PLANNING COMMISSION
WORK SESSION AGENDA

Herndon Council Chambers Building
765 Lynn Street, Herndon, VA 20170

Monday, March 9, 2026 | 7:00 PM

1. **Call to Order**

2. **Public Hearings**

   a. Development Plan – DP #24-01, 575 Herndon Parkway, to consider a development plan in the PD-TOC, Planned Development-Transit Oriented Core Zoning District with proffered conditions to allow the redevelopment of the site with commercial and multi-family residential uses

   b. Application for a Special Exception – SE #26-01, 1020 Elden Street, Suite 205, to consider a special exception to permit a personal services use consisting of hair services, within the CO, Commercial Office Zoning District

   c. Zoning Ordinance Text Amendment – ZOTA #25-06, to amend Chapter 78 (ZONING), ART. VI (Overlay Districts), and Article XVIII (Definitions), to update sections for conformance with the Virginia Administrative Code regarding changes to the Chesapeake Bay Preservation Act

3. **New Business**

   a. Zoning Map Amendment, ZMA #24-01, 250 Exchange Place

4. **Comments**

   a. Comments from the Staff Members

   b. Comments from the Commissioners

5. **Adjournment**

Planning Commission
Work Session
Agenda Item 2.a.

Agenda Item: **Development Plan – DP #24-01, 575 Herndon Parkway, to consider a development plan in the PD-TOC, Planned Development-Transit Oriented Core Zoning District with proffered conditions to allow the redevelopment of the site with commercial and multi-family residential uses**

Meeting Date: March 9, 2026

Category: Public Hearings

Prepared by: Bryce Perry, Deputy Director of Community Development

Description:
This case proposes to rezone the property at 575 Herndon Parkway to allow redevelopment of the site with a mixed-use stick-over podium building. The property consists of slightly more than four and a half acres and is currently improved with a multi-story office building and surface parking lot. It abuts the Herndon Metrorail Station north pavilion. The proposed building would include 525 residential apartments, around 9,000sf of retail, and around 6,000sf of office/flex space. The building is designed to wrap around an internal private outdoor amenity space and a structured parking garage. The development also consists of a reconstructed streetscape and bus bays along Herndon Parkway, a new private street along its eastern boundary, a predominantly pedestrian connection along the south side, and the majority portion of the promenade extending from the Herndon Parkway to the Metro pavilion.

Background/Timing Impact:
The application materials provided to the Planning Commission constitute the fifth submission of this project. These materials are currently under review by staff. Due to the ongoing review, staff will provide the Planning Commission with updated information at the work session. The Planning Commission received a preliminary presentation of this project at its February work session, during which an overview of the development as proposed and a summary of the staff review was provided. The review considerations listed in the coversheet provided for the discussion item remain relevant and are reattached to this item. In addition to the updated application materials, the Traffic Impact Study and report from the Architectural Review Board are attached for the commission's review. A staff report for this item is expected to be ready for the Planning Commission Regular Meeting in March.

Timing Impact:
The duration of staff review may impact when staff will be able to provide a draft resolution and recommendation to the Planning Commission.

Fiscal Impact:
Replacing a 140,000sf office building with this new development as proposed would have implications for property, BPOL, and meals tax revenues. The notable increase in town residents would also impact public services and increase usage of transportation and utility infrastructure. The proffers address some ways in which these impacts may be offset, including transportation and utility mitigation measures as well as cash contributions. The project also improves portions of town property and would otherwise need to be completed by the town. Throughout the process, staff will be conducting more analysis to better understand these impacts.

The Fairfax County assessed value of the property has decreased from $24,170,180 [$8,488,790 for the land/$15,681,390 for the building] in 2023 to $8,488,800 in 2026 due to the devaluation of the building to a current value of $10.00. Unfortunately, there isn't a comparable development in proximity to the site that matches the proposed project in the number of units, proximity to the Metro, and amount of non-residential square footage. The Ian apartment building is the closest apartment building to the site and was built in 2021. Located immediately south of the Toll Road on Monroe Street, the Ian consists of 375 units, does not have immediate access to the Metro, and does not have any non-residential square footage. The 2026 Fairfax County assessment for the Ian is $117,754,720 [$15,750,000 for the land/$102,004,720 for the building.]

Legal Impact:
None at this time.

Staff Recommendation/Next Steps:
The Planning Commission is asked to review the materials prior to the work session and be prepared to discuss any components of the proposed project that require further explanation or that may be an area of concern. Staff is withholding any recommended actions by the Planning Commission at this time.

Attachments:
1. DP 24-01 Statement of Justification
2. DP24-01 Generalized Development Plan
3. DP24-01 Draft Proffer Statement
4. DP24-01 PC February Work Session Memo
5. DP24-01 Traffic Impact Study
6. DP24-01 ARB Report

STATEMENT OF JUSTIFICATION
for
Bristol Herndon Parkway LLC
575 Herndon Parkway
Development Plan Application
Tax Map # 16-4((10))6A
May 8, 2024
Revised May 15, 2025
Revised October 15, 2025
Revised February 13, 2026

INTRODUCTION

This development plan application, filed by Bristol Herndon Parkway LLC (the "Applicant"), presents an important opportunity to further the goals of the Herndon Transit Oriented Core (HTOC). The subject property (the "Property") is strategically located directly adjacent to the Silver Line Herndon Station and the Herndon Station Promenade. It fills in the blank between the zoning approval for 555 Herndon Parkway and that of 593 Herndon Parkway with an implementable single-phase development meeting the high demand for residential mixed use in Herndon and the surrounds.

LOCATION AND EXISTING CONDITIONS

The Property is located on the south side of Herndon Parkway, directly adjacent to the north pavilion landing of the Herndon Metro Station. It is zoned PD-TOC (Planned Development – Transit Oriented Core) and contains 4.64 acres. It is currently developed with a soon-to-be completely vacant, Class B suburban office building, constructed in the late 1980's and surrounded by surface parking. The property is not currently subject to any special exception or variance approvals, proffers, zoning administrator interpretations or court orders. The site currently has two access points from Herndon Parkway, with the easternmost one shared with the adjacent property to the east. To the east and west is land zoned PD-TOC and currently developed with office uses, but with legislative approvals for mixed use development. At the time of this resubmission, the property to the east has earned site plan approval and is under construction. The Dulles Toll Road is located to the south adjacent to the southeast area of the Property, and property owned by the Town of Herndon is located to the south adjacent to the southwest area of the Property. To the north, across Herndon Parkway, is land that was the subject of the recently approved Transit Related Growth Area Plan. It is currently zoned Office & Light Industrial and developed with office uses.

DISCUSSION OF THE DEVELOPMENT PLAN

The specifics of the Development Plan are described below as they relate to the requirements stipulated in Section 78-50.8 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.

Site Layout/Uses. One building is proposed on the Property, ranging from 6 to 7 stories in height. The building will contain up to 525 residential units with commercial and amenity uses at the prominent corners along Herndon Parkway, along the Promenade and at the southwest corner of the building adjacent to the Metro Station landing. Total gross square footage will be approximately 575,130 square feet. The floor area ratio (FAR) will be a maximum of 2.85. Retail uses, potentially restaurants, are proposed on the two northern corners, fronting on Herndon Parkway and on the Promenade, with the main entrance of the residential use along with related amenities also along the Promenade. To accommodate the range of market conditions until build-out of the HTOC, the southwest corner of the building is being proposed for commercial (uses under consideration include co-working, office space, and/or amenities) with the optionality to convert to retail, restaurant or some other form of highest & best commercial use as defined by the market. Approximately 1,200 square feet of space is reserved for lease to the Town of Herndon per certain conditions as stated in the proffers. The building completely wraps a structured parking garage containing 638 parking spaces. See below for more detailed discussion of the garage. Vehicular access to the ~~building~~property will be via one access point on Herndon Parkway, which is shared with the property to the east. Garage access and loading will be located along the eastern façade. Building service areas (trash pick-up) are proposed for residential and commercial uses on both the eastern and southern façades.

Open Space. Although the Zoning Ordinance does not stipulate a specific percentage of open space for Development Plans in the HTOC, it does require the incorporation of a variety of exterior amenity spaces which will contribute to a high-quality, pedestrian-centric atmosphere. The Development Plan shows 20% of the site as a combination of private and public open space. All exterior sides of the building will have public open space, including a pocket park off of the Promenade and a park area on the southern side of the building. Although not included in the open space calculation, the Applicant will be landscaping the adjacent Town parcel between the Property and the Metro Station to blend into the Sugarland Run Trail and the Promenade. Two courtyards within the building envelope provide private open space areas. Most prominent and critical to the character of the HTOC is the provision of the Herndon Station Promenade. Elements and design of this important open space feature are discussed in more detail below.

Activated Street Level. A guiding principle in the Design Guidelines is activation of the ground level of buildings within the HTOC. The advantage of a fully wrapped garage is the ability to activate all sides of the building. The Herndon Parkway frontage is fully activated with retail/restaurant and residential units with ground level access. Balconies are also planned on this façade. The Promenade is fully activated with commercial uses, the residential lobby and amenity spaces. The southern elevation is activated with commercial and residential units and the eastern elevation is activated with residential units, a secondary residential lobby, and a commercial use in the northeast corner.

Promenade. The Development Plan includes all of the features envisioned in the Guidelines for the Promenade such as outdoor restaurant seating, hardscape area with pavers, landscaping, and seating. The 593 Herndon Parkway approval provided a fire access lane on the west side of Promenade which leaves significant room on the subject Property's side of the Promenade for landscaping and seating. As currently shown on the Development Plan, the proposed building does not need fire access from the Promenade side.

Decorative pavers are proposed throughout the Promenade as recommended in the HTOC Design Guidelines. The design of the Promenade is broken down into three main zones: the building zone on the east, the central passive zone, and the main pedestrian corridor and fire access lane that will be completed with the adjacent property improvements. Bands of accent pavers cross these three zones to tie the Promenade to the neighboring properties. The three zones are defined primarily by the tree planting conditions and secondarily by the decorative paving materials. The eastern row of trees will be planted within a planted bed with shrubs and perennials, creating a strong delineation between the building zone and central passive zone. The building zone and tenant occupancy will animate the space with diners and shoppers. The western row of trees will be placed within flush tree grates to maximize pedestrian permeability within the central zone. The central zone will be furnished artfully and meant for the public to sit and mingle.

During the interim condition, this space will also function as a pedestrian corridor to the Metro alongside the existing sidewalk. The accent band pavers will continue across the existing sidewalk in order to create a cohesive aesthetic during this interim phase. These pavers will not be fire truck rated and they will be replaced when the ultimate conditions are built. The third row of trees may be installed by the adjacent property, completing the third zone of the promenade. This wide pedestrian corridor will function as the main circulation pathway and will be defined on the far west side by trees in larger planting beds, with similar planting conditions as the ones on the far east side.

Exiting the Promenade to the Metro Station, the Development Plan shows an area for a potential public art focal point. The existing grade difference between the two halves of the Promenade, which is most prominent in the southern portion, is creatively handled via a counter height ledge with seating walls. All the details of the Promenade hard and soft-scape are shown on Sheet L-03A and L-03B of the Development Plan.

