TOWN OF HERNDON, VIRGINIA
WORK SESSION AGENDA
HERNDON COUNCIL CHAMBERS BUILDING
765 LYNN STREET
MARCH 19, 2019
7:00 P.M.

PRESENTATIONS

1. Proclamation, to recognize "Vietnam Veterans Day," March 29, 2019

2. Proclamation, to recognize the 40th Anniversary of the Herndon Community Center, March 25, 2019

3. Proclamation, to recognize "National Volunteer Week," April 7 – April 13, 2019

4. Proclamation, to recognize "Local Government Education Week," April 1 – April 7, 2019

5. Proclamation, to recognize "Earth Day/Arbor Day," March 31, 2019

PUBLIC HEARINGS

6. Ordinance, to grant a first franchise amendment to Level 3 Communications of Virginia, Inc., for a route expansion for three conduit lines

7. Ordinance, to consider Development Plan DP #17-01, an application for a Herndon Transit-Oriented Core (HTOC) Development Plan with proffered conditions to allow a mixed-use development located at 555 Herndon Parkway. Owner: 555 Herndon LLC; Representative: Frank J. Poli, Senior Vice President, Penzance Management, LLC; Agent: Kenneth W. Wire, Esq. Wire Gill, LLP.

8. Ordinance, to amend Chapter 63 (SOLID WASTE), Sections 63-2, 63-4, 63-5, 63-8, and 63-9 of the Herndon Town Code, regarding definitions, general requirements and responsibilities of owners, residential collection times and placement, schedule of fees for recyclables, special collection, and violations

9. Resolution, to consider Special Exception SE #19-03, 281 Sunset Park Drive, to allow a fitness facility; Applicant: Kavitha Maddi & Yogender Rakasi; Business Entity: Koko FitClub Herndon; Property Owner: Skyvish Square, LLC.

GENERAL

10. Resolution, to amend the Parks and Recreation Fees - Special Facilities Use and Facility Rental Fees

CONSENT AGENDA

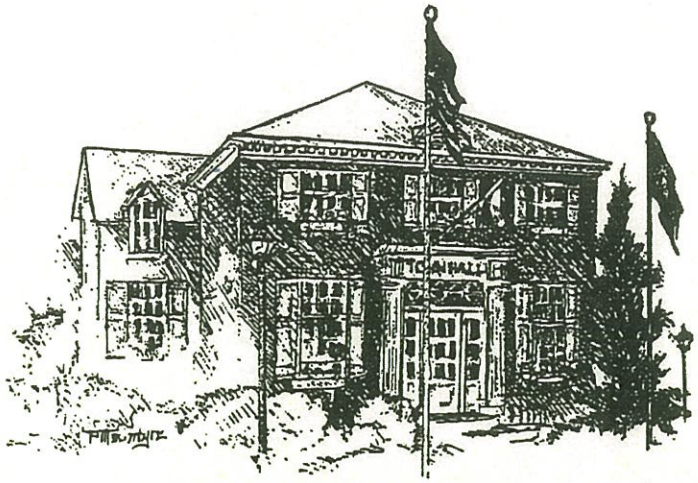
11. Resolution, to consider authorization to submit Creative Communities Partnership Grant to the Virginia Commission for the Arts (formerly the Local Government Challenge Grant)

DISCUSSION

12. FY 2020 Budget (Discussion by the Town Manager)

13. Draft Ethics Ordinance (Discussion by the Town Attorney)

ROUNDTABLE



TOWN OF HERNDON, VIRGINIA
PROCLAMATION
VIETNAM VETERANS DAY
MARCH 29, 2019

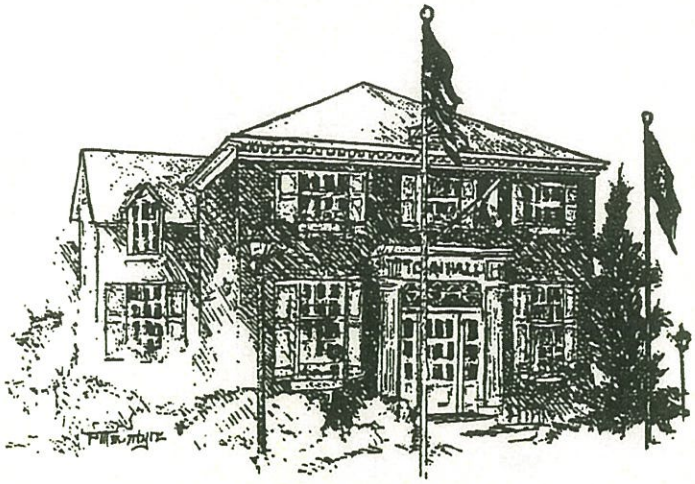
The Vietnam War began on January 12, 1962 with "Operation Chopper" near Saigon and the last American troops left Vietnam on March 29, 1973. Through more than a decade of difficult conflict, the dedication and service of our men and women in uniform stood true. These brave patriots faced the line of fire; cast themselves into harm's way to save a friend; and fought hour after hour, day after day, to preserve the liberties we hold dear. The Vietnam War is a story of service members from different backgrounds, races, and creeds ~ from all across the country ~ who came together to complete a daunting mission and to serve the country they loved. During this conflict, more than 58,000 brave soldiers laid down their lives in service to our nation.

Eleven years of combat left an imprint on a generation. Thousands of soldiers returned home bearing battle wounds; however, still more were burdened by the invisible wounds of post-traumatic stress; Agent Orange; and memories that would never fade. Yet, in one of the war's most profound tragedies, many of these men and women came home to be shunned or neglected, to face treatment unbefitting their courage and a welcome unworthy of their example. This must never happen again.

Therefore, the Mayor and Town Council of the Town of Herndon, Virginia, proclaim March 29, 2019, as **Vietnam Veterans Day** in the Town of Herndon; pay tribute to the fallen, the missing, the wounded, the millions who served, and those who anxiously awaited their return; and reaffirm one of our most fundamental obligations ~ to show all who have worn the uniform of the United States the respect and dignity they deserve.

Further, the Mayor and the Town Council of the Town of Herndon, Virginia, call on all citizens to observe **Vietnam Veterans Day** with appropriate programs, ceremonies, and activities, and encourage the display of the flag of the United States of America ~ to honor our nation's courageous veterans.

Lisa C. Merkel, Mayor
March 26, 2019



TOWN OF HERNDON, VIRGINIA
PROCLAMATION
40TH ANNIVERSARY
THE HERNDON COMMUNITY CENTER
MARCH 25, 2019

The Mayor and Town Council of the Town of Herndon, Virginia, hereby honor and celebrate the **40th Anniversary of the Herndon Community Center**; highlight the flagship facility for the Town of Herndon's Department of Parks and Recreation, which opened in 1979; express our appreciation to the staff and volunteers at the Herndon Community Center ~ who maintain this community facility, provide outstanding customer service seven days a week, produce programs for all ages, encourage outdoor activity, educate citizens on behaviors and practices that support a healthy lifestyle, and collaborate with community groups to enhance and provide recreation programs, events and services at the Herndon Community Center ~ which bring all citizens together and generate a sense of community, preserve our town's heritage and sense of place, and enhance our quality of life.

Further, the Mayor and Town Council of the Town of Herndon, Virginia, hereby congratulate the Department of Parks and Recreation ~ a nationally-accredited comprehensive parks and recreation system ~ on 40 years of excellence; and promote the Herndon Community Center's diverse and accessible amenities and programs, which fulfill the physical, psychological and social needs of our entire community, helping to promote overall wellness and a healthier Herndon.

Sheila A. Olem, Vice Mayor

Pradip Dhakal, Councilmember

Jennifer K. Baker, Councilmember

Signe Friedrichs, Councilmember

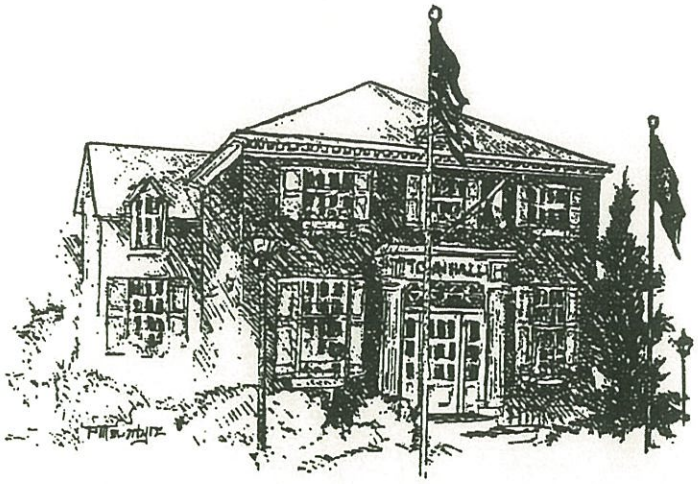
Cesar del Aguila, Councilmember

Bill McKenna, Councilmember

Lisa C. Merkel, Mayor

TOWN OF HERNDON VIRGINIA 1879

Proclaimed by the Herndon Town Council March 26, 2019.



TOWN OF HERNDON, VIRGINIA
PROCLAMATION
NATIONAL VOLUNTEER WEEK
APRIL 7–APRIL 13, 2019

President Richard Nixon established **National Volunteer Week** by executive order in 1974 as a way to recognize and celebrate the efforts of volunteers. Now in its 45th year, **National Volunteer Week** has grown exponentially, with thousands of volunteer projects and special events scheduled throughout the country. Together with the theme ~ Celebrate Service ~ **National Volunteer Week** aims to inspire, recognize and encourage citizens to join together and seek out creative ways to serve their communities. During this important week, we celebrate the impact of volunteer service and the power of changemakers to come together to tackle tough challenges, and build stronger, more vibrant communities.

Therefore, the Mayor and Town Council of the Town of Herndon, Virginia, hereby proclaim the week of April 7 through April 13, 2019, as **National Volunteer Week** in the Town of Herndon; and promote the opportunity to honor the many volunteers who engage in the Herndon community ~ selflessly dedicating themselves to the service of helping others.

Further, the Mayor and Town Council of the Town of Herndon, Virginia, hereby encourage all individuals to take action by supporting volunteer programs that benefit Herndon residents of all ages, including the fields of health, history, recreation, safety, social services, sports, the arts, and the environment.

Further, the Mayor and Town Council of the Town of Herndon, Virginia, are keenly aware of and appreciate the dedication and contributions that Herndon's many volunteers ~ past and present ~ make toward improving our quality of life and making Herndon a special place to live, work and recreate; and for the 35th consecutive year, the town looks forward to honoring Herndon's outstanding and distinguished individual and corporate volunteers at the Mayor's Volunteer Appreciation Reception on Sunday, April 7, 2019.

Sheila A. Olem, Vice Mayor

Pradip Dhakal, Councilmember

Jennifer R. Baker, Councilmember

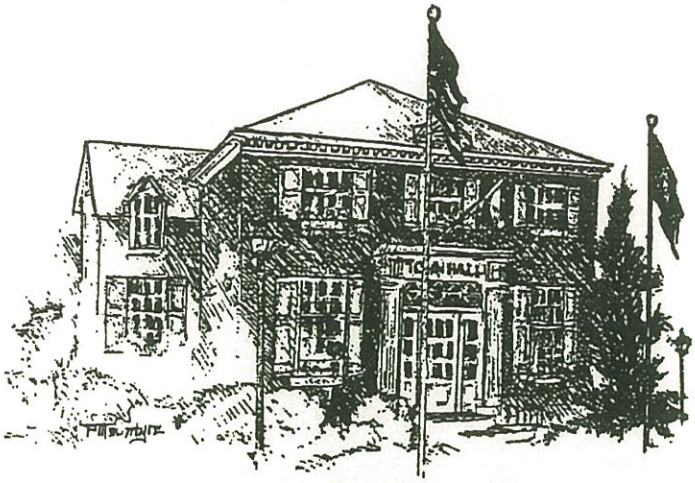
Signe Friedrichs, Councilmember

Cesar del Aguila, Councilmember

Bill McKenna, Councilmember

Lisa C. Merkel, Mayor

Proclaimed by the Herndon Town Council March 26, 2019.



TOWN OF HERNDON, VIRGINIA
PROCLAMATION
LOCAL GOVERNMENT EDUCATION WEEK
APRIL 1 - APRIL 7, 2019

On February 29, 2012, the Virginia General Assembly designated the first week of April as **Local Government Education Week** throughout the Commonwealth of Virginia. This week was selected because on April 2, 1908, the Council-Manager form of government was created in the City of Staunton, Virginia. During **Local Government Education Week**, municipalities throughout the Commonwealth are recognized for the valuable services provided to the residents and communities they serve.

Therefore, the Mayor and Town Council of the Town of Herndon, Virginia, proclaim the week of April 1 – April 7, 2019, as **Local Government Education Week** in the Town of Herndon; express appreciation to the town staff for the vital role they play in educating our community through initiatives, such as ~ youth and citizen police academies; National Night Out; participation in local school activities; providing internship opportunities to students; promoting career opportunities at the town; safety, building and home maintenance workshops; enforcement of state and local laws; and community meetings on matters of importance to our citizens.

Further, the Mayor and Town Council of the Town of Herndon, Virginia, express gratitude to the town staff for their dedication to our residents; recognize that citizen services ~ including law enforcement, public health and safety, recreation, and educating local children ~ are best delivered at the local level; and encourage increased civic education and engagement to strengthen our sense of community throughout Herndon, both during **Local Government Education Week** and throughout the year.

Sheila A. Olem, Vice Mayor

Pradip Dhakal, Councilmember

Jennifer K. Baker, Councilmember

Signe Friedrichs, Councilmember

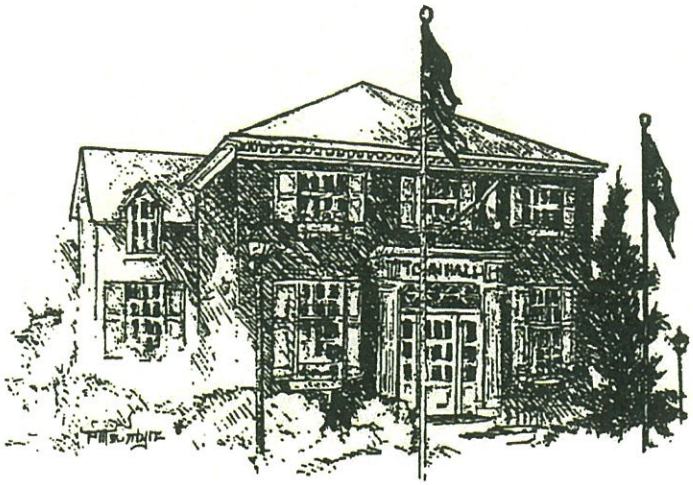
Cesar del Aguila, Councilmember

Bill McKenna, Councilmember

Lisa C. Merkel, Mayor

Proclaimed by the Herndon Town Council March 26, 2019.

Please visit the Town of Herndon's website at www.herndon-va.gov, to learn more about government in the Town of Herndon and our commitment to educating and serving the community.



TOWN OF HERNDON, VIRGINIA
PROCLAMATION
EARTH DAY/ARBOR DAY
MARCH 31, 2019

Celebrated each year since 1970, when likeminded groups of Americans brought environmental protection to the forefront, "Earth Day" supports environmental programs, rekindles public commitment, and builds community activism. This year's theme, "Protect Our Species," highlights the issue of protecting threatened and endangered species ~ emphasizing the value of all living things and their unique roles in the earth's ecosystems. "Arbor Day" started in 1872, when J. Sterling Morton called on farmers and homesteaders to replenish the tree population. By observing "Arbor Day," we emphasize the importance of beautifying our town through landscaping and trees, as we serve as the trustees for future generations.

Therefore, the Mayor and Town Council of the Town of Herndon, Virginia, hereby proclaim March 31, 2019, as **Earth Day/Arbor Day** in the Town of Herndon; encourage community enhancement projects; and recognize all the dedicated volunteers that helped with tree and shrub planting, litter cleanup, and other environmental work efforts; and highlight that the town was designated a "Tree City USA" by the Arbor Day Foundation for the 30th year in a row.

Further, the Mayor and Town Council of the Town of Herndon, Virginia, hereby encourage all residents to participate in **Earth Day/Arbor Day** activities all year long, and especially on the town's official Earth Day/Arbor Day on Sunday, March 31.

Further, the Mayor and Town Council of the Town of Herndon, Virginia, hereby encourage all individuals, businesses, civic and service associations, to recycle, celebrate nature, and support efforts promoting awareness of the value of trees and our environment.

Sheila A. Olem, Vice Mayor

Pradip Dhakal, Councilmember

Jennifer K. Baker, Councilmember

Signe Friedrichs, Councilmember

Cesar del Aguila, Councilmember

Bill McKenna, Councilmember

Lisa C. Merkel, Mayor

Proclaimed by the Herndon Town Council March 26, 2019.

TOWN OF
Herndon
DEPARTMENT OF PUBLIC WORKS

STAFF REPORT

Town Council
March 19, 2019

Title:

Ordinance –to grant a first franchise amendment to Level 3 Communications of Virginia, Inc., for a route expansion for three conduit lines.

Staff Contact:

Tammy Chastain, Deputy Director of Public Works
(phone) 703-435-6860
(e-mail) tammy.chastain@herndon-va.gov

Background:

This First Amendment to the franchise agreement, between Level 3 Communications of Virginia, Inc. and the Town of Herndon, Virginia dated August 4, 2015, will permit an increase of three conduits lines within a route expansion of approximately 68 linear feet.

The proposed route expansion will be located from the inner loop of the Herndon Parkway to the right-of-way line at 365 Herndon Parkway (as reflected in green on Exhibit A). Exhibit A dated March 26, 2019 replaces any previous exhibit(s).

Level 3 Communications of Virginia, Inc currently pays right-of-way use fees for more than 1,000 existing access lines along their current route. This route expansion is expected to increase the existing number of access lines and the right-of-way use fee payment will reflect this increase.

Fiscal Impact:

The Franchisee is obligated to remit franchise fees for any additional access lines pursuant to § 56-468.1, Code of Virginia. The town currently receives annual revenues of approximately $12,000 from L3 Communications of Virginia, Inc.

March 19, 2019
Staff Report
Level 3 Communications of Virginia, Inc.

Staff Recommendation:

Staff recommends the Town Council approve the First Amendment to the original Franchise Agreement with Level 3 Communications of Virginia, Inc.

Attachments:

Draft Ordinance
Exhibits A

Staff:

Tammy Chastain
Deputy Director of Public Works

TOWN OF HERNDON, VIRGINIA

ORDINANCE

MARCH 26, 2019

Ordinance- to grant a first franchise amendment to Level 3 Communications of Virginia, Inc., for a route expansion for three conduit lines.

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

1. The Town Council approves this First Amendment to the Franchise Agreement dated August 4, 2015.

2. This instrument allows for a route expansion of 68 linear feet for three conduit lines from the inner loop of the Herndon Parkway to the Right of way line at 365 Herndon Parkway (As reflected on Exhibit A)

3. Exhibit A dated March 26, 2019, attached hereto, replaces any previous exhibit(s).

4. In all other respects, the original franchise remains in effect.

5. The Mayor is authorized to sign and deliver the franchise and any ancillary instruments necessary to effectuate the franchise.

6. This ordinance shall be in effect on and after the date of its adoption.

FIRST FRANCHISE AMENDMENT

THIS FIRST AMENDMENT dated for identification this 26th day of March 2019 is hereby made to the Franchise Agreement dated August 4th 2015, by and between the TOWN OF HERNDON, a Virginia municipal corporation (the "Town") and LEVEL 3 COMMUNICATIONS OF VIRGINIA, INC, a Virginia corporation, on behalf of itself and its Affiliates who are parties to the Affiliate Franchise Agreements ("Franchisee").

WHEREAS, WilTel Communications of Virginia, Inc. ("WilTel") entered a Franchise Agreement with the Town dated dated August 13, 2004; and

WHEREAS, Looking Glass Networks of Virginia, Inc. ("LGN") entered into a Franchise Agreement with the Town dated dated December 1, 2005; and

WHEREAS, TW Telecom of Virginia LLC (formerly known as Time WarnerTelecom of Virginia, LLC, formerly known as Xspedius Management Co. of Virginia, LLC) ("TW") dated November 10, 2003, as amended on October 22, 2007 and April 23, 2013; and

WHEREAS, Level 3 Communications, LLC ("Level 3") entered into a Franchise Agreement with the Town dated March 25, 2005; and

WHEREAS, Level 3 Communications of Virginia, Inc consolidated affiliates, Wiltel, LGN, and TW and respective agreements with the town in agreement dated August 4, 2015, as approved by Ordinance 15-O-27, expiring on August 4, 2025.

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual promises and covenants hereinafter set forth and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereto agree as follows:.

1. Subject to all the terms and conditions contained in the Agreement, the route is hereby amended to reflect a route expansion of 68 linear feet for 3 conduit lines. (As reflected in Exhibit A)

2. Exhibit A dated March 26, 2019, attached hereto, replaces any previous exhibit(s).

3. Except as specifically amended or modified herein, the terms and conditions of the Agreement will remain in full force and effect through the term.

[Signatures on following page]

LEVEL 3 COMMUNICATIONS OF VIRGINIA, INC

By: _____
Sean Gerson
Senior Manager

TOWN OF HERNDON, VIRGINIA

By: _____
Lisa C. Merkel
Mayor

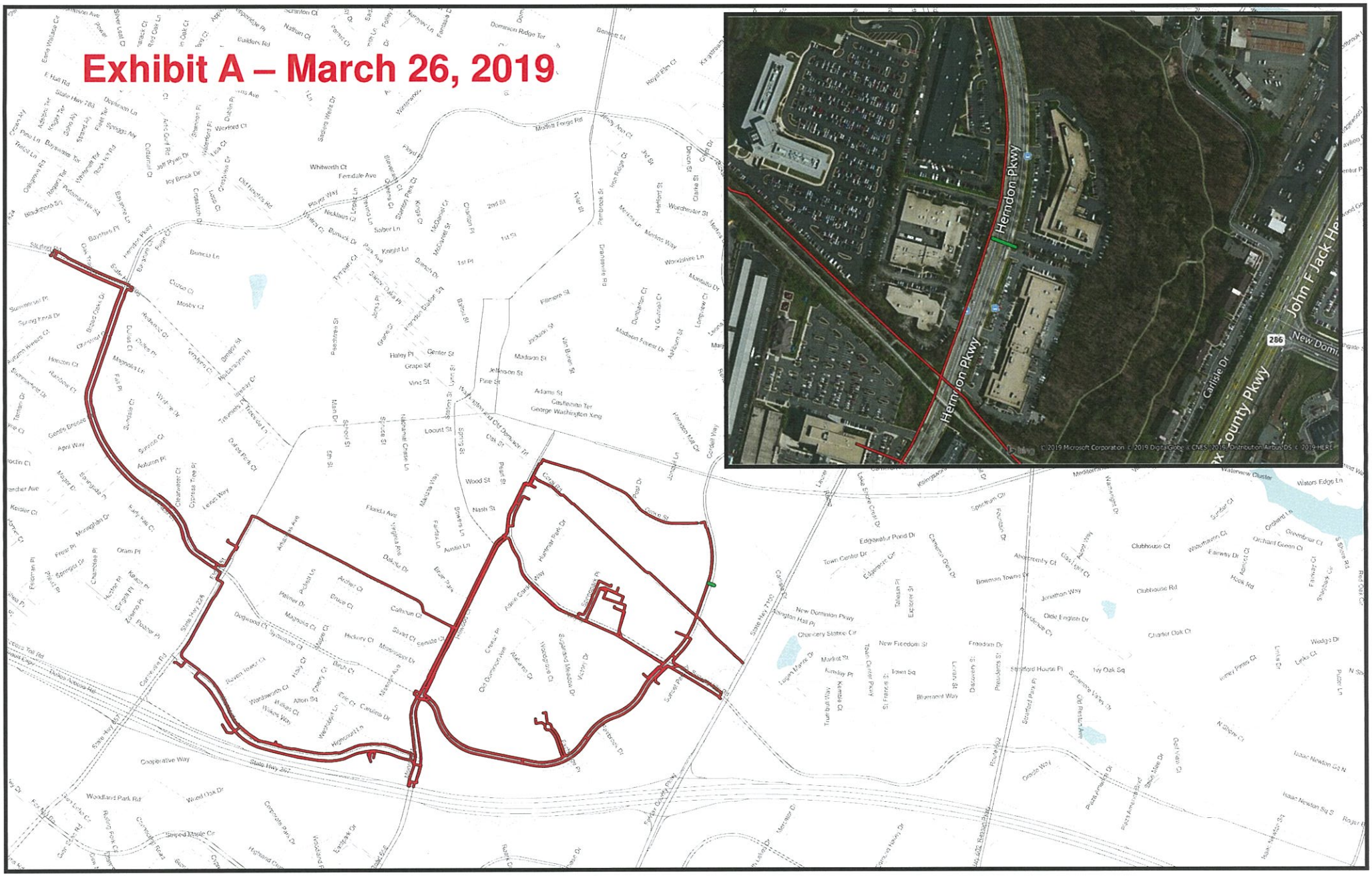
ATTEST:

_____
Town Clerk

APPROVED AS TO FORM:

_____
Lesa J. Yeatts
Town Attorney

Exhibit A – March 26, 2019



CenturyLink Trade Secret
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The following diagram depicts a proposed route configuration and while reasonably believed to be final may be subject to modifications before construction. The final route will be determined based on fiber availability and construction obligations, including but not limited to permitting and other requirements. CenturyLink does not represent or warrant the accuracy of the fiber route and has not made physical verification. This map depicts the vicinity of the route based on our inventory records.

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Proposed New Build

Existing Routes

TOWN OF Herndon VIRGINIA

STAFF REPORT

Town Council
March 19, 2019

Title: DEVELOPMENT PLAN - DP #17-01, 555 Herndon Parkway.

Staff Contact: Bryce A. Perry, Deputy Director of Community Development
bryce.perry@herndon-va.gov (703)787-7380

Elizabeth M. Gilleran, AICP, Director of Community Development
lisa.gilleran@herndon-va.gov (703) 787-7380

Summary Information:

Applicant Request	An application for a Herndon Transit-Oriented Core (HTOC) Development Plan with proffered conditions to allow a mixed-use development located at 555 Herndon Parkway. The subject parcel contains an area of 4.3439 acres. The plan proposes a three phase development with two tower buildings and one mid-rise building collectively comprised of residential, office, and retail uses. These buildings are designed to a maximum 4.3 floor area ratio (FAR) and incorporate a below and above ground structured parking garage. The layout creates an urban block with private streets on each side and bisecting street and plaza area.
Address	555 Herndon Parkway
Owner	555 Herndon LLC
Representative	Frank J. Poli, SVP, Penzance Management, LLC
Agent	Kenneth W. Wire, Esq., Wire Gill LLP
Zoning	PD-TOC: Planned Development - Transit Oriented Core
Adjacent Zoning	North: O&LI (Office & Light Industrial) South: I-4 (Industrial Medium Intensity – FFX CO) East: PD-TOC West: PD-TOC
Land Use Designation	Regional Corridor Mixed Use - Herndon Transit-Oriented Core
Adjacent Land Use Designation	North: Regional Corridor Mixed Use South: Dulles Toll Road (outside town boundary) East: Regional Corridor Mixed Use - Herndon Transit-Oriented Core West: Regional Corridor Mixed Use - Herndon Transit-Oriented Core
Total Site Area	4.3439 acres / 189,218 square feet
Existing Use	89,711 square foot Low Rise Office Building

Planning Commission Recommendation:

The Planning Commission held public hearings on this application on January 28, 2019 and February 25, 2019. On February 25, 2019, the Commission voted to recommend approval of DP #17-01, 555 Herndon Parkway and associated proffers, with two amendments and additional guidance. The Planning Commission's resolution is Attachment #1 of this report.

Background:

This is the first development plan to be submitted as regulated under Section 78-50.8 of the zoning ordinance and guided by Chapter III of the 2030 Comprehensive Plan and the Herndon Metro Station Area Study Transit-Oriented Core Plan that was adopted by the Town Council in February of 2012. These documents permit densities up to 4.3 FAR with approval of a development plan and associated proffers. Development is also subject to the adopted Herndon Transit-Oriented Core Architectural and Urban Design Guidelines.

The zoning ordinance expresses the purpose and intent of the PD-TOC zoning district:

> "The purpose and intent of the Metrorail Station Urban Development Area is to create a distinctive employment center and residential neighborhood characterized by concentrated development that is vibrant, mixed use, transit-oriented and pedestrian friendly. Emerging development is interwoven with and strengthens the town's cultural fabric and sense of identity. The scale of development provides maximum benefit for the fiscal health of the town by supporting long-term economic sustainability. The PD-TOC is established for the Herndon Transit-Oriented Core, as defined in the adopted comprehensive plan, to implement through phased redevelopment the mix of uses, densities and intensities as set forth in the adopted comprehensive plan. The PD-TOC district regulations are designed to provide the necessary flexibility to transform the suburban office park development that currently exist in the Herndon Transit-Oriented Core into a transit-oriented activity center as envisioned by the adopted comprehensive plan, the Herndon Metro Station area study and Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core. The PD-TOC district regulations have been developed to create a 38-acre transit-oriented core comprised of environmentally sustainable development, a vibrant mix of uses, premier architectural, landscape architectural, and urban design, robust pedestrian and bicycle accommodations, and necessary infrastructure improvements."

The maximum by-right FAR in the PD-TOC district is 0.7. A maximum FAR of 1.2 is permitted with the granting of a special exception. Densities up to maximum of 4.3 FAR are permissible within the PD-TOC, provided that the development achieves specific objectives which will be described in detail within this report.

DP#17-01 was initially submitted in April 2017. Based on staff comments and program changes initiated by the applicant; the second plan submission was substantially different than the first. That second submission was received in August 2018 and a third plan submission was received November 2018. The third submission was considered by the Planning Commission at its January work session and public hearing. That review was continued to the February Planning Commission meetings. For the February Planning Commission review, the applicant revised the plan and proffers to address remaining staff and commissioner concerns. As stated above, the Planning Commission voted to approve a resolution recommending approval of DP#17-01 with amendments.

Given that development plans are required to adhere to the Urban Design and Architectural Design Guidelines for the Herndon Transit-Oriented Core and the application must demonstrate compliance to that standard; the applicant sought preliminary review by the ARB informally at its December 2018 and February 2018 work sessions. At its first review, the ARB and staff noted several aspects of the design requiring additional attention and modification. These included the designs of the storefronts, the design of the garage facades and the palette of colors, textures and materials. The ARB reported that those issues were adequately addressed with the revised drawings presented at the second review recognizing that the designs are conceptual at this stage in the process.

The applicant held a neighborhood meeting on January 22, 2019, as required by the zoning ordinance. Over 300 residences were notified of the meeting and over 30 individuals attended. A synopsis of the comments received at that meeting were compiled by the applicant and included as Attachment #9.

The review of development plan largely follows the process of zoning map amendments. The Planning Commission recommends to the Town Council on whether to approve, approve with possible changes or disapprove the application. The Town Council makes the legislative decision on whether to change the zoning of the property to allow the proposed project. If the application is approved, no additional legislative land use action is required for development to occur. A site plan, which is an administrative action, as well, as review, and action by the ARB regarding the design of the buildings and exterior space, are required prior to issuance of a building permit. Staff would re-confirm conformance with the development plan at each of these steps.

Site Description:

The site lies south of the Herndon Parkway and north of the Dulles Toll Road. The parcel lies to the east of 575 Herndon Parkway, which abuts the future HTOC promenade and entrance to the Herndon Metrorail Station. While the applicant's parcel is actually located less than a 10th of a mile from the Herndon Metrorail Station entrance, the distance from the Herndon Metrorail Station entrance to the site via public walkways is 0.17 of a mile.

The site is trapezoidal, and improved with a two-story office building with surrounding surface parking and landscape buffers. It has approximately 378 linear feet of frontage along the Herndon Parkway and approximately 484 linear feet of frontage along the Dulles Toll Road. Existing vehicle access is gained via two private driveways from the Herndon Parkway. One allows full access and is shared with the adjacent property to the west and the other only serves the subject parcel and provided right-in/right-out access. At this time, development plans have not been submitted for the abutting properties.

Proposal Details:

Development Plan

As proposed, the plan requires demolition of the existing building, surface parking lot, and all landscaping. The new development would consist of Building A, a mid-rise or podium building along the western half of the parcel; Building B, a high-rise office building at the southeast quadrant of the parcel; and Building C, a high-rise residential building at the northeast quadrant of the parcel. The structured parking garage for each building would be integrated into the podium and partially lined with active uses around portions of the garage, particularly in the northern half of the parcel. Each building has been designed to allow the development to be constructed in three phases in any order. The garage for each phase is designed to connect with the abutting phases' garages to create a single garage at full build-out. According to the plan, the three buildings would have 325,000 square feet of office, 13,000 square feet of retail, a minimum of 1142 parking spaces, and 475 residential units. The eventual square footages, parking space totals, and units count may fluctuate depending on market conditions and the space requirements of the eventual office tenant(s). The phasing of the project is also market driven, however, the applicant has indicated that Building A is likely to be built first followed by or concurrent with Building B, dependent on whether an office tenant is found.

The development plan (Attachment #4) consists of the following information:

- Massing Models
- Use Program Tabulations
- Full Build-Out Plan
- Phasing Exhibits
- Landscape and Hardscape Plans

- Public/Private Open Space Plans
- Grading and Drainage Plans
- Turning Movements Plans
- Parking Plans
- Shadow Analysis
- Architectural and Urban Design Elevation and Perspective Drawings
- Building Cross-Sections
- Street Cross-Sections
- Traffic Signal Exhibit & Exhibits of Ultimate Loop Road Design
- Sight Distance Plans and Profiles
- Open Space Design and Amenities Concepts
- Environmental Sustainability Practices Concepts
- Unique Herndon Identity Concepts

Transportation

The plan would establish an internal multi-modal street network for the HTOC. Access is gained from Herndon Parkway at the west and east boundaries to access a loop road around the site, and mid-block to access a center road that partially bisects the property. The center entrance and the entrance to the east would have right-in, right-out access. The entrance to the west would have full access and require a new traffic signal to control the vehicle movements. The western entrance would continue to provide access to the abutting property, while the eastern entrance will service only the subject property until such time as the abutting property to the east redevelops. Each of the internal streets are designed with an attention to pedestrian and bicycle service levels with wide sidewalks, street trees, street lights, and site furnishings.

The streets along the east and west boundaries are designed to accommodate two-way traffic at full build-out and then convert to a street half-section with on-street parking once the adjacent properties redevelop and the other half of the street is built. This development maintains the existing grade at the property lines for that reason. The street along the southern boundary, as proposed, includes a landscape buffer along the Dulles Toll Road and sharrow bicycle markings to serve as an additional bicycle connection in the HTOC and provide the required Sugarland Valley Trail. The project's approximately 378 feet of frontage along Herndon Parkway would be enhanced with the required streetscape improvements including the two-way cycle track. Lastly, the center street is designed with two-way travel lanes, some on-street parking, and a turn-around. All streets offer access to the structured parking garage. The loading bays, screened with garage doors, front the perimeter streets.

The Traffic Impact Analysis executive summary highlights the modeled traffic generated and the methods employed to manage the increase in volume (See Attachment #7). Traffic will also be managed by encouraging the use alternative travel means such as

walking, biking, taking transit, and car sharing through the establishment of a Transportation Demand Management (TDM) work plan (See Attachment#8).

Architecture, Urban, & Open Space Design

The design of the proposed buildings relies heavily on contemporary forms and details and large scale architectural components. Each building is architecturally distinct but similar enough to offer an image of a coordinated design. The open space design provides a diversity in surfaces and amenities to serve pedestrians and create an overall richer and experiential environment. Much of the open space design is focused on a center plaza area abutting the center road that offers passive recreation space, programmable spaces, landscaping, seating, and focal points. As currently proposed, the applicant has stressed that the design is both conceptual and illustrative and may change and be further developed following development plan review and in accordance with site plan review and ARB review. The conceptual architecture and open space designs are included in the develop plan set (See Attachment #4).

The project would include green building and infrastructure practices, concepts of which are provided in the plan set and referenced in the proffers. Possible methods would include green roofs and on-street bio-retention. The applicant has also proffered certification of the buildings through an independent third party certification process such as LEED.

The project provides a range of both public and private open space amenities. All at-grade open space would be publically accessible and include areas for respite and passive recreation. Benches, café seating, lawn space, bicycle racks, and opportunities for public art are provided for in the plan. The private outdoor amenity space is concentrated on the podium decks which may include a swimming pool, pet parks, gaming and entertainment spaces, and lounge and fire pit areas.

The applicant has provided concepts for an approach and possible methods for reinforcing a unique Herndon identity on the site. Concepts would include creating open space focal points related specifically to Herndon, incorporating design elements associated with Herndon's history, incorporating unique and interesting streetscape design components, and establishing well-designed wayfinding that ties into the Town's recent sign programs.

Proffer Statement

The draft proffer statement includes proffers regarding uses, architecture and urban design, transportation impacts, recreation and community amenities, green building practices and several more. It also proffers the development plan and offers contributions for off-site transportation improvements, off-site recreation amenities, sanitary sewer

infrastructure, Fairfax County schools, and Fairfax County Fire and Rescue. The full proffer statement is provided as Attachment #5. Staff is expecting a revised proffer statement that includes some minor revisions recommended by the Town Attorney and new language addressing the Planning Commission's concern regarding the design of the mid-block pedestrian passages. This issue is discussed further in staff comment #9 in this report.

Modification

The applicant is requesting a modification to Section 78- 50.8(g)(4)(a), tower separation for buildings over 80 feet in height (See Attachment #6). Staff supports the requested reduction from the minimum requirement of 65 feet between residential buildings to not less than 55 feet. The buildings are oriented so that only a limited amount of the façade of the residential building (building A) will be located within the area that is less than 60 feet from the office building (building B). The applicant has provided exhibits to demonstrate that the proposed reduction to 55 feet of separation is not inconsistent with other mixed-use projects in the region. The proposed orientation of the buildings also furthers the goals of the HTOC Design Guidelines by maximizing the amount of sunlight available to the central public plaza and the internal residential amenity plaza located on the podium level.

Staff Analysis:

Adherence to Comprehensive Plan & Transit-Oriented Core Plan

1. The proposed development plan in general terms achieves many of the applicable principles, policies, goals and objectives for the Herndon Metro Station Area as expressed in the Land Use Chapter of the comprehensive plan.

   The comprehensive plan stresses the need for a balance of uses. Strictly for the purpose of background financial and transportation studies, the comprehensive plan used a total gross floor area split of 40% residential and 60% non-residential. As proposed, the development plan includes a use share of approximately 60% residential and 40% non-residential at 4.3 FAR. Staff supports this balance and has updated the background analysis for transportation and utility infrastructure requirements based on the revised use split.

   The current proposal retains a healthy use mix, with the two primary use types within 20% of each other, and replaces and increases the existing amount of quality non-residential square footage on the site as called for by the adopted comprehensive plan. While the increase in residential has an advantageous impact on traffic generation, its impact on water and sewer is deleterious. The applicant has proffers a contribution to offset the sewer impacts and staff believes that tap fees will mitigate the water infrastructure needs.

The Herndon Metro Station Study Area Herndon Transit-Oriented Core (HTOC) Plan reinforces and elaborates on the comprehensive plan language. It delves into more detail on the design approach, the land use framework and the transportation improvements. The proposed development plan effectivity applies many of the applicable guidance outlined in the HTOC plan.

Compliance with Standards for Increased Density

2. Development in the HTOC seeking a density greater than 1.2 FAR must meet specific objectives per Section 78-50.8(m)(2). Each of those objectives and staff's assessment on whether they have been met are as follows:

   a. *Contribute to a tiered intensity of development, with the highest intensities located closest to the Herndon Metro Station pavilion, and the Herndon Station promenade, with a mix of residential, office, retail and hotel uses and public spaces necessary to achieve a vibrant, mixed-use urban environment.*

      DP#17-01 is requesting the highest possible density at 4.3 FAR. The subject parcel is within one eighth of a mile from the Metro station pavilion making it the closest property that is not directly abutting the pavilion. It proposes approximately 13,000SF of retail GFA, 475,000SF of residential GFA, and 325,000SF of office GFA. The plan proposes both public and private open space at both the ground level and the podium deck level. Staff believes this standard has been met.

   b. *Contribute to a logical networks of open space and urban parks designed as described in the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core and Chapter 6 of the Herndon Metro Station area study to include but not be limited to the Herndon Station promenade, Herndon Parkway streetscape and cycle track, the extension of the Folly Lick Trail as an urban streetscape with multi-modal accommodations, the Metrorail Station urban development area portion of the Sugarland Run Stream Valley Trail pocket parks, common greens, civic plazas and recreational amenities for the district's residents and workforce, which reflect exemplary design in the fields of landscape architecture, urban design and public art.*

      The development plan includes the Herndon Parkway streetscape, accommodations for the Sugarland Run Valley Trail, mid-block pedestrian passages, and well-designed private road streetscapes with wide and protected sidewalks. It also provides a thoughtfully designed central plaza area that will be open to the public. Recreational amenities, as proposed, would be provided on-site for residents and office occupants. Staff believes this standard has been met.

c. *Voluntarily address impacts to public facilities that result from the proposed development plan application, to include police protection, park and recreation services, public utilities and Fairfax County services to include fire and rescue, libraries, and schools.*

   The proposed proffers provide contributions to offset impacts to Fairfax County Schools, Fairfax County Fire and Rescue and Town of Herndon Parks and Recreation. Contributions are also provided for sanitary sewer infrastructure upgrades and transportation improvements. Staff believes this standard has been met.

d. *Voluntarily contribute a fair share of the necessary infrastructure improvements identified in the Herndon Metro Station area study including but not limited to the creation of the Worldgate Connector, the redesign of the Herndon Parkway, and water and sewer improvements.*

   The proposed proffers provide contributions for off-site transportation improvements and sanitary sewer infrastructure upgrades based on the estimated costs. Staff believes this standard has been met.

e. *Create and provide exemplary pedestrian, bicycle, passenger vehicle and service vehicle access.*

   The development plan as proposed takes a multi-modal approach to access and mobility with two bicycle connections, sidewalks along every vehicle travel way, and service and emergency vehicle access around and through the site. The applicant has worked with staff to bolster the pedestrian connections and enhance the quality of the open space design. Staff believes this standard has been met.

f. *Reduce the number of single occupant vehicle trips by implementing various transportation demand management strategies, such as voluntary transit subsidies, carpool and vanpool services, employee shuttles, car sharing programs and bicycle accommodations, limiting the amount of provided parking, encouraging shared parking arrangements among appropriate uses, and permitting the inclusion of managed tandem parking space.*

   The applicant has submitted a Transportation Demand Management (TDM) work plan that outlines specific techniques to be used in encouraging alternative means of travel. The proffers provide TDM language and set specific single occupancy vehicle trip reduction goals. Staff is working with the applicant to

provide additional information to the TDM work plan which is expected to be re-submitted prior to the Town Council work session.

g. *Apply the adopted Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core.*

Staff and the ARB at two work sessions evaluated the architecture and urban design of this project based on the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core. Several design issues were raised and the applicant addressed each with revised drawings. The drawings included in the development plan are the revised versions the ARB considered in Greenall compliance with the applicable guidelines. Staff believes this standard has been met.

h. *Demonstrate how the development plan application contributes to a cohesive PD-TOC district and will permit development of adjacent parcels or landbays that are not included within the development plan application.*

This development establishes an internal on-site roadway network akin to an urban block and similar to the conceptual roadways shown in the Herndon Transit-Oriented Core Plan. As designed, the two side streets are meant to convert to a half section with on-street parking when the adjacent properties are developed. This helps to create an eventual shared access private street to be used by the adjacent properties.

The project has an inward orientation which may create a design challenge when the adjacent properties redevelop. Most of the ground floor active uses and more decorative open space designs are confined to Herndon Parkway and the proposed center street. The east and west facades along the ground floor are mostly open garage space with garage entrances and loading bays. The staff understands that the applicant faces a dilemma as the first property to design a transit-oriented redevelopment project for the HTOC. The abutting properties are not ready at this time to participate in the design effort, thus the applicant found very limited options for creating a viable development layout. Though there remains concern that the orientation of this development will encourage other property owners to repeat this pattern across the HTOC. These concerns have been mitigated by further articulating and varying the design of the garage facades, by adding the mid-block pedestrian passages, and by adding more decorative treatments and pedestrian amenities within the loop road streetscapes.

Staff believes this standard has been met however it remains important to ensure that other redevelopment in the HTOC are not similarly oriented inwards if district cohesiveness is to be achieved. Any future development plans within the HTOC will be expected to rely on the grid pattern of streets that this applicant is initiating.

i. *Reduce energy consumption and enhance the physical environment through specified stormwater management and sustainable building techniques.*

A green practices proffer offers certification of LEED Silver or equivalent for each building and the use of green infrastructure for stowmwater management. The development plan includes a stormwater management narrative and concept plan and an environmental sustainability page that offers concepts for green building and infrastructure. Staff believes this standard has been met.

Transportation Comments

3. The traffic impact analysis (TIA) assumed full build-out and a 1% growth rate per year. It accounted for pending future developments, town transportation improvement projects, and the opening of the Herndon Metro Station. According to the analysis, overall level-of-service (LOS) remains acceptable with specific mitigation measures to include the installation of a traffic signal at the project's western entrance and a northbound left turn lane at the approach to that intersection. An exhibit showing a conceptual design of the signalized intersection is included on Sheet 18.2 of the plan set. An exhibit showing the northbound turn lane is on Sheet 18.3.

   Staff has requested the submission of additional information to supplement the TIA and provide clarity on a few of the analysis results which appear somewhat inconclusive. The applicant's and Town's traffic consultants are working to address this issue, which will ideally be submitted prior to the work session.

4. The Transportation Demand Management (TDM) work plan summarizes the existing and proposed transportation facilities that will impact the travel mode split for this project and then expresses an approach and specific methods that would be employed to encourage alternative means of travel and reduce single occupancy vehicle trips. The proffers offer specific single occupancy vehicle trip reductions goals which, when met, would improve the service levels of the street network and create a more sustainable mode share between personal vehicles, transit, biking, walking, and car-sharing. Staff believes some additional information should be provided in the TDM work plan to improve the approach and enhance its enforceability. Provisions for an outreach and awareness campaign should be included and a more formalized monitoring process should be developed to consist of a set reporting schedule and specific report contents.

5. Staff and the Town's traffic consultant review cited a concern for three access points into the project and the added points of conflict between transportation modes. Staff suggested design solutions to this issue and the applicant responded by revising the center road to function and serve more as a mixed mode plaza area. At the curb cut, the road raises to the level of the plaza and the curb is dropped. The road's surface treatments are decorative and meant to coordinate with the surface treatments used in the plaza. This design accommodates shared travel modes helps to highlight a pedestrian and cyclist service level priority.

Design Comments

6. The applicant has worked closely with staff and the ARB to address building and open space design issues. The storefronts and garages facades where substantially modified and refined from the original design to improve the scale and design quality. The public plaza area streetscapes were also heavily modified to ensure the high design and material quality and high pedestrian service level.

7. The development plan proposes a specific scenario on how the project could develop though the plan allows for some flexibility in the use and density program. While the final design must stay in substantial conformance with the development plan, including elevations and perspective architectural renderings, the architectural exhibits are strictly conceptual and are expected to evolve and be refined as the project goes through site plan review and ARB.

8. The phasing of the project, as proposed, is market driven. So there are no time-specific provisions on how the project may be sequenced or when the construction of each phase may actually occur. If approved, the development plan would entitle the property owner to redevelop per the plan and subsequent approvals at any time in the future. As a somewhat plausible example; the first building may be built immediately following site plan review and approval and ARB review, but the subsequent phases may occur within 5 years or 10 years or longer. This emphasizes the importance of considering the interim conditions of the property prior to full build-out. At staff's request the applicant has provided all of the possible phasing scenarios and the interim conditions that would occur for each. Those are shown in Sheets 5.1-5.6 in the plan set. The applicant has also proffered temporary screening of the unfinished open garages during the interim design.

