TOWN OF HERNDON, VIRGINIA
WORK SESSION AGENDA
HERNDON POLICE DEPARTMENT – COMMUNITY ROOM
397 HERNDON PARKWAY
December 6, 2022
7:00 PM

CALL TO ORDER

1. Roll Call & Determination of Quorum

PUBLIC HEARINGS

2. Ordinance, to consider Development Plan DP#21-01, 555 Herndon Parkway, a development plan in the Planned Development-Transit Oriented Core zoning district with proffered conditions to allow redevelopment of the site with office, retail, and multi-family residential uses

GENERAL

3. Resolution, to authorize two applications to the Regional Jurisdiction and Agency Coordinating Committee (RJACC) of the Northern Virginia Transportation Authority (NVTA) for FY2029 Regional Surface Transportation Program (RSTP) and Congestion Mitigation - Air Quality (CMAQ) transportation funding

4. Resolution, to approve a Memorandum of Agreement between the Town and George Mason University for the creation, funding and operation of the Mason Enterprise Center – Herndon

5. Resolution, to initiate consideration of a Zoning Ordinance Text Amendment ZOTA #22-01 to amend Chapter 78 (ZONING), Article XIV (Signs), Section 78-141.4 (Sign Standards for Commercial Districts), to increase the maximum number of freestanding signs permitted with a drive-through use

6. Resolution, to award a contract for Concession Food Services, Herndon Centennial Golf Course, RFP #23-02

ROUNDTABLE

STAFF REPORT

Town Council
Date: December 6, 2022

Title: HTOC Development Plan - DP #21-01, 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 two-phase development with one tower building and one mid-rise building collectively comprised of residential, office, and retail uses. The layout creates an urban block with private streets on the three exterior sides, plus an internal loop and plaza area.
Address	555 Herndon Parkway
Owner	555 Herndon 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

Staff Recommendation	Staff is withholding a recommendation at this time pending resolution regarding the language in GDP reserving the right to develop at a 4.3 FAR as explained in comment #3 in the staff analysis of this report.
Planning Commission Recommendation	Planning Commission recommended approval with considerations in accordance with the resolution dated November 14, 2022. (Attachment #1)

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. The recently approved Parkview development is located two parcels to the west.

Location Map



Case Background

As part of the Herndon Transit-Oriented Core, the property at 555 Herndon Parkway was master planned in 2012 and included in the comprehensive rezoning to PD-TOC in 2013 to allow mixed use, transit-oriented redeveloped up to a 4.3 FAR with approval of a development plan. A development plan was previously approved for this site in March of 2019. If this application is denied, the applicant retains the right to develop under the existing GDP.

The applicant has submitted a new development plan, DP#21-01. Development Plan #21-01 constitutes a new development plan for the site, which, if approved, would supersede the original. According to the property owner, the new development plan better responds to market conditions

today and that circumstance serves as the primary impetus for the revision. This case, DP#21-01, was first submitted in December of 2021.

HTOC Development Plans are 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.

The purpose and intent of the PD-TOC zoning district, as stated in the zoning ordinance 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 PT-TOC provided that the development achieves TOD specific objectives.

The iteration of the Development Plan proposed to the Town Council is the 5th submission provided to the Town. The applicant has been working closely with staff on the previous reviews as refinement of the project continued.

The building design of the project was reviewed at an Architectural Review Board (ARB) work session. A report on the ARB findings of those reviews is provided as Attachment #10 to this report.

The review of development plans largely follows the process of zoning map amendments. The Town Council review is the final step in an iterative process that includes multiple technical and professional inter-agency staff reviews, informal ARB review, and Planning Commission advisory review. The Town Council deliberates on the final legislative decision following Planning Commission review and recommendation. If the development plan is approved, no additional legislative land use action is required for development as proposed 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.

Case Proposal

Land Use Program

The overall land use program for the redevelopment proposed under this new development is similar to the program already approved with some changes. See table below.

	Previous Plan	Revised Plan
Max. Residential GFA	475,000SF	488,182SF
Max. Office GFA	325,000SF	200,000SF
Max. Retail GFA	12,000SF	10,000SF
Max. Density	Up to 4.3 FAR	Up to 3.69 FAR

The square footages for residential and retail change little with the new plan. The largest change is a 125,000SF reduction in office gross floor area (GFA). The proposed office still exceeds the size of the existing office, thus meeting an intent to not reduce office square footage existing today. The office component is also still proposed in a tower format, albeit with smaller floor plates than the previous office tower.

The most notable changes relate to the building arrangement and site design. The previously approved plan includes three buildings: a mid-rise level residential building, an up to 225' high residential tower, and an up to 275' high office tower. It could be built in three phases and subdivided into three parcels. It includes a below and above grade parking garage integrated into the lower levels of the podium. It also includes a loop road along the perimeter and a central courtyard road off Herndon Parkway.

For the new site layout, the residential tower has been removed, the office tower footprint has been reduced, and the podium-level residential building has been expanded. As proposed, the project would now include two buildings that could be subdivided into two properties and built in two phases. The integrated podium-level parking has been removed and replaced with an independent parking garage internal to the site. The perimeter loop road remains; however, the central courtyard drive has been shifted off Herndon Parkway to the west segment of the loop road.

Architecture, Site, & Urban Design

Building A, the residential component, is built using stick-over-podium construction. It sets the edges for the majority of the building envelope and is placed around the central courtyard and an at-grade private amenity space. Building B, the office component, is proposed as a narrow floor plate tower placed at the southeast corner of the site. The building massing is shown on Sheet 4.0 of the GDP and building sections on Sheets 17.0, 17.1, 17.2 of the GDP.

The conceptual building architecture shows two distinct designs between the two buildings with the heavy use of spandrel glass and simple forms for the office and a variety of cladding materials and forms for Building B. The architectural renderings are included on Sheets 16.0, 16.1, 16.2 of the GDP.

Parking for Building A is entirely handled within a stand-alone parking garage placed internal to the site and wrapped with active floor area. Building B is parked using three levels of below grade parking and seven levels of podium parking. The illustrative parking plan is included on Sheets 14.0 and 14.1 of the GDP.

The open space design is largely comprised of two at-grade spaces, the central courtyard, and a private amenity space. The central courtyard, with access off Herndon Parkway and the west segment of the loop road would be publicly accessible and include a lawn area, café seating, and various focal points and landscape features such as those shown on Sheets 19.1 and 21.0 of the GDP. The private amenity space is towards the rear of the site and will include amenities such as those shown on Sheet 22.0 of the GDP. The design also includes podium level roof top amenity space for both residents and office users. For the interim condition after construction of Phase 1 but before construction of Phase 2, the area where the office building would be built, a publicly accessible park is proposed. This is shown on Sheet 5.1 of the GDP.

Transportation

The plan would continue the establishment of the planned 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. The entrance to the east would have right-in only access. The entrance to the west would have full access and require a new traffic signal to control the vehicle movements at full build-out. It is likely that the signal will not be required until the office phase is developed. 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, streetlights, 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. This improvement will be made with the first phase of the development. The central courtyard will include vehicle turn-around along with garage access and is designed to accommodate pick-up and drop-offs without obstructing through movements. All streets offer access to the structured parking garage. The loading bays, screened with garage doors, front the perimeter streets.

The Traffic Impact Analysis was updated from the approved development plan and summarized in the memo provided as Attachment #7 in this report. Based on the modeling performed, this new plan would yield notably less daily trips than the approved development plan. Traffic will also be managed by encouraging alternative travel means such as walking, biking, taking transit, and car sharing through the establishment of a Transportation Demand Management (TDM) program.

Modifications

The applicant is requesting three modifications as part of this case. The first is a modification to reduce the width of the tree verge and the sidewalks for partial frontage of the east and west loop road segments. The second is a modification to reduce the total number of loading spaces. The third is a modification to reduce the minimum widths of the loading spaces. The request is provided as Attachment #5 to this report.

Proffers

A proffer statement with a number of provisions and commitments volunteered by the applicant to help offset the impacts of the development has been provided. See Attachment #4.

Staff Analysis

1. Zoning Ordinance Compliance. This plan is largely governed by Section 78-50.8 of the zoning ordinance which includes dimensional standards, principal and accessory land use allowances, open space provisions, site planning standards, and building design standards. If the development plan is approved, zoning ordinance compliance will be monitored as the project progresses through site plan, ARB, and building permitting review processes. A table analyzing compliance with each of the *Standards for Development Plan within the PD-TOC* as listed in the Zoning Ordinance has been provided as Attachment #3. Staff has found that the plan as currently proposed, with all prior revisions completed during the review process, meets these standards. The table contains explanations on compliance as assessed by staff.

2. Modifications Assessments. The town zoning staff supports the zoning modification to reduce the width of the tree verge and the sidewalks for partial frontage of the east and west loop road segments. The reduction in widths is a result of adding residential ground floor stoops and planting areas along the building foundations. This design maintains the overall streetscape width while adding street level activation with the residential unit access directly off the sidewalks. The non-compliant areas are also limited to the portions of the side streets only. The sidewalks fronting the office building and along Herndon Parkway remain wider and compliant with the streetscape standards.

   Zoning staff also supports the zoning modifications regarding the reduction in the number and sizes of the loading spaces provided in Phase 1 and Phase 2. The loss in residential loading spaces can be handled with property owner or site management operational solutions such as scheduling tenant move-ins and move-outs and setting time and day limitations. The relocation of the retail loading space can also be handled operationally with a coordinated scheduled shared with the residential. This level of detail can be further refined and addressed during the site plan review process. Staff believes the benefits of this alternative design which provides more active ground floor frontage at areas of high pedestrian use and opens up the private amenity space to more air flow and sunlight justifies a preferred design option at the expense of the reduced loading spaces. A similar modification was granted for the Parkview Development Plan with a similar solution of retaining loading capacity by sharing the bay between uses with a coordinated schedule. More information regarding the catalyst for the loading spaces modification is provided in comment #10 below.

3. Reserving the Right for a Higher Density. Sheets 4.0 and 4.1 of the GDP include a note under the development tabulations table stating that the applicant reserves the right to develop the site up to a 4.3 FAR with an amendment to the Development Plan. Staff had identified this language as problematic in an earlier review and understood an agreement was in place to remove it with the applicant. The concern is that this statement may be used to argue a limitation on future Town Council action for a Development Plan amendment. The plan proposes a maximum density of 3.69 FAR. Staff does not support an FAR higher than what the plan shows can work on the site and meet the applicable standards, criteria, and guidelines. Under the current zoning for the PD-TOC zoning district, the applicant may pursue an amendment to the Development Plan or a new Development with a density up to 4.3 FAR however those potential future reviews must also comply with the applicable standards, criteria, and guidelines and should not be affected by a possibly perceived reservation from an earlier legislative land use action. This language should be amended or removed and until a resolution is achieved, staff is withholding a recommendation for action.

4. Comprehensive Plan Adherence The application as proposed appears to adhere with the applicable principles, goals, and objectives outlined in the 2030 Comprehensive Plan. The Comprehensive Plan establishes land use principles and policies to be applied throughout the HTOC. The review of this proposal followed that guidance and was evaluated against the HTOC land use goals and objectives also included in the Comprehensive Plan.

5. Reductions in Impacts. In multiple ways, this revised plan reduces the overall development impacts approved with the previous plan. It removes a potentially 275' tall tower from Herndon Parkway and replaced it with a 6-10 floor mid-rise building. This reduces the massing and visual impact on the northside of the site across the street from the likely notable lower densities expected in the Transit-related Growth area. By reducing the office tower size, the traffic generation is also greatly reduced by approximately 1,500 daily trips which amounts to a 38% decrease in traffic generation from the site compared to the approved development plan.

6. Retention of Open Space and Urban Form. Despite the shifting of building mass away from the residential tower to a single mid-rise building type, the overall percentage of open space designed for use by pedestrians and publicly accessible remains consistent with the approved plan. There is no reduction in overall quality in design and provision of site features and amenities. The active urban environment envisioned by the HTOC plan is still achieved with the proposed design.

7. Interim Design Considerations. The design of the site in the interim between Phase 1 and 2 has been a notable area of discussion with the applicant given that this condition might exist for several years. The applicant has indicated an intent to build Phase 1 right away but has been clear that the current market for Phase 2, the office building, is not strong. Attention to the interim design was also identified as important because the connection point between phases faces south with high visibility from the Toll Road. To address concerns, the applicant has revised the conceptual design of this area in GDP, which include one-side of the garage, and two ends of the residential building and volunteered a proffer committing to screening measures. Moreover, in the interim, the applicant would build a small park where the office

building would eventually go and design it with both active and passive recreational spaces. The applicant has proffered the provision of this space and committed to making it publicly accessible. Though only an interim condition, this park area expands the ground level open space and green space that is accessible to the public from the existing approved plan.

8. Engineering Design Waivers. The design of the east site entrance, as proposed, requires two design waivers. These waivers are necessary because the design does not meet certain standards of the VDOT Road Design Manual, which the town applies to the design of new roads within town. Design waivers are granted by the Director of Public Works or designee. Though these waivers may be submitted and decided upon as part of the site plan review process, with staff's recommendation, the applicant opted to seek these waivers with the Development Plan review. To help justify the waivers and address safety concerns expressed by staff, the applicant modified the entrance from the previously approved design to limit movement to right-in only, add mountable curb, and widen the curb return. With those changes, per the currently proposed Development Plan, both waivers were granted with certain conditions. See Attachment #8.

9. Preliminary Design Review. The ARB report to the Planning Commission outlined its findings from the preliminary reviews of the proposed building designs. It has been provided as Attachment #9. Throughout staff review of the project, numerous architectural and urban design comments were raised, and several have been addressed. Most of the design review evaluation has focused on the massing and facade design of Building A and the screening of the garage in the interim condition. Staff believes that these matters can be addressed with the continued refinement of the design and when the building returns to the ARB as a formal item after site plan approval.

10. Alternative Building A Design Evaluation. During the Planning Commission review of the Development Plan, the applicant proposed an alternative design for Building A, the residential building. The alternative design shifted the location of the podium-level private amenity space westward from the garage side of the building to the street side. The original location was closed off with no sides open to the air and faced the open garage levels. It also would have very limited hours in sunlight. The alternative design allows improved air flow with one side now open to the street, and greatly increases the hours of sunlight. It also removes views of the open garage from the residential balconies around the amenity space. The alternative design also removes a loading and trash bay located along the western segment of the loop road close to the retail space and the west site entrance and replaces it with lobby and indoor amenity space for residents. This change improves a potential traffic movement issue where vehicles queueing to exit the site may block the bay, and also adds active ground floor space to a pedestrian oriented area across from the retail space and central plaza area. The design challenge here however is how the removal of a nearby loading and trash bay would impact the lease-ability and operations of the retail space. This is further discussed in staff comment #2 above regarding the modifications request.

11. Fiscal Impact. This project would significantly increase on-site gross floor area and introduce residential uses and will thus have tax implications. Based on a maximum FAR build-out, the

assessed value of the property would be expected to increase greatly. With the proposed retail and office space equal to or greater than the existing office use, dependent upon the density approved and built, the potential for BPOL taxes is neutral at worse at full build-out. In the event restaurants lease the retail spaces, additional meals taxes would be collected.

As proffered, the applicant would contribute $1.50 per square foot of residential gross floor area (GFA) and $2.50 per square foot of commercial GFA for off-site transportation improvements which would amount to approximately $1,232,000 if the project was built per 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 necessary upgrades to 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 cover the costs of both water and sewer infrastructure needs.

The applicant has proffered $1,900 per unit worth of on-site private recreational facilities and a contribution for off-site recreation facilities at a rate of $.35 per residential GFA and $.15 per office GFA is proposed, which would total approximately $200,800 if the project is developed at the maximum square footage. 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.

All monetary proffers are tied to the Consumer Price Index with 2019 as the base year. This is clarified in an escalation proffer.

12. Proffers Assessment. The proffer statement is provided as Attachment #4 to this report. It includes many of the typical proffers that the town has seen with other recent rezoning applications and several more site-specific proffers for this development. The proffers, if approved, will become intrinsic to the zoning regulations governing this property and the developer will be required to satisfy any proffered conditions. Staff has a few minor comments regarding the proffer statement mostly for clarification and correction and some of the items discussed earlier in this report may necessitate updates to the proffers. Refinement of the proffers up to final approval is a typical occurrence for rezoning applications.

Planning Commission Review

The Planning Commission reviewed the Development Plan at two work sessions and its public hearing on November 14, 2022 and recommends approval in accordance with the resolution included as Attachment #1 to this report. The resolution included four considerations as the case continued through the review process. The first relates to ensuring the proposed densities were consistent between the proffers and the GDP. This has since been resolved. The second relates to continued work with staff to revise the design of the east site entrance in a manner that would justify support for the design waivers requested. These revisions have since been made and the waivers granted. The third relates to the alternative design for Building A and a need to understand how the trash and loading would operate for the retail space. The Planning Commission supported the alternative design for reasons similar to those expressed by staff in comment #2 in the Staff Analysis of this report, and staff intends to have the operational issues

addressed in detail during the review of the site plan. The fourth expresses the Planning Commission's support for the modification to reduce sidewalk and tree verge widths in portions of the streetscapes proposed.

Town Council Alternatives

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

1. Approve the ordinance as recommended at the public hearing
2. Continue the case to the next public hearing, if additional time is necessary in its review
3. Deny the case, based on a failure to meet applicable and specific regulations, standards, guidelines, and/or policies.

Staff Recommendation

Staff is withholding a recommendation at this time pending resolution regarding the language in GDP reserving the right to develop at a 4.3 FAR as explained in comment #3 in the staff analysis of this report.

Attachments

1. Planning Commission Resolution
2. Standards Compliance Table
3. Statement of Justification
4. Proffer Statement
5. Modification Requests
6. Generalized Development Plan
7. Traffic Impact Analysis Memo
8. Design Standard Waivers
9. ARB Evaluation Memo

Staff Signatures

Bryce A. Perry
Deputy Director of Community Development

David Stromberg
Zoning Administrator

TOWN OF HERNDON, VIRGINIA

PLANNING COMMISSION

RESOLUTION

November 14, 2022

Resolution- to recommend APPROVAL of Development Plan DP#21-01, 555 Herndon Parkway, with proffered conditions.

WHEREAS, the applicant, 555 Herndon, LLC, has submitted a Development Plan, DP #21-01, on land identified as Fairfax County Tax Map Number 0164-10-0002C, to allow a mixed-use development within the PD-TOC zoning district; and

WHEREAS, the request includes a proffer statement dated November 10, 2022 and a generalized development plan dated November 10, 2022; and

WHEREAS, the request conforms to the Town of Herndon 2030 Comprehensive Plan; and

WHEREAS on November 14, 2022, the Planning Commission held a public hearing to consider DP #21-01; and

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the Town of Herndon, Virginia, that the Commission hereby recommends that the Town Council approve DP #21-01, with the following considerations:

1. The application should not be approved with a density exceeding 3.69FAR (Floor Area Ratio). That density is aligned with the design and maximum land use program proposed within the Development Plan.
2. The applicant should further coordinate with town staff to improve the design of the east site entrance to meet applicable standards and obtain any necessary waivers.
3. The applicant should further coordinate with town staff on the operation of retail trash and deliveries, under the Building A alternative design scenario, with an understanding that wheeling trash across the courtyard and deliveries occurring in the roadway are both concerns that will require resolution. The Commission recognizes that the resolution of this question may necessitate a zoning modification regarding the size and number of loading spaces.
4. The Commission supports the requested zoning modification for a reduction of streetscape width, as shown on the Development Plan, to allow for the activation of the streetscape, in line with the Comprehensive Plan and Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core.
5. The Commission supports and the applicant does not object to the removal of “hotel” as a use option in 3(e) of the proposed proffers.

This is certified to be a true and accurate copy of the resolution associated with the Development Plan, DP #21-01 adopted at a legally convened meeting of the Town of Herndon Planning Commission on November 14, 2022.

Aaron Zoellick, Assistant Town Clerk

Development Plan Standards Compliance Table

Section 78-50.8(m)(2) of the Zoning Ordinance lists specific objectives that proposed Development Plans must achieve. Those objectives and staff analysis of achievement are listed below.

	Standard	Statement on Compliance
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 HTOC was envisioned to have the highest densities closer to the Metro Station with possible lower densities moving away from the station. This project, with a 3.69 FAR, has a relatively high density however remains below the maximum 4.3 FAR density allowed for approved Development Plans in the HTOC. This is appropriate given that the property is not immediately adjacent to the station. The proposal includes the envisioned land use mix of retail, office, and residential uses and the site is designed as an urban block with multi-modal connections and publicly accessible open spaces.
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.	This project is thoughtfully focused on walkability and the experience at the ground level. It is framed by active transportation improvements on all sides. It proposes to build the Herndon Parkway streetscape to include the cycle track along its northern boundary. It also proposes to build a private loop road along its southern, eastern, and western boundaries with urban streetscapes and bicycle markings that would convert to a half section of a wider road with on-street parking when the adjacent properties are redeveloped. These roads would establish the planned private street network within the HTOC that will allow multi-modal movements between parcels. The southern portion of the loop road with wide sidewalks and bicycle sharrows would serve as a segment of the Sugarland Run Stream Valley Trail. In addition, the plan includes central courtyard, plaza, and lawn area on the ground level that opens up to Herndon Parkway. This area would be accessible to the public and would consist of undefined Herndon identity focal points, seating areas, landscaping, two lawn areas, and would abut the retail space. For the interim between phases, an additional ground level park area at the southeast corner of the site would be partially accessible to the public and include active and passive recreation spaces. Both areas are connected by the streetscapes that are designed to mostly meet all the applicable standards and include wide sidewalks with decorative

		pavers, street trees, decorative street lighting, and site furnishings. The quality of design of these areas have been preliminarily reviewed for adherence to the applicable design guidelines of urban design by staff and the ARB with generally positive feedback. A more in-depth evaluation would occur with the site plan review and formal ARB review.
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 offered proffered contributions for off-site recreation, public schools, and fire and rescue. The off-site recreation contribution would total approximately $200,800 if the project is developed at the maximum square footage. The rates used to calculate these numbers are the same that were approved for the Parkview Development Plan at 593 Herndon Parkway and the same approved with original Development Plan for 555 Herndon Parkway and are the rates that were recommended by staff based on staff analysis of the specific impacts to town recreational facilities. To further assist with offsetting recreational facility impacts, applicant has proffered to provide a minimum of $1,900 per residential unit of on-site private recreational facilities for residents. This proffer establishes a process for staff to verify that facility value per unit is achieved. The school contribution would be provided directly to Fairfax County Public Schools, as standard practice, at a rate compliant with the adopted contribution formula. The maximum total that may be contributed remains uncertain at this time given the range of residential units that may be built with this project. The proffer specifically states that the contribution is to be used for capital improvements for schools that serve Herndon. County staff has indicated to Town staff a process is in place to ensure that those funds are used in that manner. The fire and rescue contribution of $10,000 specifically states it intended use for pre-emptive devices within a two-mile radius of the site.

		An escalation proffer has been added to establish the manner in which the various contributions would be escalated over time.
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 has offered proffered contributions for off-site transportation improvements and sanitary sewer infrastructure. The contribution offered for off-site transportation improvements would total approximately $1,232,000 if the project is developed at the maximum square footage. The rates used to arrive at this contribution total were recommended by staff and based on an analysis of the total cost of the transportation improvement identified in the HTOC plan. There is a $120,000 contribution for the installation of a new sanitary sewer line along the property frontage. This would cover the cost of the new pipe that the town is scheduled to upgrade along with the other capacity upgrades to the system. Tap fees for the new developments are expected to cover the costs for the water capacity and infrastructure upgrades. An escalation proffer has been added to establish the manner in which the various contributions would be escalated over time.
5	Create and provide exemplary pedestrian, bicycle, passenger vehicle and service vehicle access.	This project is thoughtfully focused on walkability and the experience at the ground level. It is framed by active transportation improvements on all sides. It proposes to build the Herndon Parkway streetscape to include the cycle track along its northern boundary. It also proposes to build a private loop road along its southern, eastern, and western boundaries with urban streetscapes and bicycle markings that would convert to a half section of a wider road with on-street parking when the adjacent properties are redeveloped. These roads would establish the planned private street network within the HTOC that will allow multi-modal movements between parcels. The southern portion of the loop road with wide sidewalks and bicycle sharrows would serve as a segment of the Sugarland Run Stream Valley Trail. The project also includes bicycle storage for the residents and office users, bicycle racks within the

		ground-level open spaces, electric vehicle charging stations, a micro-mobility vehicle station, areas for drone and droid delivery services, and would establish a Transportation Demand Management Plan. All the transportation facilities provided are designed as complete streets with access by various modes of transit. Streetscape standards and guidelines are mostly met and exceeded in some areas. ADA compliance will be required throughout. Most importantly, there is a commitment to provide public access along all the streetscape and ground level open spaces.
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 space.	The applicant has proffered the creation and implementation of a Transportation Demand Management (TDM) Program for the site with single occupancy vehicle reduction objectives of 35% for residential and 25% for office. The proffer also includes specific commitment to achieving the objectives and trigger for when the TDM work plan, would be reviewed and approved by the Town. The reduction objectives match those approved with the Parkview Development Plan at 593 Herndon Parkway and the Development Plan previously approved for 555 Herndon Parkway and are greater than those conditioned with the Fairbrook special exception. The rates used were recommended by staff and consistent with regional rates used within transit-oriented development areas near transit stations.
7	Apply the adopted Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core.	The applicant attended ARB work sessions and presented the conceptual building and open space designs at these sessions. The ARB was tasked with preliminarily evaluating the design using the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core as a basis of review. The applicant revised the design based on ARB comments expressed and the ARB has provided a memo to the Planning Commission reporting on its findings in that evaluation. There were a few items the ARB identified as needing further attention when the project returns with a formal ARB application though the ARB expressed agreement that the project as conceptually designed is generally compliant with the broader concepts from the design guidelines. The project will be evaluated using these guidelines again at site plan review by staff and the ARB will conduct a more

		thorough analysis of the design based on the guidelines when it reviews the formal application.

STATEMENT OF JUSTIFICATION
555 HERNDON PARKWAY
H-TOC DEVELOPMENT PLAN AMENDMENT

November 28, 2022

I. Overview

This project seeks approval to build a phased mixed-use project within the Herndon Metrorail Station Area consisting of a multifamily residential building with ground floor retail and an office component.

A. Application: Development Plan Amendment
B. Applicant: 555 Herndon LLC
C. Address: 555 Herndon Parkway, Herndon, VA 20170
D. Parcels: 016-4 ((10)) 0002C (the "Site" or "Property")
E. Site Area: 189,220 sf (approximately 4.34 acres)
F. Existing Use: Office
G. Proposed Use: Mixed Use (multifamily residential, retail, office)
H. Existing/Proposed Zoning District: PD-TOC (Planned Development-Transit Oriented Core)
I.

II. Background

This Development Plan Amendment (DPA) application is filed on behalf of 555 Herndon LLC (the "Applicant") as title owner of the property located at 555 Herndon Parkway (the "Property) also identified as Tax Map parcel 016-4 ((10)) 0002C. On April 09, 2019, the Town of Herndon approved Development Plan (DP) #DP17-01 to permit a mixed use development up to 4.3 FAR within the PD-TOC District (Planned Development-Transit Oriented Core). The approval permits up to 813,637 square feet of development including multifamily residential, retail, and office use. This was one of the first Development Plan (DP) approvals for the Herndon Metrorail Station Area.

After several years, including the unanticipated effects of policies related to a global pandemic, the market for concrete residential (included within the approved DP) is further out than the original DP approval envisioned. We are seeking to amend the approved DP to switch from concrete residential to either wood or light gauge steel residential. The amendment would permit minor changes to the site, massing, and phasing due to this change in construction type. The approved proffers would largely remain the same. The proposal would maintain the previous approval's overall square footage (approximately 813,000 sf), maximum FAR (4.3) and uses (multifamily residential, retail, and office) with similar square footages and unit counts detailed below. The strategy is to conform to the previous design as much as possible, given a change in construction type, while making necessary changes to maintain the project's financial viability while improving its urban design.

The proposed uses are summarized in the table below and as shown on Development Plan sheet 4.0. and 4.1 (Alternate Layout)

Phase	Use	~ Square Feet in DPA	Min. Square Feet
Building A (5 over 1 residential)	MF resid.	N/A	340,000
Building A (5 over 2 residential)	MF resid.	403,000	403,000
Building A (light gauge steel residential)	MF resid.	N/A	488,182
Building A (any resid. construction type)	retail	5,000	5,000
Building B	office	200,000	200,000

Alternate Layout

Phase	Use	~ Square Feet in DPA	Min. Square Feet
Building A (5 over 1 residential)	MF resid.	N/A	338,000
Building A (5 over 2 residential)	MF resid.	404,000	404,000
Building A (light gauge steel residential)	MF resid.	N/A	482,000
Building A (any resid. construction type)	retail	5,000	5,000
Building B	office	200,000	200,000

III. Location and Existing Conditions

The approximately 4.34 acre Property is located on the south side of Herndon Parkway, north of the Dulles Toll Road, and one lot east of the under-construction Herndon Metro Station, and within between 1/8 and 1/4 mile of the station's northern entrance pavilion. The property is zoned PD-TOC (Planned Development – Transit Oriented Core). It is currently developed with a suburban style office building constructed in the early 1980's, surrounded by surface parking. The site has two access points onto Herndon Parkway. 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.

IV. Development Program

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 two buildings proposed on the DP, a podium style midrise residential building wrapping a central structured parking deck along its north, east and west ("Building A"), and a high-rise office building on the southeastern edge of the property. Building A is orientated towards Herndon Parkway and new roads along the east and west with first floor retail along the Herndon Parkway frontage. Building B will have a significant presence and view from the Dulles Toll Road. All parking will be wrapped from view by residential units, retail, and office space. The

maximum proposed building heights are 110 feet (10 floors) for Building A, and 275 feet (24 floors) for Building B.

Retail Street. The proposed site configuration focuses the retail space along Herndon Parkway to maximize retail visibility, accessibility and viability for future tenants. This retail space also frames the portion of the project's open space closest to Herndon Parkway in order to create an attractive and active plaza, and provide 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, with the exception at the northeast, where the street section narrows to permit only southbound right-in vehicular movements from Herndon Parkway. 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. An ADA accessible north-south pedestrian pass-through connects the Herndon Parkway public sidewalk with the public plaza in the central northern portion of the site. The Applicant is proposing lighting and signage to aid in pedestrian access through these spaces.

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 use. The DP also includes private open spaces at the sidewalk level for residents along both the eastern and western street frontages in the form of residential entry stoops for the ground floor units facing the street. In addition, the top of the parking garage includes a private open space for office tenants, and includes a pet amenity area. For the interim condition prior to the construction of the office, a private ground level pet amenity area is provided for residents.

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 Sheets 4.0, 5.0, 5.1, and 5.2.

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.

V. Complies With Standards For Development Plan Applications Within 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.***

Response: 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 network 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.***

Response: 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.***

Response*:* 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.***

Response: The Applicant previously conducted a traffic study, the scope of which was coordinated with Town staff, to determine potential traffic impacts of the proposed development. The Applcant has also provided update trip generation memos, in coordination with Town staff, to reflect this application's proposed reduction in vehicular trips. 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.***

Response: 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 a sharrow along the 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.***

Response: The Applicant has proffered to a Transportation Demand Management program to encourage rail ridership. In addition, the Applicant is providing more than 350 secured bicycle parking spaces.

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

Response: 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.***

Response: 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.***

Response: 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.

VI. Waivers and Modifications

The Applicant is now requesting a waiver of the VDOT Road Design Manual's minimum 25' curb return radius requirement for the curb radius on Herndon Parkway. The Staff memo to the Planning Commission dated October 24, 2022, comment #7 first voiced the need for this waiver. This wide of a radius may not be appropriate for the pedestrian-friendly, urban environment envisioned within the HTOC.

The Applicant is requesting a modification to the Zoning Ordinance required minimum number off-street loading spaces from the Zoning Ordinance Table 78-100.2(d). In addition, we are requesting a modification of the required Zoning Ordinance dimensional standard (width) 78-100.6 for the loading spaces. A modification is permitted by Zoning Ordinance Section 78-50.2(d). Please see the modification request submitted to staff 11/15/2022.

The Applicant is also requesting a modification to the of the streetscape guidelines for the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core (HTOC Guidelines). This modification is requested for limited portions of the new private streets running along the site's eastern and western peripheries. Please see the modification request submitted to staff 09/23/22.

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.

DRAFT PROFFERS

555 Herndon Parkway DPA/PCA

November 30, 2022

Pursuant to Section 15.2-2303 of the Code of Virginia (1950, as amended) and Section 78-50.8 of the Town of Herndon Zoning Ordinance, as amended (the "Zoning Ordinance"), the undersigned, for themselves and their successors and/or assigns (referred to hereafter, both collectively and, where appropriate, individually, as the "Applicant"), hereby proffers that the development (the "Development") of the parcel that is the subject of this application, which is shown on the Fairfax County 2022 Tax Map as parcel 016-4 ((10)) 0002C (the "Property") shall be in substantial conformance with the conditions set forth below· (the "Proffers") if and only if Development Plan # 21-01 ("Development Plan") is approved. Upon approval, these Proffers will supersede any and all previously approved proffers and development conditions associated with DP# 17-01 and subsequent amendments, as they apply to the Property.

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 November 28, 2022 (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 develop in accordance with the Development Plan and these proffers.

2. ARCHITECTURE AND URBAN DESIGN

   a. The final architectural treatment and exterior design of all buildings within the Development Plan 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 development phase in a manner that reflects the intent of that shown within the Phasing Exhibits contained in the Development Plan. Development may proceed with either the residential phase first, then the office phase, or with both phases occurring at the same time, 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 publicly accessible open space plan for the Property as shown on Sheet 8.0 consisting of approximately 1 acre and a conceptual private open space plan as shown on Sheet 9.0 and 9.1 (alternate layout). The plans include details for streetscapes, plazas, publicly accessible open space 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.

    i. Open Space on Structured Parking. The Development Plan includes a conceptual private open space on top of the parking structure as shown on Sheets 5.0, 5.2 (alternate layout), 9.0, and 9.1 (alternate layout). Notwithstanding Sheet 5.1, this amenity may be provided with either phase of the Project.

    ii. Phase 1 Interim Green Space. The Development Plan includes a conceptual open space within the footprint of the future office building as shown on Sheet 5.1. This space will include landscaping, a dog park, bocce ball court, and seating.

e. First Floor Activation. The Applicant shall include active first floor uses in the areas shown in the Development Plan facing Herndon Parkway, facing portions of the internal open space courtyard, and along the private streets. Active first floor uses shall incorporate transparent exterior store fronts, residential and office lobbies, and

residential stoops and patios accessible from the abutting streetscape or internal drop-off courtyards as depicted on the Development Plan.

f. 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.

g. 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 submitted as part of the site plan shall include general product information and approximate locations of furnishings and materials to be located in the streetscape between the building face and the curb.

h. Sugarland Run Trail 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.

i. 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.

j. 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 Phase 1 shall include final materials including the decorative pavers within the drive aisle as shown on Sheets 6.0 and 7.0 of the development plan.

k. Existing Utilities Relocation. The Applicant shall relocate, at its expense, any existing utilities (and associated easements) necessary to accommodate the proposed development as shown on the Development Plan. The relocation shall be shown at the time of site plan approval as required by the Town. Any necessary utility relocation shall occur with construction of the Development and prior to issuance of any certificate of occupancy.

l. Interim Design and Garage Screening.
    i. As part of Phase 1 (residential phase), prior to construction of the office phase, the applicant shall screen the exposed portion of the garage and unfinished sides of the residential building. The screening shall be provided in the interim between Phase 1 and Phase 2, and may be made of decorative metal mesh, paint, fabric panels, landscaping, or other design treatments subject to ARB review and approval.
        1. The interim screening shall be well maintained and shall not be permitted to deteriorate over time.
        2. The interim screening shall cover a minimum of 50% of the garage openings.
    ii. For the permanent condition, the exposed portion of the office building garage shall be treated with architectural enhancements that integrate the garage into the overall project design as shown on Development Plan Sheet 16.2.

m. Water Sampling Station. The Applicant shall provide a water sampling station in the general location shown on the Development Plan. Exact location and design to be determined during Site Plan and Building Plan review.

n. Retail Parking. The parking shall be located as shown on the Development Plan.

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 698,182 square feet of GFA which is a 3.69 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. 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.

4. TRANSPORTATION.

a. Off-Site Transportation Improvement Contribution. The Applicant shall make a per GFA foot contribution of $1.50 for residential square footage and $2.50 for commercial square footage 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. Credit for Off-site Transportation Improvements. The Applicant shall receive credit towards the contribution provided in Proffer 4(a) for off-site transportation improvement expenditures requested by the town and constructed by the Applicant, except for expenditures required in Proffer 4(c) or improvements required by the Zoning Ordinance.

c. Traffic Signal at Herndon Parkway and Western Property Entrance. Prior to approval of the first site plan for Building A if the unit count exceeds 435 units, and prior to approval of the first site plan for Building B, a full traffic signal warrant analysis shall be prepared and submitted to the Town for review and approval unless the signal has already been installed by others. If warranted, for either phase, the site plan shall include a full design of the traffic signal and the Applicant shall dedicate right-of-way or grant any utility, public access, temporary construction, or grading easements, necessary to permit its construction at no cost to the Town. If warranted, for either phase, the applicant is not responsible for obtaining off-site easements, permissions, or installing the traffic signal.

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. 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 Easements.
   i. The Applicant will grant public pedestrian access easements over the at-grade Public Accessible Space areas as shown on Sheet 8.1 of the Development Plan.
   ii. This easement will enable the Applicant to restrict access temporarily for private events, maintenance, 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 central plaza and courtyard areas of the Public Accessible Space.

f. Private Street and Utility Easements.

   i. 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.

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

   iii. Prior to Town approval of the Site Plan, the Applicant shall obtain easements, and written permission for the offsite grading and temporary construction access from the immediately adjacent property owners for installation of offsite grading, curb tie-ins and vehicular directional arrows as shown on the Applicant's Development Plan.

   iv. The Applicant will grant temporary construction and permanent street utility and public vehicular access easements to permit the future extension of the private east-west street along the Property's south, as shown on Sheet 8.1 of the Development Plan. Provided that access is maintained for the Applicant, within the Applicant's site.

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, Fairfax Connector, Metrobus, or other public transit service), 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:

i. Contributions to resident and employee Metro fare cards.
ii. Contributions to Fairfax Connector, WMATA, or other public transit service approved by the Town.
iii. Ride sharing and carpool parking spaces.
iv. Bicycle racks and bicycle share stations.
v. Bicycle storage rooms and office tenant shower and changing rooms.
vi. 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.

j. Micro-Mobility Parking. The Applicant shall provide space for parking of micro-mobility vehicles, either in a stationed, or un-stationed format in coordination with the Town.

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 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 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.

e. Low Impact Development. The Applicant will meet all required local and DEQ stormwater management regulations as required for each phase of the development. This will consist of Low Impact Development ("LID") facilities onsite to meet the water quality requirements associated with the development. The Applicant shall provide LID measures on the property at the time of project completion for each phase. Such LID facilities may include, but are not limited to: green roof areas, bio retention facilities, tree filters, stormwater filtration systems and/or any other LID practice proposed by the Applicant, deemed by the Town to be acceptable and permitted by State regulations. The location of these features shall be provided as shown on Development Plan Sheet 12.1, and the type will be decided at the time of Site Plan, in coordination with the Town, for each phase to ensure the most effective and appropriate measures are chosen, and to accommodate limitations and constraints set by the final engineering of the property.

6. 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, which could be either the residential phase or the office phase.

b. Recreation/Community Amenities/Civic Facilities. Prior to the issuance of the last certificate of occupancy for the residential 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 prior to the issuance of the first Certificate of Occupancy for the residential GFA, and $0.15 for offsite recreation improvements for non-residential GFA prior to the issuance of the Certificate of Occupancy for the office GFA, based on the actual GFA of the building for that phase. 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 the 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 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 7.1 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 2019 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: John E Kusturiss III

Title: Authorized Signatory

COMMONWEALTH OF District of Columbia

CITY/COUNTY OF _____, to-wit:

The foregoing instrument was acknowledged before me this 30th day of November, 2022 by John Kusturiss as Authorized signatory of and on behalf of 555 Herndon. LLC

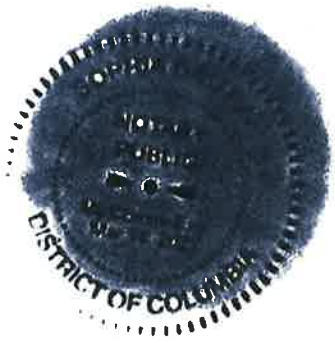
Sophia Griffin

Notary Public _____

Notary Registration No: N/A

My Commission Expires: March 14, 2027

4811-4117-9274, v. 1



WIRE GILL LLP

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

November 17, 2022

VIA HAND DELIVERY AND EMAIL
Bryce Perry, Deputy Director
Community Development Department
Town of Herndon
777 Lynn Street
Herndon, VA 20170

RE: 555 Herndon Parkway DP #21-01, Modification Request for Alternative Loading

Dear Mr. Perry:

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 the 1) required minimum number off-street loading spaces for the Zoning Ordinance Table 78-100.2(d). In addition, we are requesting a modification of the 2) required Zoning Ordinance dimensional standard (width) 78-100.6 for the loading spaces. A payment check for the modification request fee of $300.00 is also enclosed. This modification request is submitted as part of Development Plan Amendment application #21-01. A modification is permitted by Zoning Ordinance Section 78-50.2(d).

Minimum Number of Off-Street Loading Spaces

The Applicant requests a reduction in the required minimum off-street loading space requirement from those identified in the Zoning Ordinance Table 78-100.2(d) for the PD-TOC Zoning District.

The required minimum rates are:

- Multifamily residential: 1 space per each 200 units or fraction thereof
- Office: 1 space for 6,000+ gross floor area
- Retail: 1 space for up to 14,999 gross floor area

Applying these minimums to the project results in minimum required loading spaces of:

- Multifamily residential: 2.07 spaces (414 units / 200)
- Office: 1 space (200,000 sf)
- Retail: 1 space (5,000 sf)
- TOTAL: 4.07 spaces

The project is proposing (4) loading spaces be provided with full build-out, under the "Alternate Layout" shown on Development Plans dated 05/16/2022, sheet 14.1. The southern loading dock would have (2) spaces for the office use. The eastern loading dock would have (2) spaces for the residential use, and one of these spaces would also be used for the small 5,000 sf retail use. At the completion of Phase 1, the Zoning Ordinance requires 3.07 spaces (2.07 spaces for the residential use, and 1 space for the retail use) spaces, and we are proposing to provide (2) spaces for this phase. Therefore, a modification is required for this proposed Phase 1 condition.

We believe that the shared loading between the residential and retail uses will work well, given the limited amount of retail and how loading for retail and residential uses have operated for us in the past for numerous other projects around the region and the country. We believe this is a reasonable request. The trade-off for a well-designed and managed loading/service area within the project is to have additional activation of the street level along the western street. Instead of having a loading dock and trash/recycling servicing area on that portion of street frontage, we are proposing lobby and amenity space along the ground floor to further make this street an attractive and safe space with "eyes on the streets" for pedestrians within the HTOC.

Modification of Dimensional Standards (Width) for Loading Space

The Applicant requests a modification of the required Zoning Ordinance dimensional standard (width) 78-100.6 for the loading spaces. The minimum dimensional standards for a loading space are 17 feet wide by 25 feet deep, with 14 feet of vertical clearance. We are proposing that each loading dock include two loading spaces, side-by-side. One 12 foot wide space, and one 15 foot wide loading space. Each space would be 40 feet deep, with at least 14 feet of vertical clearance. The overall opening in the building face is at least 27 feet wide.

We believe that these dimensions are sufficient given our experience designing, constructing, and operating similar loading docks in previous projects in urban mixed use environments. Other nearby jurisdictions (such as Fairfax County) also have requirements that permit narrower loading spaces. Development Plan sheets 11.0 and 11.1 demonstrate that the proposed docks are wide and deep enough to provide sufficient room for vehicle turning movements, given the dimensions and spacing of the private streets as well. We believe making the loading dock's opening in the building façade as small as possible, while still retaining its functionality and operational capabilities, will result in the most aesthetically pleasing experience for pedestrians and bicyclists within the project, and within the wider HTOC.

We believe this modification request meets the standards set forth in Zoning Ordinance Section 78-50.2(d) as described above. For each of the above reasons, the Applicant respectfully submits this modification request.

Sincerely,

Kenneth W. Wire

WIRE GILL LLP

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

September 23, 2022

VIA HAND DELIVERY AND EMAIL
Bryce Perry, Deputy Director
Community Development Department
Town of Herndon
777 Lynn Street
Herndon, VA 20170

RE: 555 Herndon Parkway DP #21-01, Modification Request for Alternative Streetscape

Dear Mr. Perry:

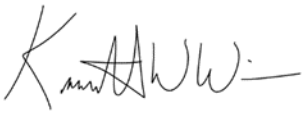
As you know my client, 555 Herndon LLC (the "Applicant"), is the owner of the property located at 555 Herndon Parkway (the "Property"). On behalf of the Applicant, I am submitting this request for a modification of the streetscape guidelines for the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core (HTOC Guidelines). This modification request is submitted as part of Development Plan Amendment application #21-01. A modification is permitted by Zoning Ordinance Section 78-50.2(d).

The Applicant requests an alternative streetscape design from those recommended by the HTOC Guidelines. This modification request applies to approximately 10% of our street frontage. The other 90% complies with or exceeds the HTOC Guidelines. The Private Street requires a minimum 5-foot tree verge and 8-foot sidewalk or total of 13 feet for streetscape per p. 70-71 of the HTOC Guidelines. Portions of our proposed new streets along our eastern and western property lines propose a minimum 4-foot tree verge and minimum 6-foot sidewalk, for a total of 10 feet for streetscape. However, we are also proposing a 4.5-foot wide stoop area for ground floor residential units to have direct access onto the sidewalk. The 4.5 foot wide area between the building and sidewalk will not have continuous stoops, but rather will alternate between stoops and landscaping. So our streetscape will be 14.5 feet wide if we include the stoops/landscaping abutting the building façade. Please see the attached illustrative graphics from Development Plan Sheet 18.5.

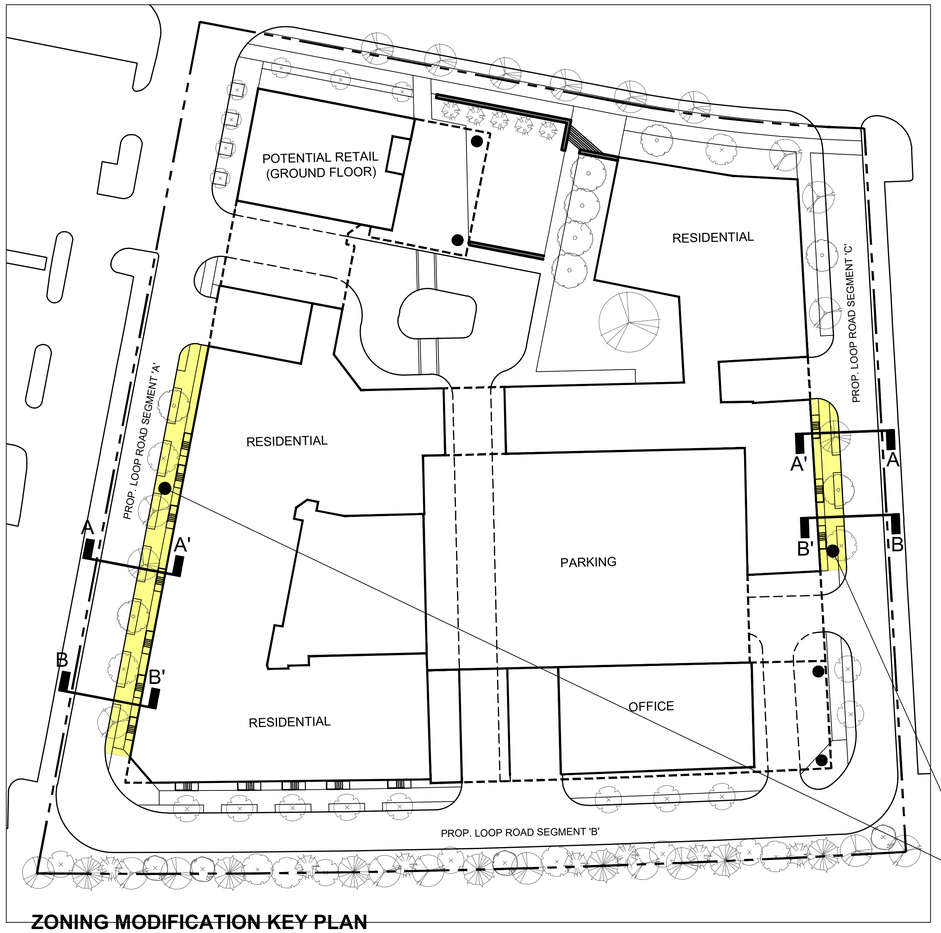
We have designed the streetscape in this manner in direct response to staff (Dave Stromberg and Lisa Gilleran) input at our preapplication meeting. We were directed to wrap the garage with active use (residential) and provide ground floor residential units with stoop entries. We will note that the proposed streetscape is the same width as the original DP approval with the building footprint being located roughly in the same location. We believe that this staff direction results in an improved streetscape that is better activated, and a more pleasant environment for pedestrians.

We believe this modification request meets the standards set forth in Zoning Ordinance Section 78-50.2(d) as described above. For each of the above reasons, the Applicant respectfully submits this modification request.