Herndon Parkway. This Property is unique in that an existing bus layby and two bus shelters already consume the large majority of this frontage. The Applicant has had to incorporate this significant feature into the streetscape along Herndon Parkway and worked with the Town staff to marry the Design Guideline features with this existing infrastructure. The Development Plan shows a continuation of the shared used path (cycle track and pedestrian) approved in the 593 Herndon Parkway application onto the subject Property as a 12-foot wide shared use path. The path then turns inward to run behind the bus layby, continuing across the frontage to the east side where it splits into an 8 foot wide cycle track and an 8 foot wide sidewalk. These dimensions have been coordinated with the Town staff. Ornamental and shade trees are shown where possible on the south side of the sidewalk. Paver bands are shown along the frontage in accordance with the Design Guidelines. Approximately 30% of the hardscape along the frontage is pavers which exceeds the Design Guideline intent of 25%. The specifics of the treatment along the Herndon Parkway frontage is shown on Sheets L-01 and L-02 of the Development Plan.

Parking. As previously noted, the structured parking garage is fully wrapped with the mixed-use building. Garage access is provided along the eastern façade. Separate residential and commercial loading areas as well as a separate trash/recycle area are also located along the eastern façade. An additional residential trash/Recycle room is located along the southern façade. Within the garage are bike storage and maintenance areas on the first level as well as smaller future bike storage areas on each

subsequent level. Five surface vehicular parking spaces are shown near the secondary residential lobby (and mail lounge) along the eastern frontage to be reserved for deliveries. The minimum vehicular parking requirements of the Zoning Ordinance will be met. Two pedestrian exits are shown from the garage, one to Herndon Parkway and one to the Promenade.

Private Street Streetscape (Private Road A). The tree verge width and street tree spacing are consistent with the Design Guidelines for streets with curb extensions in the parking lane. The garage entrance and the loading docks are located on the frontage, and 6 foot minimum wide concrete sidewalks with pedestrian-scale scoring patterns are proposed for the pedestrian crossing in these areas to match the adjacent sidewalk. The 6-foot sidewalk width also allows for steps and ADA compliant ramps to the northeast public space and the secondary residential lobby. Additionally, this streetscape will provide a more similar streetscape experience to the 555 Herndon Parkway approval to the east.

Dulles Toll Road and Metro Station Frontage. The southern lot line frontage can be broken down into two distinct areas: the Dulles Toll Road frontage on the east and the Metro Station frontage on the west. The eastern Toll Road frontage provides a 20 foot wide access drive to provide emergency vehicles access to the Promenade and service vehicles access to the loading area. A mountable curb is proposed where the access drive meets Private Road A to discourage non-authorized vehicles from entering. To further indicate the access drive is not for public vehicular use, a change in paving material visually splits the drive into two separate pathways: a 10-foot wide pedestrian-oriented specialty concrete path on the north and a 10-foot wide asphalt cycle-oriented path on the south, providing the essential Sugarland Run Trail extension. North of the 20-foot wide access drive, a row of trees in tree grates and intermittently lit bollards separate the occasionally vehicular realm from a secondary 5 foot wide pedestrian only path. To the south of the access drive, an 8.5 foot wide planting buffer is shown adjacent to the Dulles Access Road. A decorative screen fence, to match the adjacent 555 Herndon Parkway property, and light fixtures will be provided in accordance with the HTOC Guidelines.

The western Metro Station frontage provides 20-foot-wide pedestrian passage to the Metro entrance and the Promenade. An ample planting area to the north separates the passage from the proposed building and its semi-public seating area. Light fixtures and benches are also provided in this area. The western pedestrian passage is separated from the eastern access drive by collapsible bollards, which will limit the area to emergency vehicular traffic only. A 10-foot-wide cycle path also splits off onto the adjacent property at this point to provide a direct connection to the existing cycle path and parking area at the Metro station, minimizing conflicts with pedestrians exiting the station and extending the Sugarland Run Trail.

Stormwater Management/Sustainability. The amount of impervious surface proposed on the Property will increase when compared to the existing conditions. Therefore, runoff reduction strategies in conjunction with underground detention will be used to reduce the runoff rate to a level less than or equal to the existing two and ten-year storm runoff rates. Water quality requirements will be met through a combination of stormwater planters and manufactured treatment filtering devices. Additional water quality methods may also be utilized. Please refer to Sheets C-13 – ~~C15~~C16 for additional stormwater information. It is the Applicant's intent to achieve at least a NGBS Silver

certification for the building. A proffer commitment has been included to deliver EV spaces and EV-ready spaces for future capacity.

Architecture. The building has been designed with an all-four-sided architecture, wrapping a 7-level parking structure that provides parking spaces for all uses. The design proposes four textured-rich shades of brick—white, tan, brown, and red—to create a cohesive aesthetic and reflects a Town of Herndon identity. Architectural stone accents have been used at key locations such as the primary residential entrance, the amenity spaces overlooking the new pocket park, and the building base on the south and east elevations. Fiber cement panels in various styles—such as board and batten, large panel systems, and wood grain finishes will be used as accents or within compositions to achieve an aesthetic that embraces both the modern and the historic. Architectonic elements have been organized into four distinct façade compositions to improve scale management and mix modern and traditional elements, prominently featuring brick as the main cladding system. The blend of architectural styles aims to set the building apart from typical regional designs, establishing a unique and varied aesthetic. The design includes vertical compositions of architectural elements, such as windows, balconies, and recessed areas, to break up the building's horizontal expanse and add visual interest. Deep vertical breaks were introduced to accentuate the division of façade treatments and add to the openness of the building massing. The north building break offer an opportunity for a larger scale mural/treatment.

Herndon Identity. Conceptually, a Herndon identity and heritage of rail travel, past and present, has been incorporated in the building architecture. Through the use of varying colors, and materials, and the juxtaposition of horizontal and vertical elements, the building facades have been broken up to reduce their scale. An example is the North façade, where ground level units have direct access to Herndon Parkway and the first four stories are treated with a different material and color. Repetitive vertical frames and contrasting materials create a strong architectural rhythm, referencing the linearity and modularity of train systems while expressing order and movement. Along The Promenade, the ground floor is activated by transparent retail storefront and generous overhangs, proposing a pedestrian-friendly environment and encouraging street-level interaction. The building's material palette—brick, metal, and glass—draws from the industrial heritage of rail infrastructure but is proposed with clean, contemporary detailing to reflect a forward-thinking approach. Balconies and integrated outdoor spaces promote social connection, while the building's bold, grid-like expression reflects both efficiency and permanence. Designed to be a connective hub within its neighborhood, the project balances the grit of industrial precedent with a commitment to innovation, livability, and a strong sense of place. The Applicant's agent, Woodfield Development LLC, has considerable experience incorporating commissioned artwork and photography that highlight the character and history of the surrounding areas into the interior design of the common areas of the building. It is intended to use that approach in the proposed building as well.

COMPLIANCE WITH THE STANDARDS FOR DEVELOPMENT PLAN APPLICATIONS WITHIN THE PD-TOC, SEC. 78-50.8(2)

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

(a) Contribute to a tiered intensity of development, with the highest intensities located closest to the Herndon Metro Station pavilion, and the Herndon Station promenade, with a mix of residential,

office, retail and hotel uses and public spaces necessary to achieve a vibrant, mixed-use urban environment.

The proposed FAR of up to 2.85 is a significant density, comparable to any other density in the Dulles Corridor. The intensity proposed in this application is of a scale and use type that is implementable in the near term in a single phase which will bring much needed residential critical mass to the HTOC. This, in turn, will incentivize retail, personal service and other commercial uses.

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

This application will be able to provide the companion section of the very important Herndon Station Promenade. See detailed description of the Promenade on Page 2. The Development Plan also includes streetscape elements along the Herndon Parkway, to the extent possible with the existing bus lay-by, and the Metro Station urban development area portion of the Sugarland Run Trail along the southern border.

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

Draft proffer commitments have been submitted to address some of these impacts.

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

Draft proffer commitments have been submitted to address the applicable impacts.

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

Pedestrian circulation is prioritized in this application with the provision of the Promenade which functions as a gateway to the Town with or without the companion western section and sidewalks along the other three sides of the building. A cycle track has also been accounted for along the Herndon Parkway.

(f) *Reduce the number of single occupant vehicle trips by implementing various Transportation Demand Management strategies, such as voluntary transit subsidies, carpool and vanpool*

services, employee shuttles, car sharing programs and bicycle accommodations, limiting the amount of provided parking, encouraging shared parking arrangements among appropriate uses, and permitting the inclusion of managed tandem parking spaces.

The Applicant has proffered to implement a Transportation Demand Management program to encourage rail ridership and reduce single occupancy vehicle trips.

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

The application's conformance with the applicable Guidelines is addressed in detail on Pages 1-5 of this statement.

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

The two parcels directly adjacent to the property already have legislative approvals. Care has been taken to orient pavers and other features of the Promenade to blend with that already approved to the west. Additionally, the garage entrance along the eastern façade has been placed directly across from the vehicular entrance to the 555 Herndon Parkway development.

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

The applicant anticipates attaining green building Silver certification for the development, which in and of itself requires significant sustainable building practices. Stormwater management in terms of quantity and quality will meet or exceed standards.

MODIFICATIONS

1. **Herndon Parkway Frontage**. Sect. 78.50.8.H.2 of the Zoning Ordinance requires that the streetscape improvements described in the adopted comprehensive plan and the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core be provided. The requirements call for the following, moving away from Herndon Parkway towards the development: a 2' utility strip, 8' cycle track, 4.5' landscape strip, and an 8' sidewalk. However, the HTOC document does not consider bus stops along Herndon Parkway such as the one that fronts the subject application site. This is a unique condition, unlike any other property adjacent to the Herndon Parkway. Due to this, the applicant met and coordinated with town Planning staff to develop the proposed alternative and respectfully requests the granting of this modification based on the following criteria.

   Adjacent to Herndon Parkway on the northwest frontage of the subject site there is an existing above grade electric switch that feeds several of the surrounding properties. This switch is

critical to not just this application, but to operations of multiple properties in the neighborhood and therefore must remain in service. Diligence into a significant relocation of the switch indicate it would be a substantial cost and source of schedule disruption directly impacting the feasibility of the redevelopment. The proposed minor modification to the existing location of the switch directly interferes with the required cycle track and sidewalk spacing, making it impossible to implement. In the applicant's proposed condition, a 12' shared-use path has been provided on the south side of the switch that accommodates the necessary space for pedestrians and bicyclists alike. The VDOT requirement for a shared-use path is just 10' width, so the applicant proposed condition is greater than necessary for approval and pedestrian comfort.

Additionally, the Town recently implemented a bus bay along the 575 Herndon Parkway frontage. This bus bay is a critical improvement for the community, the impending development of the Herndon Promenade, and increases in metro access at this location. However, when paired with the required Herndon Parkway streetscape elements, the bus bay creates a significant conflict with fire and emergency access. The bus bay itself is approximately 15' wide and the waiting/loading area is approximately 10' wide. Those widths paired with the HTOC requirements would put the closest building face at 47' from the curb of Herndon Parkway. This is an issue for fire and emergency access to the proposed development because the Fairfax County Fire Marshal's Office reviews plans in accordance with the Fairfax PFM, which states that the address side of the building must be ladder accessible geometrically. The applicant met with the Fire Marshal 9/10/24 in reference to this project and received his verbal approval of the provided 35' ladder accessibility and geometry. Within the currently proposed 35' the applicant is showing a 10' bus bay loading area, 6' landscape strip, and 12' shared-use path that will provide pedestrians and bicyclists a safe path to traverse the 575 frontage offset from the roadway.

