audio transmission, scoreboard control, lighting, etc. Cost estimate TBD

FY29 Bready Park Shelter Replacement: This project replaces the Bready Park pavilion which will reach the end of its life expectancy in FY2027. An assessment of the structural integrity should be conducted in FY27 and if deemed necessary, preparation for replacement in FY29. This is the second shelter replacement in Bready and was constructed in 1987. This project will also include any repairs/renovation necessary to the concrete and areas surrounding the shelter. Cost estimate TBD.

FY29 Trailside Park Shelter Roof Replacement: This shelter was constructed in 1990; the roof has a 30-40 year life expectancy. Its condition should be assessed in FY28, anticipating replacement in FY29. Cost estimate TBD

FY29 Trailside Skate Park Replacement: This project replaces the Trailside skatepark which is nearing the end of its useful life expectancy. The current concrete skate park was installed in 2010 and has a life expectancy of 15-20 years. The structural integrity and quality of the concrete should be assessed in FY28 in preparation for replacement in FY29 or beyond. The current skatepark is approximately 5,300 square feet and 2022 replacement costs are approximately \$68 per square foot for a total cost of \$363,000 today's dollars. In FY2029, the cost will be 449,000 at a rate of 4.4% per year.

A	B	C	D	E	F	G
1	FY24	FY25	FY26	FY27	FY28	FY29
2 Bready Park Pressbox Replacement	\$ 20,000	\$60,000				
3 Bready Park Shelter Replacement			\$ 10,500	\$ 70,000		
4 Trailside Park Shelter Roof Replacement					\$ 15,00	\$ 75,000
5 Trailside Skate Park Replacement					\$ 47,700	\$ 449,000
6 Playground Replacement						
7 Harding Park	\$ 15,000	\$ 115,000				
8 Cuttermill Park					\$ 15,000	\$ 115,000
9 Bready Park Bench Replacement	\$ 74,800					
10 Total	\$ 109,800	\$ 175,000	\$ 10,500	\$ 70,000	\$ 77,700	\$ 639,000



Images



Harding Park Playground

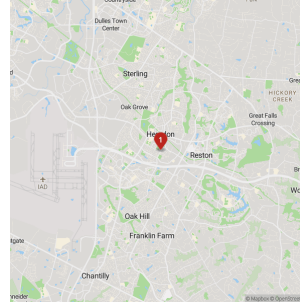


Park Benches

Details

Type of Project Refurbishment

Location



Supplemental Attachments

 [Trailside Park 2022 Cost Estimate\(/resource/cleargov-prod/projects/documents/e4476dc38cbd77e49435.pdf\)](/resource/cleargov-prod/projects/documents/e4476dc38cbd77e49435.pdf)

 [Trailside Park 2029 Estimate\(/resource/cleargov-prod/projects/documents/5300241796e6ae165a1a.pdf\)](/resource/cleargov-prod/projects/documents/5300241796e6ae165a1a.pdf)

Benefit to the Community

As an essential park amenity, the benches at Bready Park are utilized throughout the day by park visitors. This includes parents/grandparents or other caretakers with children playing on the playground, participating in a tennis class, practicing on the turf field or enjoying the opportunity to be outdoors.

Playground Replacement: Collectively, these parks are within a ten minute walking distance of most town residents, enabling families to readily get outdoors and recreate. As demonstrated during the pandemic, outdoor play spaces are essential to healthy lifestyles and high quality of community life. Some of these parks are within pockets of the town where little other public amenities exist. Neighborhood playgrounds provide an essential outdoor space for children to exercise and learn social skills with fellow youth of similar ages. Maintaining play equipment for safety is critical, and refreshing spaces through life cycle replacement ensures the features not only meet the most current safety standards, but are creative and engaging to the children it serves.

Press box Replacement: the press box services the youth baseball leagues practicing and competing at Bready Park. The volunteer-led organization hosts district, regional and state tournaments and an updated, secure press box enhances the attractiveness of the park to these events. In addition, local families attend multiple nights per week and their enjoyment of the games will be enhanced by a more modern and better outfitted structure.

Bready Park Picnic Shelter: This shelter, centered in the town's premier park, serves a variety of purposes. In the summer it houses the department's largest camp for elementary young people. Year-round it provides a drop in or reserved space for family picnics, receptions, reunions and other get-togethers. It is a central element for several events, including the July 4th



celebration, Turkey Trot 5K, and spring Egg Hunt. The shelter can be reserved for a reasonable fee and consequently generates revenue for the town.

Trailside Skate Park: The current skatepark is well utilized and has an avid following of residents devoted to the sport who are invested in the skatepark's care and maintenance. Neighborhood skateparks provide an accessible, free, and essential outdoor space to exercise and learn social skills with fellow skating enthusiasts. Skateparks also provide a unique space for young people, teenagers, and adults to interact around a shared love of skating.

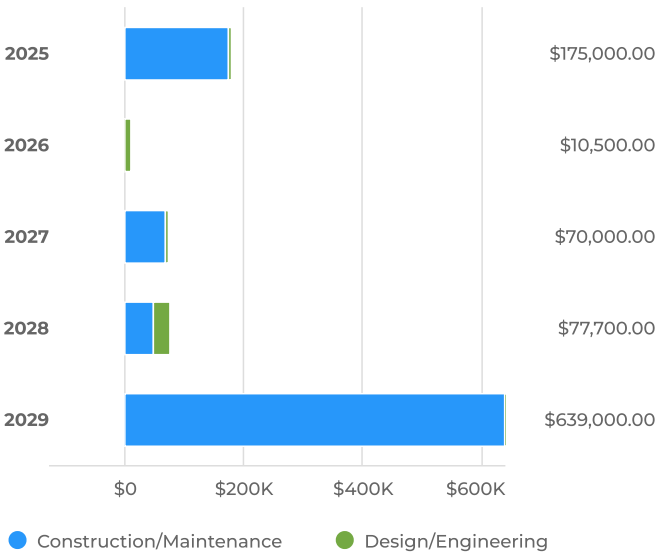
Costs Efficiencies/Effectiveness

Timely repairs and replacement when needed reduces costs, staff time for maintenance and any safety concerns.

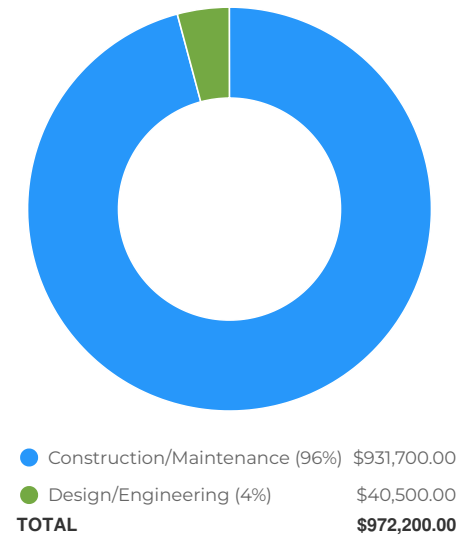
Capital Cost

FY2025 Budget	Total Budget (all years)	Project Total
\$175,000	\$972.2K	\$972.2K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown						
Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	Total
Design/Engineering	\$0	\$10,500		\$30,000	\$0	\$40,500
Construction/Maintenance	\$175,000	\$0	\$70,000	\$47,700	\$639,000	\$931,700
Total	\$175,000	\$10,500	\$70,000	\$77,700	\$639,000	\$972,200



Funding Sources

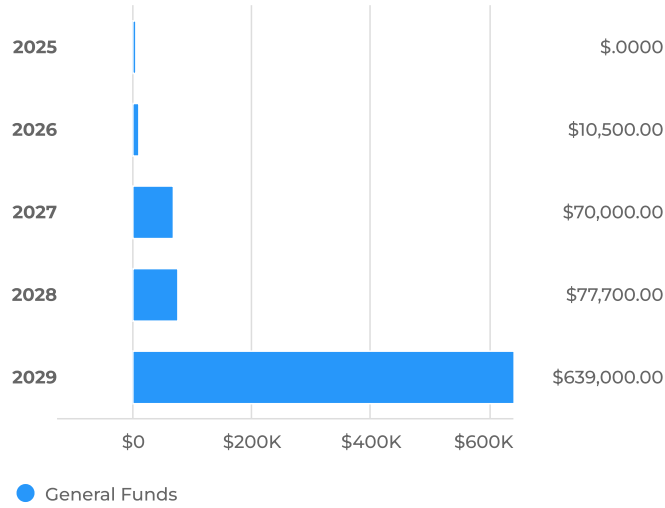
Total Budget (all years)

\$797.2K

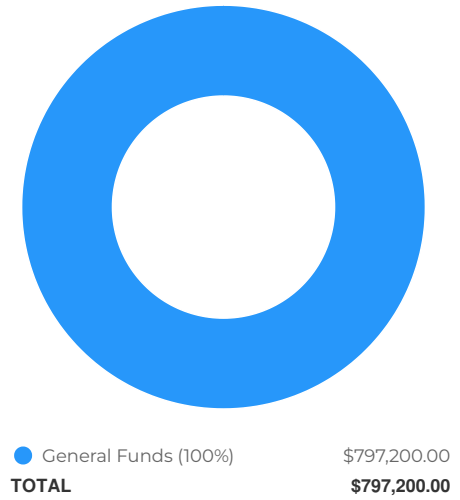
Project Total

\$797.2K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	Total
General Funds	\$0	\$10,500	\$70,000	\$77,700	\$639,000	\$797,200
Total	\$0	\$10,500	\$70,000	\$77,700	\$639,000	\$797,200



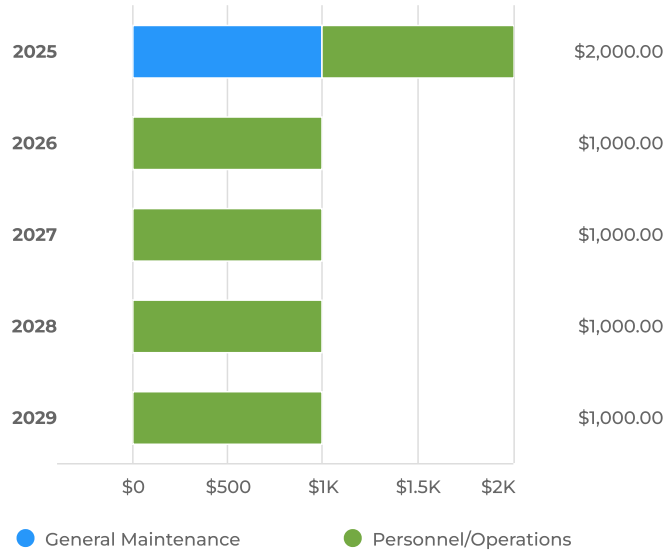
Operational Costs

FY2025 Budget
\$2,000

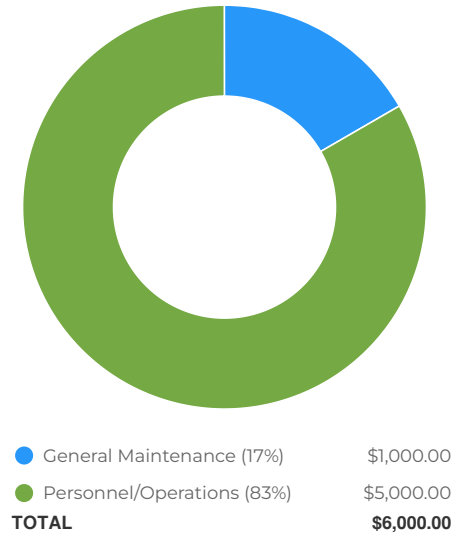
Total Budget (all years)
\$6K

Project Total
\$6K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2025	FY2026	FY2027	FY2028	FY2029	Total
General Maintenance	\$1,000					\$1,000
Personnel/Operations	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
Total	\$2,000	\$1,000	\$1,000	\$1,000	\$1,000	\$6,000



Sports Field and Park Improvements

Overview

Request Owner	Cindy Roeder, Director of P&R
Est. Start Date	07/08/2024
Est. Completion Date	09/27/2024
Department	Parks & Recreation
Type	Capital Improvement
Project Number	11-PR-90-003

Description

FY25 Haley Smith Irrigation System Replacement: This project replaces the irrigation systems at Haley Smith soccer, baseball, and softball fields that were installed in 1997. The useful lifespan of the irrigation system is 20-25 years.

FY25 Haley Smith Parking lot repaving: Milling and paving 2023 estimate is is \$83,000 and thermoplastic striping adds \$9,000. This covers the section *not* repaved due to the Herndon Parkway intersection project.

FY25 Bready Park parking lot light conversion to LED's: DPW FY24 project? MUSCO Quote to replace fixtures and controls \$65-75,000.

FY27 Bready Park Synthetic Soccer Field Replacement: After their life expectancy of 8-10 years, artificial turf fields typically require replacement to ensure proper performance and safety. This project replaces the artificial turf and fill which may reach the end of its useful life expectancy in FY2026. This estimate replaces the synthetic turf and does not include any associated repairs or replacement costs for other amenities. The field is 380 feet by 220 feet (83,710 square feet). The estimated 2022 replacement cost is \$6.50 per square foot for an estimated replacement cost of \$544,115. An assessment in FY25 is recommended to ascertain compaction, infill levels, drainage, seam durability, etc. and determine if/when replacement is due.

FY27: Haley Smith Park is located on the east side of Van Buren Street, north of Herndon Parkway. This proposal, following the redevelopment of the Herndon Transit-Oriented Core (HTOC), is to replace the Haley Smith natural turf with synthetic grass to increase playability and help offset the county-wide need for rectangular fields. This project includes the necessary irrigation and storm sewer modifications, as well as adding lights to the field, which is estimated at \$250,000 in 2023 prices. Operating costs include purchasing a grooming machine and the appropriate goals, corner flags, etc. at \$10-20,000, plus an equipment storage shed. Funding is proposed to come from HTOC proffers including 555 Herndon Parkway approved proffer. Increasing use will also increase demand for parking. The field is 380 feet by 220 feet (83,600 square feet). The estimated field conversion cost is \$17 per square foot for an estimated conversion cost of \$1,425,000.

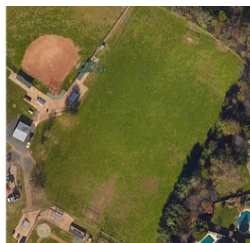
FY28: The expected increase in use of Bready Park and the Community Center warrants the expansion of the parking lot by adding 30 spaces between Ferndale Ave. and the tennis courts. This section would connect to both the softball drive and the community center drive to improve traffic flow, estimated at 2019 costs. \$5,000 Design in FY28.

A	B	C	D	E	F	G
1	FY24	FY25	FY26	FY27	FY28	FY29
2Haley Smith Irrigation System	\$ 9,000	\$ 60,000				
3Haley Smith Park Synthetic Soccer Field			\$ 225,000	\$ 1,545,000		
4Bready Park Parking Lot expansion				\$ 65,000	\$ 575,000	
5Bready Park Synthetic Soccer Field	\$ 20,000	\$ 82,500	\$ 550,000			
6						
7Total	\$ 29,000	\$ 142,500	\$ 775,000	\$ 1,610,000	\$ 575,000	\$ -

Images



Haley M Smith Park

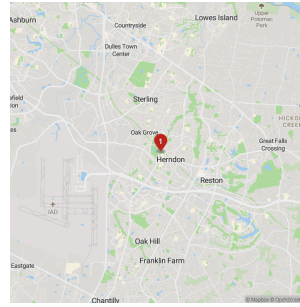


Haley Smith Athletic Fields

Details

Type of Project Refurbishment

Location



Supplemental Attachments

 [Cindy S Roeder\(/resource/cleargov-prod/projects/documents/5bbf6978f1455c15754a.pdf\)](/resource/cleargov-prod/projects/documents/5bbf6978f1455c15754a.pdf)

Haley Smith Field lighting design

 [Cindy S Roeder\(/resource/cleargov-prod/projects/documents/61a453ab1e7841701650.pdf\)](/resource/cleargov-prod/projects/documents/61a453ab1e7841701650.pdf)

Haley Smith field and parking lot lighting cost estimates

 [Cindy S Roeder\(/resource/cleargov-prod/projects/documents/3ea5584a7e884beeae6.pdf\)](/resource/cleargov-prod/projects/documents/3ea5584a7e884beeae6.pdf)

Haley Smith parking lot milling and paving sections not covered in Herndon Pkwy intersection repairs.

 [Cindy S Roeder\(/resource/cleargov-prod/projects/documents/0868efe5e59f555f81ef.pdf\)](/resource/cleargov-prod/projects/documents/0868efe5e59f555f81ef.pdf)

Bready parking lot conversion to LED lights

Benefit to the Community

Increasing the quality and playability of the Haley Smith soccer field, including the addition of field lights, serves both youth and adults in the community. Currently, teams travel to out of town fields for games and tournaments because the natural grass field no longer meets the quality and consistency expectations of players. Improving a field in town saves time, reduces fuel use, and congestion. Year round play and longer play per day allow leagues to accommodate more players. Better conditions locally increases equity for youngsters who aren't on travel teams.

Haley Smith Athletic Fields Irrigation system replacement - maintaining the condition and playability of the sports fields is a core service to community users. These fields are used for both scheduled and walk-on play so are available to all. Replacing the irrigation system in a timely manner ensures the water resources are used at the most efficient and sustainable level.

Costs Efficiencies/Effectiveness

Conversion to a synthetic turf field saves on irrigation, field mowing and fertilization, and grounds work.



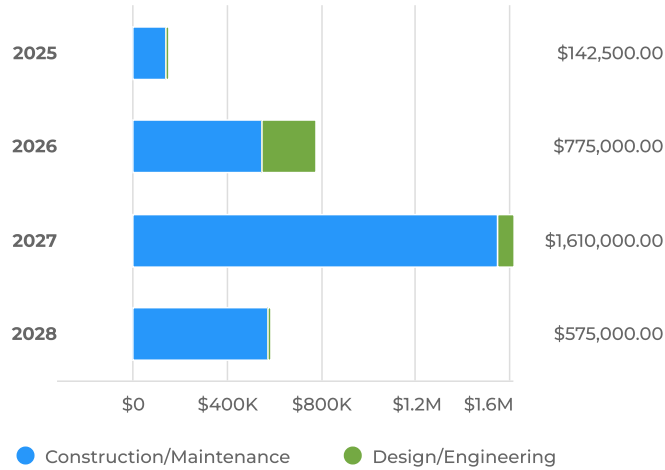
Capital Cost

FY2025 Budget
\$142,500

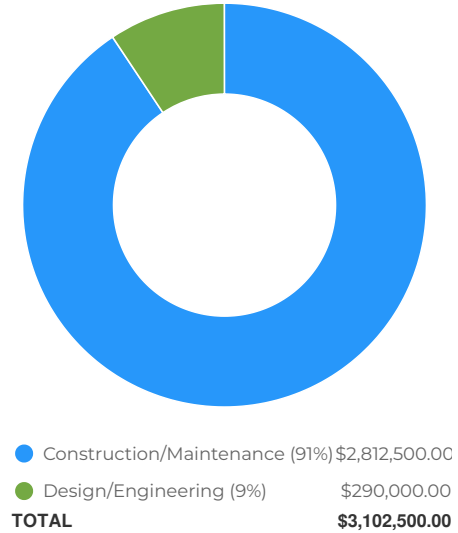
Total Budget (all years)
\$3.103M

Project Total
\$3.103M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	Total
Design/Engineering		\$225,000	\$65,000		\$290,000
Construction/Maintenance	\$142,500	\$550,000	\$1,545,000	\$575,000	\$2,812,500
Total	\$142,500	\$775,000	\$1,610,000	\$575,000	\$3,102,500

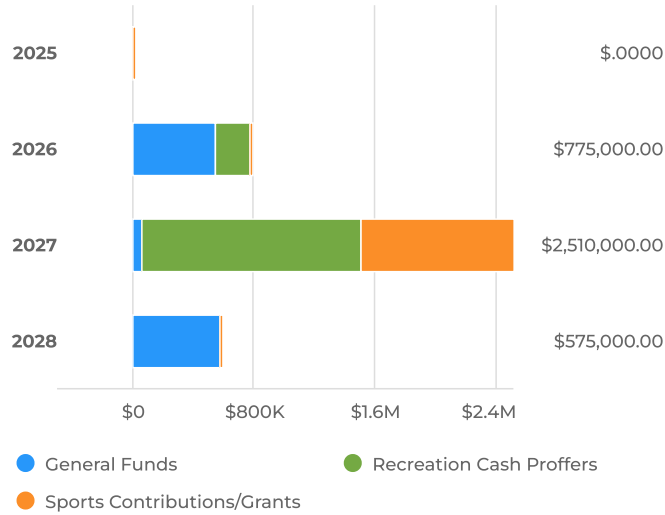


Funding Sources

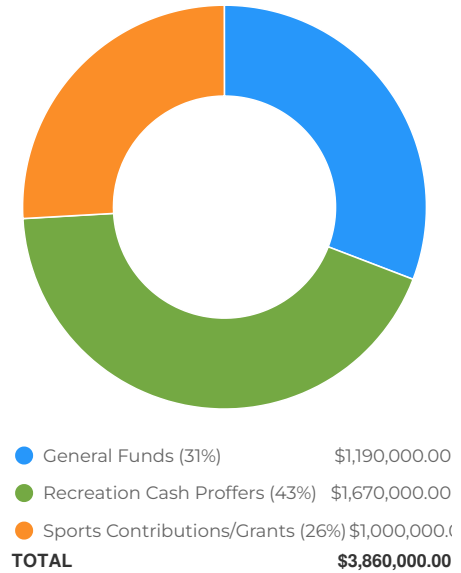
Total Budget (all years)
\$3.86M

Project Total
\$3.86M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	Total
General Funds	\$0	\$550,000	\$65,000	\$575,000	\$1,190,000
Recreation Cash Proffers		\$225,000	\$1,445,000		\$1,670,000
Sports Contributions/Grants			\$1,000,000		\$1,000,000
Total	\$0	\$775,000	\$2,510,000	\$575,000	\$3,860,000



Operational Costs

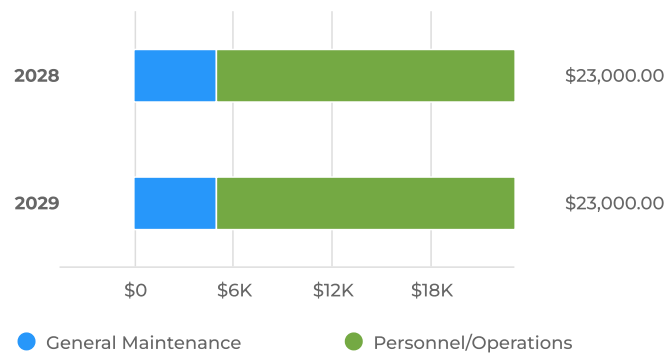
Total Budget (all years)

\$46K

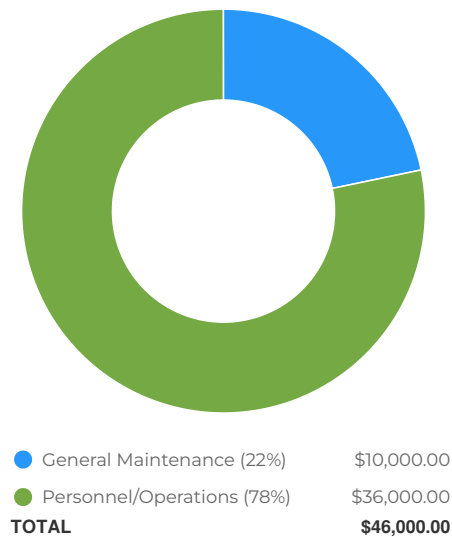
Project Total

\$46K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown			
Operational Costs	FY2028	FY2029	Total
General Maintenance	\$5,000	\$5,000	\$10,000
Personnel/Operations	\$18,000	\$18,000	\$36,000
Total	\$23,000	\$23,000	\$46,000



PUBLIC WORKS REQUESTS



This request information is generated from , Proposed Version.

1481 Sterling Road's Future Determination

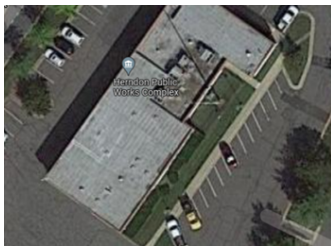
Overview

Request Owner	John Irish, Deputy Director of Public Works
Department	Public Works
Type	Capital Improvement
Project Number	9-BD-22-001

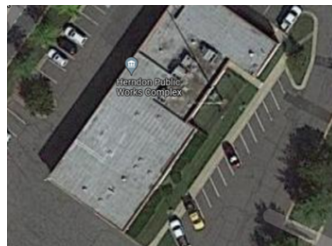
Description

This project provides for the study, surveying and engineering for the demolition of the building located at 1481 Sterling Road.

Images



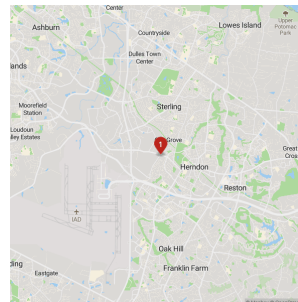
1481 Sterling Road HVAC & Roof Replacement



Details

Type of Project	Refurbishment
-----------------	---------------

Location



Benefit to the Community

Repurposing/Selling part or all of the property will provide the Town with funds. It will also mitigate a safety issue.

Cost Efficiencies/Cost Benefit Analysis

Removing the liabilities associated with a failing structure pays for the project



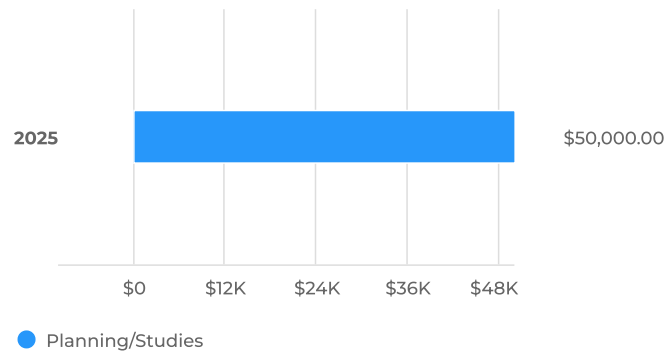
Capital Cost

FY2025 Budget
\$50,000

Total Budget (all years)
\$50K

Project Total
\$50K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown		
Capital Cost	FY2025	Total
Planning/Studies	\$50,000	\$50,000
Total	\$50,000	\$50,000



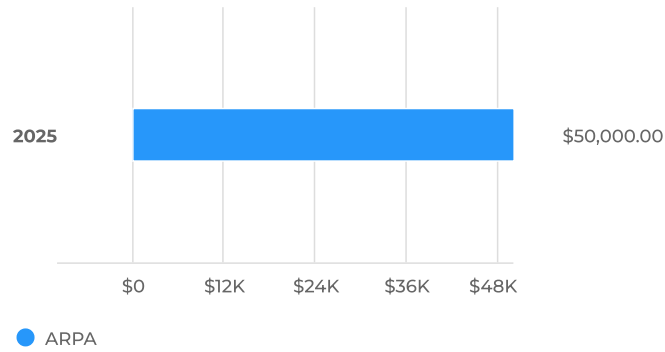
Funding Sources

FY2025 Budget
\$50,000

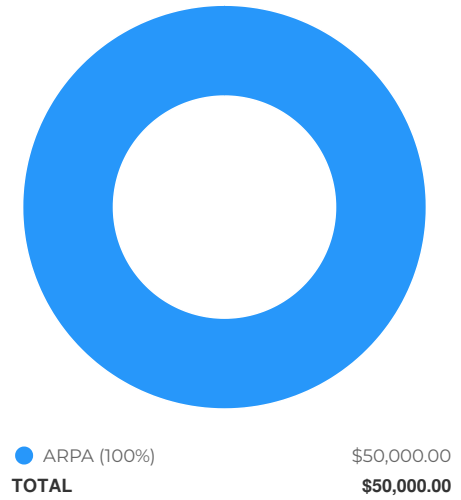
Total Budget (all years)
\$50K

Project Total
\$50K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown		
Funding Sources	FY2025	Total
ARPA	\$50,000	\$50,000
Total	\$50,000	\$50,000



Operational Costs

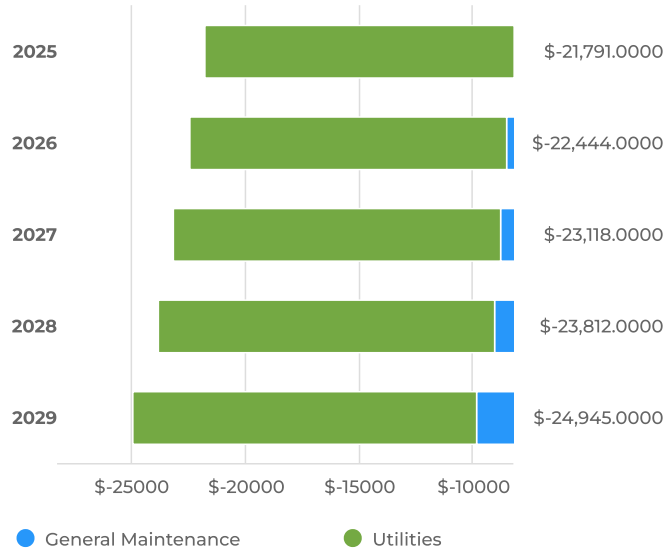
Total Budget (all years)

\$-116110

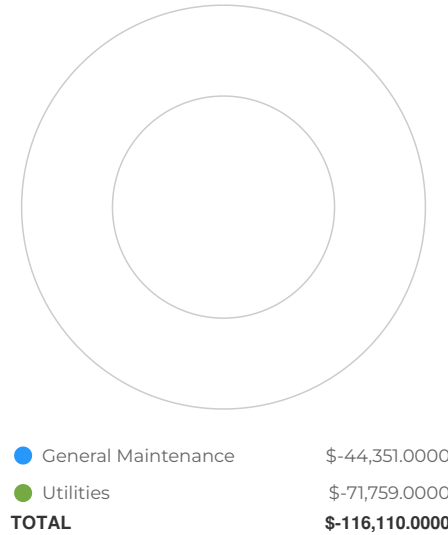
Project Total

\$-116110

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2025	FY2026	FY2027	FY2028	FY2029	Total
General Maintenance	-\$8,248	-\$8,495	-\$8,750	-\$9,013	-\$9,845	-\$44,351
Utilities	-\$13,543	-\$13,949	-\$14,368	-\$14,799	-\$15,100	-\$71,759
Total	-\$21,791	-\$22,444	-\$23,118	-\$23,812	-\$24,945	-\$116,110



Cost Savings

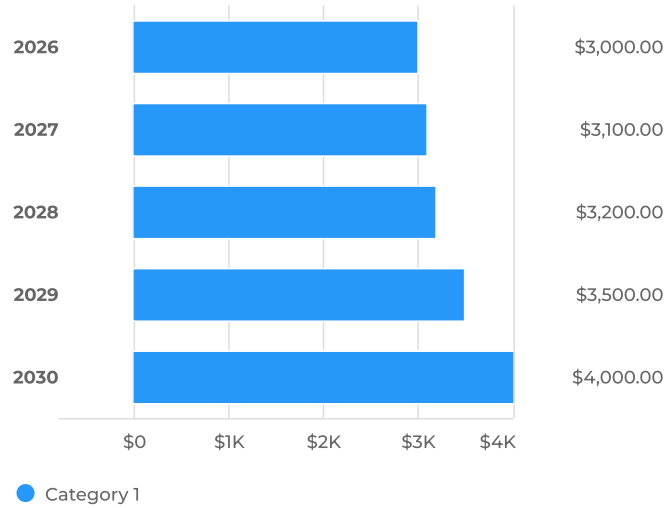
Total Budget (all years)

\$16.8K

Project Total

\$16.8K

Cost Savings by Year (Proposed)



Cost Savings for Budgeted Years (Proposed)



Cost Savings Breakdown

Cost Savings	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Category 1	\$3,000	\$3,100	\$3,200	\$3,500	\$4,000	\$16,800
Total	\$3,000	\$3,100	\$3,200	\$3,500	\$4,000	\$16,800



This request information is generated from , Proposed Version.

Downtown Redevelopment for Arts Center

Overview

Request Owner	Bill Ashton, Town Manager
Department	Public Works
Type	Capital Improvement
Project Number	09-CD-17-10

Description

This project provides for the development of public parking as well as an arts center in the downtown in accord with the comprehensive plan. During 2017 a Comprehensive Agreement was negotiated between the town and Comstock and approved by Town Council. By the terms of the agreement, Comstock provides permanent structured parking (341 spaces), the shell arts center facilities as well as temporary facilities during construction, other public space improvements and a \$500,000 recreation allowance. The town will also cover interior build-out for the arts center with all of the shell construction costs covered by Comstock.

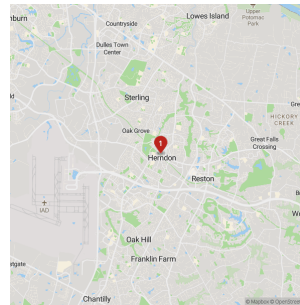
Images



Details

Type of Project	New Construction
-----------------	------------------

Location



Benefit to the Community

This will benefit the Town of Herndon.

Cost Efficiencies/Cost Benefit Analysis

Comstock has delayed the project. The costs will increase.



Capital Cost

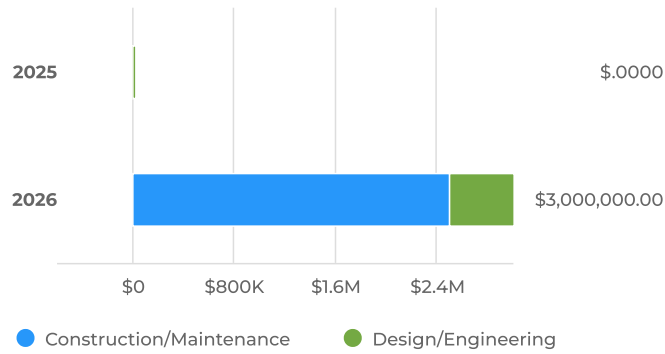
Total Budget (all years)

\$3M

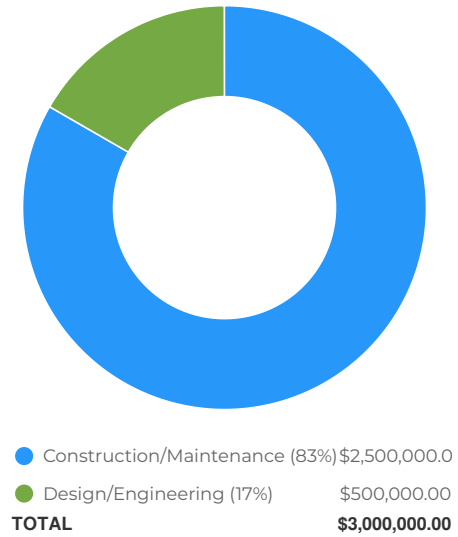
Project Total

\$3M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown			
Capital Cost	FY2025	FY2026	Total
Design/Engineering	\$0	\$500,000	\$500,000
Construction/Maintenance	\$0	\$2,500,000	\$2,500,000
Total	\$0	\$3,000,000	\$3,000,000

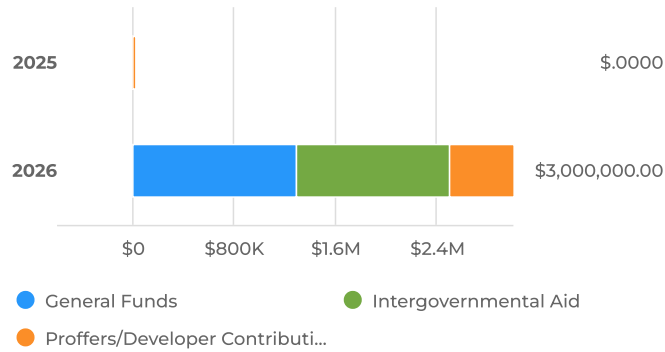


Funding Sources

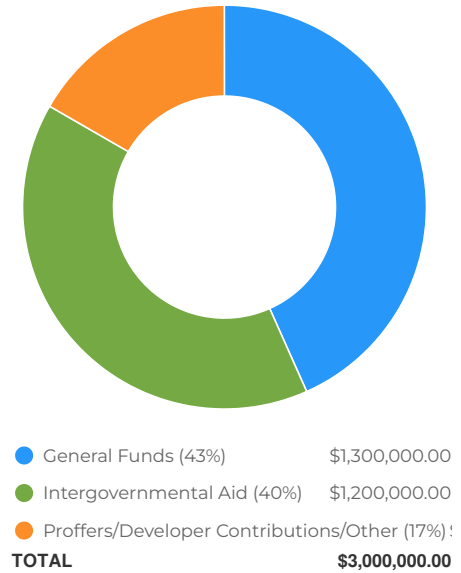
Total Budget (all years)
\$3M

Project Total
\$3M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	Total
General Funds	\$0	\$1,300,000	\$1,300,000
Intergovernmental Aid	\$0	\$1,200,000	\$1,200,000
Proffers/Developer Contributions/Other	\$0	\$500,000	\$500,000
Total	\$0	\$3,000,000	\$3,000,000

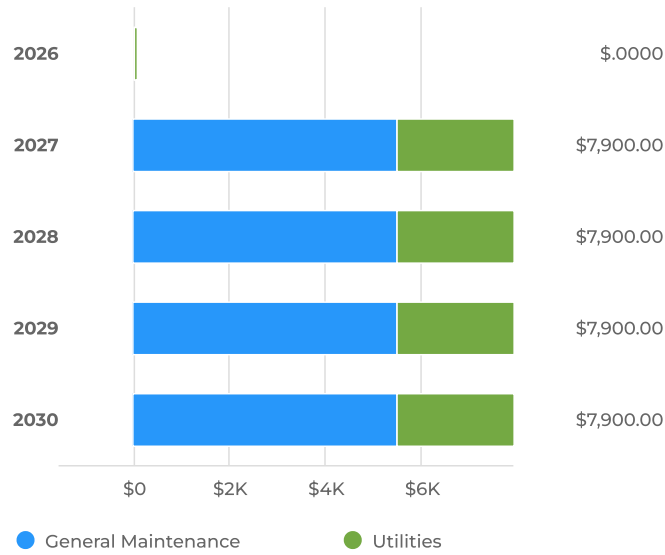


Operational Costs

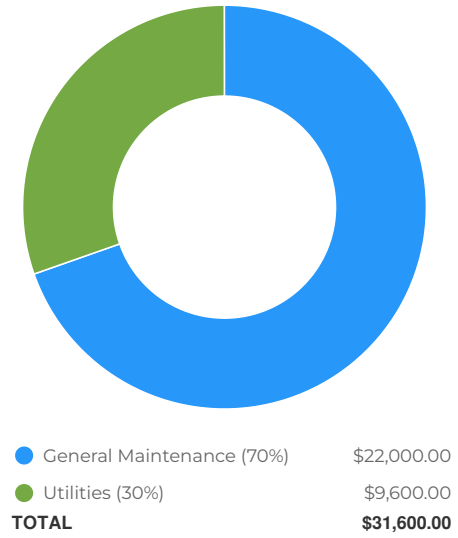
Total Budget (all years)
\$31.6K

Project Total
\$31.6K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2026	FY2027	FY2028	FY2029	FY2030	Total
General Maintenance	\$0	\$5,500	\$5,500	\$5,500	\$5,500	\$22,000
Utilities	\$0	\$2,400	\$2,400	\$2,400	\$2,400	\$9,600
Total	\$0	\$7,900	\$7,900	\$7,900	\$7,900	\$31,600



Cost Savings

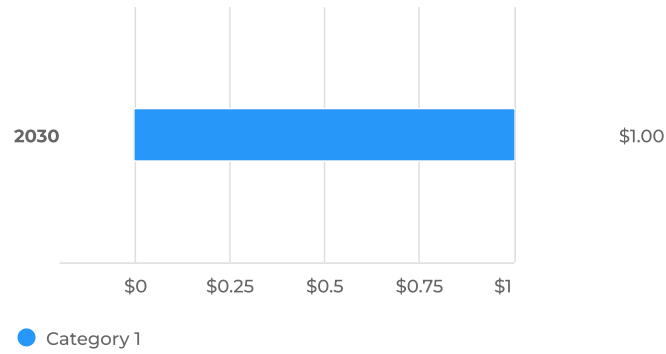
Total Budget (all years)

\$1

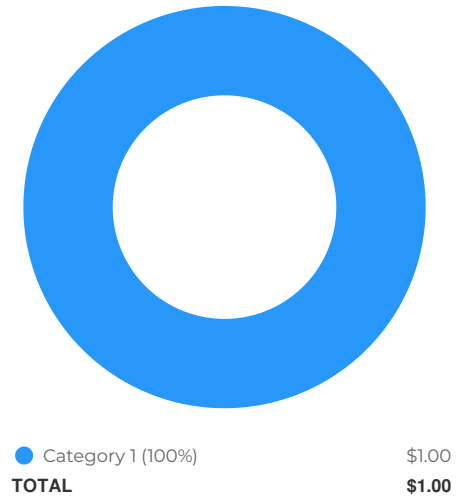
Project Total

\$1

Cost Savings by Year (Proposed)



Cost Savings for Budgeted Years (Proposed)



Cost Savings Breakdown		
Cost Savings	FY2030	Total
Category 1	\$1	\$1
Total	\$1	\$1



This request information is generated from , Proposed Version.

Energy Conservation

Overview

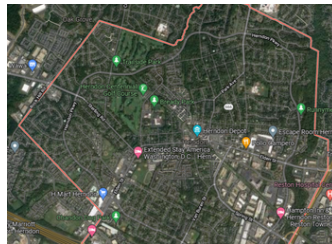
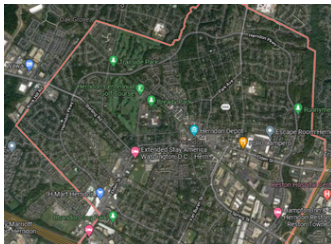
Request Owner	Anne Geiger, Special Project Manager
Department	Public Works
Type	Capital Improvement
Project Number	9-BD-22-002

Description

This project provides for design and construction of energy conservation measures (ECMs) for Herndon's 4 major buildings, HCC/, HMC, Bldg 397, and Town Shops. The project will include ECMs such as: energy efficient lighting, building management systems, replacing inefficient equipment such as boilers with efficient models, daylight harvesting, sub-metering, new efficient variable air volume HVAC units, heat recovery, and recommissioning HVAC controls. The project could also include installation of photo-voltaics if feasible, utilizing a state grant program to fund 40% of the cost. Using alternative financing, the town would enter into a long-term service contract with an energy service provider, typically for 20 years. Service provider's investment is paid annually from guaranteed energy savings.

Total Estimated Cost: \$2,200,000 consisting of Federal Solar Grant for \$200,000, and alternative financing through state Energy Savings Performance Program for \$2,000,000 or other means of financing such as bond funding.

Images

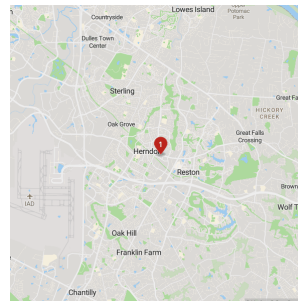


Energy Conservation

Details

Type of Project	Refurbishment
-----------------	---------------

Location



Benefit to the Community

Lower costs



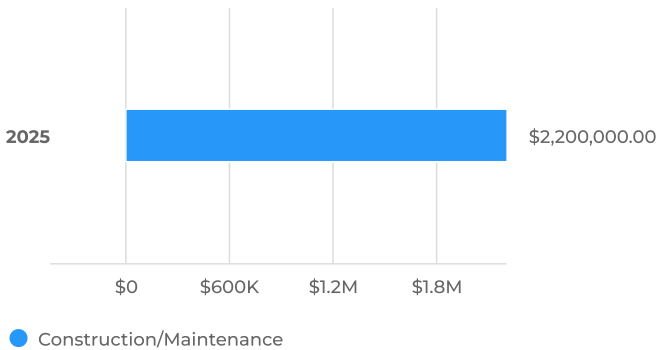
Cost Efficiencies/Cost Benefit Analysis

Guaranteed energy savings pay for the upfront costs of the project.

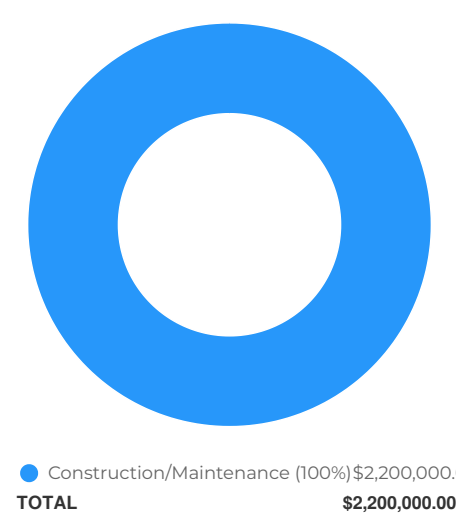
Capital Cost

FY2025 Budget	Total Budget (all years)	Project Total
\$2,200,000	\$2.2M	\$2.2M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown		
Capital Cost	FY2025	Total
Construction/Maintenance	\$2,200,000	\$2,200,000
Total	\$2,200,000	\$2,200,000



Funding Sources

FY2025 Budget

\$2,200,000

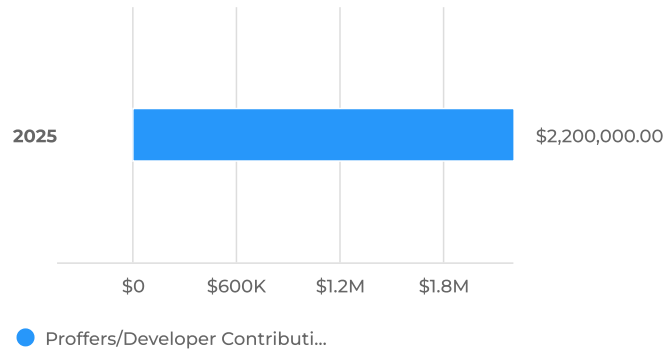
Total Budget (all years)

\$2.2M

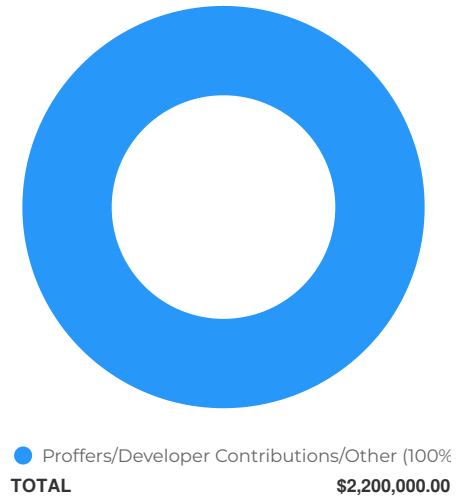
Project Total

\$2.2M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2025	Total
Proffers/Developer Contributions/Other	\$2,200,000	\$2,200,000
Total	\$2,200,000	\$2,200,000



Operational Costs

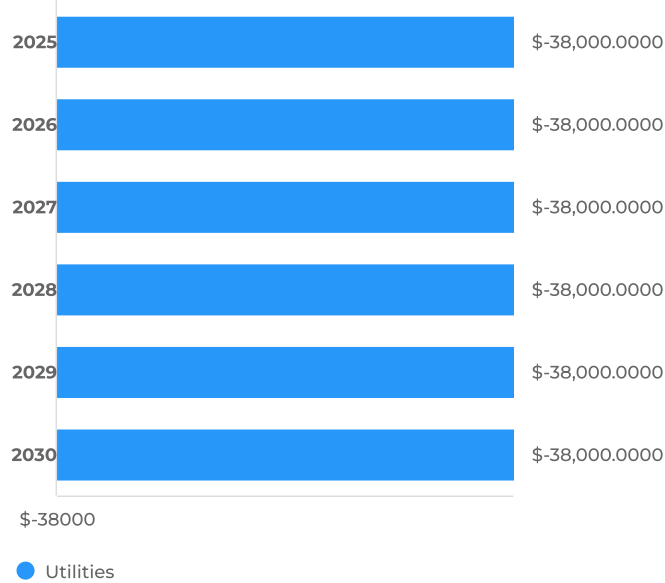
Total Budget (all years)

\$-228000

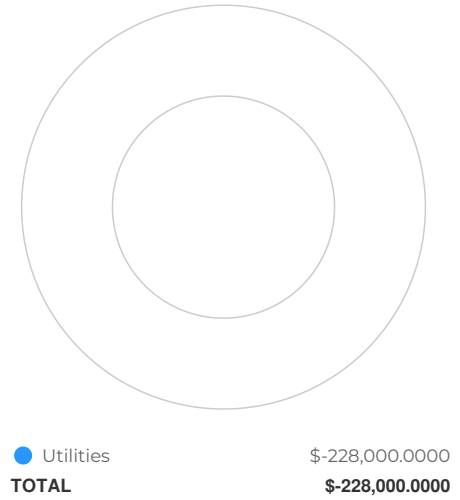
Project Total

\$-228000

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Utilities	-\$38,000	-\$38,000	-\$38,000	-\$38,000	-\$38,000	-\$38,000	-\$228,000
Total	-\$38,000	-\$38,000	-\$38,000	-\$38,000	-\$38,000	-\$38,000	-\$228,000



Cost Savings

FY2025 Budget

\$150,000

Total Budget (all years)

\$900K

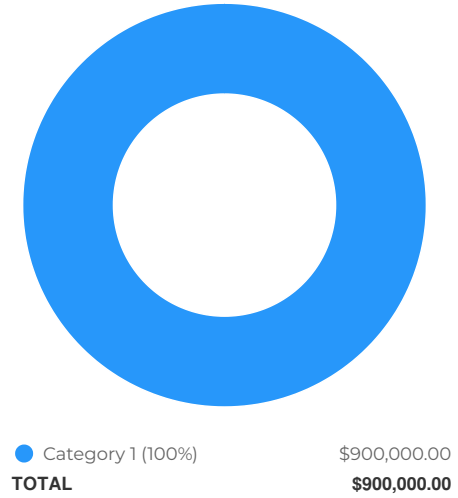
Project Total

\$900K

Cost Savings by Year (Proposed)



Cost Savings for Budgeted Years (Proposed)



Cost Savings Breakdown

Cost Savings	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Category 1	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
Total	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000



This requests information is generated from , Proposed Version.

Ferndale Ave. Improvements

Overview

Request Owner	Mike Shindledecker, Transportation Engineer
Est. Start Date	01/29/2030
Est. Completion Date	03/20/2030
Department	Public Works
Type	Capital Improvement
Project Number	03-ST-26-001

Description

This project focuses on the segment of Ferndale Avenue between Herndon Parkway in the north to Park Avenue in the south. The project aims to improve both vehicular and pedestrian safety along the corridor. Preliminary studies indicate vehicular sight distances are inadequate due to vehicular parking and the curvature of the road. Studies also indicated the potential need for additional pedestrian crosswalks across Ferndale Avenue. Concept plans include the use of curb bump outs as a feature to shorten crosswalks, define parking areas, and narrow the vehicular travel lanes to current standards. This project will also bring sidewalks, curb ramps, and crosswalks to current ADA standards.

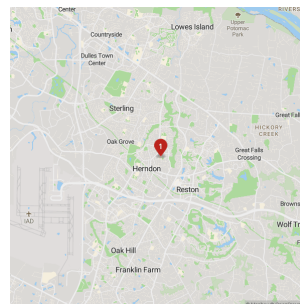
Images



Details

Type of Project	Roadway Improvements
-----------------	----------------------

Location



Benefit to Community

This project will improve traffic safety per the town's adopted 2030 Comprehensive Plan stated goals and objectives.



Capital Cost

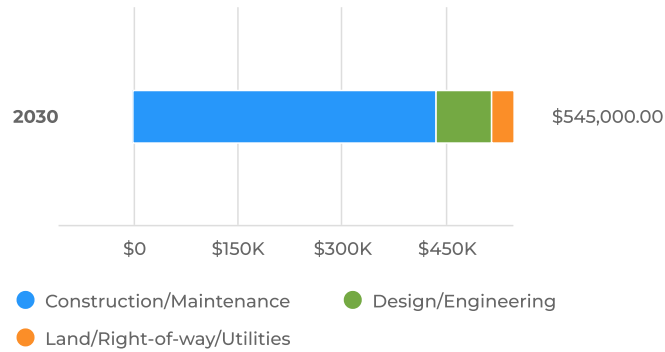
Total Budget (all years)

\$545K

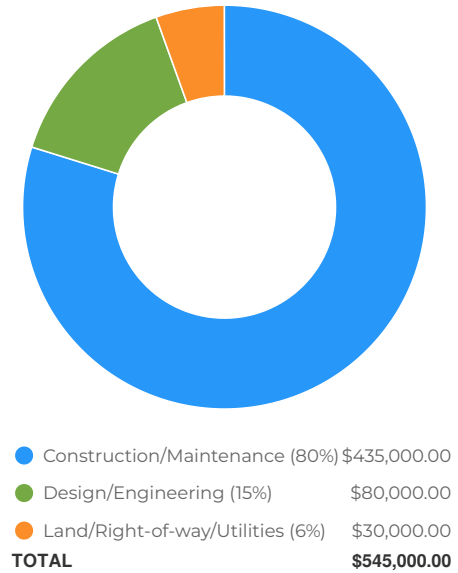
Project Total

\$545K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown

Capital Cost	FY2030	Total
Design/Engineering	\$80,000	\$80,000
Land/Right-of-way/Utilities	\$30,000	\$30,000
Construction/Maintenance	\$435,000	\$435,000
Total	\$545,000	\$545,000



Funding Sources

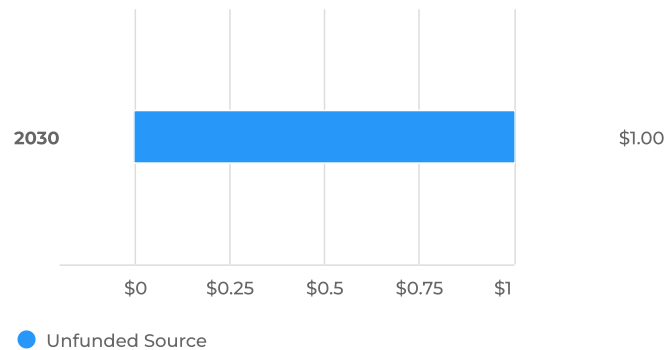
Total Budget (all years)

\$1

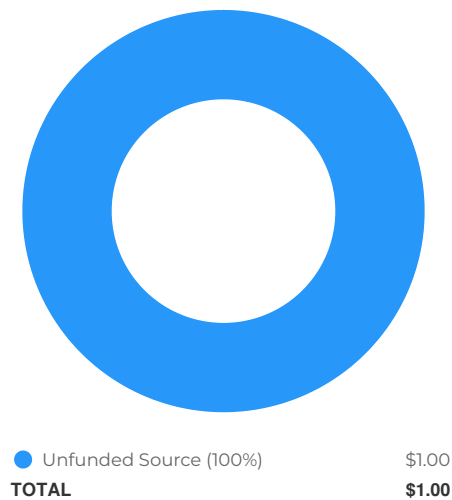
Project Total

\$1

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown		
Funding Sources	FY2030	Total
Unfunded Source	\$1	\$1
Total	\$1	\$1



Operational Costs

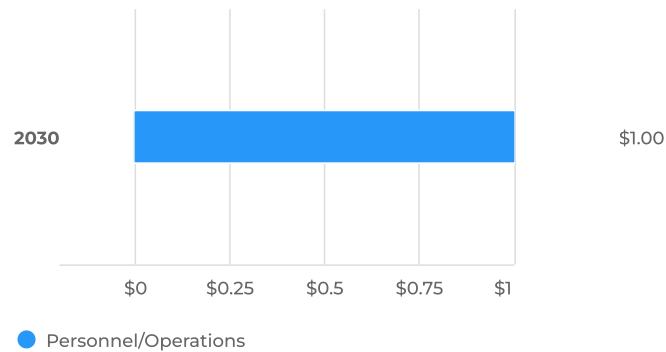
Total Budget (all years)

\$1

Project Total

\$1

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown		
Operational Costs	FY2030	Total
Personnel/Operations	\$1	\$1
Total	\$1	\$1



This request information is generated from , Proposed Version.

Herndon Municipal Center/Chambers Backlog

Overview

Request Owner	Randy Schell, Director Program & Project Management
Department	Public Works
Type	Capital Improvement
Project Number	09-BD-23-002

Description

This project supports large maintenance and repair projects for town-owned facilities. Planned projects are listed below for the next several fiscal years. Out-year project funding amounts are estimated costs for a building maintenance and repair program that will include HVAC replacements, roof replacements and other refurbishment of town facilities. The projects include, but not limited to, drainage issues around the complex, 1st floor buildout addressing overcrowding, safety and Covid spacing, and HVAC system.

Images

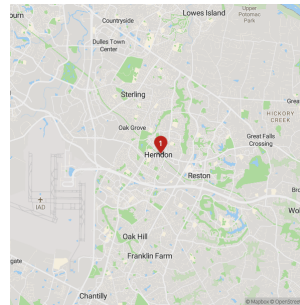


HMC and Chambers

Details

Type of Project	Refurbishment
-----------------	---------------

Location



Benefit to the Community

Maintaining Town's assets and providing a place for future generations, a place to meet and conduct business.

Cost Efficiencies/Cost Benefit Analysis

Savings in maintenance give a ROI of 10 years



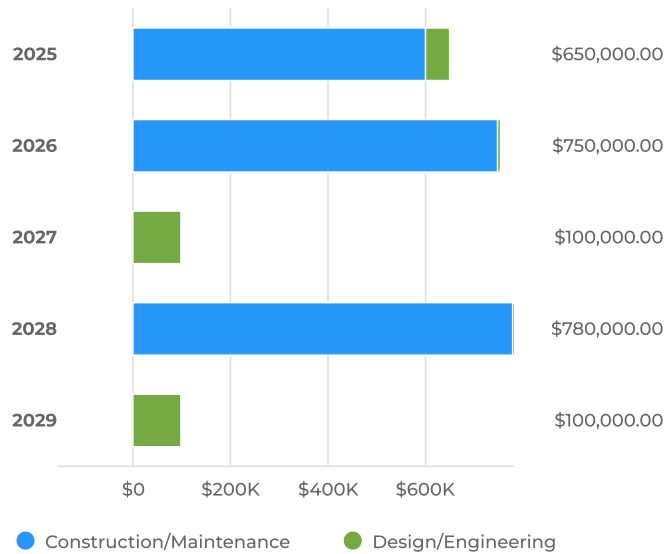
Capital Cost

FY2025 Budget
\$650,000

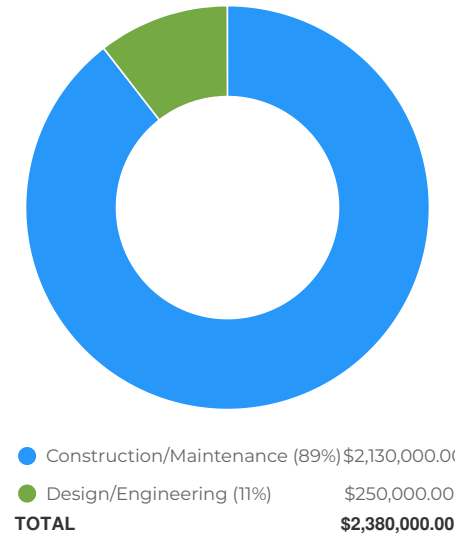
Total Budget (all years)
\$2.38M

Project Total
\$2.38M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	Total
Design/Engineering	\$50,000		\$100,000		\$100,000	\$250,000
Construction/Maintenance	\$600,000	\$750,000		\$780,000		\$2,130,000
Total	\$650,000	\$750,000	\$100,000	\$780,000	\$100,000	\$2,380,000



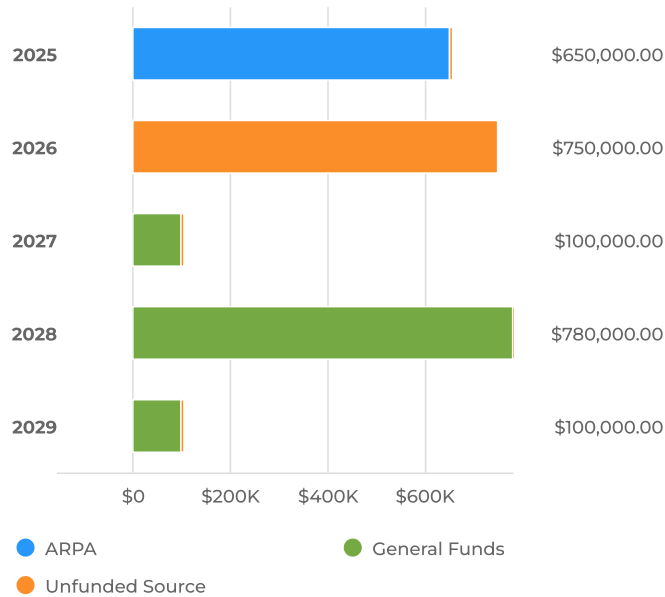
Funding Sources

FY2025 Budget
\$650,000

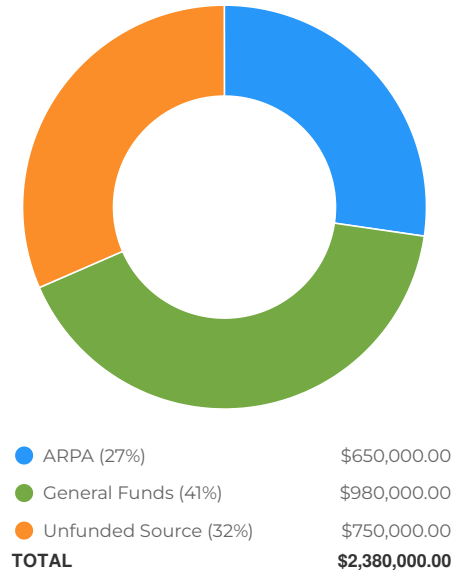
Total Budget (all years)
\$2.38M

Project Total
\$2.38M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	Total
General Funds	\$0		\$100,000	\$780,000	\$100,000	\$980,000
ARPA	\$650,000					\$650,000
Unfunded Source		\$750,000				\$750,000
Total	\$650,000	\$750,000	\$100,000	\$780,000	\$100,000	\$2,380,000



Operational Costs

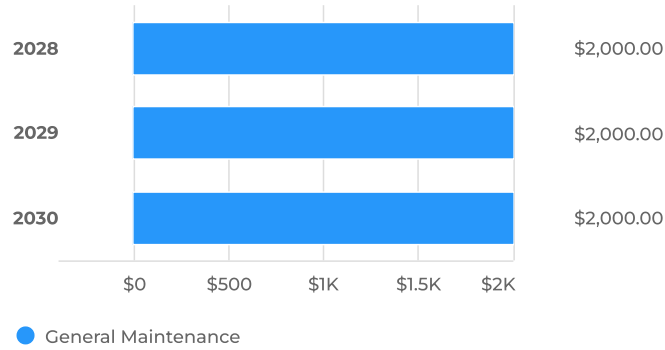
Total Budget (all years)

\$6K

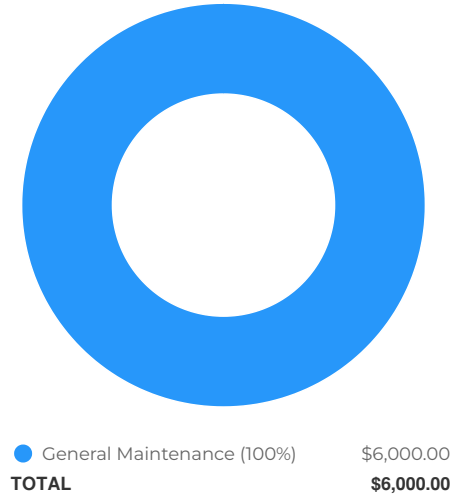
Project Total

\$6K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown				
Operational Costs	FY2028	FY2029	FY2030	Total
General Maintenance	\$2,000	\$2,000	\$2,000	\$6,000
Total	\$2,000	\$2,000	\$2,000	\$6,000

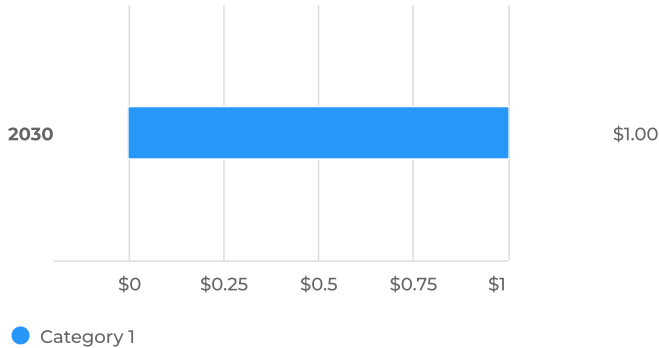


Cost Savings

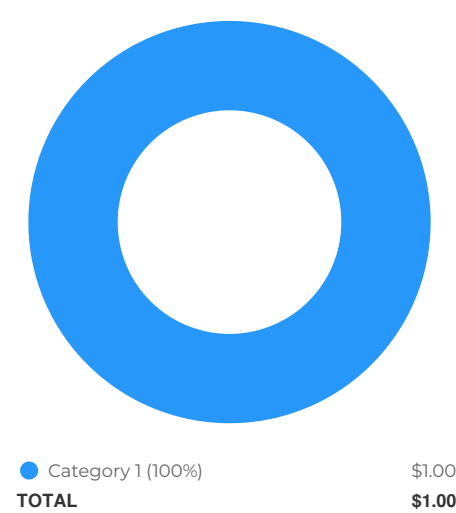
Total Budget (all years)
\$1

Project Total
\$1

Cost Savings by Year (Proposed)



Cost Savings for Budgeted Years (Proposed)



Cost Savings Breakdown		
Cost Savings	FY2030	Total
Category 1	\$1	\$1
Total	\$1	\$1



This requests information is generated from , Proposed Version.

Sidewalks, Trails and Bicycle Facilities

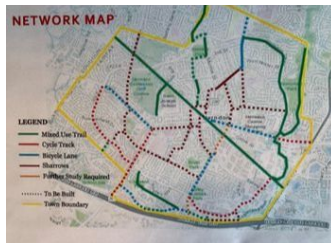
Overview

Request Owner	Mike Shindledecker, Transportation Engineer
Est. Start Date	01/28/2020
Est. Completion Date	03/20/2030
Department	Public Works
Type	Capital Improvement
Project Number	03-CD-08-001

Description

This project provides funding for various walking and cycling facilities and infrastructure in accord with the Herndon Pedestrian Plan, the Herndon Bicycle Network Plan and the Herndon ADA Transition Plan. These plans provide specific guidance and action items for constructing, installing, and improving sidewalks, trails and bicycle routes throughout town to ensure connected, accessible and safe multi-modal transportation system in Herndon. They will be used to help direct the sequence of project implementation and will be audited and updated annually with consultation by the Pedestrian and Bicycle Advisory Committee, the Traffic Engineering Improvement Committee and with staff from the departments of Public Works and Community Development. The types of projects to be funded range in costs though generally would not exceed \$500,000. The expectation is that one or more projects are funded annually depending on the project cost. A key project for implementation between FY24 and FY25 is the replacement of the Hunters Creek pedestrian bridge and restoration of the adjoining recreation trail.

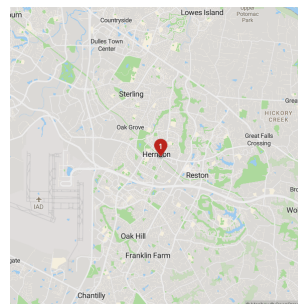
Images



Details

Type of Project ADA Trails and Sidewalks

Location



Benefit to Community

Safety is a priority for pedestrians as vulnerable transportation network users. The maintenance of sidewalks and trails to meet current accessibility requirements promotes a more livable community.



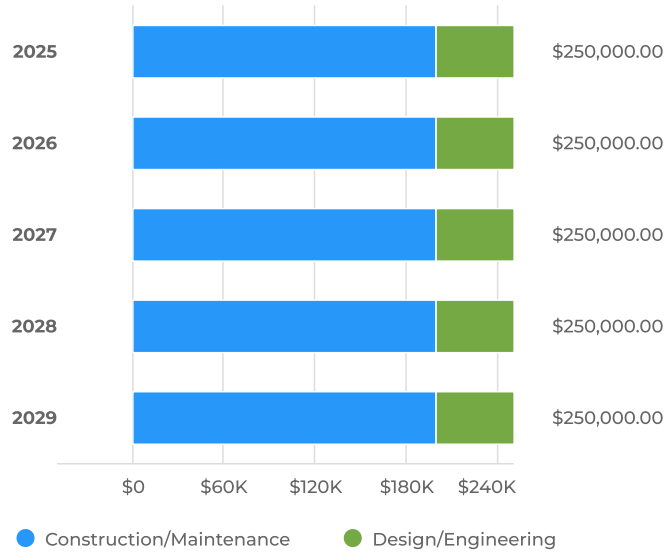
Capital Cost

FY2025 Budget
\$250,000

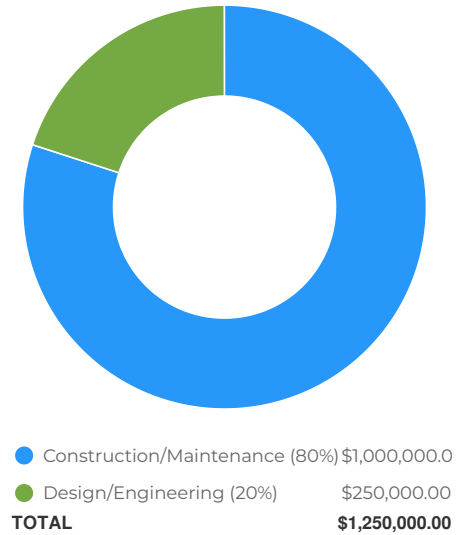
Total Budget (all years)
\$1.25M

Project Total
\$1.25M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	Total
Design/Engineering	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Construction/Maintenance	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000



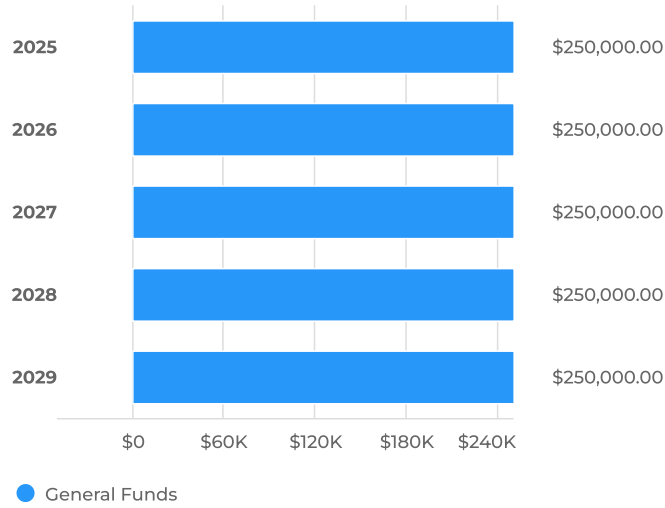
Funding Sources

FY2025 Budget
\$250,000

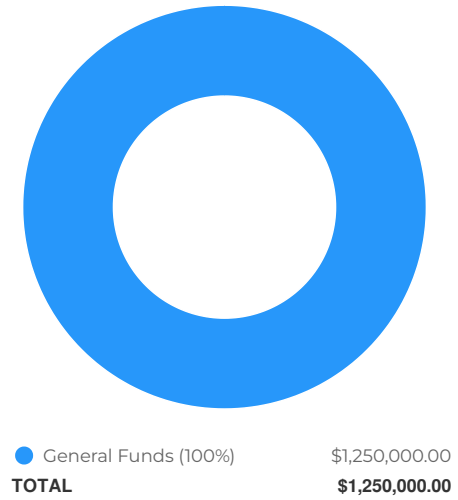
Total Budget (all years)
\$1.25M

Project Total
\$1.25M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	Total
General Funds	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000



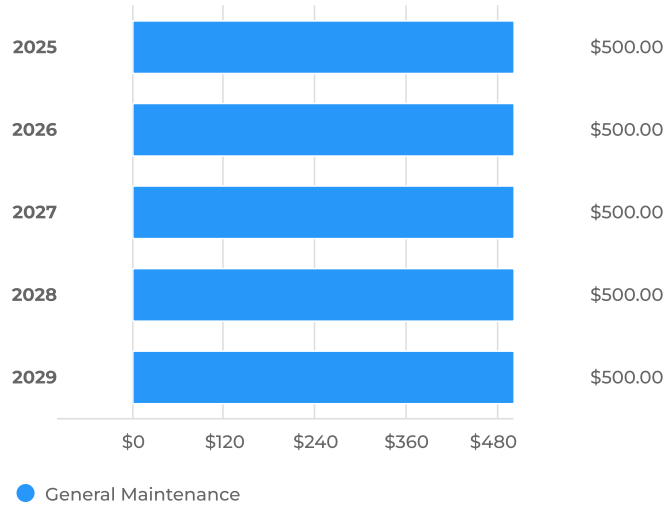
Operational Costs

FY2025 Budget
\$500

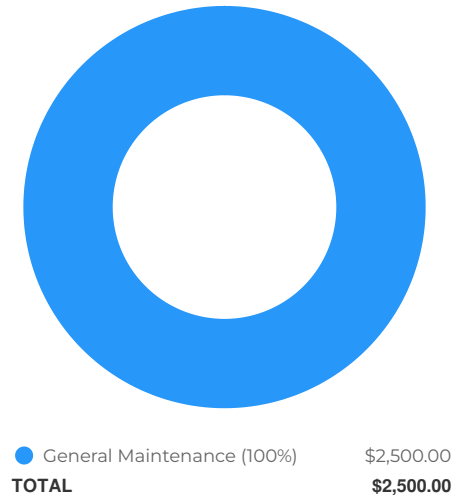
Total Budget (all years)
\$2.5K

Project Total
\$2.5K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown						
Operational Costs	FY2025	FY2026	FY2027	FY2028	FY2029	Total
General Maintenance	\$500	\$500	\$500	\$500	\$500	\$2,500
Total	\$500	\$500	\$500	\$500	\$500	\$2,500



This request information is generated from , Proposed Version.

Stormwater Facility Improvements

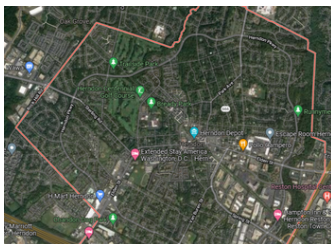
Overview

Request Owner	Lawrence Latour
Est. Start Date	07/01/2023
Est. Completion Date	06/29/2029
Department	Public Works
Type	Capital Improvement
Project Number	05-SM-96-001

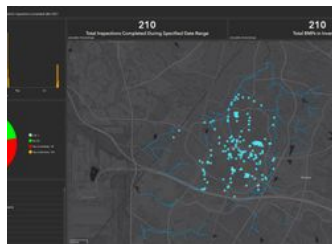
Description

This CIP program addresses maintenance and improvements to the Towns' publicly maintained stormwater facilities. There are more than 190 public and private stormwater facilities within the Town of Herndon that must be maintained to original design specifications. In FY24, the Town will begin redesign of aging public stormwater facilities based on FY23 Baseline Conditions Evaluations and Summary, which assessed the overall condition and provided a prioritization ranking. Additionally, the FY23 assessment identified public facilities requiring a more robust maintenance plan. Those public facilities will be repaired in this program. Part of this program will be used for an annual update to the Town's Stormwater ArcGIS Online database. A portion of the Fairfax County Stormwater Tax Revenues will be assigned to this program each year. Projects identified in FY24 include two BMP retrofits to Town stormwater facilities including Holly Creek Pond and Elden Farms.

Images



Storm Drainage Improvements

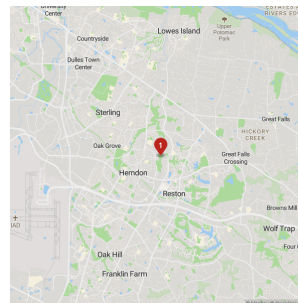


Town of Herndon AGOL
Stormwater Facility Dashboard

Details

Type of Project	Refurbishment
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Location



Benefit to the Community

The Department of Public Works is responsible for the maintenance and repair of the stormwater drainage system within the town. The town's storm drainage systems goes directly into our streams and drains into the Potomac River. The Potomac River is an important drinking water supply and drains into the Chesapeake Bay. The stormwater structures will help reduce



nutrient and pollutant loads reaching our water system. Upgrades and retrofits will improve the effectiveness of the various structures the Town maintains.

Costs Efficiencies / Cost Benefit Analysis

Proactive annual maintenance will help minimize the larger financial impact of larger restoration efforts to return stormwater facilities to the original condition.

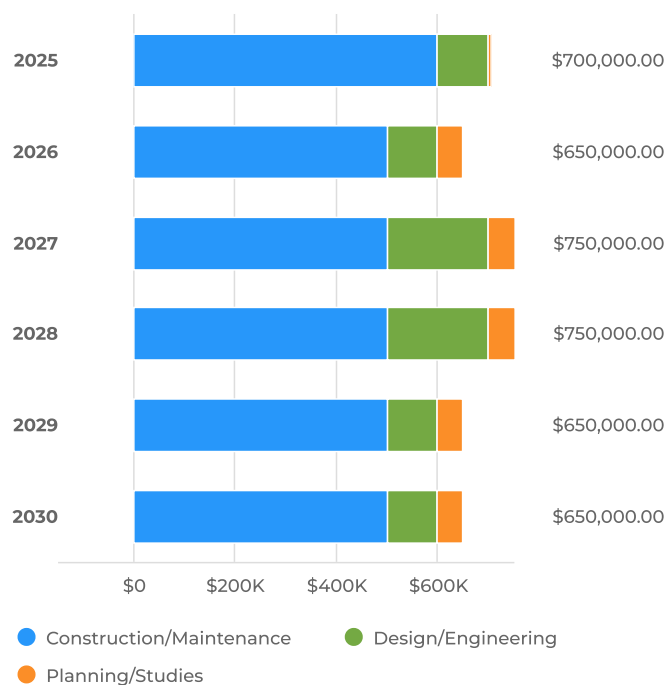
Capital Cost

FY2025 Budget
\$700,000

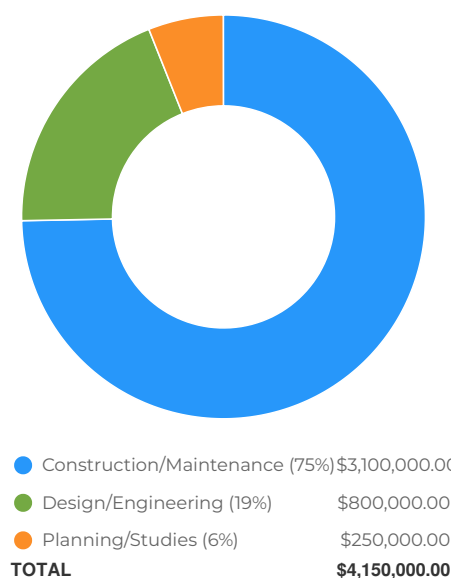
Total Budget (all years)
\$4.15M

Project Total
\$4.15M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Planning/Studies		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Design/Engineering	\$100,000	\$100,000	\$200,000	\$200,000	\$100,000	\$100,000	\$800,000
Construction/Maintenance	\$600,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,100,000
Total	\$700,000	\$650,000	\$750,000	\$750,000	\$650,000	\$650,000	\$4,150,000



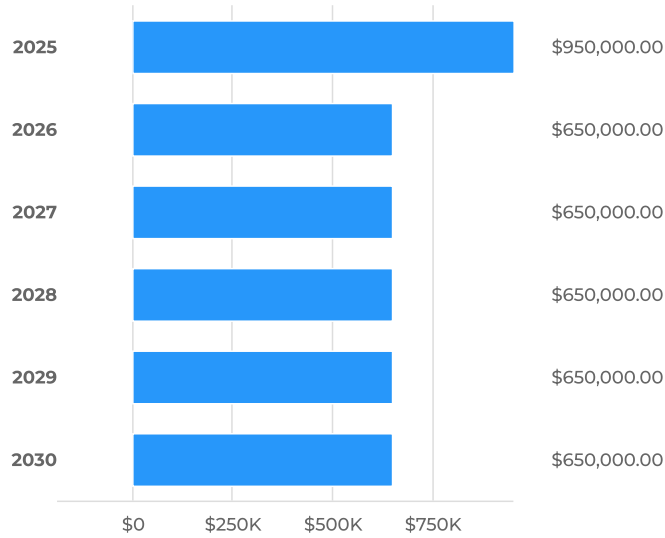
Funding Sources

FY2025 Budget
\$950,000

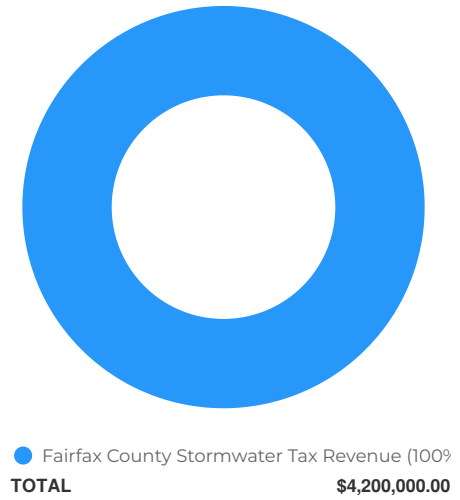
Total Budget (all years)
\$4.2M

Project Total
\$4.2M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Fairfax County Stormwater Tax Revenue	\$950,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$4,200,000
Total	\$950,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$4,200,000



Operational Costs

FY2025 Budget

\$1

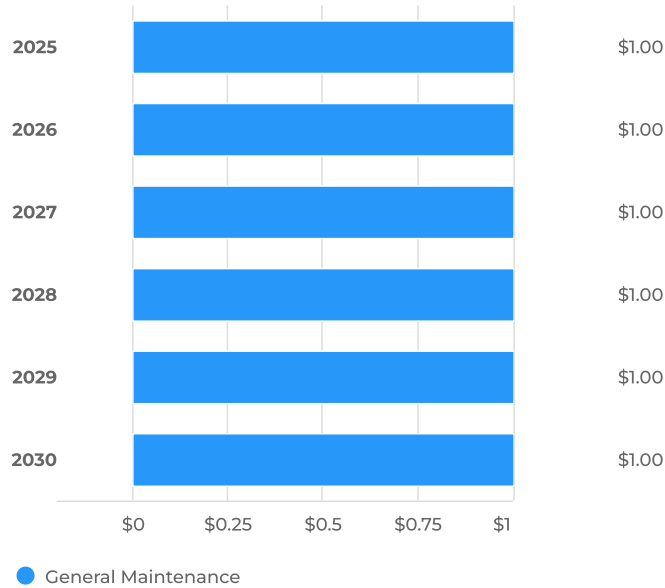
Total Budget (all years)

\$6

Project Total

\$6

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
General Maintenance	\$1	\$1	\$1	\$1	\$1	\$1	\$6
Total	\$1	\$1	\$1	\$1	\$1	\$1	\$6



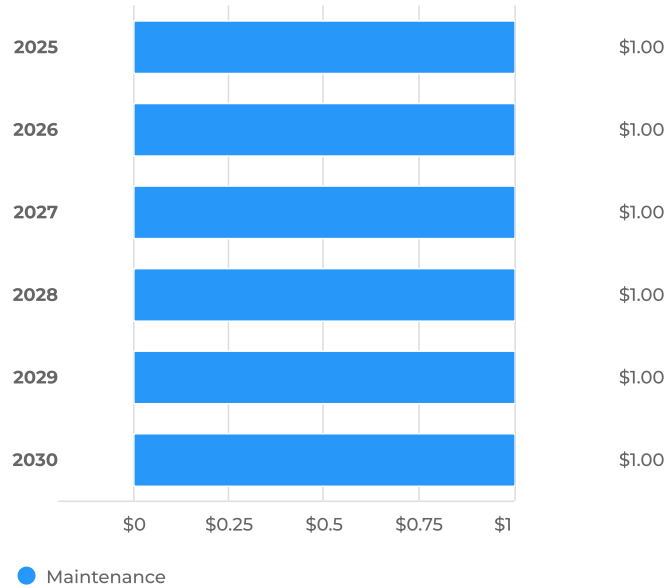
Cost Savings

FY2025 Budget
\$1

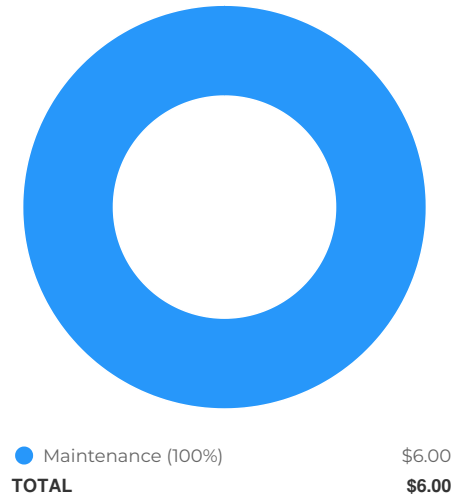
Total Budget (all years)
\$6

Project Total
\$6

Cost Savings by Year (Proposed)



Cost Savings for Budgeted Years (Proposed)



Cost Savings Breakdown

Cost Savings	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Maintenance	\$1	\$1	\$1	\$1	\$1	\$1	\$6
Total	\$1	\$1	\$1	\$1	\$1	\$1	\$6



This requests information is generated from , Proposed Version.

Stream Restoration Program

Overview

Request Owner	Lawrence Latour
Est. Start Date	07/01/2023
Est. Completion Date	06/28/2030
Department	Public Works
Type	Capital Improvement
Project Number	5-SM-18-002

Description

The Town has begun a stream restoration program to address the erosion and damage to the streams with the goal of restoring the streams to their natural condition and improving environmental integrity. The program addresses a regional mandate to improve the Chesapeake Bay with reduction to the Total Maximum Daily Load (TMDL) of nutrients. TMDL targets have been set for the jurisdictions by Virginia DEQ. Stream restoration projects produce the greatest reduction of TMDLs when compared to similar projects. The first stream restoration project, Sugarland Run South Stream Restoration, began construction in FY23 and will be completed before the end of FY24. In FY24, the Town and Fairfax County created an agreement for the Sugarland Run North Stream Restoration project which will be funded through the existing tri-party Cooperative Agreement with Fairfax County, Town of Vienna and the Town of Herndon. The project is estimated to cost three million nine hundred and sixteen thousand dollars (\$3,916,000).

In FY26, the Town will perform a study to update the condition assessment for all public streams. The condition assessment will identify the next highest priority reach of stream to rehabilitate. The goal is to design a new section of stream each fiscal year with the corresponding construction occurring the following fiscal year. Such that, a design and construction will occur each fiscal year until all sections of degraded stream in the Town have been restored.

Images



Sugarland Run South Stream Restoration Project Overview



Sugarland Run South Post Construction

Sugarland Run South Post Construction



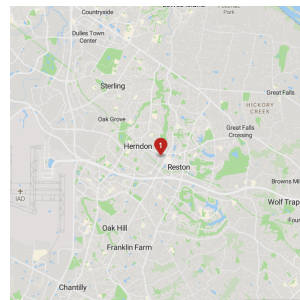
Sugarland Run South Pre-Construction

Sugarland Run South Pre-Construction

Details

Type of Project Refurbishment

Location



Benefit to the Community

Although minor clearing is needed to access and install stream restoration structures, natural restoration is extremely important to the success of a stream restoration project. Current and future project areas will be restored using native grasses, plants, shrubs, and trees. These species will increase bank stabilization while also providing necessary habitat for the local fauna. The new stream restoration will improve water quality in the area and decrease the risk of flooding. The short-term impact of the stream restoration will provide decades of long-term environmental improvement to a heavily degraded portion of stream.

Costs Efficiencies / Cost Benefit Analysis

Except for the comprehensive condition assessment study of Town streams in FY27, all future stream restoration design and construction projects will be funded through the existing tri-party Cooperative Agreement with Fairfax County, Town of Vienna and the Town of Herndon. Each stream project will also attempt to acquire SLAF grant funding from DEQ. The comprehensive condition assessment study will be funded through the Stormwater Account.



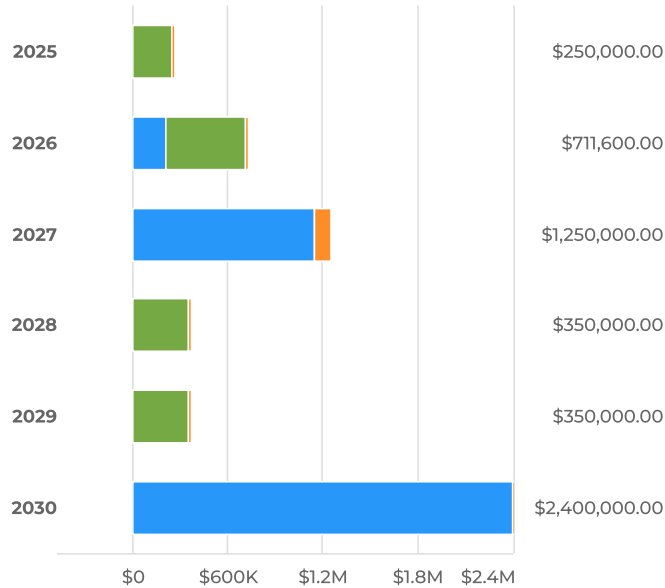
Capital Cost

FY2025 Budget
\$250,000

Total Budget (all years)
\$5.312M

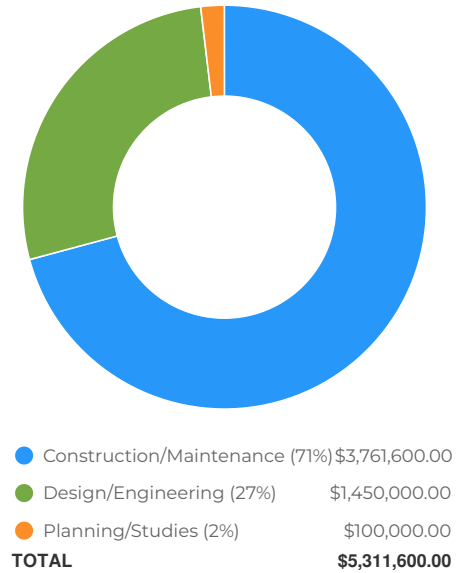
Project Total
\$5.312M

Capital Cost by Year (Proposed)



● Construction/Maintenance ● Design/Engineering
● Planning/Studies

Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Planning/Studies			\$100,000				\$100,000
Design/Engineering	\$250,000	\$500,000		\$350,000	\$350,000		\$1,450,000
Construction/Maintenance		\$211,600	\$1,150,000			\$2,400,000	\$3,761,600
Total	\$250,000	\$711,600	\$1,250,000	\$350,000	\$350,000	\$2,400,000	\$5,311,600



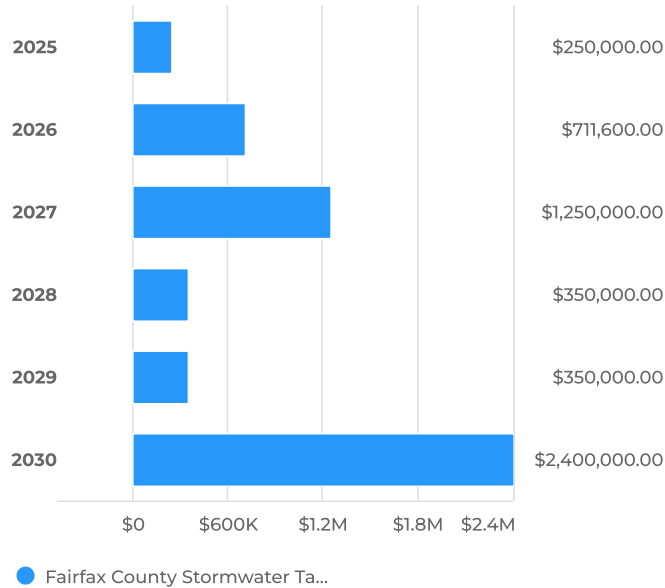
Funding Sources

FY2025 Budget
\$250,000

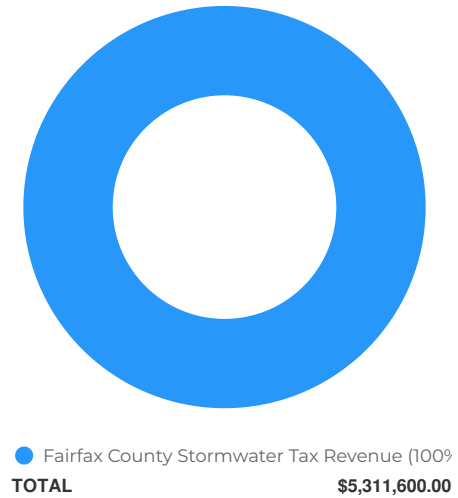
Total Budget (all years)
\$5.312M

Project Total
\$5.312M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Fairfax County Stormwater Tax Revenue	\$250,000	\$711,600	\$1,250,000	\$350,000	\$350,000	\$2,400,000	\$5,311,600
Total	\$250,000	\$711,600	\$1,250,000	\$350,000	\$350,000	\$2,400,000	\$5,311,600



This request information is generated from , Proposed Version.

Town Shop Underground Fuel Storage Tank Replacement

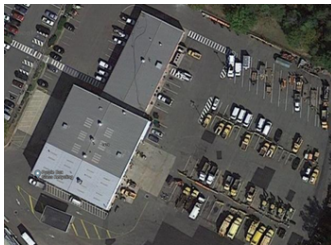
Overview

Request Owner	Randy Schell, Director Program & Project Management
Est. Start Date	01/27/2024
Est. Completion Date	06/07/2024
Department	Public Works
Type	Capital Improvement
Project Number	9-BD-22-003

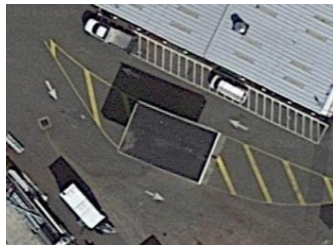
Description

This project provides for replacement of two 10,000 gallon underground fuel tanks located at the Town Shop facility at 1479 Sterling Road. These tanks were installed when the Town Shop facility was constructed and are nearing the end of their service lifespan. The tanks are used to fuel all town vehicles. A study is scheduled to be performed in FY2022 to identify any environmental concerns associated with the tank replacements and to provide additional budget

Images



Town Shop Underground Fuel Storage Tank Replacement



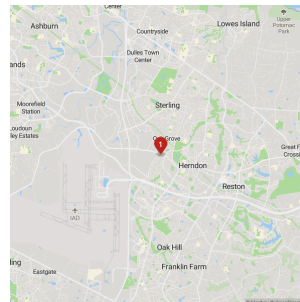
Underground Tanks



Details

Type of Project	Replacement
-----------------	-------------

Location



Benefit to the Community

Alternatives are being looked into to reduce the cost of replacement.

Cost Efficiencies/Cost Benefit Analysis

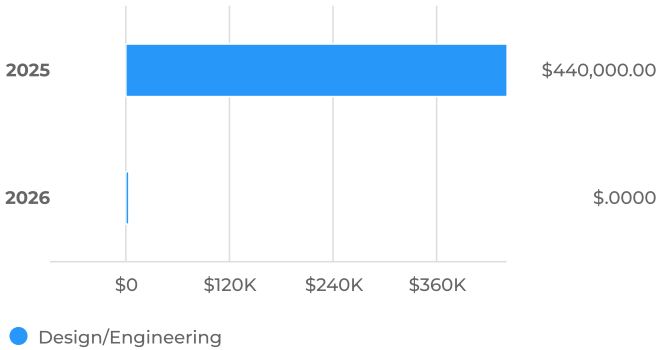


Having a fuel station for Town vehicles saves the tax payers money.

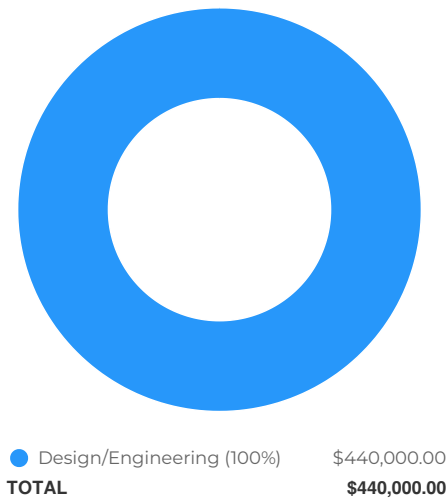
Capital Cost

FY2025 Budget	Total Budget (all years)	Project Total
\$440,000	\$440K	\$440K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



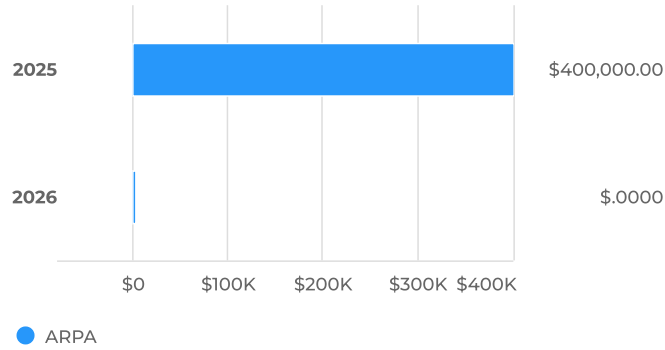
Capital Cost Breakdown			
Capital Cost	FY2025	FY2026	Total
Design/Engineering	\$440,000		\$440,000
Total	\$440,000		\$440,000



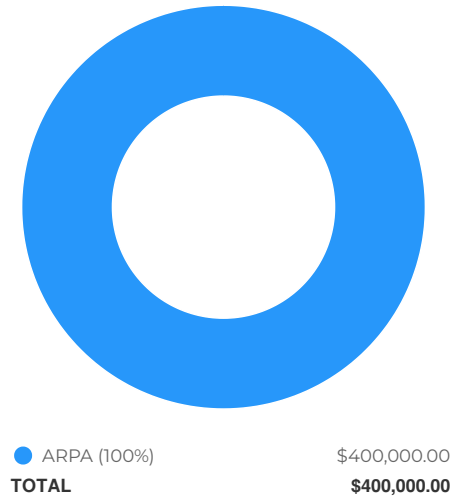
Funding Sources

FY2025 Budget	Total Budget (all years)	Project Total
\$400,000	\$400K	\$400K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown			
Funding Sources	FY2025	FY2026	Total
ARPA	\$400,000		\$400,000
Total	\$400,000		\$400,000



Operational Costs

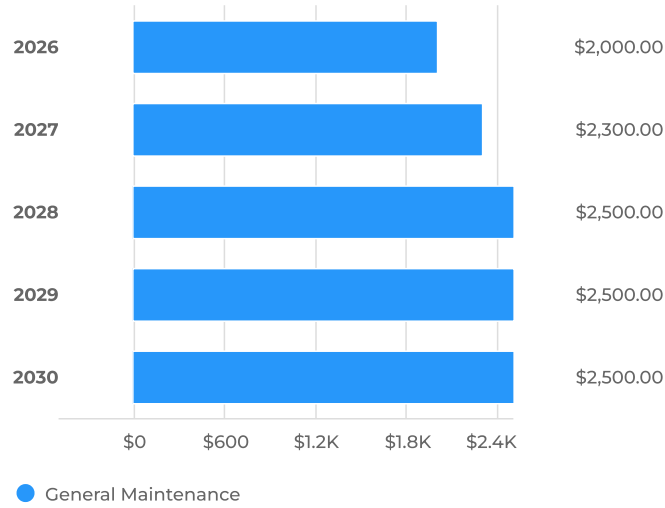
Total Budget (all years)

\$11.8K

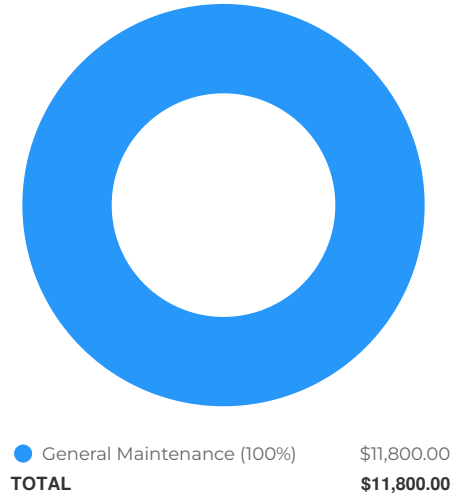
Project Total

\$11.8K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2026	FY2027	FY2028	FY2029	FY2030	Total
General Maintenance	\$2,000	\$2,300	\$2,500	\$2,500	\$2,500	\$11,800
Total	\$2,000	\$2,300	\$2,500	\$2,500	\$2,500	\$11,800



Cost Savings

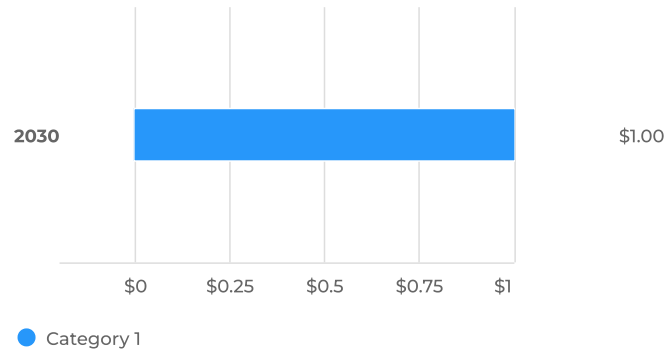
Total Budget (all years)

\$1

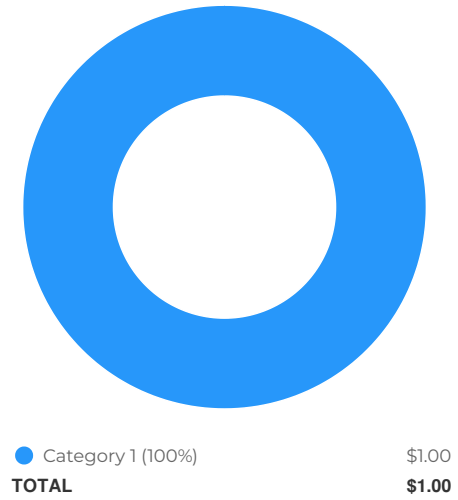
Project Total

\$1

Cost Savings by Year (Proposed)



Cost Savings for Budgeted Years (Proposed)



Cost Savings Breakdown		
Cost Savings	FY2030	Total
Category 1	\$1	\$1
Total	\$1	\$1



This requests information is generated from , Proposed Version.

Town-wide Security Improvements

Overview

Request Owner	Randy Schell, Director Program & Project Management
Department	Public Works
Type	Capital Improvement
Project Number	21-BD-21-001

Description

The initial most critical town building security improvements or upgrades as identified by the security consultant.

Herndon Municipal Center - \$415,000

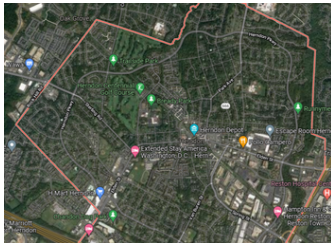
Town Hall - \$190,000

Public Works (1481 Sterling Road) - \$25,000

Herndon Community Center - \$70,000

TOTAL - \$700,000

Images



Townwide Security Improvements



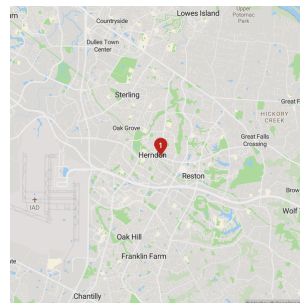
Security Camera



Details

Type of Project	New Construction
-----------------	------------------

Location



Benefit to the Community

Safer enviroment for customers and staff.



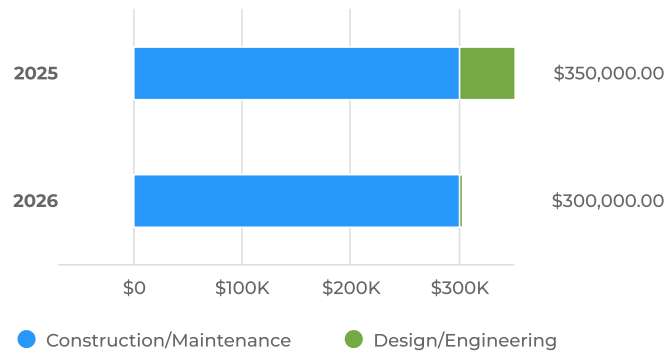
Cost Efficiencies/Cost Benefit Analysis

Cost of a life cannot be evaluated in a CBA.

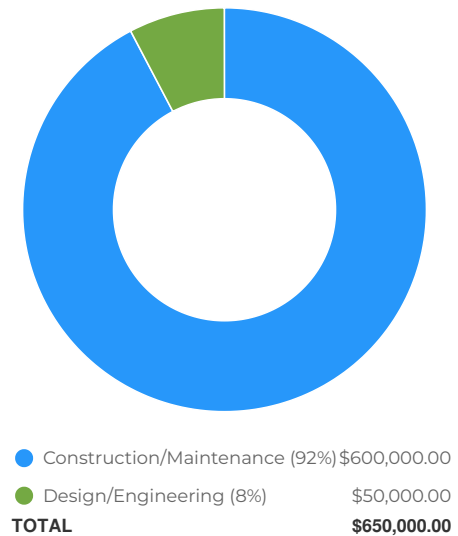
Capital Cost

FY2025 Budget	Total Budget (all years)	Project Total
\$350,000	\$650K	\$650K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown			
Capital Cost	FY2025	FY2026	Total
Design/Engineering	\$50,000		\$50,000
Construction/Maintenance	\$300,000	\$300,000	\$600,000
Total	\$350,000	\$300,000	\$650,000



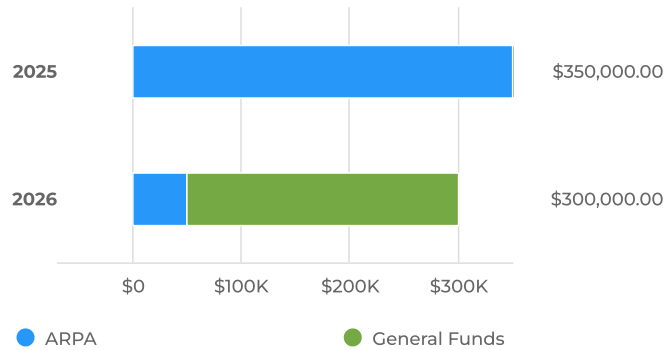
Funding Sources

FY2025 Budget
\$350,000

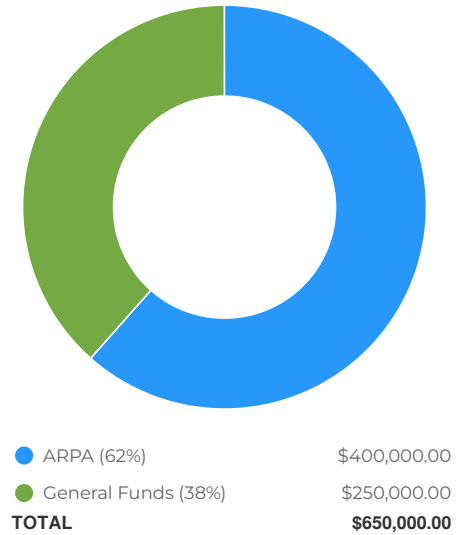
Total Budget (all years)
\$650K

Project Total
\$650K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	Total
General Funds		\$250,000	\$250,000
ARPA	\$350,000	\$50,000	\$400,000
Total	\$350,000	\$300,000	\$650,000



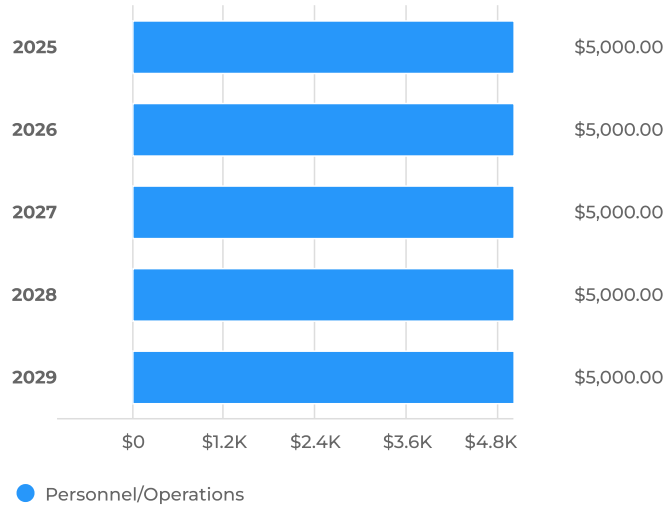
Operational Costs

FY2025 Budget
\$5,000

Total Budget (all years)
\$25K

Project Total
\$25K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2025	FY2026	FY2027	FY2028	FY2029	Total
Personnel/Operations	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000
Total	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000



Cost Savings

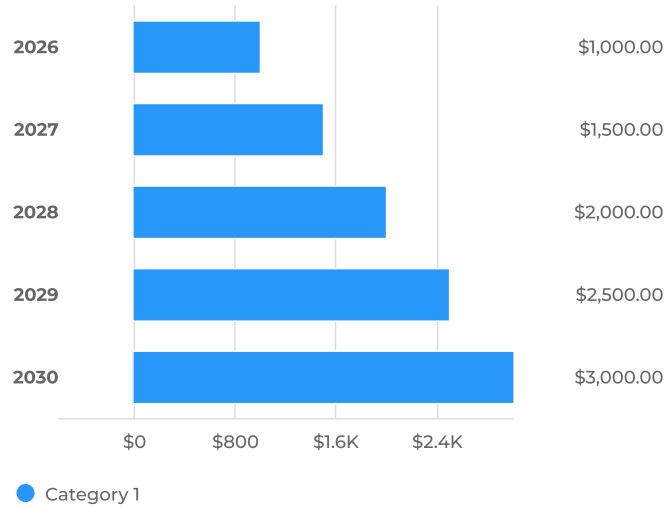
Total Budget (all years)

\$10K

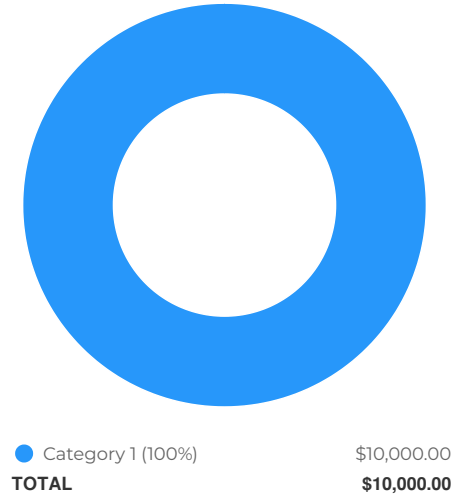
Project Total

\$10K

Cost Savings by Year (Proposed)



Cost Savings for Budgeted Years (Proposed)



Cost Savings Breakdown

Cost Savings	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Category 1	\$1,000	\$1,500	\$2,000	\$2,500	\$3,000	\$10,000
Total	\$1,000	\$1,500	\$2,000	\$2,500	\$3,000	\$10,000



SEWER SERVICE & MAINTENANCE REQUESTS



This request information is generated from , Proposed Version.