Sincerely,



Kenneth W. Wire



ZONING MODIFICATION KEY PLAN

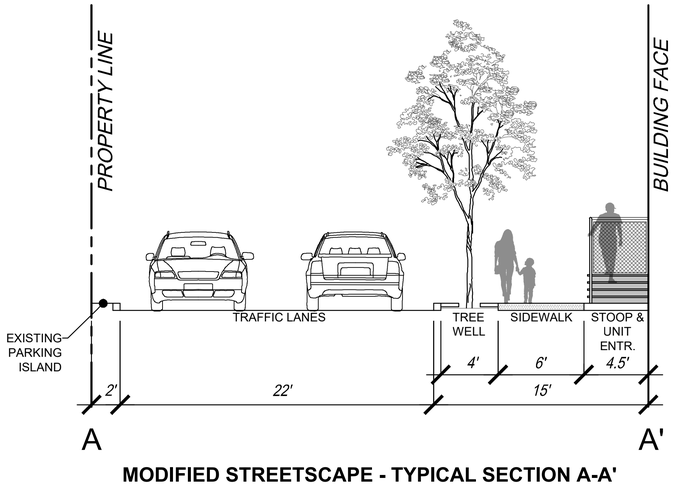
ZONING MODIFICATION:
SIDEWALK AND TREE-VERGE DIMENSIONS

REQUIRED:
TREE-VERGE = 5' WIDTH MINIMUM
SIDEWALK = 8' WIDTH MINIMUM

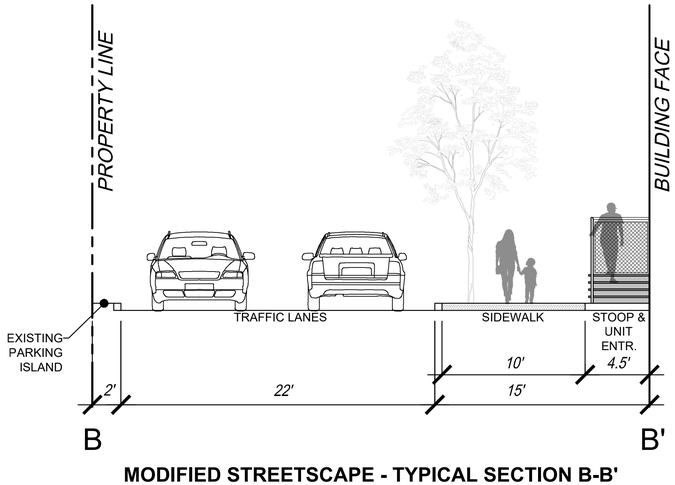
PROVIDED (*MODIFICATION*):
TREE-VERGE = 4' WIDTH MINIMUM
SIDEWALK = 6' WIDTH MINIMUM

ZONING MODIFICATION NARRATIVE:
IN THE AREAS IDENTIFIED IN THE "KEY MAP" (TO THE LEFT), THE MODIFICATIONS TO STREETSCAPE DIMENSIONS, AS SPECIFIED ABOVE, HAVE BEEN REQUESTED. THESE MODIFICATIONS APPLY ONLY TO THE PORTIONS OF THE DEVELOPMENT FRONTAGE THAT ARE RESIDENTIAL. THESE STREETSCAPES ARE COMPRISED OF STOOPS PROVIDING DIRECT ACCESS TO STREET-LEVEL RESIDENTIAL UNITS, RESIDENTIAL-SCALED SIDEWALKS, AND TREE-VERGE AREAS WITH STREET TREES AND OTHER GROUND LEVEL PLANTINGS. DUE TO THE RESIDENTIAL NATURE OF THESE PORTIONS OF THE BUILDING FRONTAGE, AND THE LIMITED HEIGHT OF THE BUILDINGS ALONG THESE FRONTAGES, THE WIDTH OF THE STREETSCAPES HAS BEEN REDUCED AS REQUESTED, AS SHOWN IN THE BELOW TYPICAL PLAN AND SECTION VIEWS. TO ACCOMMODATE THE GROWTH OF HEALTHY STREET TREES IN THESE AREAS, THE LENGTH OF THE "TREE WELLS" HAS BEEN INCREASED TO PROVIDE AMPLE SOIL VOLUME AND AERATION FOR THE TREES AND VEGETATION ALONG THE STREETS. THE PAVEMENT SECTIONS SEPARATING THESE "TREE WELLS" ARE FOR FUTURE PARALLEL PARKING ACCESS (AS SHOWN IN THE ULTIMATE CONDITION OF THE LOOP ROAD) AND ALSO FOR THE ACCOMMODATION OF STREET LIGHTS AND OTHER STREETSCAPE FIXTURES THAT MAY BE PROVIDED. THESE AREAS ALSO SERVE TO CREATE A VARIABLE AND INTERESTING STREETSCAPE AS PEDESTRIANS TRAVERSE THE SITE.

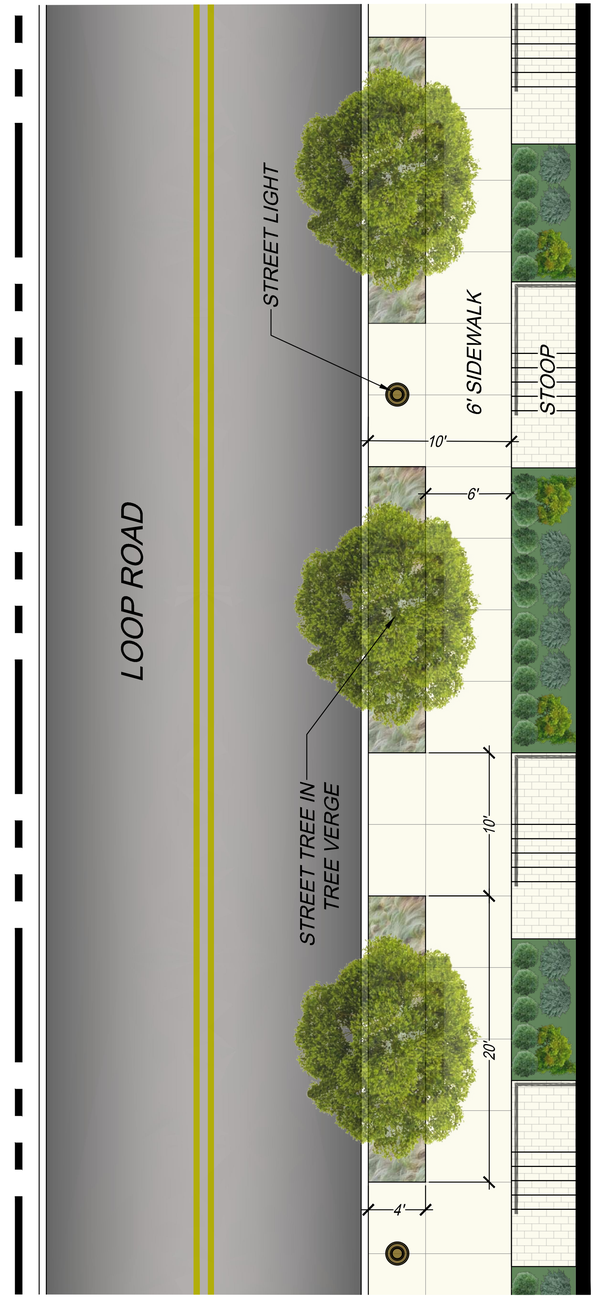
HIGHLIGHTED AREAS INDICATE PORTIONS OF STREETSCAPE THAT ARE SUBJECT TO THIS ZONING MODIFICATION



MODIFIED STREETSCAPE - TYPICAL SECTION A-A'



MODIFIED STREETSCAPE - TYPICAL SECTION B-B'



MODIFIED STREETSCAPE - TYPICAL PLAN VIEW

DATE	REVISION

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
09 - 23 - 2022
PROFESSIONAL ENGINEER

STREETSCAPE ZONING MODIFICATION

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: N.T.S.
DATE: 05-16-2022
DESIGN: JA
DRAWN: JA
CHECKED:
SHEET No. 18.5 OF 24.0

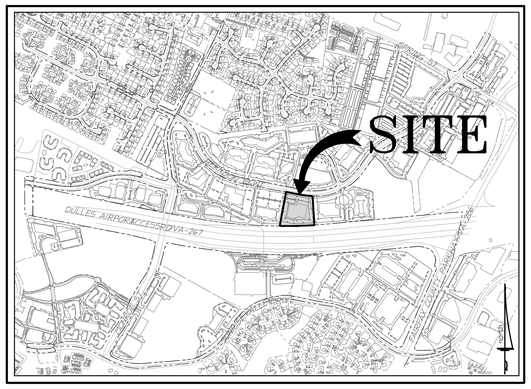
111332

DATE	REVISION
11/28/2022	RE-SUBMISSION

DEVELOPMENT PLAN AMENDMENT / PROFFER CONDITION AMENDMENT

555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA



VICINITY MAP

SCALE: 1" = 1,000'

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:

JOHN KUSTURISS, III
PENZANCE MANAGEMENT, LLC
1680 WISCONSIN AVE.,NW, SUITE 300
WASHINGTON, DC 20007
PHONE: 202.729.6403
EMAIL: JKUSTURISS@PZRE.COM

FAHEEM DARAB
WIRE GILL LLP
1750 TYSONS BLVD., SUITE 1500
TYSONS, VA 22102
PHONE: 703.362.7793
EMAIL: FDARAB@WIREGILL.COM

APPLICANT / OWNER

555 HERNDON LLC

C/O PENZANCE MANAGEMENT, LLC

1680 WISCONSIN AVE. NW, SUITE 300

WASHINGTON D.C. 20007

SHEET INDEX

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4.1	DEVELOPMENT PLAN & TABULATIONS BY BUILDING (ALTERNATE LAYOUT)
5.0	DEVELOPMENT PLAN - FULL BUILD OUT - PH 2
5.1	DEVELOPMENT PLAN - PH 1
5.2	DEVELOPMENT PLAN - FULL BUILD OUT - PH 2 (ALTERNATE LAYOUT)
5.3	DEVELOPMENT PLAN - PH 1 (ALTERNATE LAYOUT)
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7.0	HARDSCAPE PLAN
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8.1	PUBLIC DEDICATION, EASEMENTS, ACCESSIBLE SPACE
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10.1	FIRE ACCESS PLAN
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16.3	INTERIM ARCHITECTURAL ELEVATIONS (PHASE-1)
17.0	BUILDING CROSS-SECTIONS
17.1	BUILDING CROSS-SECTIONS
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21.0	ILLUSTRATIVE LANDSCAPE - PLAZA
22.0	ON-PODIUM PRIVATE AMENITIES
23.0	SUSTAINABLE PRACTICES
24.0	SIGHT DISTANCE PLAN & PROFILES

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
11-28-2022

COVER SHEET/
SHEET INDEX

DEVELOPMENT PLAN

555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00

SCALE: AS NOTED

DATE: 11-18-2022

DESIGN: JH, JA
DRAWN: JH, JA
CHECKED:

SHEET No.

1.0 OF 24.0

111332

DATE	REVISION

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 IS SEEKING AN AMENDMENT DEVELOPMENT PLAN DP#17-01 TO DEVELOP THE PROPERTY IN ACCORDANCE WITH THE HERNDON METRO STUDY AREA WITH RESIDENTIAL, OFFICE, AND RETAIL USES. THE PROPOSED DEVELOPMENT CONSISTS OF A PODIUM STYLE RESIDENTIAL BUILDING WRAPPED AROUND STRUCTURED PARKING, WITH GROUND FLOOR RETAIL AND AMENITY SPACES FACES THE PUBLIC RIGHT-OF-WAY. A LARGE PUBLIC SPACE IS LOCATED INTERNAL TO THE RESIDENTIAL BUILDING'S PLAZA SPACE. A SINGLE TOWER ON-SITE IS PROPOSED AS A SECOND PHASE TO THE DEVELOPMENT TO DELIVER OFFICE USE. THE APPLICANT REQUESTS FLEXIBILITY TO PHASE BOTH RESIDENTIAL AND OFFICE USES IN ANY SEQUENCE.

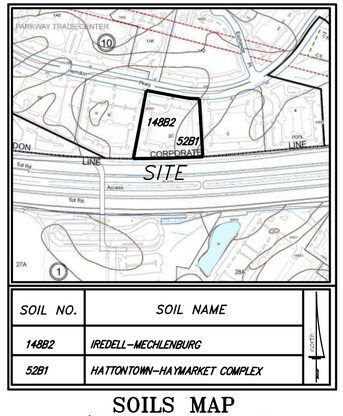
LEGAL DESCRIPTION:

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:

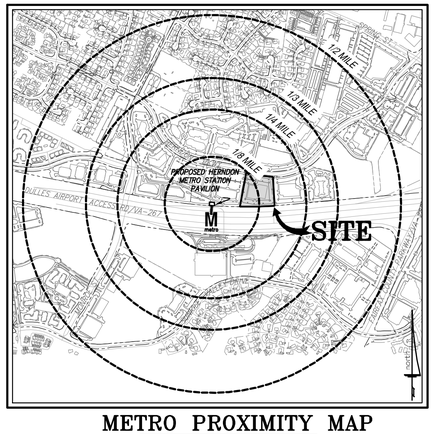
PARCEL 2C, PARKWAY TRADE CENTER, CONTAINING AN AREA OF 189,218 SQUARE FEET OR 4.3439 ACRES OF LAND MORE OR LESS, AS SHOWN ON A PLAT ATTACHED TO A DEED OF RE-SUBDIVISION AND EASEMENT RECORDED AUGUST 17, 1983 AT DEED BOOK 5838 PAGE 1680 AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA.

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



SOIL NO.	SOIL NAME
148B2	IREDELL-MECHLENBURG
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 Transportation Planners and Engineers
WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

GENERAL NOTES & PROPERTY INFORMATION

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO:	15002.002.00
SCALE:	AS NOTED
DATE:	11-18-2022
DESIGN:	JH,HA
DRAWN:	JH,JA
CHECKED:	
SHEET No.	2.0 OF 24.0

111332

STORM STRUCTURE DATA

EX A — 226.97 LF OF 15" RCP
- RIM EL. = 367.44 (EX 5188)
- INV. – (TO 5156 = 362.66)
- RIM EL. = 365.48 (EX 5156)
- INV. – (FROM 5188 = 361.42)

EX B — 260.68 LF OF 18" RCP
- RIM EL. = 365.48 (EX 5156)
- INV. – (TO 1750 = 361.37)
- RIM EL. = 364.99 (EX 1750)
- INV. – (FROM 5156 = 360.00)

EX C — 67.80 LF OF 18" RCP
- RIM EL. = 364.99 (EX 1750)
- INV. – (TO 5222 = 359.84)
- RIM EL. = 365.22 (EX 5222)
- INV. – (FROM 1750 = 359.52)

EX D — 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 (EX 5222)
- INV. – (FROM 1592 = 359.47)

EX E — 42.02 LF OF 24" RCP
- RIM EL. = 365.22 (EX 5222)
- INV. – (TO 1851 = 359.27)
- RIM EL. = 364.80 (EX 1851)
- INV. – (FROM 5222 = 358.80)

EX F — 180.88 LF OF 36" RCP
- RIM EL. = 374.76
- INV. – (36" RCP FROM WEST = 365.56)
- INV. – (TO 1517 = 365.38) (EX 1463)
- RIM EL. = 369.50 (EX 1517)
- INV. – (FROM 1463 = 361.99)

EX G — 195.20 LF OF 36" RCP
- RIM EL. = 369.50 (EX 1517)
- INV. – (TO 1851 = 361.51)
- RIM EL. = 364.80 (EX 1851)
- INV. – (FROM 1517 = 357.95)

EX P — 166.00 LF OF 36" RCP
- RIM EL. = 364.80 (EX 1851)
- INV. – (TO 5225 = 357.82)
- RIM EL. = 359.71 (EX 5225)
- INV. – (FROM 1851 = 353.01)
- INV. – (36" RCP TO EAST = 352.86)

EX Q — 100.02 LF OF 24" RCP
- RIM EL. = 375.68
- INV. – (18" RCP FROM SOUTH EAST = 368.27) (EX 1344)
- INV. – (TO 5226 = 368.18)
- RIM EL. = 373.73 (EX 5226)
- INV. – (FROM 1344 = 367.56)

EX R — 31.66 LF OF 15" RCP
- RIM EL. = 372.77 (EX 1364)
- INV. – (TO 5226 = 368.35)
- RIM EL. = 373.73 (EX 5226)
- INV. – (FROM 1364 = 367.93)

EX S — 145.39 LF OF 30" RCP
- RIM EL. = 373.73 (EX 5226)
- INV. – (TO 1463 = 367.26)
- RIM EL. = 374.76 (EX 1463)
- INV. – (FROM 5226 = 366.21)

SANITARY STRUCTURE DATA

EX S — 377.16 LF OF 8" PVC
- RIM EL. = 377.86
- INV. – (8" PVC FROM WEST = 365.40)
- INV. – (6" PVC FROM NORTH = 365.46)
- INV. – (6" PVC FROM SOUTH = 365.41)
- INV. – (TO 1504 = 365.31) (EX 5227)
- RIM EL. = 369.90 (EX 1504)
- INV. – (FROM 5227 = 360.14)
- INV. – (6" PVC FROM NORTH = 360.25)
- INV. – (6" PVC FROM SOUTH = 360.70)

EX S — 225.18 LF OF 8" PVC
- RIM EL. = 369.90 (EX 1504)
- INV. – (TO 1840 = 360.05)
- RIM EL. = 364.32 (EX 1840)
- INV. – (FROM 1504 = 354.67)

EX S — 202.76 LF OF 8" PVC
- RIM EL. = 364.32 (EX 1840)
- INV. – (TO 1847 = 354.52)
- RIM EL. = 358.15 (EX 1847)
- INV. – (FROM 1840 = 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

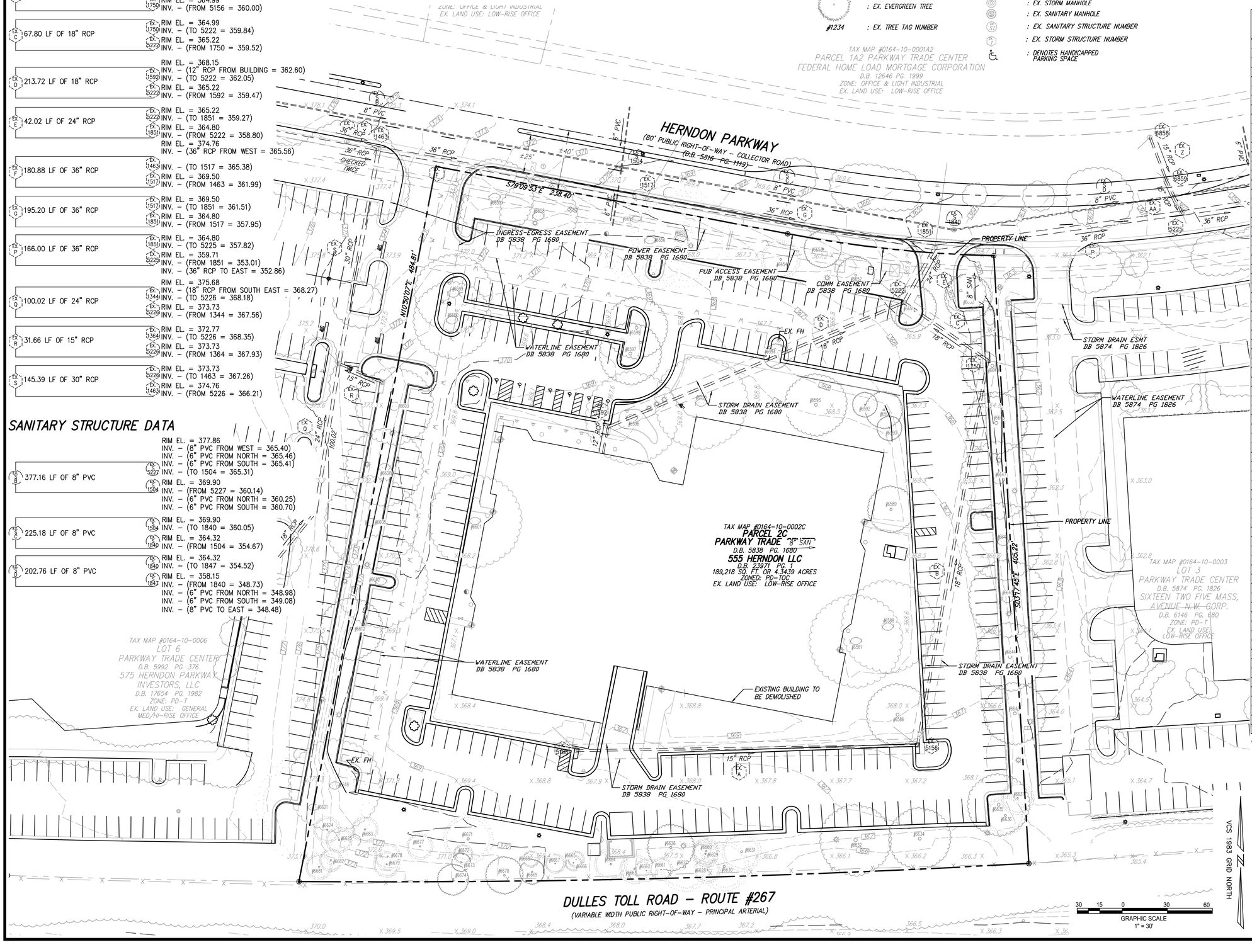
- 20 : EX. CONTOUR
- : EX. WOODS LINE
- : EX. DECIDUOUS TREE
- : EX. EVERGREEN TREE
- #1234 : EX. TREE TAG NUMBER
- : EX. STREET CENTER LINE
- : EX. CURB & GUTTER
- : EX. BOUNDARY
- : EX. EDGE OF PAVEMENT (EP)
- : EX. STORM SEWER
- : EX. SANITARY SEWER
- : EX. SIGN
- : EX. STORM MANHOLE
- : EX. SANITARY MANHOLE
- : EX. SANITARY STRUCTURE NUMBER
- : EX. STORM STRUCTURE NUMBER
- : DENOTES HANDICAPPED PARKING SPACE

DATE	REVISION

EXISTING TREE INVENTORY

Tree Tag No.	Caliber (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	7	EVERGREEN	REMOVE
6683	8	8	EVERGREEN	REMOVE

EXISTING TREE CANOPY COVER ONSITE: ±58,270 SF (31%)



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
11-18-2022

EXISTING CONDITIONS / EXISTING TREE SURVEY

DEVELOPMENT PLAN

555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA

PROJECT NO:	15002.002.00
SCALE:	1"=30'
DATE:	11-18-2022
DESIGN:	JH, JA
DRAWN:	JA
CHECKED:	
SHEET No.	3.0 OF 24.0

111332

DATE	REVISION



Development Plan



Minimum Height - All Buildings



Maximum Height - All Buildings

DEVELOPMENT TABULATIONS

Total Site Area	189,218
Maximum FAR	3.69
Maximum GFA	698,182

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	Maximum SF
				CARS	BIKES	CARS	BIKES					
Building A	Residential	403,000	414	1.0/Unit	0.75/UNIT	414	311	Up to 10	Up to 110'	6	340,000	488,182
	Retail	5,000	NA	1.25/1000 SF	0.25/1,000 SF	7	2				5,000	10,000
Building B	Office	200,000	NA	2.0/1000 SF	0.2/1,000 SF	400	40	Up to 24	Up to 275'	NA	200,000	200,000

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 a 4.3 FAR on the site, and that total square footage will not exceed 813,637 sf. If the applicant chooses to develop up to a 4.3 FAR, they must submit a Development Plan Amendment to the Town for review and approval.
5. Additional retail may be provided above the square footage shown provided that the overall final square footage will not exceed 698,182 GFA.

PENZANCE

christopher consultants

dcs DESIGN

GOROVE / SLADE Transportation Planners and Engineers

WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

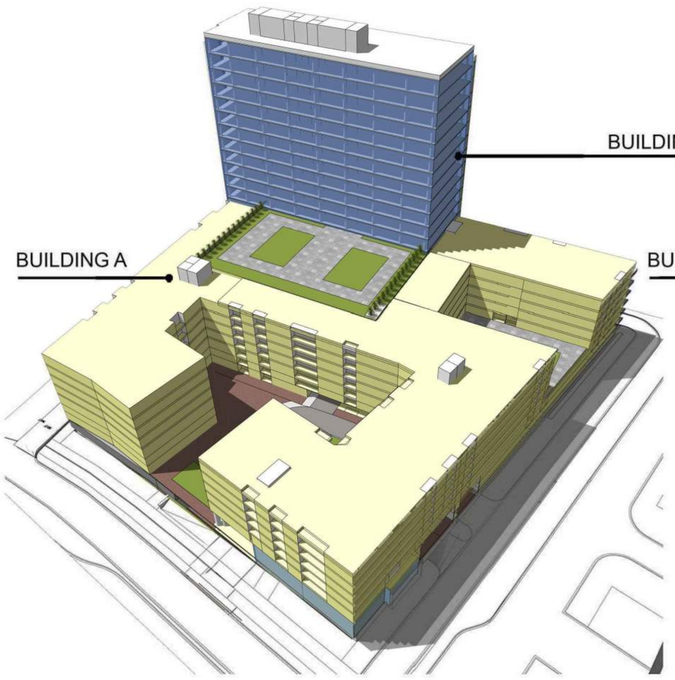
DEVELOPMENT PLAN & TABULATIONS BY BUILDING

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: N.T.S.
DATE: 11-18-2022
DESIGN: DCS
DRAWN: JA
CHECKED:
SHEET No.
4.0 OF 24.0

111332

DATE	REVISION



Development Plan



Minimum Height - All Buildings



Maximum Height - All Buildings

DEVELOPMENT TABULATIONS

Total Site Area	189,218
Maximum FAR	3.657
Maximum GFA	692,000

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	Maximum SF
				CARS	BIKES	CARS	BIKES					
Building A	Residential	404,000	400	1.0/Unit	0.75/UNIT	400	300	Up to 10	Up to 110'	6	338,000	482,000
	Retail	5,000	NA	1.25/1000 SF	0.25/1,000 SF	7	2				5,000	10,000
Building B	Office	200,000	NA	2.0/1000 SF	0.2/1,000 SF	400	40	Up to 24	Up to 275'	NA	200,000	200,000

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 a 4.3 FAR on the site, and that total square footage will not exceed 813,637 sf. If the applicant chooses to develop up to a 4.3 FAR, they must submit a Development Plan Amendment to the Town for review and approval.
5. Additional retail may be provided above the square footage shown provided that the overall final square footage will not exceed 692,000 GFA.

PENZANCE

christopher consultants

dcs DESIGN

GOROVE / SLADE
Transportation Planners and Engineers

WIRE GILL LLP

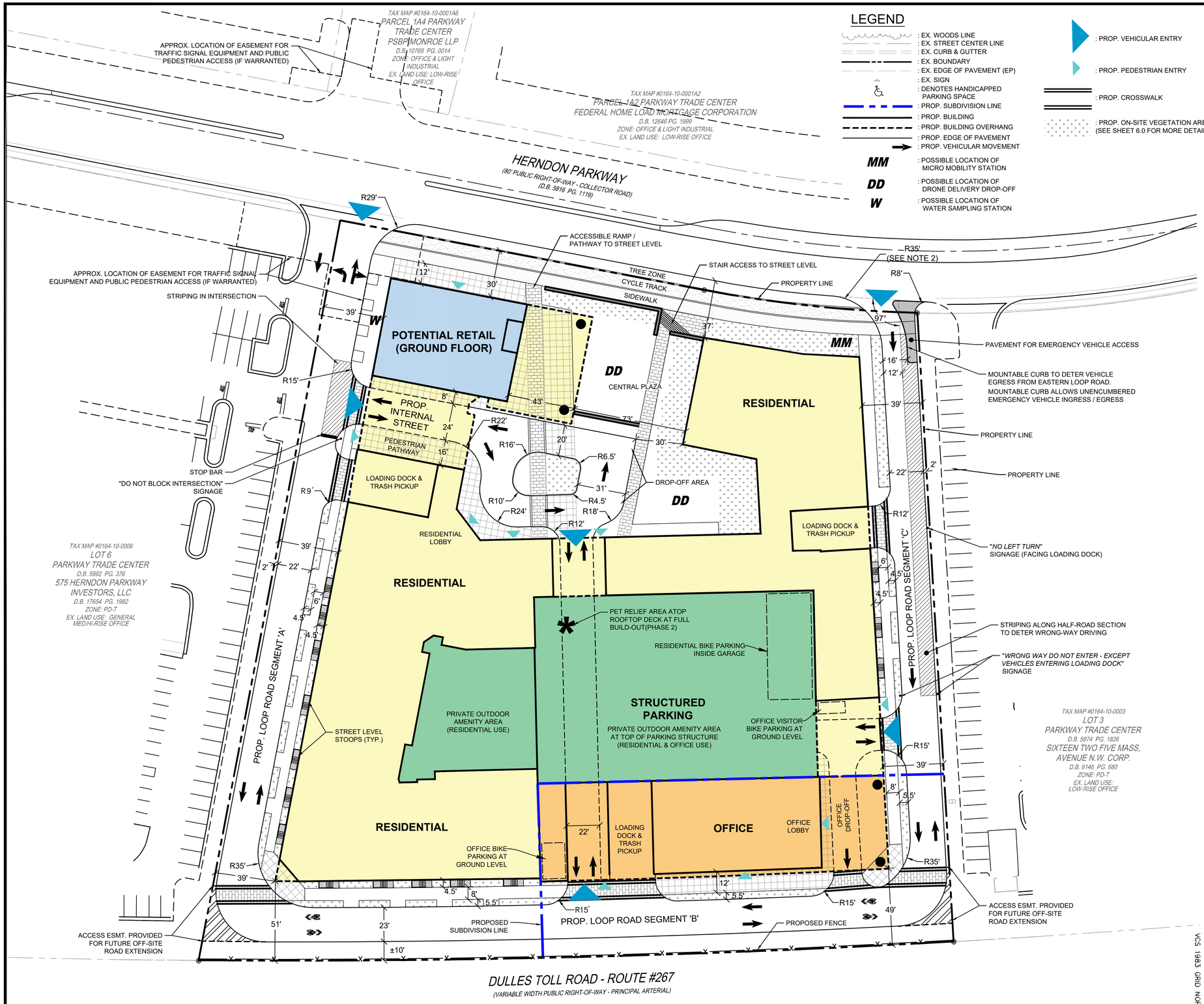
COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN & TABULATIONS BY BUILDING (ALTERNATE LAYOUT)

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: N.T.S.
DATE: 11-18-2022
DESIGN: DCS
DRAWN: JA
CHECKED:
SHEET No.
4.1 OF 24.0

111332



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

DATE	REVISION

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 PLAN AS PER SECT. 78-50.8.j.(1))

PROPOSED ZONING TABULATION
PD-TOC

FULL BUILD-OUT (PHASE 2)

DENSITY:
FLOOR AREA RATIO (FAR): 4.3 FAR

OPEN SPACE:
PUBLIC OPEN SPACE: ±48,700 SF
PRIVATE OPEN SPACE: ±27,000 SF
TOTAL OPEN SPACE: ±75,700 SF

BUILDING SETBACKS:
HERNDON PARKWAY: ±30' FROM HERNDON PARKWAY
DULLES TOLL ROAD: ±49' FROM DULLES TOLL ROAD ROW

BUILDING TOWER SEPARATION:
N/A

ACCESS DRIVE:
±48' WIDE BETWEEN BUILDING FACADES

BUILDING HEIGHT:
MAXIMUM 110' ALONG HERNDON PARKWAY SIDE
MAXIMUM 275' ALONG DULLES TOLL ROAD SIDE

PROVIDED PARKING:
GARAGE SPACES: MINIMUM ±821 SPACES
LOADING SPACES: 6

NOTE:
1. THIS PROJECT WILL BE DEVELOPED IN UP TO TWO 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 TO ACCOMMODATE THE SECOND PHASE OFFICE BUILDING.
2. THE 35' RADIUS AT THE EASTERN SITE ENTRANCE AS SHOWN IS DESIGNED TO ACCOMMODATE INBOUND VEHICULAR TRAFFIC FOR AN SU-40 TRUCK OR SMALLER.

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

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

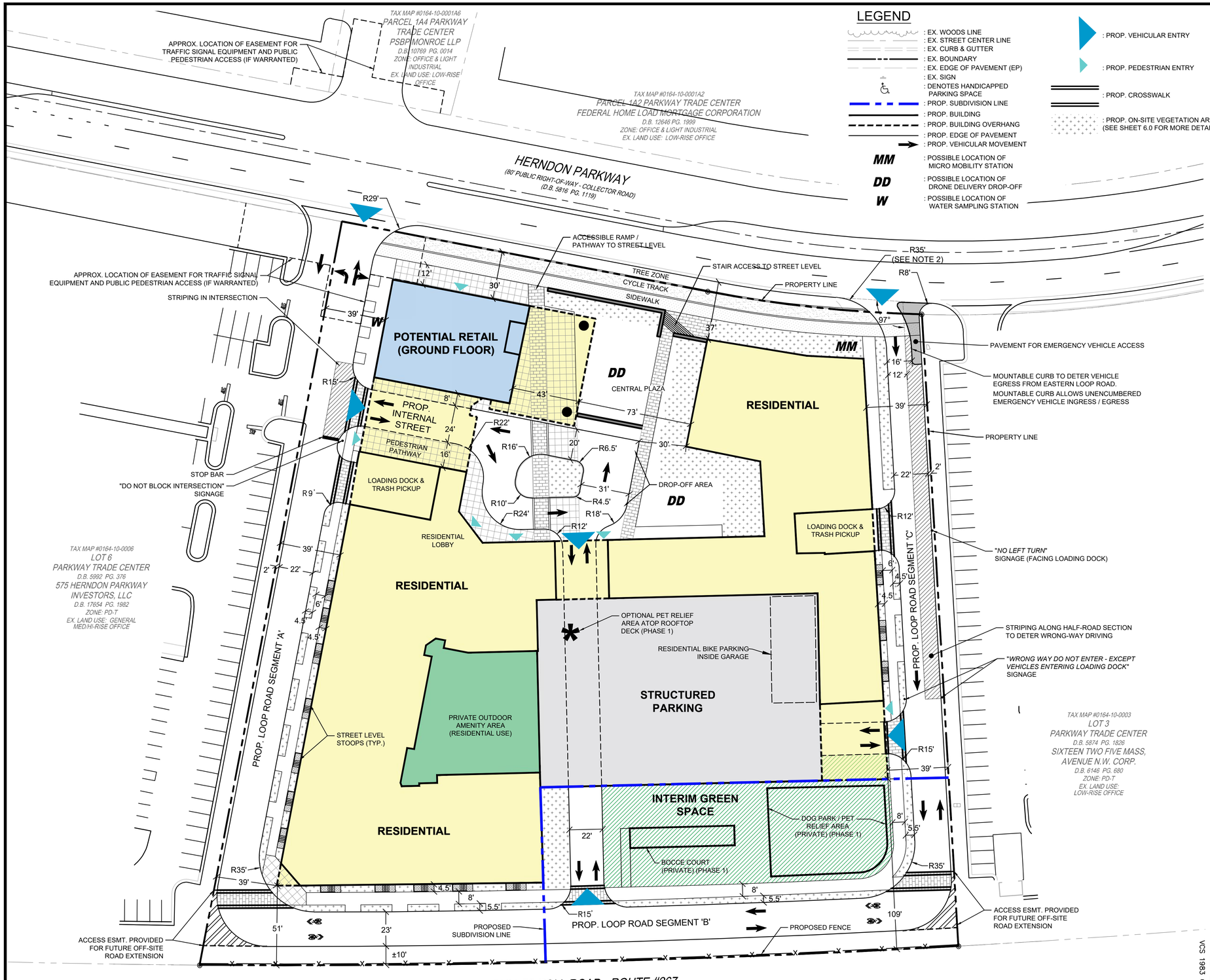
COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
PROFESSIONAL ENGINEER
11-18-2022

DEVELOPMENT PLAN– FULL BUILD–OUT (PHASE 2)

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO:	15002.002.00
SCALE:	1"=30'
DATE:	11-18-2022
DESIGN:	JR, JA
DRAWN:	JA
CHECKED:	
SHEET No.	5.0 OF 24.0

111332



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. SUBDIVISION LINE
- : PROP. BUILDING
- : PROP. BUILDING OVERHANG
- : PROP. EDGE OF PAVEMENT
- : PROP. VEHICULAR MOVEMENT
- MM : POSSIBLE LOCATION OF MICRO MOBILITY STATION
- DD : POSSIBLE LOCATION OF DRONE DELIVERY DROP-OFF
- W : POSSIBLE LOCATION OF WATER SAMPLING STATION
- : PROP. VEHICULAR ENTRY
- : PROP. PEDESTRIAN ENTRY
- : PROP. CROSSWALK
- : PROP. ON-SITE VEGETATION AREAS (SEE SHEET 6.0 FOR MORE DETAIL)

DATE	REVISION

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 PLAN AS PER SECT. 78-50.8.j.(1))

PROPOSED ZONING TABULATION
PD-TOC

PHASE 1

DENSITY:
FLOOR AREA RATIO (FAR): 2.6 FAR

OPEN SPACE:
PERMANENT PUBLIC OPEN SPACE: ±48,700 SF
INTERIM PUBLIC OPEN SPACE: ±10,000 SF
TOTAL INTERIM PUBLIC OPEN SPACE: ±58,700 SF

TOTAL PRIVATE OPEN SPACE: ±5,500 SF

TOTAL OPEN SPACE AT PHASE-1: ±64,200 SF

BUILDING SETBACKS:
HERNDON PARKWAY: ±30' FROM HERNDON PARKWAY
DULLES TOLL ROAD: ±49' FROM DULLES TOLL ROAD ROW

BUILDING TOWER SEPARATION:
N/A

ACCESS DRIVE:
±48' WIDE BETWEEN BUILDING FACADES

BUILDING HEIGHT:
MAXIMUM 110' ALONG HERNDON PARKWAY SIDE
MAXIMUM 110' ALONG DULLES TOLL ROAD SIDE

PROVIDED PARKING:
GARAGE SPACES: MINIMUM ±421 SPACES
LOADING SPACES: 4

NOTE:
1. THIS PROJECT WILL BE DEVELOPED IN UP TO TWO 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 TO ACCOMMODATE THE SECOND PHASE OFFICE BUILDING. SEE SHEET 5.1 FOR SECOND PHASE DEVELOPMENT CONDITIONS.
2. THE 35' RADIUS AT THE EASTERN SITE ENTRANCE AS SHOWN IS DESIGNED TO ACCOMMODATE INBOUND VEHICULAR TRAFFIC FOR AN SU-40 TRUCK OR SMALLER.

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

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

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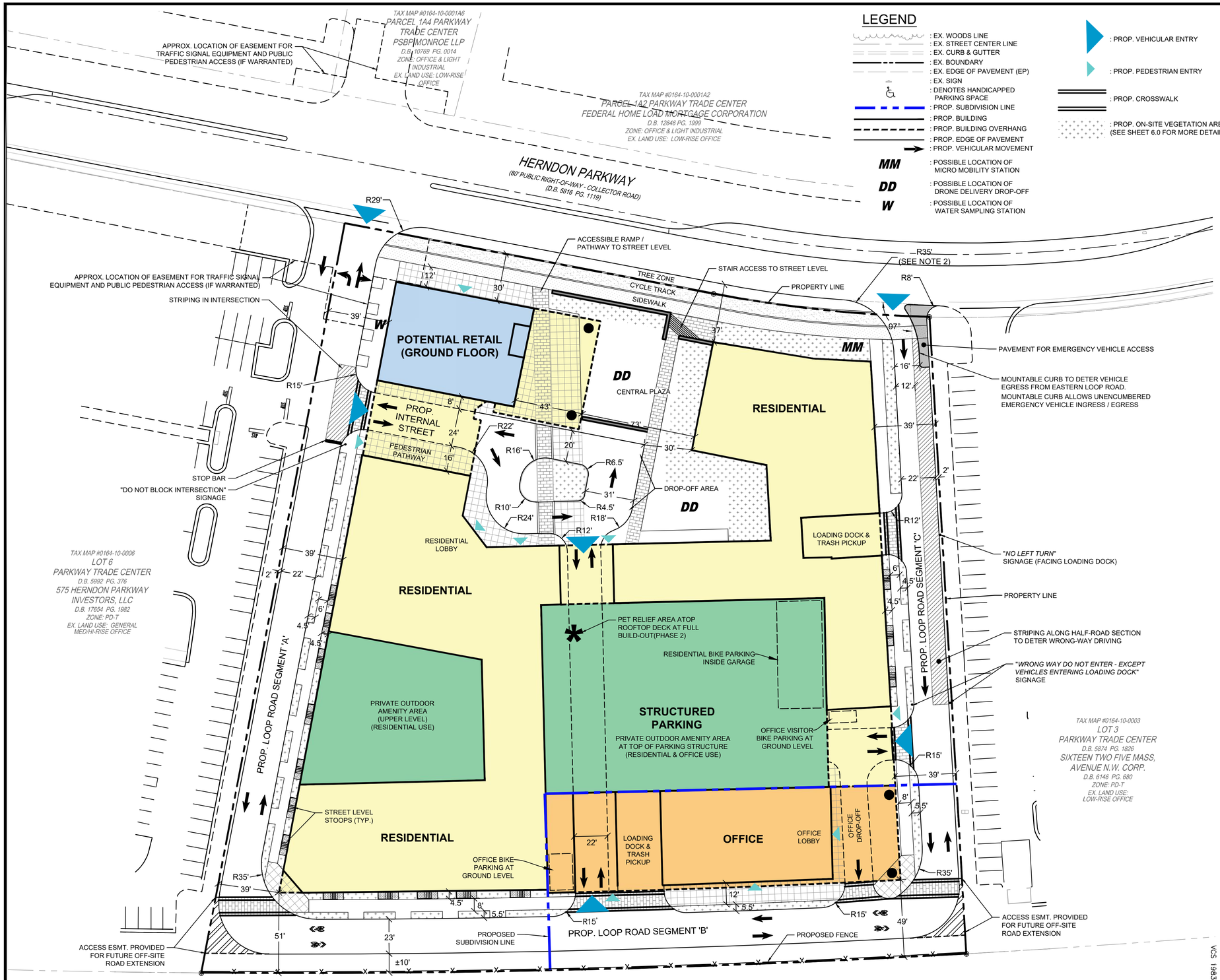
COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
PROFESSIONAL ENGINEER
11-18-2022

DEVELOPMENT PLAN (PHASE 1)

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: 1"=30'
DATE: 11-18-2022
DESIGN: JR, JA
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CHECKED:
SHEET No. 5.1 OF 24.0

111332



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

DATE	REVISION

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 PLAN AS PER SECT. 78-50.8.j.(1))

PROPOSED ZONING TABULATION
PD-TOC

FULL BUILD-OUT (PHASE 2)

DENSITY:
FLOOR AREA RATIO (FAR): 4.3 FAR

OPEN SPACE:
PUBLIC OPEN SPACE: ±48,700 SF
PRIVATE OPEN SPACE: ±30,500 SF
TOTAL OPEN SPACE: ±79,200 SF

BUILDING SETBACKS:
HERNDON PARKWAY: ±30' FROM HERNDON PARKWAY
DULLES TOLL ROAD: ±49' FROM DULLES TOLL ROAD ROW

BUILDING TOWER SEPARATION:
N/A

ACCESS DRIVE:
±48' WIDE BETWEEN BUILDING FACADES

BUILDING HEIGHT:
MAXIMUM 110' ALONG HERNDON PARKWAY SIDE
MAXIMUM 275' ALONG DULLES TOLL ROAD SIDE

PROVIDED PARKING:
GARAGE SPACES: MINIMUM ±821 SPACES
LOADING SPACES: 4

NOTE:
1. THIS PROJECT WILL BE DEVELOPED IN UP TO TWO 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 TO ACCOMMODATE THE SECOND PHASE OFFICE BUILDING. SEE SHEET 5.1 FOR SECOND PHASE DEVELOPMENT CONDITIONS.
2. THE 35' RADIUS AT THE EASTERN SITE ENTRANCE AS SHOWN IS DESIGNED TO ACCOMMODATE INBOUND VEHICULAR TRAFFIC FOR AN SU-40 TRUCK OR SMALLER.

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

PENZANCE
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dcs DAVID CRISTEN SMITH DESIGN
GOROVE / SLADE Transportation Planners and Engineers
WIRE GILL LLP

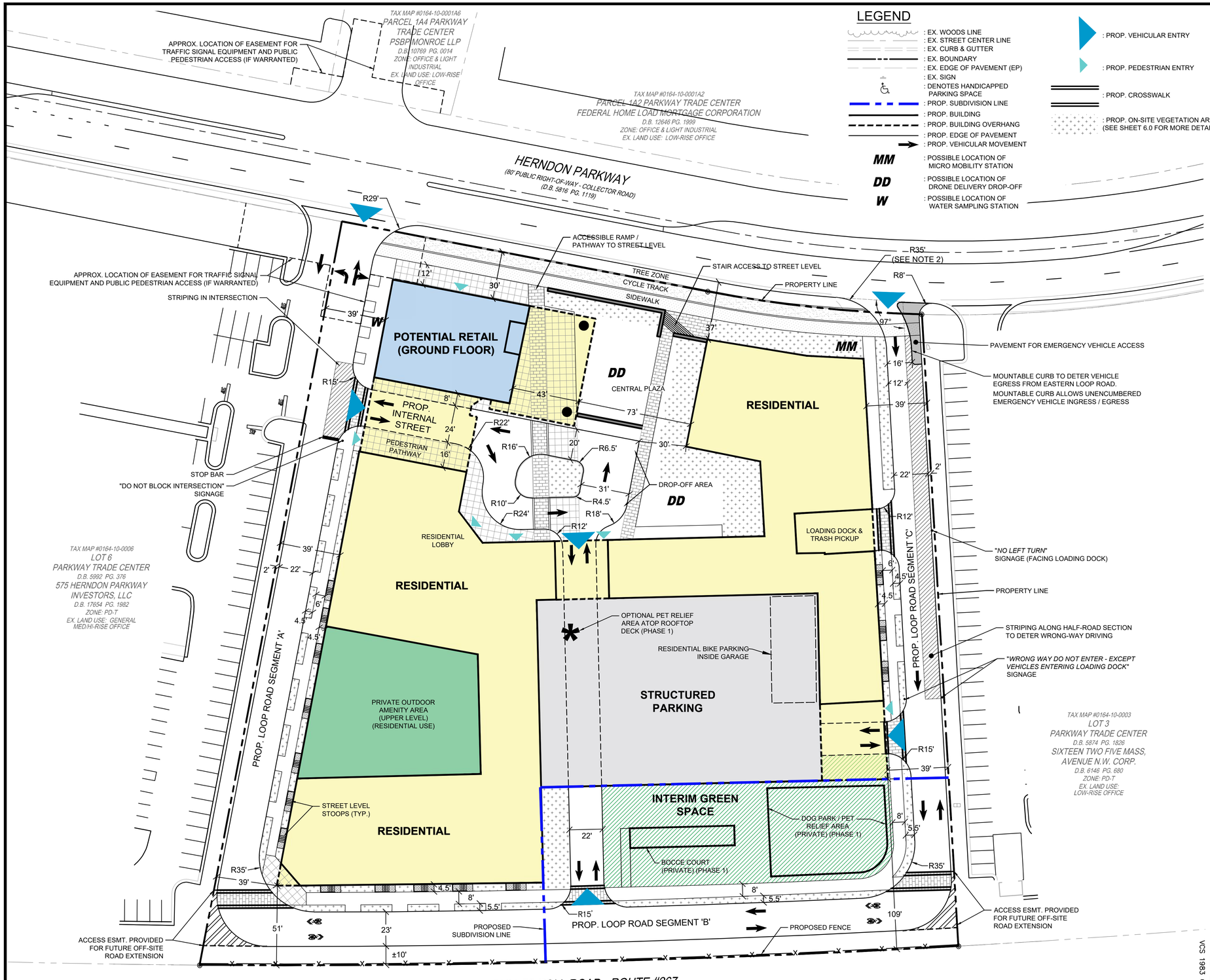
COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
PROFESSIONAL ENGINEER
11-18-2022

DEVELOPMENT PLAN– FULL BUILD–OUT (ALTERNATE LAYOUT) (PHASE 2)

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: 1"=30'
DATE: 11-18-2022
DESIGN: JR, JA
DRAWN: JA
CHECKED:
SHEET No. 5.2 OF 24.0

111332



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

DATE	REVISION

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 PLAN AS PER SECT. 78-50.8.j.(1))

PROPOSED ZONING TABULATION
PD-TOC

PHASE 1

DENSITY:
FLOOR AREA RATIO (FAR): 2.6 FAR

OPEN SPACE:
PERMANENT PUBLIC OPEN SPACE: ±48,700 SF
INTERIM PUBLIC OPEN SPACE: ±10,000 SF
TOTAL INTERIM PUBLIC OPEN SPACE: ±58,700 SF

TOTAL PRIVATE OPEN SPACE: ±9,000 SF

TOTAL OPEN SPACE AT PHASE-1: ±67,700 SF

BUILDING SETBACKS:
HERNDON PARKWAY: ±30' FROM HERNDON PARKWAY
DULLES TOLL ROAD: ±49' FROM DULLES TOLL ROAD ROW

BUILDING TOWER SEPARATION:
N/A

ACCESS DRIVE:
±48' WIDE BETWEEN BUILDING FACADES

BUILDING HEIGHT:
MAXIMUM 110' ALONG HERNDON PARKWAY SIDE
MAXIMUM 110' ALONG DULLES TOLL ROAD SIDE

PROVIDED PARKING:
GARAGE SPACES: MINIMUM ±421 SPACES
LOADING SPACES: 2

NOTE:
1. THIS PROJECT WILL BE DEVELOPED IN UP TO TWO 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 TO ACCOMMODATE THE SECOND PHASE OFFICE BUILDING. SEE SHEET 5.1 FOR SECOND PHASE DEVELOPMENT CONDITIONS.
2. THE 35' RADIUS AT THE EASTERN SITE ENTRANCE AS SHOWN IS DESIGNED TO ACCOMMODATE INBOUND VEHICULAR TRAFFIC FOR AN SU-40 TRUCK OR SMALLER.

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

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dcs DESIGN
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WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
PROFESSIONAL ENGINEER
11-18-2022

DEVELOPMENT PLAN
(ALTERNATE LAYOUT)
(PHASE 1)

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

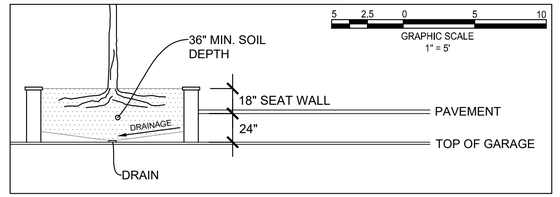
PROJECT NO: 15002.002.00
SCALE: 1"=30'
DATE: 11-18-2022
DESIGN: JR, JA
DRAWN: JA
CHECKED:
SHEET No. 5.3 OF 24.0

111332

DATE	REVISION



TYPICAL PLANTER DETAIL OVER STRUCTURE



NOTES:

1. ALL LANDSCAPE REQUIREMENTS STATED IN ARTICLE XI SEC. 78-110.5 SHALL BE MET FOR THE EXPOSED TOP LEVEL OF THE PARKING STRUCTURE DURING PHASE 1 OF THE DEVELOPMENT.
2. PLANT SPECIES SPECIFIED HERE 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.
4. ALL SURFACE TREATMENTS ON THIS SHEET ARE SHOWN FROM GROUND LEVEL.
5. DECORATIVE PAVERS WILL BE UTILIZED FOR HIGH VISIBILITY CROSSWALKS AT ALL INTERSECTIONS. THESE SURFACE TREATMENTS SHALL REFLECT THE HTOC URBAN DESIGN GUIDELINES.