9. To address comments received from staff and the Planning Commission; the applicant amended the application to include mid-block pedestrian passages through the site. All three passages provide access through or adjacent to the garage to the center road. Two provide at-grade connections, however, one is grade-separated by one garage level and requires stairs to traverse. These passages are visually presented as Images

#4 and #5 on Sheet 16.1 of the plan set and Images #5, #6, #7, and #8 on Sheet 16.2 of the plan set.

The Planning Commission recommended additional attention to the design of these entrances to ensure that they were welcoming, comfortable, and perceived as safe routes for pedestrians. Refining the design of the passages along the frontage adjacent to the sidewalks and maximizing the height were specifically discussed as options to consider. The resolution from the Planning Commission (Attachment #1) recommends an amendment to the application to address this matter.

The applicant has indicated to staff that additional proffer language may be submitted addressing the Planning Commission's concern. A revised draft proffer statement including such language was not submitted prior to the deadline for inclusion in this report. The drawings included in the development plan of the pedestrian passages have not been amended since the Planning Commission review. At this time, staff considers the Planning Commission's recommendation for amending the application to enhance the design of these pedestrian passages to not be satisfied.

10. Staff and Planning Commission stated concern for the project's deficiency in expressing how it would reinforce a unique Herndon identity. Given that the design of the project remains conceptual at the development plan phase, it was a challenge to the applicant to provide a definitive approach on how this may be achieved. Following staff's recommendation, the applicant developed a Unique Herndon Identity plan set sheet (Sheet 19.1 of the Development Plan) focused on the methods that would be used to help ensure the site is designed with interesting and special components that would create a uniquely Herndon sense-of-place. In its resolution, the Planning Commission stated that the application should be amended to address this issue. Staff believes the submission of the dedicated plan sheet achieves that condition.

Fiscal Impact

This project would provide the town with tax revenues that substantially exceed that of the existing use, but place a higher burden on services provided by the town and the county and require improvements to the public water and sanitary sewer systems and transportation infrastructure. Real estate tax will have the greatest contribution to the overall tax revenue however meals tax from any possible restaurants and BPOL tax from retail and office tenants will also contribute.

To offset the costs incurred by the Town for the transportation and utility infrastructure and capacity upgrades necessary to accommodate the growth within the HTOC, as anticipated and planned for, the zoning ordinance requires HTOC property owners to offer a fair share of those costs. The applicant worked with staff to understand the necessary improvements and determine an appropriate cost share. As proffered, the

applicant would contribute $1.50 per gross floor area (GFA) for off-site transportation improvements which would amount to $1,219,500 if the project was built out exactly as conceptually proposed in the development plan. The applicant also proposes to proffer a $120,000 contribution for the sanitary sewer improvements. This amount would cover the cost of upgrades the sewer line along the Herndon Parkway in front of the property. The town will also use tap fees when each phase is built to help cover the costs of both water and sewer infrastructure needs.

This development will also impact other public services provided by both the Town and the County. The applicant proposes to mitigate those impacts with additional proffered contributions. A contribution for Parks and Recreation at a rate of $.35 per residential GFA and $.15 per office GFA is proposed which would total $216,950 at full build-out of the development plan as proposed. There is also a proffered contribution for Fairfax County public schools that will be based on the number of residential units built and use the standard Fairfax County Schools rates. That contribution will be used specifically for public schools that serve Herndon. Lastly, there is a $10,000 proffered contribution to Fairfax County Fire and Rescue for preemptive traffic control devices in the Herndon area.

Proffer Analysis

11. The applicant has worked closely with staff to understand the impacts of this development as proposed and the goals of the Town for HTOC development. Staff believes the breadth of the proffers reflects that effort. According to staff's analysis, the contributions offered adequately provide for the fair share of costs to infrastructure requires for development seeking higher densities through a development plan. The applicant has also addressed numerous issues raised throughout the review process by including language in the proffer statement specific to those issues. Proffer language added based on staff and Planning Commission comments address:

    - High quality open space design with decorative surface treatments, quality and diverse furnishings.
    - Interim and permanent garage screening.
    - First floor activation (active uses with storefronts and lobbies).
    - Provision of the Sugarland Run Trail and boundary conditions.
    - Minimum office square footage and maximum residential square footage.
    - Provision of green infrastructure for stormwater management.

    As expressed in comment #9, the applicant has indicated a forthcoming revised proffer statement would include new language addressing the Planning Commission's comments regarding the design of the pedestrian passages.

Town Council Commission Alternatives:

The following alternatives are available to the Town Council for its decision on this development plan, DP#17-01:

1. Approve the proposed Ordinance and Modification;
2. Deny the proposed Ordinance and Modification;
3. Remand back to the Planning Commission; or
4. Continuance of the application to the next available set of Town Council meetings.

Staff Recommendation:

Staff recommends a continuance of this application in accordance with Alternative #4. A continuance would provide more time for the applicant to submit and staff to review revised proffers addressing the Planning Commission's concern regarding the design of the pedestrian passages and the additional Traffic Impact Analysis and Transportation Demand Management information.

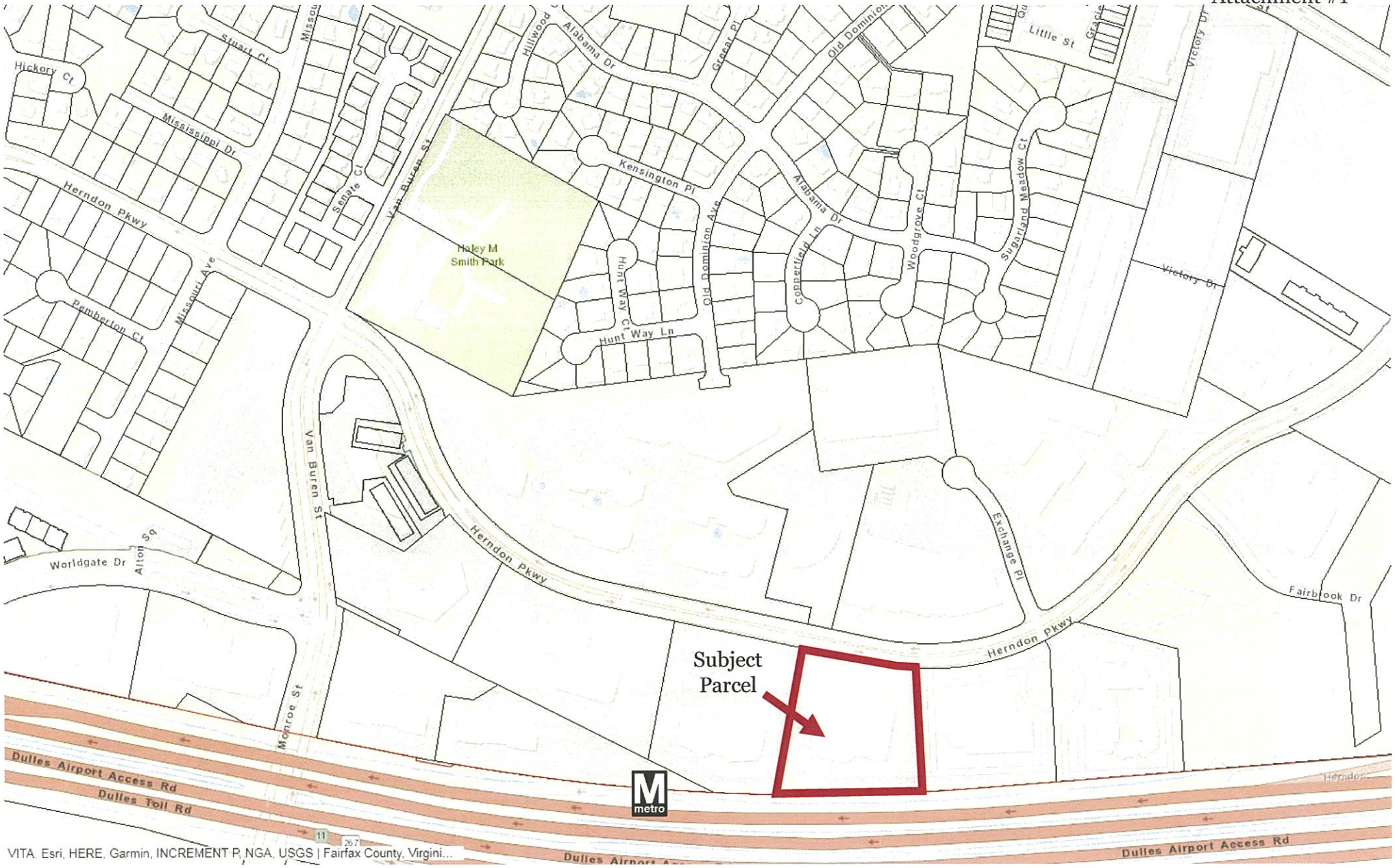
Attachments:

1. Subject Parcel Vicinity Map
2. Planning Commission Resolution, Dated February 25, 2019
3. Statement of Justification, Dated February 5, 2019
4. Development Plan, Dated March 14, 2019
5. Draft Proffer Statement, February 14, 2019
6. Modification Request, Dated February 5, 2019
7. Traffic Impact Analysis Summary Report, Dated January 28, 2019
8. Transportation Demand Management Work Plan, Dated February 8, 2019
9. Neighborhood Meeting Notes

Elizabeth M. Gilleran, AICP
Director of Community Development

Bryce A. Perry
Deputy Director of Community Development

Attachment #1



SITE LOCATION – Vicinity Map

Case: DP #17-01 – 555 Herndon Parkway

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TOWN OF Herndon

Photo prepared by Town of Herndon
Department of Community Development

TOWN OF HERNDON, VIRGINIA

PLANNING COMMISSION

RESOLUTION

February 25, 2019

Resolution – Recommending approval of Development Plan, DP #17-01, 555 Herndon Parkway to the Town Council

WHEREAS, 555 Herndon LLC, the owners of 555 Herndon Parkway a parcel consisting of 4.3439 acres and identified as Fairfax County Tax Map Reference Number 0164-10-0002C, have submitted a development plan with proffered conditions to allow a mixed-use development with a maximum FAR of 4.3; and

WHEREAS, On January 28, 2019 the Planning Commission held a public hearing to consider DP #17-01, continuing that public hearing to February 25, 2019; and

WHEREAS, The Planning Commission has determined that the applicant has demonstrated that the plan adheres to applicable sections of the Town of Herndon Zoning Ordinance and Comprehensive Plan and Town of Herndon Zoning Ordinance, dependent upon a modification of tower separation requirements; and

WHEREAS, The Planning Commission has determined that the applicant has demonstrated that the requested modification of Section 78-50.8(g)(4)(a) for tower separation for buildings over 80 feet in height be reduced from 60 feet to not less than 55 feet because such modification will afford equal or greater assurances of meeting the goals of the Zoning Ordinance, as set out in the preamble of that ordinance, and the goals of the statement of intent of the PD-TOC Planned Development-Transit Oriented Core zoning district.

NOW THEREFORE, BE IT RESOLVED by the Planning Commission of the Town of Herndon, Virginia that the Commission recommends to the Town Council of the Town of Herndon, Virginia approval of DP #17-01, 555 Herndon Parkway with the following amendments:

1. The applicant provides additional illustrative images and statements, regarding Herndon's unique identify, that typify physical elements and subject matter that can be incorporated into the development proposal during the site plan and Town of Herndon Architectural Review Board process.

2. The applicant provides acceptable enhancements to the mid-block pedestrian entrances to heighten the sense of arrival and direction to include special pavement designs, architectural elements, signage and other focal points.

BE IT FUTHER RESOLVED that the Planning Commission of the Town of Herndon, Virginia hereby strongly encourages the staff, applicant and future owners and the Architectural Review Board to ensure adherence to the goals of the Herndon Transit-Oriented Core, as incorporated into the Comprehensive Plan, Zoning Ordinance and Urban Design and Architectural Guidelines, regarding the necessity for distinctive premier architecture and a unique sense of identity and a high level of quality in architecture, landscape architecture and urban design,. The Planning Commission, recognizing that the density of the proposed development must be supported by the incorporation of premier architecture and urban design, requests particular attention be paid to the creation of timeless architecture, podiums of durable materials exhibiting human scale, activation of groundfloors through design, an interesting skyline with a variety of forms and heights, articulated massing, inclusion of exterior sustainable measures on rooftops and the ground plain, a rich palette of native plant material, inclusion of public art and the enhancement of exterior garage walls beyond mere screening but rather creative architectural measure that add to the visual experience of the Herndon Transit-Oriented Core.

STATEMENT OF JUSTIFICATION
for
555 HERNDON PARKWAY
Development Plan Application
PENZANCE MANAGEMENT, LLC
Tax Map # 16-4((10))2C
February 5, 2019

EXECUTIVE SUMMARY

Penzance Management, LLC ("Penzance", the "Applicant") is privileged to present the first Development Plan ("DP") application filed in the Herndon Transit Oriented Core (HTOC). The application represents an important opportunity to catalyze the kind of vibrant, mixed use, transit oriented and pedestrian friendly environment envisioned for the Herndon Metro Station Area in the Comprehensive Plan. Penzance's objective is to bring forth a development proposal that embodies the guiding principles, goals and objectives which were carefully drafted in the 2012 amendment to the Comprehensive Plan to create an exceptional piece of the larger whole that will become Herndon's unique Transit Oriented Core.

The project goal of establishing an atmosphere distinctive from the other TOD areas along the Silver Line as well as different from that of Downtown Herndon is purposely created through the use of appropriate scale, massing and urban design elements as envisioned in the Comprehensive Plan and Urban Design Guidelines. The project includes residential, office and retail uses integrated with activated streetscapes, attractive and functional public open space areas with both landscaped and hardscape elements, additional private open space areas and superior connectivity through the provision of pedestrian and multimodal trails.

LOCATION AND EXISTING CONDITIONS

The property is located on the south side of Herndon Parkway, partially within the 1/8 mile and partially within the 1/4 mile radii of the North Pavilion Entrance of the future Herndon Metro Station. The property is zoned PD-TOC (Planned Development – Transit Oriented Core) and contains 4.34 acres. It is currently developed with a suburban style office building constructed in the early 1980's, surrounded by surface parking. The property is not currently subject to any special exception or variance approvals, proffers, zoning administrator interpretations or court orders. The site has two access points onto Herndon Parkway. The Dulles Toll Road is located adjacent to the south. To the east and west is land zoned PD-TOC and developed with office uses. To the north, across Herndon Parkway is land zoned Office & Light Industrial and also developed with office uses.

DISCUSSION OF THE DEVELOPMENT PLAN

The application achieves the Town's goal of creating a vibrant TOD community and meets the intent of the PD-TOC District by proposing a mix of uses (residential, office and commercial retail), within inviting, engaging streetscape environments, providing attractive, creative passive/active public

open space environments and strategically placed retail. The specifics of the DP are described below as they relate to the requirements stipulated in Article VIII of the Zoning Ordinance (Planned Development Transit Oriented Core) and the guidance provided in both the "Principles and Guidelines for the Herndon Transit-Oriented Core Plan" contained in the Herndon Metro Station Area Study and the Urban Design and Architectural Guidelines for the HTOC.

Buildings. There are three buildings proposed on the DP, a midrise residential building along the entire western portion of the property ("Building A"), an office building on the southeastern corner of the property ("Building "B"), and a high-rise residential building on the northeastern corner of the property ("Building C"). The Buildings A and C are orientated towards Herndon Parkway with first floor retail along the northern frontage. Building B will have a significant presence and view from the Dulles Toll Road. The maximum proposed building heights are 110 feet for Building A, 275 feet for Building B and 225 feet for Building C. The applicant is requesting a modification for the tower separation from the Building A and B and from Buildings B and C of not less than 55 feet.

Retail Street. The proposed site configuration focuses the retail spaces along Herndon Parkway to a maximize retail visibility, accessibility and viability for future tenants. This retail space also frames the project's open space to create an attractive and active plaza, and provides an inviting front door to the site along Herndon Parkway.

Street Grid. The proposed street grid meets the recommended street section for Herndon Parkway and provides a perimeter road around the entire site. Since this property is the first site to redevelop under the PD-TOC regulations, the Applicant is providing two full travel lanes with the recommended sidewalk sections along the western and eastern frontage. When the adjacent blocks redevelop, those properties will dedicate the additional travel lanes to enable parallel parking on both sides of the street with one-way traffic in each direction.

The Applicant is also providing pedestrian street level access to the site on the eastern, western and southern facades. The eastern and western entrance are at-grade with the open space plaza. Due to the eleven-foot grade change from west to east, the eastern entrance includes a stair case to provide pedestrian access through the middle of the project. The Applicant is proposing lighting and signage to aide in pedestrian access though these entrances.

Herndon Parkway. The Urban Design Guidelines suggest that Herndon Parkway be transformed into an "elegant landscaped boulevard with multiple functions". Wider sidewalks, and urban landscape features and furnishings are recommended. The DP provides the recommended cycle track and a sidewalk, separated from each other by a landscaped buffer, and street trees along the curb to serve as a safety buffer between the pedestrian zone and the vehicular traffic on the Parkway. Retail and/or restaurant spaces are shown facing the Parkway with visibility to both the adjacent sites to the north and south and internal to the open space plaza.

Sugarland Run Stream Valley Trail. As recommended in the Comprehensive Plan and the Urban Design Guidelines, the DP shows an area designated for the Sugarland Run Stream Valley Trail along the southern edge of the property adjacent to the Dulles Toll Road. The proposed configuration includes

bicycle "sharrows" within the southern access road. The DP shows attractive landscaping, garage screening and appropriate lighting.

Urban Park/Open Space. Sec. 78-811 of the Zoning Ordinance requires the provision of ground level plazas and parks in the PD-TOC although there is no minimum open space requirement. The Urban Design Guidelines recommend that new open space areas be integrated with private development in the HTOC. The DP shows a significant public amenity space, strategically located in the center of the development and framed with retail uses. The DP also includes above grade open spaces areas for residents and tenants located on top of the parking garage.

Parking. Parking is provided underground where possible but is limited due to below grade rock formations that are just below the surface on the western half of the project and transition deeper from west to east. The above grade portions of the garage will be integrated into the design of the residential or office use above and the DP set shows various potential treatment and screening approaches. The DP also meets the minimum parking requirements of the Zoning Ordinance as shown on Sheet 4.0.

Architecture. See attached architecture narrative and DP sheets 16.0, 16.1 and 16.2.

Sustainability. The Applicant is proffering to LEED Certified or equivalent for residential uses and LEED Silver or equivalent for office uses. Sect. 78-821 of the Zoning Ordinance also requires projects to meet the stormwater management requirements of the public facilities manual and the Chesapeake Bay Preservation Ordinance relative to water quantity issues. The amount of impervious surface proposed on the property will decrease when compared to the existing conditions (office building with surface parking). Therefore, water quantity detention measures are not required.

COMPLIANCE WITH THE STANDARDS FOR DEVELOPMENT PLAN APPLICATIONS WITHIN THE PD-TOC, SEC. 78-804

For the reasons stated below, this application fully complies with the standards outlined in the Zoning Ordinance for development within the HTOC.

(1) *Contribute to a tiered intensity of development, with the highest intensities located closest to the Herndon Metro Station pavilion, and the Herndon Station promenade, with a mix of residential, office, retail and hotel uses and public spaces necessary to achieve a vibrant, mixed-use urban environment.*

The proposed development reflects the kind of vibrant mixed-use environment envisioned in the Herndon Area Metro Study. The use of the central open plaza with retail and site amenities will encourage viable ground floor retail tenants for the project, which is a critical element in any TOD. The incorporation of pedestrian access in and around the site is also an important component of the design. The site layout has been designed to easily integrate into future adjacent projects in the TOD.

(2) *Contribute to a logical networks of open space and urban parks designed as described in the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core and Chapter 6 of the Herndon Metro Station area study to include but not be limited to the Herndon Station promenade, Herndon Parkway streetscape and cycle track, the extension of the Folly Lick Trail as an urban streetscape with multi-modal accommodations, the Metrorail Station urban development area portion of the Sugarland Run Stream Valley Trail pocket parks, common greens, civic plazas and recreational amenities for the district's residents and workforce, which reflect exemplary design in the fields of landscape architecture, urban design and public art.*

The development plan includes streetscape elements along the Herndon Parkway and provides for the connection of the Sugarland Run Stream Valley Trail along the southern border of the site. As described above, the development plan also depicts a central open place plaza which will serve as a key amenity space for the public.

(3) *Voluntarily address impacts to public facilities that result from the proposed development plan application, to include police protection, park and recreation services, public utilities and Fairfax County services to include fire and rescue, libraries, and schools.*

The Applicant has proffered contributions to address these impacts.

(4) *Voluntarily contribute a fair share of the necessary infrastructure improvements identified in the Herndon Metro Station area study including but not limited to the creation of the Worldgate Connector, the redesign of the Herndon Parkway, and water and sewer improvements.*

The Applicant conducted a traffic study, the scope of which was coordinated with Town staff, to determine potential traffic impacts of the proposed development. The Applicant has proffered a fair share of contributions towards necessary infrastructure improvements as identified in the Town's traffic analysis for the overall HTOC redevelopment.

(5) *Create and provide exemplary pedestrian, bicycle, passenger vehicle and service vehicle access.*

As described above, the site design incorporates multiple opportunities for pedestrian circulation within the site and within the HTOC. A cycle track has been provided along the Herndon Parkway and Sugarland Trail Run connections.

(6) *Reduce the number of single occupant vehicle trips by implementing various Transportation Demand Management strategies, such as voluntary transit subsidies, carpool and vanpool services, employee shuttles, car sharing programs and bicycle accommodations, limiting the amount of provided parking, encouraging shared parking arrangements among appropriate uses, and permitting the inclusion of managed tandem parking spaces.*

The Applicant has proffered to a Transportation Demand Management program to encourage rail ridership.

(7) Apply the adopted Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core.

As noted throughout the discussion of the development plan elements above, the Urban Design and Architectural Guidelines as well as the recommendations in the Herndon Metro Area Study related to urban design have been applied in the design of the project.

(8) Demonstrate how the development plan application contributes to a cohesive PD-TOC district and will permit development of adjacent parcels or landbays that are not included within the development plan application.

As stated above, the site layout has been designed to function independently but has also been designed to seamlessly connect to future development on adjacent properties.

(9) Reduce energy consumption and enhance the physical environment through specified stormwater management and sustainable building techniques.

The applicant has committed to a LEED Certified or equivalent standard for the residential buildings and LEED Silver or Equivalent for the office building. This commitment is reflected in the proffers and stormwater treatment narrative in the DP.

For all of the aforementioned reasons, the Applicant respectfully requests the Staff and Planning Commission endorse, and the Town Council approve this development plan request.

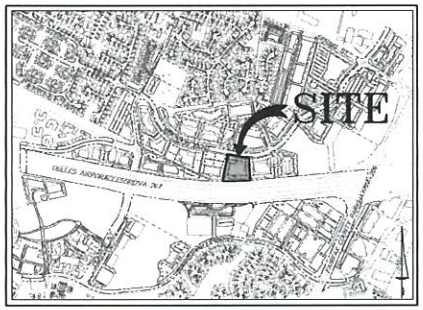
4813-7821-3255, v. 1

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

DEVELOPMENT PLAN

555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA



VICINITY MAP

SCALE: 1" = 1,000'

THE ABOVE RENDERING IS FOR ILLUSTRATIVE PURPOSES ONLY, DESIGNED BY DAVIS CARTER SCOTT.

APPLICANT / OWNER
555 HERNDON LLC
c/o PENZANCE MANAGEMENT, LLC
1680 WISCONSIN AVE., NW, SUITE 300
WASHINGTON, DC 20007

SHEET INDEX

PDF SHEET REFERENCE	PAGE	SHEET TITLE
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2	2.0	GENERAL NOTES & PROPERTY INFORMATION
3	3.0	EXISTING CONDITIONS / EXISTING TREE SURVEY
4	4.0	DEVELOPMENT PLAN AND TABULATIONS BY BUILDING
5	5.0	DEVELOPMENT PLAN - FULL BUILD-OUT
6	5.1	PHASING EXHIBIT: BUILDING A
7	5.2	PHASING EXHIBIT: BUILDING B
8	5.3	PHASING EXHIBIT: BUILDING C
9	5.4	PHASING EXHIBIT: BUILDINGS A & B
10	5.5	PHASING EXHIBIT: BUILDINGS A & C
11	5.6	PHASING EXHIBIT: BUILDINGS B & C
12	6.0	LANDSCAPE PLAN
13	7.0	HARDSCAPE PLAN
14	8.0	PUBLIC-ACCESIBLE OPEN SPACE PLAN
15	8.1	PUBLIC DEDICATION, EASEMENTS, ACCESSIBLE SPACES
16	9.0	PRIVATE OPEN SPACE PLAN
17	10.0	FIRE ACCESS PLAN
18	11.0	TRUCK TURNING MOVEMENTS
19	11.1	TRUCK TURNING MOVEMENTS (CONT'D)
20	12.0	PROPOSED GRADING PLAN & LIMITS
21	12.1	SWM DRAINAGE PLAN
22	13.0	ILLUSTRATIVE PLAN
23	14.0	ILLUSTRATIVE PARKING PLAN
24	14.1	POTENTIAL ALTERNATIVE PARKING PLAN
25	15.0	SHADOW ANALYSIS
26	16.0	PERSPECTIVE VIEWS
27	16.1	PERSPECTIVE VIEWS
28	16.2	PERSPECTIVE VIEWS
29	16.3	ARCHITECTURAL ELEVATIONS
30	17.0	BUILDING CROSS-SECTIONS
31	17.1	BUILDING CROSS-SECTIONS
32	18.0	STREET LEVEL CROSS SECTIONS
33	18.1	STREET LEVEL CROSS SECTIONS (CONT'D)
34	18.2	PRELIMINARY SIGNAL EXHIBIT
35	18.3	PROPOSED ULTIMATE CONDITIONS OF LOOP ROAD
36	19.0	ILLUSTRATIVE DESIGN AMENITIES
37	19.1	HERNDON IDENTITY
38	20.0	ILLUSTRATIVE LANSCAPE - STREETSCAPE
39	21.0	ILLUSTRATIVE LANDSCAPE - PLAZA
40	22.0	ON-PODIUM PRIVATE AMENITIES
41	23.0	SUSTAINABLE PRACTICES
42	24.0	SIGHT DISTANCE PLAN AND PROFILES

PROJECT TEAM

THE PROJECT TEAM IS COMPRISED OF THE FOLLOWING:

- APPLICANT/OWNER - 555 HERNDON, LLC
- ENGINEER - CHRISTOPHER CONSULTANTS, LLC
- ARCHITECT - DAVIS CARTER SCOTT
- TRANSPORTATION ENGINEER - GOROVE/SLADE, INC
- LANDSCAPE ARCHITECT - CHRISTOPHER CONSULTANTS, LLC
- ATTORNEY - WIRE GILL LLP

FOR ANY INQUIRIES ABOUT THIS DEVELOPMENT PLAN, PLEASE CONTACT:

FRANK J. POLI
PENZANCE MANAGEMENT, LLC
1680 WISCONSIN AVE., NW, SUITE 300
WASHINGTON, DC 20007
PHONE: 202.729.6417

KENNETH W. WIRE
WIRE GILL LLP
1750 TYSONS BLVD., SUITE 1500
TYSONS, VA 22102
PHONE: 703.677.3129

DATE OF FIRST SUBMISSION: APRIL 14, 2017
DATE OF SECOND SUBMISSION: JULY 16, 2017
DATE OF THIRD SUBMISSION: AUGUST 8, 2018
DATE OF FOURTH SUBMISSION: NOVEMBER 19, 2018
DATE OF FIFTH SUBMISSION: FEBRUARY 5, 2019
DATE OF SIXTH SUBMISSION: FEBRUARY 19, 2019

PENZANCE
christopher consultants
dcs DESIGN
GOROVE / SLADE
WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
PROFESSIONAL ENGINEER

COVER SHEET/ SHEET INDEX

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.001.00
SCALE: AS NOTED
DATE: 08-08-2018
DESIGN: JR, JH
DRAWN: JH, LEB
CHECKED:
SHEET No.
1.0 OF 24.0

103228

Attachment 4

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/17/17
01/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

1. GENERAL NOTES:

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

TAX MAP	PIN#	LAND AREA	OWNER	INSTRUMENT #	ADDRESS
16-4((10))	0164 10 0002C	189,220 SF 4.34 AC.	555 HERNDON LLC	PARKWAY TRADE CENTER PCL 2C	555 HERNDON PARKWAY HERNDON, VA

3. PER THE TOWN OF HERNDON ZONING ORDINANCE, THE PARCEL IS CURRENTLY ZONED PD-TOC (PLANNED DEVELOPMENT-TRANSIT ORIENTED CORE).

4. THE SUBJECT PROPERTY IS BOUND ON THE NORTH AND ON THE EAST BY OFFICE USE, ON THE WEST BY OFFICE USE, AND ON THE SOUTH BY THE DULLES TOLL ROAD. THE LAND TO THE WEST AND TO THE EAST IS ZONED PD-TOC. THE LAND TO THE NORTH OF THE SITE IS ZONED OFFICE & LIGHT INDUSTRIAL AND THE LAND TO THE SOUTH IS ZONED INDUSTRIAL.

5. THE SUBJECT PROPERTY IS FULLY DEVELOPED AND CONTAINS ONE (1) TWO-STORY OFFICE BUILDING WITH A PARKING LOT. THERE IS VEGETATION LOCATED ALONG THE PERIMETER OF THE PROPERTY. ACCESS TO THE SITE IS CURRENTLY FROM HERNDON PARKWAY.

6. THE SUBJECT PROPERTY WILL REMAIN ZONED PD-TOC, SUBJECT TO THE PD-TOC REQUIREMENTS OF SECTION 78-50.8 OF THE TOWN OF HERNDON MUNICODE.

7. BOUNDARY SURVEY (ALTA/ACSM TITLE SURVEY) WAS COMPLETED FOR THE SUBJECT PROPERTY BY BOWMAN CONSULTING DATED REVISED JANUARY 16, 2015.

8. TOPOGRAPHY AND PHYSICAL IMPROVEMENTS SHOWN HEREON ARE BASED ON A CURRENT FIELD SURVEY COMPLETED BY CHRISTOPHER CONSULTANTS, LTD. BETWEEN THE DATES OF AUGUST 12th AND AUGUST 18th, 2015. THE CONTOUR INTERVAL IS ONE (1) FOOT.

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

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

11. THE SUBJECT PROPERTY LIES COMPLETELY OUTSIDE OF THE CHESAPEAKE BAY RESOURCE PROTECTION AREA (RPA) AS PER THE 2006 TOWN OF HERNDON CHESAPEAKE BAY PRESERVATION AREAS MAP.

12. A WETLAND DELINEATION WAS NOT DONE SINCE THE SITE IS FULLY DEVELOPED.

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

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

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

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

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

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

PROJECT NARRATIVE:

THE APPLICANT PROPOSES TO DEVELOP THE PROPERTY IN ACCORDANCE WITH THE HERNDON METRO STUDY AREA WITH RESIDENTIAL, OFFICE, AND RETAIL USES. THE PROPOSED DEVELOPMENT CONSISTS OF THREE BUILDINGS WITH FIRST FLOOR RETAIL LINING AN INTERIOR MAIN STREET SUPPLEMENTED BY BELOW AND ABOVE-GROUND PARKING. THIS PROJECT WILL BE DEVELOPED IN UP TO THREE PHASES, SUBJECT TO MARKET CONDITIONS AND TO MEET MARKET DEMAND. THE APPLICANT REQUESTS FLEXIBILITY TO DELIVER PHASES IN ANY SEQUENCE.

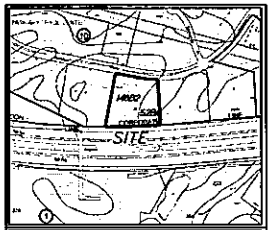
LEGAL DESCRIPTION:

TAX MAP 16-4 ((10)) 2C
555 HERNDON PARKWAY
HERNDON, VIRGINIA 20170

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

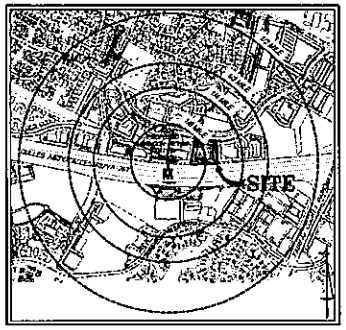
PARCEL 2C, PARKWAY TRADE CENTER, CONTAINING AN AREA OF 189,218 SQUARE FEET OR 4.3439 ACRES OF LAND MORE OR LESS, AS SHOWN ON A PLAT ATTACHED TO A DEED OF RE-SUBDIVISION AND EASEMENT RECORDED AUGUST 17, 1983 AT DEED BOOK 5838 PAGE 1680 AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA.

TOGETHER WITH AND SUBJECT TO THOSE EASEMENTS CONVEYED AT DEED BOOK 5838 PAGE 1680 AS APPLICABLE.



SOIL NO.	SOIL NAME
14B02	REDELL-MECKLENBURG
52B1	HATTONTOWN-HAYMARKET COMPLEX

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



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

PENZANCE
christopher consultants
dcs DESIGN
GOROVE / SLADE
WIRE GILL

COMMONWEALTH OF VIRGINIA
JOHN L. HEGNS
Lic. No.52485
PROFESSIONAL ENGINEER

GENERAL NOTES & PROPERTY INFORMATION

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.00.00
SCALE: AS NOTED
DATE: 08-08-2018
DESIGN: JR, JH
DRAWN: JH
CHECKED:
SHEET No.
2.0 of 24.0
103228

Attachment 4

STORM STRUCTURE DATA

- 226.97 LF OF 15" RCP — RIM EL. = 367.44; INV. = (TO 5156 = 362.66); RIM EL. = 365.45; INV. = (FROM 5188 = 361.42)
- 260.66 LF OF 18" RCP — RIM EL. = 365.45; INV. = (TO 1750 = 361.37); RIM EL. = 364.99; INV. = (FROM 5156 = 360.00)
- 67.50 LF OF 18" RCP — RIM EL. = 364.99; INV. = (TO 5222 = 359.84); RIM EL. = 365.22; INV. = (FROM 1750 = 359.52)
- 213.72 LF OF 18" RCP — RIM EL. = 368.15; INV. = (12" RCP FROM BUILDING = 362.60); INV. = (TO 5222 = 362.05); RIM EL. = 365.22; INV. = (FROM 1542 = 359.47)
- 42.02 LF OF 24" RCP — RIM EL. = 365.22; INV. = (TO 1851 = 359.27); RIM EL. = 364.80; INV. = (FROM 5222 = 358.80); RIM EL. = 374.76; INV. = (36" RCP FROM WEST = 369.96)
- 160.88 LF OF 36" RCP — INV. = (TO 1517 = 365.38); RIM EL. = 369.50; INV. = (FROM 1463 = 361.99)
- 195.20 LF OF 36" RCP — RIM EL. = 369.50; INV. = (TO 1851 = 361.51); RIM EL. = 364.80; INV. = (FROM 1517 = 357.95)
- 164.00 LF OF 36" RCP — RIM EL. = 364.80; INV. = (TO 5225 = 357.82); RIM EL. = 359.71; INV. = (FROM 1851 = 353.01); INV. = (36" RCP TO EAST = 352.86)
- 100.02 LF OF 24" RCP — RIM EL. = 375.65; INV. = (18" RCP FROM SOUTH EAST = 368.27); INV. = (TO 5226 = 368.18); RIM EL. = 373.73; INV. = (FROM 1344 = 367.56)
- 31.66 LF OF 15" RCP — RIM EL. = 372.77; INV. = (TO 5226 = 368.35); RIM EL. = 373.73; INV. = (FROM 1364 = 367.93)
- 145.39 LF OF 30" RCP — RIM EL. = 373.73; INV. = (TO 1463 = 367.26); RIM EL. = 374.76; INV. = (FROM 5226 = 366.21)

SANITARY STRUCTURE DATA

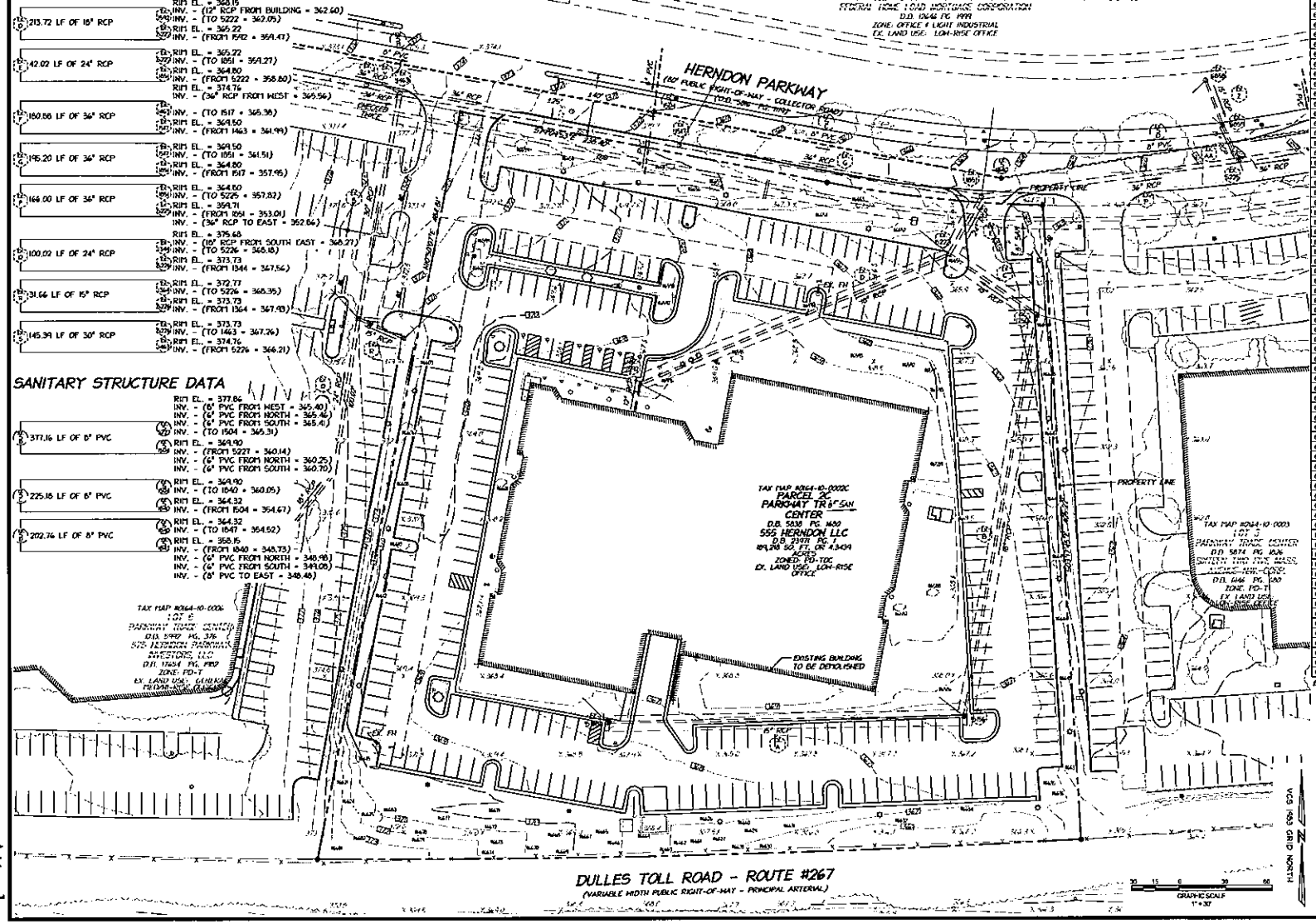
- 377.16 LF OF 8" PVC — RIM EL. = 377.86; INV. = (8" PVC FROM WEST = 365.40); INV. = (8" PVC FROM NORTH = 365.46); INV. = (8" PVC FROM SOUTH = 365.41); INV. = (TO 1504 = 365.31)
- 225.18 LF OF 8" PVC — RIM EL. = 369.90; INV. = (FROM 5227 = 360.14); INV. = (6" PVC FROM NORTH = 360.25); INV. = (6" PVC FROM SOUTH = 360.70); RIM EL. = 369.90; INV. = (TO 1640 = 360.05)
- 202.76 LF OF 8" PVC — RIM EL. = 364.32; INV. = (FROM 1504 = 354.67); RIM EL. = 364.32; INV. = (TO 1647 = 354.52); RIM EL. = 358.15; INV. = (FROM 1640 = 348.73); INV. = (6" PVC FROM NORTH = 348.98); INV. = (6" PVC FROM SOUTH = 349.08); INV. = (8" PVC TO EAST = 348.48)

NOTES

1. HORIZONTAL DATUM SHOWN HEREON IS REFERENCED TO THE VIRGINIA COORDINATE SYSTEM (VCS) 1983 - NORTH AS ESTABLISHED FROM A CURRENT GPS SURVEY.
2. THE VERTICAL DATUM SHOWN HEREON IS REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM (NGVD 29) AS AS ESTABLISHED FROM A CURRENT GPS SURVEY.
3. REMOVAL OF OFFSITE TREES, WHERE NECESSARY, IS TO BE COORDINATED WITH OFFSITE OWNERS AT TIME OF SITE PLAN.

LEGEND

- 20 — EX. CONTOUR
- EX. WOODS LINE
- EX. DECIDUOUS TREE
- EX. EVERGREEN TREE
- #234 — EX. TREE TAG NUMBER
- EX. STREET CENTER LINE
- EX. CURB & GUTTER
- EX. BOUNDARY
- EX. EDGE OF PAVEMENT (EP)
- EX. STORM SEWER
- EX. SANITARY SEWER
- EX. SIGN
- EX. STORM MANHOLE
- EX. SANITARY MANHOLE
- EX. SANITARY STRUCTURE NUMBER
- EX. STORM STRUCTURE NUMBER
- DENOTES HANDICAPPED PARKING SPACE



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EXISTING TREE INVENTORY

Tree Tag No.	Caliper (inches)	Crown Radius	Tree Type	Procedure
6586	25	20	DECIDUOUS	REMOVE
6587	15,12,10,8	30	DECIDUOUS	REMOVE
6588	21	30	DECIDUOUS	REMOVE
6589	18	15	DECIDUOUS	REMOVE
6590	2,3,3,4	8	DECIDUOUS-ORNAMENTA	REMOVE
6591	12	12	DECIDUOUS	REMOVE
6592	4	8	DECIDUOUS-ORNAMENTA	REMOVE
6593	15	20	DECIDUOUS-ORNAMENTA	REMOVE
6594	10	8	DECIDUOUS	REMOVE
6595	15	30	DECIDUOUS	REMOVE
6596	18	30	DECIDUOUS	REMOVE
6597	15	20	DECIDUOUS	REMOVE
6598	18	20	DECIDUOUS	REMOVE
6599	15	25	DECIDUOUS	REMOVE
6600	15	25	DECIDUOUS	REMOVE
6601	6,10,12	30	DECIDUOUS	REMOVE
6603	21	25	DECIDUOUS	REMOVE
6606	12	25	DECIDUOUS	REMOVE
6608	15	30	DECIDUOUS	REMOVE
6610	10	30	DECIDUOUS	REMOVE
6612	12	20	DECIDUOUS	REMOVE
6618	15	30	DECIDUOUS	REMOVE
6621	21	35	EVERGREEN	REMOVE
6624	10	8	EVERGREEN	REMOVE
6625	9	8	EVERGREEN	REMOVE
6626	16	15	DECIDUOUS	REMOVE
6627	14	15	EVERGREEN	REMOVE
6628	11	8	EVERGREEN	REMOVE
6629	9	8	EVERGREEN	REMOVE
6630	15	15	EVERGREEN	REMOVE
6631	15	12	EVERGREEN	REMOVE
6632	24	23	DECIDUOUS	REMOVE
6634	24	20	DECIDUOUS	REMOVE
6635	18	20	DECIDUOUS	REMOVE
6636	13	12	EVERGREEN	REMOVE
6637	10	10	EVERGREEN	REMOVE
6643	18	20	DECIDUOUS	REMOVE
6644	18	22	DECIDUOUS	REMOVE
6645	21	25	DECIDUOUS	REMOVE
6646	18	25	DECIDUOUS	REMOVE
6647	18	25	DECIDUOUS	REMOVE
6648	15	20	DECIDUOUS	REMOVE
6649	15	20	DECIDUOUS	REMOVE
6650	8	15	DECIDUOUS	REMOVE
6651	12	15	DECIDUOUS	REMOVE
6652	10	12	DECIDUOUS	REMOVE
6653	15	12	DECIDUOUS	REMOVE
6654	12	12	EVERGREEN	REMOVE
6655	27	30	EVERGREEN	REMOVE
6656	24	30	EVERGREEN	REMOVE
6657	24	35	EVERGREEN	REMOVE
6658	18	25	DECIDUOUS	REMOVE
6659	18	25	DECIDUOUS	REMOVE
6660	9	8	EVERGREEN	REMOVE
6661	8	27	EVERGREEN	REMOVE
6662	8	7	EVERGREEN	REMOVE
6663	10	9	EVERGREEN	REMOVE
6664	12	10	EVERGREEN	REMOVE
6665	10	5	EVERGREEN	REMOVE
6666	8	5	EVERGREEN	REMOVE
6667	10	6	EVERGREEN	REMOVE
6668	8	5	EVERGREEN	REMOVE
6669	8	8	DECIDUOUS	REMOVE
6670	15	12	DECIDUOUS	REMOVE
6671	20	15	EVERGREEN	REMOVE
6672	15	6	EVERGREEN	REMOVE
6673	8	6	DECIDUOUS	REMOVE
6674	12	10	DECIDUOUS	REMOVE
6677	14	8	EVERGREEN	REMOVE
6678	18	8	EVERGREEN	REMOVE
6679	16	8	EVERGREEN	REMOVE
6681	8	8	EVERGREEN	REMOVE
6682	8	8	EVERGREEN	REMOVE
6683	8	8	EVERGREEN	REMOVE

EXISTING TREE CANOPY COVER ONSITE: 150,270 SF (3.4L)

PENZANCE

christopher consultants

dcs DESIGN

GROVE / SLADE

WIRE GILL

COMMONWEALTH OF VIRGINIA
JOHN L. HEMES
Lic. No. 52485
PROFESSIONAL ENGINEER

EXISTING CONDITIONS/
EXISTING TREE SURVEY

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.001.00
SCALE: 1"=30'
DATE: 08-08-2018
DESIGN: JR, JFI
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CHECKED:
SHEET No. 3.0 of 24.0

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Attachment 4

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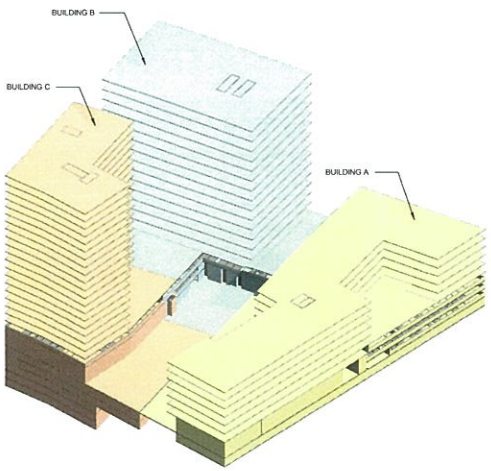
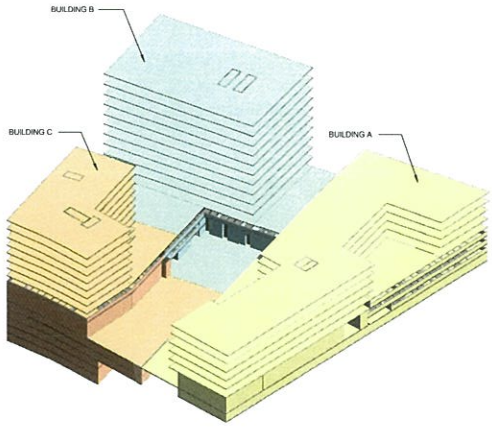
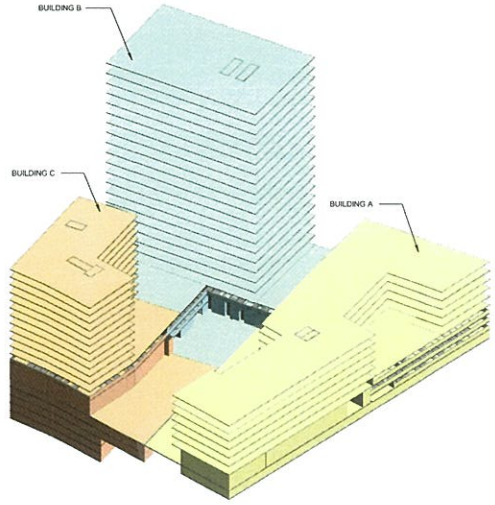


Development Plan



Minimum Height - All Buildings



Maximum Height - Office

DEVELOPMENT TABULATIONS

Total Site Area	189,218
Maximum FAR	4.30
Maximum GFA	813,637

Phase	Use	Approximate SF in Development Plan	Approximate Units in Development Plan	Minimum Required Parking Ratios [1]	Minimum Required Parking Spaces in Development Plan [1]	Maximum Height (floors) [1]	Maximum Height (ft) [1]	Minimum Heights (floors) [2]	Minimum SF
Building A	Residential	220,000	220	1.0/Unit	220	Up to 10	Up to 110'	6	175,000
	Retail	8,000	NA	1.25/1000 SF	10				5,000
Building B	Office	325,000	NA	2.0/1000 SF	650	Up to 24	Up to 275'	12	200,000
Building C	Residential	255,000	255	1.0/Unit	255	Up to 23	Up to 225'	10	100,000
	Retail	5,000	NA	1.25/1000 SF	7				3,000

NOTES:

1. Building heights are above average site elevation and include above-grade parking levels, but do not include mechanical penthouse requirements or rooftop facilities (pool, deck, club room, etc).
2. Square footage and dwelling units are approximate.
3. Applicant reserves the right to adjust GFA, unit counts and heights for each building in accordance with the approved development plans and proffers
4. Applicant reserves the right to develop up to 4.3 FAR based on final development plans. Total development square footage will not exceed 813,637 GFA, based on a 4.3 FAR.
5. Additional retail may be provided above the square footage shown provided that the overall final square footage will not exceed 813,637 GFA.