Sewer - Major Vehicles/Equipment

Overview

Request Owner	Mike Farr, Utility Manager
Est. Start Date	07/01/2026
Est. Completion Date	06/29/2029
Department	Sewer Service & Maintenance
Type	Capital Improvement
Project Number	15-SS-15-0001

Description

This program replaces older town vehicles and major equipment over \$50,000 on a phased basis in concert with their expected useful life. Timely replacement of vehicles and equipment avoids excessive repair costs, unacceptable down time and unsafe levels of operation. Procurement of vehicles and equipment is performed by IFB (Invitation for Bid) or use of state or local contracts. The following vehicles are scheduled for replacement:

A	BC	D
1 Vehicle	Year	Cost
2#446 CCTV Inspection Van	FY27	\$500,000
3#449 Small Jetter Truck	FY29	\$350,000
4	Total	\$850,000

Images



Small Jetter



CCTV Unit

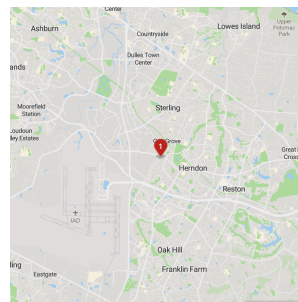


CCTV Unit

Details

Type of Project	Replacement
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Location



Benefit to the community



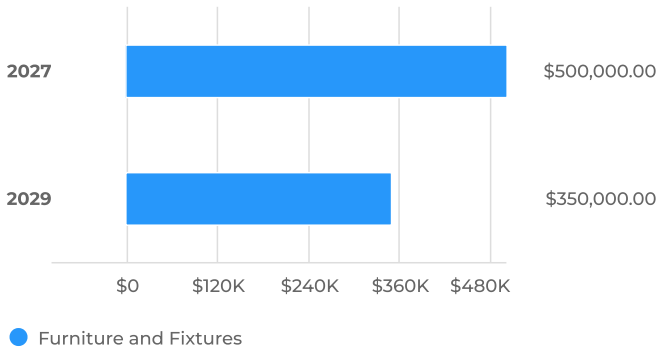
Vehicles & equipment allow staff to complete routine maintenance, respond to customer issues and respond to emergencies. This in turn reduces service disruptions and eliminates the potential for sewer overflows.

Capital Cost

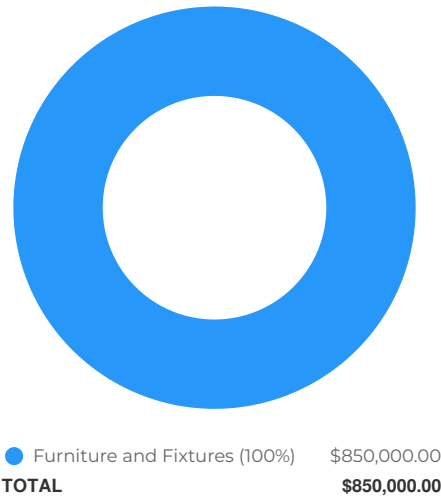
Total Budget (all years)
\$850K

Project Total
\$850K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown			
Capital Cost	FY2027	FY2029	Total
Furniture and Fixtures	\$500,000	\$350,000	\$850,000
Total	\$500,000	\$350,000	\$850,000



Funding Sources

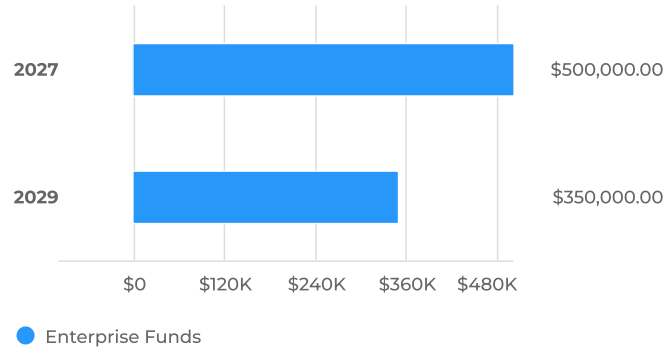
Total Budget (all years)

\$850K

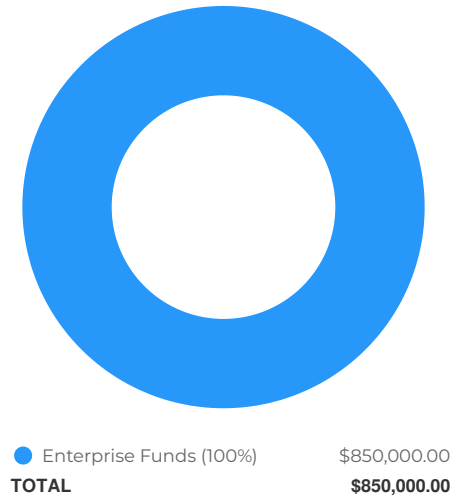
Project Total

\$850K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2027	FY2029	Total
Enterprise Funds	\$500,000	\$350,000	\$850,000
Total	\$500,000	\$350,000	\$850,000

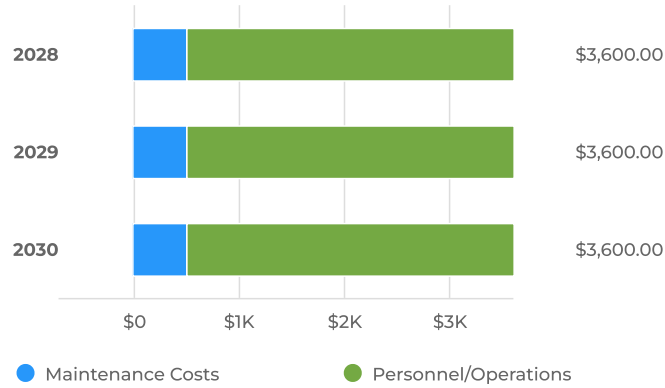


Operational Costs

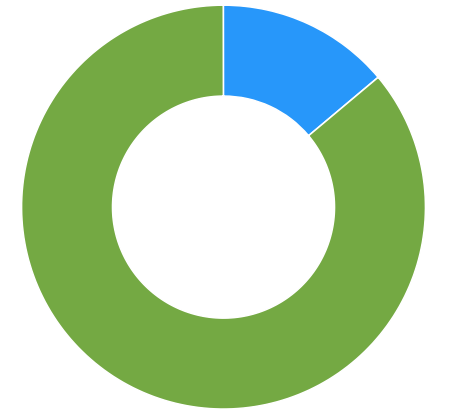
Total Budget (all years)
\$10.8K

Project Total
\$10.8K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



● Maintenance Costs (14%) \$1,500.00
 ● Personnel/Operations (86%) \$9,300.00
TOTAL \$10,800.00

Operational Costs Breakdown

Operational Costs	FY2028	FY2029	FY2030	Total
Maintenance Costs	\$500	\$500	\$500	\$1,500
Personnel/Operations	\$3,100	\$3,100	\$3,100	\$9,300
Total	\$3,600	\$3,600	\$3,600	\$10,800



This requests information is generated from , Proposed Version.

Sewer Capacity Purchase

Overview

Request Owner	Mike Farr, Utility Manager
Est. Start Date	06/30/2028
Est. Completion Date	06/01/2030
Department	Sewer Service & Maintenance
Type	Capital Improvement
Project Number	06-SS-15-003

Description

This program provides for additional treatment capacity allocations at Fairfax County's Noman Cole Wastewater Treatment Plant in Lorton. The Town's existing capacity allotment is nearly fully utilized. The Town has indicated a desire to have the necessary capacity allotments ahead of forthcoming development and redevelopment. The Utility Master Plan prepared by the town's consultant recommends acquiring additional capacity. Based on preliminary discussions with Fairfax County staff, the current cost estimate for 1.0 million gallons per day of treatment capacity is \$25 million.

Images



Town of Herndon Survey

Details

Type of Project Other

Location



Benefit to the community

This ensures treatment capacity is available to meet the needs for new development without impacting the capacity already allowed for existing customers.



Sewer Main Relining and Manhole Rehab Program

Overview

Request Owner	Mike Farr, Utility Manager
Est. Start Date	08/01/2024
Est. Completion Date	06/01/2030
Department	Sewer Service & Maintenance
Type	Capital Improvement
Project Number	06-SS-13-001

Description

The sewer conveyance system requires constant maintenance to prevent costly, unnecessary repairs and sanitation hazards due to infrastructure failures and sewer main deterioration. Fiscal year savings are generated from the infiltration and inflow (I&I) reduction, which reduces sewer conveyance and treatment costs. After surveying our largest trunk line, sections were identified to be in less than favorable condition; I&I, tree roots, deterioration, etc. This will be the focus of our program over the next few years. Other sewer main and manhole rehabilitation may be added to the list when identified in future sewer system surveys. Future efforts will focus on other trunk lines and collector pipelines.

A	B	C
1 Project Area	Year	Cost
2 Folly Lick Sewer Shed (Golf Course)	FY25	500
3 Sugarland Run Sewer Shed Area	FY26	1000
4 TBD	FY27	500
5 TBD	FY28	600
6 TBD	FY29	700
7 TBD	FY30	800

Images



premanhole rehab

Sewer manhole with roots, I&I, etc.

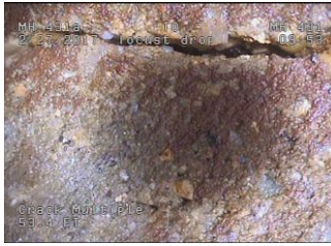


premanhole rehab

Sewer manhole with roots, I&I, etc.



postmanhole rehab



prelining

Sewer main with structural failure (crack in pipe wall). View is from an internal inspection



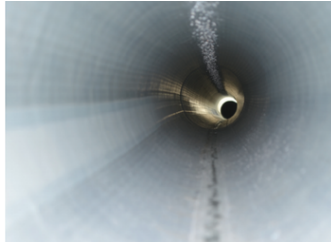
prelining

Sewer main with structural failure (hole in pipe) View is from an internal inspection.



prelining

Sewer main with structural failure (root penetration). View is from an internal inspection.



postlining

End result from CIPP (cured in place pipe)



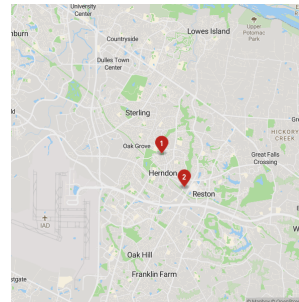
sample work zone

Details

Type of Project

Refurbishment

Location



Benefit to the community

This program increases the life of the asset by 50+ years. In addition, this reduces the I&I (Infiltration and Inflow) of ground water, which in turn reduces treatment cost for the unwanted water. This also eliminates obstructions such as roots which could lead to surcharges. The work is trenchless (no excavation), which is much less expensive and disruptive (both with service and traffic) than an excavation project.



Capital Cost

FY2025 Budget
\$500,000

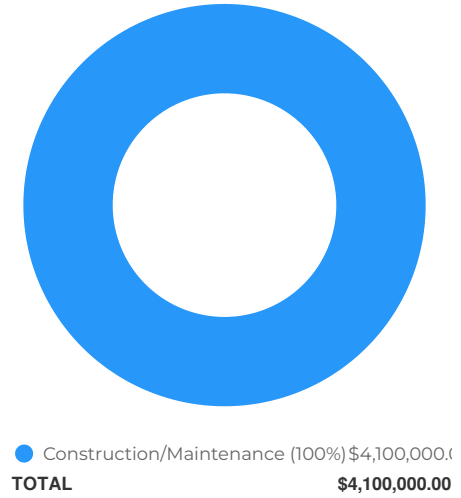
Total Budget (all years)
\$4.1M

Project Total
\$4.1M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Construction/Maintenance	\$500,000	\$1,000,000	\$500,000	\$600,000	\$700,000	\$800,000	\$4,100,000
Total	\$500,000	\$1,000,000	\$500,000	\$600,000	\$700,000	\$800,000	\$4,100,000



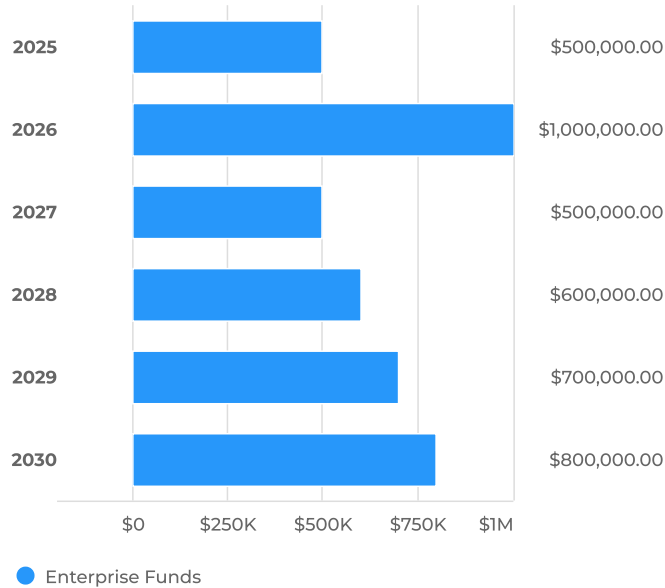
Funding Sources

FY2025 Budget
\$500,000

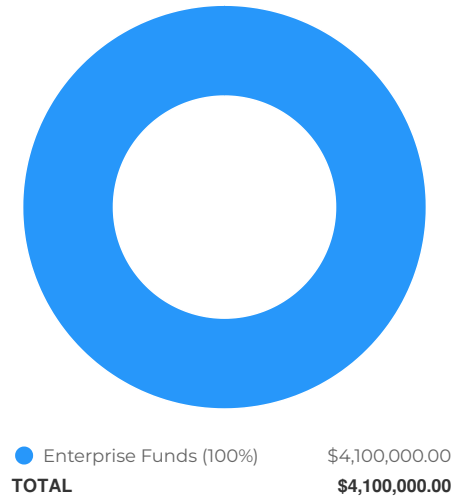
Total Budget (all years)
\$4.1M

Project Total
\$4.1M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Enterprise Funds	\$500,000	\$1,000,000	\$500,000	\$600,000	\$700,000	\$800,000	\$4,100,000
Total	\$500,000	\$1,000,000	\$500,000	\$600,000	\$700,000	\$800,000	\$4,100,000



Operational Costs

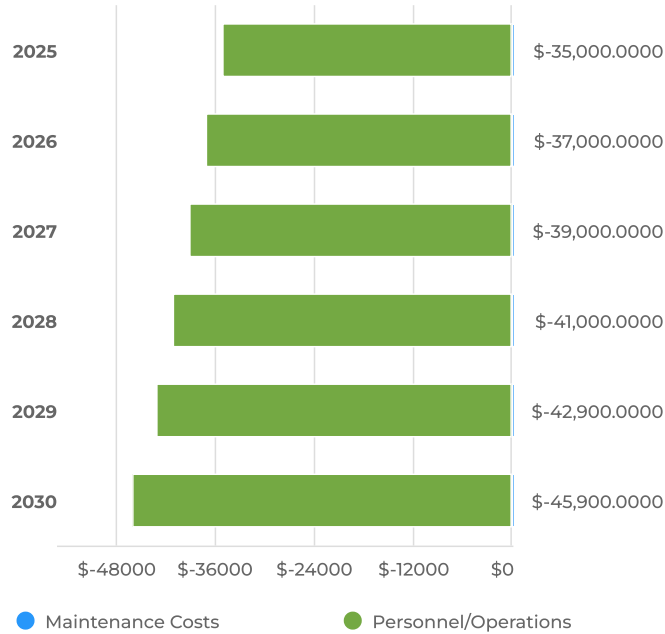
Total Budget (all years)

\$-240800

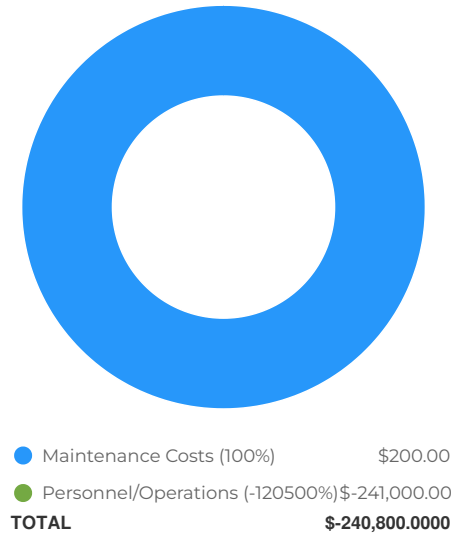
Project Total

\$-240800

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



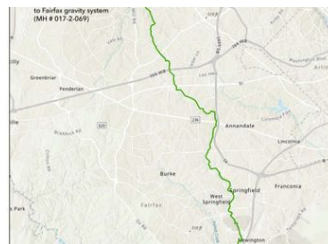
Operational Costs Breakdown							
Operational Costs	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Maintenance Costs					\$100	\$100	\$200
Personnel/Operations	-\$35,000	-\$37,000	-\$39,000	-\$41,000	-\$43,000	-\$46,000	-\$241,000
Total	-\$35,000	-\$37,000	-\$39,000	-\$41,000	-\$42,900	-\$45,900	-\$240,800



Sewer System Conveyance

Request Owner	Mike Farr, Utility Manager
Est. Start Date	06/30/2025
Est. Completion Date	07/01/2027
Department	Sewer Service & Maintenance
Type	Capital Improvement
Project Number	12-WS-15-004

Sewer Force Main - \$6,000,000.



Type of Project New Construction



Benefit to the community

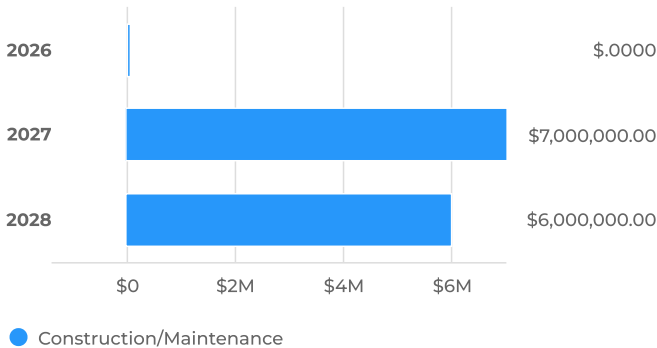
This assists with the conveyance of new development flows and with reducing the amount of sewage entering the Blue Plains PI (Potomac Interceptor). The redirection of flows in a joint project with Fairfax County ensures the flows entering the PI allocations are not exceeded.

Capital Cost

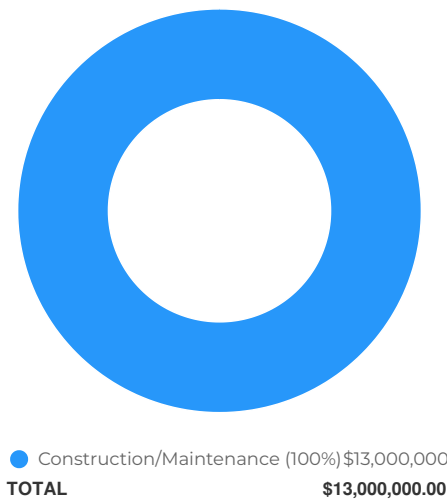
Total Budget (all years)
\$13M

Project Total
\$13M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown				
Capital Cost	FY2026	FY2027	FY2028	Total
Construction/Maintenance	\$0	\$7,000,000	\$6,000,000	\$13,000,000
Total	\$0	\$7,000,000	\$6,000,000	\$13,000,000



Funding Sources

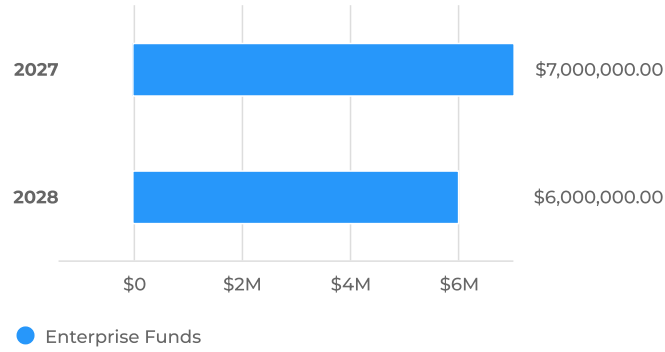
Total Budget (all years)

\$13M

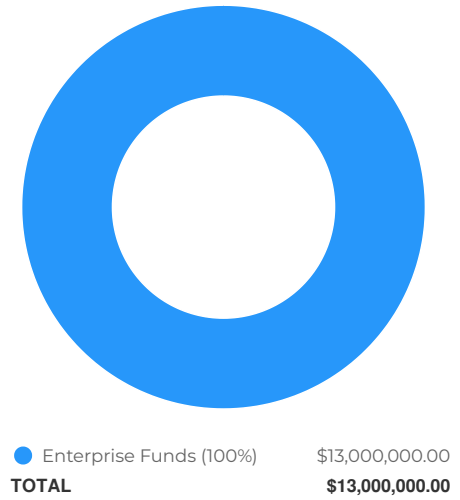
Project Total

\$13M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown			
Funding Sources	FY2027	FY2028	Total
Enterprise Funds	\$7,000,000	\$6,000,000	\$13,000,000
Total	\$7,000,000	\$6,000,000	\$13,000,000

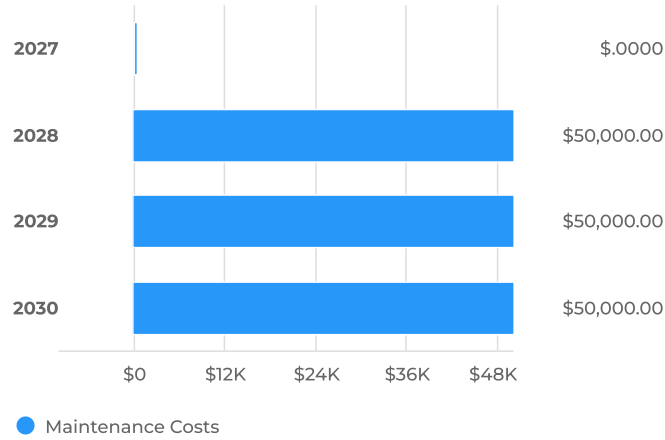


Operational Costs

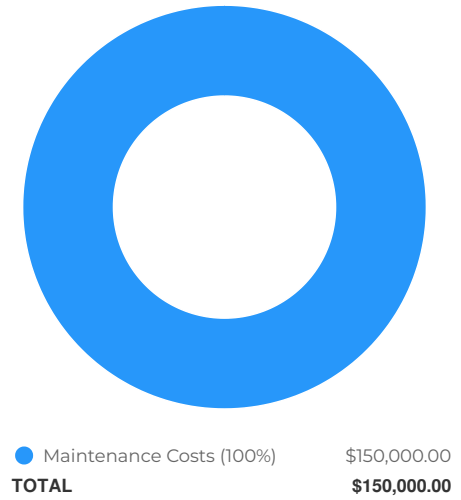
Total Budget (all years)
\$150K

Project Total
\$150K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown					
Operational Costs	FY2027	FY2028	FY2029	FY2030	Total
Maintenance Costs	\$0	\$50,000	\$50,000	\$50,000	\$150,000
Total	\$0	\$50,000	\$50,000	\$50,000	\$150,000



This request information is generated from , Proposed Version.

Sewer Utility Master Plan Improvements

Overview

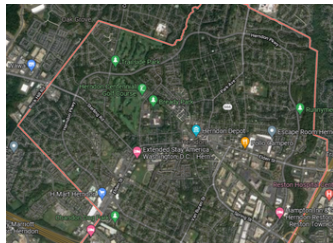
Request Owner	Mike Farr, Utility Manager
Est. Start Date	08/01/2024
Est. Completion Date	07/01/2026
Department	Sewer Service & Maintenance
Type	Capital Improvement
Project Number	06-SS-15-002

Description

This program provides for major component construction and upgrades to the sewer conveyance system. As a result of the Herndon Transit-Oriented Core (HTOC), Downtown Master Plan (DTMP), Overlay Districts, and rezoning cases, sewer system construction and upgrades will be targeted to provide sufficient capacity within the Town's sewer mains and trunk lines. The majority of improvements will be localized to the Herndon Parkway area near the proposed Metrorail Station, while additional improvements may be required elsewhere. The town's engineering consultant submitted a Utility Master Plan (UMP) with an extended outlook (2040) for expected improvements needed to meet current and future needs.

- Spring Down sewer shed wastewater conveyance pipe upsizing, approximately 3,500' per the UMP (Utility Master Plan). This includes a replacement meter for flow monitoring.
- UMP update \$300K

Images

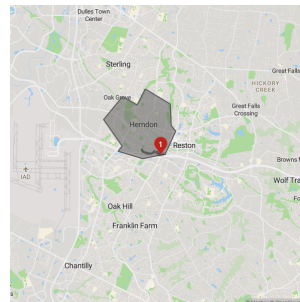


UMP Improvements

Details

Type of Project	Replacement
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Location



Benefit to the community



This assists with the conveyance of new development flows in the HTOC area. This also replaces assets that have exceeded half of their life expectancy.

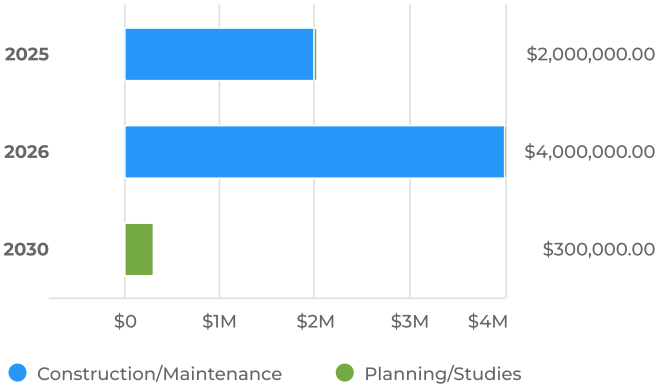
Capital Cost

FY2025 Budget
\$2,000,000

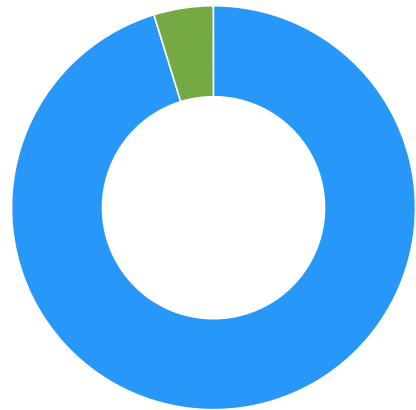
Total Budget (all years)
\$6.3M

Project Total
\$6.3M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Construction/Maintenance (95%) \$6,000,000.00

Planning/Studies (5%) \$300,000.00

TOTAL \$6,300,000.00

Capital Cost Breakdown				
Capital Cost	FY2025	FY2026	FY2030	Total
Planning/Studies			\$300,000	\$300,000
Construction/Maintenance	\$2,000,000	\$4,000,000		\$6,000,000
Total	\$2,000,000	\$4,000,000	\$300,000	\$6,300,000



Funding Sources

FY2025 Budget

\$2,000,000

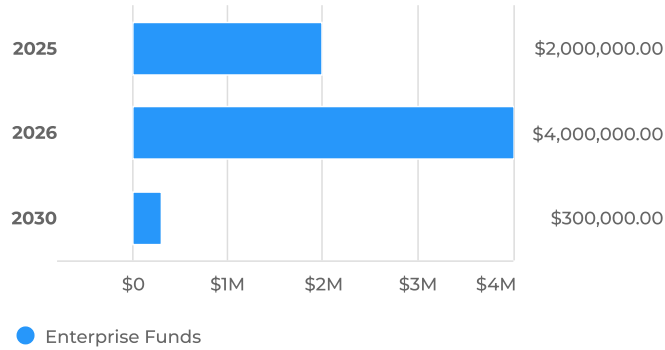
Total Budget (all years)

\$6.3M

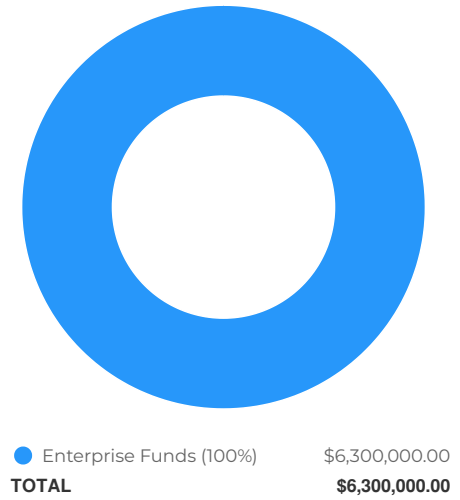
Project Total

\$6.3M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2030	Total
Enterprise Funds	\$2,000,000	\$4,000,000	\$300,000	\$6,300,000
Total	\$2,000,000	\$4,000,000	\$300,000	\$6,300,000



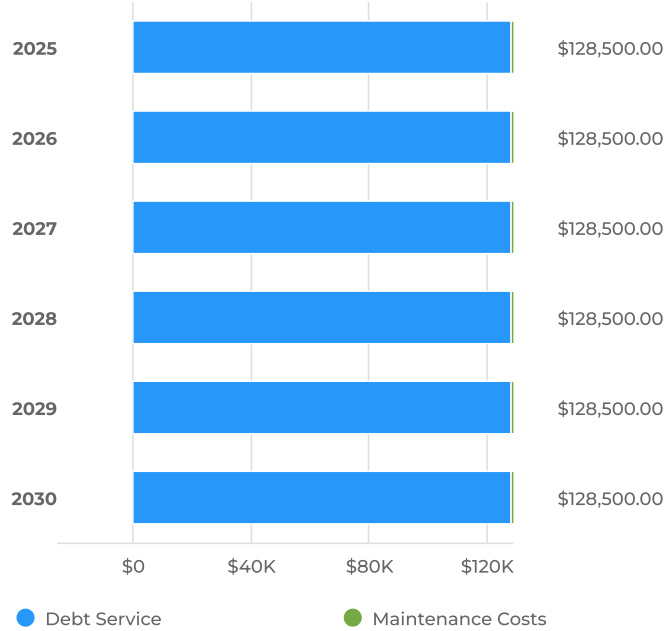
Operational Costs

FY2025 Budget
\$128,500

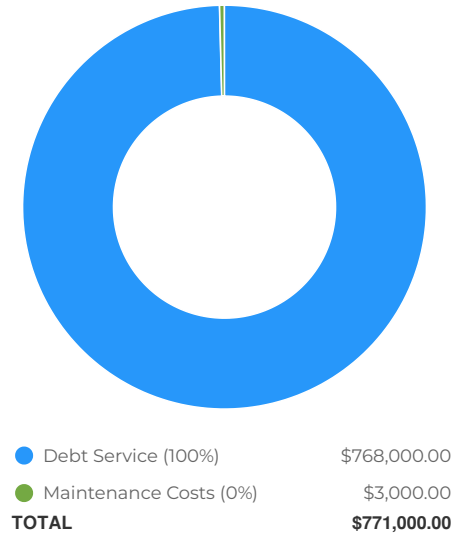
Total Budget (all years)
\$771K

Project Total
\$771K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Maintenance Costs	\$500	\$500	\$500	\$500	\$500	\$500	\$3,000
Debt Service	\$128,000	\$128,000	\$128,000	\$128,000	\$128,000	\$128,000	\$768,000
Total	\$128,500	\$128,500	\$128,500	\$128,500	\$128,500	\$128,500	\$771,000



WATER SUPPLY & MAINTENANCE REQUESTS



General Water Maintenance and Replacement

Overview

Request Owner	Mike Farr, Utility Manager
Est. Start Date	08/01/2024
Est. Completion Date	06/30/2025
Department	Water Supply & Maintenance
Type	Capital Improvement
Project Number	12-WS-96-001

Description

This program provides for major component replacement of the water distribution system. Major maintenance and replacement of system mains and facilities will be phased and prioritized based on pipe age, material, and localized General Fund projects, thus reducing the adverse impacts caused by frequent outages and the cost premiums experienced from system failure repairs. Increased frequency of water main breaks, funding, and re-prioritization of nearby General Fund projects may cause the replacement order to change as needed.

Project	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Wilshire Drive - Alabama Dr. to Magnolia Lane	3135						3135
Crestview Drive HPW to Boundary & Lisa Court		2351					2351
Monroe Street - Elden Street to Oak Street	890						890
Nash St.- Fairfax Ln to Spring St with Bowers Ln	1122						1122
Florida Ave - Bruce Court -Archer Court	292	2915					3207
Patrick Dr/Pickett Ln - Palmer Dr to Alabama		307	3067				3374
Miss/Calhoun/Stuart to Missouri/Missouri AtoPW			410	4099			4509
Park Ridge Garden Apartments				302	3018		3320
Herndon Parkway Ferndale Ave to Cavalier Drive (New)					200	2000	2200
TBD							0
TOTAL	5439	5573	3477	4401	3218	2000	24108

Images



water main break

This type of water surfacing (pavement failure occurs as well) when a larger pipe has a failure or the failure is from an actual hole in the pipe



water main break

cast iron pipe with a typical circular crack



water main break

Typical repair (stainless steel clamp). Note this is only used on the typical circular crack



Water Main Break

Improper Bedding during Installation contributed to the failure



Water Main Break

This is a typical picture of water surfacing when a main water line fails



water main break

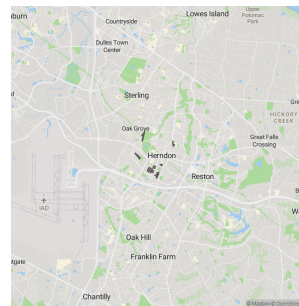
The hole was a result of corrosion. This can occur from corrosive soils, less than optimal material, protective coating was damaged during installation, etc. New standards have the main wrapped with a polywrap

Details

Type of Project

Replacement

Location



Benefit to the community

This is to ensure reliable delivery of safe, high quality drinking water to customers and visitors. As well as maintaining system pressure for fire suppression.



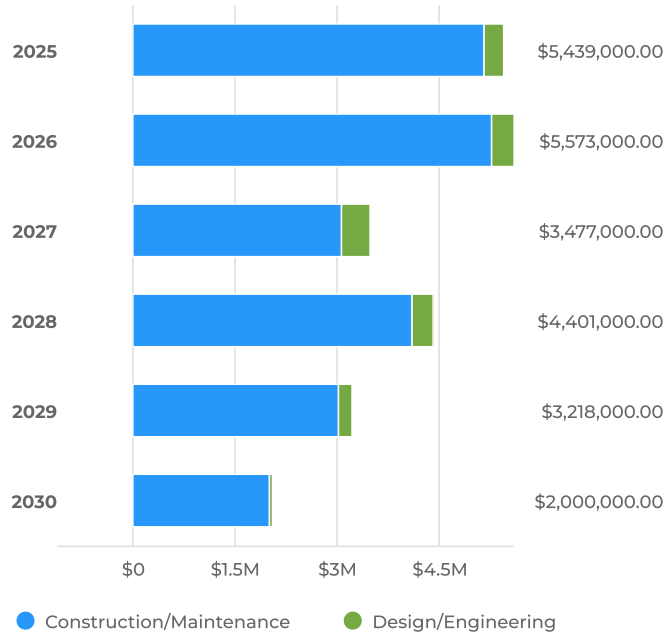
Capital Cost

FY2025 Budget
\$5,439,000

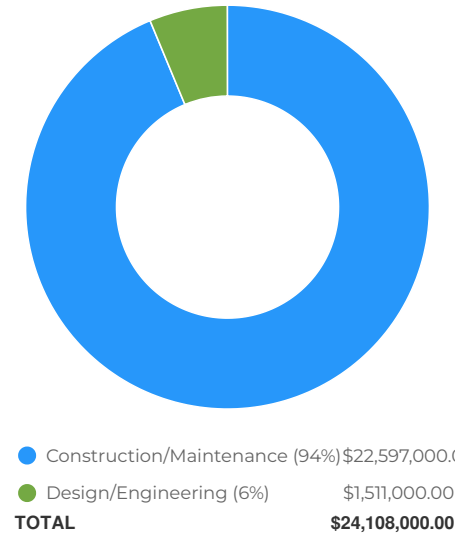
Total Budget (all years)
\$24.108M

Project Total
\$24.108M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Design/Engineering	\$292,000	\$307,000	\$410,000	\$302,000	\$200,000		\$1,511,000
Construction/Maintenance	\$5,147,000	\$5,266,000	\$3,067,000	\$4,099,000	\$3,018,000	\$2,000,000	\$22,597,000
Total	\$5,439,000	\$5,573,000	\$3,477,000	\$4,401,000	\$3,218,000	\$2,000,000	\$24,108,000



Funding Sources

FY2025 Budget

\$5,439,000

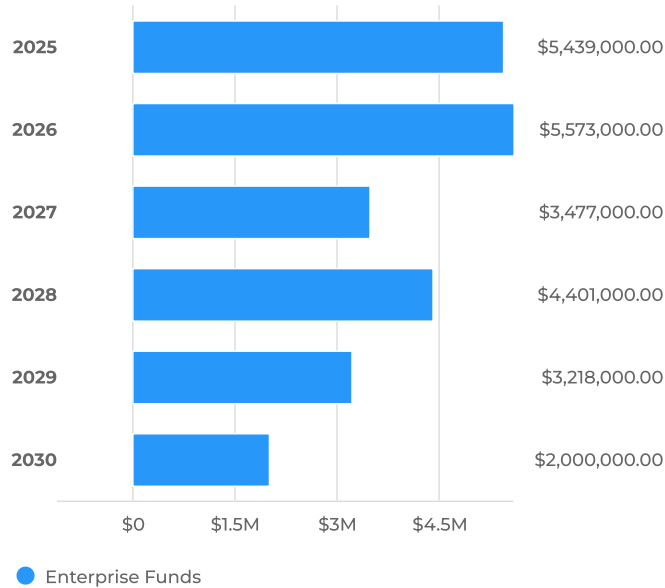
Total Budget (all years)

\$24.108M

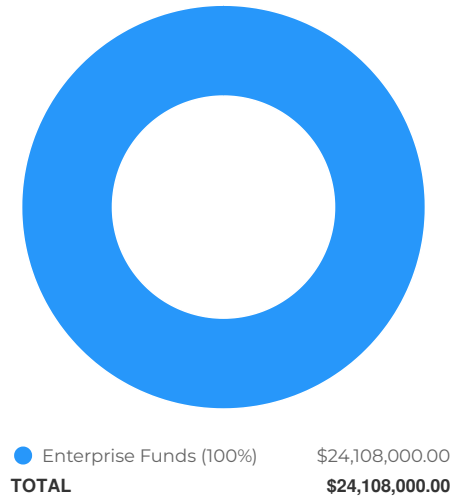
Project Total

\$24.108M

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Enterprise Funds	\$5,439,000	\$5,573,000	\$3,477,000	\$4,401,000	\$3,218,000	\$2,000,000	\$24,108,000
Total	\$5,439,000	\$5,573,000	\$3,477,000	\$4,401,000	\$3,218,000	\$2,000,000	\$24,108,000



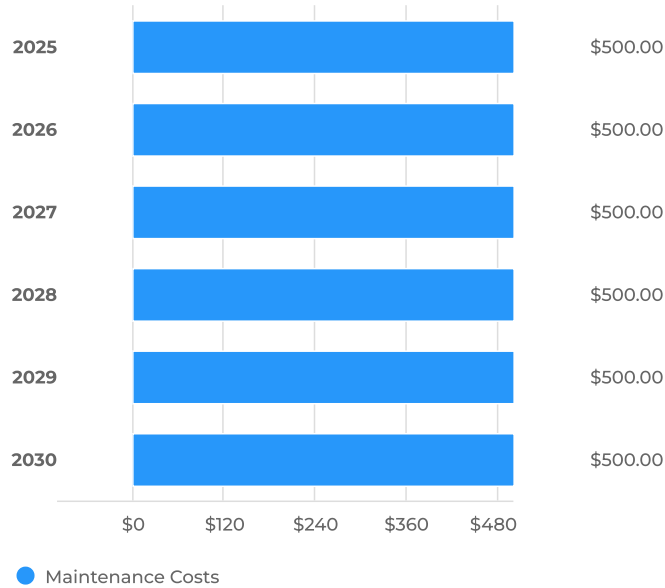
Operational Costs

FY2025 Budget
\$500

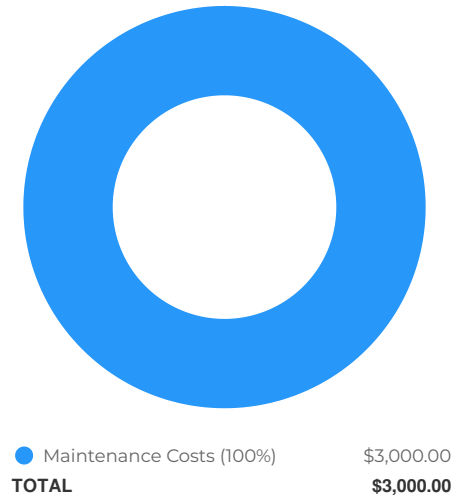
Total Budget (all years)
\$3K

Project Total
\$3K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Maintenance Costs	\$500	\$500	\$500	\$500	\$500	\$500	\$3,000
Total	\$500	\$500	\$500	\$500	\$500	\$500	\$3,000



This requests information is generated from , Proposed Version.

Lead & Copper Rule Revision Compliance

Overview

Request Owner	Mike Farr, Utility Manager
Est. Start Date	07/01/2024
Est. Completion Date	10/31/2024
Department	Water Supply & Maintenance
Type	Capital Improvement
Project Number	15-WS-12-005

Description

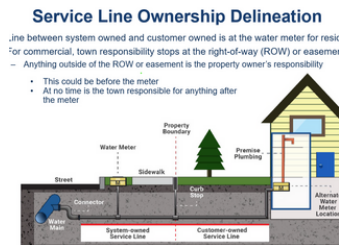
The Environmental Protection Agency (EPA) has recently revised its requirements to mitigate the presence of lead and copper in drinking water. The EPA has required monitoring of lead and copper content in drinking water since 1991. The town's water has been in compliance with safety standards since monitoring began. New EPA revisions, to go into effect in October 2024, are more stringent and establish the following improvements to existing regulatory requirements:

- Using science-based testing protocols to find more sources of lead in drinking water;
- Establishing a trigger level to jumpstart mitigation earlier and in more communities;
- For the first time, requiring testing in all schools and childcare facilities; and
- Requiring water systems to identify and make public the locations of lead service lines.

In FY25, the town will have a project to identify service lines as needed to meet requirements. We will also meet new testing requirements and, if needed, service line replacement.

Lead & Copper	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Service Line Inventory	600						600
Service Line Replacement		TBD	TBD	TBD			TBD
TOTAL	600	0	0	0	0	0	TBD

Images



Service Line

Details

Type of Project	Other
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Location



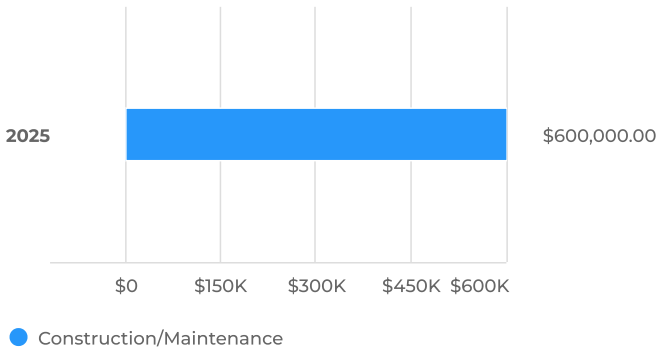
Benefit to the community

Continue to provide safe, high quality drinking water. This will be through testing, corrective action as needed, transparency, and a better informed customer.

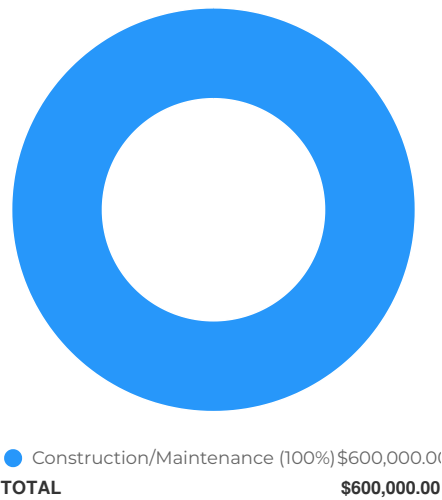
Capital Cost

FY2025 Budget	Total Budget (all years)	Project Total
\$600,000	\$600K	\$600K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown		
Capital Cost	FY2025	Total
Construction/Maintenance	\$600,000	\$600,000
Total	\$600,000	\$600,000



Funding Sources

FY2025 Budget

\$600,000

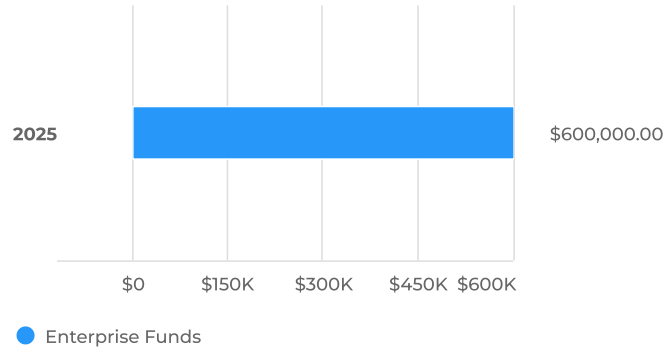
Total Budget (all years)

\$600K

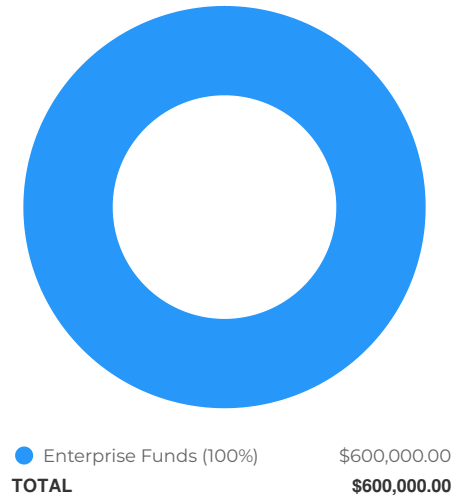
Project Total

\$600K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2025	Total
Enterprise Funds	\$600,000	\$600,000
Total	\$600,000	\$600,000



Operational Costs

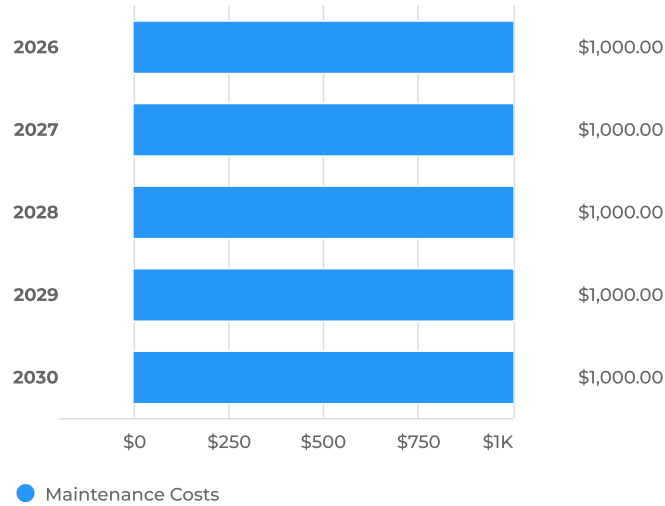
Total Budget (all years)

\$5K

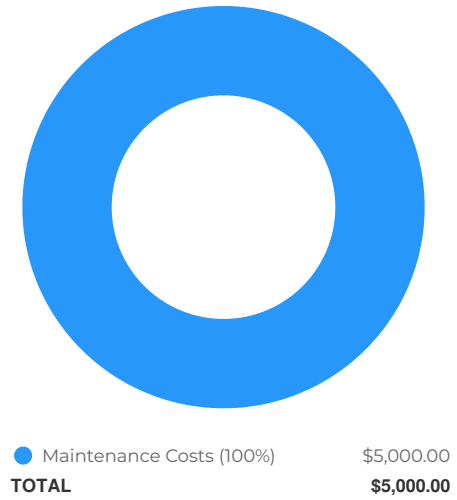
Project Total

\$5K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Maintenance Costs	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000
Total	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$5,000



This request information is generated from , Proposed Version.

Water - Major Vehicles/Equipment

Overview

Request Owner	Mike Farr, Utility Manager
Est. Start Date	07/01/2024
Est. Completion Date	07/01/2028
Department	Water Supply & Maintenance
Type	Capital Improvement
Project Number	15-WS-12-002

Description

This program replaces older town vehicles and major equipment over \$50,000 on a phased basis in concert with their expected useful life. Timely replacement of vehicles and equipment avoids excessive repair costs, unacceptable down time and unsafe levels of operation. Procurement of vehicles and equipment is performed by IFB (Invitation for Bid) or use of state or local contracts. The following vehicles are scheduled for replacement:

Vehicle	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Truck 325 Large Utility		336					336
Truck 326 Crew Cab Pickup		125					125
Truck 384 Crew Cab Pickup			125				125
Truck 327 Crew Cab Pickup			125				125
Truck 324 Large Dump			250				250
							0
TOTAL	0	0	461	500	0	0	961

Images



Large Utility Truck

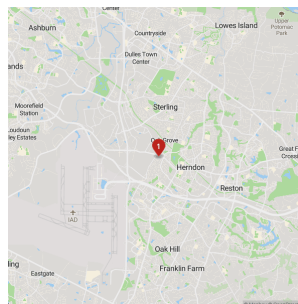


Large Utility Truck

Details

Type of Project	Replacement
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Location



Benefit to the community

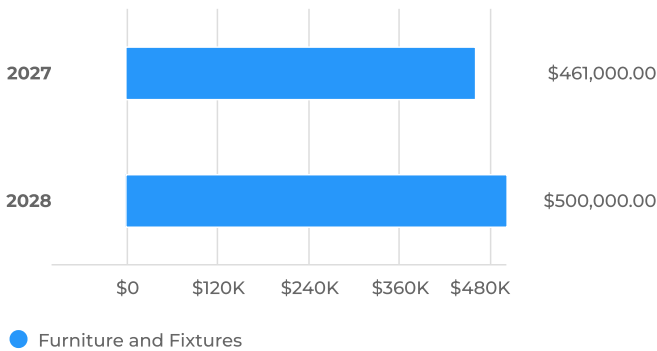
Vehicles & equipment allow staff to complete routine maintenance, respond to customer issues and respond to emergencies. This in turn reduces service disruptions and potential property damage. While ensuring customers have high quality water and pressures are maintained to meet fire suppression needs.

Capital Cost

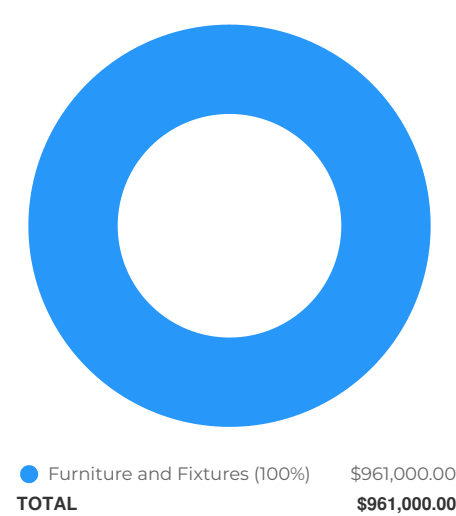
Total Budget (all years)
\$961K

Project Total
\$961K

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown			
Capital Cost	FY2027	FY2028	Total
Furniture and Fixtures	\$461,000	\$500,000	\$961,000
Total	\$461,000	\$500,000	\$961,000



Funding Sources

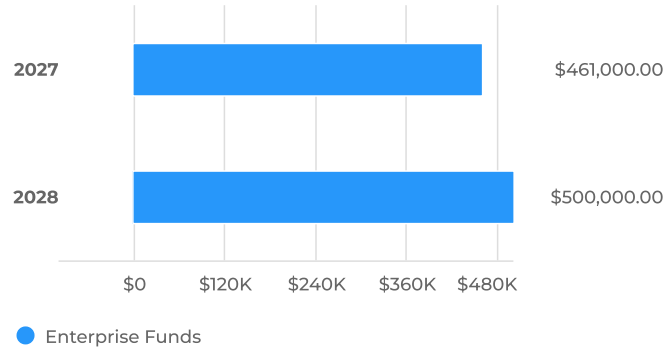
Total Budget (all years)

\$961K

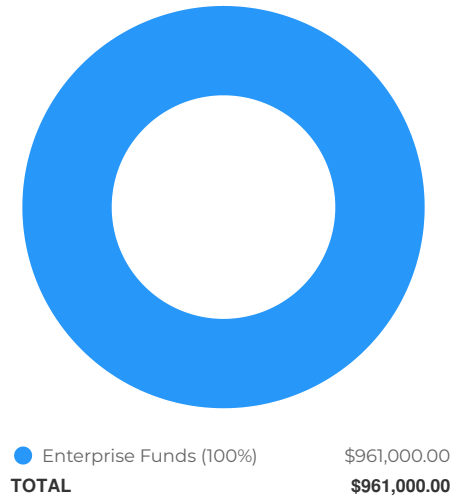
Project Total

\$961K

Funding Sources by Year (Proposed)



Funding Sources for Budgeted Years (Proposed)



Funding Sources Breakdown

Funding Sources	FY2027	FY2028	Total
Enterprise Funds	\$461,000	\$500,000	\$961,000
Total	\$461,000	\$500,000	\$961,000

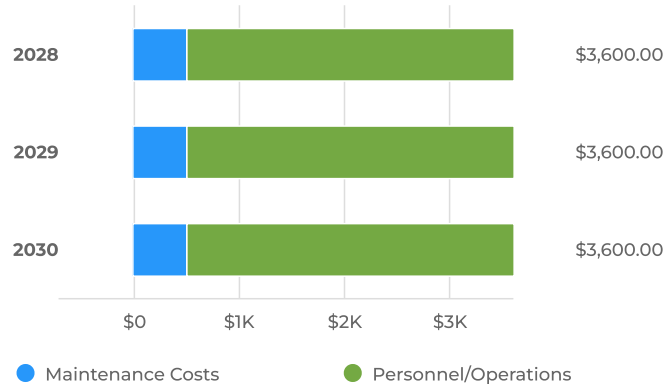


Operational Costs

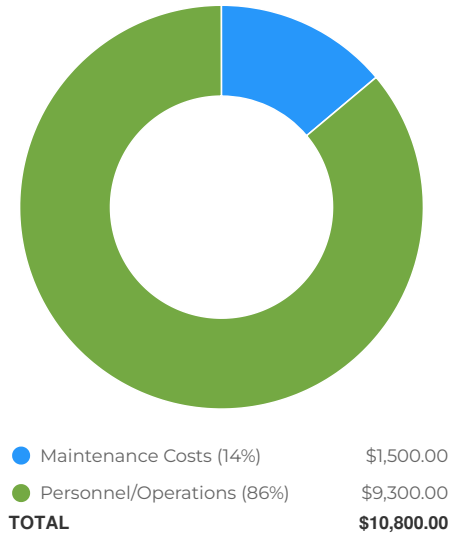
Total Budget (all years)
\$10.8K

Project Total
\$10.8K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2028	FY2029	FY2030	Total
Maintenance Costs	\$500	\$500	\$500	\$1,500
Personnel/Operations	\$3,100	\$3,100	\$3,100	\$9,300
Total	\$3,600	\$3,600	\$3,600	\$10,800



This requests information is generated from , Proposed Version.

Water Utility Master Plan Improvements

Overview

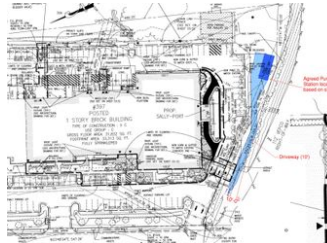
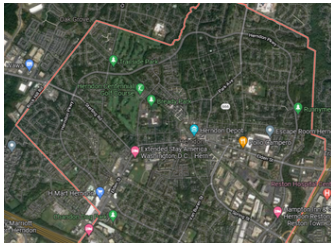
Request Owner	Mike Farr, Utility Manager
Est. Start Date	07/01/2024
Est. Completion Date	07/01/2030
Department	Water Supply & Maintenance
Type	Capital Improvement
Project Number	12-WS-15-003

Description

This program provides for major construction and upgrades to the water distribution system. As a result of Herndon Transit-Oriented Core (HTOC), the Downtown Master Plan (DTMP), Overlay Districts, and rezoning cases, water system construction and upgrades will be targeted to provide sufficient domestic and fire flow to new developments. The Town will be changing its source of supply from three existing meter vaults to vaults connected to the 24-inch water main along the W&OD Trail, now owned and operated by Fairfax Water. In addition, the town will fund a new pump station located behind the police station that will provide the needed flow for the town, and which will operate so as to provide for adequate water cycling through the town's storage tanks. A new storage tank at the Alabama tank site and a new 16-inch water main from the intersection of Center and Nash Streets to the Alabama Tank and the Herndon Parkway will also be needed to meet future demands.

Water System UMP Improvements	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Fairfax Water/Herndon Pump Station/Vaults	3000	1500					4500
Alabama Tank		600	6000				6600
16" Transmission Main Center to Alabama Tank		500	5000				5500
16" Transmission Albama Tank to Herndon Parkway				200	2000		2200
UMP	200						200
TOTAL	3200	2600	11000	200	2000	0	19000

Images

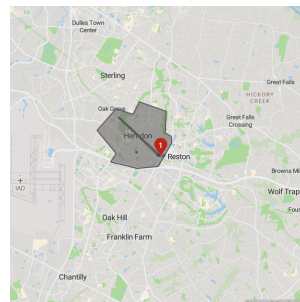


Proposed location of Water Pump Station

Details

Type of Project	New Construction
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Location



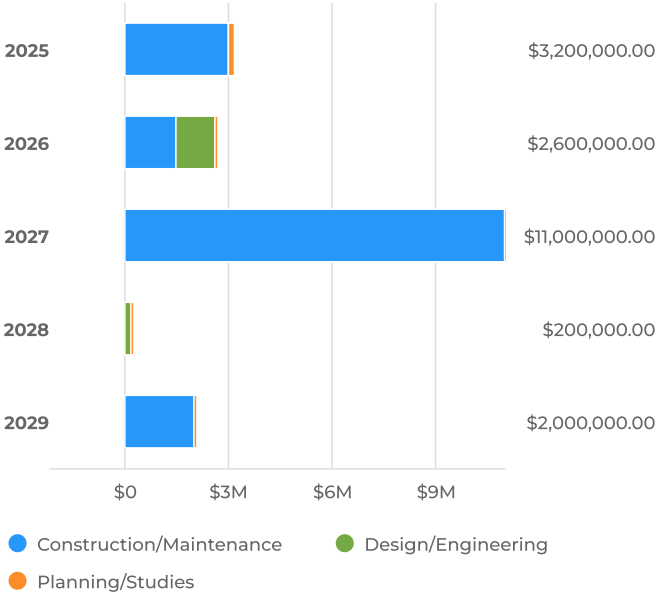
Benefit to the community

This is to ensure the water distribution system can meet new development demands without disrupting service for existing customers. This also ensures water storage is at maximum capacity.

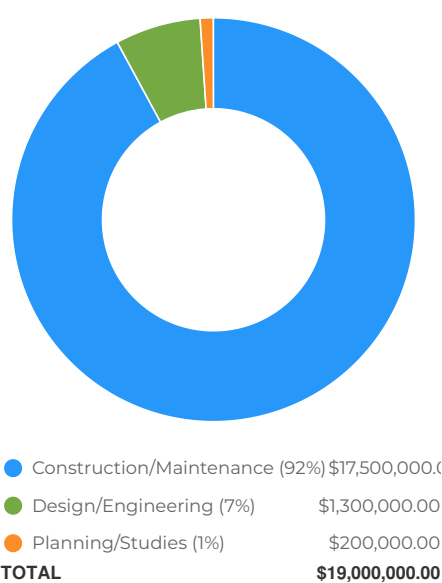
Capital Cost

FY2025 Budget	Total Budget (all years)	Project Total
\$3,200,000	\$19M	\$19M

Capital Cost by Year (Proposed)



Capital Cost for Budgeted Years (Proposed)



Capital Cost Breakdown						
Capital Cost	FY2025	FY2026	FY2027	FY2028	FY2029	Total
Planning/Studies	\$200,000					\$200,000
Design/Engineering		\$1,100,000		\$200,000		\$1,300,000
Construction/Maintenance	\$3,000,000	\$1,500,000	\$11,000,000		\$2,000,000	\$17,500,000
Total	\$3,200,000	\$2,600,000	\$11,000,000	\$200,000	\$2,000,000	\$19,000,000



Operational Costs

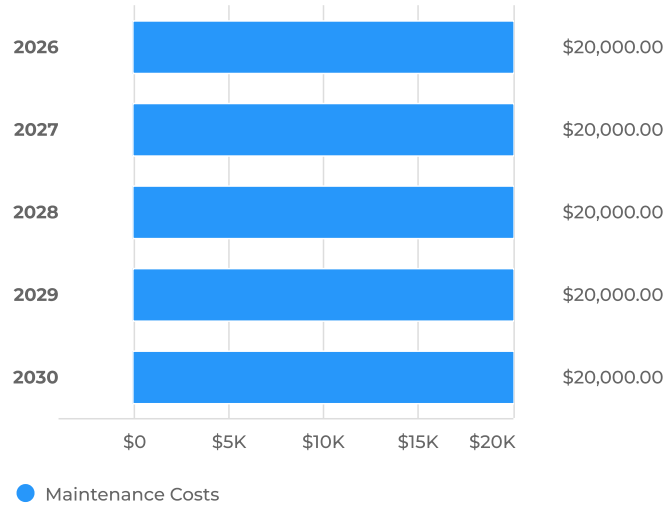
Total Budget (all years)

\$100K

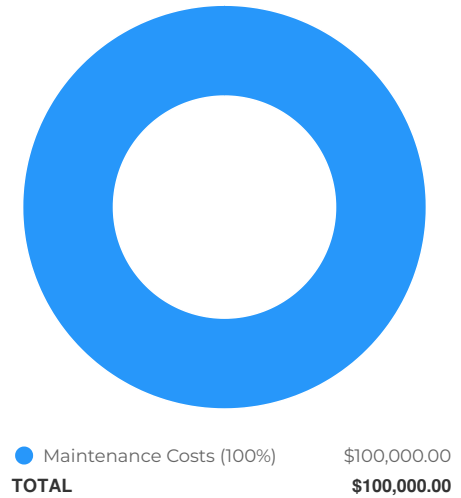
Project Total

\$100K

Operational Costs by Year (Proposed)



Operational Costs for Budgeted Years (Proposed)



Operational Costs Breakdown

Operational Costs	FY2026	FY2027	FY2028	FY2029	FY2030	Total
Maintenance Costs	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000
Total	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000



Glossary

Abatement: A reduction or elimination of a real or personal property tax, motor vehicle excise, a fee, charge, or special assessment imposed by a governmental unit. Granted only on application of the person seeking the abatement and only by the committing governmental unit.

Accounting System: The total structure of records and procedures that identify record, classify, and report information on the financial position and operations of a governmental unit or any of its funds, account groups, and organizational components.

Accrued Interest: The amount of interest that has accumulated on the debt since the date of the last interest payment, and on the sale of a bond, the amount accrued up to but not including the date of delivery (settlement date). (See Interest)

Amortization: The gradual repayment of an obligation over time and in accordance with a predetermined payment schedule.

Appropriation: A legal authorization from the community's legislative body to expend money and incur obligations for specific public purposes. An appropriation is usually limited in amount and as to the time period within which it may be expended.

Arbitrage: As applied to municipal debt, the investment of tax-exempt bonds or note proceeds in higher yielding, taxable securities. Section 103 of the Internal Revenue Service (IRS) Code restricts this practice and requires (beyond certain limits) that earnings be rebated (paid) to the IRS.

Assessed Valuation: A value assigned to real estate or other property by a government as the basis for levying taxes.

Audit: An examination of a community's financial systems, procedures, and data by a certified public accountant (independent auditor), and a report on the fairness of financial statements and on local compliance with statutes and regulations. The audit serves as a valuable management tool in evaluating the fiscal performance of a community.

Audit Report: Prepared by an independent auditor, an audit report includes: (a) a statement of the scope of the audit; (b) explanatory comments as to application of auditing procedures; (c) findings and opinions. It is almost always accompanied by a management letter which contains supplementary comments and recommendations.

Available Funds: Balances in the various fund types that represent non-recurring revenue sources. As a matter of sound practice, they are frequently appropriated to meet unforeseen expenses, for capital expenditures or other one-time costs.

Balance Sheet: A statement that discloses the assets, liabilities, reserves and equities of a fund or governmental unit at a specified date.

Betterments (Special Assessments): Whenever a specific area of a community receives benefit from a public improvement (e.g., water, sewer, sidewalk, etc.), special property taxes may be assessed to reimburse the governmental entity for all or part of the costs it incurred. Each parcel receiving benefit from the improvement is assessed for its proportionate share of the cost of such improvements. The proportionate share may be paid in full or the property owner may request that the assessors apportion the betterment over 20 years. Over the life of the betterment, one year's apportionment along with one year's committed interest computed from October 1 to October 1 is added to the tax bill until the betterment has been paid.

Bond: A means to raise money through the issuance of debt. A bond issuer/borrower promises in writing to repay a specified sum of money, alternately referred to as face value, par value or bond principal, to the buyer of the bond on a specified future date (maturity date), together with periodic interest at a specified rate. The term of a bond is always greater than one year. (See Note)

Bond and Interest Record: (Bond Register) – The permanent and complete record maintained by a treasurer for each bond issue. It shows the amount of interest and principal coming due each date and all other pertinent information concerning the bond issue.

Bonds Authorized and Unissued: Balance of a bond authorization not yet sold. Upon completion or abandonment of a project, any remaining balance of authorized and unissued bonds may not be used for other purposes, but must be rescinded by the community's legislative body to be removed from community's books.

Bond Issue: Generally, the sale of a certain number of bonds at one time by a governmental unit.



Bond Rating (Municipal): A credit rating assigned to a municipality to help investors assess the future ability, legal obligation, and willingness of the municipality (bond issuer) to make timely debt service payments. Stated otherwise, a rating helps prospective investors determine the level of risk associated with a given fixed-income investment. Rating agencies, such as Moody's and Standard and Poors, use rating systems, which designate a letter or a combination of letters and numerals where AAA is the highest rating and CI is a very low rating.

Budget: A plan for allocating resources to support particular services, purposes and functions over a specified period of time. (See Performance Budget, Program Budget)

Capital Assets: All real and tangible property used in the operation of government, which is not easily converted into cash, and has an initial useful life extending beyond a single financial reporting period. Capital assets include land and land improvements; infrastructure such as roads, bridges, water and sewer lines; easements; buildings and building improvements; vehicles, machinery and equipment. Communities typically define capital assets in terms of a minimum useful life and a minimum initial cost. (See Fixed Assets)

Capital Budget: An appropriation or spending plan that uses borrowing or direct outlay for capital or fixed asset improvements. Among other information, a capital budget should identify the method of financing each recommended expenditure, i.e., tax levy or rates, and identify those items that were not recommended. (See Capital Assets, Fixed Assets)

Cash: Currency, coin, checks, postal and express money orders and bankers' drafts on hand or on deposit with an official or agent designated as custodian of cash and bank deposits.

Cash Management: The process of monitoring the ebb and flow of money in an out of municipal accounts to ensure cash availability to pay bills and to facilitate decisions on the need for short-term borrowing and investment of idle cash.

Certificate of Deposit (CD): A bank deposit evidenced by a negotiable or non-negotiable instrument, which provides on its face that the amount of such deposit plus a specified interest payable to a bearer or to any specified person on a certain specified date, at the expiration of a certain specified time, or upon notice in writing.

Classification of Real Property: Assessors are required to classify all real property according to use into one of four classes: residential, open space, commercial, and industrial. Having classified its real properties, local officials are permitted to determine locally, within limitations established by statute and the Commissioner of Revenue, what percentage of the tax burden is to be borne by each class of real property and by personal property owners.

Collective Bargaining: The process of negotiating workers' wages, hours, benefits, working conditions, etc., between an employer and some or all of its employees, who are represented by a recognized labor union. regarding wages, hours and working conditions.

Consumer Price Index: The statistical measure of changes, if any, in the overall price level of consumer goods and services. The index is often called the "cost-of-living index."

Cost-Benefit Analysis: A decision-making tool that allows a comparison of options based on the level of benefit derived and the cost to achieve the benefit from different alternatives.

Debt Burden: The amount of debt carried by an issuer usually expressed as a measure of value (i.e., debt as a percentage of assessed value, debt per capita, etc.). Sometimes debt burden refers to debt service costs as a percentage of the total annual budget.

Debt Service: The repayment cost, usually stated in annual terms and based on an amortization schedule, of the principal and interest on any particular bond issue.

Encumbrance: A reservation of funds to cover obligations arising from purchase orders, contracts, or salary commitments that are chargeable to, but not yet paid from, a specific appropriation account.

Enterprise Funds: An enterprise fund is a separate accounting and financial reporting mechanism for municipal services for which a fee is charged in exchange for goods or services. It allows a community to demonstrate to the public the portion of total costs of a service that is recovered through user charges and the portion that is subsidized by the tax levy, if any. With an enterprise fund, all costs of service delivery--direct, indirect, and capital costs—are identified. This allows the community to recover total service costs through user fees if it chooses. Enterprise accounting also enables communities to reserve the



"surplus" or net assets unrestricted generated by the operation of the enterprise rather than closing it out to the general fund at year-end. Services that may be treated as enterprises include, but are not limited to, water, sewer, hospital, and airport services.

Equalized Valuations (EQVs): The determination of the full and fair cash value of all property in the community that is subject to local taxation.

Estimated Receipts: A term that typically refers to anticipated local revenues often based on the previous year's receipts and represent funding sources necessary to support a community's annual budget. (See Local Receipts)

Exemptions: A discharge, established by statute, from the obligation to pay all or a portion of a property tax. The exemption is available to particular categories of property or persons upon the timely submission and approval of an application to the assessors. Properties exempt from taxation include hospitals, schools, houses of worship, and cultural institutions. Persons who may qualify for exemptions include disabled veterans, blind individuals, surviving spouses, and seniors.

Expenditure: An outlay of money made by municipalities to provide the programs and services within their approved budget.

Fiduciary Funds: Repository of money held by a municipality in a trustee capacity or as an agent for individuals, private organizations, other governmental units, and other funds. These include pension (and other employee benefit) trust funds, investment trust funds, private- purpose trust funds, and agency funds.

Fixed Assets: Long-lived, assets such as buildings, equipment and land obtained or controlled as a result of past transactions or circumstances.

Fixed Costs: Costs that are legally or contractually mandated such as retirement, FICA/Social Security, insurance, debt service costs or interest on loans.

Float: The difference between the bank balance for a local government's account and its book balance at the end of the day. The primary factor creating float is clearing time on checks and deposits. Delays in receiving deposit and withdrawal information also influence float.

Full Faith and Credit: A pledge of the general taxing powers for the payment of governmental obligations. Bonds carrying such pledges are usually referred to as general obligation or full faith and credit bonds.

Fund: An accounting entity with a self-balancing set of accounts that are segregated for the purpose of carrying on identified activities or attaining certain objectives in accordance with specific regulations, restrictions, or limitations.

Fund Accounting: Organizing financial records into multiple, segregated locations for money. A fund is a distinct entity within the municipal government in which financial resources and activity (assets, liabilities, fund balances, revenues, and expenditures) are accounted for independently in accordance with specific regulations, restrictions or limitations. Examples of funds include the general fund and enterprise funds. Communities whose accounting records are organized according to the Uniform Municipal Accounting System (UMAS) use multiple funds.

GASB 34: A major pronouncement of the Governmental Accounting Standards Board that establishes new criteria on the form and content of governmental financial statements. GASB 34 requires a report on overall financial health, not just on individual funds. It requires more complete information on the cost of delivering value estimates on public infrastructure assets, such as bridges, road, sewers, etc. It also requires the presentation of a narrative statement the government's financial performance, trends and prospects for the future.

GASB 45: This is another Governmental Accounting Standards Board major pronouncement that each public entity account for and report other postemployment benefits in its accounting statements. Through actuarial analysis, municipalities must identify the true costs of the OPEB earned by employees over their estimated years of actual service.

General Fund: The fund used to account for most financial resources and activities governed by the normal appropriation process.

General Obligation Bonds: Bonds issued by a municipality for purposes allowed by statute that are backed by the full faith and credit of its taxing authority.

Governing Body: A board, committee, commission, or other executive or policymaking body of a municipality or school district.



Indirect Cost: Costs of a service not reflected in the operating budget of the entity providing the service. An example of an indirect cost of providing water service would be the value of time spent by non-water department employees processing water bills. A determination of these costs is necessary to analyze the total cost of service delivery. The matter of indirect costs arises most often in the context of enterprise funds.

Interest: Compensation paid or to be paid for the use of money, including amounts payable at periodic intervals or discounted at the time a loan is made. In the case of municipal bonds, interest payments accrue on a day-to-day basis, but are paid every six months.

Interest Rate: The interest payable, expressed as a percentage of the principal available for use during a specified period of time. It is always expressed in annual terms.

Investments: Securities and real estate held for the production of income in the form of interest, dividends, rentals or lease payments. The term does not include fixed assets used in governmental operations.

Line Item Budget: A budget that separates spending into categories, or greater detail, such as supplies, equipment, maintenance, or salaries, as opposed to a program budget.

Local Aid: Revenue allocated by the state or counties to municipalities and school districts.

Maturity Date: The date that the principal of a bond becomes due and payable in full.

Municipal(s): (As used in the bond trade) "Municipal" refers to any state or subordinate governmental unit. "Municipals" (i.e., municipal bonds) include not only the bonds of all political subdivisions, such as cities, towns, school districts, special districts, counties but also bonds of the state and agencies of the state.

Note: A short-term loan, typically with a maturity date of a year or less.

Objects of Expenditures: A classification of expenditures that is used for coding any department disbursement, such as "personal services," "expenses," or "capital outlay."

Official Statement: A document prepared for potential investors that contains information about a prospective bond or note issue and the issuer. The official statement is typically published with the notice of sale. It is sometimes called an offering circular or prospectus.

Operating Budget: A plan of proposed expenditures for personnel, supplies, and other expenses for the coming fiscal year.

Overlapping Debt: A community's proportionate share of the debt incurred by an overlapping government entity, such as a regional school district, regional transit authority, etc.

Performance Budget: A budget that stresses output both in terms of economy and efficiency.

Principal: The face amount of a bond, exclusive of accrued interest.

Program: A combination of activities to accomplish an end.

Program Budget: A budget that relates expenditures to the programs they fund. The emphasis of a program budget is on output.

Purchased Services: The cost of services that are provided by a vendor.

Refunding of Debt: Transaction where one bond issue is redeemed and replaced by a new bond issue under conditions generally more favorable to the issuer.

Reserve Fund: An amount set aside annually within the budget of a town to provide a funding source for extraordinary or unforeseen expenditures.

Revaluation: The assessors of each community are responsible for developing a reasonable and realistic program to achieve the fair cash valuation of property in accordance with constitutional and statutory requirements. The nature and extent of that program will depend on the assessors' analysis and consideration of many factors, including, but not limited to, the status of



the existing valuation system, the results of an in-depth sales ratio study, and the accuracy of existing property record information.

Revenue Anticipation Note (RAN): A short-term loan issued to be paid off by revenues, such as tax collections and state aid. RANs are full faith and credit obligations.

Revenue Bond: A bond payable from and secured solely by specific revenues and thereby not a full faith and credit obligation.

Revolving Fund: Allows a community to raise revenues from a specific service and use those revenues without appropriation to support the service.

Sale of Real Estate Fund: A fund established to account for the proceeds of the sale of municipal real estate other than proceeds acquired through tax title foreclosure.

Stabilization Fund: A fund designed to accumulate amounts for capital and other future spending purposes, although it may be appropriated for any lawful purpose.

Surplus Revenue: The amount by which cash, accounts receivable, and other assets exceed liabilities and reserves.

Tax Rate: The amount of property tax stated in terms of a unit of the municipal tax base; for example, \$14.80 per \$1,000 of assessed valuation of taxable real and personal property.

Tax Title Foreclosure: The procedure initiated by a municipality to obtain legal title to real property already in tax title and on which property taxes are overdue.

Trust Fund: In general, a fund for money donated or transferred to a municipality with specific instructions on its use. As custodian of trust funds, the treasurer invests and expends such funds as stipulated by trust agreements, as directed by the commissioners of trust funds or by the community's legislative body. Both principal and interest may be used if the trust is established as an expendable trust. For nonexpendable trust funds, only interest (not principal) may be expended as directed.

Uncollected Funds: Recently deposited checks included in an account's balance but drawn on other banks and not yet credited by the Federal Reserve Bank or local clearinghouse to the bank cashing the checks. (These funds may not be loaned or used as part of the bank's reserves and they are not available for disbursement.)

Undesignated Fund Balance: Monies in the various government funds as of the end of the fiscal year that are neither encumbered nor reserved, and are therefore available for expenditure once certified as part of free cash.

Unreserved Fund Balance (Surplus Revenue Account): The amount by which cash, accounts receivable, and other assets exceed liabilities and restricted reserves. It is akin to a "stockholders' equity" account on a corporate balance sheet. It is not, however, available for appropriation in full because a portion of the assets listed as "accounts receivable" may be taxes receivable and uncollected. (See Free Cash)

Valuation (100 Percent): The legal requirement that a community's assessed value on property must reflect its market, or full and fair cash value.



Agenda Item: **ZONING MAP AMENDMENT - ZMA #22-02, 13100 and 13150 Worldgate Drive, in the PD-W, Planned Development-Worldgate zoning district with proffered conditions to allow the redevelopment of the site with single-family attached and multi-family residential uses. (Continued from the December 18, 2023, and January 22, 2024, regular meetings.)**

Meeting Date: February 12, 2024

Category: Public Hearings

Prepared by: Bryce Perry, Deputy Director of Community Development

Description:

This is a Zoning Map Amendment application that proposes to rezone two parcels in the Worldgate development to allow the demolition of existing office buildings and construction of approximately 450 multi-family and townhouse residential units.

Background:

This application has been in staff review for the past year and has undergone two informal reviews by the Architectural Review Board. The application was reviewed preliminarily at the December Planning Commission work session and regular meeting and again at the January Planning Commission work session and regular meeting. The applicant submitted revised application materials prior to the Planning Commission January 22, 2023, public hearing. Staff has further coordinated with the applicant since that submission and is scheduled to receive a new resubmission for inclusion in the Planning Commission February regular meeting dispatch. Resulting from a recent meeting with the applicant, staff understands that the remaining comments will be addressed with the pending resubmission. The attached case documents are those items earlier submitted and include a revised GDP, Proffer Statement, and Traffic Impact Analysis. The attached GDP and Proffer Statements would be superseded by the pending resubmission. Remaining staff comments are centered around the design of the Road A entrance, Fire Marshall approval of the design, and further refinement and clarification of certain proffers. Resolutions to each of these comments were agreed to, in principal, at the recent meeting between staff and the applicant.

Budget Impact:

N/A

Recommendation:

Though withholding a recommendation at this time, staff expects to have a draft resolution recommending approval of the case prepared for the Planning Commission's February regular meeting, pending resubmission of the case materials and resolution of remaining comments as understood by staff. Following Planning Commission review and recommendation, the application will move forward to the Town Council for final review and legislative action.

Attachments:

1. ZMA#22-02 Proffer Statement
2. ZMA#22-02 GDP
3. ZMA#22-02 TIA
4. ZMA#22-02 Parking Study

DRAFT PROFFERS

Worldgate Development Plan Amendment and Proffer Condition Amendment January 16, 2024

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 2022 Tax Map as parcels 016-1 ((02)) 0025 and 016-3 ((02)) 0002A (the “Property”) shall be in substantial conformance with the conditions set forth below (the “Proffers”) if and only if Zoning Map Amendment # 22-02 (“Development Plan”) is approved. Upon approval, these Proffers will supersede any and all previously approved proffers and development conditions and subsequent amendments associated with Worldgate Land Bays A1, and A2. The Application Property consists of individual Land Bays totaling approximately 10.42 acres.

1. DEVELOPMENT PLAN.

- a. The Property shall be developed in substantial conformance with the development plan entitled Worldgate prepared by Urban LTD. dated January 16, 2024 (the “Development Plan”) 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.
- b. 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.
- c. 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, textures, color, lighting, and landscaping as generally reflected in the materials and exhibits contained in the Development Plan and the Herndon Streetscape Manual.
- b. Architectural plans may be revised subsequent to the final approval of the Development Plan and pursuant to approval by the ARB.
- c. 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 within the Phasing Exhibits contained in the Development Plan. Development may proceed first with either the multifamily phase or the townhouse phase (or portions thereof), or with both phases occurring at the same time, provided that each phase provides the phasing conditions depicted on the Phasing Exhibits. The Elden Street bus pull-off, and bus pad, and shelter will be built with the multifamily phase. The Elden Street bus pull-off, and bus pad will be built with the townhouse phase. Under either phase, the remaining portion of the multifamily garage will be finished and painted to be substantially similar to the existing exposed finished garage. Each phase of the project shall also comply with the minimum parking requirements, for that given phase, as approved under the requested parking modification. Adjustments to the phasing boundaries may be approved with the site plan approvals provided that the adjustments do not materially adversely affect the other phases.
- d. Conceptual Open Space Plan.
 - i. The Development Plan includes a conceptual open space plan for the Property as shown on Sheet 10 consisting of approximately 3.37 acres. The Applicant shall provide open space improvements generally consistent with the Development Plan concepts for streetscapes, plazas, courtyards and private amenity areas.
 - ii. The Applicant shall preserve trees as generally consistent with Sheets 22-24.
 - iii. The Applicant shall provide a public access easement and trail along the northern property line as generally shown the Development Plan.
 - iv. 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.

- e. Interior Noise Attenuation. The Applicant shall submit a roadway noise study, prepared by a qualified acoustical consultant, at the time of each building permit submission to determine what if any noise attenuation measures are needed to achieve Day-Night Average Sound Levels (DNL) of no more than 45 dBA for interior residential uses. Based on the findings of the study, the Applicant shall incorporate the appropriate noise attenuation elements into the design and construction documents to achieve the recommended DNL for the applicable building(s) or portions thereof.
- f. Streetscape Furnishings, Materials and Lighting. Streetscape furnishing, materials and lighting plans shall be provided as part of the site plan and shall be in substantial conformance with 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, seat walls, tree space edging, lighting, benches, trash receptacles and other hardscape elements. These plans submitted as part of the site plan shall include general product information and approximate locations of furnishings and materials to be located in the streetscape between the building face and the curb.
- g. Design of Internal Streets and Alleyways. The internal streets and alleyways shall be installed as depicted in the Development Plan.
- h. 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. The relocation shall be shown at the time of site plan approval as required by the Town. Any necessary utility relocation shall occur with construction of the Development and prior to issuance of any certificate of occupancy. Any existing utilities that are in conflict with or impede the placement, growth, or health of any street trees or trees on-site, may be relocated at the time of final site plan and in coordination with Town Staff. If relocation of an existing utility is not feasible or allowed by the utility provider, then any landscaping that is proposed within the GDP that cannot be proposed within close proximity, shall be provided elsewhere on site or shall be placed within the adjacent Chandon Park after coordination with and approval from Town Staff. Proposed utilities shall not be placed in a location that impedes the placement, growth, and health of any tree on-site and within abutting public right-of-way.

- i. Townhouse Architecture. The architecture of the townhouse and stacked townhouse units shall reflect the quality and architectural expression of the multifamily building.
 - j. Multifamily Garage Door. The multifamily loading bays will include roll-up garage doors. These doors will include a design aesthetic, materials, and colors coordinated with the surrounding architecture as generally depicted in the GDP.
- HVAC Unit Screening. The Applicant will screen ground level exterior HVAC units facing Worldgate Drive and Wiltshire Lane, as generally depicted in the GDP.
- 3. USES. Unless modified by an amendment to the approved Development Plan, any use or combination of uses permitted in the PD-W may be established on the Property so long as the Project is in substantial conformance with the plans and notes on Development Plan Sheet 2 and the following:
 - a. The total maximum project floor area is limited to 608,752 square feet of GFA which is a 1.34 FAR based on a lot area of 453,958 square feet.
 - b. Total residential development shall not exceed 608,752 square feet of GFA;
 - 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 the right-of-way along the Elden Street and Worldgate Drive frontage as shown on Sheet 6 of the Development Plan prior to the first site plan approval. 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 affect as of the date of the approval of these Proffers. The open space at the corner of Worldgate Drive and Elden Street, though dedicated as Right-of-Way, will be maintained by the Applicant.
 - b. Private Street and Utility Easements.
 - i. The Applicant will grant public vehicular access and utility easements over the project's internal streets shown on Development Plan sheets 6 and 7.

- ii. These easements will enable the Applicant to close the street for the construction of future phases and street maintenance.
 - iii. Prior to Town approval of any site plan, the Applicant will make commercially reasonable efforts to obtain any necessary offsite easements for the offsite grading and temporary construction access from the immediately adjacent property owners for installation of offsite grading, curb tie-ins, vehicular directional arrows, and trail connections as shown on the Applicant's Offsite Permission Exhibit. For the improvements at the corner of Worldgate and Wiltshire, the alternative is a request by the Applicant for the Town to pursue eminent domain at the expense of the Applicant.
- c. Streetscape Improvements. As shown on the Development Plan, the Applicant will construct the streetscape improvements along the Elden Street and Worldgate Drive frontages prior to the issuance of the first certificate of occupancy for the Project.
- d. Bus Stops. With the first phase of the development, the Applicant shall relocate and make improvements to the existing bus stop on Worldgate Drive and shall make improvements to the existing bus stop on Elden Street including the bus pull-off area and adjacent sidewalk. Improvements to both will include a concrete pad, a trash and recycling receptacle, and a bicycle rack per the standards found in the Herndon Streetscape Manual as identified in the bus shelter detail provided on Development Plan sheet 02. The above improvements shall be provided prior to the issuance of the first certificate of occupancy. The bus shelter shall be constructed within 5 years of the construction of the Elden Street bus pullout, or concurrent with construction of the multifamily building, whichever comes first.
- e. Northern Trail. As shown on the Development Plan, the Applicant will construct an onsite trail along the northern property line, and will connect the trail to the Elden Street public sidewalk and the existing Worldgate trail and pedestrian bridge in the northeast of the site. The onsite trail will include pedestrian lighting with either garage-mounted lights or landscaping lights, or a combination thereof. The Applicant will make commercially reasonable efforts to obtain required permissions to construct the short offsite segment of sidewalk to connect the onsite trail with the existing offsite Worldgate trail. In the event the Applicant is unable to obtain offsite permissions to construct the small offsite trail segment, the Applicant will work with Town staff to design and construct a functionally equivalent alternative pedestrian bridge or other connection directly from the Applicant's property into Chandon Park
- 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, stacked townhouse dwellings, and 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 signal 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. Yearly reporting to Town staff on utilization of TDM Funds.

The results of surveys and/or vehicular traffic counts shall be provided to the Town as part of the Annual Reporting process. If the Annual Report demonstrates that the trip reduction goals are not being met, then the Applicant shall meet with the Town 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 by the Town of Herndon Zoning Ordinance or may seek future parking reductions for the Property as permitted by the Town of Herndon Zoning Ordinance, either of which shall not require a Development Plan amendment.

- h. Townhouse Garages. The use of the Townhouse and Stacked Townhouse garages will not interfere with the parking of vehicles. 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.
- i. Road A Design Details. The Applicant is committed to working out the design details of the Road A intersection with Town staff during the Site Plan process.

5. GREEN BUILDING.

- a. Residential Building Certifications. The Applicant shall design and construct the multifamily residential building and the stacked and conventional townhouses to 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, within 3 years of the issuance of the first Certificate of Occupancy for each 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 townhouse and 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.
- d. Low Impact Development. The Applicant will meet all required onsite stormwater management regulations, and in addition, shall provide LID (Low Impact Development) measures onsite at the time of the full build-out of the site. The

Applicant shall provide at least 2 LID measures on the property at the time of project completion, that may include but are not limited to, green roof areas, tree filters, and/or other LID features not listed here. The type and location of these features will be decided at the time of site plan to ensure the most effective and appropriate measures are chosen, and to accommodate limitations and constraints set by the final engineering of the property.

6. ENVIRONMENTAL.

- a. Planting Species Diversity. In order to encourage species diversity throughout the project site, each separate development landbay (multifamily, stacked townhouses, and townhouse dwellings) shall demonstrate at time of final engineering a maximum species rate of 10% for each category of deciduous canopy trees, ornamental trees, and shrubs and a maximum species rate of 20% for evergreen tree species.”
- b. Refuse and Recycling Service. The Development shall be served by a private refuse and recycling service. For the multifamily building, any refuse and recycling containers brought from inside the building must be placed on the concrete pad for service, and removed in a timely manner after service.
- c. Multifamily Garage Paint. The Applicant shall paint the top floor of the garage with sun-reflecting paint to reduce the “heat island” effect.
- d. Manufactured Stormwater Devices. Manufactured stormwater filtration systems will be provided to meet BMP requirements.
- e. Tree Preservation Measures. Tree preservation will be provided on the Property as shown on the GDP Plan Sheets 22 -24.

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

- a. At the time of initial purchase, for units that have not yet been constructed, 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 door knobs.
- 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, 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 multifamily building and for the last townhome unit, the Applicant shall separately demonstrate that the value of any proposed recreational on-site amenities/community amenities/civic facilities for each product type 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, 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 townhouse and 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, 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. Townhouse units:
 - a. 0.254 elementary school
 - b. 0.072 middle school
 - c. 0.141 high school
3. 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.

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 \$28,000.00 to the Town of Herndon Police Department. The contribution shall be paid upon site plan approval.

9. DECLARATION OR OWNERS' ASSOCIATION. Prior to any subdivision of the Property, the Applicant shall cause the recordation of one or more declarations creating an owners' association ("OA") and as necessary, condominium owners' associations ("COA") or declarations of covenants and agreements dealing with the governance of maintenance and operation of the Property or other governance documents which will legally bind the Property, (collectively referred to as the "Governance Documents").

Such Governance Documents shall be prepared, be legally effective and recorded prior to the issuance of the first certificate of occupancy. 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, the recreation areas as well as funding, implementation and monitoring of the TDM program, as related to the Property. Purchasers shall be advised in writing of these obligations, and other restrictions, prior to entering into a contract of sale, whether purchasing residential or commercial property. The Governance Documents shall be included in any offering, sale materials or contracts for any condominiums. Purchasers of land of buildings shall be advised of these obligations in the contract of sale.

10. MAINTENANCE. The Applicant shall maintain and replace in-kind all common area elements within the Development Plan. 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 CERTAIN 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 2023 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:

AM Worldgate Owner LLC

Title Owner of 016-1 ((02)) 0025
and 016-3 ((02)) 0002A

By: _____

Name: _____

Title: _____

COMMONWEALTH OF _____

CITY/COUNTY OF _____, to-wit:

The foregoing instrument was acknowledged before me this ____ day of _____, 2023
by _____ as _____ of and on behalf of _____.

Notary Public

Notary Registration No: _____

My Commission Expires: _____

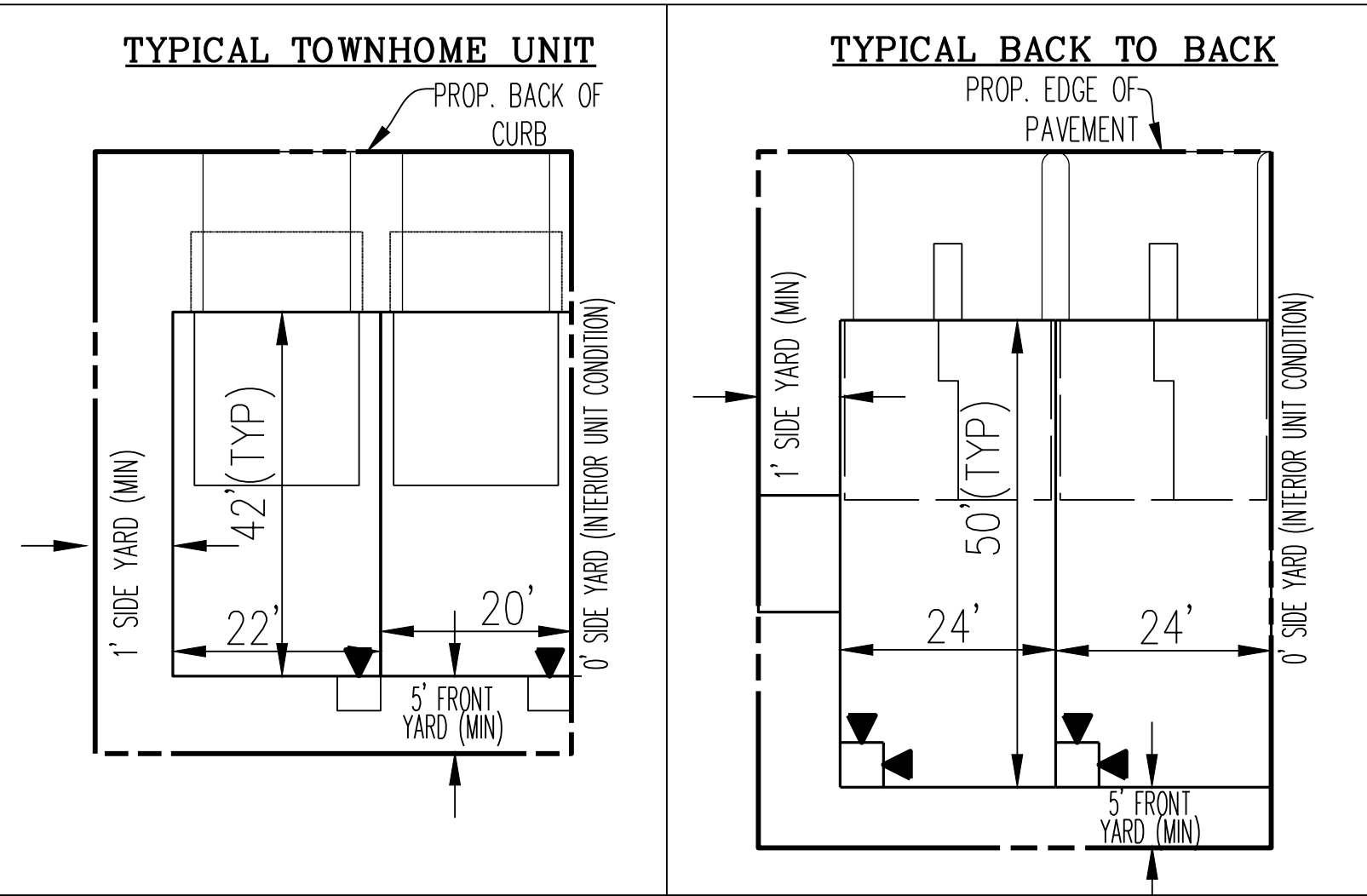
GENERAL NOTES

1. THE PROPERTY IS IDENTIFIED AS FAIRFAX COUNTY TAX MAP NUMBER: 0161-02-0025, AND 0163-02-0002A. THE PROPERTIES ADDRESSES ARE LOCATED IN 13150 WORLDGATE DR AND 13100 WORLDGATE DR, HERNDON, VA 20170.
2. PARCELS # 0161-02-0025 AND 0163-02-0002A ARE CURRENTLY ZONED PD-W.
3. THE BOUNDARY INFORMATION SHOWN HEREON WAS COMPILED BY URBAN, LTD DATED SEPTEMBER, 2022.
4. THE TOPOGRAPHY SHOWN ON THIS APPLICATION WAS OBTAINED FROM FIELD RUN SURVEY COMPILED BY URBAN, LTD DATED SEPTEMBER, 2022 AND COUNTY GIS TOPOGRAPHY.
5. THE PROPERTY SHOWN ON THIS CDP/FDP PLAN IS LOCATED IN THE DRANESVILLE DISTRICT.
6. THIS PROPOSED DEVELOPMENT IS IN CONFORMANCE WITH THE COMPREHENSIVE PLAN AND ALL APPLICABLE ORDINANCES, REGULATIONS AND ADOPTED CONDITIONS, EXCEPT AS NOTED HEREIN.
7. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO FLOODPLAINS AND NO RESOURCE PROTECTION AREAS ON THE SUBJECT PROPERTY.
8. THIS SITE CURRENTLY HAS PUBLIC SEWER, GAS AND WATER AVAILABLE.
9. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. THE PROPOSED LOCATION IS SUBJECT TO CHANGE BASED ON FINAL DESIGN AND COORDINATION WITH PUBLIC WORKS.
10. INDIVIDUAL UTILITY PLANS AND PROFILES WILL BE SUBMITTED DURING THE SITE PLAN STAGE FOR CONSTRUCTION PURPOSES.
11. THERE ARE NO KNOWN BURIAL SITES OR EXISTING GRAVES FOUND ON THIS SITE.
12. THERE ARE NO HAZARDOUS OR TOXIC SUBSTANCES ON THIS SITE. IF ANY SUBSTANCES ARE FOUND, THE METHODS FOR DISPOSAL SHALL ADHERE TO COUNTY, STATE, OR FEDERAL LAW.
13. IN ACCORDANCE WITH PARAGRAPH 4 OF SECTION 16-403 OF THE ZONING ORDINANCE, MINOR MODIFICATIONS TO THE SIZE, DIMENSIONS, FOOTPRINTS, AND LOCATION OF BUILDINGS, PARKING SPACES, AND SIDEWALKS MAY OCCUR WITH FINAL ENGINEERING AND DESIGN. NOTWITHSTANDING THAT WHICH IS SHOWN OR DESCRIBED ON THIS FDP, THE APPLICANT RESERVES THE RIGHT TO MAKE MINOR MODIFICATIONS TO THE LOCATION AND CONFIGURATION OF THE APPROVED DEVELOPMENT AND ALL COMPONENT PARTS OF THE SAME BASED ON FINAL ENGINEERING AND/OR REQUIREMENT IMPOSED IN CONNECTION WITH ANY POST ZONING APPROVALS, PROVIDED THE SAME ARE IN SUBSTANTIAL CONFORMANCE WITH THIS FDP.
14. STORMWATER MANAGEMENT IS PROVIDED OFFSITE THROUGH EXISTING DRY AND WET PONDS THAT CURRENTLY SERVE THE EXISTING SITE. BEST MANAGEMENT PRACTICES HAVE BEEN PROVIDED THROUGH THE USE OF TWO PROPOSED JELLYFISH FILTERS.
15. THE SUBJECT APPLICATION PROPOSES DEDICATION OF RIGHT-OF-WAY FOR FUTURE IMPROVEMENTS ALONG WORLDGATE DRIVE AND ELDEN STREET.
16. THERE ARE UTILITY EASEMENTS GREATER THAN OR EQUAL TO 25' IN WIDTH FOUND WITHIN THE SUBJECT PROPERTY.
17. ALL AREAS IDENTIFIED AS FIRE LANES, FIRE DEPARTMENT TURNAROUNDS, FIRE DEPARTMENT ACCESS AREAS OR OTHER RESTICTED AREAS WILL HAVE BOLLARDS, PAINT, SIGNAGE AND OTHER REQUIRED IDENTIFICATION INSTALL AS REQUIRED PRIOR TO STRUCTURE OCCUPANCY. EMERGENCY ACCESS LANES MAY BE MODIFIED PER SITE PLAN REVIEW.
18. EXTERIOR FACE MATERIALS MAY EXTEND NO MORE THAN 6" FROM CURRENT BUILDING FOOTPRINT WHICH WILL REDUCE ANY SETBACK SHOWN ON THE CDP.
19. SITE AMENITIES TO BE PROVIDED. SEE SHEET 27
20. THE APPLICANT RESERVES THE RIGHT TO SHIFT GFA BETWEEN BUILDINGS. THE TOTAL GFA FOR THE DEVELOPMENT WILL NOT EXCEED THAT LISTED ON THE CDP/FDP.
21. PROPOSED DETAILED GRADING WILL BE PROVIDED AT THE TIME OF SITE PLAN DEMONSTRATING THAT ALL DISTURBED AREA IN THE ROW DRAINS INTO THE ROW.
22. THE PUBLICLY ACCESSIBLE TRAIL ALONG THE NORTHERN PROPERTY LINE WILL BE DESIGNED TO MEET ADA STANDARDS.
23. ANY EXISTING UTILITIES THAT ARE IN CONFLICT OR IMPEDES THE PLACEMENT, GROWTH, AND HEALTH OF ANY STREET TREES ON-SITE MUST BE RELOCATED. PROPOSED UTILITIES SHALL NOT BE PLACED IN A LOCATION THAT IMPEDES THE PLACEMENT, GROWTH, AND HEALTH OF ANY TREES ON-SITE AND WITHIN ABUTTING PUBLIC-RIGHT OF WAY.
24. APPLICANT WILL PROVIDE AN EASEMENT FOR THE ON-SITE STORM WATER OUTFALL ORIGINATING FROM THE PROPERTY TO THE NORTH PRIOR TO FINAL SITE PLAN APPROVAL.
25. THE FOLLOWING ARE THE OWNERS OF THE PARCELS INCLUDED IN THIS ZONING APPLICATION:
- MAP # 0161-02-0025
AM WORLDGATE OWNER LLC,
5404 WISCONSIN AVE
SUITE 1150
CHEVY CHASE, MD 20815
- MAP # 0163-02-0002A
AM WORLDGATE OWNER LLC,
5404 WISCONSIN AVE
SUITE 1150
CHEVY CHASE, MD 20815

WAIVERS AND MODIFICATIONS

- A. PARKING REDUCTION
B. LOT FRONTAGE
C. TOWNHOUSE UNIT WIDTH
D. MULTIFAMILY WALL OFFSET
E. LANDSCAPE PLANTINGS
F. VEHICULAR AREA PLANTINGS
G. PERIMETER BUFFER
H. SPECIAL STREETSCAPE AREA PLANTINGS
I. TOWNHOUSE END UNIT ENTRANCES

TYPICAL LOT DETAIL [N.T.S.]



ZONING TABULATIONS

(PER TOWN OF HERNDON ZONING ORDINANCE)

SITE AREA DATA:

EXISTING SITE AREA:	5.45 AC OR 237,372 S.F. (T.M. 016-3-02-0002A)
	4.97 AC OR 216,586 S.F. (T.M. 016-1-02-0025)
GROSS SITE AREA:	10.42 AC OR 453,958 S.F.
ROW DEDICATION ON WORLDGATE DRIVE:	0.08 AC OR 3,432 S.F.
ROW DEDICATION ON ELDEN STREET:	0.02 AC OR 1,079 S.F.
TOTAL NET SITE AREA:	10.32 AC OR 449,447 S.F.

ZONING:

EXISTING ZONING:	PD-W
PROPOSED ZONING:	PD-W

USE:

EXISTING USE:	-GENERAL MED/HIGH RISE OFFICE
PROPOSED USE:	-MULTI-FAMILY DWELLING
	-TOWNHOUSE DWELLINGS
	-STACKED TOWNHOUSE

SITE DATA SUMMARY

SITE AREA	449,447 SF OR 10.32 AC
GFA	UP TO 608,752 SF
F.A.R.	= 1.34 (608,752 SF / 453,958 SF)
UNITS	UP TO 461 UNITS
DENSITY	= 44.24 (461 UNITS / 10.42 AC)
OPEN SPACE	= 32% (142,916 SF OR 3.28 AC)*

*SEE SHEET 10 FOR OPEN SPACE EXHIBIT

BUILDING DATA SUMMARY

BUILDING USE	BUILDING GROSS FLOOR AREA (SF)	# OF UNITS
TOWNHOUSE DWELLINGS	UP TO 125,000	UP TO 49 UNITS
STACKED TOWNHOUSE	UP TO 111,000	UP TO 52 UNITS
MULTI-FAMILY DWELLINGS	UP TO 374,000	UP TO 360 UNITS
TOTAL	UP TO 610,000*	UP TO 461 UNITS*

* ASSUMES MOST INTENSIVE OPTION

BUILDING DATA

BUILDING	USE	NUMBER OF UNITS	BUILDING GROSS FLOOR AREA (SF)	BUILDING HEIGHT (# OF STORIES) (FT)
BUILDING 1	TOWNHOUSE DWELLINGS	7 UNITS	18,000	43' (4 STORIES)
BUILDING 2	TOWNHOUSE DWELLINGS	8 UNITS	20,000	43' (4 STORIES)
BUILDING 3	TOWNHOUSE DWELLINGS	7 UNITS	18,000	43' (4 STORIES)
BUILDING 4	TOWNHOUSE DWELLINGS	6 UNITS	17,900	43' (4 STORIES)
BUILDING 5	TOWNHOUSE DWELLINGS	7 UNITS	18,000	43' (4 STORIES)
BUILDING 6	TOWNHOUSE DWELLINGS	4 UNITS	10,100	43' (4 STORIES)
BUILDING 7	TOWNHOUSE DWELLINGS	5 UNITS	11,500	43' (4 STORIES)
BUILDING 8	TOWNHOUSE DWELLINGS	5 UNITS	11,500	43' (4 STORIES)
BUILDING 9	STACKED TOWNHOUSE	8 UNITS	36,400	43' (4 STORIES)
BUILDING 10	STACKED TOWNHOUSE	7 UNITS	29,000	43' (4 STORIES)
BUILDING 11	STACKED TOWNHOUSE	6 UNITS	24,600	43' (4 STORIES)
BUILDING 12	STACKED TOWNHOUSE	5 UNITS	21,000	43' (4 STORIES)
BUILDING M1	MULTI FAMILY UNITS	360 UNITS (66 STUDIOS, 165 1BR, 107 2BR, 22 3BR)	374,000	72' (5 STORIES)

BIKE RACK DETAIL

COMPANY: AMERICAN BICYCLE SECURITY COMPANY
401 S BECKWITH RD,
SANTA PAUL, CA 93060
P.H 805.932.2688
WWW.AMERBIKE.COM

PRODUCT NAME: BIKE RACK
PRODUCT # RAL9005
COLOR: STAINLESS



PARKING & LOADING TABULATIONS

MULTIFAMILY (BUILDING M1)

REQUIRED:	STUDIOS: 1 SPACE PER UNIT (34 UNITS PROPOSED)
	1 BEDROOM: 1.5 SPACES PER UNIT (161 UNITS PROPOSED)
	2 BEDROOM OR MORE: 2 SPACES PER UNIT (154 UNITS PROPOSED)

TOTAL REQUIRED =584 SPACES

PROVIDED =498 SPACES

TOWNHOMES (BUILDING 1-8)

REQUIRED:	2.33 SPACES PER UNIT (49 UNITS PROPOSED)
	=115 SPACES

PROVIDED =115 SPACES (INCLUDES 17 SURFACE SPACES)

STACKED TOWNHOMES (BUILDING 9-12)

REQUIRED:	2.33 SPACES PER UNIT (52 UNITS PROPOSED)
	=122 SPACES

PROVIDED: =122 SPACES (INCLUDES 18 SURFACE SPACES)

OVERALL PARKING SUMMARY

TOTAL PARKING REQUIRED =820 SPACES

TOTAL PARKING PROVIDED =735 SPACES

MINIMUM STORMWATER INFORMATION FOR REZONING, SPECIAL EXCEPTION, SPECIAL PERMIT AND DEVELOPMENT PLAN APPLICATIONS

The following information is required to be shown or provided in all zoning applications, or a waiver request of the submission requirement with justification shall be attached. Note: Waivers will be acted upon separately. Failure to adequately address the required submission information may result in a delay in processing this application.

This information is required under the following Zoning Ordinance Sections:

Special Permits (Sect. 8-011 2J & 2L)	Special Exceptions (Sect. 9-011 2J & 2L)
Cluster Subdivision (Sect. 9-615 1G & 1N)	Commercial Revitalization Districts (Sect. 9-622 2A (12) & (14))
Development Plans PRC District (Sect. 16-302 3 & 4L)	PRC Plan (Sect. 16-303 1E & 1 O)
FDP P Districts (Sect. 16-502 1A (6) & (17))	Amendments (Sect. 18-202 10F & 10I)

- ☒ 1. Plat is at a minimum scale of 1"=50' (Unless it is depicted on one sheet with a minimum scale of 1"=100')
- ☐ 2. A graphic depicting the stormwater management facility(ies) and limits of clearing and grading accommodate the stormwater management facility(ies), storm drainage pipe systems and outlet protection, pond spillways, access roads, site outfalls, energy dissipation devices, and stream stabilization measures as shown on Sheet(s) 06-07 AND 11-13. If infiltration is proposed the soils should be tested for suitability prior to submission of the development plan and results of the infiltration test provided as part of the description of the facility.

☐ 3. Provide:

Facility Name/ Type & No. (E.g. dry pond, infiltration trench, underground vault, etc.)	On-site area served (acres)	Off-site area served (acres)	Drainage area (acres)	Footprint area (sf)	Storage volume (cf)	If pond, dam height (ft.)
EXISTING OFFSITE DRY POND						
EXISTING OFFSITE WET POND						
Totals:						

- ☐ 4. Onsite drainage channels, outfalls and pipe systems are shown on Sheet(s) 06-07. Pond inlet and outlet pipe systems are shown on Sheet(s) 11-13.
- ☐ 5. Maintenance access (road) to stormwater management facility(ies) are shown on Sheet(s) 11-13. Type of maintenance access road surface noted on the plat is (asphalt, geoblock, gravel, etc.)
- ☐ 6. Landscaping and tree preservation in and near the stormwater management facility is shown on Sheet(s) N/A.
- ☐ 7. Stormwater management and BMP narratives including Virginia Runoff Reduction Spreadsheet and descriptions of how detention and best management practices requirements will be met are provided on Sheet(s) 13.
- ☐ 8. A description of existing conditions of each numbered site outlet extended downstream from the site to a point which is at least 100 times the site area or which has a drainage area of at least one square mile (640 acres) is provided on Sheet(s) 12. If the outfall is proposed to be improved off-site it should be specifically noted.
- ☐ 9. A detailed description and analysis of how the channel protection requirements and flood protection requirements of each numbered outfall will be satisfied per Stormwater Management Ordinance and Public Facilities Manual are provided on Sheet(s) 12.
- ☐ 10. Existing topography with maximum contour intervals of two (2) feet and a note as to whether it is an air survey or field run is provided on Sheet(s) 04.
- ☐ 11. A submission waiver is required for N/A.
- ☐ 12. Stormwater management is not required because N/A.