SITE FURNISHINGS LEGEND

- BENCH
- STREET LIGHT
- RETAIL/OUTDOOR SEATING
- PROPOSED FENCE

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
- *THUJA 'GREEN GIANT'* — GREEN GIANT ARBORVITAE
- LAWN AREA / REPLICA TURF
- SHRUB PLANTINGS, GROUNDCOVER AND ENHANCED PLANTING AREA

PENZANCE

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JOHN L. HELMS
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11-18-2022
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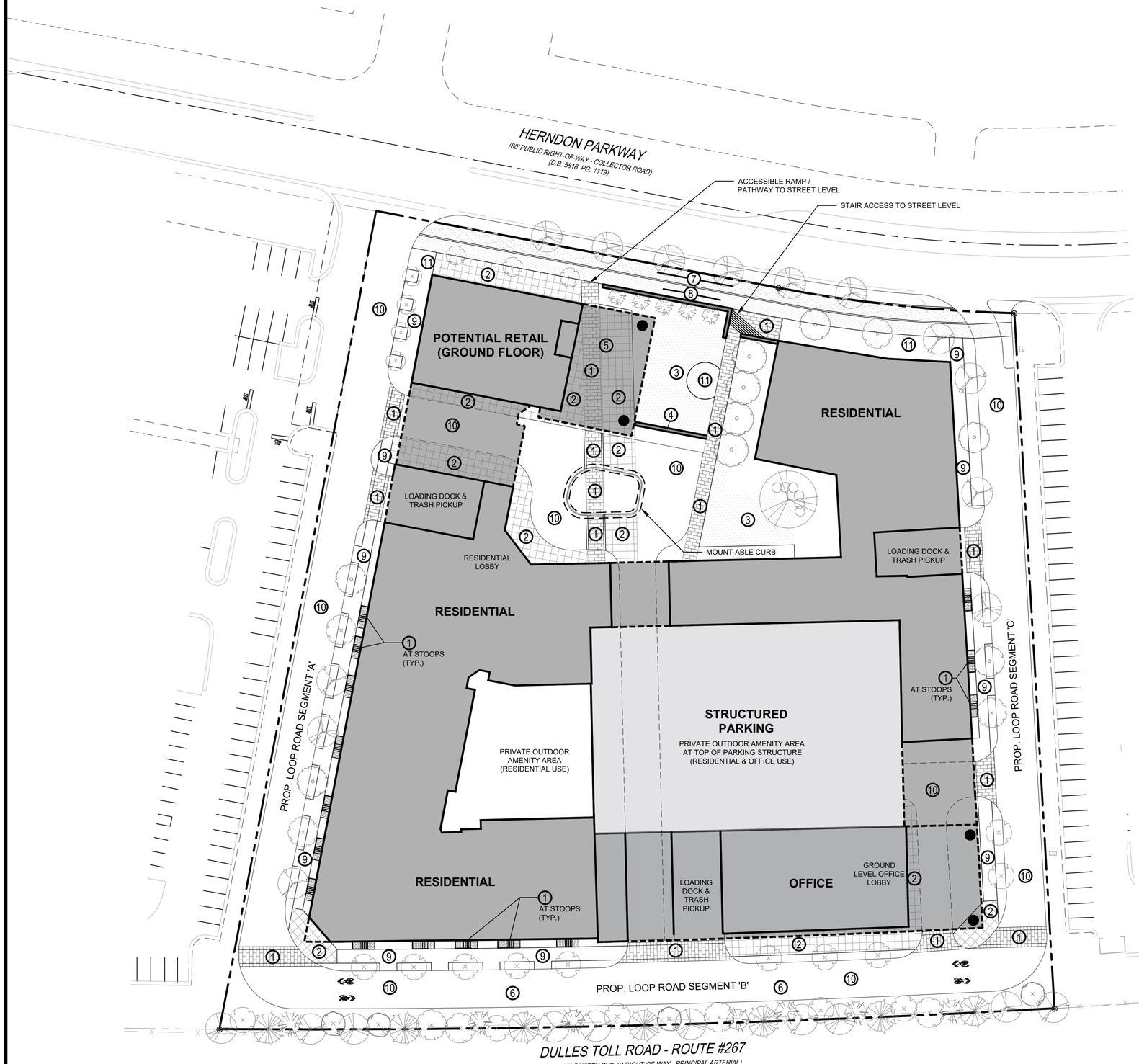
LANDSCAPE PLAN

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO:	15002.002.00
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SHEET No.	6.0 OF 24.0

111332

DATE	REVISION



Amenity Key

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

NOTE:
1. ALL SURFACE TREATMENTS ON THIS SHEET ARE SHOWN FROM GROUND LEVEL.
2. DECORATIVE PAVERS WILL BE UTILIZED FOR HIGH VISIBILITY CROSSWALKS AT ALL INTERSECTIONS. THESE SURFACE TREATMENTS SHALL REFLECT THE HTOC URBAN DESIGN GUIDELINES.

VCS 1983 GRID NORTH

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

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dcs DESIGN
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WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

HARDSCAPE PLAN

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

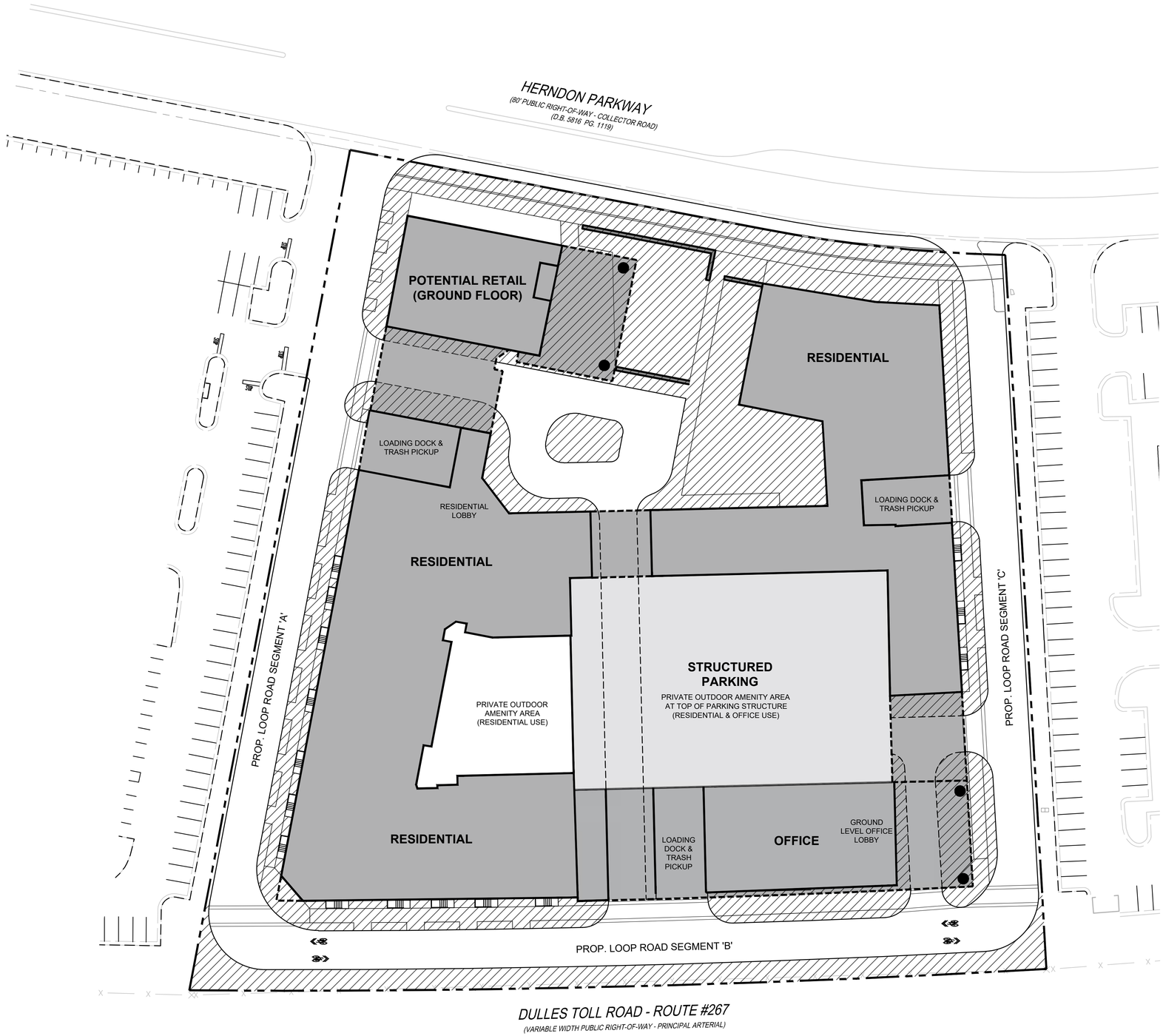
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CHECKED:
SHEET No.
7.0 OF 24.0

111332

DATE	REVISION

VCS 1983 GRID NORTH

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



OPEN SPACE PLAN

TOTAL SITE AREA: 4.34 AC

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

OPEN SPACE PROVIDED AT GRADE:
±1.12 AC (±26% OF SITE)

NOTE: PRIOR APPROVAL DP#17-01 PROVIDED 1.13 AC OF AT-GRADE OPEN SPACE

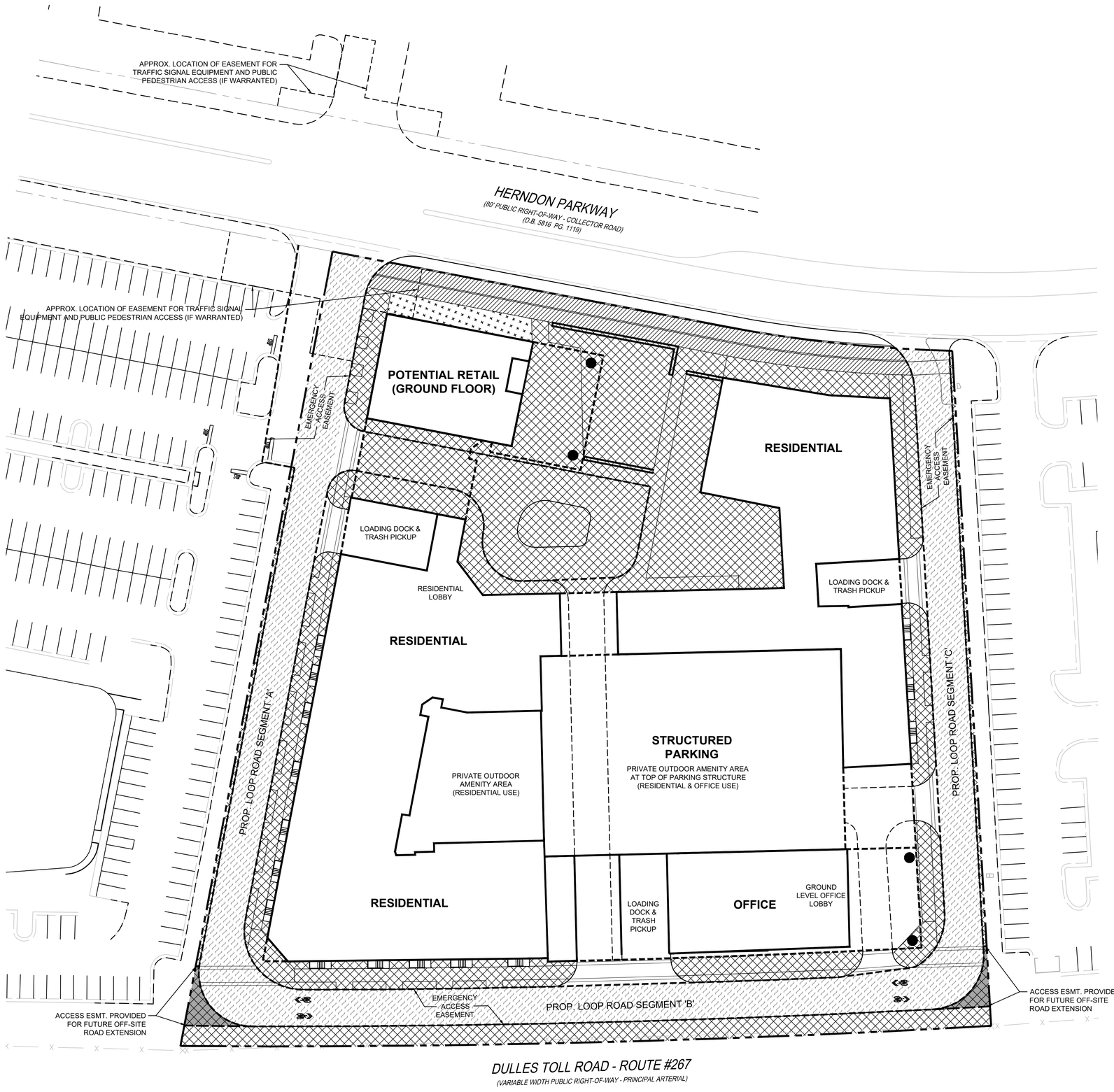
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COMMONWEALTH OF VIRGINIA
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PUBLIC-ACCESSIBLE OPEN SPACE PLAN

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

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VCS 1983 GRID NORTH

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GRAPHIC SCALE
1" = 30'

DATE	REVISION

PUBLIC DEDICATION AREA

PUBLIC ACCESSIBLE SPACE IN EASEMENT, IN ACCORDANCE WITH THE PROFFERS

STREET UTILITY AND PUBLIC ACCESS EASEMENT AREA

RETAIL SEATING AREA

ACCESS EASEMENT FOR FUTURE OFF-SITE ROAD EXTENSION

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11-18-2022
PROFESSIONAL ENGINEER

PUBLIC DEDICATION, EASEMENTS & ACCESSIBLE SPACES

DEVELOPMENT PLAN

555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA

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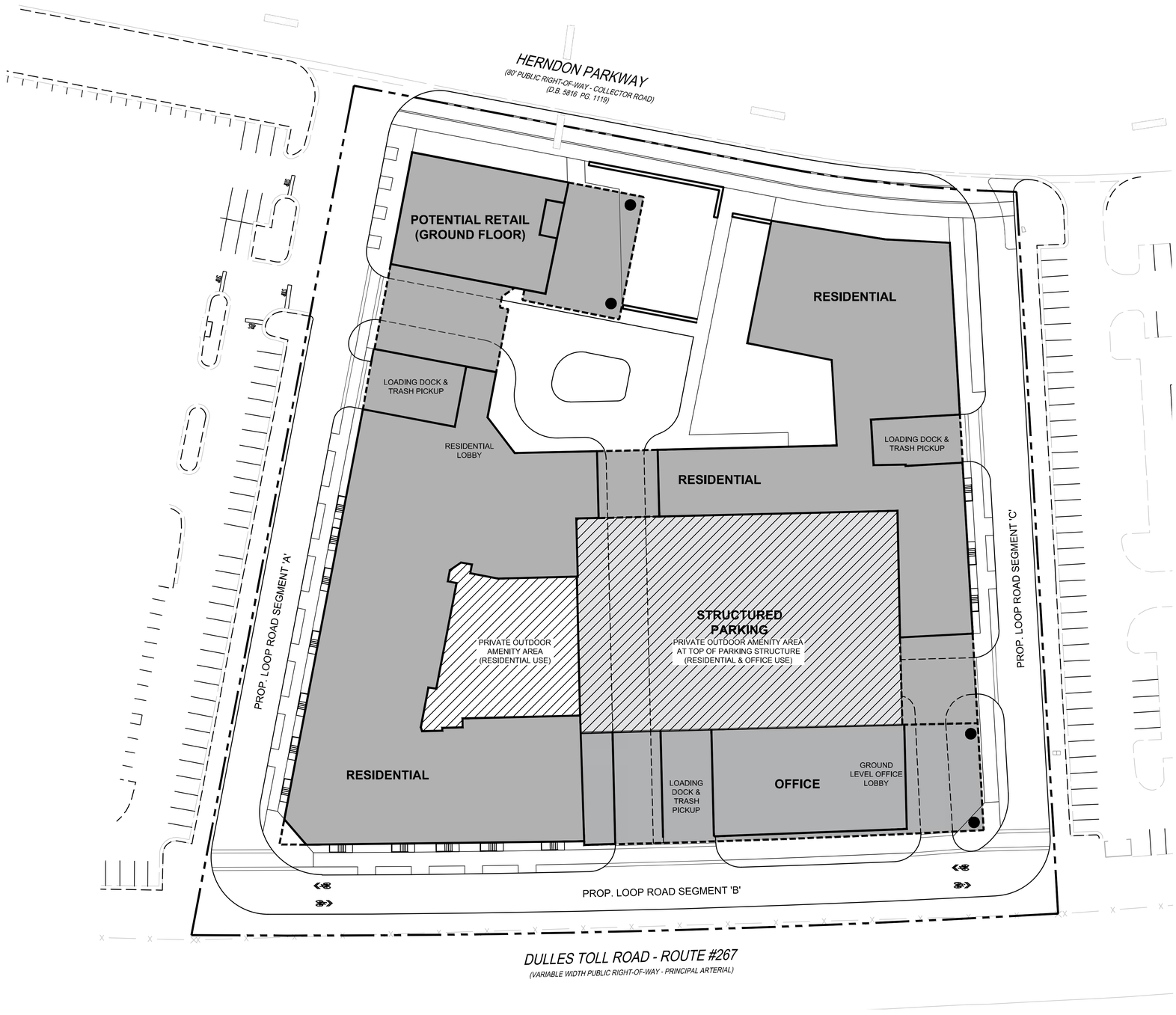
111332

DATE	REVISION

VCS 1983 GRID NORTH

30 15 0 30 60

GRAPHIC SCALE
1" = 30'



PRIVATE OPEN SPACE PLAN

PRIVATE OPEN SPACE PROVIDED ON PODIUM LEVEL: ±27,000 S.F.

OPEN SPACE TABULATIONS

TOTAL SITE AREA: 189,050 SF; PUBLIC OPEN SPACE = 48,700 SF

	PRIVATE OPEN SPACE (SQ. FT.)	PRIVATE OPEN SPACE (% OF SITE AREA)
RESIDENTIAL & OFFICE	21,500 SQ. FT.	11.4%
RESIDENTIAL	5,500 SQ. FT.	2.9%

TOTAL OPEN SPACE (% OF SITE) = ±40%.

PENZANCE

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GOROVE / SLADE
Transportation Planners and Engineers

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11-18-2022
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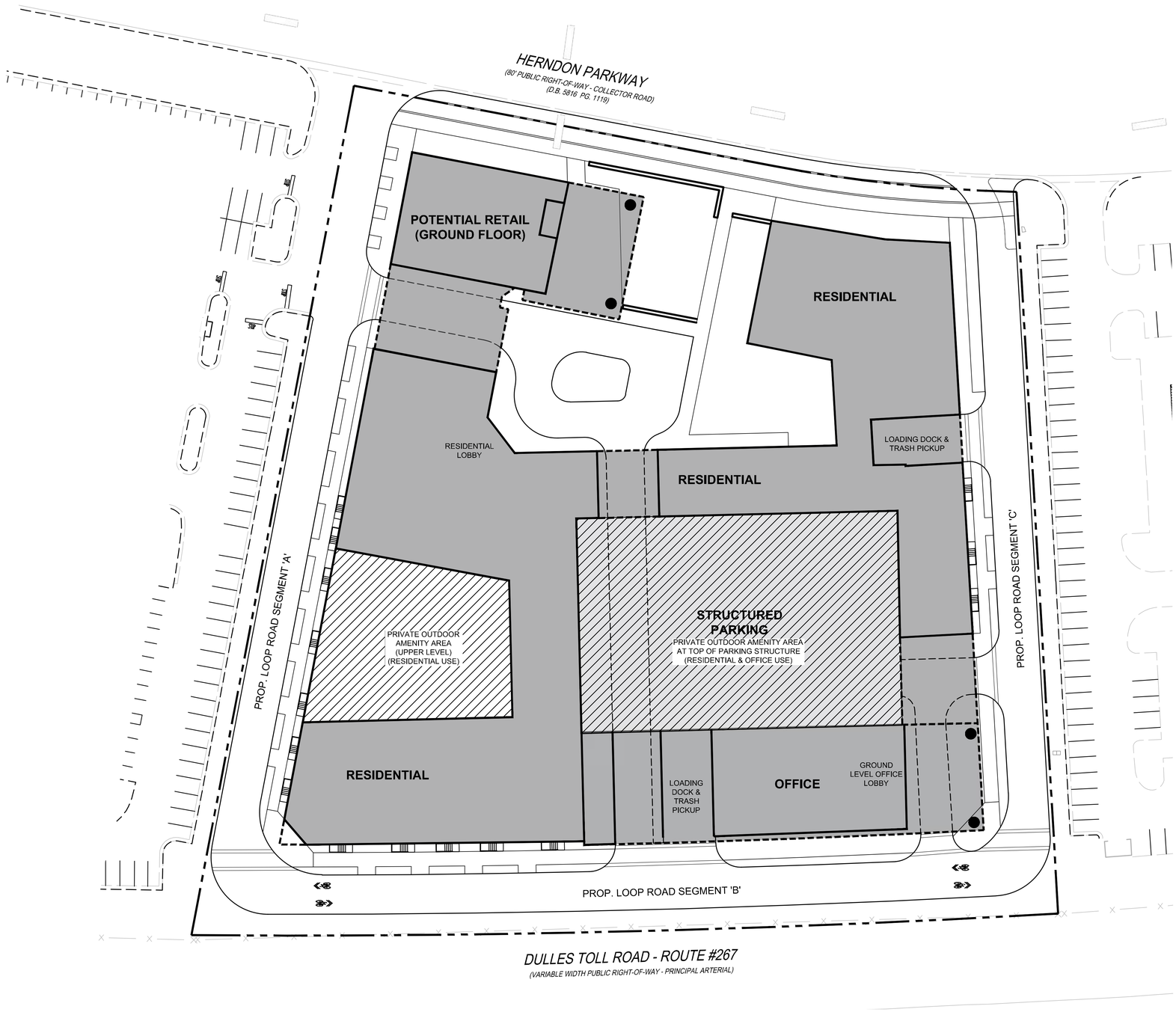
PRIVATE OPEN SPACE PLAN

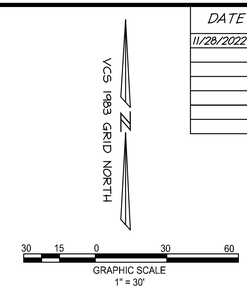
DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: 1" = 30'
DATE: 11-18-2022
DESIGN: JA
DRAWN: JA
CHECKED: CCL
SHEET No. 9.0 OF 24.0

111332

DATE	REVISION
11/28/2022	RE-SUBMISSION





PRIVATE OPEN SPACE PLAN

PRIVATE OPEN SPACE PROVIDED ON PODIUM LEVEL: ±30,500 S.F.

OPEN SPACE TABULATIONS		
TOTAL SITE AREA: 189,050 SF; PUBLIC OPEN SPACE = 48,700 SF		
	PRIVATE OPEN SPACE (SQ. FT.)	PRIVATE OPEN SPACE (% OF SITE AREA)
RESIDENTIAL & OFFICE	21,500 SQ. FT.	11.4%
RESIDENTIAL	9,000 SQ. FT.	4.7%

TOTAL OPEN SPACE (% OF SITE) = ±40%.

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
11-28-2022

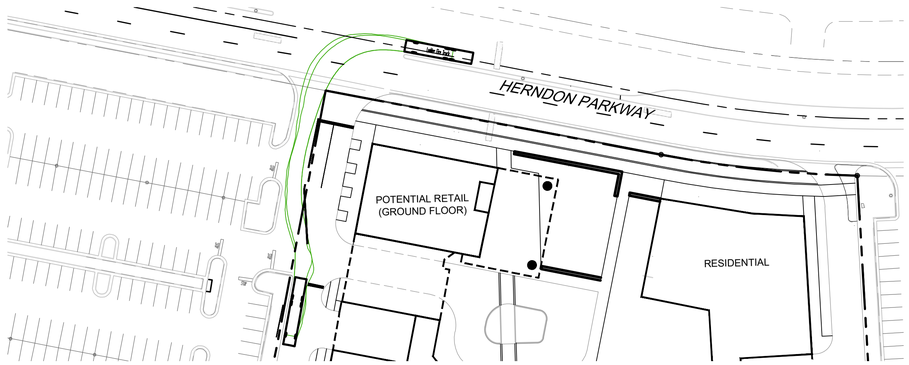
PRIVATE OPEN SPACE PLAN
(ALTERNATE LAYOUT)

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: 1" = 30'
DATE: 11-18-2022
DESIGN: JA
DRAWN: JA
CHECKED: CCL
SHEET No.
9.1 OF 24.0

111332

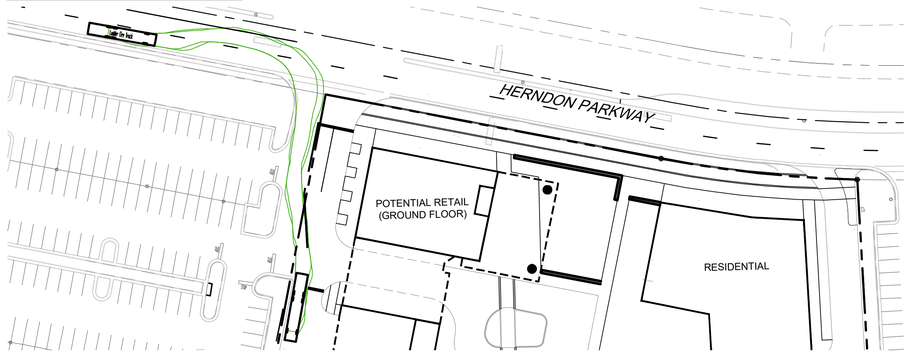
LADDER TRUCK ENTERING SITE



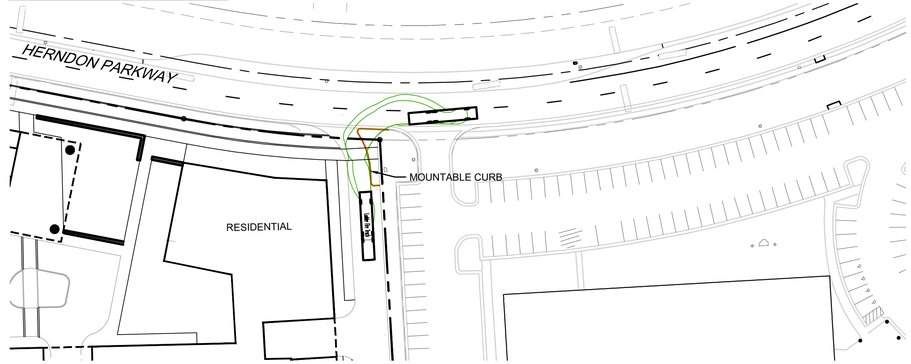
LADDER TRUCK EXITING SITE



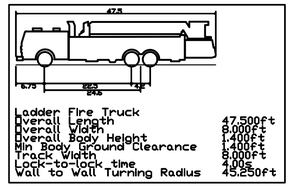
LADDER TRUCK ENTERING SITE



LADDER TRUCK EXITING SITE

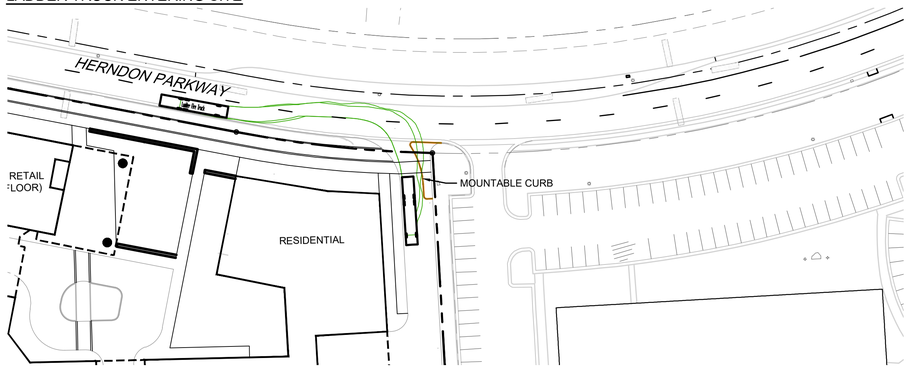


LADDER TRUCK SPECIFICATIONS (N.T.S.)

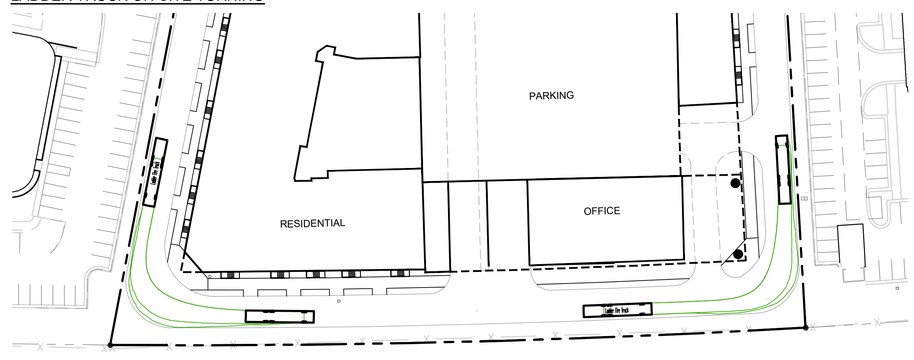


Ladder Fire Truck	
Overall Length	47.500ft
Overall Width	8.000ft
Overall Body Height	1.400ft
Min Body Ground Clearance	1.400ft
Track Width	8.000ft
Lock-to-Lock time	4.00s
Wall to Wall Turning Radius	45.250ft

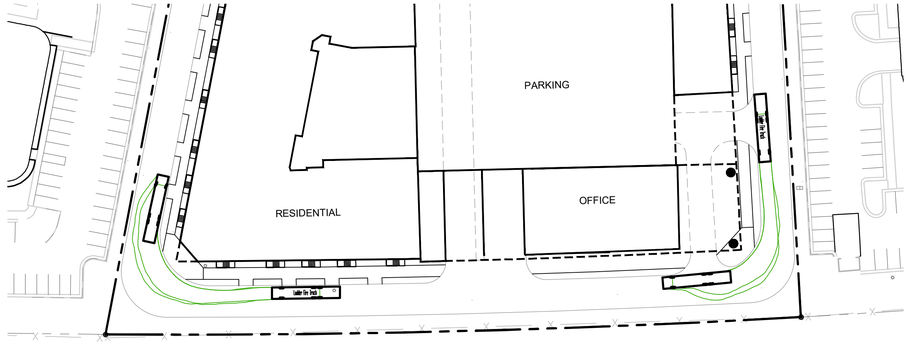
LADDER TRUCK ENTERING SITE



LADDER TRUCK ON SITE TURNING



LADDER TRUCK ON SITE TURNING



NOTE:
OUTLINES (IN GREEN) SHOWN ON THESE TURNING SIMULATIONS REPRESENT THE SWEPT PATH OF THE VEHICLE BODY, NOT THE PATH OF THE WHEELS.

VCS 1983 GRID NORTH

DATE	REVISION

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

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

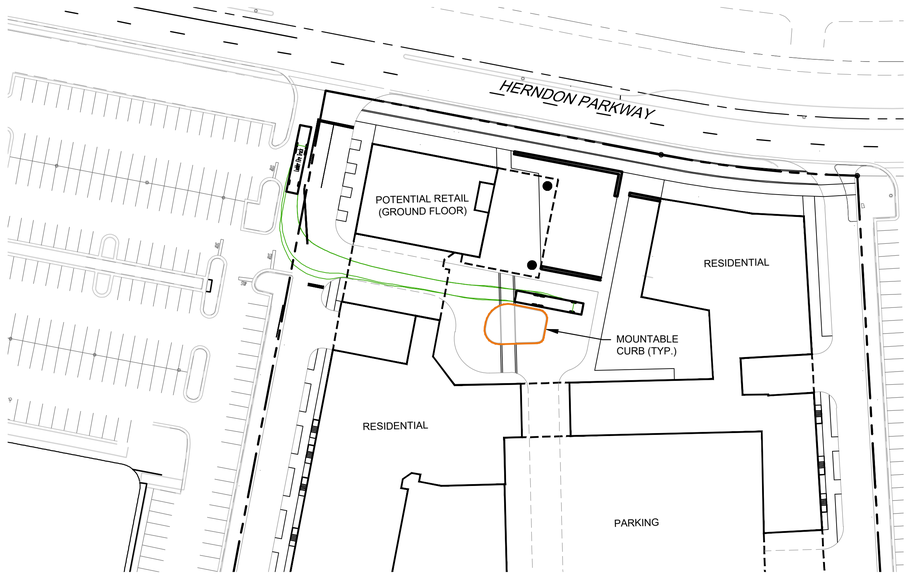
FIRE ACCESS PLAN

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

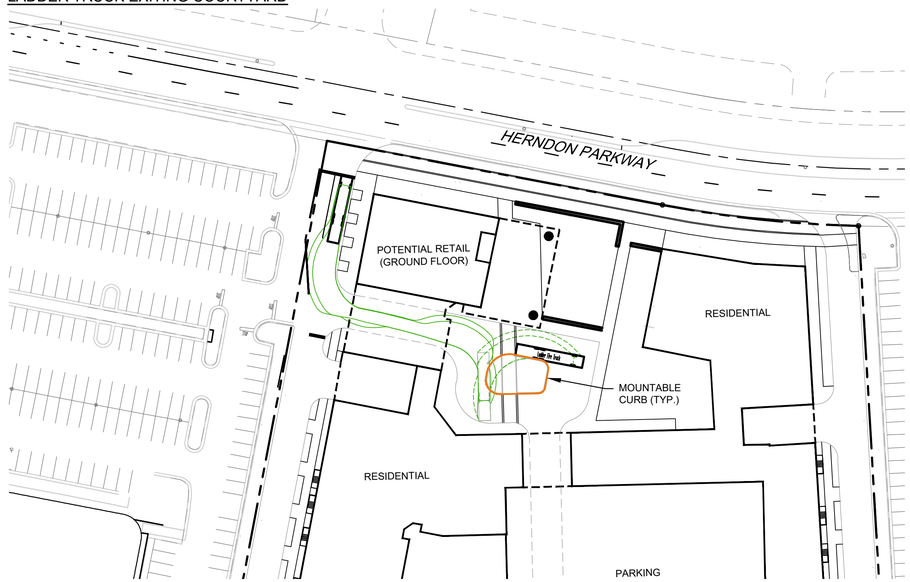
PROJECT NO:	15002.002.00
SCALE:	1"=50'
DATE:	11-18-2022
DESIGN:	JA
DRAWN:	JA
CHECKED:	JH
SHEET No.	10.0 OF 24.0

111332

LADDER TRUCK ENTERING COURTYARD



LADDER TRUCK EXITING COURTYARD

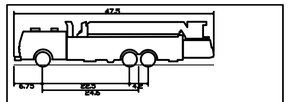


VCS 1983 GRID NORTH

DATE	REVISION

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

LADDER TRUCK SPECIFICATIONS (N.T.S.)



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

NOTE:
OUTLINES (IN GREEN) SHOWN ON THESE TURNING SIMULATIONS REPRESENT THE SWEPT PATH OF THE VEHICLE BODY, NOT THE PATH OF THE WHEELS.

PARKING GARAGE AERIAL FIRE ACCESS WAIVER REQUEST

September 1, 2022

Office of the Fire Marshal
Fairfax County, Virginia
1209 Government Center Parkway
Fairfax, VA 22035

Subject: 555 Herndon, Development Plan Amendment / Proffer Condition Amendment
555 Herndon Parkway, Herndon, VA 20170

Plan Number: DP #21-01

Code Reference: Fairfax County Public Facilities Manual
Section 9-0202.2I (1)

This is a request for modification to the Fairfax County Public Facilities Manual, (PFM), Section 9-0202.2I, specifically 9-0202.2I (1).

Section 9-0202.2I (1) states that "When buildings are more than three stories or 30' in height, aerial fire apparatus access must be approved." In this case, the parking garage does not have the required access by aerial ladders.

The garage at this location will not have adequate ladder truck access. While it is a separate building, it is surrounded on all 4-sides by residential and office buildings. Since this condition does not provide adequate ladder truck access, the applicant offers to provide the following protective measures, in place of ladder access:

- NFPA 13 compliant automatic, dry sprinkler coverage in the open parking garage
- Automatic, wet standpipes with fire hose valves in the stairwells
- 2-hour fire-rated egress stair enclosures in lieu of open stairwells, with self-closing, fire-rated doors
- The garage sprinkler system must be monitored by the adjacent residential and office building's fire alarm system and initiate occupant notification upon activation of the garage sprinkler water-flow devices

We believe that the additional protective measures sufficiently outweigh the need for aerial access required in the PFM. This request is offered for approval by the Fairfax County Fire Prevention Services, and the Code Modification Review Committee.

AERIAL FIRE ACCESS PFM COMPLIANCE EXHIBIT



LEGEND

MEETS PFM REQUIREMENTS FOR AERIAL FIRE APPARATUS ACCESS (15' - 30' FROM FIRE ACCESS LANE)

NEAR TO MEETING PFM REQUIREMENTS FOR AERIAL FIRE APPARATUS ACCESS (30' - 40' FROM FIRE ACCESS LANE)

DOES NOT MEET PFM REQUIREMENTS FOR AERIAL FIRE APPARATUS ACCESS (GREATER THAN 40' FROM FIRE ACCESS LANE)

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

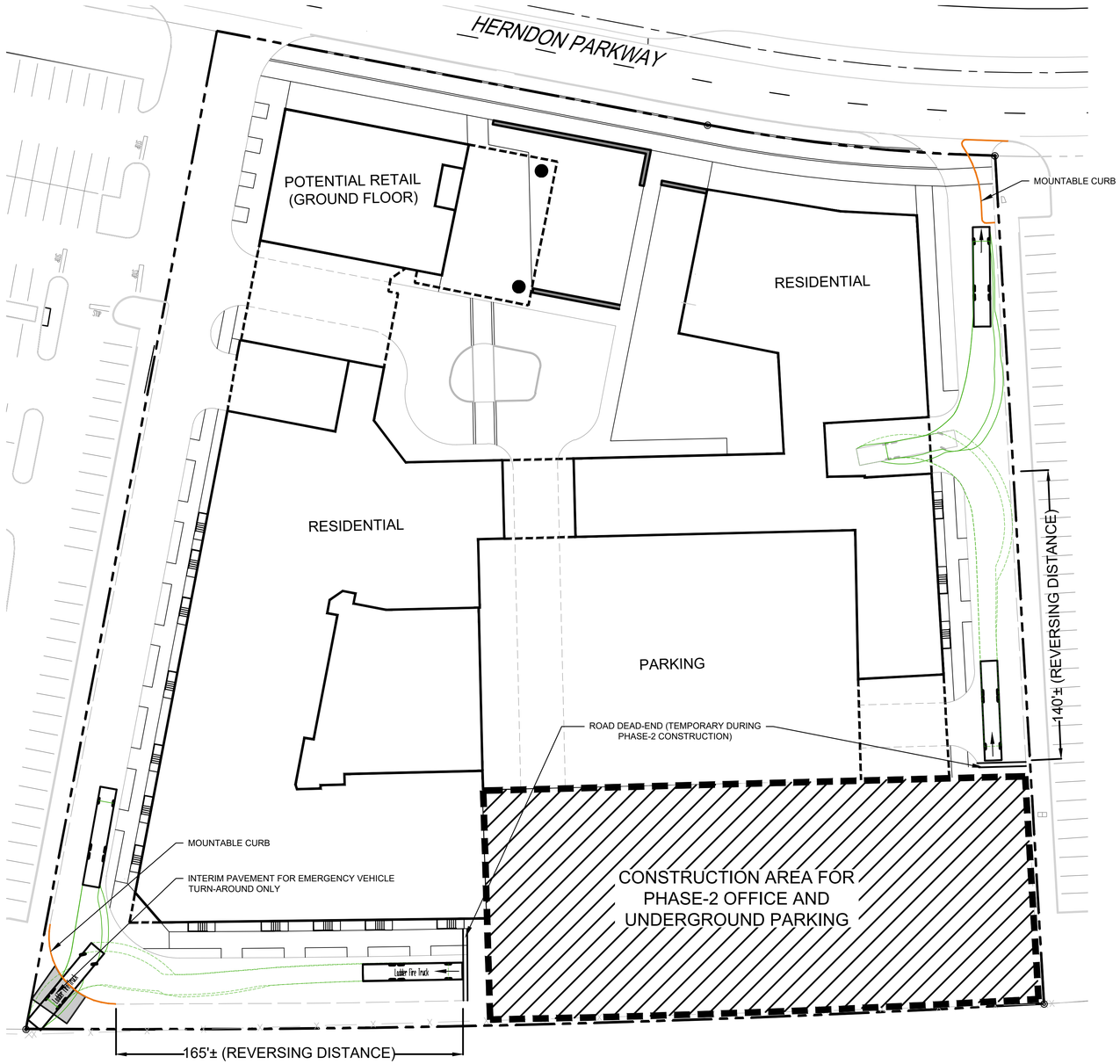
FIRE ACCESS PLAN

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

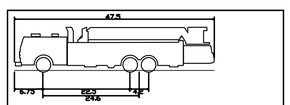
PROJECT NO: 15002.002.00
SCALE: 1"=50'
DATE: 11-18-2022
DESIGN: JA
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SHEET No.
10.1 OF 24.0

111332

LADDER TRUCK - TURN-AROUND AT INTERIM DEAD-END CONDITION



LADDER TRUCK SPECIFICATIONS (N.T.S.)



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

AERIAL FIRE ACCESS PFM COMPLIANCE EXHIBIT
(INTERIM CONDITION DURING PHASE 2 CONSTRUCTION)



LEGEND

- MEETS PFM REQUIREMENTS FOR AERIAL FIRE APPARATUS ACCESS (15' - 30' FROM FIRE ACCESS LANE)
- NEAR TO MEETING PFM REQUIREMENTS FOR AERIAL FIRE APPARATUS ACCESS (30' - 40' FROM FIRE ACCESS LANE)
- DOES NOT MEET PFM REQUIREMENTS FOR AERIAL FIRE APPARATUS ACCESS (GREATER THAN 40' FROM FIRE ACCESS LANE)

VCS 1983 GRID NORTH

DATE	REVISION

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

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

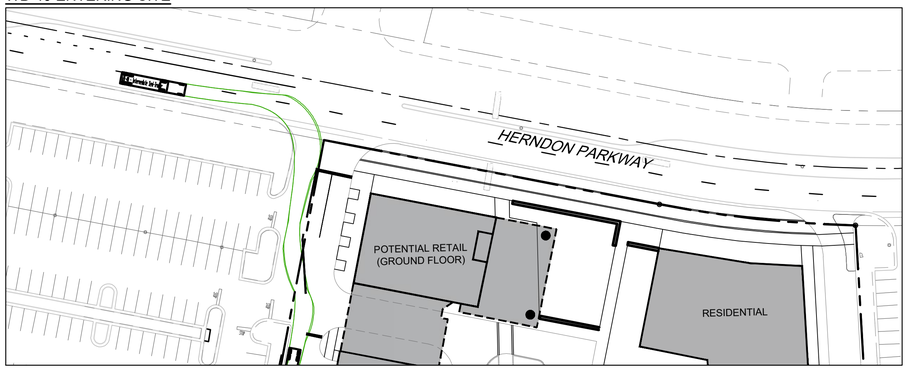
FIRE ACCESS PLAN
(INTERIM CONDITION DURING PHASE 2 CONSTRUCTION ONLY)

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

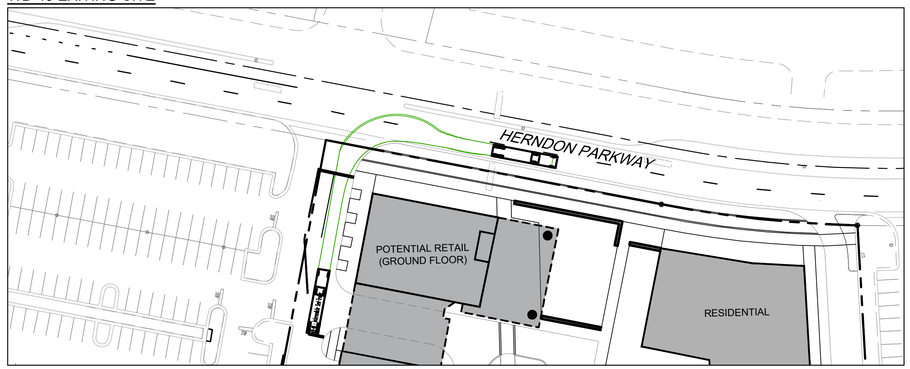
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SCALE: 1"=50'
DATE: 11-18-2022
DESIGN: JA
DRAWN: JA
CHECKED: JH
SHEET No.
10.2 OF 24.0

111332

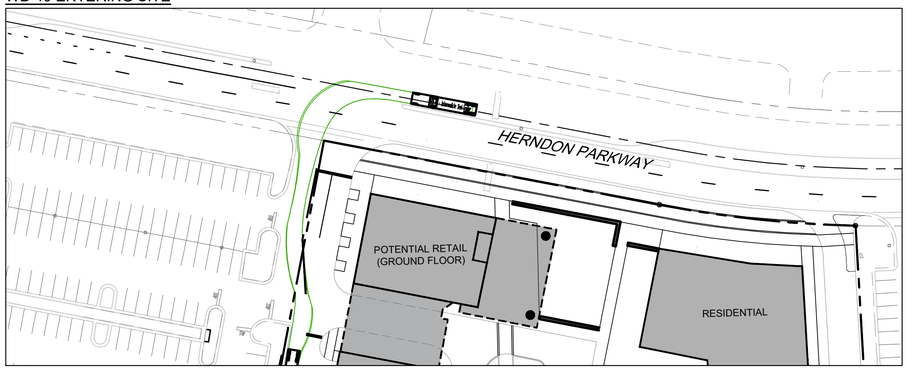
WB-40 ENTERING SITE



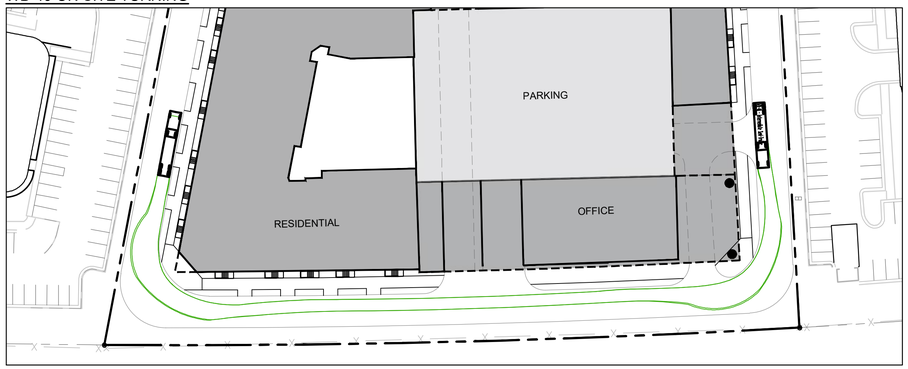
WB-40 EXITING SITE



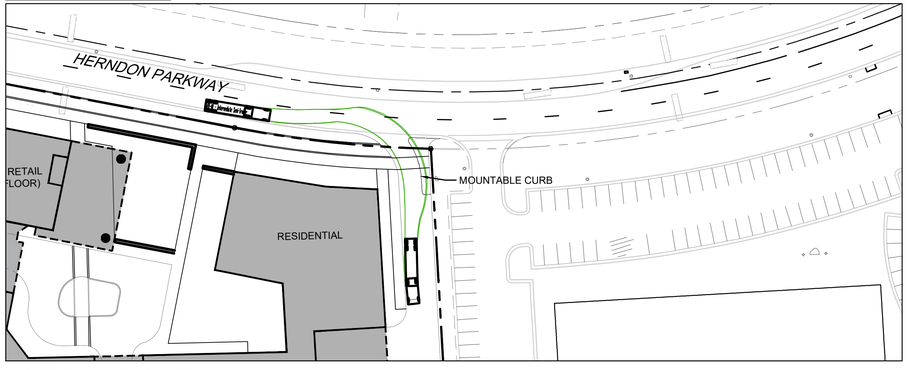
WB-40 ENTERING SITE



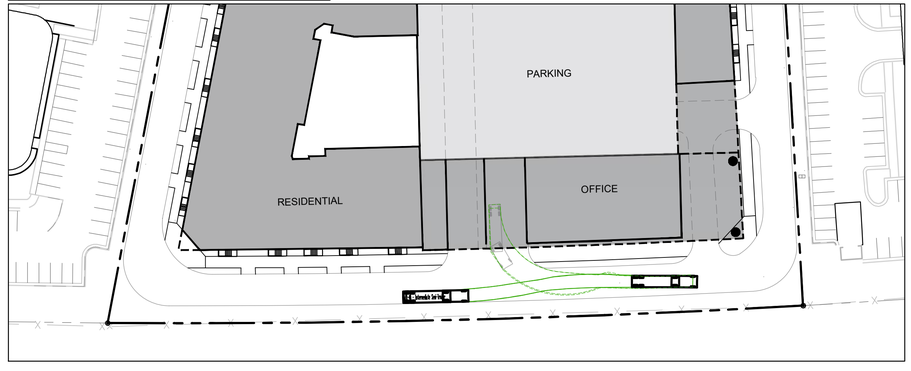
WB-40 ON SITE TURNING



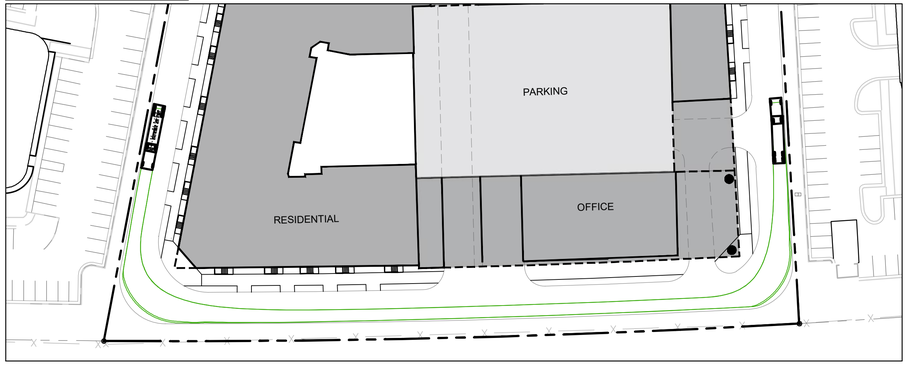
WB-40 ENTERING SITE



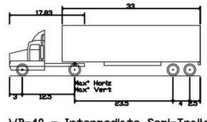
WB-40 ENTERING SOUTHERN LOADING BAY



WB-40 ON SITE TURNING



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



WB-40 - Intermediate Semi-Trailer	
Overall Length	45.500ft
Overall Width	8.000ft
Overall Body Height	12.052ft
Min Body Ground Clearance	1.333ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	20.40°

NOTE:
OUTLINES (IN GREEN) SHOWN ON THESE TURNING SIMULATIONS REPRESENT THE SWEPT PATH OF THE VEHICLE BODY, NOT THE PATH OF THE WHEELS.