PENZANCE
christopher consultants
dcs DESIGN
GOROVE / SLADE
WIRE GILL

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
PROFESSIONAL ENGINEER

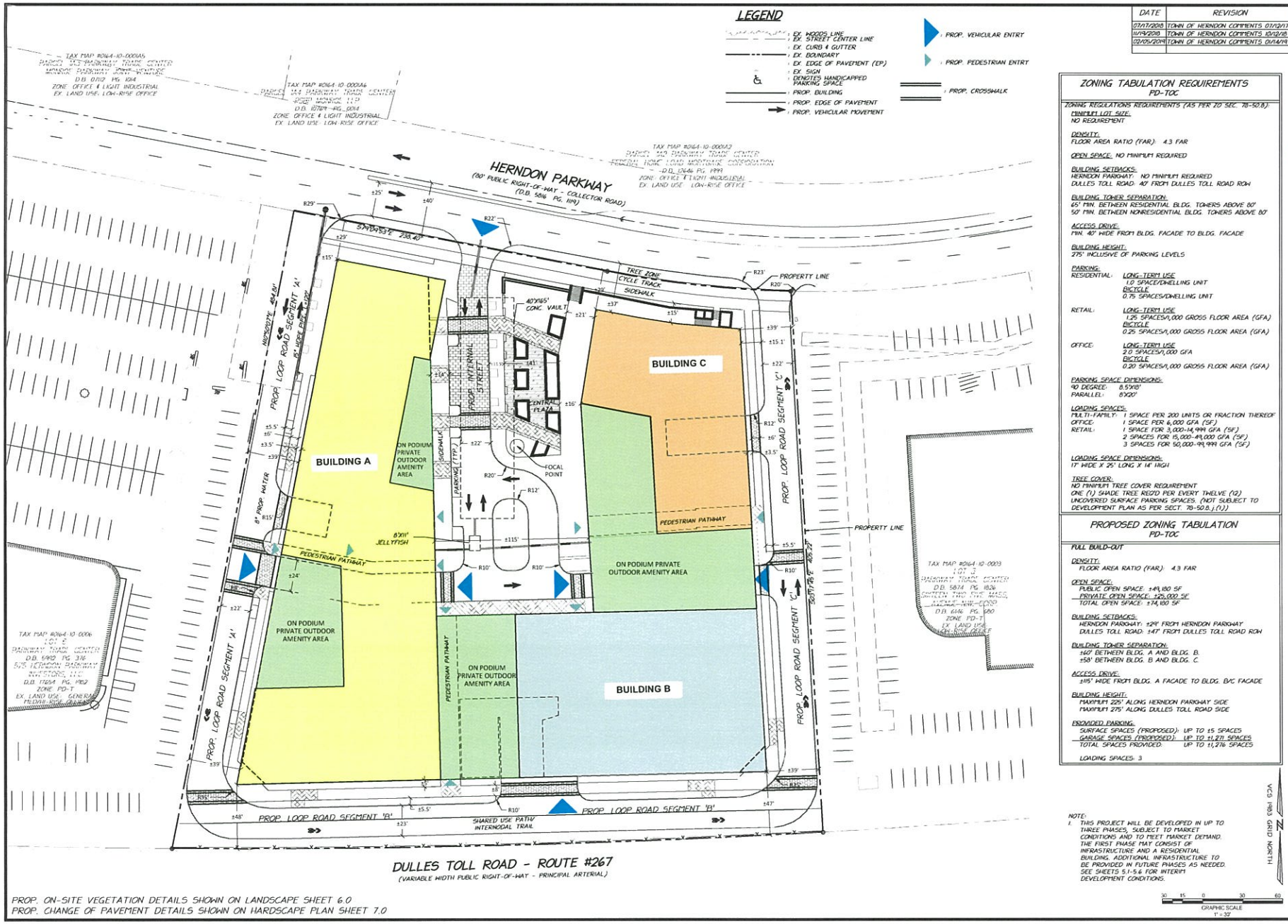
DEVELOPMENT PLAN AND TABULATIONS BY BUILDING

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT No: 15002.001.00
SCALE: N.T.S.
DATE: 08-08-2018
DESIGN: DCS
DRAWN: DCS
CHECKED:
SHEET No.
4.0 OF 24.0
103228

Attachment 4

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19



PROP. ON-SITE VEGETATION DETAILS SHOWN ON LANDSCAPE SHEET 6.0
PROP. CHANGE OF PAVEMENT DETAILS SHOWN ON HARDSCAPE PLAN SHEET 7.0

ZONING TABULATION REQUIREMENTS
PD-TOC

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

MINIMUM LOT SIZE:
NO REQUIREMENT

DENSITY:
FLOOR AREA RATIO (FAR): 4.3 FAR

OPEN SPACE: NO MINIMUM REQUIRED

BUILDING SETBACKS:
HERNDON PARKWAY: NO MINIMUM REQUIRED
DULLES TOLL ROAD: 40' FROM DULLES TOLL ROAD ROW

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

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

BUILDING HEIGHT:
275' INCLUSIVE OF PARKING LEVELS

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

PARKING SPACE DIMENSIONS:
90 DEGREE: 8.5'X18'
PARALLEL: 8'X20'

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

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

TREE COVER:
NO MINIMUM TREE COVER REQUIREMENT
ONE (1) SHADE TREE REQ'D PER EVERY THELVE (12) UNCOVERED SURFACE PARKING SPACES. (NOT SUBJECT TO DEVELOPMENT PLAN AS PER SECT. 78-50.8.j.(1))

PROPOSED ZONING TABULATION
PD-TOC

FULL BUILD-OUT

DENSITY:
FLOOR AREA RATIO (FAR): 4.3 FAR

OPEN SPACE:
PUBLIC OPEN SPACE: ±49,180 SF
PRIVATE OPEN SPACE: ±25,000 SF
TOTAL OPEN SPACE: ±74,180 SF

BUILDING SETBACKS:
HERNDON PARKWAY: ±29' FROM HERNDON PARKWAY
DULLES TOLL ROAD: ±47' FROM DULLES TOLL ROAD ROW

BUILDING TOWER SEPARATION:
±62' BETWEEN BLDG. A AND BLDG. B
±58' BETWEEN BLDG. B AND BLDG. C

ACCESS DRIVE:
±115' WIDE FROM BLDG. A FACADE TO BLDG. B/C FACADE

BUILDING HEIGHT:
MAXIMUM 225' ALONG HERNDON PARKWAY SIDE
MAXIMUM 275' ALONG DULLES TOLL ROAD SIDE

PROVIDED PARKING:
SURFACE SPACES (PROPOSED): UP TO ±5 SPACES
GARAGE SPACES (PROPOSED): UP TO ±1,271 SPACES
TOTAL SPACES PROVIDED: UP TO ±1,276 SPACES

LOADING SPACES: 3

NOTE:
1. THIS PROJECT WILL BE DEVELOPED IN UP TO THREE PHASES, SUBJECT TO MARKET CONDITIONS AND TO MEET MARKET DEMAND. THE FIRST PHASE MAY CONSIST OF INFRASTRUCTURE AND A RESIDENTIAL BUILDING. ADDITIONAL INFRASTRUCTURE TO BE PROVIDED IN FUTURE PHASES AS NEEDED. SEE SHEETS 5.1-5.6 FOR INTERIM DEVELOPMENT CONDITIONS.

PENZANCE
christopher consultants
dcs DESIGN
GOROVE / SLADE
WIRE GILL

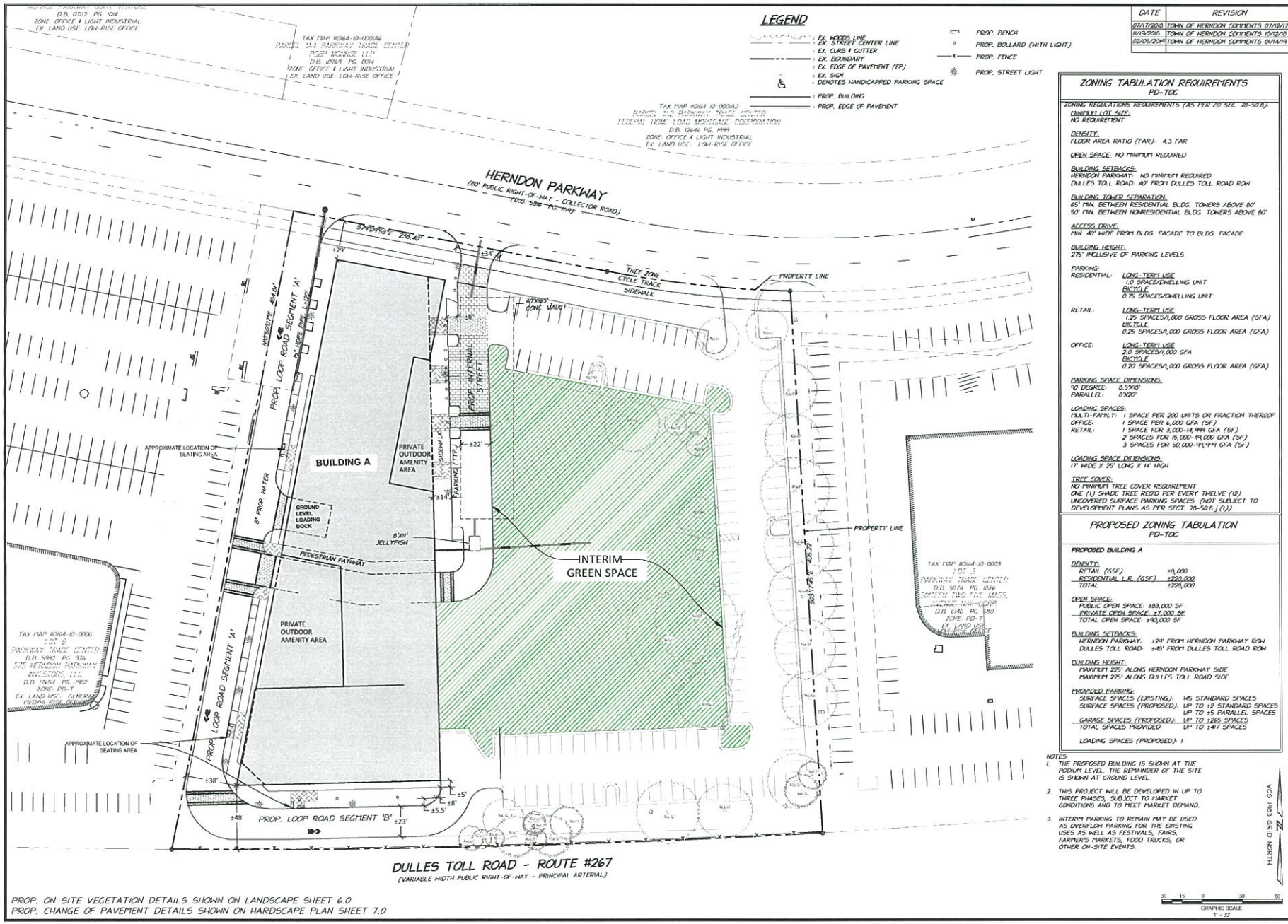
DEVELOPMENT PLAN-
FULL BUILD-OUT

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.001.00
SCALE: 1"=30'
DATE: 08-08-2018
DESIGN: JR, WR
DRAWN: WR
CHECKED:
SHEET No.
5.0 OF 24.0

103228

Attachment 4



DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 01/02/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

ZONING TABULATION REQUIREMENTS
PD-TOC

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

MINIMUM LOT SIZE:
NO REQUIREMENT

DENSITY:
FLOOR AREA RATIO (FAR): 4.3 FAR

OPEN SPACE: NO MINIMUM REQUIRED

BUILDING SETBACKS:
HERNDON PARKWAY: NO MINIMUM REQUIRED
DULLES TOLL ROAD: 40' FROM DULLES TOLL ROAD ROW

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

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

BUILDING HEIGHT:
275' INCLUSIVE OF PARKING LEVELS

PARKING:
RESIDENTIAL: LONG-TERM USE
1.0 SPACE/DWELLING UNIT
BICYCLE
0.75 SPACES/DWELLING UNIT

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

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

PARKING SPACE DIMENSIONS:
90 DEGREE: 8.5'X18'
PARALLEL: 8'X20'

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

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

TREE COVER:
NO MINIMUM TREE COVER REQUIREMENT
ONE (1) SHADE TREE REQD PER EVERY THELVE (12) UNCOVERED SURFACE PARKING SPACES. (NOT SUBJECT TO DEVELOPMENT PLANS AS PER SECT. 78-50.8.j.(1))

PROPOSED ZONING TABULATION
PD-TOC

PROPOSED BUILDING A

DENSITY:

RETAIL (GSF)	±8,000
RESIDENTIAL L.R. (GSF)	±220,000
TOTAL	±228,000

OPEN SPACE:
PUBLIC OPEN SPACE: ±83,000 SF
PRIVATE OPEN SPACE: ±7,000 SF
TOTAL OPEN SPACE: ±90,000 SF

BUILDING SETBACKS:
HERNDON PARKWAY: ±29' FROM HERNDON PARKWAY ROW
DULLES TOLL ROAD: ±48' FROM DULLES TOLL ROAD ROW

BUILDING HEIGHT:
MAXIMUM 225' ALONG HERNDON PARKWAY SIDE
MAXIMUM 275' ALONG DULLES TOLL ROAD SIDE

PROVIDED PARKING:
SURFACE SPACES (EXISTING): 145 STANDARD SPACES
SURFACE SPACES (PROPOSED): UP TO ±2 STANDARD SPACES
UP TO ±5 PARALLEL SPACES
GARAGE SPACES (PROPOSED): UP TO 1,265 SPACES
TOTAL SPACES PROVIDED: UP TO 1,417 SPACES

LOADING SPACES (PROPOSED): 1

NOTES:
1. THE PROPOSED BUILDING IS SHOWN AT THE PODIUM LEVEL. THE REMAINDER OF THE SITE IS SHOWN AT GROUND LEVEL.
2. THIS PROJECT WILL BE DEVELOPED IN UP TO THREE PHASES, SUBJECT TO MARKET CONDITIONS AND TO MEET MARKET DEMAND.
3. INTERIM PARKING TO REMAIN MAY BE USED AS OVERFLOW PARKING FOR THE EXISTING USES AS WELL AS FESTIVALS, FAIRS, FARMER'S MARKETS, FOOD TRUCKS, OR OTHER ON-SITE EVENTS.

PROP. ON-SITE VEGETATION DETAILS SHOWN ON LANDSCAPE SHEET 6.0
PROP. CHANGE OF PAVEMENT DETAILS SHOWN ON HARDSCAPE PLAN SHEET 7.0

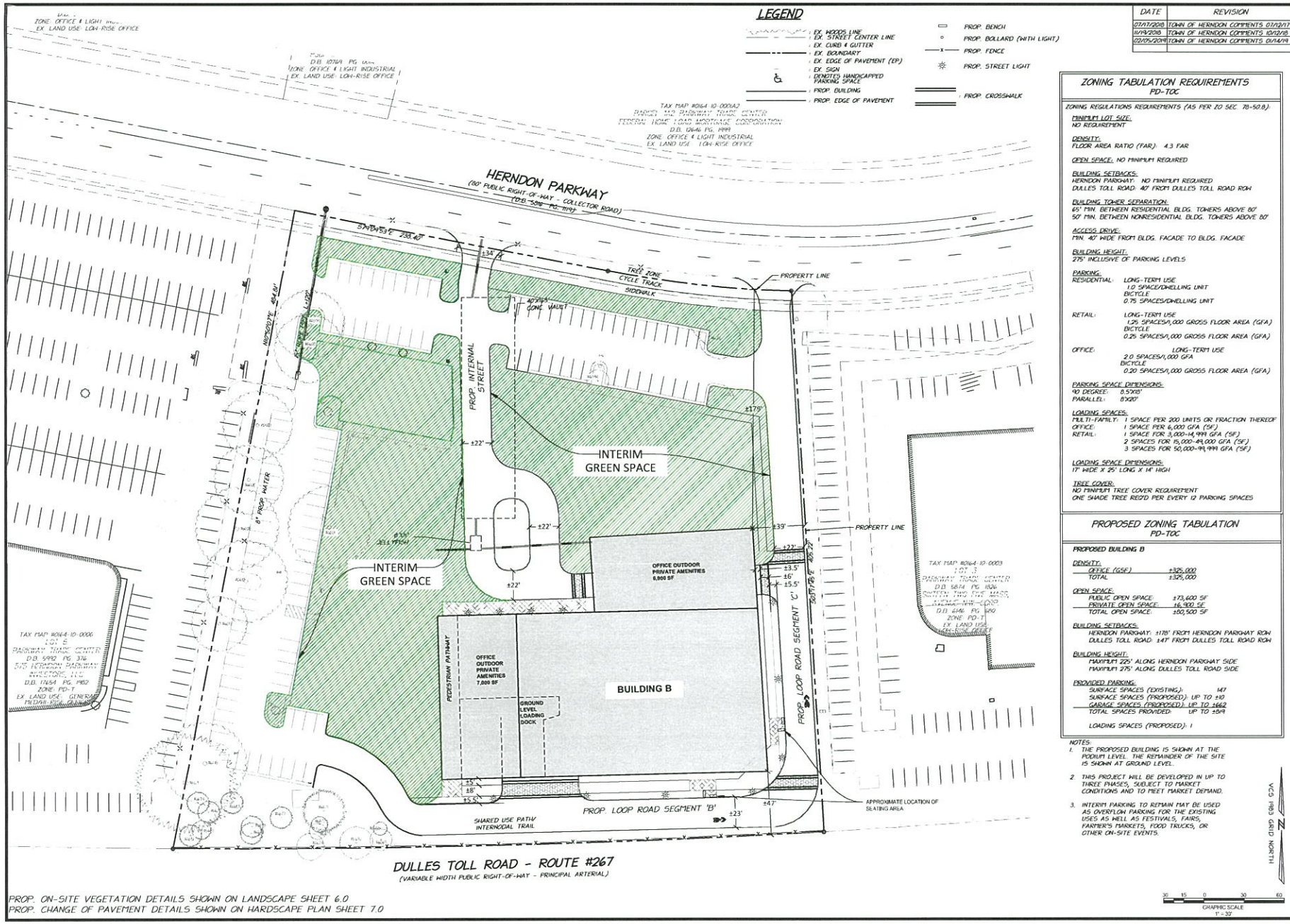
PENZANCE
christopher consultants
dcs DESIGN
GOROVE / SLADE
WIRE GILL

PHASING EXHIBIT: BUILDING A

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.001.00
SCALE: 1"=30'
DATE: 08-08-2018
DESIGN: JR, WR
DRAWN: WR
CHECKED:
SHEET No.
5.1 OF 24.0
103228

Attachment 4



PROP. ON-SITE VEGETATION DETAILS SHOWN ON LANDSCAPE SHEET 6.0
PROP. CHANGE OF PAVEMENT DETAILS SHOWN ON HARDSCAPE PLAN SHEET 7.0

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

ZONING TABULATION REQUIREMENTS
PD-TOC

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

MINIMUM LOT SIZE:
NO REQUIREMENT

DENSITY:
FLOOR AREA RATIO (FAR): 4.3 FAR

OPEN SPACE: NO MINIMUM REQUIRED

BUILDING SETBACKS:
HERNDON PARKWAY: NO MINIMUM REQUIRED
DULLES TOLL ROAD: 40' FROM DULLES TOLL ROAD ROW

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

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

BUILDING HEIGHT:
275' INCLUSIVE OF PARKING LEVELS

PARKING:
RESIDENTIAL: LONG-TERM USE
1.0 SPACE/DWELLING UNIT
BICYCLE
0.75 SPACES/DWELLING UNIT

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

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

PARKING SPACE DIMENSIONS:
90 DEGREE: 8.5'X18'
PARALLEL: 8'X20'

LOADING SPACES:
MULTI-FAMILY: 1 SPACE PER 200 UNITS OR FRACTION THEREOF
OFFICE: 1 SPACE PER 6,000 GFA (SF)
RETAIL: 1 SPACE FOR 8,000-14,999 GFA (SF)
2 SPACES FOR 15,000-49,000 GFA (SF)
3 SPACES FOR 50,000-99,999 GFA (SF)

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

TREE COVER:
NO MINIMUM TREE COVER REQUIREMENT
ONE SHADE TREE REQ'D PER EVERY 12 PARKING SPACES

PROPOSED ZONING TABULATION
PD-TOC

PROPOSED BUILDING B

DENSITY:
OFFICE (GSF) ±325,000
TOTAL ±325,000

OPEN SPACE:
PUBLIC OPEN SPACE: ±73,600 SF
PRIVATE OPEN SPACE: ±6,900 SF
TOTAL OPEN SPACE: ±80,500 SF

BUILDING SETBACKS:
HERNDON PARKWAY: ±178' FROM HERNDON PARKWAY ROW
DULLES TOLL ROAD: ±47' FROM DULLES TOLL ROAD ROW

BUILDING HEIGHT:
MAXIMUM 225' ALONG HERNDON PARKWAY SIDE
MAXIMUM 275' ALONG DULLES TOLL ROAD SIDE

PROVIDED PARKING:
SURFACE SPACES (EXISTING): 147
SURFACE SPACES (PROPOSED): UP TO ±10
GARAGE SPACES (PROPOSED): UP TO ±662
TOTAL SPACES PROVIDED: UP TO ±819

LOADING SPACES (PROPOSED): 1

NOTES:
1. THE PROPOSED BUILDING IS SHOWN AT THE PODIUM LEVEL. THE REMAINDER OF THE SITE IS SHOWN AT GROUND LEVEL.
2. THIS PROJECT WILL BE DEVELOPED IN UP TO THREE PHASES, SUBJECT TO MARKET CONDITIONS AND TO MEET MARKET DEMAND.
3. INTERIM PARKING TO REMAIN MAY BE USED AS OVERFLOW PARKING FOR THE EXISTING USES AS WELL AS FESTIVALS, FAIRS, FARMER'S MARKETS, FOOD TRUCKS, OR OTHER ON-SITE EVENTS.

PENZANCE
christopher consultants
dcs DESIGN
GOROVE / SLADE Transportation Planners and Engineers
WIRE GILL

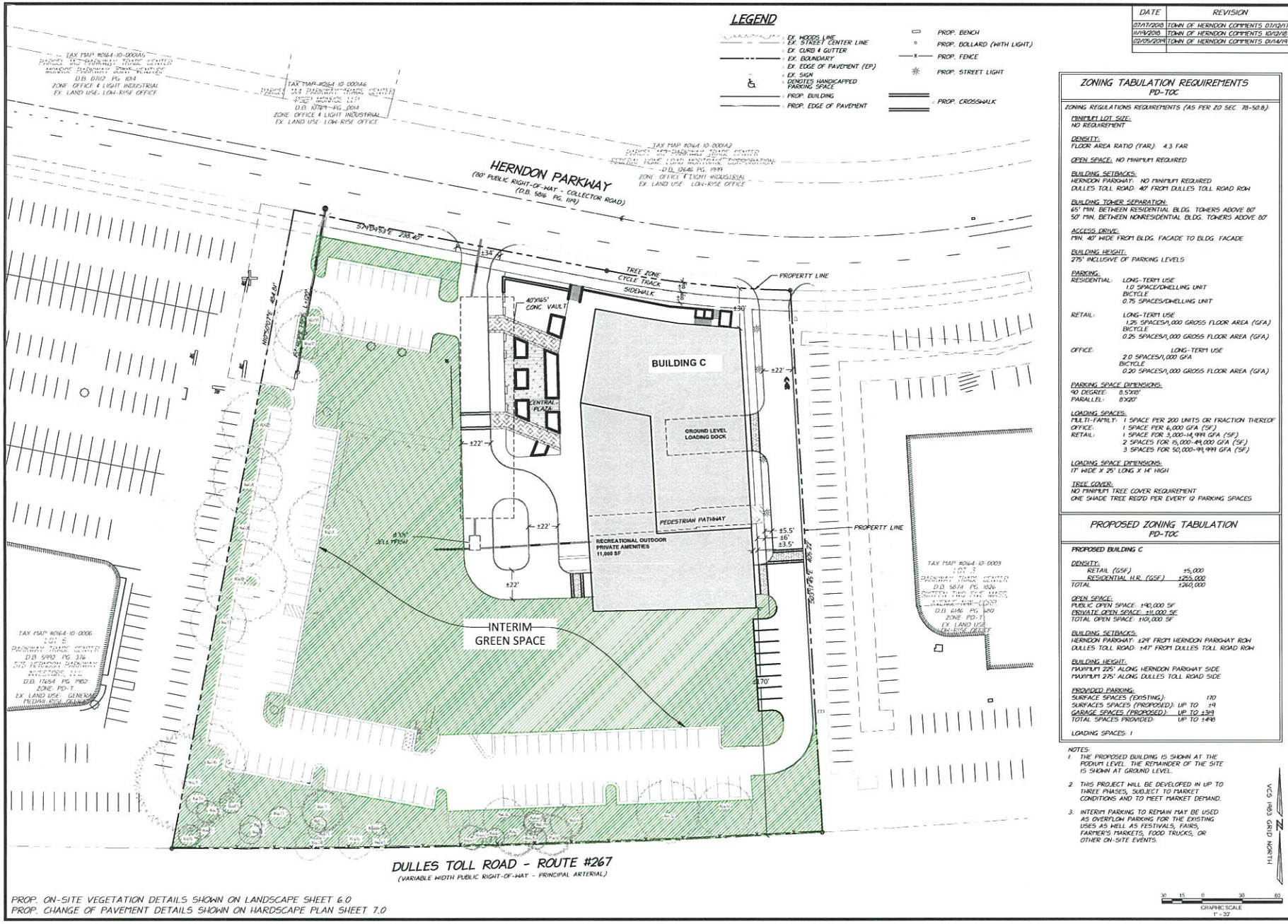
PHASING EXHIBIT: BUILDING B

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.001.00
SCALE: 1"=30'
DATE: 08-08-2018
DESIGN: JR, WR
DRAWN: WR
CHECKED:
SHEET No.
5.2 OF 24.0

103228

Attachment 4



DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

ZONING TABULATION REQUIREMENTS
PD-TOC

ZONING REGULATIONS REQUIREMENTS (AS PER ZO SEC. 78-508):

MINIMUM LOT SIZE:
NO REQUIREMENT

DENSITY:
FLOOR AREA RATIO (FAR): 4.3 FAR

OPEN SPACE: NO MINIMUM REQUIRED

BUILDING SETBACKS:
HERNDON PARKWAY: NO MINIMUM REQUIRED
DULLES TOLL ROAD: 40' FROM DULLES TOLL ROAD ROW

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

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

BUILDING HEIGHT:
275' INCLUSIVE OF PARKING LEVELS

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

PARKING SPACE DIMENSIONS:
90 DEGREE: 8.5'X18'
PARALLEL: 8'X20'

LOADING SPACES:
MULTI-FAMILY: 1 SPACE PER 200 UNITS OR FRACTION THEREOF
OFFICE: 1 SPACE PER 6,000 GFA (SF)
RETAIL: 1 SPACE FOR 5,000-14,999 GFA (SF)
2 SPACES FOR 15,000-49,000 GFA (SF)
3 SPACES FOR 50,000-99,999 GFA (SF)

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

TREE COVER:
NO MINIMUM TREE COVER REQUIREMENT
ONE SHADE TREE REQ'D PER EVERY 12 PARKING SPACES

PROPOSED ZONING TABULATION
PD-TOC

PROPOSED BUILDING C

DENSITY:

RETAIL (GSF)	±5,000
RESIDENTIAL H.R. (GSF)	±255,000
TOTAL	±260,000

OPEN SPACE:
PUBLIC OPEN SPACE: ±90,000 SF
PRIVATE OPEN SPACE: ±11,000 SF
TOTAL OPEN SPACE: ±101,000 SF

BUILDING SETBACKS:
HERNDON PARKWAY: ±24' FROM HERNDON PARKWAY ROW
DULLES TOLL ROAD: ±47' FROM DULLES TOLL ROAD ROW

BUILDING HEIGHT:
MAXIMUM 225' ALONG HERNDON PARKWAY SIDE
MAXIMUM 275' ALONG DULLES TOLL ROAD SIDE

PROVIDED PARKING:

SURFACE SPACES (EXISTING):	170
SURFACES SPACES (PROPOSED):	UP TO ±9
GARAGE SPACES (PROPOSED):	UP TO ±319
TOTAL SPACES PROVIDED:	UP TO ±498

LOADING SPACES: 1

NOTES:
1. THE PROPOSED BUILDING IS SHOWN AT THE PODIUM LEVEL. THE REMAINDER OF THE SITE IS SHOWN AT GROUND LEVEL.
2. THIS PROJECT WILL BE DEVELOPED IN UP TO THREE PHASES, SUBJECT TO MARKET CONDITIONS AND TO MEET MARKET DEMAND.
3. INTERIM PARKING TO REMAIN MAY BE USED AS OVERFLOW PARKING FOR THE EXISTING USES AS WELL AS FESTIVALS, FAIRS, FARMER'S MARKETS, FOOD TRUCKS, OR OTHER ON-SITE EVENTS.

PROP. ON-SITE VEGETATION DETAILS SHOWN ON LANDSCAPE SHEET 6.0
PROP. CHANGE OF PAVEMENT DETAILS SHOWN ON HARDSCAPE PLAN SHEET 7.0

PENZANCE
christopher consultants
dcs DESIGN
GOROVE / SLADE Transportation Planners and Engineers
WIRE GILL LLP

PHASING EXHIBIT: BUILDING C

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.001.00
SCALE: 1"=30'
DATE: 08-08-2018
DESIGN: JR, WR
DRAWN: WR
CHECKED:
SHEET No. 5.3 OF 24.0

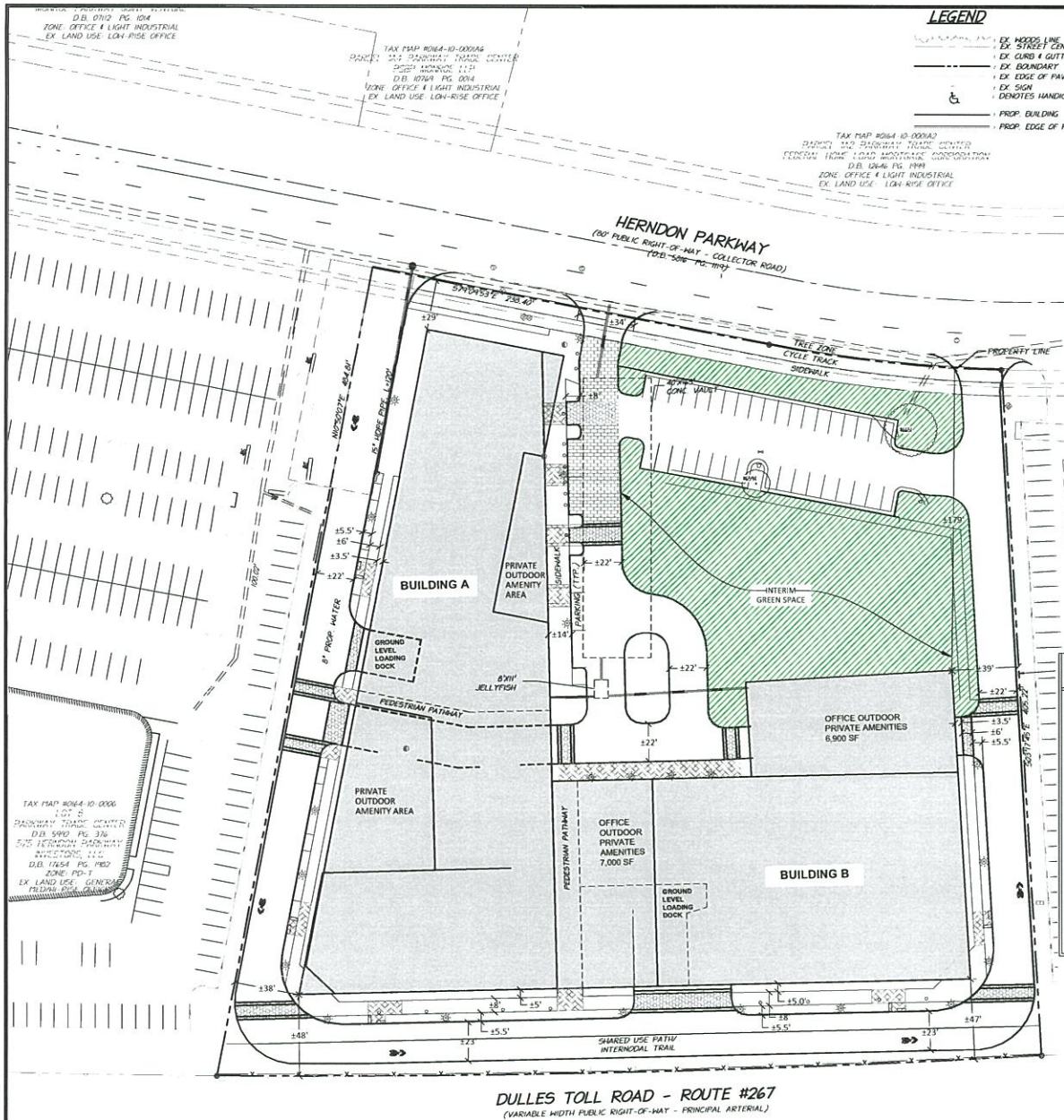
103228

Attachment 4

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

LEGEND

- EX. WOODS LINE
- EX. STREET CENTER LINE
- EX. CURB & GUTTER
- EX. BOUNDARY
- EX. EDGE OF PAVEMENT (EP)
- EX. SIGN
- DENOTES HANDICAPPED PARKING SPACE
- PROP. BUILDING
- PROP. EDGE OF PAVEMENT
- PROP. BENCH
- PROP. BOLLARD (WITH LIGHT)
- PROP. FENCE
- PROP. STREET LIGHT
- PROP. CROSSWALK



PROP. ON-SITE VEGETATION DETAILS SHOWN ON LANDSCAPE SHEET 6.0
PROP. CHANGE OF PAVEMENT DETAILS SHOWN ON HARDSCAPE PLAN SHEET 7.0

ZONING TABULATION REQUIREMENTS
PD-TOC

ZONING REGULATIONS REQUIREMENTS (AS PER TO SEC. 78-502B):

MINIMUM LOT SIZE:
NO REQUIREMENT

DENSITY:
FLOOR AREA RATIO (FAR): 4.3 FAR

OPEN SPACE: NO MINIMUM REQUIRED

BUILDING SETBACKS:
HERNDON PARKWAY: NO MINIMUM REQUIRED
DULLES TOLL ROAD: 40' FROM DULLES TOLL ROAD ROW

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

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

BUILDING HEIGHT:
275' INCLUSIVE OF PARKING LEVELS

PARKING:
RESIDENTIAL: LONG-TERM USE
1.0 SPACE/DWELLING UNIT
BICYCLE
0.75 SPACES/DWELLING UNIT

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

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

PARKING SPACE DIMENSIONS:
90 DEGREE: 8.5'X18'
PARALLEL: 8'X20'

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

LOADING SPACE DIMENSIONS:
12' WIDE X 25' LONG X 14' HIGH

TREE COVER:
NO MINIMUM TREE COVER REQUIREMENT
ONE (1) SHADE TREE REQ'D PER EVERY THELVE (12) UNCOVERED SURFACE PARKING SPACES. (NOT SUBJECT TO DEVELOPMENT PLANS AS PER SECT. 78-502.j.(1))

PROPOSED ZONING TABULATION
PD-TOC

PROPOSED BUILDING A

DENSITY:
RETAIL (GSF) ±8,000
RESIDENTIAL L.R. (GSF) ±220,000
TOTAL ±228,000

OPEN SPACE:
PUBLIC OPEN SPACE: ±83,000 SF
PRIVATE OPEN SPACE: ±7,000 SF
TOTAL OPEN SPACE: ±90,000 SF

BUILDING SETBACKS:
HERNDON PARKWAY: ±29' FROM HERNDON PARKWAY ROW
DULLES TOLL ROAD: ±48' FROM DULLES TOLL ROAD ROW

BUILDING HEIGHT:
MAXIMUM 225' ALONG HERNDON PARKWAY SIDE
MAXIMUM 275' ALONG DULLES TOLL ROAD SIDE

PROVIDED PARKING:
SURFACE SPACES (EXISTING): 145 STANDARD SPACES
SURFACE SPACES (PROPOSED): UP TO ±2 STANDARD SPACES
UP TO ±5 PARALLEL SPACES
GARAGE SPACES (PROPOSED): UP TO ±265 SPACES
TOTAL SPACES PROVIDED: UP TO ±417 SPACES

LOADING SPACES (PROPOSED): 1

PROPOSED ZONING TABULATION
PD-TOC

PROPOSED BUILDING B

DENSITY:
OFFICE (GSF) ±325,000
TOTAL ±325,000

OPEN SPACE:
PUBLIC OPEN SPACE: ±73,600 SF
PRIVATE OPEN SPACE: ±6,900 SF
TOTAL OPEN SPACE: ±80,500 SF

BUILDING SETBACKS:
HERNDON PARKWAY: ±178' FROM HERNDON PARKWAY ROW
DULLES TOLL ROAD: ±47' FROM DULLES TOLL ROAD ROW

BUILDING HEIGHT:
MAXIMUM 225' ALONG HERNDON PARKWAY SIDE
MAXIMUM 275' ALONG DULLES TOLL ROAD SIDE

PROVIDED PARKING:
SURFACE SPACES (EXISTING): 147
SURFACE SPACES (PROPOSED): UP TO ±10
GARAGE SPACES (PROPOSED): UP TO ±662
TOTAL SPACES PROVIDED: UP TO ±819

LOADING SPACES (PROPOSED): 1

NOTES:
1. THE PROPOSED BUILDING IS SHOWN AT THE PODIUM LEVEL. THE REMAINDER OF THE SITE IS SHOWN AT GROUND LEVEL.
2. THIS PROJECT WILL BE DEVELOPED IN UP TO THREE PHASES, SUBJECT TO MARKET CONDITIONS AND TO MEET MARKET DEMAND.
3. INTERIM PARKING TO REMAIN MAY BE USED AS OVERFLOW PARKING FOR THE EXISTING USES AS WELL AS FESTIVALS, FAIRS, FARMER'S MARKETS, FOOD TRUCKS, OR OTHER ON-SITE EVENTS.

VCS 1983 GRID NORTH

GRAPHIC SCALE 1" = 30'

PENZANCE
christopher consultants
dcs DESIGN
GOROVE / SLADE
WIRE GILL LLP

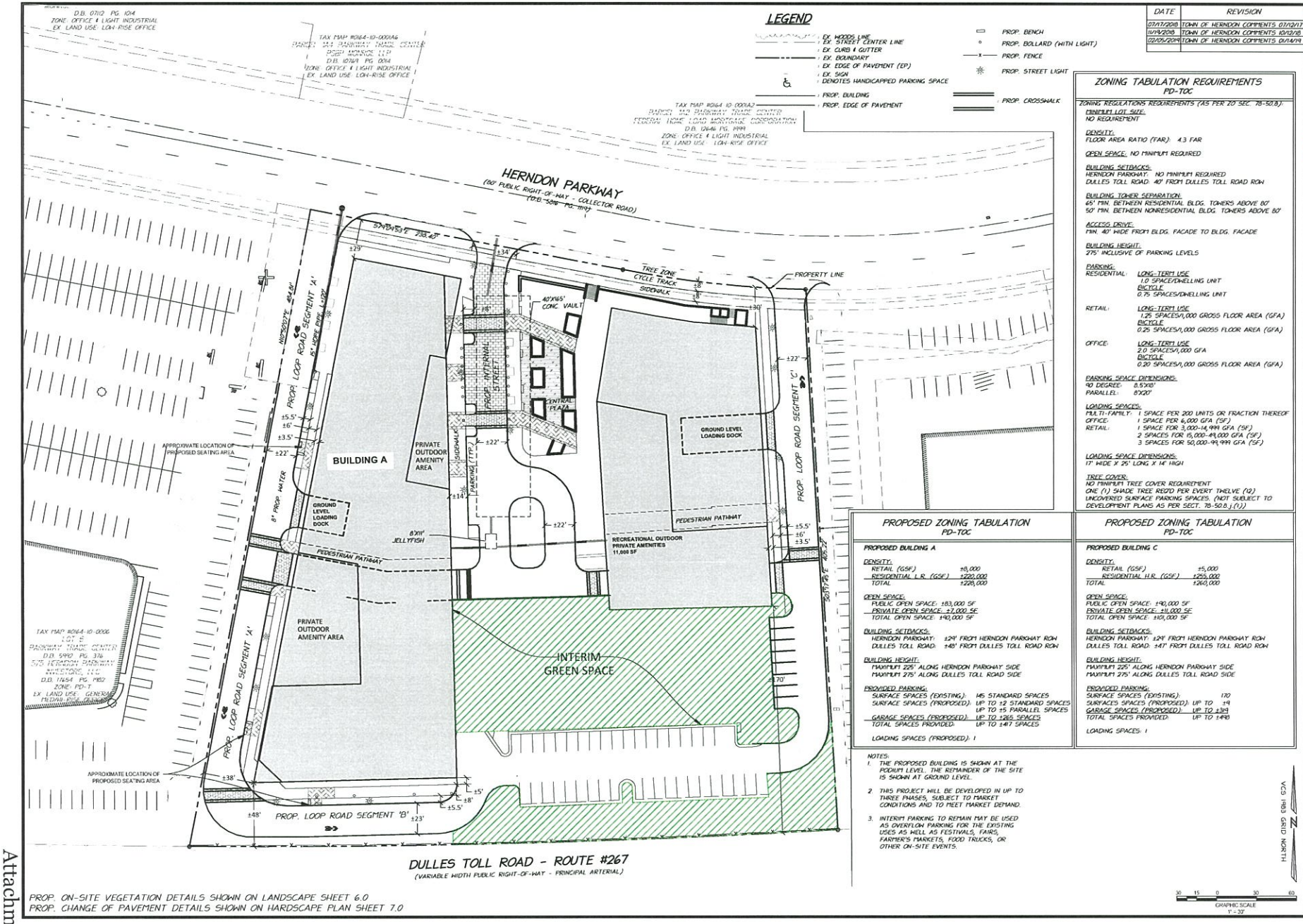
PHASING EXHIBIT: BUILDINGS A & B

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.001.00
SCALE: 1"=30'
DATE: 08-08-2018
DESIGN: JR, WR
DRAWN: WR
CHECKED:
SHEET No.
5.4 OF 24.0

103228

Attachment 4



DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

ZONING TABULATION REQUIREMENTS
PD-TOC

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

MINIMUM LOT SIZE:
NO REQUIREMENT

DENSITY:
FLOOR AREA RATIO (FAR): 4.3 FAR

OPEN SPACE: NO MINIMUM REQUIRED

BUILDING SETBACKS:
HERNDON PARKWAY: NO MINIMUM REQUIRED
DULLES TOLL ROAD: 40' FROM DULLES TOLL ROAD ROW

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

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

BUILDING HEIGHT:
275' INCLUSIVE OF PARKING LEVELS

PARKING:
RESIDENTIAL: LONG-TERM USE
1.0 SPACE/DWELLING UNIT
BICYCLE
0.75 SPACES/DWELLING UNIT

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

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

PARKING SPACE DIMENSIONS:
90 DEGREE: 8.5'X18'
PARALLEL: 8'X20'

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

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

TREE COVER:
NO MINIMUM TREE COVER REQUIREMENT
ONE (1) SHADE TREE REQ'D PER EVERY TWELVE (12) UNCOVERED SURFACE PARKING SPACES. (NOT SUBJECT TO DEVELOPMENT PLANS AS PER SECT. 78-50.8.j.(1))

PROPOSED ZONING TABULATION
PD-TOC

PROPOSED BUILDING A

DENSITY:
RETAIL (GSF) ±8,000
RESIDENTIAL L.R. (GSF) ±220,000
TOTAL ±228,000

OPEN SPACE:
PUBLIC OPEN SPACE: ±83,000 SF
PRIVATE OPEN SPACE: ±7,000 SF
TOTAL OPEN SPACE: ±90,000 SF

BUILDING SETBACKS:
HERNDON PARKWAY: ±29' FROM HERNDON PARKWAY ROW
DULLES TOLL ROAD: ±48' FROM DULLES TOLL ROAD ROW

BUILDING HEIGHT:
MAXIMUM 225' ALONG HERNDON PARKWAY SIDE
MAXIMUM 275' ALONG DULLES TOLL ROAD SIDE

PROVIDED PARKING:
SURFACE SPACES (EXISTING): 145 STANDARD SPACES
SURFACE SPACES (PROPOSED): UP TO ±2 STANDARD SPACES
UP TO ±5 PARALLEL SPACES
GARAGE SPACES (PROPOSED): UP TO ±265 SPACES
TOTAL SPACES PROVIDED: UP TO ±417 SPACES

LOADING SPACES (PROPOSED): 1

PROPOSED ZONING TABULATION
PD-TOC

PROPOSED BUILDING C

DENSITY:
RETAIL (GSF) ±5,000
RESIDENTIAL H.R. (GSF) ±255,000
TOTAL ±260,000

OPEN SPACE:
PUBLIC OPEN SPACE: ±90,000 SF
PRIVATE OPEN SPACE: ±11,000 SF
TOTAL OPEN SPACE: ±101,000 SF

BUILDING SETBACKS:
HERNDON PARKWAY: ±29' FROM HERNDON PARKWAY ROW
DULLES TOLL ROAD: ±47' FROM DULLES TOLL ROAD ROW

BUILDING HEIGHT:
MAXIMUM 225' ALONG HERNDON PARKWAY SIDE
MAXIMUM 275' ALONG DULLES TOLL ROAD SIDE

PROVIDED PARKING:
SURFACE SPACES (EXISTING): 170
SURFACES SPACES (PROPOSED): UP TO ±4
GARAGE SPACES (PROPOSED): UP TO ±319
TOTAL SPACES PROVIDED: UP TO ±493

LOADING SPACES: 1

NOTES:
1. THE PROPOSED BUILDING IS SHOWN AT THE PODIUM LEVEL. THE REMAINDER OF THE SITE IS SHOWN AT GROUND LEVEL.
2. THIS PROJECT WILL BE DEVELOPED IN UP TO THREE PHASES, SUBJECT TO MARKET CONDITIONS AND TO MEET MARKET DEMAND.
3. INTERIM PARKING TO REMAIN MAY BE USED AS OVERFLOW PARKING FOR THE EXISTING USES AS WELL AS FESTIVALS, FAIRS, FARMER'S MARKETS, FOOD TRUCKS, OR OTHER ON-SITE EVENTS.