14

Revised: 8/4/2015

LEGEND:

—W—	EXISTING WATER LINE	—●—	ROAD SIGN
—W—	PROPOSED WATER LINE	—○—	EX. POWER POLE
—H—	EX. FIRE HYDRANT	× 363.2	EXISTING SPOT ELEVATION
—H—	PROP. FIRE HYDRANT	+25.60	PROP. SPOT ELEVATION
WM ○	EXISTING WATER METER	CG-6 CG-6R	SPILL AND TRANSITION CURB AND GUTTER
WM ●	PROPOSED WATER METER	=====	PROPOSED CURB
WV ○	EXISTING WATER VALVE	▼▼	MAIN BUILDING ENTERANCE
WV ●	PROPOSED WATER VALVE	□ □ □ □	EX. STREET LIGHTS
—○—	EXISTING STORM DRAIN	—●—	PROP. STREET LIGHTS
—○—	PROPOSED STORM DRAIN	○	PROPOSED CG-12
—○—	EXISTING SANITARY SEWER	○	EXISTING TREE
—○—	PROPOSED SANITARY SEWER	○	PROPOSED TREE
—G—	EXISTING GAS LINE	△	WATER FITTING IDENTIFIER
—G—	PROPOSED GAS LINE	○	LOADING AREA
GV ○	EXISTING GAS VALVE	○	BENCHMARK
GV ●	PROPOSED GAS VALVE	○	TEST PIT REQUIRED
— -- --	EXISTING OVERHEAD WIRE	← ??? VPD	PROJECTED TRAFFIC COUNT
— -- --	EXISTING LIGHTING	← O.R.	OVERLAND RELIEF
— -- --	PROPOSED LIGHTING		
— -- --	EXISTING FENCE		
— -- --	PROPOSED FENCE		
— -- --	EXISTING TREE LINE		
— -- --	EXISTING CONTOURS		
— -- --	PROPOSED CONTOURS		
— -- --	PROPOSED PHASE LINE		
— -- --	PROPOSED LIMITS OF CLEARING & GRADING		
— -- --	EXISTING WETLANDS		
— -- --	PROP. RET. WALL		

GENERAL NOTES & DETAILS

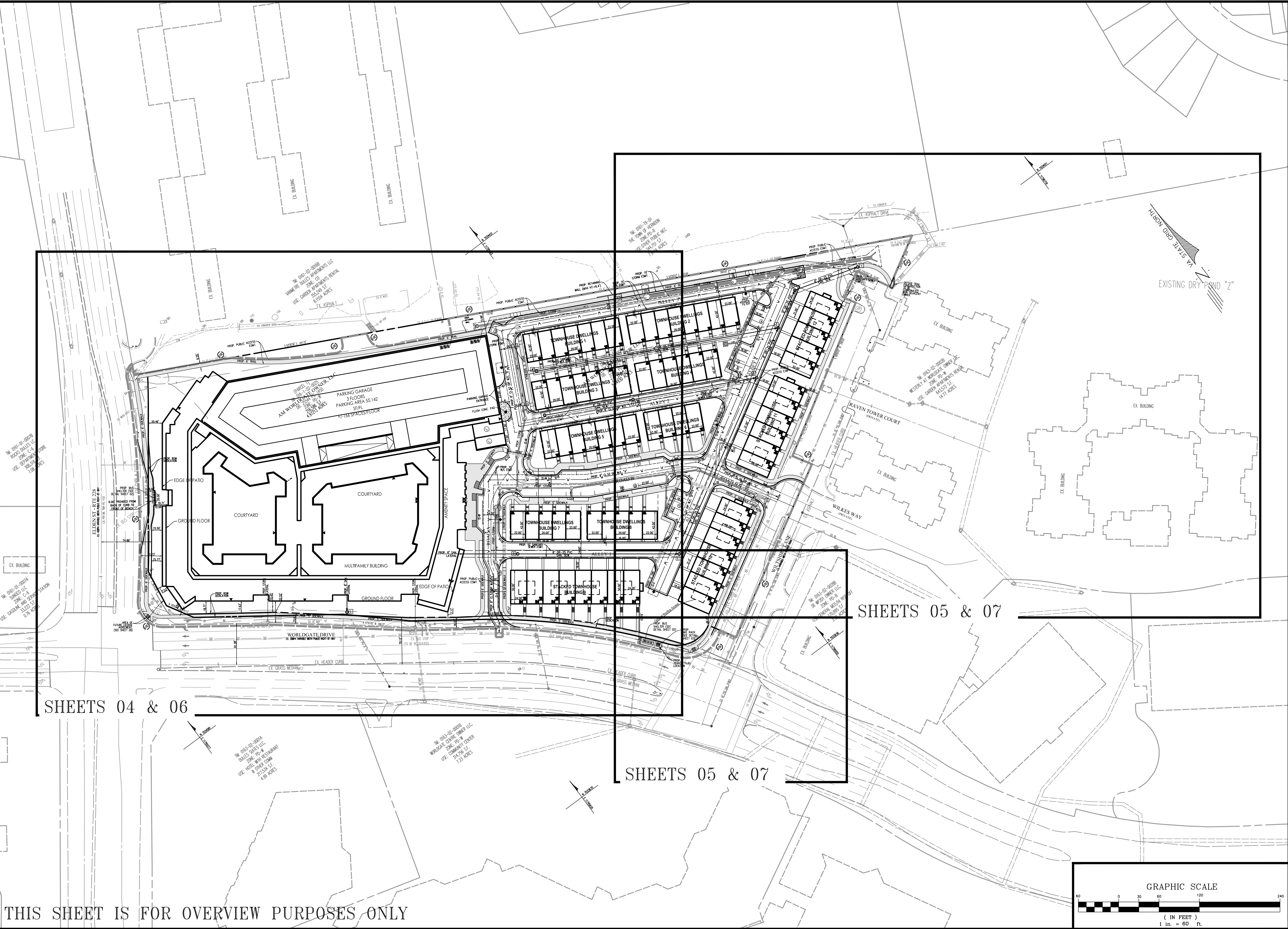
WORLDGATE
GENERALIZED DEVELOPMENT PLAN
DRANESVILLE DISTRICT
TOWN OF HERNDON, VIRGINIA

DATE: NOV. 2022

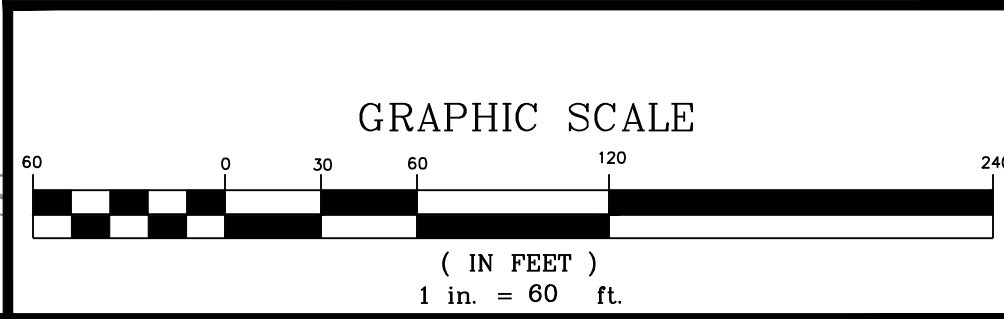
SCALE: N/A

SHEET
02
OF
86

FILE No.
RZ-13126



THIS SHEET IS FOR OVERVIEW PURPOSES ONLY



OVERVIEW

WORLDGATE
GENERALIZED DEVELOPMENT PLAN
DRANESVILLE DISTRICT
TOWN OF HERNDON, VIRGINIA

SCALE: 1" = 60'

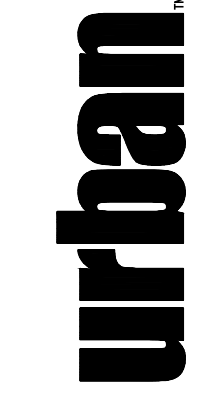
DATE: NOV. 2022

C.I. = N/A

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86

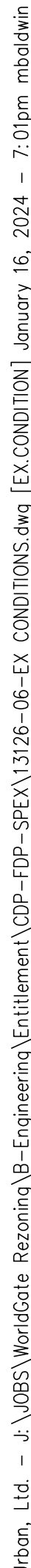
FILE No.
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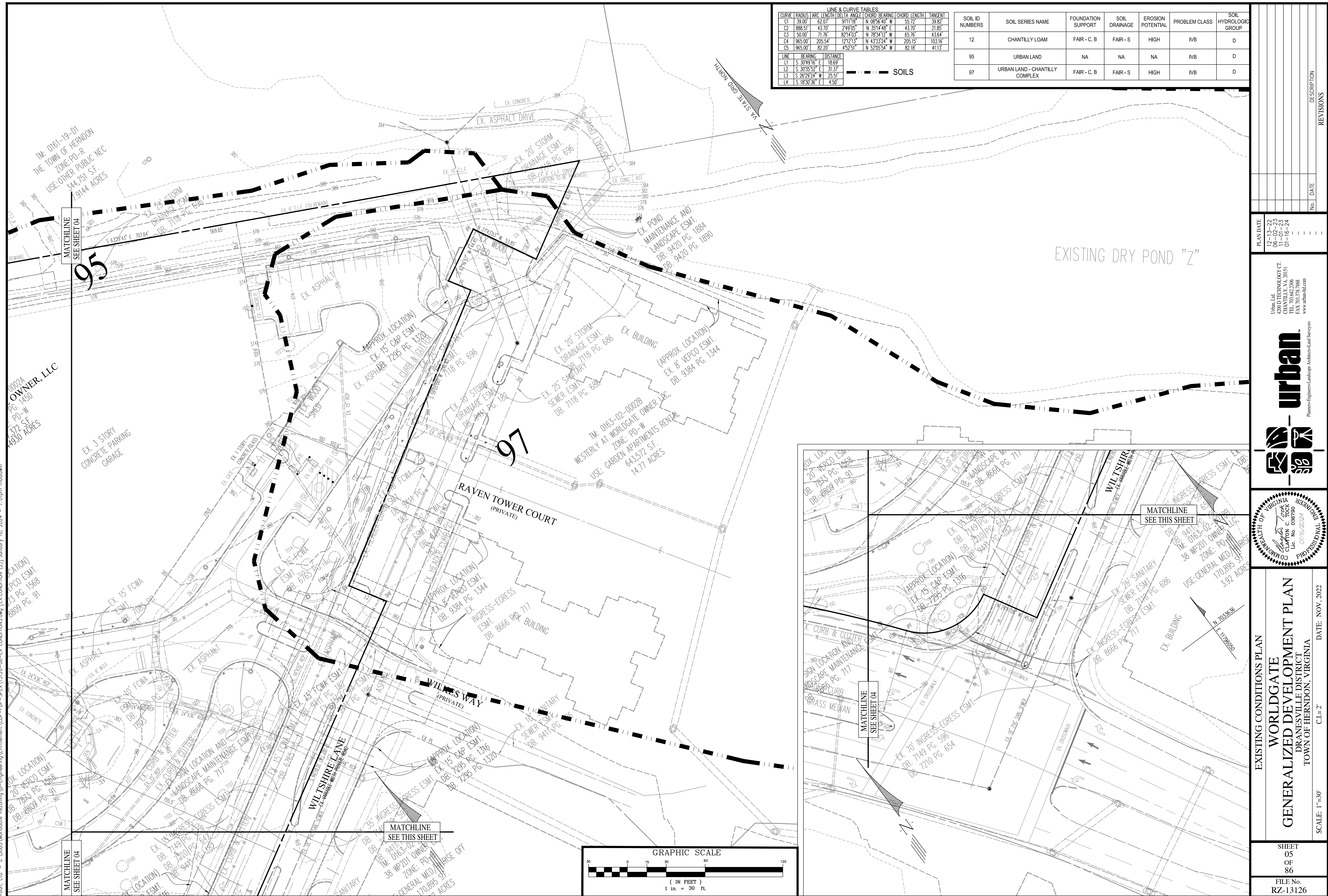


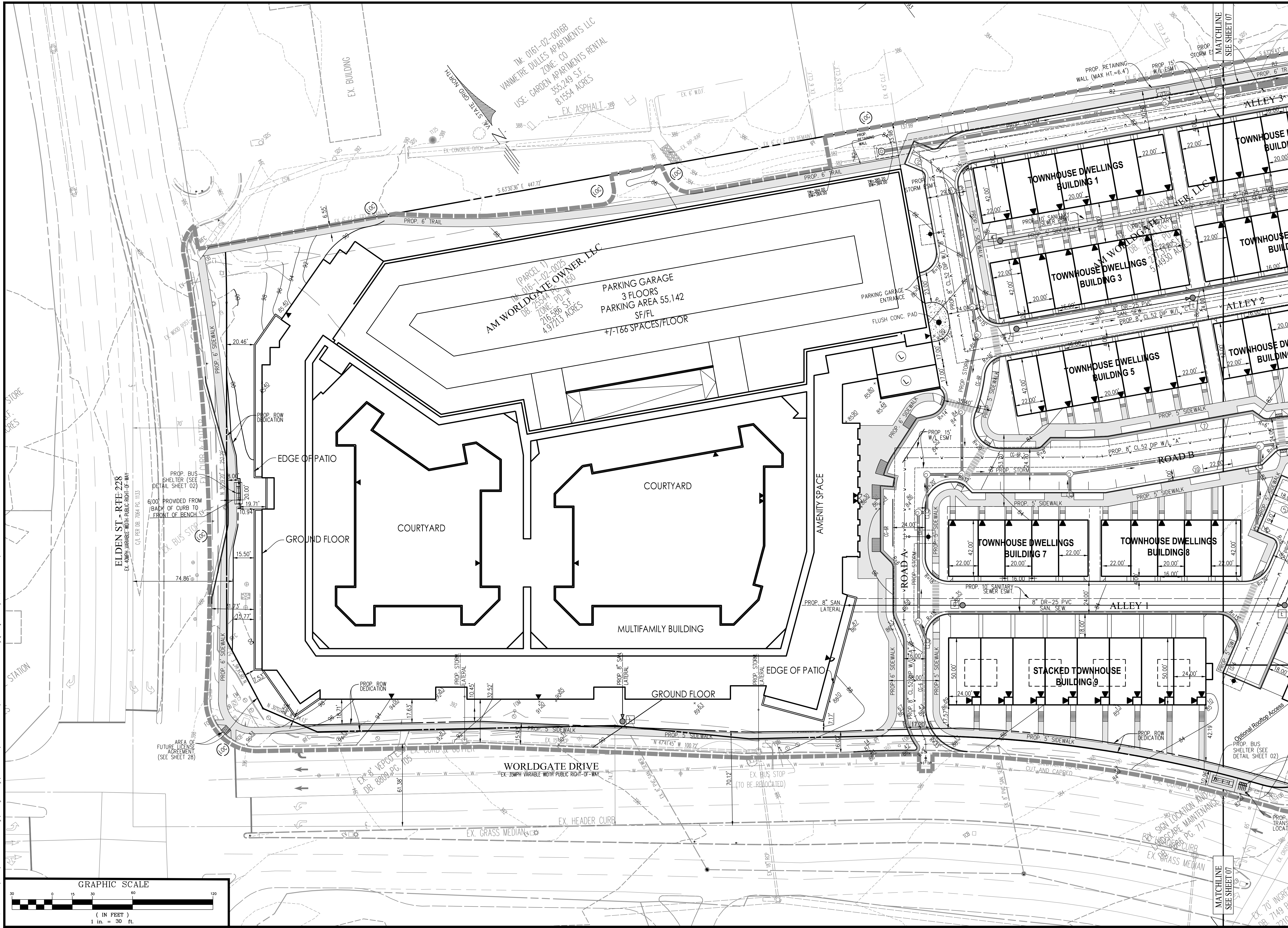
REVISIONS	
No.	DATE
12-13-22	
06-02-23	
11-01-23	
01-16-24	



SOIL ID NUMBERS	SOIL SERIES NAME	FOUNDATION SUPPORT	SOIL DRAINAGE	EROSION POTENTIAL	PROBLEM CLASS	SOIL HYDROLOGIC GROUP
12	CHANTILLY LOAM	FAIR - C, B	FAIR - S	HIGH	IVB	D
95	URBAN LAND	NA	NA	NA	IVB	D
97	URBAN LAND - CHANTILLY COMPLEX	FAIR - C, B	FAIR - S	HIGH	IVB	D

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CONCEPTUAL DEVELOPMENT PLAN

WORLDGATE
GENERALIZED DEVELOPMENT PLAN
DRANESVILLE DISTRICT
TOWN OF HERNDON, VIRGINIA

DATE: NOV. 2022
SCALE: 1"=30'

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CLAYTON C. ROCK
Lic. No. 0367960
01/16/2024
PROFESSIONAL
SEAL

PLAN DATE
12-13-22
06-02-23
11-01-23
01-16-24

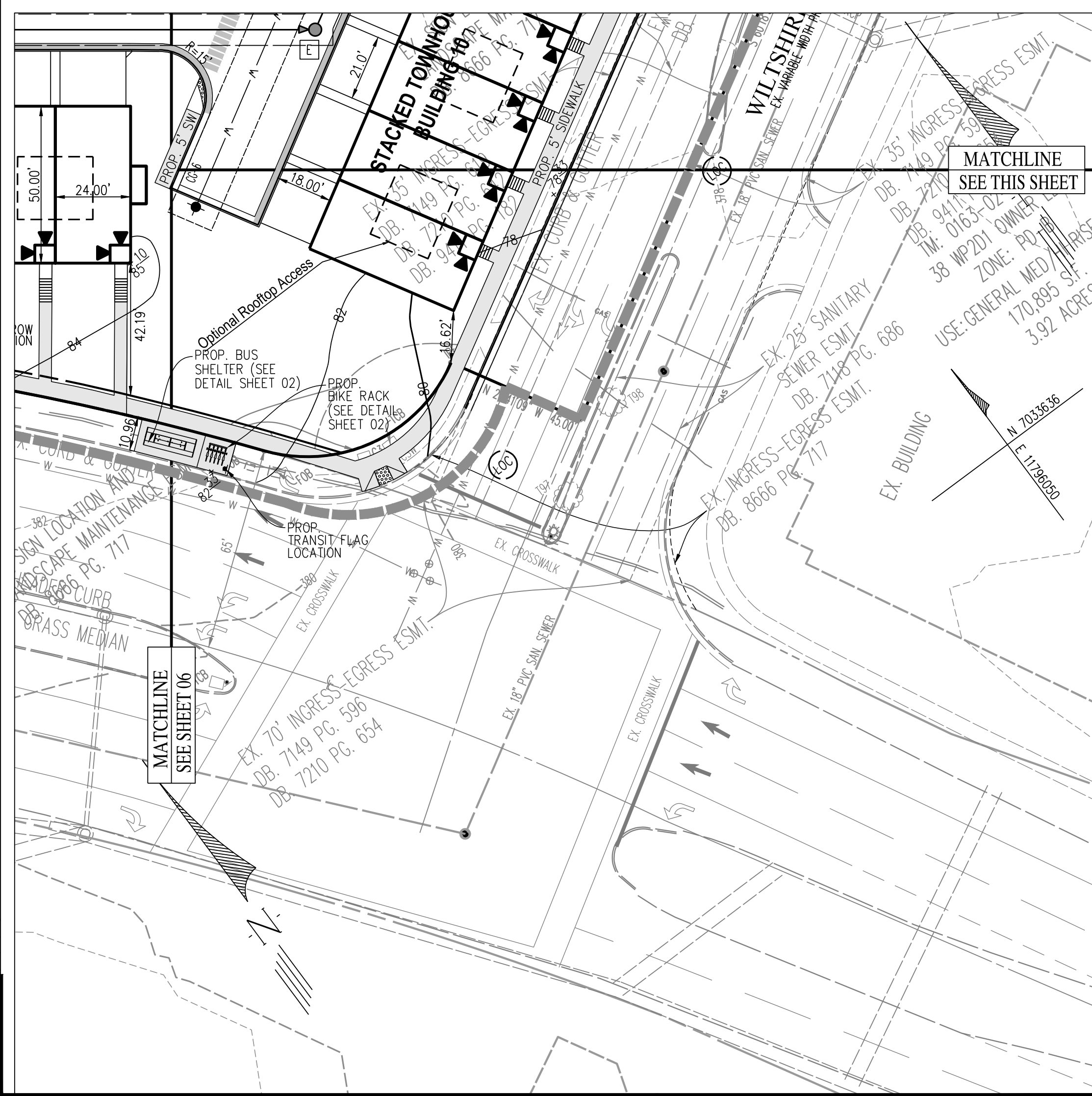
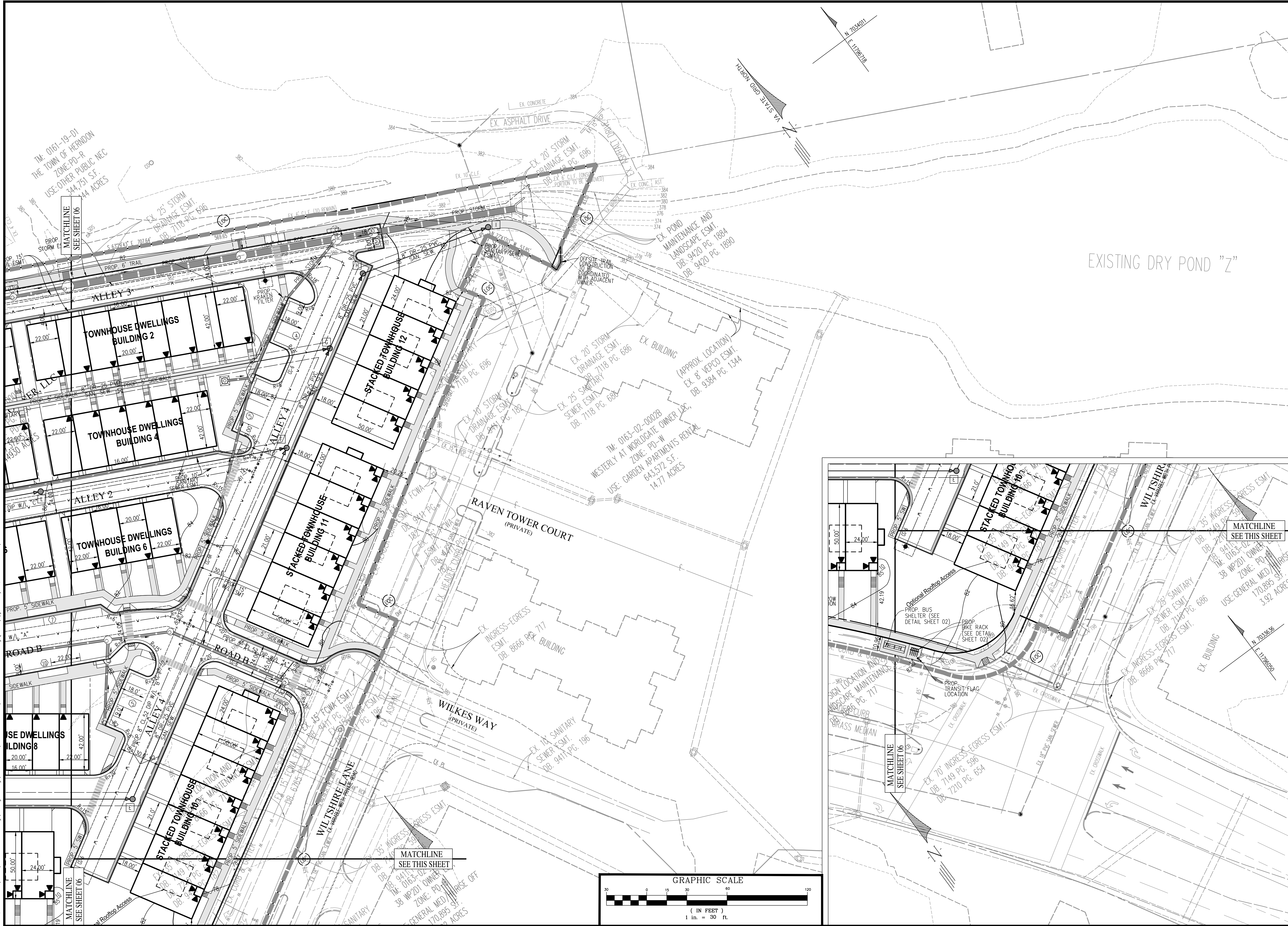
No. DATE DESCRIPTION REVISIONS

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06
OF
86

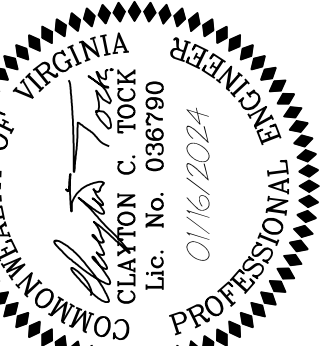
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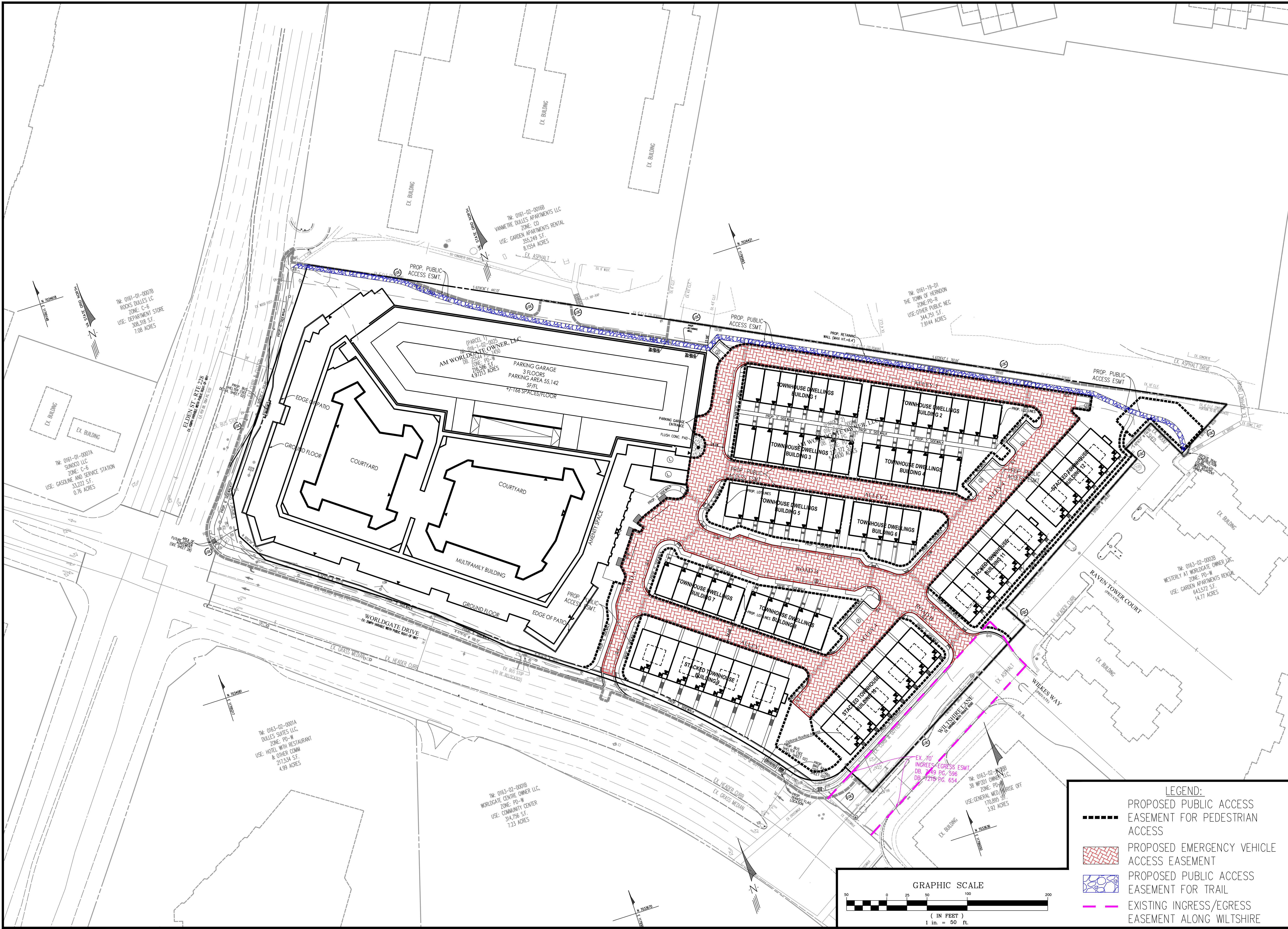
Page 227 of 369

Urban, Ltd. - J:\JOBS\WorldGate Rezoning\B-Engineering\Entitlement\COP-FDP-SPEX\13126-08-GEOMETRY.dwg [COP (2)] January 16, 2024 - 7:02pm mboldwin



CONCEPTUAL DEVELOPMENT PLAN	
WORLDGATE GENERALIZED DEVELOPMENT PLAN DRANESVILLE DISTRICT TOWN OF HERNDON, VIRGINIA	
SHEET 07 OF 86	FILE No. RZ-13126
DATE: NOV. 2022	
SCALE: 1"=30'	
C.I.=2'	
PLANNERS-Engineers/Landscape Architects/Land Surveyors	
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PLAN DATE 12-13-23 06-02-23 11-01-23 01-16-24	
REVISIONS	
No.	DATE
DESCRIPTION	





PROPOSED EASEMENT EXHIBIT

WORLDGATE
GENERALIZED DEVELOPMENT PLAN
DRANESVILLE DISTRICT
TOWN OF HERNDON, VIRGINIA

DATE: NOV. 2022
C.I. = NA

SHEET
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OF
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FILE No.
RZ-13126

LEGEND:

PROPOSED PUBLIC ACCESS
EASEMENT FOR PEDESTRIAN
ACCESS

PROPOSED EMERGENCY VEHICLE
ACCESS EASEMENT

PROPOSED PUBLIC ACCESS
EASEMENT FOR TRAIL

EXISTING INGRESS/EGRESS
EASEMENT ALONG WILTSHIRE

PLAN DATE

12-13-23
06-02-23
11-01-23
01-16-24

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PROFESSIONAL
ENGINEER

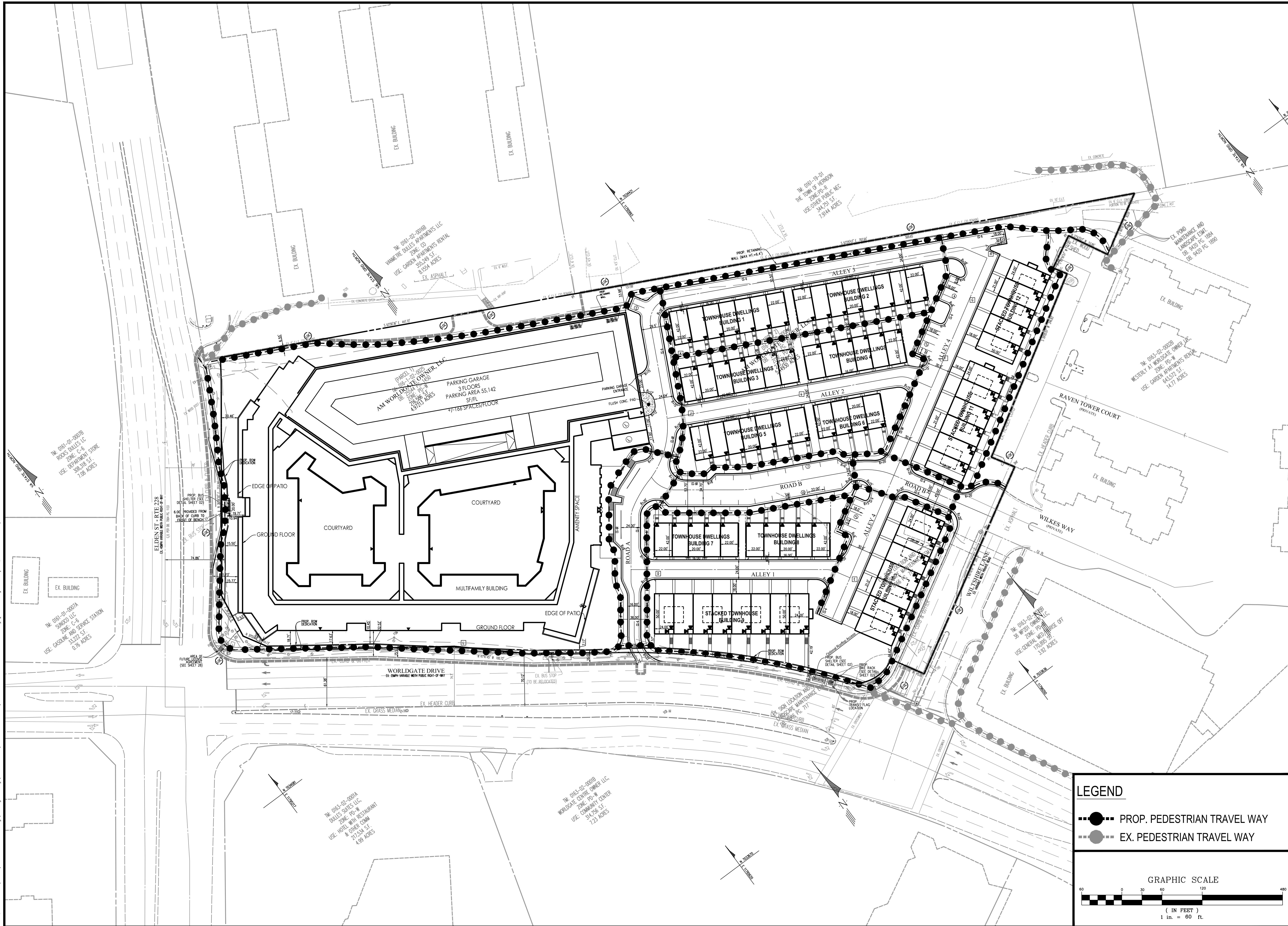
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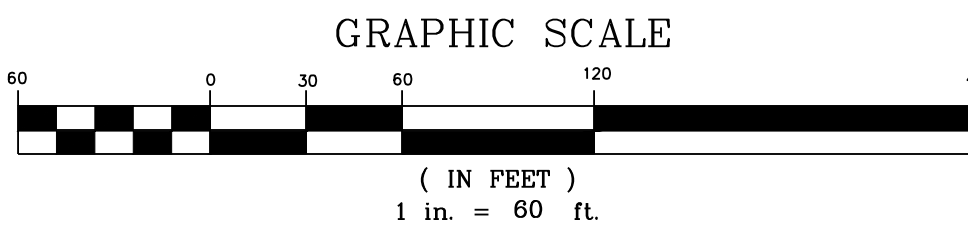
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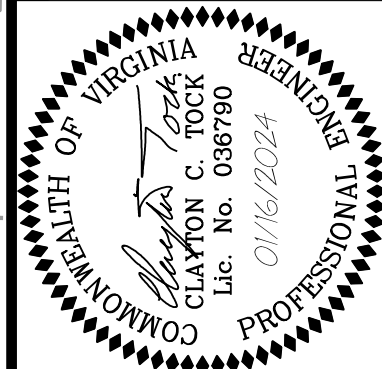
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- LEGEND**
- PROP. PEDESTRIAN TRAVEL WAY
 - EX. PEDESTRIAN TRAVEL WAY



PEDESTRIAN CIRCULATION PLAN	
WORLDGATE GENERALIZED DEVELOPMENT PLAN	
DRANESVILLE DISTRICT TOWN OF HERNDON, VIRGINIA	
DATE: NOV. 2022	SCALE: 1"=60'
SHEET 09 OF 86	
FILE No. RZ-13126	
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No.	DATE
REVISIONS	
DESCRIPTION	





PLAN DATE		REVISIONS	
No.	DATE	No.	DESCRIPTION
12-13-23			
06-02-23			
11-01-23			
01-16-24			

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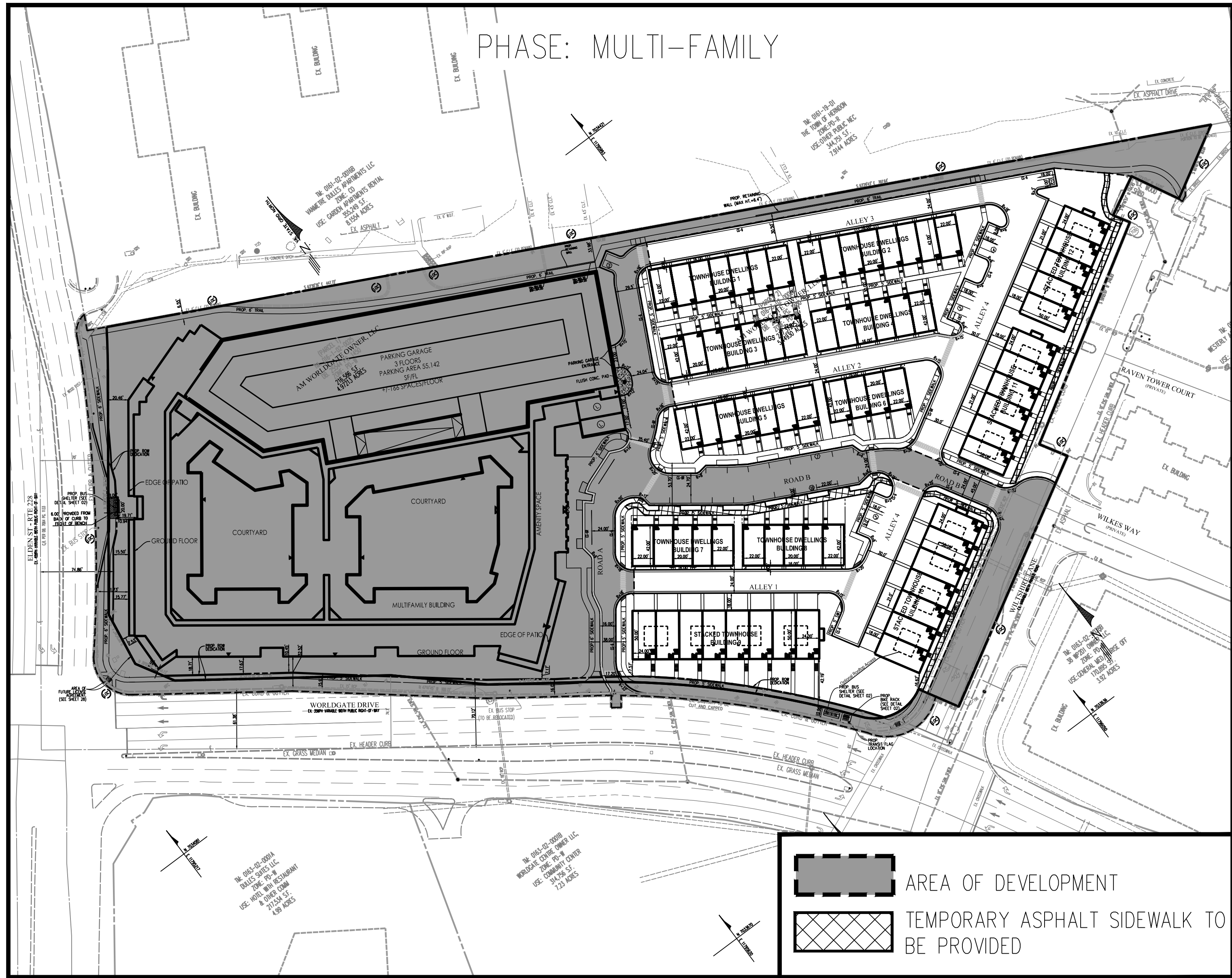
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CLAYTON C. ROCK
Lic. No. 0367960
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PROFESSIONAL ENGINEER

OPEN SPACE PLAN
WORLDGATE
GENERALIZED DEVELOPMENT PLAN
DRANESVILLE DISTRICT
TOWN OF HERNDON, VIRGINIA

DATE: NOV. 2022
C.I. = N/A
SCALE: 1"=50'

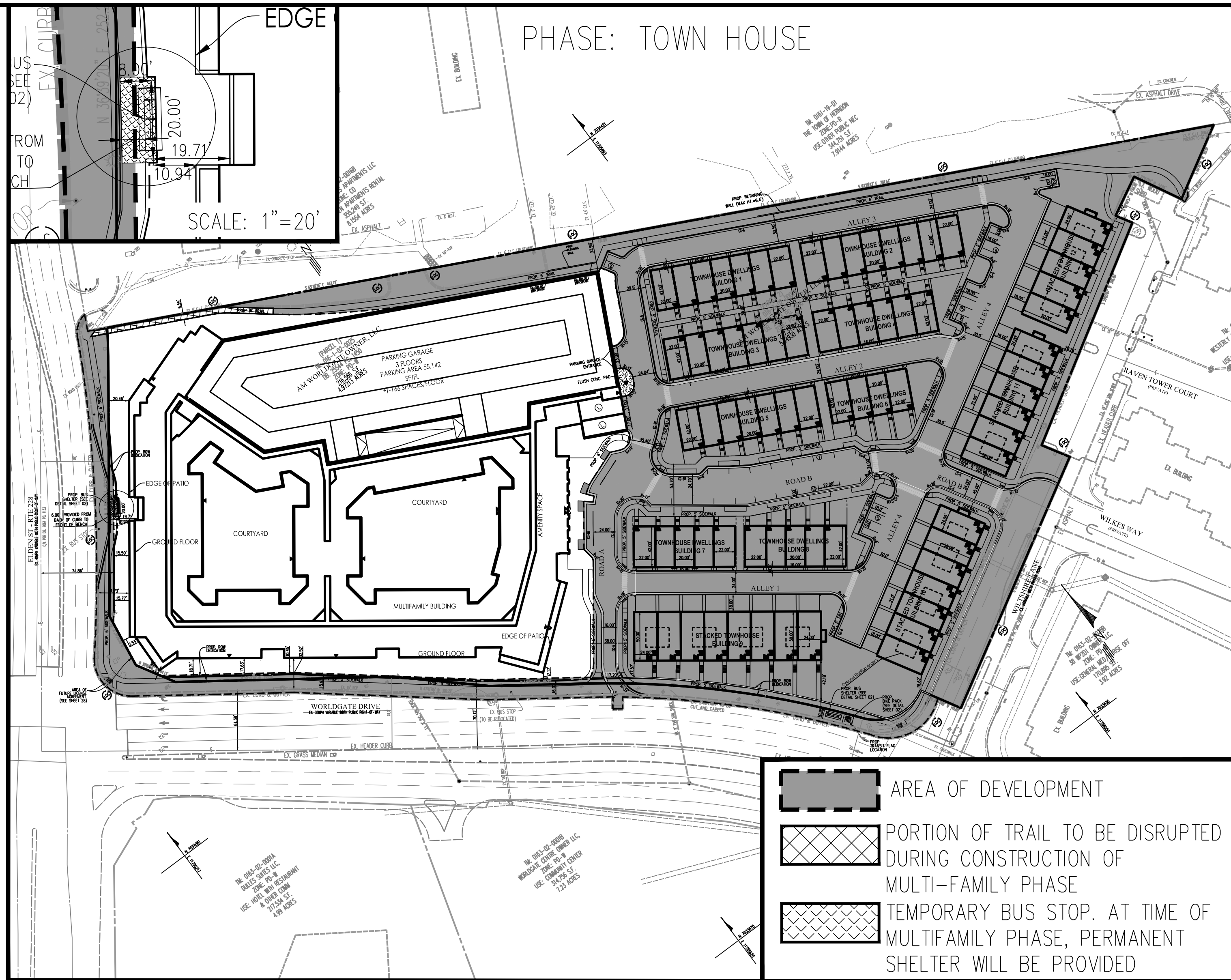
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FILE No.
RZ-13126



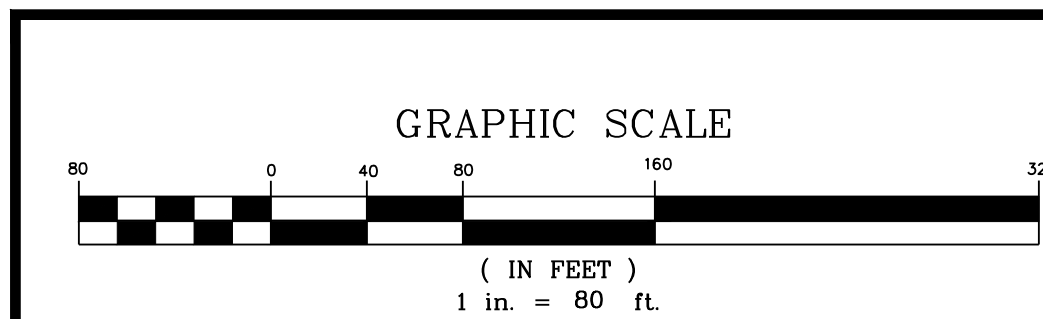
MULTI-FAMILY PHASE TABULATIONS

PHASE BOUNDARY AREA:	6.54 AC OR 285,281 SF
ROW DEDICATION WITHIN PHASE:	0.10 AC OR 4,224 SF
NET PHASE BOUNDARY AREA:	6.44 AC OR 281,057 SF
OPEN SPACE:	29% (1.88 AC OR 82,298 SF)
REQUIRED PARKING:	584 SPACES
PROVIDED PARKING:	498 (STRUCTURED GARAGE)
	17 (SURFACE)
TOTAL:	515 SPACES



TOWNHOUSE PHASE TABULATIONS

PHASE BOUNDARY AREA:	6.59 AC OR 287,268 SF
ROW DEDICATION WITHIN PHASE:	0.10 AC OR 4,224 SF
NET PHASE BOUNDARY AREA:	6.49 AC OR 283,044 SF
OPEN SPACE:	22% (1.48 AC OR 64,691 SF)
REQUIRED PARKING:	237 SPACES
PROVIDED PARKING:	202 (DRIVEWAY + GARAGE)
	35 (SURFACE)
TOTAL:	237 SPACES



NOTES:

- THE APPLICANT RESERVES THE RIGHT TO SHIFT PHASING BOUNDARIES AT THE TIME OF SITE PLAN.
- UTILITIES WILL BE CONSTRUCTED TO SERVE EACH PHASE AS NECESSARY.
- DEMOLITION OF OFFICE BUILDINGS WILL OCCUR DURING EITHER PHASE.
- FOR THE UNCONSTRUCTED PHASE, THE SITE WILL BE GRADED, SEEDED, LANDSCAPED WITH STREET TREES AT A RATE 1 TREE PER 30 LINEAR FEET AND TEMPORARY CHAIN LINK FENCE WILL SURROUND THE PHASE.
- UNDER EITHER PHASE, THE REMAINING PORTION OF THE MULTIFAMILY PARKING GARAGE WILL BE FINISHED AND PAINTED SUBSTANTIALLY SIMILAR TO THE EXISTING EXPOSED FINISHED GARAGE.

PLAN DATE	12-13-23	DESCRIPTION
	06-02-23	
	11-01-23	
	01-16-24	
No.	DATE	REVISIONS

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PHASING EXHIBIT

WORLDGATE
GENERALIZED DEVELOPMENT PLAN
DRANESVILLE DISTRICT
TOWN OF HERNDON, VIRGINIA

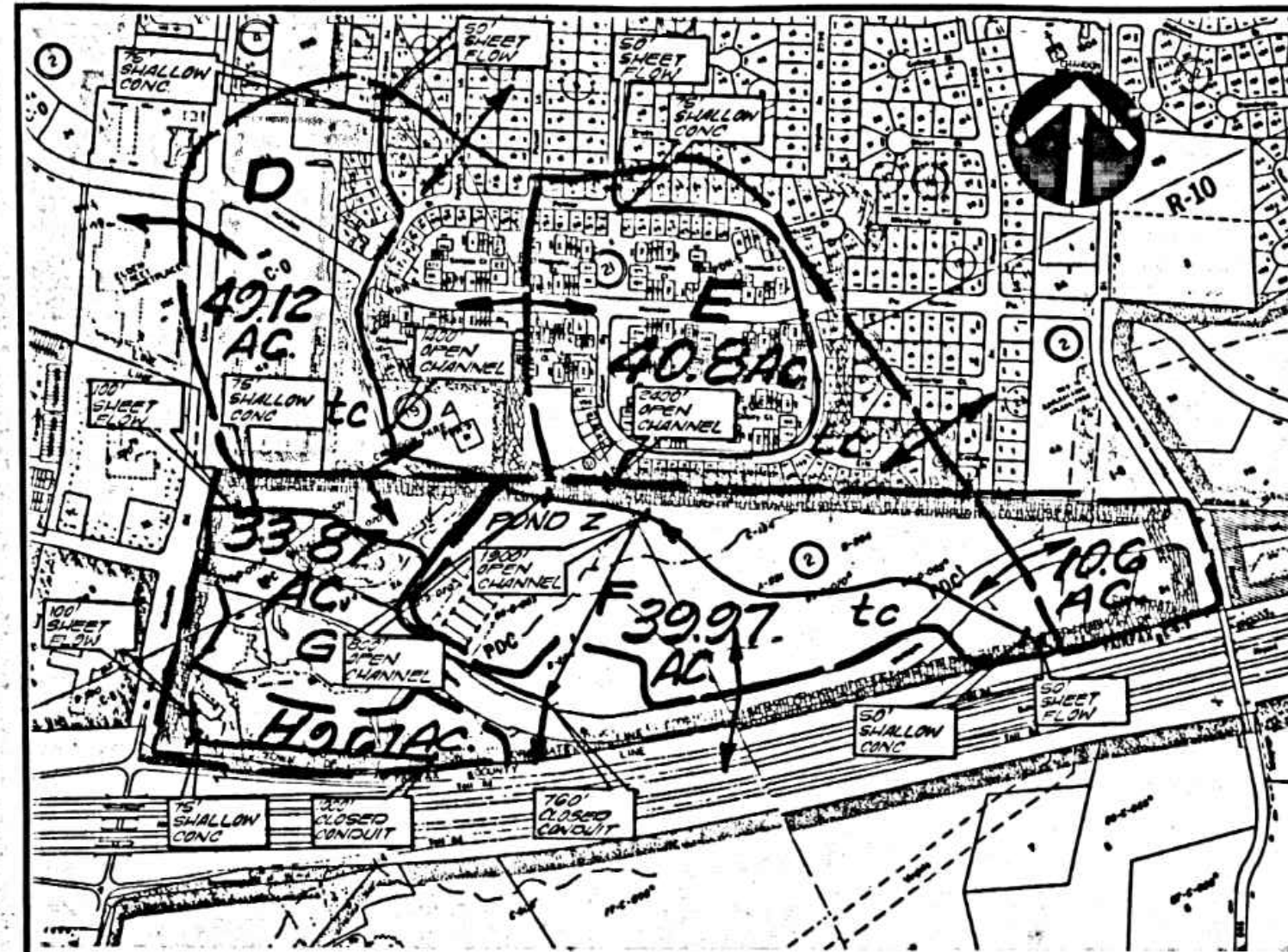
DATE: NOV. 2022

SCALE: 1"=80'

SHEET
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OF
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FILE No.
RZ-13126

COMMONWEALTH OF VIRGINIA
CLAYTON C. ROCK
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01/16/2024
PROFESSIONAL ENGINEER

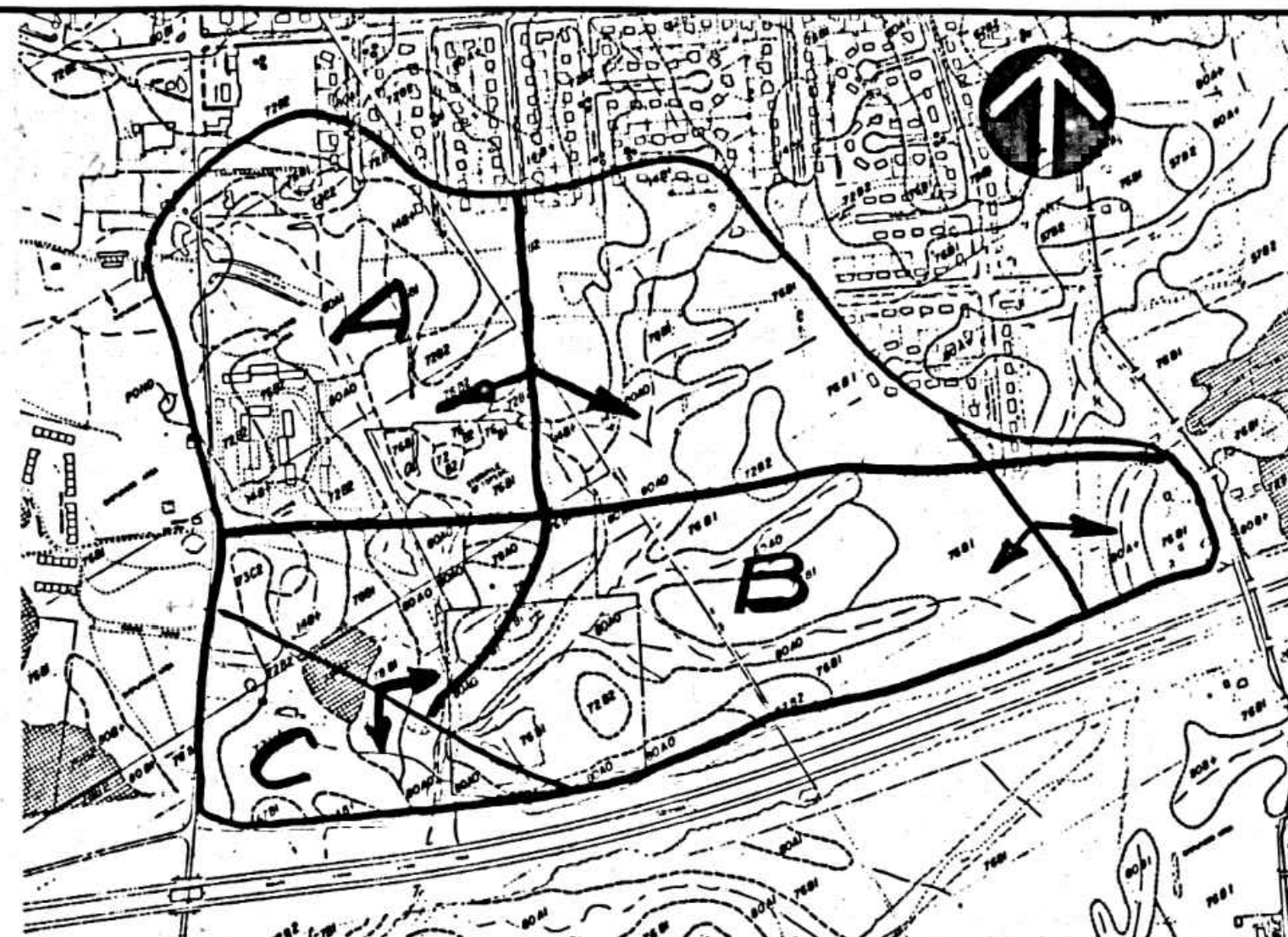


SHEDS D,E,& F DRAINAGE DIVIDES
SCALE: 1"=500'

TR-55 CURVE NUMBER COMPUTATION				VERSION 1.11	
Project : WORLD GATE		State: VA	User: BAG	Date: 04-02-92	
County : FAIRFAX			Checked: _____	Date: _____	
Subtitle: PROPOSED CONDITIONS					
Subarea : D					
COVER DESCRIPTION		A	Hydrologic Soil Group		D
			B	C	
			Acres (CN)		
FULLY DEVELOPED URBAN AREAS (Veg Estab.)					
Open space (Lawns, parks etc.)					
Good condition; grass cover > 75%					
		-	12.7(61)	12.8(74)	4.67(80)
Impervious Areas					
Paved parking lots, roofs, driveways					
		-	8.47(98)	5.15(98)	5.33(98)
Total Area (by Hydrologic Soil Group)			21.1	17.9	10
			****	****	****
SUBAREA: D TOTAL DRAINAGE AREA: 49.12 Acres WEIGHTED CURVE NUMBER: 80					

TR-55 CURVE NUMBER COMPUTATION				VERSION 1.11
Project : WORLD GATE		User: BAG	Date: 04-02-92	
County : FAIRFAX		State: VA	Checked: _____	
Subtitle: PROPOSED CONDITIONS			Date: _____	
Subarea : E				
COVER DESCRIPTION		A	Hydrologic Soil Group B C Acres (CN)	D
FULLY DEVELOPED URBAN AREAS (Veg Estab.)				
Open space (Lawns, parks etc.)				
Good condition; grass cover > 75%		-	6.68(61) 6.35(74)	2.07(80)
Impervious Areas				
Paved parking lots, roofs, driveways			10.6(98) 12.7(98)	2.1(98)
Total Area (by Hydrologic Soil Group)			17.2 19.0	4.47
			****	****
SUBAREA: E TOTAL DRAINAGE AREA: 40.8 Acres				WEIGHTED CURVE NUMBER: 87

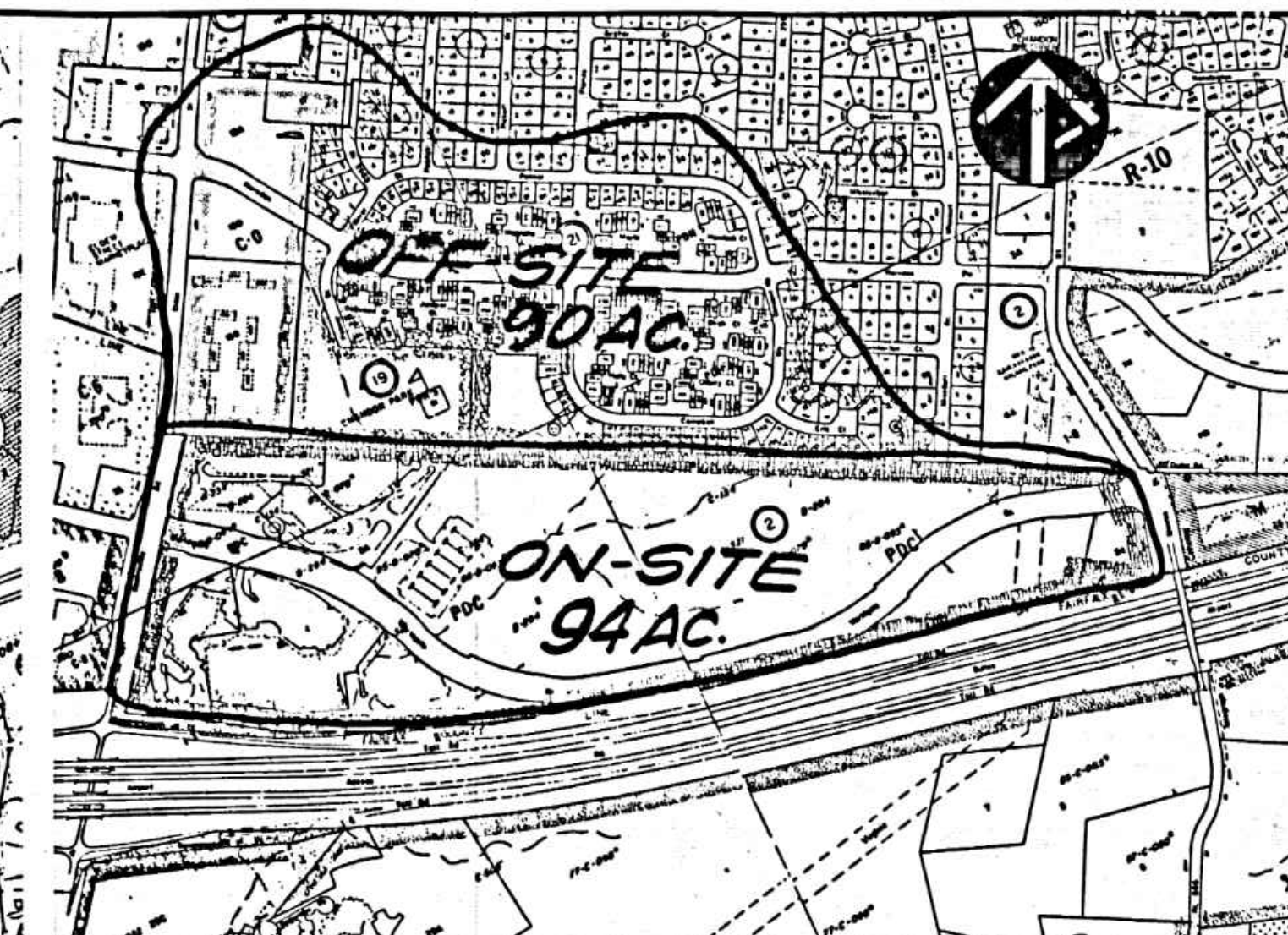
COVER DESCRIPTION	Hydrologic Soil Group			
	A	B	C	D
	Acres (CN)			
FULLY DEVELOPED URBAN AREAS (Veg Estab.)				
Open space (Lawns, parks etc.)				
Good condition: grass cover > 75%	-	1.41(61)	6.31(74)	5.72(80)
Impervious Areas				
Paved parking lots, roofs, driveways	-	4.33(98)	11.1(98)	11.1(98)
Total Area (by Hydrologic Soil Group)		5.74	17.4	16.8
		----	----	----
SUBAREA: F TOTAL DRAINAGE AREA: 39.97 Acres WEIGHTED CURVE NUMBER: 90*				



SOILS MAP
SCALE: 1"=500'

TR-55 CURVE NUMBER COMPUTATION				VERSION 1.11	
Project : WORLD GATE		User: BAG	Date: 04-07-92		
County : FAIRFAX		State: VA	Checked: _____ Date: _____		
Subtitle: PROPOSED CONDITIONS					
Subarea : G					
COVER DESCRIPTION					
		A	B	C	D
		Hydrologic Soil Group			
		Acres (CN)			
FULLY DEVELOPED URBAN AREAS (Veg Estab.)					
Open space (Lawns, parks etc.)					
		- 1.88(61) 3.27(74) 1.70(80)			
Good condition; grass cover > 75%					
Impervious Areas					
Paved parking lots, roofs, driveways					
		- 6.82(98) 14.4(98) 5.8(98)			
Total Area (by Hydrologic Soil Group)		8.7	17.6	7.5	
		****	****	****	
SUBAREA: G TOTAL DRAINAGE AREA: 33.87 Acres WEIGHTED CURVE NUMBER: 93					

TR-55 CURVE NUMBER COMPUTATION				VERSION 1.11
Project : WORLD GATE	State: VA	User: BAG	Date: 04-07-92	
County : FAIRFAX		Checked:	Date:	
Subtitle: PROPOSED CONDITIONS				
Subarea : H				
COVER DESCRIPTION		A	B	C
		Hydrologic Soil Group		
			D	
		Acres (CN)		
FULLY DEVELOPED URBAN AREAS (Veg Estab.)				
Open space (Lawns, parks, etc.)				
Good condition; grass cover > 75%		- 1.52(61)	1.22(74)	1.09(80)
Impervious Areas				
Paved parking lots, roofs, driveways		- 3.32(98)	1.67(98)	0.85(98)
Total Area (by Hydrologic Soil Group)		4.84	2.89	1.94
		=====	=====	=====
SUBAREA: H TOTAL DRAINAGE AREA: 9.67 Acres		WEIGHTED CURVE NUMBER: 87		



OFF-SITE VS ON-SITE AREA
SCALE: 1"=500'

SUBAREA I1 - D			
Flow Type	2 year rain	Length (ft)	Slope Surface (ft/ft) code
Sheet	3.2	25	0.02 F
Sheet	25	0.02	A
Shallow Concent'd	75	0.02	P
Open Channel	1400		
Open Channel	800		
Time of Concentration = 0.20*			
SUBAREA I2 - E			
Flow Type	2 year rain	Length (ft)	Slope Surface (ft/ft) code
Sheet	3.2	25	0.02 F
Sheet	25	0.02	A
Shallow Concent'd	75	0.02	P
Open Channel	2400		
Time of Concentration = 0.19*			
SUBAREA I3 - F			
Flow Type	2 year rain	Length (ft)	Slope Surface (ft/ft) code
Sheet	3.2	25	0.02 F
Sheet	25	0.02	A
Shallow Concent'd	75	0.02	P
Open Channel	1900		
Time of Concentration = 0.17*			

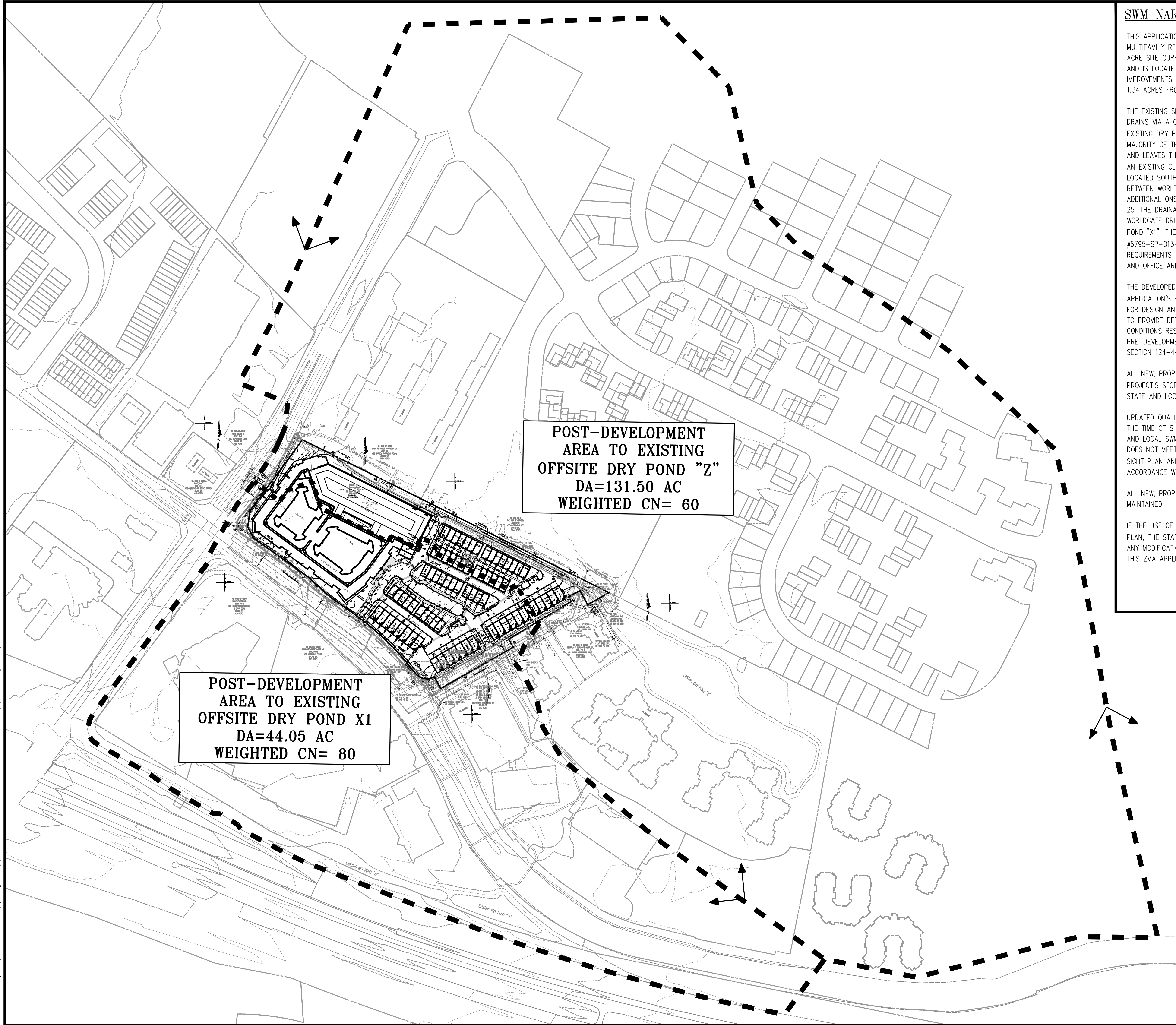
SUBAREA G			
Flow Type	2 year rain	Length (ft)	Slope Surface (ft/ft) code
Sheet	3.2	50	0.02 F
Sheet	50	0.02	A
Shallow Concent'd	75	0.02	P
Open Channel	2520		
Time of Concentration = 0.26*			
SUBAREA I5 - H			
Flow Type	2 year rain	Length (ft)	Slope Surface (ft/ft) code
Sheet	3.2	50	0.02 F
Sheet	50	0.02	A
Shallow Concent'd	75	0.02	P
Open Channel	1000		
Time of Concentration = 0.20*			

--- Sheet Flow Surface Codes ---
A Smooth Surface
B Fallow (No Res.)
C Cultivated < 30 % Res.
D Grass-Road, Short
F Grass, Dense
G Grass, Buranda
H Woods, Light
I Woods, Dense
J Shallow Concentrated
K Surface Codes
L Paved
M Unpaved
N Unpaved
O Unpaved
P Unpaved
Q Unpaved
R Unpaved
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Urban, Ltd. - J:\JOBS\WorldGate Rezoning\B-Engineering\Entitlement\CDP-FDP-SPEX\13126-21-SWM-POST.dwg [SWM-POST] January 16, 2024 - 7:03pm mblodwin



SWM NARRATIVE

THIS APPLICATION PROPOSES TO REDEVELOP THE EXISTING WORLDGATE OFFICE PARK TO MULTIFAMILY RESIDENTIAL AND SINGLE FAMILY ATTACHED RESIDENTIAL. THE EXISTING 10.42 ACRE SITE CURRENTLY COMPRISES AN EXISTING PARKING GARAGE AND OFFICE BUILDING AND IS LOCATED WITHIN THE HORSEPEN CREEK WATERSHED. THE POST-DEVELOPMENT IMPROVEMENTS YIELDS A TOTAL OF 8.02 ACRES OF IMPERVIOUS AREA, AN INCREASE OF 1.34 ACRES FROM THE EXISTING CONDITION.

THE EXISTING SITE DRAINS IN MULTIPLE DIRECTIONS. THE NORTHERN PORTION OF THE SITE DRAINS VIA A GRASS SWALE BEHIND THE PARKING GARAGE AND OUTFALLS INTO AN EXISTING DRY POND "Z" LOCATED ON THE ADJACENT PARCEL TM# 0163-02-0002B. THE MAJORITY OF THE SITE DRAINS THROUGH AN EXISTING ONSITE CLOSED CONDUIT SYSTEM AND LEAVES THE SITE AT STRUCTURE EX. 10. THE DRAINAGE CONTINUES OFFSITE THROUGH AN EXISTING CLOSED CONDUIT SYSTEM AND OUTFALLS INTO AN EXISTING DRY POND "X1" LOCATED SOUTH OF THE SITE ON PARCEL #0163-02-002D. THE REMAINDER OF THE SITE BETWEEN WORLDGATE DRIVE AND THE EXISTING OFFICE BUILDING DRAINS THROUGH AN ADDITIONAL ONSITE CLOSED CONDUIT SYSTEM AND LEAVES THE SITE AT STRUCTURE EX. 25. THE DRAINAGE CONTINUES OFFSITE THROUGH A CLOSED CONDUIT SYSTEM ALONG WORLDGATE DRIVE AND EVENTUALLY OUTFALLS INTO THE AFOREMENTIONED EXISTING DRY POND "X1". THE EXISTING PONDS WERE CONSTRUCTED UNDER APPLICATION #6795-SP-013-2 APPROVED ON 05/16/1994. THEY PROVIDE DETENTION AND BMP REQUIREMENTS FOR THE SUBJECT SITE IN ADDITION TO ADJACENT OFFSITE RESIDENTIAL AND OFFICE AREAS.

THE DEVELOPED CONDITIONS OF APPROVED PLAN #6795-SP-013-2 ARE USED AS THIS APPLICATION'S PRE-DEVELOPMENT CONDITIONS AS SHOWN ON SHEET 11. SEE SHEET 13 FOR DESIGN AND CONSTRUCTION DETAILS OF THE PONDS. THE PONDS REMAIN ADEQUATE TO PROVIDE DETENTION FOR THE SUBJECT SITE. HOWEVER, SINCE THE POST-DEVELOPMENT CONDITIONS RESULT IN A NET INCREASE IN IMPERVIOUS COVER FROM THE PRE-DEVELOPMENT CONDITIONS, ADDITIONAL ONSITE BMP FACILITIES WILL BE PROVIDED PER SECTION 124-4-2.A.2.C. SEE SHEETS FOR 14-17 FOR BMP COMPUTATIONS.

ALL NEW, PROPOSED FACILITIES AS WELL AS ALL EXISTING FACILITIES USED TO MEET THIS PROJECT'S STORM WATER QUALITY AND QUANTITY REQUIREMENTS WILL MEET CURRENT STATE AND LOCAL REQUIREMENTS FOR ALL PHASES OF CONSTRUCTION.

UPDATED QUALITY AND QUANTITY COMPUTATIONS FOR THE PROJECT WILL BE PROVIDED AT THE TIME OF SITE PLAN DEMONSTRATING THAT THE PROJECT MEETS ALL CURRENT STATE AND LOCAL SWM REQUIREMENTS. ANY EXISTING SWM FACILITY USED BY THE PROJECT THAT DOES NOT MEET CURRENT DESIGN STANDARDS WILL BE REDESIGNED AT THE TIME OF THE SIGHT PLAN AND RETROFITTED/RECONSTRUCTED AS A PART OF THIS PROJECT IN ACCORDANCE WITH ALL APPLICABLE STATE AND LOCAL CODE.

ALL NEW, PROPOSED SWM FACILITIES WILL BE PROVIDED ON SITE AND WILL BE PRIVATELY MAINTAINED.

IF THE USE OF OFFSITE SWM FACILITIES IS DETERMINED TO BE INFEASIBLE AT TIME OF SITE PLAN, THE STATE'S SWM REQUIREMENTS WILL BE ADDRESSED USING ONSITE FACILITIES. IF ANY MODIFICATIONS TO THE SITE AND BUILDING LAYOUT ARE REQUIRED, MODIFICATION TO THIS ZMA APPLICATION MAY BE REQUIRED.

SIGNATURE: *Clayton Tock* DATE: 01/16/2024
CLAYTON TOCK, P.E.
PRINCIPAL

LEGEND

DRAINAGE AREA TO PONDS

GRAPHIC SCALE

500

0

75

150

300

600

(IN FEET)

1 in. = 150 ft.

PLAN DATE

12-13-23

06-02-23

11-01-23

01-16-24

Urban, Ltd.

4300 D TECHNOLOGY CT.

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01/16/2024

PROFESSIONAL ENGINEER

SWM POST-DEVELOPMENT PLAN

WORLDGATE

GENERALIZED DEVELOPMENT PLAN

DRANESVILLE DISTRICT

TOWN OF HERNDON, VIRGINIA

DATE: NOV. 2022

C.I.= 2'

SHEET

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OF

86

FILE No.

RZ-13126

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ONSITE IMPERVIOUS AREA = 6.84 AC (298,231SF)

ONSITE MANAGED TURF AREA = 3.94 AC (171,644 SF)

TOTAL LIMITS OF CLEARING AREA = 10.78 AC (469,876 SF)

LEGEND

SOILS

ONSITE IMPERVIOUS AREA

ONSITE MANAGED TURF AREA

BMP PRE-DEVELOPMENT PLAN

WORLDGATE
GENERALIZED DEVELOPMENT PLAN

DRANESVILLE DISTRICT
TOWN OF HERNDON, VIRGINIA

Urban, Ltd.
4300 D TECHNOLOGY CT.
CHANTILLY, VA, 20151
TEL: 703.578.7888
FAX: 703.578.7888
www.urban-llc.com

PLANNERS-Engineers-Landscape Architects-Land Surveyors

PLAN DATE
12-13-23
06-02-23
11-01-23
01-16-24

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REVISIONS

No. DATE DESCRIPTION

SHEET
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OF
86

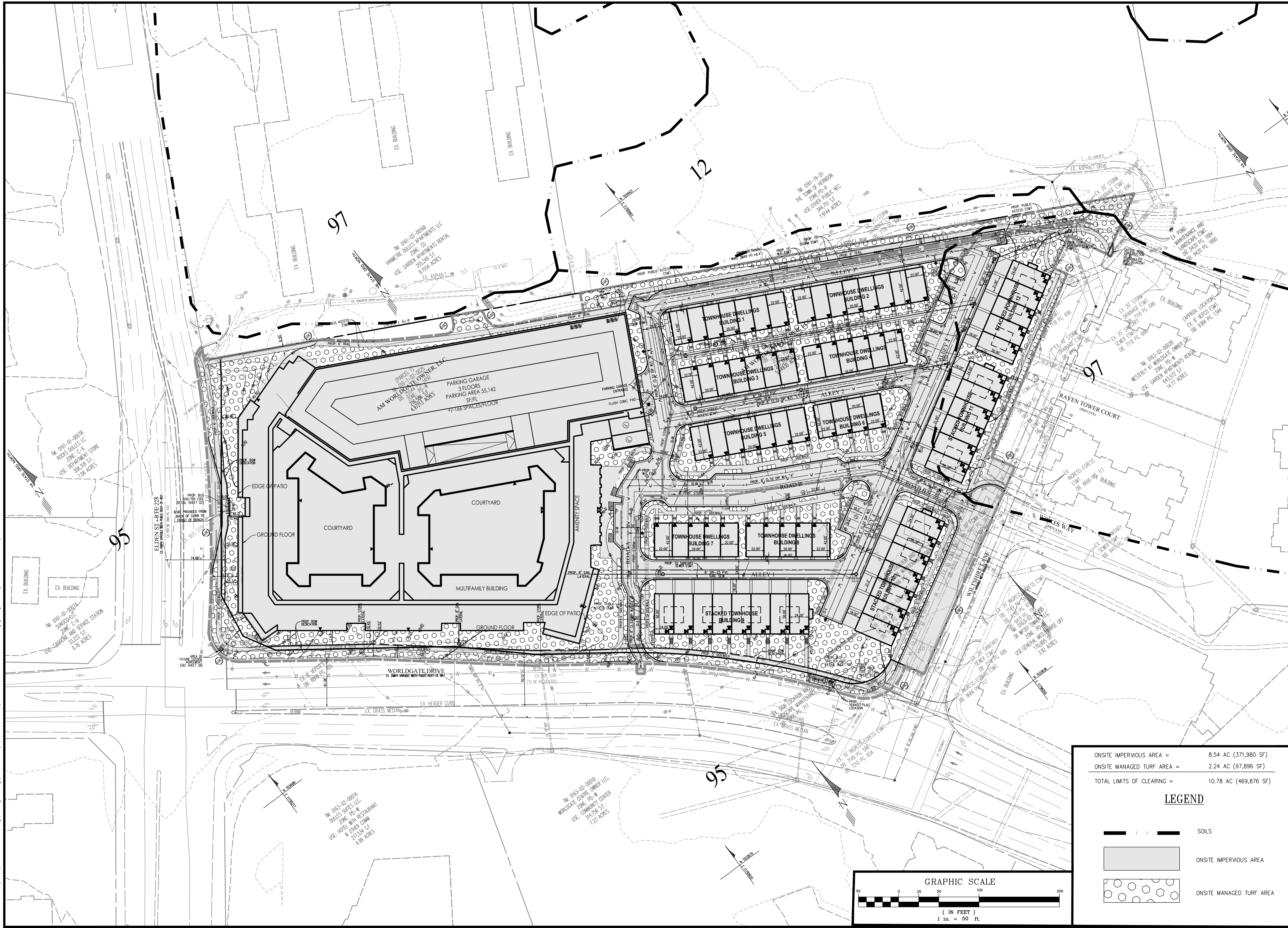
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RZ-13126

DATE: NOV. 2022

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C.I.=2'

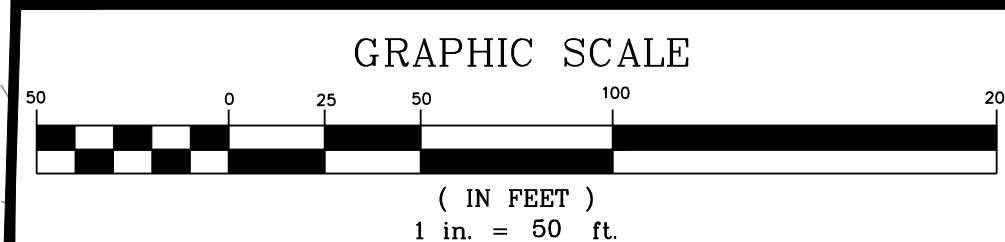
Page 237 of 369



ONSITE IMPERVIOUS AREA = 8.54 AC (371,980 SF)
ONSITE MANAGED TURF AREA = 2.24 AC (97,896 SF)
TOTAL LIMITS OF CLEARING = 10.78 AC (469,876 SF)

LEGEND

- SOILS
- ONSITE IMPERVIOUS AREA
- ONSITE MANAGED TURF AREA



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COMMONWEALTH OF VIRGINIA

CLAYTON C. ROCK

Lic. No. 0095990

01/16/2023

PROFESSIONAL ENGINEER

BMP POST-DEVELOPMENT PLAN

WORLDGATE

GENERALIZED DEVELOPMENT PLAN

DRANESVILLE DISTRICT

TOWN OF HERNDON, VIRGINIA

SHEET

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FILE No.

RZ-13126

No.

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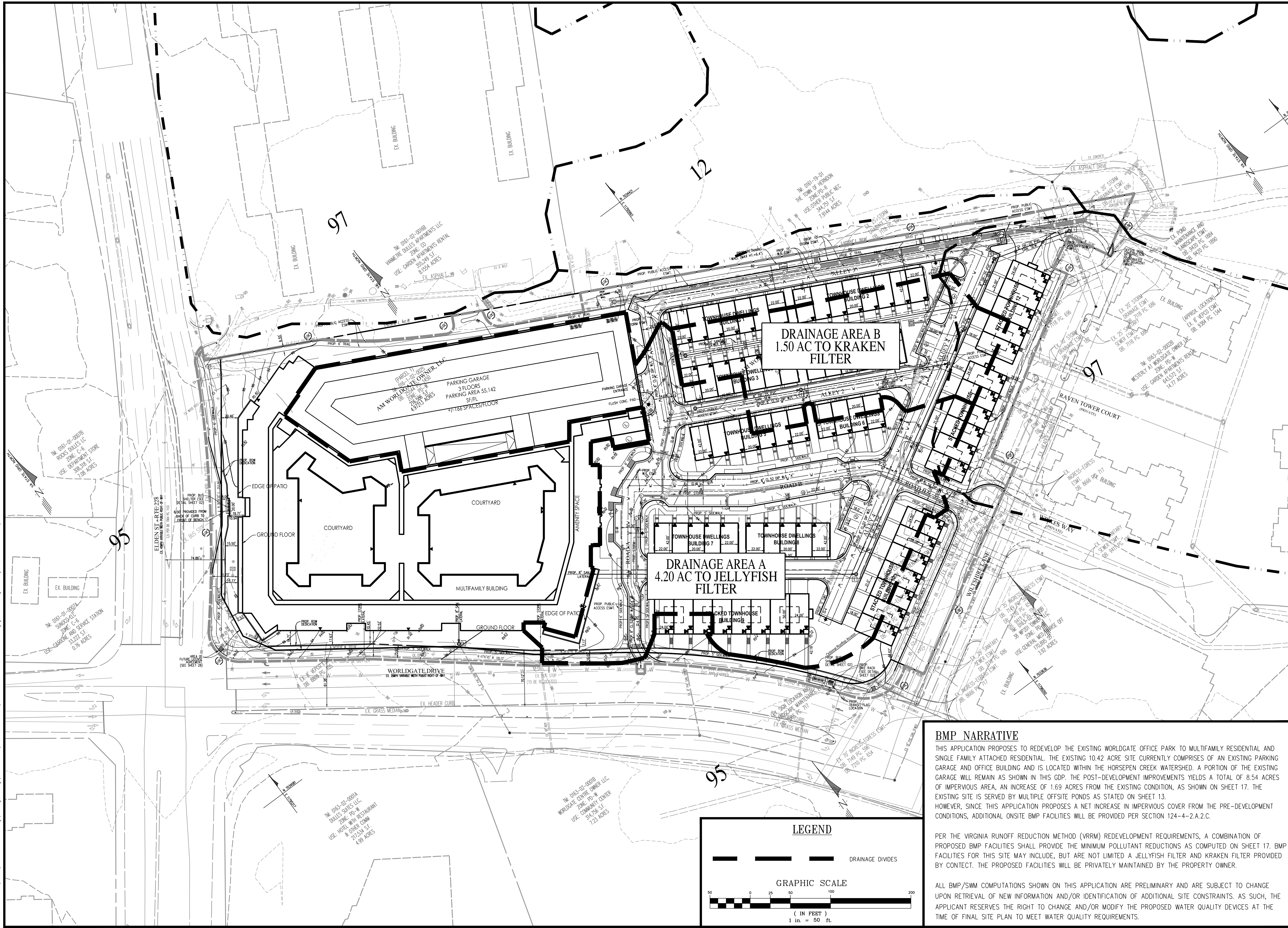
REVISIONS

DATE

NOV. 2022

SCALE: 1"=50'

C.I.=2'



LEGEND

— — — — — DRAINAGE DIVIDES

GRAPHIC SCALE



(IN FEET)
1 in. = 50 ft.

BMP NARRATIVE

THIS APPLICATION PROPOSES TO REDEVELOP THE EXISTING WORLDGATE OFFICE PARK TO MULTIFAMILY RESIDENTIAL AND SINGLE FAMILY ATTACHED RESIDENTIAL. THE EXISTING 10.42 ACRE SITE CURRENTLY COMPRISES OF AN EXISTING PARKING GARAGE AND OFFICE BUILDING AND IS LOCATED WITHIN THE HORSEPEN CREEK WATERSHED. A PORTION OF THE EXISTING GARAGE WILL REMAIN AS SHOWN IN THIS GDP. THE POST-DEVELOPMENT IMPROVEMENTS YIELDS A TOTAL OF 8.54 ACRES OF IMPERVIOUS AREA, AN INCREASE OF 1.69 ACRES FROM THE EXISTING CONDITION, AS SHOWN ON SHEET 17. THE EXISTING SITE IS SERVED BY MULTIPLE OFFSITE PONDS AS STATED ON SHEET 13. HOWEVER, SINCE THIS APPLICATION PROPOSES A NET INCREASE IN IMPERVIOUS COVER FROM THE PRE-DEVELOPMENT CONDITIONS, ADDITIONAL ONSITE BMP FACILITIES WILL BE PROVIDED PER SECTION 124-4-2.A.2.C.

PER THE VIRGINIA RUNOFF REDUCTION METHOD (VRRM) REDEVELOPMENT REQUIREMENTS, A COMBINATION OF PROPOSED BMP FACILITIES SHALL PROVIDE THE MINIMUM POLLUTANT REDUCTIONS AS COMPUTED ON SHEET 17. BMP FACILITIES FOR THIS SITE MAY INCLUDE, BUT ARE NOT LIMITED A JELLYFISH FILTER AND KRAKEN FILTER PROVIDED BY CONTECT. THE PROPOSED FACILITIES WILL BE PRIVATELY MAINTAINED BY THE PROPERTY OWNER.

ALL BMP/SWM COMPUTATIONS SHOWN ON THIS APPLICATION ARE PRELIMINARY AND ARE SUBJECT TO CHANGE UPON RETRIEVAL OF NEW INFORMATION AND/OR IDENTIFICATION OF ADDITIONAL SITE CONSTRAINTS. AS SUCH, THE APPLICANT RESERVES THE RIGHT TO CHANGE AND/OR MODIFY THE PROPOSED WATER QUALITY DEVICES AT THE TIME OF FINAL SITE PLAN TO MEET WATER QUALITY REQUIREMENTS.

BMP MAP & NARRATIVE

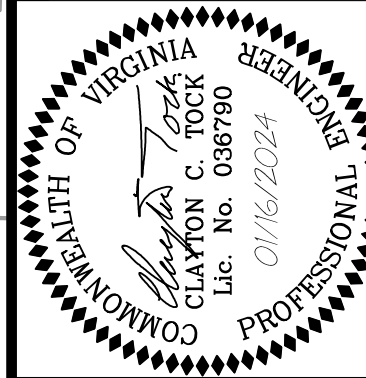
WORLDGATE
GENERALIZED DEVELOPMENT PLAN
DRANESVILLE DISTRICT
TOWN OF HERNDON, VIRGINIA

DATE: NOV. 2022

SCALE: 1"=50'

SHEET
16
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Project Name:

WORLDGATE REZONING

Date:

1/16/2024

Linear Development Project?

No

CLEAR ALL

(Ctrl+Shift+R)

data input cells

constant values

calculation cells

final results

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area (acres) →

10.78

Maximum reduction required:

20%

The site's net increase in impervious cover (acres) is:

1.7

Post-Development TP Load Reduction for Site (lb/yr):

6.21

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				3.94	3.94
Impervious Cover (acres)				6.84	6.84
					10.78

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					0.00
Managed Turf (acres) -- disturbed, graded for yards or other turf to be				2.24	2.24
Impervious Cover (acres)				8.54	8.54
Area Check	OK.	OK.	OK.		10.78

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)	3.94	2.24
Weighted Rv(turf)	0.25	0.25
% Managed Turf	37%	25%
Impervious Cover (acres)	6.84	6.84
Rv(impervious)	0.95	0.95
% Impervious	63%	75%
Total Site Area (acres)	10.78	9.08
Site Rv	0.69	0.78

Treatment Volume and Nutrient Load

Pre-ReDevelopment Treatment Volume (acre-ft)	0.6236	0.5882
Pre-ReDevelopment Treatment Volume (cubic feet)	27,163	25,621
Pre-ReDevelopment TP Load (lb/yr)	17.07	16.10
Pre-ReDevelopment TP Load per acre (lb/acre/yr)	1.58	1.77
Baseline TP Load (lb/yr) (0.41 lbs/acre/yr applied to pre-redevelopment area excluding pervious land proposed for new impervious cover)		3.72

LAND COVER SUMMARY -- POST DEVELOPMENT

Land Cover Summary-Post (Final)		Land Cover Summary-Post	Land Cover Summary-Post	
Post ReDev. & New Impervious		Post-ReDevelopment	Post-Development New Impervious	
Forest/Open Space Cover (acres)	0.00	Forest/Open Space Cover (acres)	0.00	
Weighted Rv(forest)	0.00	Weighted Rv(forest)	0.00	
% Forest	0%	% Forest	0%	
Managed Turf Cover (acres)	2.24	Managed Turf Cover (acres)	2.24	
Weighted Rv (turf)	0.25	Weighted Rv (turf)	0.25	
% Managed Turf	21%	% Managed Turf	25%	
Impervious Cover (acres)	8.54	ReDev. Impervious Cover (acres)	6.84	
Rv(impervious)	0.95	Rv(impervious)	0.95	
% Impervious	79%	% Impervious	75%	
Final Site Area (acres)	10.78	Total ReDev. Site Area (acres)	9.08	
Final Post Dev Site Rv	0.80	ReDev Site Rv	0.78	
			New Impervious Cover (acres)	1.70
			Rv(impervious)	0.95

Treatment Volume and Nutrient Load

Final Post-Development Treatment Volume (acre-ft)	0.7228	Post-ReDevelopment Treatment Volume (acre-ft)	0.5882	Post-Development Treatment Volume (acre-ft)	0.1346
Final Post-Development Treatment Volume (cubic feet)	31,483	Post-ReDevelopment Treatment Volume (cubic feet)	25,621	Post-Development Treatment Volume (cubic feet)	5,862
Final Post-Development TP Load (lb/yr)	19.78	Post-ReDevelopment Load (TP) (lb/yr) *	16.10	Post-Development TP Load (lb/yr)	3.68
Final Post-Development TP Load per acre (lb/acre/yr)	1.83	Post-ReDevelopment TP Load per acre (lb/acre/yr)	1.77		
		Max. Reduction Required (Below Pre-ReDevelopment Load)	20%		
		TP Load Reduction Required for Redeveloped Area (lb/yr)	3.22	TP Load Reduction Required for New Impervious Area (lb/yr)	2.99

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 1 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)

6.21

Nitrogen Loads (Informational Purposes Only)

Pre-ReDevelopment TN Load (lb/yr)	122.09	Final Post-Development TN Load (Post-ReDevelopment & New Impervious) (lb/yr)	141.51
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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)				0.70	0.70	0.25
Impervious Cover (acres)				3.40	3.40	0.95
Total					4.10	

CLEAR BMP AREAS

Total Phosphorus Available for Removal in D.A. A (lb/yr)

7.77

Post Development Treatment Volume in D.A. A (ft³)

12,360

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 (ft ³)	Runoff Reduction (ft ³)	Remaining Runoff Volume (ft ³)	Total BMP Treatment Volume (ft ³)	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		0.00	0.00	0.00	0.00	
14.b. Manufactured Treatment Device-Filtering	0	0.70	3.40	0	0	12,360	12,360	65	0.00	7.76	5.04	2.71	

Drainage Area B

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)				1.54	1.54	0.25
Impervious Cover (acres)				5.11	5.11	0.95
Total					6.65	

CLEAR BMP AREAS

Total Phosphorus Available for Removal in D.A. B (lb/yr)

11.95

Post Development Treatment Volume in D.A. B (ft³)

19,019

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 (ft ³)	Runoff Reduction (ft ³)	Remaining Runoff Volume (ft ³)	Total BMP Treatment Volume (ft ³)	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	0.50	1.00	0	0	3,902	3,902	50	0.00	2.45	1.22	1.22	

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)	3.40	5.11	0.00	0.00	0.00	OK.
IMPERVIOUS COVER TREATED (ac)	3.40	1.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA (ac)	0.70	1.54	0.00	0.00	0.00	OK.
MANAGED TURF AREA TREATED (ac)	0.70	0.50	0.00	0.00	0.00	OK.
AREA CHECK	OK.	OK.	OK.	OK.	OK.	

Site Treatment Volume (ft³)

31,483

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 (ft ³)	0	0	0	0	0	0
TP LOAD AVAILABLE FOR REMOVAL (lb/yr)	7.77	11.95	0.00	0.00	0.00	19.72
TP LOAD REDUCTION ACHIEVED (lb/yr)	5.04	1.22	0.00	0.00	0.00	6.27
TP LOAD REMAINING (lb/yr)	2.72	10.73	0.00	0.00	0.00	13.45
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)	19.78
TP LOAD REDUCTION REQUIRED (lb/yr)	6.21
TP LOAD REDUCTION ACHIEVED (lb/yr)	6.27
TP LOAD REMAINING (lb/yr)	13.51

REMAINING TP LOAD REDUCTION REQUIRED (lb/yr):

0.00

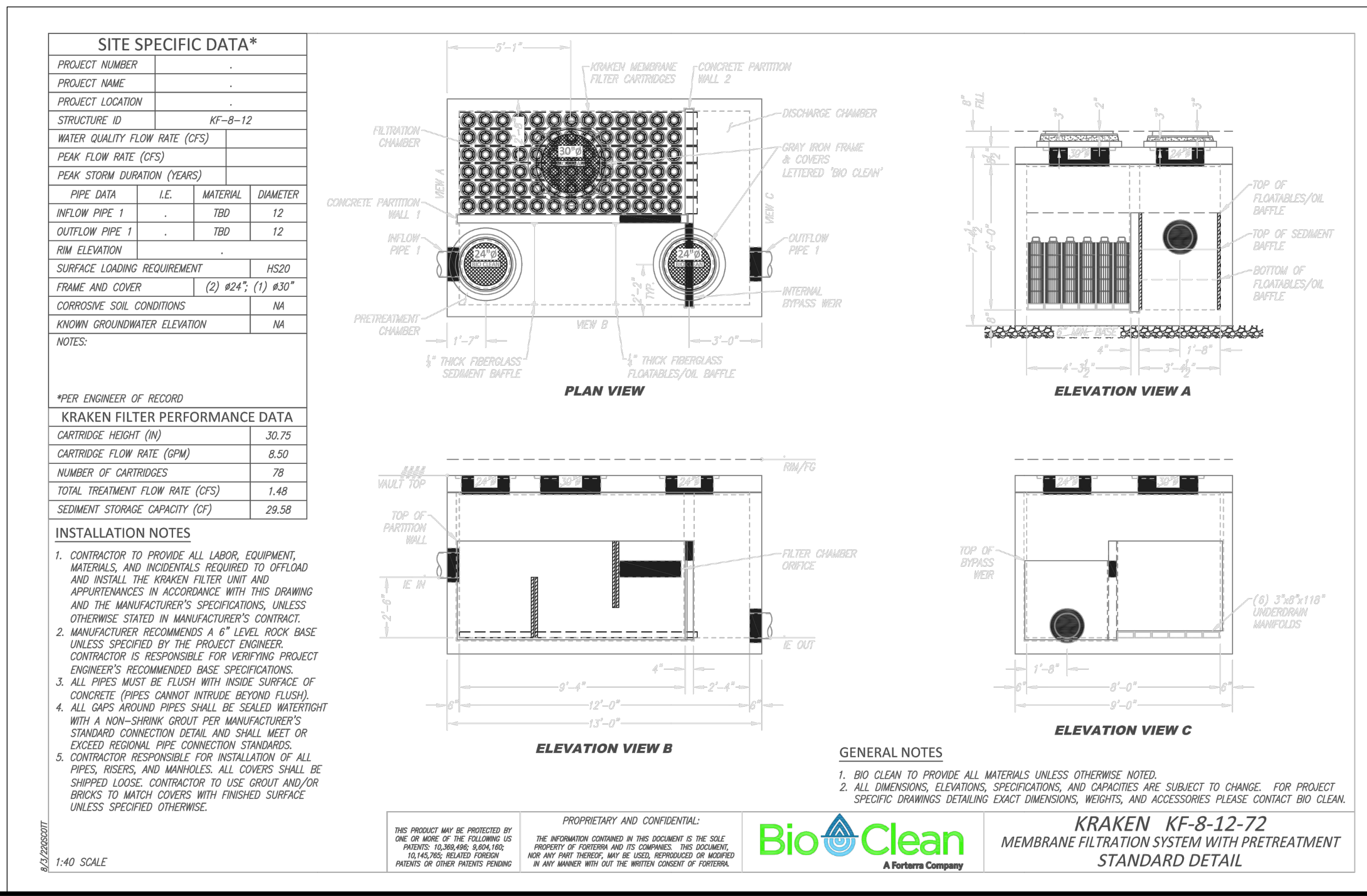
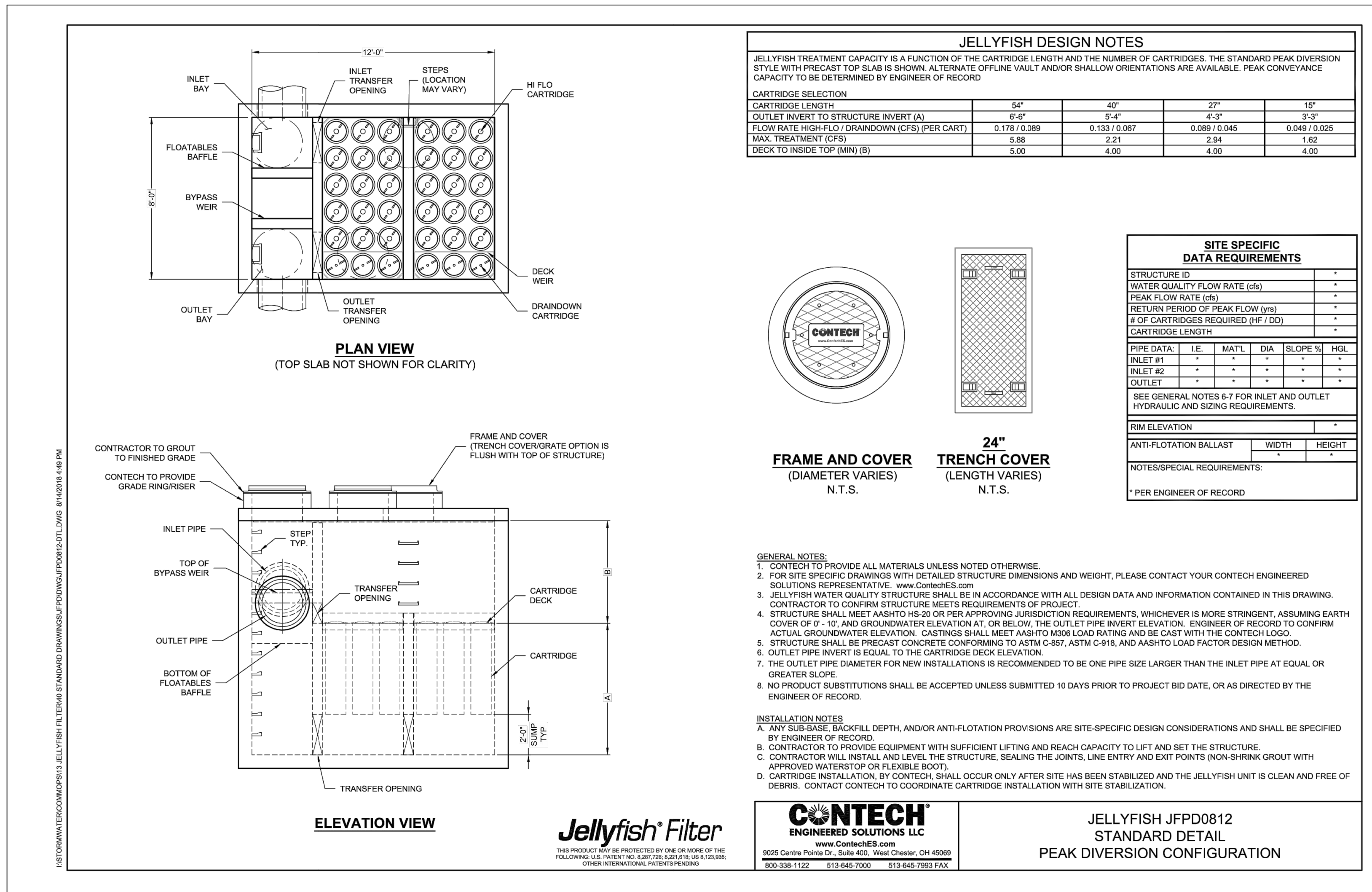
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** TARGET TP REDUCTION EXCEEDED BY 0.06 LB/YEAR **

Total Nitrogen (For Information Purposes)

POST-DEVELOPMENT LOAD (lb/yr)	141.51
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	0.00
REMAINING POST-DEVELOPMENT NITROGEN LOAD (lb/yr)	141.51

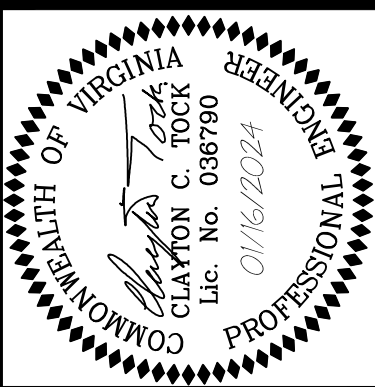
	SHEET 17 OF 86		BMP COMPUTATIONS	WORLDGATE GENERALIZED DEVELOPMENT PLAN DRANESVILLE DISTRICT TOWN OF HERNDON, VIRGINIA	SCALE: N/A CL= N/A DATE: NOV. 2022	  urban[™] Planners • Engineers • Landscape Architects • Land Surveyors Urban Ld. 4200 TECHNOLOGY CT. CHANTILLY, VA 20151 TEL. 703.642.2306 FAX 703.578.7888 www.urban-ld.com	PLAN DATE 12-13-22 06-02-23 11-01-23 01-10-24 — — — — —	No. DATE	DESCRIPTION	REVISIONS
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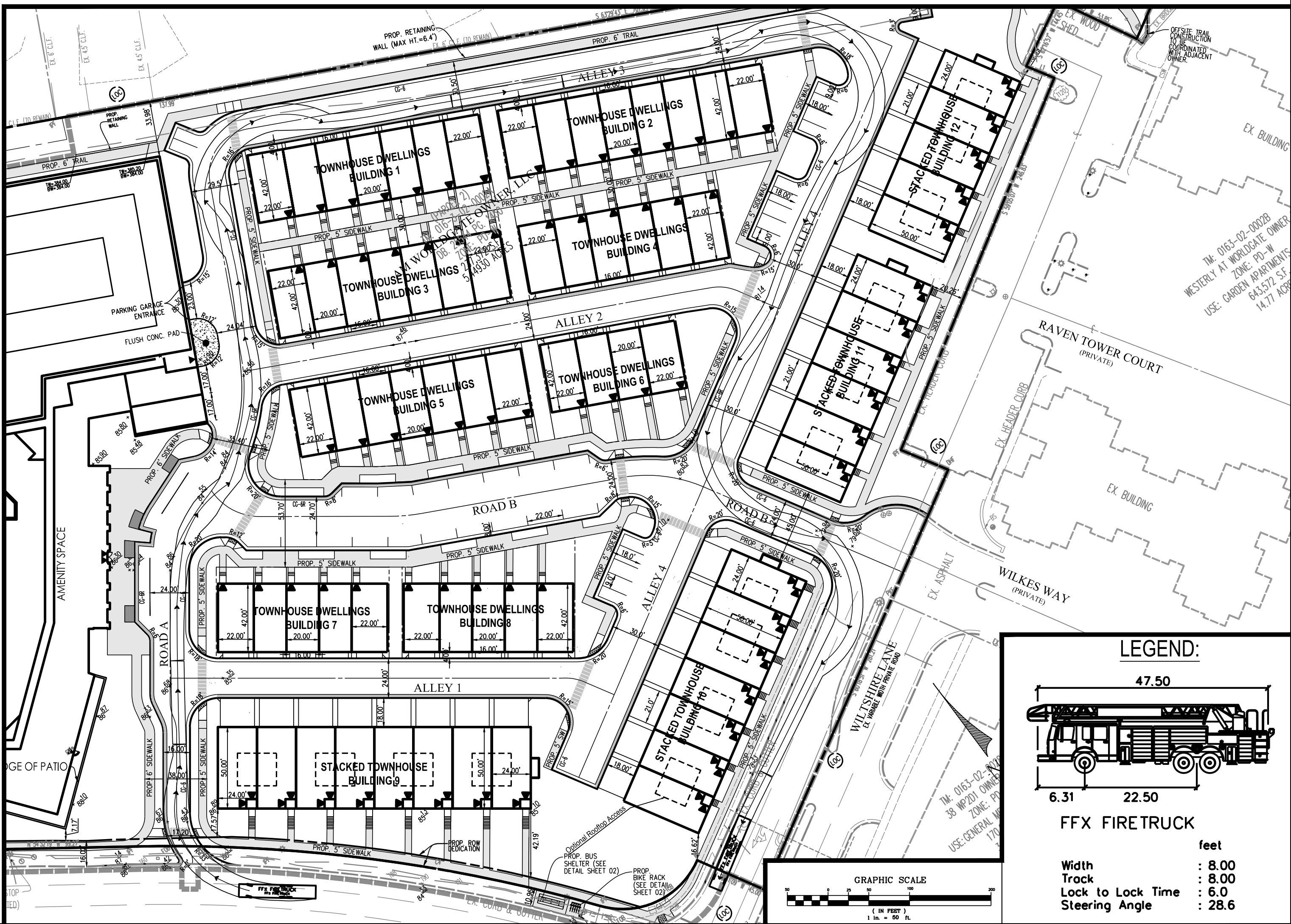
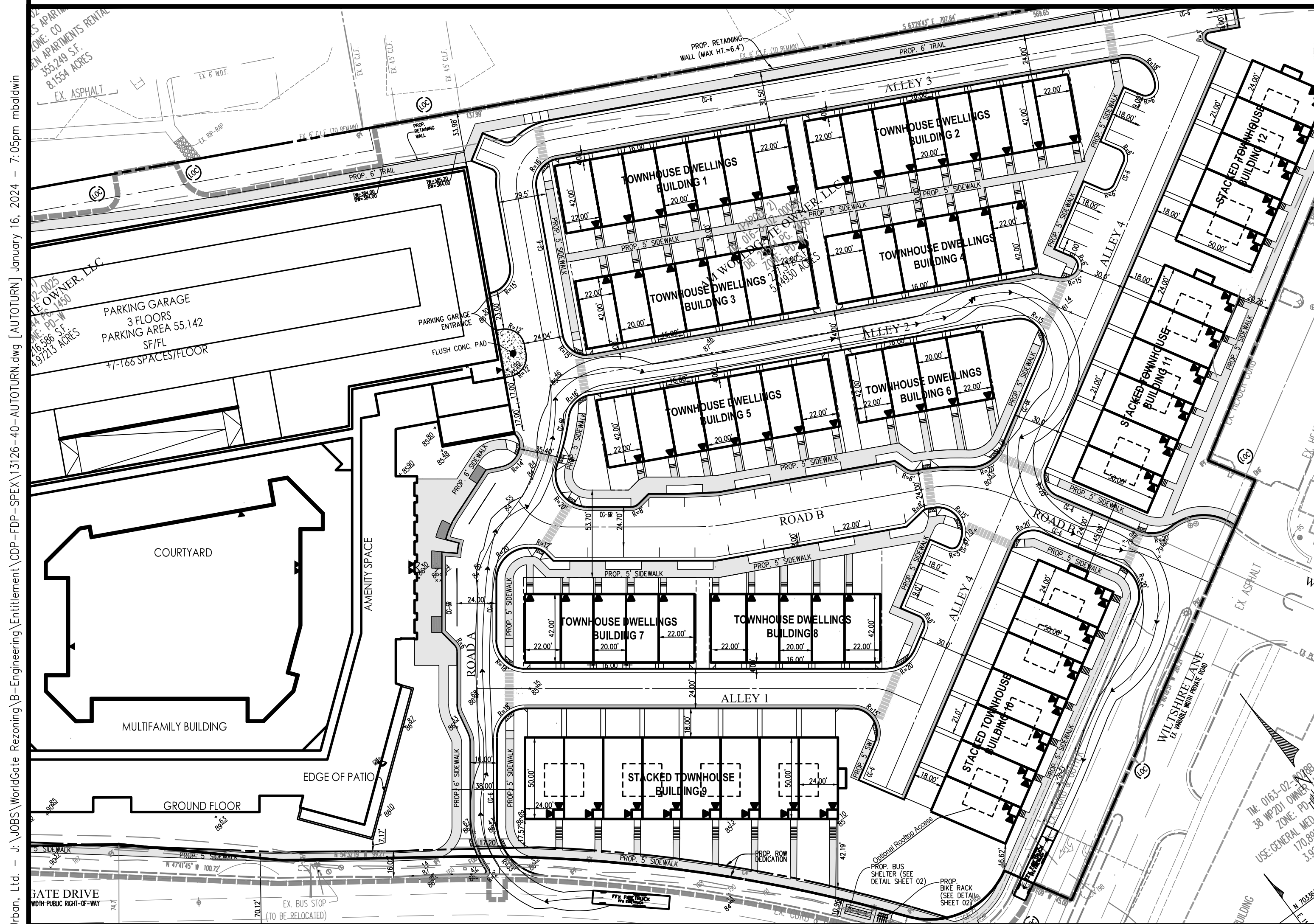
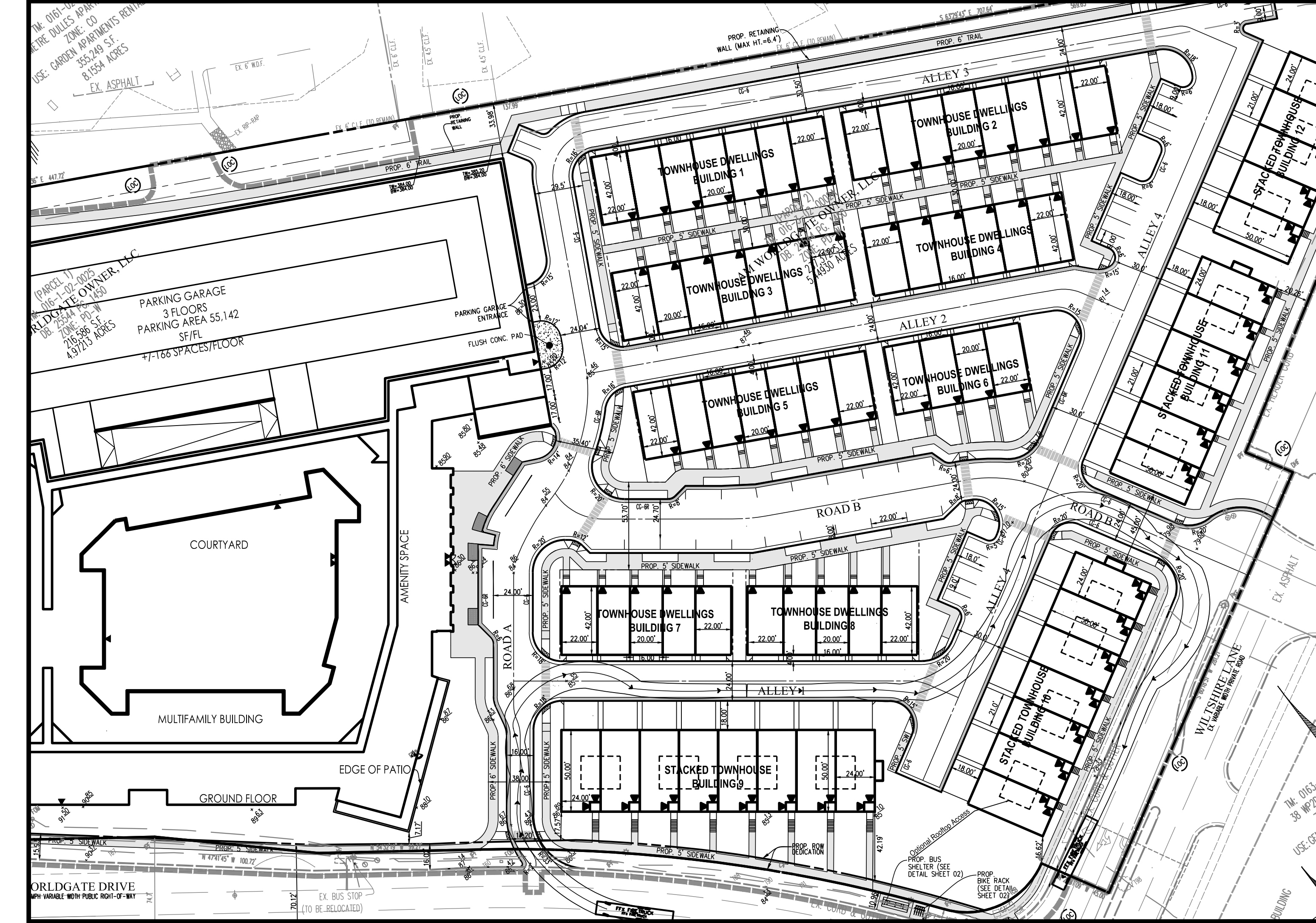
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BMP GENERAL DETAILS	
WORLDGATE GENERALIZED DEVELOPMENT PLAN DRANESVILLE DISTRICT TOWN OF HERNDON, VIRGINIA	
SCALE: N/A	DATE: NOV, 2022