2. **Private Road "A".** Sect. 78.50.8 of the Zoning Ordinance requires a landscape panel or "tree-verge" of 5 feet in width and a sidewalk, 8 feet in width, along the Property's Private Road A frontage. The applicant's proposed development includes the required 5' landscape panel and requests a modification to provide a 6' sidewalk. The proposed layout creates a primary and secondary route to and from the Herndon Metro stop, with those being the Herndon Promenade and the Sugarland Trail, respectively. The proposed 6' sidewalk is a tertiary method of accessing the Metro and will primarily be used only for residential access to and from the secondary lobby entrance of the building. This reduction in the hardscape area will allow the private street to feel more residential and oriented to the pedestrian scale. Further, the modification will enable design of a feature enabling street-level activation. The northeast corner of the building is designed for a future retail/restaurant use with separated patio seating for patrons to comfortably enjoy, while still allowing pedestrians heading south or north to pass by the patio on the proposed sidewalk. The patio would not be operationally viable for users without the requested modification.

3. **Dulles Toll Road Frontage**. Sect. 78.50.8 (h)(1) of the Zoning Ordinance requires that pedestrian accommodation of a minimum of 8 feet wide be provided. The applicant's proposed development requests a modification to provide a pedestrian-only sidewalk with a minimum width of 5 feet. Tree grates are utilized in the adjacent 5-foot wide tree pits to provide increased walking surface and tree planter protection, as suggested by HTOC Guidelines Section D. The adjacent 20-foot wide access drive is for use by emergency and service vehicles

only. Half of this drive width (10 feet) will be visually delineated as the pedestrian realm by the use of the same paving material as the sidewalk.; the remaining half is asphalt. The applicant also requests a reduction of the access drive width from 22-24 feet as listed in the HTOC guidelines to 20 feet, which is the minimum required by the Fire Department. The narrower width, along with the material change, provides a visual cue that the access drive is not for everyday public use.

4. **Electric Facilities**. Sect. 78..50.8(J)(2) of the Zoning Ordinance requires that mechanical equipment, utility boxes, dumpsters, antennas, tanks, generators, and similar apparatus and storage structures be located within primary structures or screened within parking garages or on rooftops or placed underground. The applicant's proposed condition calls for above grade transformers that are extremely well screened, proximate to the most viable utility room location internal to the building, are in a location that minimizes impact the nearest residential units, and that do not take away from the public open space/park created on the south side of the project. The provided condition is driven primarily by Dominion Energy's underground vault specifications dictating that a personnel entrance through a door will be provided from any below grade vault to a below grade garage. There is no below grade garage proposed with this project therefore the project will be unable to locate the necessary transformers and switch in an underground vault to comply with this ordinance. Alternatively, the applicant has developed a design that successfully encloses the vault in a physically screened environment that is heavily planted for further buffering between the equipment and adjacent sidewalk. Access doors have also been designed so as to not obstruct the sidewalk, even when fully open.

5. Loading Spaces.

Table 78-100.2(a) of the Zoning Ordinance requires a total of five (5) loading spaces for this project.

BUILDING USES			LOADING		
Building Use	GFA	Number of Units	Required Parking Ratios	Loading Spaces Required	Loading Spaces provided
A - Retail / Restaurant	9,222	-	1 / 3,000-14,999 GFA	1	1
B - Residential	559,921	525	1 / 200 UNITS	3	2
C - Commercial or Office	5,987	-	1 / 6000 GFA	1	1
TOTALS	575,130	525		5	4

~~Since the previous submission, the~~The Design Team has revised the loading and service areas to increase the total number of loading spaces to four (4) from three (3). Three spaces located along the east façade have been reconfigured to accommodate a WB-40 truck deeper into the building by 10 feet, preventing any encroachment onto sidewalks or crosswalks while maintaining the minimum 17' x 25' loading space dimensions within enclosed areas. In addition, we have included a proffered commitment to operational strategies that ensure all building uses will not interfere with pedestrian or travel lanes during loading activities.

Since we remain one space short of the requirement, we respectfully request approval of a reduction to four (4) loading spaces based on the following justifications:

A. Alternative Loading Solutions

Loading areas have been strategically located in recessed zones to avoid blocking sidewalks and

building entrances. The proposed configuration provides dedicated and shared loading spaces to serve all uses while maintaining an efficient site layout:

• Retail Uses: One (1) independent loading space (17' x 25') located off Private Road A.
• Residential Uses: Two (2) independent loading spaces (17' x 25') off Private Road A.
• Shared Commercial and Residential Use: One (1) shared loading space at the South Corridor with separate receiving and trash areas within the building. This loading area is essential to the success of the Promenade since it serves the adjacent Commercial component. This space/tenant will be crucial in activating the public spaces to achieve the vitality the Town has envisioned for this central amenity. A well-planned service area is crucial in attracting high-quality tenants and supporting business viability. Further, based on the applicant's residential operations experience, residential use of this density requires more than one point of waste/recycling service to maintain orderly and sanitary operations.

B. Reduced Demand for Loading Areas

The anticipated demand for dedicated loading is lower than typical standards due to proven on-site package management systems. Designated package storage areas will accommodate freight and parcel deliveries efficiently, reducing reliance on formal loading spaces.

C. Operational and Management Strategies

To ensure that the reduction in loading spaces does not negatively impact residents or city infrastructure, we propose implementing the following measures per the proffers:
• Scheduled move-in/move-out policies to minimize peak congestion.
• Loading coordination programs to efficiently manage deliveries and service vehicles.
• Clear signage and traffic management plans to optimize on-site circulation and prevent conflicts.
• Collaboration with local delivery services to coordinate drop-off schedules and use alternative access points when necessary.

6. Parking Structure Landscape Requirements

Section 78-110.5(b)(2)d requires planting islands to be a minimum of 8 feet wide and for each tree to have 120 square feet of unpaved plantings area. We are proposing a reduction in the required width and square footage due to the following considerations:

a. Availability

As written, the zoning section referenced above would require planters to have minimum interior dimensions of 8' wide by 15' long to provide 120 square feet of planting area. Standard self-contained prefabricated planters are not available at this size due to limiting factors of fabrication and installation. The use of prefabricated planters allows for simpler installation, preservation of the structural deck (from sustained water exposure/irrigation), flexibility in planter placement (being a self-contained product), ease of replacement if damaged, and the inclusion of container irrigation and tree anchoring systems (for long-term survival of trees). Modular systems that would meet these interior dimensions typically have interior partitions that would not allow a tree to access the full planter soil volume. We are instead proposing to provide the largest typical commercially available prefabricated planters, such as those shown on Sheet L-05, or their equals. These provide 32-56 square footage of planting area and 112-168 cubic feet of soil volume, with exterior widths of 4 to 7.5 feet.

b. Structural Load limitations

The installation of canopy trees and associated soil volume imposes a significant dead load on the structure, reducing the area of planting islands will allow us to maintain structural integrity while incorporating appropriate landscaping. The Applicant did vet this point through the general contractor and pre-cast garage subcontractor.

c. Safety and Visibility
   Most of the planters are located within standard parking spaces. With a proposed height of at least 3 feet, 15 foot by 8 foot planters would reduce visibility and maneuverability of parking vehicles. Using smaller planters will provide greater tolerances for vehicular visibility, door swings and safe turning movements.
d. Alignment with Sustainability Goals
   This request balances TOH sustainable design, aesthetic quality, and functional development while recognizing the constraints of rooftop installations.

CONCLUSION

In short, the inclusion of implementable, single phase multifamily residential development in the HTOC, as proposed in this application, incentivizes further development in the HTOC and now, with the adoption of the TRG Small Area Plan, will spur development within the TRG area. The application also proposes a viable amount of retail/restaurant in the appropriate locations on the Property. A commercial space of appropriate size is proposed directly adjacent to Metro and will be marketed as office, co-worker space, or other commercial as the market dictates. But rooftops are needed first to then bring commercial, retail and office uses to the area.

To the Applicant's knowledge, there are no hazardous or toxic substances on the Property.

For these reasons and others included in this statement, the Applicant respectfully requests staff and the Planning Commission support and Town Council approval of this application.

Respectfully submitted,

/LRG/

Lori R. Greenlief
Senior Land Use Planner
McGuireWoods LLP

Summary report: Litera Compare for Word 11.14.0.42 Document comparison done on 2/12/2026 2:58:49 PM	
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Intelligent Table Comparison: Active	
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Move To	0
Table Insert	0
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Embedded Graphics (Visio, ChemDraw, Images etc.)	0
Embedded Excel	0
Format changes	0
Total Changes:	8

575 HERNDON PARKWAY

GENERAL DEVELOPMENT PLAN

TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

MAY 08, 2024
NOVEMBER 22, 2024
MAY 14, 2025
OCTOBER 15, 2025
FEBRUARY 13, 2026



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CIVIL

PDF SEQ		
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3.	C-02A	EXISTING CONDITIONS
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5.	C-03A	PROPOSED AND REMAINING EASEMENT EXHIBIT
6.	C-04	METRO CONTEXT PLAN
7.	C-05	EXISTING VEGETATION MAP
8.	C-06	NOTES AND TABULATIONS
9.	C-07	DEVELOPMENT PLAN
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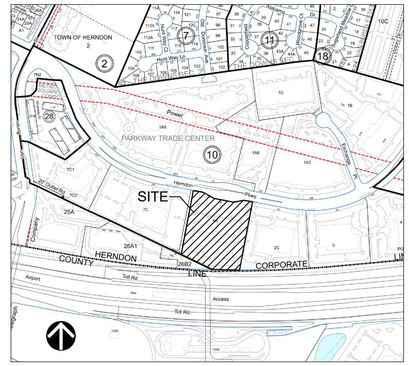

TAX MAP / VICINITY MAP
SCALE: 1" = 500'

OWNER / APPLICANT
BRISTOL HERNDON PARKWAY, LLC.
700 NEW HAMPSHIRE, SUITE 709
WASHINGTON, DC 20037

AGENT
WOODFIELD DEVELOPMENT COMPANY, LLC.
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RICK ROWLAND

ATTORNEY
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GREG RIEGLE

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TYSONS, VA 22182
THOMAS DINNENY

ENGINEER
VIKA VIRGINIA, LLC
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TYSONS, VA 22102
ROBERT COCHRAN

LANDSCAPE ARCHITECT
STUDIO39 LANDSCAPE ARCHITECTURE, P.C.
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ALEXANDRIA, VA 22310
DAN DOVE

TRANSPORTATION
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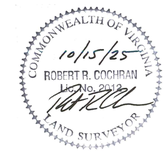
MIKE PINKOSKE



TAX MAP NOS. (2024) 16-4 ((10)) PARCEL 6A

VIKA #VV7815B
SHEET C-01

FILE: Q:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_Cover Sheet.dwg USER: johnson DATE: Feb, 07 2026 TIME: 11:46 am

NOTES:

1. THE SUBJECT PROPERTY IS IDENTIFIED ON FAIRFAX COUNTY TAX MAP AS TAX MAP #016-4-10-0006A AND IS ZONED PD-TOC (PLANNED DEV-TRANSIT ORIENTED CORE).
2. THE SUBJECT PROPERTIES ARE LOCATED IN ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP (FIRM) NUMBER 51059C0110E, COMMUNITY PANEL 515525 0110 E, FOR FAIRFAX COUNTY, VIRGINIA, DATED SEPTEMBER 17, 2010. ZONE "X" IS NOT IDENTIFIED AS A SPECIAL FLOOD HAZARD ZONE AREA.
3. THE HORIZONTAL DATUM SHOWN HEREON IS REFERENCED TO THE VIRGINIA COORDINATE SYSTEM OF 1983 (VCS83).
4. THE VERTICAL DATUM SHOWN HEREON IS REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29).
5. THE HORIZONTAL AND VERTICAL DATUMS SHOWN HEREON ARE BASED ON A GPS SURVEY PERFORMED BY VIKA VIRGINIA, LLC ON FEBRUARY 6, 2024 USING THE FOLLOWING CORS STATIONS: LOYB LORTON VA – 0576 (NGS PID DH7960); VAGV GAINESVILLE VA – 0588; AND VAAH ASHBURN VA – 0591, AND A COMBINED SCALE FACTOR OF 0.999959696. THE ELEVATION CONVERSION OF THE VERTICAL DATUM FROM THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) TO (NGVD29), USING A DIFFERENCE OF +0.69', WAS CALCULATED USING ARMY CORPS OF ENGINEERS' CORPSCON 6.0.1 CONVERSION TOOL.
6. THE HORIZONTAL CLOSURE AND ACCURACY OF THE SURVEY CONTROL USED TO PERFORM THIS SURVEY IS 1:257,864 WHICH EXCEEDS THE MINIMUM PRECISION OF 1:20,000 WITH THE ATTENDANT ANGULAR CLOSURE WHICH SUSTAINS THE ERROR OF CLOSURE.
7. THERE IS NO OBSERVED EVIDENCE OF CEMETERIES OR BURIAL GROUNDS ON THE SUBJECT PROPERTY.
8. UTILITY LINES MAY NOT BE SHOWN AS ACTUAL WIDTHS AND SIZES.
9. THIS SURVEY DEPICTS THE LOCATIONS OF ENCUMBRANCES AFFECTING THE PROPERTY THAT HAVE BEEN IDENTIFIED IN THE TITLE COMMITMENT REFERENCED HEREON, FURNISHED TO VIKA VIRGINIA, LLC FOR THIS SITE. IF THERE ARE ENCUMBRANCES AFFECTING THE PROPERTY THAT ARE NOT LOCATABLE, OR THAT WERE NOT IDENTIFIED IN THE REFERENCED TITLE COMMITMENTS, THEY MAY NOT BE SHOWN ON THIS SURVEY. FOR EXAMPLE, CERTAIN HIGHWAYS HAVE "LIMITED ACCESS LINES" THAT HAVE BEEN ESTABLISHED BY HIGHWAY PLANS THAT ARE OFTEN NOT RECORDED IN THE LAND RECORDS OF THAT JURISDICTION.
10. TITLE COMMITMENT PROVIDED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO. VA-23-4091 WITH A COMMITMENT DATE OF SEPTEMBER 15, 2023 AT 8:00 A.M. HAS BEEN INCORPORATED INTO THIS SURVEY. ALL KNOWN, PLOTTABLE EASEMENTS OF RECORD ARE SHOWN HEREON.
11. CONTOUR INTERVAL SHOWN HEREON IS 2'-0".
12. THE SUBJECT PROPERTY DOES NOT LIE IN A RESOURCE PROTECTION AREA (RPA) PER FAIRFAX COUNTY CHESAPEAKE BAY PRESERVATION AREAS MAP NO. 016-4, DATED: 08/01/2005.
13. THE EXISTING CONDITIONS SURVEY WAS COMPLETED UNDER THE DIRECT RESPONSIBLE CHARGE OF FRANKLIN E. JENKINS, LS FROM AN ACTUAL GROUND SURVEY MADE UNDER MY SUPERVISION; THAT THE ORIGINAL DATA WAS OBTAINED ON MARCH 6, 2024; AND THAT THIS PLAN/PLAT MEETS MINIMUM HORIZONTAL AND VERTICAL ACCURACY STANDARDS UNLESS OTHERWISE NOTED.
14. SUE QUALITY LEVEL B (QL-B) – FIELD SURVEY UTILIZING SURFACE GEOPHYSICAL TECHNIQUES TO DETERMINE THE EXISTENCE AND APPROXIMATE HORIZONTAL POSITION OF UNDERGROUND UTILITIES WITHIN THE AREA OF INTEREST. UTILITIES LOCATED OUTSIDE THE AREA OF INTEREST ARE QL-C OR QL-D. GRAVITY DEPENDENT UTILITY SYSTEMS (STORM AND SANITARY SEWERS) SHOWN HEREON ARE NOT INCLUDED IN THE QL-B SURVEY.; FIELD SURVEY OF VISIBLE ABOVE-GROUND UTILITY FACILITIES, SUCH AS MANHOLES, VALVE BOXES, POSTS, ETC.; IN ADDITION TO EXISTING UTILITY RECORDS (SEE SUBSURFACE UTILITY LEVEL B DESIGNATION WORKSHEET FOR ADDITIONAL INFORMATION ON QL-B SURVEY)).

AREA TABULATION:

TAX MAP 016-4-10-0006A: 202,120 SF OR 4.6004 AC

CURVE TABLE						
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD BRG	CHORD
C1	194.49'	7439.44'	001°29'52"	97.25'	N88°48'18"W	194.48'

LEGEND:

- BUILDING LINE
- CABLE TV CONDUIT
- ELECTRICAL CONDUIT
- EDGE OF PAVEMENT
- FENCE LINE
- NATURAL GAS CONDUIT
- OVERHEAD WIRES
- TELECOM CONDUIT
- PROPERTY LINES
- PUBLIC UTILITIES EASEMENTS
- SANITARY SEWER CONDUIT
- STORM DRAIN CONDUIT
- WATER CONDUIT

- ELECTRICAL MANHOLE
- ELECTRICAL JUNCTION BOX
- GUY POLE
- LIGHT POLE
- GROUND LIGHT
- UTILITY POLE
- PHONE MANHOLE
- PHONE PEDESTAL
- CABLE TELEVISION PEDESTAL
- GAS VALVE
- GAS MANHOLE
- GAS MARKER
- TRAFFIC CONTROL BOX
- TRAFFIC SIGNAL POLE

- STORM DRAIN MANHOLE
- CATCH BASIN RIM
- INLETS
- CURB INLET
- SANITARY MANHOLE
- SANITARY CLEANOUT
- WATER METER
- WATER MANHOLE
- WATER VALVE
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION
- IRRIGATION CONTROL VALVE
- WELL
- WSO

- TREE
- HANDICAP
- PARKING METER
- HVAC UNIT
- UNKNOWN UTILITY MANHOLE
- BOLLARD
- COLUMN
- CENTERLINE
- SOIL BORING
- TEST PIT

- SIGN POST
- WOOD POST
- IRON PIPE FOUND
- REBAR FOUND
- PKNAIL FOUND
- DRILL HOLE FOUND
- BENCHMARK

- N NORTH
- S SOUTH
- E EAST
- W WEST
- (R) RECORD INFORMATION
- (M) MEASURED INFORMATION
- (X) PARKING COUNT

- CONC CONCRETE
- C&G CURB AND GUTTER
- TRANS ELECTRICAL TRANSFORMER
- ASPH ASPHALT
- ESMT EASEMENT
- BLDG BUILDING
- RCP REINFORCED CONCRETE PIPE
- CMP CORRIGATED METAL PIPE
- R/W RIGHT-OF-WAY
- HCR HANDICAP RAMP
- DB DEED BOOK
- PG PAGE
- BRL BUILDING RESTRICTION LINE
- SW SIDEWALK

LAYOUT: C-02 EX COND, Plotted By: johnson

VIKA VIRGINIA, LLC
8180 Greensboro Dr., Suite 200
Tysons, VA 22102
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OWNER/APPLICANT:
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ARCHITECT:
DCS DESIGN
8614 WESTWOOD CENTER DRIVE, SUITE 800
TYSONS, VA 22182

LANDSCAPE ARCHITECT:
STUDIO39 LANDSCAPE ARCHITECTURE, P.C.
6416 GROVEDALE DRIVE, SUITE 100-A
ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
FRANKLIN E. JENKINS
Lic No. 2061
02-13-2026
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

EXISITING CONDITIONS

DRAWN BY:
DESIGNED BY:
DATE ISSUED: 05/08/2024

DWG. SCALE: 1' = 30'
VIKA NO. 7815B
SHEET NO. C-02

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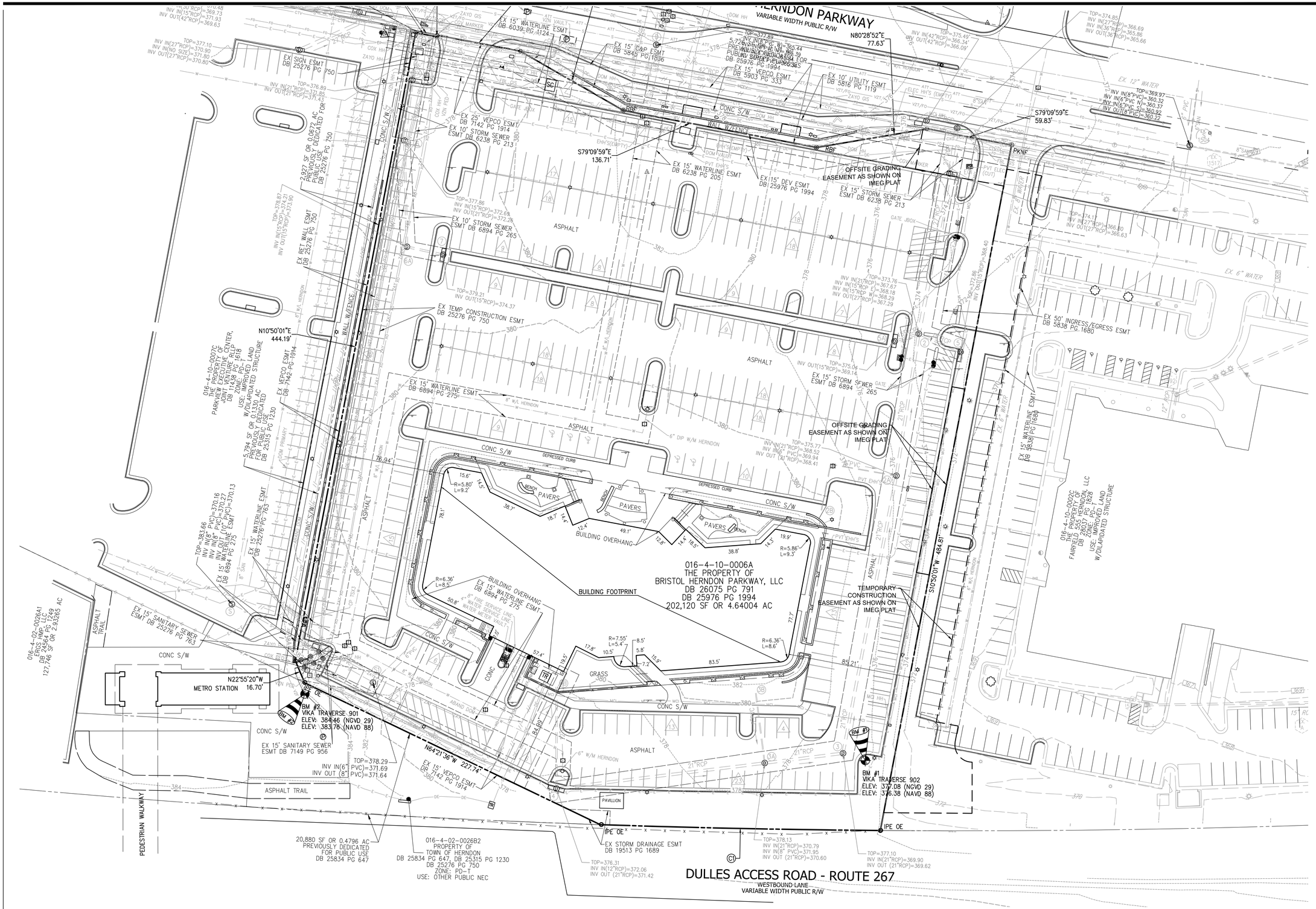