VCS 1983 GRID NORTH

DATE	REVISION

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

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

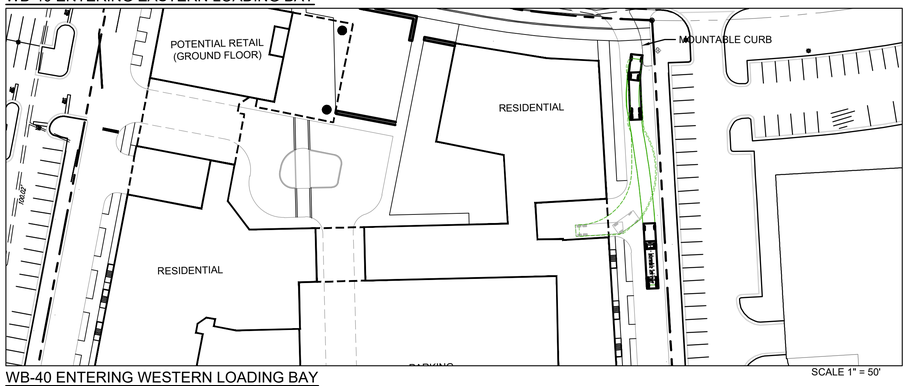
TRUCK TURNING MOVEMENTS

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO:	15002.002.00
SCALE:	1"=50'
DATE:	11-18-2022
DESIGN:	JA
DRAWN:	JA
CHECKED:	JH
SHEET No.	11.0 OF 24.0

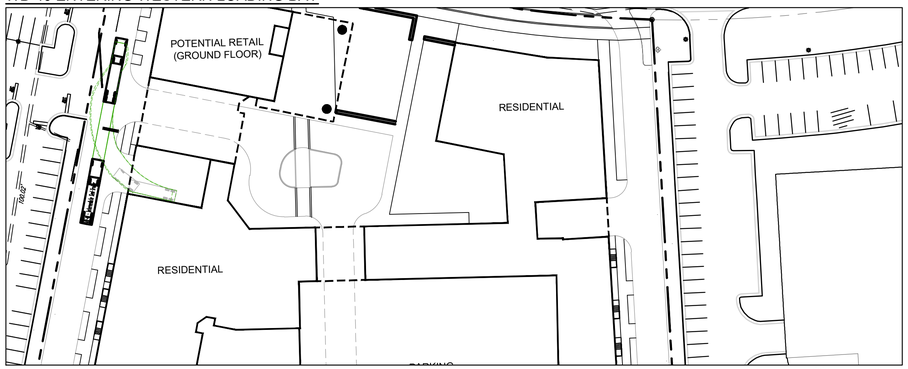
111332

WB-40 ENTERING EASTERN LOADING BAY



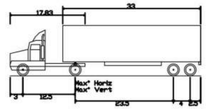
SCALE 1" = 50'

WB-40 ENTERING WESTERN LOADING BAY



SCALE 1" = 50'

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



WB-40 - Intermediate Semi-Trailer

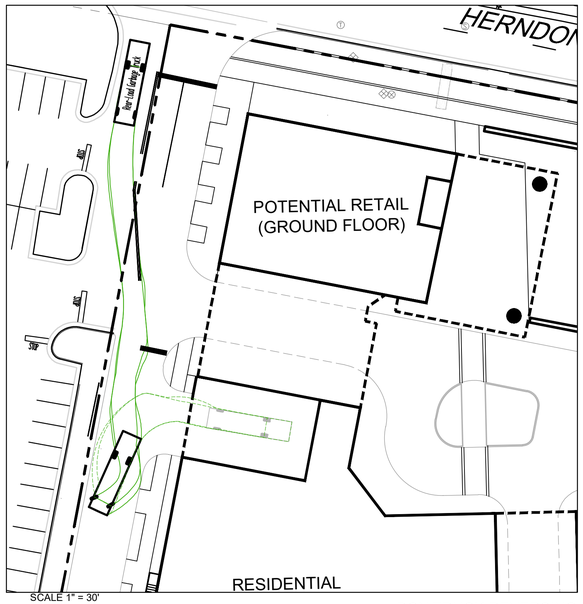
Overall Length	45.500ft
Overall Width	8.000ft
Overall Body Height	12.050ft
Min Body Ground Clearance	1.334ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	20.40°

VCS 1983 GRID NORTH

DATE	REVISION

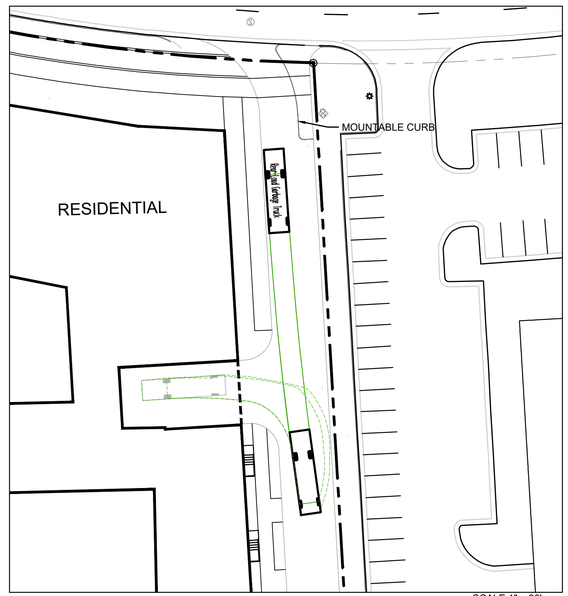
50 25 0 50 100
GRAPHIC SCALE
1" = 50'

BOX TRUCK REVERSING INTO LOADING BAY / TRASH AREA



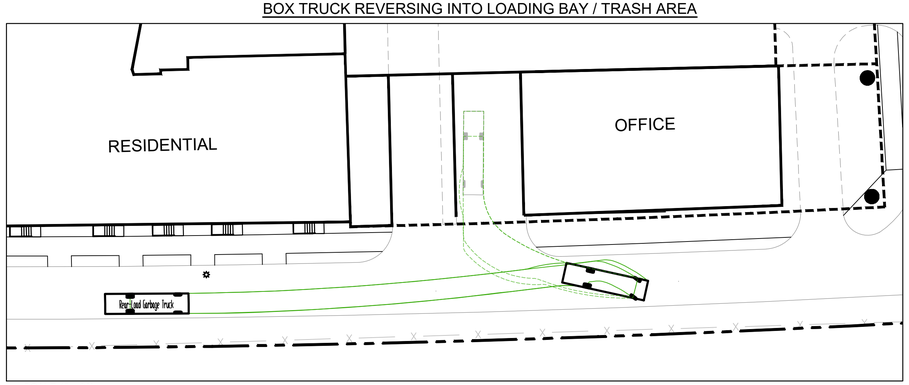
SCALE 1" = 30'

BOX TRUCK REVERSING INTO LOADING BAY / TRASH AREA



SCALE 1" = 30'

BOX TRUCK REVERSING INTO LOADING BAY / TRASH AREA



SCALE 1" = 30'

NOTE:
OUTLINES (IN GREEN) SHOWN ON THESE TURNING SIMULATIONS REPRESENT THE SWEPT PATH OF THE VEHICLE BODY, NOT THE PATH OF THE WHEELS.

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

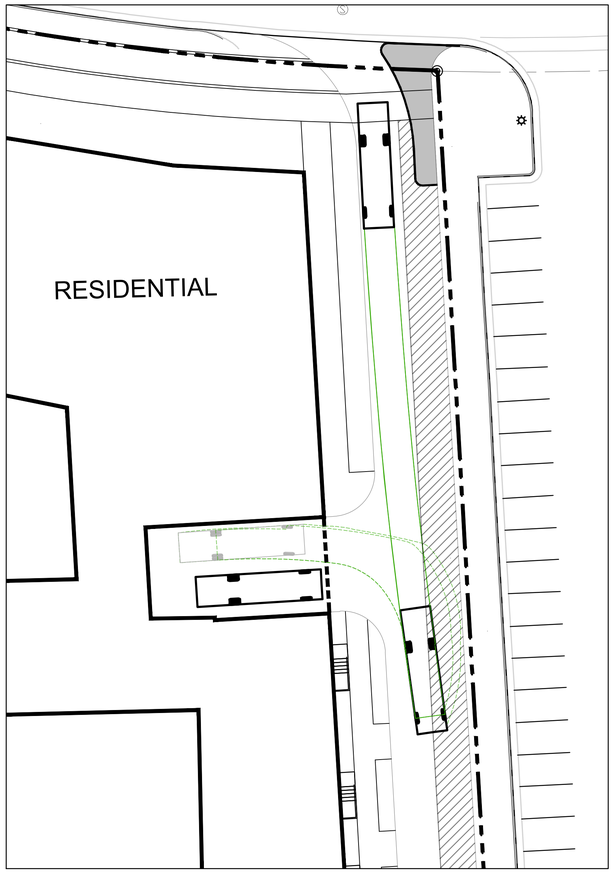
COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

TRUCK TURNING MOVEMENTS

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

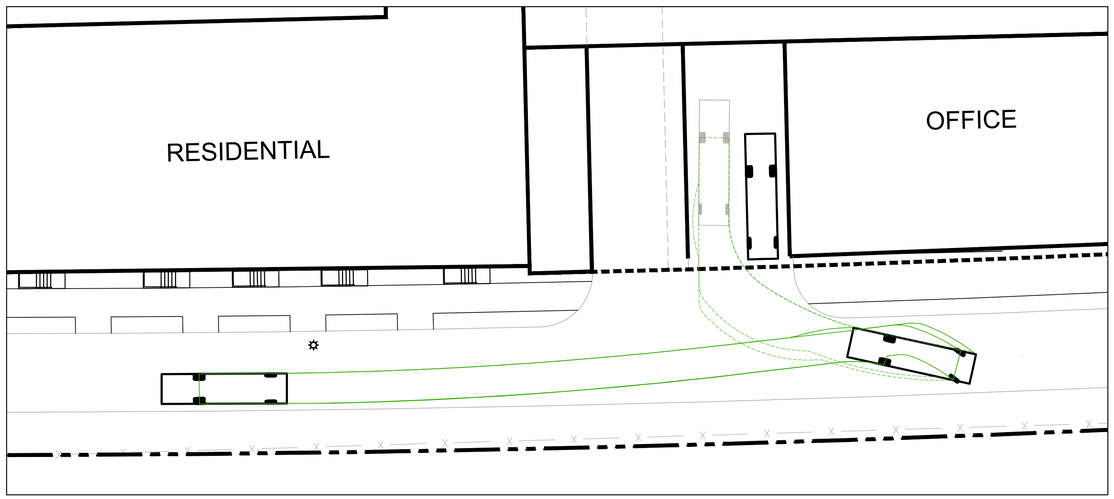
PROJECT NO: 15002.002.00
SCALE: AS SHOWN
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SHEET No.
11.1 OF 24.0

111332



BOX TRUCK REVERSING INTO LOADING BAY
(WITH SECOND VEHICLE INSIDE LOADING BAY)

SCALE 1" = 20'



BOX TRUCK REVERSING INTO LOADING BAY
(WITH SECOND VEHICLE INSIDE LOADING BAY)

SCALE 1" = 20'

NOTE:
OUTLINES (IN GREEN) SHOWN ON THESE TURNING SIMULATIONS REPRESENT THE SWEPT PATH OF THE VEHICLE BODY, NOT THE PATH OF THE WHEELS.

VCS 1983 GRID NORTH

DATE	REVISION

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

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GOROVE / SLADE Transportation Planners and Engineers
WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

TRUCK TURNING MOVEMENTS
(ALTERNATE LAYOUT)

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: AS SHOWN
DATE: 11-18-2022
DESIGN: JA
DRAWN: JA
CHECKED: JH
SHEET No.
11.2 OF 24.0

111332

DATE	REVISION

LEGEND

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

POTENTIAL RETAIL (GROUND FLOOR)

RESIDENTIAL

UNDERGROUND DETENTION VAULT

8'x11' JELLYFISH

RESIDENTIAL

PARKING

RESIDENTIAL

OFFICE

VCS 1983 GRID NORTH

30 15 0 30 60

GRAPHIC SCALE
1" = 30'

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
11-18-2022

PROPOSED GRADING PLAN & LIMITS

DEVELOPMENT PLAN

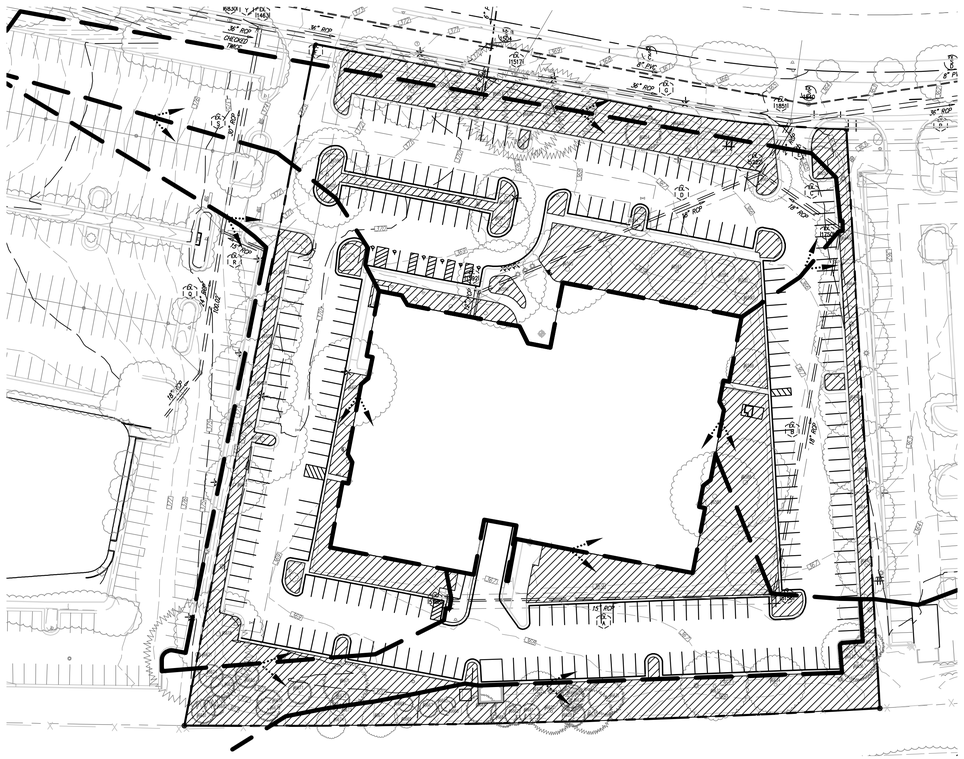
555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA

PROJECT NO:	15002.002.00
SCALE:	1"=30'
DATE:	11-18-2022
DESIGN:	JH
DRAWN:	LB
CHECKED:	
SHEET No.	12.0 OF 24.0

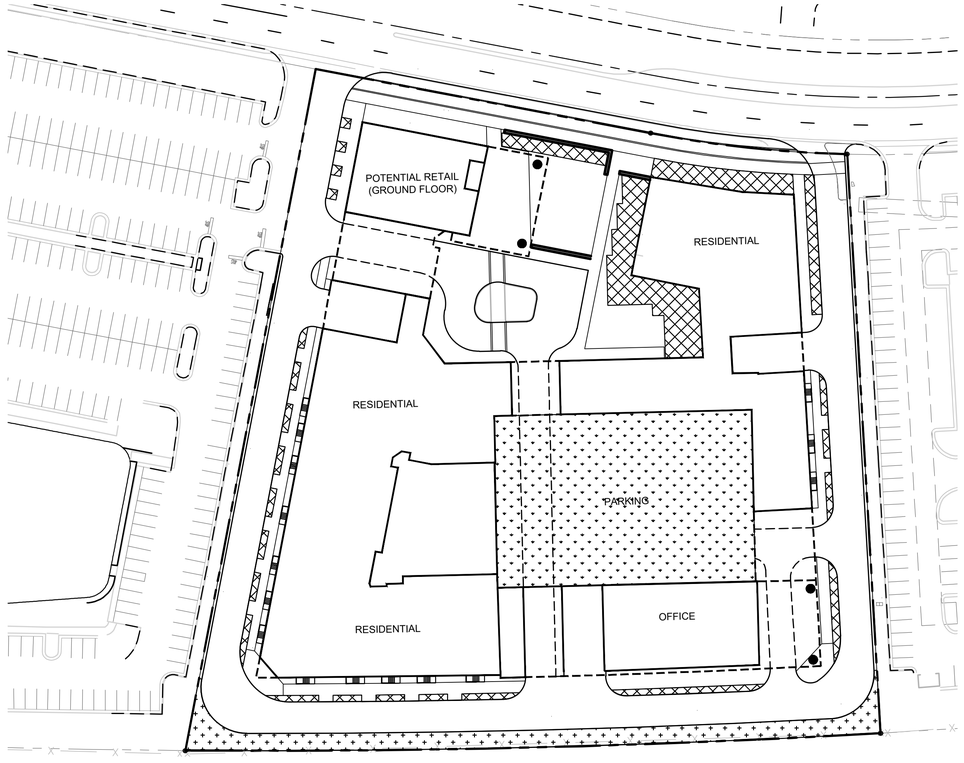
111332

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, BIORETENTION PLANTERS, AND TREE WELL FILTERS



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.

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 11A 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 DEVELOPMENT AND ASSOCIATED PROGRAM WILL PROVIDE A SINGLE RESIDENTIAL BUILDING WITH AN ATTACHED GARAGE, AND THE POTENTIAL FOR A FUTURE OFFICE TOWER CONNECTED TO THE GARAGE. THE DEVELOPMENT PLAN PROVIDED CALLS FOR TWO OPTIONS OF CONSTRUCTION FOR THE RESIDENTIAL BUILDING. ONE CALLS FOR A WOOD CONSTRUCTION OF 9 STORIES, AND THE SECOND, CALLS FOR A LIGHT GRADE STEEL CONSTRUCTION FOR 10 STORIES.

TO COMPLY WITH THE CHESAPEAKE BAY ACT (CBA), THE PROJECT WILL PROVIDE WATER QUALITY TREATMENT THROUGH THE USE OF GREEN ROOFS, BIORETENTION, PERVIOUS PAVERS, AND A MANUFACTURED TREATMENT DEVICE FILTERING (JELLYFISH FILTER).

WATER QUALITY TREATMENT (BMP) NARRATIVE

THE OPTIONS HAVE IMPACTS ON THE BMP STRATEGIES BETWEEN THESE TWO, AS GREEN ROOF FACILITIES ARE NOT TYPICALLY PROVIDED ON WOOD CONSTRUCTION, AS THE WEIGHT OF THE TREATMENT IS MORE THAN THE DOWNSTREAM BMP FACILITY (BIORETENTION AND JELLYFISH FILTER) WOULD STILL NEED TO BE PROVIDED, BUT BECAUSE OF THE FACILITIES NOW BEING MORE SPREAD OUT OVER THE SITE, ADDITIONAL MANUFACTURED DEVICES MIGHT HAVE TO BE EMPLOYED TO ENSURE THE REQUIRED TREATMENT IS PROVIDED. TREE WELL FILTERS WILL NEED TO BE REVIEWED AND EMPLOYED WHERE AVAILABLE TO TREAT THE IMPERVIOUS ROAD RUNOFF.

THE LOSS OF THE GREEN ROOF FACILITIES, WHICH PROVIDE BOTH BMP TREATMENT AND A REDUCTION IN RUNOFF, WILL CREATE THE NEED FOR LARGE BIORETENTION PLANTERS TO TREAT THE ROOF WATER, AND THE MOST LIKELY THE INTRODUCTION OF PERVIOUS PAVEMENT IN AREAS THAT CAN HANDLE THE LOADING. THESE INCLUDE ANY AREAS THAT DO NOT REQUIRE LARGE TRUCK OR FIRE TRUCK ACCESS, INCLUDING PARKING BAYS AND SIDEWALKS. THESE TREATMENT SYSTEMS ARE CAPABLE OF REMOVING THE REQUIRED PHOSPHORUS TO ACHIEVE THE WATER QUALITY VOLUME FOR THE RE-DEVELOPED PROPERTY.
FOR PHASE II, THE OFFICE BUILDING PLANS TO MAXIMIZE THE GREEN ROOF, AS THE OFFICE WILL BE REPLACING GREEN SPACE AND MAKES THE REQUIRED TREATMENT MORE INTENSE.

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

WATER QUANTITY TREATMENT (SWM) NARRATIVE

THERE WILL BE AN INCREASE IN THE SITE'S IMPERVIOUSNESS WHICH WILL RESULT IN AN 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. 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 A CONCRETE VAULT PROVIDED WITH AN OUTLET STRUCTURE TO DETAIN THE RUNOFF FROM EXCEEDING THE STATE REQUIREMENTS. IF THE LIGHT GRADE STEEL OPTION IS UTILIZED, THEN THE GREEN ROOF AND ITS RUNOFF REDUCING ABILITIES CAN BE MAINTAINED AS DESIGNED IN THE APPROVED DEVELOPMENT PLAN, AND THE SIZE OF THE VAULT IN THE APPROVED DEVELOPMENT PLAN SHOULD REMAIN ABOUT THE SIZE (CHANGES IN SIZE IS ANTICIPATED WITH FINAL ENGINEERING, BUT SHOULD BE VERY SIMILAR TO WHAT HAS BEEN SHOWN). IF THE WOOD OPTION IS UTILIZED, THEN THE GREEN ROOF AND ITS RUNOFF REDUCTION ATTRIBUTES, ARE NULLIFIED. THE GREEN ROOF PROVIDES A 45% REDUCTION IN RUNOFF, AND THE PROPOSED SUBSTITUTE FOR THE BMP TREATMENT, BIORETENTION PLANTERS, ONLY ACHIEVES A RUNOFF REDUCTION OF 40%. THEREFORE, THE VAULT WILL GROW IN SIZE AS THERE WILL BE MORE RUNOFF FROM THESE FACILITIES. PERVIOUS PAVEMENT OBTAINS A 45% REDUCTION, BUT ITS USE AROUND THE SITE DOES NOT APPEAR TO OFFSET THE AMOUNT OF GREEN ROOF THAT WAS PREVIOUSLY PROVIDED.

THE PROPOSED VAULT WILL BE SIZED FOR THE ULTIMATE CONDITION, WHICH INCLUDES THE PHASE II OFFICE BUILDING.

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

NOTES:

1. THE SWM SYSTEM AND BMP PRACTICES PROPOSED ON THIS PLAN WILL MEET ALL STATE AND LOCAL TOWN OF HERNDON REQUIREMENTS FOR ALL BUILD-OUT PHASES.

2. ALL SWM QUALITY AND QUANTITY REQUIREMENTS FOR THE PROJECT, INCLUDING REQUIREMENTS GENERATED BY OFF-SITE DISTURBED AREAS AND FRONTAGE IMPROVEMENTS, WILL BE MET ON-SITE.

3. ALL PROPOSED SWM FACILITIES WILL BE PROVIDED ON-SITE AND WILL BE PRIVATELY MAINTAINED.

4. GREENROOF PROVIDED AT THE UPPER LEVEL OF THE PARKING GARAGE, AS SHOWN ON THIS SHEET, IS PROPOSED ONLY WITH THE FULL BUILD-OUT OF THE PROPERTY AND IS NOT CONSIDERED A COMPONENT OF THE PHASE-1 (RESIDENTIAL ONLY) PORTION OF THE DEVELOPMENT.

VCS 1983 GRID NORTH

DATE	REVISION

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

LEGEND:

PERVIOUS AREA

AREA TO BE CONSIDERED FOR BIORETENTION PLANTERS

AREA TO BE CONSIDERED FOR GREEN ROOF (SEE NOTE 4)

AREA TO BE CONSIDERED FOR TREE WELL FILTERS

PENZANCE

christopher consultants

dcs DESIGN

GOROVE / SLADE
Transportation Planners and Engineers

WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

STORMWATER MANAGEMENT & DRAINAGE PLAN

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: 1"=50'
DATE: 11-18-2022
DESIGN: JH
DRAWN: JW
CHECKED: JH
SHEET No.
12.1 OF 24.0

111332

DEQ Virginia Runoff Reduction Method Re-Development Compliance Spreadsheet - Version 3.0

○ 2011 BMP Standards and Specifications ◉ 2013 Draft BMP Standards and Specifications

Project Name: 555 Herndon Parkway
Date: 5/6/2022
Linear Development Project? No

CLEAR ALL

data input cells | constant values | calculation cells | final results

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 4.34

Maximum reduction required:	*20%*
The site's net increase in impervious cover (acres) is:	*1.07*
Post-Development TP Load Reduction for Site (lb/yr):	*3.34*

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

Pre-ReDevelopment Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) -- undisturbed, protected forest/open space or reforested land				0.00	0.00
Managed Turf (acres) -- disturbed, graded for yards or other turf to be mowed/managed				1.36	1.36
Impervious Cover (acres)				2.98	2.98
					4.34

Post-Development Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) -- undisturbed, protected forest/open space or reforested land				0.00	0.00
Managed Turf (acres) -- disturbed, graded for yards or other turf to be mowed/managed				0.29	0.29
Impervious Cover (acres)				4.05	4.05
Area Check	OK.	OK.	OK.	OK.	4.34

Constants

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

Runoff Coefficients (Rv)

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

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

Land Cover Summary-Pre		
Pre-ReDevelopment	**Listed**	**Adjusted[1]**
Forest/Open Space Cover (acres)	0.00	0.00
Weighted Rv(forest)	0.00	0.00
% Forest	0%	0%
Managed Turf Cover (acres)	1.36	0.00
Weighted Rv(turf)	0.25	0.00
% Managed Turf	31%	0%
Impervious Cover (acres)	2.98	2.98
Rv(impervious)	0.95	0.95
% Impervious	69%	100%
Total Site Area (acres)	**4.34**	**2.98**
Site Rv	**0.73**	**0.95**

LAND COVER SUMMARY -- POST DEVELOPMENT

Land Cover Summary-Post (Final)	
Post ReDev. & New Impervious	
Forest/Open Space Cover (acres)	0.00
Weighted Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	0.29
Weighted Rv (turf)	0.25
% Managed Turf	7%
Impervious Cover (acres)	4.05
Rv(impervious)	0.95
% Impervious	93%
Final Site Area (acres)	**4.34**
Final Post Dev Site Rv	**0.90**

Land Cover Summary-Post	
Post-ReDevelopment	
Forest/Open Space Cover (acres)	0.00
Weighted Rv(forest)	0.00
% Forest	0%
Managed Turf Cover (acres)	0.29
Weighted Rv (turf)	0.25
% Managed Turf	9%
ReDev. Impervious Cover (acres)	2.98
Rv(impervious)	0.95
% Impervious	91%
Total ReDev. Site Area (acres)	**3.27**
ReDev Site Rv	**0.89**

Land Cover Summary-Post	
Post-Development New Impervious	
New Impervious Cover (acres)	1.07
Rv(impervious)	0.95

Treatment Volume and Nutrient Load

Pre-ReDevelopment Treatment Volume (acre-ft)	0.2643	0.2359	
Pre-ReDevelopment Treatment Volume (cubic feet)	11,511	10,277	
Pre-ReDevelopment TP Load (lb/yr)	**7.23**	**6.46**	
Pre-ReDevelopment TP Load per acre (lb/acre/yr)	1.67	2.17	
Baseline TP Load (lb/yr) (**0.41 lbs/acre/yr** applied to pre-redevelopment area excluding pervious land proposed for new impervious cover)		*1.22*	

Treatment Volume and Nutrient Load

Final Post-Development Treatment Volume (acre-ft)	0.3267	**Post-ReDevelopment Treatment Volume (acre-ft)**	0.2420	**Post-Development Treatment Volume (acre-ft)**	0.0847	
Final Post-Development Treatment Volume (cubic feet)	14,230	**Post-ReDevelopment Treatment Volume (cubic feet)**	10,540	**Post-Development Treatment Volume (cubic feet)**	3,690	
Final Post-Development TP Load (lb/yr)	**8.94**	**Post-ReDevelopment Load (TP) (lb/yr)***	**6.62**	**Post-Development TP Load (lb/yr)**	**2.32**	
Final Post-Development TP Load per acre (lb/acre/yr)	2.06	Post-ReDevelopment TP Load per acre (lb/acre/yr)	2.03			
		Max. Reduction Required (Below Pre-ReDevelopment Load)	**20%**			
		TP Load Reduction Required for Redeveloped Area (lb/yr)	**1.46**	**TP Load Reduction Required for New Impervious Area (lb/yr)**	**1.88**	

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

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

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

Post-Development Requirement for Site Area

TP Load Reduction Required (lb/yr)	**3.34**

Nitrogen Loads (Informational Purposes Only)

Pre-ReDevelopment TN Load (lb/yr)	51.74	Final Post-Development TN Load (Post-ReDevelopment & New Impervious) (lb/yr)	63.96

Drainage Area A

Drainage Area A Land Cover (acres)

CLEAR BMP AREAS

	A Soils	B Soils	C Soils	D Soils	Totals	Land Cover Rv
Forest/Open Space (acres)					0.00	0.00
Managed Turf (acres)				0.29	0.29	0.25
Impervious Cover (acres)				4.05	4.05	0.95
				Total	4.34	

Total Phosphorus Available for Removal in D.A. A (lb/yr) 8.94
Post Development Treatment Volume in D.A. A (ft³) 14,230

Stormwater Best Management Practices (RR = Runoff Reduction)

--Select from dropdown lists--

Practice	Runoff Reduction Credit (%)	Managed Turf Credit Area (acres)	Impervious Cover Credit Area (acres)	Volume from Upstream Practice (ft³)	Runoff Reduction (ft³)	Remaining Runoff Volume (ft³)	Total BMP Treatment Volume (ft³)	Phosphorus Removal Efficiency (%)	Phosphorus Load from Upstream Practices (lb)	Untreated Phosphorus Load to Practice (lb)	Phosphorus Removed By Practice (lb)	Remaining Phosphorus Load (lb)	Downstream Practice to be Employed
1. Vegetated Roof (RR)													
1.a. Vegetated Roof #1 (Spec #5)	45		0.52		807	986	1,793	0		1.13	0.51	0.62	14.b. MTD - Filtering
14. Manufactured Treatment Devices (no RR)													
14.a. Manufactured Treatment Device-Hydrodynamic	0			0	0	0	0	20	0.00	0.00	0.00	0.00	
14.b. Manufactured Treatment Device-Filtering	0		2.33	986	0	9,021	9,021	50	0.62	5.04	2.83	2.83	

Site Results (Water Quality Compliance)

Area Checks	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	AREA CHECK
FOREST/OPEN SPACE (ac)	0.00	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER (ac)	4.05	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER TREATED (ac)	2.85	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA (ac)	0.29	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA TREATED (ac)	0.00	0.00	0.00	0.00	0.00	OK.
AREA CHECK	OK.	OK.	OK.	OK.	OK.	

Site Treatment Volume (ft³) 14,230

Runoff Reduction Volume and TP By Drainage Area

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	TOTAL
RUNOFF REDUCTION VOLUME ACHIEVED (ft³)	807	0	0	0	0	807
TP LOAD AVAILABLE FOR REMOVAL (lb/yr)	8.94	0.00	0.00	0.00	0.00	8.94
TP LOAD REDUCTION ACHIEVED (lb/yr)	3.34	0.00	0.00	0.00	0.00	3.34
TP LOAD REMAINING (lb/yr)	5.60	0.00	0.00	0.00	0.00	5.60
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	3.62	0.00	0.00	0.00	0.00	3.62

Total Phosphorus

FINAL POST-DEVELOPMENT TP LOAD (lb/yr)	8.94
TP LOAD REDUCTION REQUIRED (lb/yr)	3.34
TP LOAD REDUCTION ACHIEVED (lb/yr)	3.34
TP LOAD REMAINING (lb/yr):	5.60
REMAINING TP LOAD REDUCTION REQUIRED (lb/yr):	0.00 **

**No further TP load reduction required

Total Nitrogen (For Information Purposes)

POST-DEVELOPMENT LOAD (lb/yr)	63.96
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	3.62
REMAINING POST-DEVELOPMENT NITROGEN LOAD (lb/yr)	60.34

DATE	REVISION

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

BMP COMPUTATIONS

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: 1"=50'
DATE: 11-18-2022
DESIGN: JH
DRAWN: JW
CHECKED: JH
SHEET No. 12.2 OF 24.0

111332

DATE	REVISION

VCS 1983 GRID NORTH

HERNDON PARKWAY

POTENTIAL RETAIL (GROUND FLOOR)

RESIDENTIAL

LOADING DOCK & TRASH PICKUP

LOADING DOCK & TRASH PICKUP

RESIDENTIAL

STRUCTURED PARKING

RESIDENTIAL

LOADING DOCK & TRASH PICKUP

OFFICE

DULLES ACCESS ROAD (RTE 267)

PENZANCE

christopher consultants

dcs DESIGN

GOROVE / SLADE Transportation Planners and Engineers

WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

ILLUSTRATIVE PLAN

DEVELOPMENT PLAN

555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA

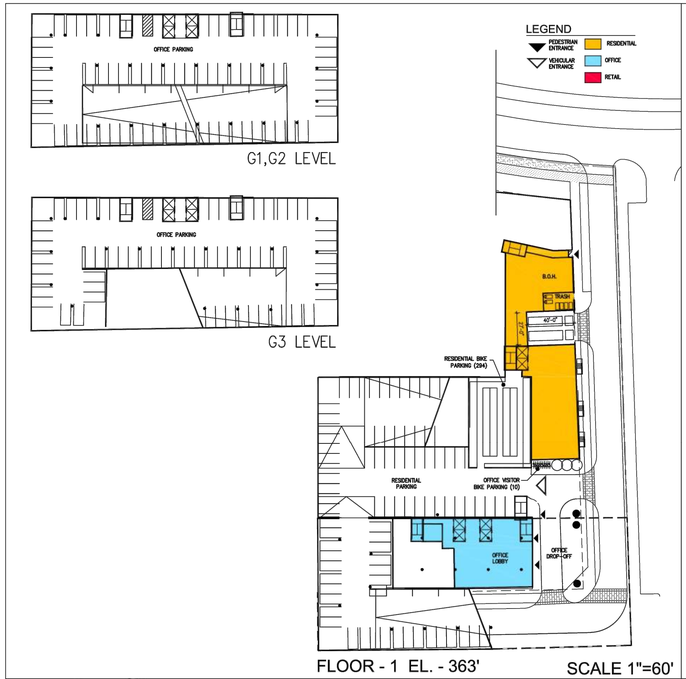
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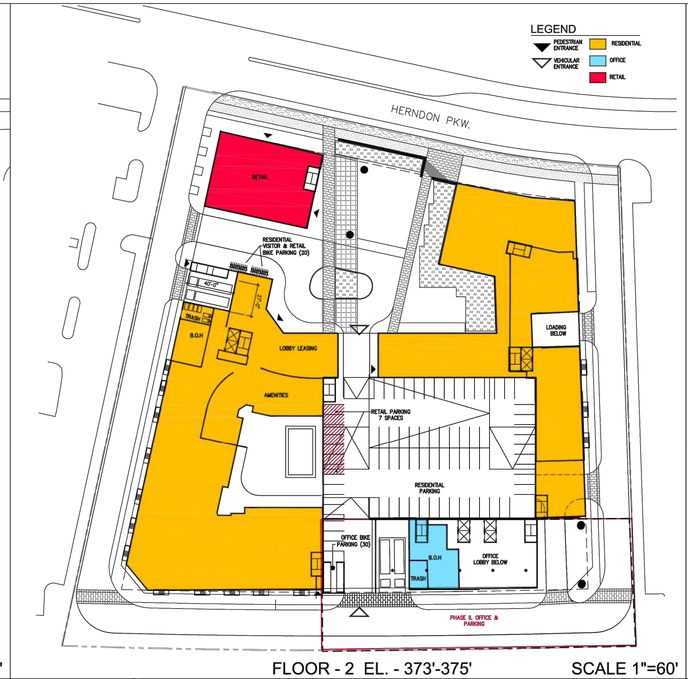
NOTE:

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.

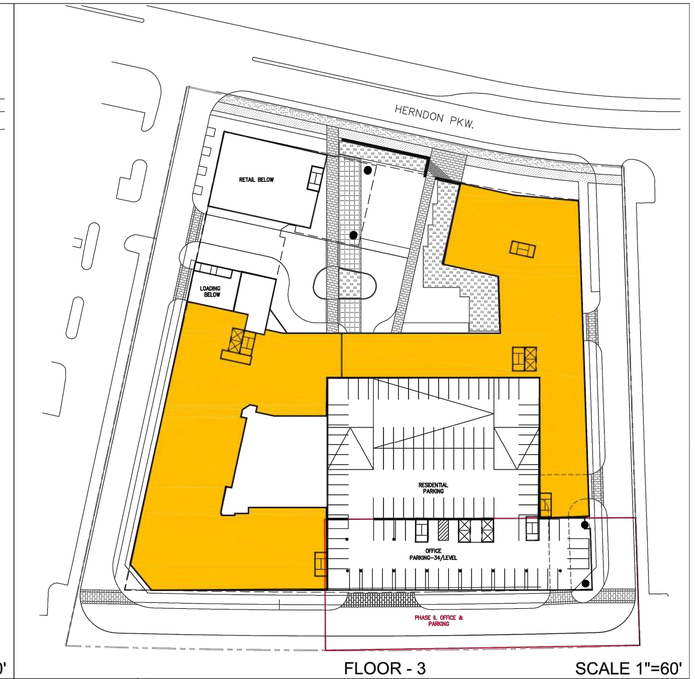
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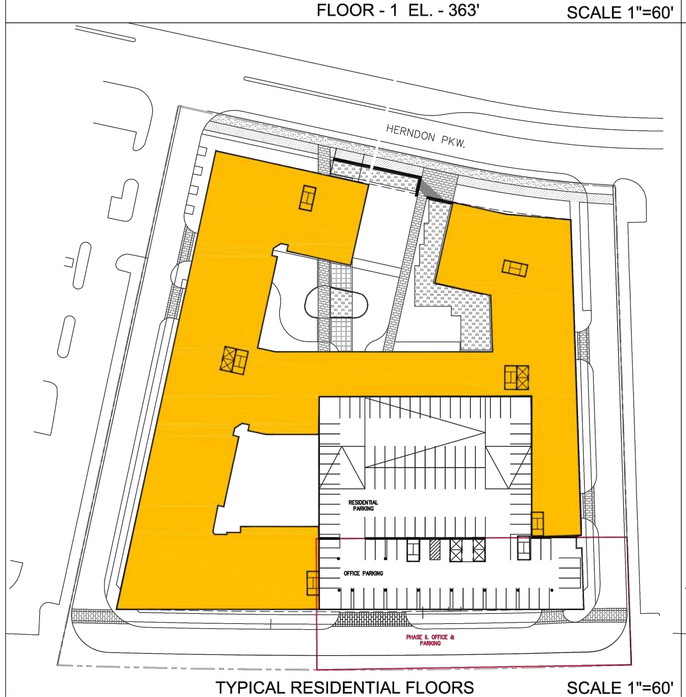
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FLOOR - 2 EL. - 373'-375' SCALE 1"=60'



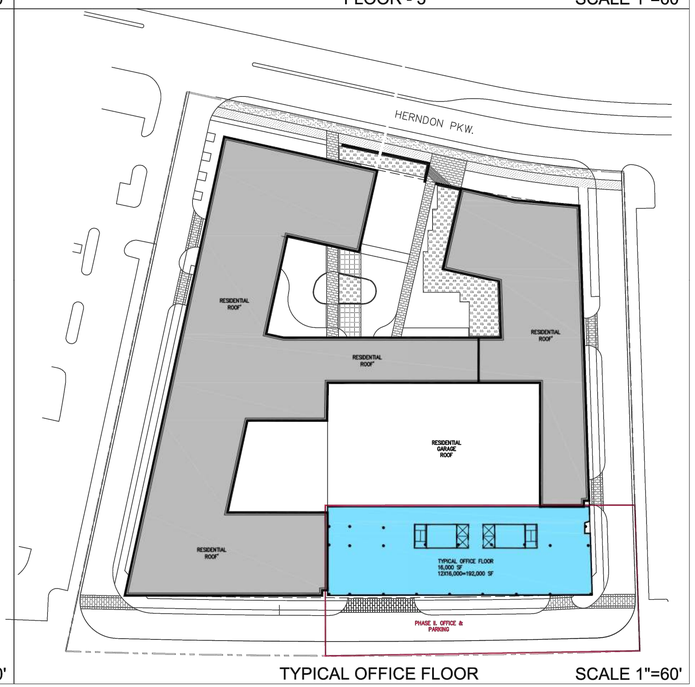
FLOOR - 3 SCALE 1"=60'



TYPICAL RESIDENTIAL FLOORS SCALE 1"=60'



WOOD RESIDENTIAL FLOOR - 8 SCALE 1"=60'



TYPICAL OFFICE FLOOR SCALE 1"=60'

VCS 1983 GRID NORTH

PENZANCE

christopher consultants

dcs DESIGN

GOROVE / SLADE Transportation Planners and Engineers

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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

ILLUSTRATIVE PARKING PLAN

DEVELOPMENT PLAN

555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00

SCALE: AS NOTED

DATE: 11-18-2022

DESIGN: DCS
DRAWN: DCS
CHECKED:

SHEET No.

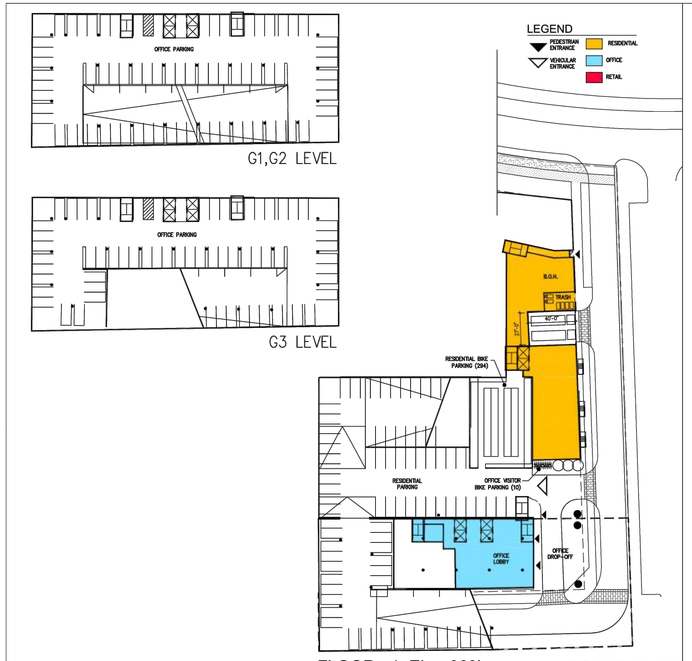
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111332

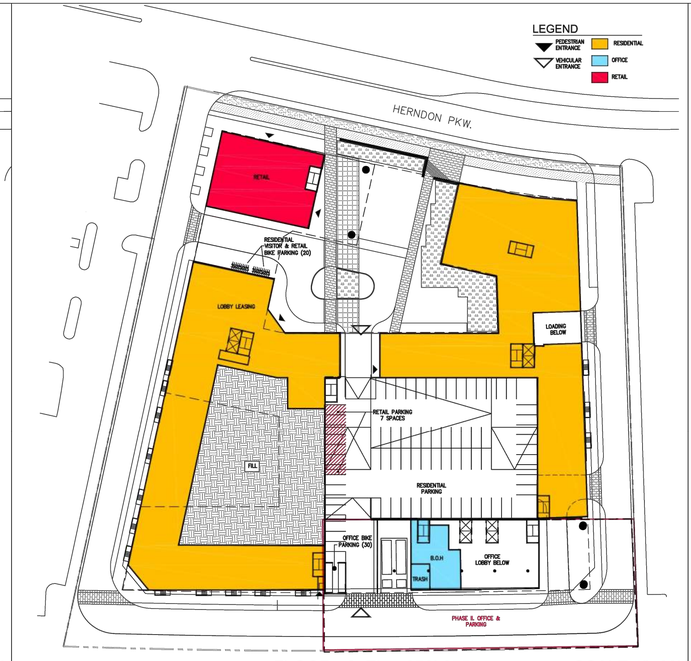
NOTE:

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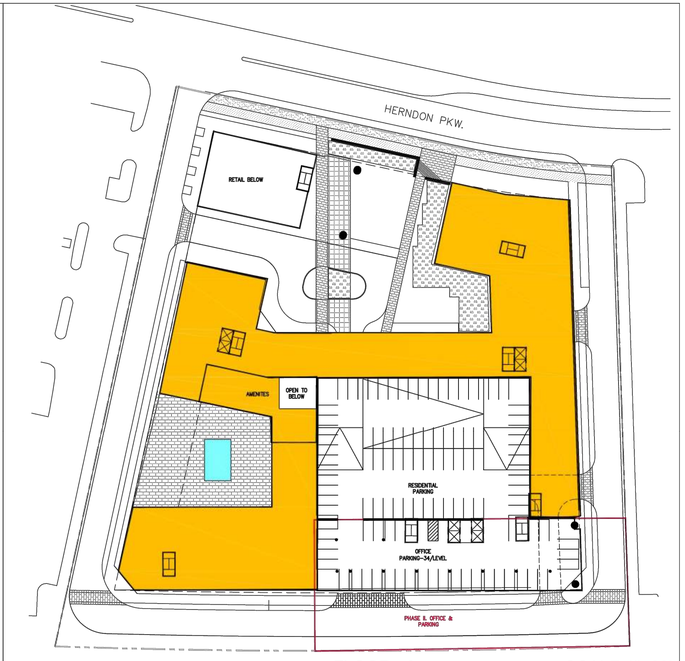
DATE	REVISION



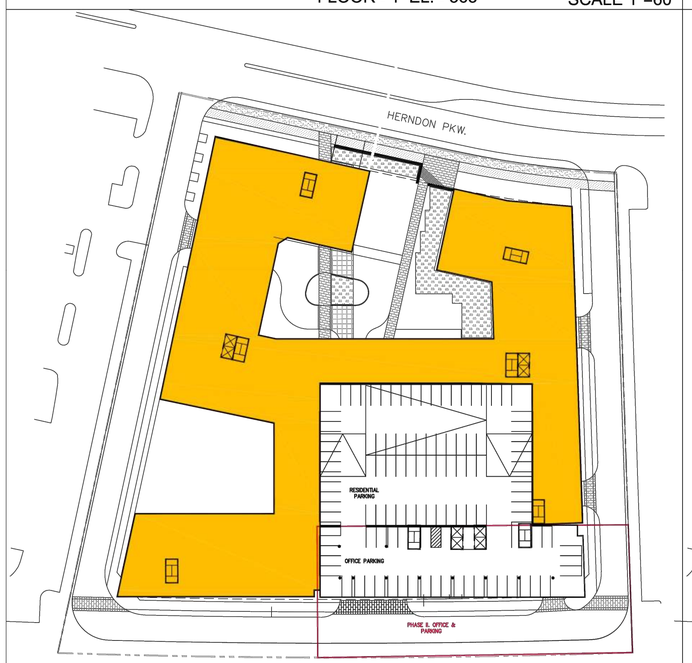
FLOOR - 1 EL. - 363' SCALE 1"=60'



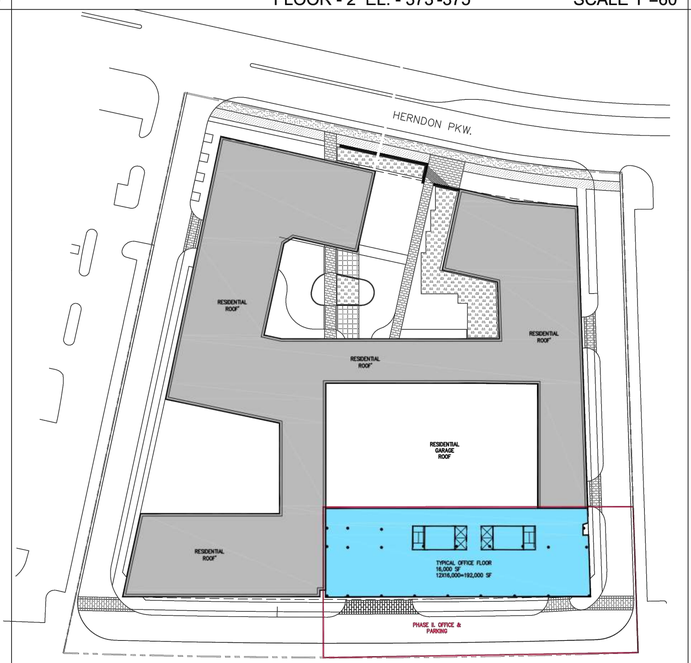
FLOOR - 2 EL. - 373'-375' SCALE 1"=60'



FLOOR - 3 SCALE 1"=60'



FLOORS - 4-8 SCALE 1"=60'



TYPICAL OFFICE FLOOR SCALE 1"=60'

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11-18-2022
PROFESSIONAL ENGINEER

ILLUSTRATIVE PARKING PLAN (ALTERNATE LAYOUT)

DEVELOPMENT PLAN

555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA

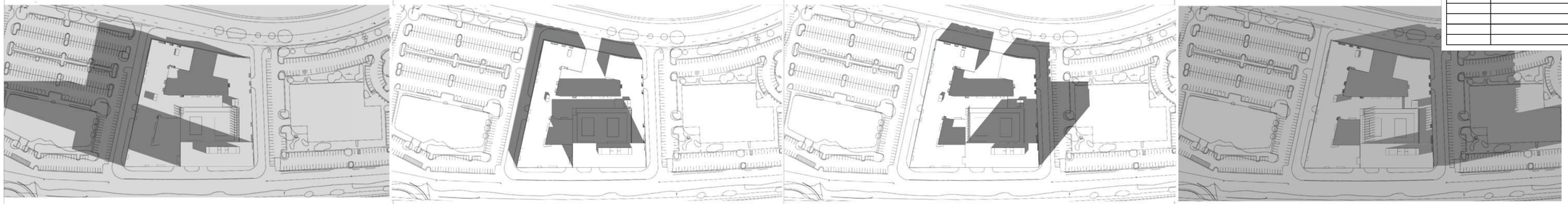
VCS 1983 GRID NORTH

PROJECT NO:	15002.002.00
SCALE:	AS NOTED
DATE:	11-18-2022
DESIGN:	DCS
DRAWN:	DCS
CHECKED:	
SHEET No.	14.1 OF 24.0

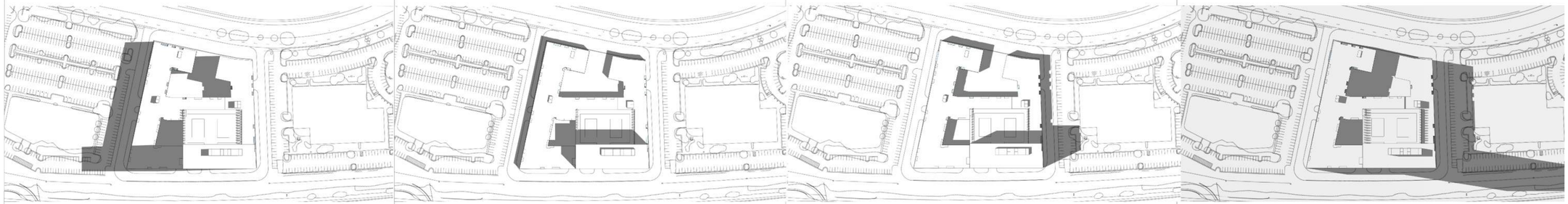
111332

DATE	REVISION

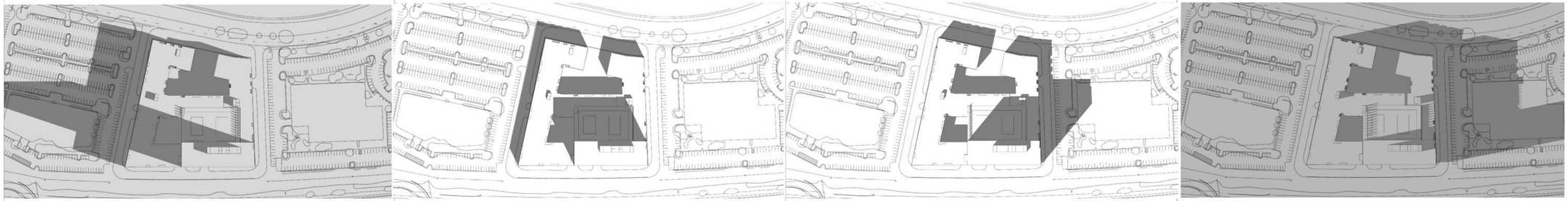
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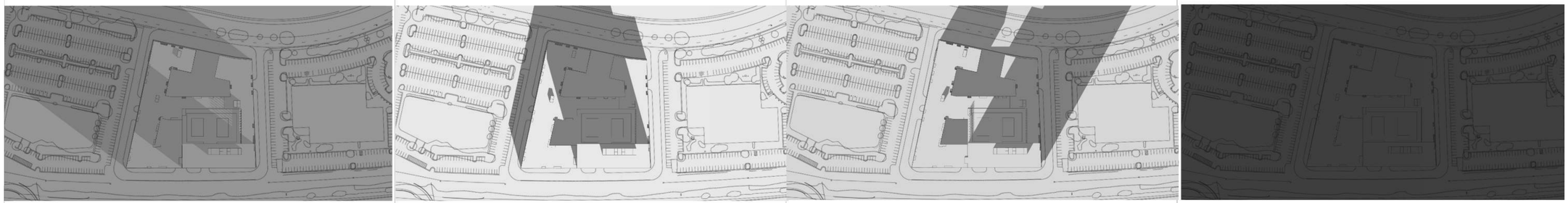
SPRING - 03/21



SUMMER - 06/21



AUTUMN - 09/21



9 AM | 12 PM | 3 PM | 6 PM

WINTER - 12/21

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SHADOW ANALYSIS
RESIDENTIAL + OFFICE