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FILE No.
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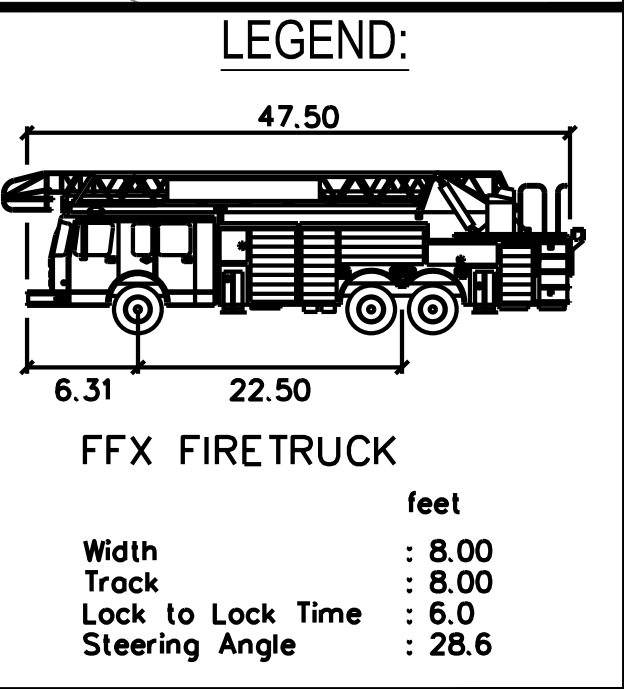
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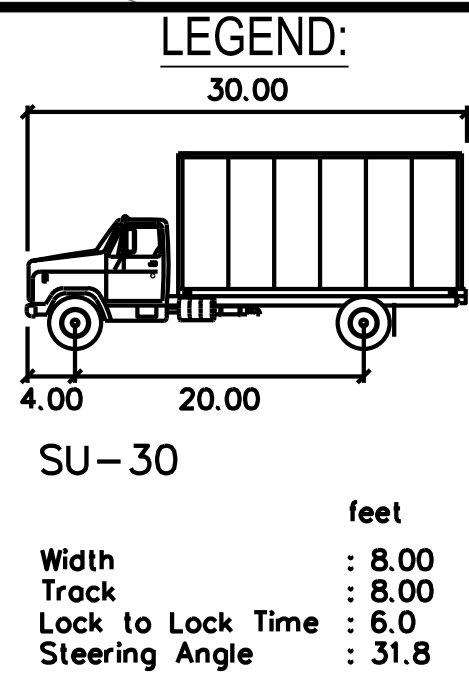
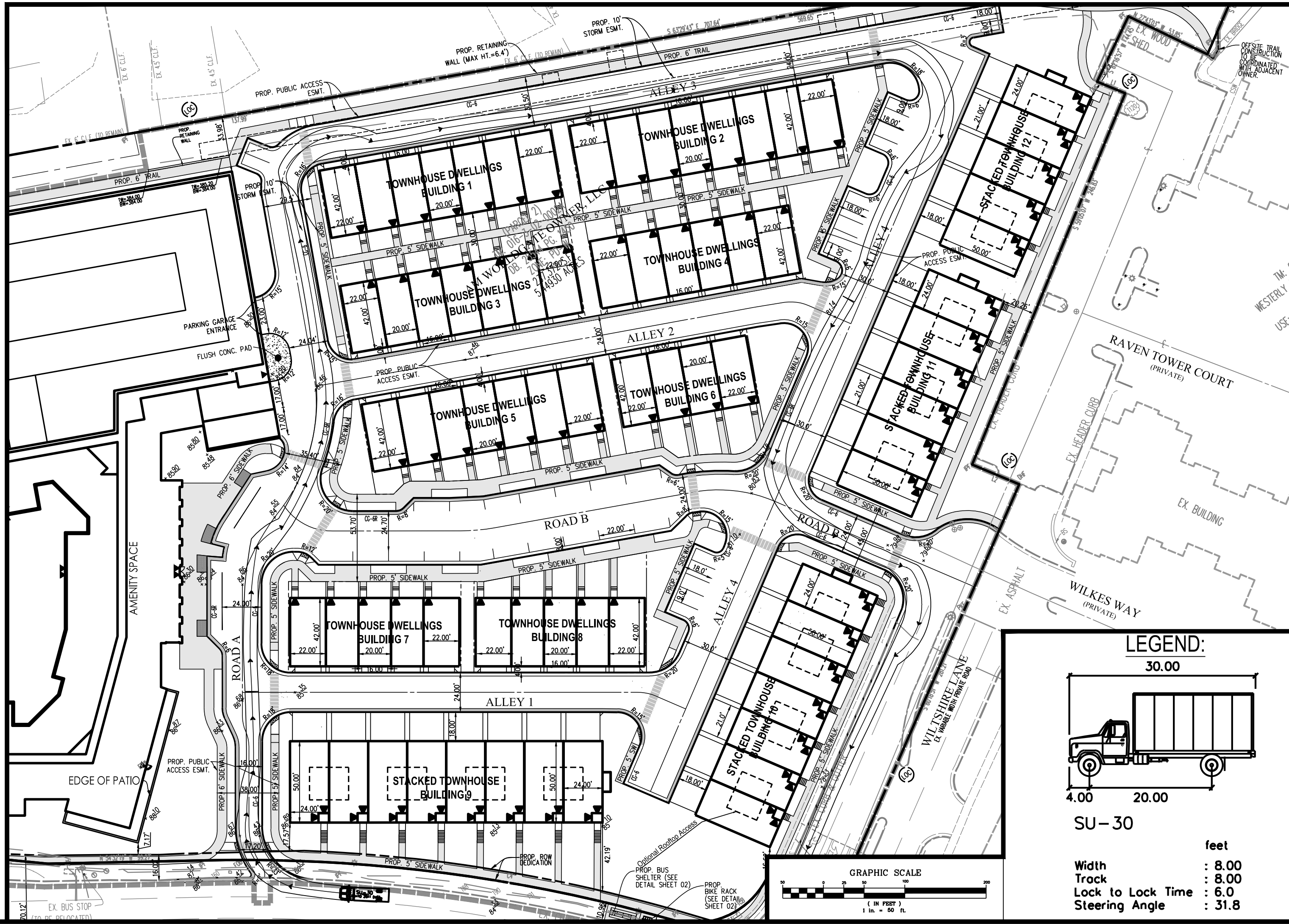
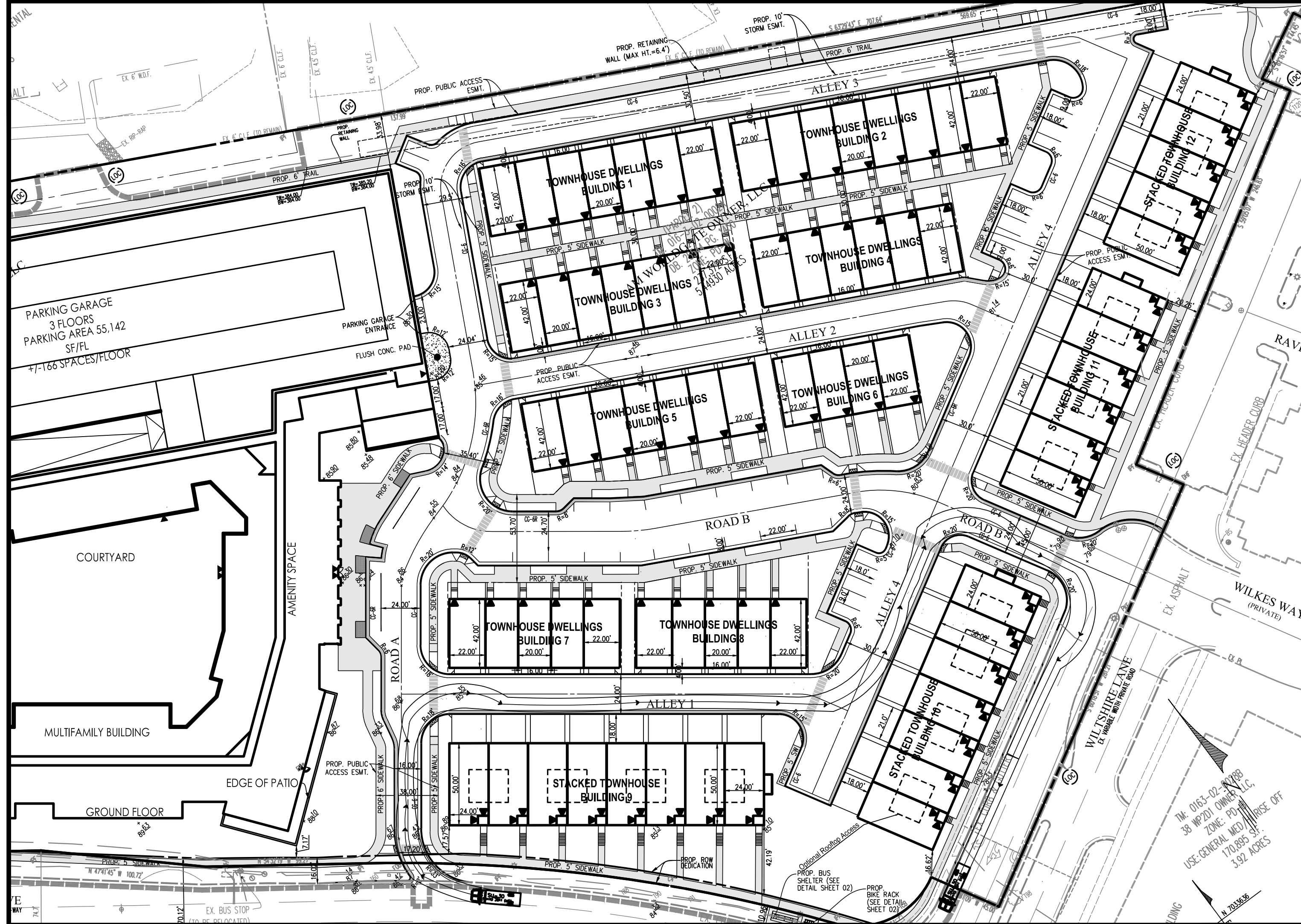
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**WORLDGATE
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DRANESVILLE DISTRICT
TOWN OF HERNDON, VIRGINIA

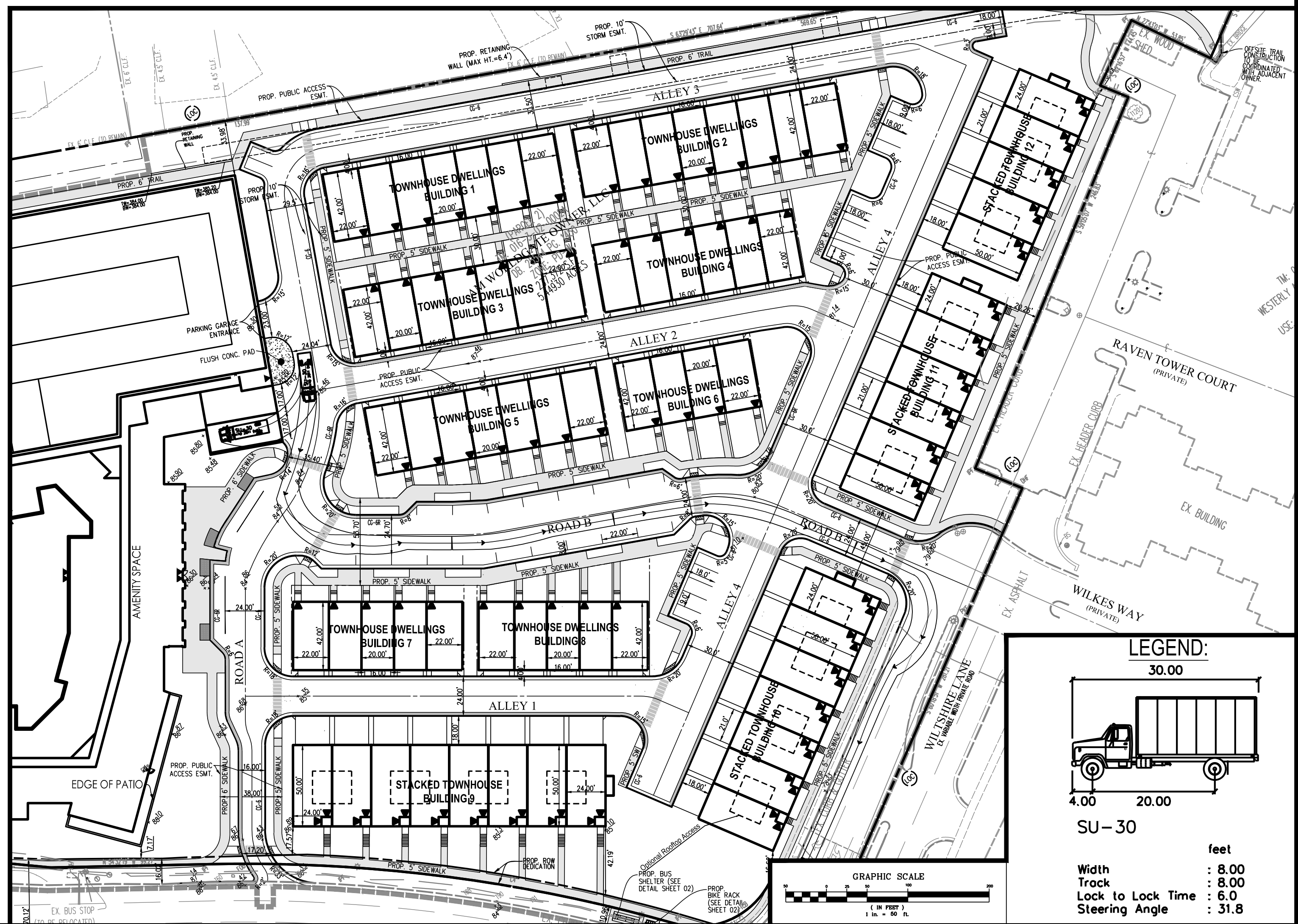
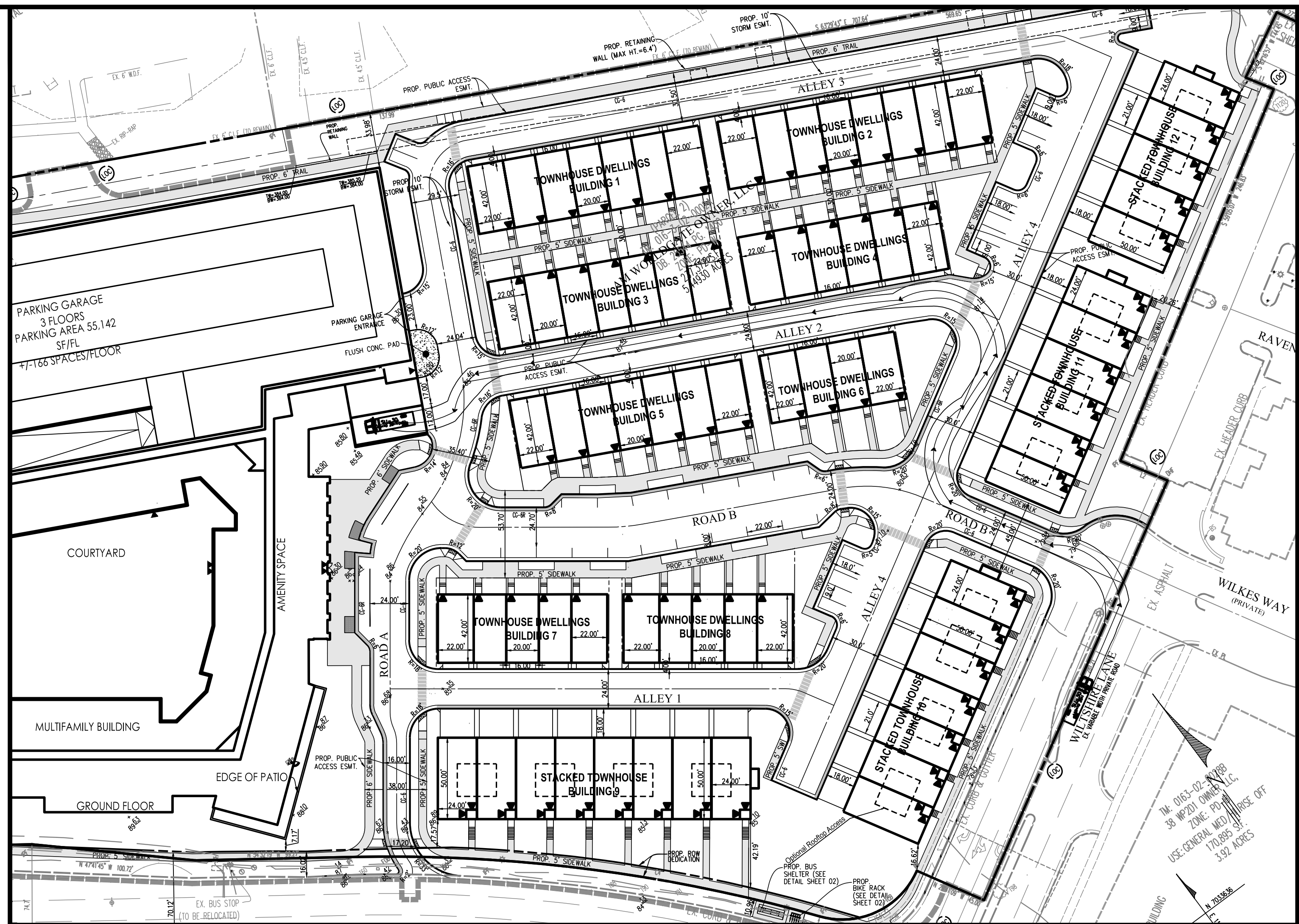
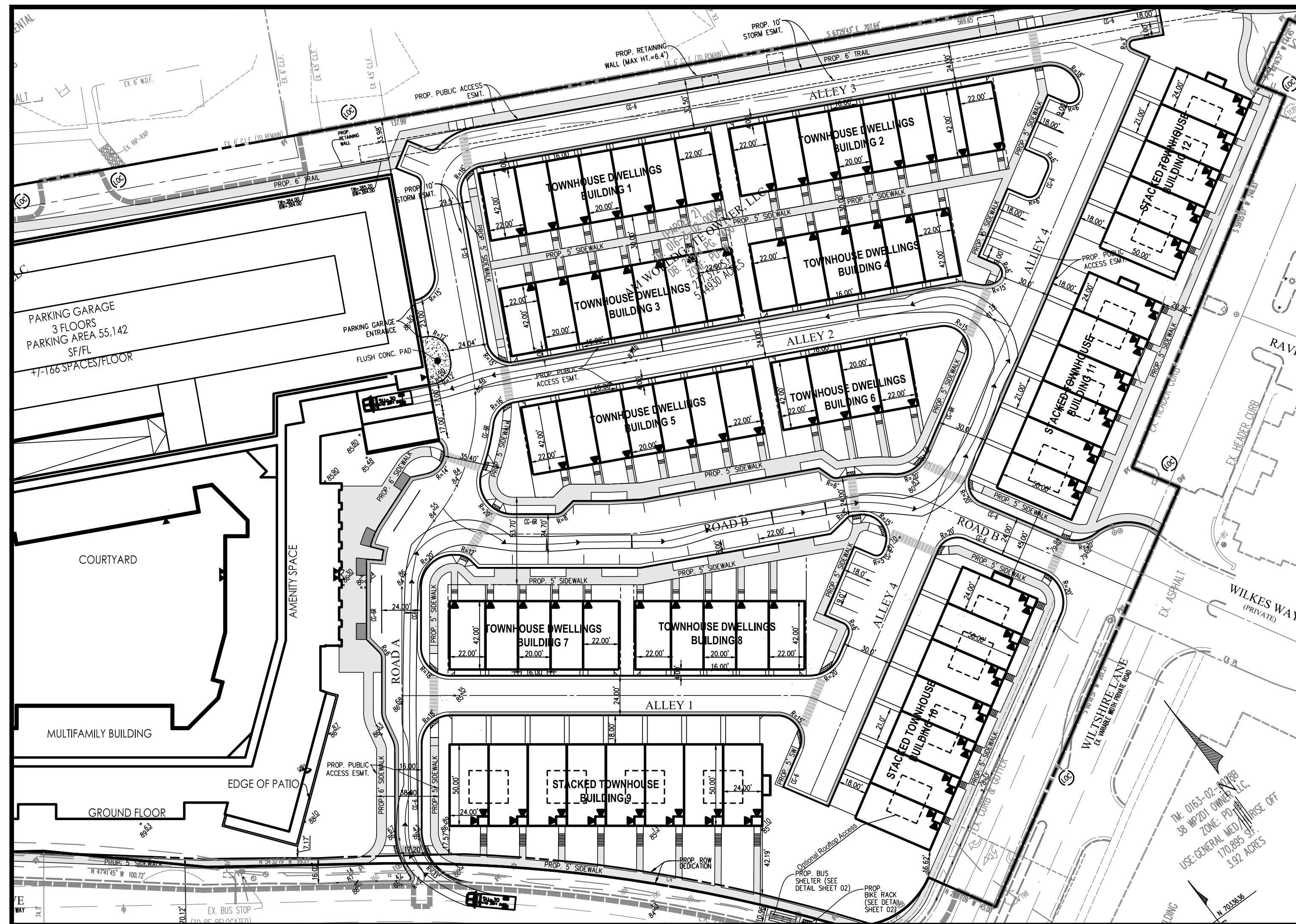
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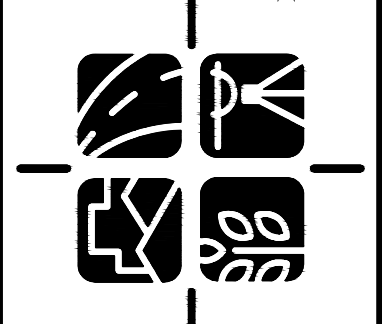
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WORLDGATE GENERALIZED DEVELOPMENT PLAN	
DRANESVILLE DISTRICT TOWN OF HERNDON, VIRGINIA	
DATE: NOV. 2022	
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No.	DATE
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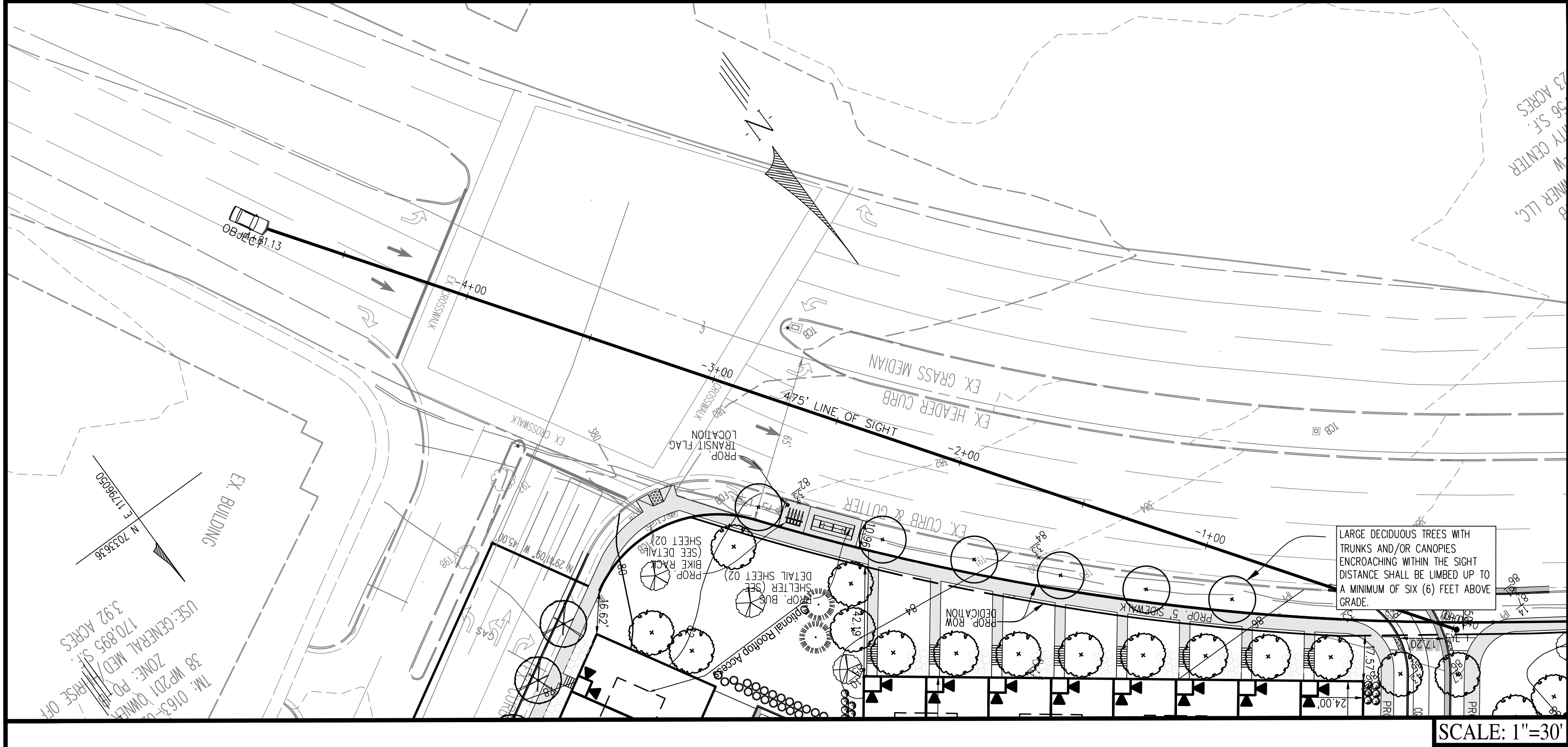
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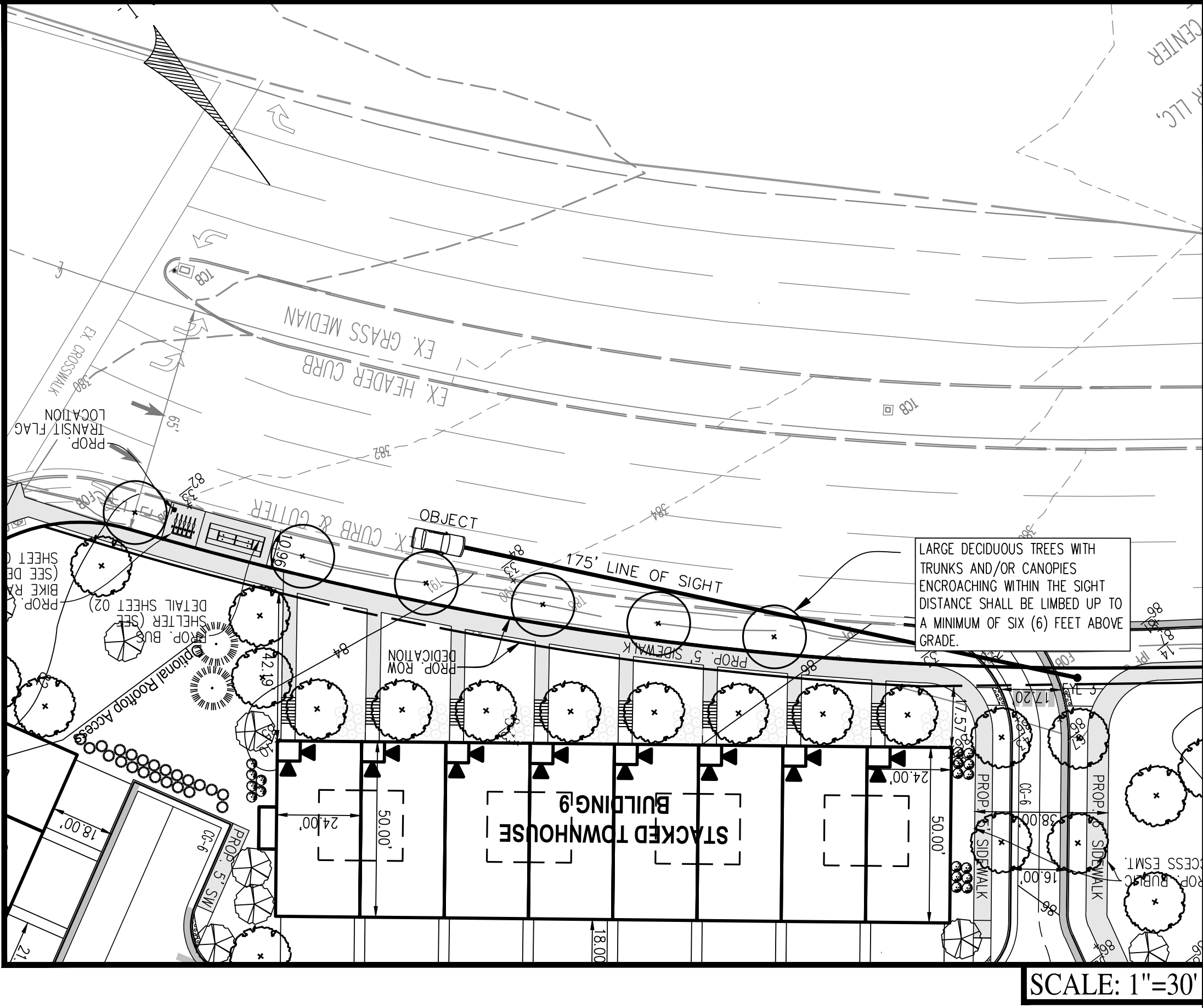
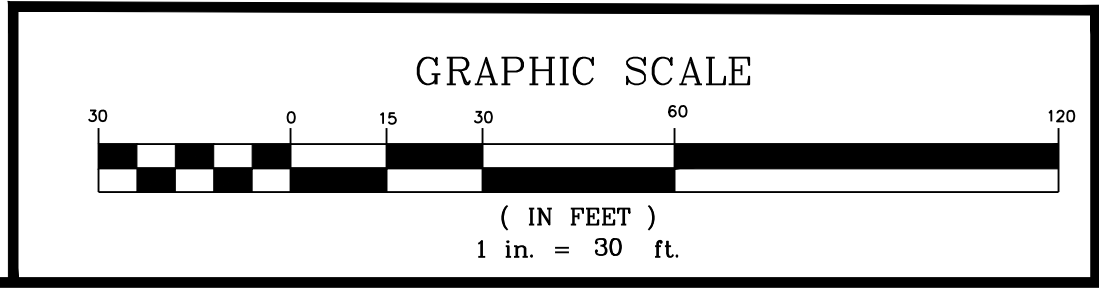
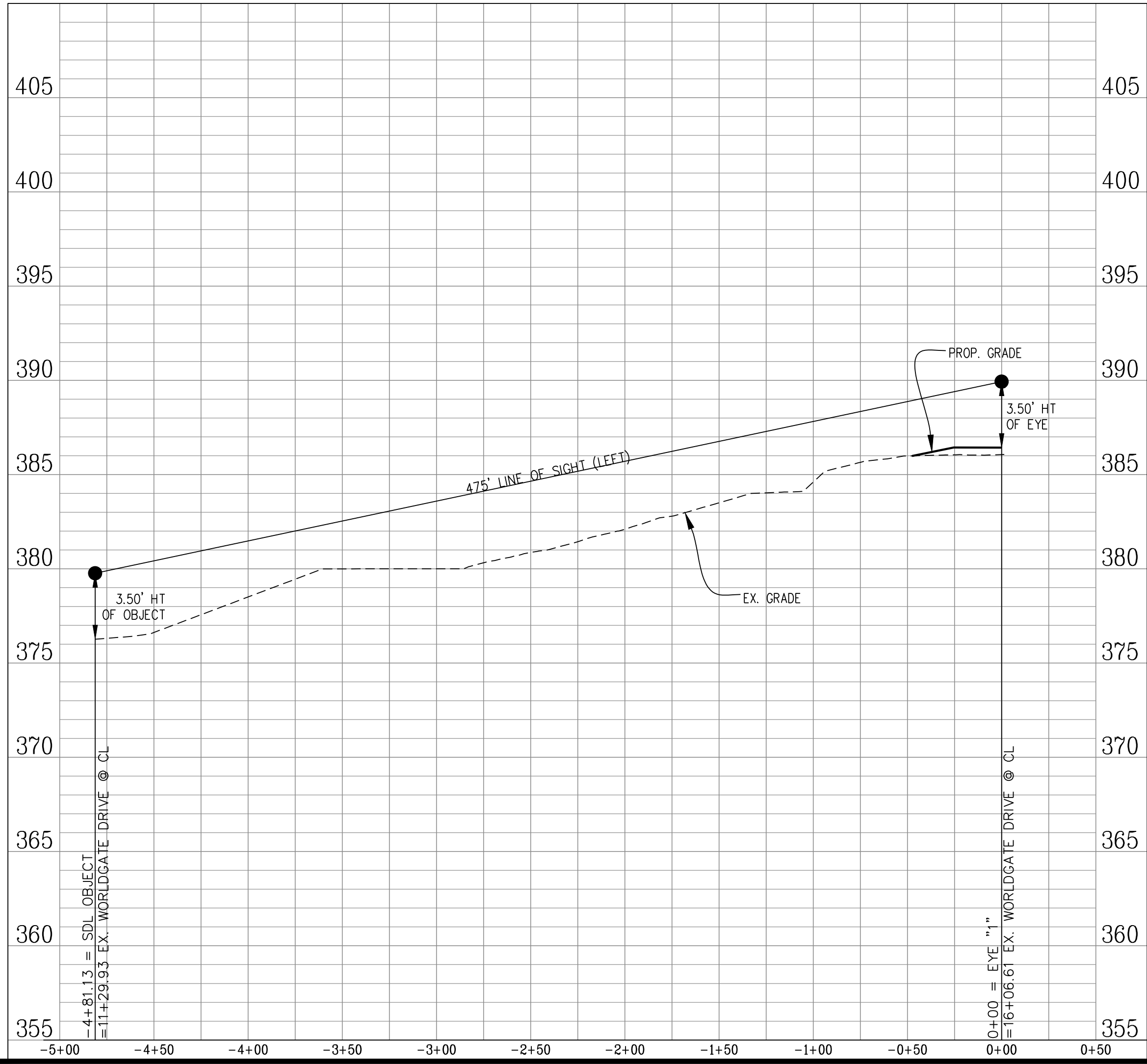
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FILE No. RZ-13126	SHEET 19B OF 86	AUTOTURN EXHIBIT WORLDGATE GENERALIZED DEVELOPMENT PLAN DRANESVILLE DISTRICT TOWN OF HERNDON, VIRGINIA SCALE: 1"=50' CL= N/A DATE: NOV, 2022
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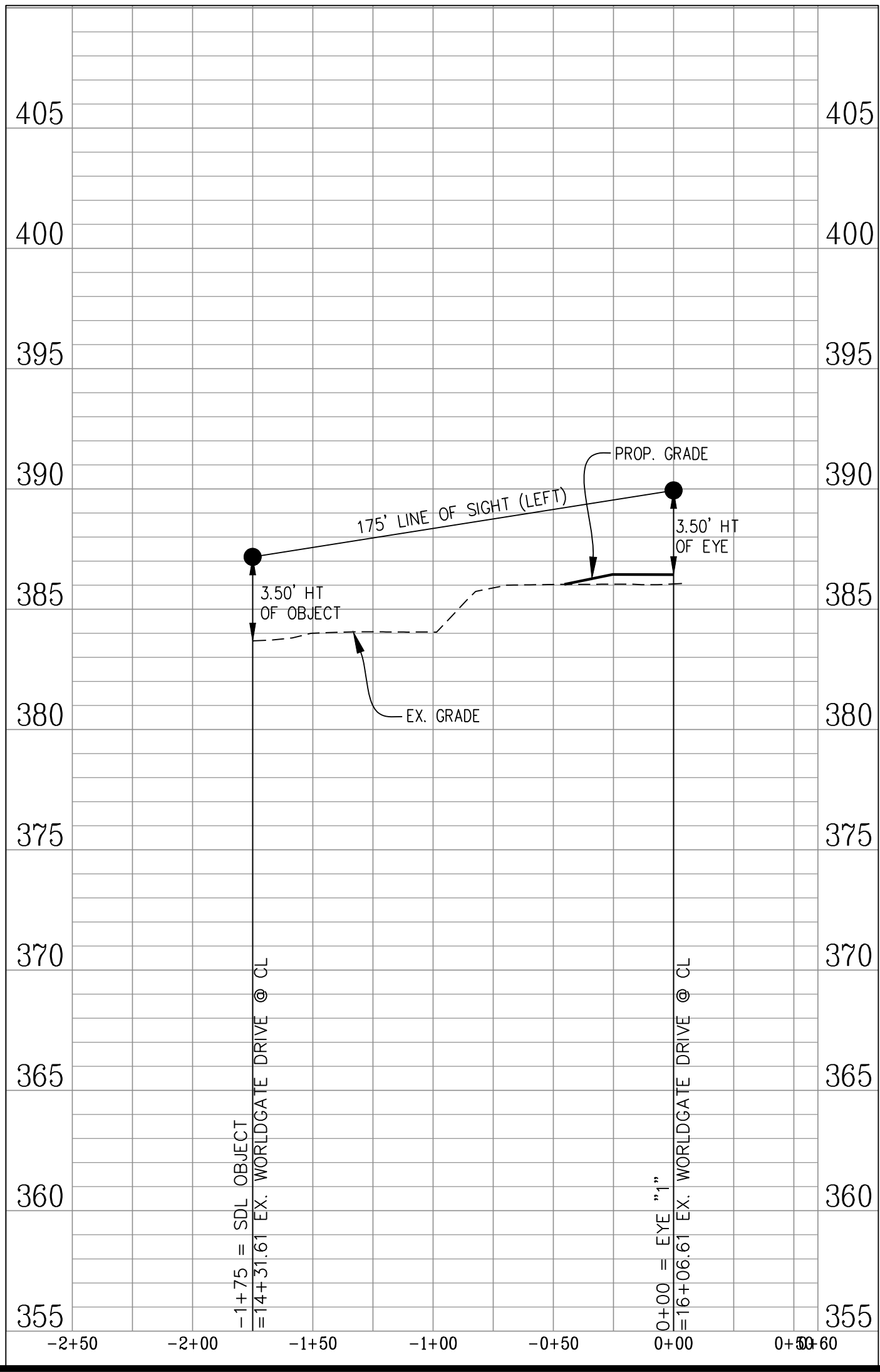
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SIGHT DISTANCE PROFILE
WORLDGATE DRIVE
EYE "1"
DESIGN SPEED = 40 MPH



SCALE: 1"=30'

SIGHT DISTANCE PROFILE
WORLDGATE DRIVE
EYE "3"
DESIGN SPEED = 40 MPH



PLAN DATE		REVISIONS	
No.	DATE	No.	DATE
12-13-23			
06-02-23			
11-01-23			
01-16-24			

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SIGHT DISTANCE

WORLDGATE
GENERALIZED DEVELOPMENT PLAN
DRANESVILLE DISTRICT
TOWN OF HERNDON, VIRGINIA

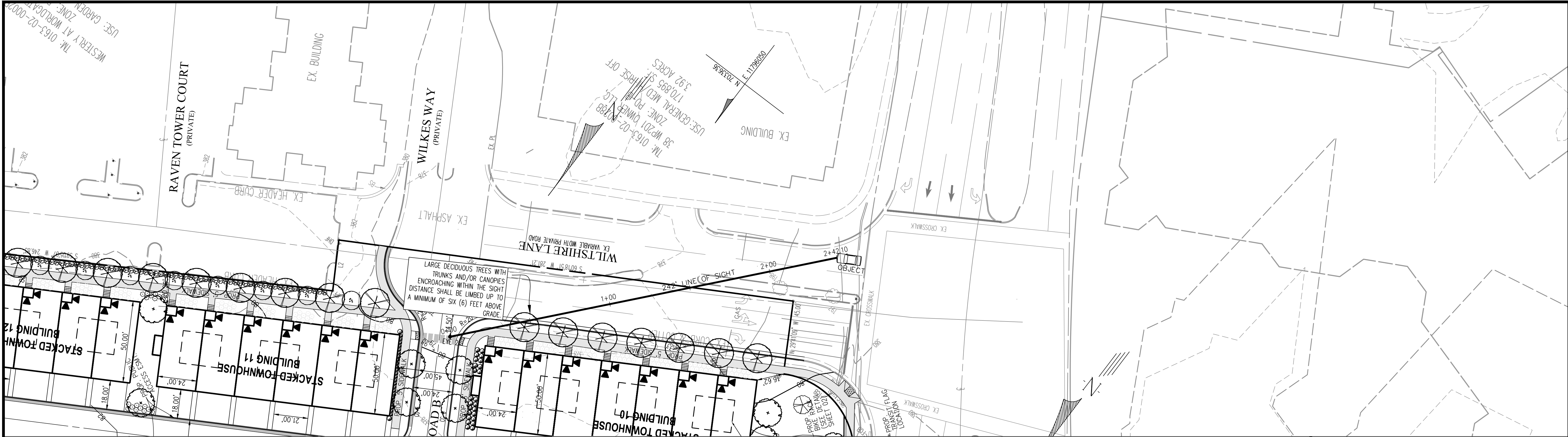
SCALE: AS NOTED

DATE: NOV. 2022

C.I.= 2'

SHEET
20
OF
86

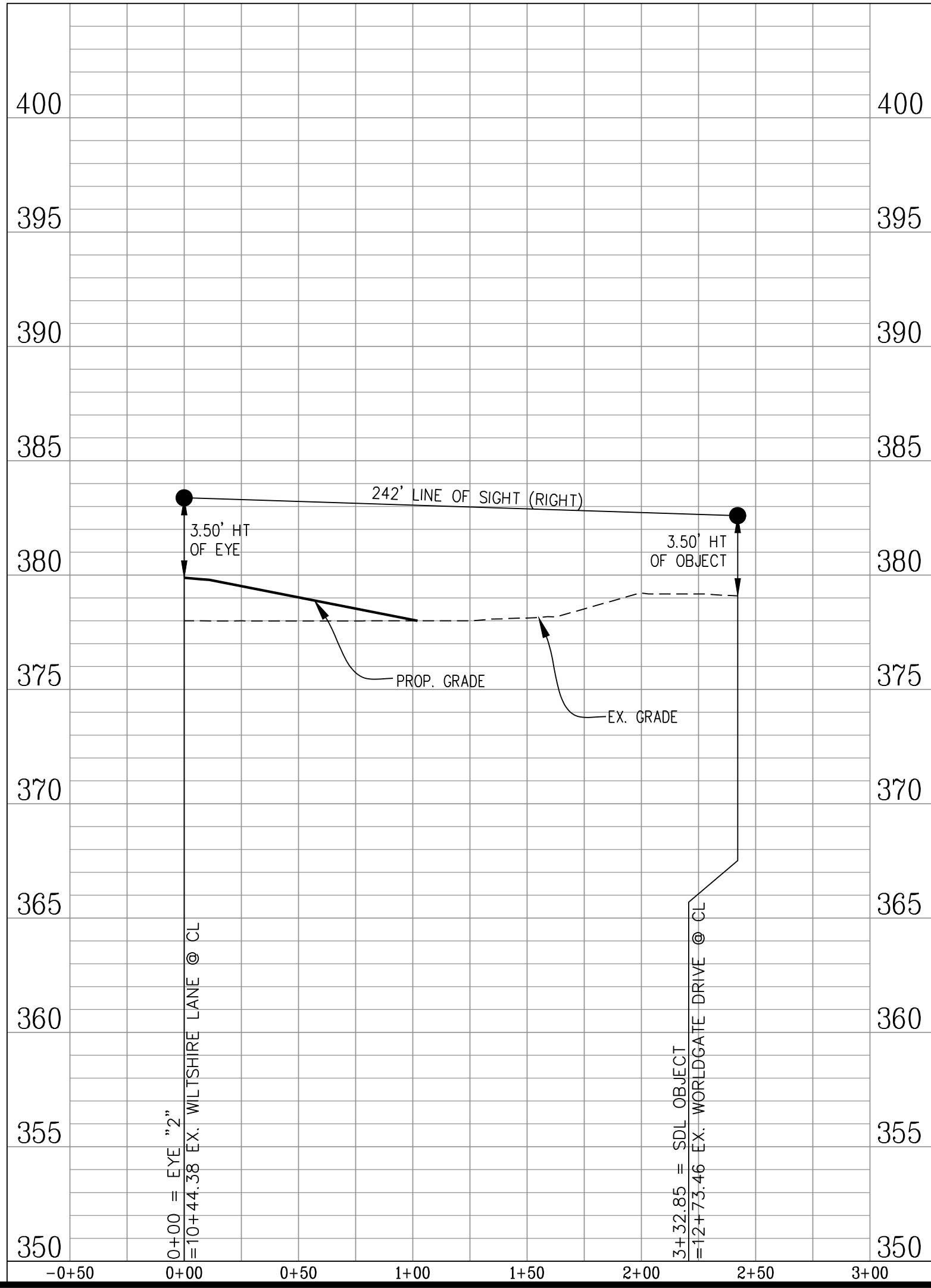
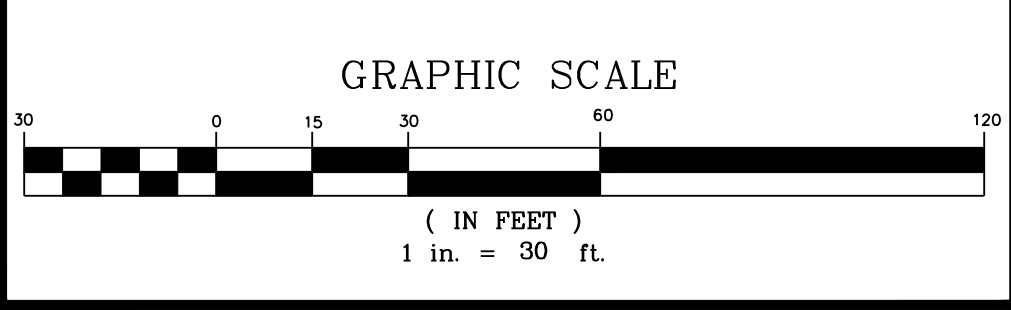
FILE No.
RZ-13126



PLAN VIEW
SCALE: 1"=30'

SIGHT DISTANCE PROFILE
(FOR VEHICLES TRAVELING ACROSS WILTSHIRE
LANE TO WILKES WAY)

EYE "2"
DESIGN SPEED = 30 MPH



PLAN DATE		REVISIONS	
No.	DATE	No.	DESCRIPTION
12-13-23			
06-02-23			
11-01-23			
01-16-24			

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COMMONWEALTH OF VIRGINIA
CLAYTON C. ROCK
Lic. No. 0367960
01/16/2024
PROFESSIONAL ENGINEER

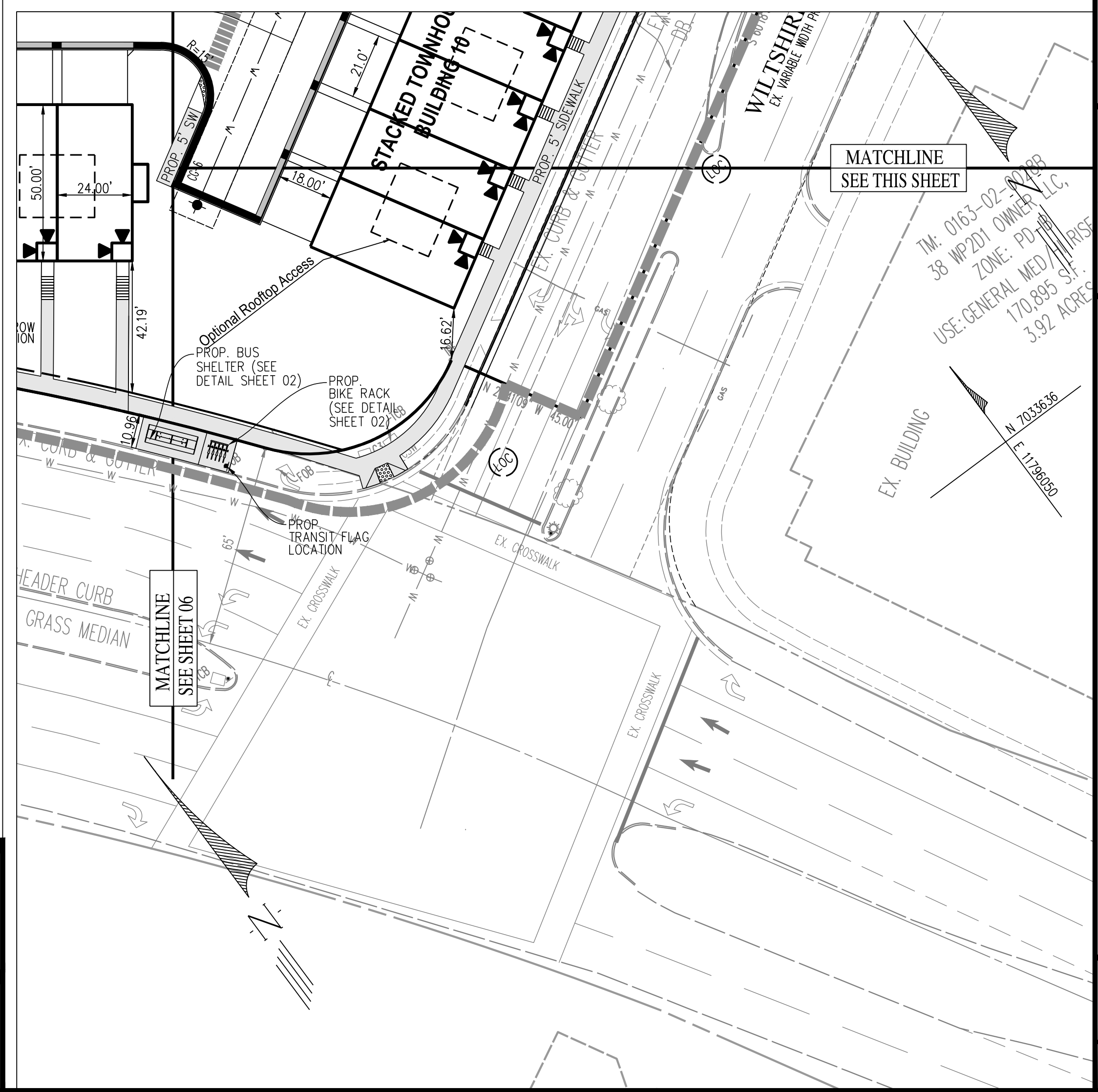
SIGHT DISTANCE
WORLDGATE
GENERALIZED DEVELOPMENT PLAN
DRANESVILLE DISTRICT
TOWN OF HERNDON, VIRGINIA

SCALE: AS NOTED
DATE: NOV. 2022
C.I.= 2'

SHEET
21
OF
86
FILE No.
RZ-13126

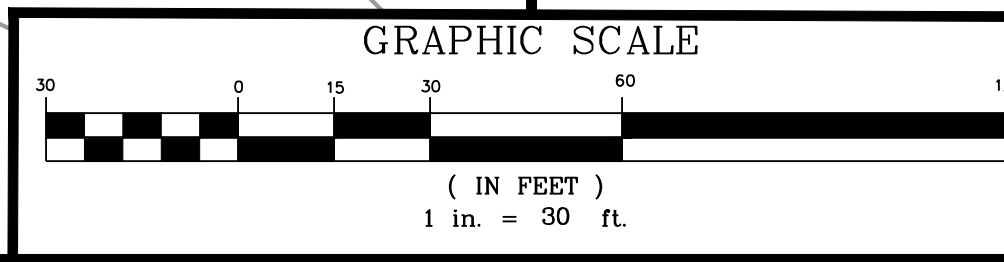
SHEET 21A OF 86	FILE No. RZ-13126	FIRE LANE PLAN	WORLDGATE GENERALIZED DEVELOPMENT PLAN DRANESVILLE DISTRICT TOWN OF HERNDON, VIRGINIA	CL= N/A	SCALE: 1" = 30'	DATE: NOV. 2022
 urban™ Planners • Engineers • Landscape Architects • Land Surveyors Urban, Ltd. 4200 TECHNOLOGY CT. CHANTILLY, VA, 20151 TEL: 703.642.2306 FAX: 703.578.7888 www.urban-ltd.com						
		PLAN DATE				
		12-13-22				
		06-02-23				
		01-16-24				
		-		No.	DATE	DESCRIPTION
		-				REVISIONS

Urban, Ltd. - J:\JOBS\WorldGate Rezoning\B-Engineering\Entitlement\CDP-FDP-SPEX\13126-31-FIRE LANE AND PAVING PLAN.dwg [FIRE PAVE (2)] January 16, 2024 - 7:07pm mbaldwin

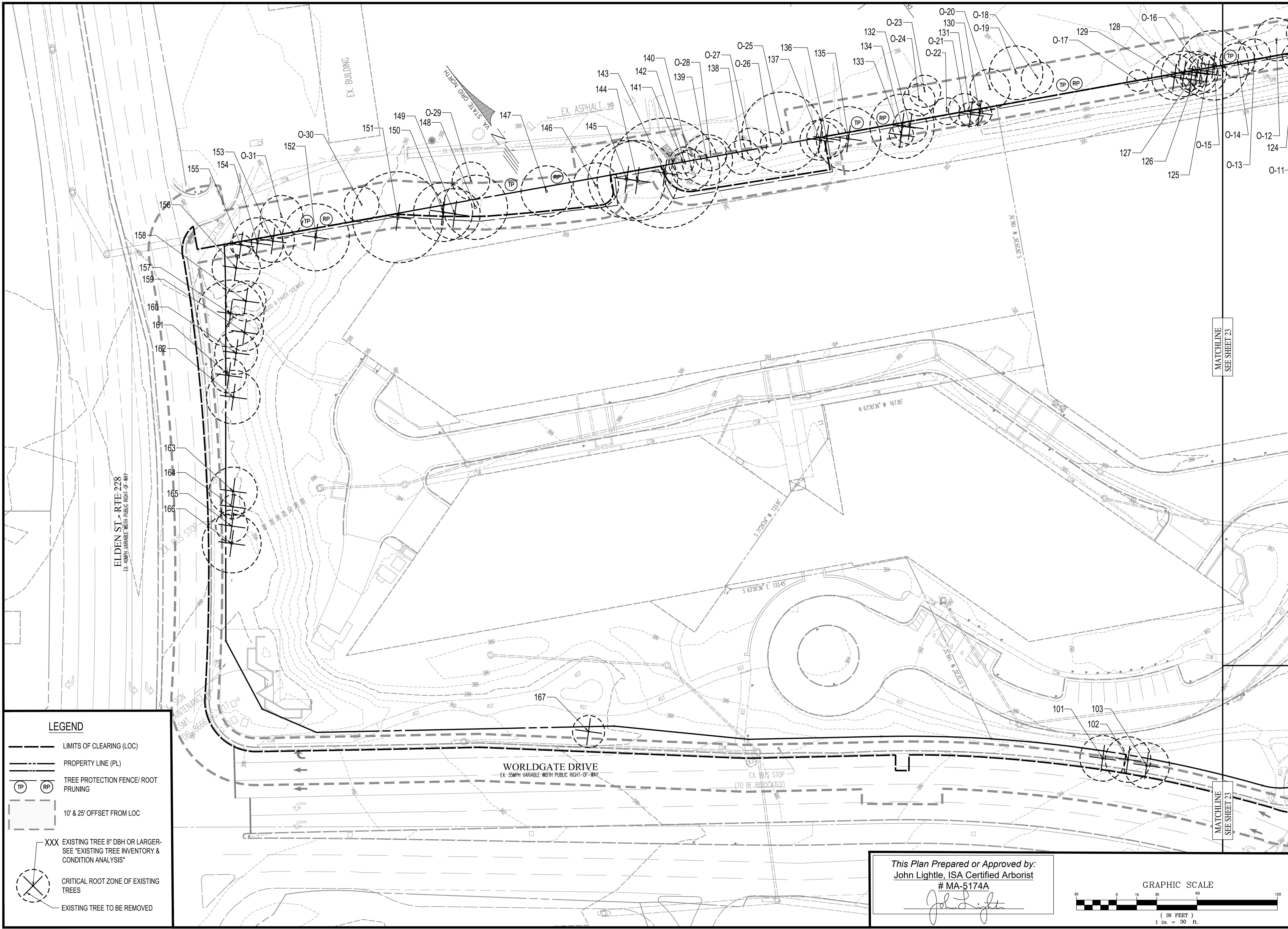


LEGEND

— PROP. FIRE LANES (PER T.O.H. STD.)

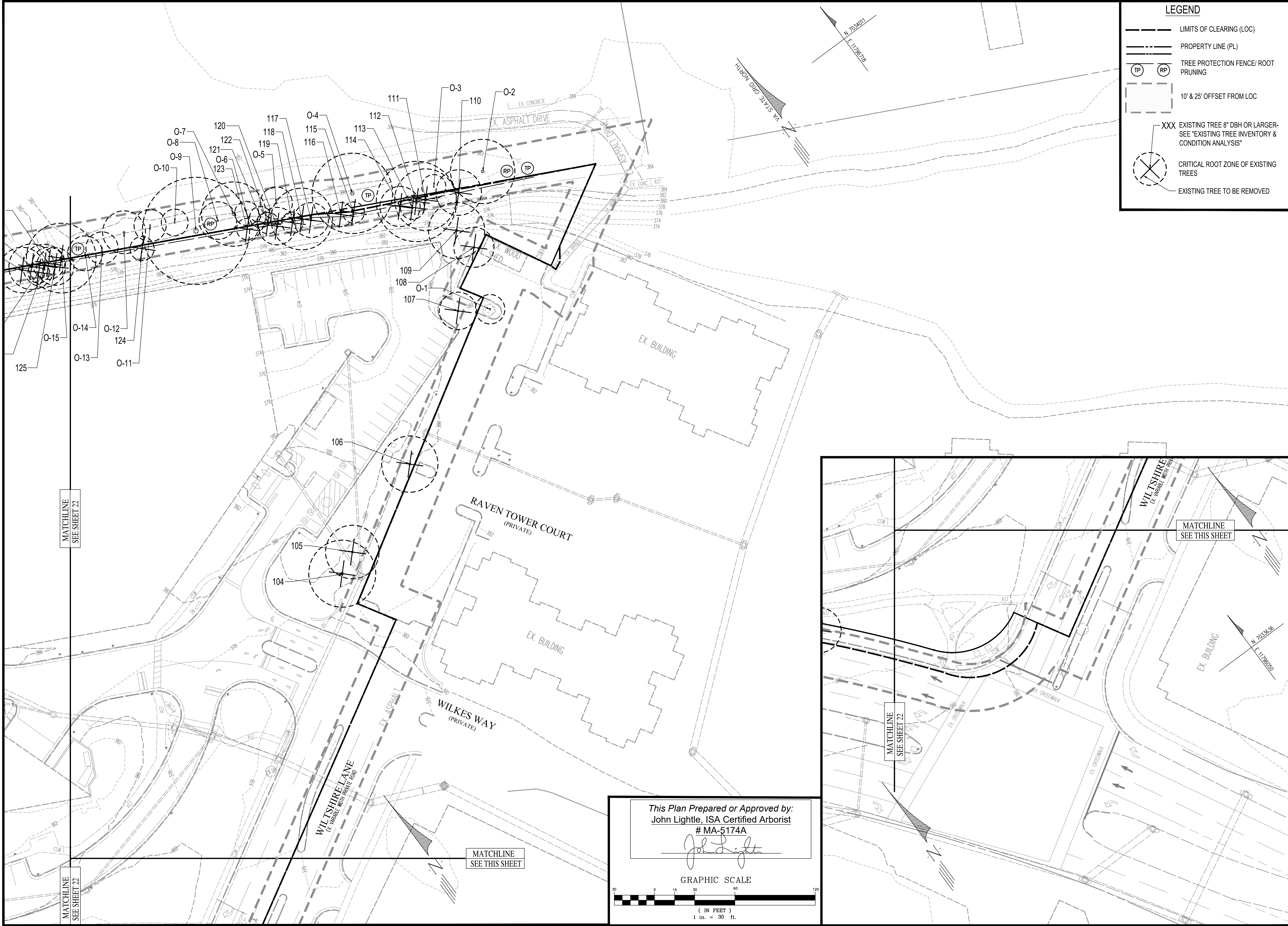


FIRE LANE PLAN		WORLDGATE GENERALIZED DEVELOPMENT PLAN		SHEET 21B OF 86	
		DRAVESVILLE DISTRICT TOWN OF HERNDON, VIRGINIA		FILE No. RZ-13126	
TM: 0163-02-00028 38 WP201 OWNER LLC ZONE: PD-W USE: GENERAL MED OFFICE 170,895 SF. 3.92 ACRES		TM: 0161-19-01 THE TOWN OF HERNDON ZONE: PD-R USE: OTHER PUBLIC NEC 144,751 SF. 3.34 ACRES		TM: 0163-02-00028 38 WP201 OWNER LLC ZONE: PD-W USE: GENERAL MED OFFICE 170,895 SF. 3.92 ACRES	
PLAN DATE 12-13-23 08-02-23 11-01-23 01-16-24		Urban, Ltd. 4200 D TECHNOLOGY CT. CHANTILLY, VA 20151 TEL: 703.578.8888 FAX: 703.578.8888 www.urban-llc.com		CL= N/A	
REVISIONS		DESIGNER 01/16/2024 CLAYTON C. TOCK Lic. No. 036790 PROFESSIONAL ENGINEER		DATE: NOV, 2022	
		urban Planners-Engineers-Landscape Architects-Land Surveyors		SCALE: 1" = 30'	



FILE No. RZ-13126	SHEET 22 OF 86	TREE PRESERVATION PLAN WORLDGATE GENERALIZED DEVELOPMENT PLAN DRANESVILLE DISTRICT TOWN OF VIRGINIA SCALE: 1"=30' C.I.= 2'	DATE: NOV, 2022		 urban [™] Planners • Engineers • Landscape Architects • Land Surveyors	Urban, Ltd. 4200 D TECHNOLOGY CT. CHANTILLY, VA, 20151 TEL: 703.642.2306 FAX: 703.578.7888 www.urban-llc.com	PLAN DATE	12-13-22				
								06-02-23				
								11-06-23				
								01-06-24				
								-				
			No.	DATE	DESCRIPTION			REVISIONS				

J:\JOBS\WorldGate Rezoning\B-Engineering\Entitlement\CDP-FDP-SPEX\13126-33-TREE PRESERVATION PLAN.dwg [TREE PRESERVATION PLAN] January 16, 2024 - 7:08pm mbsldwin



LEGEND

LIMITS OF CLEARING (LOC)

PROPERTY LINE (PL)

TREE PROTECTION FENCE/ ROOT PRUNING

10' & 25' OFFSET FROM LOC

XXX EXISTING TREE 8" DBH OR LARGER- SEE "EXISTING TREE INVENTORY & CONDITION ANALYSIS"

CRITICAL ROOT ZONE OF EXISTING TREES

EXISTING TREE TO BE REMOVED

PLAN DATE

12-13-23

08-02-23

11-01-23

01-16-24

REVISIONS

No.

DATE

DESCRIPTION

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COMMONWEALTH OF VIRGINIA

CLAYTON C. TOOK

Lic. No. 036790

01/16/2024

PROFESSIONAL SEAL

TREE PRESERVATION PLAN

WORLDGATE

GENERALIZED DEVELOPMENT PLAN

DRANESVILLE DISTRICT

TOWN OF HERNDON, VIRGINIA

SHEET

23

OF

86

FILE No.

RZ-13126

SCALE: 1"=30'

DATE: NOV, 2022

CL: 2'

This Plan Prepared or Approved by:

John Lightle, ISA Certified Arborist

MA-5174A

GRAPHIC SCALE

0

15

30

45

60

75

90

105

120

(IN FEET)

1 in. = 30 ft.

Tree Inventory & Condition Analysis								
Tree No	Species		Size	CRZ	Poor Condition?	Condition Rating	Status	Comments
	Botanical Name	Common Name	DBH (in)	R (ft.)		%	(Remove or Preserve)	
101	Quercus phellos	Willow Oak	17"	17'		68.75	Remove	3' from Curb
102	Quercus phellos	Willow Oak	17"	17'		68.75	Remove	6' from Curb
103	Quercus phellos	Willow Oak	17"	17'		65.63	Remove	3' from Curb
104	Quercus phellos	Willow Oak	25"	25'		78.13	Remove	
105	Amelanchier spp	Serviceberry	20"	20'	Yes	28.13	Remove	Multi-trunk (4 x 5" stems); Nearly Dead
106	Acer rubrum	Red Maple	21"	21'		65.63	Remove	2' from Curb; Exposed roots
107	Acer rubrum	Red Maple	14"	14'		62.50	Remove	Lots of girdling roots
108	Acer rubrum	Red Maple	15"	15'		62.50	Remove	Girdling roots
109	Acer rubrum	Red Maple	21"	21'		53.13	Remove	Wound in trunk; Girdling roots
110	Pinus strobus	White Pine	17"	17'		59.38	Remove	
111	Acer rubrum	Red Maple	23"	23'		65.63	Remove	
112	Acer rubrum	Red Maple	30"	30'		68.75	Remove	Co-dominant
113	Pinus taeda	Loblolly Pine	9"	9'		59.38	Remove	On stream bank, Exposed roots
114	Pinus taeda	Loblolly Pine	15"	15'		56.25	Remove	Vines
115	Pinus taeda	Loblolly Pine	8"	8'		62.50	Remove	Curved trunk
116	Pinus taeda	Loblolly Pine	9"	9'		46.88	Remove	Poison Ivy
117			13"	13'		50.00	Remove	Vines
118	Prunus serotina	Black Cherry	23"	23'		50.00	Remove	Dual-trunk (15', 8")
119	Pinus taeda	Loblolly Pine	8"	8'		43.75	Remove	Poison Ivy; Leaning; Girdling Roots
120	Diospyros virginiana	Common Persimmon	14"	14'		50.00	Remove	Poison Ivy
121	Pinus virginiana	Virginia Pine	8"	8'		43.75	Presene	Poison Ivy
122	Acer rubrum	Red Maple	8"	8'		46.88	Remove	Grown through fence
123	Pinus virginiana	Virginia Pine	8"	8'		53.13	Remove	Leaning
124			9"	9'		43.75	Remove	Grown into fence
125	Acer rubrum	Red Maple	14"	14'		50.00	Remove	
126	Pinus virginiana	Virginia Pine	16"	16'	Yes	28.13	Remove	Heavy vines; Leaning
127	Pinus virginiana	Virginia Pine	8"	8'	Yes	0.00	Remove	Dead
128	Pinus virginiana	Virginia Pine	17"	17'	Yes	28.13	Remove	Heavy vines; Leaning
129	Acer rubrum	Red Maple	17"	17'		62.50	Remove	Ivy
130	Nyssa sylvatica	Black Gum	9"	9'	Yes	37.50	Remove	Poison Ivy; Vines
131	Nyssa sylvatica	Black Gum	9"	9'	Yes	40.63	Remove	Poison Ivy; Vines
132	Pinus strbus	White Pine	13"	13'		56.25	Remove	Slight lean
133	Unknown		9"	9'		43.75	Remove	Unknown Species; Overtaken by Greenbrier; On streambank
134	Quercus alba	White Oak	24"	24'		62.50	Remove	Vines; Brambles; On streambank
135	Carya glabra	Pignut Hickory	24"	24'		65.63	Remove	Vines; Brambles; On streambank
136	Acer rubrum	Red Maple	15"	15'		50.00	Remove	
137	Acer rubrum	Red Maple	15"	15'		50.00	Remove	
138	Morus spp	Mulberry	13"	13'		46.88	Presene	On stream bank, Exposed roots
139	Pinus virginiana	Virginia Pine	19"	19'		43.75	Presene	Vines; Co-dominant
140	Pinus virginiana	Virginia Pine	15"	15'	Yes	40.63	Presene	Vines; Co-dominant
141	Morus spp	Mulberry	13"	13'	Yes	37.50	Presene	Vines; Ivy; Rip-rap
142	Morus spp	Mulberry	8"	8'	Yes	31.25	Presene	Vines; Ivy; Rip-rap
143	Quercus rubra	Red Oak	41"	41'		59.38	Remove	Triple trunk (22", 11", 8")
144	Betula nigra	River birch	30"	30'		75.00	Remove	Triple trunk (12", 10", 8")
145	Morus spp.	Mulberry	29"	29'		59.38	Remove	Poison Ivy; vines; Dead branches
146	Acer rubrum	Red Maple	17"	17'		56.25	Presene	
147	Juniperous virginiana	Eastern Red Cedar	19"	19'		56.25	Presene	Next to fence
148	Morus spp	Mulberry	24"	24'		62.50	Presene	Next to fence
149	Quercus rubra	Red Oak	19"	19'		65.63	Remove	
150	Morus spp.	Mulberry	22"	22'		50.00	Remove	Leaning over fence; Split trunk; Hollow
151	Quercus alba	White Oak	34"	34'		68.75	Remove	Old wound in trunk
152	Morus spp.	Mulberry	25"	25'		75.00	Remove	Co-dominant (14", 11")
153	Quercus paulustris	Pin Oak	16"	16'		65.63	Remove	Some dead branches
154	Quercus paulustris	Pin Oak	19"	19'		75.00	Remove	
155	Diospyros virginiana	Common Persimmon	8"	8'		75.00	Remove	
156	Quercus paulustris	Pin Oak	18"	18'		75.00	Remove	
157	Prunus spp.	Flowering Cherry	25"	25'		62.50	Remove	Triple trunk (12", 7", 6")
158	Prunus spp.	Flowering Cherry	15"	15'		62.50	Remove	Dual trunk (8", 7")
159	Prunus spp	Flowering Cherry	14"	14'		50.00	Remove	Dead branches
160	Pinus strobus	White Pine	16"	16'		62.50	Remove	Curved trunk
161	Picea abies	Norway Spruce	13"	13'		62.50	Remove	
162	Pinus strobus	White Pine	20"	20'		62.50	Remove	Co-dominant (12", 8")
163	Picea abies	Norway Spruce	18"	18'		68.75	Remove	
164	Prunus spp.	Flowering Cherry	9"	9'		56.25	Remove	
165	Picea abies	Norway Spruce	12"	12'		71.88	Remove	
166	Prunus spp.	Flowering Cherry	22"	22'		62.50	Remove	Girdling roots
167	Acer rubrum	Red Maple	12"	12'		68.75	Remove	
O-1	Acer rubrum	Red Maple	11"	11'		62.50	Presene	Lots of girdling roots
O-2			24"	24'		50.00	Presene	Triple trunk (10", 8", 6")
O-3	Acer rubrum	Red Maple	9"	9'		50.00	Presene	
O-4	Acer rubrum	Red Maple	30"	30'		75.00	Presene	
O-5	Prunus serotina	Black Cherry	12"	12'		50.00	Presene	
O-6	Acer rubrum	Red Maple	9"	9'		59.38	Presene	
O-7	Quercus rubra	Red Oak	24"	24'		71.88	Presene	
O-8	Quercus rubra	Red Oak	14"	14'		62.50	Presene	
O-9	Quercus rubra	Red Oak	40"	40'		53.13	Remove	Vines; Next to fence; Some dead branches
O-10	Gleditsia triacanthos	Honeylocust	10"	10'		53.13	Presene	Poison Ivy
O-11	Acer rubrum	Red Maple	12"	12'		50.00	Presene	
O-12	Quercus rubra	Red Oak	16"	16'		65.63	Presene	
O-13	Acer saccharinnum	Silver Maple	12"	12'		53.13	Presene	Grown into fence
O-14	Acer saccharinnum	Silver Maple	13"	13'		53.13	Presene	
O-15	Nyssa sylvatica	Black Gum	26"	26'		65.63	Remove	
O-16	Unknown		12"	12'	Yes	0.00	Remove	Dead; In fence; Vines
O-17	Acer rubrum	Red Maple	8"	8'		56.25	Presene	Grown into fence
O-18	Quercus rubra	Red Oak	12"	12'		65.63	Presene	Exposed roots
O-19	Quercus rubra	Red Oak	20"	20'		56.25	Presene	Co-dominant; Exposed roots
O-20	Quercus rubra	Red Oak	15"	15'		62.50	Presene	
O-21	Quercus rubra	Red Oak	12"	12'		50.00	Presene	Some dead branches
O-22	Morus spp.	Mulberry	10"	10'		50.00	Presene	Poison Ivy
O-23	Nyssa sylvatica	Black Gum	12"	12'		68.75	Presene	
O-24	Juniperous virginiana	Eastern Red Cedar	12"	12'		65.63	Presene	
O-25	Quercus rubra	Red Oak	30"	30'		75.00	Presene	
O-26	Pinus taeda	Loblolly Pine	8"	8'	Yes	34.38	Presene	Vines
O-27	Carya glabra	Pignut Hickory	12"	12'		50.00	Presene	Vines
O-28	Acer rubrum	Red Maple	12"	12'	Yes	40.63	Presene	Vines; Co-dominant
O-29	Morus spp.	Mulberry	14"	14'		68.75	Presene	Old split in trunk
O-30	Quercus rubra	Red Oak	13"	13'		75.00	Presene	
O-31	Morus spp.	Mulberry	16"	16'		75.00	Presene	

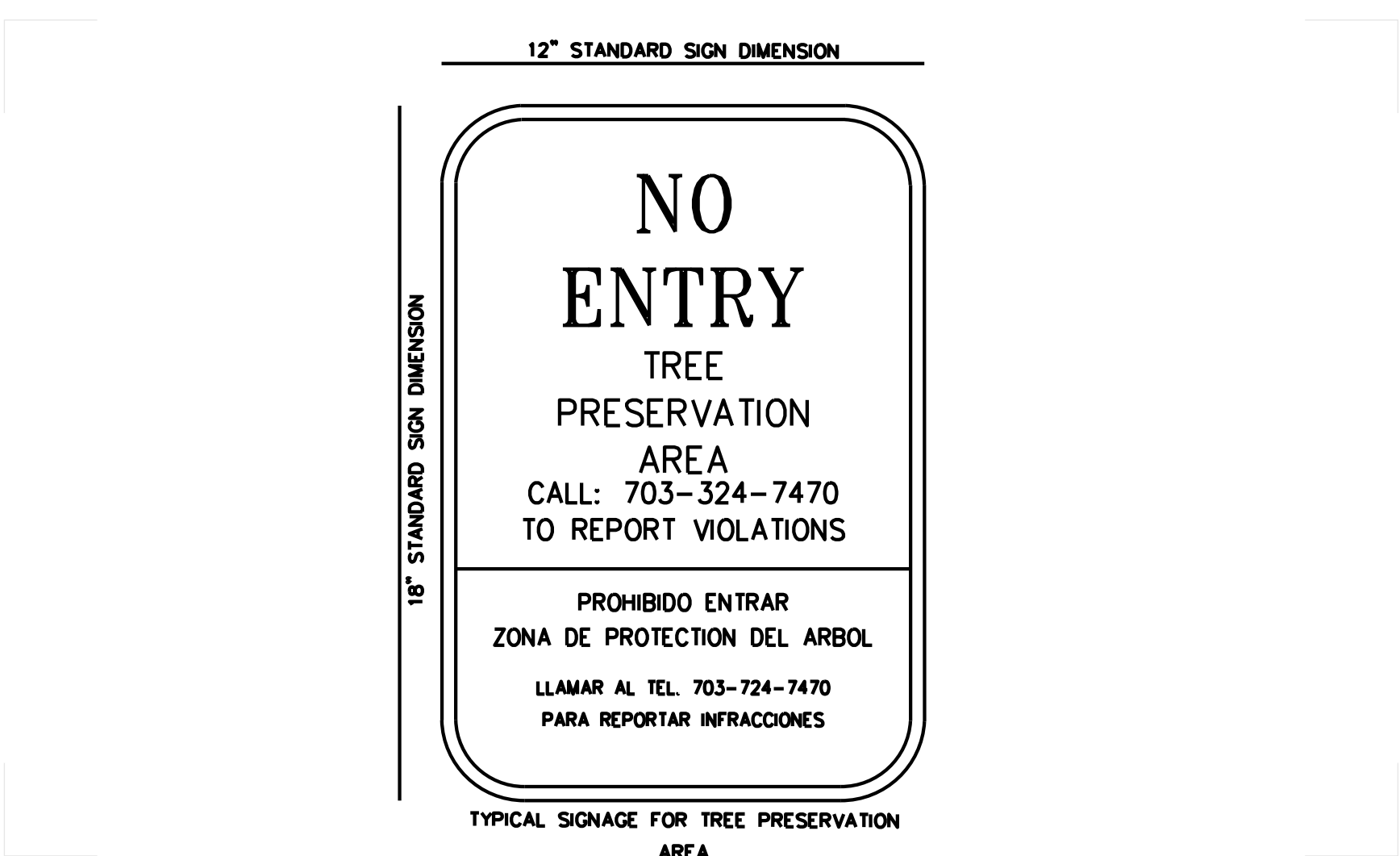
TREE PRESERVATION NARRATIVE

Tree protection fence shall be installed inside of the limits of clearing where adjacent to any tree or stand of trees to be preserved and shall remain erected throughout all phases of construction. No grade changes or storage of equipment, materials, debris, or fill shall be allowed within the area protected by the tree protection fence. No natural or man-made materials or liquids (e.g. concrete, stone, gas, oil, paint, chemicals, etc.) shall be disposed of within tree preservation areas. See details shown within this Tree Preservation Plan for all applicable tree preservation details.

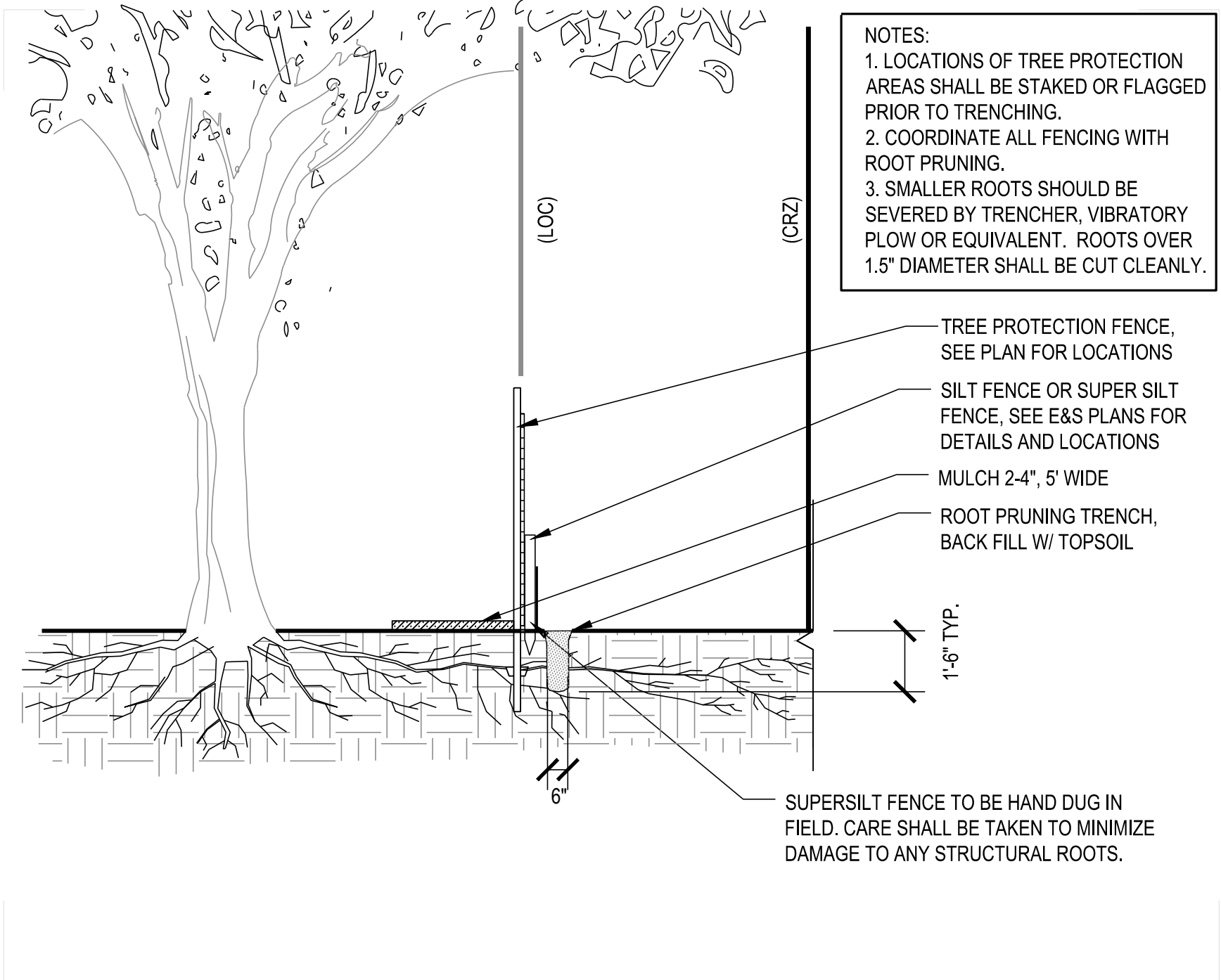
Forested areas to be preserved shall not contain human health and safety risks such as hazard trees, open post holes, or hunting stands, and the contractor may be instructed to remove such risks. All additional man-made refuse, including firewood, lumber, tires, plastics, and other man-made debris shall be removed from the Tree Preservation Area by hand in a manner that minimizes the impact on trees to be preserved. No heavy equipment may be operated from a position beyond the limits of clearing and grading.

Root pruning will be implemented, as needed, and shall take place prior to any clearing and grading, or demolition of structures. Root pruning shall be done using a trencher, vibratory plow or equivalent, to a depth of 18 inches, and under the supervision of a certified arborist. Root pruning trench shall be backfilled with soil so that roots are not left exposed. See details shown within this Tree Preservation Plan for all applicable root pruning details.

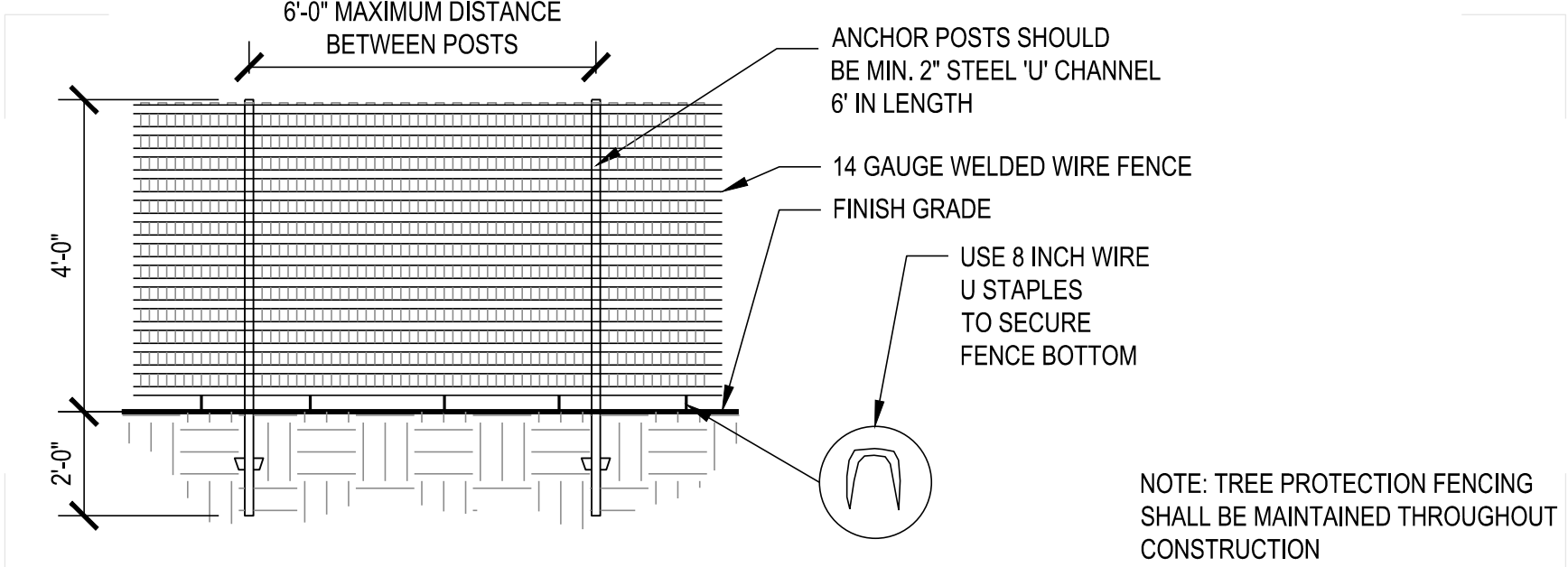
There are no trees designated as "Heritage," "Specimen," Memorial," or "Street" trees located on the development site or sites adjacent to the development property.



1 TREE PROTECTION SIGNAGE
Scale: NTS.



2 ROOT PRUNING
Scale: NTS.



3 TREE PROTECTION FENCE
Scale: NTS.

NOTES:

- TREE INVENTORY DATA COLLECTED BY URBAN, LTD.'S CERTIFIED ARBORIST ON MAY 3, 2023.
- ALL OFFSITE TREES WERE ASSESSED FROM THE SUBJECT PROPERTY AND SIZES HAVE BEEN ESTIMATED.
- TREES WILL BE FURTHER REVIEWED AT TIME OF SITE PLAN WHEN LIMITS OF CLEARING ARE FINALIZED. FINAL DETERMINATION OF TREES TO BE PRESERVED OR REMOVED WILL BE DESIGNATED AT SUCH TIME.
- OFF-SITE TREES WILL BE PROTECTED, AS MUCH AS IS FEASIBLE, WITH TREE PROTECTION MEASURES AND, IF ANY OFF-SITE TREE, AT THE DISCRETION OF THE TOWN ARBORIST, WILL FAIL DUE TO CONSTRUCTION, THE DEVELOPER IS RESPONSIBLE FOR THE REMOVAL AND REPLACEMENT OF THOSE TREES, ALONG WITH OBTAINING PERMISSION PRIOR TO DOING SO.

This Plan Prepared or Approved by:
John Lightle, ISA Certified Arborist
MA-5174A

TREE INVENTORY & DETAILS

WORLDGATE
GENERALIZED DEVELOPMENT PLAN
DRAVESVILLE DISTRICT
TOWN OF HERNDON, VIRGINIA

DATE: NOV, 2022

CL= 2'

SCALE: 1"=30'

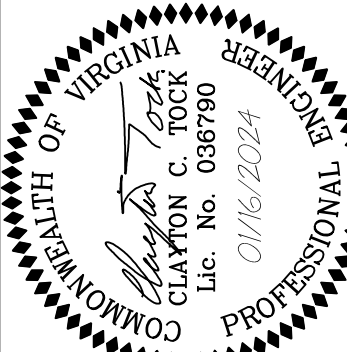
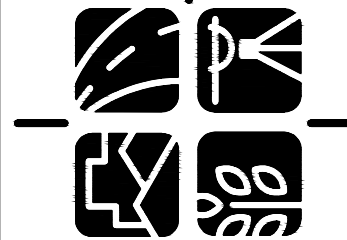
SHEET
24
OF
86

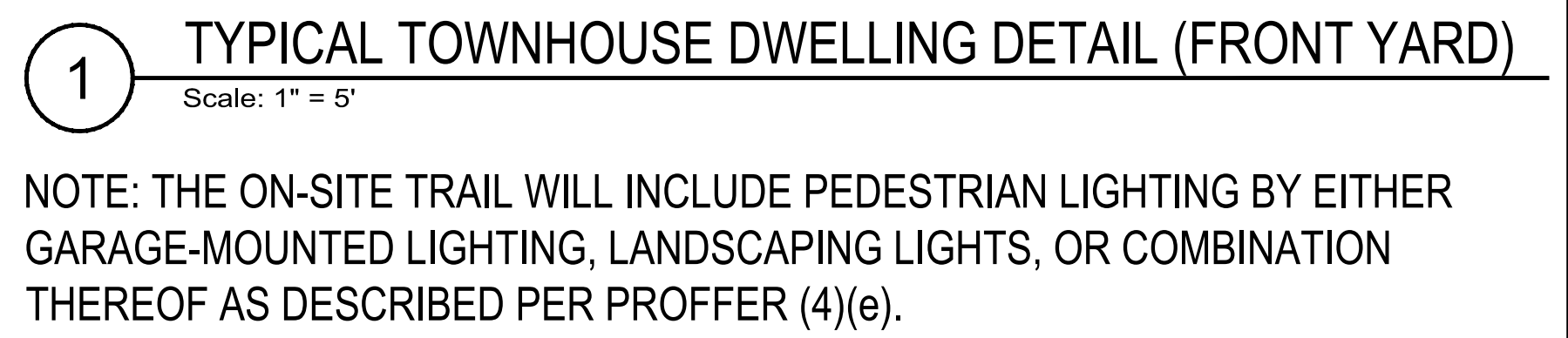
FILE No.
RZ-13126

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	FILE No. RZ-13126	SHEET 25 OF 86	LANDSCAPE OVERVIEW	WORLDGATE GENERALIZED DEVELOPMENT PLAN DRANESVILLE DISTRICT TOWN OF HERNDON, VIRGINIA	John Lightle Lic. No. 1957 01/16/2022 LANDSCAPE ARCHITECT urban[™] Planners • Engineers • Landscape Architects • Land Surveyors Urban, Ltd. 4200 TECHNOLOGY CT. CHANTILLY VA, 20151 TEL. 703.642.2306 FAX 703.578.7888 www.urban-llc.com	PLAN DATE 12 - 13 - 22 06 - 02 - 23 11 - 13 - 23 01 - 16 - 24 — — — — —	No.	DATE	DESCRIPTION	REVISIONS
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NOTE:

1. TREE AND SHRUB SPECIES ARE EXAMPLES, FINAL SELECTIONS WILL BE COORDINATED AT THE TIME OF SITE PLAN APPROVAL WITH THE TOWN ARBORIST.
2. THE USE OF NATIVE PLANTINGS WILL BE USED TO THE MAXIMUM EXTENT PRACTICAL AS COORDINATED AT THE TIME OF SITE PLAN APPROVAL WITH THE TOWN ARBORIST.
3. AT THE TIME OF SITE PLAN, CANOPY MUST NOT BE PLACED CLOSER 20' ON CENTER TO OTHER CANOPY TREES. UNDERSTORY AND EVERGREEN TREES MAY NOT BE PLACES CLOSER THAN 10' TO ALL OTHER TREES.

STREET TREE CALCULATIONS					
Street	Streetscape Type	Concrete Sidewalk Width (I.f.) Required	Vegetated Buffer Strip Width (I.f.) Required	Trees Required	Trees Provided
Worldgate Drive	Standard	5'	5'	19 Trees (1 every 35 feet)	19
Elden Street	Gateway	6'	6'	5 Trees (1 every 35 feet)	5

SITE LANDSCAPING CALCULATIONS				
Proposed Use	Required Plantings	Required Total	Provided	Modifications
Townhouse Dwelling Units (49 units)	1 Canopy Trees/D.U.	49 Canopy Trees	28 Canopy Trees	See Modification #1
			57 Ornamental Trees	
	1 Evergreen Trees/D.U.	49 Evergreen Trees	12 Evergreen Trees	
	10 Shrubs/D.U.	490 Shrubs	688 Shrubs	
Multiple-Family Dwelling* (7.16 ac.) (3,567 ft of outer building perimeter)	12 Canopy Trees per acre	86 Canopy Trees	39 Canopy Trees	See Modification #1
			40 Ornamental Trees	
	7 Evergreen Trees per acre	50 Evergreen Trees	22 Evergreen Trees	
	1 Shrubs per each 5 ft. of outer building perimeter	714 Shrubs	570 Shrubs	

*50% of perimeter of principal structure requires a landscape strip with a minimum width of 7.5'.
per Z.O. Sec. 78-110.3

PERIMETER BUFFER STRIP CALCULATIONS										
Proposed Zoning	Adjacent Zoning	Buffer Type Required	Width (l.f.)	Length (l.f.)	Tree Save Length (l.f.)	Net Length (l.f.)	Required Trees and Shrubs per Buffer Type	Required Trees and Shrubs	Provided Trees and Shrubs	Modifications
PD-W	Buffer A-B: Zone CO	Buffer Class D	7.5	432	287	145	1 Canopy Tree per 30 linear feet	5 Canopy Trees	5 Canopy Trees	
	1 Evergreen Tree per 30 linear feet						5 Evergreen Trees	5 Evergreen Trees		
	1 Ornamental Tree per 50 linear feet						3 Ornamental Trees	3 Ornamental Trees		
	Fence permitted, with maximum visibility between properties and a design that discourages climbing									
	Buffer B-C: Zone PD-R	Buffer Class C	15	700	0	700	1 Canopy Tree per 25 linear feet	28 Canopy Trees	19 Canopy Trees	See Modification #2
	1 Evergreen Tree per 25 linear feet						28 Evergreen Trees	20 Evergreen Trees		
	1 Ornamental Tree per 50 linear feet						14 Ornamental Trees	11 Ornamental Trees		
	6' tall Masonry Wall									
	Buffer C-D: Zone PD-W	Buffer Class D	7.5	458	0	458	1 Canopy Tree per 30 linear feet	15 Canopy Trees	10 Canopy Trees	
	1 Evergreen Tree per 30 linear feet						15 Evergreen Trees	5 Evergreen Trees		
1 Ornamental Tree per 50 linear feet	9 Ornamental Trees						10 Ornamental Trees			
Fence permitted, with maximum visibility between properties and a design that discourages climbing							94 Shrubs			
Buffer D-E: Zone PD-W	Buffer Class D	7.5	191	0	191	1 Canopy Tree per 30 linear feet	6 Canopy Trees	7 Canopy Trees		
1 Evergreen Tree per 30 linear feet						6 Evergreen Trees	0 Evergreen Trees			
1 Ornamental Tree per 50 linear feet						4 Ornamental Trees	0 Ornamental Trees			
Fence permitted, with maximum visibility between properties and a design that discourages climbing										
Buffer E-F: Worldgate Drive	See Street Tree Calculations for Streetscape Type Required									
Buffer F-A: Elden Street	See Street Tree Calculations for Streetscape Type Required									

per Z.O. Sec. 78-110.4(e)

VEHICULAR USE AREA SCREENING CALCULATIONS				
Location	Length (l.f.)	Required Screening	Required Plantings	Provided Plantings
North (Abutting Adjacent Property)	391'	Continuous screening of Evergreen Shrubs planted 3' o.c.	130 Evergreen Shrubs	130 Evergreen Shrubs



NOTE: FINAL SIZE AND DEPTH AND LOCATION OF PLANTERS SUBJECT TO REVIEW BY STRUCTURAL ENGINEER.



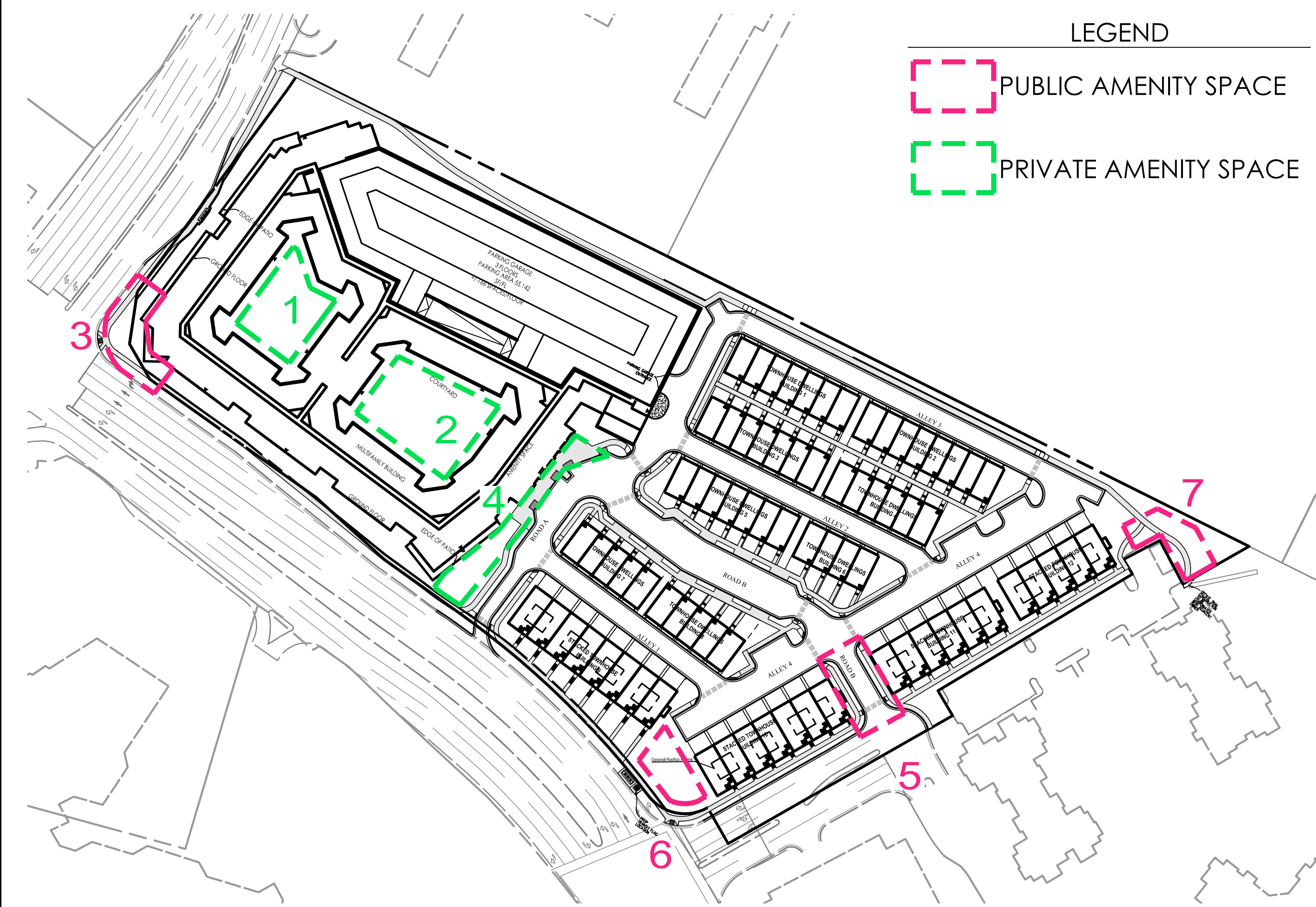
3 GARAGE PLANTERS

NOTE: GARAGE PLANTERS ARE CONCEPTUAL AND INTENDED TO PROVIDE VEGETATION TO THE ROOFTOP OF THE EXISTING GARAGE TO REMAIN. THE SIZES, MODELS/COLORS, PLANT MATERIAL, QUANTITIES, AND PLACEMENT SHALL BE DETERMINED AT TIME OF FINAL ENGINEERING.

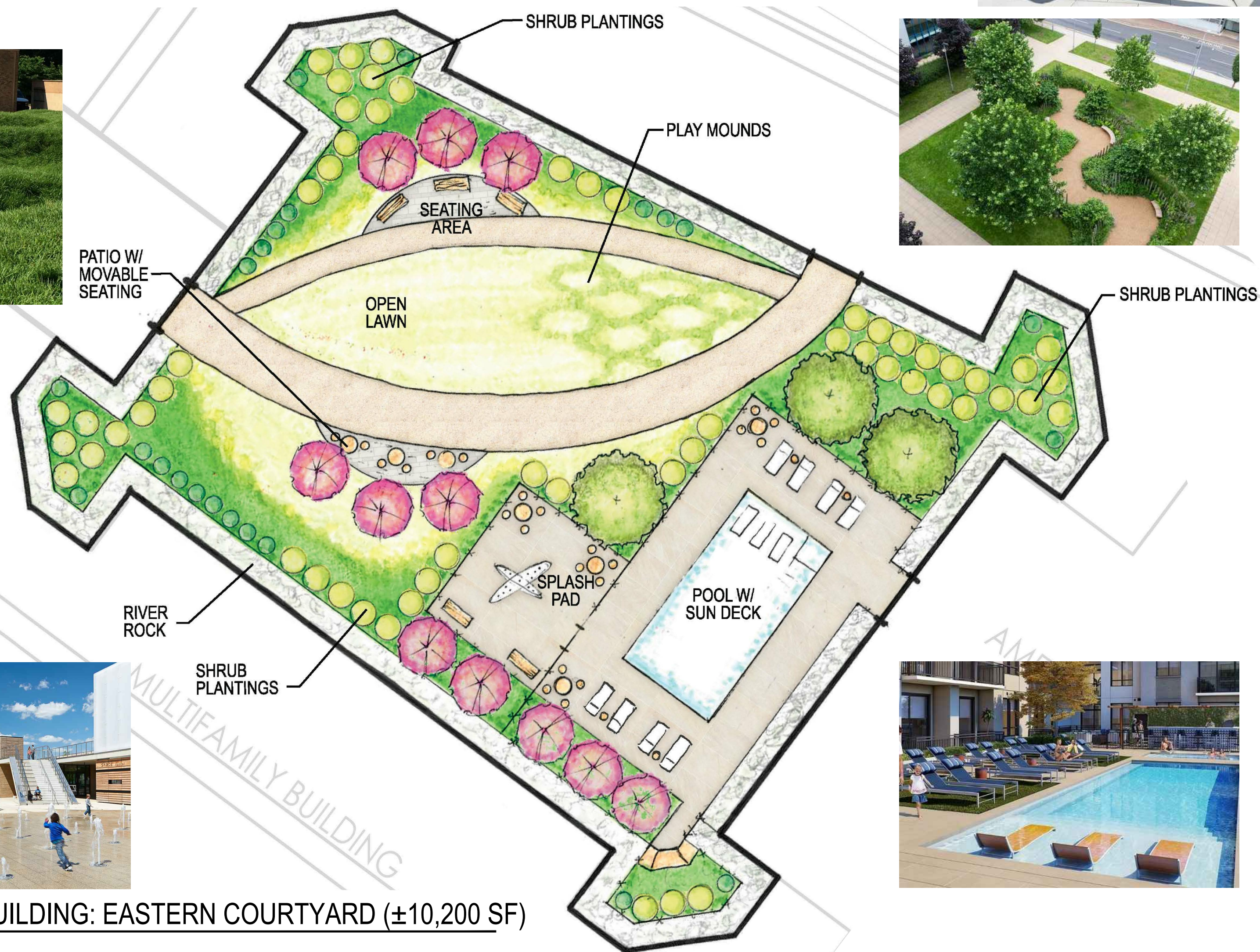
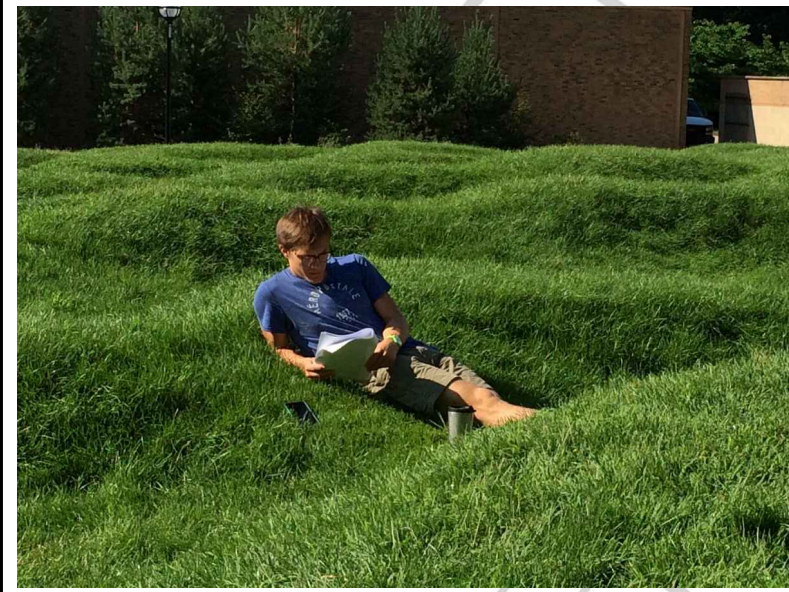
LANDSCAPE MODIFICATIONS REQUESTED				
Modification	Zoning Code	Required	Provided	Justification
1	Sec. 78-110.3(a) Minimum Standards for Site Landscaping	135 Canopy Trees	67 Canopy Trees	A reduction in planting quantities is hereby requested for the required Site Landscaping for the Townhouse Dwelling Units and the Multi-family Dwellings. The planting quantities provided in the development area of this site are planted at optimal densities within available open space around the Townhouse Dwelling Units and Multi-family Dwellings that will maximize the available soil volumes to establish healthy root systems of the proposed plantings. Additionally, as required by the Town, all canopy trees must not be placed closer than 20' on center, understory and evergreen trees may not be placed closer than 10' to all other trees.
		0 Ornamental Trees	97 Ornamental Trees (Not Required)	
		99 Evergreen Trees	34 Evergreen Trees	
		1,204 Shrubs	1,238 Shrubs	
		Total Trees: 234	Total Trees: 198	
		Total Shrubs: 1,204	Total Shrubs: 1,238	
2	Sec. 78-110.4(e)(3) Perimeter Buffer Strip Landscaping	54 Canopy Trees	41 Canopy Trees	A reduction in planting quantities and required width and a waiver of the 6' tall masonry wall is hereby requested for the required Perimeter Buffer Strip along the northeastern property line (Buffer B-C). A proposed storm drain must distribute the offsite drainage through this buffer and discharge into the existing channel at the end of the buffer, thereby restricting the soil volume available for additional plantings. Additionally, there is a 50+ ft. width of existing forest immediately offsite that exists along this buffer, which will further restrict the effectiveness of a 6' tall masonry wall. A reduction in planting quantities is hereby requested for the required Perimeter Buffer Strip along the eastern property line (Buffer C-D). An existing electric easement and a required walkway serving the entrances into the Stacked Townhouses restrict the soil volume along this property line. A reduction in planting quantities is hereby requested for the required Perimeter Buffer Strip along the eastern property line (Buffer D-E). The existing private road Wilshire Lane and a required walkway serving the entrances into the Stacked Townhouses restrict the soil volume along this property line.
		54 Evergreen Trees	30 Evergreen Trees	
		30 Ornamental Trees	24 Ornamental Trees	
		0 Shrubs	94 Shrubs (Not Required)	
		6' tall Masonry Wall (for Buffer B-C)	No Masonry Wall (for Buffer B-C)	
		Total Trees: 138	Total Trees: 95	
		Total Shrubs: 0	Total Shrubs: 94	
3	Sec. 78-110.5(b)(2) Standards for landscaping within vehicular use areas located on parking structures	(b) No parking space shall be located more than 120 linear ft. from a tree provided on the site.	Moveable planters with shrubs and perennial plantings.	A modification of the landscaping within the vehicular use areas is hereby requested for the parking structure. The parking structure will be preserving the existing parking structure currently on site, as such as feasible. The current design of this existing structure does not have planting areas and cannot structurally support any additional weight of new planting areas, including planting walls and soil volumes, needed for these required plantings. In lieu of large built in planters, moveable planters will be provided throughout the garage that will be planted with shrubs and perennial plantings.
		(e)(4) There shall be a landscape island at the end of every row of parking spaces.		