PROP. ON-SITE VEGETATION DETAILS SHOWN ON LANDSCAPE SHEET 6.0
PROP. CHANGE OF PAVEMENT DETAILS SHOWN ON HARDSCAPE PLAN SHEET 7.0

PENZANCE
christopher consultants
dcs DESIGN
GOROVE / SLADE Transportation Planners and Engineers
WIRE GILL LLP

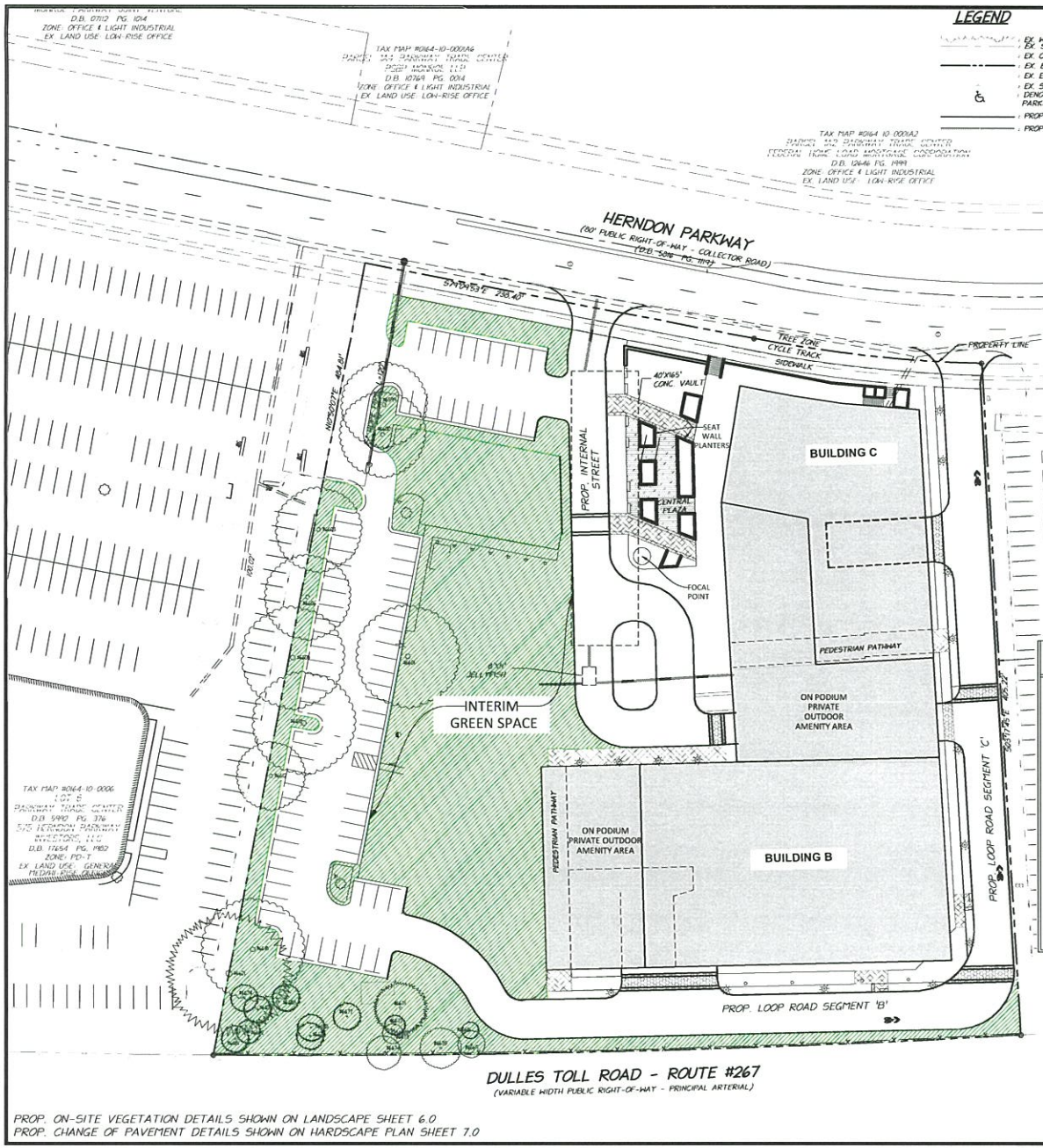
PHASING EXHIBIT: BUILDINGS A & C

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.001.00
SCALE: 1"=30'
DATE: 08-08-2018
DESIGN: JR, WR
DRAWN: WR
CHECKED:
SHEET No. 5.5 OF 24.0

103228

Attachment 4



LEGEND

- EX. WOODS LINE
- EX. STREET CENTER LINE
- EX. CURB & GUTTER
- EX. BOUNDARY
- EX. EDGE OF PAVEMENT (EP)
- EX. SIGN
- DENOTES HANDICAPPED PARKING SPACE
- PROP. BUILDING
- PROP. EDGE OF PAVEMENT
- PROP. BENCH
- PROP. BOLLARD (WITH LIGHT)
- PROP. FENCE
- PROP. STREET LIGHT
- PROP. CROSSWALK

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

ZONING TABULATION REQUIREMENTS
PD-TOC

ZONING REGULATIONS REQUIREMENTS (AS PER TO SEC. 78-50.B):

MINIMUM LOT SIZE:
NO REQUIREMENT

DENSITY:
FLOOR AREA RATIO (FAR): 4.3 FAR

OPEN SPACE: NO MINIMUM REQUIRED

BUILDING SETBACKS:
HERNDON PARKWAY: NO MINIMUM REQUIRED
DULLES TOLL ROAD: 40' FROM DULLES TOLL ROAD ROW

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

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

BUILDING HEIGHT:
275' INCLUSIVE OF PARKING LEVELS

PARKING:
RESIDENTIAL: LONG-TERM USE
1.0 SPACE/DWELLING UNIT
BICYCLE
0.75 SPACES/DWELLING UNIT

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

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

PARKING SPACE DIMENSIONS:
90 DEGREE: 8.5'X18'
PARALLEL: 8'X20'

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

LOADING SPACE DIMENSIONS:
12' WIDE X 25' LONG X 14' HIGH

TREE COVER:
NO MINIMUM TREE COVER REQUIREMENT
ONE (1) SHADE TREE REQ'D PER EVERY THELVE (12) UNCOVERED SURFACE PARKING SPACES. (NOT SUBJECT TO DEVELOPMENT PLANS AS PER SECT. 78-50.B.J.(1))

PROPOSED ZONING TABULATION
PD-TOC

PROPOSED BUILDING B

DENSITY:
OFFICE (GSF) ±325,000
TOTAL ±325,000

OPEN SPACE:
PUBLIC OPEN SPACE: ±73,600 SF
PRIVATE OPEN SPACE: ±6,900 SF
TOTAL OPEN SPACE: ±80,500 SF

BUILDING SETBACKS:
HERNDON PARKWAY: ±178' FROM HERNDON PARKWAY ROW
DULLES TOLL ROAD: ±47' FROM DULLES TOLL ROAD ROW

BUILDING HEIGHT:
MAXIMUM 225' ALONG HERNDON PARKWAY SIDE
MAXIMUM 275' ALONG DULLES TOLL ROAD SIDE

PROVIDED PARKING:
SURFACE SPACES (EXISTING): 147
SURFACE SPACES (PROPOSED): UP TO ±10
GARAGE SPACES (PROPOSED): UP TO ±662
TOTAL SPACES PROVIDED: UP TO ±819

LOADING SPACES (PROPOSED): 1

PROPOSED ZONING TABULATION
PD-TOC

PROPOSED BUILDING C

DENSITY:
RETAIL (GSF) ±5,000
RESIDENTIAL H.R. (GSF) ±255,000
TOTAL ±260,000

OPEN SPACE:
PUBLIC OPEN SPACE: ±90,000 SF
PRIVATE OPEN SPACE: ±11,000 SF
TOTAL OPEN SPACE: ±101,000 SF

BUILDING SETBACKS:
HERNDON PARKWAY: ±24' FROM HERNDON PARKWAY ROW
DULLES TOLL ROAD: ±47' FROM DULLES TOLL ROAD ROW

BUILDING HEIGHT:
MAXIMUM 225' ALONG HERNDON PARKWAY SIDE
MAXIMUM 275' ALONG DULLES TOLL ROAD SIDE

PROVIDED PARKING:
SURFACE SPACES (EXISTING): 170
SURFACES SPACES (PROPOSED): UP TO ±9
GARAGE SPACES (PROPOSED): UP TO ±319
TOTAL SPACES PROVIDED: UP TO 1,498

LOADING SPACES: 1

NOTES:
1. THE PROPOSED BUILDING IS SHOWN AT THE PODIUM LEVEL. THE REMAINDER OF THE SITE IS SHOWN AT GROUND LEVEL.
2. THIS PROJECT WILL BE DEVELOPED IN UP TO THREE PHASES, SUBJECT TO MARKET CONDITIONS AND TO MEET MARKET DEMAND.
3. INTERIM PARKING TO REMAIN MAY BE USED AS OVERFLOW PARKING FOR THE EXISTING USES AS WELL AS FESTIVALS, FAIRS, FARMER'S MARKETS, FOOD TRUCKS, OR OTHER ON-SITE EVENTS.

VCS 1983 GRID NORTH

GRAPHIC SCALE 1" = 30'

PROP. ON-SITE VEGETATION DETAILS SHOWN ON LANDSCAPE SHEET 6.0
PROP. CHANGE OF PAVEMENT DETAILS SHOWN ON HARDSCAPE PLAN SHEET 7.0

PENZANCE
christopher consultants
dcs DESIGN
GOROVE / SLADE
WIRE GILL LLP

PHASING EXHIBIT: BUILDINGS B & C

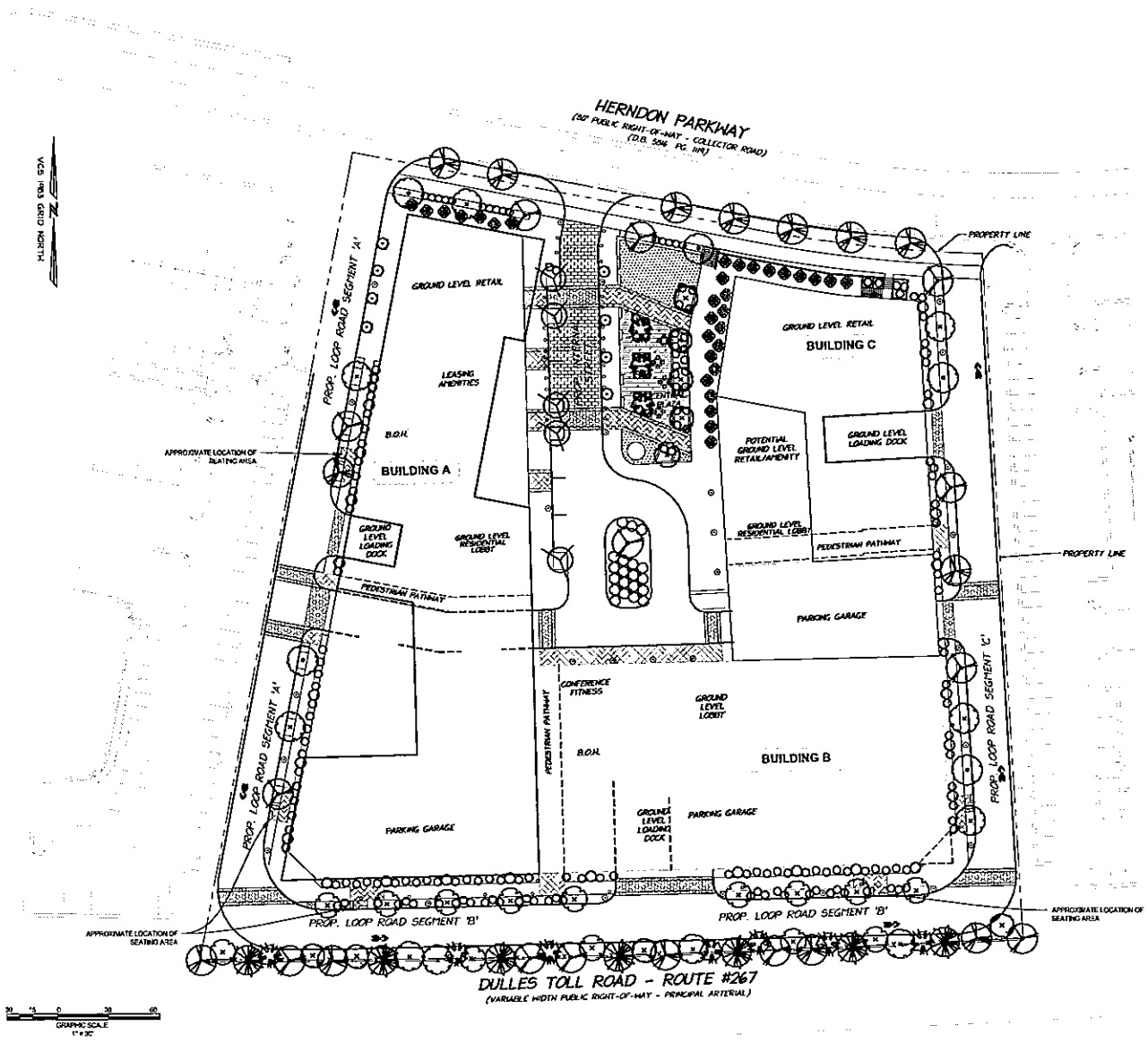
DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.001.00
SCALE: 1"=30'
DATE: 08-08-2018
DESIGN: JR, WR
DRAWN: WR
CHECKED:
SHEET No: 5.6 OF 24.0

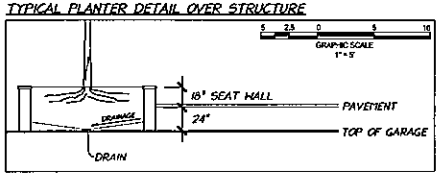
103228

Attachment 4

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/10/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
03/05/2019	TOWN OF HERNDON COMMENTS 01/11/19



TYPICAL PLANTER DETAIL OVER STRUCTURE



NOTES:
1. ALL SURFACE TREATMENTS ON THIS SHEET ARE SHOWN FROM GROUND LEVEL.
2. SPECIES ARE SUBJECT TO CHANGE BASED ON AVAILABILITY AT TIME OF CONSTRUCTION.
3. THE LOCATION, DESIGN AND NUMBER OF THE SITE FURNISHINGS, PAVERS, LIGHTING, BOLLARDS AS SHOWN ON THIS PLAN SHEET ARE PRELIMINARY ONLY. THESE ELEMENTS WILL BE FINALIZED AT THE TIME OF SITE PLAN, AND WILL BE CONSISTENT WITH THE INTENT OF THE HTOC DESIGN GUIDELINES AND THE REQUIREMENTS IN THE ZONING ORDINANCE.

LEGEND

- ACER RUBRUM — RED MAPLE
- GINKGO BILOBA — GINKGO
- QUERCUS PHELLOS — WILLOW OAK
- TILIA AMERICANA — AMERICAN LINDEN
- CERCIDIPHYLLUM JAPONICUM — KATSURA TREE
- BETULA NIGRA — RIVER BIRCH
- GLEDITSIA TRIACANTHOS INERMIS — THORNLESS HONEYLOCUST
- CORNUS FLORIDA — FLOWERING DOGWOOD
- PINUS TAEDA — LOBLOLLY PINE
- SHRUB / GROUNDCOVER PLANTING
- LAWN

SITE FURNISHINGS LEGEND

- BENCH
- BOLLARD (PATH LIGHT)
- STREET LIGHT
- RETAIL/OUTDOOR SEATING
- PROPOSED FENCE

PLANTING SCHEDULE

BOTANICAL NAME	COMMON NAME	STOCK SIZE (CALIPER /HEIGHT)	STOCK TYPE	QUANTITY
DECIDUOUS TREES - CATEGORY IV				
ACER RUBRUM	RED MAPLE	2 1/2" - 3" CAL.	B&B	14
GINKGO BILOBA	GINKGO	2 1/2" - 3" CAL.	B&B	5
QUERCUS PHELLOS	WILLOW OAK	2 1/2" - 3" CAL.	B&B	13
TILIA AMERICANA	AMERICAN LINDEN	2 1/2" - 3" CAL.	B&B	10
DECIDUOUS TREES - CATEGORY III				
BETULA NIGRA	RIVER BIRCH	2 1/2" - 3" CAL.	B&B	8
CERCIDIPHYLLUM JAPONICUM	KATSURA TREE	2 1/2" - 3" CAL.	B&B	5
GLEDITSIA TRIACANTHOS INERMIS	THORNLESS HONEYLOCUST	2 1/2" - 3" CAL.	B&B	15
DECIDUOUS TREES - CATEGORY II				
CORNUS FLORIDA	FLOWERING DOGWOOD	2 1/2" - 3" CAL.	B&B	10
EVERGREEN TREES - CATEGORY IV				
PINUS TAEDA	LOBLOLLY PINE	8' HT.	B&B	7

PENZANCE
christopher consultants
DGS DESIGN
GROVE / SLADE
WIRE GILL

COMMONWEALTH OF VIRGINIA
DANIEL R. LANGSTON
Lic. No. 0406001996
LANDSCAPE ARCHITECT

LANDSCAPE PLAN

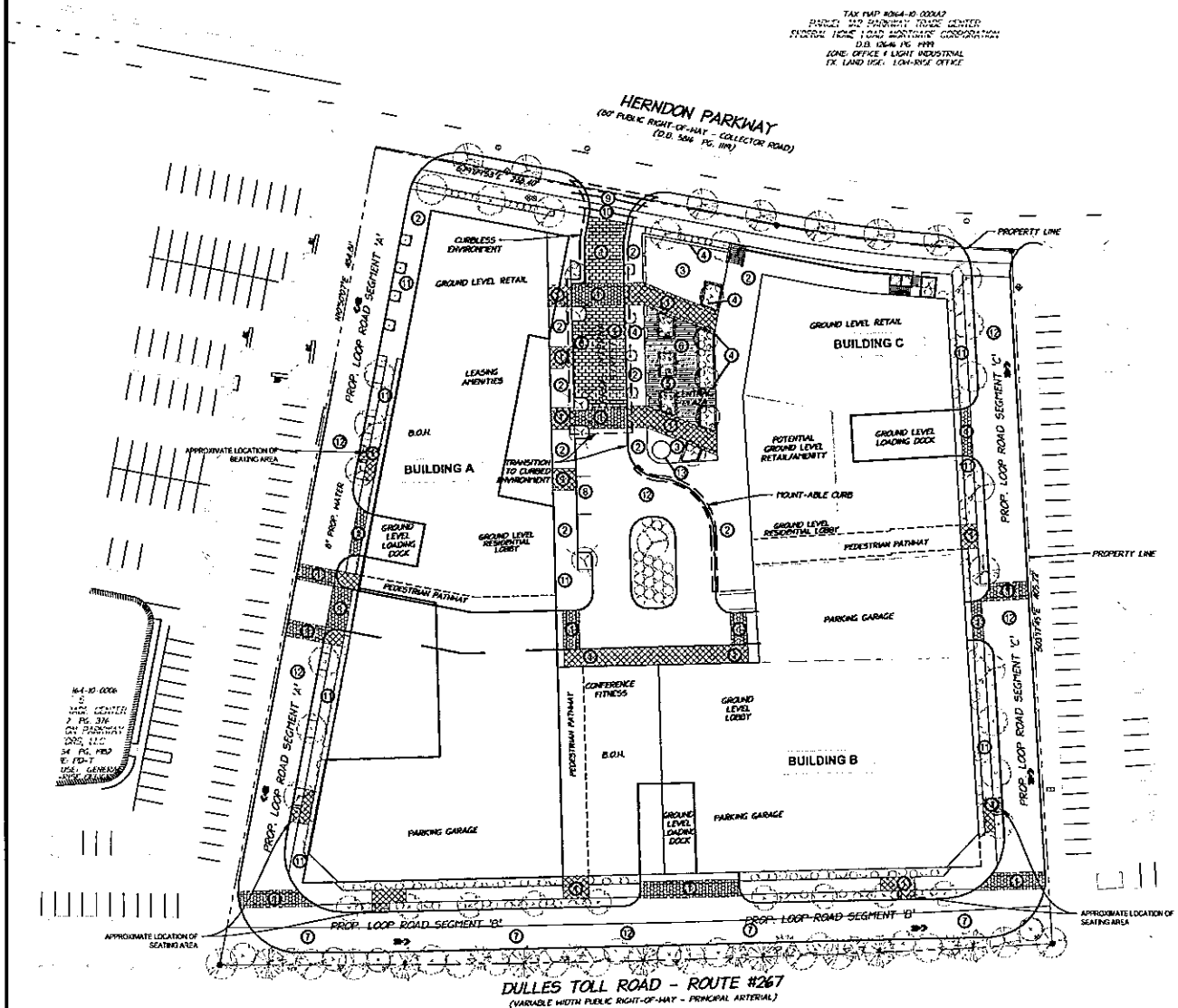
DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.00.00
SCALE: 1" = 30'
DATE: 08-08-2018
DESIGN: LBD
DRAWN: LBD
CHECKED:
SHEET No. 6.0 of 24.0

103228

Attachment 4

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
10/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19



Amenity Key

1. Decorative PaverS
2. Scored Concrete Sidewalk
3. Lawn Panel
4. Seat Walls
5. Decking
6. Plaza Area
7. Shared Roadway Bike Trail
8. Parallel Parking
9. Public Bike Track
10. Public Sidewalk
11. Sidewalk
12. Asphalt
13. Focal Point/Artwork

NOTE:

1. ALL SURFACE TREATMENTS ON THIS SHEET ARE SHOWN FROM GROUND LEVEL.
2. THIS PLAN PROPOSES A CURBLESS ENVIRONMENT BEGINNING AT THE NORTH PROPERTY LINE FROM THE PROPOSED PEDESTRIAN TRAIL AND CYCLE TRACK AND EXTENDS SOUTHWARD ALONG THE PROPOSED INTERNAL STREET. THE CURBLESS ENVIRONMENT TERMINATES AFTER THE SOUTHERN MOST WEST-EAST CROSSWALK ON THE PROPOSED INTERNAL STREET. AT THE TERMINATION, A TRANSITION (OF WHICH LENGTH TO BE DETERMINED AT TIME OF SITE PLAN) TO A CURBED ENVIRONMENT IS PROPOSED WHICH PERMEATES THE REMAINDER OF THE DEVELOPMENT WITH THE EXCEPTION OF A PROPOSED MOUNT-ABLE CURB WHICH IS LABELED ON THIS PLAN WEST OF BUILDING C.
3. DECORATIVE PAVERS WILL BE UTILIZED FOR HIGH VISIBILITY CROSSWALKS AT ALL INTERSECTIONS. THESE SURFACE TREATMENTS SHALL REFLECT THE HTOC URBAN DESIGN GUIDELINES.

GRAPHIC SCALE 1" = 30'

PENZANCE

christopher consultants

DCS DESIGN

GROVE / SLADE

WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
DANIEL P. LANGSTON
Lic. No. 0406001994
LANDSCAPE ARCHITECT

HARDSCAPE PLAN

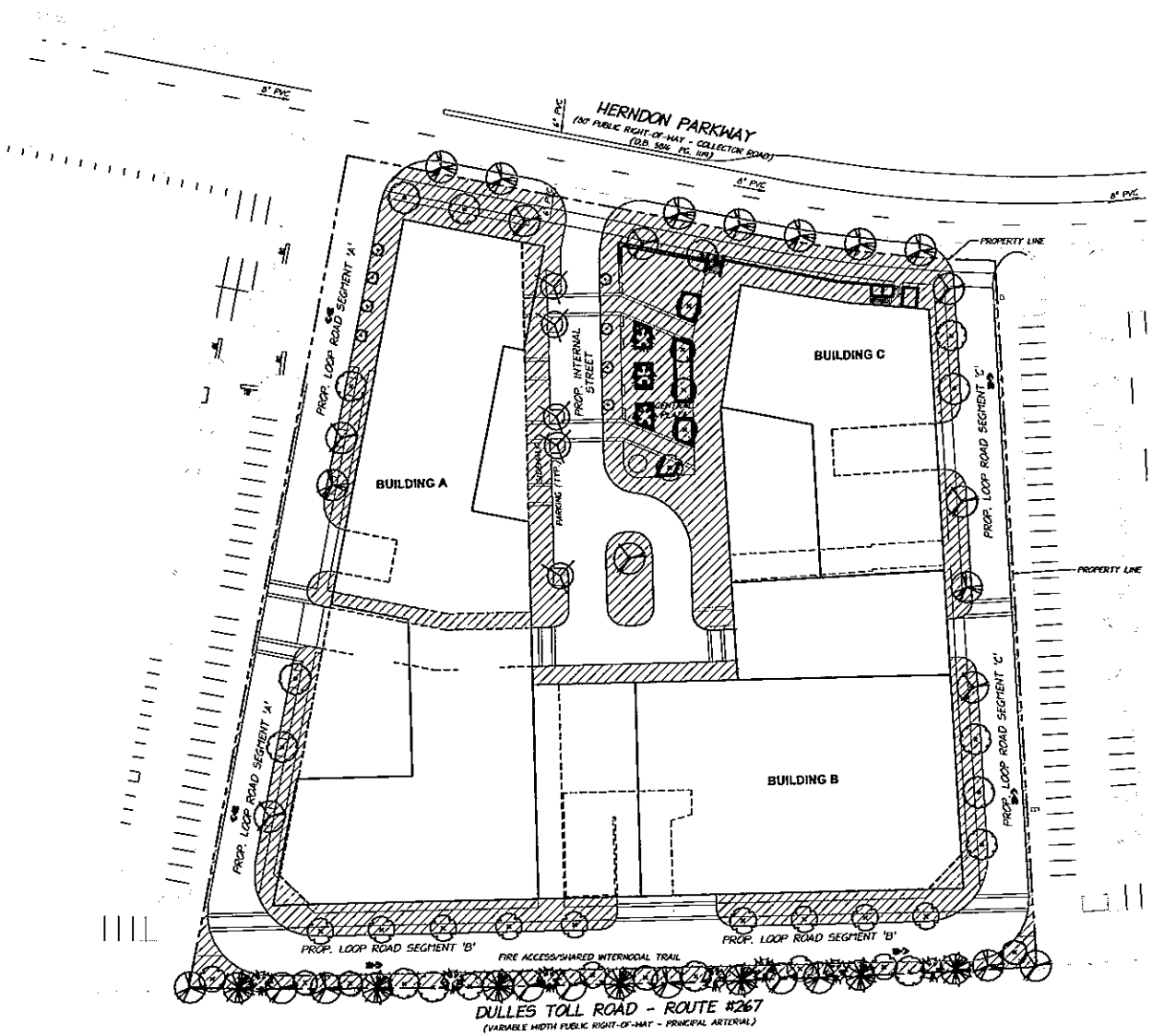
DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

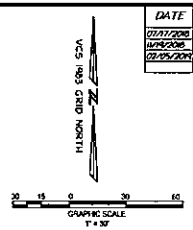
PROJECT NO: 15022.00.00
SCALE: 1" = 30'
DATE: 08-08-2018
DESIGN: JTR
DRAWN: JTR
CHECKED:
SHEET No.
7.0 OF 24.0

103228

Attachment 4

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/02/17
10/08/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19





OPEN SPACE PLAN

TOTAL SITE AREA: 4.34 AC

OPEN SPACE AREA REQUIREMENT:
0.00 AC (0% OF SITE)

OPEN SPACE PROVIDED AT GRADE:
±1.13 AC (±26.0% OF SITE)

PENZANCE

christopher consultants

DCS DESIGN

GOROVE / SLADE

WIRE GILL

COMMONWEALTH OF VIRGINIA
DANIEL P. LAMBERTON
LIC. No. 0406001996
LANDSCAPE ARCHITECT

PUBLIC-ACCESSIBLE OPEN SPACE PLAN

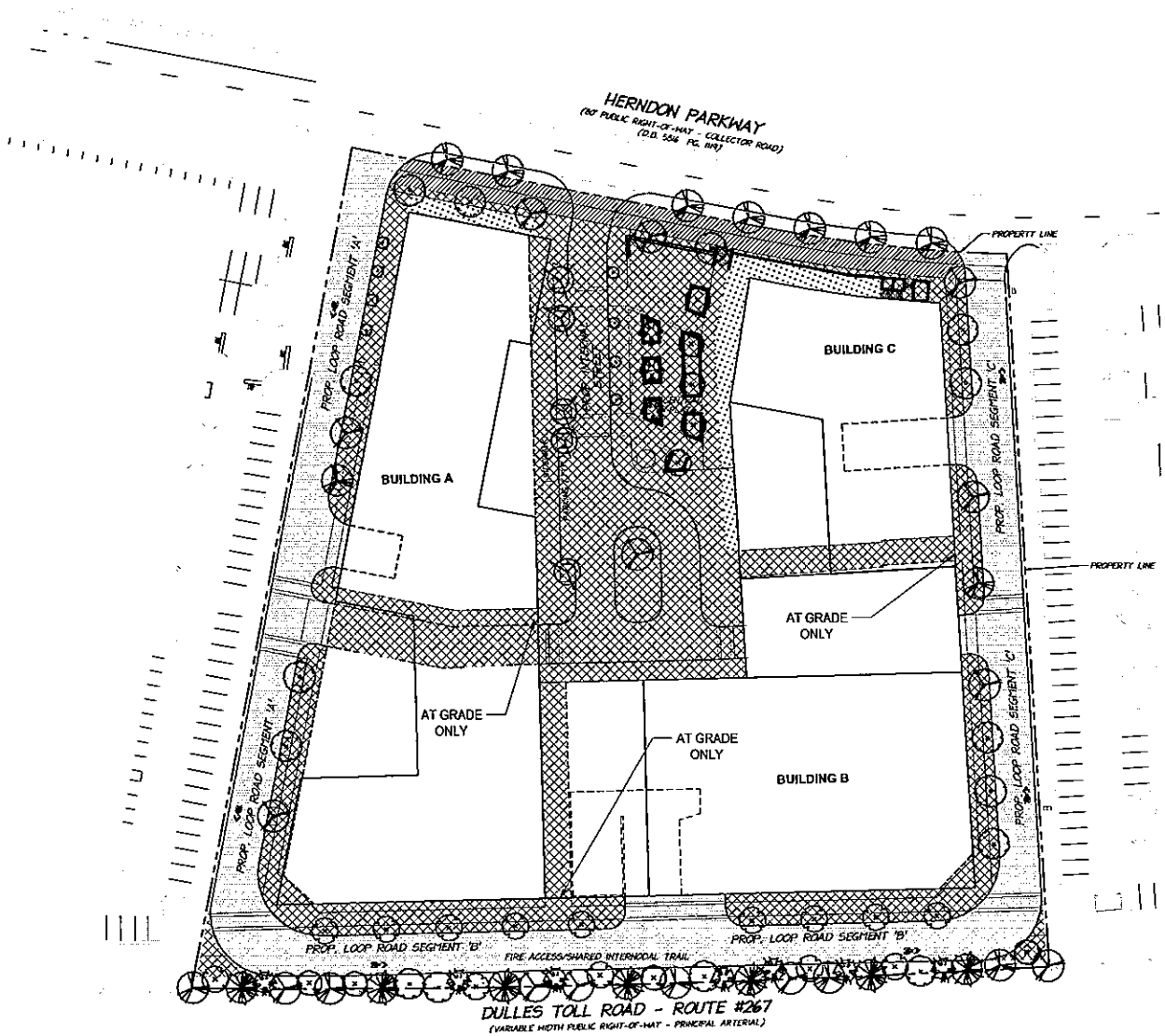
DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15022.00.00
SCALE: 1" = 30'
DATE: 08-08-2016
DESIGN: WR
DRAWN: WR
CHECKED:
SHEET No.
8.0 of 24.0

103228

Attachment 4

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/17/17
10/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19



PUBLIC DEDICATION AREA

PUBLIC ACCESSIBLE SPACE IN ACCORDANCE WITH THE PROFFERS

STREET UTILITY EASEMENT AREA

RETAIL SEATING AREA

NOTE

1. PEDESTRIAN PORTALS ARE AT GRADE ONLY.

PENZANCE

christopher consultants

DCS DESIGN

GOROVE / SLADE

WIRE GILL

COMMONWEALTH OF VIRGINIA
DANIEL P. LANGSTON
Lic. No. 0406001996
LANDSCAPE ARCHITECT

PUBLIC DEDICATION, EASEMENTS AND ACCESSIBLE SPACES

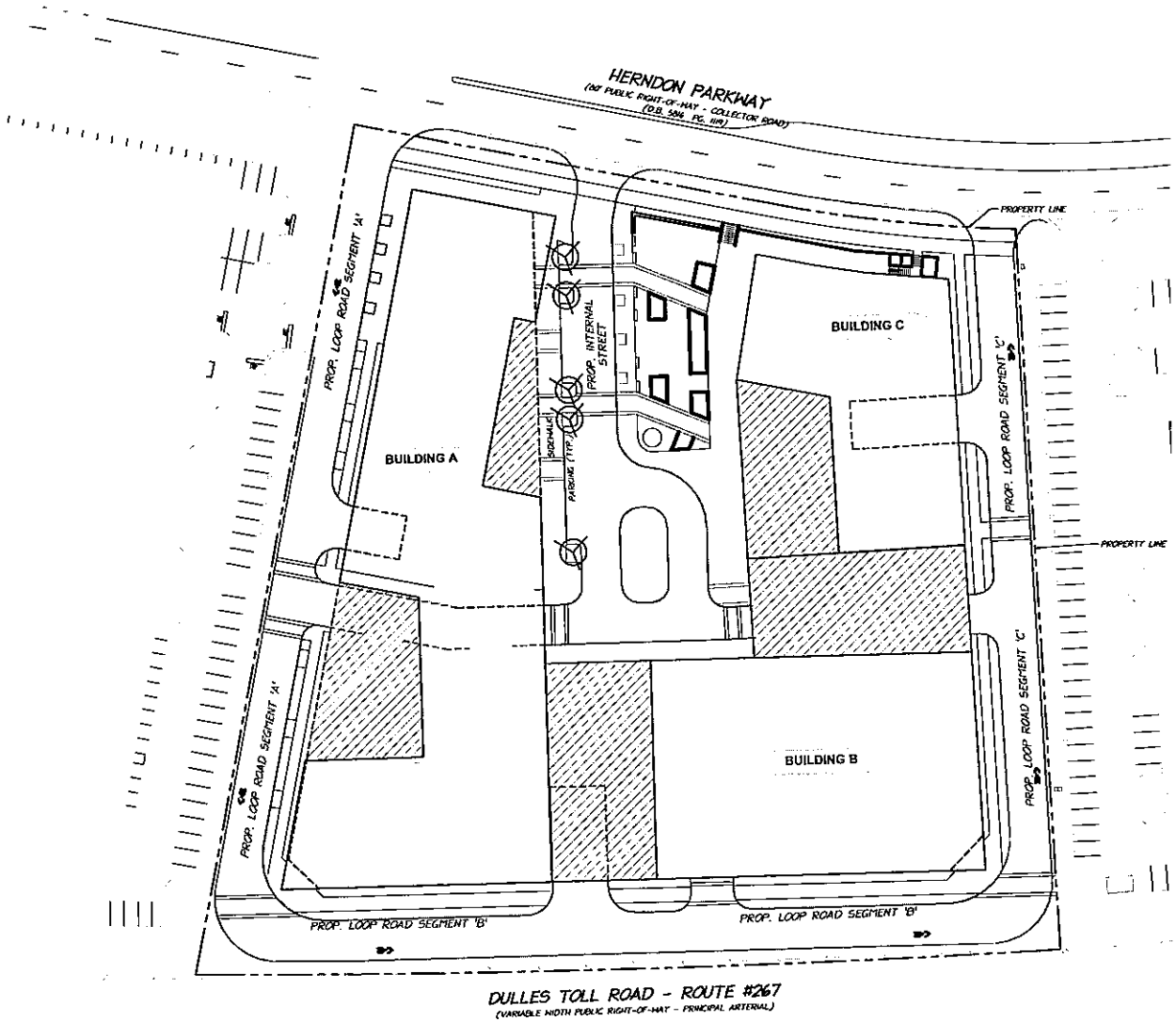
DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

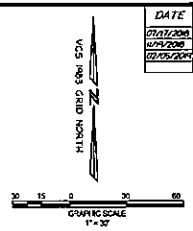
PROJECT NO: 15002.001.00
SCALE: 1" = 30'
DATE: 05-08-2018
DESIGN: WR
DRAWN: WR
CHECKED:
SHEET No.
8.1 of 24.0

103228

Attachment 4

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
10/24/2018	TOWN OF HERNDON COMMENTS 10/12/16
07/05/2019	TOWN OF HERNDON COMMENTS 06/14/19





PRIVATE OPEN SPACE PLAN

TOTAL PODIUM AREA: ±96,700 S.F.

PRIVATE OPEN SPACE PROVIDED ON PODIUM LEVEL:
±25,000 S.F. (±26.0% OF TOTAL PODIUM AREA)

OPEN SPACE TABULATIONS TOTAL SITE AREA: 189,050 SQ. FT.; PUBLIC OPEN SPACE: 49,180 SQ. FT.			
	PRIVATE OPEN SPACE (SQ.FT.)	PRIVATE OPEN SPACE PERCENTAGE OF SITE	OPEN SPACE PERCENTAGE OF SITE
RESIDENTIAL + OFFICE	+/- 25,000 SQ. FT.	13.2%	39%

PENZANCE

christopher consultants

dcs DESIGN

GOROVE / SLADE

WIRE GILL

COMMONWEALTH OF VIRGINIA
DANIEL P. LAMBERTON
Lic. No. 0406001996
LANDSCAPE ARCHITECT

PRIVATE OPEN SPACE PLAN

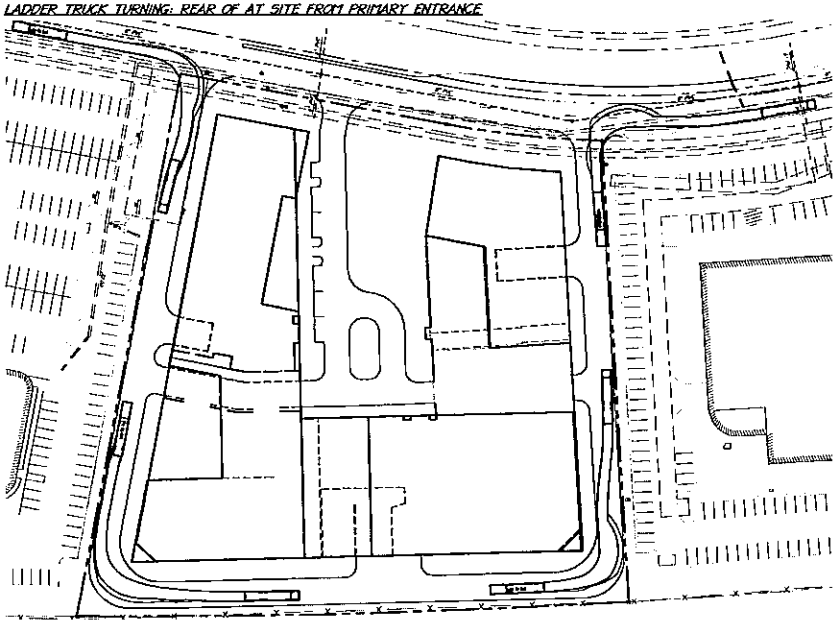
DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO. 15002.00.00
SCALE: 1" = 30'
DATE: 06-08-2018
DESIGN: WR
DRAWN: WR
CHECKED:
SHEET No.
9.0 of 24.0

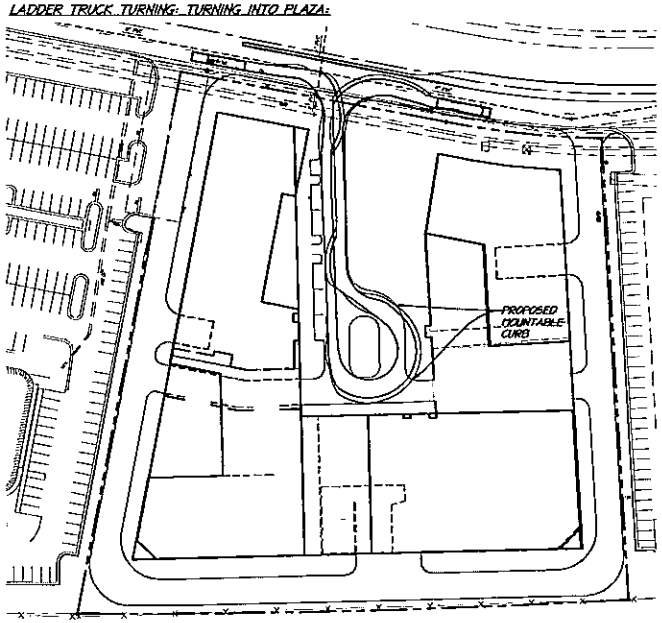
103228

Attachment 4

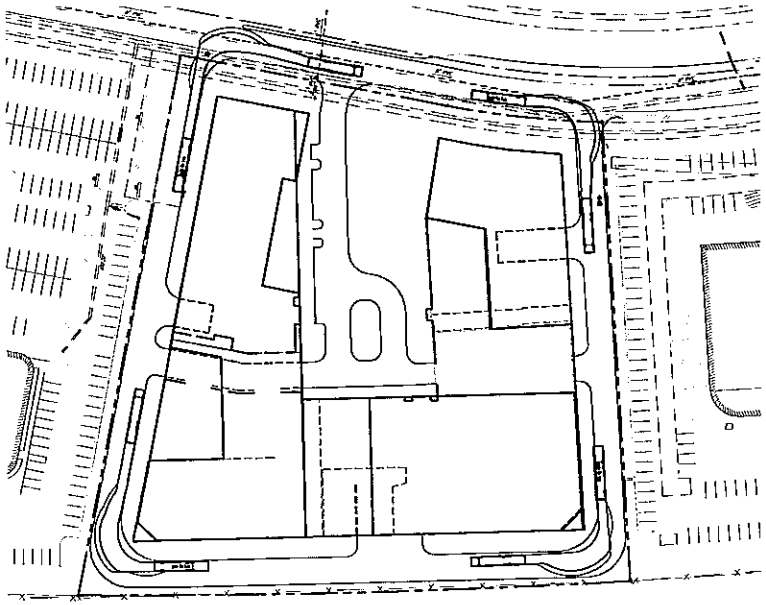
LADDER TRUCK TURNING: REAR OF AT SITE FROM PRIMARY ENTRANCE



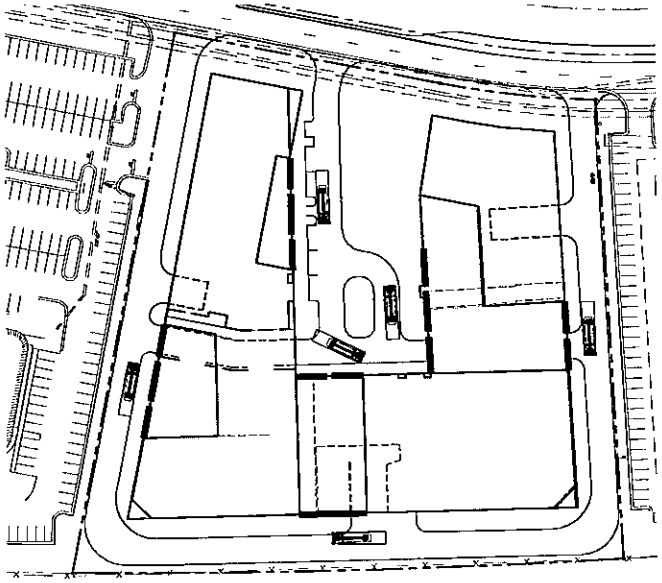
LADDER TRUCK TURNING: TURNING INTO PLAZA:



LADDER TRUCK TURNING: TURNING REAR OF SITE FROM SECONDARY ENTRANCE



PODIUM ACCESS IN ACCORDANCE WITH PFM:

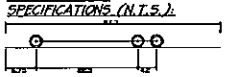


DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/20/17
10/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

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

VCS 1983 GRID NORTH

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



Ladder Fire Truck	
Overall Length	47.500ft
Overall Width	8.000ft
Overall Body Height	11.400ft
Min Body Ground Clearance	1.400ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	45.250Ft

LEGEND

PODIUM ACCESSIBLE BY LADDER

PENZANCE

christopher consultants

dcs DESIGN

GOROVE / SLADE

WIRE GILL

COMMONWEALTH OF VIRGINIA
JOHN L. HELLIS
Lic. No. 52485
PROFESSIONAL ENGINEER

FIRE ACCESS PLAN

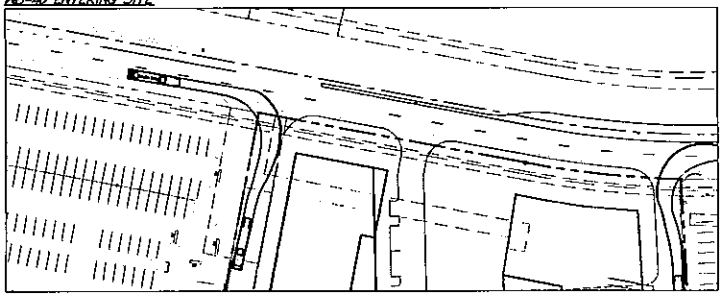
DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.00.00
SCALE: 1"=50'
DATE: 08-08-2018
DESIGN: JH
DRAWN: JH
CHECKED: JH
SHEET No.
10.0 of 24.0