DEVELOPMENT PLAN

555 HERNDON PARKWAY

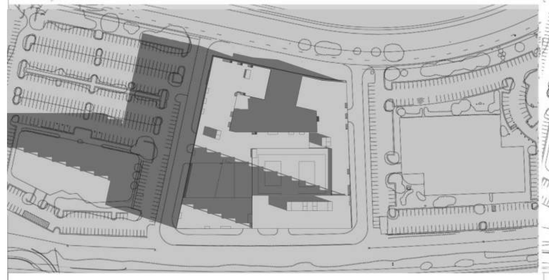
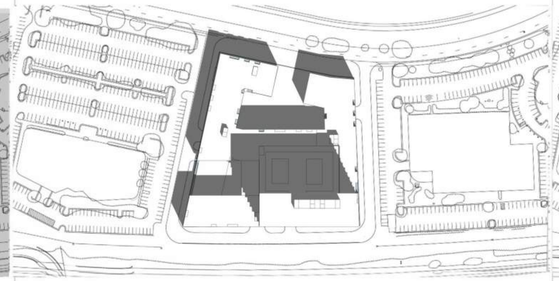
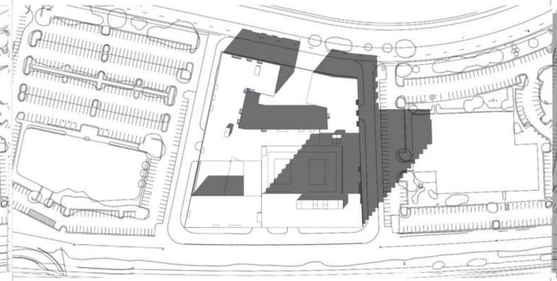
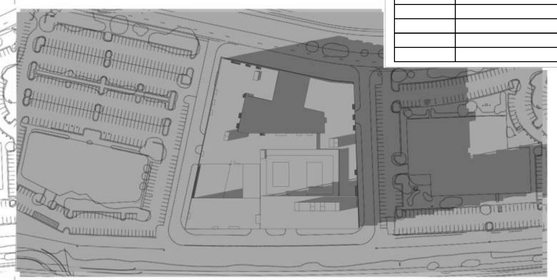
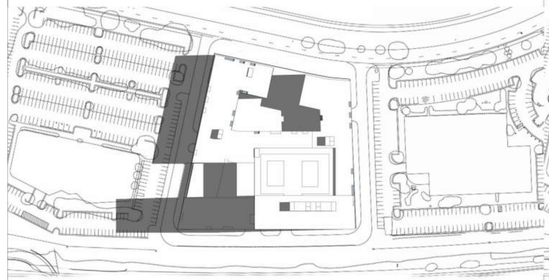
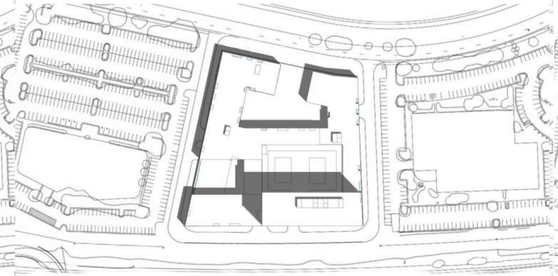
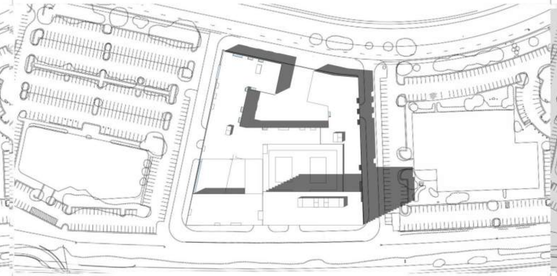
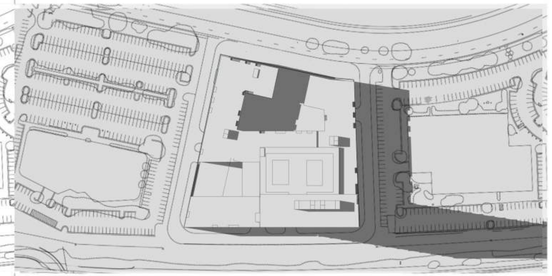
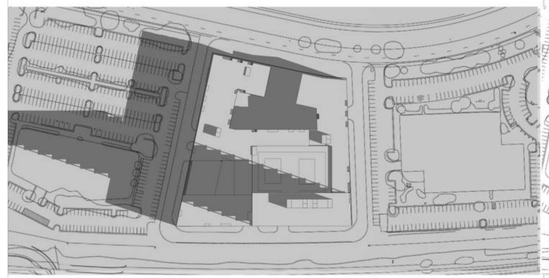
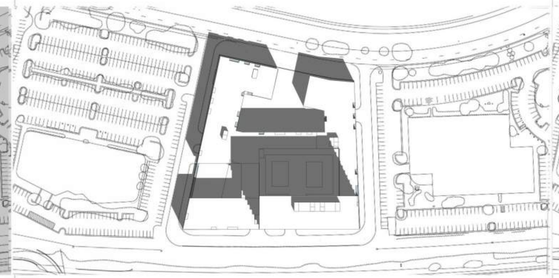
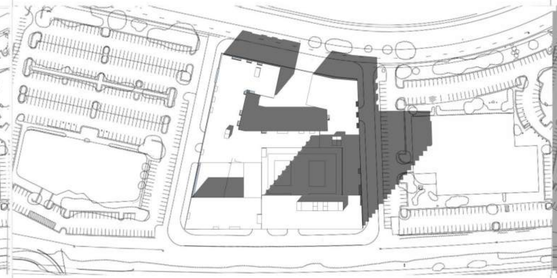
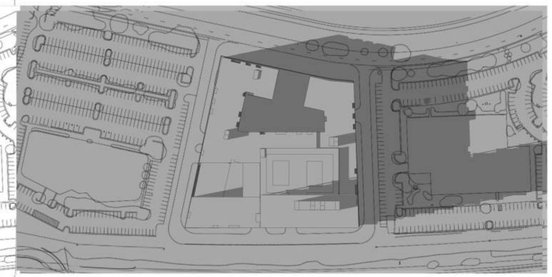
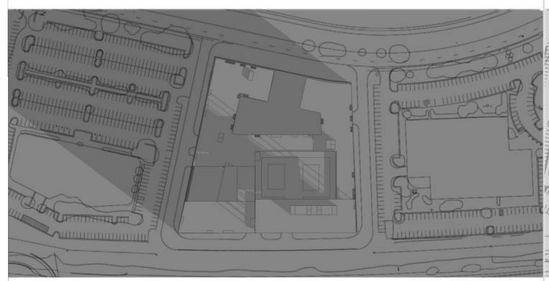
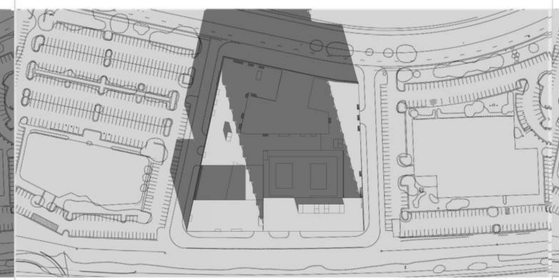
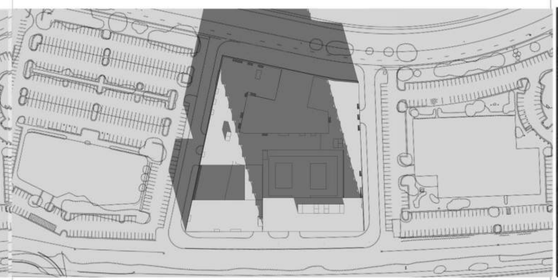
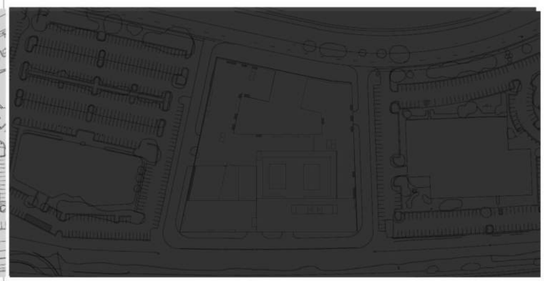
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: N.T.S.
DATE: 11-18-2022
DESIGN: DCS
DRAWN: DCS
CHECKED:
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15.0 OF 24.0

VCS 1983 GRID NORTH

111332

DATE	REVISION

9 AM	12 PM	3 PM	6 PM	
				SPRING - 03/21
				SUMMER - 06/21
				AUTUMN - 09/21
				WINTER - 12/21
9 AM	12 PM	3 PM	6 PM	

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SHADOW ANALYSIS
RESIDENTIAL + OFFICE
(ALTERNATE LAYOUT)

DEVELOPMENT PLAN

555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA

PROJECT NO:	15002.002.00
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VCS 1983 GRID NORTH

DATE	REVISION
11/28/2022	RE-SUBMISSION



IMAGE # 1



IMAGE # 2



IMAGE # 3



IMAGE # 4





IMAGE # 5

IMAGE # 8



IMAGE # 6



IMAGE # 7



NOTE: THESE IMAGES ARE CONCEPTUAL AND SUBJECT TO CHANGE IN ACCORDANCE WITH FINAL APPROVAL(S) BY THE ARCHITECTURAL REVIEW BOARD.

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PERSPECTIVE VIEWS

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
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11/28/2022	RE-SUBMISSION



IMAGE # 1



IMAGE # 2



IMAGE # 3



IMAGE # 4



IMAGE # 7



IMAGE # 5



IMAGE # 6

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PERSPECTIVE VIEWS

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: N.T.S.
DATE: 11-18-2022
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SHEET No.
16.1 OF 24.0

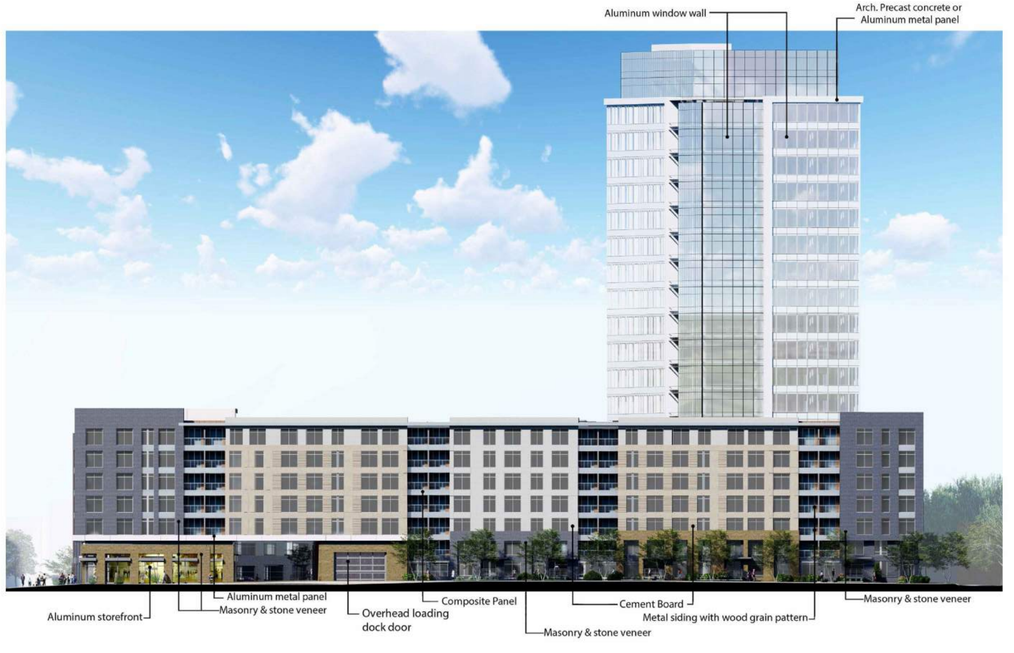
111332

DATE	REVISION
11/28/2022	RE-SUBMISSION

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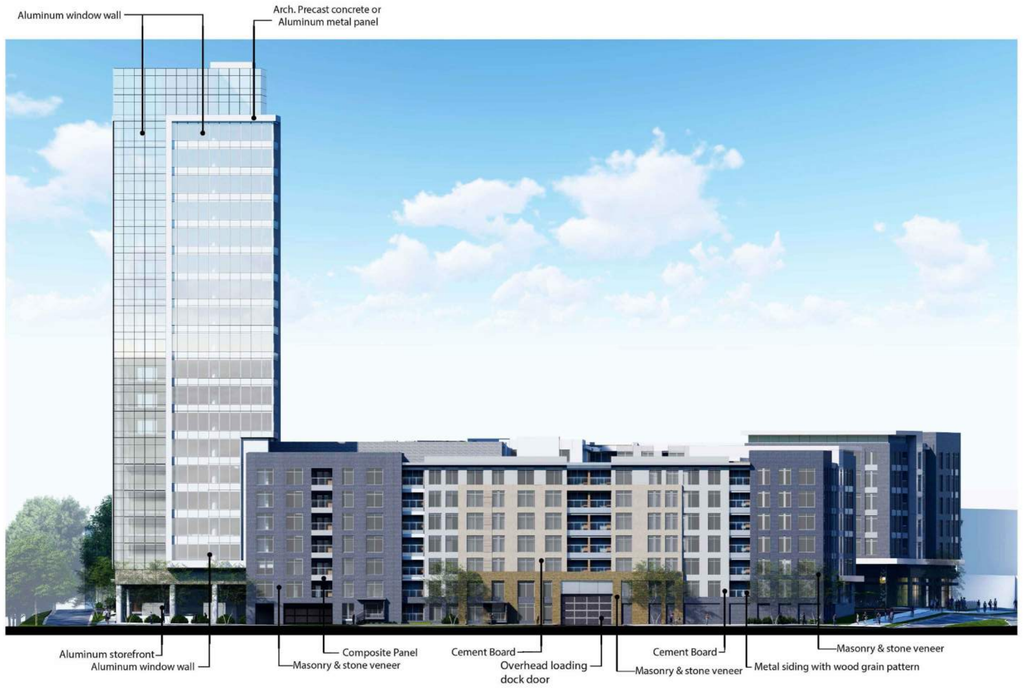


NORTH ELEVATION

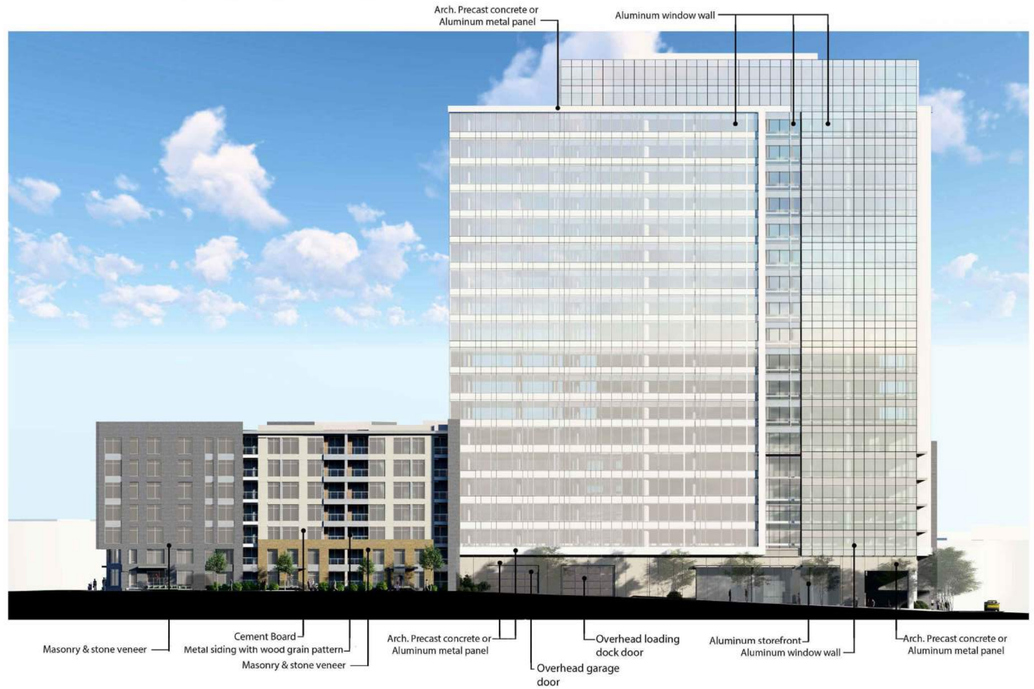


WEST ELEVATION

0' 30' 50' 100'



EAST ELEVATION



SOUTH ELEVATION

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ARCHITECTURAL ELEVATIONS

DEVELOPMENT PLAN

555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: N.T.S.
DATE: 11-18-2022
DESIGN: DCS
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16.2 OF 24.0

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DATE	REVISION
11/28/2022	RE-SUBMISSION

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PHASE I. - INTERIM CONDITION









SOUTH ELEVATION - ALTERNATIVE



EAST ELEVATION



SOUTH ELEVATION

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INTERIM ARCHITECTURAL ELEVATIONS (PHASE-I)

DEVELOPMENT PLAN

555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00

SCALE: N.T.S.

DATE: 11-18-2022

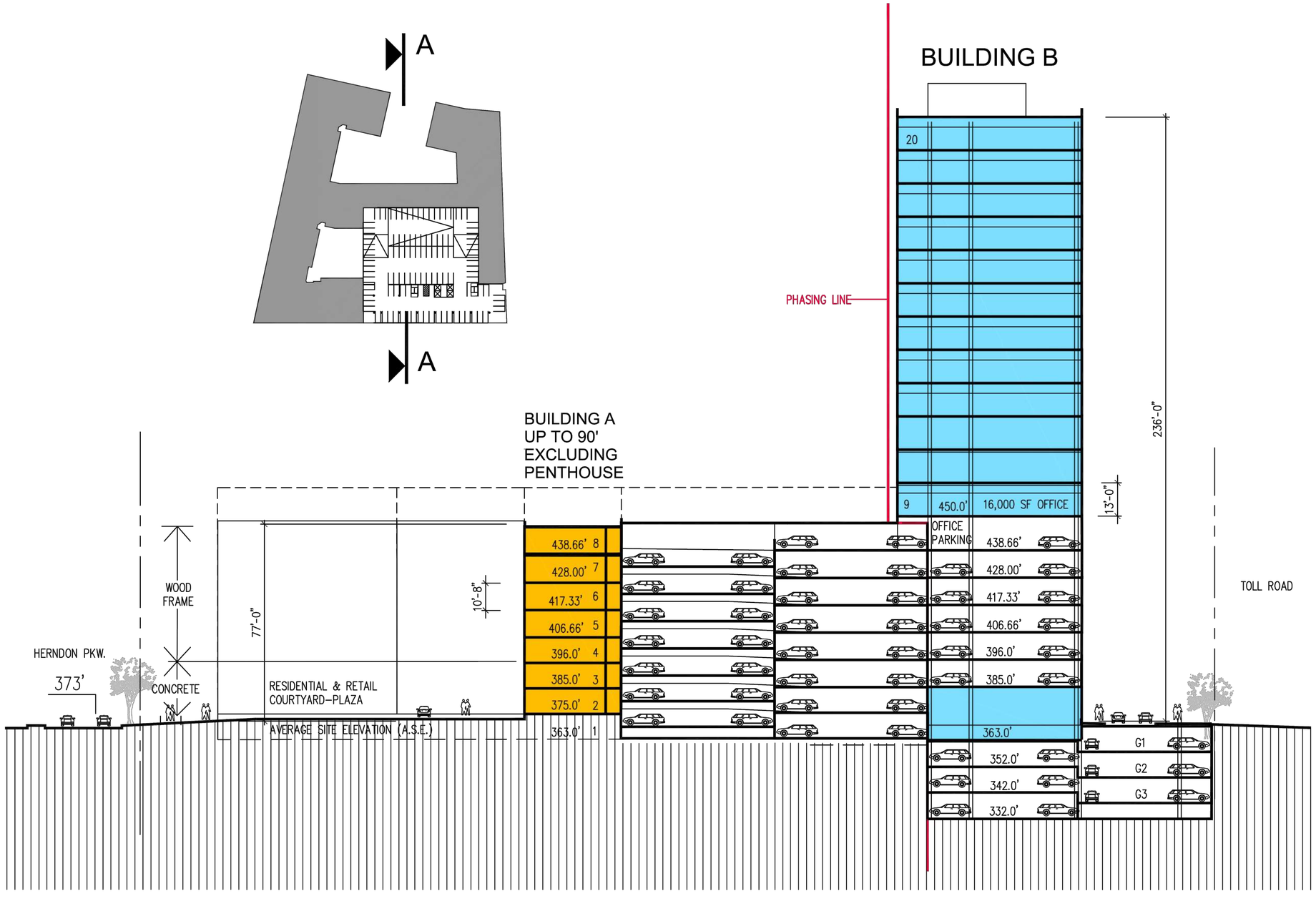
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CHECKED:

SHEET No.

16.3 OF 24.0

111332

DATE	REVISION



SECTION A-A

SCALE 1"=20'

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11-18-2022
PROFESSIONAL ENGINEER

BUILDING CROSS SECTIONS

DEVELOPMENT PLAN

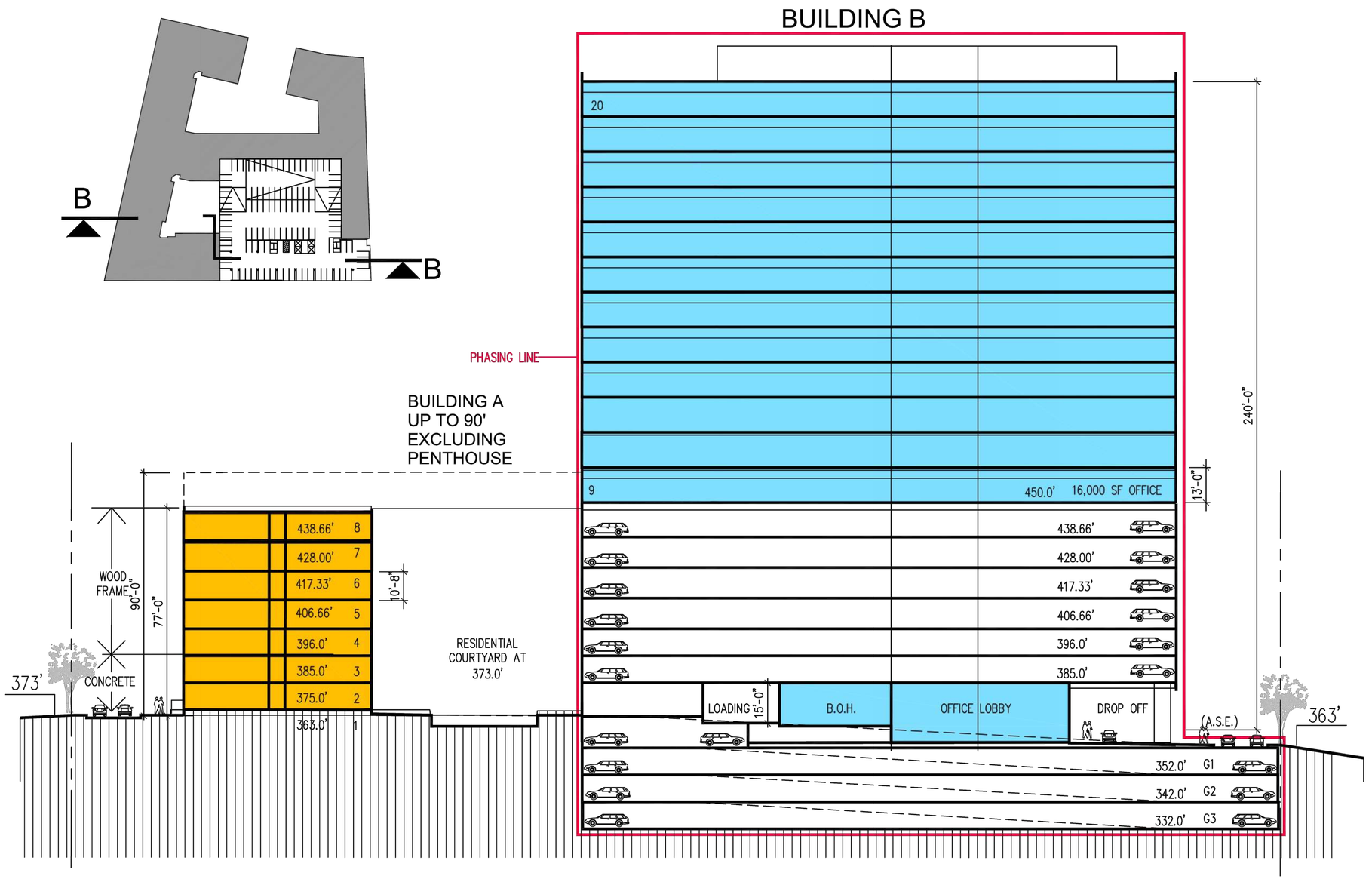
555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: N.T.S.
DATE: 11-18-2022
DESIGN: DCS
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DATE	REVISION



SECTION B-B

SCALE 1"=20'

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JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

BUILDING CROSS SECTIONS

DEVELOPMENT PLAN

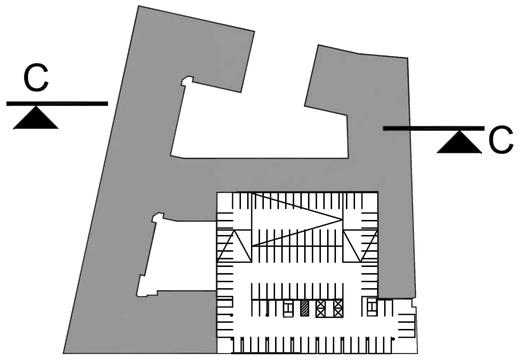
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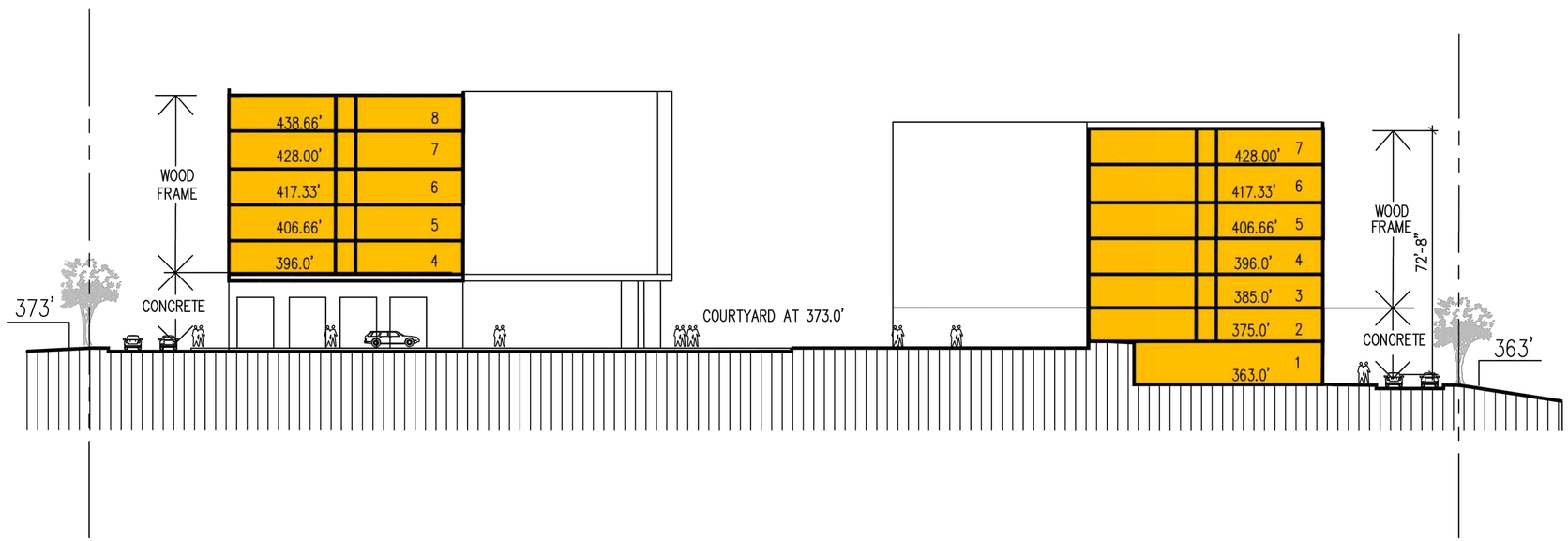
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: N.T.S.
DATE: 11-18-2022
DESIGN: DCS
DRAWN: DCS
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SECTION C-C

SCALE 1"=20'

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BUILDING CROSS SECTIONS

DEVELOPMENT PLAN

555 HERNDON PARKWAY

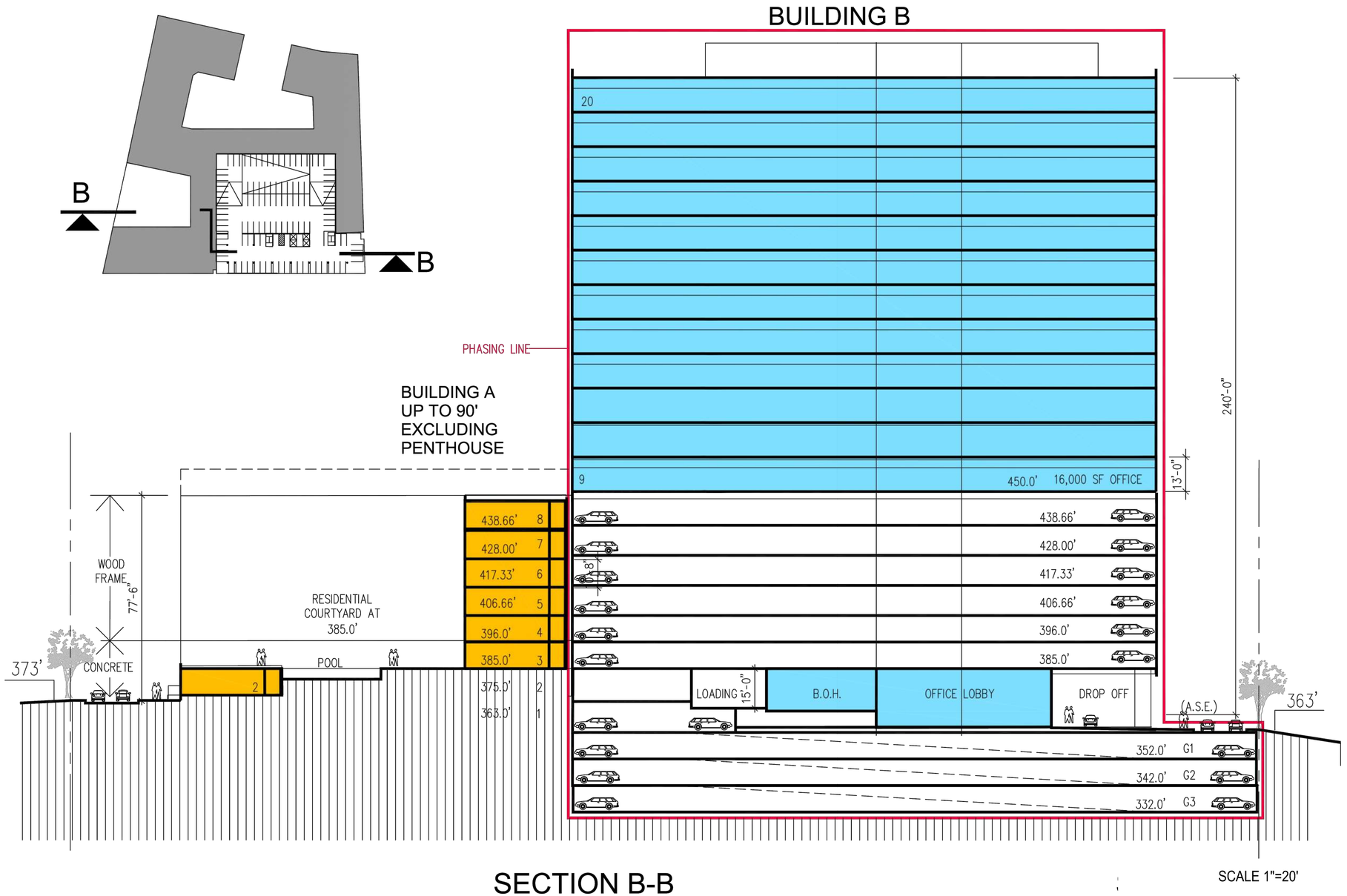
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: N.T.S.
DATE: 11-18-2022
DESIGN: DCS
DRAWN: DCS
CHECKED:
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DATE	REVISION



SECTION B-B

SCALE 1"=20'

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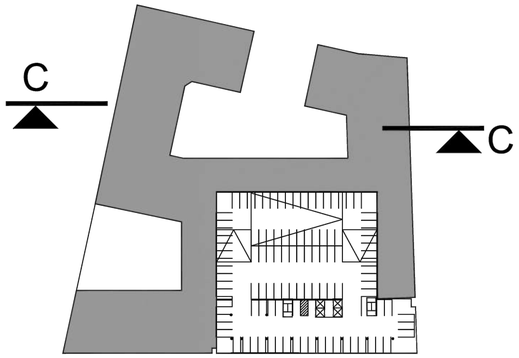
BUILDING CROSS SECTIONS
(ALTERNATE LAYOUT)

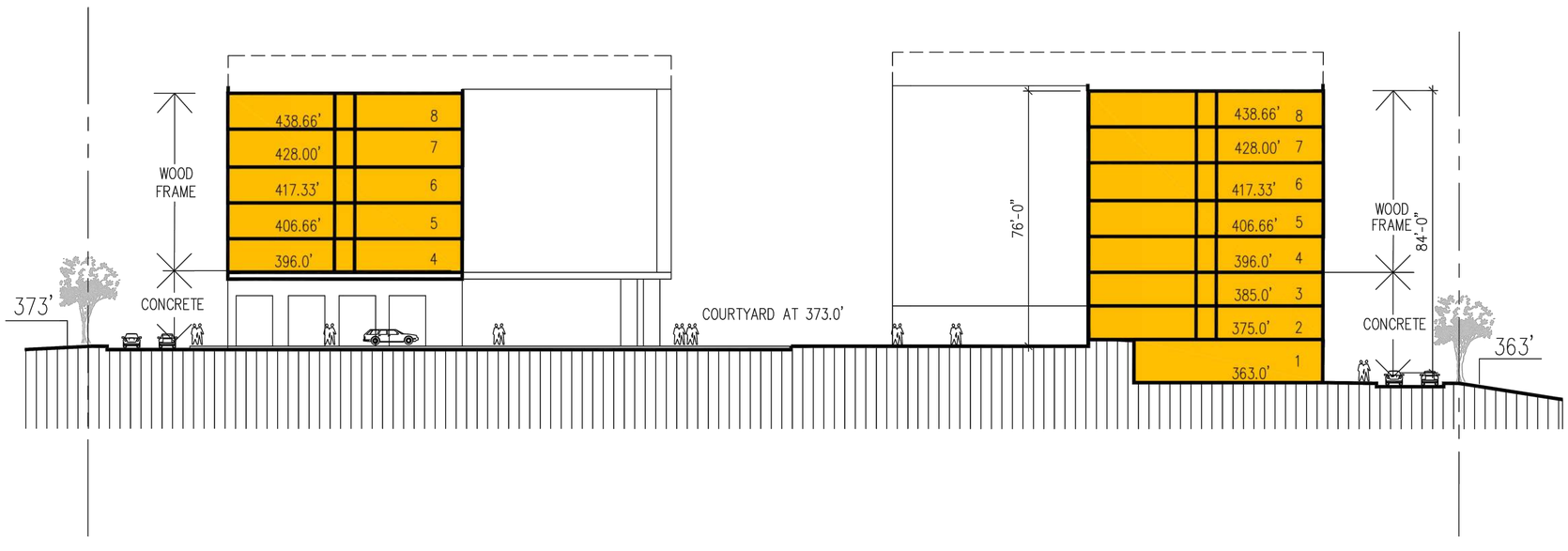
DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: N.T.S.
DATE: 11-18-2022
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DRAWN: DCS
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111332

DATE	REVISION





SECTION C-C

SCALE 1"=20'

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Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

BUILDING CROSS SECTIONS
(ALTERNATE LAYOUT)

DEVELOPMENT PLAN

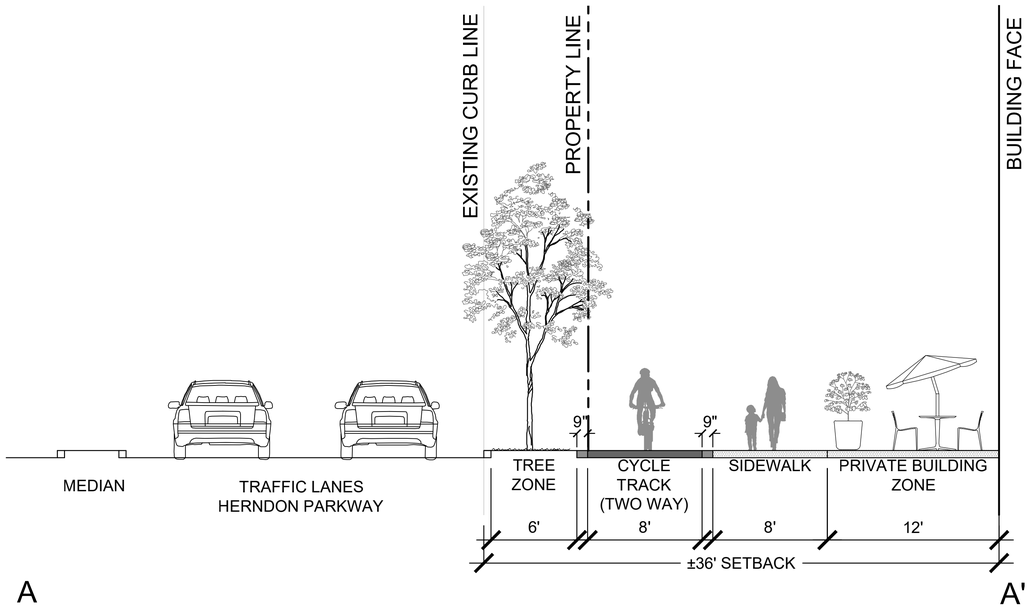
555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA

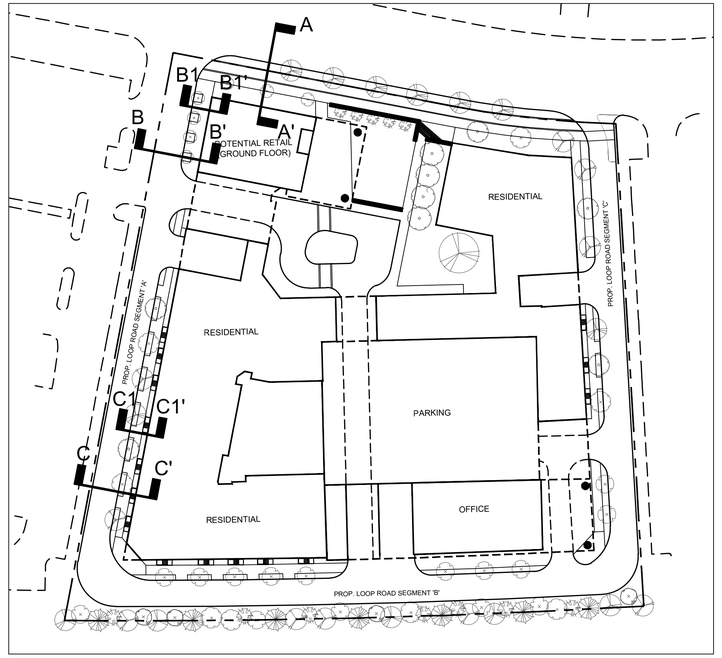
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SHEET No.	17.4 OF 24.0

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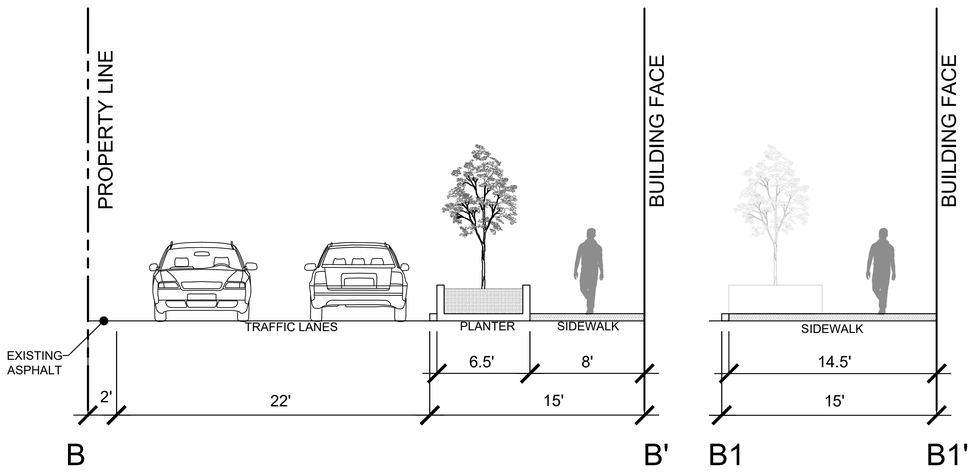
DATE	REVISION



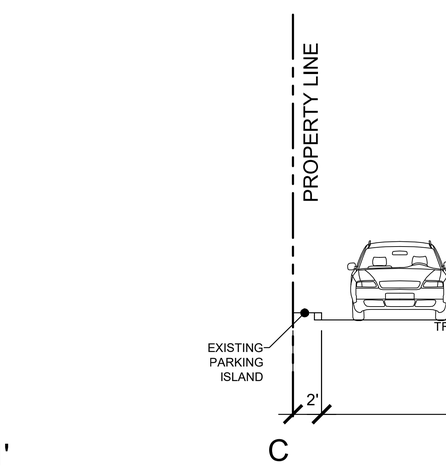
HERNDON PARKWAY STREETSCAPE - SECTION A'-A



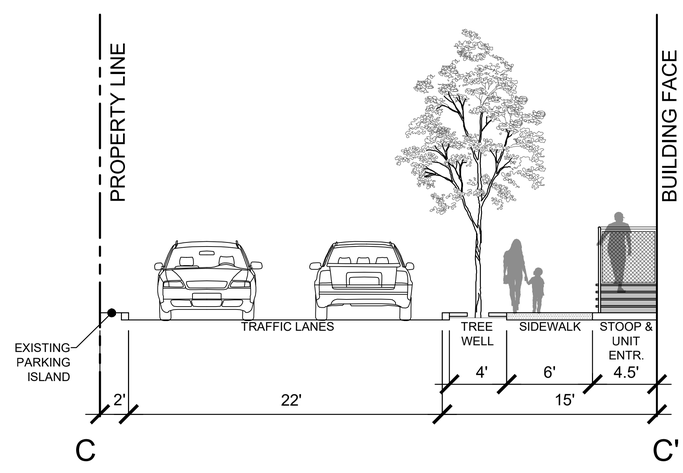
KEY PLAN



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

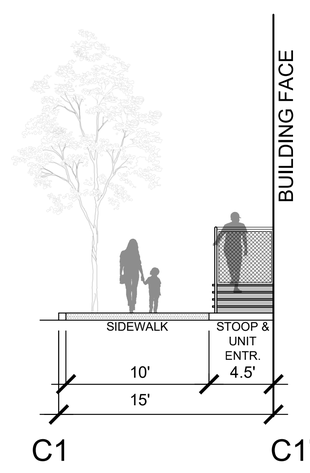


PROPOSED LOOP ROAD SEGMENT "A" SECTION B1-B1' STREETSCAPE SECTION



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

***SEE SHEET 18.5 FOR STREETSCAPE ZONING MODIFICATION THAT PERTAINS TO THIS PORTION OF THE LOOP ROAD.



PROPOSED LOOP ROAD SEGMENT "A" SECTION C1-C1' STREETSCAPE SECTION

NOTE:

THIS DEVELOPMENT PLAN EXHIBIT IS TO PROVIDE MORE DETAILED INFORMATION ABOUT THE PROJECT ROAD STREETSCAPES AND SECTIONS. IT IS BASED ON THE SAME PROPOSED DEVELOPMENT PLAN AS SHOWN IN OUR DEVELOPMENT PLAN SUBMISSION DATED DECEMBER 29, 2021. THIS DEVELOPMENT PLAN EXHIBIT IS FOR ILLUSTRATIVE PURPOSES ONLY, NOT FOR CONSTRUCTION.

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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
11-18-2022

HERNDON PARKWAY/
PROPOSED PRIVATE LOOP
ROAD SEGMENT A CROSS
SECTIONS

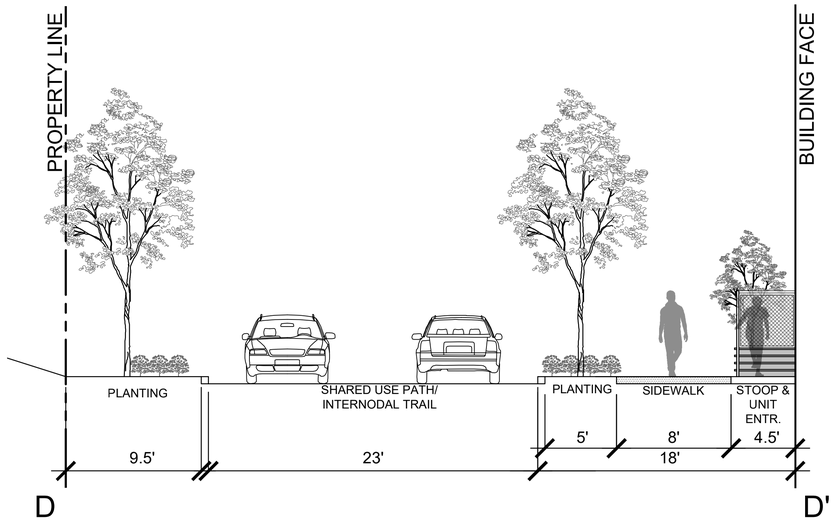
DEVELOPMENT PLAN

555 HERNDON PARKWAY

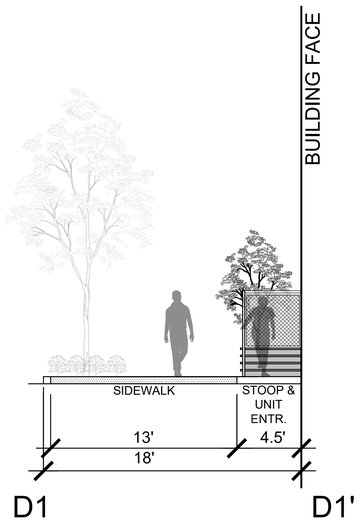
TOWN OF HERNDON, VIRGINIA

PROJECT NO:	15002.002.00
SCALE:	N.T.S.
DATE:	11-18-2022
DESIGN:	JA
DRAWN:	JA
CHECKED:	
SHEET No.	18.0 OF 24.0

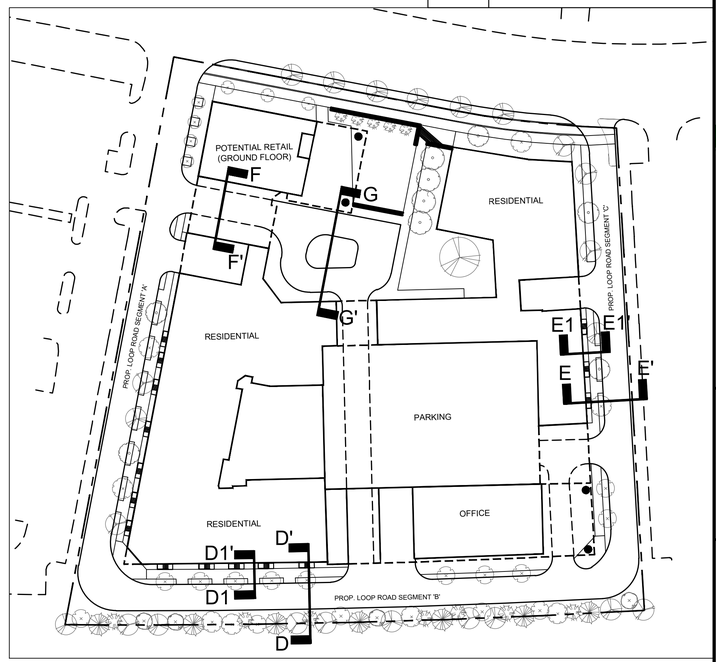
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PROPOSED LOOP ROAD SEGMENT "B" - SECTION D-D'



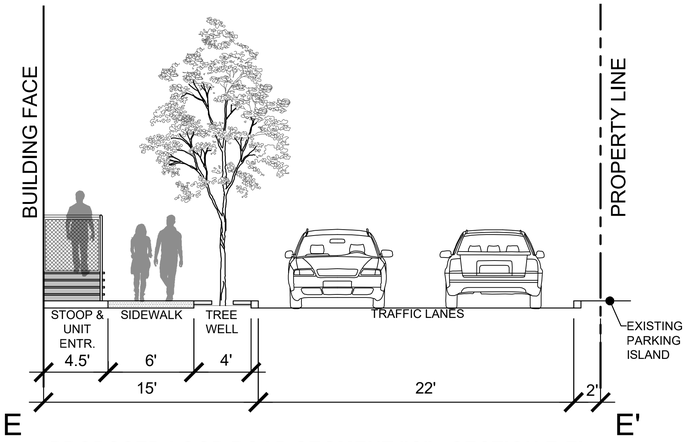
PROPOSED LOOP ROAD SEGMENT "B" - SECTION D1-D1' STREETSCAPE SECTION



KEY PLAN

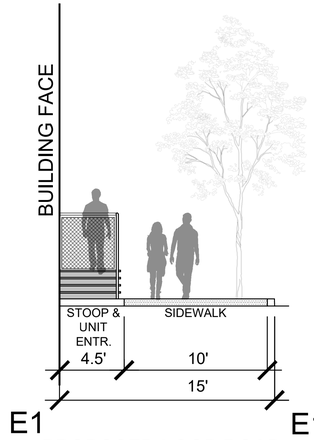
NOTE:

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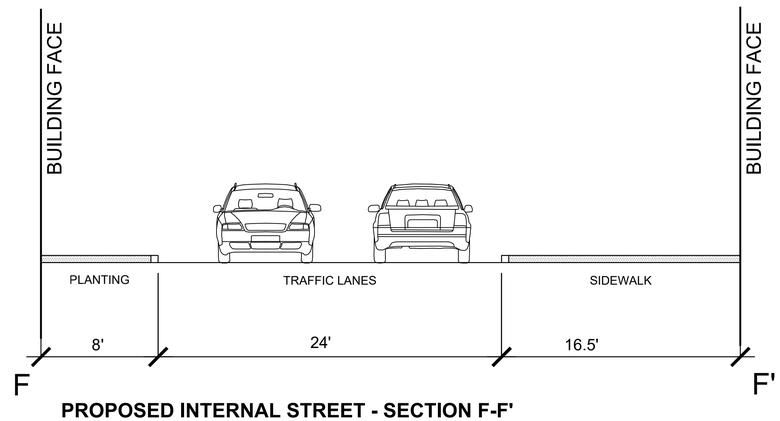


PROPOSED LOOP ROAD SEGMENT "C" - SECTION E-E'

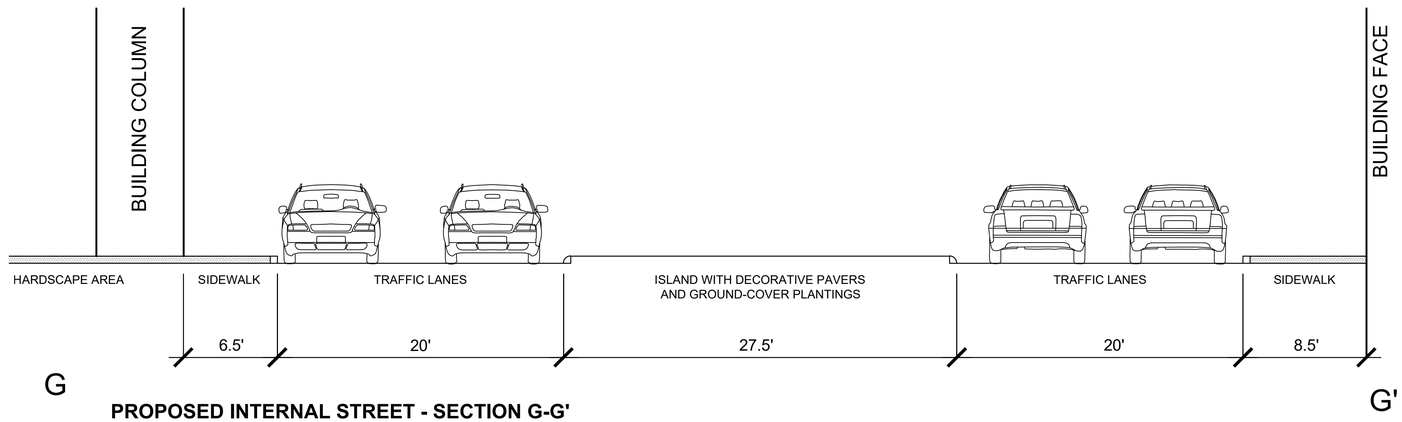
***SEE SHEET 18.5 FOR STREETSCAPE ZONING MODIFICATION THAT PERTAINS TO THIS PORTION OF THE LOOP ROAD.