[illegible]

J:\JOBS\WorldGate_Reconing\B-Engineering\Entitlement\CDP-FDP-SPEX\13126-33-LANDSCAPE.dwg [28 LANDSCAPE AMENITIES] January 16, 2024 - 7:11pm mbdawin



KEY MAP
Scale: 1" = 100'



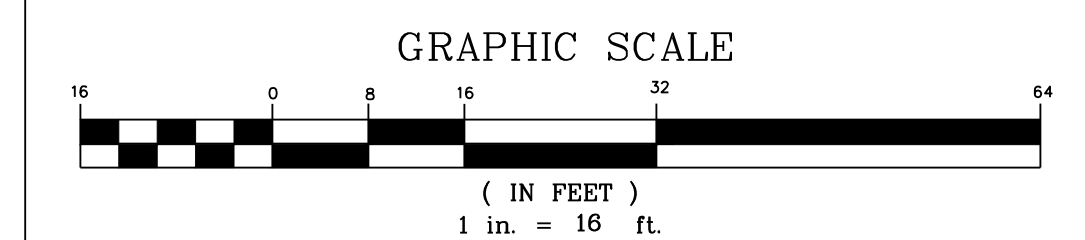
2 MULTIFAMILY BUILDING: EASTERN COURTYARD (±10,200 SF)
Scale: 1" = 16'



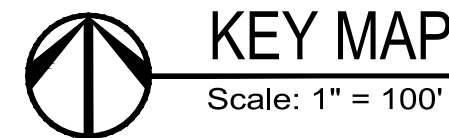
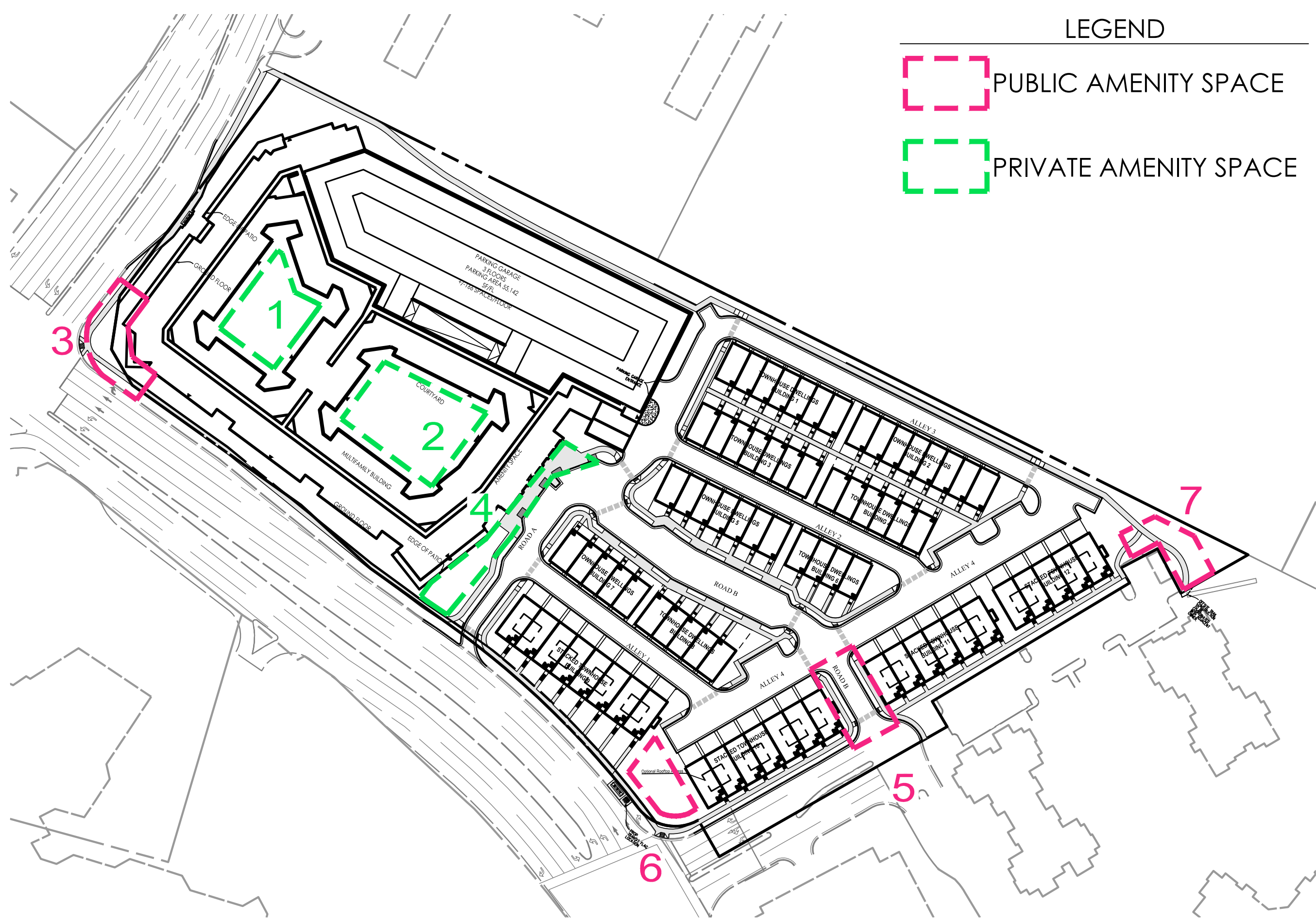
1 MULTIFAMILY BUILDING: WESTERN COURTYARD (±6,300 SF)
Scale: 1" = 16'



NOTE:
THESE CONCEPTUAL LAYOUTS AND IMAGES REPRESENT THE GENERAL APPEARANCE, QUALITY OF DESIGN, AND MATERIALS PROPOSED. FINAL PRODUCT SELECTIONS, SIZE, AND LOCATION OF ELEMENTS INCLUDING PLANT MATERIAL, SITE FURNITURE, AND HARDSCAPES MAY BE ADJUSTED SUBJECT TO FINAL GRADING, LOCATION OF UTILITIES, AND OTHER ENGINEERING CONSTRAINTS.



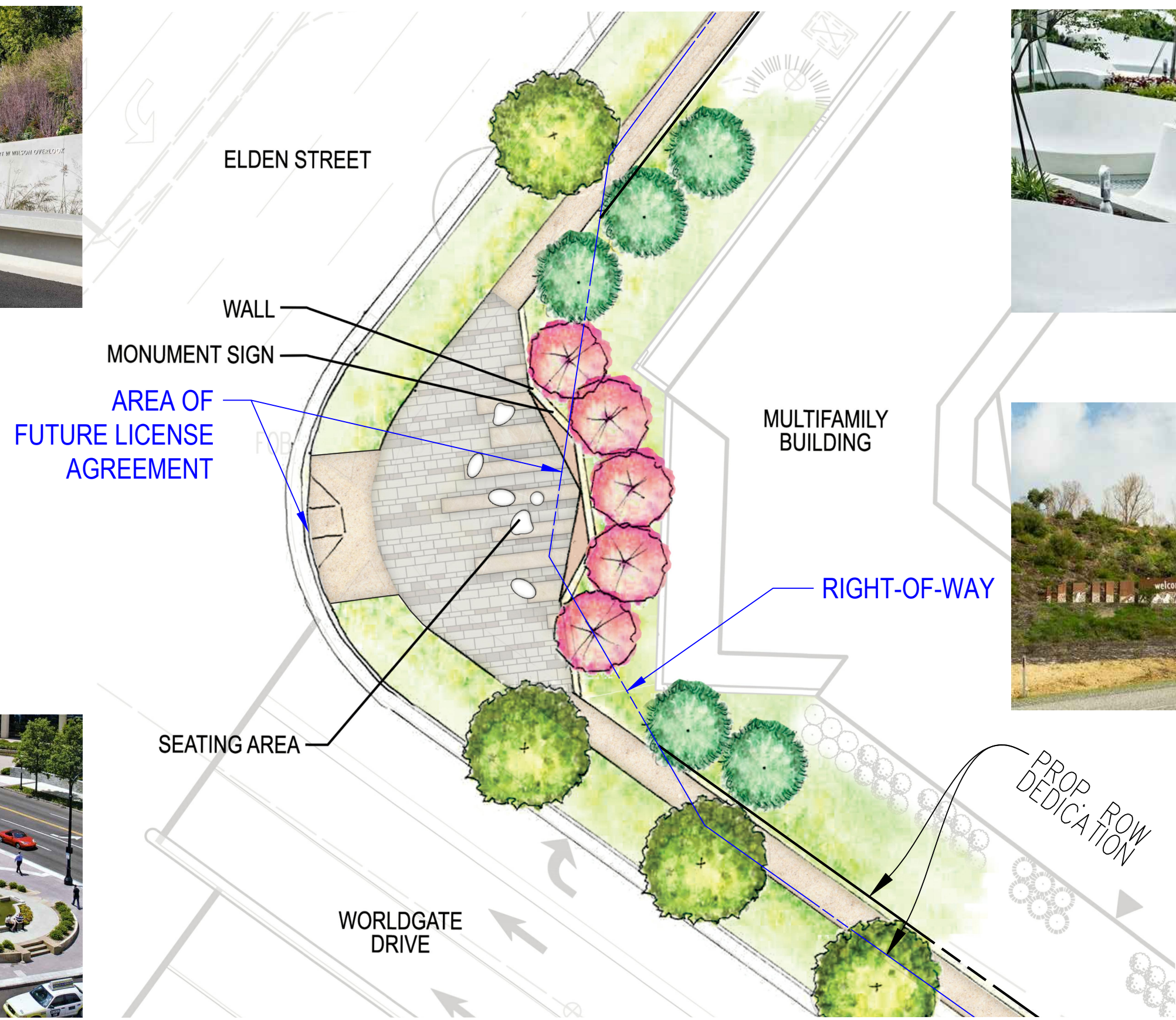
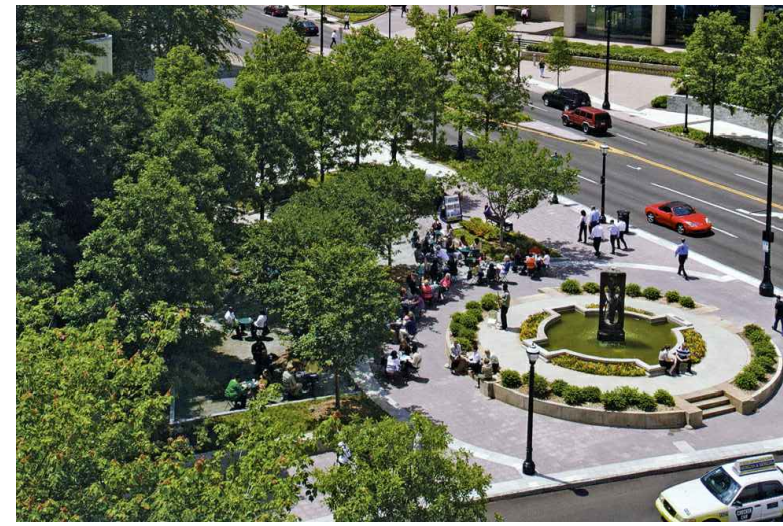
CONCEPTUAL AMENITIES PLAN	
WORLDGATE GENERALIZED DEVELOPMENT PLAN	
DRANESVILLE DISTRICT	
TOWN OF HERNDON, VIRGINIA	
DATE: NOV. 2022	C.I. = 2'
SCALE: AS NOTED	
FILE No. RZ-13126	
SHEET 27 OF 86	
Urban, Ltd. 4300 D TECHNOLOGY CT. CHANTILLY, VA, 20151 FAX 703.578.7888 www.urban-lltd.com	Planner-Engineer-Landscape Architects-Land Surveyors
PLAN DATE 12-13-22 06-02-23 11-01-23 01-16-24	DESCRIPTION REVISIONS



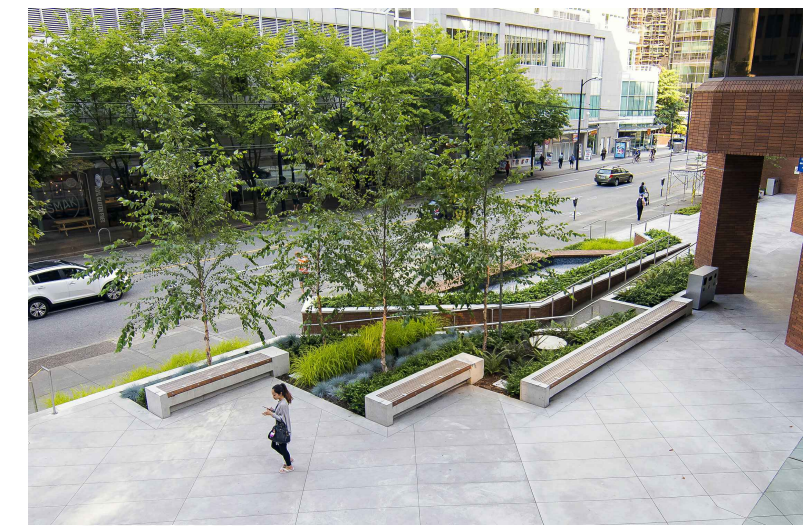
KEY MAP

Scale: 1" = 100'

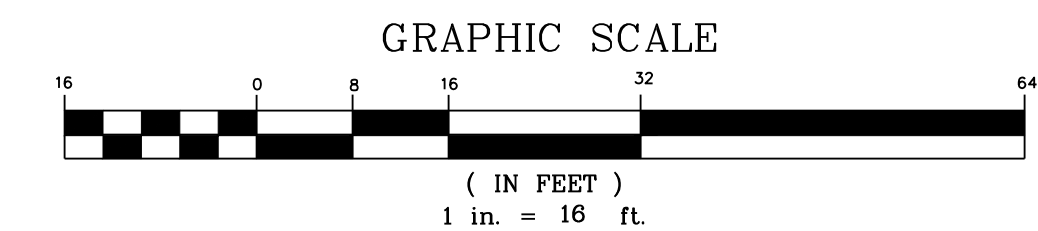
NOTE:
THESE CONCEPTUAL LAYOUTS AND IMAGES REPRESENT THE GENERAL APPEARANCE, QUALITY OF DESIGN, AND MATERIALS PROPOSED. FINAL PRODUCT SELECTIONS, SIZE, AND LOCATION OF ELEMENTS INCLUDING PLANT MATERIAL, SITE FURNITURE, AND HARDSCAPES MAY BE ADJUSTED SUBJECT TO FINAL GRADING, LOCATION OF UTILITIES, AND OTHER ENGINEERING CONSTRAINTS.



3 PLAZA: WORLDGATE DRIVE & ELDEN STREET (±3,200 SF WITHIN R.O.W., ±1,800 SF ON-SITE)
Scale: 1" = 16'

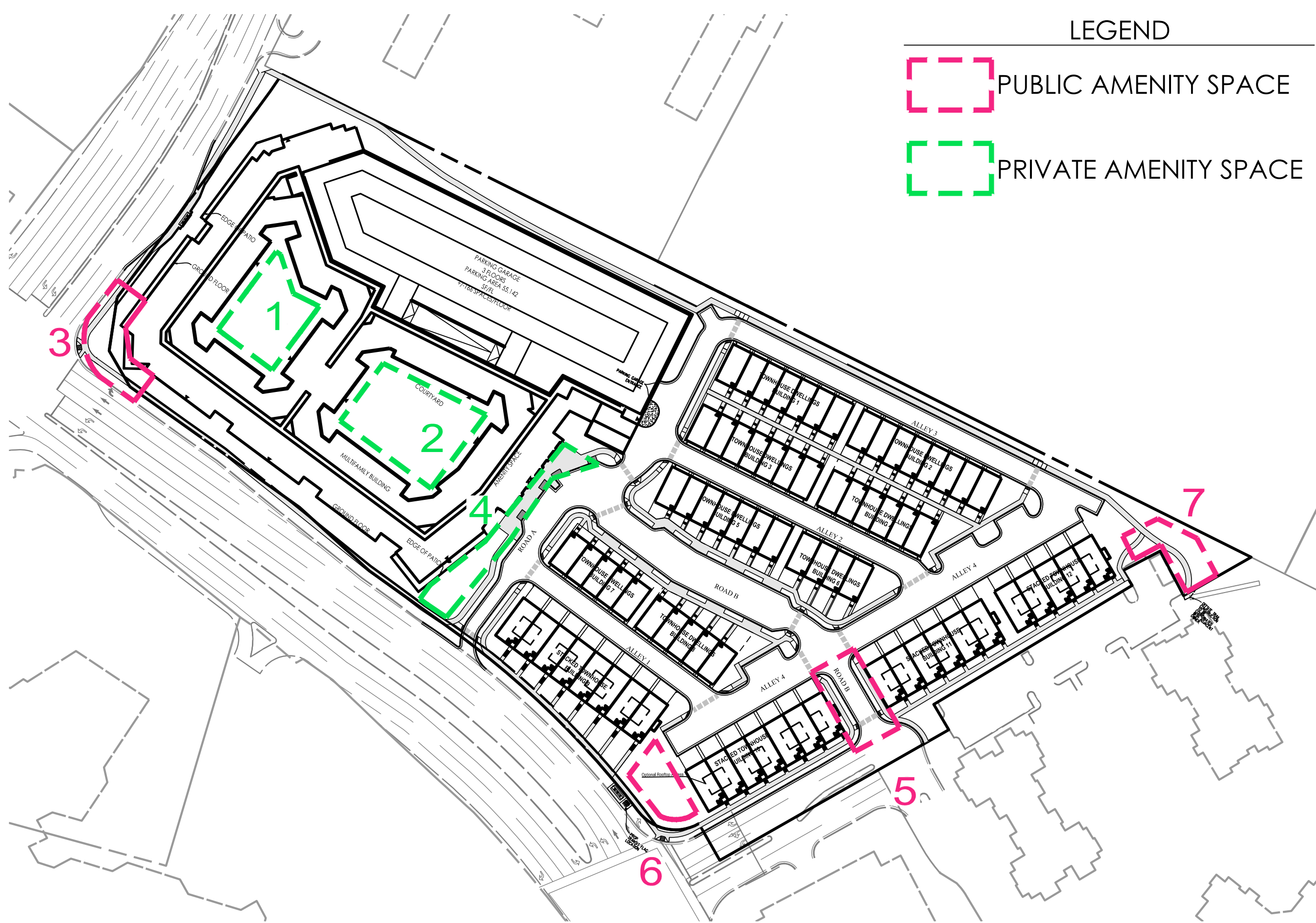


4 PLAZA: SITE ENTRY (±4,000 SF)
Scale: 1" = 16'



CONCEPTUAL AMENITIES PLAN	
WORLDGATE GENERALIZED DEVELOPMENT PLAN	
DRANESVILLE DISTRICT TOWN OF HERNDON, VIRGINIA	
SCALE: AS NOTED	DATE: NOV. 2022
C.I. = 2'	
SHEET 28 OF 86	FILE No. RZ-13126
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COMMONWEALTH OF VIRGINIA John Lightle Lic. No. 1957 01/16/2024 LANDSCAPE ARCHITECT	
PLAN DATE 12-13-22 06-02-23 11-01-23 01-16-24	
REVISIONS No. DATE DESCRIPTION	

J:\JOBS\WorldGate Rezoning\B-Engineering\Entitlement\CDP-FDP-SPEX\13126-33-LANDSCAPE.dwg [30 LANDSCAPE AMENITIES (3)] January 16, 2024 - 7:12pm mbdawin

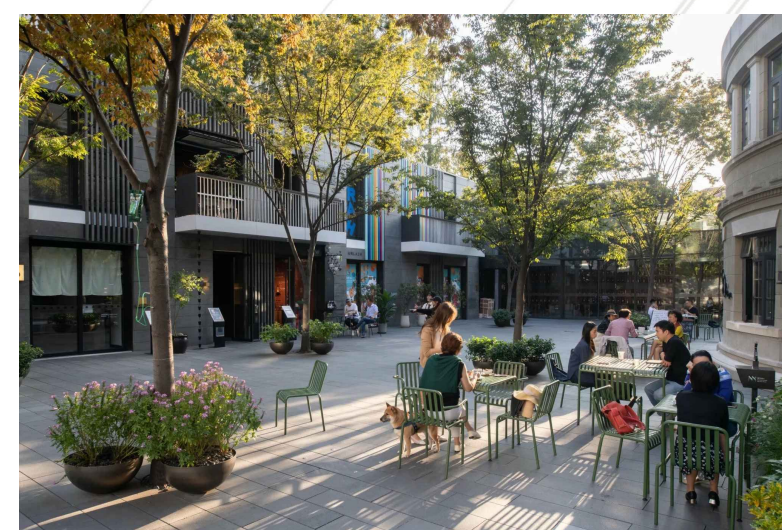


KEY MAP
Scale: 1" = 100'

NOTE:
THESE CONCEPTUAL LAYOUTS AND IMAGES REPRESENT THE GENERAL APPEARANCE, QUALITY OF DESIGN, AND MATERIALS PROPOSED. FINAL PRODUCT SELECTIONS, SIZE, AND LOCATION OF ELEMENTS INCLUDING PLANT MATERIAL, SITE FURNITURE, AND HARDSCAPES MAY BE ADJUSTED SUBJECT TO FINAL GRADING, LOCATION OF UTILITIES, AND OTHER ENGINEERING CONSTRAINTS.



5 ROAD B ENTRY (±3,000 SF)
Scale: 1" = 16'

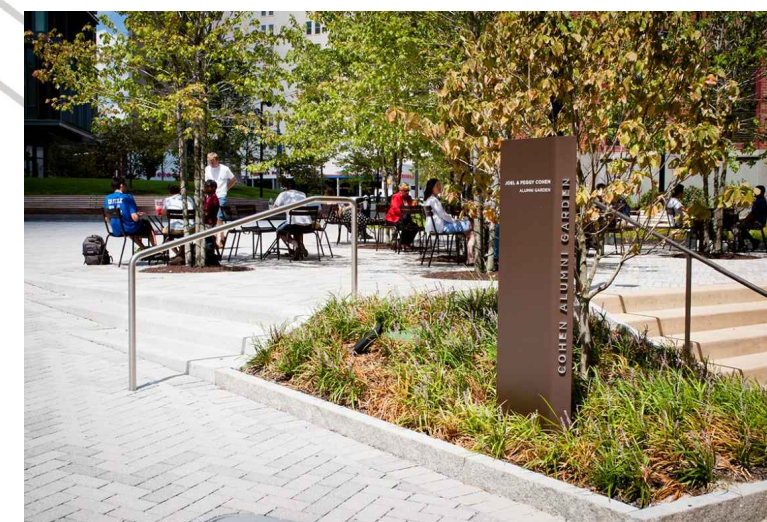


WALL
MONUMENT SIGN

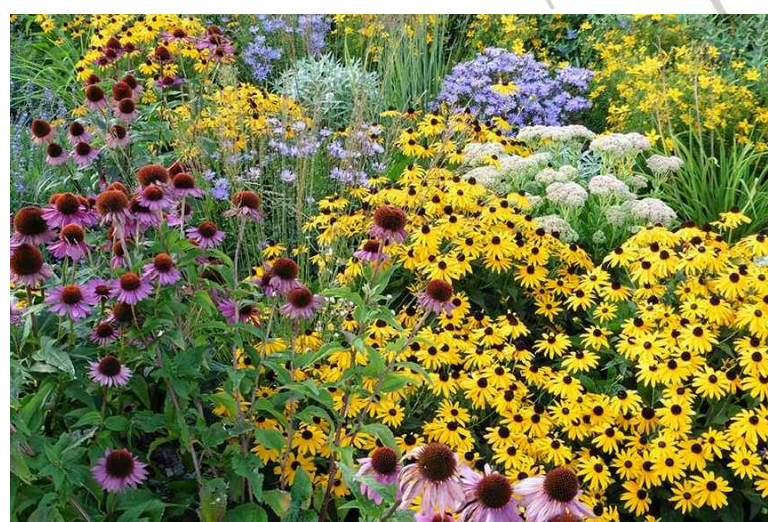
SEATING AREA

WORLDGATE DRIVE

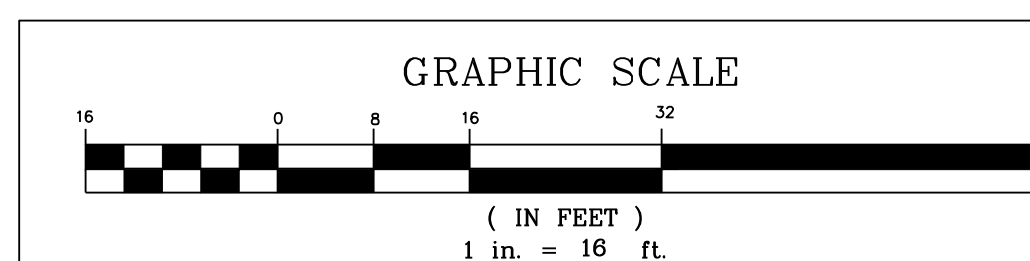
MULTIFAMILY BUILDING



6 PLAZA: WORLDGATE DRIVE & WILTSHIRE LANE (±3,000 SF)
Scale: 1" = 16'



7 SOUTHEASTERN TRAIL ENTRY (±3,400 SF)
Scale: 1" = 16'



PLAN DATE		REVISIONS	
No.	DATE	No.	DATE
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01-16-24			

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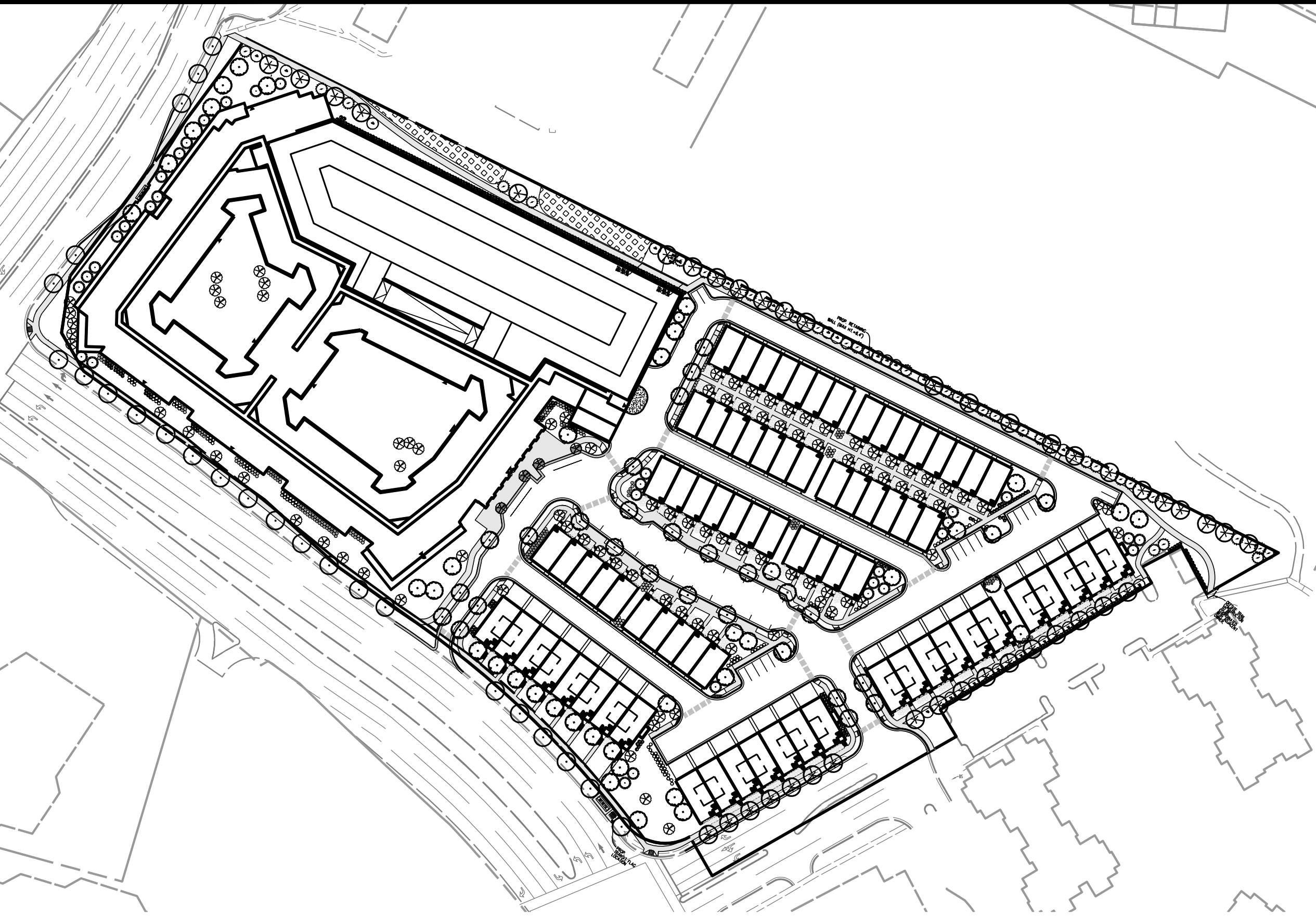
urban

COMMONWEALTH OF VIRGINIA
John Lightle
Lic. No. 1957
01/16/2024
Landscape Architect

CONCEPTUAL AMENITIES PLAN
**WORLDGATE
GENERALIZED DEVELOPMENT PLAN**
DRANESVILLE DISTRICT
TOWN OF HERNDON, VIRGINIA

DATE: NOV. 2022
SCALE: AS NOTED
C.I.= 2'

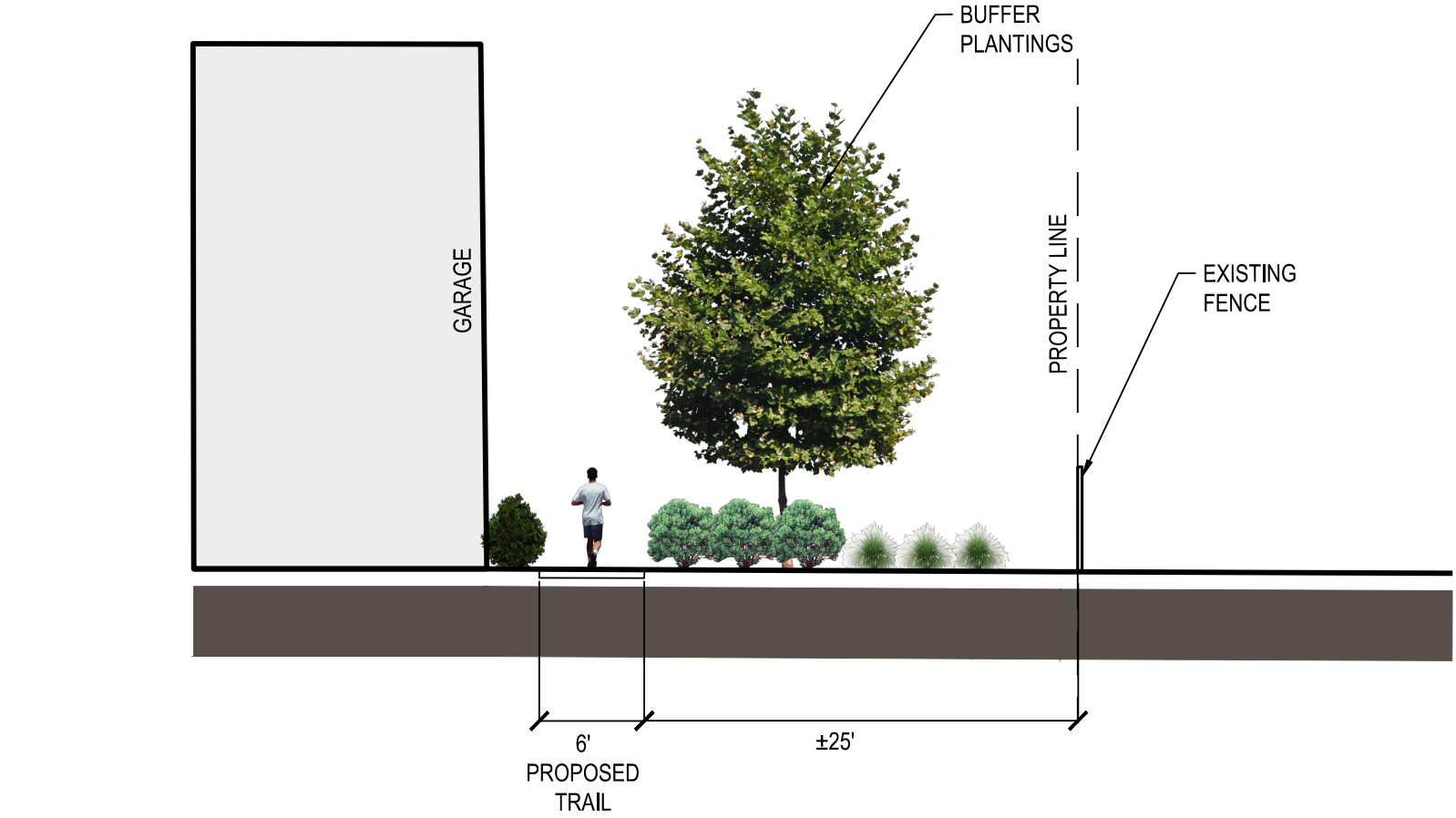
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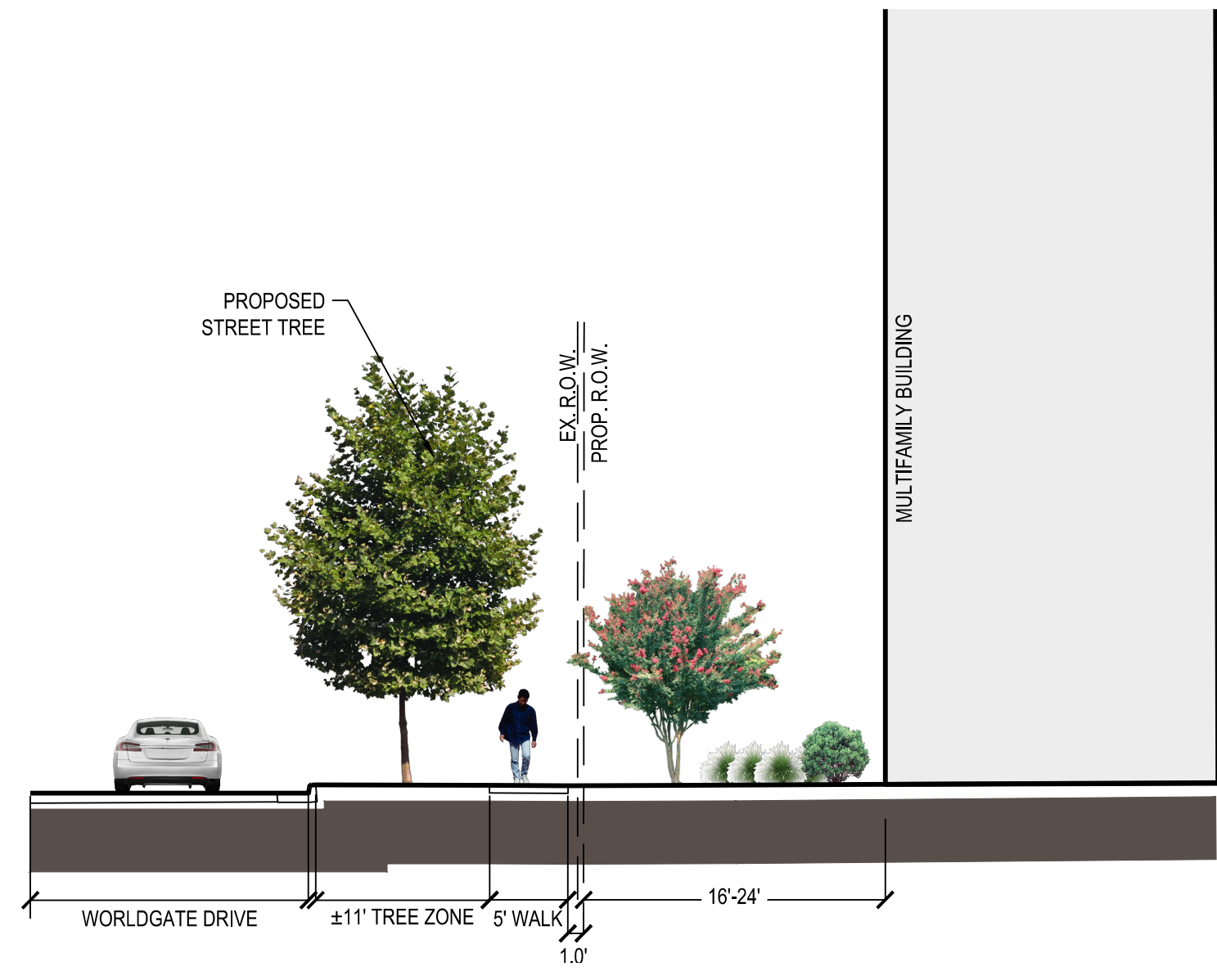
KEY MAP
Scale: 1" = 100'



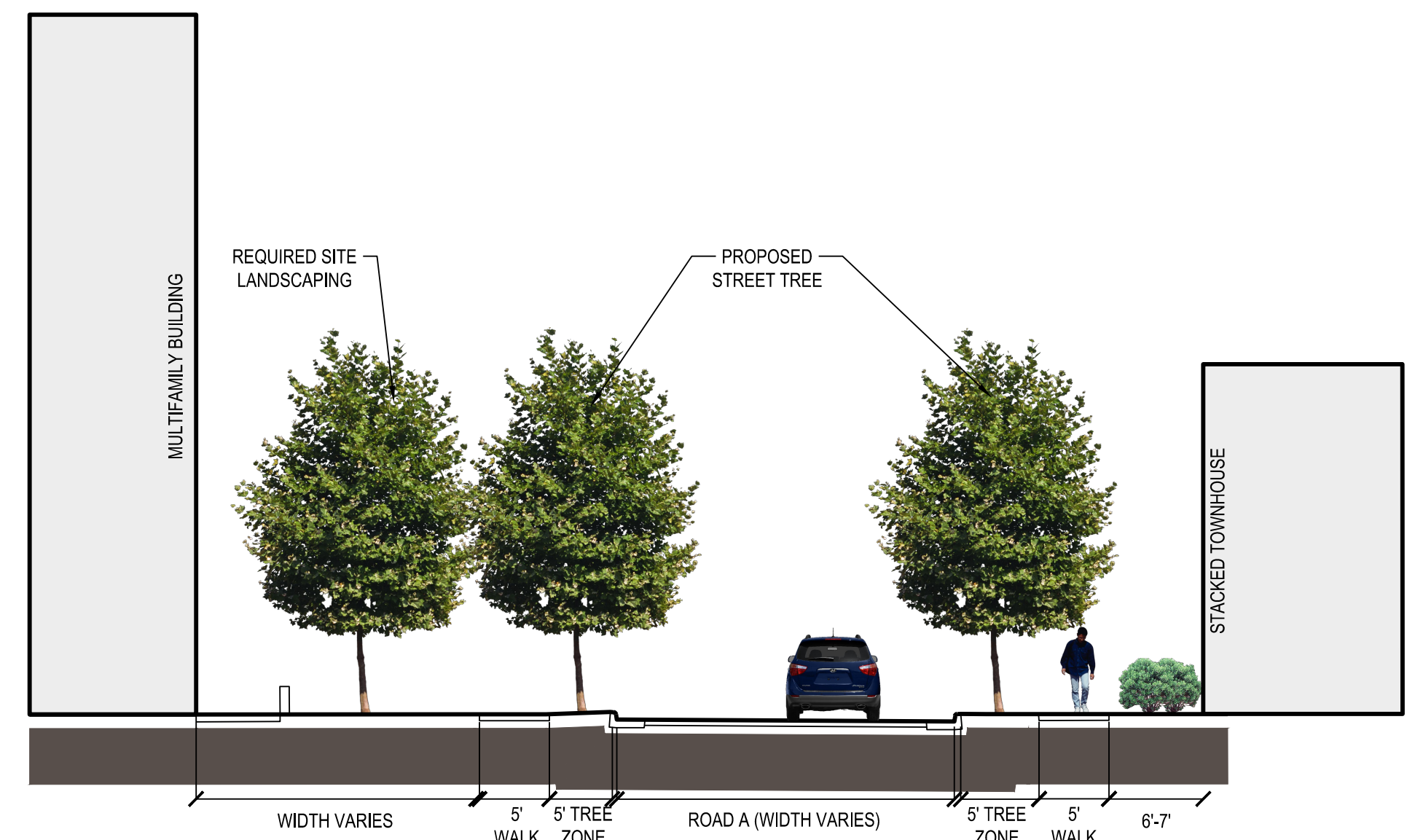
1 ELDEN STREET
Scale: 1" = 10'



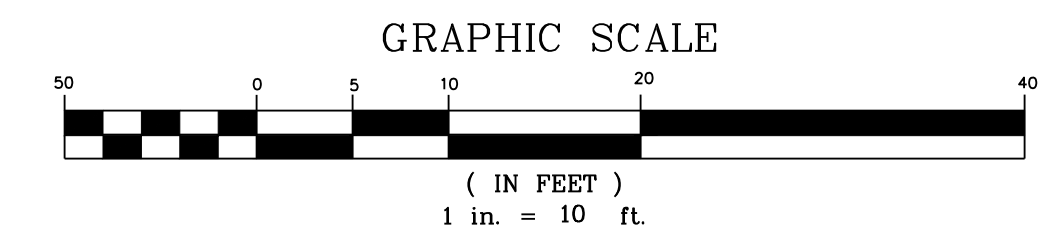
2 LANDSCAPE BUFFER: NORTH
Scale: 1" = 10'



3 WORLDGATE DRIVE
Scale: 1" = 10'



4 ROAD 'A'
Scale: 1" = 10'



PLAN DATE		REVISIONS	
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12-13-22			
06-02-23			
11-01-23			
01-16-24			

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Lic. No. 1957
01/16/2024
Landscape Architect

SITE SECTIONS
WORLDGATE
GENERALIZED DEVELOPMENT PLAN
DRANESVILLE DISTRICT
TOWN OF HERNDON, VIRGINIA

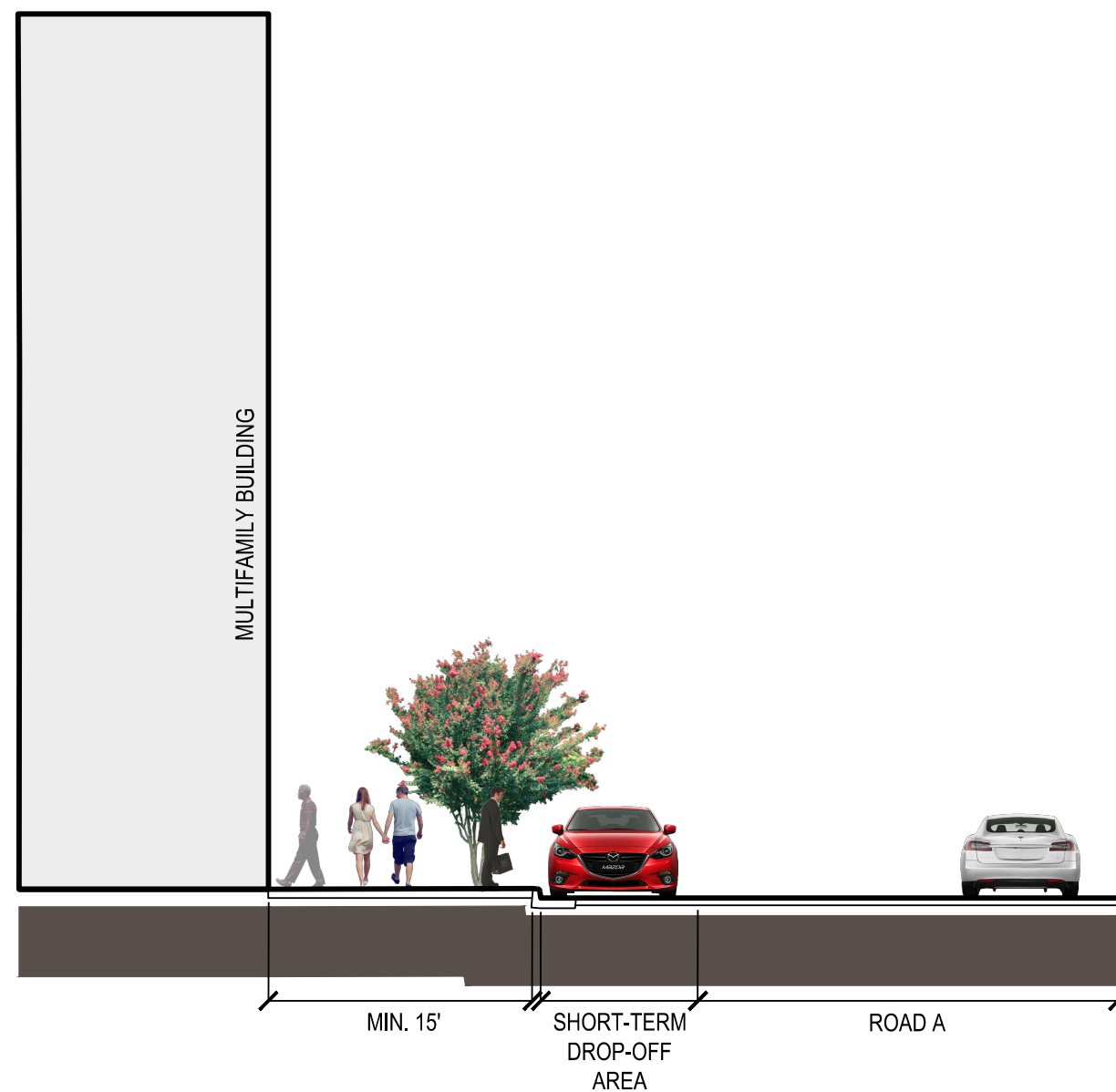
DATE: NOV. 2022
C.I. = 2'

SCALE: AS NOTED

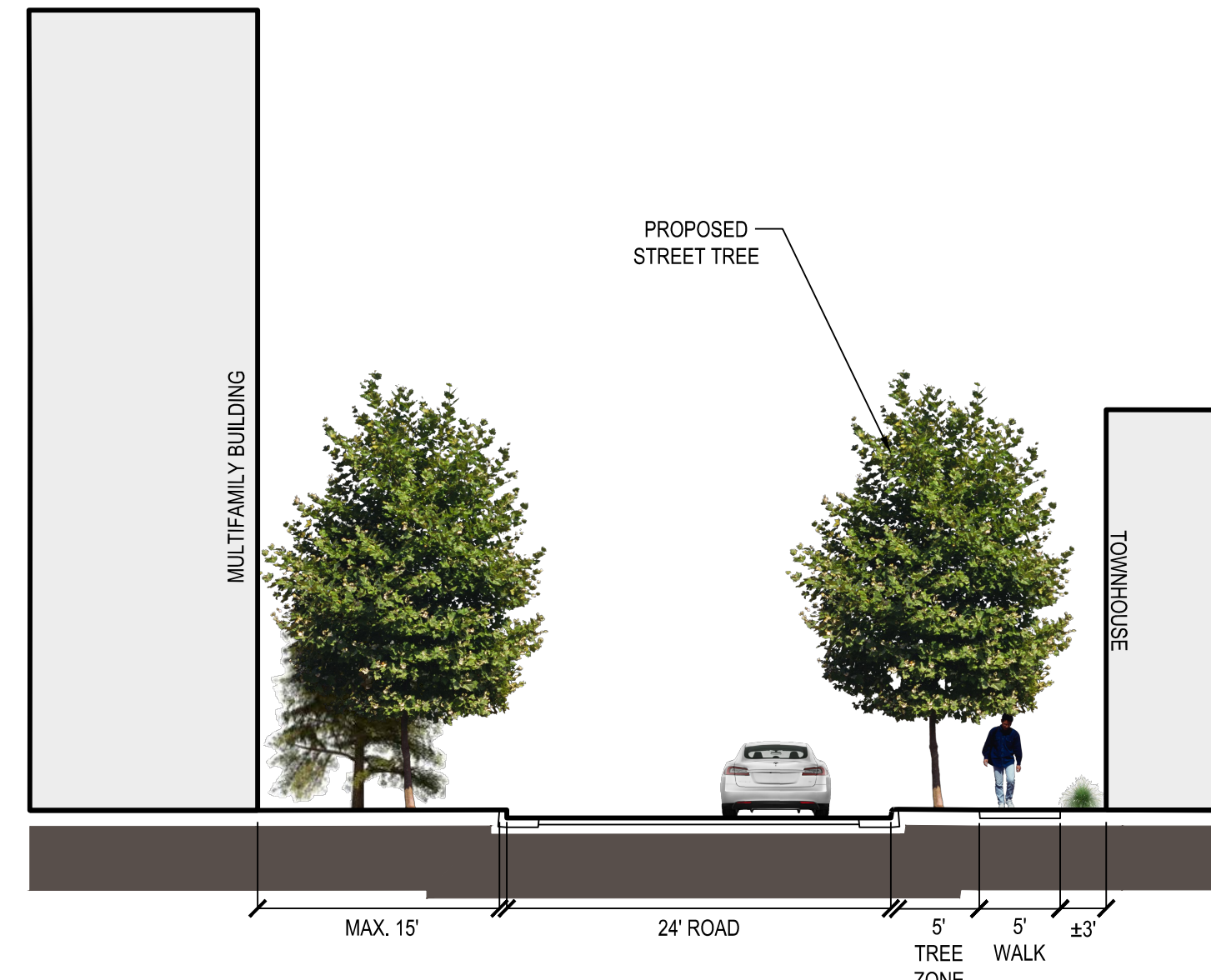
SHEET
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The site plan illustrates the layout of the proposed development. It features a large building footprint on the left, a central parking lot, and several smaller building footprints on the right. Green dashed lines and numbers 5, 6, 7, and 8 are overlaid on the plan, highlighting specific areas of interest or proposed changes. Area 5 is located near the large building footprint, area 6 is near the central parking lot, area 7 is near the smaller building footprints, and area 8 is near the central parking lot. The plan also shows landscaping elements such as trees and shrubs, and a road with a dashed line indicating a proposed or existing boundary.

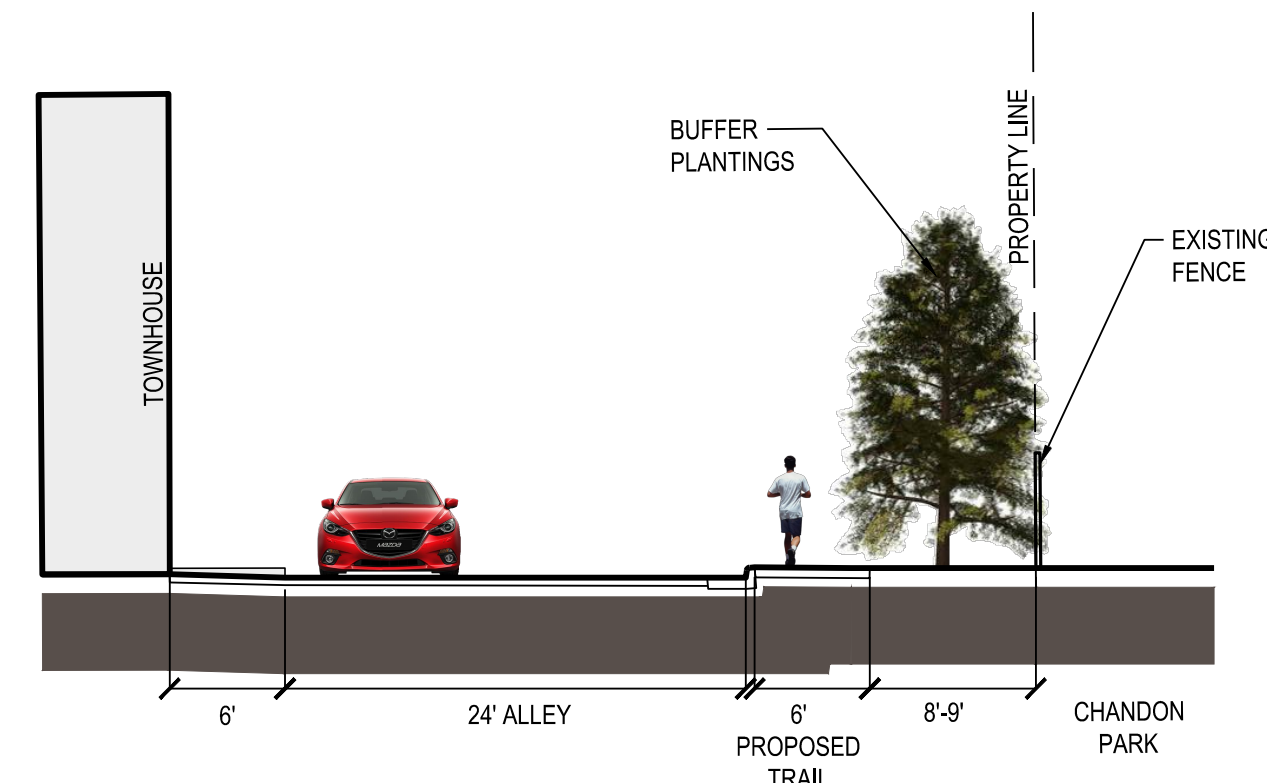
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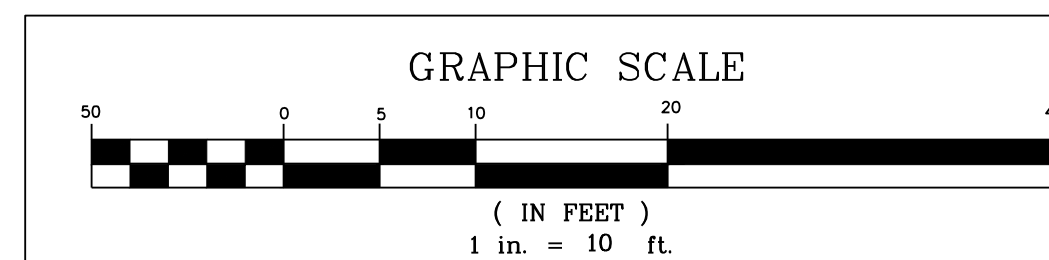
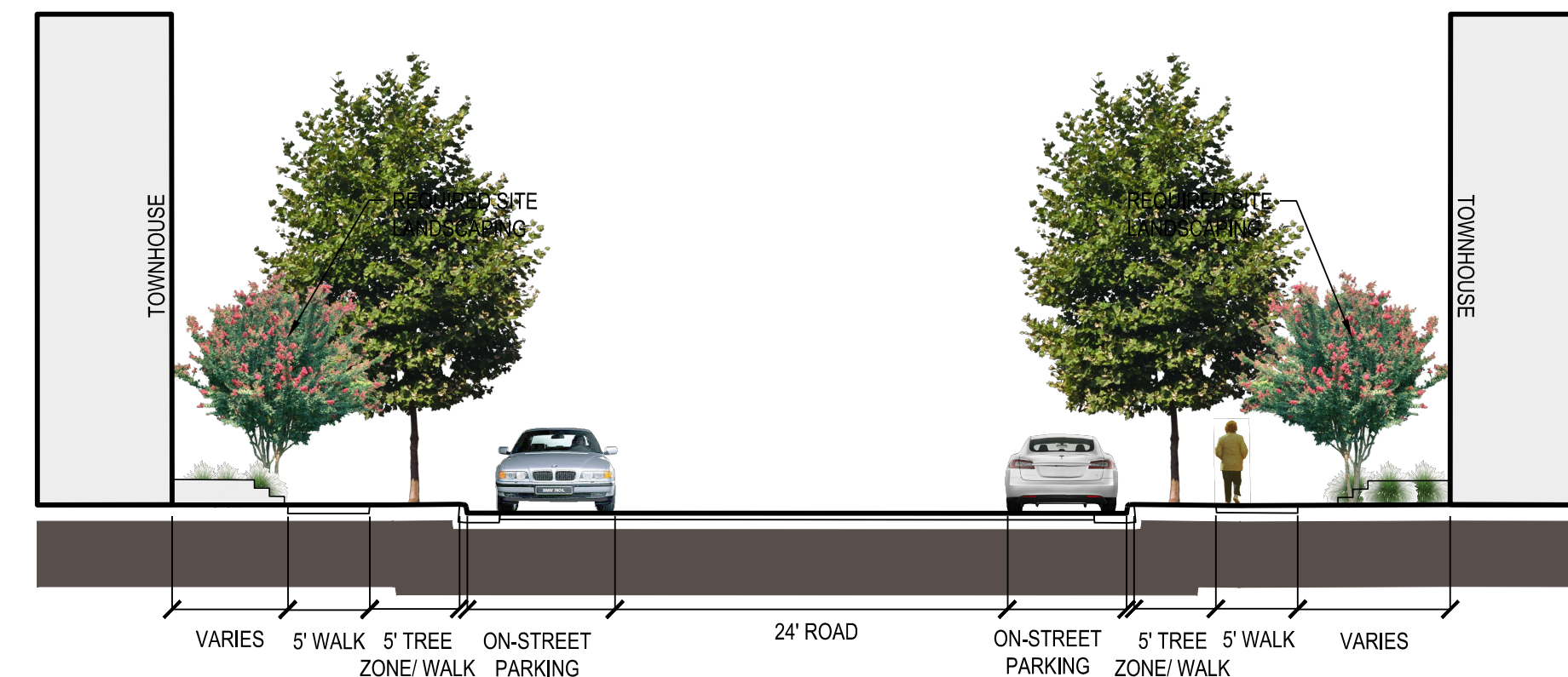
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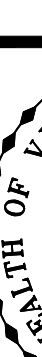


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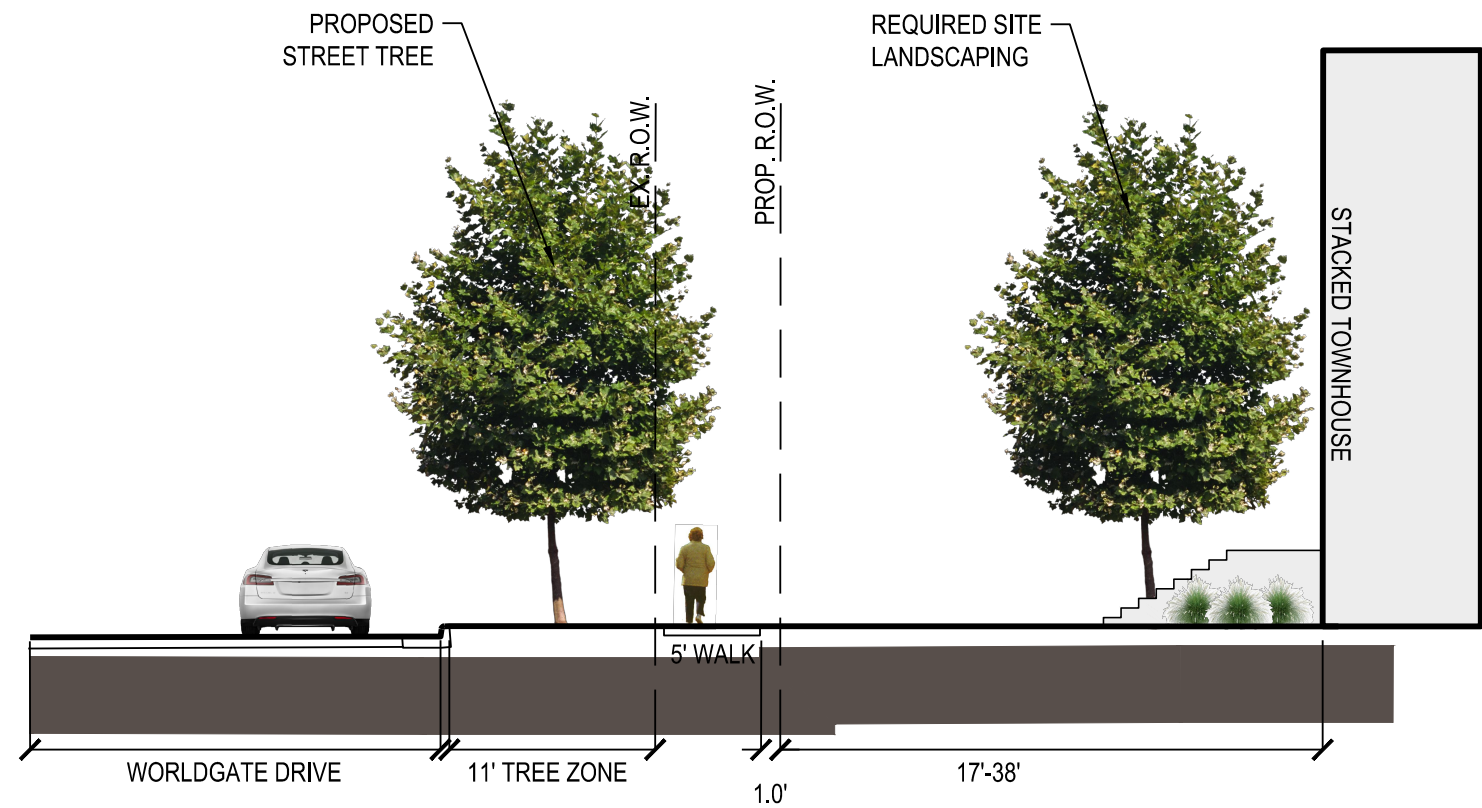
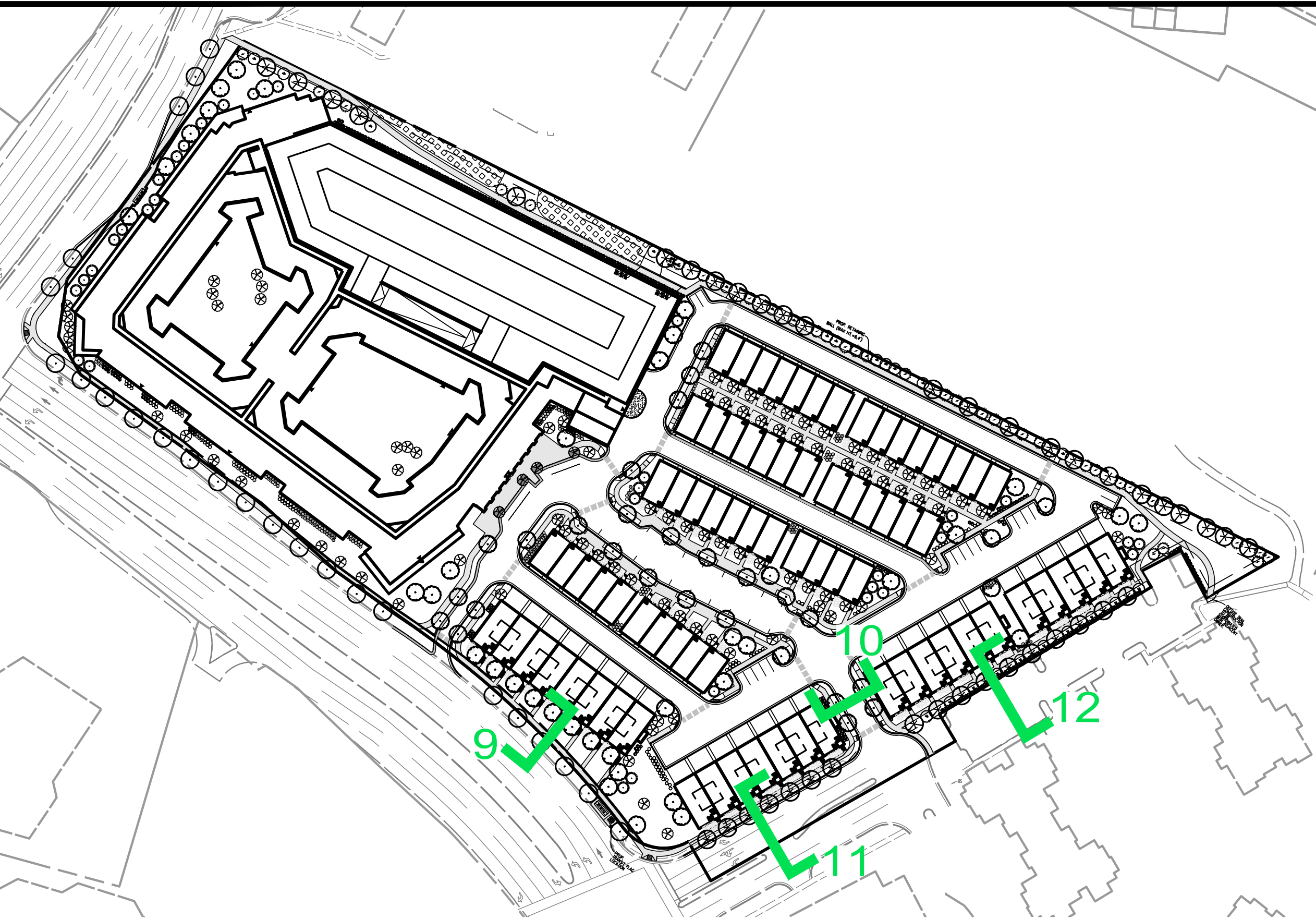
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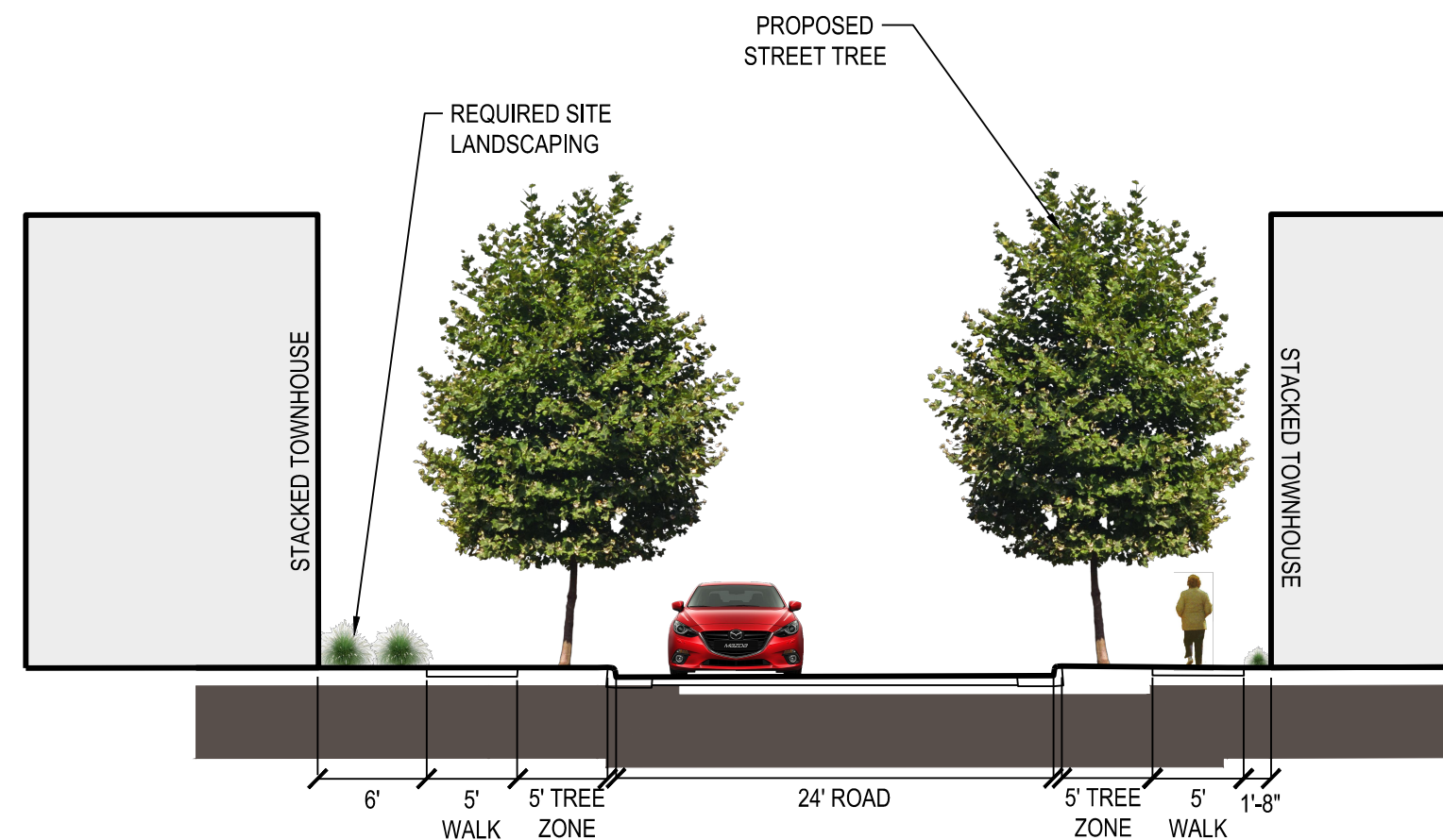
SHEET 31 OF 86 FILE NO. RZ-13126	SITE SECTIONS WORLDGATE GENERALIZED DEVELOPMENT PLAN DRANESVILLE DISTRICT TOWN OF HERNDON, VIRGINIA	SCALE: AS NOTED	DATE: NOV. 2022	CL= 2'		 urban [™] Planners • Engineers • Landscapers • Land Surveyors	Urban, Ltd. 2400 HITCHCOCK CT. 2400 HITCHCOCK CT. FALLS CHURCH, VA 22041 TEL: 703.642.2306 FAX 703.378.7888 www.urbandll.com	PLAN DATE	No.	DATE	DESCRIPTION REVISIONS
								12-13-22			
								06-02-23			
								11-01-23			
								01-16-24			



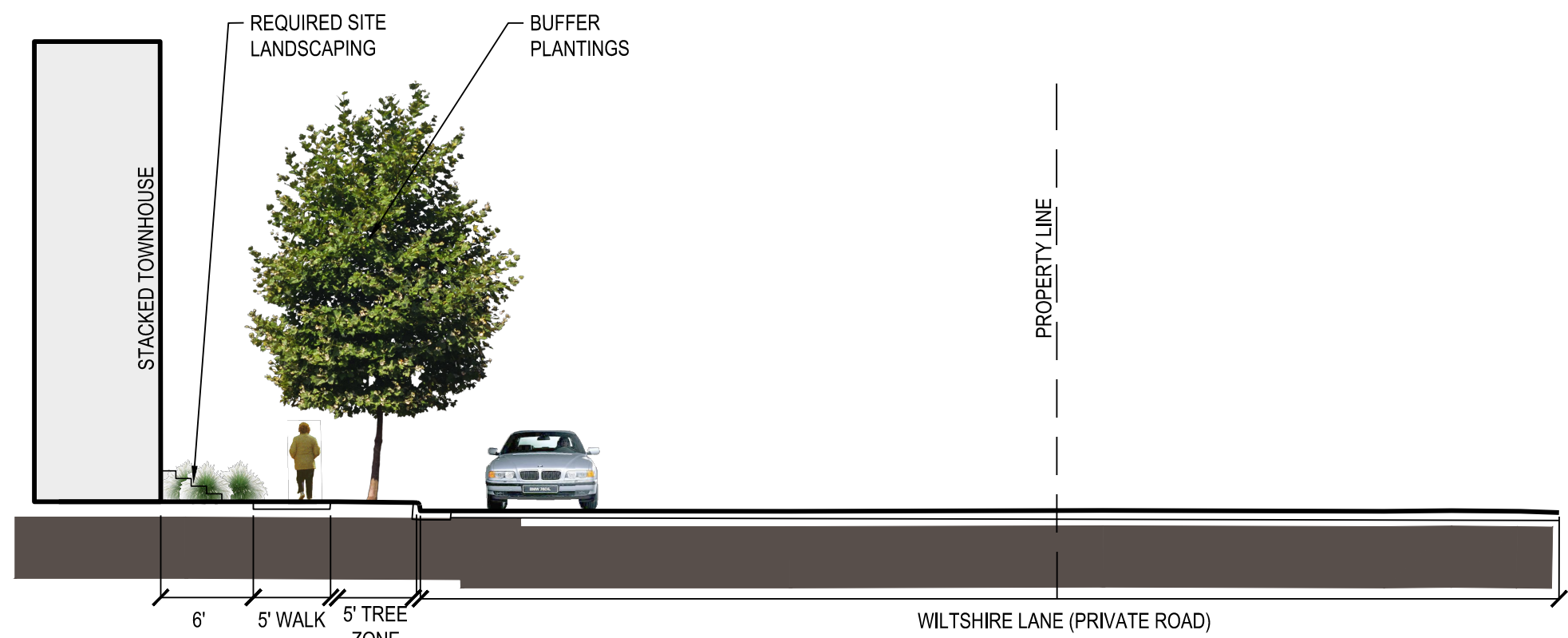
KEY MAP
Scale: 1" = 100'



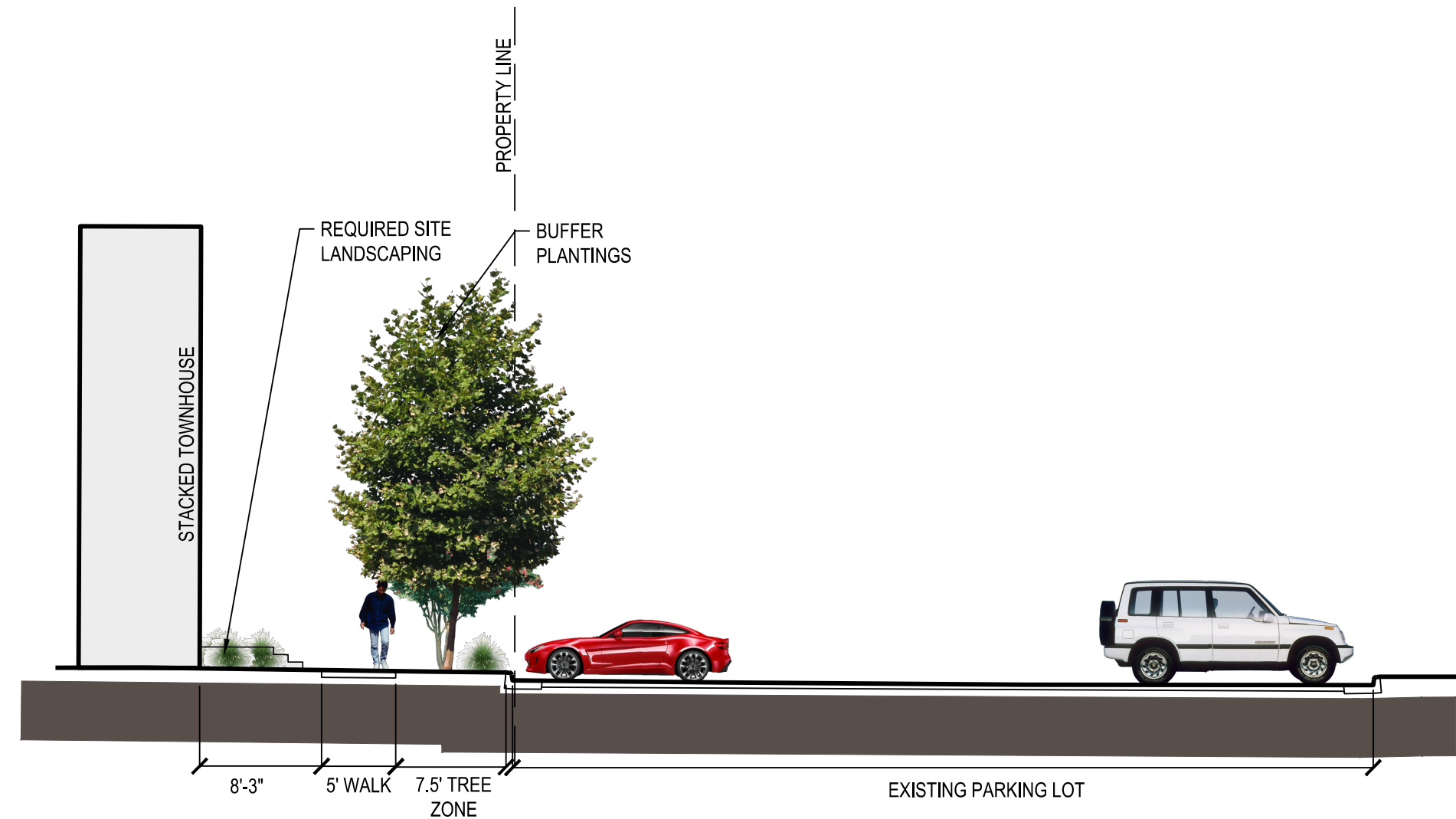
9 WORLDGATE DRIVE
Scale: 1" = 10'



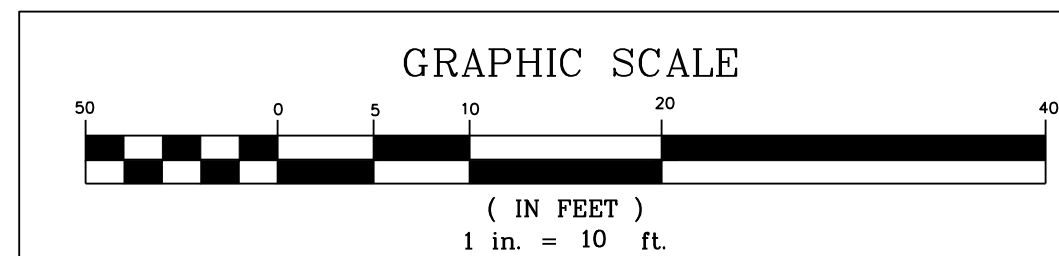
10 ROAD 'B' - ENTRANCE
Scale: 1" = 10'



11 WILTSHIRE LANE
Scale: 1" = 10'



12 LANDSCAPE BUFFER: EAST
Scale: 1" = 10'

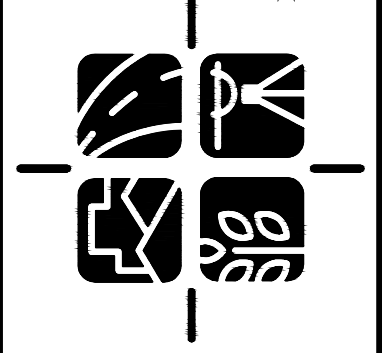


REVISIONS	
No.	DATE

PLAN DATE
12-13-22
06-02-23
11-01-23
01-16-24

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John Lightle
Lic. No. 1957
01/16/2024
LANDSCAPE ARCHITECT

SITE SECTIONS
**WORLDGATE
GENERALIZED DEVELOPMENT PLAN**
DRANESVILLE DISTRICT
TOWN OF HERNDON, VIRGINIA

SCALE: AS NOTED C.I. = 2'
DATE: NOV. 2022

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20230003



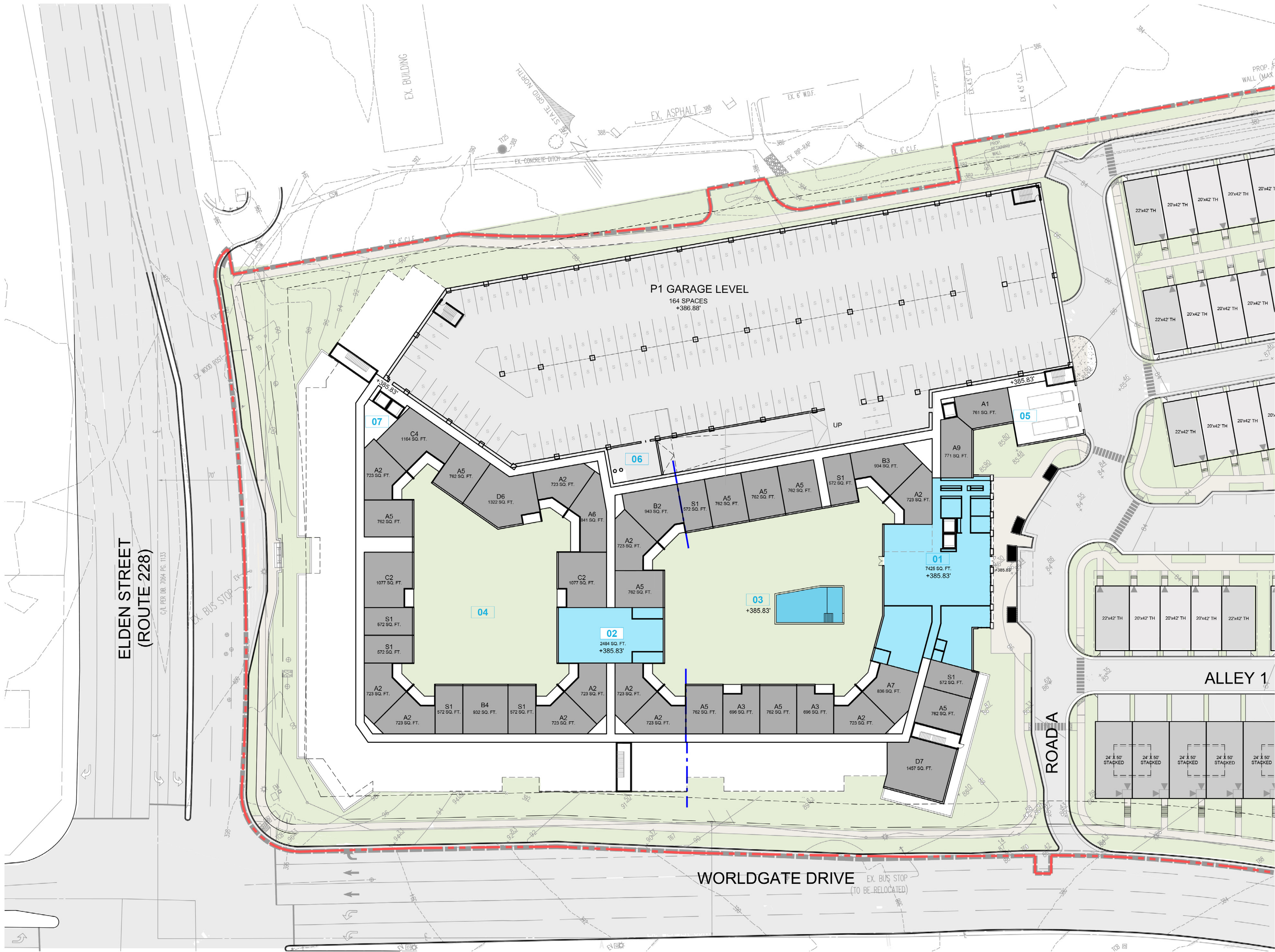
WORLDGATE DRIVE HERNDON, VA

0 30 60 120



A-02

01/16/2024



FIRST FLOOR

- 01 LOBBY/LEASING/AMENITIES
- 02 AMENITIES
- 03 INTERIOR POOL COURTYARD
- 04 INTERIOR COURTYARD
- 05 LOADING
- 06 TRASH
- 07 UTILITY/STORAGE

01 UTILITY/STORAGE

A-04



TYPICAL FLOOR
FLOORS 3-4

- 01 UTILITY/STORAGE
- 02 BIKE STORAGE (ONLY ON P3)
APPROXIMATELY 150 BIKES
(0.43 BIKES/UNIT)





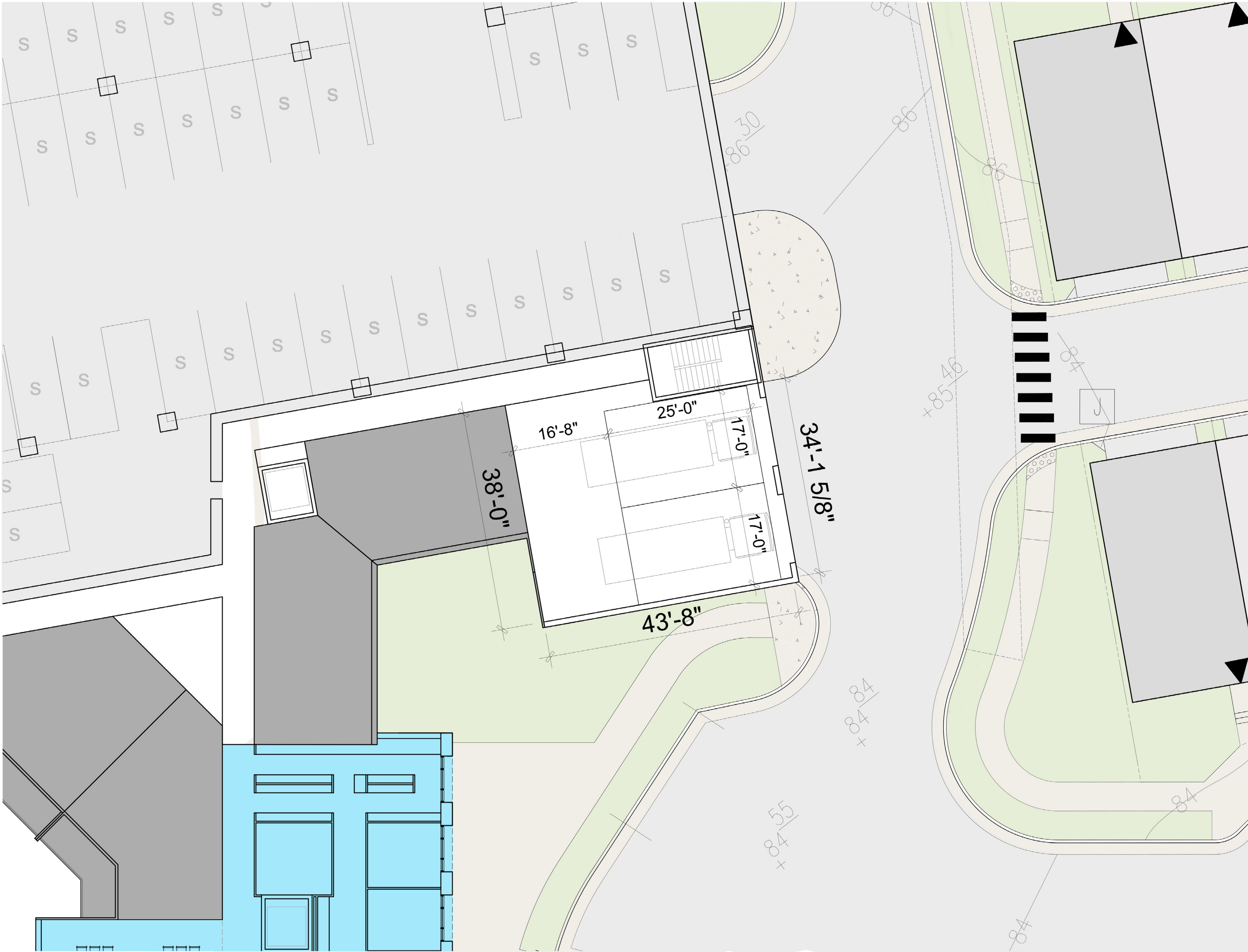
FIFTH FLOOR

- 01 ROOFTOP LOUNGE
- 02 ROOFTOP TERRACE
- 03 UTILITY/STORAGE

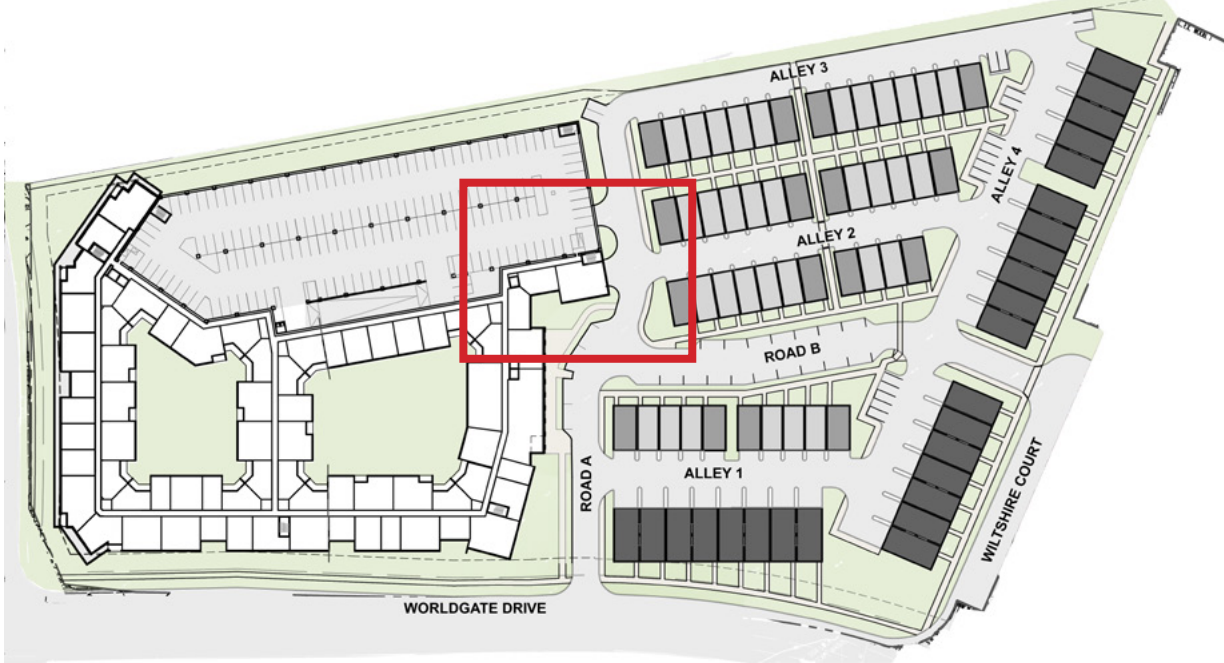


SIXTH FLOOR
01 UTILITY/STORAGE





KEY PLAN



LOADING DOCK

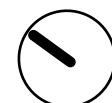
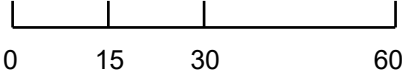
A-08

01/16/2024

20230003



WORLDGATE DRIVE
HERNDON, VA





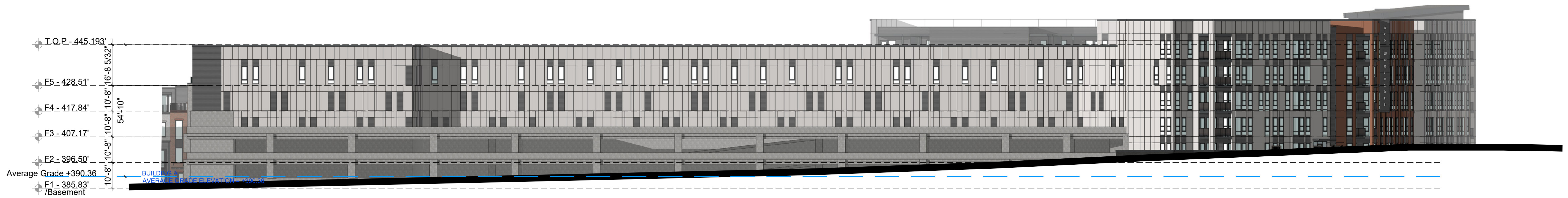
1 - SOUTH ELEVATION



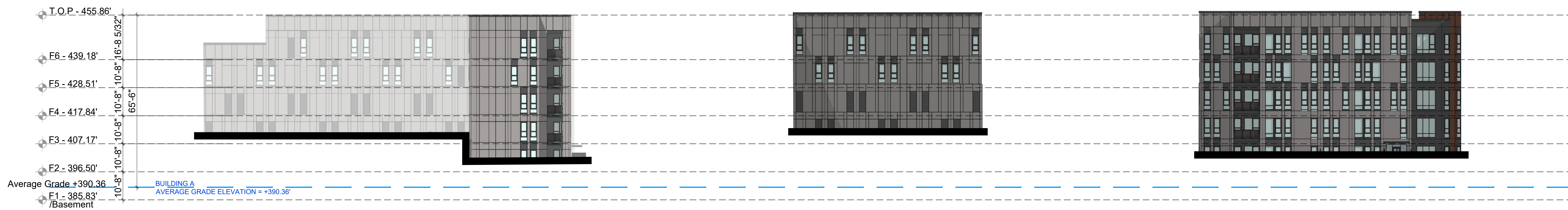
2 - EAST ELEVATION

KEY PLAN





1 - NORTH ELEVATION



2 - NORTHEAST PARTIAL ELEVATION

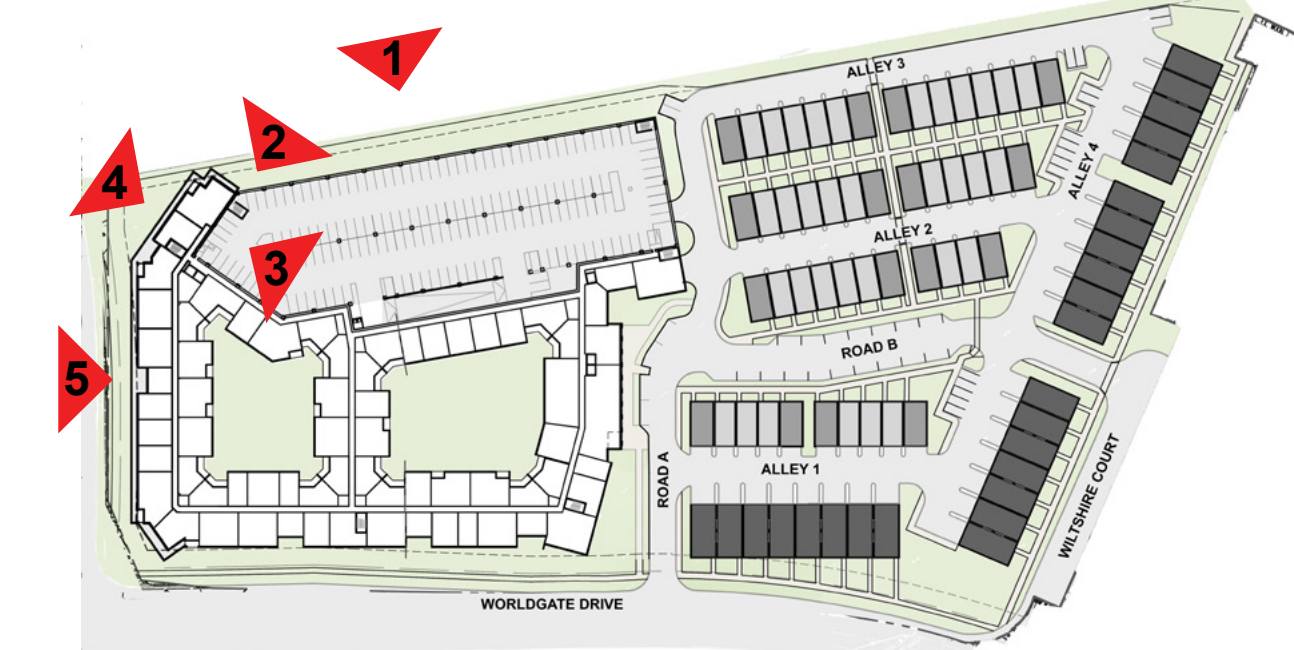
3 - SOUTHEAST PARTIAL ELEVATION

4 - NORTHWEST PARTIAL ELEVATION



5 - WEST ELEVATION

KEY PLAN





CERACLAD RAIN SCREEN
EXTERIOR SYSTEM



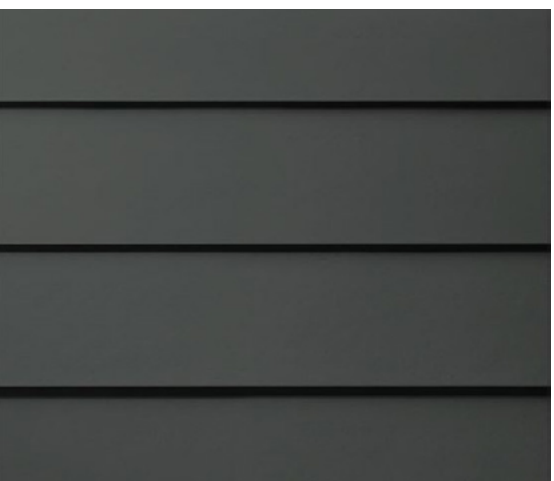
1.1 RAINSCREEN
THIN BRICK - LIGHT



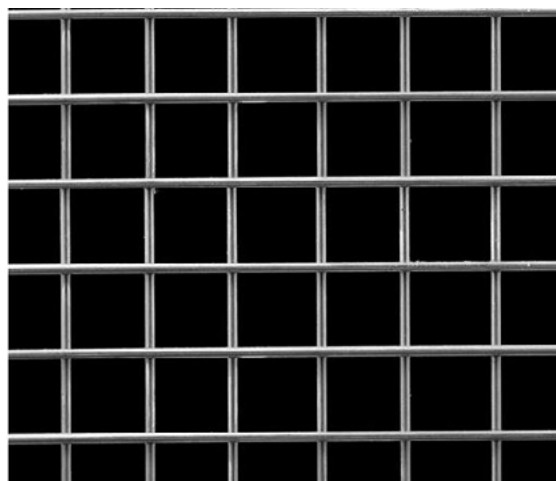
1.2 RAINSCREEN
THIN BRICK - RED



1.3 RAINSCREEN
SIDING - BLACK



3.1 FIBER CEMENT LAP
SIDING

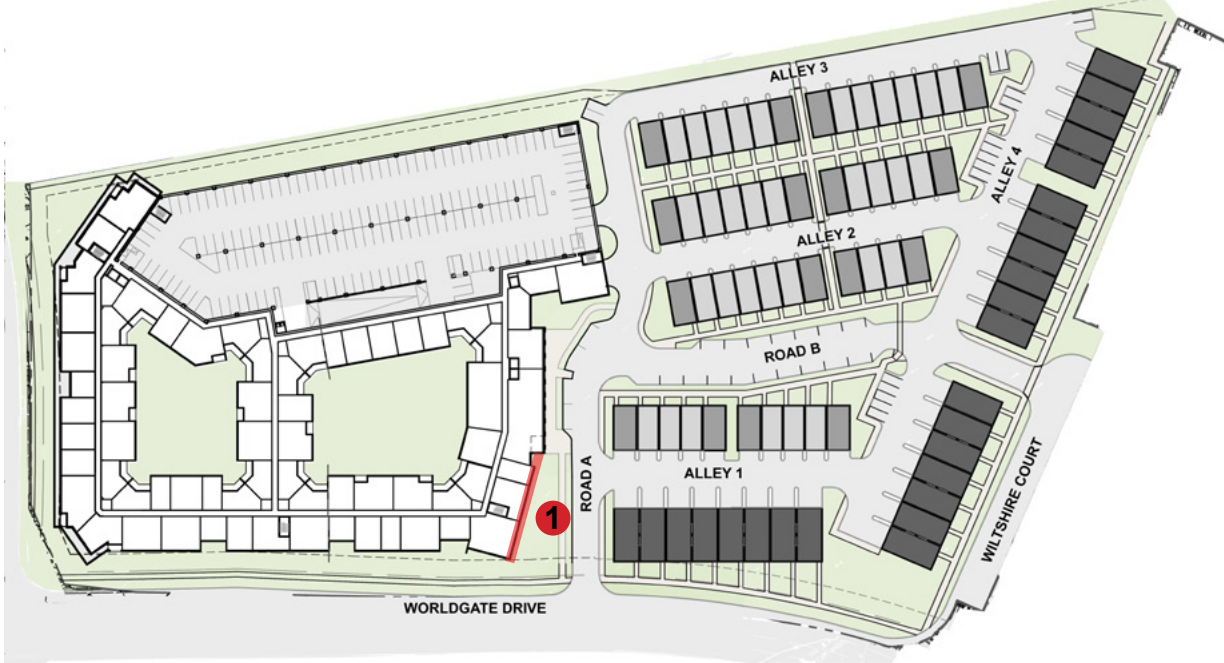


4.1 WIRE MECH RAILING

MATERIAL LIST:

- 1.1 RAINSCREEN THIN BRICK - LIGHT
- 1.2 RAINSCREEN THIN BRICK - RED
- 1.3 RAINSCREEN SIDING - BLACK
- 2.1 BRICK - BLACK
- 2.2 BRICK - RED
- 3.1 FIBER CEMENT LAP SIDING
- 3.2 FIBER CEMENT PANEL - RED
- 3.3 FIBER CEMENT PANEL - LIGHT
- 4.1 WIRE MESH RAILING
- 4.2 METAL CANOPY
- 4.3 METAL SUNSCREEN
- 4.4 METAL STOREFRONT SYSTEM
- 5.1 VINYL WINDOW & DOOR SYSTEM

KEY PLAN



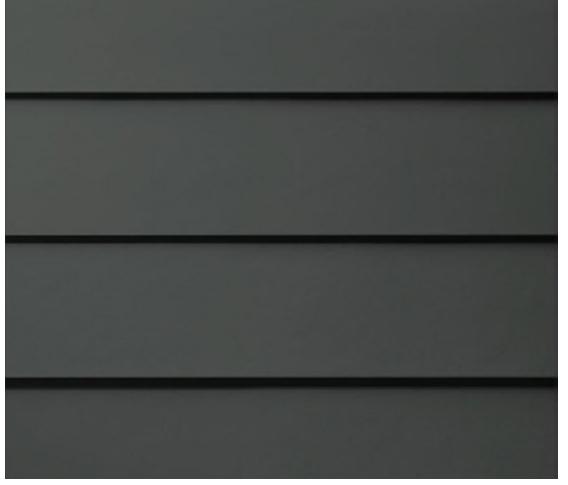
DETAIL 1 - FRONT ELEVATION



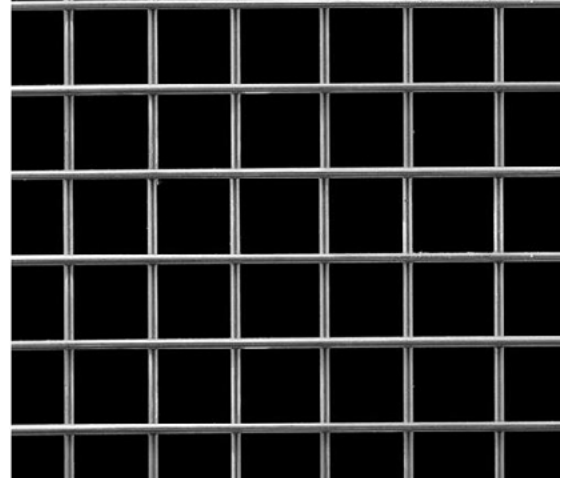
3.2 FIBER CEMENT
PANEL - RED



3.3 FIBER CEMENT
PANEL - LIGHT



3.1 FIBER CEMENT LAP
SIDING



4.1 WIRE MESH

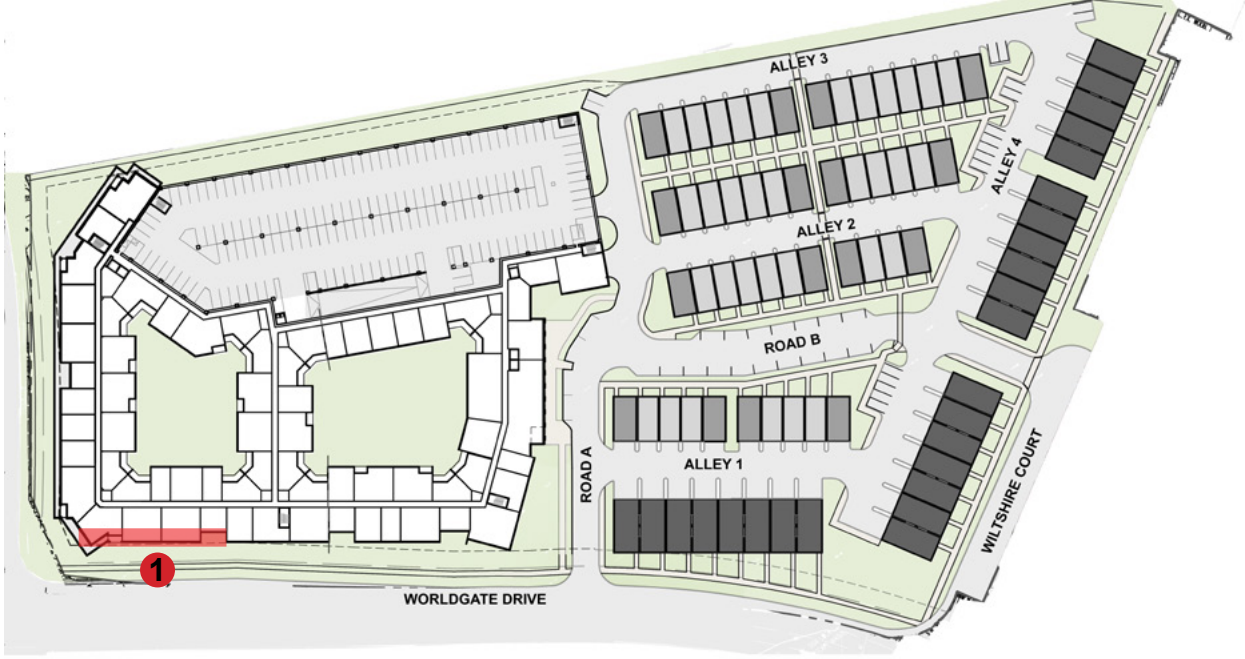


DETAIL 1 - FRONT ELEVATION

MATERIAL LIST:

- 1.1 RAINSCREEN THIN BRICK - LIGHT
- 1.2 RAINSCREEN THIN BRICK - RED
- 1.3 RAINSCREEN SIDING - BLACK
- 2.1 BRICK - BLACK
- 2.2 BRICK - RED
- 3.1 FIBER CEMENT LAP SIDING
- 3.2 FIBER CEMENT PANEL - RED
- 3.3 FIBER CEMENT PANEL - LIGHT
- 4.1 WIRE MESH RAILING
- 4.2 METAL CANOPY
- 4.3 METAL SUNSCREEN
- 4.4 METAL STOREFRONT SYSTEM
- 5.1 VINYL WINDOW & DOOR SYSTEM