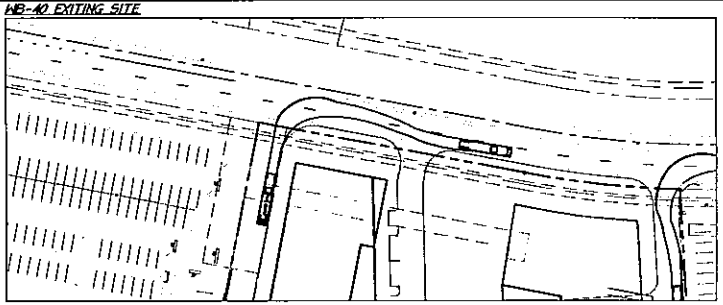
103228

Attachment 4

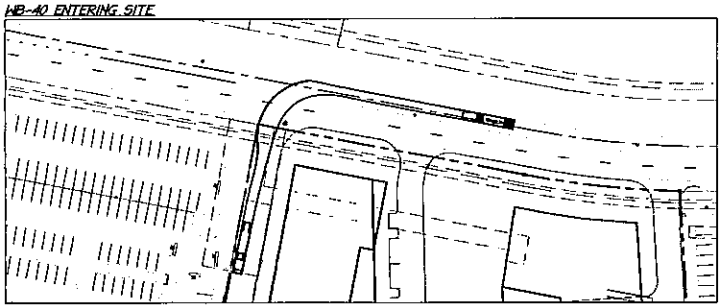
WB-40 ENTERING SITE



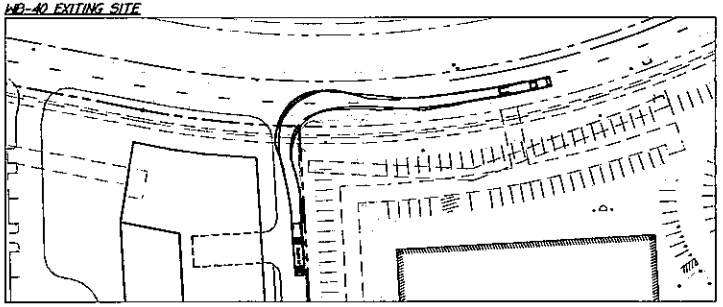
WB-40 EXITING SITE



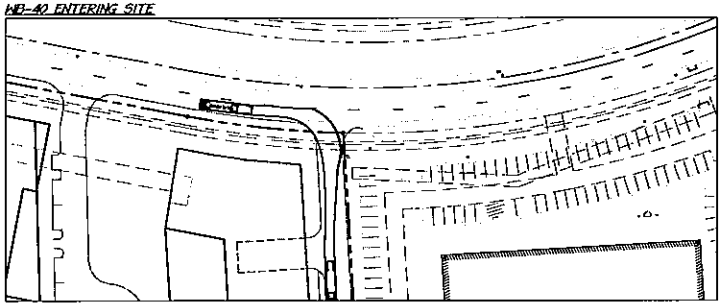
WB-40 ENTERING SITE



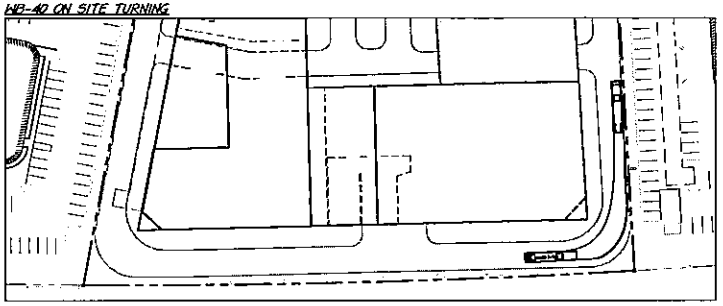
WB-40 EXITING SITE



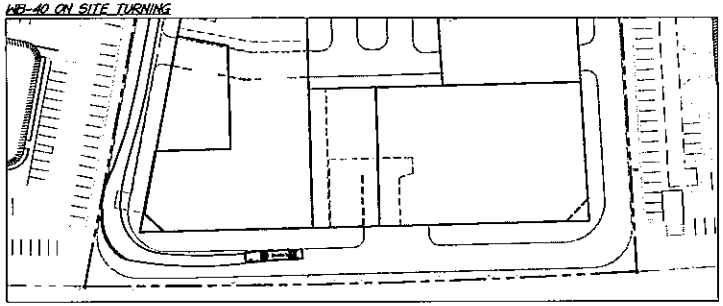
WB-40 ENTERING SITE



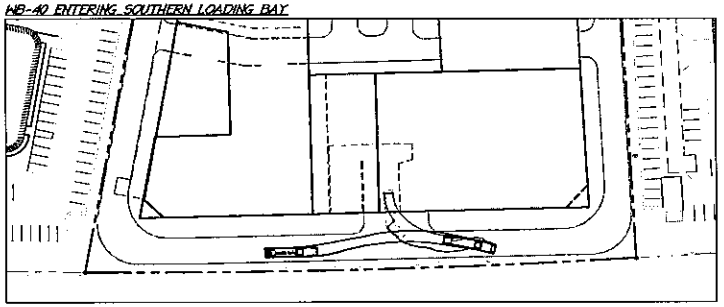
WB-40 ON SITE TURNING

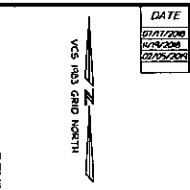


WB-40 ON SITE TURNING

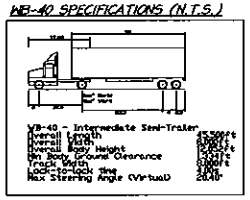


WB-40 ENTERING SOUTHERN LOADING BAY





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



DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
10/19/2018	TOWN OF HERNDON COMMENTS 10/12/16
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

PENZANCE

christopher consultants

dcs DESIGN

GOROVE / SLADE

WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HEGYI
Lic. No. 52485
PROFESSIONAL ENGINEER

TRUCK TURNING MOVEMENTS

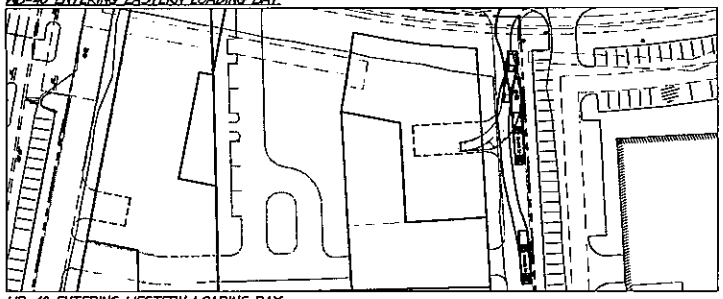
DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.00.00
SCALE: 1"=50'
DATE: 08-08-2018
DESIGN: HR
DRAWN: HR
CHECKED:
SHEET No.
11.0 of 24.0

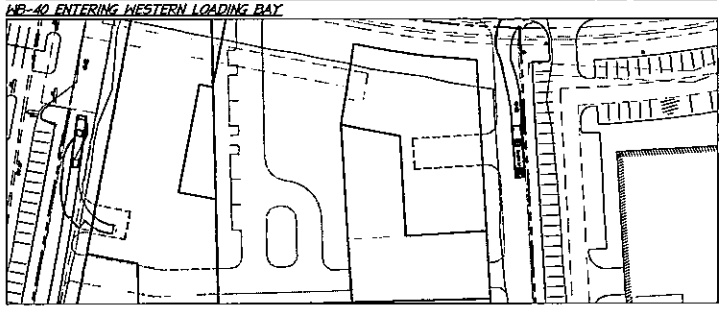
103228

Attachment 4

WB-40 ENTERING EASTERN LOADING BAY



WB-40 ENTERING WESTERN LOADING BAY



DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
10/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

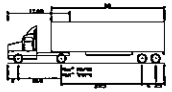
VCS 1983 GRID NORTH

N

50 25 0 50 100

GRAPHIC SCALE
1"=50'

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



WB-40 - Intermediate Semi-Trailer

Overall Length	43.50ft
Overall Width	8.50ft
Overall Body Height	13.50ft
On Body Ground Clearance	0.50ft
Track Width	8.00ft
Lock-to-lock time	6.0s
Max Steering Angle (Virtual)	24.0°

PENZANCE

christopher consultants

OCS DESIGN

GROVE / SLADE

WIRE GILL

COMMONWEALTH OF VIRGINIA
JOHN L. HEWES
Lic. No.52455
PROFESSIONAL ENGINEER

TRUCK TURNING MOVEMENTS

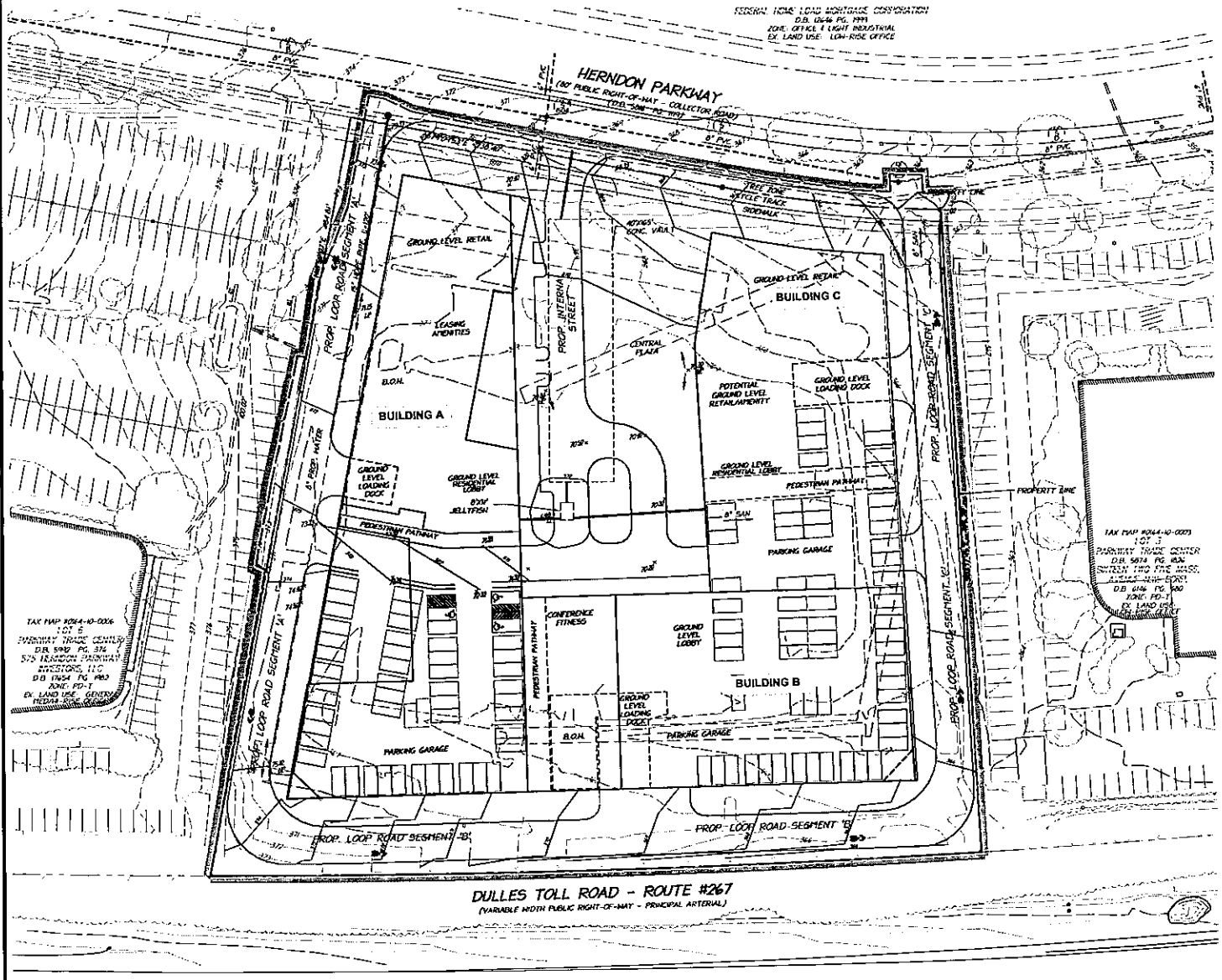
DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15022.00.00
SCALE: 1"=50'
DATE: 08-08-2016
DESIGN: WR
DRAWN: WR
CHECKED:
SHEET No.
11.1 of 24.0

103228

Attachment 4

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/23/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/23/18
03/05/2019	TOWN OF HERNDON COMMENTS 02/14/19



LEGEND

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

PENZANCE

christopher consultants

dcs DESIGN

GROVE / SLADE

WIRE GILL

COMMONWEALTH OF VIRGINIA
JOHN L. HIGGS
Lic. No.52485
PROFESSIONAL ENGINEER

PROPOSED GRADING PLAN & LIMITS

DEVELOPMENT PLAN

555 HERNDON PARKWAY

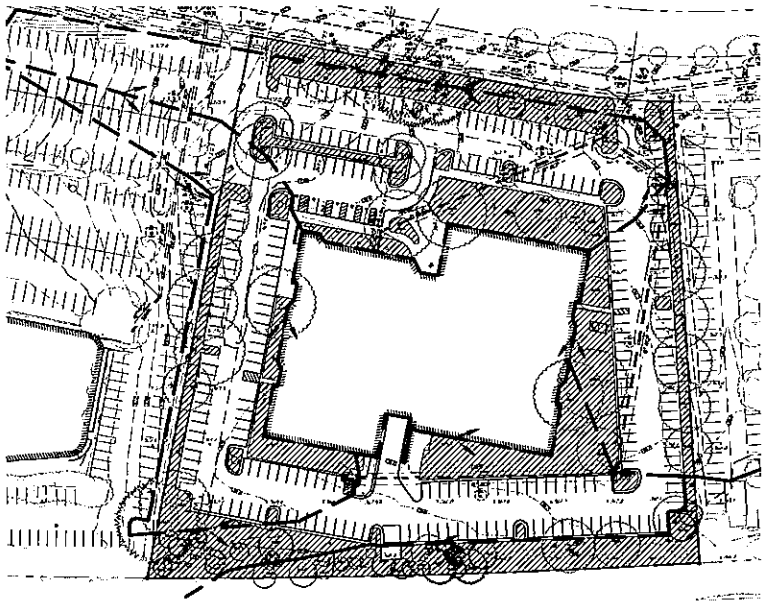
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15022.001.00
SCALE: 1"=30'
DATE: 08-08-2018
DESIGN: JH
DRAWN: LB
CHECKED:
SHEET No.
12.0 or 24.0

103228

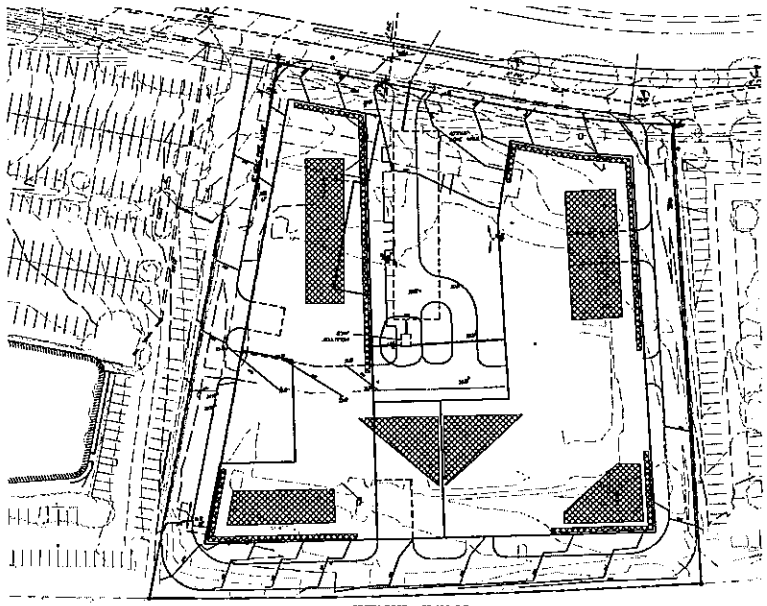
Attachment 4

EXISTING PERVIOUS AREA AND DRAINAGE DIVIDES:



TOTAL AREA = 189,220 S.F. PERVIOUS AREA = 58,916 S.F. IMPERVIOUS AREA = 130,304 S.F.

PROPOSED BMP AREAS: GREEN ROOF AREA, URBAN BIORETENTION, ISOLATOR ROW, BAYFILTER



GREEN ROOF = 22,650 S.F.

EXISTING CONDITION SITE NARRATIVE

THIS DEVELOPMENT CONSISTS OF APPROXIMATELY 4.34 ACRES OF LAND SITUATED BETWEEN HERNDON PARKWAY AND THE DULLES TOLL ROAD IN THE TOWN OF HERNDON. THE PROPERTY IS BOUNDED BY HERNDON PARKWAY TO THE NORTH, AN EXISTING OFFICE BUILDING TO THE EAST, THE DULLES TOLL ROAD TO THE SOUTH AND AN EXISTING OFFICE BUILDING TO THE WEST. THE PROPERTY CURRENTLY CONSISTS OF AN EXISTING OFFICE BUILDING WITH SURFACE PARKING. THE PROPERTY DOES NOT HAVE PERVIOUS AREAS.

REVIEW OF EXISTING TOPOGRAPHY INDICATES THAT THE PROPERTY SLOPES PREDOMINANTLY FROM THE SOUTHWEST TO THE NORTHEAST TOWARDS HERNDON PARKWAY. THE EXISTING STORMWATER IS COLLECTED ON SITE AND JOINS A CLOSED CONDUIT SYSTEM IN HERNDON PARKWAY. THE STORMWATER FLOWS TO A 36" RCP PIPE IN HERNDON PARKWAY AND IS TAKEN TO THE OUTFALL APPROXIMATELY 750' TO THE EAST WHERE IS EXITS A 60" RCP INTO AN EXISTING FLOODPLAIN. SEE SHEET 1A FOR OUTFALL MAP. ALL ADJACENT PROPERTIES FOLLOW A SIMILAR DRAINAGE PATTERN, WITH THEIR RESPECTIVE STORMWATER BEING CONVEYED TO THE CLOSED CONDUIT SYSTEM IN HERNDON PARKWAY.

THERE ARE NO RESOURCE PROTECTION AREAS ON THIS PROPERTY.

PROPOSED CONDITION SITE NARRATIVE

THE APPLICANT PROPOSES TO DEVELOP THE PROPERTY IN ACCORDANCE WITH THE HERNDON METRO STUDY AREA WITH RESIDENTIAL AND RETAIL USES, INCLUDING THE FLEXIBILITY TO PROVIDE OFFICE USES TO MEET MARKET DEMANDS. THE PROPOSED DEVELOPMENT CONSISTS OF THREE BUILDINGS WITH FIRST FLOOR RETAIL LINING AN INTERIOR MAIN STREET, AND ABOVE-GROUND PARKING. THIS PROJECT WILL BE DEVELOPED IN THREE PHASES. THE FIRST PHASE WILL CONSIST OF THE INFRASTRUCTURE AND THE FIRST RESIDENTIAL BUILDING. THE SUBSEQUENT PHASES WILL CONSIST OF EACH NEW BUILDING AND THE ASSOCIATED PARKING. PHASES WILL BE BUILT TO MEET MARKET DEMAND. THERE WILL BE AN INCREASE IN THE SITE'S IMPERVIOUSNESS WHICH WILL RESULT IN A INCREASE IN RUNOFF. THE VIRGINIA RUNOFF REDUCTION METHOD (VRRM) WILL BE USED TO PREVENT THE ADDITIONAL RUNOFF FROM ENTERING THE FLOODPLAIN AT ONCE. OVERALL DRAINAGE DIVIDES WILL NOT CHANGE AS THE SITE WILL STILL DRAIN PRIMARILY FROM THE SOUTHWEST OF THE SITE TO THE NORTHEAST. OVERLAND RELIEF IS PROVIDED ON THE SITE, AS THE SITE PROVIDES POSITIVE DRAINAGE TO THE NORTHEAST.

WATER QUALITY TREATMENT (BMP) NARRATIVE

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

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

VCS 1983 (2011) NORTH

DATE	REVISION
07/17/2016	TOWN OF HERNDON COMMENTS 07/20/17
11/14/2016	TOWN OF HERNDON COMMENTS 10/22/18
07/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

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

LEGEND:

PERVIOUS AREA

PROPOSED GREEN ROOF (22,650 S.F.)

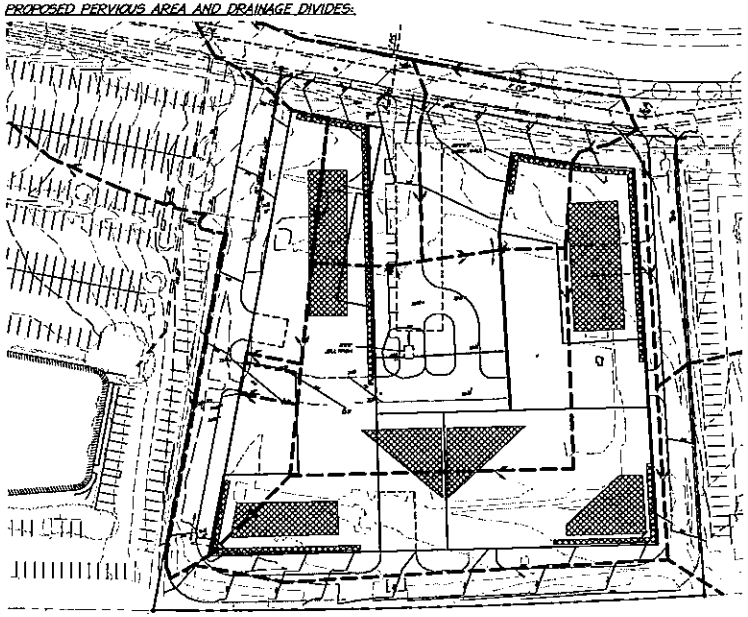
WATER QUANTITY TREATMENT (SWM) NARRATIVE

DUE TO THE INCREASE IN IMPERVIOUS COVER FOR THE SITE THROUGH REDEVELOPMENT, POST-DEVELOPMENT PEAK RUNOFF FOR THE TWO AND TEN YEAR STORMS WILL EXCEED THE PRE-DEVELOPMENT RATES. THE DETENTION METHOD WILL BE APPLIED AND CONCRETE VAULT PROVIDED WITH AN OUTLET STRUCTURE TO DETAIN THE RUNOFF FROM EXCEEDING IT'S REQUIREMENTS.

STORMWATER MANAGEMENT WILL BE PROVIDED BY THE USE OF BMP's TO STORE, TREAT, AND INFILTRATE RUNOFF FROM POST-DEVELOPMENT. 0.52 ACRES VEGETATED COVER WILL BE PROVIDED ON THE ROOF TOP, AND A FILTERING DEVICE (JELLYFISH FILTER) WILL BE INSTALLED TO INFILTRATE RUNOFF FROM POST-DEVELOPMENT.

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

PROPOSED PERVIOUS AREA AND DRAINAGE DIVIDES:



TOTAL AREA = 189,220 S.F. PERVIOUS AREA = 30,427 S.F. IMPERVIOUS AREA = 158,793 S.F.

PENZANCE

christopher consultants

dcs DESIGN

GOROVE / SLADE

WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HEGUS
Lic. No. 52485
PROFESSIONAL ENGINEER

STORMWATER MANAGEMENT & DRAINAGE PLAN

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.00.00
SCALE: 1"=50'
DATE: 08-08-2016
DESIGN: JH
DRAWN: JH
CHECKED: JH
SHEET No.
12.1 of 24.0

103228

Attachment 4

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

PENZANCE

christopher consultants

dcs DESIGN

GOROVE / SLADE Transportation Planners and Engineers

WIRE GILL LLP

ILLUSTRATIVE PLAN

DEVELOPMENT PLAN

555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.00.00

SCALE: N.T.S.

DATE: 08-08-2018

DESIGN: LBD
DRAWN: LBD
CHECKED:

SHEET No.

13.0 of 24.0

103228

Attachment 4

NOTE:

1. GARAGE DESIGN IS CONCEPTUAL AND CAN BE MODIFIED AT TIME OF SITE PLAN FOR EACH BUILDING PHASE ON THE CONDITION THAT THE MINIMUM REQUIRED RATE FOR EACH USE IS PROVIDED.

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

PENZANCE

christopher consultants

dcs DESIGN

GOROVE / SLADE Transportation Planners and Engineers

WIRE GILL

COMMONWEALTH OF VIRGINIA JOHN L. HECMS Lic. No.52485 PROFESSIONAL ENGINEER

ILLUSTRATIVE PARKING PLAN

DEVELOPMENT PLAN

555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.001.00

SCALE: AS NOTED

DATE: 08-08-2018

DESIGN: DCS
DRAWN: DCS
CHECKED:

SHEET No.

14.0 of 24.0

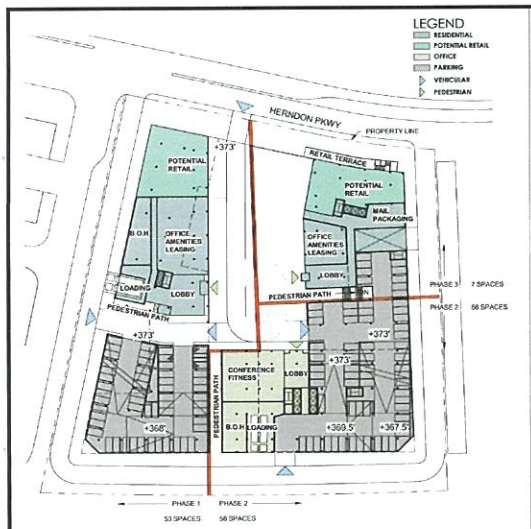
103228

Attachment 4

NOTE:

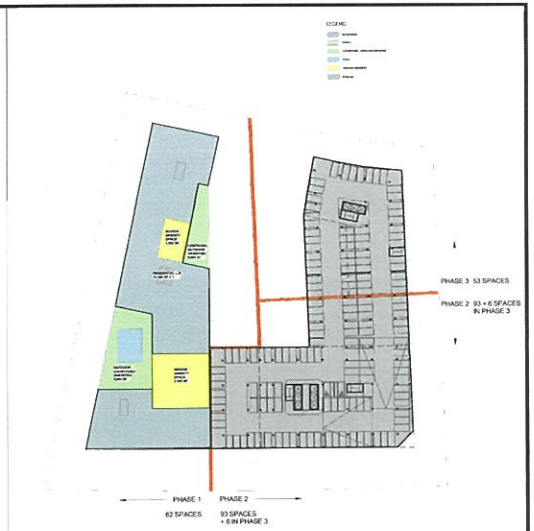
1. GARAGE DESIGN IS CONCEPTUAL AND CAN BE MODIFIED AT TIME OF SITE PLAN FOR EACH BUILDING PHASE ON THE CONDITION THAT THE MINIMUM REQUIRED RATE FOR EACH USE IS PROVIDED.

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

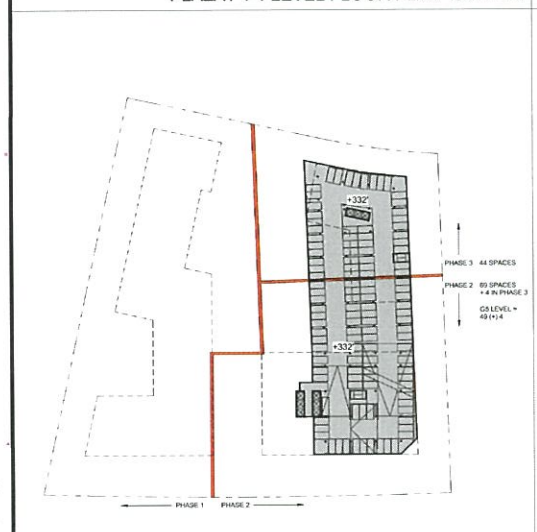


PLAZA / P1 LEVEL FLOOR PLAN SCALE: 1" = 60'-0"

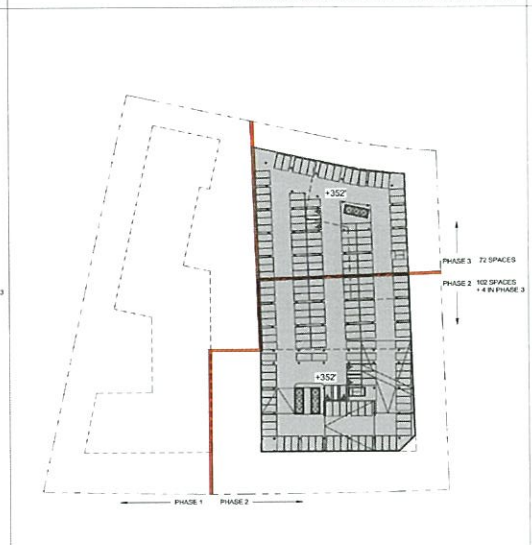
P2 LEVEL FLOOR PLAN SCALE: 1" = 60'-0"



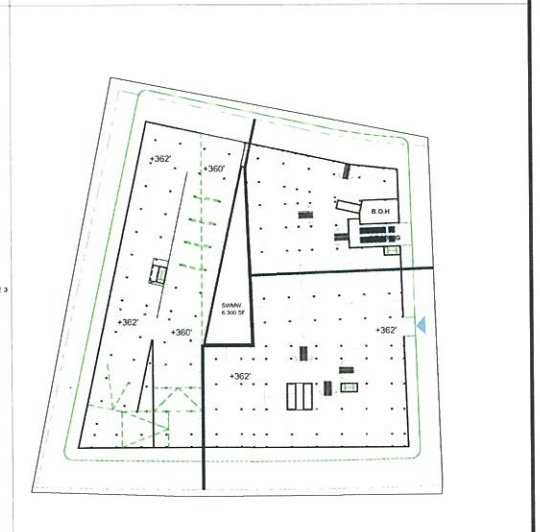
P3 LEVEL FLOOR PLAN SCALE: 1" = 60'-0"



G5, G4 & G3 LEVEL FLOOR PLAN SCALE: 1" = 60'-0"



G2 LEVEL FLOOR PLAN SCALE: 1" = 60'-0"



G1 LEVEL FLOOR PLAN SCALE: 1" = 60'-0"

PENZANCE

christopher consultants

dcs DESIGN

GOROVE / SLADE Transportation Planners and Engineers

WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
PROFESSIONAL ENGINEER

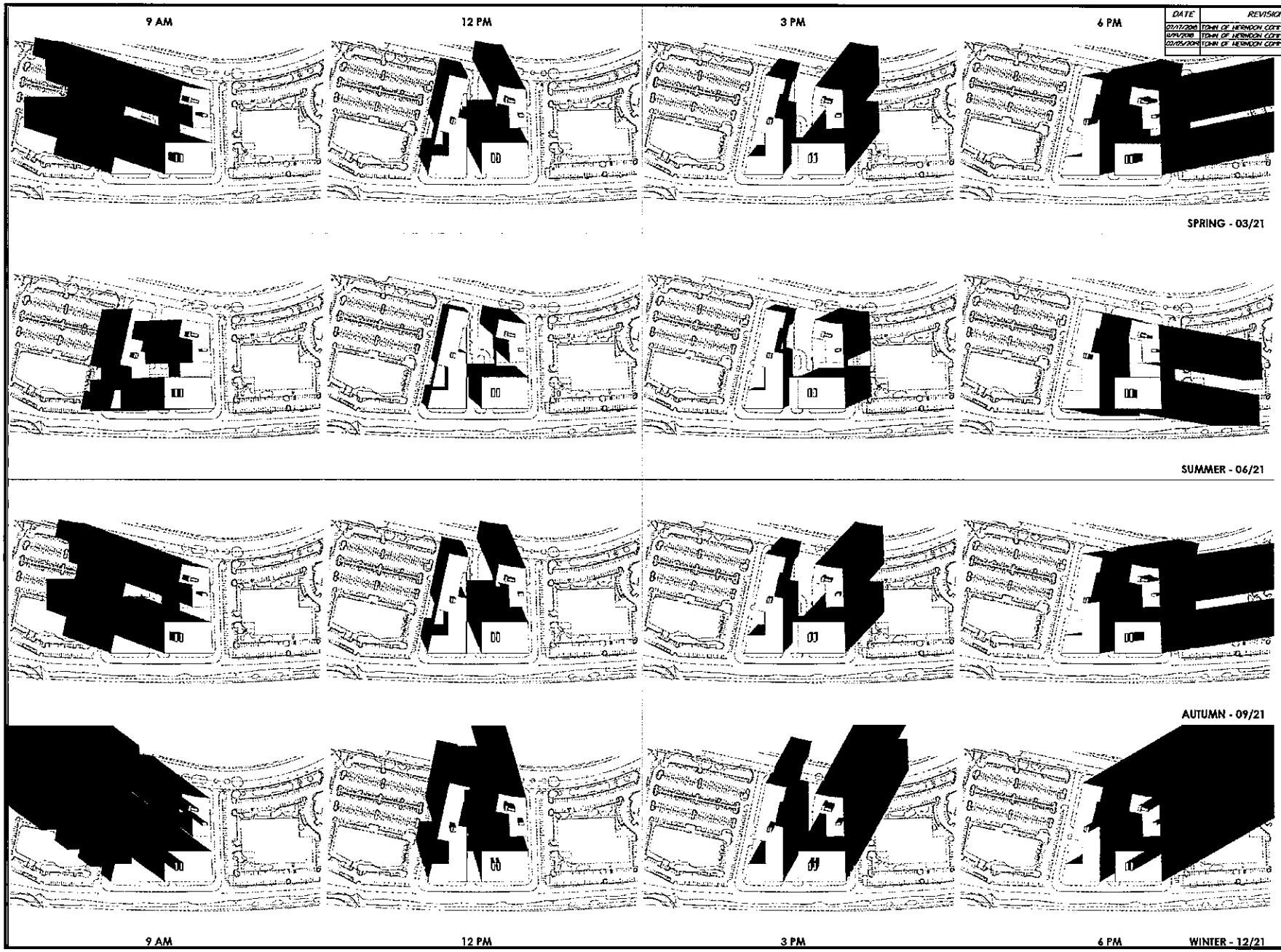
POTENTIAL ALTERNATIVE PARKING PLAN

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.00.00
SCALE: AS NOTED
DATE: 08-08-2018
DESIGN: DCS
DRAWN: DCS
CHECKED:
SHEET No.
14.1 OF 24.0

103228

Attachment 4



DATE	REVISION
01/17/2018	TOWN OF HERNDON COMMENTS 01/10/17
10/11/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 02/04/19

PENZANCE

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DCS DESIGN

GOROVE / SLADE

WIRE GILL LLC

COMMONWEALTH OF VIRGINIA
JOHN L. HEGUS
Lic. No.52485
PROFESSIONAL ENGINEER

SHADOW ANALYSIS
RESIDENTIAL + OFFICE

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.00.00
SCALE: N.T.S.
DATE: 08-08-2018
DESIGN: DCS
DRAWN: DCS
CHECKED:
SHEET No.
15.0 of 24.0
103228

Attachment 4

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/9/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

IMAGE # 1

IMAGE # 2

IMAGE # 3

BUILDINGS SEPARATION

IMAGE # 4

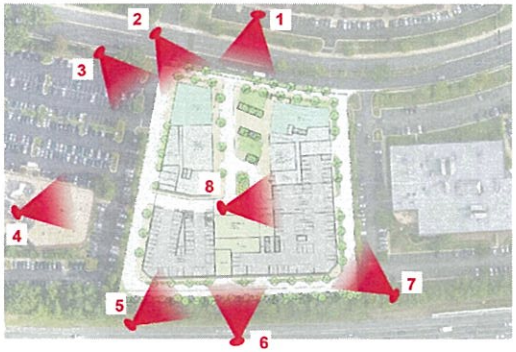

IMAGE # 5

IMAGE # 6

IMAGE # 7

BUILDINGS SEPARATION

IMAGE # 8

NOTE: THESE IMAGES ARE CONCEPTUAL AND SUBJECT TO CHANGE IN ACCORDANCE WITH THE APPROVED DEVELOPMENT PLANS AND PROFFERS.

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COMMONWEALTH OF VIRGINIA
JOHN L. HEGMS
Lic. No.52485
PROFESSIONAL ENGINEER

PERSPECTIVE VIEWS

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.00.00
SCALE: N.T.S.
DATE: 08-08-2018
DESIGN: DCS
DRAWN: DCS
CHECKED:
SHEET No.
16.0 OF 24.0

103228

Attachment 4

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS, 07/12/17
11/14/2018	TOWN OF HERNDON COMMENTS, 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS, 01/11/19

IMAGE # 1

IMAGE # 2

IMAGE # 3

IMAGE # 4

IMAGE # 5

IMAGE # 6

IMAGE # 7

IMAGE # 8

NOTE: THESE IMAGES ARE CONCEPTUAL AND SUBJECT TO CHANGE IN ACCORDANCE WITH THE APPROVED DEVELOPMENT PLANS AND PROFFERS.

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WIRE GILL

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JOHN L. HEGNS
Lic. No.52485
PROFESSIONAL ENGINEER

PERSPECTIVE VIEWS

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.00.00
SCALE: N.T.S.
DATE: 08-08-2018
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SHEET No.
16.1 OF 24.0
103228

Attachment 4

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

IMAGE #1

IMAGE #2

IMAGE #3

IMAGE #4

IMAGE #5

IMAGE #6

IMAGE #7

IMAGE #8

NOTE: THESE IMAGES ARE CONCEPTUAL AND SUBJECT TO CHANGE IN ACCORDANCE WITH THE APPROVED DEVELOPMENT PLANS AND PROFFERS.

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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
PROFESSIONAL ENGINEER

PERSPECTIVE VIEWS

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.00.00
SCALE: N.T.S.
DATE: 08-08-2018
DESIGN: DCS
DRAWN: DCS
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SHEET No.
16.2 OF 24.0
103228

Attachment 4

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 01/12/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

NORTH ELEVATION

WEST ELEVATION

SOUTH ELEVATION

EAST ELEVATION

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JOHN L. HECMS
Lic. No. 52485
PROFESSIONAL ENGINEER

ARCHITECTURAL ELEVATIONS

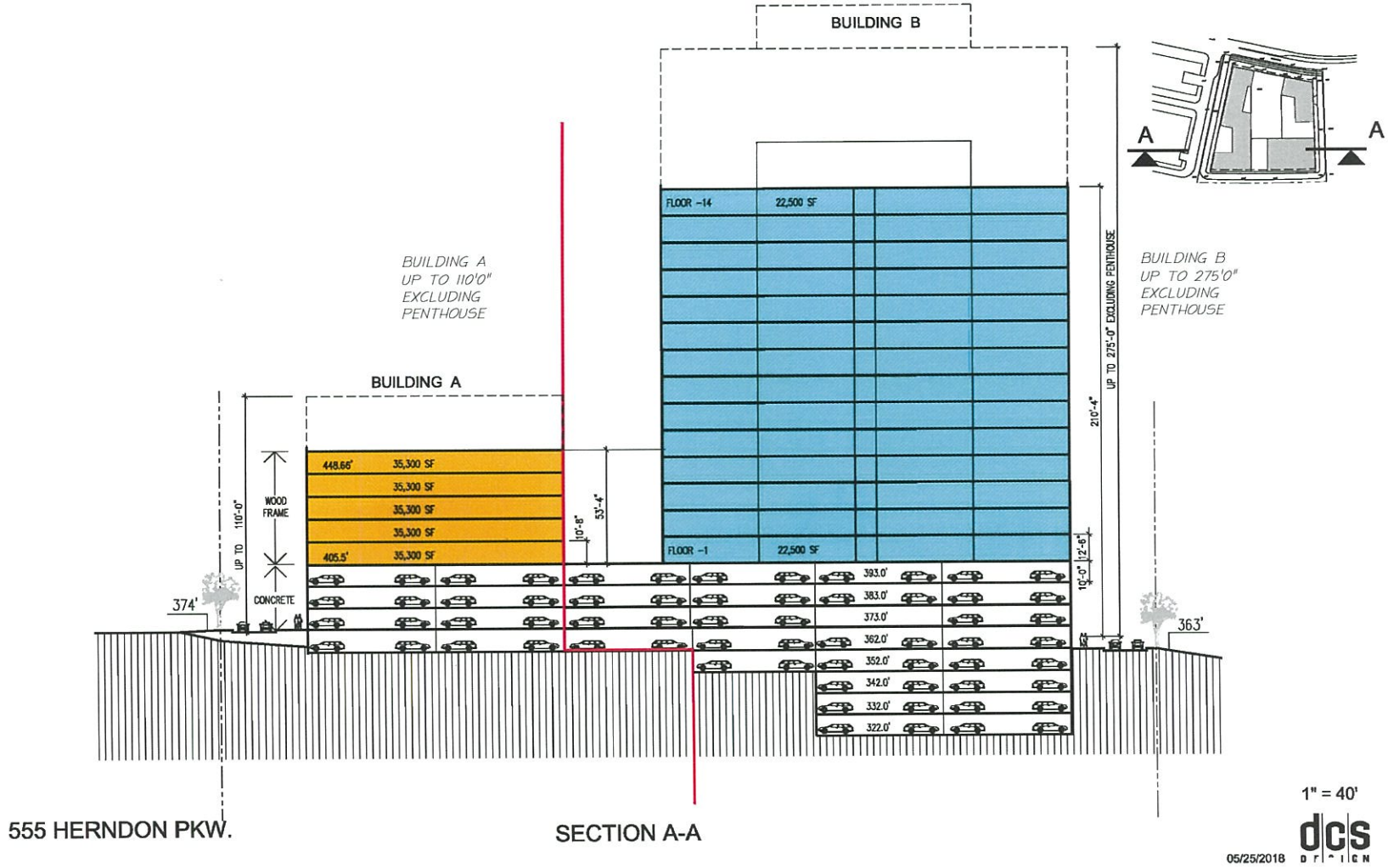
DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.001.00
SCALE: N.T.S.
DATE: 08-08-2018
DESIGN: DCS
DRAWN: DCS
CHECKED:
SHEET No.
16.3 of 24.0

103228

Attachment 4

DATE	REVISION
07/17/2015	TOWN OF HERNDON COMMENTS 07/13/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/23/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19



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Lic. No.52485
PROFESSIONAL ENGINEER

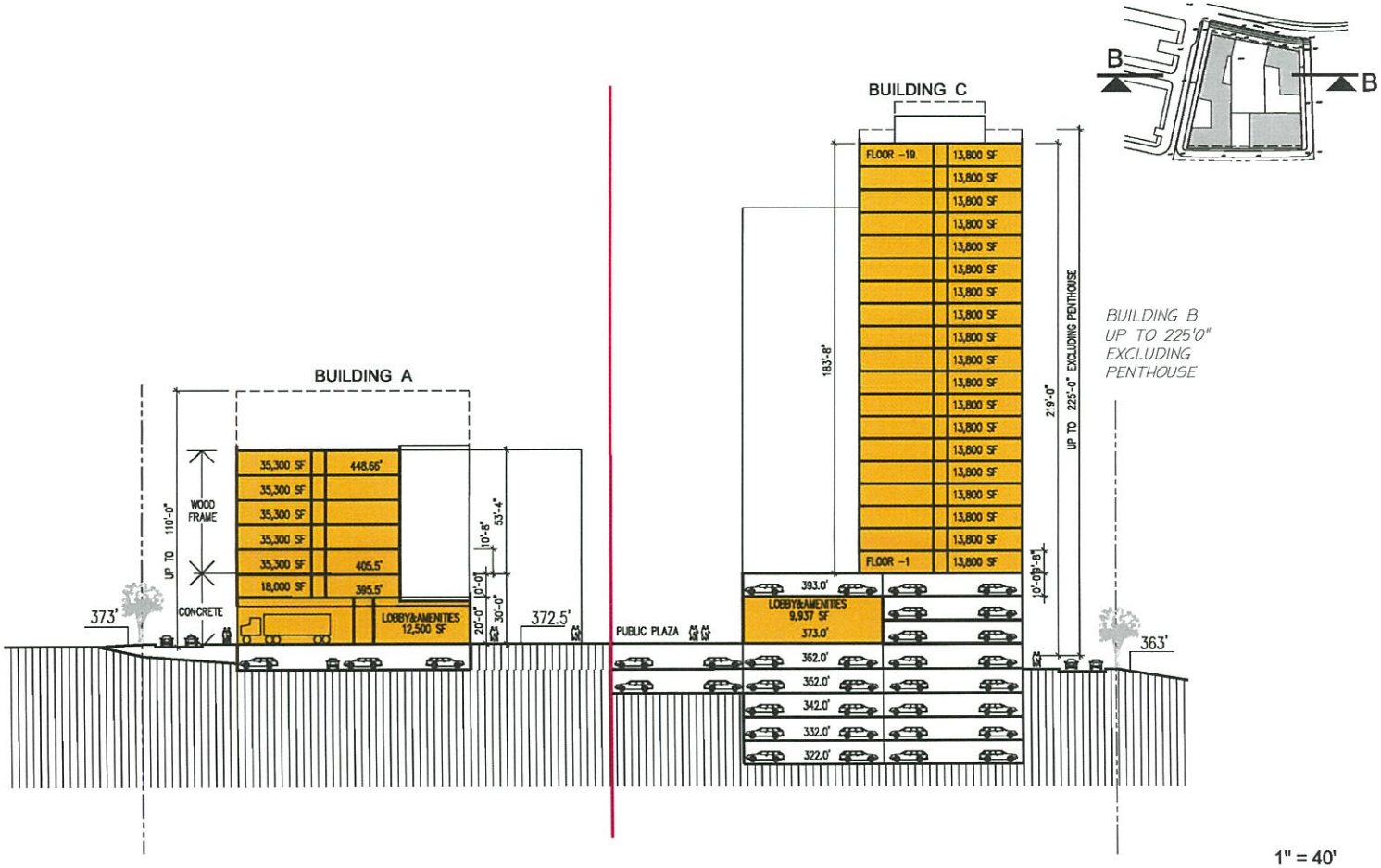
BUILDING SECTIONS TOWARD NORTH

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.001.00
SCALE: N.T.S.
DATE: 08-06-2018
DESIGN: DCS
DRAWN: DCS
CHECKED:
SHEET No.
17.0 of 24.0
103228

Attachment 4

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19



555 HERNDON PKW.

SECTION B-B

1" = 40'

05/25/2018

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BUILDING SECTIONS TOWARD NORTH

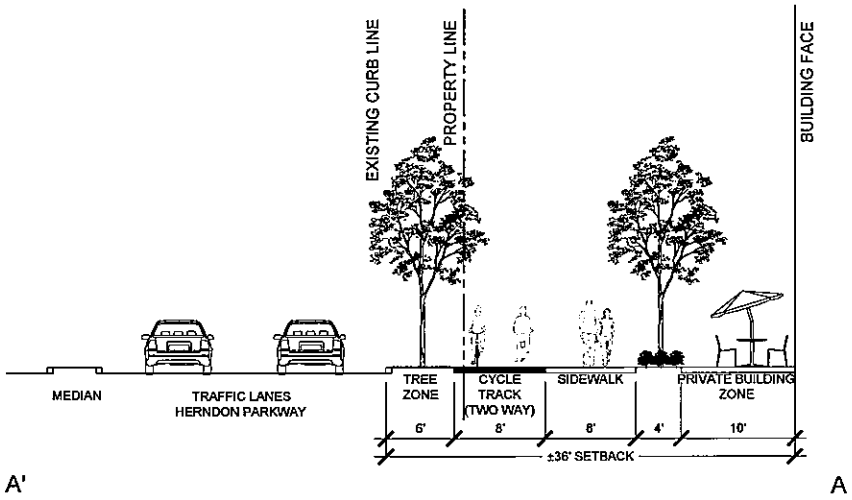
DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.00.00
SCALE: N.T.S.
DATE: 08-08-2018
DESIGN: DCS
DRAWN: DCS
CHECKED:
SHEET No.
17.1 of 24.0

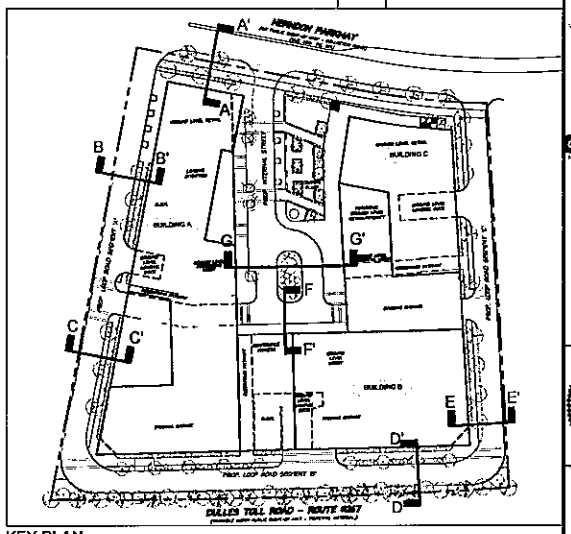
103228

Attachment 4

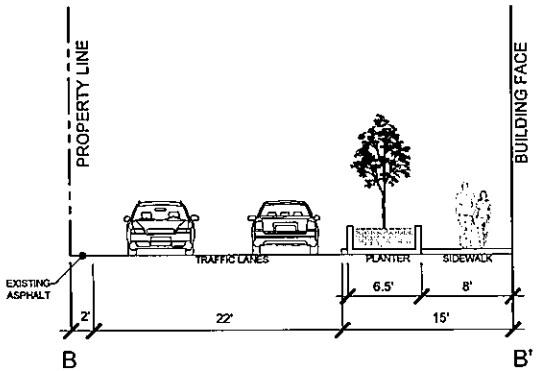
DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/07/17
10/12/2018	TOWN OF HERNDON COMMENTS 10/12/16
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19



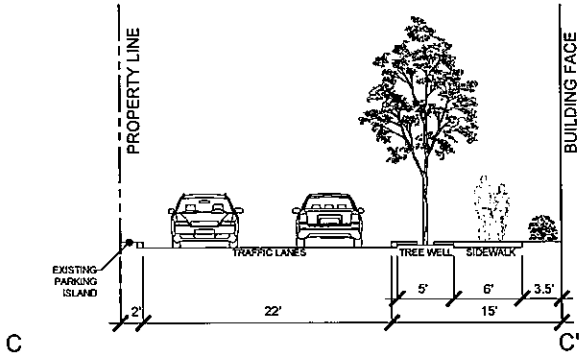
HERNDON PARKWAY STREETSCAPE - SECTION A'-A



KEY PLAN



PROPOSED LOOP ROAD SEGMENT "A" - SECTION B-B'



PROPOSED LOOP ROAD SEGMENT "A" - SECTION C-C'

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WIRE GILL

COMMONWEALTH OF VIRGINIA
JOHN L. HICKS
Lic. No. 52485
PROFESSIONAL ENGINEER

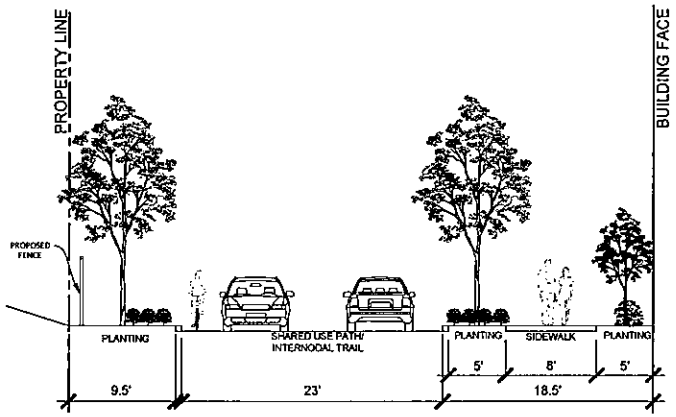
HERNDON PARKWAY/ PROPOSED PRIVATE LOOP ROAD SEGMENT A CROSS SECTIONS

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

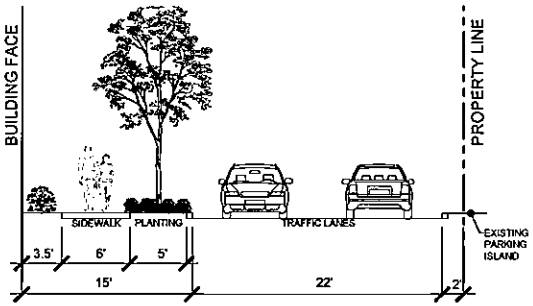
PROJECT NO: 15002.00.00
SCALE: N.T.S.
DATE: 06-06-2018
DESIGN: HR
DRAWN: HR
CHECKED:
SHEET No. 18.0 of 24.0
103226

Attachment 4

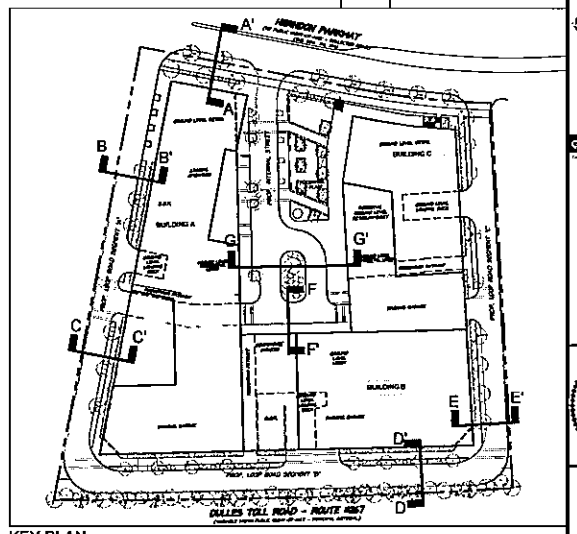
DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
10/12/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19



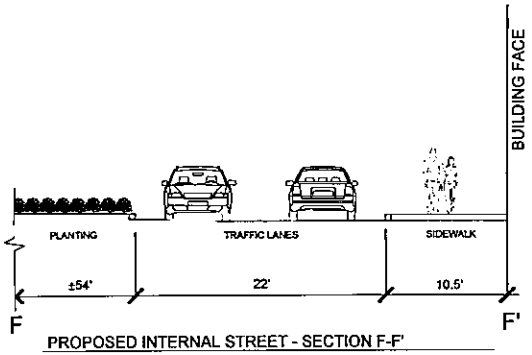
PROPOSED LOOP ROAD SEGMENT "B" - SECTION D-D'



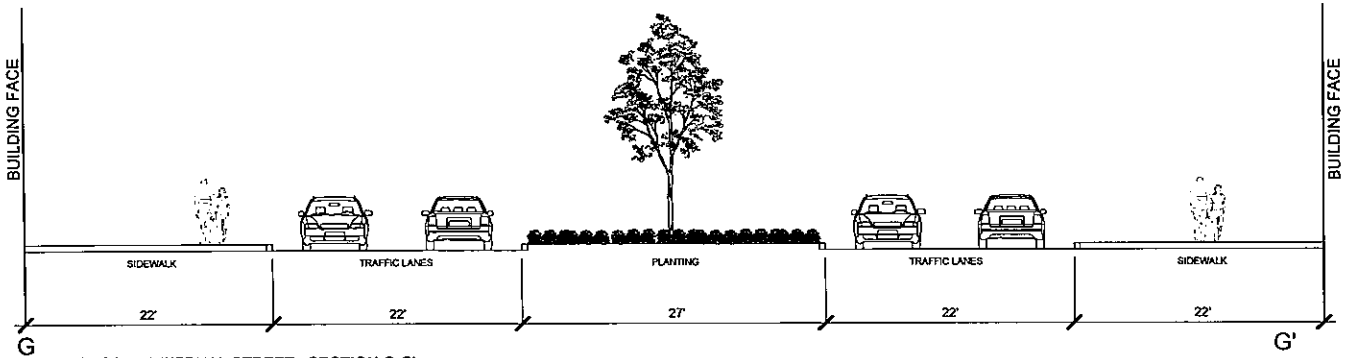
PROPOSED LOOP ROAD SEGMENT "C" - SECTION E-E'



KEY PLAN



PROPOSED INTERNAL STREET - SECTION F-F'



PROPOSED INTERNAL STREET - SECTION G-G'

FOR ILLUSTRATIVE PURPOSES ONLY. THIS IS NOT FOR CONSTRUCTION.