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FRANKLIN E. JENKINS
Lic No. 2061
02-13-2026
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

EXISITING CONDITIONS

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DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 30'
VIKA NO.	7815B
SHEET NO.	C-02A

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LAYOUT: C-02A EX COND, Plotted By: Johnson

NOTES:

1. THE SUBJECT PROPERTY IS IDENTIFIED ON FAIRFAX COUNTY TAX MAP AS TAX MAP #016-4-10-0006A AND IS ZONED PD-T.
2. THE SUBJECT PROPERTY IS LOCATED IN ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN) AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP (FIRM) NUMBER 51059C0110E, COMMUNITY PANEL 515525 0110 E, FOR FAIRFAX COUNTY, VIRGINIA., DATED SEPTEMBER 17, 2010 ZONE "X" IS NOT IDENTIFIED AS A SPECIAL FLOOD HAZARD ZONE AREA.
3. THE HORIZONTAL DATUM SHOWN HEREON IS REFERENCED TO VIRGINIA COORDINATE SYSTEM OF 1983 (VCS83).
4. TITLE COMMITMENT PROVIDED BY FIRST AMERICAN TITLE COMPANY, COMMITMENT NO. VA-23-4091 WITH A COMMITMENT DATE OF JUNE 2, 2023 AT 8:00 AM AND A REVISION DATE OF SEPTEMBER 15, 2023 AT 8:00 AM HAS BEEN INCORPORATED INTO THIS SURVEY. ALL KNOWN PLOTTABLE EASEMENTS OF RECORD ARE SHOWN HEREON.

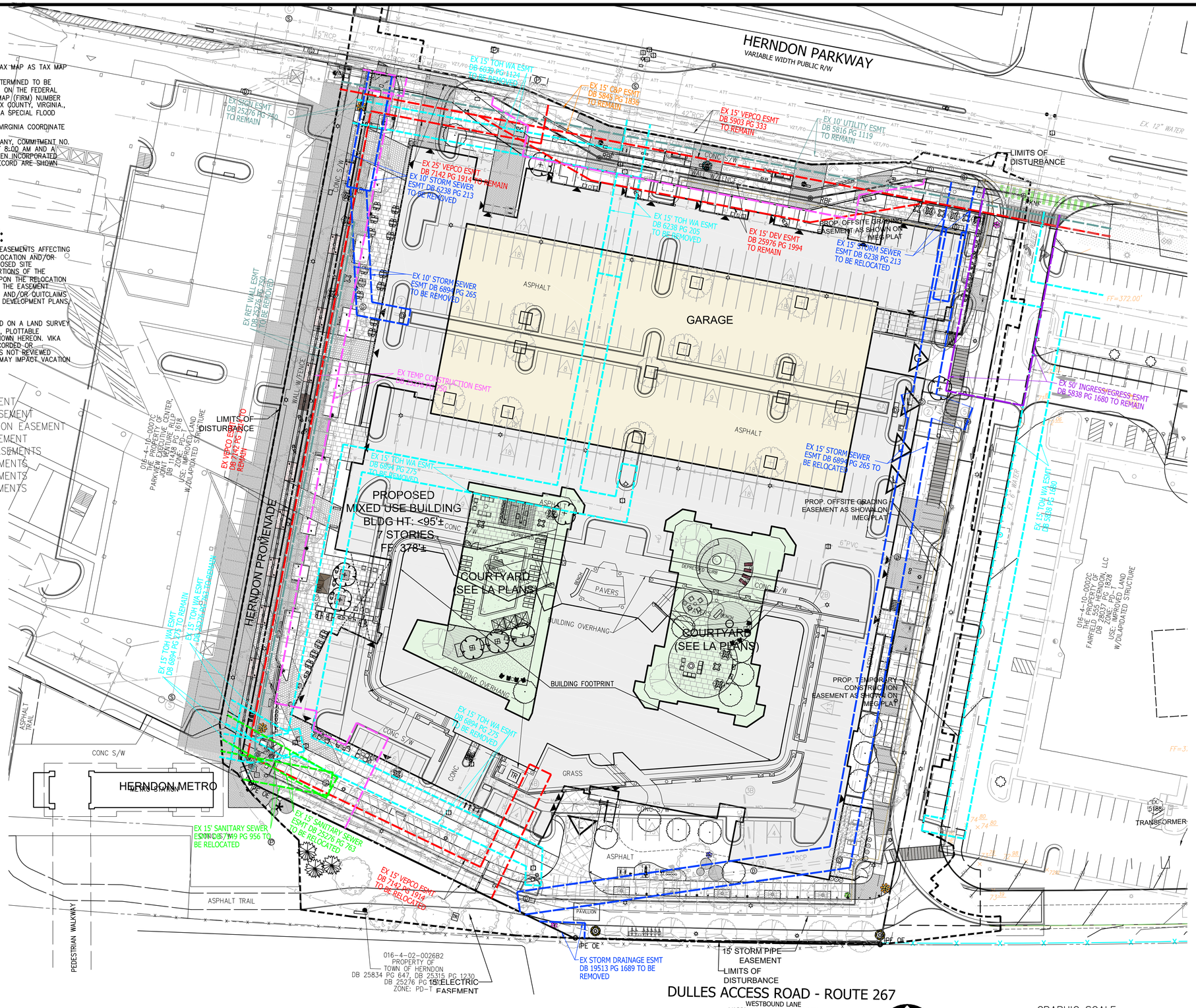
EASEMENT VACATION NOTE:

THIS EXHIBIT HAS BEEN PREPARED TO IDENTIFY KNOWN, EXISTING EASEMENTS AFFECTING THE APPLICATION PROPERTY FOR WHICH EASEMENT VACATION, RELOCATION AND/OR QUITCLAIM AGREEMENTS WILL BE NECESSARY BASED ON THE PROPOSED SITE DEVELOPMENT PROGRAM AS SHOWN ON THE SE PLAT. ALL OR PORTIONS OF THE EASEMENTS SHOWN MAY REQUIRE VACATION AND/OR QUITCLAIM UPON THE RELOCATION OR ABANDONMENT OF THE FACILITIES COVERED BY THE TERMS OF THE EASEMENT DOCUMENTS AND AGREEMENTS. THE EXTENTS OF SUCH VACATIONS AND/OR QUITCLAIMS ARE SUBJECT TO CHANGE AND WILL BE DETERMINED WITH FUTURE DEVELOPMENT PLANS, PLATS, AND/OR SITE PLANS.

THE LOCATION OF THE EXISTING EASEMENTS AS SHOWN ARE BASED ON A LAND SURVEY PREPARED BY VIKA (SEE SURVEY NOTES THIS SHEET). ALL KNOWN, PLOTTABLE EASEMENTS, AS LISTED IN THE REFERENCED TITLE REPORT ARE SHOWN HEREON. VIKA DOES NOT REPRESENT THAT ALL SUCH EASEMENTS OR OTHER RECORDED OR UNRECORDED AGREEMENTS OR SERVITUDES ARE SHOWN. VIKA HAS NOT REVIEWED LIMITING CONDITION OF EASEMENTS OR OTHER AGREEMENTS THAT MAY IMPACT VACATION OR RELOCATION.

LEGEND:

- TEMP EASEMENT
- ELECTRIC EASEMENT
- COMMUNICATION EASEMENT
- ACCESS EASEMENT
- SANITARY EASEMENTS
- STORM EASEMENTS
- WATER EASEMENTS
- OTHER EASEMENTS



GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

VIKA VIRGINIA, LLC
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Our Site Set on the Future.

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RESUBMISSION	02/13/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
ROBERT B. COCHRAN
LICENSED LAND SURVEYOR
2/13/26

575 HERNDON PARKWAY

TOWN OF HERNDON

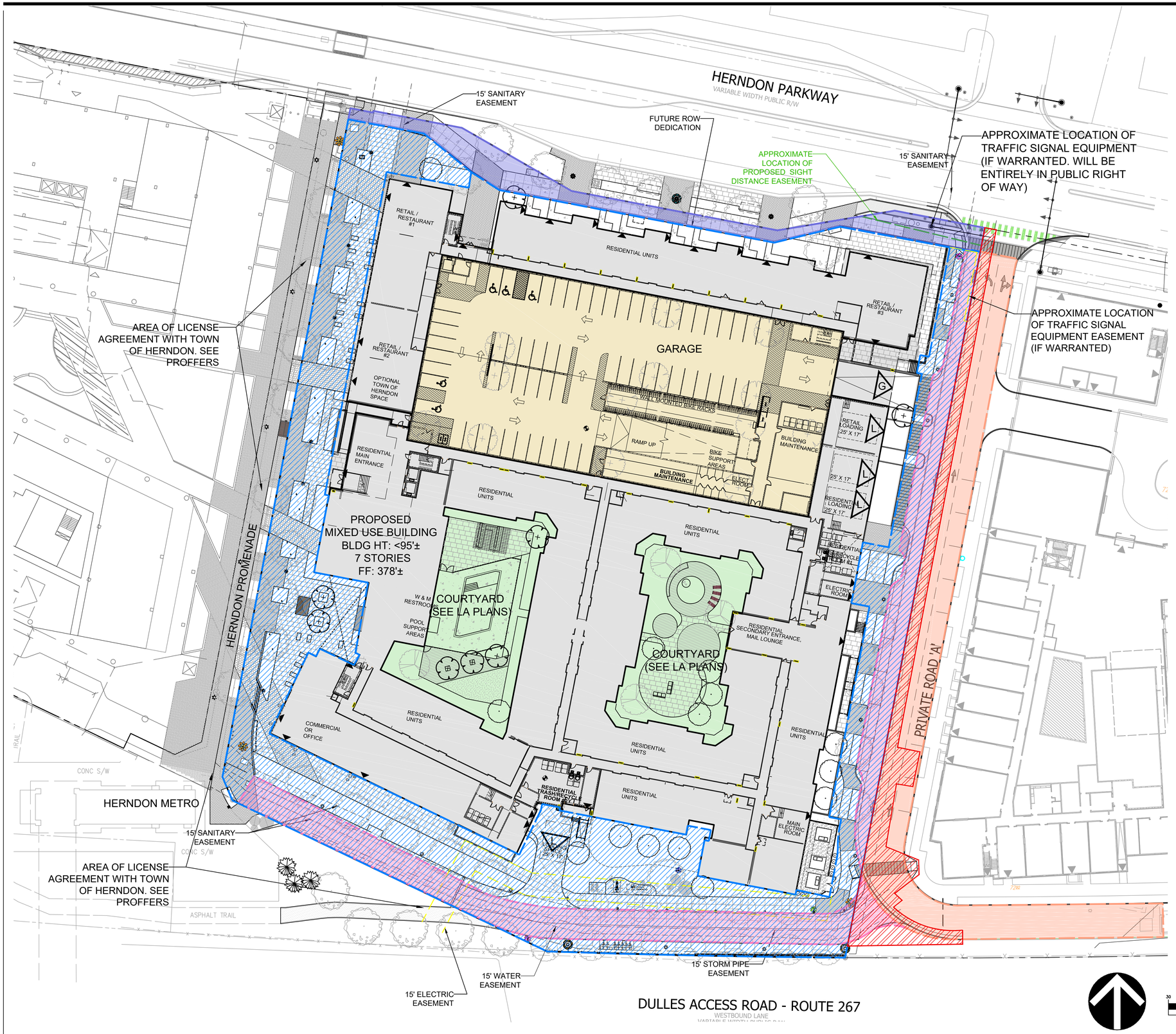
FAIRFAX COUNTY, VIRGINIA

EXISTING EASEMENT OVERLAY

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 30'
VIKA NO.	7815B
SHEET NO.	C-03