KEY PLAN



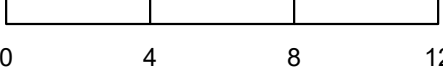
DETAILED ELEVATIONS

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01/16/2024

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WORLDGATE DRIVE
HERNDON, VA





1 - SOUTH ELEVATION



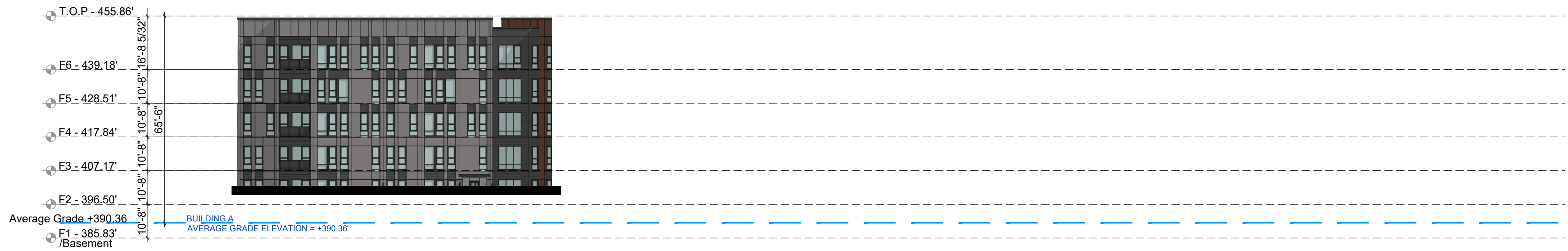
2 - EAST ELEVATION

KEY PLAN



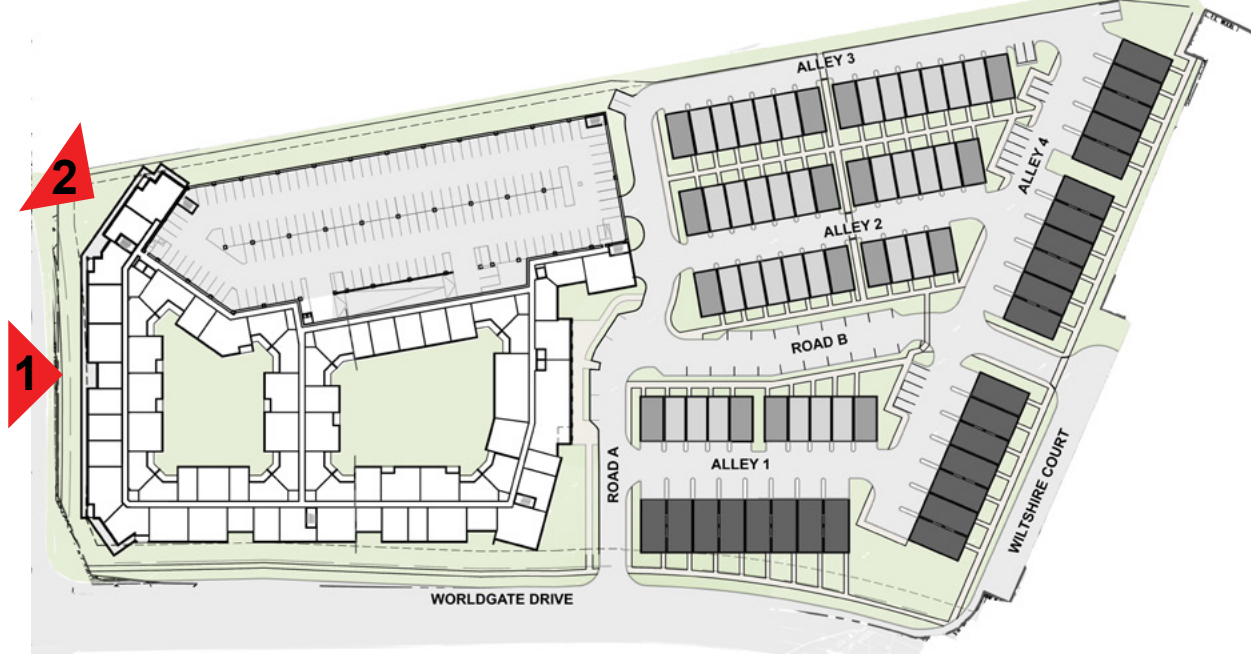


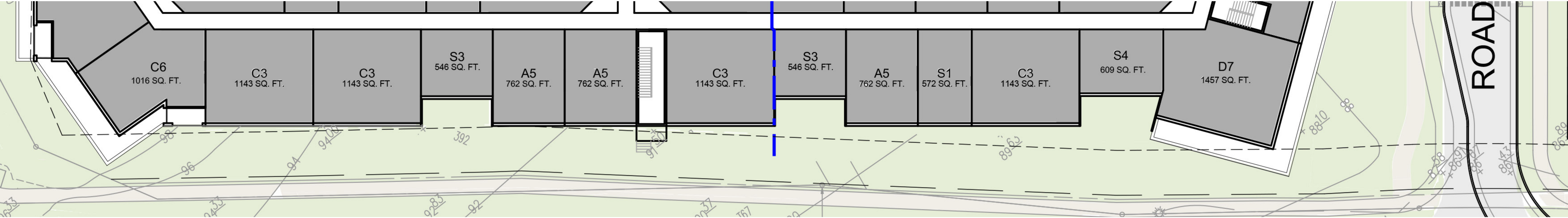
1 - WEST ELEVATION



2 - NORTHWEST PARTIAL ELEVATION

KEY PLAN





1 - FLOOR PLAN



2 - SOUTH ELEVATION

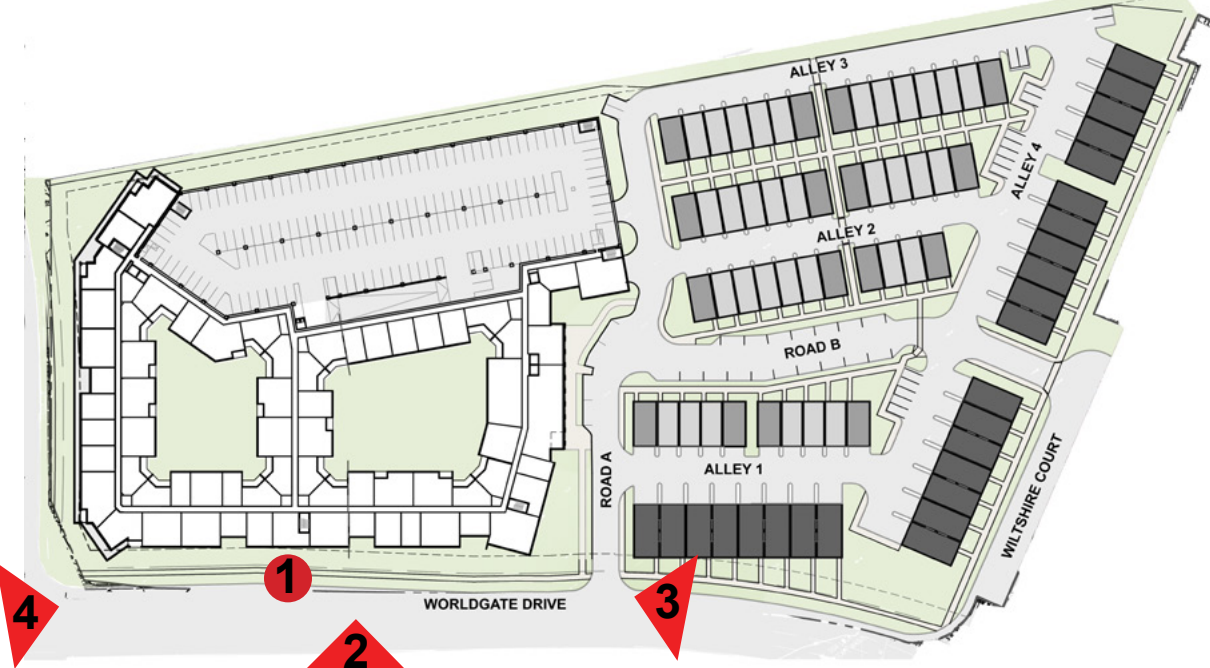


3 - PERSPECTIVE



4 - PERSPECTIVE

KEY PLAN



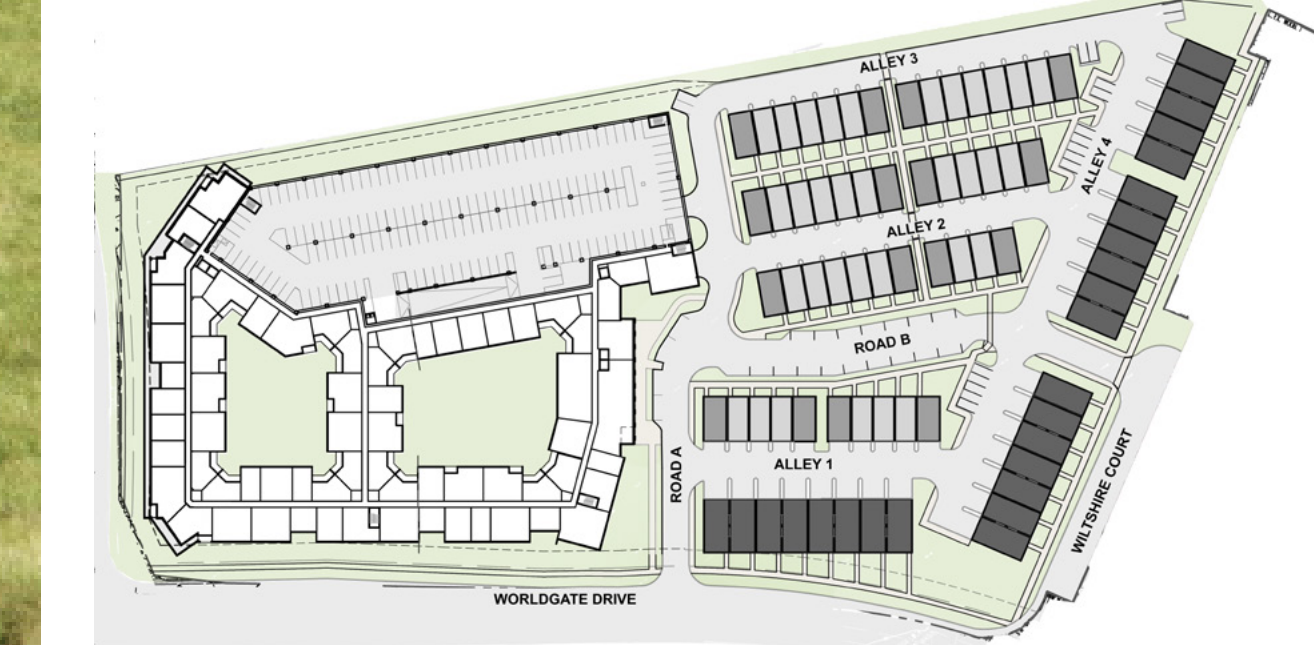
FACADE ARTICULATION

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KEY PLAN



PERSPECTIVE

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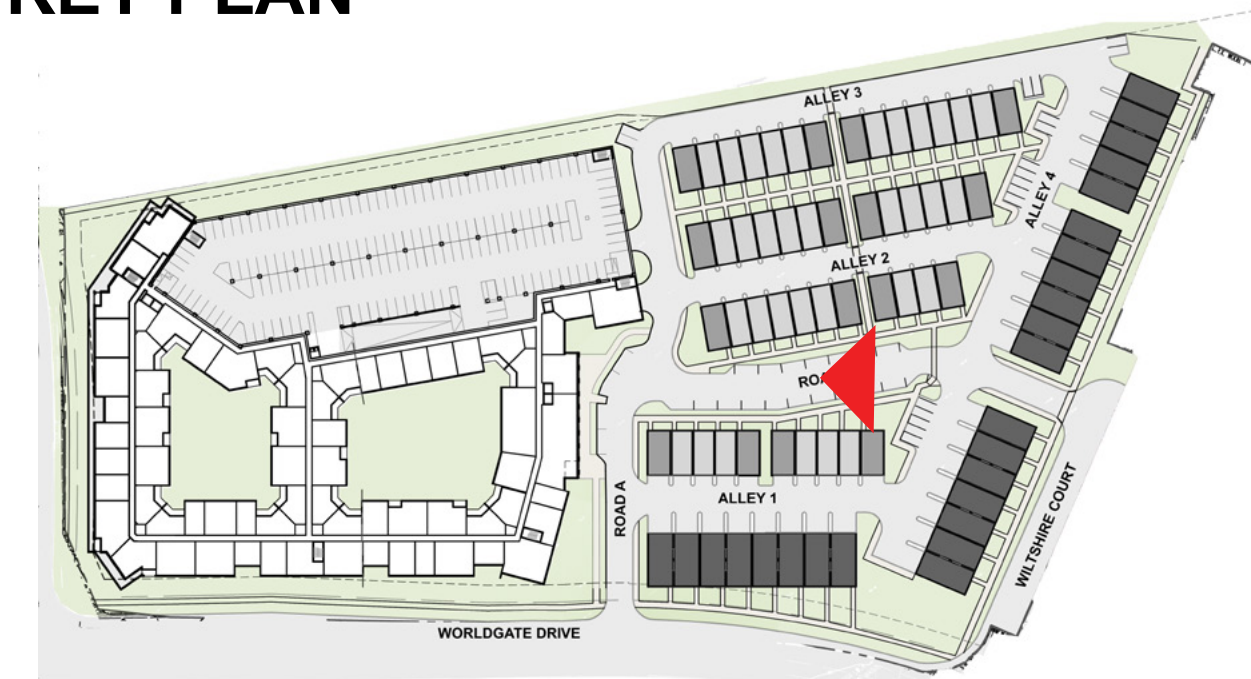
01/16/2024







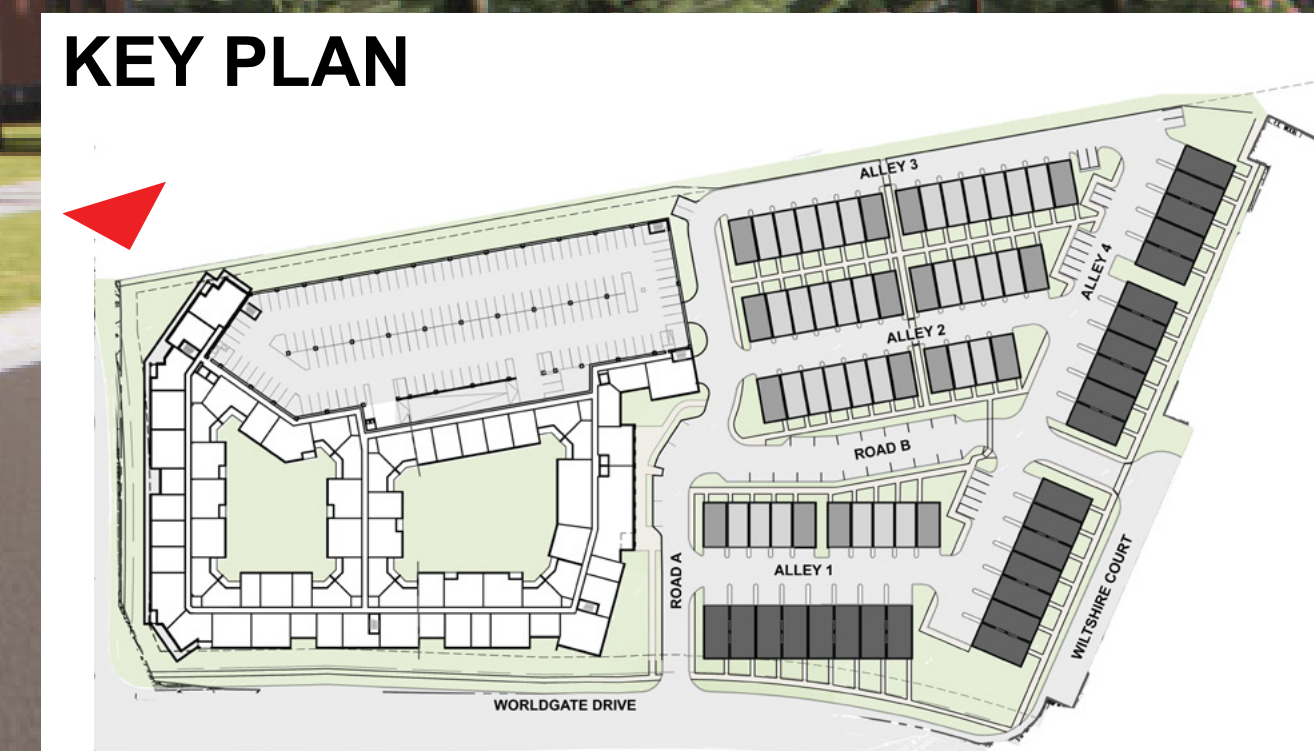
KEY PLAN



PERSPECTIVE

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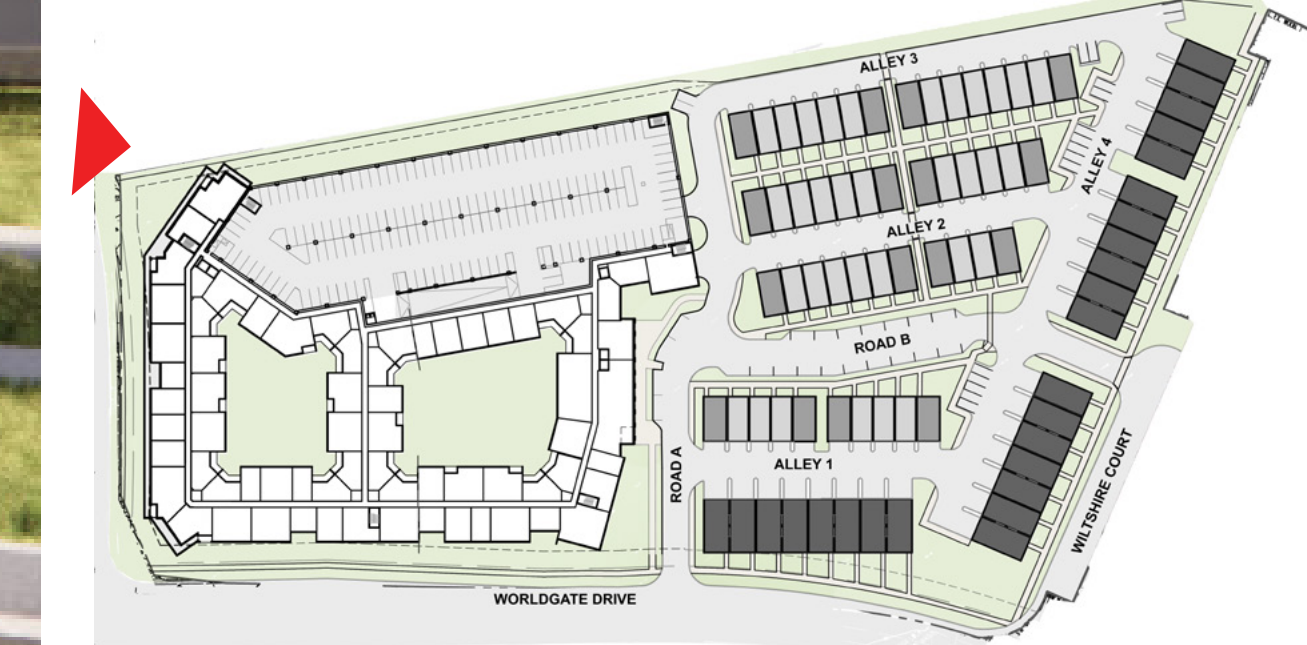
PERSPECTIVE

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01/16/2024



KEY PLAN



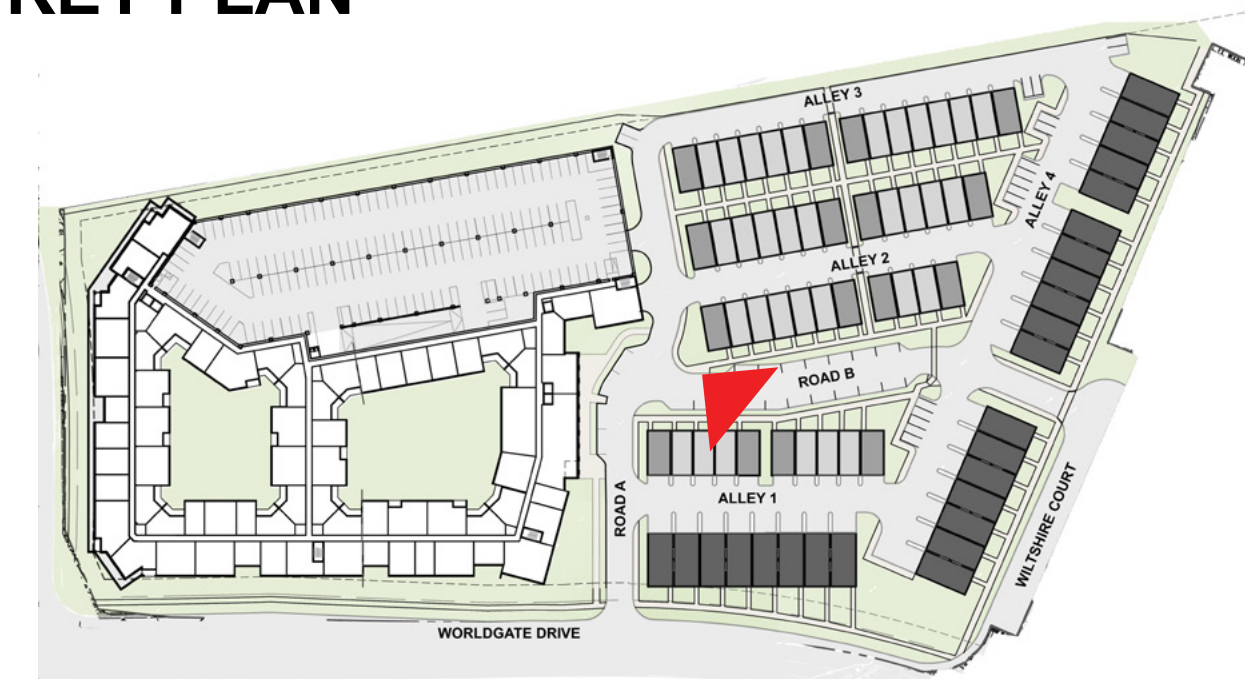
PERSPECTIVE

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01/16/2024



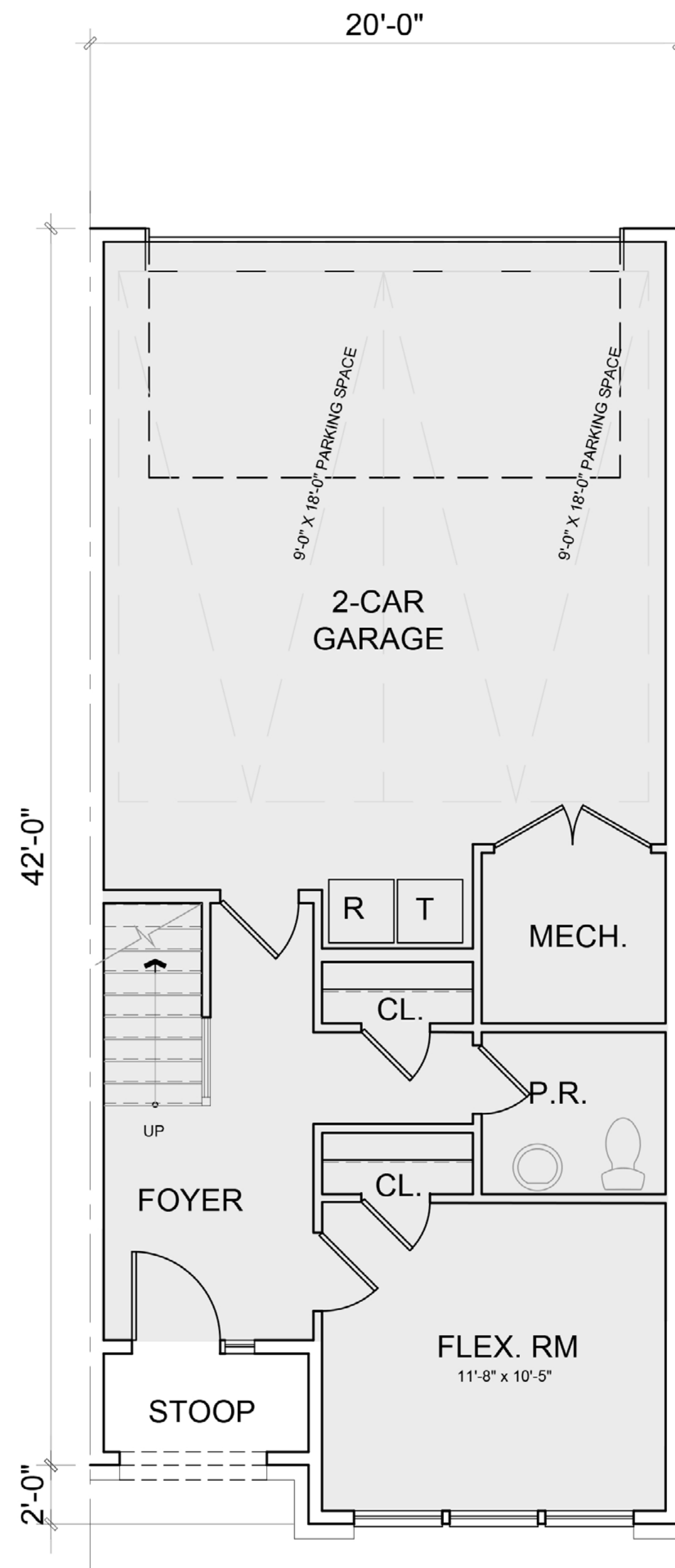
KEY PLAN



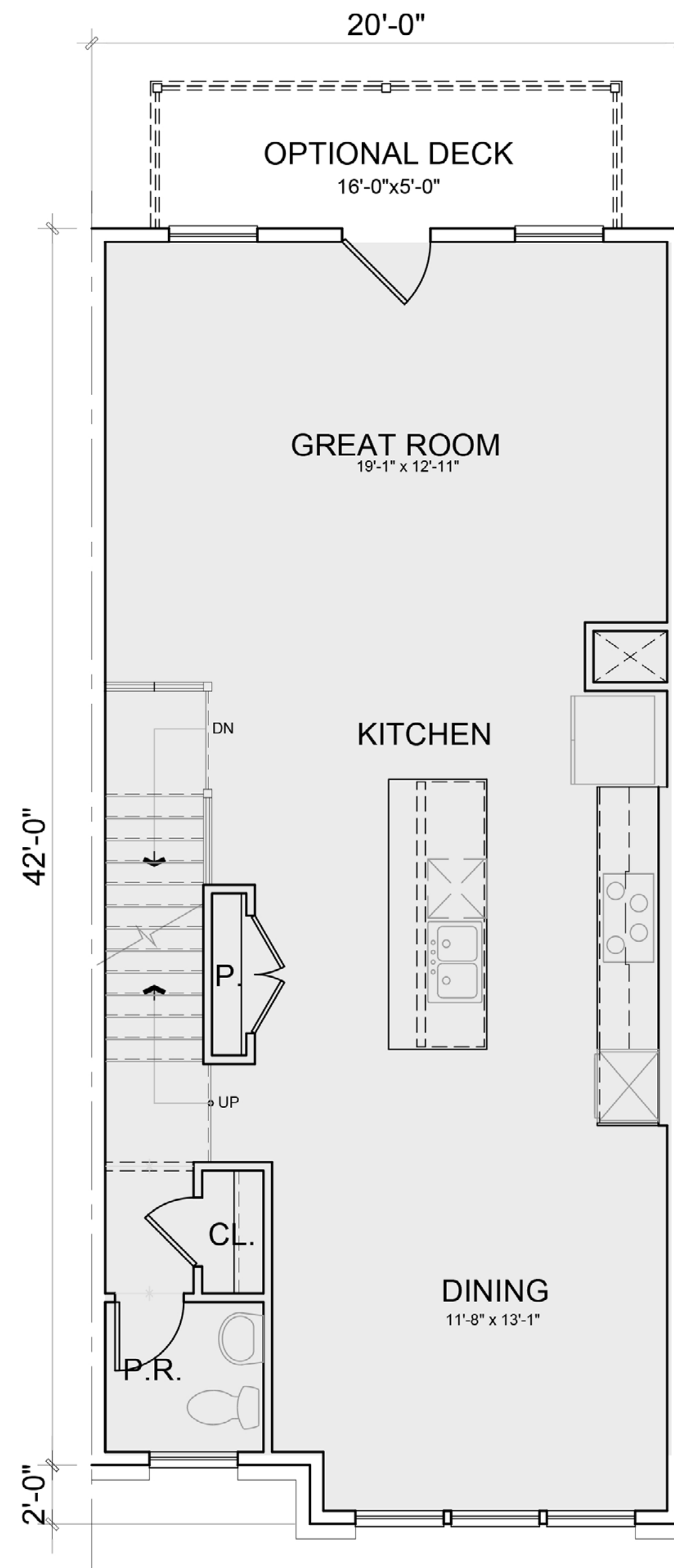
PERSPECTIVE

A-22

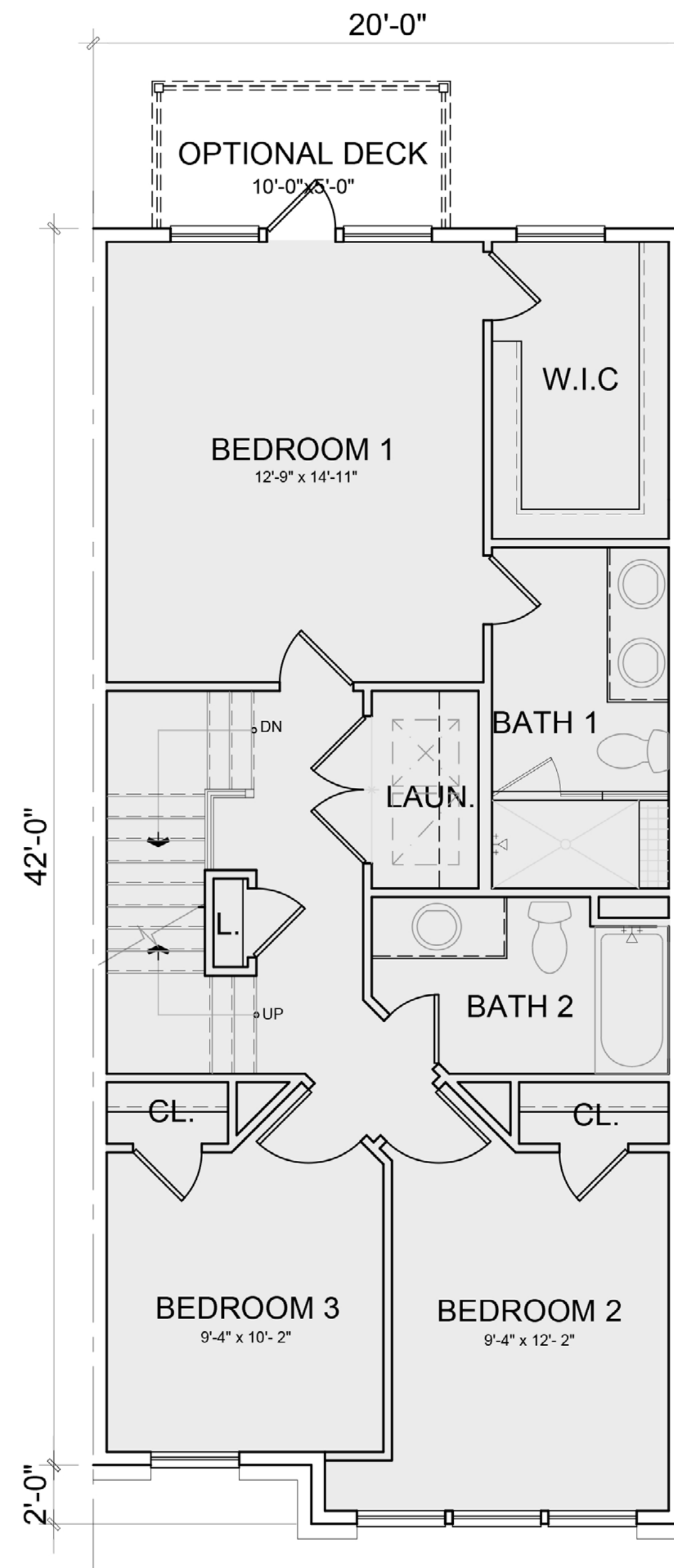
01/16/2024



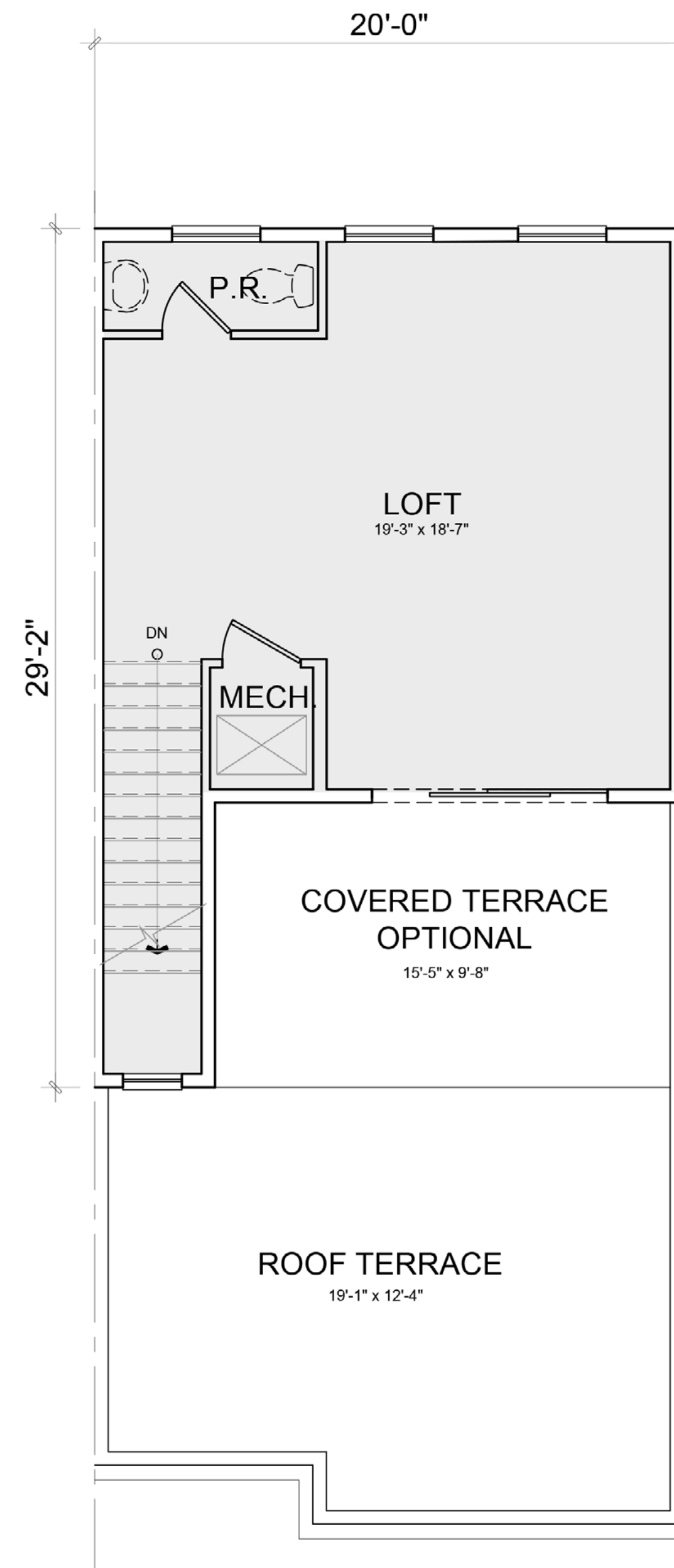
FIRST FLOOR PLAN
AREA: 341 SQ. FT.



SECOND FLOOR PLAN
AREA: 833 SQ. FT.



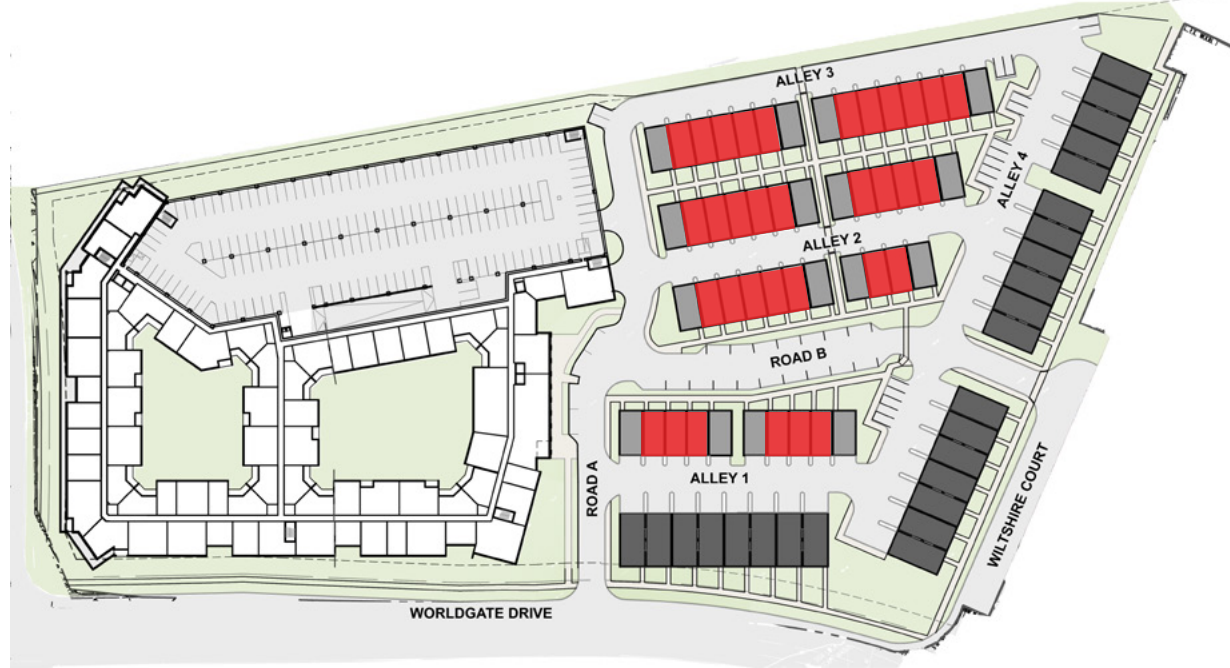
THIRD FLOOR PLAN
AREA: 829 SQ. FT.



FOURTH FLOOR PLAN
AREA: 408 SQ. FT.

TOTAL AREA: 2,411 SQ. FT.
TOTAL AREA WITH FINISHES: 2,436 SQ. FT.

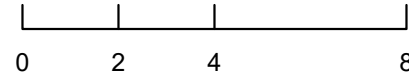
KEY PLAN

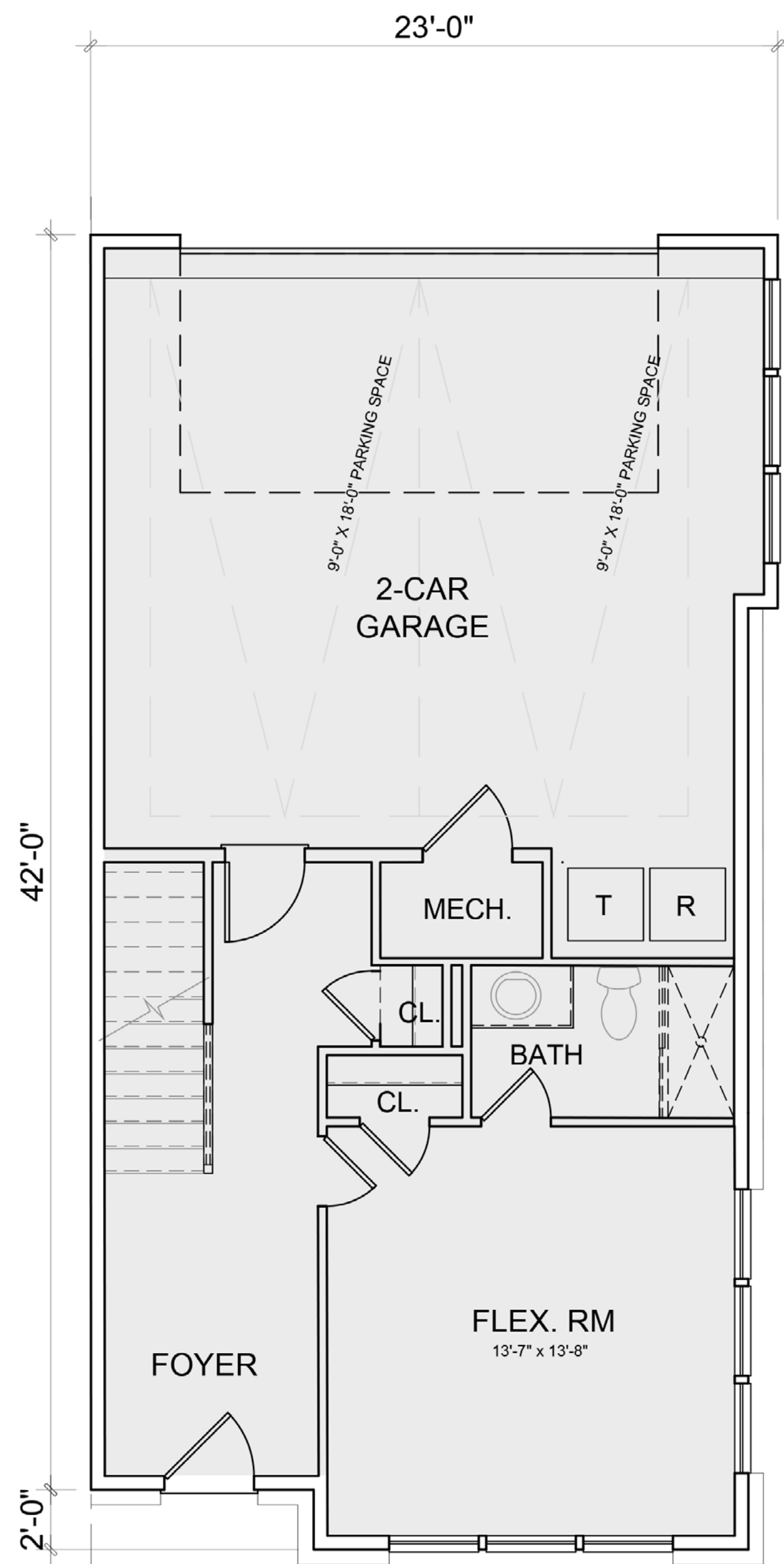


20'x42' TH FLOOR PLAN

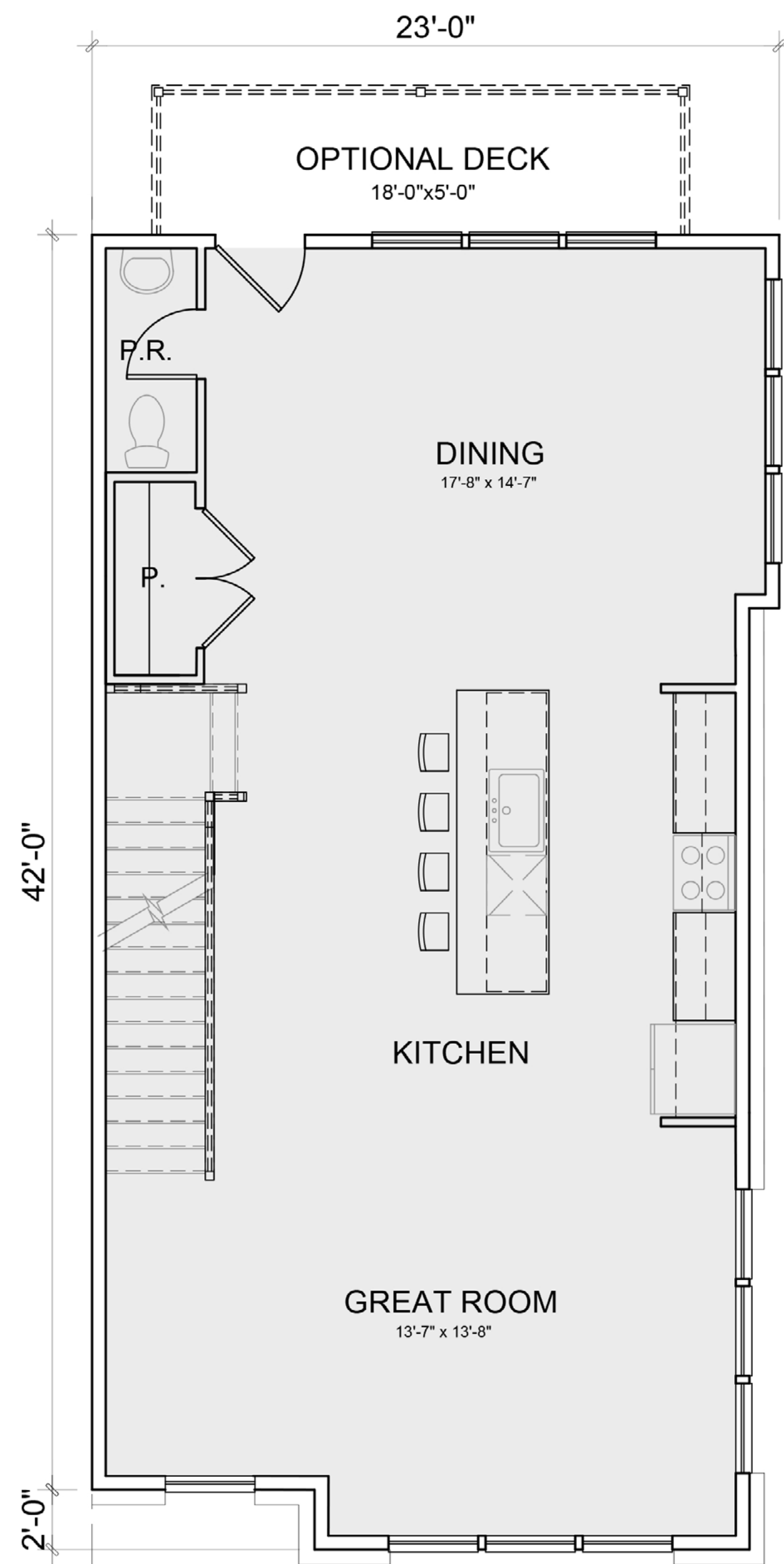
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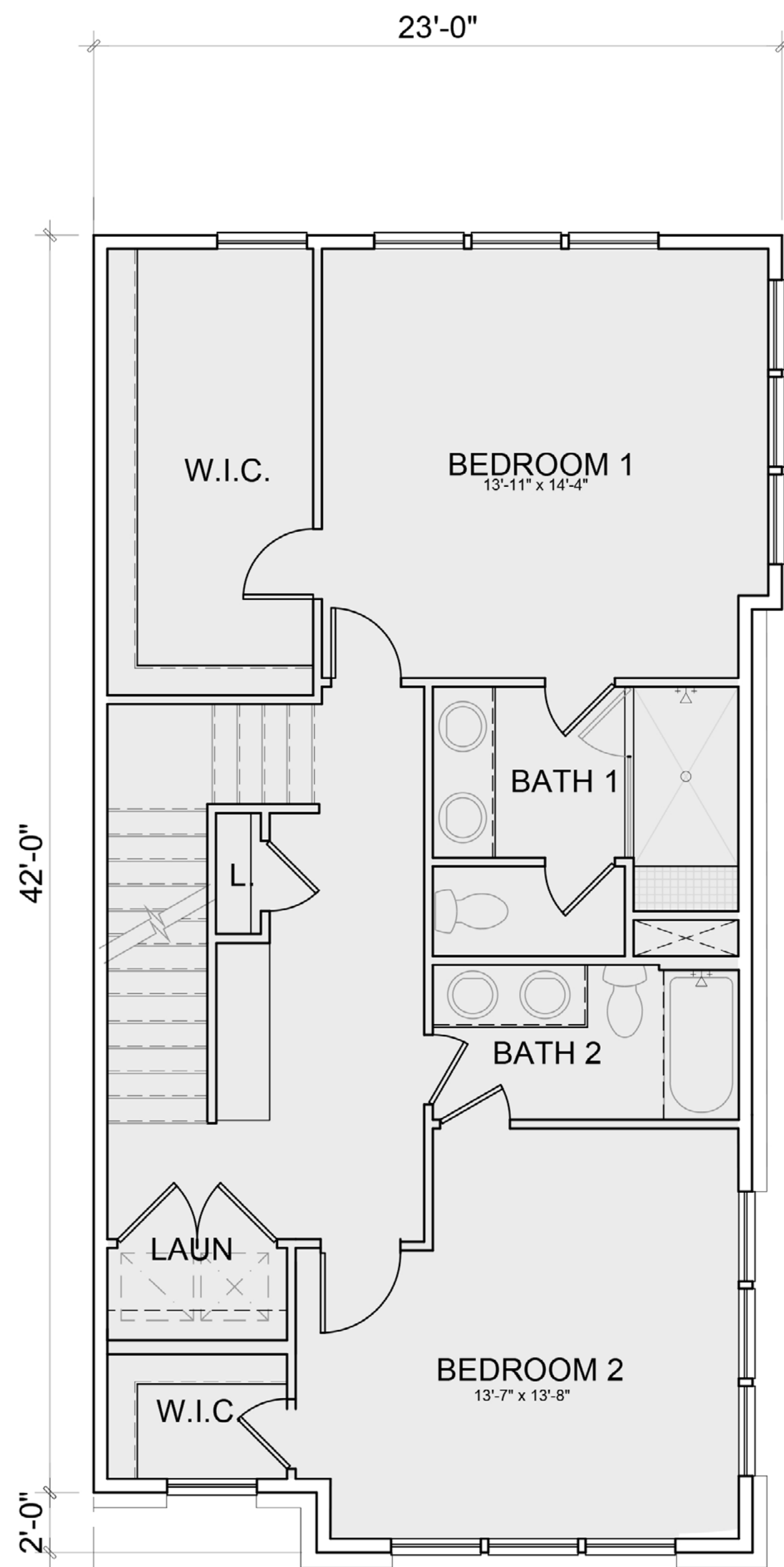




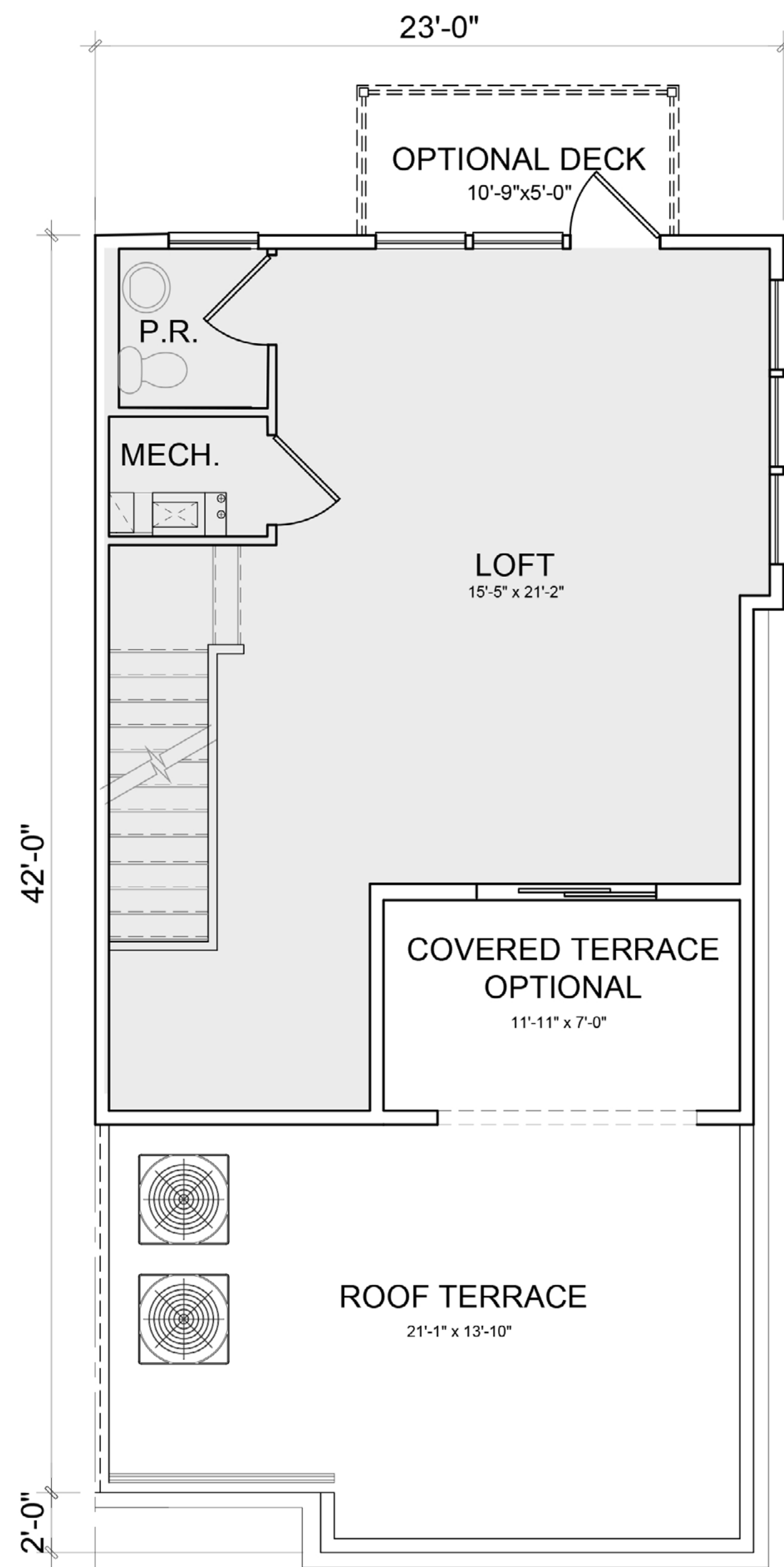
FIRST FLOOR PLAN
AREA: 435 SQ. FT.



SECOND FLOOR PLAN
AREA: 933 SQ. FT.

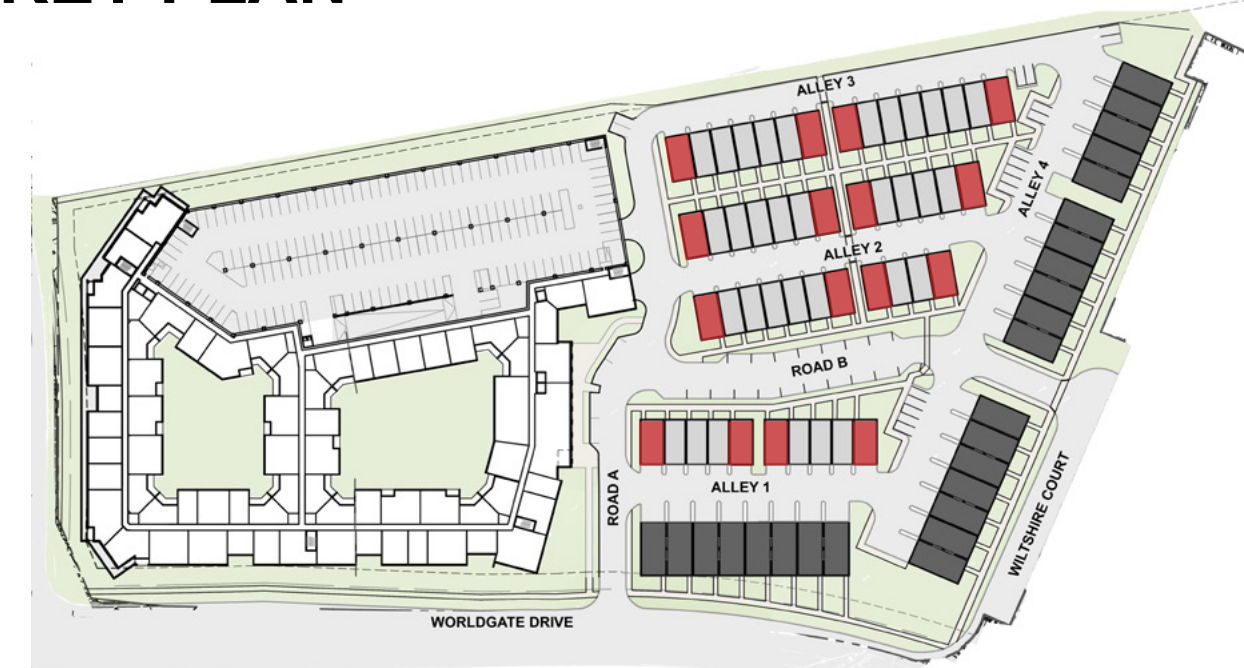


THIRD FLOOR PLAN
AREA: 924 SQ. FT.



FOURTH FLOOR PLAN
AREA: 547 SQ. FT.
TOTAL AREA: 2,827 SQ. FT.

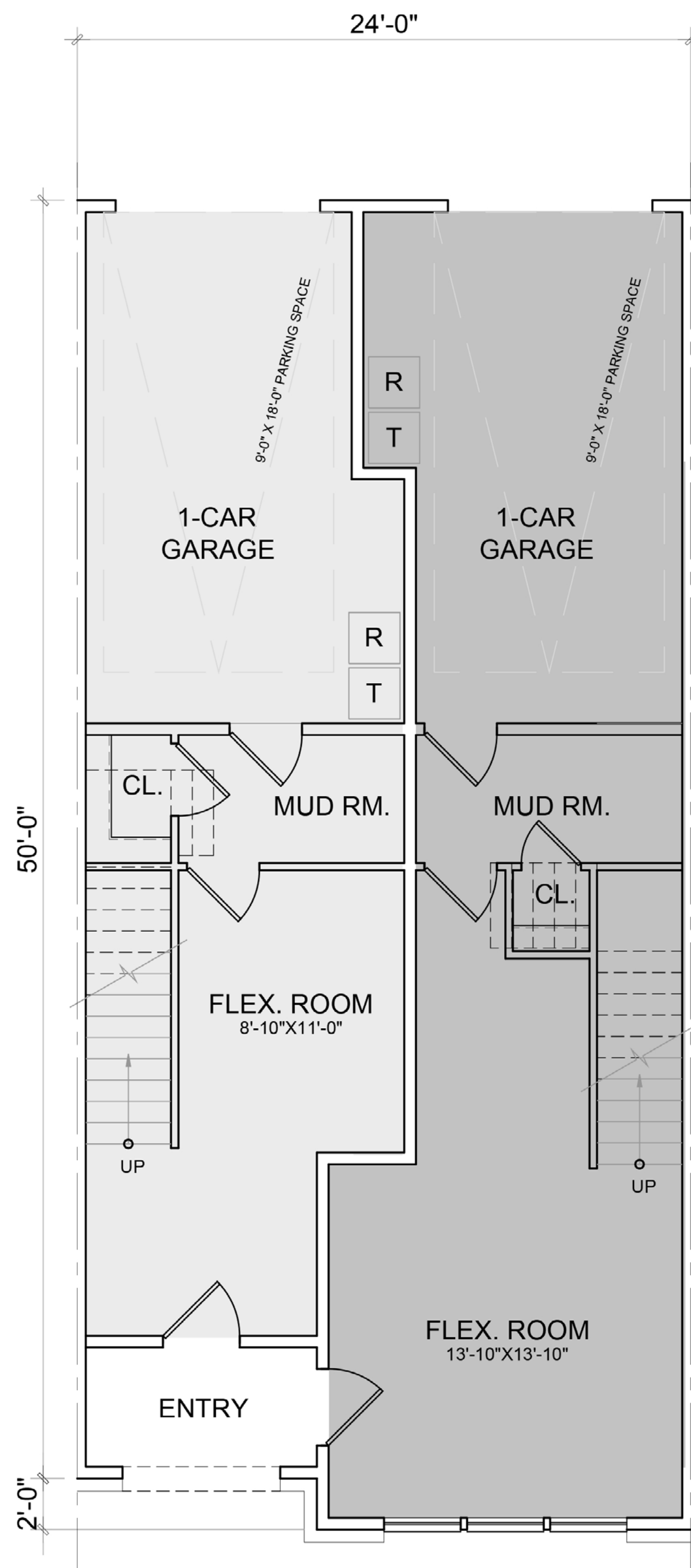
KEY PLAN



22'x42' TH FLOOR PLAN

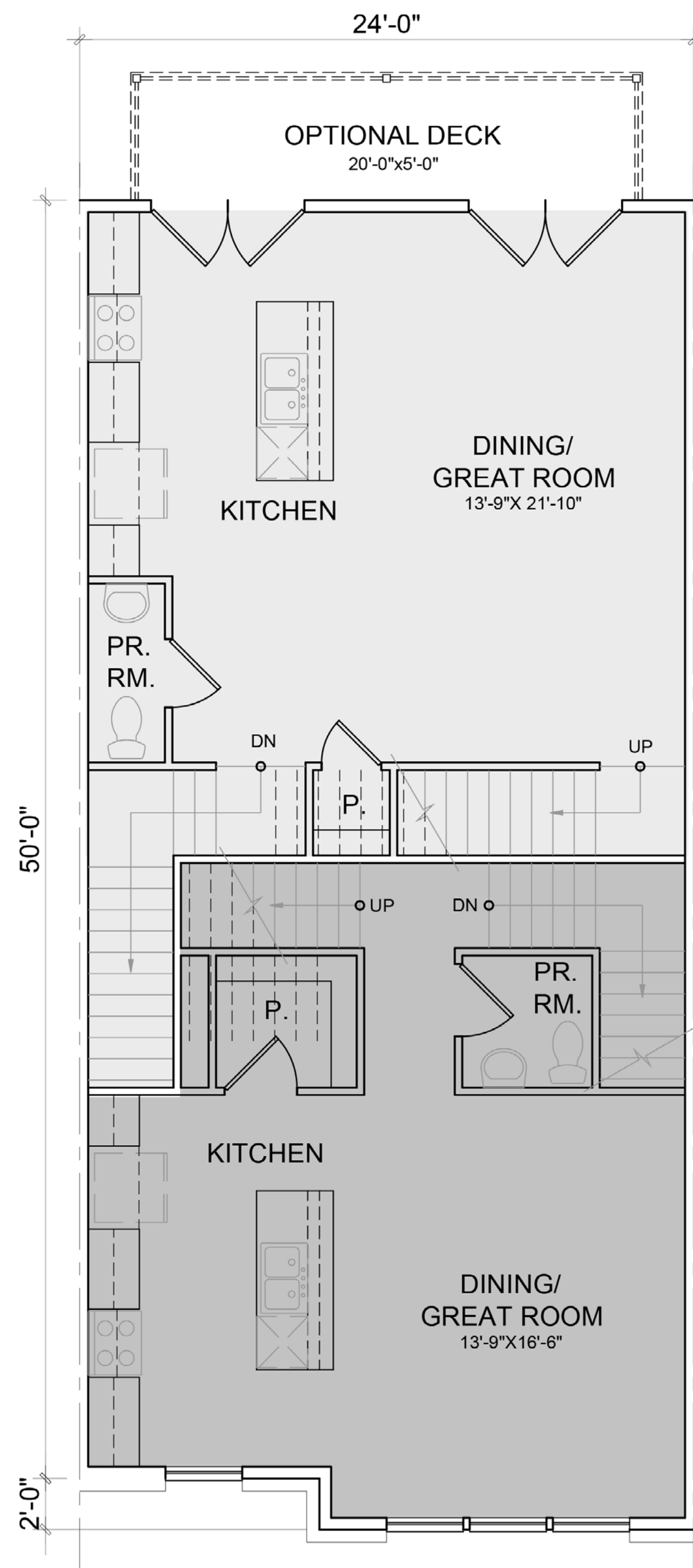
A-24

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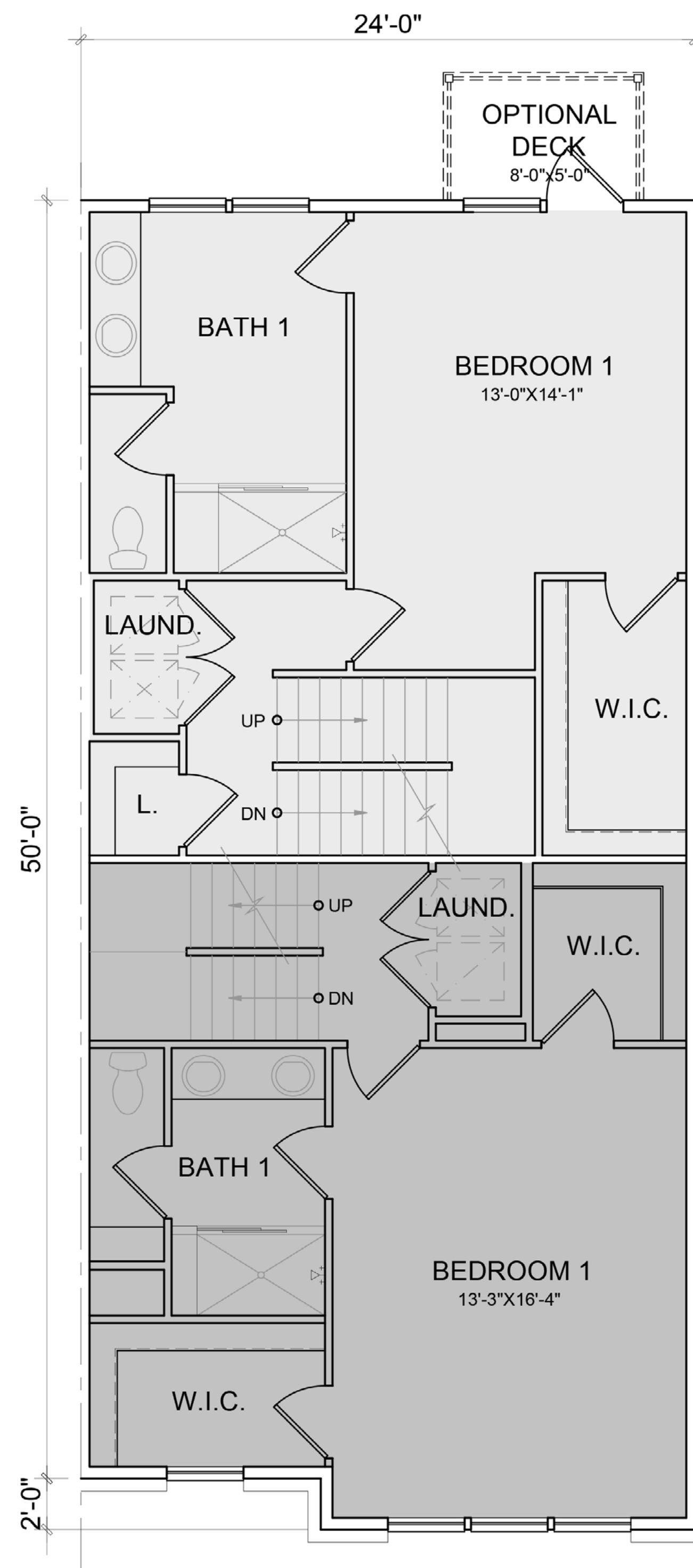
FIRST FLOOR PLAN

REAR UNIT AREA: 276 SQ. FT.
FRONT UNIT AREA: 396 SQ. FT.



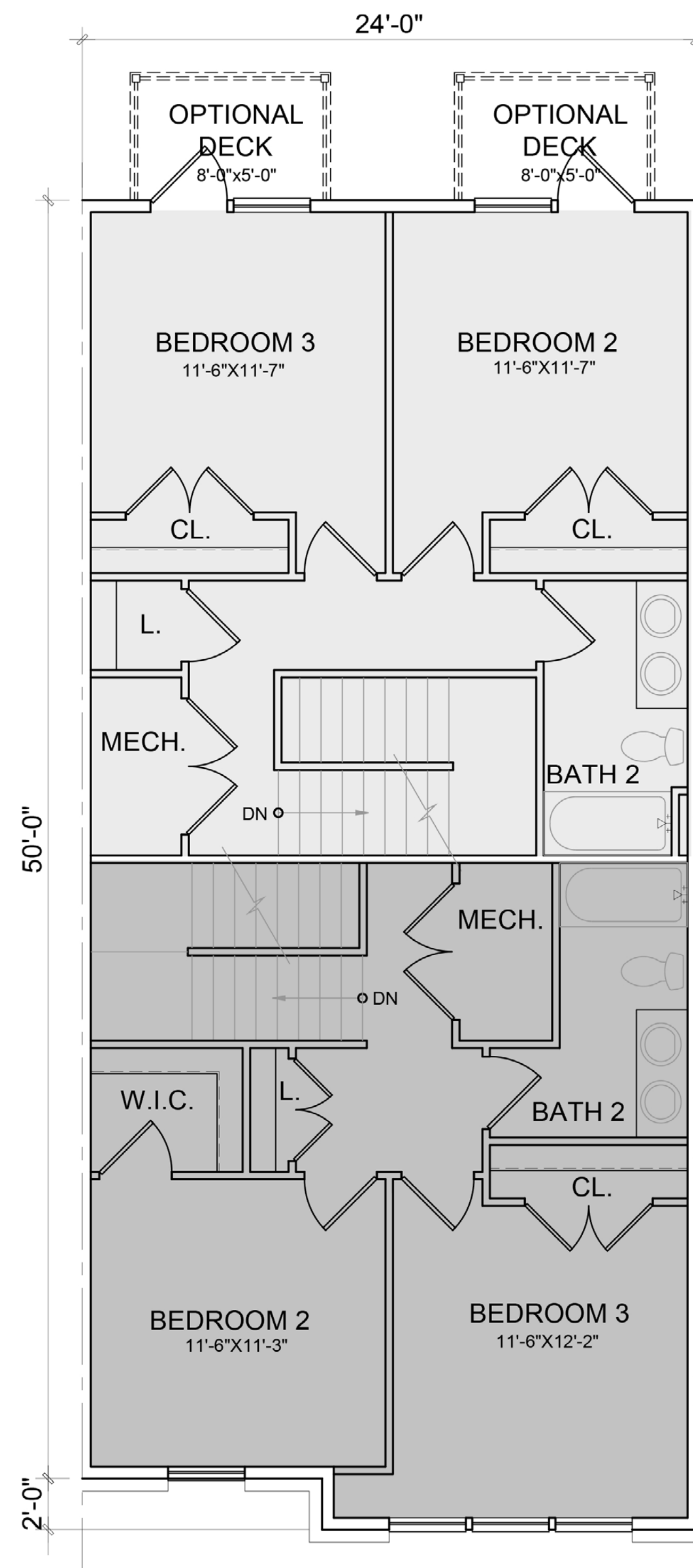
SECOND FLOOR PLAN

REAR UNIT AREA: 635 SQ. FT.
FRONT UNIT AREA: 573 SQ. FT.



THIRD FLOOR PLAN

REAR UNIT AREA: 619 SQ. FT.
FRONT UNIT AREA: 611 SQ. FT.



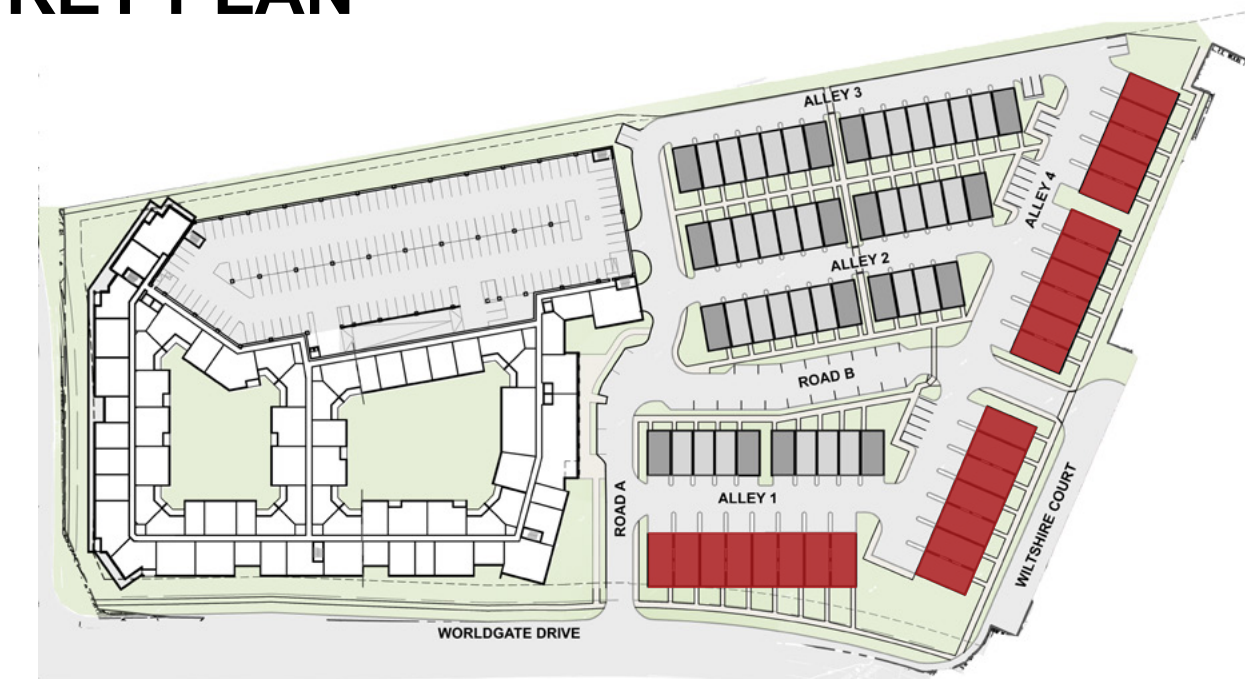
FOURTH FLOOR PLAN

REAR UNIT AREA: 569 SQ. FT.
FRONT UNIT AREA: 597 SQ. FT.

REAR UNIT TOTAL AREA: 2,074 SQ. FT.
FRONT UNIT TOTAL AREA: 2,152 SQ. FT.

TOTAL AREA: 4,226 SQ. FT.
TOTAL AREA WITH FINISHES: 4,252 SQ. FT.

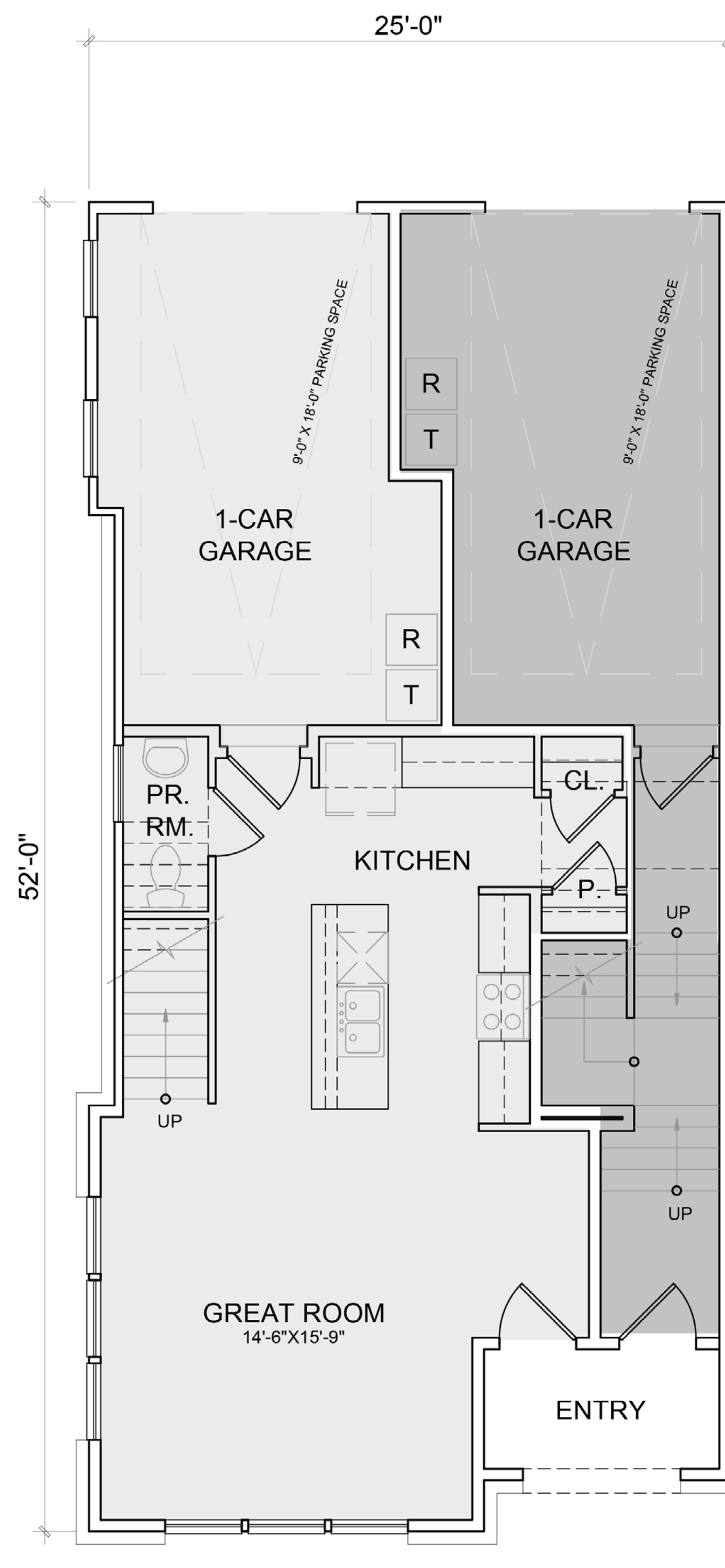
KEY PLAN



BACK TO BACK FLOOR PLAN

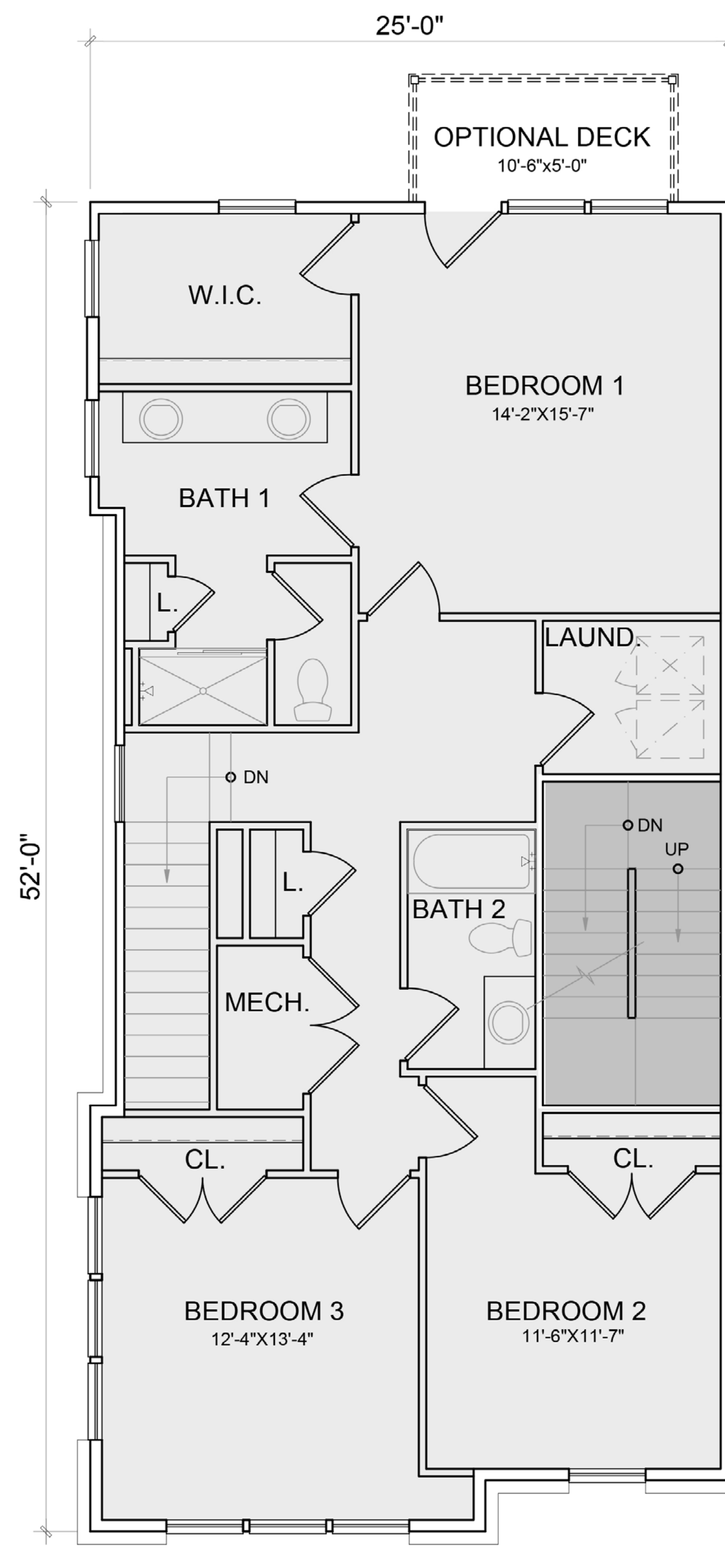
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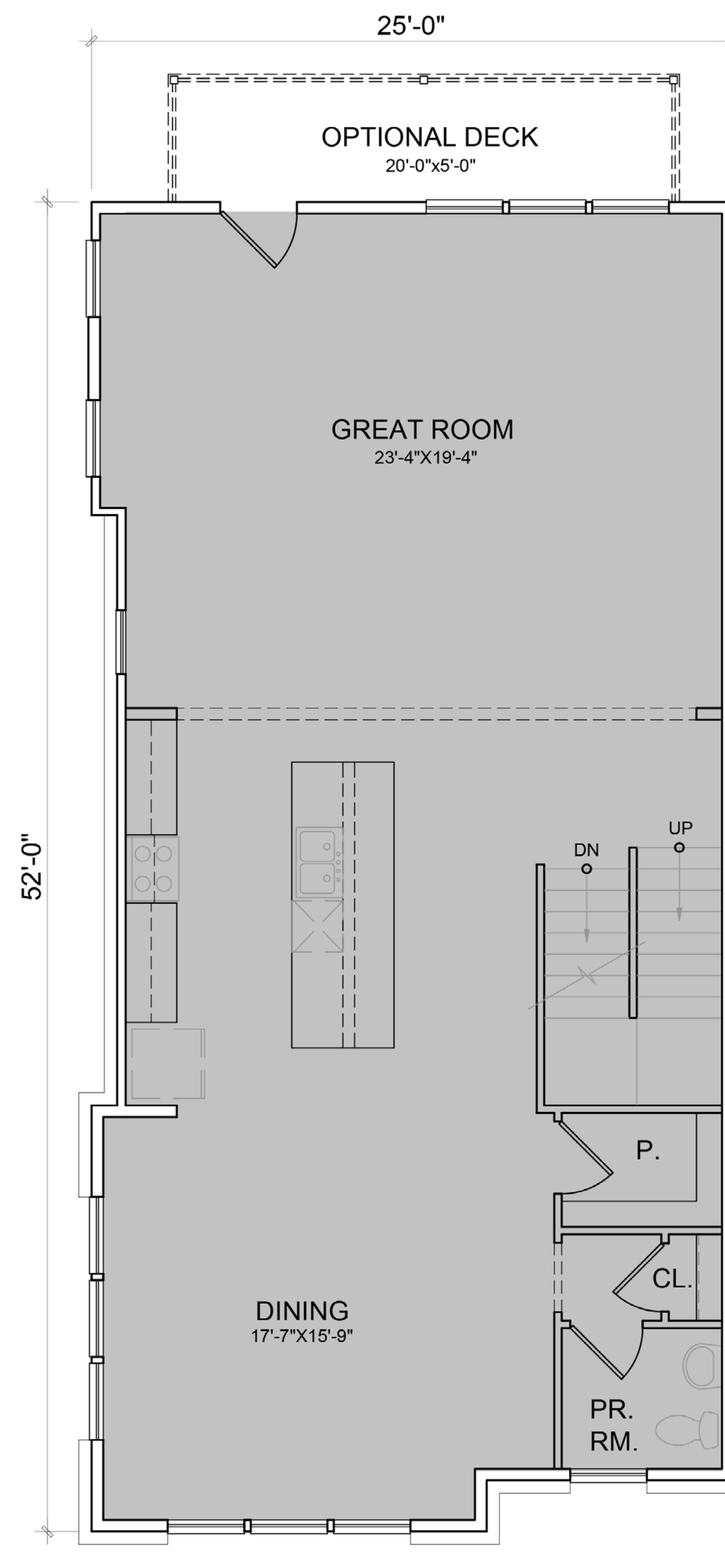
FIRST FLOOR PLAN

LOWER UNIT AREA: 580 SQ. FT.
UPPER UNIT AREA: 121 SQ. FT.



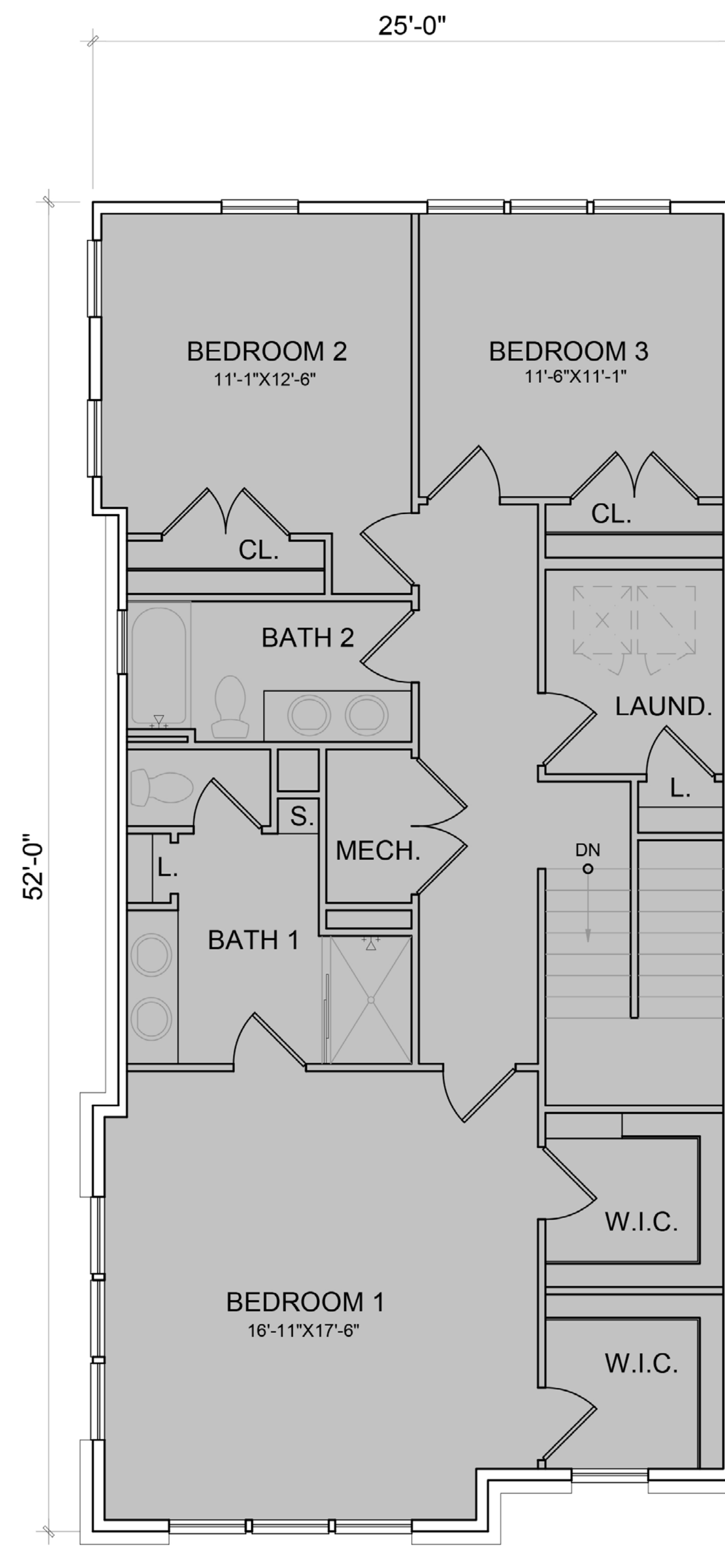
SECOND FLOOR PLAN

LOWER UNIT AREA: 1165 SQ. FT.
UPPER UNIT AREA: 92 SQ. FT.



THIRD FLOOR PLAN

UPPER UNIT AREA: 1258 SQ. FT.

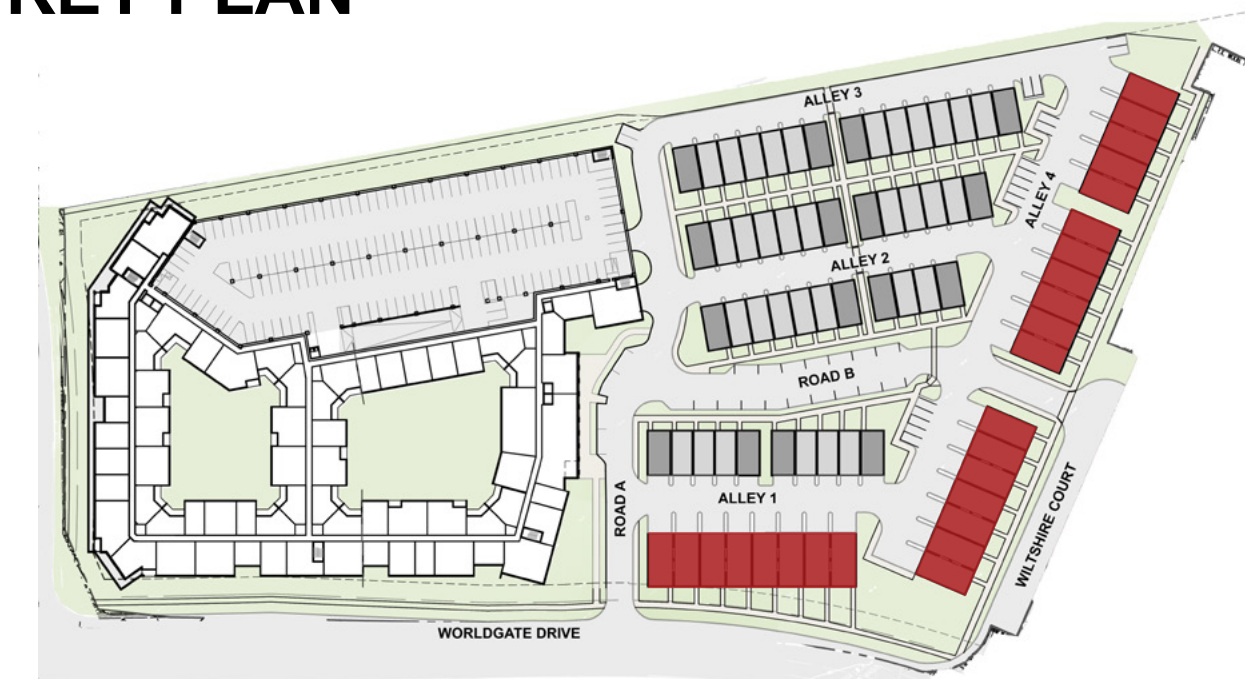


FOURTH FLOOR PLAN

UPPER UNIT AREA: 1201 SQ. FT.

LOWER UNIT TOTAL AREA: 1,745 SQ. FT.
UPPER UNIT TOTAL AREA: 2,672 SQ. FT.

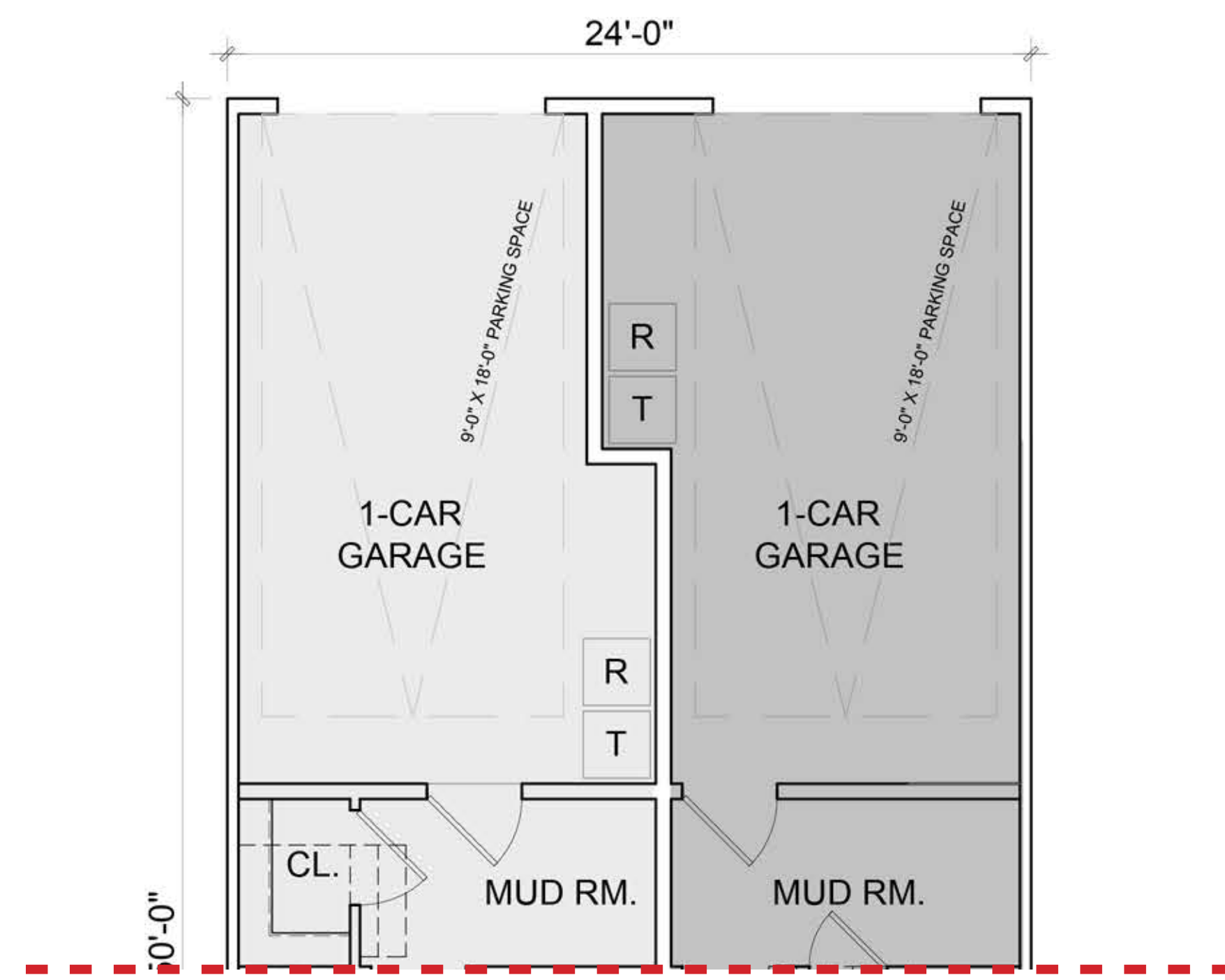
KEY PLAN



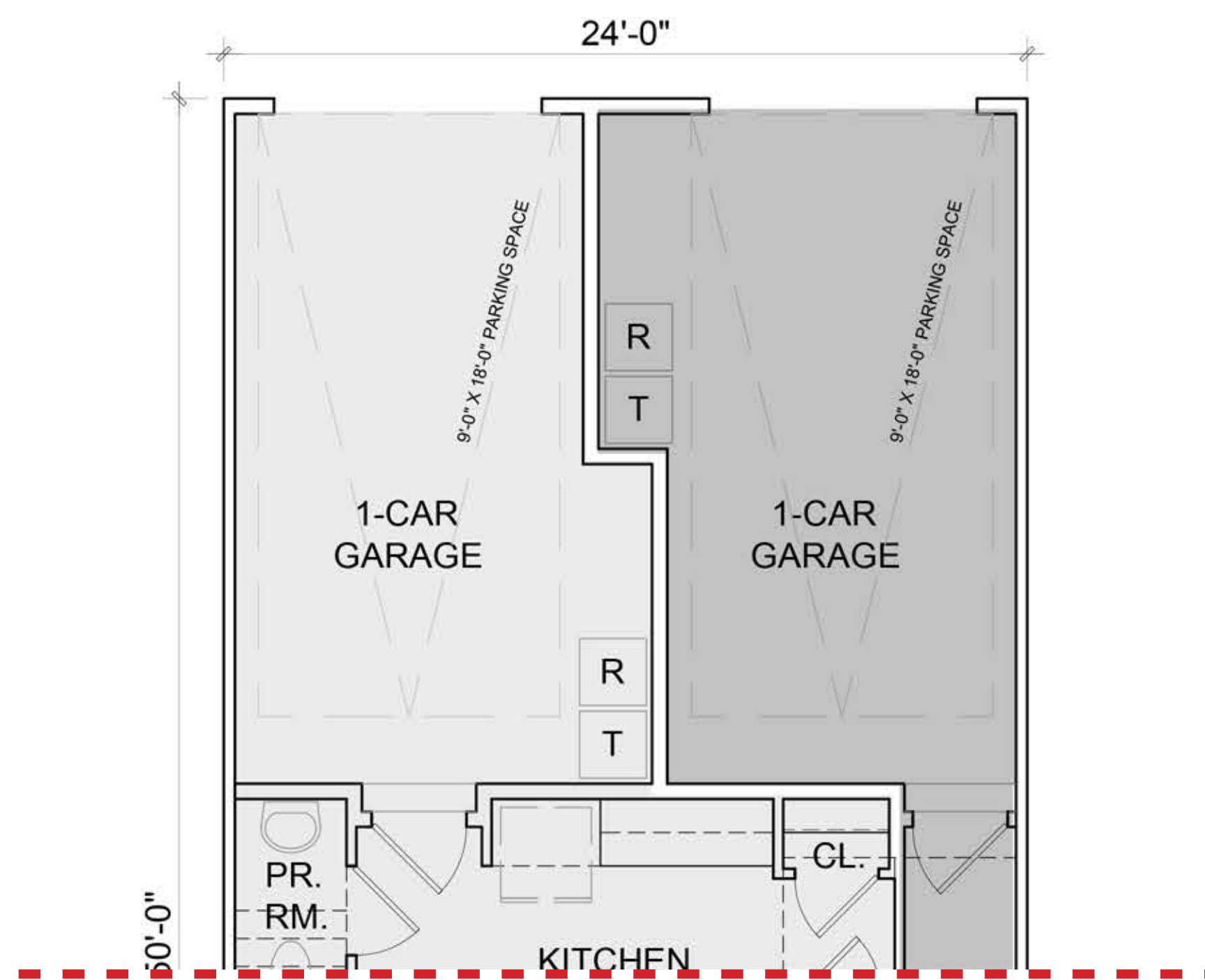
2 OVER 2 FLOOR PLAN

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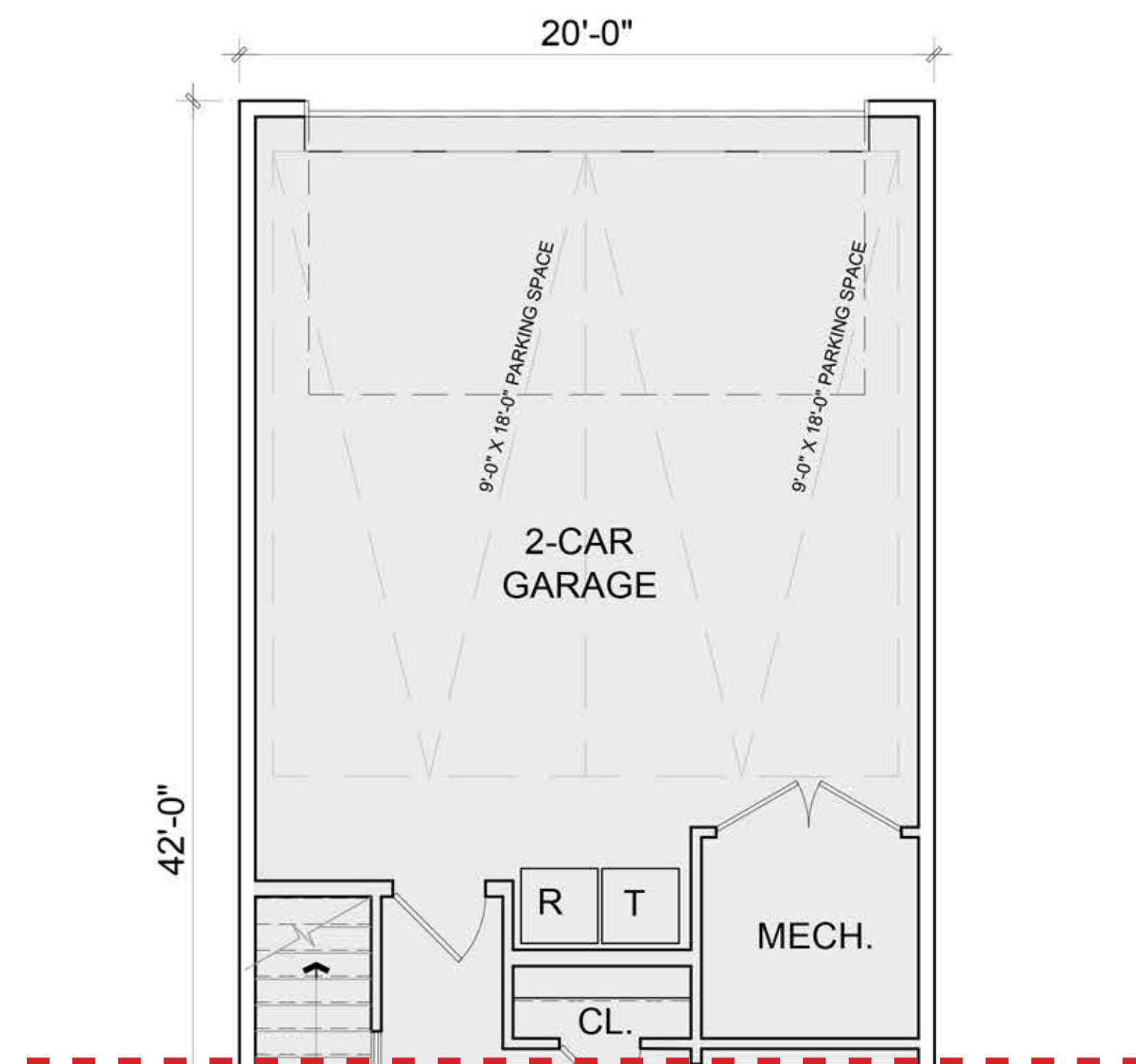
01/16/2024



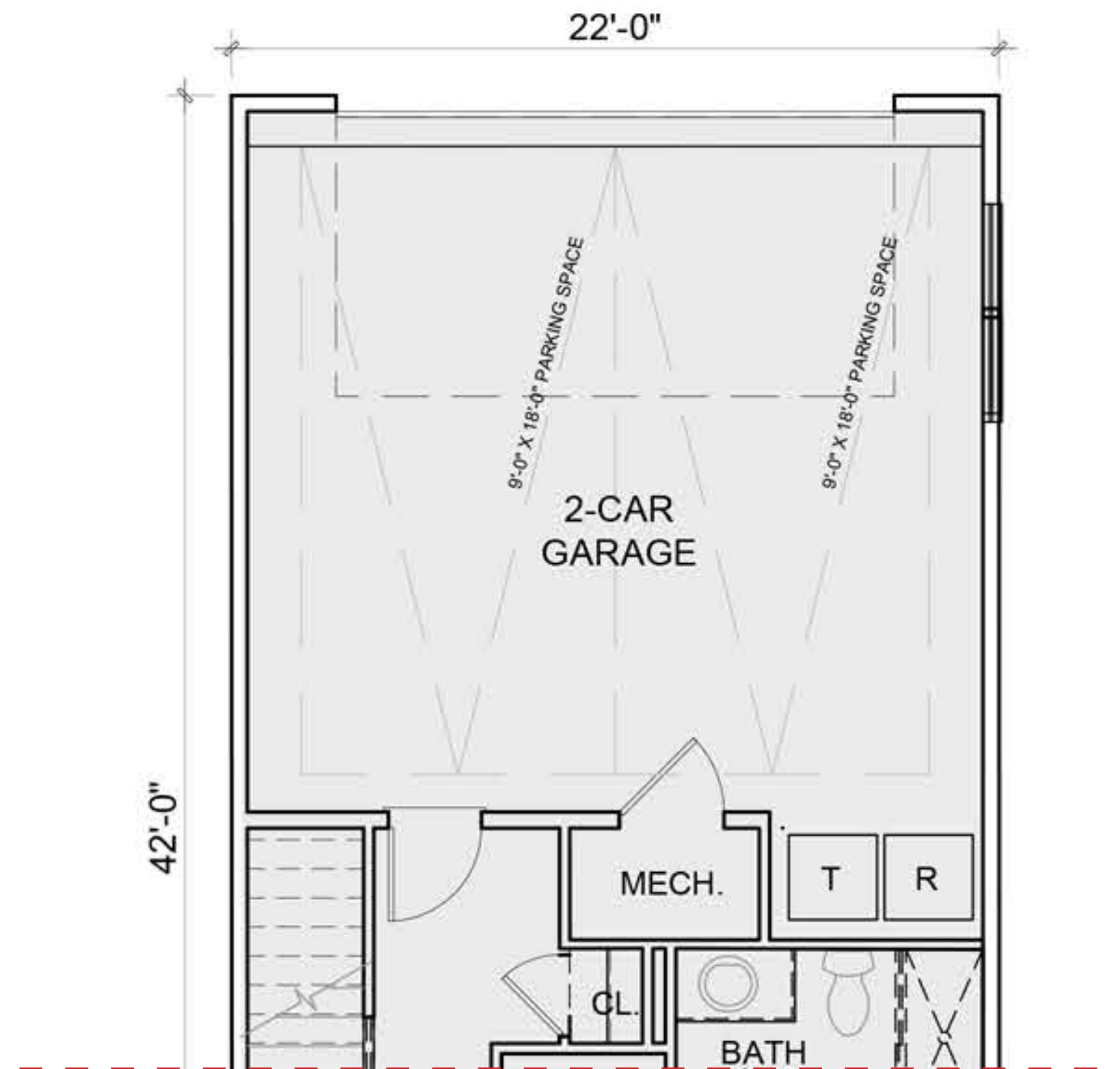
BACK TO BACK - GROUND FLOOR



2 OVER 2 - GROUND FLOOR



20FT WIDE TOWNHOME - GROUND FLOOR



22FT WIDE TOWNHOME - GROUND FLOOR

TOWNHOMES RECYCLING + TRASH



1 - FRONT ELEVATION - TOWNHOUSE BUILDING 1 & 2



2 - FRONT ELEVATION - TOWNHOUSE BUILDING 3 & 4



3 - FRONT ELEVATION - TOWNHOUSE BUILDING 5 & 6



4 - FRONT ELEVATION - TOWNHOUSE BUILDING 7 & 8

KEY PLAN





1 - REAR ELEVATION - TOWNHOUSE BUILDING 1 & 2



2 - REAR ELEVATION - TOWNHOUSE BUILDING 3 & 4



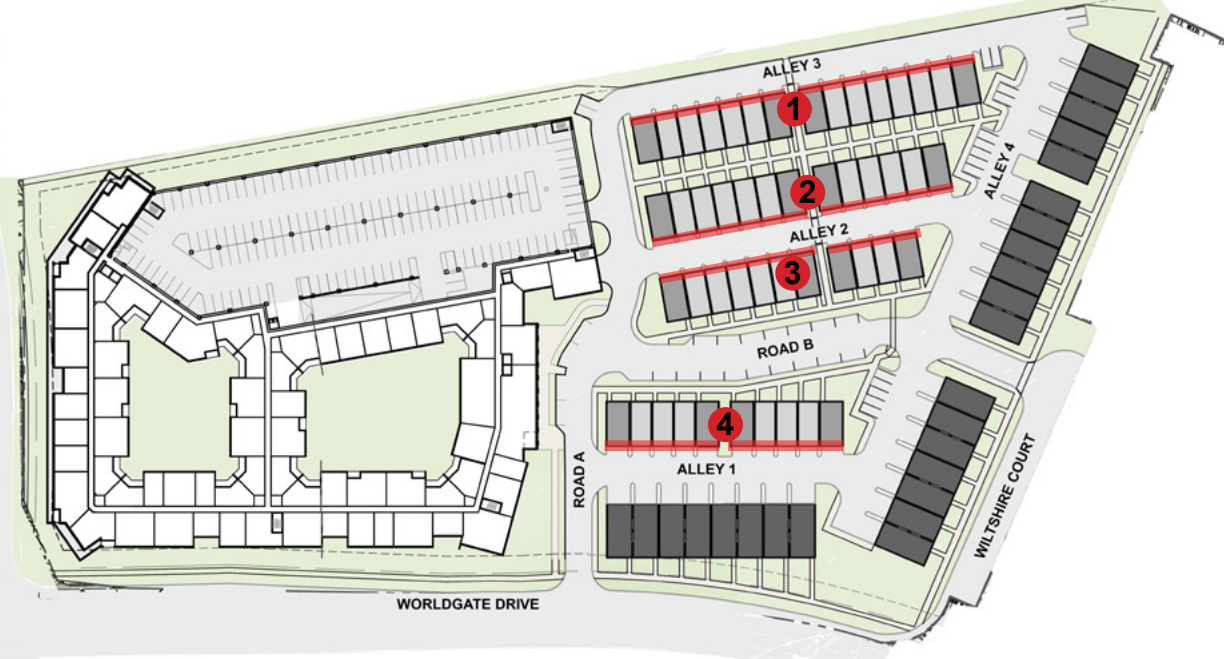
3 - REAR ELEVATION - TOWNHOUSE BUILDING 5 & 6

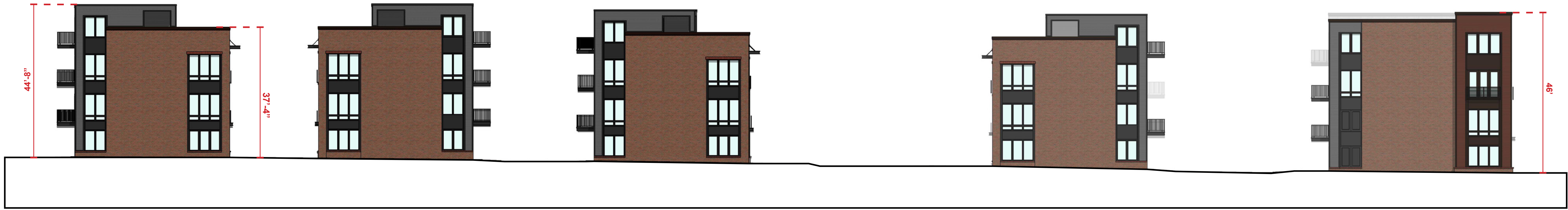


4 - REAR ELEVATION - TOWNHOUSE BUILDING 7 & 8

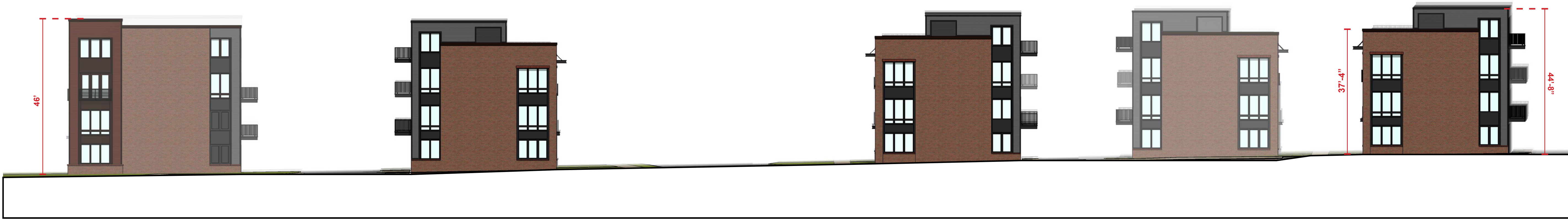
BALCONIES SHOWN ARE
OPTIONAL.

KEY PLAN





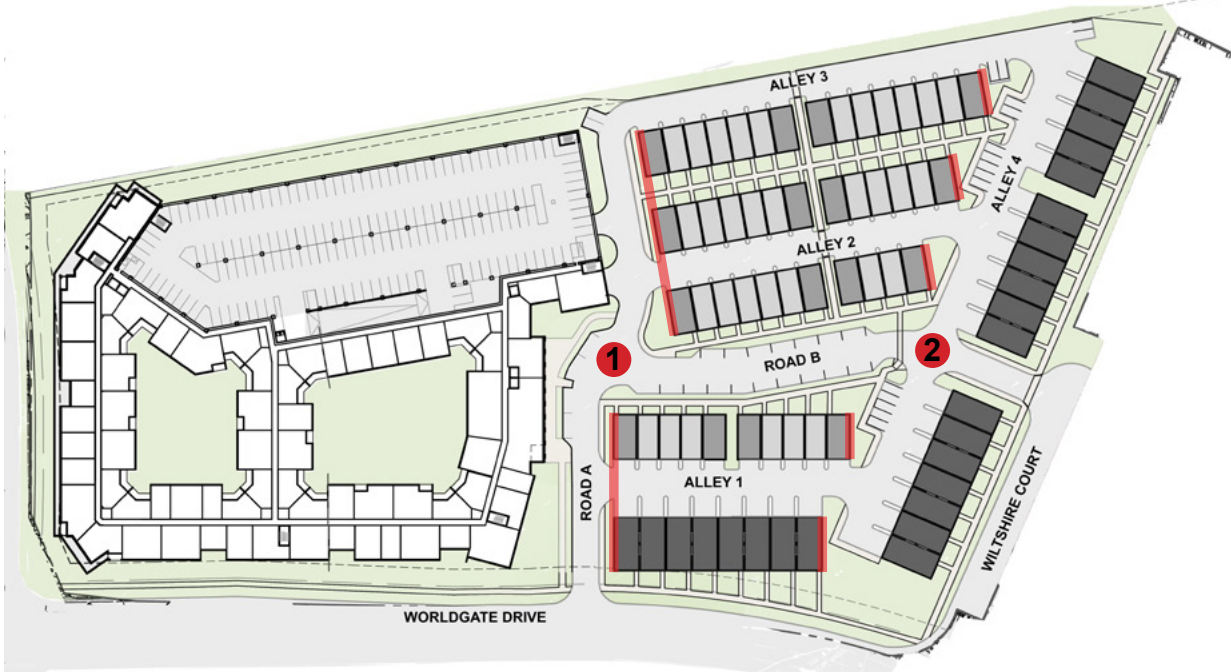
1 - SIDE ELEVATION - TOWNHOUSE BUILDING 1, 3, 5, 7 & 9



2 - SIDE ELEVATION - TOWNHOUSE BUILDING 9, 8, 6, 4 & 2

BALCONIES SHOWN ARE
OPTIONAL.