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COMMONWEALTH OF VIRGINIA
JOHN L. HEGYS
Lic. No. 52485
PROFESSIONAL ENGINEER

INTERNODAL TRAIL/
PROP. INTERNAL STREET/
PROP. LOOP ROAD B & C
CROSS SECTIONS

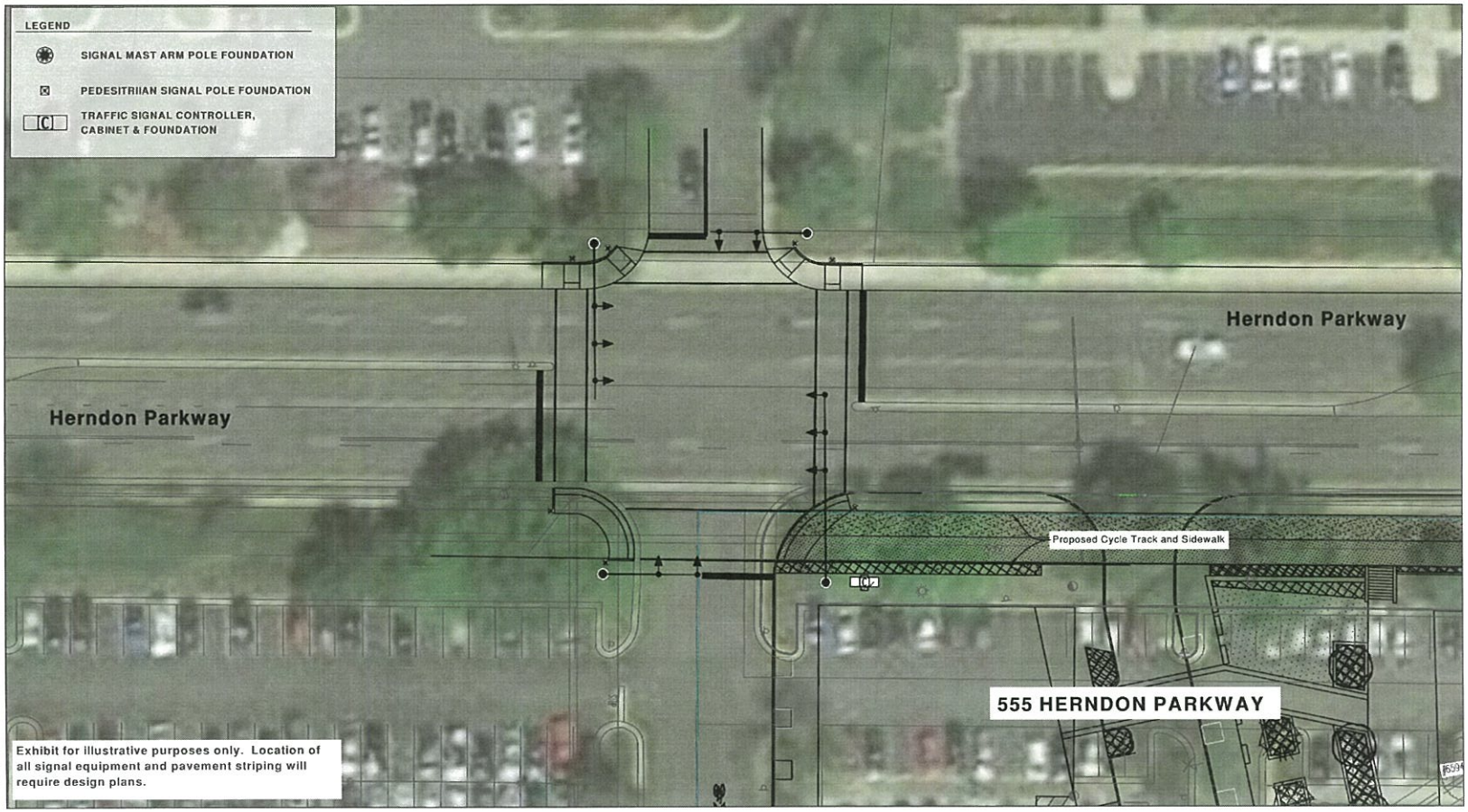
DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15003.00.00
SCALE: N.T.S.
DATE: 08-08-2018
DESIGN: HR
DRAWN: HR
CHECKED:
SHEET No. 18.1 of 24.0

103228

Attachment 4

DATE	REVISION
07/17/2015	TOWN OF HERNDON COMMENTS 07/12/17
11/19/2015	TOWN OF HERNDON COMMENTS 10/12/15
02/05/2014	TOWN OF HERNDON COMMENTS 01/14/14



GOROVE / SLADE
Transportation Planners and Engineers

Preliminary Signal Exhibit

Herndon Parkway @ 555 Herndon Parkway Entrance

Penzance

Herndon, VA

Project# 2120.003

SCALE 1:30

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WIRE GILL

PRELIMINARY SIGNAL EXHIBIT

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

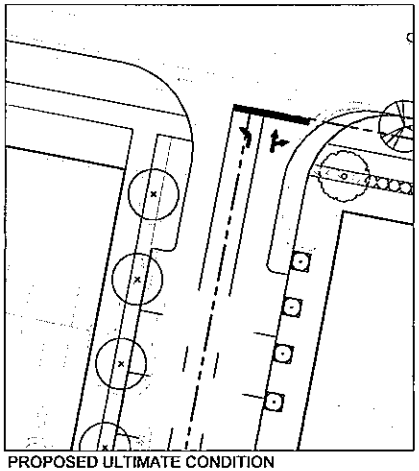
PROJECT NO: 15002.001.00
SCALE: N.T.S.
DATE: 08-08-2018
DESIGN: WR
DRAWN: WR
CHECKED:
SHEET No.
18.2 OF 24.0

103228

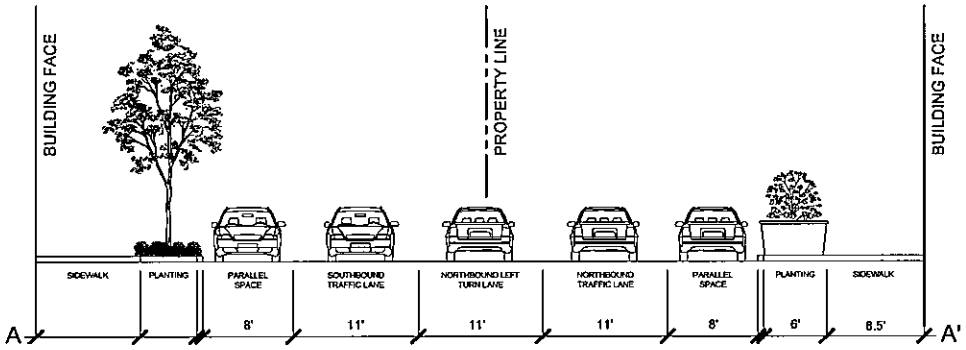
Attachment 4

PROPOSED ULTIMATE CONDITIONS ARE INTENDED FOR ILLUSTRATIVE PURPOSES ONLY. THIS IS NOT FOR CONSTRUCTION. DESIGN IS SUBJECT TO CHANGE WHEN ADJACENT PROPERTIES DEVELOP AND BASED ON FUTURE AGREEMENTS WITH ADJACENT PROPERTY OWNERS.

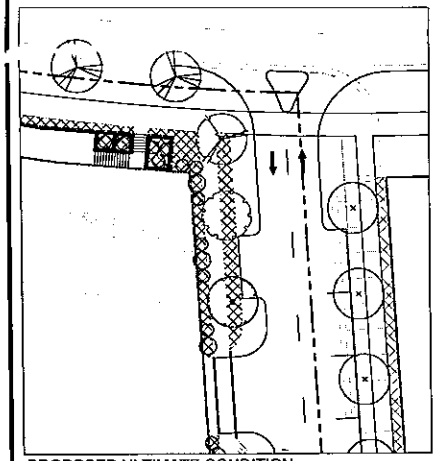
DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/30/2018
01/19/2018	TOWN OF HERNDON COMMENTS 10/27/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19



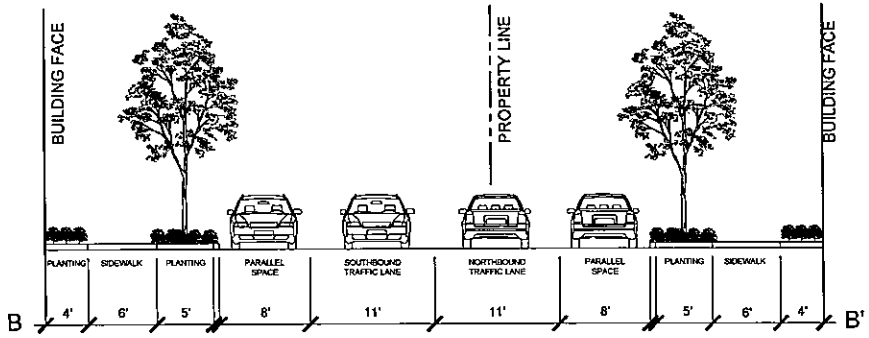
PROPOSED ULTIMATE CONDITION
KEY PLAN - A-A'



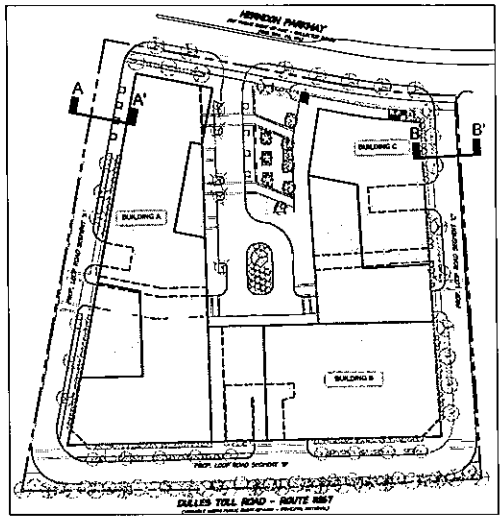
PROPOSED ULTIMATE CONDITION - SECTION A-A'



PROPOSED ULTIMATE CONDITION
KEY PLAN - B-B'



PROPOSED ULTIMATE CONDITION - SECTION B-B'



OVERALL KEY PLAN

PENZANCE
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dcs DESIGN
GROVE / SLADE
WIRE GILL

PROP. ULTIMATE CONDITIONS OF LOOP ROAD SEGMENTS A & C

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

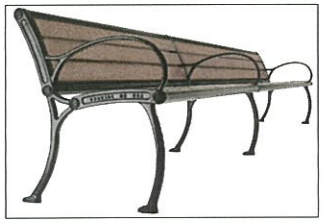
PROJECT NO. 15002.00.00
SCALE: N.T.S.
DATE: 06-06-2018
DESIGN: HR
DRAWN: HR
CHECKED:
SHEET No.
18.3 of 24.0
103228

Attachment 4

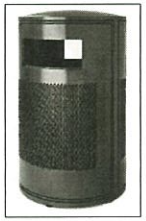
DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

Decorative Paving Examples

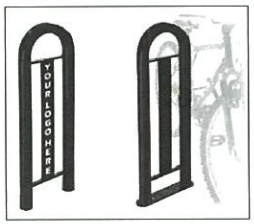
Bench Examples



Waste Receptacle Examples



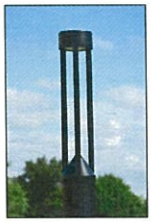
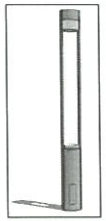
Bicycle Rack Examples



Seat/Retaining Wall Examples

Tree Grate Examples

Site Lighting Examples

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GOROVE / SLADE
WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HECKS
Lic. No.52485
PROFESSIONAL ENGINEER

ILLUSTRATIVE DESIGN AMENITIES

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.001.00
SCALE: AS NOTED
DATE: 08-08-2018
DESIGN: JTR
DRAWN: JTR
CHECKED:
SHEET No.
19.0 OF 24.0

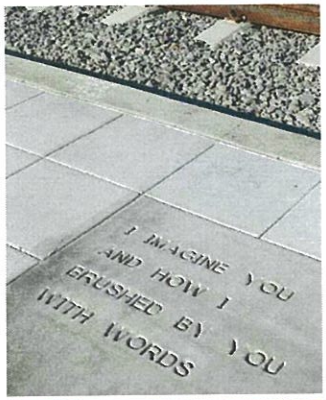
103228

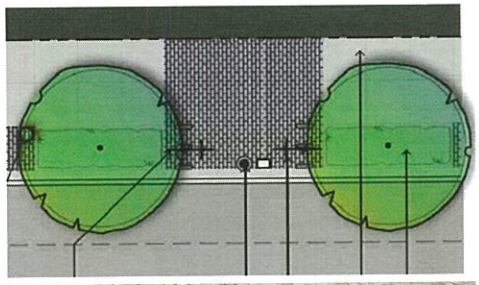
Attachment 4

BELOW IS A MENU OF POTENTIAL OPTIONS TO REINFORCE THE SITE'S HERNDON IDENTITY, WHICH MAY BE CONSIDERED AND ARE SUBJECT TO REVIEW AND APPROVAL BY THE ARB.

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

Sidewalk and Streetscape Design



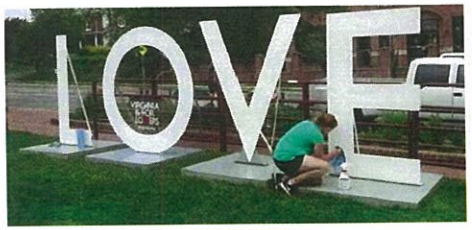


Incorporating streetscape design consistent with HTOC Design Guidelines and specific to Herndon

Signage and Wayfinding

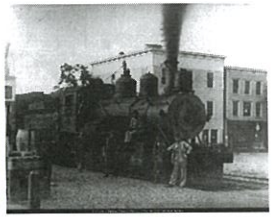
Well-designed wayfinding and other signage that coordinates with the Town's existing program

Focal Points



Creating focal points within the Site unique to Herndon

Decorative Building Elements



Incorporating design elements that tie into the Town's history and heritage, including temporary screening

THE IMAGES SHOWN HEREON ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SOURCED BY ALAMY STOCK PHOTO AND OTHERS

PENZANCE
christopher consultants
dcs DESIGN
GOROVE / SLADE
WIRE GILL

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
PROFESSIONAL ENGINEER

HERNDON IDENTITY/ PLACE MAKING

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.00.00
SCALE: AS NOTED
DATE: 08-06-2018
DESIGN: JTR
DRAWN: JTR
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19.1 OF 24.0
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10/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

Retail Sidewalk - Sidewalk goes all the way to the building to offer maximum tenant flexibility. Colorful planters containing fastigiate trees and a mix of perennials and shrubs between the building and sidewalk circulation space help reduce the scale of the building. The fastigiate trees provide a year-round architectural feature. The sidewalk will also better serve future parallel parking on this block. Trees are not able to be placed along the curb line due to a shallow storm water pipe in this location.

Herndon Parkway - To be planted per the revised Streetscape Manual with a mix of trees in planting strips.

Site Elements - Areas along the perimeter road such as this marked by decorative pavers offer an opportunity for site furnishings like benches, planters, bike racks, and trash receptacles creating small "garden rooms" around the property.

East Sidewalk - Larger shade trees help reduce the scale of the architecture along this blank facade frontage. Grade is sloping and lower than the Finished Floor Elevation of the retail floor.

Tree Wells - Street trees provided in tree wells against the curb-line. The sidewalk is placed against the building. This allows for larger-canopy street trees.

South Side Plantings - More naturaltzed and varied plantings to provide buffer from highway.

South Sidewalk (Sugarland Run Trail Pedestrian Connection) - Medium sized shade trees, shrubs, and attractive street lighting that compliments the proposed architecture helps to enhance this pedestrian travel way.

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christopher consultants

dcs DESIGN

GOROVE / SLADE Transportation Planners and Engineers

WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
PROFESSIONAL ENGINEER

ILLUSTRATIVE LANDSCAPE

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15022.001.00
SCALE: AS NOTED
DATE: 08-08-2018
DESIGN: JTR
DRAWN: JTR
CHECKED:
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DATE	REVISION
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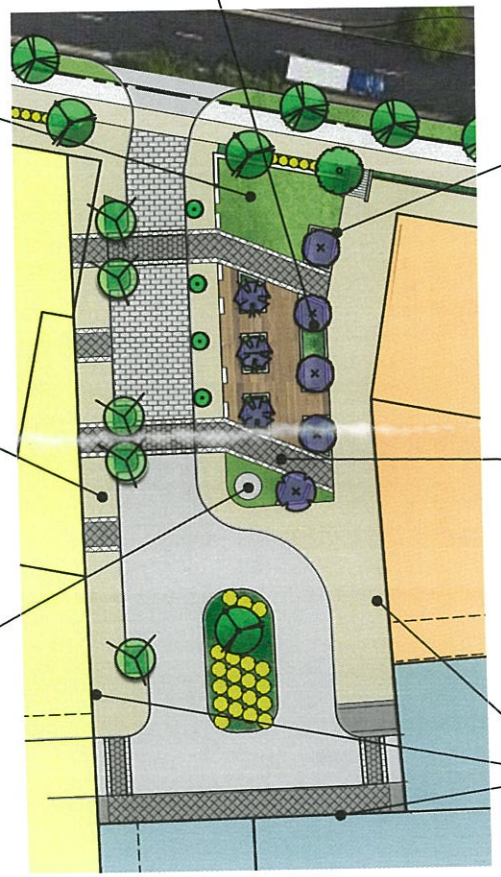
Lawn Panel - Large non-hardscaped open areas that can be programmed or non-programmed space, usually lacking desired amenity area. Turf can be natural or artificial depending on the final engineering of the structure beneath.

Retail Streetscape -Adequate width for circulation and dedicated areas for active space where street furniture will be located. Design of which will be based on final architectural design and door placement.

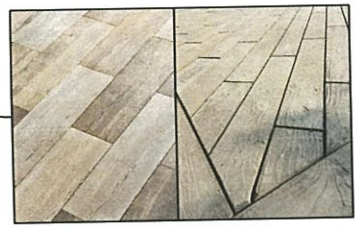
Feature Area - Pedestrian inaccessible area that can be used as an area for public art, large architecural planter, or vertical focal or themed element can be located here.



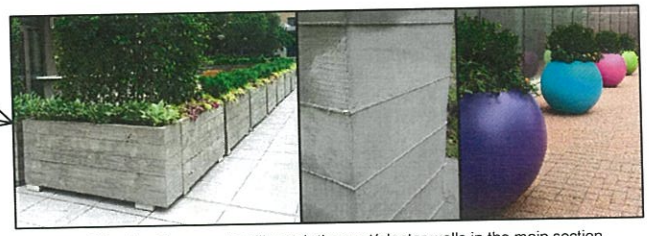
Plaza Overall Concept - Formal Design/Informal Materials: A modern design language is juxtaposed with traditional materials to create an organized, functional, and accessible plaza with a more comfortable and softer human feel.

Softscape -Softer, and a more 'residential' plant pallate in a less formal planting arrangement contrasts nicely with the more geometric and regimented hardscape and architecture. Helps to bring a human scale to the plaza.

Seat/Planter Wall - Wood grain concrete product to hold bermed soil of planting beds and provide casual seating in addition to benches. Texture matched wood used on architectural concepts and provides a "softer" and "casual" feel. Could also be a board-form concrete or simulated stone.



Paver Inlays - Accent paving in texture and colors to match or contrast with the architecture. Options include wood-grained plank pavers, outdoor porcelain tile, or pavers slabs such as the above pictured flamed bluestone.



Planters - Wood grain concrete will match the seat/planter walls in the main section of the plaza. Texture matched wood used on architectural concepts and provides a "softer" and "casual" feel. Composite planters can accent entrances and bring color to facades around the remainder of the development in lieu of in-grade planters.

PENZANCE

christopher consultants

dcs DESIGN

GOROVE / SLADE

WIRE GILL LLC

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
PROFESSIONAL ENGINEER

ILLUSTRATIVE LANDSCAPE

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.001.00
SCALE: AS NOTED
DATE: 08-08-2018
DESIGN: JTR
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SHEET No.
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Attachment 4

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
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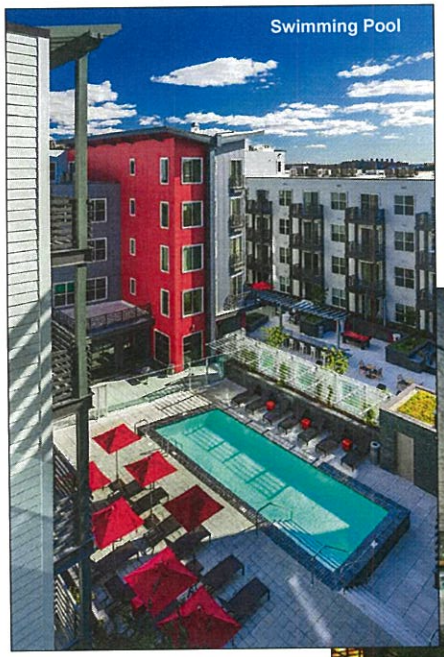
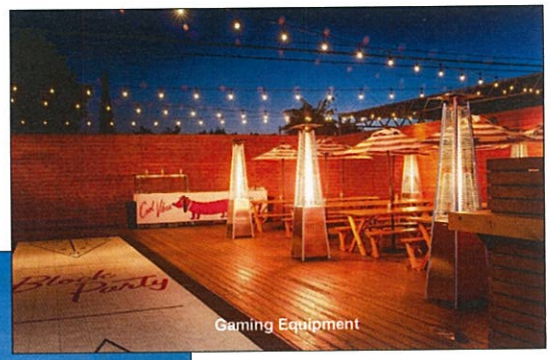
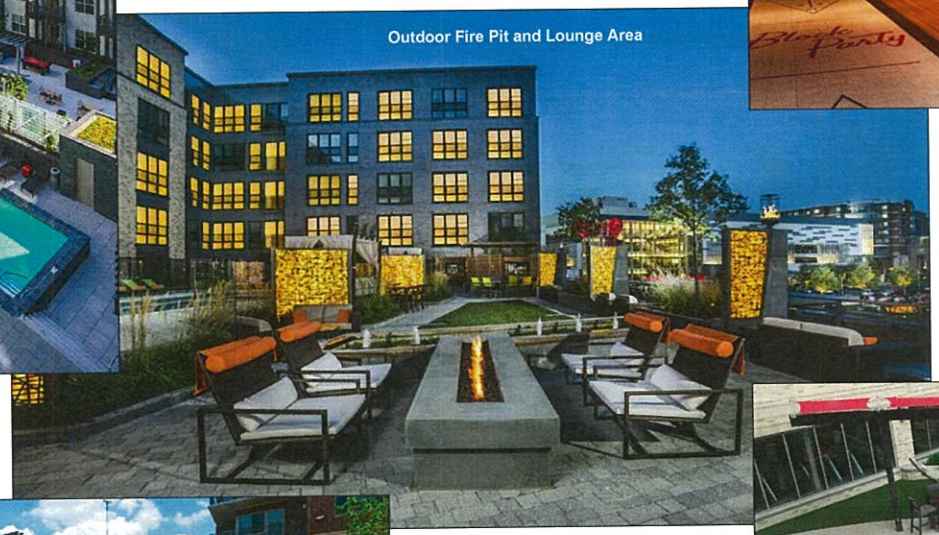
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19



Private Amenities on Podium - Some suggested and planned amenities that may be made available to residents of the development include many features illustrated with the images on this sheet. Design is subject to the final architecture of the building.





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GOROVE / SLADE Transportation Planners and Engineers

WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HEWES
Lic. No.52485
PROFESSIONAL ENGINEER

ON-PODIUM
PRIVATE AMENITIES

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.001.00
SCALE: AS NOTED
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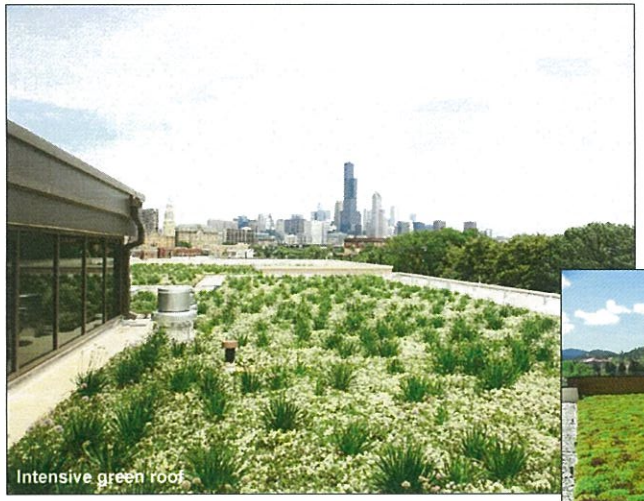
22.0 OF 24.0
103228

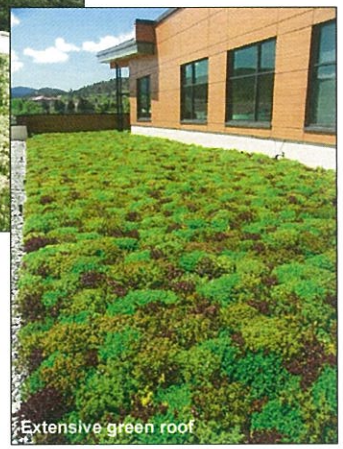
Attachment 4

Bioretention

Bioretention

Bioretention


Intensive green roof


Extensive green roof

Green roof with amenities

Green roof with amenities

Sustainable Practices - The images on this sheet are for illustrative purposes only. Should any of the examples on this sheet be in conflict with site construction or architectural building design, equivalent solutions will be considered at the time of site plan.

DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/19/2018	TOWN OF HERNDON COMMENTS 10/12/18
02/05/2019	TOWN OF HERNDON COMMENTS 01/14/19

PENZANCE

christopher consultants

dcs DESIGN

GOROVE / SLADE

WIRE GILL LLC

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
PROFESSIONAL ENGINEER

SUSTAINABLE PRACTICES

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.001.00
SCALE: AS NOTED
DATE: 08-08-2018
DESIGN: JTR
DRAWN: JTR
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SHEET No.
23.0 OF 24.0
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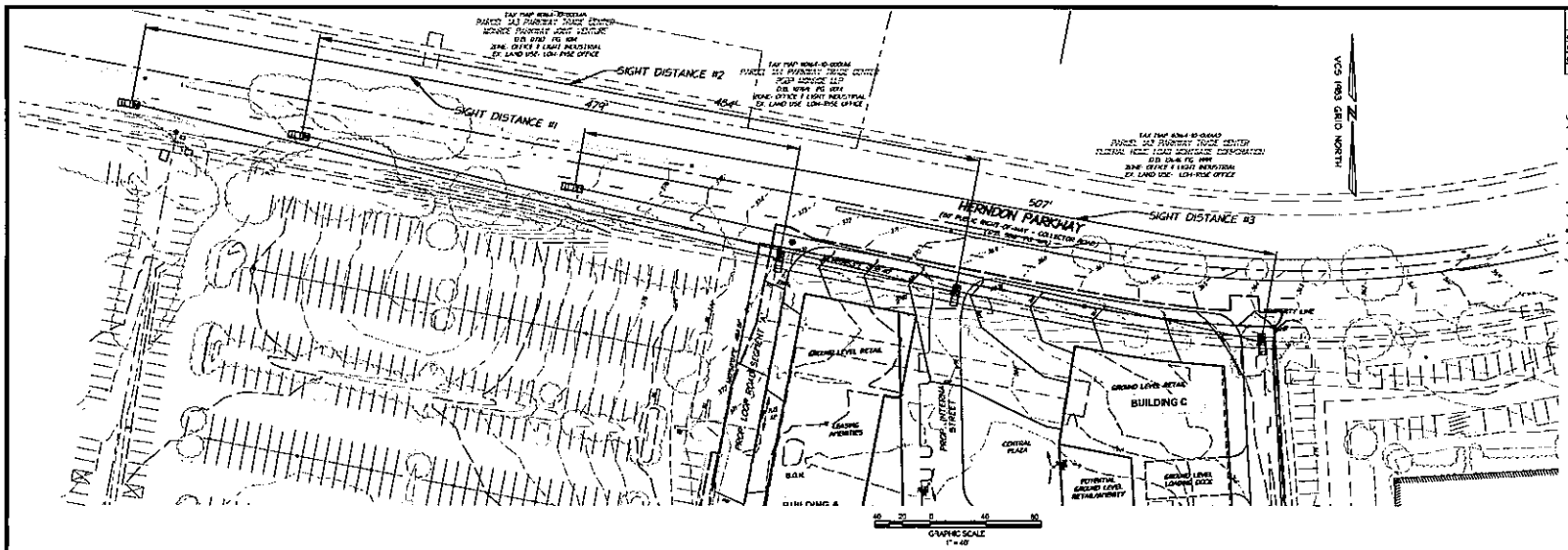


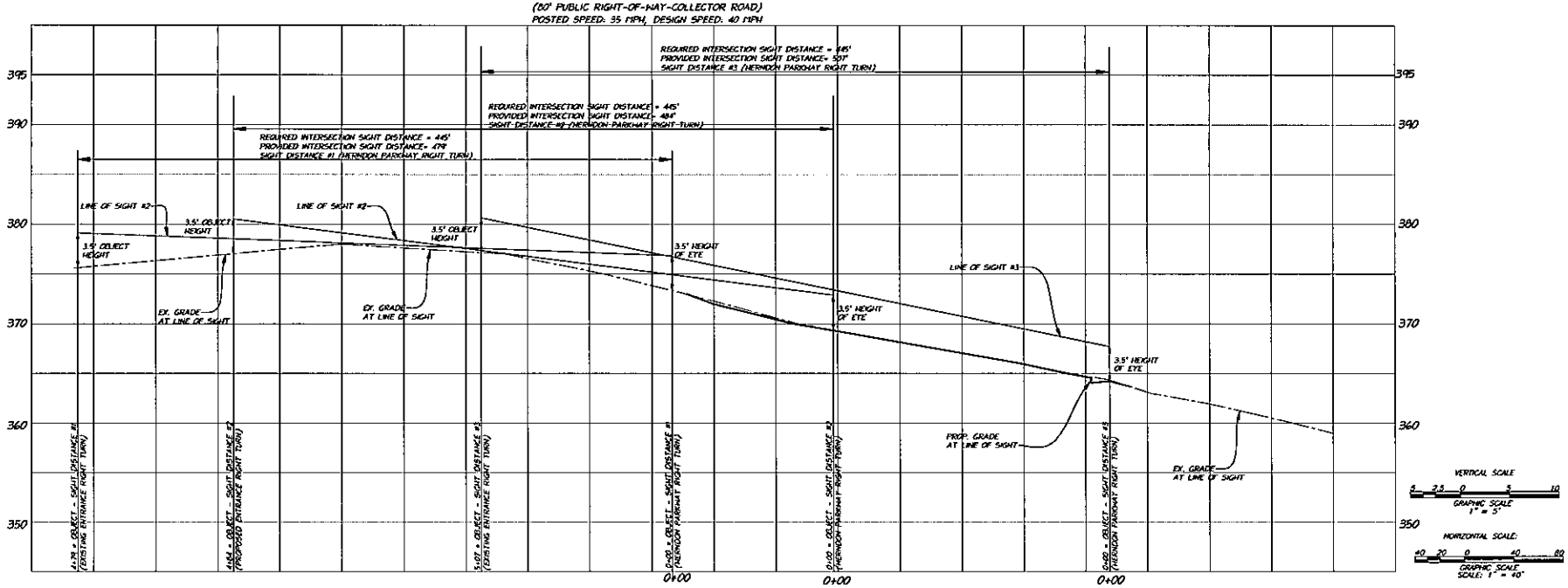
DATE	REVISION
07/17/2018	TOWN OF HERNDON COMMENTS 07/12/17
11/14/2016	TOWN OF HERNDON COMMENTS 10/17/16
02/25/2014	TOWN OF HERNDON COMMENTS 01/14/14

LEGEND

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

HERNDON PARKWAY SIGHT DISTANCE

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



PENZANCE

christopher consultants

dcs DESIGN

GORDVE / SLADE

WIRE GILL

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
PROFESSIONAL ENGINEER

SITE DISTANCE PLAN & PROFILES

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15022.00.00
SCALE: SEE DRAWING
DATE: 08-08-2018
DESIGN: PTC
DRAWN: PTC
CHECKED: LH
SHEET No.
24.0 of 24.0

103228

Attachment 4

DRAFT PROFFERS

555 Herndon Parkway

February 14, 2019

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 parcels that are the subject of this application, which are shown on the Fairfax County 2015 Tax Map as parcels 16-4(10))2C (the "Property") shall be in substantial conformance with the conditions set forth below· (the "Proffers") if and only if Development Plan # _____ ("Development Plan") is approved.

1. DEVELOPMENT PLAN.

   a. The Property shall be developed in substantial conformance with the development plan entitled 555 Herndon Parkway prepared by Christopher Consultants and Davis Carter Scott dated February 14, 2019 (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. The Applicant may proceed with the approval of a unified commercial subdivision development plan without the need to amend these Proffers, provided that the proposed subdivision does not adversely impact the ability of the site to development 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 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 on the materials and exhibits contained in the Development Plan and the HTOC Urban Design & Architectural Guidelines.

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, public accessible parks, private amenities and public accessible facilities on the Property in conjunction with the development of each new building in a manner that reflects the intent of that shown within the Phasing Exhibits contained in the Development Plan. Development may proceed in any order provided that each building provides the phasing conditions depicted on the Phasing Exhibits. Each phase of the project shall also comply with the minimum parking requirements. 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. The Development Plan includes a conceptual landscape plan for the Property as shown on Sheet 8.0 consisting of approximately 1 acre and including details for streetscapes, plazas, publicly accessible park areas, courtyards and private amenity areas. 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. Garage Screening.

   i. The Applicant shall screen the interim phases of the parking garages with temporary decorative treatments such as fabric panels or decorative designs subject to the review and approval of the ARB.

   ii. The permanent garage facades shall be treated with architectural enhancements that integrate the garage into the overall project design. Such enhancements may include, continuing design elements for the primary use above down through the garage façade, incorporating decorative paneling within garage openings, landscaping, lighting or metal designs subject to the review and approval of the ARB.

f. First Floor Activation. The Applicant shall include active first floor uses in the areas shown in the Development Plan facing and turning the corner of Herndon

Parkway and facing the internal open space courtyard. Active first floor uses shall incorporate transparent exterior store fronts and lobbies accessible from the abutting streetscape.

g. Interior Noise Attenuation. The Applicant shall submit highway noise studies, prepared by a qualified acoustical consultant, at the time of each building permit submission to determine what if any noise attenuation measures are needed to achieve Day-Night Average Sound Levels (DNL) of no more than 45 dBA for interior residential uses or hotel uses and no more than 55 dBA for interior office uses. Based on the findings of the studies, the Applicant shall incorporate the appropriate noise attenuation elements into the design and construction documents to achieve the recommended DNL for the applicable building(s) or portions thereof.

h. 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 HTOC Urban Design & Architectural Guidelines and 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, traffic signal poles, benches, trash receptacles and other hardscape elements. These plans 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.

i. Sugarland Trail Run fence and Lighting. The Applicant shall install a metal fence and lighting along the southern border of the Property. The style of the components shall reflect the HTOC Urban and Design and Architectural Guidelines and are subject to the review and approval of the ARB. The proposed fence and lighting shall be incorporated in the first site plan for the Property and shall be built with the first phase of the project.

j. Decorative Surface Treatments. The Applicant shall utilize decorative pavers for high visibility crosswalks at all intersections. Similar crosswalks designed to blend with the adjoining streetscape pavements shall extend over aprons and curb cuts to loading docks or similar vehicular entrances and exits. Within the roadway a special decorative surface treatment or pavers shall highlight the pedestrian/vehicular entrance into the garage and/or pedestrian connections. The style of the crosswalks and special surface treatments shall reflect the HTOC Urban Design Guidelines and are subject to the review and approval of the ARB.

k. Design of Central Plaza and Internal Street. The plaza will include decorative pavers and crosswalks, flush curbs, bollards and other design elements as shown, subject to the review and final approval of the ARB. The internal street installed with Building A shall include final materials including the decorative pavers within the drive aisle as shown on Sheet 7.0.

3. USES. Unless modified by an amendment to the approved Development Plan, any use or combination of uses permitted in the PD-TOC may be established on the Property so long as the Project is in substantial conformance with graphics and notes on Development Plan Sheet 4.0 and the following:

   a. The total maximum project floor area is limited to 813,637 square feet of GFA which is a 4.3 FAR based on a lot area of 189,218 square feet.

   b. Total residential development shall not exceed 488,182 square feet of GFA;

   c. Total office development shall not be less than 200,000 square feet of GFA.

   d. Total retail development shall not be less than the minimums shown on Sheet 4.0 of the Development Plan.

   e. Incorporation of a hotel use is permitted but shall be in lieu of the residential GFA.

   f. 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, either in the interim surface parking lots or 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.

   g. The interim surface parking lots on the Property as shown on Sheets 5.1 through 5.6 may remain as-is until each phase is completely built-out. Parking may only be used for on-site uses and shall not be used for Metro parking.

4. TRANSPORTATION.

   a. Off-Site Transportation Improvement Contribution. The Applicant shall make a per GFA foot contribution of $1.50 to the Town to address off-site transportation

improvements. This contribution shall be paid on a pro-rata basis upon or prior to the issuance of an occupancy permit for each building based on the actual GFA of the building.

b. The Applicant shall receive a full credit towards the contribution provided in Proffer 4(a) for any other requested off-site transportation improvement expenditures, except for improvements required by Zoning Ordinance and HTOC Urban Design & Architectural Guidelines.

c. Traffic Signal. Concurrent with the submission of the site plan for Office Building B, the Applicant shall prepare and submit to the Town the appropriate traffic signal warrant analysis for a traffic signal at the western entrance to the Property and Herndon Parkway and diligently pursue any off-site easements and permission needed to construct the signal. If the applicable warrants are met, the signal warrant study is approved by the Town all design exceptions and waivers necessary for installation of the signal are approved, and all necessary off-site easements and permission are obtained, then the Applicant shall install the signal prior to the first certificate of occupancy for Building B. The Applicant shall deduct 50% of the total cost of the signal from the Off-Site Transportation Improvement contribution in Proffer 4(a) up to a total signal cost of Four Hundred Thousand Dollars ($400,000.00). If the cost of the signal exceeds Four Hundred Thousand Dollars ($400,000.00), the Applicant will shall deduct 100% of the costs above $400,000.00 from the Off-Site Transportation Improvement contribution in Proffer 4(a).

d. Right of Way Dedication. The Applicant shall dedicate the right-of-way along the Herndon Parkway frontage shown as Public Dedication Area on Sheet 8.1 of the Development Plan prior to the first site plan approval. Notwithstanding the foregoing, the existing eastern entrance as shown on Sheet 3.0 shall remain operational until the issuance of a building permit for Building B and C. The Applicant reserves future density credit from the Right-of-Way dedication in accordance with the terms and conditions of Zoning Ordinance Section 78-155.9 in affect as of the date of the approval of these Proffers.

e. Public Pedestrian Access. The Applicant shall provide public pedestrian access to the at-grade Public Accessible Space areas as shown on Sheet 8.1 of the Development Plan. Such access may be closed temporarily for private events and for construction and staging of the various phases. The Applicant will work with the Town to establish reasonable rules and hours for use of the Public Accessible Space.

f. Private Street and Utility Easements.

a. The Applicant will grant public vehicular access and utility easements over the project's perimeter streets shown as Street and Utility Easement Area on Sheet 8.1 of the Development Plan.

b. These easements will enable the Applicant to close the perimeter street for the construction of future phases and street maintenance.

c. The Applicant will reasonably cooperate with the immediately adjacent property owners to permit the final construction and widening of the private streets to their full street cross sections, as well as address any maintenance, insurance and liability issues.

g. Sidewalk Improvements. As shown on the Development Plan, the Applicant will construct the sidewalk and bicycle track improvements along the Herndon Parkway frontage between the eastern and western Project entrances prior to the issuance of the first certificate of occupancy for the first phase of the project.

h. 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 and bus), other high-occupant vehicle commuting modes, walking, biking and teleworking, all in order to reduce automobile trips generated by the multifamily dwelling and the office uses constructed on the Property. The proffered elements of the TDM Program will be implemented through a Transportation Demand Management Work Plan (the "TDM Work Plan") developed by the Applicant with input from and approval by the Town of Herndon Department of Community Development. 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 35% for residential uses and 25% for office and commercial uses. The TDM Work Plan shall incorporate any combination of the following elements:

a. Contributions to resident and employee Metro fare cards.
b. Contributions to County and WMATA bus service fare.

c. Ride sharing and carpool parking spaces.
d. Bicycle racks and bicycle share stations.
e. Bicycle storage rooms and office tenant shower and changing rooms.
f. Tenant incentives to participate in yearly transportation management surveys.

i. 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.

5. GREEN BUILDING.

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

b. Office Building Certifications. The Applicant shall design and construct the office base building to achieve either LEED v4 Core and Shell Development or New Construction Silver certification from U.S. Green Building Council, or an equivalent green building program as determined by the Applicant and the Town.

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

d. 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 at least 2 electric vehicle charging stations per garage.