PROPOSED LOOP ROAD SEGMENT "C" - SECTION E1-E1' STREETSCAPE SECTION



PROPOSED INTERNAL STREET - SECTION F-F'



PROPOSED INTERNAL STREET - SECTION G-G'

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JOHN L. HELMS
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11-18-2022
PROFESSIONAL ENGINEER

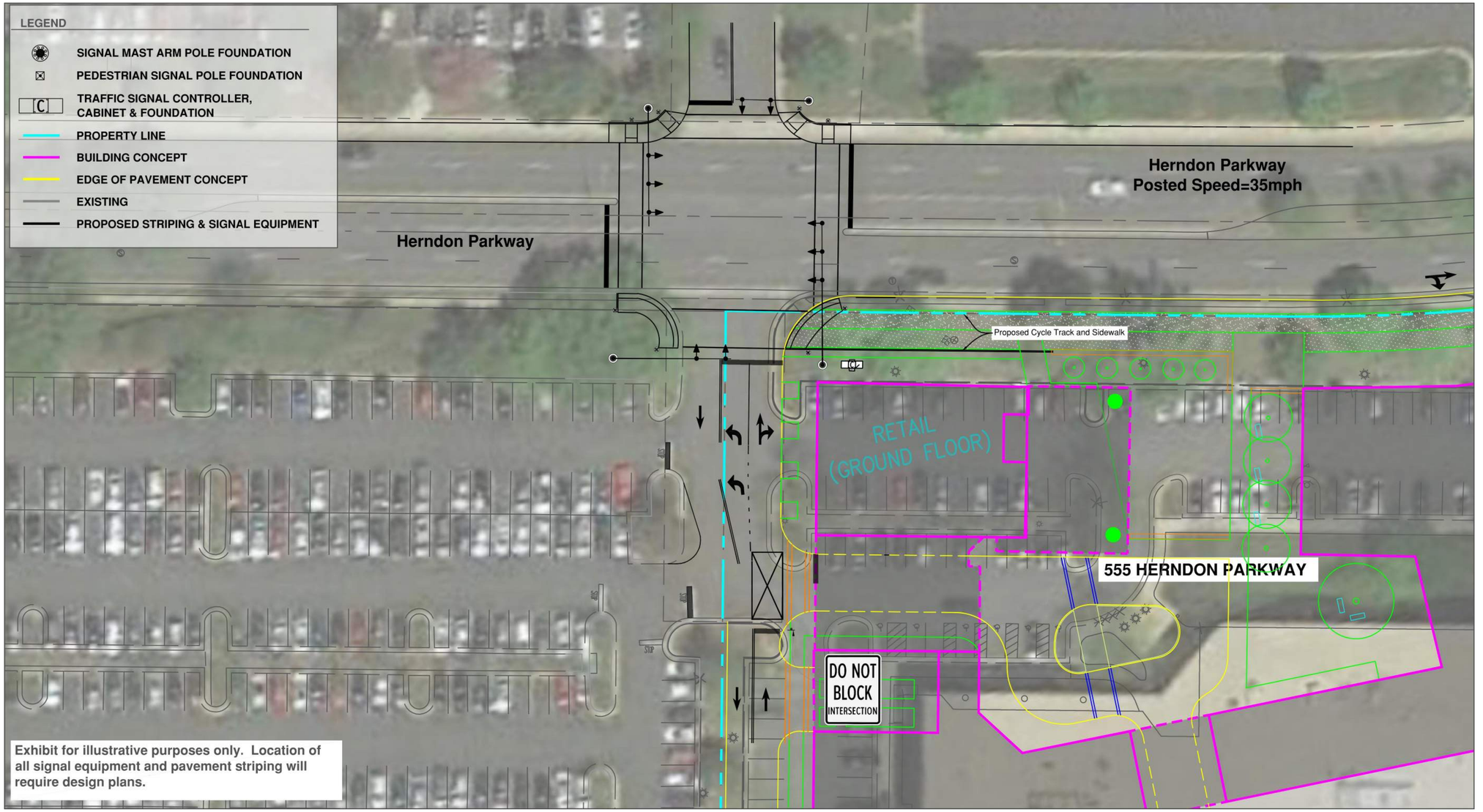
INTERNODAL TRAIL/
PROP. INTERNAL STREET/
PROP. LOOP ROAD B & C
CROSS SECTIONS

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO:	15002.002.00
SCALE:	N.T.S.
DATE:	11-18-2022
DESIGN:	JA
DRAWN:	JA
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111332

DATE	REVISION



GOROVE SLADE
Transportation Planners and Engineers

Concept Exhibit - Interim Conditions

Herndon Parkway @ 555 Herndon Parkway Entrance

May 19, 2022

Herndon, VA
Project# 2120.006

NOTE: SIGNAL WILL BE PROVIDED ONLY IF WARRANTED.

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WIRE GILL LLP

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11-18-2022
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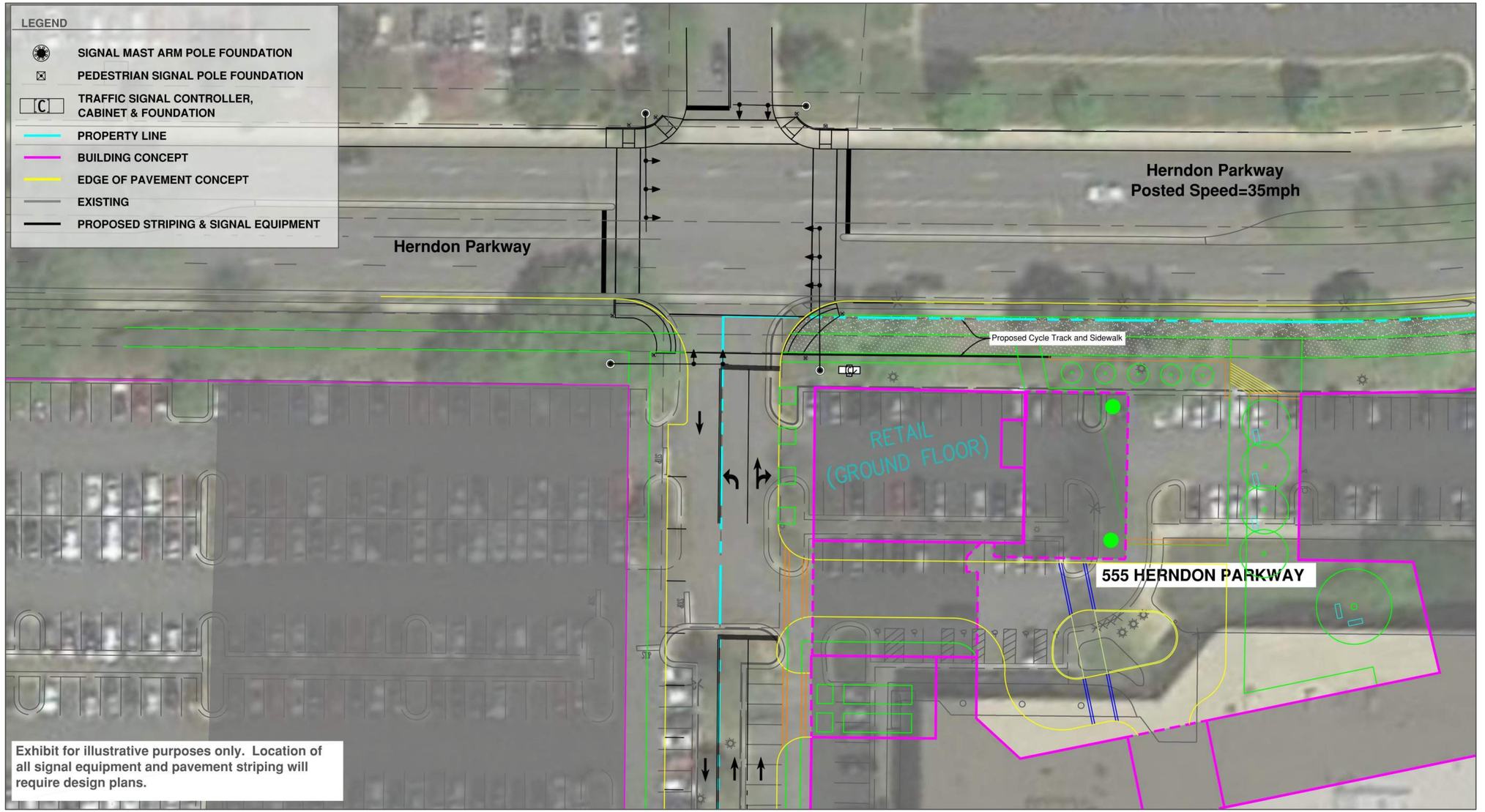
PRELIMINARY SIGNAL EXHIBIT (IF WARRANTED)

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: N.T.S.
DATE: 11-18-2022
DESIGN: WR
DRAWN: WR
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SHEET No.
18.2 OF 24.0

111332

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GOROVE SLADE
Transportation Planners and Engineers

Concept Exhibit - Ultimate Conditions

Herndon Parkway @ 555 Herndon Parkway Entrance

May 19, 2022

Herndon, VA

Project# 2120.006

NOTE: SIGNAL WILL BE PROVIDED ONLY IF WARRANTED.

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ULTIMATE SIGNAL EXHIBIT (IF WARRANTED)

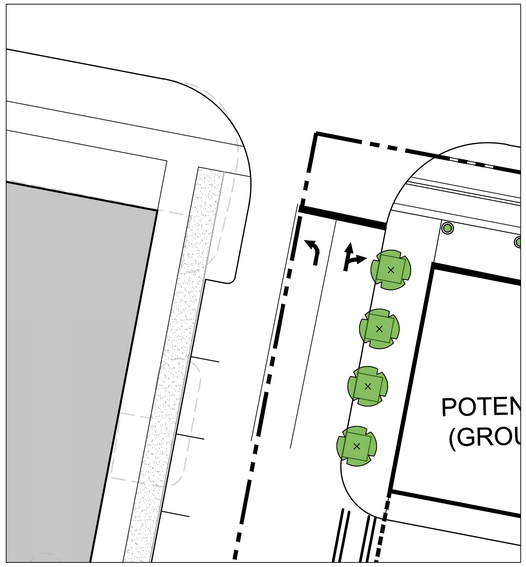
DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: N.T.S.
DATE: 11-18-2022
DESIGN: WR
DRAWN: WR
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18.3 OF 24.0

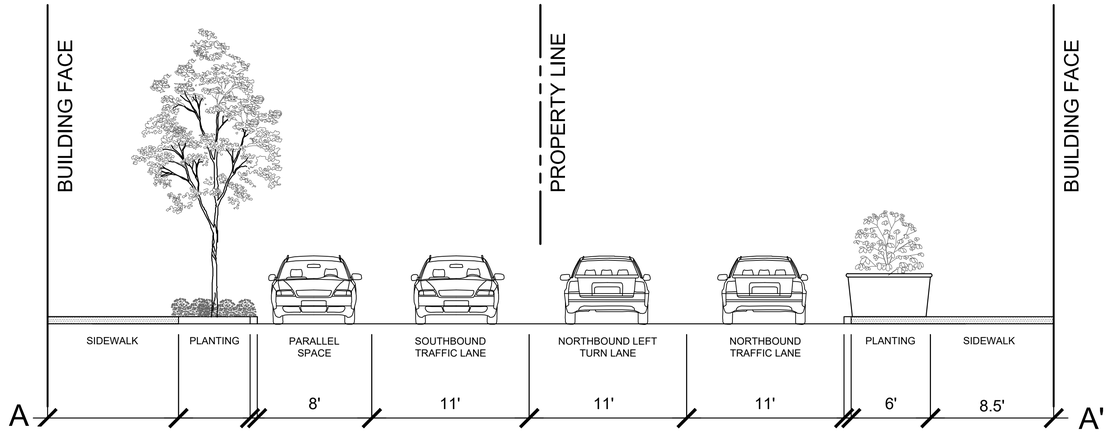
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PROPOSED ULTIMATE CONDITIONS ARE INTENDED FOR ILLUSTRATIVE PURPOSES ONLY. THIS IS NOT FOR CONSTRUCTION. DESIGN IS SUBJECT TO CHANGE WHEN ADJACENT PROPERTIES DEVELOP AND BASED ON FUTURE AGREEMENTS WITH ADJACENT PROPERTY OWNERS.

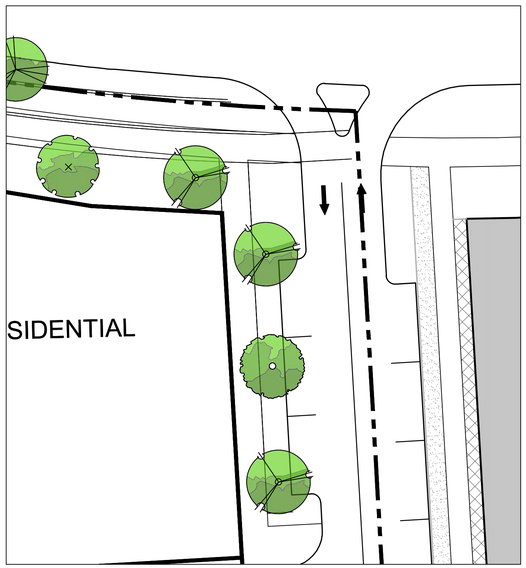
DATE	REVISION



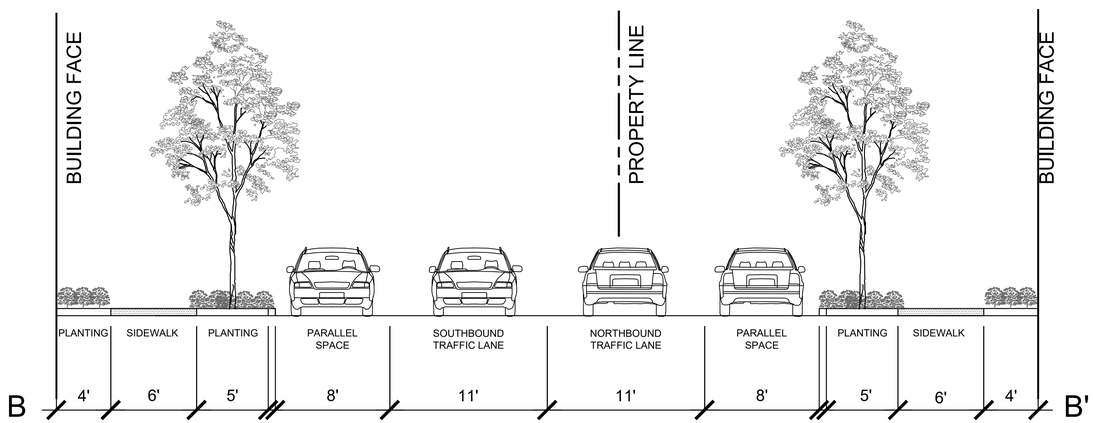
PROPOSED ULTIMATE CONDITION
KEY PLAN - A-A'



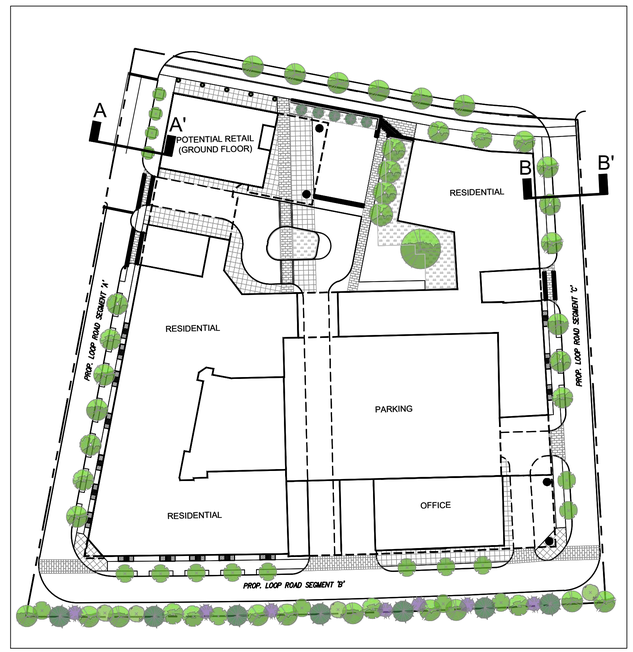
PROPOSED ULTIMATE CONDITION - SECTION A-A'



PROPOSED ULTIMATE CONDITION
KEY PLAN - B-B'



PROPOSED ULTIMATE CONDITION - SECTION B-B'



OVERALL KEY PLAN

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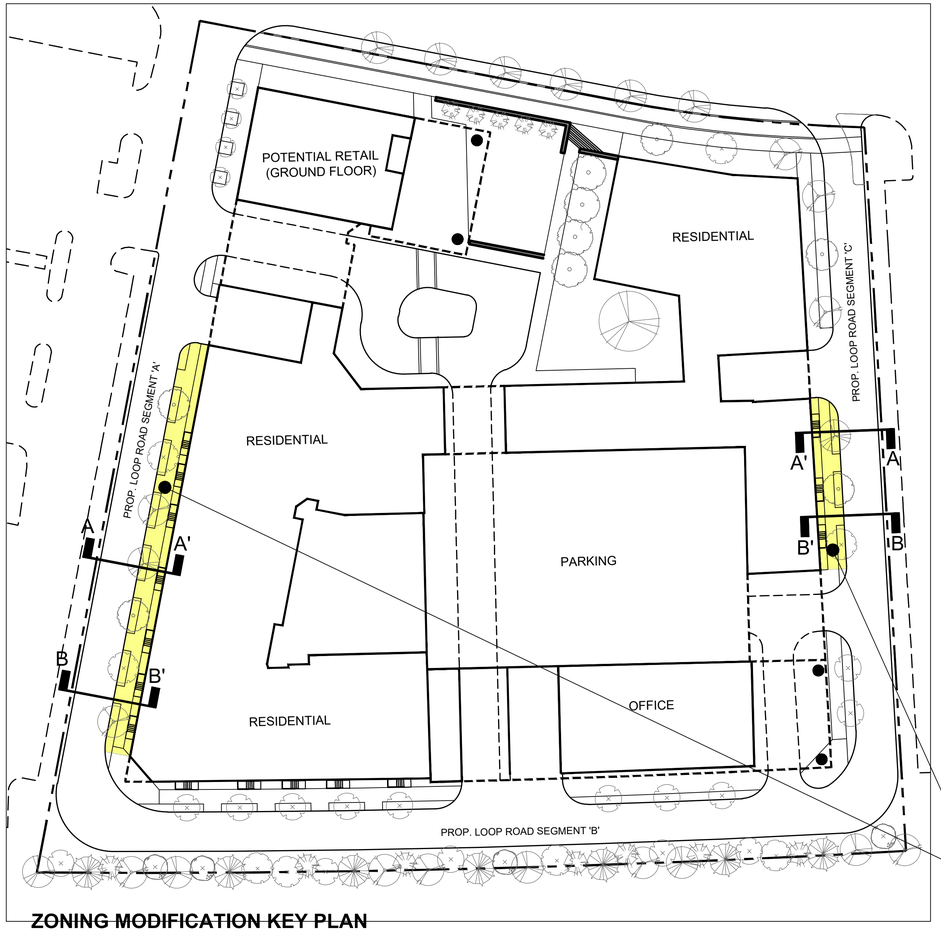
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11-18-2022
PROFESSIONAL ENGINEER

PROP. ULTIMATE CONDITIONS OF LOOP ROAD SEGMENTS A & C

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO:	15002.002.00
SCALE:	N.T.S.
DATE:	11-18-2022
DESIGN:	JA
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ZONING MODIFICATION KEY PLAN

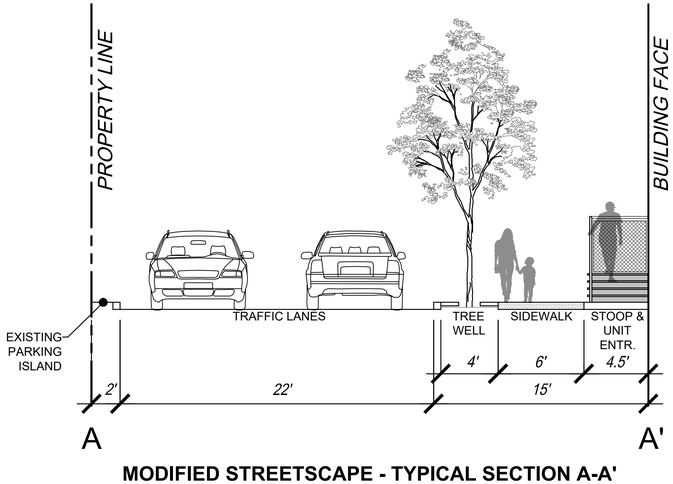
ZONING MODIFICATION:
SIDEWALK AND TREE-VERGE DIMENSIONS

REQUIRED:
TREE-VERGE = 5' WIDTH MINIMUM
SIDEWALK = 8' WIDTH MINIMUM

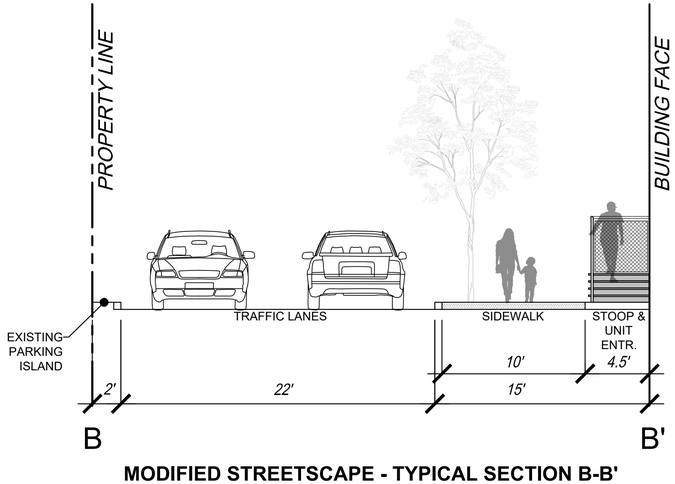
PROVIDED (*MODIFICATION*):
TREE-VERGE = 4' WIDTH MINIMUM
SIDEWALK = 6' WIDTH MINIMUM

ZONING MODIFICATION NARRATIVE:
IN THE AREAS IDENTIFIED IN THE "KEY MAP" (TO THE LEFT), THE MODIFICATIONS TO STREETSCAPE DIMENSIONS, AS SPECIFIED ABOVE, HAVE BEEN REQUESTED. THESE MODIFICATIONS APPLY ONLY TO THE PORTIONS OF THE DEVELOPMENT FRONTAGE THAT ARE RESIDENTIAL. THESE STREETSCAPES ARE COMPRISED OF STOOPS PROVIDING DIRECT ACCESS TO STREET-LEVEL RESIDENTIAL UNITS, RESIDENTIAL-SCALED SIDEWALKS, AND TREE-VERGE AREAS WITH STREET TREES AND OTHER GROUND LEVEL PLANTINGS. DUE TO THE RESIDENTIAL NATURE OF THESE PORTIONS OF THE BUILDING FRONTAGE, AND THE LIMITED HEIGHT OF THE BUILDINGS ALONG THESE FRONTAGES, THE WIDTH OF THE STREETSCAPES HAS BEEN REDUCED AS REQUESTED, AS SHOWN IN THE BELOW TYPICAL PLAN AND SECTION VIEWS. TO ACCOMMODATE THE GROWTH OF HEALTHY STREET TREES IN THESE AREAS, THE LENGTH OF THE "TREE WELLS" HAS BEEN INCREASED TO PROVIDE AMPLE SOIL VOLUME AND AERATION FOR THE TREES AND VEGETATION ALONG THE STREETS. THE PAVEMENT SECTIONS SEPARATING THESE "TREE WELLS" ARE FOR FUTURE PARALLEL PARKING ACCESS (AS SHOWN IN THE ULTIMATE CONDITION OF THE LOOP ROAD) AND ALSO FOR THE ACCOMMODATION OF STREET LIGHTS AND OTHER STREETSCAPE FIXTURES THAT MAY BE PROVIDED. THESE AREAS ALSO SERVE TO CREATE A VARIABLE AND INTERESTING STREETSCAPE AS PEDESTRIANS TRAVERSE THE SITE.

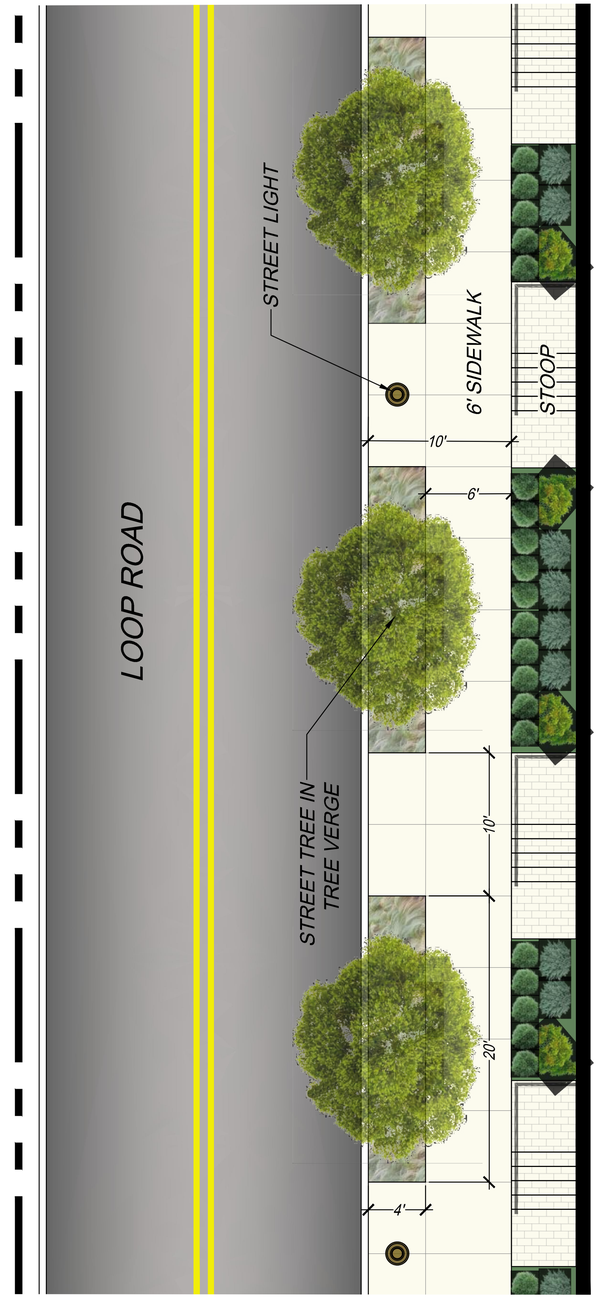
HIGHLIGHTED AREAS INDICATE PORTIONS OF STREETSCAPE THAT ARE SUBJECT TO THIS ZONING MODIFICATION



MODIFIED STREETSCAPE - TYPICAL SECTION A-A'



MODIFIED STREETSCAPE - TYPICAL SECTION B-B'



MODIFIED STREETSCAPE - TYPICAL PLAN VIEW

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STREETSCAPE ZONING MODIFICATION

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
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Decorative Paving Examples






Bench Examples




Waste Receptacle Examples




Bicycle Rack Examples




Site Lighting Examples





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ILLUSTRATIVE DESIGN
AMENITIES

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO:	15002.002.00
SCALE:	AS NOTED
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SIDEWALK AND STREETSCAPE DESIGN

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



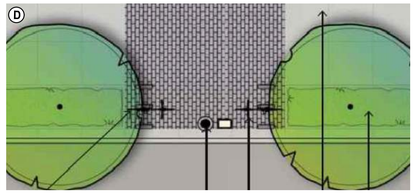
MONUMENTAL SITE SEATING ALONG HERNDON PARKWAY TRAIL



UNIQUE SITE ICONOGRAPHY AT GROUND LEVEL



UNIQUE SITE ICONOGRAPHY AT GROUND LEVEL



PAVING PATTERN DIFFERENTIATION AT KEY PEDESTRIAN LOCATIONS

SIGNAGE AND WAYFINDING

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



SIGNAGE INDICATING WALKING DISTANCE TO KEY DESTINATION WITHIN THE TOWN



LIGHTPOLE BANNERS TO MATCH EXISTING TOWN THEME



SIGNAGE INDICATING LOCATION OF ON-SITE ELEMENTS AND NEARBY DESTINATIONS



SITE MONUMENTATION UNIQUE TO THE HTOC

NOTE: ALL LOCATIONS OF ELEMENTS SHOWN ON THE BELOW PLAN ARE CONCEPTUAL.



KEY MAP

FOCAL POINTS

Creating focal points on the site unique to Herndon



SMALLER, PEDESTRIAN SCALE ART / INSTALLATION ALONG HERNDON PARKWAY FRONTAGE



LARGE, MONUMENTAL SCALE ARTWORK / INSTALLATION AS A CENTERPIECE TO THE COURTYARD AREA. ICONIC SITE ELEMENT.

DECORATIVE BUILDING ELEMENTS

Incorporating design elements that tie into The Town's history and heritage, including temporary screening and site elements for use during the building's interim condition.



"LOCAL HERITAGE" ART WALL, WITH A THEME. DETAILED WALL ART FOR LOOKING AT CLOSELY, AND ENCOURAGING TOUCH AND INTERACTION



"LOCAL HERITAGE" ART WALL, WITH A THEME. MURAL AT BUILDING SCALE, FOR VIEWING FROM AFAR



"LOCAL HERITAGE" ART WALL, WITH A THEME. AREA SPECIFIC ART, FRAMED AND SCALED TO PEDESTRIAN SCALE, FOR VIEWING FROM WITHIN STREETSCAPE

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11-18-2022
PROFESSIONAL ENGINEER

HERNDON IDENTITY / PLACE MAKING

DEVELOPMENT PLAN

555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
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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.



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.



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.



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





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.



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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ILLUSTRATIVE LANDSCAPE – STREETSCAPE

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
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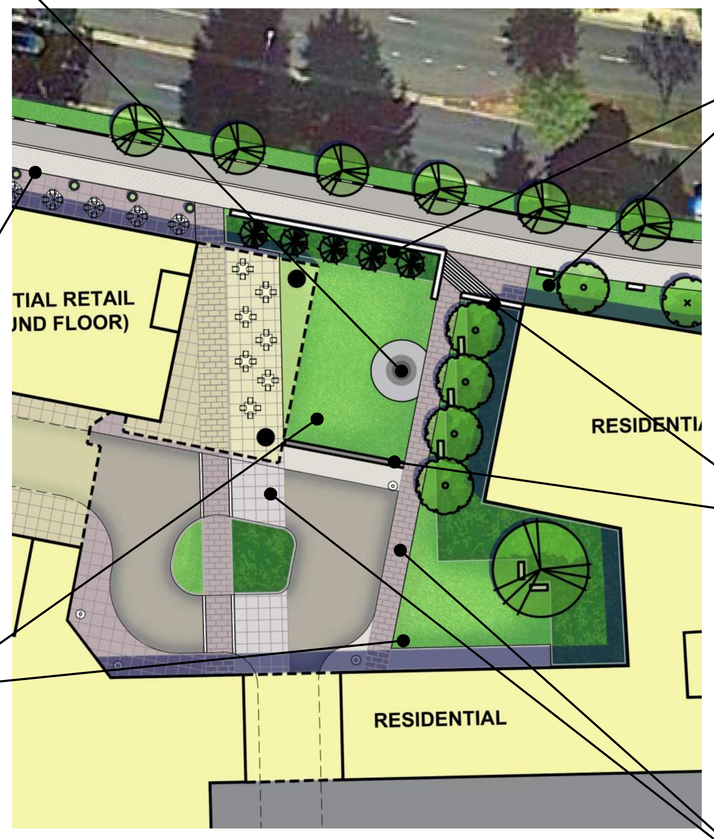




Feature Area - Pedestrian accessible area that can be used as an area for public art, large architecural planter, or vertical focal or themed element can be located here.



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.







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.

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.





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.





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.

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GOROVE / SLADE Transportation Planners and Engineers
WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

ILLUSTRATIVE LANDSCAPE – PLAZA

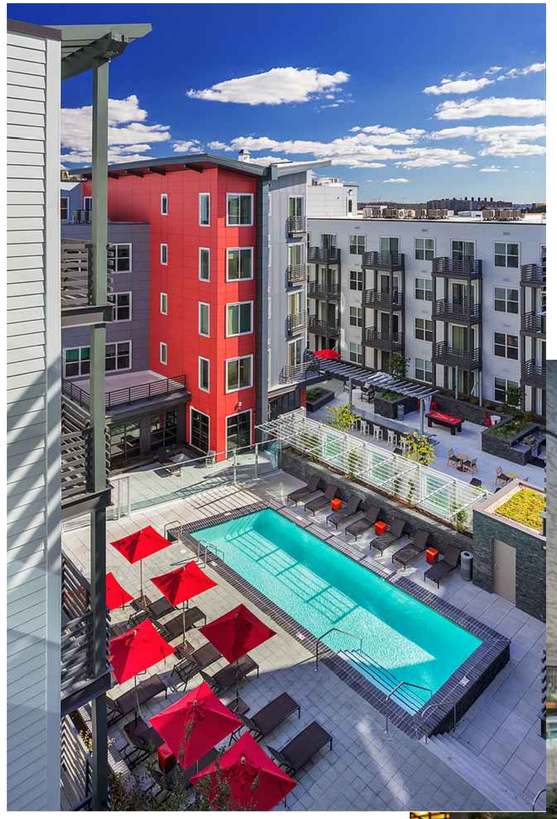
DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00
SCALE: AS NOTED
DATE: 11-18-2022
DESIGN: JA
DRAWN: JA
CHECKED:
SHEET No.
21.0 OF 24.0

111332

THIS SHEET FOR ILLUSTRATIVE PURPOSES ONLY.
DESIGNS AND FEATURES ARE SUBJECT ARB REVIEW.

DATE	REVISION

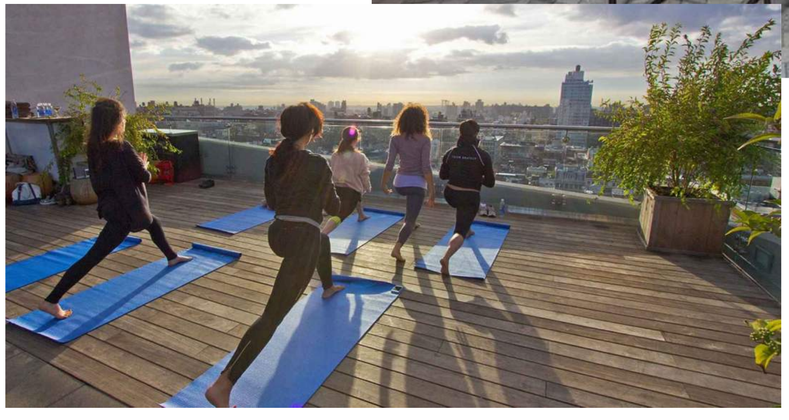


Private Amenities on Podium - Some suggested and planned amenities that may be made available to residents of the development include many features illustrated with the images on this sheet. Design is subject to the final architecture of the building.





Outdoor Fire Pit and Lounge Area





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JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

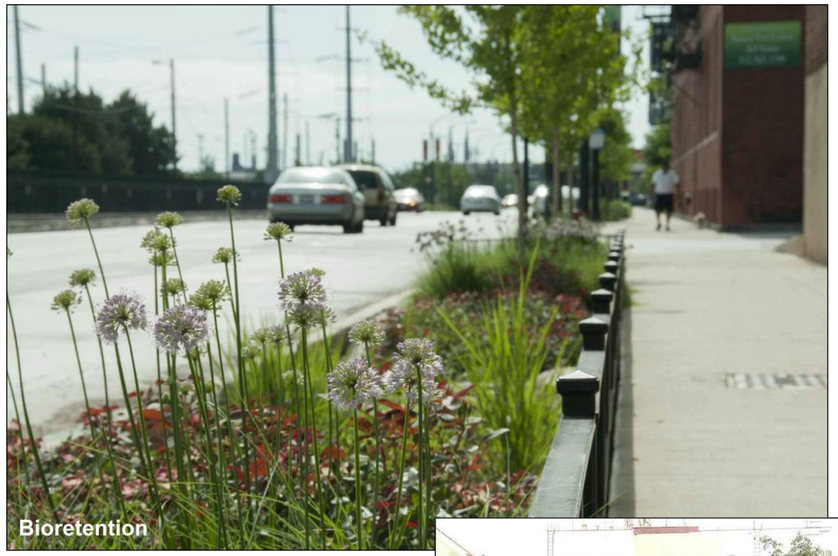
ON-PODIUM PRIVATE AMENITIES

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

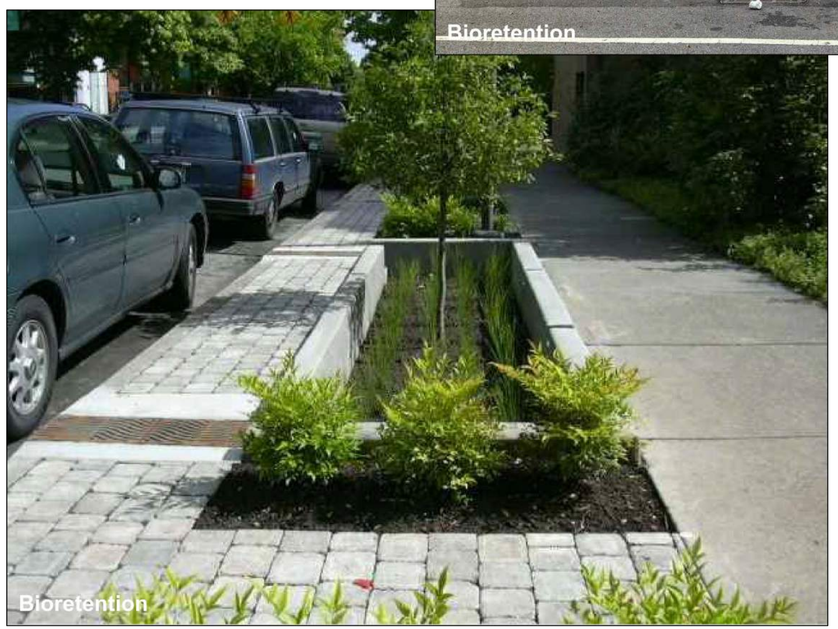
PROJECT NO: 15002.002.00
SCALE: AS NOTED
DATE: 11-18-2022
DESIGN: JA
DRAWN: JA
CHECKED:
SHEET No.
22.0 OF 24.0

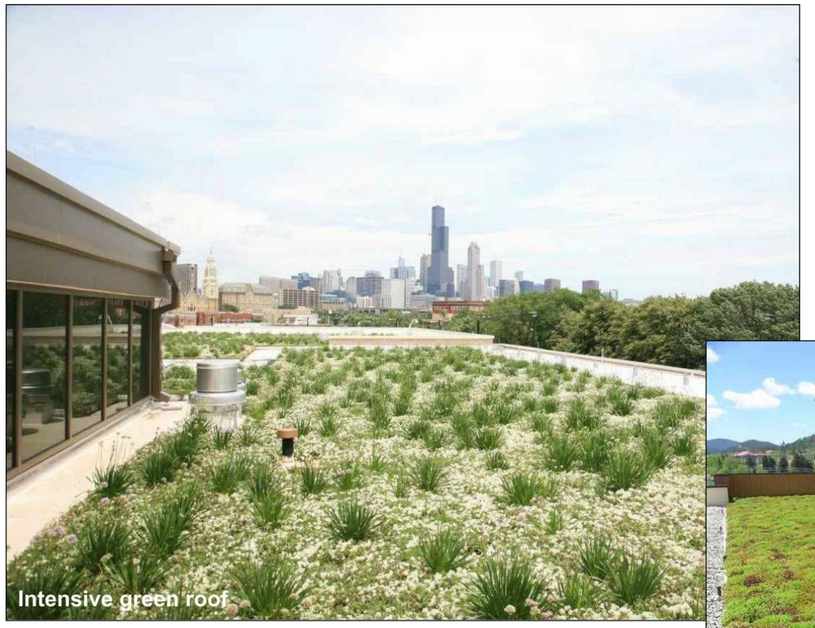
111332

DATE	REVISION
11/28/2022	RE-SUBMISSION


Bioretention


Bioretention


Bioretention


Intensive green roof


Extensive green roof


Green roof with amenities


Green roof with amenities

SUSTAINABLE PRACTICES: *THIS SHEET FOR ILLUSTRATIVE PURPOSES ONLY. DESIGNS AND FEATURES ARE SUBJECT TO TOWN APPROVAL PURSUANT TO PROFFER 5.e.*

PENZANCE

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WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-28-2022
PROFESSIONAL ENGINEER

SUSTAINABLE PRACTICES

DEVELOPMENT PLAN

555 HERNDON PARKWAY

TOWN OF HERNDON, VIRGINIA

PROJECT NO: 15002.002.00

SCALE: AS NOTED

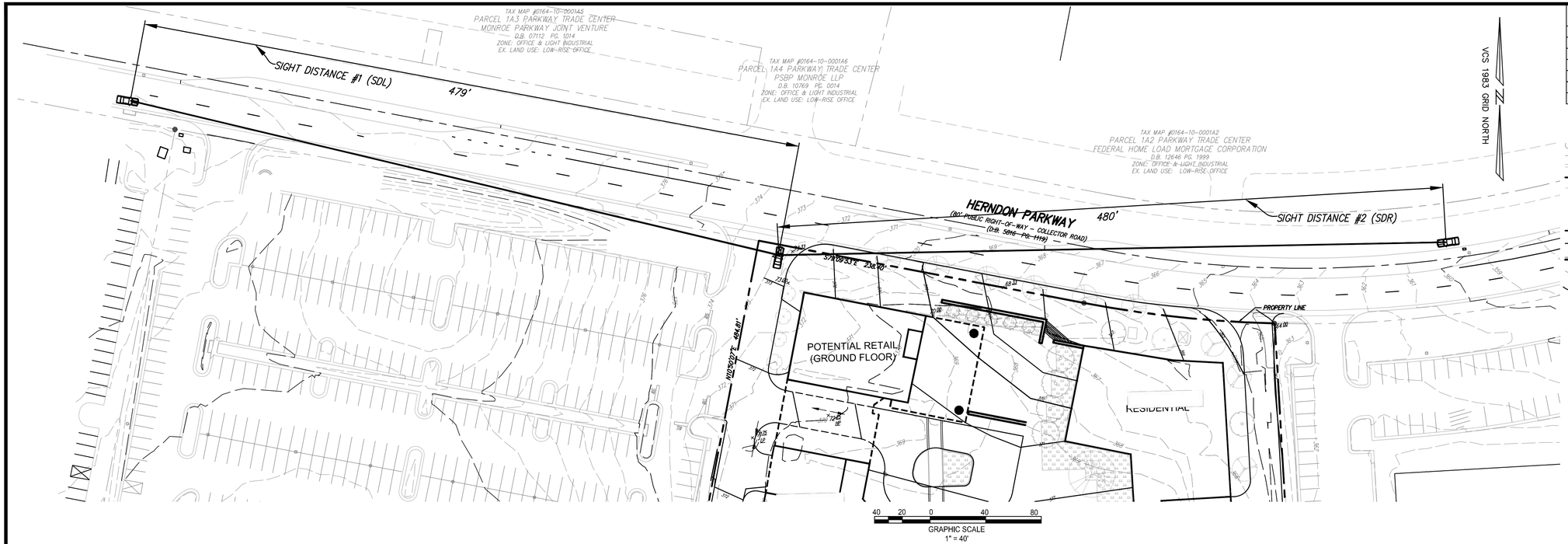
DATE: 11-18-2022

DESIGN: JA
DRAWN: JA
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SHEET No.

23.0 OF 24.0

111332



DATE	REVISION

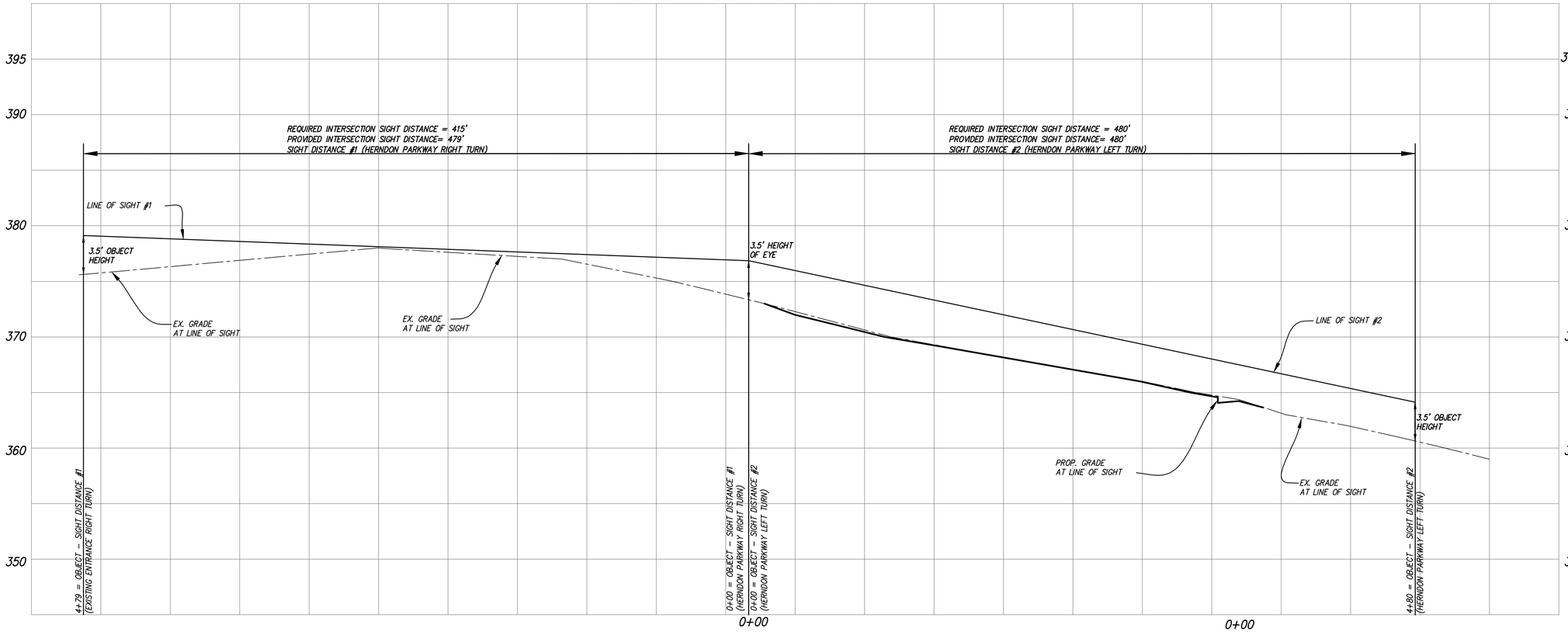
LEGEND

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

NOTE: RIGHT OUT OF EASTERN ENTRANCE IS NOT PERMITTED DURING INTERIM CONDITION OF THE LOOP ROAD (AS SHOWN). A RIGHT OUT OF THE PROPERTY IS PERMITTED ONLY AT THE TIME THE ADJACENT PROPERTY IS DEVELOPED AND THE ULTIMATE SECTION OF THE ROAD IS CONSTRUCTED.

HERNDON PARKWAY SIGHT DISTANCE

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



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dcs DESIGN
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Transportation Planners and Engineers
WIRE GILL LLP

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
11-18-2022
PROFESSIONAL ENGINEER

SITE DISTANCE PLAN & PROFILES

DEVELOPMENT PLAN
555 HERNDON PARKWAY
TOWN OF HERNDON, VIRGINIA

PROJECT NO:	15002.002.00
SCALE:	SEE DRAWING
DATE:	11-18-2022
DESIGN:	MK
DRAWN:	MK
CHECKED:	LH
SHEET No.	24.0 OF 24.0

111332

GOROVE SLADE
Transportation Planners and Engineers

TECHNICAL MEMORANDUM

To:	Richard Smith	Senior Civil Engineer, Town of Herndon
From:	Maria Lashinger, PE, PTOE	
	Ariel Jarvis, EIT	
	Lauren Snider, EIT	
Revised:	September 21, 2022	
Subject:	555 Herndon Parkway – Traffic Impact Statement Comparison Memorandum	

Introduction

This memorandum presents a comparison between the previously approved and revised development programs for the 555 Herndon Parkway redevelopment in the Town of Herndon, Virginia. The site is located on the south side of Herndon Parkway, between Van Buren Street and Spring Street, and north of the future Herndon Silver Line Metro Station. The approximately 4.34-acre site consists of one parcel (Tax Map # 16-4 ((10)) 2C) and is currently zoned PD-TOC (Planned Development – Transit Oriented Core). The site is currently occupied by 90,000 square feet of office that is to be removed. The proposed development includes a mix of residential, office, and retail uses. A comparison between the trip generation calculations, traffic volumes, and intersection capacity analyses is provided in this memorandum.

Please note that a Traffic Impact Statement (TIS) dated March 14, 2019 was submitted and reviewed by Town of Herndon staff for the previous application. The application was approved by the Town Council on April 9, 2019.

The previously approved development program, as presented in the approved TIS prepared by Gorove Slade and dated March 14, 2019, consists of:

- Residential – Up to 400 dwelling units
- Office – Up to 430,000 square feet
- Retail – Up to 25,000 square feet

The revised development program consists of:

- Residential – Up to 435 dwelling units
- Office – Up to 200,000 square feet
- Retail – Up to 10,000 square feet

A previous version of the revised development program (dated May 25, 2022) consisted of up to 610 residential units; however, the latest program caps the residential units at 435, which was used for this updated analysis. The revised development program results in a reduction of trips generated by the 555 Herndon Parkway site as compared to the previously approved development program. Hence, the analysis presented in the approved TIS provides a more conservative analysis.

It is also noted that the eastern site entrance has changed from a right-in/right-out (RIRO) to a right-in only per staff request. Right-outs from this entrance will be restricted under the interim condition only. Until such time as the neighboring 535 Herndon Parkway property redevelops, separate access points will be provided to serve 555 Herndon Parkway and 535 Herndon Parkway. When the 535 Herndon Parkway property redevelops, the access points will be consolidated into a single RIRO entrance.

Changes from Previous Submission

Development Program

The 555 Herndon Parkway development program has been revised since the previously approved submission of the TIS. Compared to the approved development program, there is an increase in residential dwelling units and a decrease in office and retail square footage. Transportation Demand Management strategies would remain the same with the revised development. A comparison between the approved and revised development programs is shown in Table 1.

Table 1: Proposed Full-Build Uses (Approved vs. Revised)

Proposed Use	Approved Program	Revised Program	Difference
Residential	400 DU	435 DU	+35 DU
Office	430,000 SF	200,000 SF	-230,000 SF
Retail	25,000 SF	10,000 SF	-15,000 SF

Site Access

The approved TIS assumed three (3) site entrances along Herndon Parkway. Per Town staff recommendation, the site entrance serving the drop-off loop has since been relocated from Herndon Parkway to the internal western road as shown in Figure 1. Concept exhibits of the western and eastern site entrances are shown in Figure 1 and Figure 2. The approved TIS recommended a traffic signal at the western site entrance. Installation of a traffic signal continues to be recommended with the revised development program. The eastern site entrance was approved as a RIRO but is now being analyzed as a right-in entrance only (interim condition). Vehicular movements at this entrance will be provided at site plan, with options for both interim and ultimate conditions.