KEY PLAN



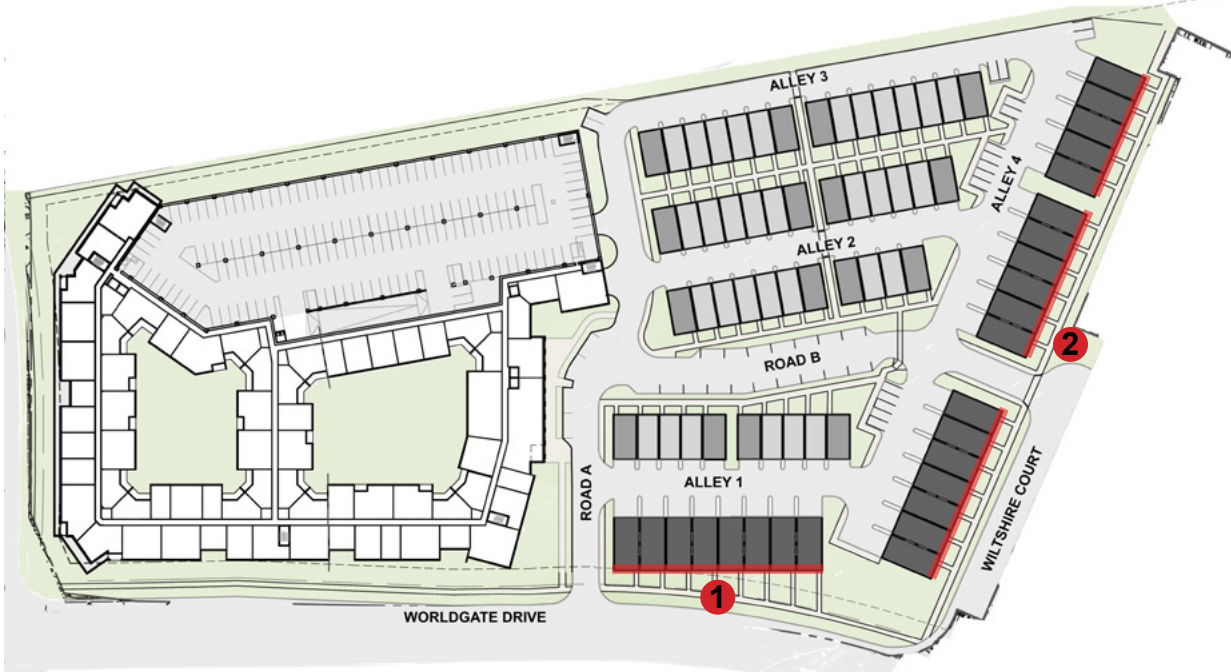


1 - FRONT ELEVATION - TOWNHOUSE BUILDING 9



2 - FRONT ELEVATION - TOWNHOUSE BUILDING 10, 11 & 12

KEY PLAN



ELEVATIONS

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1 - REAR ELEVATION - TOWNHOUSE BUILDING 9



2 - REAR ELEVATION - TOWNHOUSE BUILDING 12, 11 & 10



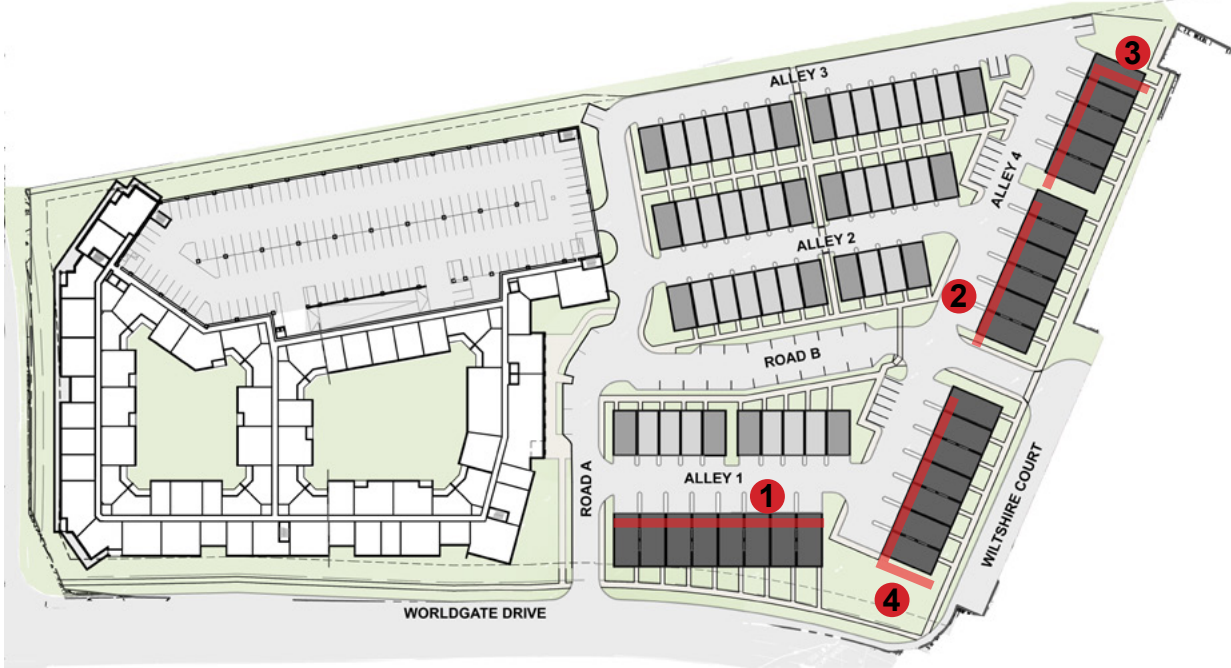
3 - RIGHT SIDE ELEVATION - TOWNHOUSE BUILDING 10, 11 & 12

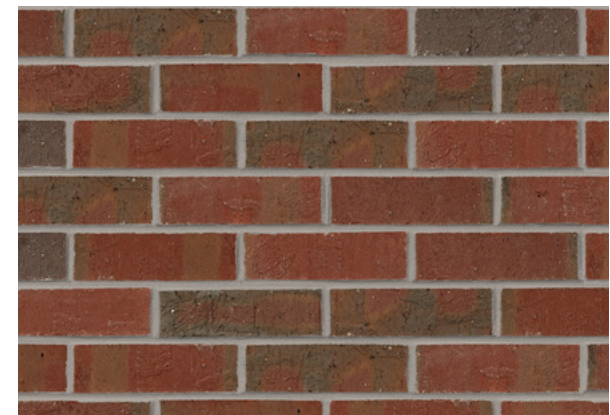
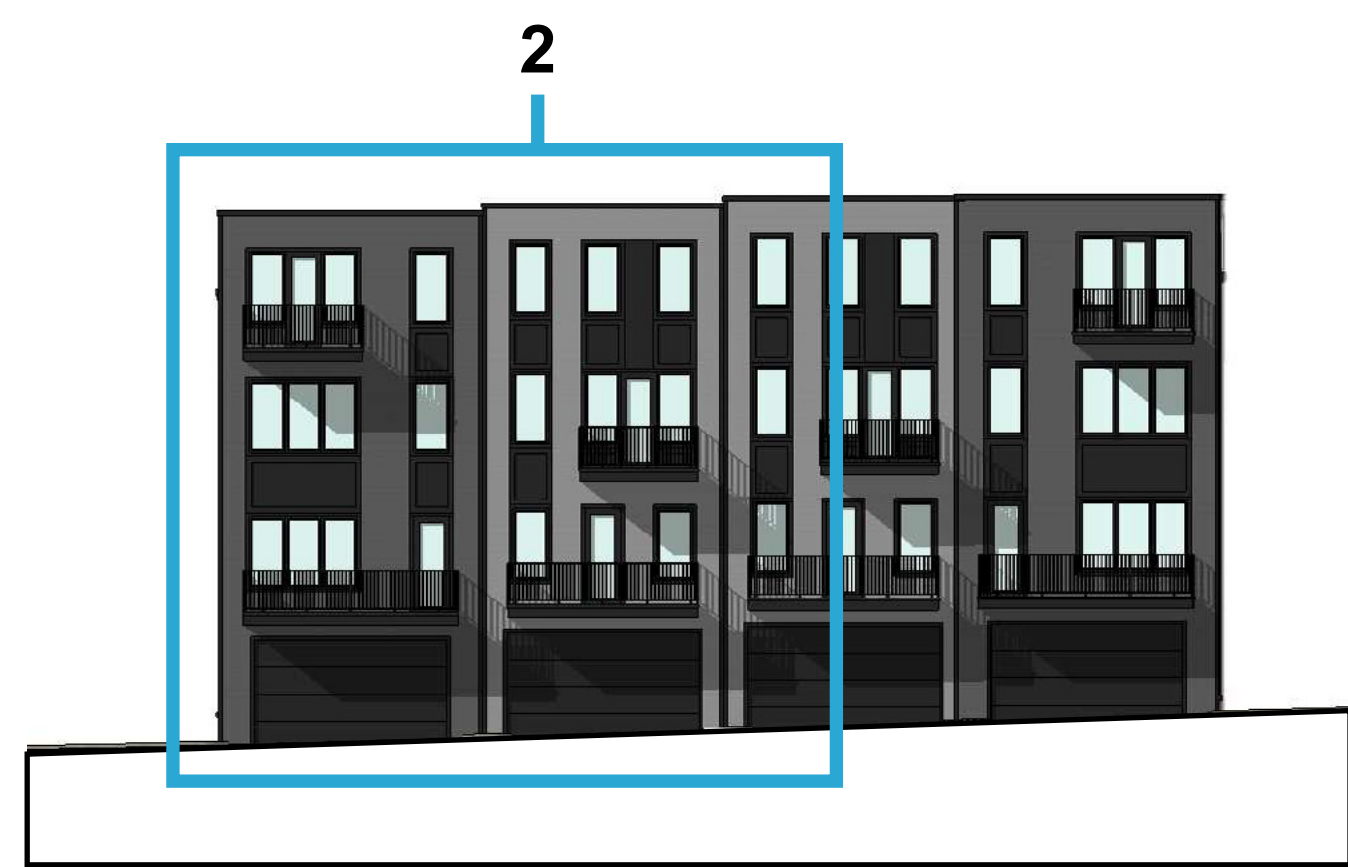


4 - LEFT SIDE ELEVATION - TOWNHOUSE BUILDING 10, 11 & 12

BALCONIES SHOWN ARE
OPTIONAL.

KEY PLAN





1.1
BRICK - RED



1.2
BRICK - LIGHT



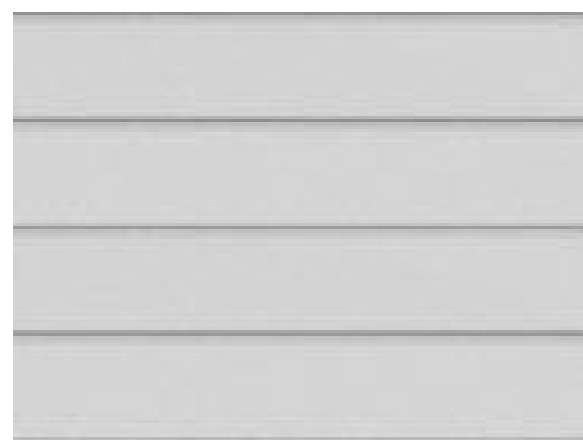
1.3
BRICK - DARK



2.1
FIBER CEMENT PANEL 1



2.2
FIBER CEMENT PANEL 2



2.1
FIBER CEMENT LAP SIDING



DETAIL 1 - FRONT ELEVATION

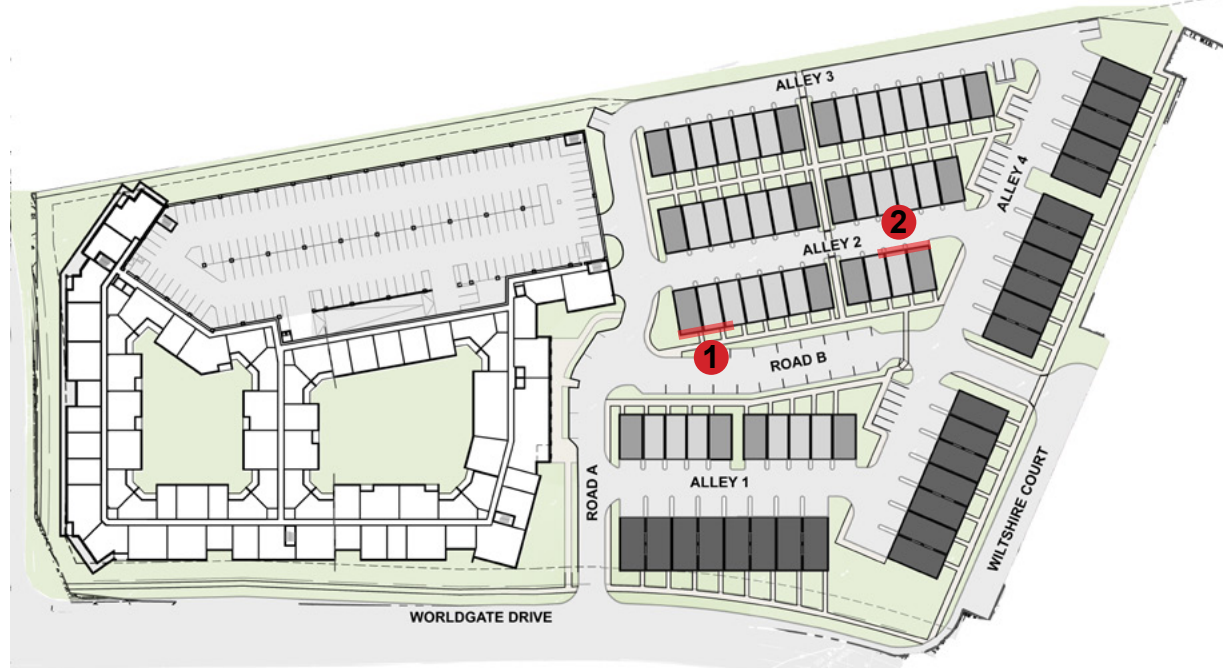


DETAIL 2 - REAR ELEVATION

MATERIAL LIST: 20' & 22' TH

- 1.1 BRICK 1
- 1.2 BRICK 2
- 1.3 BRICK 3
- 2.1 FIBER CEMENT PANEL 1
- 2.2 FIBER CEMENT PANEL 2
- 2.3 FIBER CEMENT LAP SIDING 1
- 2.4 FIBER CEMENT LAP SIDING 2
- 2.5 FIBER CEMENT LAP SIDING 3
- 3.1 METAL RAILING
- 3.2 METAL CANOPY
- 3.3 METAL COPING 1
- 3.4 METAL COPING 2
- 3.5 SEGMENTED GARAGE DOOR
- 4.1 VINYL WINDOW & DOOR SYSTEM

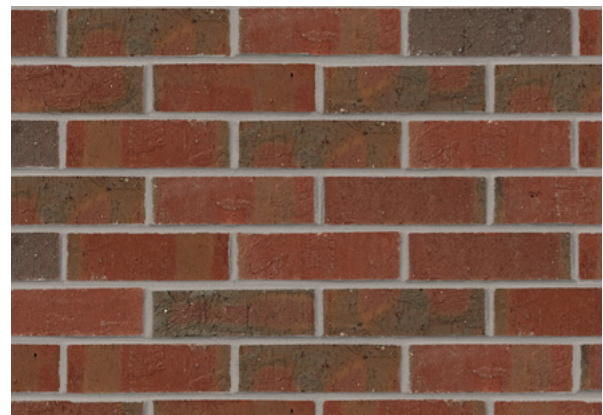
KEY PLAN



DETAILED ELEVATIONS

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01/16/2024



1.1
BRICK - RED



1.2
BRICK - LIGHT



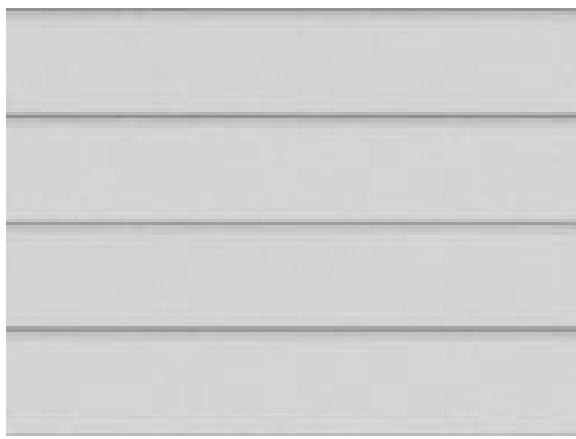
1.3
BRICK - DARK



2.1
FIBER CEMENT PANEL 1



2.2
FIBER CEMENT PANEL 2

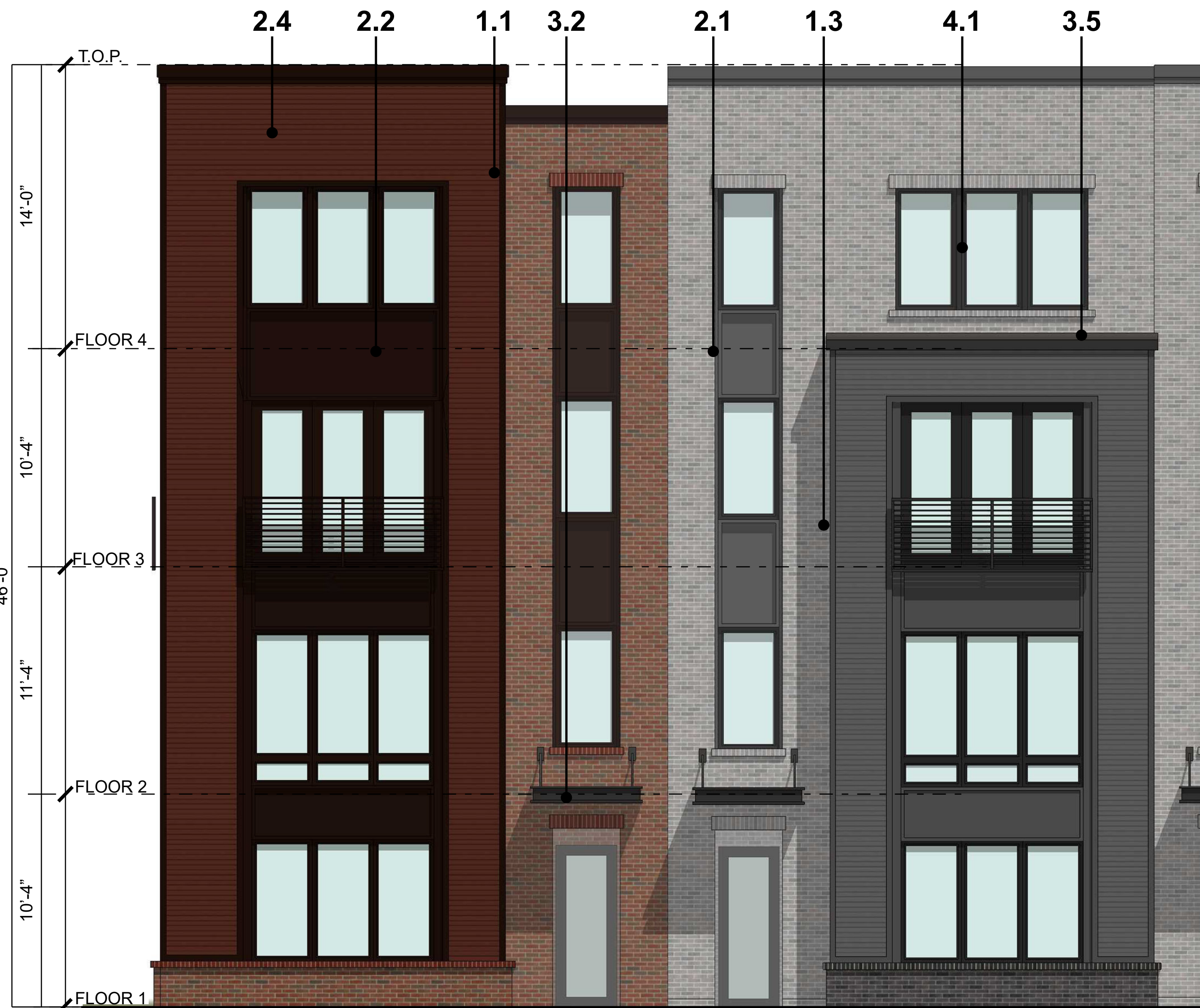
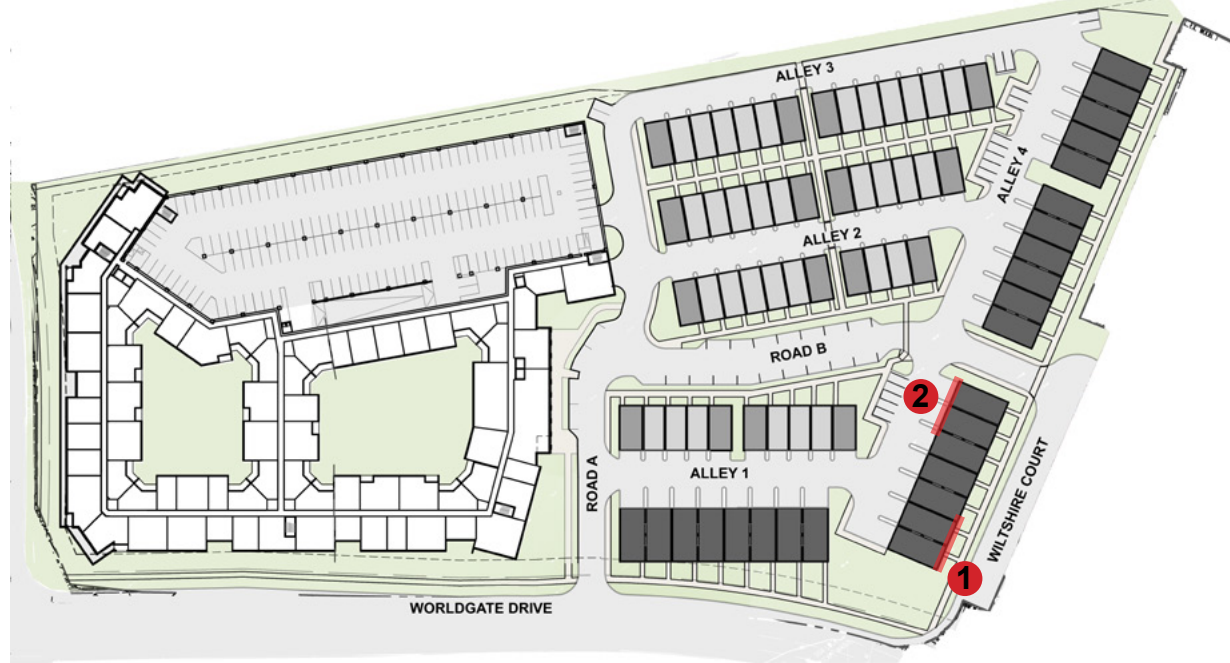


2.1
FIBER CEMENT LAP SIDING

MATERIAL LIST: STACKED TH

- 1.1 BRICK 1
- 1.2 BRICK 2
- 1.3 BRICK 3
- 2.1 FIBER CEMENT PANEL 1
- 2.2 FIBER CEMENT PANEL 2
- 2.3 FIBER CEMENT LAP SIDING 1
- 2.4 FIBER CEMENT LAP SIDING 2
- 2.5 FIBER CEMENT LAP SIDING 3
- 3.1 METAL RAILING
- 3.2 METAL CANOPY
- 3.3 METAL COPING 1
- 3.4 METAL COPING 2
- 3.5 SEGMENTED GARAGE DOOR
- 4.1 VINYL WINDOW & DOOR SYSTEM

KEY PLAN



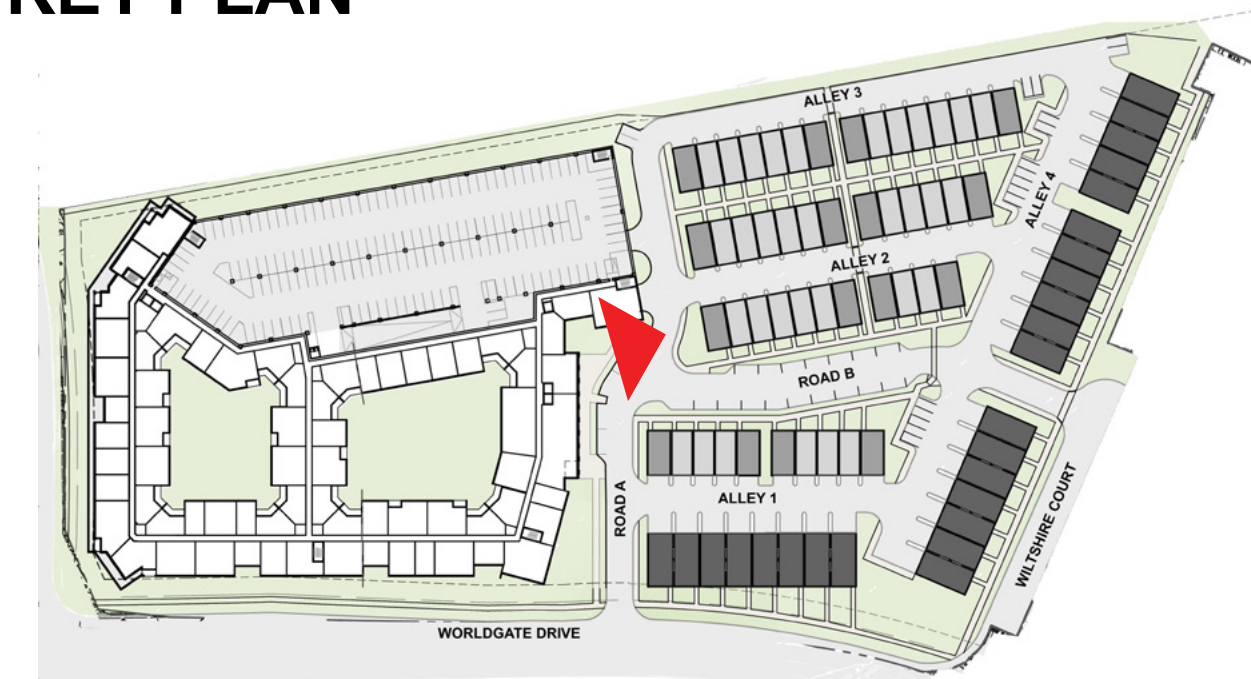
DETAIL 1 - FRONT ELEVATION



DETAIL 2 - REAR ELEVATION



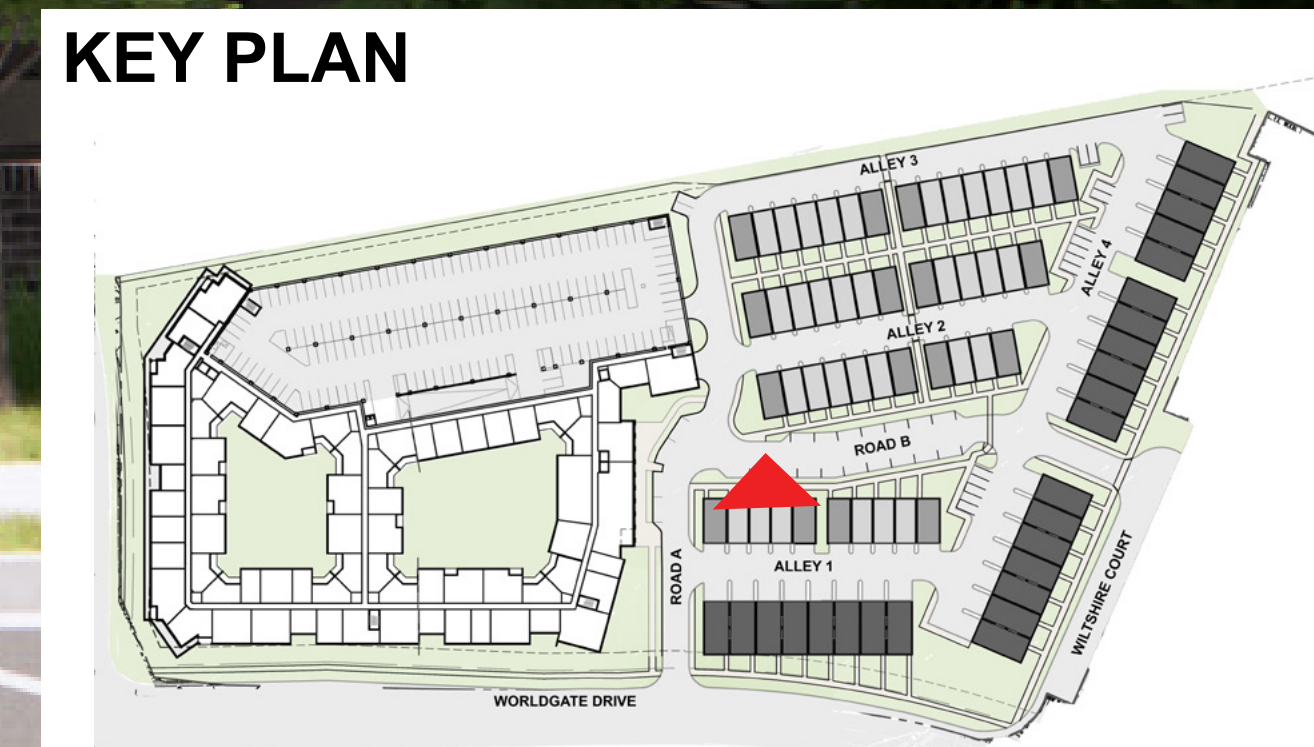
KEY PLAN



PERSPECTIVE

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01/16/2024



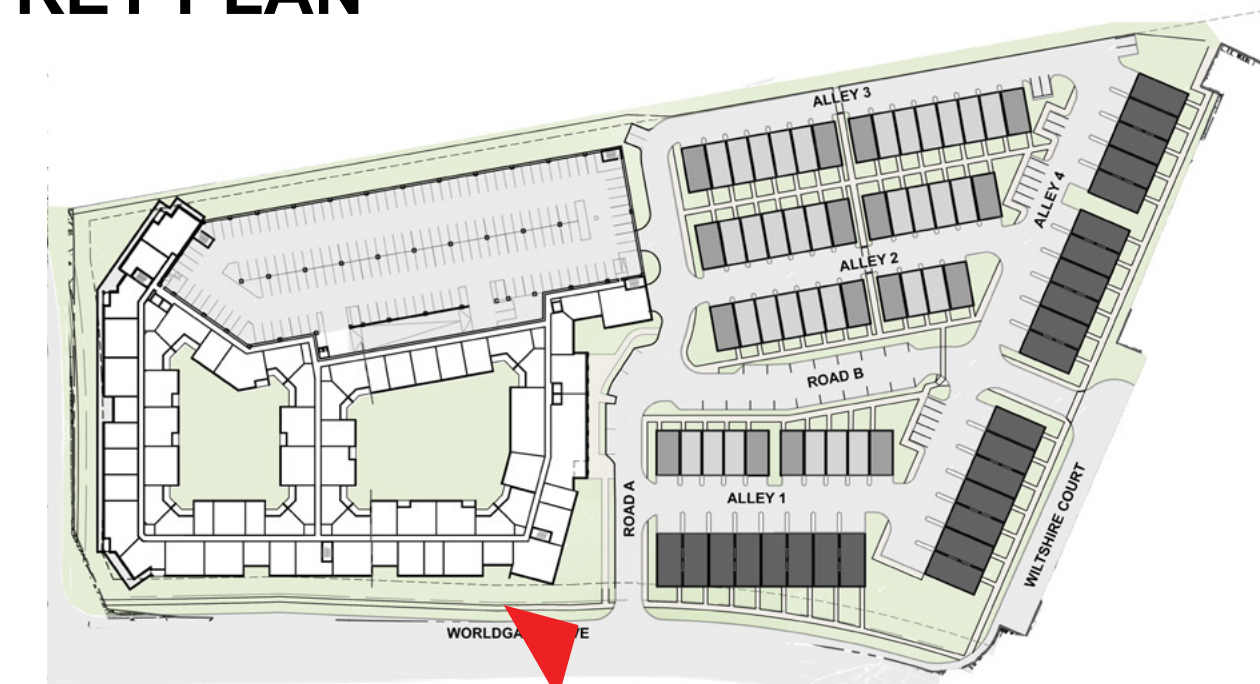
PERSPECTIVE

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01/16/2024



KEY PLAN



PERSPECTIVE

A-37

01/16/2024



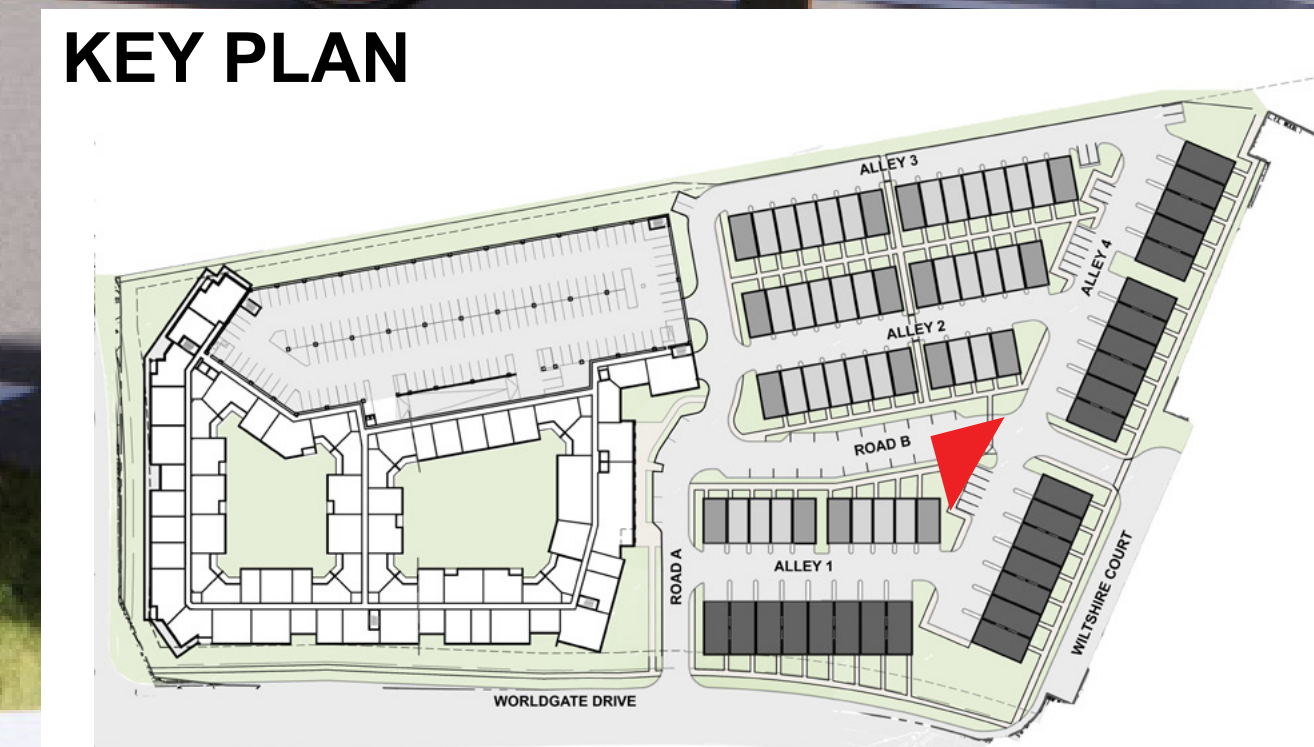
KEY PLAN



PERSPECTIVE

A-38

01/16/2024



KEY PLAN

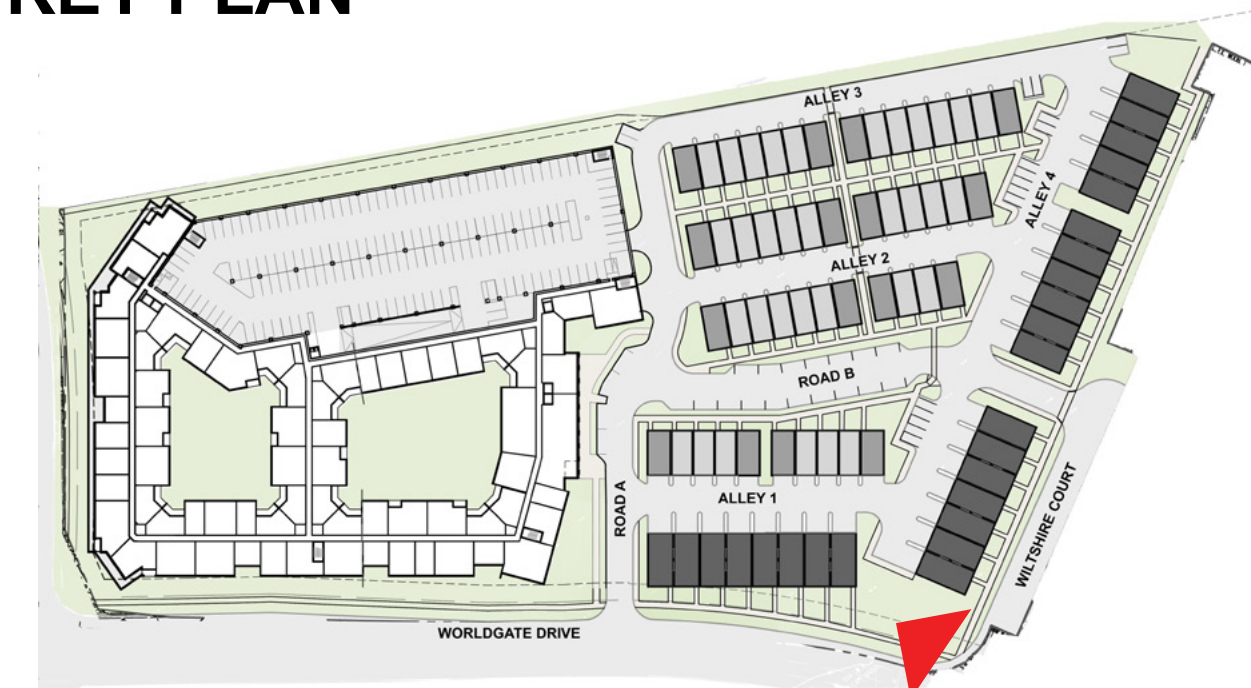
PERSPECTIVE

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01/16/2024



KEY PLAN



PERSPECTIVE

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01/16/2024



BALCONIES SHOWN ARE OPTIONAL.

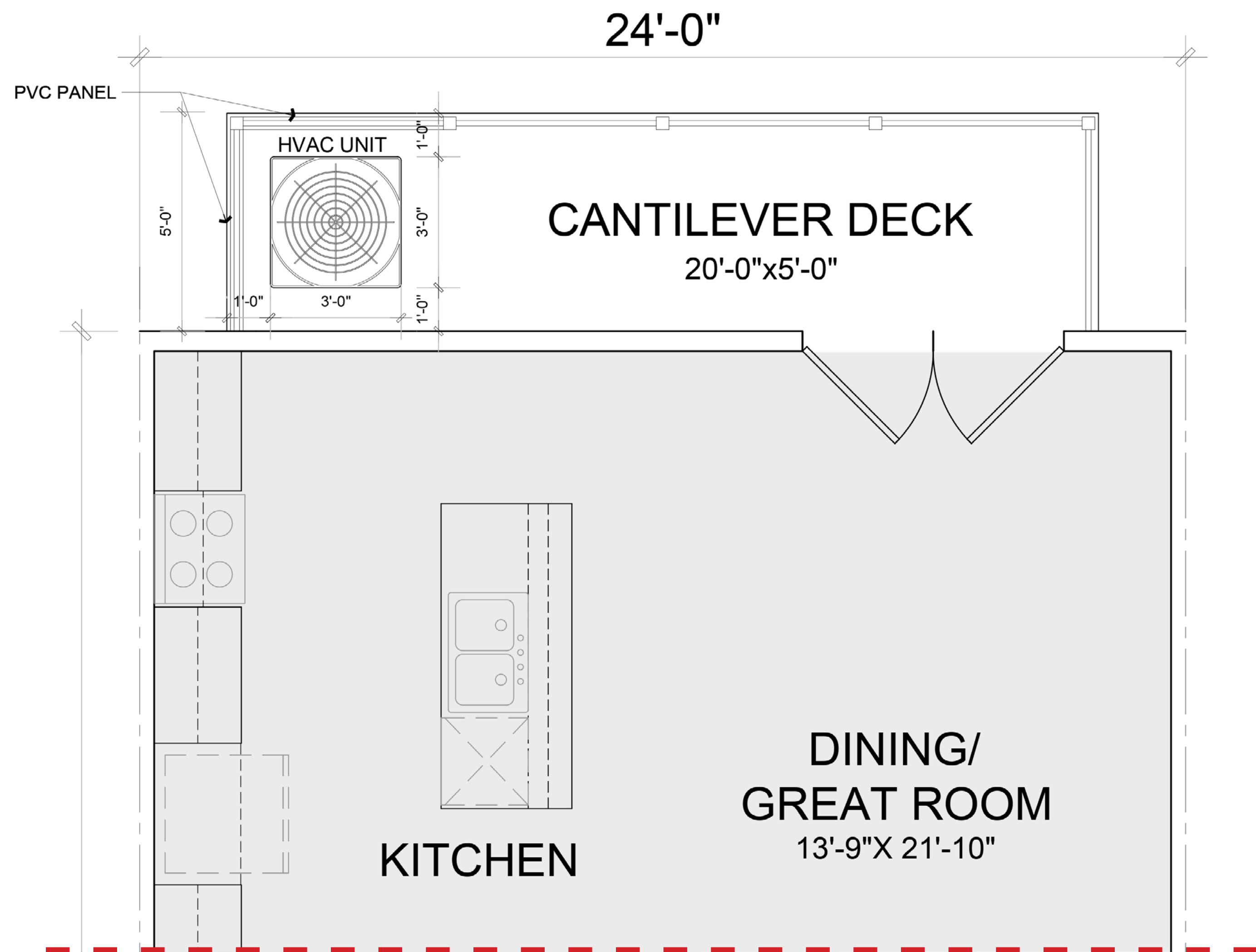
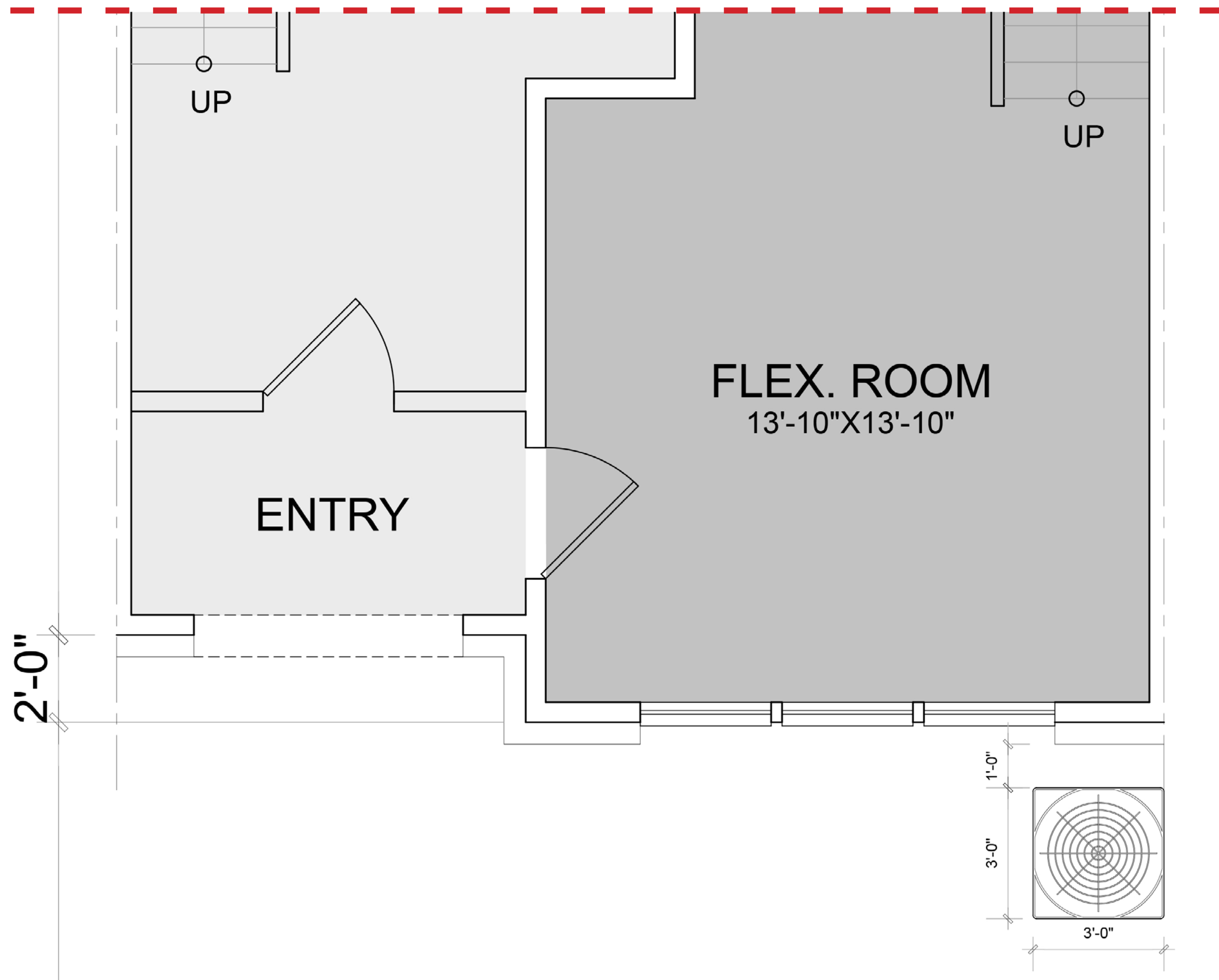
KEY PLAN



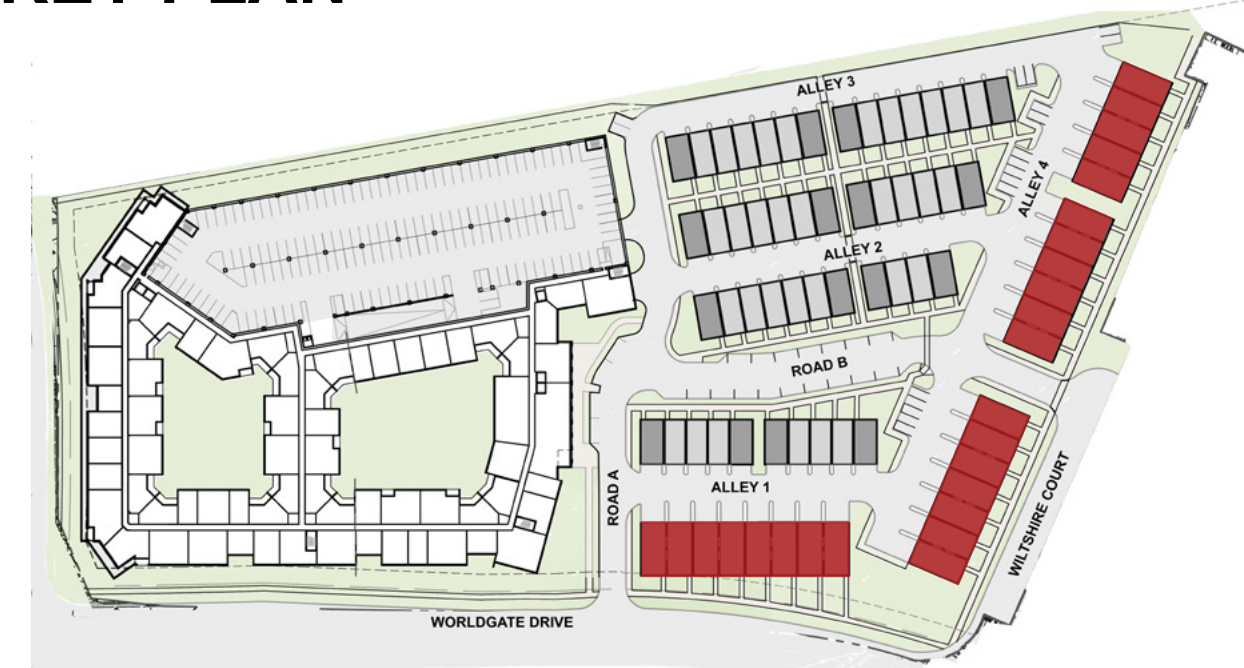
PERSPECTIVE

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01/16/2024



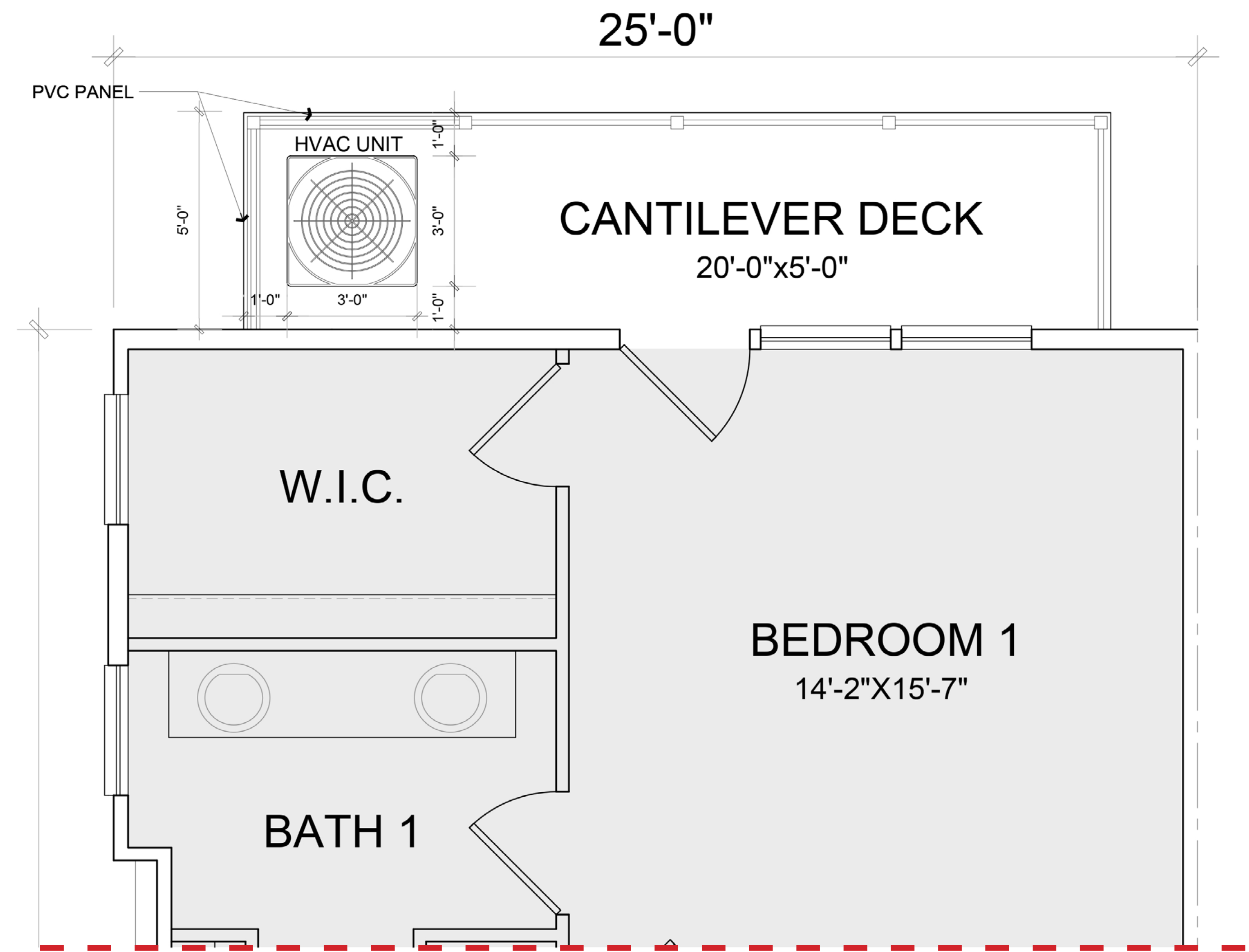
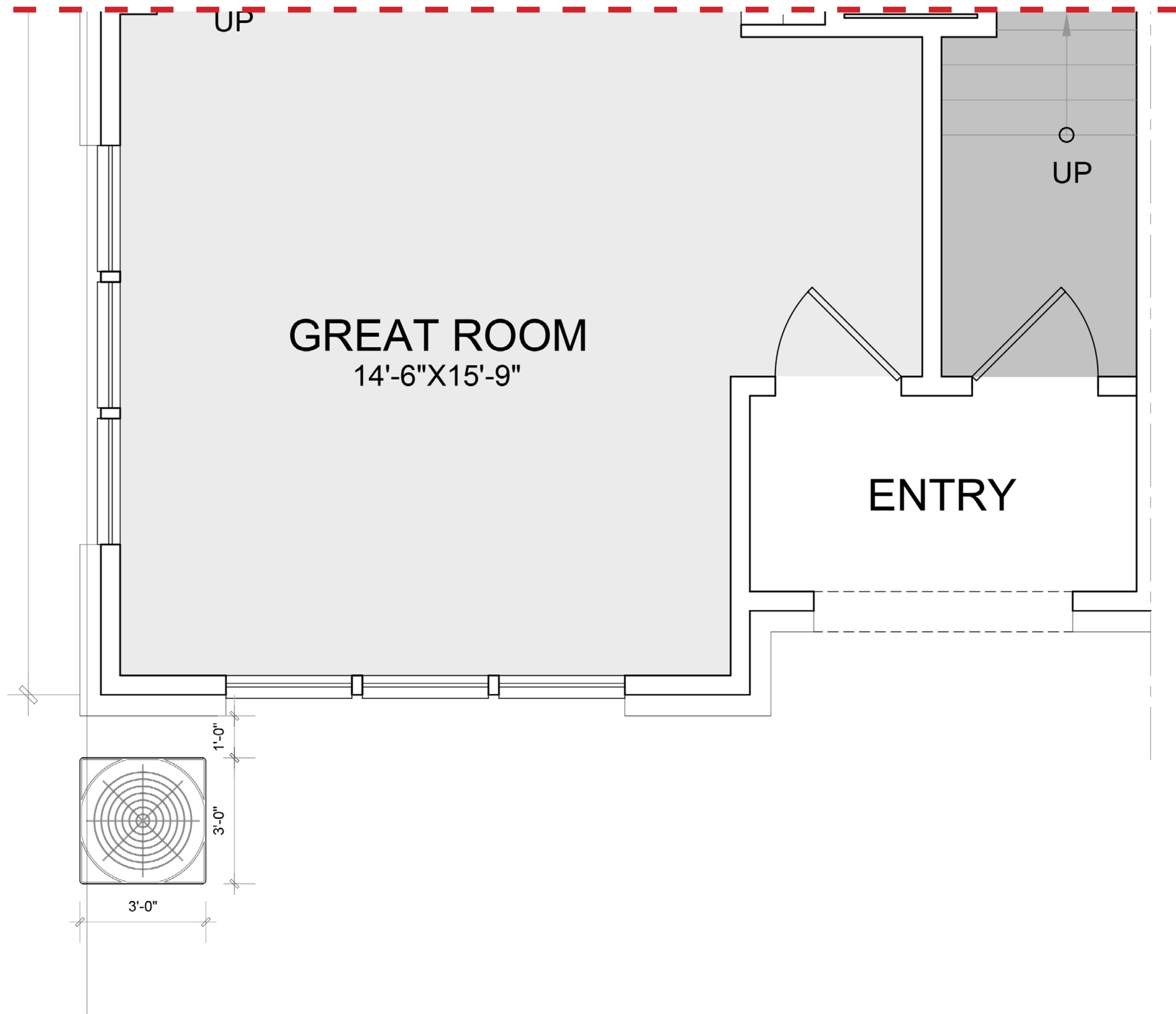
KEY PLAN



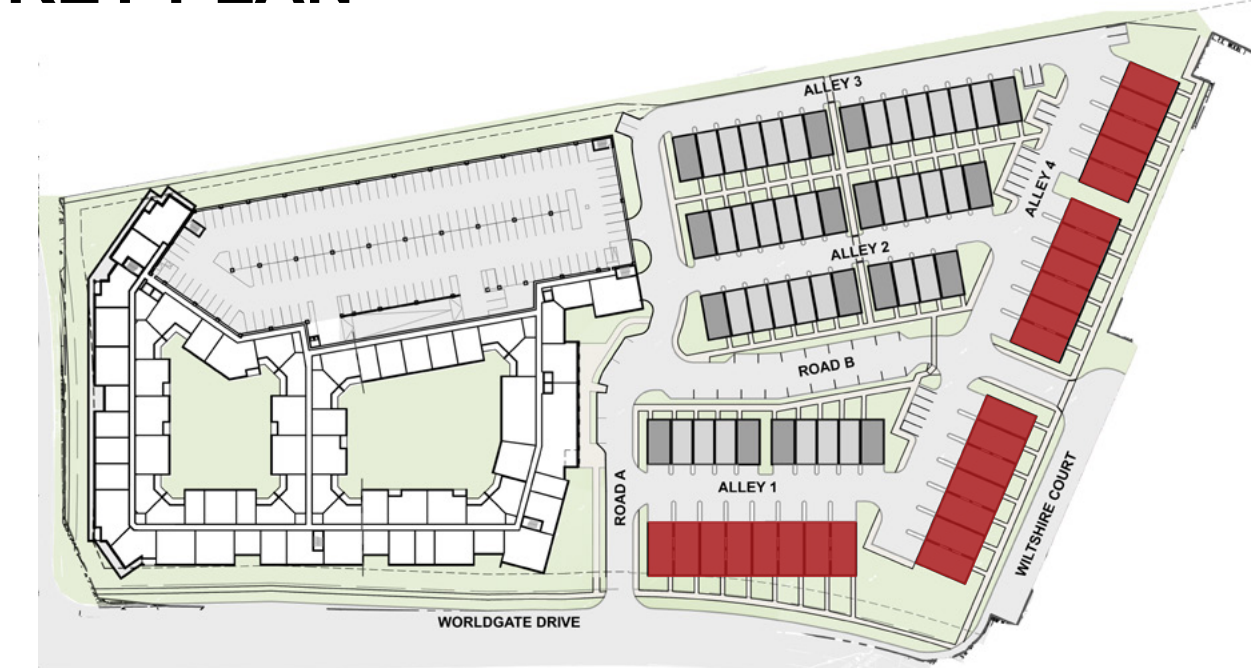
B2B CONDENSER FLOOR PLAN

A-42

01/16/2024



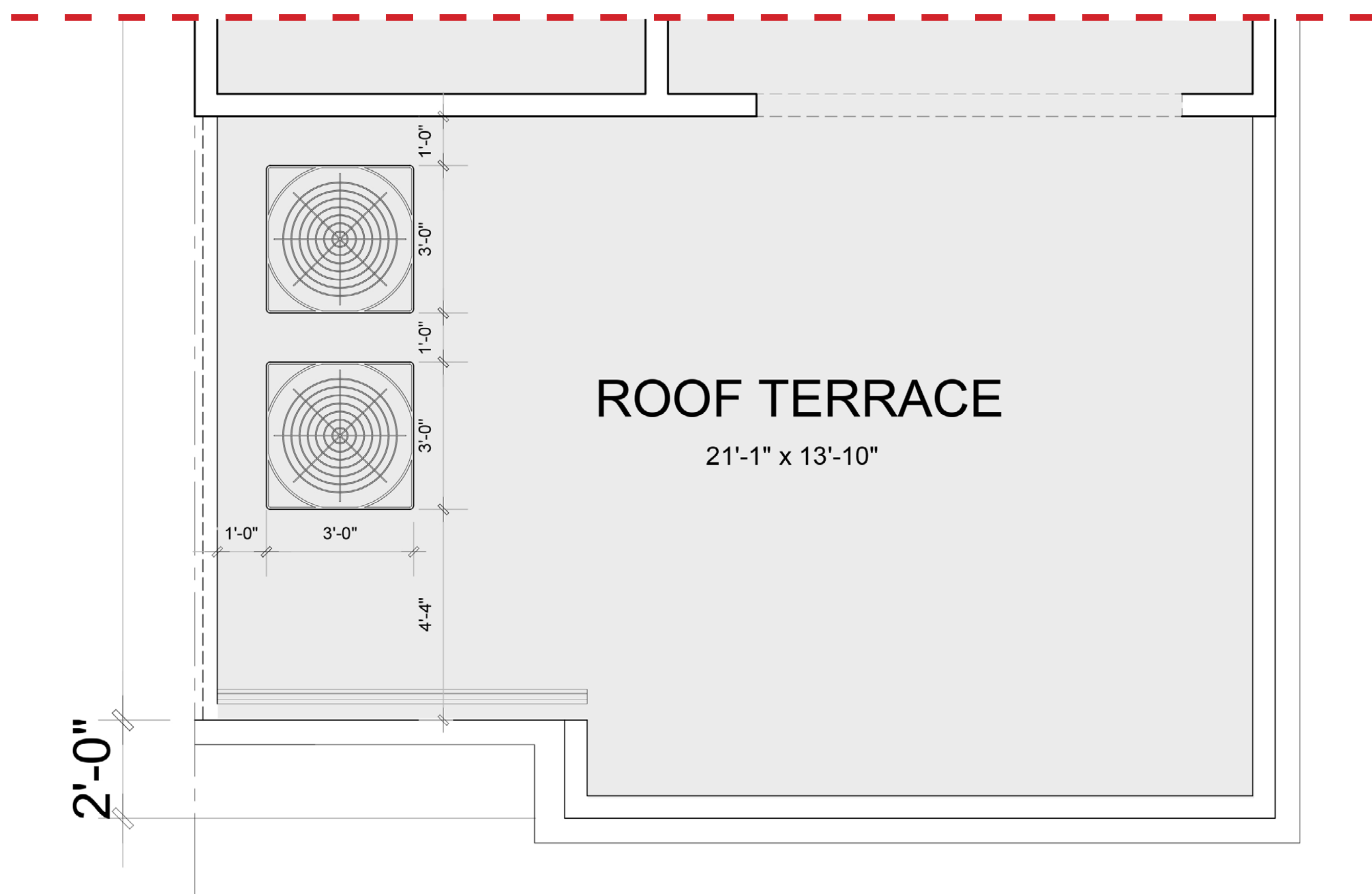
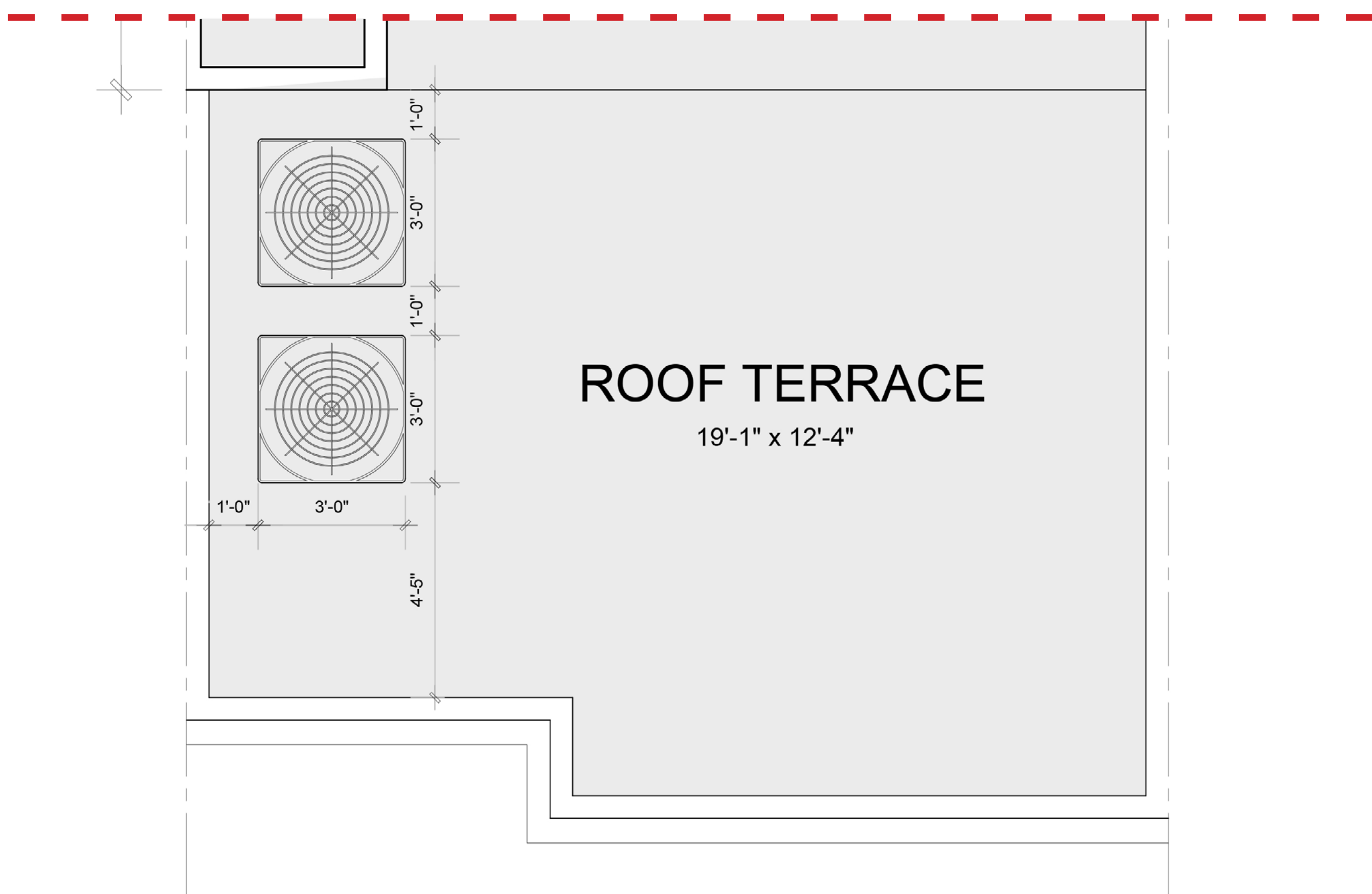
KEY PLAN



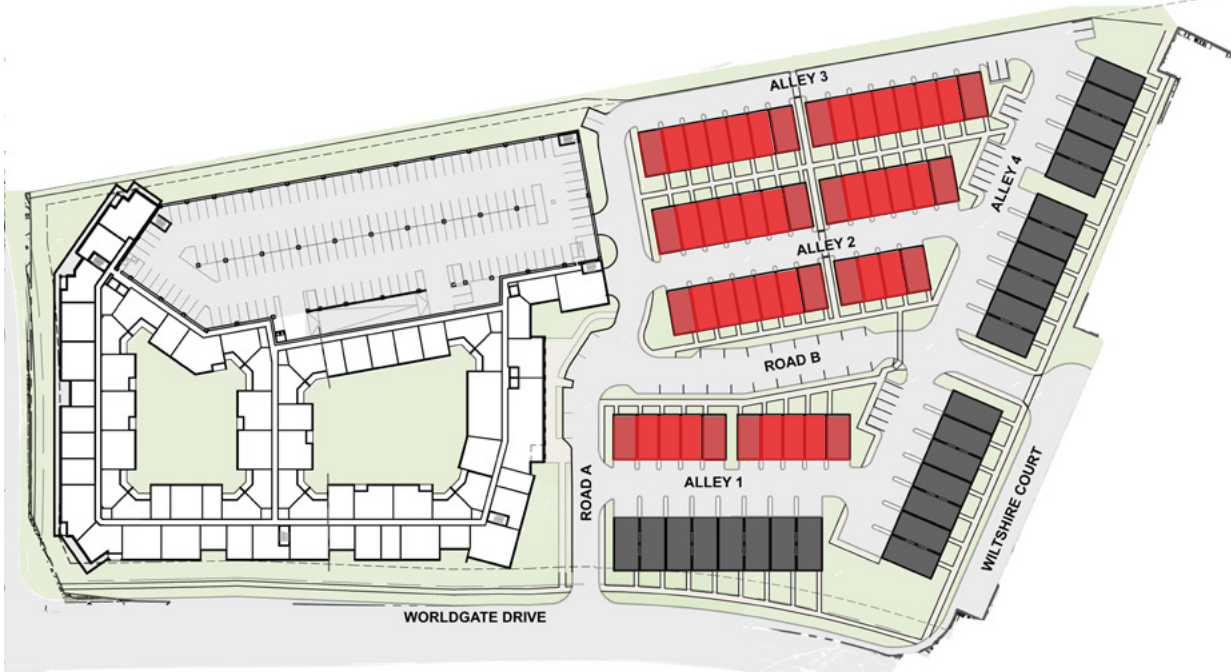
202 CONDENSER FLOOR PLAN

A-43

01/16/2024



KEY PLAN



20' & 22' TH CONDENSER FLOOR PLAN

A-44

01/16/2024



STACKED TH CONDENSERS: SECOND FLOOR BALCONY LOCATION OPTION



STACKED TH CONDENSERS: SECOND FLOOR BALCONY & ROOF LOCATION OPTION

KEY PLAN



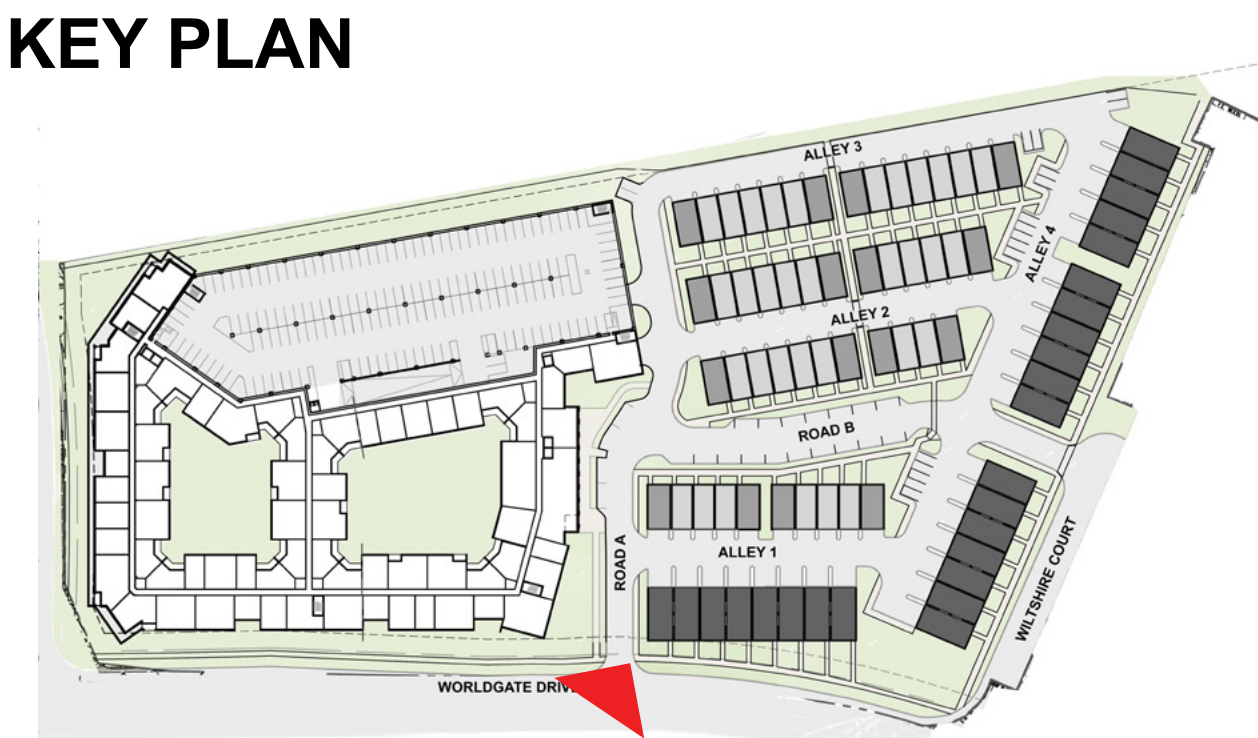
PERSPECTIVE

A-46

01/16/2024



STACKED TH CONDENSERS: FRONT YARD LOCATION OPTION



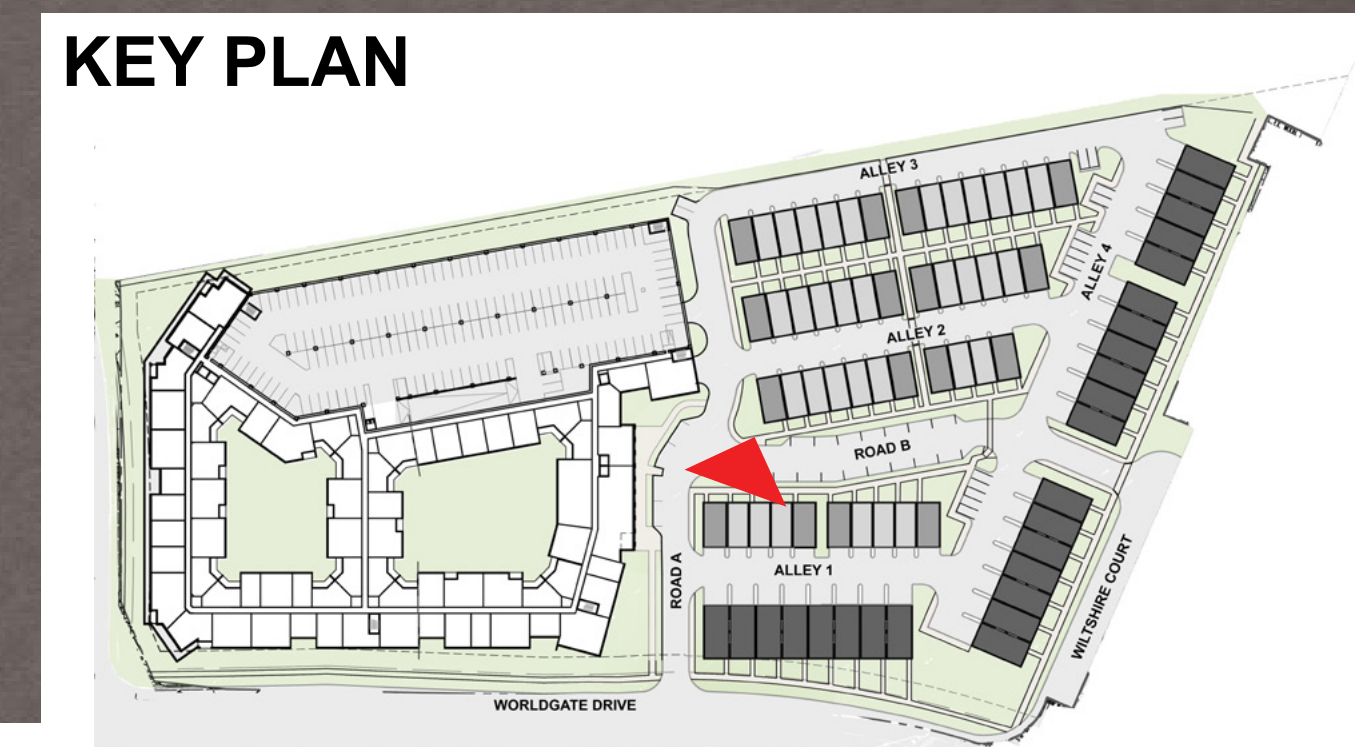
PERSPECTIVE

A-47

01/16/2024



20' & 22' TH CONDENSERS: ROOF TERRACE LOCATION OPTION



PERSPECTIVE

A-48

01/16/2024

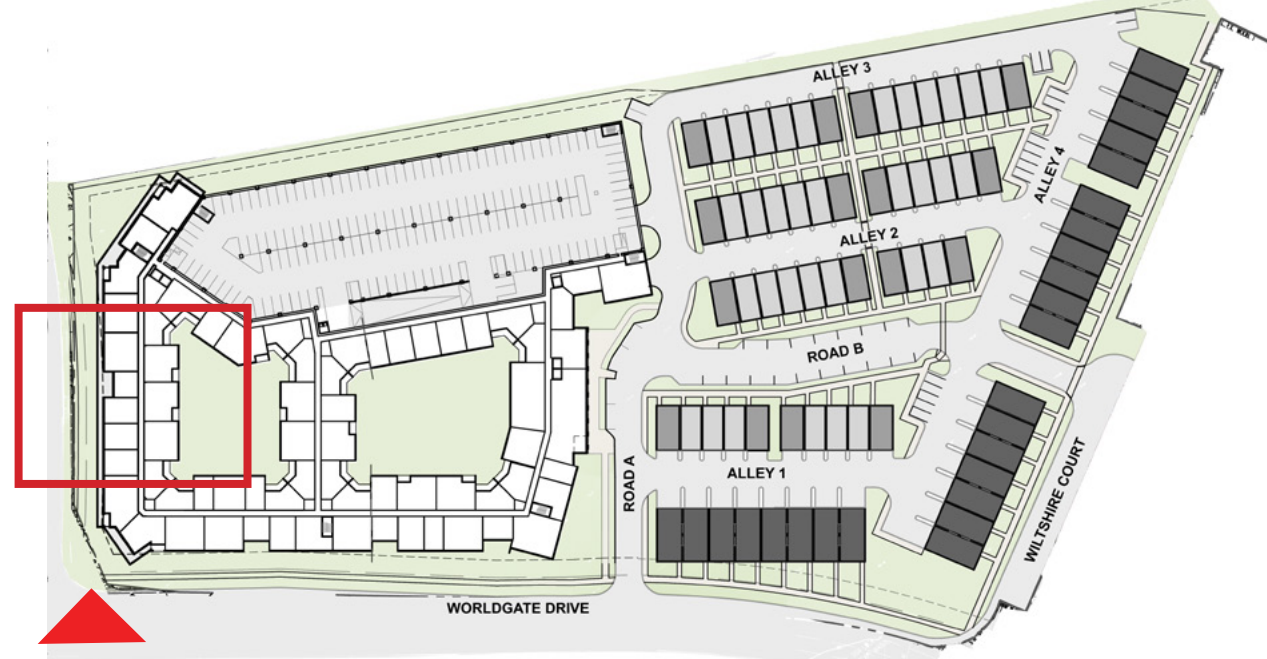


BUS SHELTER - COLUMBIA EQUIPMENT COMPANY

- STAFF BUS STOP PROPOSED (BUS PULLOUT):
- BUS PULLOUT PUSHES EXISTING CURB 12' EASTWARD TOWARDS PRIVATE PATIOS
 - LOADING ZONE WITH BUS SHELTER IN CLOSE PROXIMITY TO PRIVATE PATIOS (+/- 11FT)
 - NO PRIVACY FOR RENTERS
 - SECURITY CONCERNS
 - SIDEWALK HAS TO CURVE AROUND BUS STOP
 - LANDSCAPING IS INTERRUPTED



KEY PLAN



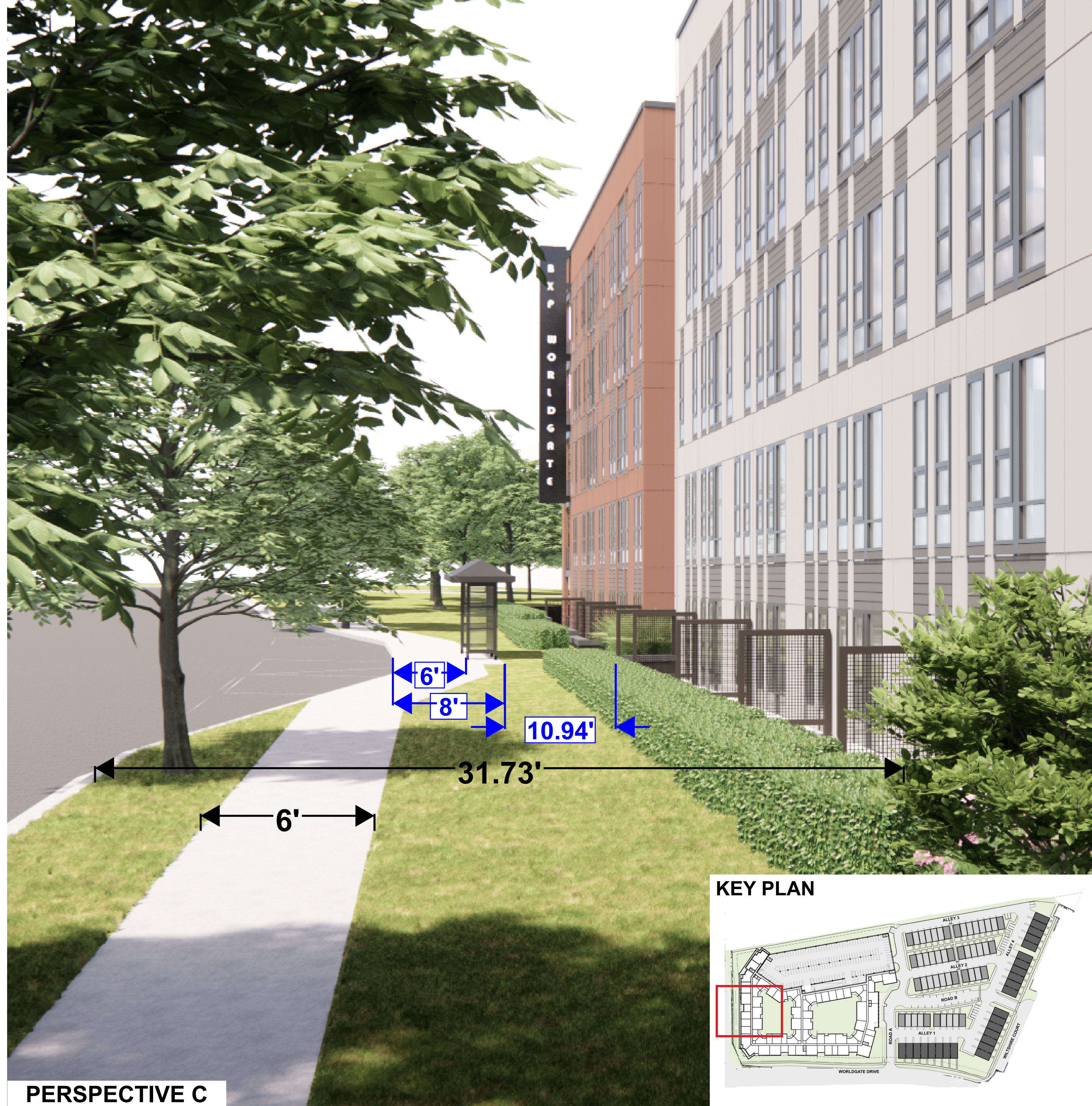
ELDEN STREET BUS STOP



PERSPECTIVE A

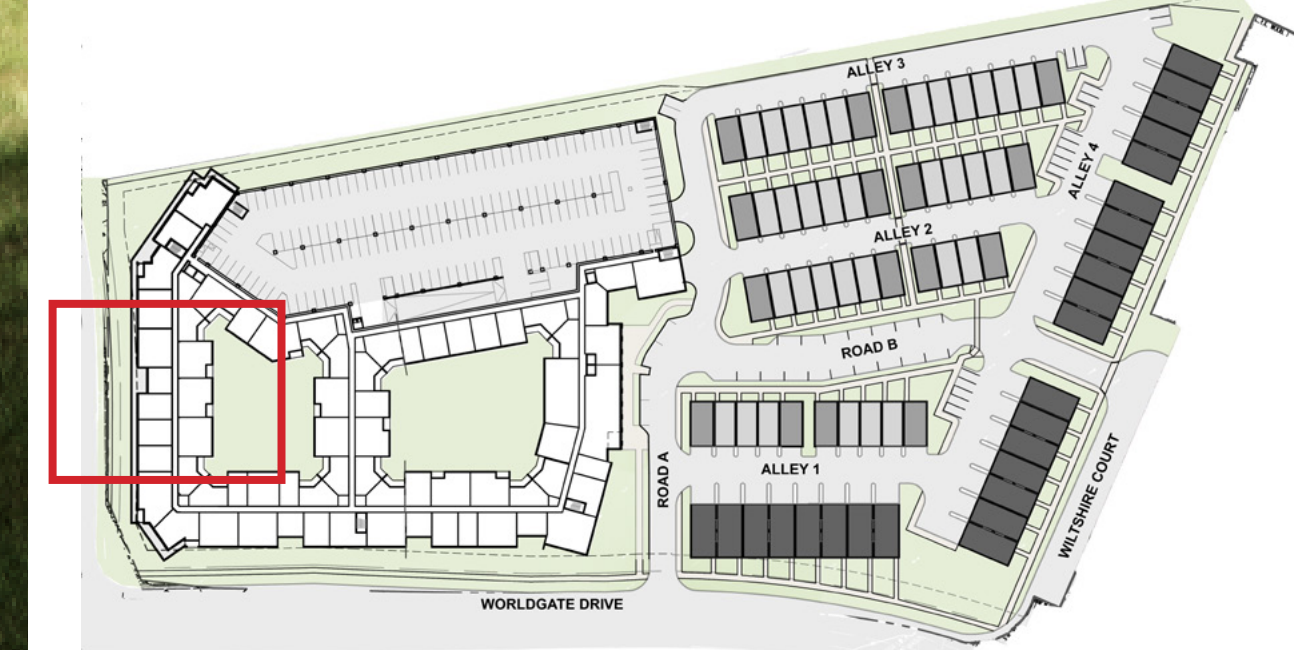


PERSPECTIVE B



PERSPECTIVE C

KEY PLAN



ELDEN STREET BUS STOP

A-50

01/16/2024

Transportation Impact Study

Worldgate Drive Redevelopment

Town of Herndon, Virginia

First Submission: January 3, 2023

Second Submission: August 10, 2023

Third Submission: November 7, 2023

Fourth Submission: January 17, 2024



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Executive Summary

This report presents the findings of a traffic impact study conducted for the proposed Worldgate Drive Redevelopment in the Town of Herndon, Virginia. The study was developed in accordance with VDOT and the Town of Herndon's Traffic Impact Analysis (TIA) Guidelines.

This study was prepared in accordance with the best professional practices and standards that assess the impact of a proposed development on the transportation system and recommend improvements to lessen or negate those impacts. Traffic impact analysis involves the evaluation of anticipated roadway conditions with and without the proposed development and recommends transportation improvements to offset both the impacts of the increase in future traffic volumes and the changes in traffic operations due to the development. The traffic impact analysis assists public officials and developers to balance interrelations between efficient traffic movements with necessary lane access.

4th Submission Update: As a result of discussions with Town staff, the proposed right-in/right-out site entrance on Worldgate Drive has been converted into a right-in only site entrance.

Site Location and Study Area

The proposed development is located north of Worldgate Drive, east of Elden Street, and west of Wiltshire Lane in the Town of Herndon, Virginia. The study area includes the following intersections as identified in the traffic scoping document:

1. Elden Street and Parcher Avenue/Worldgate Drive
2. Worldgate Drive and Wiltshire Lane
3. Van Buren Street and Worldgate Drive
4. Worldgate Drive and Right-In Only Site Entrance (Future)

Description of Proposed Development

The Applicant is submitting a development application for the proposed Worldgate Drive Redevelopment. The 10.42-acre site consists of two (2) parcels (Tax Map #16-1 ((02)) 25, #16-3 ((02)) 2A). The existing site is currently occupied by a 348,545 SF office building that is to be removed and parking garage that is to be partially removed. The proposed development includes 49 townhouse units, 52 stacked townhouse units, and 349 multifamily units. The current zoning for the site is PD-W (Planned Development – Worldgate).

Site access is planned to be provided via the existing full access entrance on Wiltshire Lane and a proposed right-in only entrance on Worldgate Drive. Build out of the site is anticipated in 2026. The proposal results in a lower trip generation compared to the existing office use.

Principal Findings and Conclusions

The analysis presented in this report supports the following major findings:

- **Existing (2022) Conditions:**
 - The study intersections operate at acceptable levels of service.
 - The average queue lengths for all the movements are accommodated within the existing storage lengths.
- **Future without Development (2026) Conditions:**
 - An inherent growth of 1% per year was applied on major movements to account for the regional growth in traffic volumes.
 - The following approved but unbuilt background developments were assumed to be in place by 2026:

-
- 555 Herndon Parkway – 400 residential units, 430,000 SF of office, and 25,000 SF of retail
 - Parkview Redevelopment – 675 residential units, 413,000 SF of office, and 10,000 SF of retail
 - Herndon Corporate Center – 141 residential units
 - The study intersections operate at acceptable levels of service.
 - The average queue lengths for all the movements are accommodated within the existing storage lengths.
 - **Future with Development (2026) Conditions:**
 - The proposed development is anticipated to generate approximately 166 trips during the AM peak hour, 105 trips during the Mid-day peak, 170 trips during the PM peak hour, and 1,990 trips on a typical weekday.
 - Compared to the existing office use on the site, the proposed use generates approximately 324 fewer AM peak hour trips, 185 fewer Mid-day peak hour trips, 298 fewer PM peak hour trips and 1,448 fewer daily trips compared to the existing office use. This results in a significant reduction in the trip generation on the site compared to the existing use – approximately 64%-66% reduction of peak hour trips generated and approximately 42% reduction of daily trips generated.
 - The traffic generated by the proposed development has a minimal impact on the regional study intersections.
 - All study intersections operate at acceptable levels of service.
 - The average queue lengths for all the movements are accommodated within the existing storage lengths.

Introduction

This report presents the findings of a traffic impact study conducted for the proposed Worldgate Drive Redevelopment in the Town of Herndon, Virginia.

The Applicant is submitting a development application for the proposed Worldgate Drive Redevelopment. The 10.42-acre site consists of two (2) parcels (Tax Map #16-1 ((02)) 25, #16-3 ((02)) 2A). The existing site is currently occupied by a 348,545 SF office building that is to be removed and parking garage that is to be partially removed. The proposed development includes 49 townhouse units, 52 stacked townhouse units, and 349 multifamily units. The current zoning for the site is PD-W (Planned Development – Worldgate). Site access is planned to be provided via the existing full access entrance on Wiltshire Lane and a proposed right-in only entrance on Worldgate Drive. Build out of the site is anticipated in 2026. The proposal results in less trip generated than the existing office use.

The following tasks were completed as part of this study effort:

- A scoping meeting was held on November 3, 2022, with representatives from the Town of Herndon staff. 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.
- Traffic counts were conducted during the AM, Mid-day, and PM peaks on Tuesday, November 15, 2022 from 6:00 AM to 10:00 AM, 10:00 AM to 2:00 PM, and from 3:30 PM to 7:30 PM. The count data is included in Appendix B.
- Intersection capacity analyses were performed for Existing (2022) conditions, Future without Development (2026) conditions, and Future with Development (2026) conditions during the weekday AM, Mid-day, and PM peak hour traffic conditions at the study intersections.
- Future traffic conditions were estimated based on regional growth, planned background improvements, approved developments in the area, and the proposed development plan.
- Traffic volumes for the developments were generated using the methodology outlined in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 11th Edition publication.

Sources of data for this study include information provided by Town of Herndon, VDOT, Urban, and the office files and field reconnaissance efforts of Gorove Slade.

Description of the Existing Site

Site Location

The proposed development is located north of Worldgate Drive, east of Elden Street, and west of Wiltshire Lane in the Town of Herndon, Virginia as shown in Figure 1. The existing conditions plan is shown in Figure 2 and Figure 3.

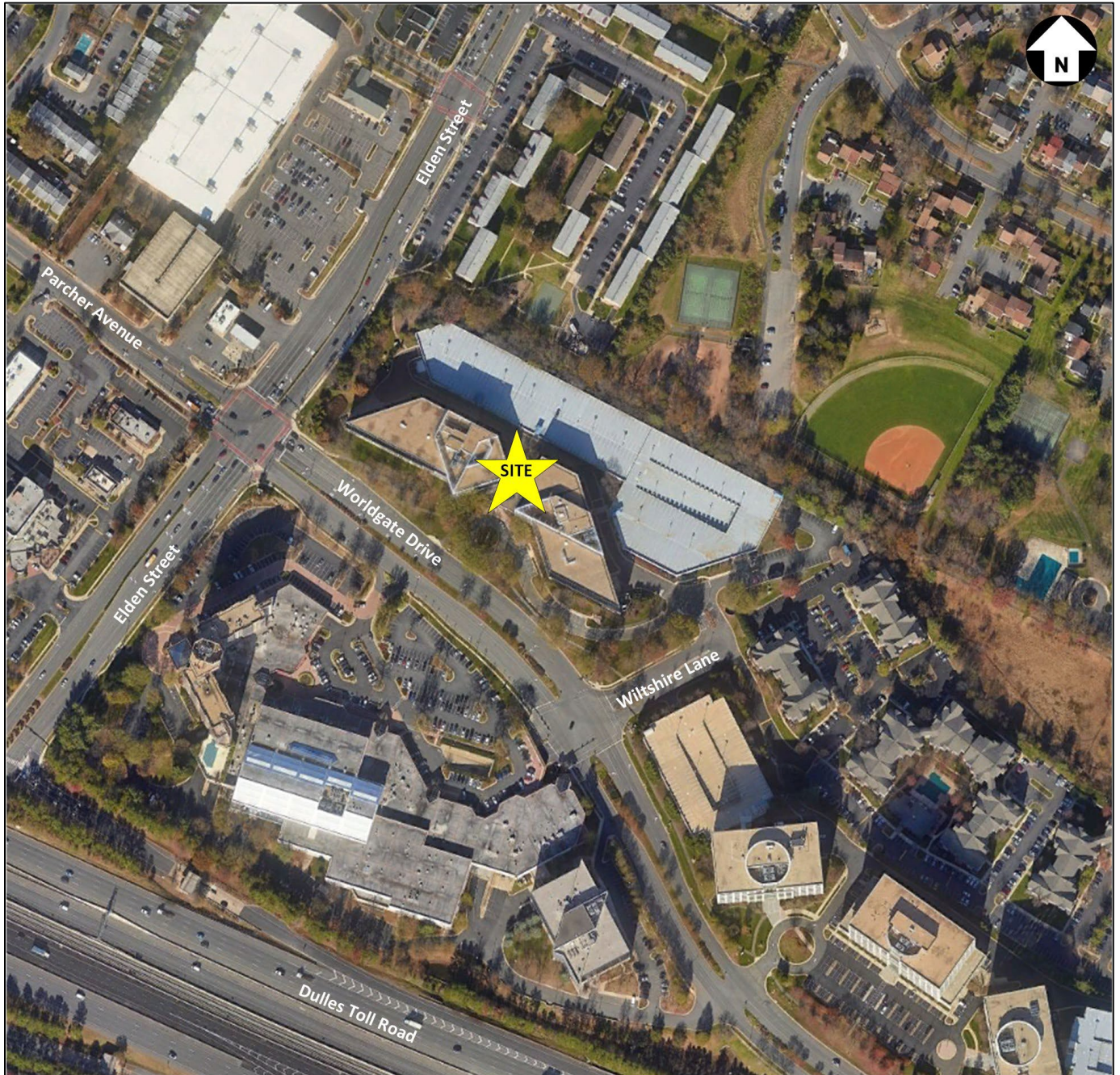


Figure 1: Site Location

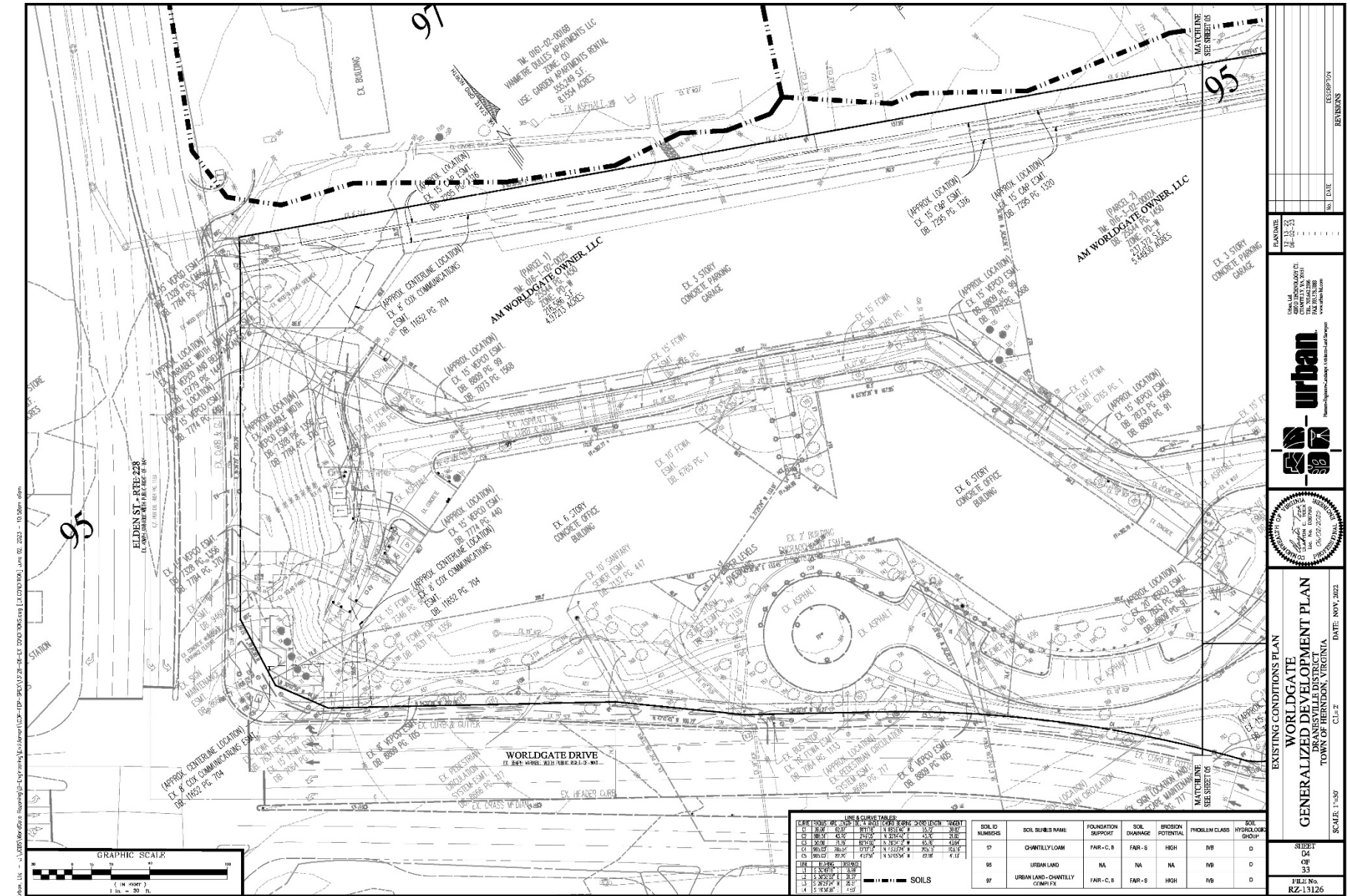


Figure 2: Existing Conditions Plan (1 of 2) (Prepared by Urban Ltd)

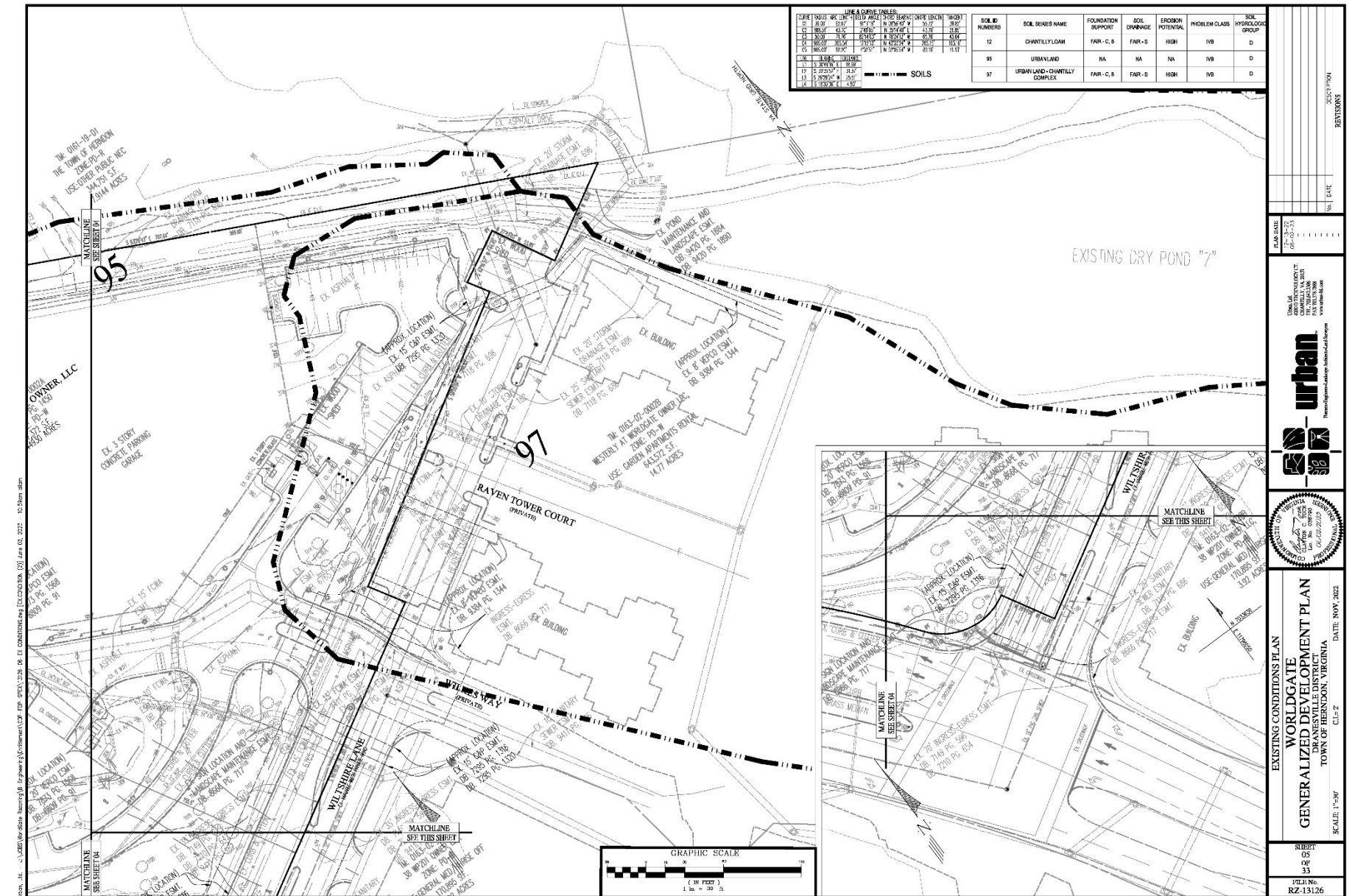


Figure 3: Existing Conditions Plan (2 of 2) (Prepared by Urban Ltd)

Description of the Parcel

The redevelopment site consists of two (2) parcels (Tax Map Numbers #16-1 ((02)) 25, #16-3 ((02)) 2A) as shown in Figure 4. The total site area is approximately 10.42 acres.



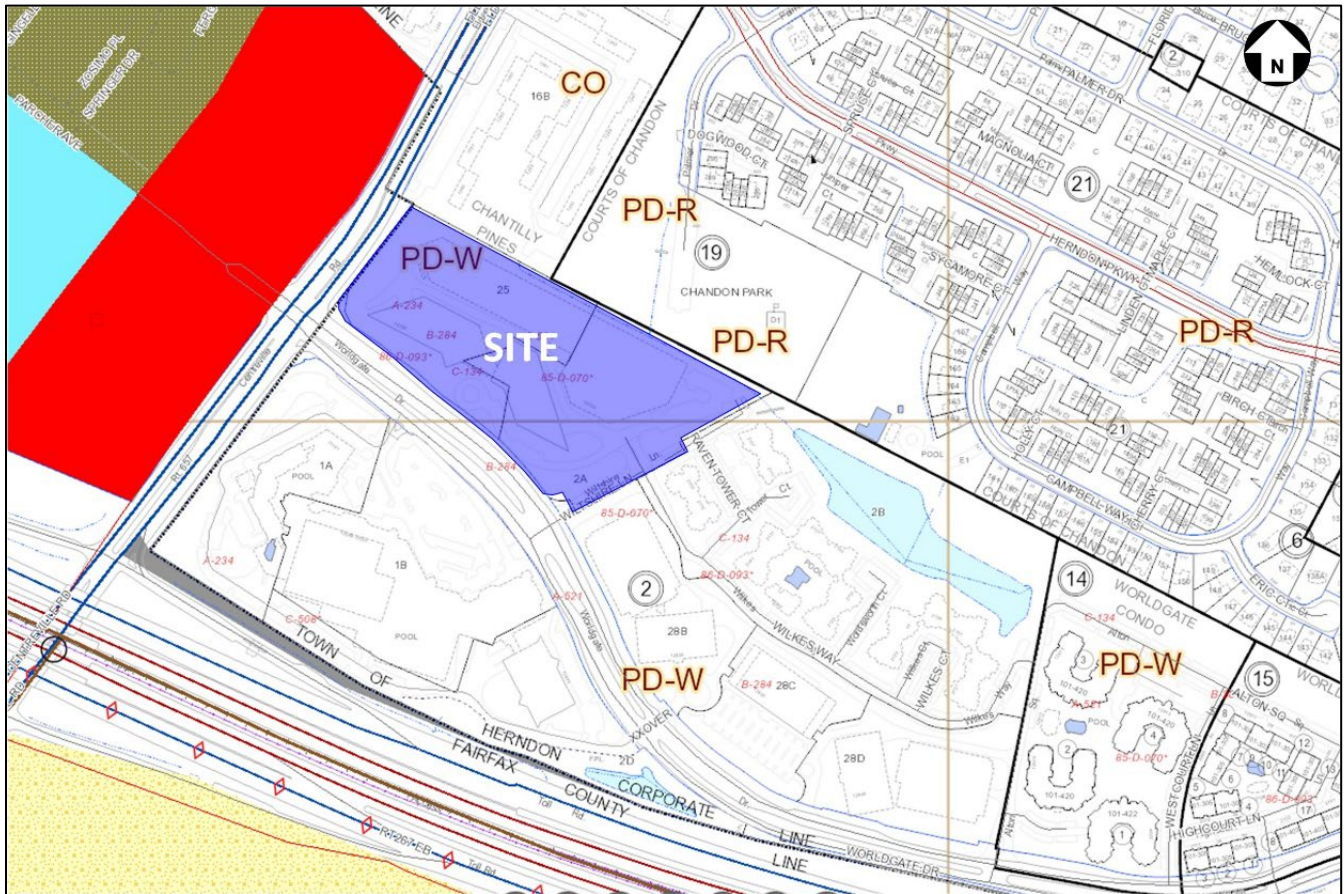


Figure 5: Zoning Map

Description of Geometric Scope and Limits of the Study Area

The geographic scope of the study area was developed in accordance with the Town's guidance.

The vehicular study area includes the following intersections:

1. Elden Street and Parcher Avenue/Worldgate Drive
2. Worldgate Drive and Wiltshire Lane
3. Van Buren Street and Worldgate Drive
4. Worldgate Drive and Right-In Only Site Entrance (Future)

The site is currently occupied by 348,545 SF of vacant office that is to be removed. The Worldgate Drive Redevelopment is proposed to include 49 townhouse units, 52 stacked townhouse units, and 349 multifamily units.

Existing Roadways

The study area consists of three (3) existing intersections: all along Worldgate Drive and one (1) future intersection on Worldgate Drive. Detailed roadway descriptions are provided in the Existing Conditions (2022) section of this study.

The site is located on the north side of Worldgate Drive, between Elden Street to its west and Wiltshire Lane to its east.

Planned Future Transportation Improvements

Roadway Improvements

As per the scoping document, South Elden Area Plan & Street Improvement Plan were considered. The Herndon Town Council is moving forward with a planned makeover of the South Elden Street area that currently has aging shopping centers and a mix of retail, residential and office space. The South Elden Street area set for revitalization runs along Elden Street from Worldgate Drive to Sterling Road. The future makeover will include the construction of new mixed-use buildings with local businesses, retail stores and restaurants as well as townhomes/condos that will house current residents of Elden Street. In 2015, an amendment to the town's comprehensive plan called for making improvements to South Elden Street area. Possible changes include creating a shared use path for bicycles and pedestrians, dedicated turn lanes, a raised median, updated pedestrian signals and the placement of overhead wires underground.

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.

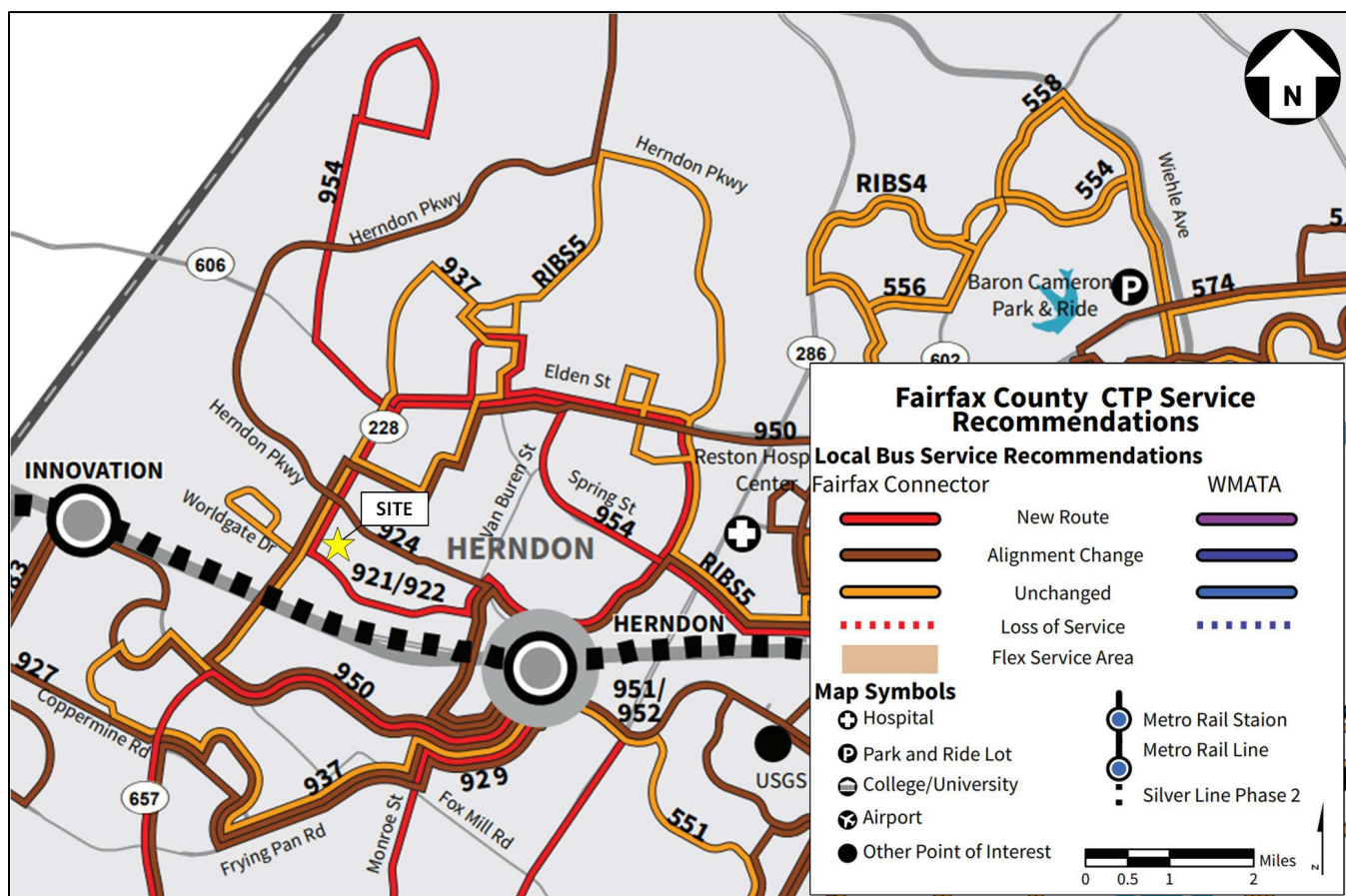


Figure 6: Fairfax County CTP Service Recommendations (Source: FCDOT)

Bicycle and Pedestrian Improvements

Fairfax County has adopted a *Countywide Bicycle Master Plan*. As part of the recommended bicycle network, a sharrow is recommended along Van Buren Street in the vicinity of the site. Figure 7 and Figure 8 shows the recommended bicycle facilities in the vicinity of the site. Figure 8 shows the existing and proposed bicycle network routes and facility types from Town of Herndon *Bicycle Network Master Plan*. As part of the recommended bicycle network, a bicycle lane is planned along Worldgate Drive and a cycle track is planned along Elden Street.