6. CONTRIBUTIONS.

a. Sanitary Sewer. The Applicant shall make a contribution to the Town in the amount

of $120,000.00 for the construction of a new sewer sanitary line along the Project's Herndon Parkway frontage which shall be paid prior to the issuance of a building permit for the first phase of the project.

b. Recreation/Community Amenities/Civic Facilities. Prior to the issuance of the first certificate of occupancy for each phase, the Applicant shall demonstrate that the value of any proposed recreational on-site amenities/community amenities/civic facilities are equivalent to a minimum of $1,900.00 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.

c. 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 residential GFA and $0.15 for offsite recreation improvements for non-residential GFA prior to the issuance of the first certificate of occupancy for each phase based on the actual GFA of the building. Such funds shall be used for the improvements of Town recreational facilities in locations that logically serve the approved development and the HTOC area.

d. School Contribution.

    i. Per the Residential Development Criteria Implementation Motion adopted by the Fairfax County Board of Supervisors on January 7, 2003, as amended prior to the issuance of the first certificate of occupancy for each residential phase, the Applicant will contribute funds at an assumed rate of 0.062 students per units for elementary school, 0.019 for middle school, 0.031 students per high school multiplied by $12,262.00 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. 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.

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

e. Fire Department Contribution. The Applicant shall contribute a total of $10,000.00 to the Fairfax County Fire and Rescue Department towards the cost of a preemptive devices within a two-mile radius of the Property. The contribution shall be paid upon site plan approval for the first building to be constructed on the Property.

7. 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 publicly accessible park 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.

8. MAINTENANCE. The Applicant shall maintain and replace in-kind all elements within the Development Plan that are shown on Sheet 8.1 as Public Accessible Space and Street Utility Easement Areas. 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. All sign posts, traffic signal poles, pedestrian signal poles, mast arms, signal heads and control boxes;

g. Snow removal;

h. Leaf removal;

i. Trash, recycling and litter removal;

j. Decorative and structural retaining walls;

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

l. All urban park amenities including horticultural care, maintenance of all water features, irrigation, lighting, furnishings, paving, and art.

9. 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.

10. 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 2022 and change effective each January 1 thereafter, based on the Consumer Price Index as published by the Bureau of Labor Statistics, the U.S. Department of Labor for the Washington-Baltimore, MD-VA-DC-WV Consolidated Metropolitan Statistical Area (the "CPI"), as permitted by Virginia State Code Section 15.2-2303.3.3.

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

12. 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:

555 Herndon, LLC

Title Owner of 16-4((10))2C

By: _____

Name: _____

Title: _____

COMMONWEALTH OF _____

CITY/COUNTY OF_____, to-wit:

The foregoing instrument was acknowledged before me this ___ day of _____, 2019 by _____ as _____ of and on behalf of _____.

_____

Notary Public

Notary Registration No: _____

My Commission Expires:_____

4839-5127-8472, v. 1

WIRE GILL LLP

Kenneth W. Wire
kwire@wiregill.com
703-677-3129

February 5, 2019

VIA HAND DELIVERY AND EMAIL
David Stromberg, Zoning Administrator
Town of Herndon
777 Lynn Street
Herndon, VA 20170

RE: 555 Herndon Parkway, Modification Request

Dear Mr. Stromberg:

As you know my client, 555 Herndon LLC (the "Applicant"), is the owner of the property located at 555 Herndon Parkway (the "Property"). On behalf of the Applicant, I am submitting this request for a modification of Zoning Ordinance Section 78-50.8(g)(4)(a) for tower separation for buildings over 80 feet in height, such modification is permitted by Zoning Ordinance Section 78-50.2(d). The Applicant requests a modification of the tower separation to not less than 55 feet for the distance between the two residential towers (Buildings A and C) and the office tower (Building B). This modification request meets standards set forth in Section 78-50.2(d) as follows:

1. The Development Plan proposes a site layout to maximize the size of and sunlight to the central open space plaza.
2. The proposed tower separation is similar to those of other urban areas. See attached exhibits.
3. The residential buildings within the proposed Development Plan are at their narrowest width adjacent to the office building.
4. The proposed separation between residential Building A and the office Building B is equal to or greater than the height of the residential building above the garage podium.
5. The residential Building C is oriented so that the residential units nearest the office Building B also have views to the east and west so that no units have views of only the office building.

For each of the above reasons, the Applicant respectfully submits this modification request.

Sincerely,

Kenneth W. Wire

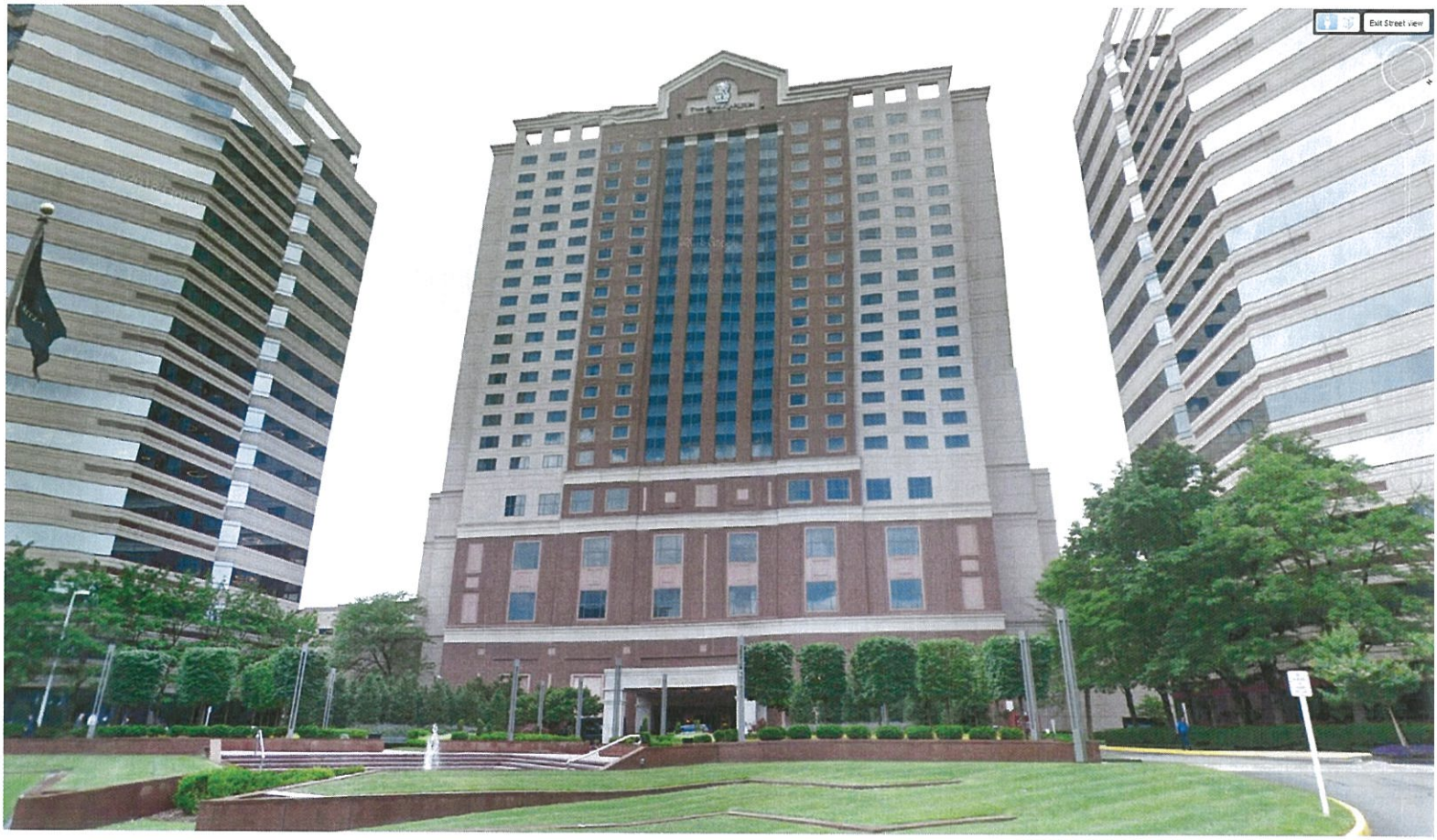
4827-3903-7575, v. 1

ROSSLYN VA - WATER VIEW CONDO-OFFICE AT 300' HEIGHT 55' DISTANCE

CITY CENTER DC 90'-120' HEIGHT 25' DISTANCE

FRANCIS ST. & NEW DOMINION PKW. RESTON 58'

RESTON VA SPECTRUM 200' TALL 55' DISTANCE



TYSON'S II. RITZ CARLTON 50' AT 300' HEIGHT

WESTPARK AT TYSON'S 120' HEIGHT 40' DISTANCE

EXECUTIVE SUMMARY

This report presents the findings of a transportation impact study conducted for the proposed redevelopment of 555 Herndon Parkway in the Town of Herndon, Virginia. The study was developed in accordance with the Town of Herndon's Traffic Impact Study Guidelines.

Site Location and Study Area

The site is located in the Town of Herndon, Virginia on the south side of Herndon Parkway, between Van Buren Street and Spring Street, and north of the future Herndon Silver Line Station. The vehicular study area includes eight (8) intersections along Herndon Parkway.

Description of Proposed Development

The site is currently occupied by 90,000 square feet of office that is to be razed. Consistent with the previous submission of the TIA, the study assumes a final development of 430K SF office, 400 residential units, and 25,000 SF retail which represents the maximum allowable trip generation. The recently submitted plan and the previously submitted TIA both present slightly different development programs, but the program analyzed in this submission is more conservative in that it generates more trips than the land use mixes on the plan and previous TIA. Total site buildout is planned for the year 2022.

Principal Findings and Conclusions

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

Existing (2017) Conditions:

- The 2015 counts were projected to 2017 using a growth rate of 1% on the major movements. This growth is conservative when compared to the ADT growth recorded along Herndon Parkway by the Town.
- The following intersections currently operate below the Town of Herndon's acceptable level of service (LOS D for overall intersections or LOS E for individual movements):
  - Intersection #1: Van Buren Street and Herndon Parkway
  - Intersection #4: Herndon Parkway and Site Driveway West
  - Intersection #7: Herndon Parkway and Fairbrook Drive
  - Intersection #8: Herndon Parkway and Spring Street
- As noted in the Herndon Metro Station Area Study dated February 28, 2012 and prepared by Vanasse Hangen Brustlin, Inc. (VHB), Herndon has long planned for intersection improvements on Spring Street between Herndon Parkway and Fairfax County Parkway and at the intersection of Herndon Parkway and Van Buren Street. These intersections operate at or near capacity under existing conditions. In order to achieve acceptable levels of service at these intersections, mitigation measures are required.

Future Conditions (2022) without Development:

- The following assumptions were made for the future without development conditions:
  - Approximately 10% (90 kSF) of the office use planned for Quadrangle Fairbrook Business Park was assumed to be in place by 2022 in addition to the existing building on site. Future phases of development for the Fairbrook parcel include four (4) office buildings totaling 900,000 SF and a 250 room Hotel.

- The future Herndon Hotel development (250 room hotel) is assumed to be constructed and open by 2022.
- An inherent growth of 1.0% per year was used on all major movements at each study intersection in order to account for regional traffic growth.

- As identified in the Herndon Metro Station Area Study, the following improvements are anticipated to be built by others and required under background conditions in order to achieve acceptable levels of service:
  - Herndon Parkway and Spring Street
    - Add northbound through lane and right turn lane
    - Add a southbound left turn lane
    - Add an eastbound through lane
    - Optimize signal timing
  - Herndon Parkway and Van Buren Street
    - Add a westbound left turn lane
    - Add an eastbound right turn lane and convert existing through/right lane to an exclusive through lane
    - Convert existing northbound shared through/right lane to an exclusive, channelized right turn lane
    - Optimize signal timings
- The following intersections operate below the Town of Herndon's acceptable level of service (LOS D for overall intersections or LOS E for individual movements) after the mitigation measures listed above are implemented:
  - Intersection #1: Van Buren Street and Herndon Parkway
  - Intersection #3: 593 Herndon Parkway East/Monroe and Herndon Parkway
  - Intersection #4: Herndon Parkway and Site Driveway West
  - Intersection #7: Herndon Parkway and Fairbrook Drive

Future Conditions (2022) With Development:

- The proposed redevelopment plan includes up to 400 residential units, 430,000 square feet of office, and 25,000 square feet of retail which represents the maximum allowable trip generation. Construction of the proposed development is anticipated to be complete by 2022.
- It is assumed that the Dulles Corridor Metrorail Silver Line Extension project will be complete by the site's opening year 2022. The site is located less than a quarter mile from the future Herndon Metrorail Station.
- Consistent with the Herndon Metro Station Area Study and agreed upon within the scope, the following transit mode share reductions were applied to the site's future trip generation
  - Office: 25 percent
  - Residential: 35 percent

- All mitigations included in Future Conditions without Development are also assumed to be in place for the Future Conditions with Development.
- The traffic generated by the proposed development has a minimal impact on the regional study intersections.
- The following intersections operate below the Town of Herndon's acceptable level of service (LOS D for overall intersections or LOS E for individual movements) after the mitigation measures are implemented. The intersections in **BOLD** also operate at unacceptable levels in the Future without Development scenario:
  - **Intersection #1: Van Buren Street and Herndon Parkway**
  - **Intersection #3: 593 Herndon Parkway East/Monroe and Herndon Parkway**
  - **Intersection #7: Herndon Parkway and Fairbrook Drive**
- The following mitigation measures are proposed:
  - Intersection #4: Herndon Parkway and Site Driveway West/Monroe Business Park
    - Installation of a traffic signal. The southern leg of this intersection is anticipated to serve both the subject site and the parcel immediately to the east, and installation of a traffic signal will benefit both parcels. The traffic signal is not needed until Building B is developed.
    - Construct exclusive northbound left turn lane
  - Intersection #5: Introduce new site driveway which only allows right turns in and out.

Town of Herndon Proposed Bus Bay Plans:

- The town of Herndon is studying three (3) alternate bus bay location plans that include bus layby lanes, passenger car layby lanes, and a signalized pedestrian connection crossing Herndon Parkway west of the subject site.
- All of the improvements associated with the bus bay alternatives are located west of the subject site and will be constructed by the Town of Herndon. These improvements are assumed to be in place under both the Future without Development and Future with Development scenarios.
- With the exception of 555 Herndon Parkway, future access to parcels along Herndon Parkway will be affected by the introduction of the bus bay improvements. Design of these alternatives is still under review, and no decisions have been made as to the location of these future access points; therefore, all intersection locations within the study area remain in their existing location in their existing configuration except for those improvements noted previously.
- The pedestrian signal was modeled in Synchro and operates at acceptable levels of service during both the Future without Development and Future with Development scenarios during all peak hours.

Attachment #8

Transportation Demand Management (TDM) Plan

555 Herndon Parkway

Town of Herndon, Virginia

February 8, 2019

Prepared for:
Penzance
2400 N Street, NW Suite 600
Washington, DC 20037

GOROVE / SLADE
Transportation Planners and Engineers

Prepared by:

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1.0 | BACKGROUND SUMMARY

This Transportation Demand Management (TDM) Plan is designed to help achieve the ultimate goal of reducing peak hour vehicular trips generated by the 555 Herndon Parkway development as directed by Proffer 4.h. from the 555 Herndon Parkway Proffered Conditions dated February 7, 2019.

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

1.1 | Site Location

The 555 Herndon Parkway development is located in the Town of Herndon, Virginia on the south side of Herndon Parkway, between Van Buren Street and Spring Street, and north of the future Herndon Metrorail Station as shown on Figure 1.

Figure 1: Site Location

1.2 | Description of the Parcel

The subject site is composed of one parcel (Tax Map 16-4 ((10)) 2C) and is approximately 4.34 acres. The parcel is zoned PD-TOC (Planned Development – Transit Oriented Core) as shown in Figure 2. Adjacent properties are also zoned PD-TOC, and sites to the north across Herndon Parkway are zoned O&LI.

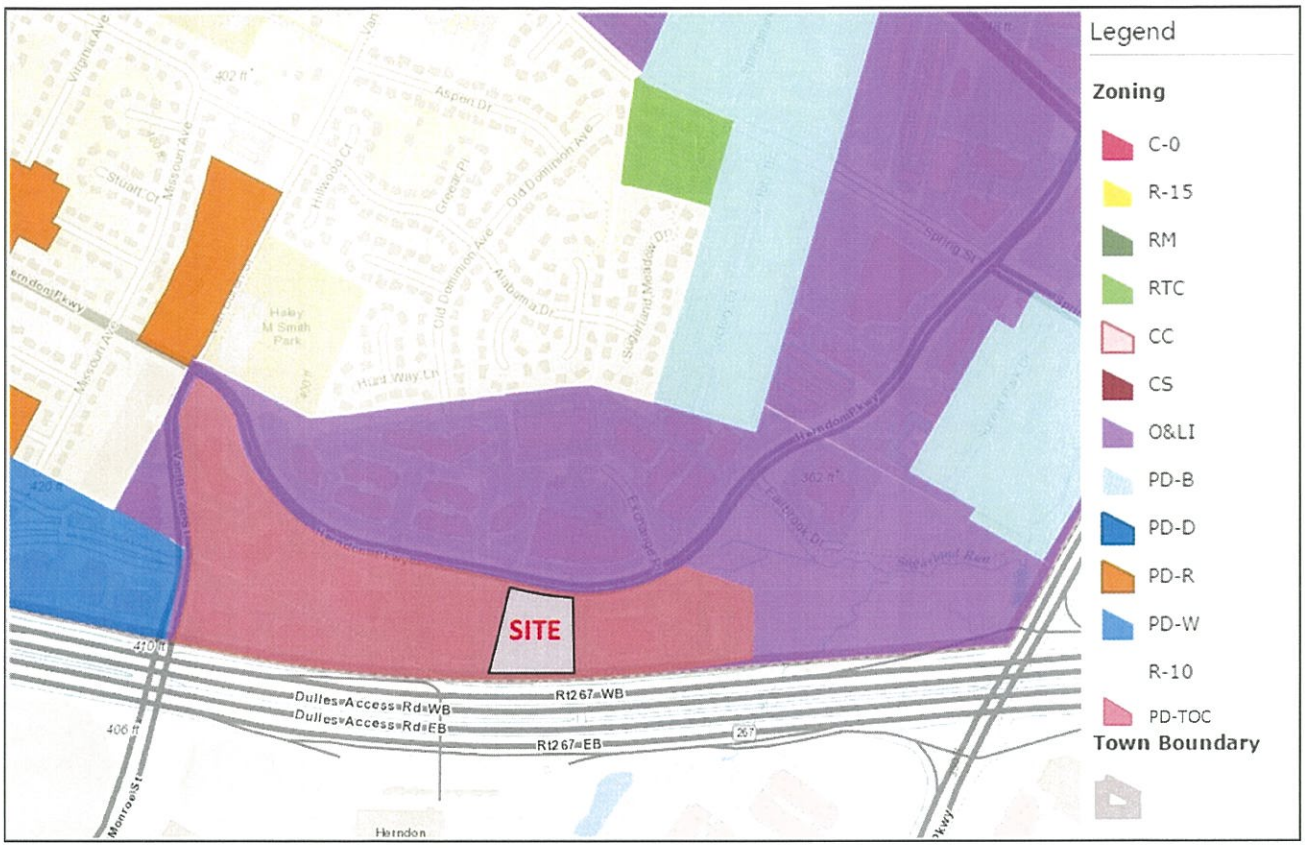

Figure 2: Zoning

1.3 | Proposed Development

The site is currently occupied by 90,000 square feet of office that is to be removed. The proposed program is a mixed-use development comprised of up to 475 residential units, 325,000 SF of office, and 13,000 SF of retail.

2.0 | EXISTING CONDITIONS

In order to make informed recommendations for the property, it is necessary to know the transportation services that are currently available to the site. This section explores the existing programs and services that residents, employees, and patrons of the 555 Herndon Parkway property can utilize for additional transportation options.

2.1 | Vehicular Access

Regional vehicular access to the site is provided via the Dulles Toll Road (Route 267). Local access is provided via Sunset Hills Road. There are some planned transportation improvements in the area, as shown on Figure 3 and Figure 4.

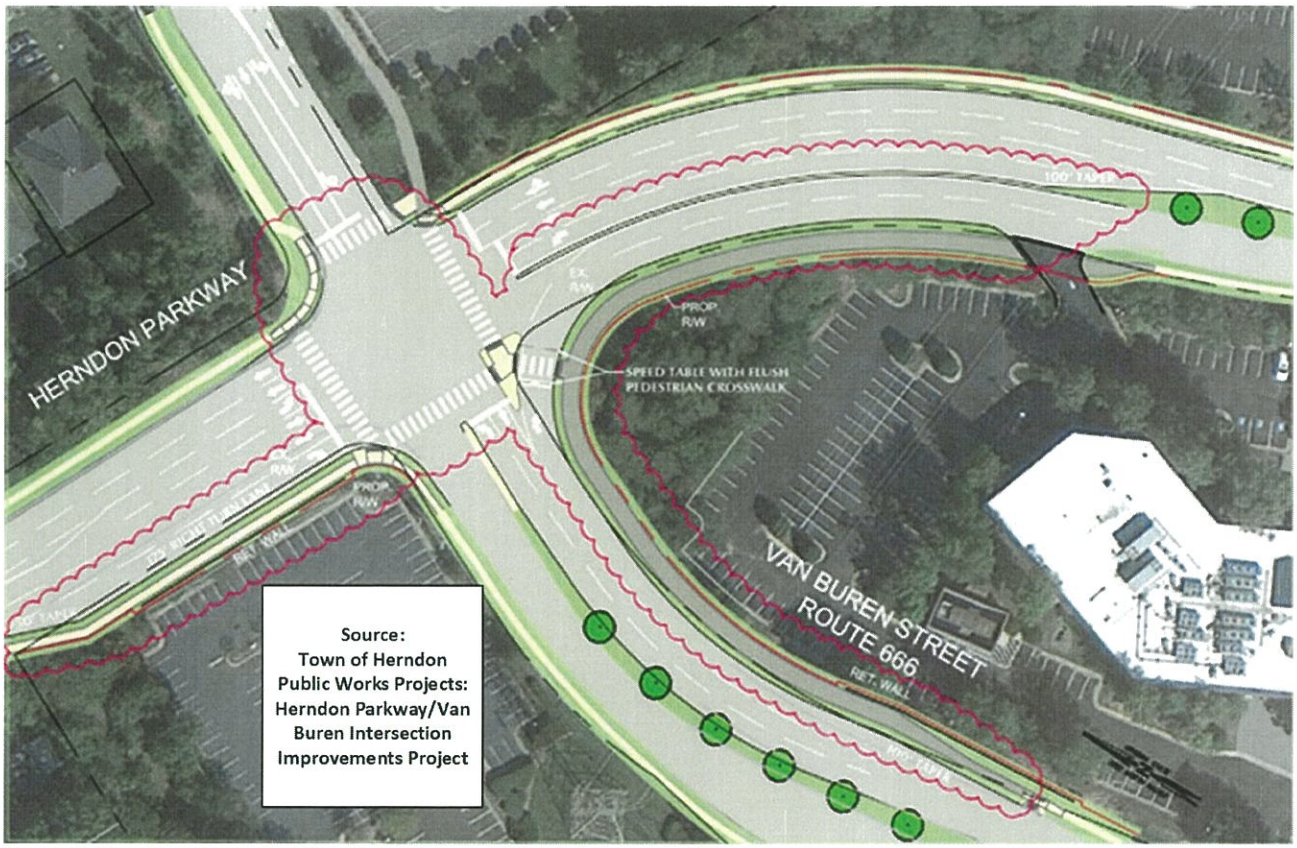

Figure 3: Herndon Parkway/Van Buren Intersection Improvements

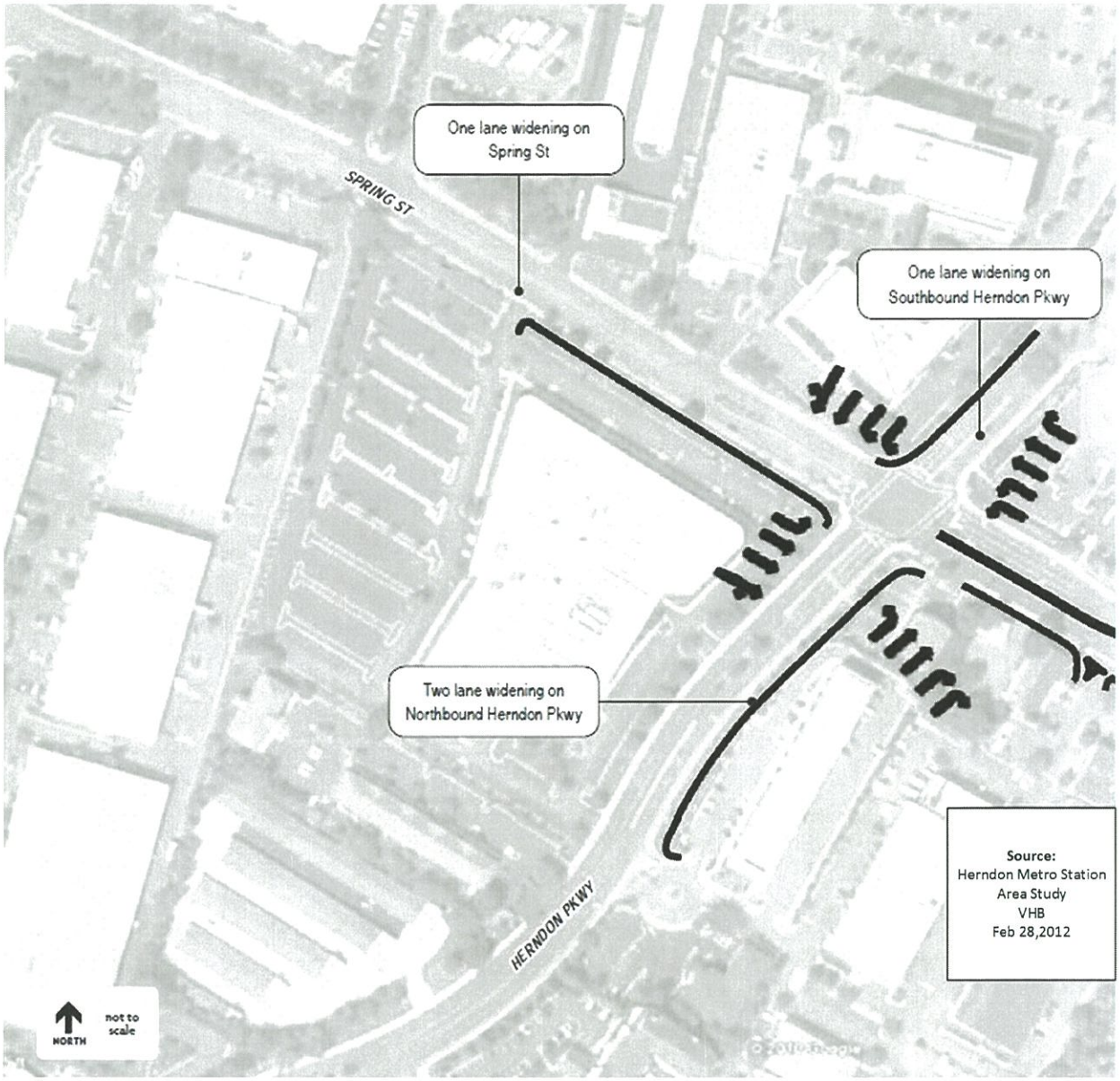

Figure 4: Herndon Parkway/Spring Street Intersection Improvements

2.2 | Transit

The 555 Herndon Parkway property is currently served by one (1) Fairfax Connector Bus in the vicinity of the site as shown in Figure 5. According to the *Fairfax County Transit Development Plan*, dated December 2009, new transit routes are recommended for the area near the site. The routes will be adjusted in accordance to the phased completion of the Dulles Corridor Metrorail Project. Figure 6 show the recommended routes near the study area per the Transit Development Plan.

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

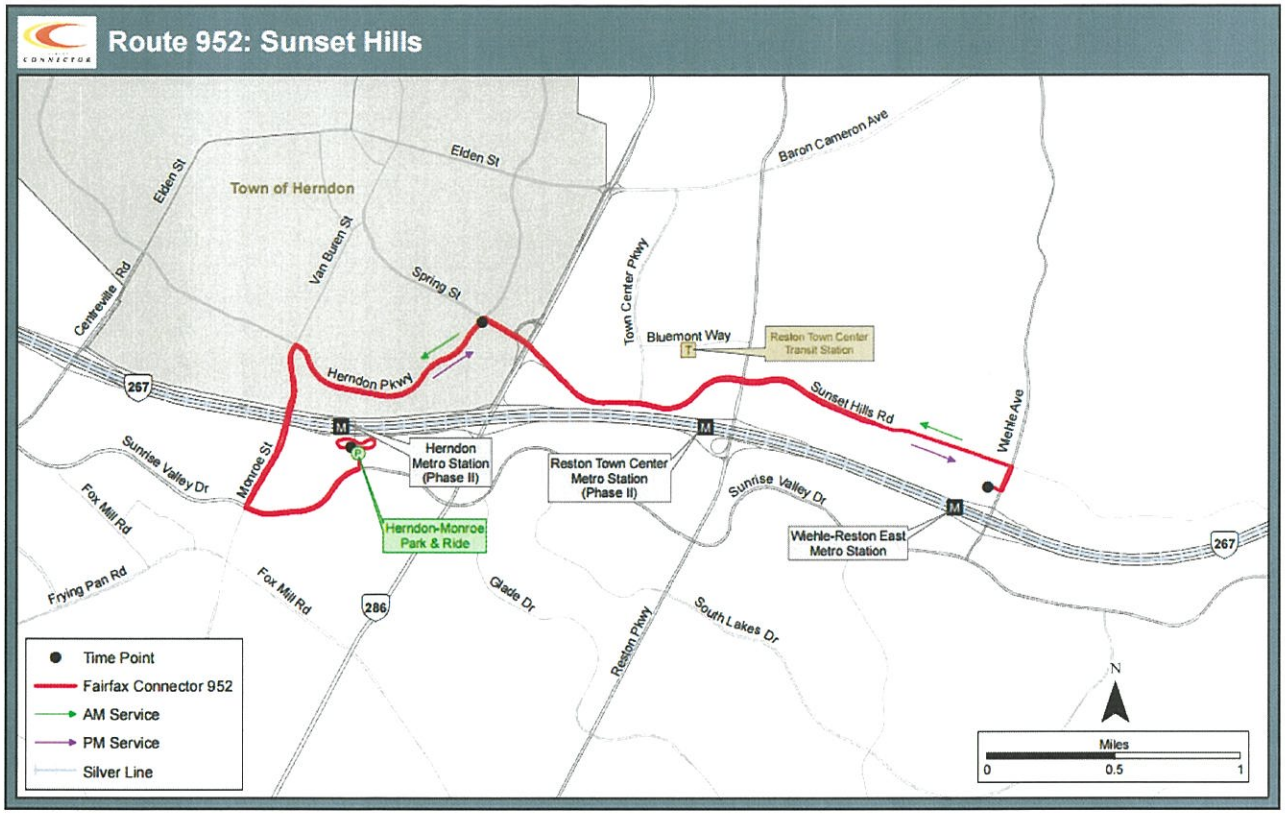

Figure 5: Bus Routes

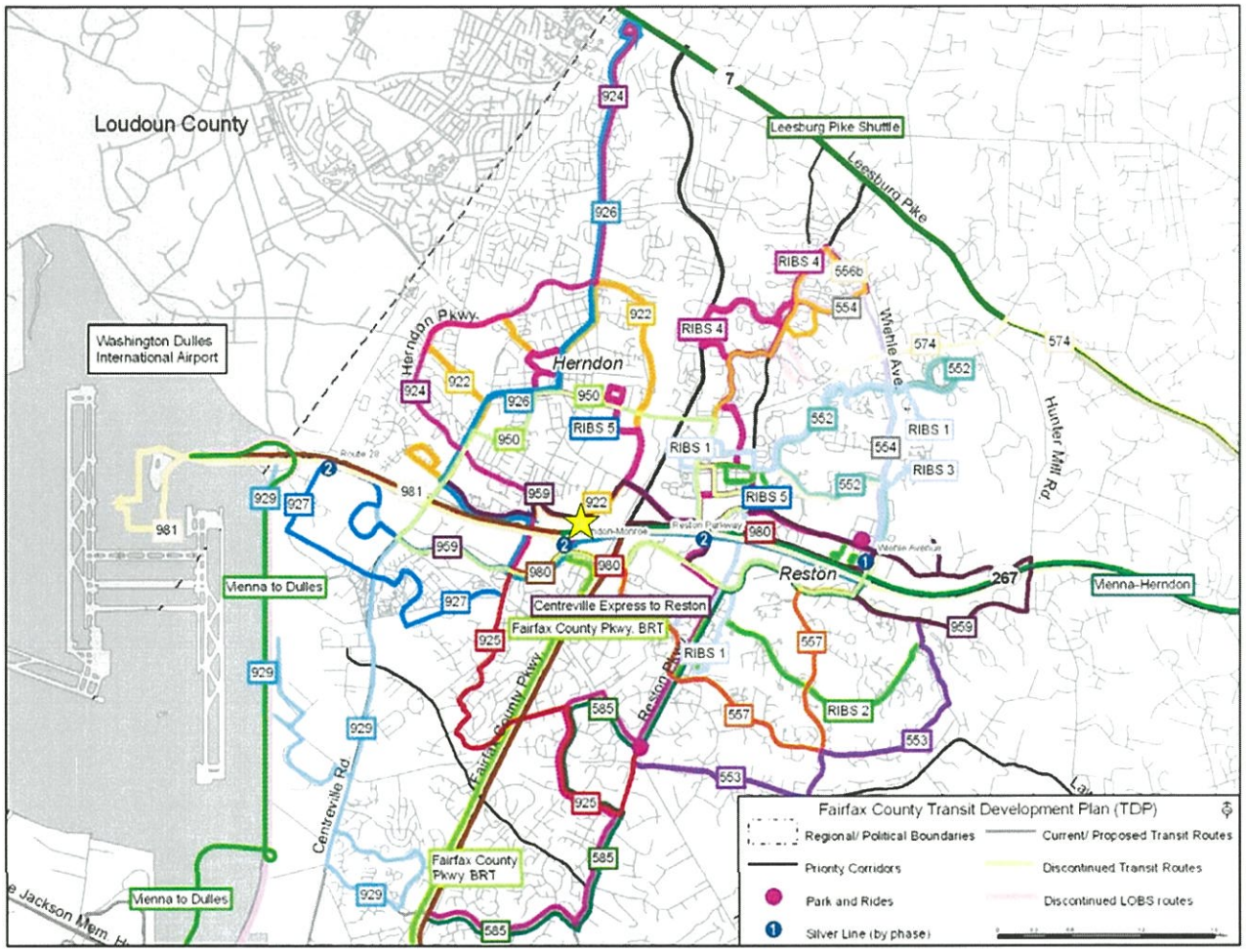

Figure 6: Reston/Herndon Area Recommended Transit Plan

2.3 | Existing Bicycle and Pedestrian Facilities

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

Figure 7: Bicycle and Trail Network

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

2.4 | Existing Regional Programs

In addition to transportation services, several regional programs, benefits, and events are currently in place that the 555 Herndon Parkway development can utilize. These external programs include:

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

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

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

3.0 | TDM PROGRAM RECOMMENDATIONS

The strategies recommended for the 555 Herndon Parkway TDM program are detailed in this section. These strategies are intended to enhance the use of transportation alternatives as opposed to driving alone that may naturally occur.

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

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

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

3.1 | Infrastructure

Bicycle Accommodations

At a minimum, a secure location will be provided for people to leave their bicycles. The racks will be placed proximate to the building entrances and will be designed to provide support at both the wheel and frame. The applicant will also provide bicycle storage rooms and office tenant shower/changing rooms.

Cycle Track

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

3.2 | Program Management

Property-wide TDM Program Management

A TDM Program Manager will be appointed to the 555 Herndon Parkway development. Property-wide TDM responsibilities for the Program Manager include:

- Answer resident, guest, and employee questions about all aspects of the TDM program.
- Coordinate with other county TDM providers including DATA, LINK, and MWCOG to avoid duplication of services and obtain support for program implementation.
- Work with leasing staff to train them on TDM programs and information so they can provide appropriate transportation information to tenants as they move in.
- Conduct a survey of residents/employees to evaluate the effectiveness of the TDM Plan in meeting the TDM Goals and to evaluate the need for changes to the TDM Plan.
- Verify that the proffered TDM Goals are being met through the completion of vehicle trip counts.

3.3 | Rideshare

Car/Vanpool

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

Carsharing

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

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

3.4 | Incentives

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

Metrorail SmarTrip Cards

Temporary transit subsidies have proven successful at encouraging people who normally drive alone to try and subsequently continue to use transit. Preloaded SmarTrip cards could be distributed to new residents and employees on a one-time basis.

4.0 | PROGRAM MONITORING

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

Table 1: TDM Goals

Peak Hour	Residential and Office Use Permits	ITE Land Use Code	Maximum ITE Projected Trips	Target Peak Hour Trip Reduction Percentage	TDM Trip Reduction Goal
AM	1 to 480	220	239	35%	156
PM	1 to 480	220	282	35%	184
AM	up to 324,000 SF	710	490	25%	368
PM	up to 324,000 SF	710	441	25%	331

**Based on ITE 9th Edition*

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

4.1 | Surveys

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

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

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

4.2 | Trip Counts

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

4.3 | Reporting

The Report details the implementation of the TDM Plan. The Report will be completed not more than once annually and will be available to Town Staff. The Report shall include, at a minimum, the following items:

1. A description of the current TDM strategies and implementation efforts.
2. Description of the details associated with the monitoring and reporting requirements of the TDM program.
3. Analysis of any applicable surveys and/or trip counts.
4. Description of the TDM strategies that will be put into place.
5. Any revisions to the TDM Plan.

Meeting Minutes

Meeting Date: January 23, 2019

Project: 555 Herndon

Purpose: Community Public Meeting at 555 Herndon Building

Attendee's: Our development team, about 40 community members and 2 members from the Town of Herndon staff

Applicant's Presentation

- Mike Novotny and Ken Wire introduced project team and lead the presentation
- Discussed town overall approval process and roles of HTOC Plan, Design Guidelines, Development Plan and Site Plan approval
- Team showed approximately 25 project and design slides and responded to the following questions

Questions from the community:

- Are there developers working on any other land parcels in the area? *(Staff responds no other applications have been received)*
- How big is our site and what is the FAR?
- Do we have a direct connection to the Metro station?
- Is the proposed residential going to be condos or multi-family?
- What are the maximum allowable and proposed building heights along the Herndon Parkway side and the Toll Road side?
- Do the proposed building heights include penthouses, elevator shafts, etc.?
- Are we proposing additional curb cuts for the project along Herndon Parkway?
- Is all the proposed parking for the project underground?
- How much existing infrastructure (i.e. utilities, cell towers, etc.) do we have to move with this project?
- Will the access road remain after we are done with this project?
- Are we parking the project at 'standard' parking rates or adjusted based on a TOD development?
- How do we envision the parking functioning for the retail component and the residential component?
- Will there be a charge for parking like there is in Reston Town Center?
- Does the proposed traffic pattern for the project account for driverless cars, new technologies, etc.? He states that this project could set a good standard for moving forward with this.

- How will people cross Herndon Parkway to enter the project? He comments that they do not want to see the same traffic issues that are currently present on Reston Parkway?
- Are the perimeter circulation roads on the project 1 or 2 way?
- What are the specific traffic details and parking tabulations for the property? He comments that traffic is the issue that people often get upset about as there is usually minimal transparency about these details through the project until it is too late?
- How will the interim parking work during the proposed phases?
- What is the traffic pattern for the project? He says that they don't want the 'typical' answer that this is something that Fairfax County will take care of?
- How are we fitting into the existing and planned traffic patterns for the area? He says we need to provide more information on that?
- Will the traffic patterns and layout on this plan be shown differently 18 months from now? He suggests maybe providing a graphic specific about this.
- Is the town requesting the traffic signal for the project or is this something that we as the developers are providing?
- Will there be a traffic signal where the Metro station intersection is located?
- How are buses going to be coming to this property and how does this fit into that which is planned for the Metro station?
- What is the design program for the public at the Metro promenade? Will there be a parking facility on the north side? *(Staff responds the parking facility will be on the south side, but there will be a 'kiss n ride' on the north side)*
- Explain the circulation pattern at the Metro promenade?
- Will the proposed road that is provided along the Toll Road be a consistent requirement for all the future properties that are developed in this corridor? *(Staff responds that yes as it will be based on the Town land use plan).* Comment is the residents like it.
- Please explain the Worldgate Drive extension?
- What will be the sightline, proposed views, heights, etc. from the residential community to the north (i.e. Alabama Avenue) looking south toward the proposed development? They are requesting a before and after exhibit to illustrate this?
- What will be the light pollution impacts as result of the project? Are we following the 'dark skies' guidelines/protocol?
- Has a shadow study been done for the proposed development?
- They are requesting that the Town fix the transportation improvements at the intersection of Van Buren and Herndon Parkway sooner, rather than later. Apparently there are safety issues with the current situation.
- What are the proposed heights of Buildings B and C?
- How does the proposed heights of these buildings compare with other recent buildings along the Toll Road? Can we provide some comparable information?
- How will retail tenants be selected for the retail component for the project?
- Why are we providing 16 feet for the trail/cycle path along Herndon Parkway when the Town guideline is apparently 19 feet? He wants to ensure consistency? *(Something we should just check)*

- Where will the loading docks be located in the project?
- Is there going to be impacts from the trucks loading on the side streets? How will the trucks maneuver? Will they have to back in?
- Is there going to be an internal hallway for deliveries from the loading docks at the rear to the retail and the front of the project?
- Where are the dumpsters going to be located?
- Can we please point out where the Sugarland Trail is located on the graphic? *(Staff explained)*
- What is the 'green area' on the graphic that is north of Herndon Parkway but south of the residential neighborhood? *(Staff explains it is proposed trail)*
- Is the proposed development plan available on line?

TOWN OF
Herndon
DEPARTMENT OF PUBLIC WORKS

STAFF REPORT

Town Council
March 19, 2019

Title:

Ordinance - to amend Chapter 63 (SOLID WASTE), Sections 63-2, 63-4, 63-5, 63-8, and 63-9 of the Code of the Town of Herndon, regarding definitions, general requirements and responsibilities of owners, residential collection times and placement, schedule of fees for recyclables, special collection, and violations.

Staff Contact:

Tammy Chastain, Deputy Director of Public Works
(phone) 703-435-6860
(e-mail) tammy.chastain@herndon-va.gov

Background:

The proposed ordinance recommends fee and procedure changes, and clarifications to definitions regarding requirements and restrictions relating to solid waste, including recycling.

Some of the major changes to the ordinance include:

- Revised definition for automated/semi-automated collection carts/containers
- Addition of the definition of a Material Recovery Facility (MRF) and transfer station
- Residential storage and maintenance requirements
- Includes the use of the Town's Streetscape Manual for guidance on style, number, and placement of containers for commercial establishments
- Revised collection time from 7am to 6am
- Clarification of maximum weight restrictions for special collections
- Removal of containers and roll-offs provided for Community cleanup events
- Increases to Sec. 63-8 - Schedule of fees.

The recycling fee was last increased in 2010 when it was changed from $2.50 per quarter to $4.00 per quarter. Since this time the recycling industry has changed drastically, and commodity prices are no longer as they once were. As a result, the town no longer receives rebates that cover the cost to recycle and the town currently pays monthly for recycling processing. The current fee offsets 20% of the costs of recycling, and the proposed fee will offset 40% of the recycling costs.

The special collection fee for bulk items and the solid waste violation fee has not changed since 2009. The proposed fees are an increase to the current fees and equate to the actual cost of removal and disposal of the bulk items. The violation fee is set as a higher fee to discourage illegal dumping in the town.

These changes will address some of the costs associated with collection and encourage proper solid waste disposal and recycling efforts throughout the town.

Fiscal Impact:

Following are changes to the fees:

- Recyclable collection rate revised from $4.00 per quarter to $8.00 per quarter
- Special collection fees for bulk items revised from $35.00 to $60.00:
  - Flat fee of $60.00 for the 1st three (3) cubic yards
  - $35.00 per additional one (1) cubic yard (no change)
  - Greater than nine (9) cubic yards – at the discretion of the authorized agent (no change)
- Removed: Rental containers for associations and organizations – $300.00
- Violation fee for failure to comply: from $35.00 to $120.00 per occurrence

Expected revenue:

- Recycling fee revenue will increase from $98,000 to $196,000
- Special collections revenue could potentially increase from $17,115 to $29,340 (based on three-year average)

Staff Recommendation:

Staff recommends Town Council approve the Ordinance to amend Chapter 63 Solid Waste, which shall include fees and procedures and to make other comprehensive conforming changes.

Attachments:

Draft Ordinance

Staff:

Tammy Chastain
Deputy Director of Public Works

TOWN OF HERNDON, VIRGINIA

ORDINANCE

MARCH 26, 2019

Ordinance- to amend Chapter 63 (SOLID WASTE), Sections 63-2, 63-4, 63-5, 63-8, and 63-9 of the Code of the Town of Herndon, regarding definitions, general requirements and responsibilities of owners, residential collection times and placement, schedule of fees for recyclables, special collection, and violations.

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

1. The following sections of the Herndon Town Code (2000), as amended, is amended and re-ordained as follows:

Sec. 63-2. - Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Ashes means residue resulting from the combustion of coal, wood, coke or other combustible materials, including residue from incineration of solid wastes.

Authorized agent means the director of public works or a person designated by the director of public works.

Automated collection route means the route for which the authorized agent or an authorized collector deems suitable to use an automated collection truck.

***Automated/semi-automated cart/container* means a container that is ANSI compliant and compatible with fully-automated truck arms and semi-automated lifters. The maximum allowable size shall be 96 gallons; the container shall be rugged with an attached lid and wheels for easier handling. The container has specific handling points for use with automated and semi-automated collections trucks.**

Batteries means a device which, by electrochemical reaction, provides a type of power. For the definition in relation to this chapter, batteries shall fall into one of three categories: (1) alkaline, (2) automotive, and (3) other.

Brush/yard waste means grass cuttings, shrub clippings, weeds, leaves, tree limbs, tree trunks and stumps (dirt and rock removed).

Bulk MSW and bulk recyclable container means a sturdy, watertight, covered metal container which can only be emptied directly into a collection vehicle by mechanical means, as approved by the town.

~~*Cart* means a container that is compatible with ANSI compliant fully-automated truck arms and semi-automated lifters. The maximum allowable size shall be 96 gallons; the container is rugged with an attached lid and wheels for easier handling. The container has specific handling points for use with automated and semi-automated collection trucks.~~

Collection route means the route an authorized collector follows to collect municipal solid waste and source-separated recyclable materials from customers.

Community cleanup event means an event hosted and managed by an association/organization for municipal solid waste (MSW) and recyclable collection.

Condominium means multifamily attached dwellings organized as condominiums or cooperatives.

Construction/demolition debris (CDD) means solid waste generated during construction, remodeling, repair, or demolition of pavements, houses, commercial buildings or any other structures. CDD includes, but is not limited to: lumber; wire; sheetrock; brick; shingles; glass; pipes; concrete; paving materials; metals; and plastics.

***Disposal site* means a facility at which municipal solid waste (MSW) is disposed**

Household hazardous waste (HHW) means discarded household products that contain corrosive, toxic, ignitable, or reactive ingredients, or are otherwise potentially harmful if released to the environment. Products that fall into this category include, but are not limited to certain paints, cleaners and pesticides. Latex paint is not considered HHW.

Institutional places means cemeteries, community centers, convalescent homes, hospitals, libraries, museums, fine art centers, religious institutions, senior centers, social services, schools and similar community services (See also section 78-401.5)

***Material Recovery Facility (MRF)* means a facility where source-separated recyclables are either stored until large enough volumes are collected to be shipped to a buyer or processor, or they are processed to meet the specifications of recycling markets.**

Municipal solid waste (MSW), more commonly known as *refuse*, trash or garbage, excluding unacceptable materials as defined elsewhere, consists of everyday items used and then thrown away, such as product packaging and food scraps, coming from homes, schools, hospitals (non-infectious materials only), and businesses (non-industrial materials only).