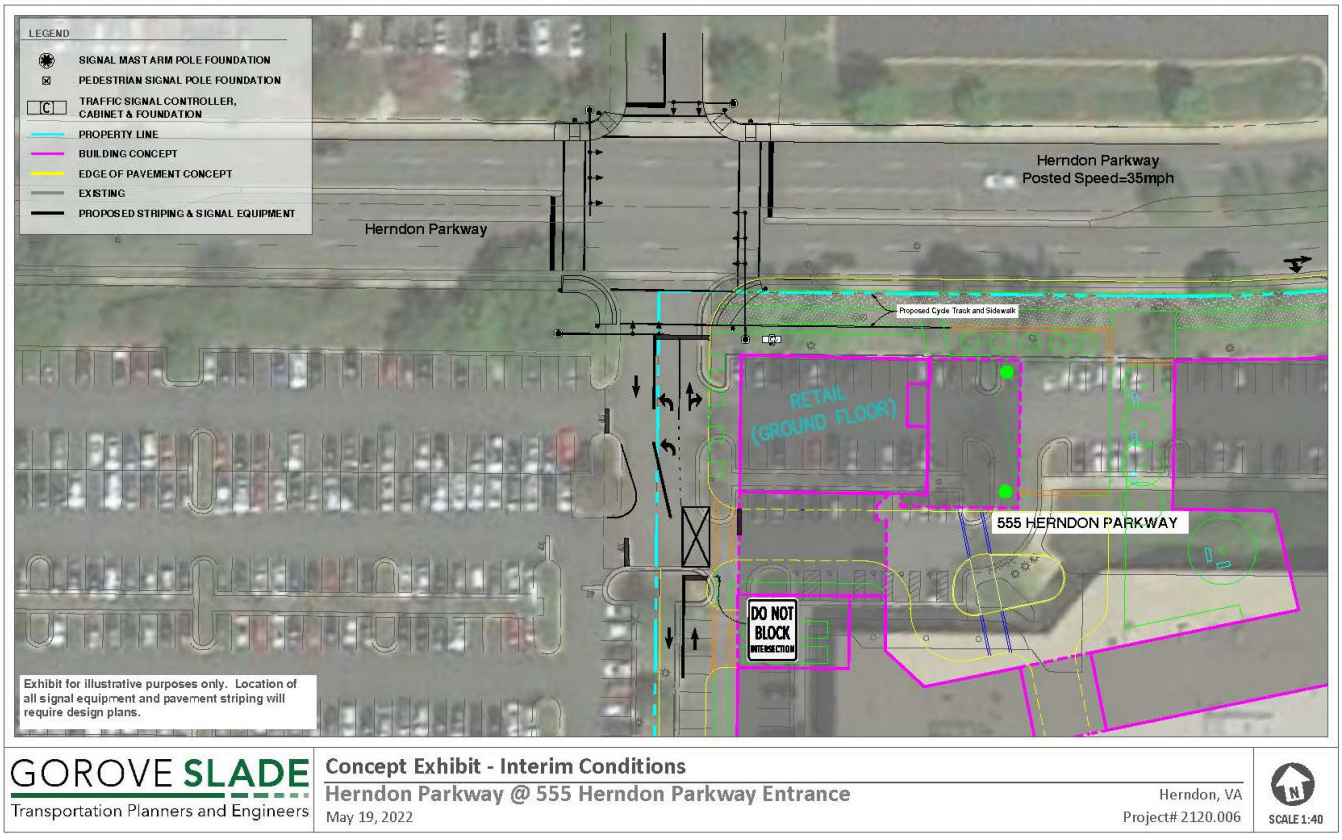


Figure 1: Western Site Entrance (Full Access)

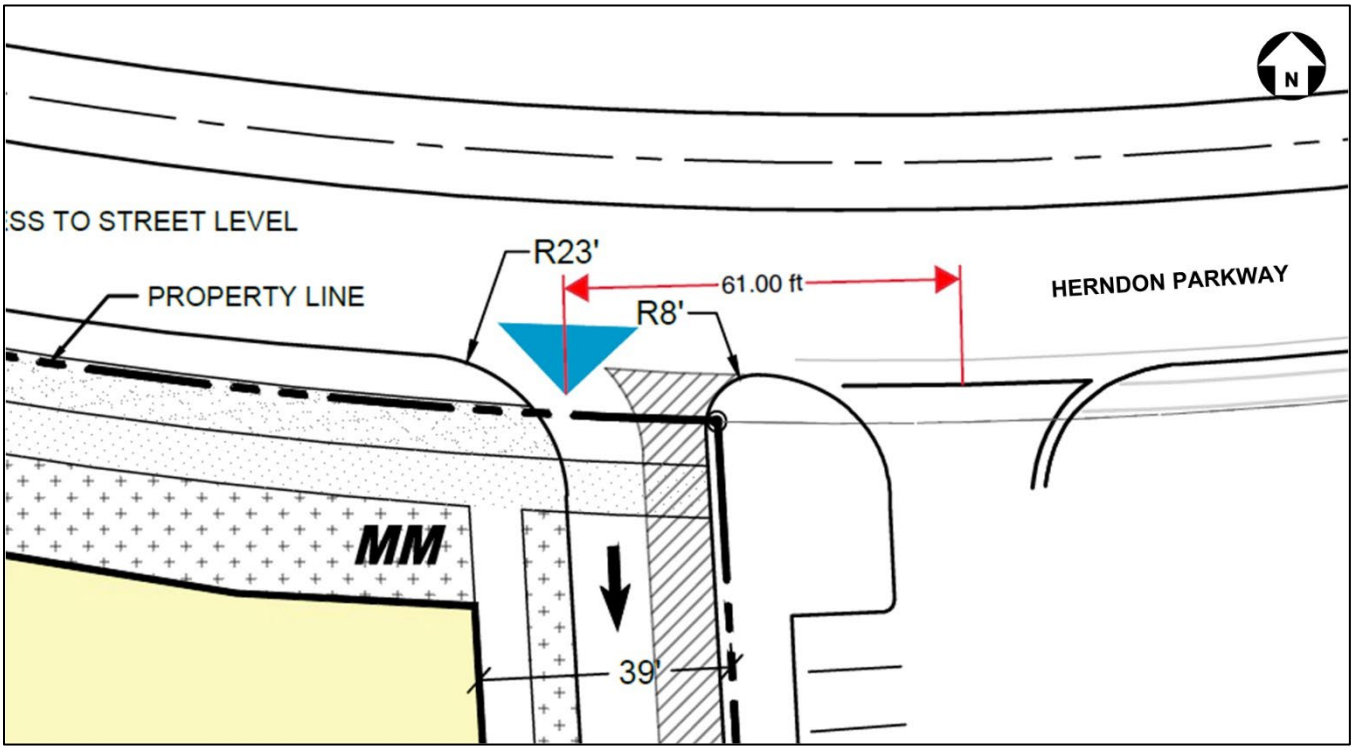


Figure 2: Eastern Site Entrance (Right-In Only)

Trip Generation Comparison

The trip generation calculations presented in the approved TIS were generated using the Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition. The trip generation calculations for the approved and revised development programs using the 9th Edition, without reductions, are shown in Table 2. The trip generation calculations using the 10th Edition, without reductions, are shown in Table 3.

Table 2: Trip Generation Comparison – ITE 9th Edition

ITE Land Use Code *Trip Generation, 9th Ed.*		Quantity	------ Weekday ------									
			AM Peak Hour			MID Peak Hour[1]			PM Peak Hour			Daily
			In	*Out*	*Total*	*In*	*Out*	*Total*	*In*	*Out*	*Total*	*Total*
Approved Development Program (9th Ed.)[2]												
Residential	220	Apartment 400 DU	40	160	200	74	74	148	155	83	238	2,548
Office	710	General Office Building 430,000 SF	541	74	615	283	283	566	95	465	560	3,978
Retail	826	Specialty Retail Center 25,000 SF	9	11	20	41	41	82	36	45	81	1,107
Approved Development Site Trips (9th Ed.)			**590**	**245**	**835**	**398**	**398**	**796**	**286**	**593**	**879**	**7,633**
Revised Development Program (9th Ed.)[2]												
Residential	220	Apartment 435 DU	43	174	217	80	80	160	167	90	257	2,760
Office	710	General Office Building 200,000 SF	293	40	333	153	153	306	51	251	302	2,223
Retail	826	Specialty Retail Center 10,000 SF	5	6	11	23	23	46	20	25	45	465
Revised Development Site Trips (9th Ed.)			**341**	**220**	**561**	**256**	**256**	**512**	**238**	**367**	**605**	**5,448**
Difference (Revised - Approved 9th Ed.)			**-249**	**-25**	**-274**	**-142**	**-142**	**-284**	**-48**	**-226**	**-274**	**-2,185**

[1] Midday peak hour rates are based on "Hourly Variations in Trip Generation for Office and Residential Uses" ITE Journal, January 2015: Residential = 62% of PM, Retail = 101% of PM, Office = 101% of PM

[2] Site trips presented in the approved TIS were generated using the Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition. The Apartment (220) and Specialty Retail Center (826) land uses are provided in the 9th Edition but not in the updated 10th Edition.

Table 3: Trip Generation Comparison – ITE 10th Edition

ITE Land Use Code				------ Weekday ------									
				AM Peak Hour			MID Peak Hour[1]			PM Peak Hour			Daily
Trip Generation, 10th Ed.			Quantity	*In*	*Out*	*Total*	*In*	*Out*	*Total*	*In*	*Out*	*Total*	*Total*
Approved Development Program (10th Ed.)													
Residential	221	Multifamily (Mid-Rise) (Urban/Suburban)	400 DU	35	98	133	52	52	104	102	66	168	2,178
Office	710	General Office Building	430,000 SF	371	60	431	230	230	460	73	382	455	4,367
Retail	820	Shopping Center	25,000 SF	102	62	164	99	99	197	94	101	195	2,342
		Approved Development Site Trips (10th Ed.)		**508**	**220**	**728**	**381**	**381**	**761**	**269**	**549**	**818**	**8,887**
Revised Development Program (10th Ed.)													
Residential	221	Multifamily (Mid-Rise) (Urban/Suburban)	435 DU	38	107	145	57	57	113	111	71	182	2,369
Office	710	General Office Building	200,000 SF	184	30	214	111	111	222	35	185	220	2,078
Retail	820	Shopping Center	10,000 SF	97	60	157	50	50	100	48	51	99	1,256
		Revised Development Site Trips (10th Ed.)		**319**	**197**	**516**	**218**	**218**	**435**	**194**	**307**	**501**	**5,703**
		Difference (Revised - Approved 10th Ed.)		**-189**	**-23**	**-212**	**-163**	**-163**	**-326**	**-75**	**-242**	**-317**	**-3,184**

[1] Midday peak hour rates are based on "Hourly Variations in Trip Generation for Office and Residential Uses" ITE Journal, January 2015:
Residential = 62% of PM, Retail = 101% of PM, Office = 101% of PM

It is noted that the Apartment (220) and Specialty Retail Center (826) land uses are provided in the 9th Edition but not in the updated 10th Edition. Hence, the trip generations were recalculated using the 10th Edition to provide an updated comparison.

As shown in Table 3, using the 10th Edition, the revised development program will generate approximately 212 fewer AM peak hour trips, 326 fewer MID peak hour trips, 317 fewer PM peak hour trips, and 3,184 fewer daily trips, without reductions, compared to the approved development program.

In order to present a direct comparison to the approved TIS, the trip generation calculations for the approved development using the 9th Edition, with reductions, are shown in Table 4. The trip generation calculations for the revised development using the 9th Edition, with reductions, are shown in Table 5.

Table 4: Approved Trip Generation with Reductions – ITE 9th Edition

ITE Land Use Code				AM Peak Hour			MID Peak Hour[1]			PM Peak Hour			Weekday
Trip Generation, 9th Ed.			Quantity	In	Out	Total	In	Out	Total	In	Out	Total	Daily
Existing Development to Be Removed													
Office	710	General Office	90,000 sf	155	21	176	90	90	181	30	149	179	1,212
		Existing Site Trips to be Removed		**155**	**21**	**176**	**90**	**90**	**181**	**30**	**149**	**179**	**1,212**
Proposed Development													
Residential	220	Apartment	400 du	40	160	200	74	74	148	155	83	238	2,548
		Transit Mode Share Reduction	35%	(14)	(56)	(70)	(26)	(26)	(52)	(55)	(30)	(84)	(892)
		Internal	(1) (2)	(1)	(4)	(5)	(4)	(4)	(8)	(8)	(8)	(16)	(249)
		Residential Total		**25**	**100**	**125**	**44**	**44**	**88**	**92**	**45**	**138**	**1,407**
Retail	826	Specialty Retail Center^	25,000 sf	9	11	20	41	41	82	36	45	81	1,107
		Internal	(2) (3)	0	(2)	(2)	(4)	(4)	(8)	(6)	(7)	(13)	(221)
		Pass-By*	25% / 34%	(2)	(2)	(5)	(9)	(9)	(18)	(10)	(13)	(23)	(222)
		Retail Total		**7**	**7**	**13**	**28**	**28**	**56**	**20**	**25**	**45**	**664**
Office	710	General Office Building	430,000 sf	541	74	615	283	283	566	95	465	560	3,978
		Transit Mode Share Reduction	25%	(136)	(19)	(154)	(71)	(71)	(142)	(24)	(117)	(140)	(995)
		Internal	(1) (3)	(1)	(4)	(5)	(4)	(4)	(8)	(6)	(5)	(11)	(138)
		Office Total		**404**	**51**	**456**	**208**	**208**	**416**	**65**	**343**	**409**	**2,845**
		Proposed Development Site Trips		**436**	**158**	**594**	**279**	**279**	**559**	**177**	**413**	**592**	**4,916**
		Net New Site Trips (Proposed minus Existing)		**+281**	**+137**	**+418**	**+189**	**+189**	**+378**	**+147**	**+264**	**+413**	**+3,704**

[1] - Midday Peak Hour Rates Based on "Hourly Variations in Trip Generation for Office and Residential Uses" *ITE Journal, January 2015*

Residential = 62% of PM, Retail = 101% of PM, Office = 101% of PM

* - 25% assumed for AM Peak, Midday Peak, and Weekday; ITE Average of 34% used for PM Peak

^ - AM Peak Hour and Saturday Peak Hour of Generator estimates are not available for the 826 Specialty Retail Center land use. AM=25% of PM was used. This is the the same approximate ratio as the 820 Shopping Center land use, which is similar to Specialty Retail in that most shops are closed during the AM peak.

(1) residential / office - smaller of 5% of residential trips or 5% of office trips

(2) residential / retail - smaller of X% of residential trips or X% of retail trips; AM: X = 5%, PM: X = 10%, Weekday: X = 15%

(3) office/ retail - smaller of 5% of office trips or 5% of retail trips

Table 5: Revised Trip Generation with Reductions – ITE 9th Edition

ITE Land Use Code				------ Weekday ------									
				AM Peak Hour			MD Peak Hour[1]			PM Peak Hour			Daily
Trip Generation, 9th Ed.			Quantity	*In*	*Out*	*Total*	*In*	*Out*	*Total*	*In*	*Out*	*Total*	*Total*
Existing Development to Be Removed													
Office	710	General Office Building	90,000 SF	155	21	176	90	90	181	30	149	179	1,212
Existing Site Trips to be Removed				**155**	**21**	**176**	**90**	**90**	**181**	**30**	**149**	**179**	**1,212**
Proposed Development													
Residential	220	Apartment	435 DU	43	174	217	80	80	160	167	90	257	2,760
Internal Capture Residential - Office[4]			*(1)*	*-2*	*-9*	*-11*	*-4*	*-4*	*-8*	*-8*	*-3*	*-11*	*-111*
Internal Capture Residential - Retail[4]			*(2)*	*0*	*0*	*0*	*-1*	*-1*	*-2*	*-1*	*-1*	*-2*	*-70*
Residential With Internal Reductions				*41*	*165*	*206*	*75*	*75*	*150*	*158*	*86*	*244*	*2,579*
Mode Split/TDM Reduction			*35%*	*-14*	*-58*	*-72*	*-26*	*-26*	*-52*	*-55*	*-30*	*-85*	*-903*
Residential Subtotal				*27*	*107*	*134*	*49*	*49*	*98*	*103*	*56*	*159*	*1,676*
Office	710	General Office Building	200,000 SF	293	40	333	153	153	306	51	251	302	2,223
Internal Capture Office - Residential[4]			*(1)*	*-9*	*-2*	*-11*	*-4*	*-4*	*-8*	*-3*	*-8*	*-11*	*-111*
Internal Capture Office - Retail[4]			*(3)*	*0*	*0*	*0*	*-1*	*-1*	*-2*	*-1*	*-1*	*-2*	*-23*
Office With Internal Reductions				*284*	*38*	*322*	*148*	*148*	*296*	*47*	*242*	*289*	*2,089*
Mode Split/TDM Reduction			*25%*	*-71*	*-10*	*-81*	*-37*	*-37*	*-74*	*-12*	*-61*	*-73*	*-522*
Office Subtotal				*213*	*28*	*241*	*111*	*111*	*222*	*35*	*181*	*216*	*1,567*
Retail	826	Specialty Retail Center[2]	10,000 SF	5	6	11	23	23	46	20	25	45	465
Internal Capture Retail - Residential[4]			*(2)*	*0*	*0*	*0*	*-1*	*-1*	*-2*	*-1*	*-1*	*-2*	*-70*
Internal Capture Retail - Office[4]			*(3)*	*0*	*0*	*0*	*-1*	*-1*	*-2*	*-1*	*-1*	*-2*	*-23*
Retail With Internal Reductions				*5*	*6*	*11*	*21*	*21*	*42*	*18*	*23*	*41*	*372*
Pass-By Reduction[3]			*25%/34%/25%*	*-1*	*-2*	*-3*	*-5*	*-5*	*-11*	*-6*	*-8*	*-14*	*-93*
Retail Subtotal				*4*	*5*	*8*	*16*	*16*	*32*	*12*	*15*	*27*	*279*
Proposed Development Site Trips With Reductions				**244**	**140**	**383**	**176**	**176**	**352**	**150**	**253**	**403**	**3,522**
Net New Site Trips (Proposed - Existing)				**89**	**119**	**207**	**86**	**86**	**171**	**120**	**104**	**224**	**2,310**
Difference (Revised - Approved 9th Ed. with Reductions)				**-192**	**-18**	**-211**	**-103**	**-103**	**-208**	**-27**	**-160**	**-189**	**-1,394**

[1] Midday peak hour rates are based on "Hourly Variations in Trip Generation for Office and Residential Uses" ITE Journal, January 2015: Residential = 62% of PM, Retail = 101% of PM, Office = 101% of PM

[2] AM peak hour estimates are not available for the 826 Specialty Retail Center land use. AM = 25% of PM was used. This is the same approximate ratio as the 820 Shopping Center land use, which is similar to Specialty Retail in that most shops are closed during the AM peak.

[3] The pass by reduction for Shopping Center is based on the ITE Trip Generation methodology, as provided in the Trip Generation Handbook, 3rd Edition. The average rate for Shopping Centers is 34% for the PM Peak. For all other time periods, the default pass by rate is 25%.

[4] Internal capture rates consider site trips "captured" within a mixed use development, recognizing that trips from one land use can access another land use within a site development without having to access the adjacent street system. Internal capture allows reduction of site trips from adjacent intersections and roadways.

The internal reduction is based on the VDOT Updated Administrative Guidelines for the Traffic Impact Analysis Regulations:

(1) residential / office - smaller of 5% of residential trips or 5% of office trips

(2) residential / retail - smaller of X% of residential trips or X% of retail trips; AM: X = 5%, PM: X = 10%, Daily: X = 15%

(3) office / retail - smaller of 5% of office trips or 5% of retail trips

Using the same methodology and reductions as applied in the approved TIS, the revised development program will generate approximately 211 fewer AM peak hour trips, 208 fewer MID peak hour trips, 189 fewer PM peak hour trips, and 1,394 fewer daily trips compared to the approved development program. This equates to a 46 to 55 percent reduction in peak hour trips and 38 percent reduction in daily trips compared to the approved development program.

Future with Development Traffic Volumes

The approved TIS was originally prepared in 2017 and revised in 2019. The study used traffic counts that were collected in 2015 and grown to 2017 using a growth rate of one (1) percent. The counts were less than two (2) years old at the time of the 1st Submission. It is also noted that since the onset of the pandemic, the use of historical counts for traffic studies has been accepted and approved by surrounding jurisdictions. In order to provide a comparison to the volumes collected in 2015, Automatic Traffic Recorder (ATR) counts were collected along Herndon Parkway during the week of April 25, 2022. A comparison of the ADTs along Herndon Parkway in front of the 555 Herndon Parkway site is shown in Table 6.

Table 6: Herndon Parkway Average Daily Traffic

	ADT
2015	18,580
2022	11,890
% Change	**-36%**

The results show historical counts from 2015 are significantly higher than today's volumes, likely due to vacant office space along Herndon Parkway and an increase in employees working from home. Hence, no additional growth was added for the new full-build out year of 2024.

The approved TIS took into account two (2) background developments that were approved but unbuilt at the time of scoping. Any development project that has since been proposed would have included 555 Herdon Parkway has a background development in their traffic study.

In order to provide an accurate comparison between the approved and revised development programs, the Future with Development traffic volumes presented in the approved TIS were rerouted to account for the relocation of the drop-off loop and conversion of the eastern site entrance to right-in only. The approved and revised Future with Development traffic volumes at the site entrances are presented in Figure 3.

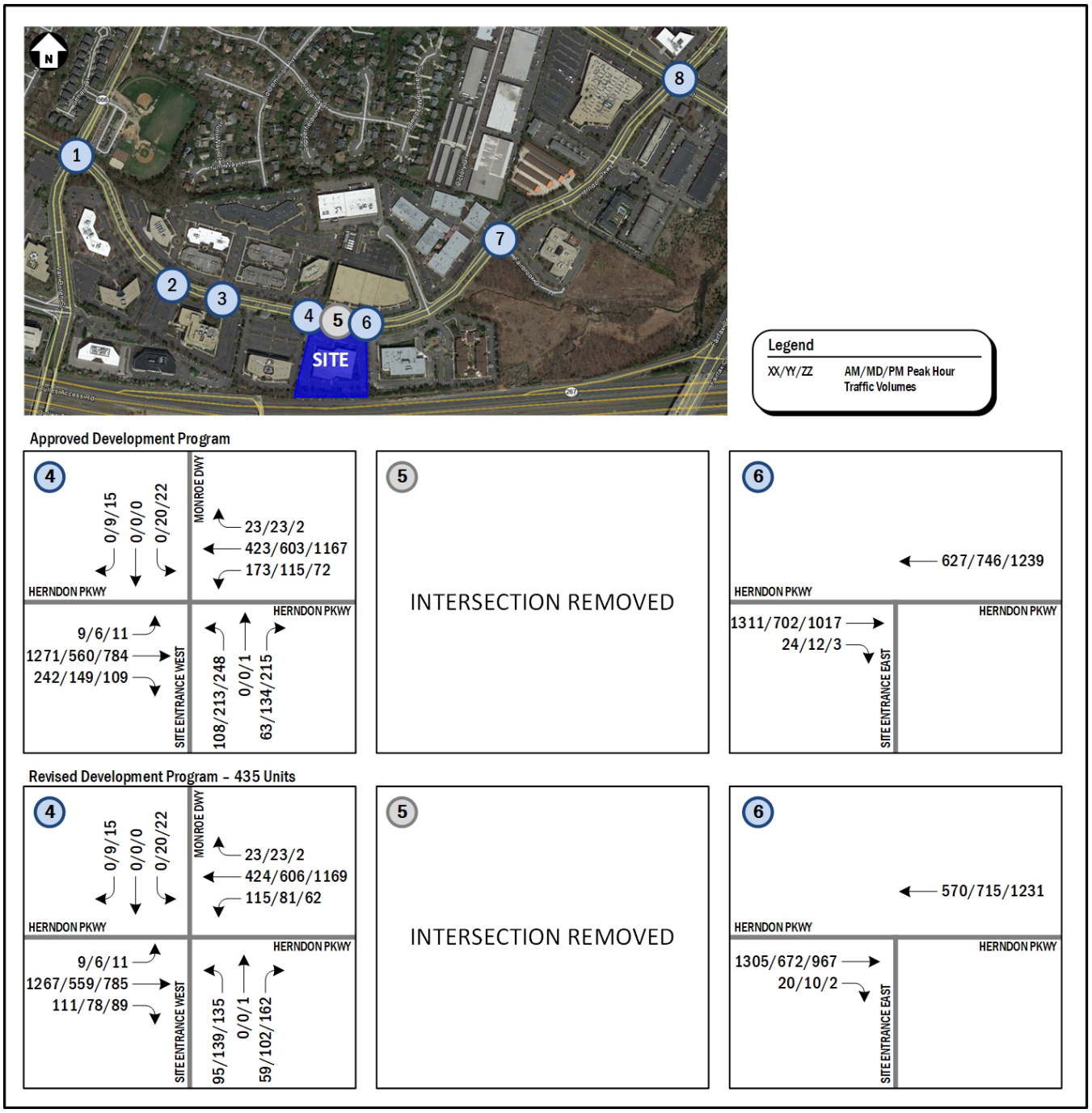


Figure 3: Future with Development Traffic Volumes (2024) – Site Entrances

Future with Development Intersection Capacity Analysis

Intersection capacity analysis was performed at the site entrances during the weekday AM, MID, and PM peak hours under Future with Development conditions. Synchro, Version 11 was used to analyze the site entrances based on the HCM 2000 methodology and includes level of service (LOS), delay, and queue length comparisons for the turning movements analyzed. Consistent with VDOT analysis guidelines, a minimum value of 0.92 was used for the Future with Development peak hour factors.

The results of the intersection capacity analysis for the approved and revised development programs, expressed in LOS, delay (seconds per vehicle) per lane group, and 50th percentile and 95th percentile queues (feet) are presented in Table 7.

Table 7: Future with Development Intersection Capacity Analysis (2024) – Site Entrances

No.	Intersection (Movement)	Storage Length (ft)	Future with Development											
			AM Peak				MID Peak				PM Peak			
			LOS	Delay (sec/veh)	50th Queue (ft)	95th Queue (ft)	LOS	Delay (sec/veh)	50th Queue (ft)	95th Queue (ft)	LOS	Delay (sec/veh)	50th Queue (ft)	95th Queue (ft)
4	**Site West/Monroe & Herndon Parkway**													
	Mitigated: Install traffic signal and add NB Lane													
	Approved Development Program													
	Overall Intersection (Signalized)		**B**	**14.2**			**C**	**21.8**			**C**	**33.7**		
	Eastbound Left	150	A	4.5	1	m6	C	21.4	1	m9	C	31.3	6	m19
	Eastbound Thru/Right	400	A	9.6	157	364	C	23.7	121	355	D	38.7	344	286
	Westbound Left	150	D	38.9	71	150	B	14.6	40	70	B	17.6	24	m35
	Westbound Thru/Right	350	A	5.5	39	81	B	18.5	131	213	C	32.2	494	m567
	Northbound Left	50	E	61.6	77	#168	C	26.2	119	186	C	30.7	159	238
	Northbound Thru/Right	75	D	40.8	0	0	C	23.2	0	0	C	28.2	28	90
	Southbound Left/Thru/Right	50	A	0.0	0	0	D	36.5	0	0	D	42.1	0	0
4	**Site West/Monroe & Herndon Parkway**													
	Mitigated: Install traffic signal and add NB Lane													
	Revised Development Program													
	Overall Intersection (Signalized)		**A**	**9.9**			**C**	**20.5**			**C**	**33.6**		
	Eastbound Left	150	A	3.3	1	m5	C	20.4	1	9	C	31.4	6	m18
	Eastbound Thru/Right	400	A	7.0	100	336	C	21.3	110	216	D	38.2	336	281
	Westbound Left	150	B	14.0	19	64	B	13.5	28	52	B	17.0	20	m30
	Westbound Thru/Right	350	A	5.7	41	83	B	18.5	132	214	C	32.3	496	m568
	Northbound Left	50	D	48.3	66	#128	C	24.6	73	123	C	27.9	80	132
	Northbound Thru/Right	75	D	40.1	0	0	C	23.0	0	0	C	26.7	1	48
	Southbound Left/Thru/Right	50	A	0.0	0	0	C	34.5	0	0	D	38.2	0	0
6	**Site East & Herndon Parkway**													
	Approved Development Program													
	Overall Intersection (Unsignalized)													
	Northbound Right - Removed	-	-	-	-	-	-	-	-	-	-	-	-	-
6	**Site East & Herndon Parkway**													
	Revised Development Program													
	Overall Intersection (Unsignalized)													
	Northbound Right - Removed	-	-	-	-	-	-	-	-	-	-	-	-	-

\# 95th percentile volume exceeds capacity; queue may be longer
m Volume for 95th percentile queue is metered by upstream signal

Mitigation measures for the revised development program are consistent with the approved TIS. A signal continues to be recommended at the western site entrance on Herndon Parkway. The reduction in trips compared to the approved development also serves as a mitigation measure. It is noted that with the revised site access, the proposed signalized site entrance would remain in the same location. However, with the relocation of the drop-off entrance from Herndon Parkway to the internal western road, the northbound storage capacity will be reduced.

Consistent with the approved TIS, it is desirable to achieve an overall level of service (LOS) of D or better for each intersection and LOS E or better for each lane group at an intersection. The results in Table 7 show that with the revised development program, relocation of the drop-off entrance, and recommended signal, the site entrances continue to operate at or above acceptable LOS.

Due to the reduction in storage capacity, northbound queuing at the signalized site entrance is anticipated to exceed capacity. The Applicant may provide Do Not Block Intersection markings in order to discourage vehicles from stopping within the intersection and impeding traffic from entering the drop-off loop. Regular users of the parking garage would also use the entrance on the south side rather than entering via the drop-off loop.

Preliminary Signal Warrant Analysis

Full Build-Out (Residential and Office)

A preliminary signal warrant analysis was performed for the proposed signalized site entrance on Herndon Parkway (Intersection 4) using the revised Future with Development traffic volumes shown previously in Figure 3.

This preliminary signal warrant analysis was conducted following the procedures outlined in the *Manual on Uniform Traffic Control Devices* (MUTCD), 2009 Edition and the *Virginia Supplement to the MUTCD*, 2011 Edition. According to the MUTCD, only one warrant needs to be satisfied to allow for the installation of a traffic control signal.

According to the Virginia MUTCD Supplement:

> The need for a traffic control signal shall be considered using ADT projections if an engineering study finds that one of the following conditions exist for an average day:
>
> A. The vehicle per day given in both of the 100 percent columns of Condition A in Table 4C-V1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or
>
> B. The vehicles per day given in both of the 100 percent columns of Condition B in Table 4C-V1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

This analysis assumes the thresholds for two or more lanes for moving traffic on the major approach and two or more lanes on the minor approach operating below 40 mph.

The Future with Development average daily traffic volumes were estimated using the sum of the PM peak hour volumes divided by the published K factor of 0.098. The ADT on the major-street (Herndon Parkway) is 21,612 vehicles per day and the ADT on the higher-volume minor-street approach (one direction only) is 2,980 vehicles per day.

As shown in Table 8, Condition B is satisfied for the 100 percent thresholds. Therefore, VDOT's Traffic Signal Warrant Using Average Daily Traffic Estimate is preliminarily satisfied in the future conditions with the revised development program.

Table 4C-V1. Traffic Signal Warrant Using Average Daily Traffic Estimate

(To be used only when traffic counts are not available, such as at a future intersection)

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per day on major street (total of both approaches)				Vehicles per day on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	8,000	6,400	5,600	4,480	2,400	1,920	1,680	1,344
2 or more	1	9,600	7,680	6,720	5,376	2,400	1,920	1,680	1,344
2 or more	2 or more	9,600	7,680	6,720	5,376	3,200	2,560	2,240	1,792
1	2 or more	8,000	6,400	5,600	4,480	3,200	2,560	2,240	1,792

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per day on major street (total of both approaches)				Vehicles per day on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	12,000	9,600	8,400	6,720	1,200	960	850	680
2 or more	1	14,400	11,520	10,080	8,064	1,200	960	850	680
2 or more	2 or more	14,400	11,520	10,080	8,064	1,600	1,280	1,120	896
1	2 or more	12,000	9,600	8,400	6,720	1,600	1,280	1,120	896

[a] Basic minimum hourly volume for urban areas
[b] Used for combination of Conditions A and B after adequate consideration of other remedial measures in urban areas
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
[d] May be used for combination of Conditions A and B after adequate consideration of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Table 8: Traffic Signal Warrant Using Average Daily Traffic Estimate – Full Build-Out

			Either Condition A or B Must Be Satisfied		Both Conditions A and B Must Be Satisfied	
Vehicles per day on major street (total of both approaches)		Vehicles per day on higher-volume minor-street approach (one direction only)	100% Threshold Conditions A	100% Threshold Conditions B	80% Threshold Conditions A	80% Threshold Conditions B
VPD			9,600 / 3,200	14,400 / 1,600	7,680 / 2,560	11,520 / 1,280
21,612	/	2,980	Y / N	Y / Y	Y / Y	Y / Y

Y - Threshold is satisfied

N - Threshold is not satisfied

Please note this analysis is a preliminary signal warrant analysis based on estimated volumes. A full Signal Justification Report will be submitted to VDOT to determine if other warrants for signalization may be met and if a signal is warranted.

Residential Only

There is a possibility that the residential portion of the development will be in place before the office portion is constructed. An additional preliminary signal warrant analysis was performed for the proposed signalized site entrance on Herndon Parkway (Intersection 4) with only the residential portion in place. For this analysis, the site trips generated by the office portion were removed from the revised Future with Development traffic volumes shown previously in Figure 3. This analysis is provided for informational purposes only.

As shown in Table 9, no conditions are met. Therefore, VDOT's Traffic Signal Warrant Using Average Daily Traffic Estimate is not preliminarily satisfied in the future conditions with only the residential portion of the revised development program.

Table 9: Traffic Signal Warrant Using Average Daily Traffic Estimate – Residential Only

			Either Condition A or B Must Be Satisfied		Both Conditions A and B Must Be Satisfied	
Vehicles per day on major street (total of both approaches)		Vehicles per day on higher-volume minor-street approach (one direction only)	100% Threshold Conditions A	100% Threshold Conditions B	80% Threshold Conditions A	80% Threshold Conditions B
VPD			9,600 / 3,200	14,400 / 1,600	7,680 / 2,560	11,520 / 1,280
21,306	/	1,220	Y / N	Y / N	Y / N	Y / N

Y - Threshold is satisfied

N - Threshold is not satisfied

Conclusions

The calculations and analysis presented in this memorandum support the following conclusions:

- A Traffic Impact Statement dated March 14, 2019 was submitted, reviewed, and approved by Town of Herndon staff for the previous application. That application was approved by the Town Council on April 9, 2019.
- The approved TIS provides a conservative analysis when compared to the current development proposal for the following reasons:
  - The revised development program results in a reduction of trips generated by the 555 Herndon Parkway site as compared to the previously approved development program.
  - The 2015 volumes used as a basis for the approved TIS are significantly higher than today's volumes, likely due to vacant office space along Herndon Parkway and an increase in employees working from home.
- The approved TIS assumed three (3) site entrances along Herndon Parkway. Per Town staff recommendation, the site entrance serving the drop-off loop has since been relocated from Herndon Parkway to the internal western road.
- Using the same methodology and reductions as applied in the approved TIS, the revised development program will generate approximately 211 fewer AM peak hour trips, 208 fewer MID peak hour trips, 189 fewer PM peak hour trips, and 1,394 fewer daily trips compared to the approved development program.
- A signal continues to be recommended at the western site entrance on Herndon Parkway. The reduction in trips compared to the approved development also serves as a mitigation measure. With the revised development program, relocation of the drop-off entrance, and recommended signal, the site entrances operate at or above acceptable LOS.
- Due to the reduction in storage capacity, northbound queuing at the signalized site entrance is anticipated to exceed capacity. The Applicant may provide Do Not Block Intersection markings in order to discourage vehicles from stopping within the intersection and impeding traffic from entering the drop-off loop. Regular users of the parking garage would also use the entrance on the south side rather than entering via the drop-off loop.
- A traffic signal is preliminarily warranted at the western site entrance with the full-build out of the development in place.

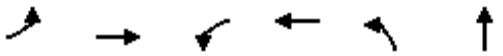
TECHNICAL ATTACHMENTS

A. Intersection Analysis Worksheets – Future with Development (2024) - Approved Development Program

B. Intersection Analysis Worksheets – Future with Development (2024) - Revised Development Program

A. Intersection Analysis Worksheets – Future with Development (2024) - Approved Development Program

Queues
4: Booz East/Monroe & Herndon Parkway

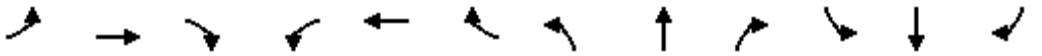


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	10	1645	188	485	117	68
v/c Ratio	0.02	0.78	0.71	0.18	0.75	0.17
Control Delay	5.4	10.1	36.8	4.5	72.3	0.9
Queue Delay	0.0	1.0	0.0	0.0	0.0	0.0
Total Delay	5.4	11.1	36.8	4.5	72.3	0.9
Queue Length 50th (ft)	1	157	71	39	77	0
Queue Length 95th (ft)	m6	364	150	81	#168	0
Internal Link Dist (ft)		229		87		270
Turn Bay Length (ft)	175		100			
Base Capacity (vph)	584	2109	281	2627	157	541
Starvation Cap Reductn	0	229	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.88	0.67	0.18	0.75	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
4: Booz East/Monroe & Herndon Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	1271	242	173	423	23	108	0	63	0	0	0
Future Volume (vph)	9	1271	242	173	423	23	108	0	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1		5.1	5.1		4.8	4.8				
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00				
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99				
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00				
Frt	1.00	0.98		1.00	0.99		1.00	0.85				
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				
Satd. Flow (prot)	1770	3426		1770	3508		1770	1489				
Flt Permitted	0.48	1.00		0.06	1.00		0.40	1.00				
Satd. Flow (perm)	886	3426		113	3508		753	1489				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	1382	263	188	460	25	117	0	68	0	0	0
RTOR Reduction (vph)	0	11	0	0	2	0	0	58	0	0	0	0
Lane Group Flow (vph)	10	1634	0	188	483	0	117	10	0	0	0	0
Confl. Peds. (#/hr)						1			1			1
Confl. Bikes (#/hr)						2						
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA				
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	67.4	67.4		78.3	78.3		15.7	15.7				
Effective Green, g (s)	67.4	67.4		78.3	78.3		15.7	15.7				
Actuated g/C Ratio	0.61	0.61		0.71	0.71		0.14	0.14				
Clearance Time (s)	5.1	5.1		5.1	5.1		4.8	4.8				
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Lane Grp Cap (vph)	550	2099		259	2497		157	212				
v/s Ratio Prot	0.00	c0.48		c0.08	0.14		c0.04	0.01				
v/s Ratio Perm	0.01			0.44			c0.07					
v/c Ratio	0.02	0.78		0.73	0.19		0.75	0.05				
Uniform Delay, d1	8.3	15.8		29.2	5.3		44.3	40.7				
Progression Factor	0.53	0.45		1.00	1.00		1.00	1.00				
Incremental Delay, d2	0.0	2.5		9.7	0.2		17.4	0.1				
Delay (s)	4.5	9.6		38.9	5.5		61.6	40.8				
Level of Service	A	A		D	A		E	D				
Approach Delay (s)		9.5			14.8			54.0			0.0	
Approach LOS		A			B			D			A	

Intersection Summary			
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	19.8
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
6: Site East & Herndon Parkway

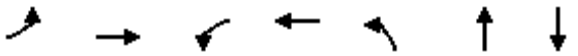


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1311	24	0	627	0	0
Future Volume (Veh/h)	1311	24	0	627	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1425	26	0	682	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	332					
pX, platoon unblocked			0.65		0.65	0.65
vC, conflicting volume			1451		1779	726
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			613		1119	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			624		130	704

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	950	501	341	341
Volume Left	0	0	0	0
Volume Right	0	26	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.56	0.29	0.20	0.20
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	40.3%	ICU Level of Service	A
Analysis Period (min)	15		

Queues
4: Booz East/Monroe & Herndon Parkway



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	6	746	122	665	232	146	32
v/c Ratio	0.02	0.52	0.36	0.36	0.42	0.19	0.09
Control Delay	14.3	22.9	15.3	16.5	28.4	0.6	0.5
Queue Delay	0.0	2.9	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	25.8	15.3	16.5	28.4	0.6	0.5
Queue Length 50th (ft)	1	121	40	131	119	0	0
Queue Length 95th (ft)	m9	355	70	213	186	0	0
Internal Link Dist (ft)		224		96		270	114
Turn Bay Length (ft)	175		100				
Base Capacity (vph)	399	1447	350	1849	554	753	363
Starvation Cap Reductn	0	567	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.85	0.35	0.36	0.42	0.19	0.09

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
4: Booz East/Monroe & Herndon Parkway

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	560	149	115	603	23	213	0	134	20	0	9
Future Volume (vph)	6	560	149	115	603	23	213	0	134	20	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1		5.1	5.1		4.8	4.8			4.8	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	
Frt	1.00	0.97		1.00	0.99		1.00	0.85			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1770	3374		1770	3520		1752	1583			1725	
Flt Permitted	0.39	1.00		0.24	1.00		0.74	1.00			0.79	
Satd. Flow (perm)	721	3374		451	3520		1357	1583			1407	
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	6	589	157	122	641	24	232	0	146	22	0	10
RTOR Reduction (vph)	0	21	0	0	2	0	0	93	0	0	26	0
Lane Group Flow (vph)	6	725	0	122	663	0	232	53	0	0	6	0
Heavy Vehicles (%)	2%	3%	6%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	47.7	46.5		59.9	53.6		40.2	40.2			20.8	
Effective Green, g (s)	47.7	46.5		59.9	53.6		40.2	40.2			20.8	
Actuated g/C Ratio	0.43	0.42		0.54	0.49		0.37	0.37			0.19	
Clearance Time (s)	5.1	5.1		5.1	5.1		4.8	4.8			4.8	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	324	1426		345	1715		548	578			266	
v/s Ratio Prot	0.00	c0.21		c0.03	0.19		c0.06	0.03				
v/s Ratio Perm	0.01			0.17			c0.10				0.00	
v/c Ratio	0.02	0.51		0.35	0.39		0.42	0.09			0.02	
Uniform Delay, d1	17.7	23.3		14.0	17.8		25.6	22.9			36.3	
Progression Factor	1.21	0.96		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.0	1.3		0.6	0.7		0.5	0.3			0.2	
Delay (s)	21.4	23.7		14.6	18.5		26.2	23.2			36.5	
Level of Service	C	C		B	B		C	C			D	
Approach Delay (s)		23.7			17.9			25.0			36.5	
Approach LOS		C			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	19.8
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
6: Site East & Herndon Parkway

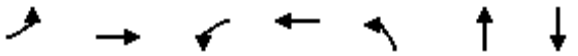


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	702	12	0	746	0	0
Future Volume (Veh/h)	702	12	0	746	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	739	13	0	811	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	332					
pX, platoon unblocked			0.86		0.86	0.86
vC, conflicting volume			752		1151	376
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			390		853	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1004		257	934

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	493	259	406	406
Volume Left	0	0	0	0
Volume Right	0	13	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.29	0.15	0.24	0.24
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	24.0%	ICU Level of Service	A
Analysis Period (min)	15		

Queues
4: Booz East/Monroe & Herndon Parkway



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	12	970	74	1205	270	235	40
v/c Ratio	0.06	0.57	0.28	0.64	0.51	0.35	0.13
Control Delay	21.2	38.1	15.4	30.4	33.7	9.2	0.8
Queue Delay	0.0	2.1	0.0	0.3	0.2	0.0	0.0
Total Delay	21.2	40.2	15.4	30.7	33.9	9.2	0.9
Queue Length 50th (ft)	6	344	24	494	159	28	0
Queue Length 95th (ft)	m19	286	m35	m567	238	90	0
Internal Link Dist (ft)		213		87		270	114
Turn Bay Length (ft)	175		100				
Base Capacity (vph)	195	1714	262	1883	539	666	312
Starvation Cap Reductn	0	571	0	0	0	0	0
Spillback Cap Reductn	0	0	0	207	25	0	9
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.85	0.28	0.72	0.53	0.35	0.13

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
4: Booz East/Monroe & Herndon Parkway

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	784	109	72	1167	2	248	1	215	22	0	15
Future Volume (vph)	11	784	109	72	1167	2	248	1	215	22	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1		5.1	5.1		4.8	4.8			4.8	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.98		1.00	1.00		1.00	0.85			0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1770	3464		1770	3538		1770	1562			1701	
Flt Permitted	0.14	1.00		0.19	1.00		0.72	1.00			0.76	
Satd. Flow (perm)	252	3464		350	3538		1337	1562			1331	
Peak-hour factor, PHF	0.92	0.92	0.92	0.97	0.97	0.97	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	852	118	74	1203	2	270	1	234	24	0	16
RTOR Reduction (vph)	0	9	0	0	0	0	0	117	0	0	33	0
Lane Group Flow (vph)	12	961	0	74	1205	0	270	118	0	0	7	0
Confl. Peds. (#/hr)			1						1			1
Confl. Bikes (#/hr)			1									
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	60.1	58.1		65.5	60.8		42.2	42.2			20.0	
Effective Green, g (s)	60.1	58.1		65.5	60.8		42.2	42.2			20.0	
Actuated g/C Ratio	0.50	0.48		0.55	0.51		0.35	0.35			0.17	
Clearance Time (s)	5.1	5.1		5.1	5.1		4.8	4.8			4.8	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	151	1677		246	1792		532	549			221	
v/s Ratio Prot	0.00	0.28		c0.01	c0.34		c0.07	0.08				
v/s Ratio Perm	0.04			0.15			c0.10				0.01	
v/c Ratio	0.08	0.57		0.30	0.67		0.51	0.22			0.03	
Uniform Delay, d1	17.6	22.1		15.3	22.1		29.9	27.3			41.9	
Progression Factor	1.77	1.69		1.12	1.39		1.00	1.00			1.00	
Incremental Delay, d2	0.2	1.4		0.5	1.5		0.8	0.9			0.3	
Delay (s)	31.3	38.7		17.6	32.2		30.7	28.2			42.1	
Level of Service	C	D		B	C		C	C			D	
Approach Delay (s)		38.6			31.4			29.5			42.1	
Approach LOS		D			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.8
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
6: Site East & Herndon Parkway



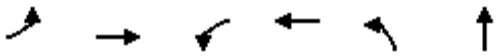
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1017	3	0	1239	0	0
Future Volume (Veh/h)	1017	3	0	1239	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1094	3	0	1347	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	332					
pX, platoon unblocked			0.81		0.81	0.81
vC, conflicting volume			1097		1769	548
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			648		1478	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			756		94	877

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	729	368	674	674
Volume Left	0	0	0	0
Volume Right	0	3	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.43	0.22	0.40	0.40
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

B. Intersection Analysis Worksheets – Future with Development (2024) – Revised Development Program

Queues
4: Booz East/Monroe & Herndon Parkway



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	10	1498	125	486	103	64
v/c Ratio	0.02	0.68	0.49	0.19	0.61	0.16
Control Delay	3.9	7.3	13.1	4.7	58.4	0.9
Queue Delay	0.0	0.8	0.0	0.0	0.0	0.0
Total Delay	3.9	8.1	13.1	4.7	58.4	0.9
Queue Length 50th (ft)	1	100	19	41	66	0
Queue Length 95th (ft)	m5	336	64	83	#128	0
Internal Link Dist (ft)		229		87		270
Turn Bay Length (ft)	175		100			
Base Capacity (vph)	604	2209	282	2602	170	540
Starvation Cap Reductn	0	385	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.82	0.44	0.19	0.61	0.12

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
4: Booz East/Monroe & Herndon Parkway

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	1267	111	115	424	23	95	0	59	0	0	0
Future Volume (vph)	9	1267	111	115	424	23	95	0	59	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1		5.1	5.1		4.8	4.8				
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00				
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99				
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00				
Frt	1.00	0.99		1.00	0.99		1.00	0.85				
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				
Satd. Flow (prot)	1770	3465		1770	3508		1770	1489				
Flt Permitted	0.48	1.00		0.10	1.00		0.40	1.00				
Satd. Flow (perm)	885	3465		177	3508		753	1489				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	1377	121	125	461	25	103	0	64	0	0	0
RTOR Reduction (vph)	0	4	0	0	2	0	0	54	0	0	0	0
Lane Group Flow (vph)	10	1494	0	125	484	0	103	10	0	0	0	0
Confl. Peds. (#/hr)						1			1			1
Confl. Bikes (#/hr)						2						
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA				
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	70.0	70.0		77.5	77.5		16.5	16.5				
Effective Green, g (s)	70.0	70.0		77.5	77.5		16.5	16.5				
Actuated g/C Ratio	0.64	0.64		0.70	0.70		0.15	0.15				
Clearance Time (s)	5.1	5.1		5.1	5.1		4.8	4.8				
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Lane Grp Cap (vph)	571	2205		247	2471		170	223				
v/s Ratio Prot	0.00	c0.43		c0.04	0.14		c0.03	0.01				
v/s Ratio Perm	0.01			0.32			c0.06					
v/c Ratio	0.02	0.68		0.51	0.20		0.61	0.04				
Uniform Delay, d1	7.4	12.8		12.4	5.6		42.3	40.0				
Progression Factor	0.45	0.43		1.00	1.00		1.00	1.00				
Incremental Delay, d2	0.0	1.5		1.6	0.2		6.0	0.1				
Delay (s)	3.3	7.0		14.0	5.7		48.3	40.1				
Level of Service	A	A		B	A		D	D				
Approach Delay (s)		7.0			7.4			45.1			0.0	
Approach LOS		A			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	19.8
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

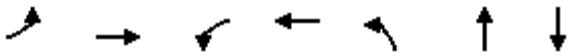


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1305	20	0	570	0	0
Future Volume (Veh/h)	1305	20	0	570	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1418	22	0	620	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	332					
pX, platoon unblocked			0.72		0.72	0.72
vC, conflicting volume			1440		1739	720
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			838		1252	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			572		118	782

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	945	495	310	310
Volume Left	0	0	0	0
Volume Right	0	22	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.56	0.29	0.18	0.18
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		

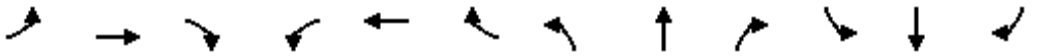
Queues
4: Booz East/Monroe & Herndon Parkway



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	6	670	86	669	151	111	32
v/c Ratio	0.02	0.43	0.23	0.36	0.28	0.15	0.08
Control Delay	14.3	21.0	13.6	16.6	25.9	0.4	0.4
Queue Delay	0.0	1.3	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	22.3	13.6	16.6	25.9	0.4	0.4
Queue Length 50th (ft)	1	110	28	132	73	0	0
Queue Length 95th (ft)	9	216	52	214	123	0	0
Internal Link Dist (ft)		224		96		270	114
Turn Bay Length (ft)	175		100				
Base Capacity (vph)	396	1545	387	1849	554	753	400
Starvation Cap Reductn	0	628	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.73	0.22	0.36	0.27	0.15	0.08

Intersection Summary

HCM Signalized Intersection Capacity Analysis
4: Booz East/Monroe & Herndon Parkway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	559	78	81	606	23	139	0	102	20	0	9
Future Volume (vph)	6	559	78	81	606	23	139	0	102	20	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1		5.1	5.1		4.8	4.8			4.8	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.85			0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1770	3428		1770	3520		1752	1583			1725	
Flt Permitted	0.37	1.00		0.28	1.00		0.74	1.00			0.81	
Satd. Flow (perm)	691	3428		531	3520		1357	1583			1445	
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	6	588	82	86	645	24	151	0	111	22	0	10
RTOR Reduction (vph)	0	10	0	0	2	0	0	70	0	0	25	0
Lane Group Flow (vph)	6	660	0	86	667	0	151	41	0	0	7	0
Heavy Vehicles (%)	2%	3%	6%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	49.4	48.2		59.9	53.6		40.2	40.2			23.3	
Effective Green, g (s)	49.4	48.2		59.9	53.6		40.2	40.2			23.3	
Actuated g/C Ratio	0.45	0.44		0.54	0.49		0.37	0.37			0.21	
Clearance Time (s)	5.1	5.1		5.1	5.1		4.8	4.8			4.8	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	322	1502		363	1715		539	578			306	
v/s Ratio Prot	0.00	c0.19		c0.01	c0.19		c0.03	0.03				
v/s Ratio Perm	0.01			0.11			c0.07				0.00	
v/c Ratio	0.02	0.44		0.24	0.39		0.28	0.07			0.02	
Uniform Delay, d1	16.8	21.5		13.2	17.8		24.3	22.7			34.3	
Progression Factor	1.21	0.95		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.0	0.9		0.3	0.7		0.3	0.2			0.1	
Delay (s)	20.4	21.3		13.5	18.5		24.6	23.0			34.5	
Level of Service	C	C		B	B		C	C			C	
Approach Delay (s)		21.3			17.9			23.9			34.5	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	19.8
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
6: Site East & Herndon Parkway

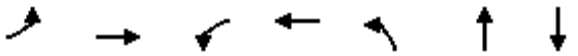


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	672	10	0	715	0	0
Future Volume (Veh/h)	672	10	0	715	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	707	11	0	777	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	332					
pX, platoon unblocked			0.88		0.88	0.88
vC, conflicting volume			718		1101	359
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			401		838	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1013		268	952

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	471	247	388	388
Volume Left	0	0	0	0
Volume Right	0	11	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.28	0.15	0.23	0.23
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	23.1%	ICU Level of Service	A
Analysis Period (min)	15		

Queues
4: Booz East/Monroe & Herndon Parkway



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	12	950	64	1207	147	177	40
v/c Ratio	0.06	0.55	0.24	0.64	0.28	0.27	0.11
Control Delay	21.2	37.7	14.8	30.5	29.3	5.0	0.6
Queue Delay	0.0	2.0	0.0	0.3	0.0	0.0	0.0
Total Delay	21.2	39.8	14.8	30.8	29.3	5.0	0.6
Queue Length 50th (ft)	6	336	20	496	80	1	0
Queue Length 95th (ft)	m18	281	m30	m568	132	48	0
Internal Link Dist (ft)		213		87		270	114
Turn Bay Length (ft)	175		100				
Base Capacity (vph)	195	1720	269	1883	540	663	374
Starvation Cap Reductn	0	587	0	0	0	0	0
Spillback Cap Reductn	0	0	0	210	25	0	9
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.84	0.24	0.72	0.29	0.27	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
4: Booz East/Monroe & Herndon Parkway

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	785	89	62	1169	2	135	1	162	22	0	15
Future Volume (vph)	11	785	89	62	1169	2	135	1	162	22	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1		5.1	5.1		4.8	4.8			4.8	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.98		1.00	1.00		1.00	0.85			0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1770	3476		1770	3538		1770	1563			1701	
Flt Permitted	0.13	1.00		0.20	1.00		0.72	1.00			0.80	
Satd. Flow (perm)	251	3476		364	3538		1344	1563			1395	
Peak-hour factor, PHF	0.92	0.92	0.92	0.97	0.97	0.97	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	853	97	64	1205	2	147	1	176	24	0	16
RTOR Reduction (vph)	0	7	0	0	0	0	0	114	0	0	32	0
Lane Group Flow (vph)	12	943	0	64	1207	0	147	63	0	0	8	0
Confl. Peds. (#/hr)			1						1			1
Confl. Bikes (#/hr)			1									
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	60.1	58.1		65.5	60.8		42.2	42.2			24.8	
Effective Green, g (s)	60.1	58.1		65.5	60.8		42.2	42.2			24.8	
Actuated g/C Ratio	0.50	0.48		0.55	0.51		0.35	0.35			0.21	
Clearance Time (s)	5.1	5.1		5.1	5.1		4.8	4.8			4.8	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	151	1682		253	1792		517	549			288	
v/s Ratio Prot	0.00	0.27		c0.01	c0.34		c0.03	0.04				
v/s Ratio Perm	0.04			0.13			c0.07				0.01	
v/c Ratio	0.08	0.56		0.25	0.67		0.28	0.11			0.03	
Uniform Delay, d1	17.6	21.9		15.0	22.2		27.6	26.3			38.0	
Progression Factor	1.77	1.69		1.11	1.39		1.00	1.00			1.00	
Incremental Delay, d2	0.2	1.3		0.4	1.5		0.3	0.4			0.2	
Delay (s)	31.4	38.2		17.0	32.3		27.9	26.7			38.2	
Level of Service	C	D		B	C		C	C			D	
Approach Delay (s)		38.2			31.6			27.3			38.2	
Approach LOS		D			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	33.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.8
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	967	2	0	1231	0	0
Future Volume (Veh/h)	967	2	0	1231	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1040	2	0	1338	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	332					
pX, platoon unblocked			0.81		0.81	0.81
vC, conflicting volume			1042		1710	521
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			594		1415	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			796		104	882

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	693	349	669	669
Volume Left	0	0	0	0
Volume Right	0	2	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.41	0.21	0.39	0.39
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		

TOWN OF Herndon
DEPARTMENT OF PUBLIC WORKS

T (703) 435-6853
F (703) 318-8492
publicworks@herndon-va.gov

TOWN COUNCIL
Sheila A. Olem, Mayor
Cesar del Aguila, Vice Mayor
Naila Alam
Pradip Dhakal
Signe Friedrichs
Sean M. Regan
Jasbinder Singh

November 22, 2022

Gorove Slade Associates, Inc.
Attn: Maria Lashinger, P.E.
4114 Legato Road, Suite 650
Fairfax, VA 22033

Re: 555 Herndon Parkway – Access Management Waiver Request

Dear Ms. Lashinger,

This letter is in response to your request for a waiver of certain requirements outlined below pursuant to Section 1-16 of the Town of Herndon Municipal Code which incorporate VDOT Road Design Manual intersection spacing standards (Table 2-2) by reference. This request applies to Development Plan #22-01 associated with the parcel located at 555 Herndon Parkway and further identified as Fairfax County Tax Map# 0164 10 0002C.