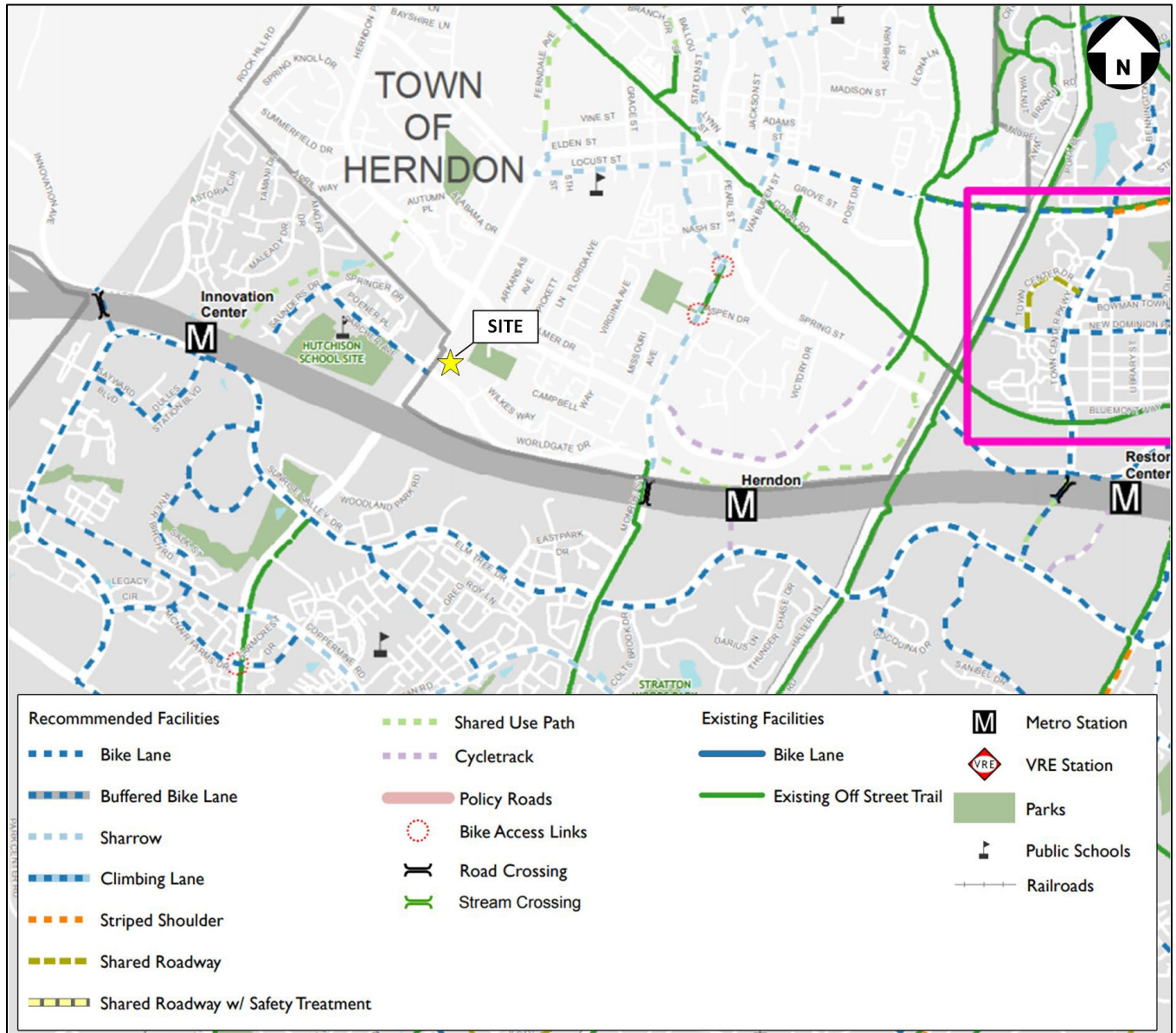


Figure 7: Recommended Bicycle Facilities (Source: Fairfax County Bicycle Master Plan)

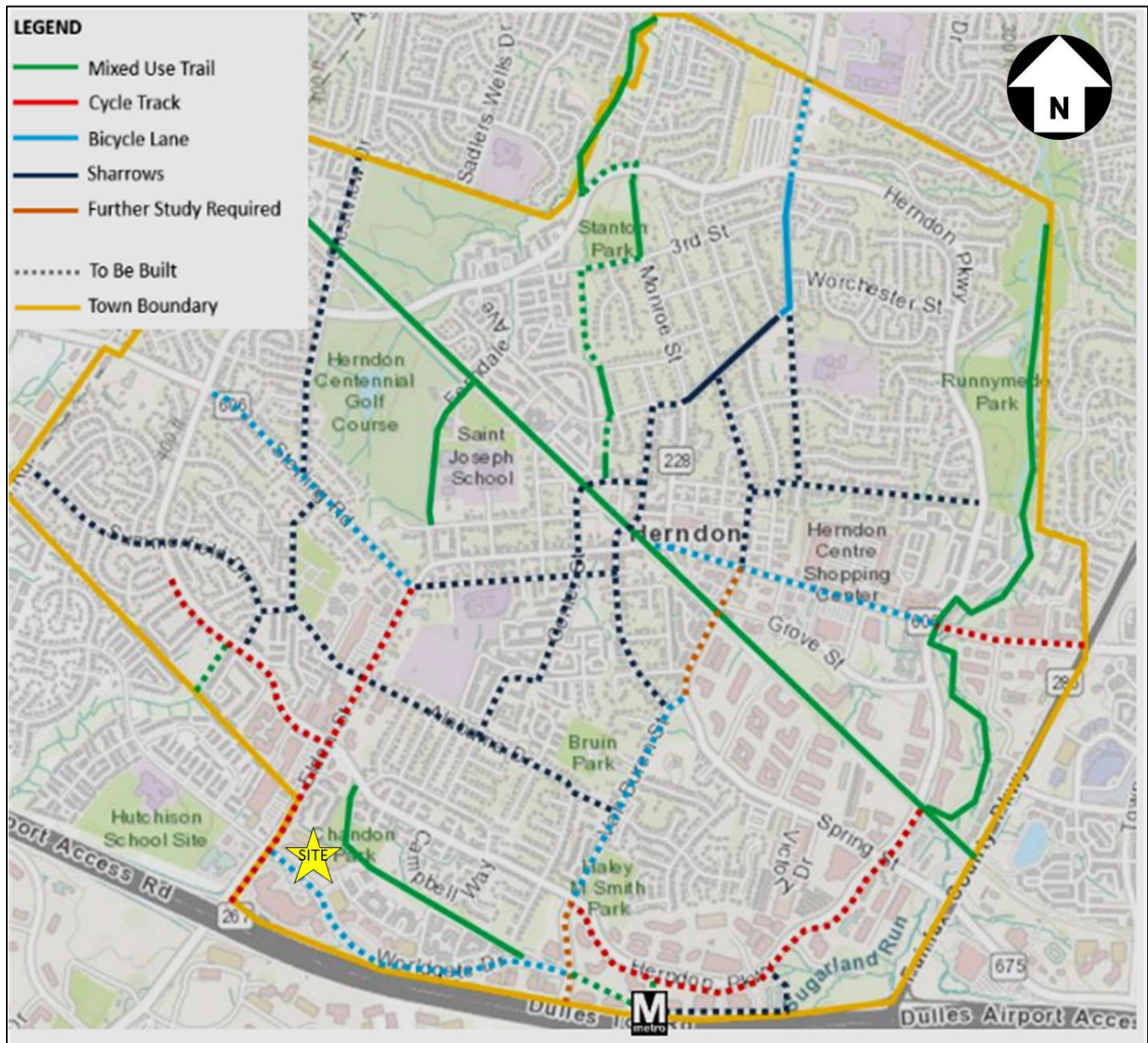


Figure 8: Recommended Bicycle Facilities (Source: Town of Herndon Bicycle Master Plan)

Existing Conditions (2022)

Existing Transit Service

Two (2) bus routes currently serve the site area along Worldgate Drive. Bus service along Worldgate Drive is provided by Fairfax Connector Routes 921 and 952. The existing bus routes are shown in Figure 9.

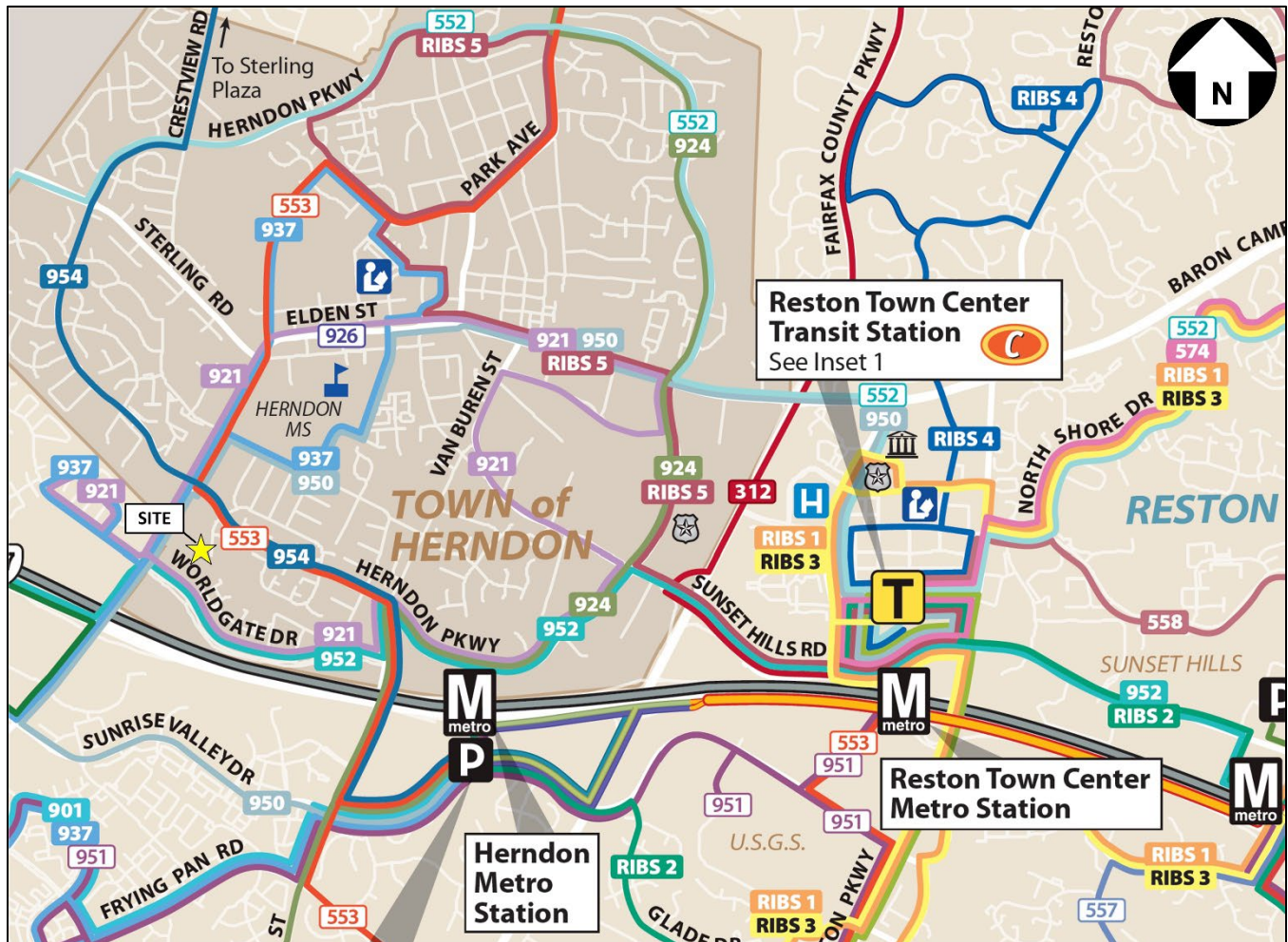


Figure 9: Existing Transit Service (Source: Fairfax Connector)

Existing Bicycle and Pedestrian Facilities

Van Buren Street and Worldgate Drive are considered “Less Comfortable” for bicycling and Wiltshire Lane is considered “Most Comfortable” as shown in Figure 10. Elden Street and a portion of Worldgate Drive have bikeable sidewalks. Worldgate Drive and Van Buren Street have secondary trails/shared use paths. The intersection of Elden Street and Worldgate Drive/Parcher Avenue has crosswalks and pedestrian signal heads on all approaches. The intersection of Worldgate Drive and Van Buren Street has crosswalks and pedestrian signal heads on three of the four approaches. The intersection of Worldgate Drive and Wiltshire Lane has crosswalks and pedestrian signal heads on all four approaches.



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 below.

Elden Street is classified as an urban minor collector based on Town of Herndon's 2005 Classification Map and as a minor arterial per VDOT Functional Classification website. It is currently a six-lane divided roadway with a posted speed limit of 40 mph in the vicinity of the site.

Worldgate Drive is classified as a minor collector per VDOT Functional Classification website. It is currently a four-lane divided roadway with turn lanes at all its major intersections. The posted speed limit in the vicinity of the site is 35 mph.

Van Buren Street (Route 6631) is four-lane divided urban collector with left turns lanes at major intersections. 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.

Historical Crash Data

Crash data at the existing study intersections was obtained from VDOT for the most recent five years. The crash data is summarized in Table 1. The crash data provided by VDOT is included in Appendix C.

Table 1: Five-Year Crash Data Summary (January 2018 – December 2022)

Intersection	Total Number of Crashes	By Severity			By Crash Type			Crash Rate (Crashes per MEV)
		Number of Property Damage Crashes	Number of Crashes Resulting in Injury	Number of Fatal Crash	Rear Ends	Angle Crashes	Other Types	
1 Elden Street and Worldgate Drive/Parcher Avenue	43	19	24	0	18	13	12	0.63
2 Worldgate Drive and Worldgate Center Entrance/Wiltshire Lane	6	0	6	0	1	2	3	0.17
3 Van Buren Street and Worldgate Drive	19	7	12	0	9	4	6	0.52

It should be noted that “Other Types” include sideswipe – same direction, sideswipe – opposite direction, backed into, pedestrian, fixed object – off road, fixed object – in road, head on, and non-collision, as well as any other crash types that do not fall into one of these listed collision types. The crash data included in Table 1 shows the following:

- Intersection of Elden Street and Worldgate Drive/Parcher Avenue:
 - The intersection of Elden Street and Worldgate Drive/Parcher Avenue had a total of 43 crashes in the five-year period. The Intersection Crash Rate is 0.63 per million entering vehicles. A total of 31 crashes at the intersection were either rear-end or angle crashes, which are the most common types of crashes at a signalized intersection.
 - There were no fatal crashes at the intersection.
- Intersection of Worldgate Drive at Wiltshire Lane/Worldgate Center Entrance:
 - The intersection of Worldgate Drive at Wiltshire Lane/Worldgate Center Entrance had a total of 6 crashes in the five-year period. The Intersection Crash Rate is 0.17 per million entering vehicles. A total of 3 crashes at the intersection were either rear-end or angle crashes, which are the most common types of crashes at a signalized intersection.
 - There were no fatal crashes at the intersection.
- Intersection of Van Buren Street at Worldgate Drive:
 - The intersection of Van Buren Street at Worldgate Drive had a total of 19 crashes in the five-year period. The Intersection Crash Rate is 0.52 per million entering vehicles. A total of 13 crashes at the intersection were either rear-end or angle crashes, which are the most common types of crashes at a signalized intersection.
 - There were no fatal crashes at the intersection.

It should be noted that according to the Institute of Transportation Engineers’ (ITE) *Transportation Impact Analysis for Site Development*, a crash rate of 1.00/MEV or higher can be used as a threshold to identify intersections that may have an elevated crash rate due to operational, geometric, or other deficiencies. Based on the crash rates at the intersections, none of the study the intersections have a high crash rate.

Existing Traffic Volumes

Traffic counts were conducted during the AM, Mid-day, and PM peak on Tuesday, November 15, 2022 from 6:00 AM to 10:00 AM, 10:00 AM to 2:00 PM, and from 3:30 PM to 7:30 PM. Analysis of the existing traffic data determined the following system peak hours:

- AM Peak Hour: 8:00 AM to 9:00 AM
- Mid-day Peak Hour: 12:15 PM to 1:15 PM
- PM Peak Hour: 5:00 PM to 6:00 PM

The existing weekday peak hour traffic volumes for the existing study intersections are shown in Figure 11. The published k-factors from the VDOT’s 2018 Traffic Data website were used to estimate daily volumes from the PM peak hour (0.099 for Van Buren Street and 0.089 for Elden Street). A k-factor of 0.1 was used for the other streets and site entrances. The traffic count data are included in Appendix B.

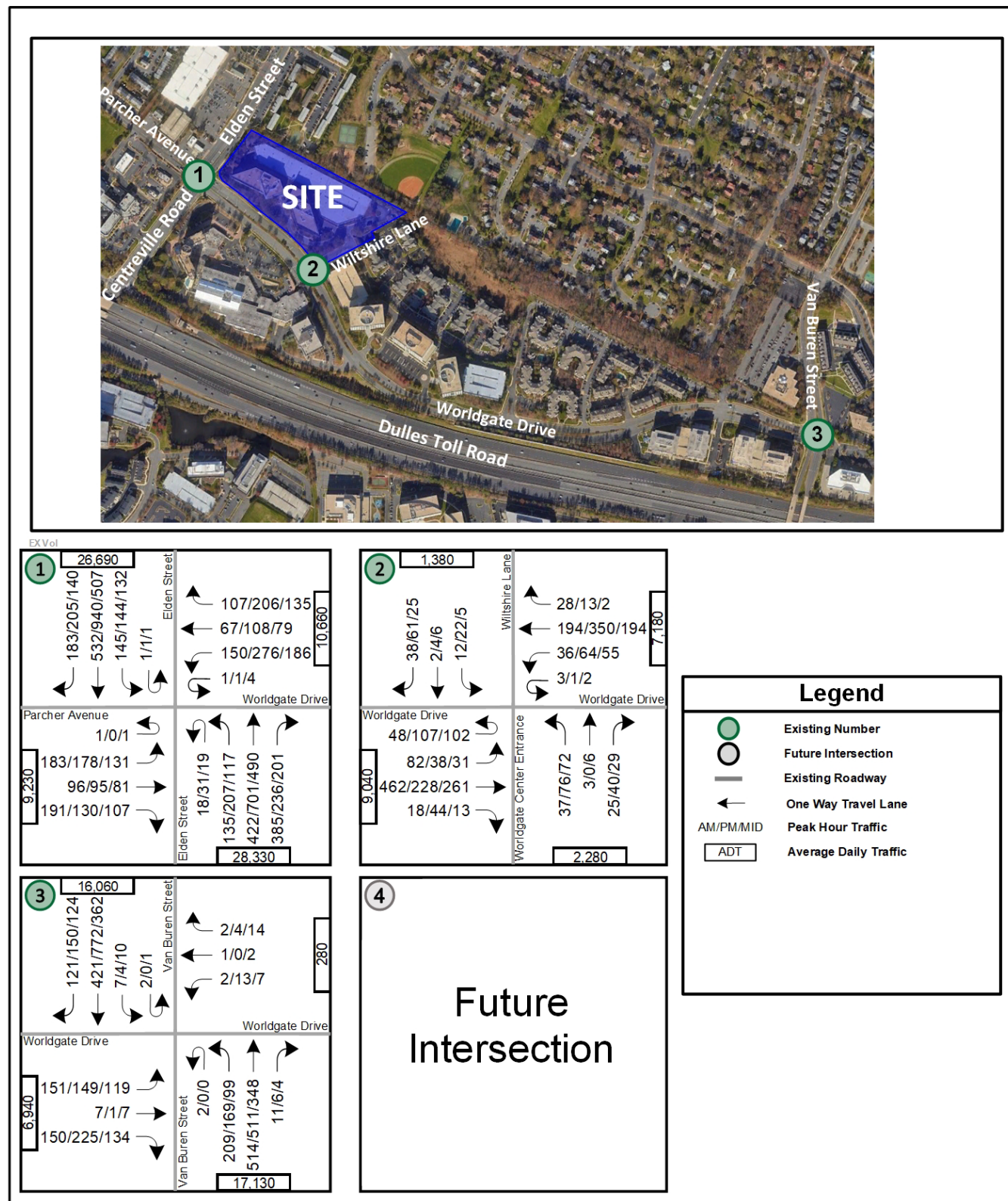


Figure 11: Existing (2022) Traffic Volumes

Existing Conditions Capacity Analysis

Capacity analysis was performed at the intersections within the study area during the weekday AM, Mid-day, and PM peak hours under existing conditions. *Synchro Version 11* was used to analyze the study intersections based on the *Highway Capacity Manual* (HCM) 2010 methodology and includes the level of service (LOS) and queue length comparisons for the turning movements analyzed.

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 2 shows the parameters used for the simulation. Per Section 7.6 of the TOSAM, all other parameters not addressed in the table should not be modified from the default value. The VDOT Sample Size Determination Tool determined four (4) runs are required for this microsimulation analysis. Hence, the 10 runs used for this study exceed the requirement.

Table 2: 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. Existing peak hour factors were used as determined in the field, except where the field peak hour factor was lower than 0.85 in which case a minimum value of 0.85 was used, consistent with VDOT analysis guidelines. Heavy vehicle percentages and pedestrian volumes were also collected during the intersection traffic counts and included in the analysis.

The results of the Synchro intersection analysis are presented in Table 3, and are expressed in LOS and delay (seconds per vehicle) per lane group. The SimTraffic analysis is expressed in average and maximum queues and the results for each intersection are also presented in Table 3 and are expressed in feet. Level of service results are also presented in Figure 12. The detailed analysis worksheets are included in Appendix E.

Table 3: Existing (2022) Intersection Analysis

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
			LOS	Delay (sec/veh) [3]	Max Queue (ft.) [2]	LOS	Delay (sec/veh) [3]	Max Queue (ft.) [2]	LOS	Delay (sec/veh) [3]	Max Queue (ft.) [2]
			Synchro	SimTraffic	SimTraffic	Synchro	SimTraffic	SimTraffic	Synchro	SimTraffic	SimTraffic
1	Eliden Street & Parcher Avenue/Worldgate Drive Overall Intersection (Signalized)		C	26.0		C	28.9		C	24.0	
	Eastbound Left/U-turn	200	C	32.1	112	D	36.1	117	C	29.3	82
	Eastbound Thru/Right		C	27.7	73	D	35.4	68	C	28.4	53
	Westbound Left	800	C	32.2	59	D	36.0	103	C	29.4	68
	Westbound Thru		C	32.5	28	D	37.6	39	C	29.8	32
	Westbound Right	280	C	32.0	38	D	36.9	52	C	29.4	43
	Northbound Left	430	C	32.1	85	D	36.0	123	C	29.7	68
	Northbound Thru		C	22.5	122	C	22.7	156	C	20.6	117
	Northbound Right		C	22.3	32	C	20.6	12	B	19.3	7
	Southbound Left	340	C	31.9	64	D	37.0	85	C	29.5	55
	Southbound Thru		C	23.0	137	C	26.3	230	C	20.4	121
	Southbound Right	290	C	21.1	48	C	22.4	56	B	18.7	36
2	World Gate/Wiltshire Lane & Worldgate Drive Overall Intersection (Signalized)		B	14.0		B	16.2		B	13.9	
	Eastbound Left/U-turn	200	A	8.5	42	A	8.8	45	A	7.0	52
	Eastbound Thru		B	13.1	73	B	13.7	37	B	11.5	63
	Eastbound Right	220	A	8.3	4	A	9.5	10	A	7.6	2
	Westbound Left/U-turn	150	B	11.2	23	B	12.2	30	B	11.5	28
	Westbound Thru		B	13.9	58	B	17.0	75	B	14.4	68
	Westbound Right	225	B	10.4	11	B	12.1	4	B	12.2	1
	Northbound Left		C	27.1	12	C	26.8	21	C	25.7	16
	Northbound Left/Thru		C	26.3	11	C	25.1	21	C	24.8	18
	Northbound Thru/Right		C	26.3	8	C	25.1	13	C	24.8	10
	Southbound Left		C	27.0	13	C	26.5	20	C	28.0	9
	Southbound Left/Thru		C	27.0	13	C	26.6	20	C	28.4	9
	Southbound Right		C	26.8	23	C	26.2	29	C	27.5	16
3	Van Buren Street & Worldgate Drive Overall Intersection (Signalized)		C	22.1		C	21.7		C	21.4	
	Eastbound Left		D	45.4	39	D	45.4	41	D	45.6	30
	Eastbound Left/Thru		D	45.5	57	D	45.5	47	D	45.5	48
	Eastbound Right		D	42.9	3	D	43.3	18	D	43.5	3
	Westbound Left/Thru		D	53.4	2	D	52.8	10	D	52.3	9
	Westbound Right	20	D	52.5	3	D	50.9	5	D	51.2	13
	Northbound Left/U-turn	260	D	49.1	115	D	49.1	101	D	49.0	60
	Northbound Thru		A	7.8	47	A	8.5	51	A	7.8	39
	Northbound Right	260	A	5.7	1	A	5.6	1	A	5.5	1
	Southbound Left/U-turn	200	E	63.4	7	E	58.7	4	E	69.2	8
	Southbound Thru		B	12.2	96	B	14.6	151	B	10.9	67
	Southbound Right		B	11.1	49	B	11.6	0	B	10.2	28

NOTES:

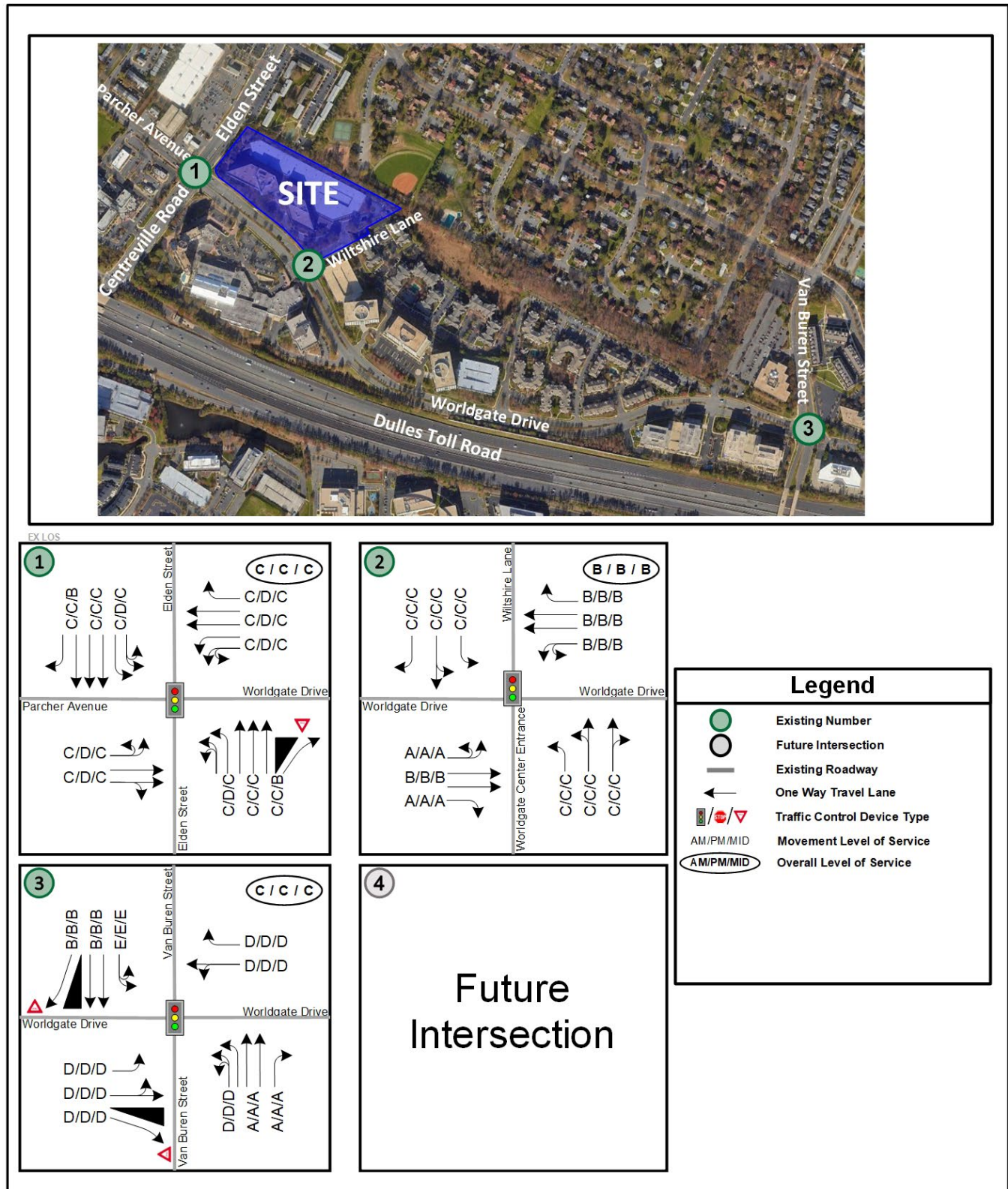
[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.

[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 capacity analysis results shown in Table 3 reveal the following:

- All study intersections operate at acceptable levels of service in the Existing (2022) conditions.
- The average queue lengths for all the movements are accommodated within the existing storage lengths.



Future Conditions without Development (2026)

The development is anticipated to be complete by the year 2026. The Future without Development (2026) traffic volumes were developed by adding regional growth and background development traffic volumes to the existing traffic volumes.

Inherent Growth

As per the scoping document, an inherent growth of 1.0% per year was applied to regional roads to account for the regional growth in traffic volumes. The traffic volume due to the inherent growth for four years (2022 to 2026) is shown in Figure 14.

Approved Background Developments

As per the scoping document, the following background developments were assumed in the vicinity of the site for 2026 conditions:

- Park Place – Herndon Corporate Center– 141 residential units (85 single family attached and 56 stacked two-over-two condos)
- Parkview at Herndon Metro – 675 residential units, 413,000 SF of office, and 10,000 SF of retail
- 555 Herndon Parkway – 400 residential units, 430,000 SF of office, and 25,000 SF of retail

The total trips generated by background development and the location of the background developments is shown in Figure 15. The detail background trip generation information under Future without Development (2026) conditions is attached in Appendix F.

A map showing the background development locations is shown in Figure 13. Background development traffic volumes were determined using trip assignments provided in traffic impact studies for the background developments.



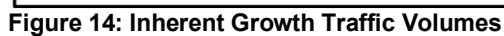
Figure 13: Background Development Locations

Planned Future Transportation Improvements

As per the scoping document, no background improvements were assumed to be in place under 2026 conditions.

Future without Development Traffic Volumes

The traffic volumes due to the inherent growth (Figure 14), and background development (Figure 15) were added to the existing traffic volumes (Figure 11) to establish the Future without Development (2026) traffic volumes, as shown in Figure 16.



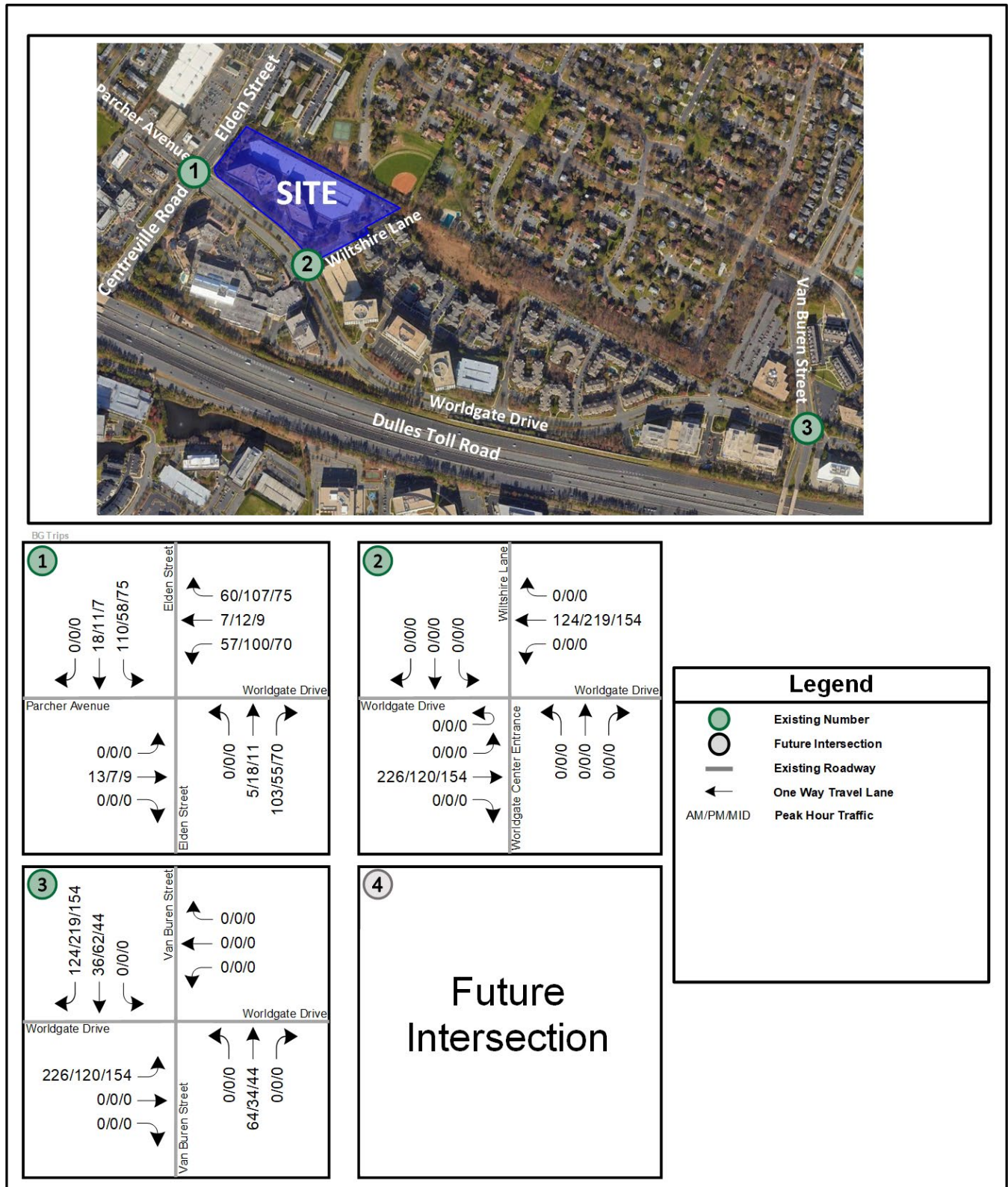


Figure 15: Background Development Total Traffic Volumes (2026)

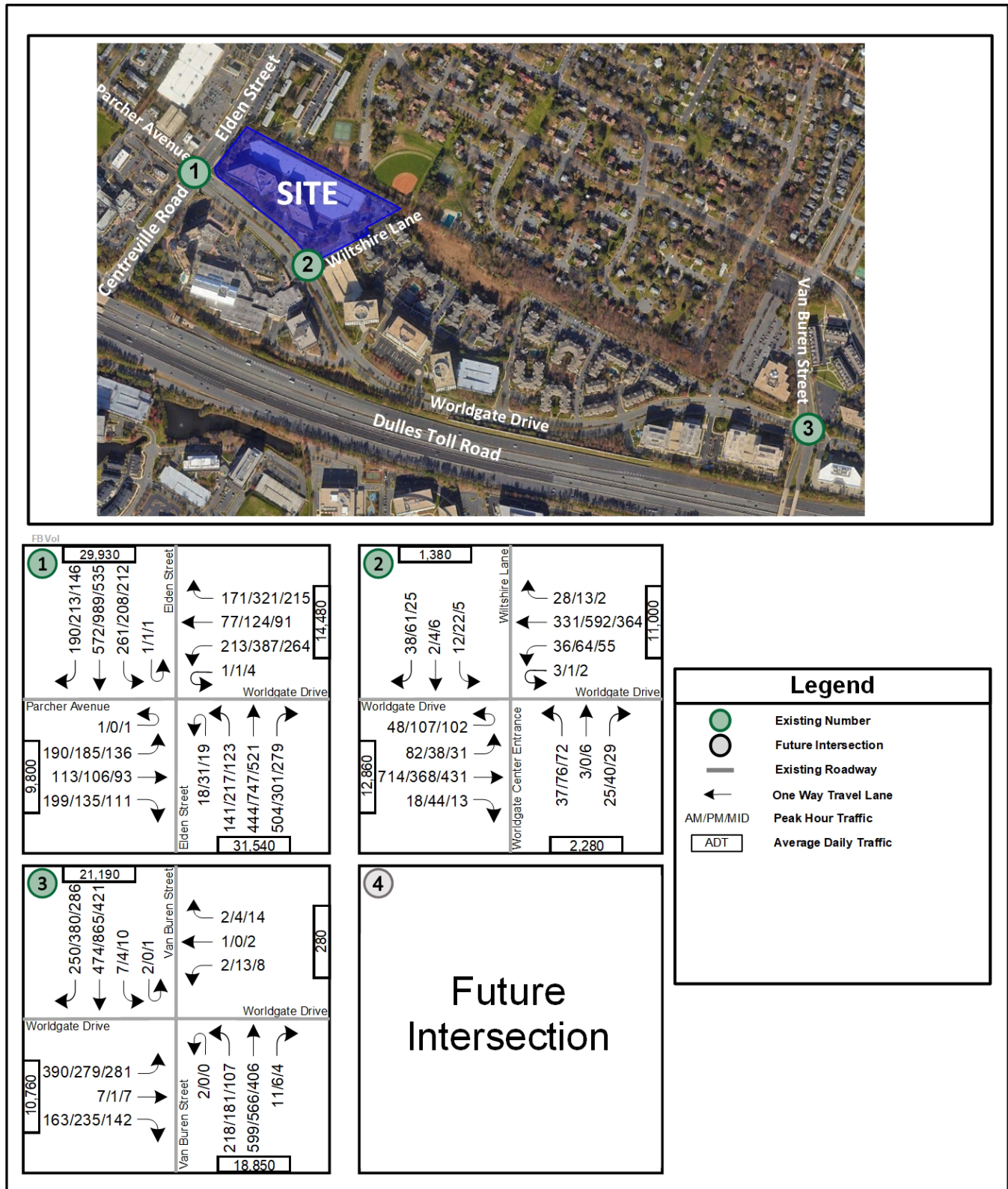


Figure 16: Future without Development (2026) Traffic Volumes

Future without Development (2026) Intersection Capacity Analysis

Capacity analysis was performed in a manner consistent with the methodology used for the Existing (2022) conditions analysis. A peak hour factor of 0.92 was used, except where the existing peak hour factor was greater than 0.92, consistent with VDOT analysis guidelines. The results of the intersection capacity analyses are presented in

Table 4. Level of service results are also presented in Figure 17. The detailed analysis worksheets are included in Appendix G.

Table 4: Future without Development (2026) Intersection Capacity Analysis Results

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour				Midday Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Max Queue (ft.) [2]
			Synchro		SimTraffic	SimTraffic	Synchro		SimTraffic	SimTraffic	Synchro		SimTraffic	SimTraffic
1	Elden Street & Parcher Avenue/Worldgate Drive		C	29.5			C	31.5			C	26.0		
	Overall Intersection (Signalized)													
	Eastbound Left/U-turn	200	D	35.9	118	183	D	39.0	129	182	C	31.6	89	176
	Eastbound Thru/Right		C	32.7	79	219	D	39.9	77	225	C	31.9	56	167
	Westbound Left/U-turn	800	D	36.4	78	154	D	37.7	146	242	C	31.3	89	169
	Westbound Thru		D	37.3	31	75	D	39.5	45	99	C	32.0	35	88
	Westbound Right	280	D	36.9	52	127	D	38.9	81	177	C	31.7	64	159
	Northbound Left/U-turn	430	D	36.8	93	183	D	38.7	128	202	C	32.1	73	136
	Northbound Thru		C	25.3	141	240	C	25.3	189	298	C	22.4	142	253
	Northbound Right		C	26.5	86	255	C	23.0	29	144	C	21.1	23	120
	Southbound Left/U-turn	340	D	35.4	118	193	D	38.9	123	299	C	31.0	83	163
	Southbound Thru		C	23.4	143	230	C	27.9	243	390	C	20.6	130	219
	Southbound Right	290	C	21.5	52	123	C	23.6	49	115	B	18.9	37	80
2	World Gate/Wiltshire Lane & Worldgate Drive		B	14.3			B	16.9			B	14.7		
	Overall Intersection (Signalized)													
	Eastbound Left/U-turn	200	A	6.9	44	125	A	8.9	48	133	A	7.3	55	125
	Eastbound Thru		B	13.2	97	225	B	13.8	59	138	B	12.6	86	190
	Eastbound Right	220	A	7.6	3	29	A	9.0	12	40	A	7.8	3	25
	Westbound Left/U-turn	150	B	11.6	24	74	B	12.0	32	83	B	12.2	31	99
	Westbound Thru		B	14.9	83	212	B	18.4	109	225	B	15.9	113	259
	Westbound Right	225	B	10.7	9	46	B	11.8	4	29	B	12.0	1	14
	Northbound Left		C	30.2	10	41	C	28.5	22	66	C	26.7	16	56
	Northbound Left/Thru		C	29.3	11	46	C	26.8	19	54	C	25.7	17	66
	Northbound Thru/Right		C	29.3	8	33	C	26.8	13	49	C	25.7	9	45
	Southbound Left		C	30.0	12	49	C	28.4	19	60	C	27.6	11	46
	Southbound Left/Thru		C	30.0	12	49	C	28.4	19	60	C	27.8	11	46
	Southbound Right		C	29.8	22	60	C	28.0	31	67	C	27.4	17	48
3	Van Buren Street & Worldgate Drive		C	25.7			C	23.5			C	23.6		
	Overall Intersection (Signalized)													
	Eastbound Left		D	47.3	109	218	D	45.5	77	157	D	46.0	76	172
	Eastbound Left/Thru		D	47.2	124	223	D	45.6	88	166	D	46.2	94	195
	Eastbound Right		D	37.7	5	72	D	40.4	28	113	D	39.9	3	41
	Westbound Left/Thru		D	53.4	2	20	D	52.8	10	44	D	52.5	9	45
	Westbound Right	20	D	52.5	3	31	D	50.9	4	37	D	51.1	13	42
	Northbound Left/U-turn	260	D	49.3	123	204	D	49.3	111	202	D	48.9	66	139
	Northbound Thru		B	11.0	82	183	B	10.4	71	168	A	9.9	62	156
	Northbound Right	260	A	7.9	2	23	A	6.8	1	21	A	6.9	1	18
	Southbound Left/U-turn	200	E	63.4	7	67	E	58.7	3	42	E	69.2	10	49
	Southbound Thru		B	16.1	127	235	B	17.9	187	332	B	13.6	94	189
	Southbound Right		B	15.2	5	69	B	15.3	7	101	B	13.5	1	37

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 capacity analysis results shown in Table 4 reveal the following:

- All study intersections operate at acceptable levels of service in the Future without Development (2026) conditions.
- The average queue lengths for all the movements are accommodated within the existing storage lengths.

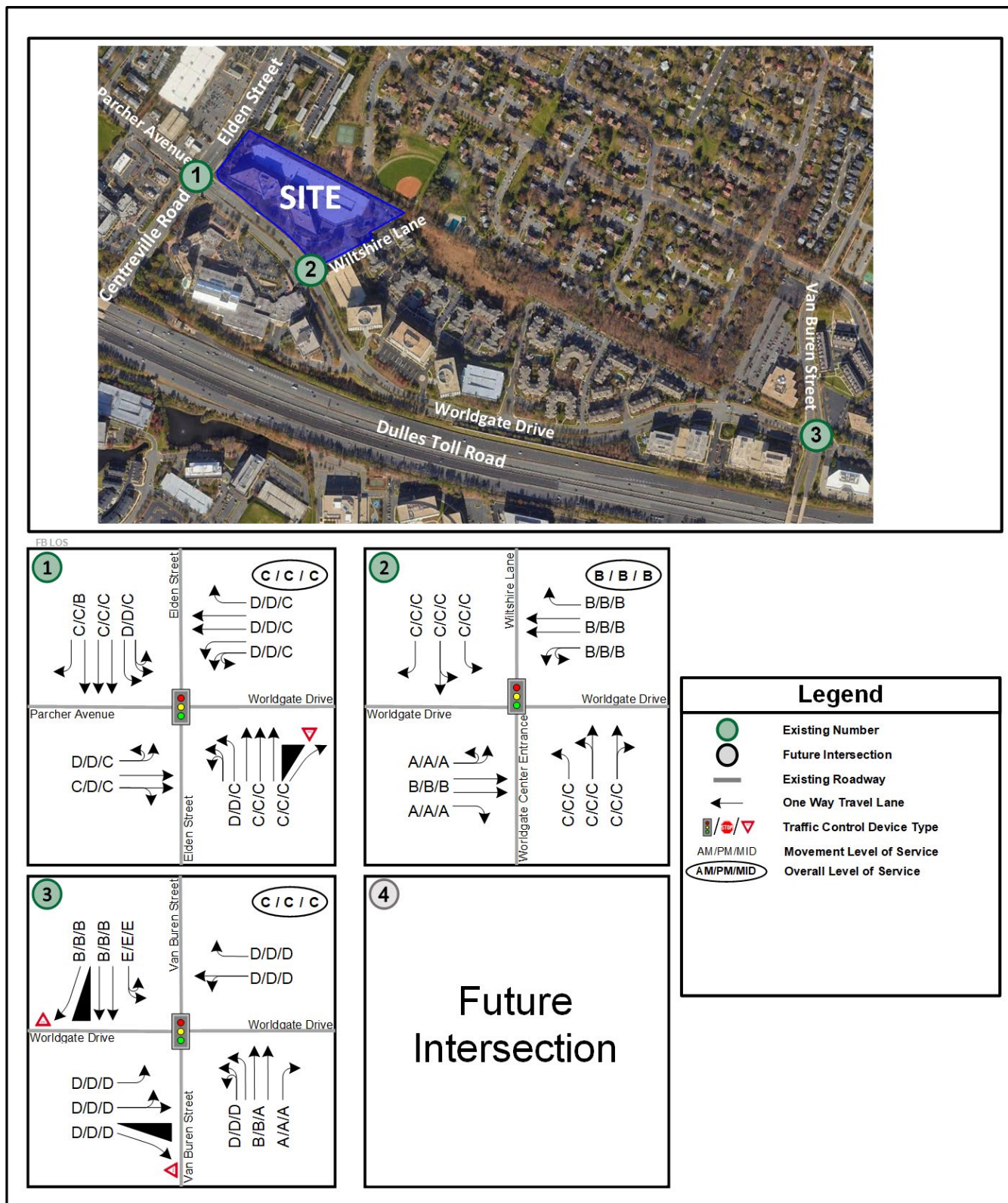
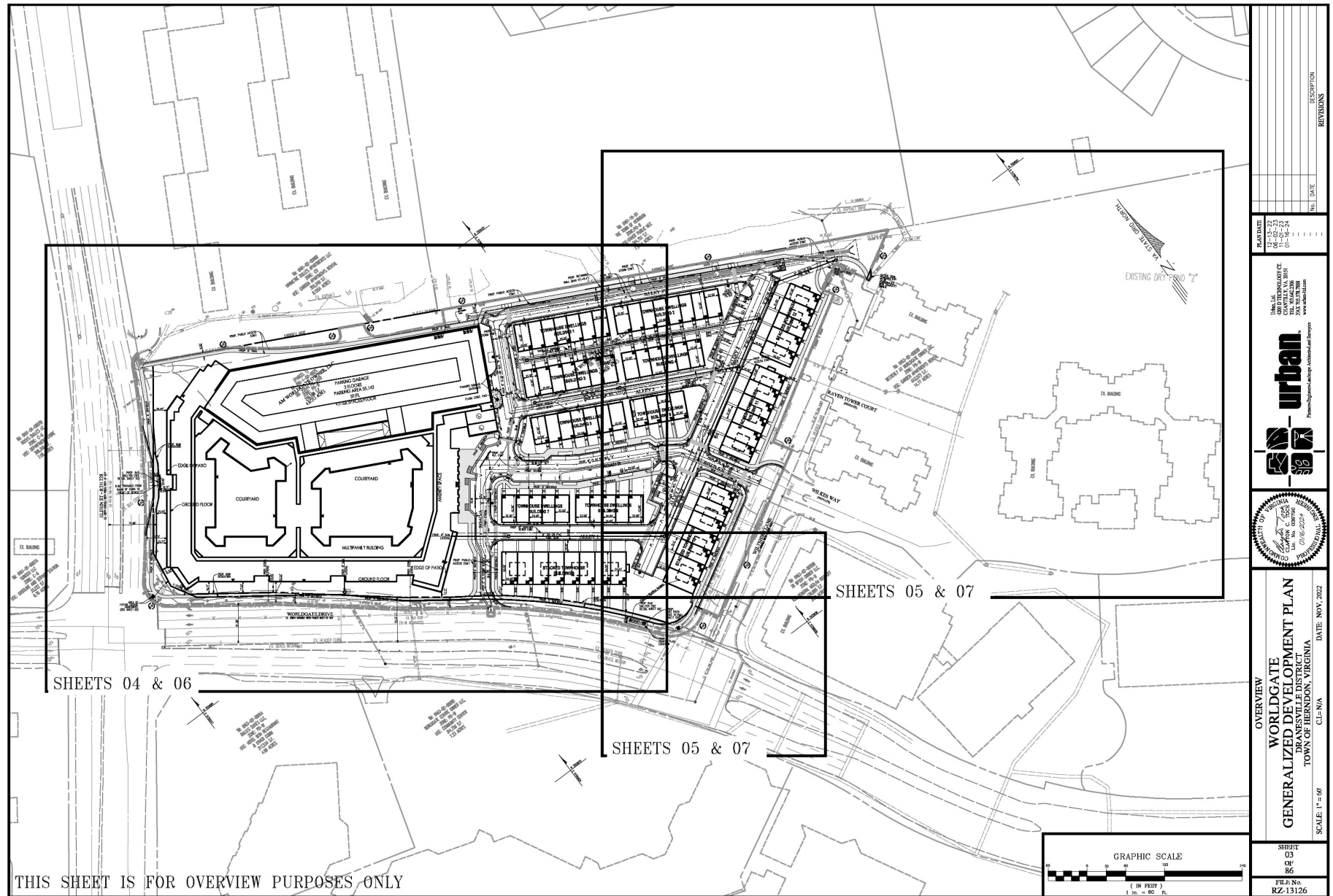


Figure 17: Future without Development (2026) Conditions Levels of Services and Lane Configurations

Future Conditions with Development (2026)

Site Description and Site Access

The Applicant is proposing a rezoning application for the proposed Worldgate Drive Redevelopment. The 10.42-acre site consists of two (2) parcels (Tax Map #16-1 ((02)) 25, #16-3 ((02)) 2A). The existing site is currently occupied by a 348,545 SF office building that is to be removed and parking garage that is to be partially removed. The proposed development includes 49 townhouse units, 52 stacked townhouse units, and 349 multifamily units. The current zoning for the site is PD-W (Planned Development – Worldgate). Site access is planned to be provided via the existing full access entrance on Wiltshire Lane and a proposed right-in only entrance on Worldgate Drive. Build out of the site is anticipated in 2026. The proposal results in less trip generated than the existing office use. A conceptual development plan (CDP) is included in Figure 18.



Trip Generation

As discussed and approved by Town of Herndon staff during the scoping meeting, ITE's *Trip Generation Manual* 11th Edition was used to project the existing and proposed trips for the weekday AM peak hour, PM peak hour, and daily. Consistent with the hourly factors provided in ITE's *Trip Generation Manual*, the Mid-day peak hour trip generation rates were estimated to be 62% of the PM peak hour trip generation rates. Table 5 shows the trip generation for the proposed uses under the future conditions.

Table 5: Trip Generation

ITE Land Use Code <i>Trip Generation, 11th Ed.</i>				----- Weekday -----						----- * Mid Peak Hour -----				
				AM Peak Hour			PM Peak Hour			Daily	Peak Hour			
Quantity				In	Out	Total	In	Out	Total	Total	In	Out	Total	
Existing Development to be Removed														
Office	710	General Office Building	348,545 SF	431	59	490	80	388	468	3,438	50	241	290	
Removed Site Trips				431	59	490	80	388	468	3,438	50	241	290	
Proposed Development														
Residential	220	Multifamily (Low-Rise) (Urban/Suburban)	101 DU	13	41	54	40	24	64	723	25	15	40	
Residential	221	Multifamily (Mid-Rise) (Urban/Suburban)	349 DU	33	109	142	83	53	136	1,618	51	33	84	
Proposed Development Site Trips Without Reductions				46	150	196	123	77	200	2,341	76	48	124	
Mode Split/TDM Reduction				15%	-7	-23	-30	-18	-12	-30	-351	-11	-7	-19
Proposed Development Site Trips With Reductions				39	127	166	105	65	170	1,990	65	40	105	
Net New Site Trips (Proposed – Existing)				-392	68	-324	25	-323	-298	-1,448	16	-200	-185	
% Reduction in Trips (Proposed – Existing)				66%			64%			42%	64%			

*MID Peak Hour rates are based on "Hourly Variations in Trip Generation for Office and Residential Uses" ITE Journal, January 2015: Residential = 62% of PM Peak Volumes

As shown in Table 5, the proposed development is anticipated to generate approximately 166 trips during the AM peak hour, 105 trips during the Mid-day peak, 170 trips during the PM peak hour, and 1,990 trips on a typical weekday.

Table 5 also shows that compared to the existing office use on the site, the proposed use generates approximately 324 fewer AM peak hour trips, 185 fewer Mid-day peak hour trips, 298 fewer PM peak hour trips and 1,448 fewer daily trips compared to the existing office use. This results in a significant reduction in the trip generation on the site compared to the existing use – approximately 64%-66% reduction of peak hour trips generated and approximately 42% reduction of daily trips generated.

A mode split/TDM reduction of 15% was applied to the residential uses, consistent with other studies in the area. Given the location of the Worldgate Drive Redevelopment site, access to transit, and the increased bike and pedestrian facilities in the Town, 15% is a conservative estimate for the number of residents who will use non-SOV modes of travel.

Site Trip Distribution and Site Generated Traffic Volumes

The direction of approach for the proposed trips was evaluated based on the anticipated travel patterns for the future roadway network, location of employment/retail areas within the region, and general engineering judgment. The direction of approach assumptions of traffic generated by the proposed development are shown in Table 6 and graphically in Figure 19.

The inbound and outbound trips calculated for the weekday morning and afternoon peak hours were routed based on the distribution shown in Figure 19. The peak hour trips generated by the site are shown Figure 20.

Table 6: Directional Distribution Table

To/From	Distribution
North along Elden Street	25%
South along Centreville Road	30%
West along Parcher Avenue	10%
North along Van Buren Street	15%
South along Van Buren Street	20%
Total	100%



Figure 19: Trip Distribution

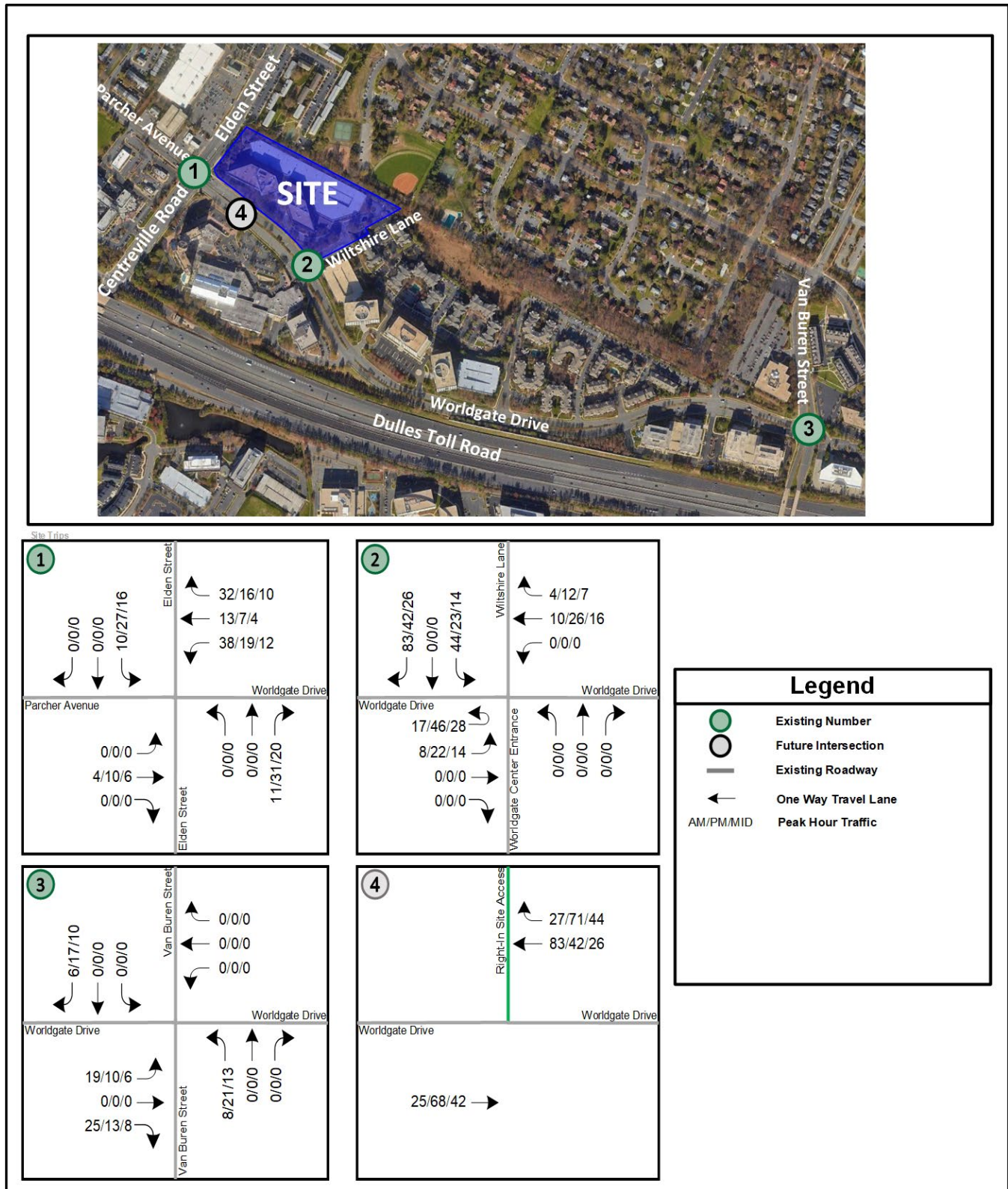


Figure 20: Site Trips

Future with Development (2026) Traffic Volumes

The trips generated by the proposed development (Figure 20) were added to Future without Development volumes (Figure 16) to establish the Future with Development volumes (Figure 21).

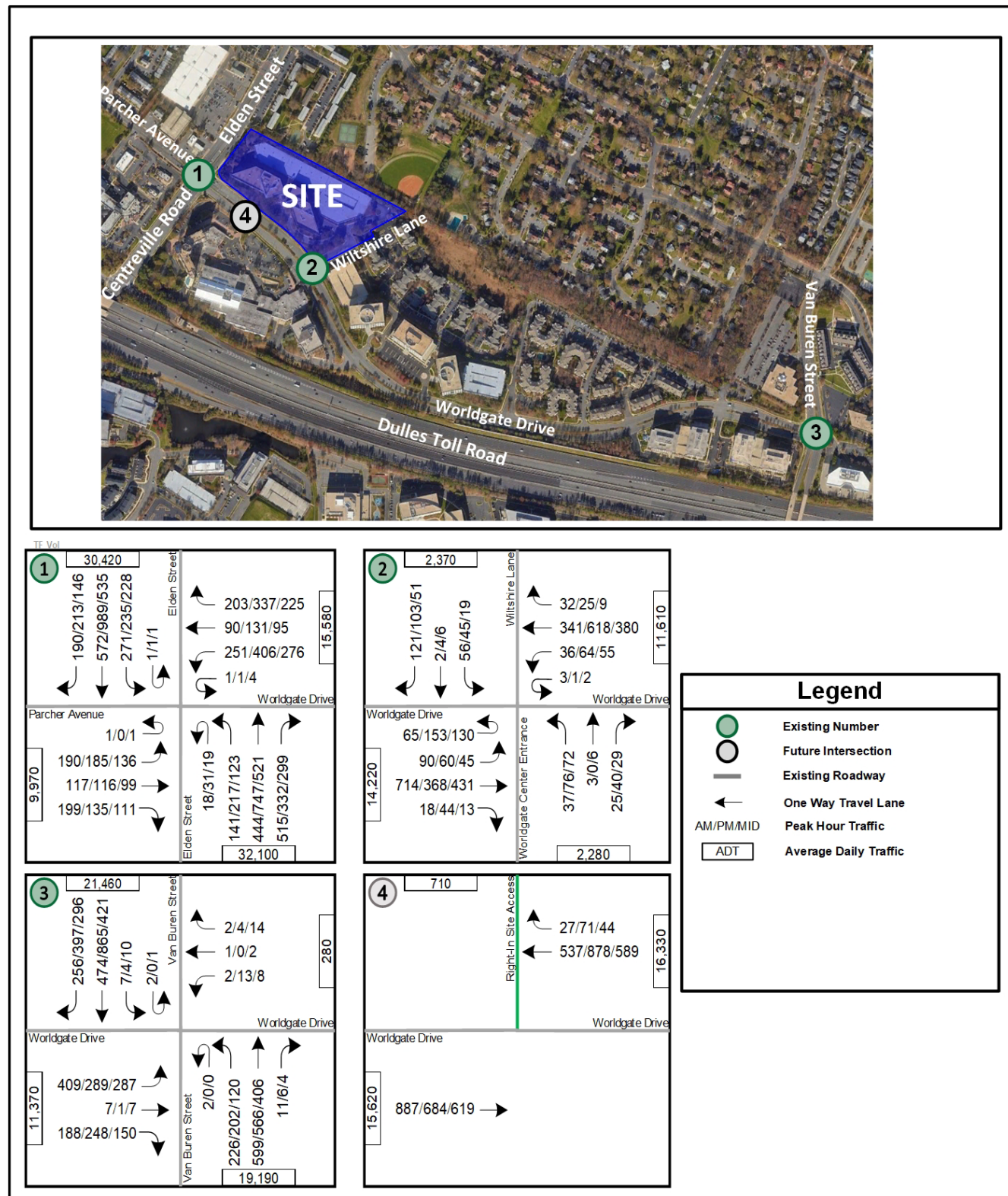


Figure 21: Future with Development (2026) Traffic Volumes

Future with Development (2026) Capacity Analysis

Capacity analysis was performed in a manner consistent with the methodology used for the Future without Development (2026) conditions analysis. The results of the intersection analysis are presented in Table 7. The results of the intersection capacity analysis and the lane configurations for the future with development conditions are shown graphically in Figure 22. The detailed analysis worksheets are included in Appendix H.

Table 7: Future with Development (2026) Intersection Capacity Analysis Results

No.	Intersection (Movement)	Effective Storage Length (ft.) ^[1]	AM Peak Hour				PM Peak Hour				Midday Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) ^[2]	Max Queue (ft.) ^[2]	LOS	Delay (sec/veh)	Average Queue (ft.) ^[2]	Max Queue (ft.) ^[2]	LOS	Delay (sec/veh)	Average Queue (ft.) ^[2]	Max Queue (ft.) ^[2]
			Synchro	SimTraffic	SimTraffic		Synchro	SimTraffic	SimTraffic		Synchro	SimTraffic	SimTraffic	
1	Elden Street & Parcher Avenue/Worldgate Drive													
	Overall Intersection (Signalized)		C	30.4			C	32.4			C	26.4		
	Eastbound Left/U-turn	200	D	36.8	125	184	D	39.8	129	183	C	32.0	88	167
	Eastbound Thru/Right		C	34.3	87	312	D	40.7	75	267	C	32.5	55	144
	Westbound Left/U-turn	800	D	37.1	89	165	D	38.2	153	279	C	31.6	88	166
	Westbound Thru		D	38.2	29	76	D	39.6	43	108	C	32.3	32	84
	Westbound Right	280	D	37.6	47	114	D	39.1	80	172	C	32.0	54	120
	Northbound Left/U-turn	430	D	37.7	89	170	D	39.5	129	211	C	32.6	72	157
	Northbound Thru		C	25.7	137	227	C	26.7	191	290	C	22.9	135	226
	Northbound Right		C	27.4	57	262	C	24.4	19	164	C	21.7	7	108
	Southbound Left/U-turn	340	D	36.2	124	226	D	39.2	130	299	C	31.3	93	167
	Southbound Thru		C	23.5	147	250	C	28.6	245	433	C	20.8	130	219
	Southbound Right	290	C	21.6	57	145	C	24.2	58	157	B	19.0	41	85
2	World Gate/Wiltshire Lane & Worldgate Drive													
	Overall Intersection (Signalized)		B	16.7			B	18.5			B	15.7		
	Eastbound Left/U-turn	200	A	8.3	54	148	B	11.5	77	177	A	8.1	62	141
	Eastbound Thru		B	15.1	115	261	B	15.2	56	121	B	13.5	91	202
	Eastbound Right	220	A	8.8	5	31	A	9.9	10	37	A	8.5	2	27
	Westbound Left/U-turn	150	B	13.1	27	69	B	13.1	31	98	B	13.0	32	106
	Westbound Thru		B	16.8	100	224	C	20.4	142	256	B	17.1	122	255
	Westbound Right	225	B	10.7	9	54	B	11.7	9	67	B	11.9	5	31
	Northbound Left		C	30.5	11	45	C	29.3	22	68	C	27.5	13	58
	Northbound Left/Thru		C	29.7	11	46	C	29.3	21	65	C	27.5	17	60
	Northbound Thru/Right		C	29.7	7	29	C	27.6	11	43	C	26.6	7	37
	Southbound Left		C	28.6	0	3	C	27.7	32	80	C	27.4	19	68
	Southbound Left/Thru		C	28.6	39	88	C	27.7	32	80	C	27.4	19	68
	Southbound Right		C	28.0	44	92	C	27.3	48	113	C	27.0	28	62
3	Van Buren Street & Worldgate Drive													
	Overall Intersection (Signalized)		C	26.3			C	24.2			C	24.0		
	Eastbound Left		D	47.7	112	226	D	45.3	81	153	D	46.3	79	179
	Eastbound Left/Thru		D	47.3	129	238	D	45.6	92	168	D	46.2	96	184
	Eastbound Right		D	37.5	8	64	D	40.1	28	132	D	39.8	4	55
	Westbound Left/Thru		D	53.4	1	20	D	52.8	12	51	D	52.5	9	53
	Westbound Right	20	D	52.5	3	34	D	50.9	4	42	D	51.1	13	45
	Northbound Left	260	D	49.6	122	212	D	49.9	116	195	D	48.8	78	151
	Northbound Thru		B	11.3	79	191	B	10.5	69	155	A	9.9	62	157
	Northbound Right	260	A	8.1	2	22	A	6.9	1	17	A	6.9	1	14
	Southbound Left	200	E	63.4	7	37	E	58.7	4	42	E	69.2	9	41
4	Worldgate Drive and Right-In Only Site Access													
	Overall Intersection (Unsignalized)													

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 capacity analysis results shown in Table 7 reveal the following:

- All study intersections operate at acceptable levels of service in the Future with Development (2026) conditions.
- The average queue lengths for all the movements are accommodated within the existing storage lengths.

It should be noted that unsignalized intersections with free-flow movements do not produce results in Synchro.

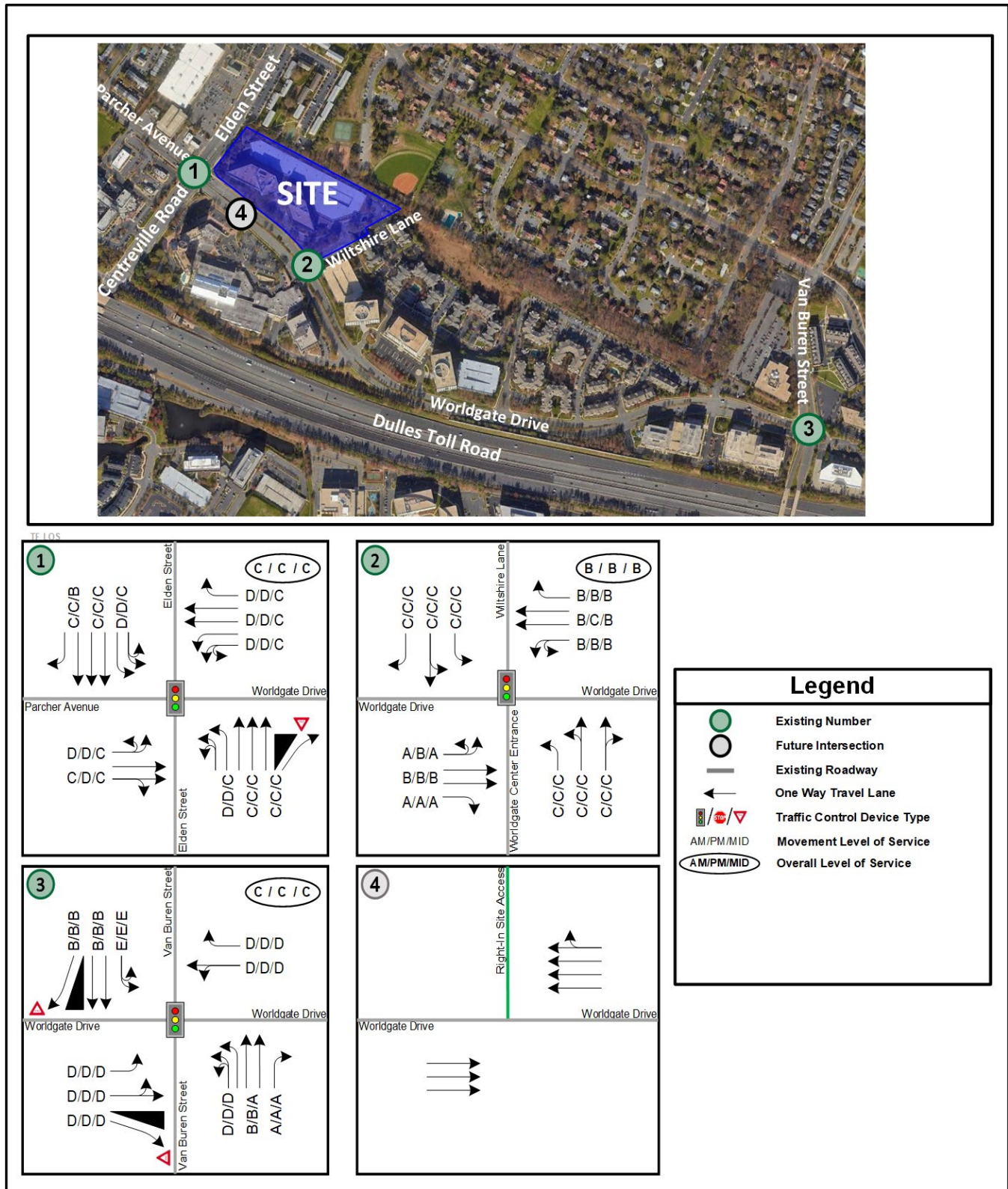


Figure 22: Future Conditions with Development Levels of Service and Lane Configurations

Transportation Demand Management Plan

The Worldgate Drive Redevelopment provides an opportunity to create a high-density environment that increases pedestrian accessibility and promotes residential use in the Herndon Transit-Oriented Core. The Applicant has determined that it is in their best interest to implement a TDM Program that will 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, stacked townhouse dwellings, and townhouse dwellings constructed on the Property. The proffered elements of the TDM Program will be implemented through a Transportation Demand Management Work Plan developed by the Applicant with input from and approval by the Town of Herndon Department of Community.

In order to promote a healthy and sustainable commuting culture in the Town, the TDM Work Plan shall incorporate any combination of the following elements:

- Contributions to resident Metro fare cards, Contributions to Fairfax Connector, WMATA or other public transit service approved by the Town.
- Bicycle racks, bicycle storage rooms, and tenant incentives to participate in yearly transportation management surveys.
- Micro-Mobility pad for the multifamily residential building.

Spacing Analysis

A spacing analysis was conducted for the proposed site entrance based on VDOT's *Roadway Design Manual* (RDM), Appendix F, Table 2-2. A summary of the proposed and required spacing is provided in Table 8 and shown graphically in Figure 23. According to the VDOT, Worldgate Drive is classified as a minor collector with a posted speed limit of 35 mph. As shown in Table 8 and in Figure 23, the proposed site entrance would meet VDOT's minimum intersection spacing requirements.

Table 8: 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				



Figure 23: Intersection Spacing

Conclusions

The analysis presented in this report supports the following major findings:

- **Existing (2022) Conditions:**
 - The study intersections operate at acceptable levels of service.
 - The average queue and maximum queue lengths for all the movements are accommodated within the existing storage lengths.
- **Future without Development Conditions (2026):**
 - An inherent growth of 1% per year was applied on n major movements to account for the regional growth in traffic volumes.
 - The following approved but unbuilt background developments were assumed to be in place by 2026:
 - 555 Herndon Parkway – 400 residential units, 430,000 SF of office, and 25,000 SF of retail
 - Parkview Redevelopment – 675 residential units, 413,000 SF of office, and 10,000 SF of retail
 - Herndon Corporate Center – 141 residential units
 - The study intersections operate at acceptable levels of service.
 - The average queue and maximum queue lengths for all the movements are accommodated within the existing storage lengths.
- **Future with Development (2026) Conditions:**
 - The proposed development is anticipated to generate approximately 166 trips during the AM peak hour, 105 trips during the Mid-day peak, 170 trips during the PM peak hour, and 1,990 trips on a typical weekday.
 - Compared to the existing office use on the site, the proposed use generates approximately 324 fewer AM peak hour trips, 185 fewer Mid-day peak hour trips, 298 fewer PM peak hour trips and 1,448 fewer daily trips compared to the existing office use. This results in a significant reduction in the trip generation on the site compared to the existing use – approximately 64%-66% reduction of peak hour trips generated and approximately 42% reduction of daily trips generated.
 - The traffic generated by the proposed development has a minimal impact on the regional study intersections.
 - All study intersections operate at acceptable levels of service.
 - The average queue lengths for all the movements are accommodated within the existing storage lengths.

TECHNICAL MEMORANDUM

To: David Stromberg
Zoning Administrator, Town of Herndon

From: Maria Lashinger, PE, PTOE
Ariel Jarvis, PE
Shashwat Anant, EIT
Lauren Snider, EIT

Date: January 16, 2024

Subject: Worldgate – Parking Reduction Study 2nd Submission

Introduction

This memorandum provides justification for a reduction in parking for the proposed Worldgate redevelopment project in the Town of Herndon, Virginia. The project is located north of Worldgate Drive, east of Elden Street, and west of Wiltshire Lane, as shown in Figure 1. The existing site is currently occupied by a 348,545 SF office building that is to be removed and a parking garage that is to be partially removed. The proposed development includes 49 townhouse units, 52 stacked townhouse units, and 359 multifamily units.

This memorandum summarizes parking occupancies observed at similar projects in the area as justification for this reduction.



Figure 1: Site Location

Future Parking Supply

The proposed Worldgate redevelopment includes 49 townhouse units, 52 stacked townhouse units, and 359 multifamily units. Total site build-out is planned for the year 2026. The Town's required parking ratios and the site's proposed parking ratios are shown in Table 1. No reductions will be made to the required number of ADA spaces.

The proposed parking supply ratios are detailed below:

- The proposed parking supply ratio for the townhouse units is 2.33 spaces per unit; therefore, 115 parking spaces will be provided for the future townhouse units. The parking requirement for the townhouse units will be met.
- The proposed parking supply ratio for the stacked townhouse units is 2.33 spaces per unit; therefore, 122 parking spaces will be provided for the future stacked townhouse units. The parking requirement for the stacked townhouse units will be met.
- The proposed parking supply ratio for the multifamily units is 1.39 spaces per unit; therefore, 498 parking spaces will be provided for the future multifamily units. A 12.0 percent reduction is requested for the required multifamily parking.

The proposed parking supply is shown in Table 1.

Table 1: Proposed Parking Supply

Land Use	Development Size	Zoning Ordinance		ADA Requirement	Proposed Parking				Difference from ZO
		Required Minimum Ratio	Required Spaces	Required Accessible Spaces	Proposed Minimum Ratio	Proposed Spaces	Proposed Standard Spaces	Proposed Accessible Spaces	
Townhouse Dwellings	49 DU	2.33 /DU	115	-	2.33 /DU	115	-	-	0%
Stacked Townhouse	52 DU	2.33 /DU	122	-	2.33 /DU	122	-	-	0%
Multi-Family Dwellings	359 DU			-	1.39 /DU	498	-	-	-12.0%
- Studio	66 DU	1.0 /DU	66	-			-	-	
- 1 Bedroom	173 DU	1.5 /DU	260	-			-	-	
- 1 Bedroom + Den	31 DU	2.0 /DU	62	-			-	-	
- 2 Bedrooms or More	89 DU	2.0 /DU	178	-			-	-	
Total			803	17		735	718	17	-8.5%

The proposed parking supply of 735 spaces is anticipated to be sufficient to meet the demand. Supporting justification for the proposed parking reduction is provided in subsequent sections of this study.

Visitor Parking

On-street parking spaces will be provided for townhouse and stacked townhouse visitors. Townhouse and stacked townhouse owners will be required to park their vehicles within their unit in order to allow the on-street parking spaces to be available to visitors. Visitor parking will be monitored by the homeowner's association, with the right to require visitor passes (e.g., hang tags) if needed. Visitor parking for the multifamily units will be provided within the parking garage.

Existing Transit Access

The Worldgate site is currently served by six (6) bus routes which have stops within a quarter mile of the site (Fairfax Connector 952, 921, 950, 937, 553, and 954). Four (4) of these bus lines have stops along the site frontage. A map of the routes and existing stops near the site are shown on Figure 2.

The four (4) routes with stops adjacent to the site are Fairfax Connector Routes 952, 921, 950, and 937:

- **Fairfax Connector Route 952** serves the site from 6:00 AM to midnight, hourly, with frequency increasing to every 20 minutes during rush hours. It connects to Dulles Airport and the Innovation, Herndon, Reston Town Center, and Wiehle Metro Stations.
- **Fairfax Connector Route 921**, called the Herndon Circulator, serves the site every 40 minutes from approximately 8:00 AM to 8:00 PM seven days a week and circulates to the commercial areas of the Town, including the HTOC and Downtown.
- **Fairfax Connector Route 950** serves the site from 5:00 AM to past midnight, approximately every 30 minutes, seven days a week, with frequency increasing to every 15 minutes during rush hours. It connects to Downtown Herndon, Reston Town Center, and the Herndon and Reston Town Center Metro Stations.
- **Fairfax Connector Route 937** serves the site from approximately 8:00 AM to 5:00 PM every 40 minutes, seven days a week and circulates to Downtown Herndon, the Innovation and Herndon Metro Stations, and nearby commercial areas.

The additional two (2) routes in the vicinity of the site are Fairfax Connector Routes 553 and 954:

- **Fairfax Connector Route 553** serves the area from 6:00 AM to 9:00 AM and 3:00 PM to 7:00 PM every 20 minutes during weekdays. It connects Herndon High School and Herndon Middle School along with the Herndon and Reston Town Center Metro Stations.
- **Fairfax Connector Route 954** serves the area from 6:00 AM to 10:00 PM, hourly, seven days a week, with frequency increasing to every 30 minutes during rush hours. It connects Sterling Plaza to the Herndon Metro Station.

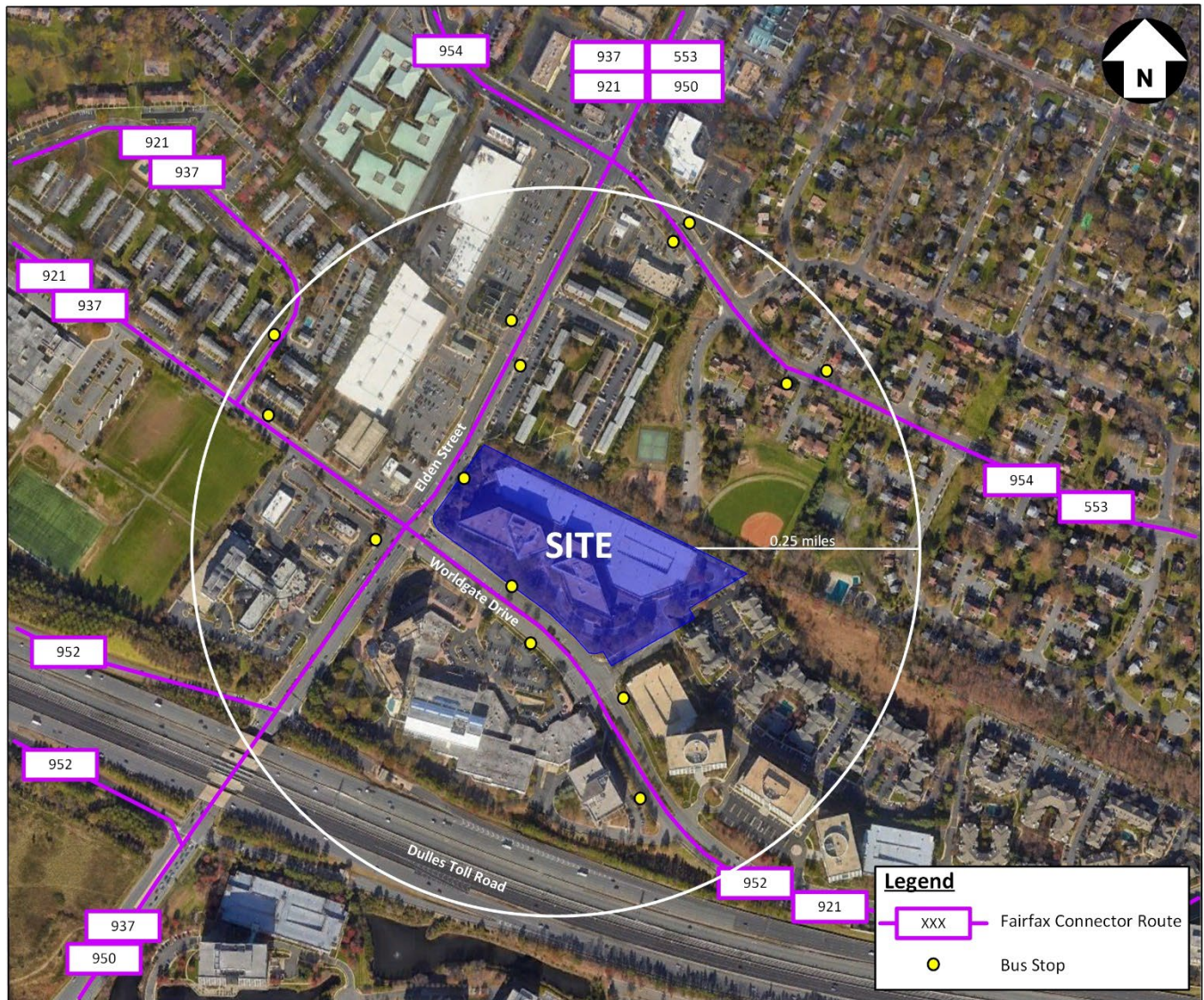


Figure 2: Existing Transit Access

Similar Use Comparison

This section presents a review of parking supply and parking occupancy data for seven (7) similar existing multifamily residential projects in the Town of Herndon and Fairfax County. Parking demands for similar use projects were evaluated based on available parking permit data and parking occupancy counts as described below:

Approved Parking Supply Data

The approved parking supply was provided for all seven (7) similar use projects. One (1) site in Fairfax County was evaluated based solely on the approved parking supply. Parking permit data and parking occupancy data for this site were not available.

- **The Points at Reston (Fairfax County)** – 226 studio or one-bedroom and 82 two-bedroom units

Parking Permit Data

The following two (2) sites were evaluated based on parking supply and parking permit data provided by the properties. The number of parking permits issued corresponds to the maximum parking demand for the sites.

- **The Ian at Woodland Crossing (Fairfax County)** – 66 studio, 216 one-bedroom, and 93 two-bedroom units
- **Reston Heights (Fairfax County)** – 34 studio, 199 one-bedroom, 141 two-bedroom, and 11 three-bedroom units

Parking Occupancy Data

The “315 Elden Street Adaptive Reuse Parking Demand Assessment” dated May 20, 2022 and prepared by Wells + Associates included parking occupancy data for the following similar use project:

- **Westerly at Worldgate (Town of Herndon)** – 112 one-bedroom, 176 two-bedroom, and 32 three-bedroom units

Parking occupancy counts for the Westerly at Worldgate were conducted on Thursday, May 19, 2022.

Three (3) additional similar use projects in Fairfax County were surveyed by Gorove Slade:

- **Aperture (Fairfax County)** – 61 studio, 204 one-bedroom, and 156 two-bedroom units
- **Faraday Park West (Fairfax County)** – 12 studio, 128 one-bedroom, 86 two-bedroom, and 16 three-bedroom units*
- **Faraday Park East (Fairfax County)** – 9 studio, 87 one-bedroom, 58 two-bedroom, and 11 three-bedroom units*

**Faraday Park consists of two (2) apartment buildings with a total of 21 studio, 215 one-bedroom, 144 two-bedroom, and 27 three-bedroom units. The unit mixes for Faraday Park West and Faraday Park East were estimated based on the number of units in each building.*

Parking occupancy counts for the additional projects located in Fairfax County were conducted on Wednesday, April 26, 2023 and Thursday, April 27, 2023. Parking sweeps were conducted during the overnight hours, which represents peak parking demand during typical weekdays.

The parking supply and parking occupancy data from similar use projects are summarized in Table 2. The locations of the similar use projects and the types of data for each project are shown in Appendix B.

Table 2: Parking Supply and Demand Summary of Existing Residential Projects

Development	Existing Dwelling Units		Existing Parking Supply			Maximum Observed Parking Demand	Existing Parking Demand		
	Total	Occupied	Supply (spaces)	Supply Ratio (spaces/unit)	Supply Ratio (spaces/bed)	Weekday Overnight (occupied spaces)	Demand Ratio (spaces/total units)	Demand Ratio (spaces/occupied units)	Demand Ratio (spaces/bed)
Sites with Parking Supply Data									
The Points at Reston	308	-	421	1.37	1.08	-	-	-	-
Sites with Parking Supply Data and Parking Permit Data*									
The Ian at Woodland Crossing	375	359	602	1.61	1.29	421*	1.12	1.17	0.90
Reston Heights	385	364	709	1.84	1.29	461*	1.20	1.27	0.84
Sites with Parking Supply Data and Parking Occupancy Data									
Westerly at Worldgate	320	320	480	1.50	0.86	400	1.25	1.25	0.71
Aperture	421	393	565	1.34	0.98	407	0.97	1.04	0.71
Faraday Park West	242	214	304	1.26	0.84	237	0.98	1.11	0.66
Faraday Park East	165	133	209	1.27	0.85	139	0.84	1.05	0.57
Average:				1.45	1.03		1.06	1.15	0.73

* The maximum parking demand observed for The Ian and Reston Heights is based on the total number of parking permits issued.

As shown in Table 2, the average parking demand based on occupancy of the similar use projects averaged 1.15 spaces per unit, which is lower than the requested parking supply ratio of 1.39 spaces per unit for the Worldgate multifamily units.

The Worldgate redevelopment is planned to include 66 studio, 173 one-bedroom, 98 one-bedroom + den or two-bedroom, and 22 three-bedroom multifamily units; therefore, the parking ratio per bedroom will be 0.99 spaces per bedroom. The average parking demand based on unit mix of the similar use projects averaged 0.73 spaces per bedroom, which is lower than the parking supply ratio of 0.99 spaces per bedroom for the Worldgate multifamily units.

Parking Reduction Request

Town of Herndon Zoning Ordinance

The Town of Herndon's Zoning Ordinance requires a minimum ratio dependent on the number of units for residential:

- Townhouse Dwellings and Stacked Townhouses: 2.33 spaces per unit
- Multi-Family Dwellings: 1.0 spaces per studio unit, 1.5 spaces per 1 bedroom unit, 2.0 spaces per 1 bedroom + den units, and 2.0 spaces per 2 bedroom or more units

An overall 8.5 percent parking reduction is requested for the Worldgate redevelopment project.

Zoning Ordinance Comparison

This section presents a comparison of the Town of Herndon's parking requirements to Fairfax County's parking requirements under the current Zoning Ordinance (effective through 2023) and adopted Zoning Ordinance amendment referred to as Parking Reimagined (effective January 1, 2024).

Table 3 provides the required parking supply for the proposed Worldgate redevelopment program based on the three (3) zoning ordinance requirements.

Table 3: Comparison of Parking Requirements and Proposed Spaces Under Different Zoning

Land Use	Development Size	Zoning Ordinance					
		Town of Herndon		Fairfax County		Parking Reimagined	
		Required Minimum Ratio	Required Spaces	Required Minimum Ratio	Required Spaces	Required Minimum Ratio	Required Spaces
Townhouse Dwellings	49 DU	2.33 /DU	115	2.70 /DU	133	2.70 /DU	132
Stacked Townhouse	52 DU	2.33 /DU	122	2.30 /DU	120	2.30 /DU	120
Multi-Family Dwellings	359 DU						
- Studio	66 DU	1.00 /DU	66	1.60 /DU	106	1.45 /DU	96
- 1 Bedroom	173 DU	1.50 /DU	260	1.60 /DU	277	1.45 /DU	251
- 1 Bedroom + Den	31 DU	2.00 /DU	62	1.60 /DU	50	1.45 /DU	45
- 2 Bedrooms or More	89 DU	2.00 /DU	178	1.60 /DU	143	1.45 /DU	129
Required Parking Spaces for Multi-Family Dwellings			566		576		521
Total Required Parking Spaces			803		829		773

As shown in Table 3, the required parking for the Worldgate redevelopment program under the Fairfax County Parking Reimagined ratios would be lower compared the Town of Herndon's Zoning Ordinance ratios. The required parking supply for the Worldgate multifamily units under the Parking Reimagined ratios would be 521 spaces. The proposed parking supply for the multifamily units is 498 parking spaces, which equates to a 4.4 percent reduction from the Parking Reimagined ratios.

It is noted that the ratios provided in Table 3 for Fairfax County are for non-designated areas. Requirements for designated areas such as Transit Station Areas are further reduced.

Industry Parking Demand Ratios

In order to present a comparison to published industry data, a review of the parking demand for multifamily units was conducted using the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 5th Edition and the Urban Land Institute (ULI) *Shared Parking*, 3rd Edition (2020).

ITE Parking Generation Manual

The average demand ratio for ITE Land Use Code 221 (Multifamily Housing) is **1.31 spaces per unit**. This ratio is below the requested parking ratio of 1.39 spaces per unit for the Worldgate multifamily units.

ULI Shared Parking

ULI's *Shared Parking* 3rd Edition has base parking demand ratios for residential land uses based on the number of bedrooms. The base parking demand ratios are as follows:

- Studio: **0.85 spaces per unit**
- 1 bedroom: **0.90 spaces per unit**
- 2 bedrooms: **1.65 spaces per unit**

These ratios are lower than the ratios outlined in the Town of Herndon's Zoning Ordinance for multifamily residential units.

Conclusions

This memorandum provided justification for a reduction in parking for the proposed Worldgate redevelopment project in the Town of Herndon, Virginia. This memorandum supports the following major conclusions:

- The average parking demand based on occupancy data from six (6) similar residential developments was found to be 1.15 spaces per unit, which is lower than the requested parking supply ratio of 1.39 spaces per unit for the Worldgate multifamily units.
- The required parking supply for the Worldgate multifamily units under the Fairfax County Parking Reimagined ratios would be 521 spaces. The proposed parking supply for the multifamily units is 498 parking spaces, which equates to a 4.4 percent reduction from the Parking Reimagined ratios.
- The ITE average peak period parking demand ratio for Multifamily Housing is 1.31 spaces per unit.
- The ULI base parking demand ratios for residential land uses are as follows:
 - Studio: 0.85 spaces per unit
 - 1 bedroom: 0.90 spaces per unit
 - 2 bedrooms: 1.65 spaces per unit
- The following parking supply ratios are proposed:
 - Multi-Family Dwellings: **1.39 spaces per unit** (12.0 percent reduction from Town of Herndon parking requirements)
 - Townhouse Dwellings and Stacked Townhouses: **2.33 spaces per unit** (no reduction)
 - **Overall 8.5 percent parking reduction from Town of Herndon parking requirements**
- The requested parking reduction will not adversely impact the surrounding area.

TECHNICAL APPENIDX

Appendix A: 315 Elden Street Adaptive Reuse Parking Demand Assessment

Appendix B: Similar Project Locations and Data Types Map

Appendix A: 315 Elden Street Adaptive Reuse Parking Demand Assessment

MARCH 2022 COUNT

Table 1

315 Elden Street Adaptive Reuse
Parking Comparison with Existing Herndon Project (1) (2)

5.20.2022

Location	Overall % of Studio & 1 BR Units	Overall % of 2+ BR Units	Studios (DUs)	1-BR (DUs)	2-BR (DUs)	3-BR (DUs)	4-BR (DUs)	Total Units (DUs)	Total Beds (beds)	Parking Supply (spaces)	Parking Supply (spaces/Bed)	Parking Demand (spaces) (3)	Parking Demand (spaces/Bed)
Existing Residential Developments													
661 Dulles Park Ct, Herndon, VA <i>Percent Unit Type</i>	10%	90%	0 0%	18 10%	53 29%	113 61%	0 0%	184	463	258	0.56	239	0.52
140 Laurel Way, Herndon, VA <i>Percent Unit Type</i>	50%	50%	0 0%	224 50%	226 50%	0 0%	0 0%	450	676	387	0.57	278	0.41
1241-1269 Elden St, Herndon, VA <i>Percent Unit Type</i>	20%	80%	0 0%	36 20%	54 30%	54 30%	36 20%	180	450	271	0.60	241	0.54
831 Locust St, Herndon, VA <i>Percent Unit Type</i>	40%	60%	0 0%	36 40%	49 54%	5 6%	0 0%	90	149	100	0.67	93	0.62
13000 Wilkes Way, Herndon, VA <i>Percent Unit Type</i>	35%	65%	0 0%	112 35%	176 55%	32 10%	0 0%	320	560	480	0.86	375	0.67
										Average Supply	0.65	Average Demand	0.55
Proposed Residential Development 315 Elden Street Adaptive Reuse <i>Percent Unit Type</i>	74%	26%	28 16%	98 58%	44 26%	0 0%	0 0%	170	214	184	0.86		

Note(s):

- (1) Program and parking supply information obtained from the Pinkard Group.
- (2) All of the existing multifamily developments are nearly fully occupied between 95.0% to 98.4% occupancy.
- (3) Residential parking demand counts were collected during the overnight hours between Monday, March 28th and Tuesday, March 29th when residential parking demands would be at their maximum.

MAY 2022 COUNT

Table 1A

315 Elden Street Adaptive Reuse
Parking Comparison with Existing Herndon Project (1) (2)

Location	Overall % of Studio & 1 BR Units	Overall % of 2+ BR Units	Studios (DUs)	1-BR (DUs)	2-BR (DUs)	3-BR (DUs)	4-BR (DUs)	Total Units (DUs)	Total Beds (beds)	Parking Supply (spaces)	Parking Supply (spaces/Bed)	Parking Demand (spaces) (3)	Parking Demand (spaces/Bed)
Existing Residential Developments													
661 Dulles Park Ct, Herndon, VA <i>Percent Unit Type</i>	10%	90%	0 0%	18 10%	53 29%	113 61%	0 0%	184	463	258	0.56	238	0.51
140 Laurel Way, Herndon, VA <i>Percent Unit Type</i>	50%	50%	0 0%	224 50%	226 50%	0 0%	0 0%	450	676	387	0.57	268	0.40
1241-1269 Elden St, Herndon, VA <i>Percent Unit Type</i>	20%	80%	0 0%	36 20%	54 30%	54 30%	36 20%	180	450	271	0.60	235	0.52
831 Locust St, Herndon, VA <i>Percent Unit Type</i>	40%	60%	0 0%	36 40%	49 54%	5 6%	0 0%	90	149	100	0.67	101	0.68
13000 Wilkes Way, Herndon, VA <i>Percent Unit Type</i>	35%	65%	0 0%	112 35%	176 55%	32 10%	0 0%	320	560	480	0.86	400	0.71
										Average Supply	0.65	Average Demand	0.56
Proposed Residential Development 315 Elden Street Adaptive Reuse <i>Percent Unit Type</i>	74%	26%	28 16%	98 58%	44 26%	0 0%	0 0%	170	214	184	0.86		

Difference

- (1)
(10)
(6)
8
25

Note(s):

- (1) Program and parking supply information obtained from the Pinkard Group.
- (2) All of the existing multifamily developments are nearly fully occupied between 95.0% to 98.4% occupancy.
- (3) Residential parking demand counts were collected during the overnight hours between Wednesday, May 18th and Thursday, May 19th when residential parking demands would be at their maximum.

Appendix B: Similar Project Locations and Data Types Map

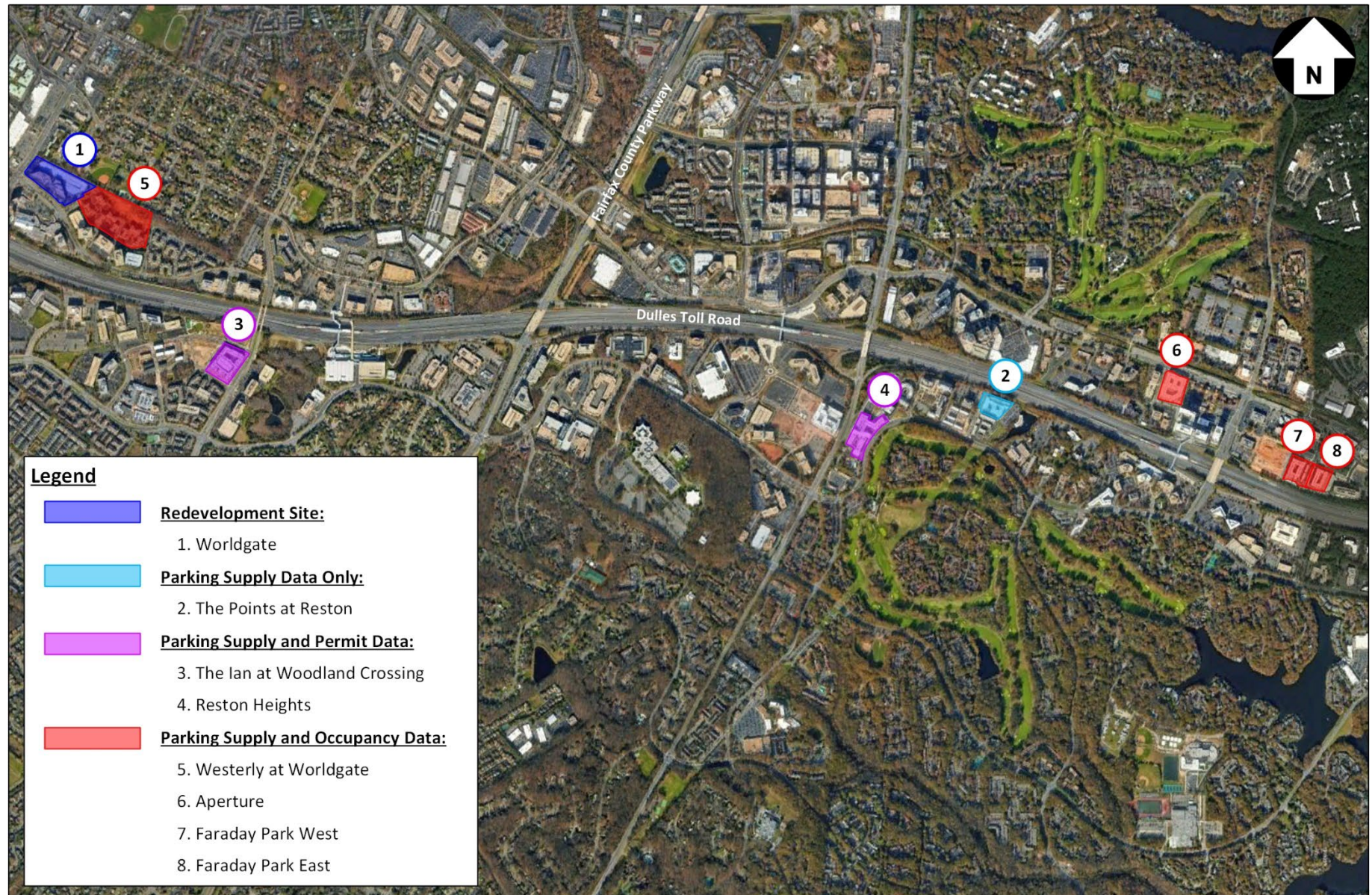


Figure 3: Similar Project Locations and Data Types Map

Agenda Item: **COMPREHENSIVE PLAN AMENDMENT - CPA #23-01, Resolution to consider Comprehensive Plan Amendment, CPA #23-01, pursuant to Section 15.2-2229 of the Code of Virginia, an amendment to the Town of Herndon 2030 Comprehensive Plan, adopted August 12, 2008, as amended through May 24, 2022**

Meeting Date: February 12, 2024

Category: Public Hearings

Prepared by: Ahmad Zaki, Lead Planner/Long Range, Bryce Perry, Deputy Director of Community Development

Description:

CPA #23-01 proposes the adoption of the Transit Related Growth (TRG) Small Area Plan and amendments to Chapter III of the Town of Herndon 2030 Comprehensive Plan, as adopted on August 12, 2008, and amended through May 24, 2022. Once approved, the small area plan will serve as the primary source for guidance on the development of 94 acres of 25 privately owned properties within the Town of Herndon Transit-Related Growth area, located at the southeastern corner of the town, proximate to but not directly adjacent to the Herndon Metrorail Station.

Background:

Pursuant to Section 15.2-2223 of the Code of Virginia, local planning commissions prepare and recommend by resolution comprehensive plan amendments for adoption by the local governing body. The governing body shall act within 90 days of the planning commission's recommended resolution on a plan amendment, as stipulated in Section 15.2-2229 of the Code of Virginia.

This Comprehensive Plan Amendment, CPA # 23-01, was initiated by the Town Council on December 12, 2023, through Resolution (23-G-77). With that initiation, the amendment was referred to the Planning Commission for review and recommendation.

Staff has provided the attached memo with updates on the progress of the plan and further information on the TRG Advisory Committee recommendations.

Budget Impact:

N/A

Recommendation:

Staff is withholding a recommendation at this time.

Attachments:

1. Staff Memo

MEMORANDUM

To: Chairman Romeo & Members of the Planning Commission

From: Ahmad Zaki, AICP 
Lead Planner, Long-Range Planning
ahmad.zaki@herndon-va.gov

Date: February 12, 2024

Subject: CPA# 23-01, Transit-Related Growth (TRG) Small Area Plan

Purpose and Summary

This memo serves as an update to the Comprehensive Plan Amendment (CPA) for the Transit-Related Growth (TRG) Small Area Plan. It includes a summary of recommendations from the TRG Advisory Committee (AC) meeting on January 10, 2023, which served as a crucial milestone in the TRG planning process. That meeting provided an opportunity for the AC to revisit their comments on the TRG draft plan, review the revised TRG plan, and formulate consensus-driven recommendations for consideration by the Planning Commission and Town Council.

This memo also summarizes the updates to the draft plan and plan development process since the January Planning Commission regular meeting.

TRG Advisory Committee Recommendations

After a comprehensive discussion of the outstanding items at its January 10, 2023 meeting, the TRG Advisory Committee (AC) formulated consensus-driven recommendations for consideration by the Planning Commission and Town Council. Each of the recommendations is briefly explained below. The official recommendations document is in review by Committee members and is expected to be included in the Planning Commission dispatch for its regular meeting on February 26th.

- **Land Use and Density:** The committee discussed three items:
 - whether the preferred balance of uses has been achieved,
 - if the level of flexibility has been attained, and
 - the acceptability of the potential loss of small office and light industrial uses.

Deliberations also covered the logical coherence of the two poles of activity, the adequacy of the transition to the single-family residential neighborhoods, and the potential need for the plan to indicate specific widths between buildings.

The Advisory Committee generally supported the proposed land uses and density recommendations outlined in the draft small area plan with the consideration that overly prescriptive land use guidelines should be avoided.

- **Transportation Network and Traffic Impacts:** The committee deliberated on the transportation network and the traffic impacts and adequacy of the overall grid, determining the appropriateness of a potential reduction in intersection Level of Service (LOS), and ensuring the grid's suitability in providing access to various property owners. The committee examined the emphasis placed on multi-modal improvements and

Transportation Demand Management (TDM) strategies, contemplating the identification of specific roads as public or private.

The committee underlined the importance of an effective transportation network, emphasizing references and explanations related to multi-modal service levels. The focus was on achieving a balanced mode share, promoting active transportation in a Transit-Oriented Development (TOD) district, and mitigating vehicle traffic through the provision of safe and convenient non-motorized options. In addition, it was recommended that the street grid should be presented as conceptual, allowing flexibility for adjustments, especially concerning smaller roads and acknowledging the typical and necessary refinements stemming from subsequent engineered designs of later land use processes. The plan should explicitly distinguish between public and private roads, utilizing consistent terminology for various street categories.

- **Open Space Network:** The discussion of the open space network involved several critical points of inquiry. The committee explored the appropriateness of the overall open space network, ensuring that it aligns with the envisioned goals of the TRG plan. Discussions also revolved around assessing the adequacy of provided open spaces, and contemplating whether the plan should offer more specificity regarding active versus passive recreation opportunities. The committee paid special attention to the equitable sharing of open spaces among property owners, emphasizing the importance of fostering a cohesive and accessible community environment.

The AC recommended inclusion of references and allowances for programmable spaces within open areas. The objective of this item is to facilitate pop-up shops, food trucks, and events, fostering a dynamic and interactive environment.

- **Urban and Architectural Design and Character:** Exploration of key considerations in urban and architectural design and character were made while determining the appropriate level of design and form guidance for the TRG plan, ensuring it strikes a balance between flexibility and essential guidelines. Deliberations also centered around strategies to establish a unique Herndon character and a distinct sense of place within the TRG framework. The committee discussed the merits of fostering a cohesive design narrative for the entire area, and the manner in which structured parking should be screened.

High-level urban design and architectural principles were recommended as essential. The committee endorsed the idea for objective identification and implementation of a specific character unique to Herndon for use in the TRG. It further highlighted encouragement of architectural variety and creativity as paramount, with a call for more flexibility in determining the extent and location of active uses lining parking garages.

- **Parking Strategies:** The committee further assessed the effectiveness of relying on parking strategies and shared parking within the TRG plan, weighing its feasibility and desirability. Deliberations also included discussions on the degree to which on-street parking should be leveraged, considering its impact on the overall parking strategy.

The committee recommended that the plan should provide shared parking only in cases of common ownership; otherwise, on-site parking should be a requirement. While acknowledging the necessity of parallel parking on certain streets, the committee advocated for increased flexibility on side streets to accommodate diverse parking solutions.

- **Plan Implementation & Phasing:** The committee's evaluation of the implementation and phasing of the TRG plan involved a discussion of critical aspects considering disparity of individual parcel development, assessing its effectiveness and alignment with overarching TRG goals. The consideration of whether off-site impacts should be shared among property owners was a central topic, emphasizing the collaborative responsibility in mitigating potential adverse effects.

The committee further recommended a collaborative approach to mitigating off-site impacts, suggesting that the responsibility be shared among property owners. Additionally, the committee proposed the incorporation of guidance within the planning framework to recognize and support existing businesses that have proven successful in contributing to community service. Lastly, the committee recommended the need for an option for the Sunset District to be retained in its existing form with open space improvements and building upgrades.

Plan Updates

Staff is working closely with the consultants toward completion of a final draft of the plan, which is expected to address recommendations from the TRG Advisory Committee and comments from the Planning Commission. That draft is scheduled to be provided to the Planning Commission in its dispatch for its regular meeting on February 26th. Following the submission of the draft, staff comments and input from the Commission and public will be compiled within an errata sheet. The errata sheet would be maintained through Town Council deliberation of the CPA and would then be incorporated into the record copy of the small area plan.

A notable change to the plan has occurred since the last Planning Commission review. After closer examination, it was determined that the Implementation Chapter would be removed from the small area plan document, and instead developed and adopted subsequent to plan approval and attached to the plan within the appendices. Moreover, this vital component of the overall plan would be drafted by staff. Separating a small area plan in this manner is common practice and is also common practice for the effort to be completed by staff given staff's much more in depth understanding of the processes, practices, regulations, challenges, town needs, private development considerations specific to Herndon. These variables combine to inform the town on the most appropriate overall approach and specific strategies for implementing the tenets and objectives of the small area plan.

The February Planning Commission meetings provide further opportunity for review of the plan and discussion of any potential outstanding elements. The Commission is encouraged to engage with staff for any items that remain unclear or any items where there may be continued concerns.