FILE: O:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815B EASEMENT OVERLAY.dwg USER: Johnson DATE: February 7, 2026 TIME: 12:49:00 PM LAYOUT: C-03 EASEMENT OVERLAY

LAYOUT: C-03 EASEMENT OVERLAY, Plotted By: johnson



LEGEND:

- PEDESTRIAN ACCESS
- BUILDING AT GRADE
- BUILDING ABOVE GRADE
- APPROXIMATE LOCATION OF FUTURE PUBLIC ACCESS EASEMENT
- AREA OF RIGHT OF WAY DEDICATION
- EMERGENCY ACCESS EASEMENT
- EXISTING EMERGENCY ACCESS EASEMENT TO REMAIN
- TEMPORARY CONTRUCTION EASEMENT PER COORDINATION WITH ADJACENT OWNER

NOTE:

- ALL PROPOSED EASEMENTS ARE CONCEPTUAL AND WILL BE FINALIZED AT THE TIME OF FINAL SITE PLAN.
- EXISTING EASEMENTS TO REMAIN CAN BE FOUND ON SHEET C-03.
- EMERGENCY ACCESS EASEMENT TO BE GRANTED TO CONNECT 575 REAR EMERGENCY ACCESS TO FUTURE DEVELOPMENT FIRE LANE/EMERGENCY ACCESS EASEMENT AREA WHEN ADJACENT SITE REDEVELOPS

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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700 NEW HAMPSHIRE, SUITE 709
WASHINGTON, DC 20037

ARCHITECT:
DCS DESIGN
8614 WESTWOOD CENTER DRIVE, SUITE 800
TYSONS, VA 22182

LANDSCAPE ARCHITECT:
STUDIO39 LANDSCAPE ARCHITECTURE, P.C.
6416 GROVEDALE DRIVE, SUITE 100-A
ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
ROBERT B. COCHRAN
LICENSED
LAND SURVEYOR
2/13/26

575 HERNDON PARKWAY

TOWN OF HERNDON

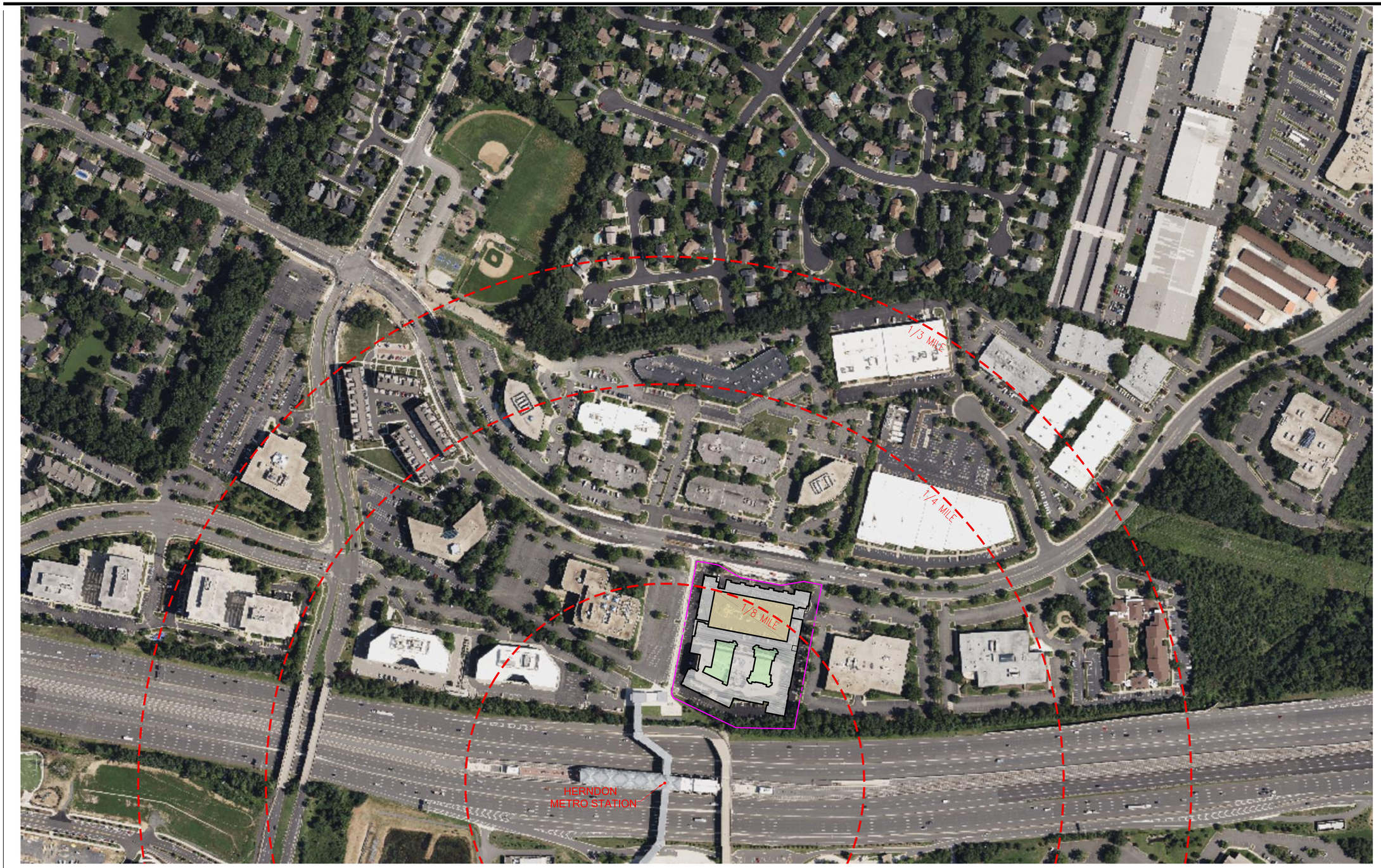
FAIRFAX COUNTY, VIRGINIA

PROPOSED AND REMAINING EASEMENT EXHIBIT

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 30'
VIKA NO.	7815B
SHEET NO.	C-03A

FILE: CL\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_EASEMENT AND MODS PLAN.dwg USER: Johnson DATE: February 7, 2026 TIME: 12:10:23 PM LAYOUT: C-03A PROP ESMT

LAYOUT: C-03A PROP ESMT, Plotted By: Johnson



GRAPHIC SCALE

150 0 75 150 300 600

(IN FEET)
1 inch = 150 ft.

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RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026

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2/13/26
ROBERT B. COCHRAN
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

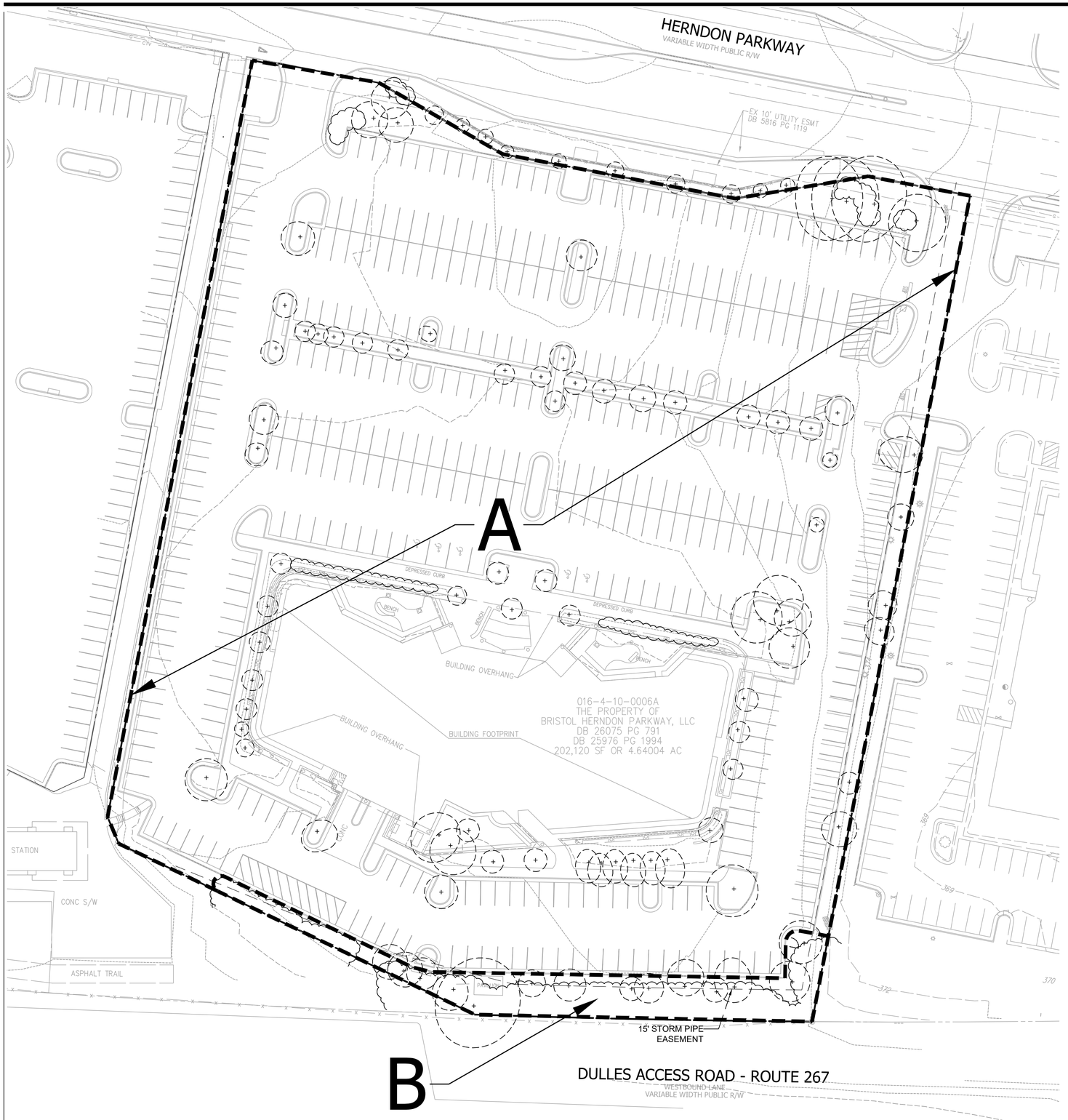
FAIRFAX COUNTY, VIRGINIA

METRO CONTEXT PLAN

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 150"
VIKA NO.	7815B
SHEET NO.	C-04