Owner means the owner, lessee, occupant, person in control of the premises, or generator of municipal solid waste and/or recyclables and/or brush/yard waste, for whom the town provides municipal solid waste and/or single-stream recyclables and/or brush/yard waste collection service.

Person means an individual, partnership, firm, association, corporation or agent of any of these.

Rear loaded collection route means the route for which the authorized agent or an authorized collector deems suitable to use a rear loaded collection truck.

Recyclable material or *recyclables* means the following materials "capable of being diverted or reclaimed from the waste stream and prepared for further beneficial use through the recycling process" 9 VAC 20-140-20 renumbered 9 VAC 15-30-20.

(1) Single-stream recyclables (single-stream recycling). **May include the following as determined by the MRF (Material Recovery Facility)**

a. Multi-material, ~~including~~ **that may include any of the following:** metal food and beverage containers, glass food and beverage containers, and type 1-7 plastic PETE and HDPE translucent bottles.

b. Newspapers, corrugated cardboard, magazines, catalogs, cereal & dry food boxes, telephone books, printer and copier paper, mail, or other materials prescribed by the authorized agent **or MRF.**

(2) Ferrous metals/white goods including, but not limited to: stoves, refrigerators, washing machines, clothes dryers and hot water tanks.

(3) Scrap metal means any metal object or portion of a metal object or an object containing a significant amount of metal, excluding appliances.

(4) Brush/yard waste means tree limbs, tree trunks, stumps, grass cutting, shrub clippings, weeds and leaves.

Solid waste means non-liquid, non-soluble materials ranging from municipal solid waste (MSW) to industrial wastes that contain complex and sometimes hazardous substances. Solid waste also includes sewage sludge, agricultural refuse, demolition wastes, and mining residues. Technically, solid waste also refers to liquids and gases in containers.

Standard MSW or *single-stream recycling* **or *brush/yard waste container*** means a sturdy, durable metal or plastic container maintained in good physical condition, with a lid which is designed to be emptied directly into a collection vehicle by manual means (or mechanical means, as approved by the town). The size shall not exceed 65 gallons.

***Transfer station* means any MSW storage or collection facility at which MSW is transferred from collection vehicles to other vehicles or means of transportation for shipment to another site for permanent disposal.**

(Ord. No. 16-O-05, § 1, 2-23-2016)

Sec. 63-4. – Disposal, generally.

***

(4) *Recyclable material.* Recyclables specified by the authorized agent **or MRF** shall be separated prior to collection so as not to become mixed with other solid waste destined for sanitary disposal sites.

***

Sec. 63-5. - Storage and maintenance.

(a) *Generally*. It shall be unlawful for any person to store any solid waste or recyclables within the town, except as provided in this chapter. The provisions of this section shall apply to any land or premises where solid waste and/or recycling accumulates or is produced, be it residential, commercial, institutional or industrial, including vacant property.

It shall be unlawful for the owner of any single-family, duplex or townhouse residential unit, multiple-unit dwelling, commercial, institutional and industrial lands and buildings to permit the accumulation of solid waste and/or recyclable material upon such property in any manner which may cause or permit solid waste or recyclable material to be carried or deposited by the elements upon any street, sidewalk or other public place or upon any other private property.

(1) Single-family, duplex or townhouse residential dwellings.

a. All MSW and single-stream recyclables shall be stored between collection days in approved container(s) or cart(s), such that the lids are properly fitted**, in the closed position,** with no overflow.

b. Brush/yard waste shall be stored in approved paper bags or container(s). Exception: bundled brush/yard waste, compost and stacked firewood. Loose leaves are only permitted during the **seasonal** leaf ~~pickup~~ **collection** program.

c. Owners shall be responsible for the care and protection of their approved containers or carts and for such solid waste and/or recyclables that may become spilled or scattered.

(2) Multi-unit dwellings, commercial, institutional and industrial lands and buildings.

a. All bulk MSW and bulk recyclable containers shall be durable, in good physical condition, and tightly constructed **with operable lid(s)** so as to prevent leakage and unsanitary conditions.

***

(b) *Responsibility of owners.*

(1) Owners of each single-family, duplex or townhouse residential dwelling shall be responsible for the following:

a. All carts and containers shall be identified by address or unit number painted in contrasting letters and figures, at least two inches in height, approximately halfway between the bottom and top of the container. The identification on carts shall be placed on the handle side of the cart.

b. In rear loaded collection route areas as designated by the town, owners shall provide a sufficient number of approved containers for storage of MSW and single-stream recyclables to prevent overflow or obnoxious odor between times of collection and maintain the premises in accordance with

the provisions of this chapter. The maximum number of containers shall be as specified in section 63-6(a)(1)~~g~~**f**.

c. In automated collection route areas designated by the town, owners shall use and maintain the carts that are provided by the town (one MSW and one single-stream recycling) for storage of MSW and recyclables to prevent overflow or obnoxious odor between times of collection and maintain the premises in accordance with the provisions of this chapter. Town provided carts are the property of the town and shall not be removed from the property to which provided. If additional carts are needed, they may be purchased from the town following receipt of a written request from the owner, at purchase cost with no markup. Additional carts shall not exceed the number specified in section 63-6(a)(1)~~g~~**f**.

d. Brush/yard waste shall be stored in approved paper bags or container(s). Exception: bundled brush/yard waste, compost and stacked firewood; loose leaves are only permitted during the **seasonal** leaf ~~pickup~~ **collection** program.

e. Segregate solid waste and recycling as prescribed by the authorized agent.

(2) It shall be the joint and severable responsibility of the owner of each multiple-unit dwelling, commercial and industrial land or buildings that does not receive collection from the town's contracted service, to provide a sufficient number of approved containers for storage of MSW and recyclables to prevent overflow or obnoxious odor between times of collection, and maintain the premises in accordance with the provisions of this chapter.

(3) The owners of all shopping centers or commercial establishments within the limits of the town are required to install, service and maintain MSW and single-stream recyclable containers at location pre-approved by the town within such shopping center or commercial establishments pursuant to the requirements of the town's zoning ordinance.

(4) The owners of all shopping centers or commercial establishments within the limits of the town are required to install and maintain MSW and single-stream recycling containers on the edge of the pedestrian walkway area within such shopping center or commercial establishments. The containers shall be of a type, size and color, and placed at such location as may be required and approved by the authorized agent and clearly designated as receptacles of MSW and recycling. **The Town's Streetscape Manual should be used for guidance on style, number, and placement of containers.**

(5) Each multiple-unit dwelling that receives collection from the town's contracted service, must maintain the designated collection sites between times of collection, and maintain the premises in accordance with the provisions of this chapter.

(Ord. No. 16-O-05, § 1, 2-23-2016)

Sec. 63-6. - Collection by town.

(a) *Residential.*

(1) *Single-family, duplex or townhouse residential dwelling*. Curbside collection of MSW, single-stream recyclables, and brush/yard waste shall be collected no less than once a week from single-family, duplex or townhouse residential dwelling. It shall be collected more frequently if the authorized agent determines that more collections are necessary for the preservation of the public health. Collection days are determined by the town and if needed can be changed to maintain compliance with this chapter. The following requirements shall apply:

a. Place only approved MSW, single-stream recyclable containers/carts and brush/yard waste at the location(s) designated in subsection (2) below, ~~not early~~ **no earlier** than ~~24~~ **12** hours prior to the scheduled collection day, but no later than ~~7~~ **6**:00 a.m. of the scheduled collection day and remove all containers/carts **before** 6:00 ~~p~~ **a**.m. of**n** the ~~following~~ day after the refuse/recycling has been collected.

b. *Placement*.

1. *Rear loaded collection*: All approved MSW, single-stream recyclable containers/carts and brush/yard waste containers shall be placed within ten feet of the curb-line, the edge of pavement where there is no curb or as designated by the authorized agent.
2. *Automated collection*: All approved MSW, single-stream recyclable containers/carts and brush/yard waste containers shall be placed in the right-of-way, in a location easily accessible by an automated collection truck. ~~Exact~~ **Optimal** locations shall be determined by the authorized agent.
3. MSW, single-stream recyclable containers/carts, automated carts and brush/yard waste shall be placed in a location where they do not block the flow of traffic.
4. MSW, single stream recyclable containers/carts, automated carts and brush/yard waste shall not be placed on the sidewalks.

c. *Reasonable accommodations collection*: The authorized agent, in consultation with any affected homeowners' association or affected citizen or citizens in a specific case may grant an exception to the requirement in this section in the case of physical limitations of the owner. The exception must address and accommodate physical limitations of the owner. If the authorized agent grants an exception, the owner shall place all approved MSW, single-stream recyclable containers/carts and brush/yard waste as set out in the written exception.

d. Items requiring special collection for a fee (as defined in section 63-8) or collected during special collection events as designated by the town: Single-family, duplex or townhouse residential dwellings which receive curbside

collection services from the town and multiple-unit (residential condominium) dwellings that receive collection from the town through a contractor and request special collection in writing may place at a location acceptable to the authorized agent the following items for collection:

1. Furniture; couches, chairs, mattresses, tables, etc.**, with a corresponding weight not to exceed 100 pounds per item.**
2. Large appliances; stoves, dishwashers, washing machines, clothes dryers, refrigerators, etc.**, with a corresponding weight not to exceed 100 pounds per item.** (Doors which may be hazardous due to the potential for trapping a person inside shall be removed from all appliances prior to set out)
3. Small amounts of scrap metal that contains no HHW~~ not to exceed 50 pounds~~; lawn mowers, car parts, bed frames, etc.**, with a corresponding weight not to exceed 50 pounds per item.**
4. Large CDD; toilets, sinks, cabinets, fencing, shingles, lumber, carpet, flooring, etc. that are not ~~l ..... isted~~ **listed** or deemed unacceptable~~.~~**, with a corresponding weight not to exceed 100 pounds per item.**
5. Tires; two per collection.
6. Tree trunks and limbs with a diameter estimated to be greater than three inches, a length less than four foot, and a corresponding weight of less than 50 pounds.

e. *Town-wide cleanup events*. The town, at its discretion, may provide pre-scheduled curbside collection of items from single-family, duplex or townhouse residential dwellings normally falling under the category of special collections.

~~The town, at its discretion, may provide pre-scheduled dumpsters and ancillary refuse cleanup supplies to civic, religious and non-profit groups at locations determined by the town. The town, at its discretion, may waive any and all associated costs and fees for this service.~~

~~f. *Community cleanup events*. The town will provide and collect, at the request of a homeowners' association, roll-off containers for community cleanup events. The location of the containers shall be determined by the town to allow for easy disposal and minimization of traffic impact. The containers provided shall be of 30 cubic yard capacity and an individual fee shall be charged per container, as listed in section 63-8. Items collected shall consist of one fo the following categories: acceptable MSW, single-stream recycling, brush/yard waste, or bulk items and appliances (furniture or white goods). None of the aforementioned approved categories may be co-mingled: items~~

~~shall be separated per container for each category of MSW or recyclables deposited into the containers.~~

~~g~~**f**. Unless pre-approved in writing (property specific), the following shall be the maximum number of carts/containers allowed to be set out for MSW and single-stream recycling collection (excluding brush/yard waste), per collection. Any additional required collections shall be considered special collections, and shall be charged according to the fees in section 63-8.

1. Properties which are part of the automated collection route shall have a maximum of two MSW carts**/containers meeting the requirements of this ordinance serviced** ~~collected~~ per collection of MSW and shall have a maximum of two single-stream recycling carts**/containers meeting the requirements of this ordinance serviced** ~~collected~~ per collection of single-stream recycling.

2. Properties which are part of the rear loaded collection route shall have a maximum of four MSW containers meeting the requirements listed elsewhere in this ~~section~~ **ordinance serviced** ~~collected~~ per collection of MSW and shall have a maximum of five single-stream recycling containers meeting the requirements listed elsewhere in this **ordinance serviced** ~~section~~ ~~collected~~ per collection of single-stream recycling.

~~h~~**g**. The maximum allowable loaded weight for rear loaded container**s** shall not exceed 50 pounds.

~~i~~**h**. Brush/yard waste collection shall be unlimited, as long as it can be verified that the brush/yard waste originates only from the property from which it is collected. Brush/yard waste must be separated from MSW, single-stream recycling and CDD. Brush/yard waste can be placed in containers marked brush/yard waste, brush/yard waste paper bags that do not exceed 50 pounds or bundled, as appropriate. If items are bundled, the bundle cannot exceed four foot lengths, must be tied up with twine, must not exceed 50 pounds and material within the bundles must not exceed sizes below:

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(b) *Condominiums*. The town will collect MSW and single-stream recyclables once a week from ~~those~~ **Condominium Associations** desiring collection **only upon acceptance and approval by the Town of a written request for collection.** ~~by the town.~~ ~~A r~~**R**equest**s** for ~~a second weekly pickup~~ **collections** will only be considered during the annual bid process for the multi-family solid waste contract. The maximum volume for the weekly collection by the town shall not exceed 0.5 cubic yard per unit. Condominiums whose MSW and single-stream recyclables are collected by the town shall use containers approved by the authorized agent.

***

(Ord. No. 16-O-05, § 1, 2-23-2016)

Sec. 63-8. - Schedule of fees.

(a) *Fees*. The town council imposes the following fees on the owner, lessee, occupant, person in control of the premises, or the generator of the MSW or recyclables, as appropriate, for MSW and recyclables collected by the town.

(b) *Miscellaneous fees*. The town council establishes and imposes the following fees:

(1) Recyclables (per quarter) ..... $~~4.00~~ **8.00**

This fee shall not be prorated or refundable and shall be payable with and under the same terms as water bill payments.

(2) *Special collection*.

a. Bulk items, furniture, excessive volume of MSW, recyclables, white goods, and the like ..... $~~35.00~~ **60.00** per each three cubic yards or portion thereof up to nine cubic yards~~.~~ **and not exceeding weight limits set in Section 63-6 (a)**

b. Bulk items, furniture, excessive volumes of MSW, recyclables, white goods, and the like in excess of nine cubic yards**, and not exceeding weight limits set in Section 63-6 (a)** may be collected at the sole discretion of the authorized agent. Upon receipt of a written request for a special collection, a written estimate will be provided.

(3) *Condominium association fees for bulk or multi items for special collection*. Fees will be assessed according to the special collection fee schedule in subsection (b) above.

~~(4) *Rental containers for associations and organizations* . Up to 30 cubic yard container rental for use by associations/organizations, as requested, to support community cleanup events: (per rental period, maximum of three days to allow for weekends) ..... $300.00~~

(Ord. No. 16-O-05, § 1, 2-23-2016)

Sec. 63-9. - Violations; fees and penalties.

***

(c) *Violation fee* . The authorized agent on behalf of the town shall charge the person(s) responsible for a violation a fee as listed below.

(1) The authorized agent on behalf of the town shall charge the person(s) responsible for a violation a fee ..... $~~35.00~~ **120.00** (each occurrence).

(2) In addition to the violation fee, a fee shall be charged for the removal and disposal of the violation as follows:

Bulk items, furniture, excessive volume of MSW, recyclables, white goods, and the like~~\$35.00~~ **$60.00** per each three cubic yards or portion thereof.

***

(Ord. No. 16-O-05, § 1, 2-23-2016)

2. This ordinance shall be effective on and after July 1, 2019.

TOWN OF Herndon VIRGINIA

STAFF REPORT

Town Council
March 19, 2019

Title: SPECIAL EXCEPTION – SE #19-03, 281 Sunset Park Drive

Staff Contact: David Stromberg, AICP, Zoning Administrator
david.stromberg@herndon-va.gov (703)787-7380

Elizabeth M. Gilleran, AICP, Director of Community Development
lisa.gilleran@herndon-va.gov (703) 787-7380

Summary Information:

Applicant Request	This application is for a special exception to permit a fitness facility within the Sunset Business Park. The site is zoned PD-B, Planned Development – Business. As with all planned development zoning districts, this site is governed by proffers. One of the proffers requires that any exercise or recreation facility be approved for a special exception prior to being permitted to operate.
Address	281 Sunset Park Drive
Fairfax County Tax Map #	0164 21 0281
Owner	Skyvish Square, LLC
Applicants	Yogender Rakasi & Kavitha Maddi
Zoning	PD-B: Planned Development Business
Adjacent Zoning	North: PD-B, Sunset Business Park South: PD-B, Sunset Business Park East: Fairfax County Parkway West: O&LI, Hyatt House Hotel
Land Use Designation	Regional Corridor Mixed Use
Adjacent Land Use Designation	North: Regional Corridor Mixed Use South: Regional Corridor Mixed Use East: Fairfax County Parkway (outside town boundary) West: Regional Corridor Mixed Use
Total Tenant Area	1,400 Square Feet
Existing Use	Restaurant

Background & Site Description:

Sunset Business Park is subject to the proffered rezoning of ZMA #82-102, approved by the Town Council on April 27, 1982, and a Proffered Condition Amendment approved by the Town Council on September 9, 1989. These proffers listed wholesale, warehousing, and limited retail uses by right. Exercise, gymnastics, and recreational sports like racquetball facilities are listed as permitted with a special exception (formerly called Conditional Use Permits).

Sunset Business Park consists of three multi-tenant flex space buildings, a two-tenant space building located at 141 Spring Street, a small, one-tenant space building at 311 Sunset Park Drive, and a vacant parcel at 149 Spring Street. The proposed use is located in one of the front tenant condominium units in building 3A. Building 3A is at the rear of the site in between the Hyatt House and undeveloped land.

Parking has historically been a concern in this park and remains a concern for current businesses, clients, and the town. Based on previous parking counts, Sunset Business Park contains 276 standard parking spaces and 11 compact car parking spaces.

The previous business operating out of this space was Saigon Pho, which was a restaurant. The zoning ordinance requirement for restaurant seating is one space per every four chairs plus one space per each two employees on peak shift. The Certificate of Occupancy issued in 2006 for Saigon Pho limited the maximum occupancy to 20 people. Based on the number of employees, the minimum parking requirements per the zoning ordinance for the restaurant would have been five or six parking spaces.

Staff Analysis:

<u>Proposed Impact</u>
Staff is recommending a condition on maximum number of clients at any one time to ensure that the use of this space as a fitness facility does not create a burden on parking that is any greater than the by-right use of a restaurant. Although the zoning ordinance requirement for this use is one parking space per every two clients, the business model as described by the applicant states that this facility is focused on individualized training. Sometimes the individualized training is performed by a staff member who is present, sometimes it is performed digitally. Therefore, staff is recommending a condition that the maximum number of clients between the hours of 8 a.m. and 6 p.m. on weekdays be limited to six. This is equal to the number of spaces that were required for the by-right restaurant use.

The business model for this facility is that it is available to clients 24 hours a day, 7 days a week. Clients have individual key fob access to the facility and it is not necessary for facility employees to be there when clients are present. Staff is not proposing any conditions to limit the hours of operation when the business can be open as the flexibility provided in 24/7 availability is likely to reduce the chances of people using the facility during peak parking demand times.

Planning Commission Recommendation:

This case was heard by the Planning Commission at the February 11 work session and February 25 public hearing. The Commission had some questions at the work session regarding condition D, which requires the owner to provide a record of attendance to enforcement staff upon reasonable notice. Staff explained that the purpose of the condition is to verify compliance with the occupant limits during the hours of 8 a.m. and 6 p.m. and that no personally identifiable information is to be provided. The applicant provided staff and the Commission with a sample spreadsheet they use to track fob access to their former facility in Reston (attachment 5).

The Planning Commission recommended approval of SE #19-03 with all staff proposed conditions.

Town Council Alternatives:

The following alternatives are available to the Town Council for its decision on Special Exception SE #19-03.

1. Approval
2. Approval with conditions in resolution (attachment 1)
3. Denial
4. Refer back to Planning Commission for further discussion

Staff Recommendation:

Staff recommends the Council approve SE #19-03 with the proposed conditions in accordance with **alternative 2**.

The zoning ordinance lists uses permitted in a zoning district as by-right, by special exception, or not permitted. Special exceptions differ from by-right uses in that they have the potential to have a greater impact on neighboring properties and therefore are subject

to more thorough review as specified in Section 78-155.3(e). Staff believes this proposal meets the conditions for approval of a special exception and recommends approval with the attached conditions.

Attachments:

1. Resolution
2. Location Map
3. Applicant's Narrative Statement
4. Proposed Floor Plan
5. Koko FitClub Member Access Spreadsheet
6. Zoning Ordinance Section 78-155.3(e)

Elizabeth M. Gilleran, AICP
Director of Community Development

David Stromberg, AICP
Zoning Administrator

TOWN OF HERNDON, VIRGINIA

DRAFT RESOLUTION

MARCH 26, 2019

Resolution- **to consider Special Exception SE #19-03, to allow a fitness facility in an existing commercial space in a PD-B, Planned Development – Business, zoning district.**

WHEREAS, the applicants, Kavitha Maddi and Yogender Rakasi, have submitted a request for a special exception to permit a fitness facility in an existing commercial space located at 281 Sunset Park Drive and identified as Fairfax County Tax Map # 0164 21 0281; and

WHEREAS, fitness facilities are permitted in this zoning district subject to the approval of a special exception; and

WHEREAS, the Planning Commission has reviewed this application and has held a public hearing in accordance with the provisions of §15.2-2204 of the State Code; and

WHEREAS, following the public hearing, the Planning Commission recommended that the application be approved with conditions based upon the finding that the proposed use meets the purpose and intent of the Zoning Ordinance, in particular Section 78-155.3; and

WHEREAS, the Town Council has conducted a public hearing and has reviewed the Planning Commission recommendations.

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Herndon, Virginia, hereby:

Approves Special Exception Application SE #19-03, in accordance with the conditions set forth below to achieve compliance with the standards found in Section 78-155.3;

a. **Substantial conformity.** The site shall be operated in substantial conformance with the special exception application submitted January 25, 2019, except where modified by these conditions.

b. **Permitted use.** The use shall be limited to a fitness facility.

c. **Number of clients.** The total number of clients at the facility shall not exceed 6 during the hours of 8 a.m. through 6 p.m., Monday through

Friday. The total number of clients shall not be limited outside of those hours provided the total number of occupants does not exceed that listed on the Certificate of Occupancy as determined by the Building Official.

d. **Record of attendance**. The property owner or operator shall, upon reasonable notice by the town, provide a record of attendance or access to the property in order for enforcement staff to determine compliance with condition C above. Any record provided shall not include any personally identifiable information of clients.

e. **Inspection.** The property owner shall, during hours of operation, make provisions to allow enforcement staff to inspect the property upon reasonable notice by the town.

f. **Expiration**. This Special Exception shall not run with the land and shall expire under the following condition(s):

i. A discontinuation of the use for which the special exception was granted for a continuous twelve-month period;

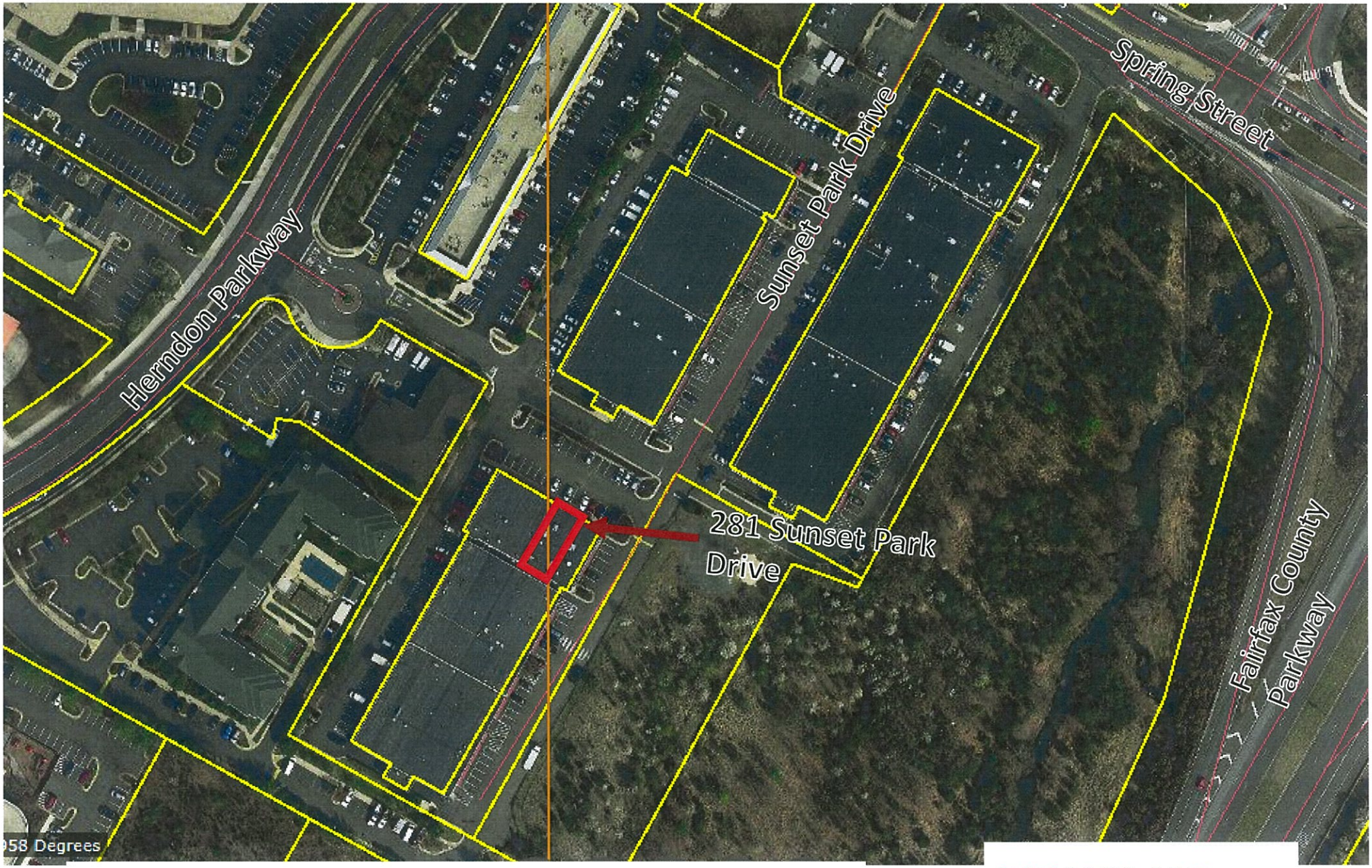
ii. Failure to commence operation of the use within twelve months of approval of the special exception;

iii. A change in substantial ownership of possession of the subject land.

g. **Revocation.** Any violation of the aforementioned conditions or other sections of the Herndon Town Code shall be grounds for revoking the special exception pursuant to the manner described in Section 78-155.3(h) of the zoning ordinance.

This resolution by its terms shall be effective on and after the date of its adoption.

Attachment 2



SITE LOCATION – AERIAL PHOTO

Case: SE #19-03 – 281 Sunset Park Road

N

TOWN OF Herndon

Photo prepared by Town of Herndon
Department of Community Development
Image source: Farifax County GIS

Town of Herndon
Department of Community Development 777
Lynn Street Herndon,
Virginia 20172-4602

To whom it may concern,

I, Yogender Reddy Rakasi, residing at 2445 Arctic Fox Way, Reston, VA, 20191, do hereby consent to allow to have Special exception for moving my business Koko FitClub Herndon to my facility at 281 Sunset Park Drive, Herndon, VA, 20170. If you have any questions concerning this matter, please contact me using the information provided below.

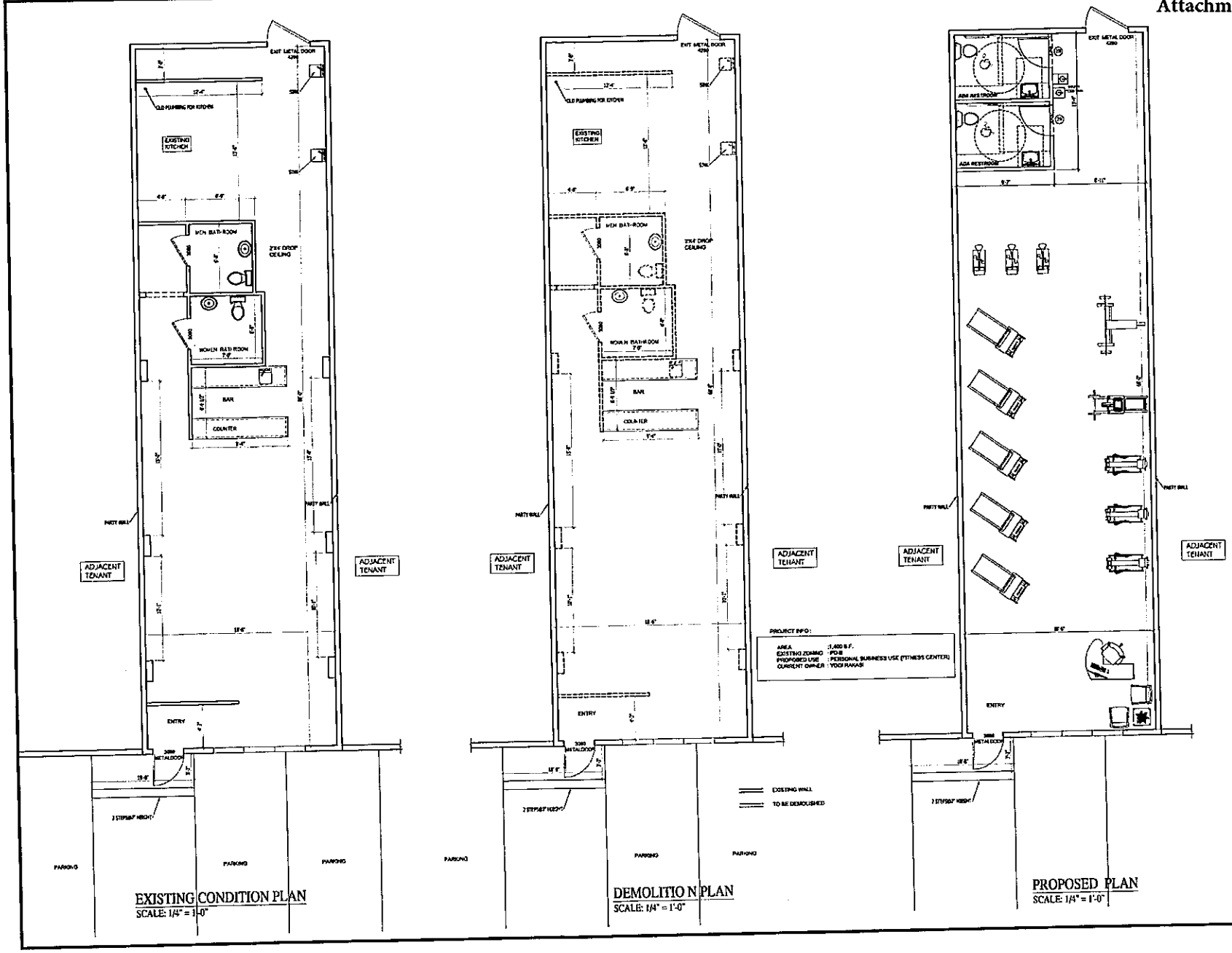
Koko FitClub is Digital Gym that helps members to get individual personal training with individualized fitness solutions. Whether members are new to fitness, or are just starting over, our tech-driven systems are designed to individualize the experience especially for members. Each time efficient Koko workout lasts 15-45 minutes, just 2-3 times a week and with security the club can be accessed 24/7.

Koko Offers Individualized Coaching, 30 Minute Strength Conditioning, 15-Minute HIIT Cardio training, Personalized Nutrition to Koko members.

Yogender Reddy Rakasi
Phone: 703-349-5179
Mobile: 571-246-3789
Email: yogi.rakasi@gmail.com

Sincerely,
Yogender Reddy Rakasi.

Attachment #4



EXISTING CONDITION PLAN
SCALE: 1/4" = 1'-0"

DEMOLITION PLAN
SCALE: 1/4" = 1'-0"

PROPOSED PLAN
SCALE: 1/4" = 1'-0"

GeoEnv Engineers
10875 Main Street, Fairfax, Virginia 22030
Tel.(703)591-7170

REV. DATE	DESCRIPTION	BY

PROFESSIONAL SEAL: COMMONWEALTH OF VIRGINIA REGISTERED PROFESSIONAL ENGINEER

PROPOSED FITNESS CENTER

261 SUNSET PARK CIRCLE
HERNDON, VIRGINIA 20170

TAX MAP #	16-4-9210-261
DATE:	11/12/2010
PREPARED BY:	J.K.
CHECKED BY:	J.C.
PROJECT #:	2010 - 4133
SCALE:	1/4" = 1'-0"
SHEET NO.	A-1.0

Koko FitClub Herndon
Member access details
(1/1/2019 Thru 1/17/2019)

1	Time																				
	AM EST							AM EST Total	PM EST											PM EST Total	Grand Total
Date	10	11	5	6	7	8	9		1	10	12	2	3	4	5	6	7	8	9		
1/1/19	3	1				2		6	1		3		4	1	1	1		1		12	18
1/10/19		1	1		2	2	1	7	2	1		6	4	1	2	2	1	1	1	21	28
1/11/19	3	1	1	3	2	1	3	14	1			2	4	1	5		1		1	15	29
1/12/19	3	2			2	3	4	14			3	2	2	1		1	1			10	24
1/13/19											1									1	1
1/14/19		1		1			1	3	4		1		5	4	5				1	20	23
1/15/19	1		1		1	2		5	1		1	3	1	6	3	1	3	1	2	22	27
1/16/19	1	1		3			3	8	2				2	4	1	1	2		1	13	21
1/17/19		1	1	1	3	1	1	8			3	4		2	4	1	2		2	18	26
1/2/19	1	1		1	2	1	1	7	1		2	2	5	4	5	3	7	1	2	32	39
1/3/19	2	1		2			1	6	3		4	1	1	2		2	1	1		15	21
1/4/19	2	2				3	2	9	2		1	1	4	2	1	2			1	14	23
1/5/19	1	5		1	1		4	12	3		1	4	1	1	1	2	1		1	15	27
1/6/19	7	1			2	1	1	12	1		4	1	1	1					1	9	21
1/7/19	4			1		1	2	8	5			2	2	2	2	6	3	2	1	25	33
1/8/19	2			1	1	3	1	8	5		1	2	2	2	5	1	1	3	2	24	32
1/9/19	3	2	1	1	1		1	9	4		3	1	1	4	3	2	2		1	21	30
Grand Total	33	20	5	15	17	20	26	136	35	1	28	31	39	38	38	25	25	10	17	287	423

Sec. 78-155.3. - Special exception.

(e) *Review standards for special exceptions* .

(1) *General standards for all special exceptions uses* . A special exception may be approved upon a determination by the planning commission and town council, respectively, as to whether, and the extent to which, the proposed use(s) meet the following standards:

a. Is consistent with the comprehensive plan.

b. Is free of conflict with any provision of this chapter and related town regulations or any other applicable local, state, or federal laws and regulations.

c. Does not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use.

d. Consistent with the purpose and intent of the zoning district in which it is located, or will improve compatibility among uses and will ensure efficient development within the town.

e. Minimizes adverse visual impact of the proposed use on adjacent lands.

f. Contributes to a logical and orderly development pattern consistent with accepted or emerging planning practices.

g. Minimizes adverse impact on surrounding lands regarding service delivery, parking and loading, odors, noise, glare, and vibration, and should not create a nuisance.

h. Avoids significant adverse impacts on the property values of surrounding lands or substantially and permanently injures the use of neighboring property for those uses that are permitted in the zoning district.

i. Does not significantly and adversely impact the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

j. Results in development that is adequately served by transportation facilities, including whether or not a substantial deterioration of the level of service on the town's transportation network would occur and whether or not the proposed use is designed to ensure safe ingress and egress onto the site and safe road conditions on and around the site.

k. Results in development that is adequately served by public facilities (roads, potable water and sewage, schools, parks, police, and fire and emergency medical facilities).

l. If infill and redevelopment is consistent with the redevelopment criteria and other applicable guidelines as stated in the Herndon 2030 Comprehensive Plan (adopted August 12, 2008), as amended.

m. If located in the floodplain overlay district, meets floodplain overlay standards.

f. Additional common recreation space (developed) above that required by section 78-113.3, privately provided recreation areas, is provided in proportion to the requested increase in dwelling unit density.

Herndon
PARKS & RECREATION

STAFF REPORT

Town Council
Date: March 19, 2019

Title: Resolution, to amend the Parks and Recreation Fees - Special Facilities Use and Facility Rental Fees

Staff Contact:

Cindy S. Roeder
Director, Parks and Recreation Department
703-435-6800 x2123
cindy.roeder@herndon-va.gov

Background:

The Parks and Recreation Department provides for community-use facilities at the Herndon Community Center. In April of 2006, the full fee schedule for Parks and Recreation facilities was adopted to include a pricing structure for community center admission fees and passes based on the Fairfax County Park Authority (FCPA) rates. During the Department's review of current services and operational costs, staff is proposing that structure be revised to eliminate the connection to FCPA due to the significant increase in their proposed non-resident rates which would be detrimental to a large percentage of Herndon Community Center users.

For FY20 staff recommends the following additions and revisions to its fee schedule for community use facilities:

1. Eliminate the tie to the Fairfax County Park Authority fee structure and base all fees on a daily Resident/Non-resident fee effective September 1, 2019. The new fee represents a .50 cent increase per visit.
2. Continue the Department's authority to establish daily admission rate options to address non-peak use times, special uses such as open gym, and/or respond to inclement weather days or changes in normal Fairfax County Public School scheduling.
3. Continue the group admission discount.

Community Center Admission
Admission to the community center includes use of the Community Center pool, gym, and fitness room, KidCare, for children whose parents are participating in an activity in the center, and participation in basic land group fitness classes with no additional fee. Town resident rate requires identification and proof of town residency with every transaction.

	Proposed Pricing				Current Pricing	
Proposed Daily Rate	TOH	Basis	Non-Resident	Basis	**Current** TOH	Non-Resident
Adult	**$7.00**		**$8.00**	15% above resident rate	$ 6.50	$ 7.50
Youth, Senior, Student	**$5.75**	discount 20%	**$6.50**	discount 20%	$ 5.25	$ 6.25
Family	**$19.75**	2Adult, 1Youth	**$22.50**	2Adult, 1Youth	$ 18.00	$ 22.50
10 - Visit Pass	TOH	discount 10%/visit	NR	discount 10%/visit		
Adult	**$63**		**$72**		$ 58.00	$ 69.00
Senior, Youth, Student	**$52**		**$59**		$ 46.00	$ 52.00
25 - Visit Pass	TOH	discount 20%/visit	NR	discount 20%/visit		
Adult	**$140**		**$160**		$ 130.00	$ 160.00
Senior	**$115**		**$130**		$ 98.50	$ 140.50
Youth & Student	**$115**		**$130**		$ 96.25	$ 103.25
30-Day Pass						
Adult	**$56**	8 monthly visits	**$72**	9 monthly visits	$ 52.50	$ 70.25
Senior	**$46**	8 monthly visits	**$59**	9 monthly visits	$ 36.75	$ 62.00
Youth & Student	**$46**	8 monthly visits	**$59**	9 monthly visits	$ 47.25	$ 50.00
Adult 2-Person	**$84**	50% off 2nd pass	**$108**	50% off 2nd pass	$ 82.00	$ 109.25
Senior 2-Person	**$69**	50% off 2nd pass	**$88**	50% off 2nd pass	$ 57.50	$ 96.25
Adult/Senior 2-Person	**$74**	50% off adult pass	**$95**	50% off adult pass	$ 70.00	$ 100.00
Dependent Youth	**$14**	70% off youth	**$18**	70% off youth	$ 13.50	$ 18.00
6-Month Pass						
Adult	**$294**	7 monthly visits	**$384**	8 monthly visits	$ 261.75	$ 349.00
Senior, Youth & Student	**$242**	7 monthly visits	**$312**	8 monthly visits	$ 215.00	$ 307.00
Adult 2-Person	**$441**	50% off 2nd pass	**$576**	50% off 2nd pass	$ 411.00	$ 548.00
Senior 2-Person	**$362**	50% off 2nd pass	**$468**	50% off 2nd pass	$ 338.00	$ 481.50
Adult/Senior 2-Person	**$389**	50% off adult pass	**$504**	50% off adult pass	$ 350.25	$ 500.50
Dependent Youth	**$72**	70% off youth	**$94**	70% off youth	$ 65.00	$ 86.50
Annual Pass						
Adult	**$504**	6 monthly visits	**$672**	7 monthly visits	$ 470.25	$ 627.00
Youth, Senior, Student	**$414**	6 monthly visits	**$546**	7 monthly visits	$ 329.25	$ 551.75
Adult 2-Person	**$756**	50% off 2nd pass	**$1,008**	50% off 2nd pass	$ 739.00	$ 985.25
Senior 2-Person	**$621**	50% off 2nd pass	**$819**	50% off 2nd pass	$ 517.25	$ 866.75
Adult/Senior 2-Person	**$666**	50% off adult pass	**$882**	50% off adult pass	$ 630.00	$ 900.00
Dependent Youth	**$124**	70% off youth	**$164**	70% off youth	$ 116.75	$ 155.75

- Youth is defined as age 2-17 years.
- Dependent youth fees require a paid adult or senior adult pass.
- A senior adult is defined as age 65 or over.
- For all 25 admission, monthly, six month and annual passes, the amount shall be rounded to the nearest dollar increment. Daily admission fees shall be rounded to the next twenty-five cent increment.
- Daily admission discounts or special use passes may be offered on a limited term basis to encourage attendance during non-peak times, for special uses such as weekday, mid-day gym use, and respond to changes in operating schedule during inclement weather or Fairfax County public school holidays.

Facility Group Rate

Groups of 12-50 with advance reservation and single payment receive 25% off daily admission rate.

Groups of 51 or more with advance reservation and a single payment receive 10% off the daily admission rate.

Room Rental Fees

Facility	*Current Hourly Rate*	*Proposed Hourly Rate*
½ gym[1]	$115	$130
Full Gym[1]	$225	$250
Community Room 1[1]	$125	$150
Arts & Crafts Room[2]	$40	$60

[1]Four hour minimum, additional time at $80/145/125 per hour; 1.5 hours included for set up and clean up
[2]Two hour minimum, additional time at $25/hour

Fiscal Impact

The community center admission fees were last amended in 2011. The increase in fees will enable the Department to help offset on-going operating and personnel costs. The above proposals are compatible with similar facilities in the region. If approved, fees shall take effect beginning September 1, 2019.

Staff Recommendation:

Approve fees as proposed for implementation effective September 1, 2019.

Staff:

Cindy S. Roeder, Director of Parks and Recreation

TOWN OF HERNDON, VIRGINIA

RESOLUTION

MARCH 26, 2019

Resolution- to amend the Special Facilities Use and Facility Rental Fees at the Department of Parks and Recreation.

WHEREAS, the Town's Department of Parks and Recreation operates the Herndon Community Center and other town parks and facilities; and

WHEREAS, the department is expected to recover 75 percent of its operating costs through fees and charges for services; and

WHEREAS, the department recommends adoption of the amendments stated below to the *Special Facilities Use and Facility Rental Fees.*

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Herndon, Virginia, hereby approves *the Special Facilities Use and Facility Rental Fees* and directs the Department of Parks and Recreation to implement the amended fee schedule effective September 1, 2019.

Daily Rate	TOH	Basis	Non-Resident	Basis
Adult	**$7.00**		**$8.00**	15% above resident rate
Youth, Senior, Student	**$5.75**	discount 20%	**$6.50**	discount 20%
Family	**$19.75**	2Adult, 1Youth	**$22.50**	2Adult, 1Youth
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Community Room 1[1]	$125	$150
Arts & Crafts Room[2]	$40	$60

[1]Four hour minimum, additional time at $80/145/125 per hour; 1.5 hours included for set up and clean up
[2]Two hour minimum, additional time at $25/hour

###

Herndon
O PARKS & RECREATION

STAFF REPORT

Town Council
March 19, 2019

Title:
Resolution - to authorize the submission of a Creative Communities Partnership Grant Application/Virginia Commission for the Arts

Staff Contact:
Cindy S. Roeder, Director of Parks & Recreation
703-435-6800 ext. 2123
cindy.roeder@herndon-va.gov

Proposal/Description:

The Virginia Commission for the Arts matches local government contributions up to $4,500 for grants to independent arts organizations for arts activities in the locality through redistribution to nonprofit arts organizations. To obtain grant requests, press releases announcing the program were sent to local media outlets, and nonprofit arts organizations located in the Town were notified. Applications were received from Arts Herndon and NextStop Theatre.

A citizen committee consisting of Leigh Gardner, Monti Lacombe and Jay Hadlock, reviewed the applications, their adherence to the guidelines, and based on their perception of the proposal's impact within the community, recommend that the full amount of $4,500 be considered for award to Arts Herndon.

Issue:
Approval requested from the Town Council to submit an application to the Virginia Commission for the Arts for a **Creative Communities Partnership Grant** (formerly the Local Government Challenge Grant) in the amount of $4,500.

Fiscal Impact:

The Challenge grant matches an equal expenditure of funds for arts activities given by the Town to any arts organizations. This is accomplished through the Town Council's approved FY20 budget allocation for arts programming. A local government that has not approved its budget by the grant deadline may apply conditionally and confirm the application as soon as the budget has been approved. The Town then receives the Creative Communities Partnership grant and redirects the funds to the arts organizations.

Staff Comments:

This year's grant process was consistent with previous years. Careful thought and consideration was given by the committee to both requests.

Recommendation:

Approve submittal of the 2019 Virginia Commission for the Arts Creative Communities Partnership grant application.

Staff:

Cindy S. Roeder, Director of Parks & Recreation

Herndon
PARKS & RECREATION

STAFF REPORT

Town Council
March 19, 2019

Title:
Resolution - to authorize the submission of a Creative Communities Partnership Grant Application/Virginia Commission for the Arts

Staff Contact:
Cindy S. Roeder, Director of Parks & Recreation
703-435-6800 ext. 2123
cindy.roeder@herndon-va.gov

Proposal/Description:

The Virginia Commission for the Arts matches local government contributions up to $4,500 for grants to independent arts organizations for arts activities in the locality through redistribution to nonprofit arts organizations. To obtain grant requests, press releases announcing the program were sent to local media outlets, and nonprofit arts organizations located in the Town were notified. Applications were received from Arts Herndon and NextStop Theatre.

A citizen committee consisting of Leigh Gardner, Monti Lacombe and Jay Hadlock, reviewed the applications, their adherence to the guidelines, and based on their perception of the proposal's impact within the community, recommend that the full amount of $4,500 be considered for award to Arts Herndon.

Issue:
Approval requested from the Town Council to submit an application to the Virginia Commission for the Arts for a **Creative Communities Partnership Grant** (formerly the Local Government Challenge Grant) in the amount of $4,500.

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Staff Comments:

This year's grant process was consistent with previous years. Careful thought and consideration was given by the committee to both requests.

Recommendation:

Approve submittal of the 2019 Virginia Commission for the Arts Creative Communities Partnership grant application.

Staff:

Cindy S. Roeder, Director of Parks & Recreation

TOWN OF HERNDON, VIRGINIA

RESOLUTION

MARCH 26, 2019

Resolution- to authorize the submission of a Creative Communities Partnership Grant Application/Virginia Commission for the Arts.

WHEREAS, the Virginia Commission for the Arts provides grant monies to Virginia localities under the Creative Communities Partnership Grant (formerly the Local Challenge Grant) for redistribution to nonprofit organizations for arts activities; and

WHEREAS, the Town of Herndon has solicited grant applications from organizations and recommends that a $4,500 grant be submitted for the proposal submitted by Arts Herndon.

WHEREAS, the funding for this program requires that the Town appropriate an equal amount of funds for arts activities in the community and recommends funding be included in the proposed FY 2020 budget.

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Herndon, Virginia, that the Town Manager is hereby authorized to submit a Creative Communities Partnership Grant application to the Virginia Commission for the Arts.