The specific request is to modify the required intersection spacing standard for the proposed right-in only site entrance (east entrance) on Herndon Parkway. The applicant has proposed to reduce the offset from this entrance to the adjacent entrance at 535 Herndon Parkway to 61 feet which is a reduction of 189 feet from the required 250-foot standard.

The following justifications are provided in support of this request:

1. The adjacent lot to the east, located at 535 Herndon Parkway, is currently vacant.
2. The proposed sub-substandard offset between the 555 Herndon Parkway and 535 Herndon Parkway entrances is part of an interim condition which will be reconstructed to be a single entrance serving both properties at the time the adjacent property undergoes redevelopment. At the time of this reconstruction, the access point will be redesigned to meet all applicable standards.
3. In the past five years (January 2016 – January 2021), there have been no reports of vehicular accidents at this entrance based on VDOT crash data.
4. Restricting the entrance to right-in only helps to mitigate the safety concerns at the entrance when compared to the right-in, right-out movements allowed in the existing condition.
5. Signage and mountable curb will be provided to prevent northbound vehicles from proceeding past the southeast garage entrance to further ensure that inbound vehicles can make the right-in movement without conflict.

Required conditions of approval:

1. The applicant shall grant a permanent easement on the subject property prior to site plan approval to allow this entrance to be consolidated with the adjacent entrance, creating a single entrance serving both properties.
2. The entrance is restricted to a right-in-only entrance, designed to meet applicable VDOT standards, with mountable curb, as appropriate, to prevent exit from the site through this entrance and to prevent conflict with large vehicles entering the site.
3. Entrance must accommodate appropriate loading vehicles designed to serve the site.

The waiver request outlined above is hereby approved subject to the conditions outlined herein. If you have any questions regarding this waiver letter you may contact me via email at richard.smith@herndon-va.gov or by phone at 703-435-6800.

Sincerely,



Richard Smith, PE
Senior Civil Engineer

Att: Waiver request submitted by Maria Lashinger, PE, dated September 21, 2022

c: Scott Robinson, Director Public Works
David Stromberg, Zoning Administrator
Bryce Perry, Subdivision Administrator

TOWN OF Herndon
DEPARTMENT OF PUBLIC WORKS

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Jasbinder Singh

November 22, 2022

Gorove Slade Associates, Inc.
Attn: Maria Lashinger, P.E.
4114 Legato Road, Suite 650
Fairfax, VA 22033

Re: 555 Herndon Parkway – Curb Return Radius Waiver Request

Dear Ms. Lashinger,

This letter is in response to your request for a waiver of certain requirements outlined below pursuant to Section 1-16 of the Town of Herndon Municipal Code which incorporate VDOT Road Design Manual (RDM) turning radius requirements (Table 4-3) by reference. This request applies to Development Plan #22-01 associated with the parcel located at 555 Herndon Parkway and further identified as Fairfax County Tax Map# 0164 10 0002C.

The specific request is to modify the required curb radius standard for the proposed right-in only site entrance (east entrance) on Herndon Parkway. The applicant has proposed to reduce the west-most entrance curb radius to 35 feet which is a reduction of 10 feet from the required 45-foot standard for an SU-30 vehicle.

The following justifications are provided in support of this request:

1. The proposed 35-foot curb radius on the right-in only entrance is larger than the 18-foot radius at the existing full-access entrance.
2. The proposed sub-substandard curb radius is part of an interim condition. The ultimate condition consists of a consolidated, single entrance to replace the two entrances for the 555 and 535 Herndon Parkway properties. This ultimate condition is to be constructed at the time the adjacent property redevelops.
3. In the past five years (January 2016 – January 2021), there have been no reports of vehicular accidents at this entrance based on VDOT crash data.
4. The proposed radius provides an increased level of pedestrian safety by reducing the pedestrian crossing distance for the entrance.
5. The smaller curb radius is consistent with urban design and helps to slow vehicle turning speed.
6. VDOT RDM, Table 4-3, requires a radius of 45-feet to accommodate an SU-30 vehicle for an office use without truck access. The proposed entrance condition includes a mountable curb on the outside radius to safely accommodate truck turning movements for more infrequent vehicles such as delivery trucks, up to an SU-40 size, and emergency vehicles. The proposed mountable curb is extended into the site to preclude vehicles from exiting through the entrance. This extended mountable curb provides additional mitigation for larger trucks with wider turning movements entering the site.
7. The applicant has stated that the largest expected delivery vehicle is an SU-40.

Required conditions of approval:

1. The applicant shall grant a permanent easement on the subject property prior to site plan approval to allow this entrance to be consolidated with the adjacent entrance, creating a single entrance serving both properties.
2. The entrance is restricted to right-in-only traffic movements and is designed to meet applicable VDOT standards. Mountable curb will be provided as appropriate to prevent exit from the site through this entrance and to prevent conflict with large vehicles entering the site.

3. Delivery vehicles using this entrance are limited to an SU-40 or smaller size.
4. Upon consolidation of the 555 and 535 Herndon Parkway entrances to a single entrance serving both properties, this waiver will become void and the new consolidated entrance shall meet all applicable standards at the time of redevelopment, including applicable curb return radii standards.

The waiver request outlined above is hereby approved subject to the conditions outlined herein. If you have any questions regarding this waiver letter you may contact me via email at richard.smith@herndon-va.gov or by phone at 703-435-6800.

Sincerely,



Richard Smith, PE
Senior Civil Engineer

Attm: Waiver request submitted by Maria Lashinger, PE, dated November 17, 2022

c: Scott Robinson, Director Public Works
David Stromberg, Zoning Administrator
Bryce Perry, Subdivision Administrator

TOWN OF Herndon VIRGINIA

MEMORANDUM

To: Chair Michael Romeo, Planning Commission

From: Chair Leslie Blaker-Glass, Architectural Review Board

Date: August 4, 2022

Subject: ARB Review of DPA #21-01, 555 Herndon Parkway

This memo serves as a report of the ARB's preliminary review of the above referenced case's proposed architecture. The ARB reviewed this case at its July 6, 2022 and August 3, 2022, work sessions.

This memorandum provides a pre-application review for the proposed development at 555 Herndon Parkway. On April 19, 2019, the Town Council approved Development Plan DP #17-01, a proposed development for this property. The applicant has submitted a new development proposal for the property that, if approved, would supersede DP #17-01. The Architectural Review Board (ARB) provided preliminary review of the previous versions of this development prior to Town Council action.

The board's preliminary review and feedback is part of the official review process for DPA #21-01. In accordance with the review process, following board review, the ARB chair produces a report of the Board's findings and provides it to the Planning Commission for consideration during its deliberation of the DPA case. As this was a pre-application discussion item, the review is preliminary and not comprehensive

This project is located within the Herndon Transit-Oriented Core (HTOC), a strategic and critical location along the Dulles Toll Road and within 0.09 miles of the future Herndon Metrorail Station. The future development will create an entire block within the HTOC, extending from frontage along the Herndon Parkway to frontage along the Dulles Toll Road. Initial ARB reviews of this project identified concerns regarding massing, retaining pedestrian scale and active use areas, stark open space design choices, and garage façade treatment.

Following initial review by the ARB there have been several changes to the development and its design, including changes to the site plan, building form and massing, and cladding elements color schemes.

Board Findings

Following a presentation of the pre-application by staff, the board discussed the project with staff and the project representatives. The board's comments were centered on aspects of the project which they would like to see either addressed differently or more concretely when the project is formally before the board.

- Visual division of large façades. The Herndon Transit Oriented Core Architectural and Urban Design Guidelines (the Guidelines) state that large elevations should be "articulated vertically to resemble an ensemble of smaller buildings and horizontally into a base, middle and top" (page 32 of the Guidelines). The Board expressed concern that the elevations presented do not fulfill this requirement but tend to read as one massive façade. The board suggested various strategies that might help the design more fully adhere to the Guidelines in this way including dividing the façade into fewer, more distinct visual building sections, variation in roofline height (see below) and color (also see below).

- Architectural continuity between podium and upper floors. Members of the Board reiterated Staff's concern that the architecture lacked vertical "anchoring" elements, or design elements that carried through the façade from the upper portion down through the podium. This is an important element of design to increase building cohesiveness and readable design. More thoughtful use of design continuity in this way will also help with a more distinct division of the façade into sections mentioned above.

- Color pallet. The warm ochre brick on portions of some facades contrasts starkly with the cool tones throughout the rest of the building. The Board suggested that a more intentional color pallet in general could increase the visual success of the development.

- Roofline variation. Articulation of the rooflines throughout the development and on the facades which primarily contain residential spaces should be increased. The Board stressed the importance of variation in height and design to break up the massing and provide visual interest. The use pediments, cornices, or other elements to increase the distinctive design variation were encouraged.

- Phase one south façade treatment. The drawings submitted to the board for pre-application review include renderings of a "Phase 1" for the project that does not include the office tower. The parking garage which would be screened by the office tower when built is left open in Phase 1 to the south and the renderings do not indicate any screening solutions. Several members of the Board expressed their concern over the lack of screening and overall attention to this area during Phase 1. As there is no projected timeline for the completion of Phase 2, it is likely that Phase 1 will be in place for an extended period of time. The Board emphasized the importance of this south façade, especially the treatment of the garage and appropriate screening. In addition to the garage, there should be increased attention given to the massive, blank elevations of the residential buildings on the south façade. As proposed, in Phase 1 these elevations run the length and width of the residential buildings which would otherwise be screened by the office building. The result is 5+ stories of bare façade with EIFS cladding, a product which in the past the board has only permitted for use in very limited areas or decorative elements. It has not been judged appropriate for full facades. The Board would like to see more intentional design for the South façade Phase 1, specifically solutions

for garage screening and a more appropriate cladding material and articulated treatment for the residential building facades.

The board was overall supportive of the project and is hopeful that feedback will help steer the project in a direction to be more compatible with the Guidelines. They look forward to reviewing a formal application in the future.

TOWN OF Herndon VIRGINIA

STAFF REPORT

Town Council
December 6, 2022

Title: Resolution, to authorize two applications to the Regional Jurisdiction and Agency Coordinating Committee (RJACC) of the Northern Virginia Transportation Authority (NVTA) for FY2029 Regional Surface Transportation Program (RSTP) and Congestion Mitigation - Air Quality (CMAQ) transportation funding

Staff Contacts

Mark Duceman, AICP, MBA - Senior Planner / Transportation Program Manager
(703)787-7380
mark.duceman@herndon-va.gov

Jaleh Moslehi, PE - Capital Project Planner / Engineer
(703)787-7380
jaleh.moslehi@herndon-va.gov

Requested Action

Town Council review and approval to submit two RSTP-CMAQ funding applications to the Northern Virginia Transportation Authority for federal transportation funding allocations in fiscal year 2029. Staff is proposing to submit one RSTP project application and one CMAQ project application. The deadline for project application submittals is January 13, 2023. The proposed projects and respective funding requests are listed below and project details are provided on the following page.

RSTP proposed project (funding criteria: roadway projects that improve the region's transportation network and facilitate alternative modes of transportation)

East Elden Street Widening and Improvements
- funding application request up to $1,500,000

CMAQ proposed project (funding criteria: advancing cost-effective transportation projects that reduce vehicle emissions and improve air quality for regional benefit)

Town-wide ADA Sidewalk and Trail Improvements
- funding application request up to $750,000

Project Description (RSTP funding):

East Elden Street Improvements and Widening (Fairfax County Parkway to Monroe Street) – This project is a long-term funding effort, whereby an RSTP application funding request should be submitted every year to NVTA to address increasing project construction costs and to enable project completion. This multi-modal roadway improvement project has several town approved resolutions and is listed in the town's 2030 Comprehensive Plan and FY23-FY28 Capital Improvement Program as well as VDOT's Six-Year Improvement Plan and NVTA's TransAction Plan.

The scope of this 1.0 mile VDOT administered project is to upgrade East Elden Street with a raised median and appropriate turning lanes between Fairfax County Parkway and Herndon Parkway, continuing as a 4-lane section with a raised median and dedicated turning lanes between Herndon Parkway and Van Buren Street, and then transitioning to two lanes with a left-turn lane when reaching Monroe Street. The project includes the relocation of utilities underground, traffic signalization improvements with bike/ pedestrian signalization as well as new sidewalk, street lighting and bus shelter facilities. The design of the improvements incorporate Americans with Disabilities Act (ADA) standards.

On October 23, 2018, the Town Council provided final engineering design guidance and confirmation to VDOT for the project to include bike lanes and cycle tracks as well as an upgraded bridge design to address intermittent, localized flooding of Sugarland Run onto the roadway. The engineering design and right-of-way phases have been completed. The relocation of utilities underground is scheduled to begin next year.

Project Description (CMAQ funding):

Town-wide ADA Sidewalk and Trail Improvements – For this year's CMAQ funding request, town staff is proposing a project to establish funding towards various ADA walking and cycling infrastructure and facilities in accord with the Herndon Pedestrian Plan and the Herndon Bicycle Network Plan. These town plans provide specific guidance and action items for construction, installing and improving sidewalks, trails and bicycle routes throughout town to ensure a connected, accessible and safe multimodal transportation network.

This project is included in the town's adopted FY23-FY28 Capital Improvement Program and referenced in the 2030 Comprehensive Plan, as amended. Anticipated CMAQ funds are to supplement town general funds and other future federal, state and regional funding sources.

Fiscal Impact

If approved, this resolution will permit staff to apply for federal funds as an alternative to the use of town general funds for capital improvement projects. There is no local match requirement under NVTA's RSTP-CMAQ transportation funding program.

Recommendation

That the Town Council approve the resolution as proposed.

Attachments

1. Proposed Resolution, dated December 13, 2022

Staff

Mark Duceman

Mark Duceman, AICP, MBA
Transportation Program Manager / Senior Planner

Jaleh Moslehi

Jaleh Moslehi, PE
Capital Projects Planner / Engineer

Attachment 1

TOWN OF HERNDON, VIRGINIA

RESOLUTION

DECEMBER 13, 2022

Resolution- To authorize two applications to the Regional Jurisdiction and Agency Coordinating Committee (RJACC) of the Northern Virginia Transportation Authority (NVTA) for federal Regional Surface Transportation Program (RSTP) and Congestion Mitigation - Air Quality (CMAQ) funding for fiscal year 2029.

WHEREAS, the town's RSTP project priority is titled *'East Elden Street Improvements and Widening'* (UPC 50100); and

WHEREAS, the East Elden Street corridor project is supported by the Northern Virginia Transportation Authority (NVTA), the Transportation Planning Board of the Metropolitan Washington Council of Governments, and the Commonwealth Transportation Board of Virginia; and

WHEREAS, the East Elden Street project is included in VDOT's Six-Year Improvement Program and Washington Council of Governments - Transportation Planning Board's Constrained Long-Range Plan; and

WHEREAS, the Town of Herndon 2030 Comprehensive Plan, adopted August 12, 2008 and as amended through May 24, 2022, advises the improvement of East Elden Street; and

WHEREAS, the above capital improvement project is included in the town's adopted FY2023-FY2028 Capital Improvement Program; and

WHEREAS, on October 13, 1998, the Town Council adopted a resolution to provide guidance on the design for improvements to East Elden Street, between the eastern town line and the Monroe Street intersection; and

WHEREAS, on October 23, 2018, the Town Council adopted a resolution to update the prior Town Council resolutions (dated March 18, 2014 and October 13, 1998) in order to provide final guidance on the engineering design of roadway improvements along Elden Street, between the eastern town line and Monroe Street, to include bike lanes, cycle tracks and to address intermittent, localized flooding of Sugarland Run onto the roadway; and

WHEREAS, the town's CMAQ project priority is titled *'Town-wide ADA Sidewalk and Trail Improvements'*; and

WHEREAS, sidewalk and trail improvements are included in the Town of Herndon adopted FY2023-FY2028 Capital Improvement Program and also referenced in the 2030 Comprehensive Plan, as amended; and

WHEREAS, establishing funding towards various ADA walking and cycling infrastructure and facilities are to be in accord with the Herndon Pedestrian Plan and the Herndon Bicycle Network Plan, of which they provide specific guidance and action items for construction, installing and improving sidewalks, trails and bicycle routes throughout town to ensure a connected, accessible and safe multimodal transportation network; and

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Herndon, Virginia, does hereby authorize the Town Manager to submit two applications to the Northern Virginia Transportation Authority, through the Virginia Department of Transportation, for FY2029 federal funding for the following projects:

a) an allocation funding request of up to $1,500,000 in Regional Surface Transportation Program (RSTP) funding for the '*East Elden Street Improvements and Widening* project' (UPC 50100)

b) an allocation funding request of up to $750,000 in Congestion Mitigation - Air Quality (CMAQ) funding for the '*Town-wide ADA Sidewalks and Trails Improvements'* project

STAFF REPORT

Town Council
December 6, 2022

Title:

Resolution to approve a Memorandum of Agreement between the Town and George Mason University for the creation, funding and operation of the Mason Enterprise Center – Herndon

Staff Contact:

Dennis Holste, Economic Development Manager
(703)-435-6800 x2085
Dennis.holste@herndon-va.gov

Summary:

The Town is entering into a Memorandum of Agreement with George Mason University to launch the creation of the Mason Enterprise Center–Herndon (MEC-H). The MEC-H will be an economic development accelerator program with the primary purpose of targeting and serving small, entrepreneurial, and emerging businesses in the Town of Herndon. It is expected that the training provided will help expedite the growth and independence of Herndon businesses. The MEC-H will operate from Office Evolution-Herndon and will launch on February 1, 2023.

The Memorandum of Agreement has the following key provisions:

Provide services to participating accelerator businesses to include:

- Access to a large Group Medical plan through Kaiser Permanente
- 35% discount for Paychex services
- Preferential rates with PrideStaff, a national staffing agency providing temporary staffing and recruiting for multiple industries
- New York Life: providing access to group insurance rates for life insurance, disability and accident, key person and buy-sell arrangements.

Training and Counseling services will be provided by the Small Business Development Center to include:

- One day per week business advising and mentoring sessions in person or through Zoom at no cost to business owners.
- One town-sponsored business workshop per quarter.
- One annual 3-week startup cohort per year.

The MEC shall provide the town with semi-annual reporting on economic impact including clients counseled, training attendees, new business starts, jobs created/retained, capital invested and sales growth.

Fiscal Impact:

The annual cost of the agreement with George Mason University is $55,000 a year. The annual cost for use of Office Evolution-Herndon space is approximately $10,000 a year. The total cost to the town for MEC-H is $65,000 a year.

Staff Recommendation:

Approval

Attachments:

1. Draft Resolution
2. Proposed Memorandum of Agreement with George Mason University.

Prepared and Approved by:

Dennis Holste

_____

Dennis Holste, Economic Development Manager

TOWN OF HERNDON, VIRGINIA

RESOLUTION

DECEMBER 13, 2022

Resolution – to approve a Memorandum of Agreement between the Town and George Mason University for the creation, funding and operation of the Mason Enterprise Center – Herndon

WHEREAS, the Town of Herndon, Virginia (the "Town"), and The Rector and Visitors of George Mason University ("MASON") wish to cooperate to offer economic development accelerator programs known as the Mason Enterprise Center ("MEC-H") with the primary purpose of targeting and serving small, entrepreneurial and emerging businesses in the Northern Virginia area and in the Town of Herndon; and

WHEREAS, the MEC-H will be an economic development accelerator program with the primary purpose of targeting and serving small, entrepreneurial, and emerging businesses in the Town of Herndon. It is expected that the training provided will help expedite the growth and independence of Herndon businesses. The MEC-H will operate from Office Evolution-Herndon and will launch on February 1, 2023; and

WHEREAS, the Town and Mason have reduced their agreed terms to a Memorandum of Agreement; and

WHEREAS, it is the desire of the parties and recommendation of staff that the Town Council approve the Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED that the Town Council for the Town of Herndon hereby approves the Memorandum of Agreement between the Town and George Mason University for the creation, funding and operation of the Mason Enterprise Center – Herndon.

BE IT FURTHER RESOLVED that the Town Council for the Town of Herndon hereby authorizes the Town Manager to sign the Agreement, in a final form to be approved by the Town Attorney's Office and to sign any other instruments to effect the Agreement.

MEMORANDUM OF AGREEMENT

THIS MEMORANDUM OF AGREEMENT ("MOA" or "Agreement") is effective this 1st day of February, 2023 (the "Effective Date") by and between The Town of Herndon, Virginia (the "Town"), and The Rector and Visitors of George Mason University ("MASON") (collectively, the "Parties").

WHEREAS, MASON, and the Town wish to cooperate to offer economic development accelerator programs known as the Mason Enterprise Center ("MEC" or "Programs") with the primary purpose of targeting and serving small, entrepreneurial and emerging businesses in the Northern Virginia area and in the Town of Herndon.

NOW, THEREFORE, in consideration of the mutual obligations contained herein, the receipt and sufficiency of which is hereby acknowledged, the Parties hereby agree as follows:

I. PROJECT DESCRIPTION AND BACKGROUND

1. The Town, and MASON propose to operate an economic development accelerator program for start-ups and small businesses. This program shall be known as "the Mason Enterprise Center – Herndon (the "MEC" or the "Programs"). The Programs shall focus on supporting small, entrepreneurial, and emerging businesses with high growth potential in the Northern Virginia Area.

2. The Town of Herndon will enter into a separate MOU with the Office Evolution co-working space that wishes to offer expanded service to entrepreneurs and small businesses.

3. The mission of the Programs is to support economic health and growth in the Town while leveraging and enhancing MASON's many assets. This includes:
   - Stimulate economic development in the Town;
   - Provide education and training for entrepreneurs and small businesses;
   - Expedite the growth and independence of the Town's Companies;
   - Operate on a cost-effective basis;
   - Serve as a business community outreach for MASON and the Town; and
   - Promote Town-MASON collaboration.

II. OPERATION OF THE PROGRAMS & RESPONSIBILITIES OF EACH PARTY

1. MASON shall:

   A. Plan and manage the operation of the Programs. Including:

1) Oversee, supervise, and train management and staff required to operate the Programs in accordance with applicable MASON handbooks, policies and procedures. All MEC personnel shall be employees of MASON;

B. Provide services to Tenant Companies as required by this MOA including;

1) Access to a large Group Medical plan through Kaiser Permanente

2) 35% discount for Paychex services

3) Preferential rates with PrideStaff, a national staffing agency providing temporary staffing and recruiting for multiple industries

4) New York Life: providing access to group insurance rates for life insurance, disability and accident, key person and buy-sell arrangements.

5) Collect and account for Programs revenue such as in-person Lunch and Learn fees. The MEC would collect fees from attendees and manage procurement with the vendors supporting the Programs.

6) Provide priority access to Mason students for internships and Keystone projects.

7) Deposit income from operation of the Programs into designated accounts; and

8) Prepare annual Programs reports.

C. Provide Mason Small Business Development Center (SBDC) counseling services, training programs, and other business support services are available to the Tenant Companies and Town of Herndon small businesses including SBDC-offered small business workshops. The SBDC program includes:

1) One day per week business advising in person or through Zoom at no cost to business owners.

2) The co-working center will provide a office to conduct counseling sessions one day per week, and conference rooms for small workshops.

3) One town-sponsored business workshop per quarter.

4) One annual 3-week startup cohort per year.

5) Virginia SBDC signage at the co-working center

6) Provide semi-annual reporting for economic impact including clients counseled, training attendees, new business starts, jobs created/retained, capital invested and sales growth.

D. Deliver a suite of services that are available to Tenant Companies and work with the Town on the development of new programs for the Town and regional businesses.

2. The Town shall:

Promote the availability of MEC and SBDC Programs, promote outcomes, and provide timely payment in the amount of for Programs delivery.

3. The Parties collectively shall:

A. Meet periodically to review actions, results, and strategize as markets and business needs shift.

III. FINANCIAL CONSIDERATIONS

1. Subject to annual appropriation during the term of this MOA, the Town, shall provide $30,000 for the SBDC program and $25,000 annually for the MEC programs totaling $55,000 to be made available to the MEC on February 1st of each year for the following fiscal year, to support the operation of the Programs.

2. Revenue or income generated by MASON programs located at the Programs, outside the scope of this MOA, shall not be considered to be Programs income or revenue, but shall belong solely to MASON.

3. Any surplus funds generated from the operation of the Programs shall be retained by the MEC. The Parties agree that such surplus funds shall be used to finance future operation of the Programs.

4. The Parties agree that each will actively seek additional sources of financial support for the Programs from governmental and private entities.

5. The Parties agree to research and collectively vet additional funders; however, any funding that materially alters the substance of this MOA, the structure of the partnership amongst the Parties, or the operations of the Programs must be approved in writing by all Parties.

6. All records of the Programs shall be open to inspection by the Parties and are considered public accounts accessible via a FOIA request.

7. A portion of MASON's personnel costs shall be reimbursed to MASON from Programs operations, pursuant to the approved annual budget, if such funds are available.

IV. Mason Enterprise Support Staff

1. The Mason Enterprise designated staff shall:

   A. Hire, place, and supervise all employees that support programs.

   B. May, from time to time, make necessary purchases in order to maintain the operation of the Programs from the operating account.

   C. Plan, schedule, and conduct all business, incidental to operation of the Programs, including the purchase of all supplies, materials and services required.

   D. Manage and oversee direct deposits realized by the Programs.

   E. Maintain accurate business records and accounting records for all transactions.

   F. Develop and submit the Programs' financial reports on an annual basis.

V. DURATION AND TERMINATION

1. The Parties mutually agree to consult at least three (3) months prior to the expiration of this MOA's term in order to consider the future of the Programs. This MOA may be renewed or extended by the written agreement of all Parties.

2. Upon expiration of this MOA, each party may remove all personal property to which it holds title or which was acquired using funds solely of the party. The Parties agree to mutually identify a timeline for removal of all personal property.

3. Upon the expiration of this MOA, any surplus funds (which only consists of Programs revenue) remaining after payment of all Programs debts and obligations, will be divided equally among the Parties.

VI. LIABILITY

1. Nothing herein shall be interpreted or operate as a pledge of the full faith and credit of the Commonwealth of Virginia or shall bind MASON to expend appropriations from the General Assembly to meet the terms of this MOA. Agencies of the Commonwealth of Virginia cannot expend funds unless appropriated by the Virginia General Assembly and may not obligate a future session of the Virginia General Assembly of the then currently appropriated or allocated funds.

2. Nothing herein shall be interpreted or operate as a pledge of the full faith and credit of the Town or shall bind the Town to appropriate funds for expenditures related to this MOA.

3. Unless expressly provided for elsewhere in this MOA, no party shall be responsible for the debts, liabilities and other financial obligations incurred by the other Parties in performing their obligations under this MOA.

4. The relationship of the Parties to this MOA is that of independent contractors. Nothing contained herein shall be interpreted or operate to create a relationship of partners, joint ventures, brokers, or employment between the Parties. It is agreed that no party shall act as the agent for the other Parties, except as expressly provided in this MOA, without an express written authorization to act as an agent. Each party shall maintain sole and exclusive control over its personnel and operations.

5. To the extent permitted by law, the Parties agree that each party shall be solely responsible for the negligent acts or omissions of its employees causing harm to persons not a party to this MOA. Nothing in this MOA shall be deemed a waiver of the sovereign immunity of the Commonwealth of Virginia or the Town of Herndon.

VII. MISCELLANEOUS

1. Should any section or part of any section of this MOA be rendered void, invalid or unenforceable for any reason by any court of law exercising competent jurisdiction, such a determination shall not render void, invalid or unenforceable any other section or part of any section of this MOA.

2. This MOA may not be assigned nor modified without the prior written consent of all Parties.

3. This MOA contains the entire understanding of the Parties and supersedes all prior oral or written agreements. No party has relied on any oral or written representation of the others unless such representation is incorporated in this MOA. This MOA cannot be modified except by written document signed by all the Parties.

4. This MOA shall be governed, interpreted and construed under the laws of the Commonwealth of Virginia and any dispute arising from this MOA shall be submitted to a proper state court of the Commonwealth of Virginia.

AGREED to by the duly authorized representative of:

TOWN OF HERNDON, Virginia

_____ _____

William H. Ashton II, Town Manager

Date

APPROVED AS TO FORM:

_____ _____

Lesa J. Yeatts, Town Attorney Date

GEORGE MASON UNIVERSITY

_____ _____

Date

Paula Sorrell
Associate Vice President for Entrepreneurship and Innovation
George Mason University

TOWN OF Herndon VIRGINIA

STAFF REPORT

Town Council
December 6, 2022

Title: Resolution, to initiate consideration of a **Zoning Ordinance Text Amendment ZOTA #22-01** to amend Chapter 78 (ZONING), Article XIV (Signs), Section 78-141.4 (Sign Standards for Commercial Districts), to increase the maximum number of freestanding signs permitted with a drive-through use.

Summary Information:

If approved, this initiating resolution will allow ZOTA #22-01 to be brought to a public hearing of the planning commission for their consideration and recommendation. Following planning commission review, this text amendment would return to the town council for final action.

This zoning ordinance text amendment was submitted by Walsh, Colucci, Lubeley & Walsh, P.C. on behalf of Pollo Campero of Virginia, LLC. Pollo Campero received an approved special exception (SE #20-01) on March 23, 2021, for an eating establishment with associated drive-through service. The administrative site plan is under review with only minor comments and bonding remaining.

The town's sign ordinance was amended in 2016 (ZOTA #16-08) in order to comply with the 2015 United States Supreme Court decision on Reed v. Town of Gilbert, Arizona (hereinafter "Reed"). One unintentional result of the 2016 zoning ordinance text amendment is that existing menu board signs at drive-through eating establishments became legally nonconforming and new menu board signs have been prohibited. Pollo Campero is the first new drive-through eating establishment proposed within the town since the sign provisions have been amended.

Staff recommends the town council pass a resolution to initiate consideration of this text amendment so that it may be further analyzed. Staff may provide alternative language for final adoption by the town council based on feedback from the planning commission and public comments.

Background:

Zoning History

The town was required to amend its signage regulations after the historic 2015 US Supreme Court decision on Reed. Localities have always been prohibited from regulating the content of signs because of the First Amendment of the US Constitution. The Reed decision expanded what is considered content regulation. In simplified language, the

Court determined that when there are two different by-right uses in the same zoning district, and the locality allows one use more signage than the other use, then the locality is regulating content. A real-world example would be if a locality allowed an office and a movie theater as by-right uses in a commercial district and the office use is limited to a sign of 30 square feet while the movie theater is allowed a sign of 50 square feet. Post Reed, this is considered regulating content because the zoning district is the same and both uses are allowed, yet one use is allowed "more speech" than the other use.

Localities are allowed to regulate signage in a way that is content neutral. Best practice for content neutral sign regulation is to adopt provisions for time, place, and manner.

- Time – This applies to temporary signs. Any time restrictions for temporary signs should be applied evenly and not be dependent on the type of temporary sign or event
- Place – This applies to temporary and permanent signs. Zoning can regulate sign placement or location on a site or on a building or structure. Signs can also be regulated based on zoning districts.
- Manner – This applies to temporary and permanent signs. Zoning can regulate physical attributes of signs, such as height, size, type, illumination, and number of signs.

Community Development staff has been aware that a zoning ordinance text amendment is necessary to address signage associated with drive-through establishments. This zoning text amendment has been a low priority for the department because the signage at existing drive-through establishments are allowed to remain as legally nonconforming signs and, prior to Pollo Campero, the town has not received an application for a new drive-through establishment since 2005.

Site Specific History

The applicant's site, 1131 Elden Street, currently contains the abandoned Herndon Auto repair shop. The applicant is proposing, and has received special exception approval, to demolish the existing building and redevelop the site with a new, freestanding Pollo Campero restaurant with a drive-through. The most recent staff review of the administrative site plan contained minor comments and it is expected that the site plan will be approved by the town in the near term. The applicant has indicated that additional signage beyond what the zoning ordinance currently allows is required in order for their project to be successful and for them to move forward with redevelopment of the site.

Staff Analysis:

Consistency with the Comprehensive Plan

The comprehensive plan does not specifically address signage. The Comprehensive Plan does encourage a mix of commercial uses that bring economic vibrancy and tax revenues to the town.

Need for Current Amendment

The current language in Article XIV, Signs, is mostly unchanged from the 2016 amendment that occurred after the Reed decision. Staff has identified numerous provisions within Article XIV that should be amended in order to have signage provisions that are comparable and competitive with adjacent localities and that comply with the Reed decision. Resource and staffing constraints have prevented staff from initiating these text amendments. Drive-through related signs are one of the provisions staff has identified as needing to be updated in a zoning ordinance text amendment.

Impact if Approved

This resolution to initiate consideration of a zoning ordinance text amendment is being brought forward with language provided by the applicant because this is an applicant-initiated text amendment. Community Development staff will continue to work with the applicant, the planning commission, and the public and will likely provide alternative language for consideration by the town council, in addition to the applicant provided language.

Town Council Alternatives:

The following alternatives are available to the town council for its decision on Zoning Ordinance Text Amendment ZOTA #22-01:

1. Approve Initiating Resolution
2. Deny Initiating Resolution

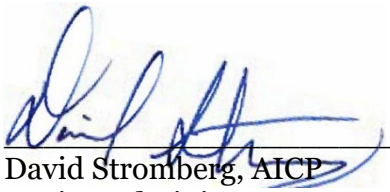
Staff Recommendation:

Staff recommends the town council approve the initiating resolution for ZOTA #22-01 in accordance with **alternative 1**.

If the town council approves the initiating resolution, then staff will schedule this item for planning commission public hearing. The item will then return to the town council for a public hearing and vote.

Attachments:

1. Initiating Resolution
2. Applicant Statement of Justification
3. Applicant Draft Language



David Stromberg, AICP
Zoning Administrator

TOWN OF HERNDON, VIRGINIA

RESOLUTION

December 6, 2022

Resolution – Resolution, to initiate consideration of a Zoning Ordinance Text Amendment ZOTA #22-01 to amend Chapter 78 (ZONING), Article XIV (Signs), Section 78-141.4 (Sign Standards for Commercial Districts), to increase the maximum number of freestanding signs permitted with a drive-through use.

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

1. Initiates consideration of an amendment to Chapter 78 (ZONING) of the Herndon Town Code to increase the number of freestanding signs allowed with a drive-through use in commercial districts.

2. Out of public necessity, convenience, general welfare, or good zoning practice, requires the Town Council's consideration of this proposed amendment.

WALSH COLUCCI
LUBELEY & WALSH PC

Kelly A. Posusney
Land Use Planner
(703) 528-4700 Ext. 5471
kposusney@thelandlawyers.com

November 8, 2022

By Email and Hand Delivery

Elizabeth M. Gilleran, AICP
Director of Community Development
Town of Herndon
777 Lynn Street, 2nd floor
Herndon, Virginia 20172-1427

Re: Proposed Zoning Ordinance Text Amendment
Table 78-141.4(b) – Drive-Through Signage in Commercial Districts
Applicant: Pollo Campero of Virginia, LLC

Dear Ms. Gilleran:

On behalf of the Applicant, please accept this letter as a request for consideration of a Zoning Ordinance Text Amendment ("ZOTA") pursuant to Section 78-155.2 of the Town of Herndon Zoning Ordinance (the "Ordinance").

Pollo Campero is currently processing a site plan to construct a new 2,991 square foot restaurant on Tax Map Parcel 16-1 ((405)) 9B, known as 1131 Elden Street, and located in the Commercial Services ("CS") Zoning District. On March 23, 2021, the Town Council approved Special Exception Application SE #20-01, subject to development conditions, to permit an eating establishment with drive-through service use at 1131 Elden Street.

During the review of the site plan, the Applicant discovered that the Zoning Ordinance does not allow for certain signage typically found with a restaurant with drive-through use, such as menu boards and illuminated directional signs. As such, Pollo Campero requests consideration to amend Table 78-141-4(b) of the Ordinance to permit additional freestanding signs and illuminated minor signs for drive-through service uses in commercial districts. Proposed additions to Table 78-141-4(b) are highlighted in Exhibit A.

The request, if approved, will address the need for adequate signage to support eating establishment with drive-through service uses. The provision of adequate signage is in the Town's interest since it promotes viable business endeavors which, in turn, result in economic vibrancy and substantial tax revenue.

Section 78-155.2(g) Standards for Zoning Text Amendments

Section 78-155.2(g) of the Town Code lists certain factors that should be considered when deciding whether to grant a Zoning Text Amendment. Each standard for a Zoning Text Amendment is listed in bold below, followed by the Applicant's response in italics:

1. **Comprehensive plan compliance: Consistent with the comprehensive plan.**

   There are no specific Comprehensive Plan references that apply to this request; however, a general goal of the Town Council is to promote a healthy mix of commercial land uses that brings to the town economic vibrancy and substantial tax revenue.

2. **Meets regulations: Free of conflict with any provision of this chapter, related town regulations, or any other applicable local, state, or federal laws and regulations.**

   This request, if approved, will be free of conflict with any provision of the Town Code, related town regulations, and any other applicable local, state, or federal laws and regulations.

3. **Change in conditions. Changed conditions justify an amendment.**

   As stated previously, during the review of the site plan, it was discovered that the Zoning Ordinance does not allow for certain signage universally found with a restaurant with drive through use, such as menu boards and illuminated directional signs. Apparently, the omission of these types of signs was an oversight the last time the sign regulations were amended. This text amendment will address the need for adequate signage to support eating establishment with drive-through service uses.

4. **Demonstrated community need: Addresses a demonstrated community need.**

   The community needs a variety of retail services, including eating establishments with drive-through service. The recent pandemic amplified this need. For such uses to be viable and serve the community, they need proper signage. This amendment will ensure drive-through uses such as Pollo Campero can be successful.

5. **Consistent with purpose and intent of districts: Consistent with the purpose and intent of the zoning districts in this chapter, or will improve compatibility among uses and will ensure efficient development within the town.**

   The provision of adequate signage is consistent with the purpose and intent of the CS zoning district.

6. **Promotes orderly development: Results in a logical and orderly development pattern consistent with accepted or emerging planning practices.**

The provision of adequate signage assists with the logical and orderly development pattern consistent with accepted or emerging planning practices.

7. **Avoids adverse impacts: Avoids adverse impacts on the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.**

   The provision of adequate signage has no impact, positive or adverse, on the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

8. **Adequate facilities and utilities: Results in development that is adequately served by public facilities (roads, potable water and sewage, schools, parks, police, and fire and emergency medical facilities).**

   The provision of adequate signage has no impact to a development's adequate service by public facilities (roads, potable water and sewage, schools, parks, police, and fire and emergency medical facilities).

As required, please find enclosed a check in the amount of $250 for the processing of this Zoning Ordinance Text Amendment request. Pollo Campero looks forward to working with you on this request. Please let me know if you need any additional information.

Very truly yours,

WALSH, COLUCCI, LUBELEY & WALSH, P.C.

Kelly A. Posusney

Kelly A. Posusney
Land Use Planner

cc: Fabiola Suarez
Jeff Smith

Exhibit A: Table 78-141.4(b) with Revisions Highlighted

A1086364.DOCX / 1 ZOTA - Statement of Justification 008922 000003

Exhibit A: Table 78-141.4(b) with Revisions Highlighted

Sec. 78-141.4. - Sign standards for commercial districts.

(a) *Freestanding, wall and temporary signs*. Except as otherwise prohibited in this article, the following signs are permitted as accessory to any properties within the commercial service (CS), commercial office (CO), planned development-business (PD-B), and office and light industrial (O&LI) zoning districts. The following standards apply.

TABLE 78-141.4(a): SIGN STANDARDS FOR FREESTANDING, WALL AND TEMPORARY SIGNS IN COMMERCIAL DISTRICTS			
Type	**Freestanding**	**Wall**	**Temporary**
Number	1 per street frontage, 2 max.; or, 2 max. per street frontage with more than one primary entrance and more than 300' of frontage	Unlimited	Up to 1 per street frontage
Size	1 SF of sign area for each linear foot of frontage. 50 SF Max. per sign	1 SF of sign area for each linear foot of frontage. 150 SF Max. per sign	24 SF Max.
Height	8' Max. 6" Min. letter height		If freestanding: 6' max.
Location	5' Min. from ROW	No more than 20' high on building facade; except on properties zoned CS or PD-B, where wall signage may be located an additional 1' higher on the building's façade than otherwise permitted, for every 5' of distance greater than 100 feet from the façade to the ROW, but shall not exceed 30'	If freestanding: 5' from ROW; if wall: No more than 20' high on building
Illumination	Internally Lit, Halo-lit or Indirect Lit	Internally Lit, Halo-lit or Indirect Lit	None
Duration	Unlimited	Unlimited	Short term: 60 Days, per calendar years Long term: 6 months, per calendar year

(b) *Projecting, parapet, internal ~~and~~, light pole banner and drive-through signs*. Additional sign types are permitted in the commercial service (CS), commercial office (CO), planned development-business (PD-B), and office and light industrial (O&LI), zoning districts. Additional sign types do not increase the total aggregate sign area permitted per building frontage. The following standards apply.

TABLE 78-141.4(b): STANDARDS FOR PROJECTING, PARAPET, INTERNAL ~~AND~~, LIGHT POLE BANNER ~~SIGNS~~AND DRIVE-THROUGH RELATED SIGNS IN COMMERCIAL DISTRICTS					
Type	**Projecting**	**Parapet**	**Internal**	**Light Pole Banners**	**Drive-Through Related**
Number	1 per establishment frontage	Up to 2 per building	Up to 3 per primary building	No more than 35% of on-site light poles	Up to 2 Menu/Info signs Up to 4 directional signs
Size	12 SF max.	150 SF max. per sign	24 SF max. per sign	6 SF max.	If freestanding: 24 SF max per sign If directional: 6 SF max per sign
Height	N/A	N/A	If freestanding: 6' max; if wall: 10' max	Not to exceed height of pole	If freestanding: 7' max If directional: 4' max
Location	Limited to ground floor; or 20' above normal grade whichever is less.	On parapet of multi-story buildings; and, when located in O&LI, 175' separation between signs located on same building elevation	At least 50' from any ROW	Limited to on-site light poles	5' Min from ROW
Illumination	Internally Lit, Halo-lit or Indirect Lit	Internally Lit, Halo-lit or Indirect Lit	Internally Lit, Halo-lit or Indirect Lit	Indirect from site lighting	Internally Lit, Halo-lit or Indirect Lit
Duration	Unlimited	Unlimited	Unlimited	No more than 3 continuous months, once a year	Unlimited

TOWN OF Herndon VIRGINIA

STAFF REPORT

Town Council
December 6, 2022

Title:

Resolution, to award a contract for Concession Food Services, Herndon Centennial Golf Course, RFP #23-02

Staff Contact:

Michael Mueller, General Manager
(703) 435-6800; ext. 2180
michael.mueller@herndon-va.gov

Background:

In October 2022, town staff prepared a request for proposal (RFP) for concession food services at Herndon Centennial Golf Course which was posted on *eVA* (Virginia Division of Purchasing and Supply's e-procurement website), and on the town's website. In response to its solicitation, the town received three proposals by the response due date of November 3, 2022. The following three vendors submitted proposals for consideration:

Herndon Donuts, LLC
RNS Enterprise, LLC
Paul-Amirah On the Same Paige Catering, LLC

A three-member evaluation committee was assembled and included the General Manager of the Golf Course, a Head Golf Professional, and a Chief Program & Project Manager. These individuals reviewed, scored, and ranked the three proposals independently. Evaluation criteria included proposed type of operation, revenue to be received by the town, experience, management and staffing plan, references and menu selection. Based on the scoring of the individual rankings, the committee selected two vendors for interviews. At the conclusion of the interviews, on the basis of evaluation factors published in the RFP and all information developed in the selection process, RNS Enterprise, LLC and Herndon Donuts, LLC were the highest-rated vendors. RNS offered a percentage of the revenue as the monthly rental fee and this was not acceptable by the Town. Negotiations commenced with Herndon Donuts, LLC and the committee has arranged an agreement that provides for a monthly rent payment of $3,250 for the months of March through November. In consideration of the seasonal nature of the business and the impact weather may have on

revenues generated by the concessionaire during off-season months, it was further agreed that rent for the months of December through February will be a $750.00 per month.

Recommendation:

Staff recommends that the proposal be awarded to Herndon Donuts, LLC, dba Egg Karne, to enter into an initial term contract commencing January 1, 2023. The initial contract term will be from January 1, 2023 through December 31, 2023. All renewal out years will be based on the calendar year which begins on January 1st and ends on December 31st and the contract may be renewed with the option of four (4) additional one (1) year renewals.

Reviewed by:

Andrea Lourenco, Purchasing Agent

Staff:

Michael Mueller
General Manager

TOWN OF HERNDON, VIRGINIA

RESOLUTION

December 13, 2022

Resolution - Award of Contract - RFP #23-02, Concession Food Services, Herndon Centennial Golf Course

WHEREAS, the competitive negotiation process (request for proposal) was used to solicit offers from food service operators for the purpose of managing the food concession at the Herndon Centennial Golf Course; and

WHEREAS, the request for proposal solicited services for an initial one year contract with an option of four one-year renewals; and

WHEREAS, the request for proposal was posted on *eVa* and the town's website; and

WHEREAS, three proposals were returned by the response due date of November 3, 2022; and

WHEREAS, based on the composite ranking of the proposals, subsequent informal interviews and negotiations, the town's evaluation committee recommends that Herndon Donuts LLC, dba Egg Karne operate the food concession; and

WHEREAS, monthly rent will be $3250 during the months of March through November and $750.00 during the months of December through February; and

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Herndon, Virginia, hereby grants an award of an initial contract to Herndon Donuts LLC, dba Egg Karne effective January 1, 2023 to provide food and beverage services at the Herndon Centennial Golf Course. The initial contract term will be from January 1, 2023 through December 31, 2023. All renewal out years will be based on the calendar year which begins on January 1st and ends on December 31st and the contract may be renewed with the option of four (4) additional one (1) year renewals.