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_CONTEXT.dwg USER: Bentley DATE: October 15, 2025 TIME: 8:30:36 AM LAYOUT: C-04 CONTEXT

LAYOUT: C-04 CONTEXT, Plotted By: Bentley



LEGEND

EXISTING TREE

EXISTING VEGETATION COVER TYPE COMMUNITY

EXISTING TREE LINE

TOTAL SITE / APPLICATION AREA: 202,120 SF
TOTAL EXISTING TREE CANOPY: 25,354.49 SF
AREA - A = 194,876.30 SF
AREA - B = 7,243.70 SF
NO EXISTING CANOPY TO BE PRESERVED

EVM COVER TYPE SUMMARY TABLE

EVM INDEX	COVER TYPE	SUCCESSIONAL STAGE	AREA (SF)	COVER CONDITION	PRIMARY SPECIES	COMMENTS
A	DEVELOPED LAND	SUB-CLIMAX	177,049	GENERALLY GOOD	SEE VEGETATION COVER TABLE	EXISTING OFFICE BUILDING, SURFACE PARKING AND SITE LANDSCAPING.
B	UPLAND FOREST W/ LANDSCAPE	SUB-CLIMAX	18,536	GENERALLY GOOD	SEE VEGETATION COVER TABLE	REMNANT TREE PRESERVE AREA WITH SUPPLEMENTAL LANDSCAPING.
		TOTAL AREA	195,585			

\\VA-PROJECTS2.vika.com\projects\Projects\7815\7815B\DATA\Landscape & Trees\EVM Plan Data\2024.05.07\[EVM Cov Typ Tbl (2023.05.07).xlsx]Sheet1

EXISTING INVASIVE VEGETATION IDENTIFIED

Ailanthus altissima - Tree-of-Heaven
Celastrus orbiculatus - Orental Bittersweet
Elaeagnus umbellata - Autum Olive
Elaeagnus alatus - Winged Euonymus
Lonicera japonica - Japanese Honeysuckle
Morus alba - White Mulberry
Pyrus calleryana- Callery Pear
Vitis spp - Wild Grape

\\VA-PROJECTS2.vika.com\projects\Projects\7815\7815B\DATA\Landscape & Trees\EVM Plan Data\2024.05.07\[EVM Veg Sched (2024.05.07).xlsx]Invasive

EXISTING VEGETATION MAP NARRATIVE

NINETY-SIX PERCENT (96%) OF THE APPLICATION SITE HAS BEEN DEVELOPED WITH AN OFFICE BUILDING, PERIPHERAL AND INTERNAL LANDSCAPING AND ASPHALT SURFACE PARKING WITH INTERIOR PARKING LOT LANDSCAPING. THE PARKING COMPOUND HAS PERIPHERAL AND INTERNAL PARKING LOT LANDSCAPING CONSISTING OF TREES, SHRUBS AND LAWN TURF. THE EXISTING PLANT MATERIAL IN THE SURFACE PARKING AND AT THE PERIPHERAL PARKING COMPOUND AREA APPEARS MARGINALLY MAINTAINED. THE SUCCESSIONAL STAGE OF THE PLANT MATERIAL IS SEMI-MATURE TO MATURE. THE PLANT MATERIAL OVERALL SHOWS FAIR TO GOOD VIGOR VITALITY AND HEALTH.HOWEVER, DURUNG THE EXISTING VEGETATION INVENTORY A NOTABLE AMOUNT OF UPPER CANOPY DEADWOOD AND STEM DAMAGE WAS OBSERVED IN THE PARKING LOT VEGETATION CANOPIES. THIS CONDITION MAY BE A RESULT OF THE PARKING LOT VEGETATION GROWTH HAS EXCEEDED THE AMOUNT OF SOIL PANEL AREA/VOLUME AND PERVIOUSINESS REQUIRED FOR SUCCESSIONAL GROWTH TO CONTINUE.
REMNANT WOODED AREA-B SHOWS GOOD HEALTH, VIGOR AND VITALITY. HOWEVER, INVASIVE VEGETATION WAS OBSERVED TO POPULATE PORTIONS OF THE REMNANT AREA.

THIS APPLICATION CALLS FOR A FULL REDEVELOPMENT OF THE APPLICATION AREA. WITH THIS APPLICATION ADDITIONAL LANDSCAPE AREAS ARE PROPOSED.

q:\projects\7815\7815b\data\landscape & trees\evm plan data\2\evm narrative (2023.02.25).doc<

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

SIGNATURE_____

DATE _____

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
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RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026

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LICENSED
LAND SURVEYOR
2/13/26

575 HERNDON PARKWAY

TOWN OF HERNDON

DRANESVILLE DISTRICT
FAIRFAX COUNTY, VIRGINIA

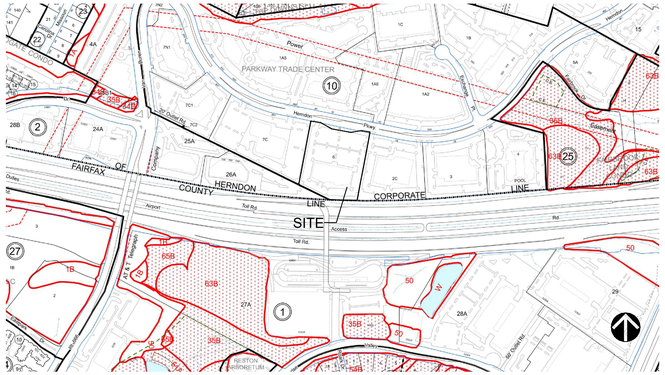
EXISTING VEGETATION MAP

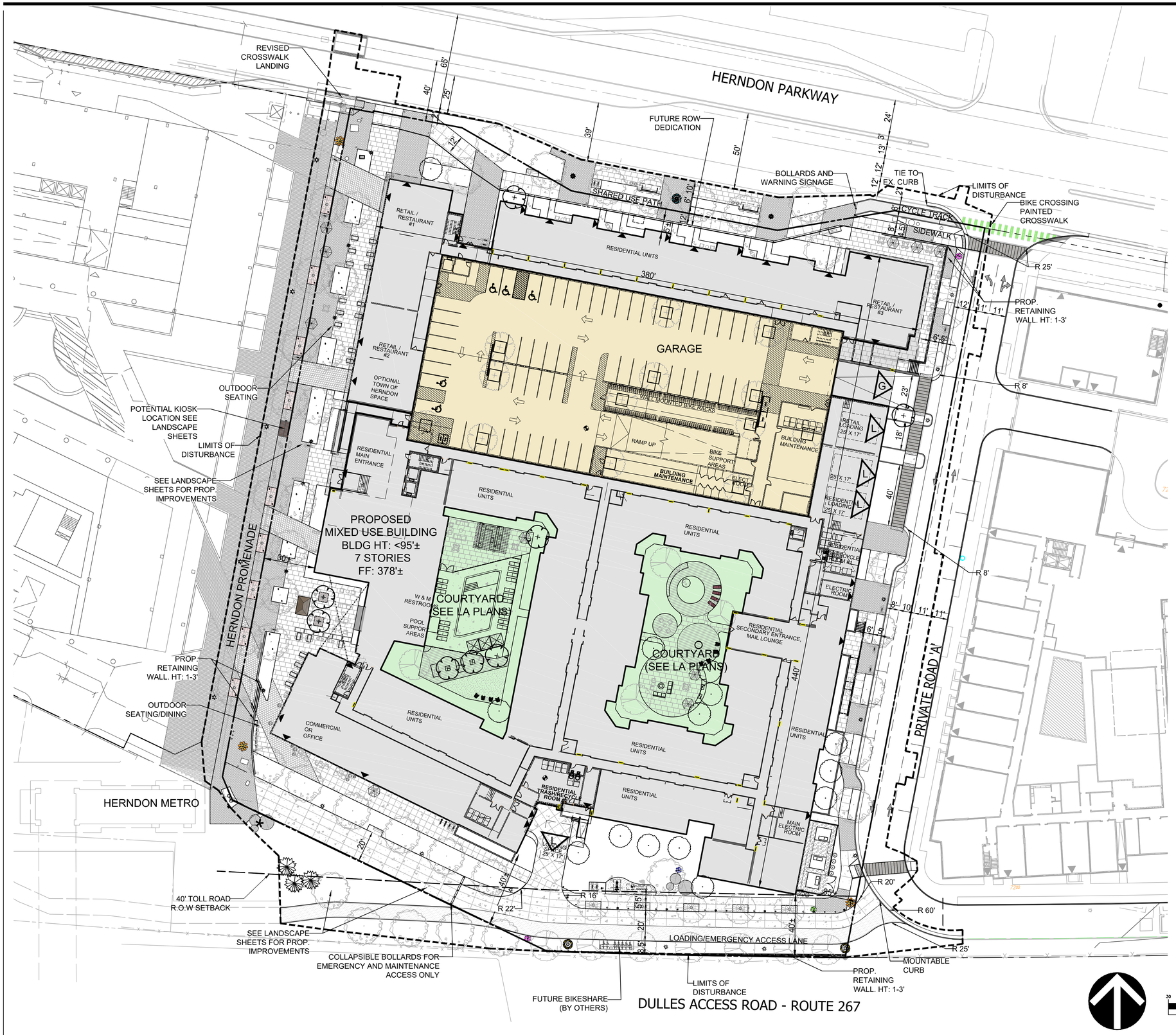
DRAWN BY:
DESIGNED BY:
DATE ISSUED: 05/08/2024

DWG. SCALE: 1' = 30'
VIKA NO. 7815B
SHEET NO. C-05

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_EVM.dwg USER: Bentley DATE: October 15, 2025 TIME: 8:31:21 AM LAYOUT: C-05 EVM

LAYOUT: C-05 EVM, Plotted By: Bentley


PARKWAY TRADE CENTER
FAIRFAX COUNTY
HERNDON
CORPORATE LINE
SITE
Power
Runway
Taxiway
Toll Rd.
Access
Dulles Airport
Dulles Toll Rd.
Sterling Blvd.
Elden St.
Herndon Pkwy.
Monroe St.
Van Buren St.
Worldgate Dr.
Fairfax County Parkway
Sunset Hills Rd.
Centreville Rd.
Herndon Monroe Metro Station
Herndon Monroe Garage
Herndon Monroe Parkway
Herndon Monroe Metro Station Access
Herndon Monroe Metro Station Kiss & Ride
Herndon Monroe Metro Station Bus Bay
Herndon Monroe Metro Station Bus Bay
Herndon Monroe Metro Station Bus Bay



LEGEND:

- PEDESTRIAN ACCESS
- LIMITS OF DISTURBANCE
- BUILDING AT GRADE
- BUILDING ABOVE GRADE
- LOADING ACCESS
- GARAGE ACCESS

NOTES:

- SEE LANDSCAPE SHEETS FOR CHANGE OF PAVEMENT DETAILS

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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ARCHITECT:
DCS DESIGN
8614 WESTWOOD CENTER DRIVE, SUITE 800
TYSONS, VA 22182

LANDSCAPE ARCHITECT:
STUDIO39 LANDSCAPE ARCHITECTURE, P.C.
6416 GROVEDALE DRIVE, SUITE 100-A
ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
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RESUBMISSION	02/13/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
ROBERT B. COCHRAN
LICENSED
LAND SURVEYOR
2/13/26

575 HERNDON PARKWAY

TOWN OF HERNDON

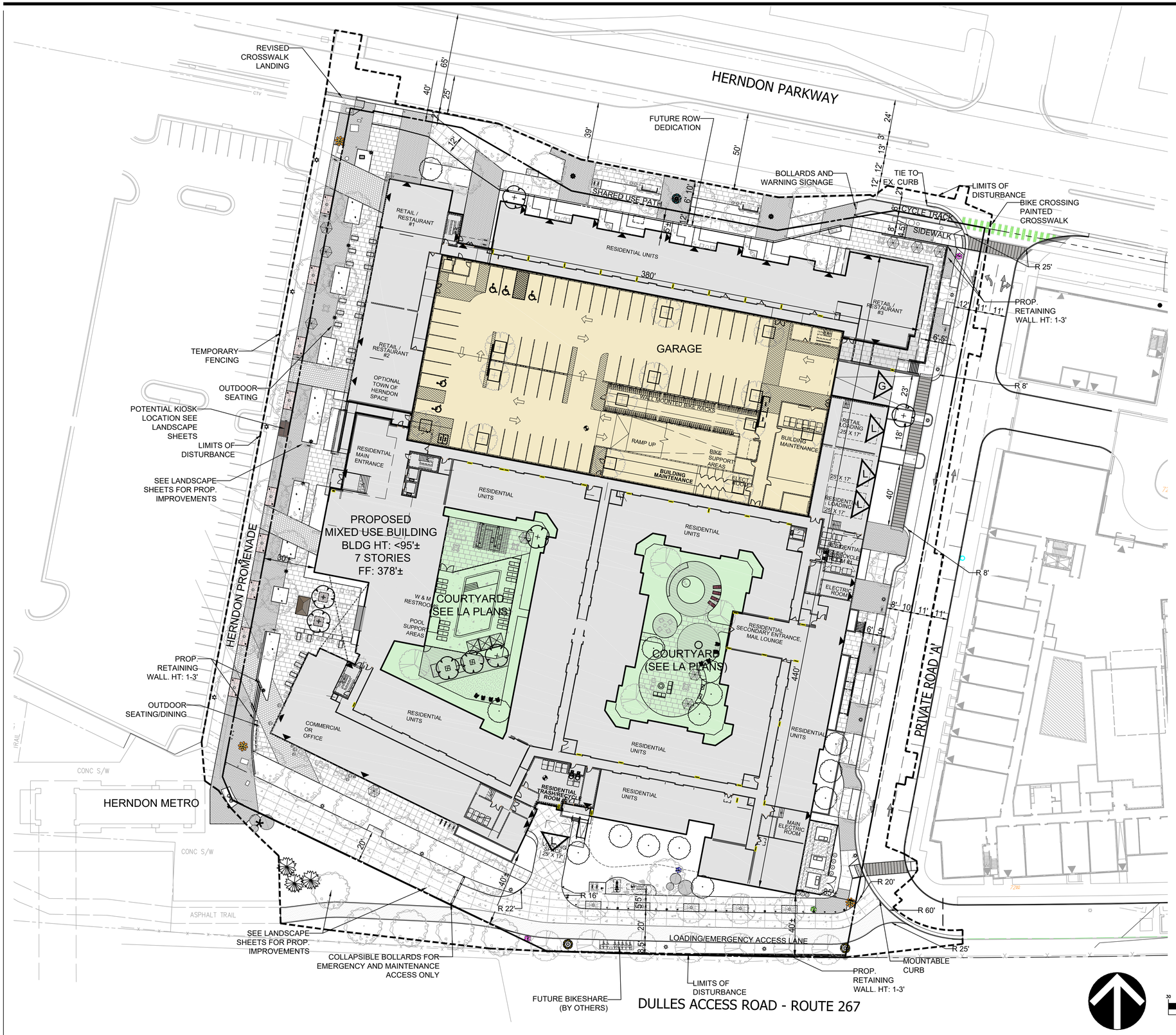
FAIRFAX COUNTY, VIRGINIA

DEVELOPMENT PLAN

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 30'
VIKA NO.	7815B
SHEET NO.	C-07

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_DEVELOPMENT PLAN.dwg USER: Johnson DATE: February 7, 2026 TIME: 12:28:38 PM LAYOUT: C-07 DEVELOPMENT PLAN

LAYOUT: C-07 DEVELOPMENT PLAN, Plotted By: Johnson



LEGEND:

- PEDESTRIAN ACCESS
- LIMITS OF DISTURBANCE
- BUILDING AT GRADE
- BUILDING ABOVE GRADE
- LOADING ACCESS
- GARAGE ACCESS

NOTES:

- SEE LANDSCAPE SHEETS FOR CHANGE OF PAVEMENT DETAILS.
- THE PURPOSE OF THIS SHEET IS TO DEMONSTRATE PROPOSED CONDITIONS TO THE WESTERN SIDE OF THE SITE AND PROMENADE UNTIL THE ADJACENT DEVELOPMENT IS CONSTRUCTED.

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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ROBERT B. COCHRAN
LICENSED
LAND SURVEYOR
2/13/26

575 HERNDON PARKWAY

TOWN OF HERNDON

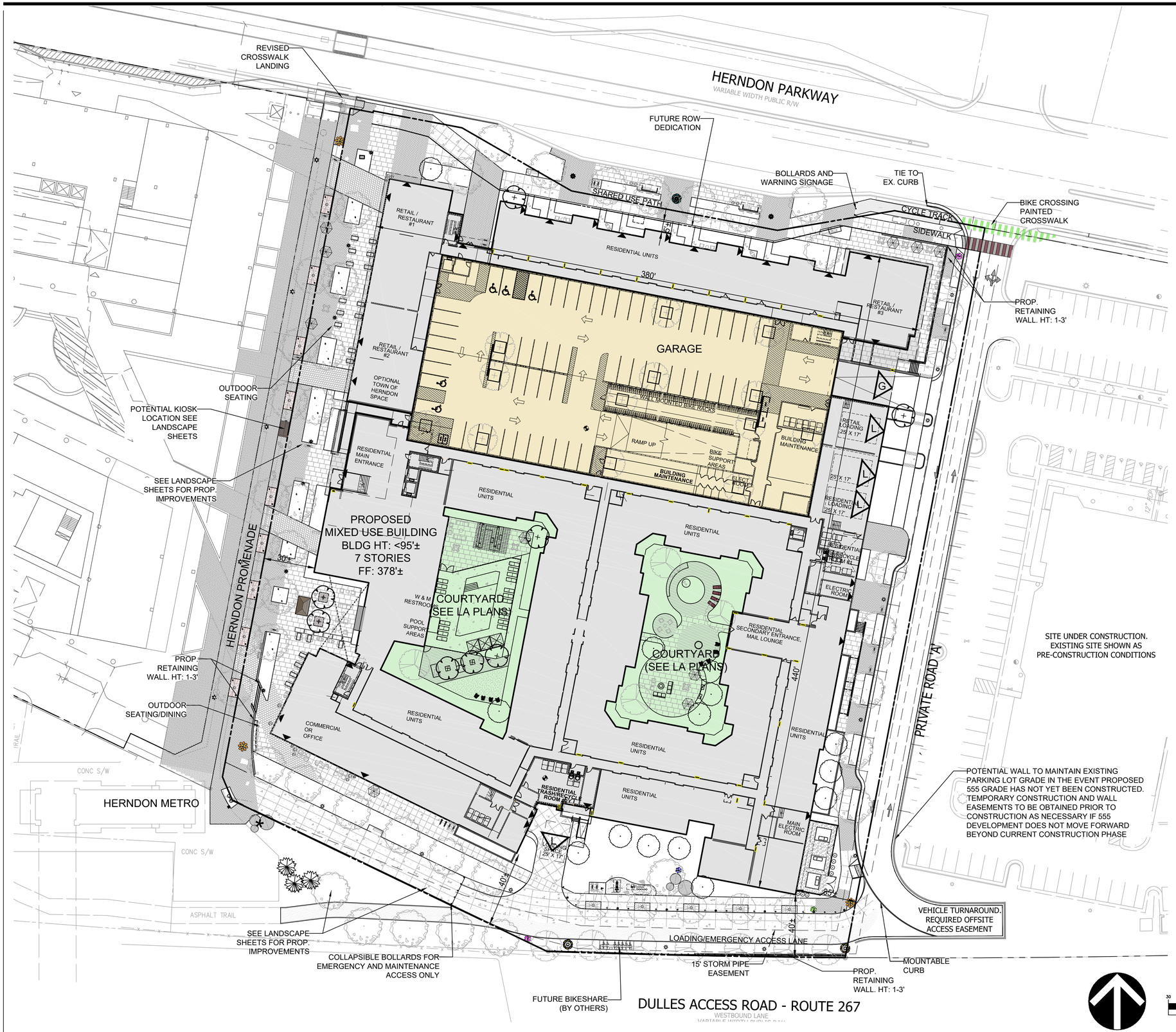
FAIRFAX COUNTY, VIRGINIA

INTERIM DEVELOPMENT PLAN

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 30'
VIKA NO.	7815B
SHEET NO.	C-07A

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_DEVELOPMENT PLAN.dwg USER: Johnson DATE: February 7, 2026 TIME: 12:25:37 PM LAYOUT: C-07A DEVELOPMENT PLAN

LAYOUT: C-07A DEVELOPMENT PLAN, Plotted By: Johnson



LEGEND:

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- BUILDING AT GRADE
- BUILDING ABOVE GRADE
- LOADING ACCESS
- GARAGE ACCESS

NOTES:

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- ANY UTILITY CONNECTION RELIANT ON DEVELOPMENT OF ADJACENT PROPERTY MUST BE INSTALLED WITH THIS PROJECT IF NOT ALREADY INSTALLED BY ADJACENT OWNER AT TIME OF SITE PLAN.
- THE PURPOSE OF THIS SHEET IS TO DEMONSTRATE PROPOSED CONDITIONS TO THE EASTERN SIDE OF THE SITE FOR ACCESS UNTIL THE ADJACENT DEVELOPMENT IS CONSTRUCTED.

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
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COMMONWEALTH OF VIRGINIA
ROBERT B. COCHRAN
LAND SURVEYOR
2/13/26

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

INTERIM DEVELOPMENT PLAN

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 30'
VIKA NO.	7815B
SHEET NO.	C-07B

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_DEVELOPMENT PLAN - LERNER INTERIM.dwg USER: johnson DATE: February 7, 2026 TIME: 12:22:25 PM LAYOUT: C-07B DEVELOPMENT PLAN

LAYOUT: C-07B DEVELOPMENT PLAN, Plotted By: johnson

LEGEND

LOADING DOCK ACCESS (L)

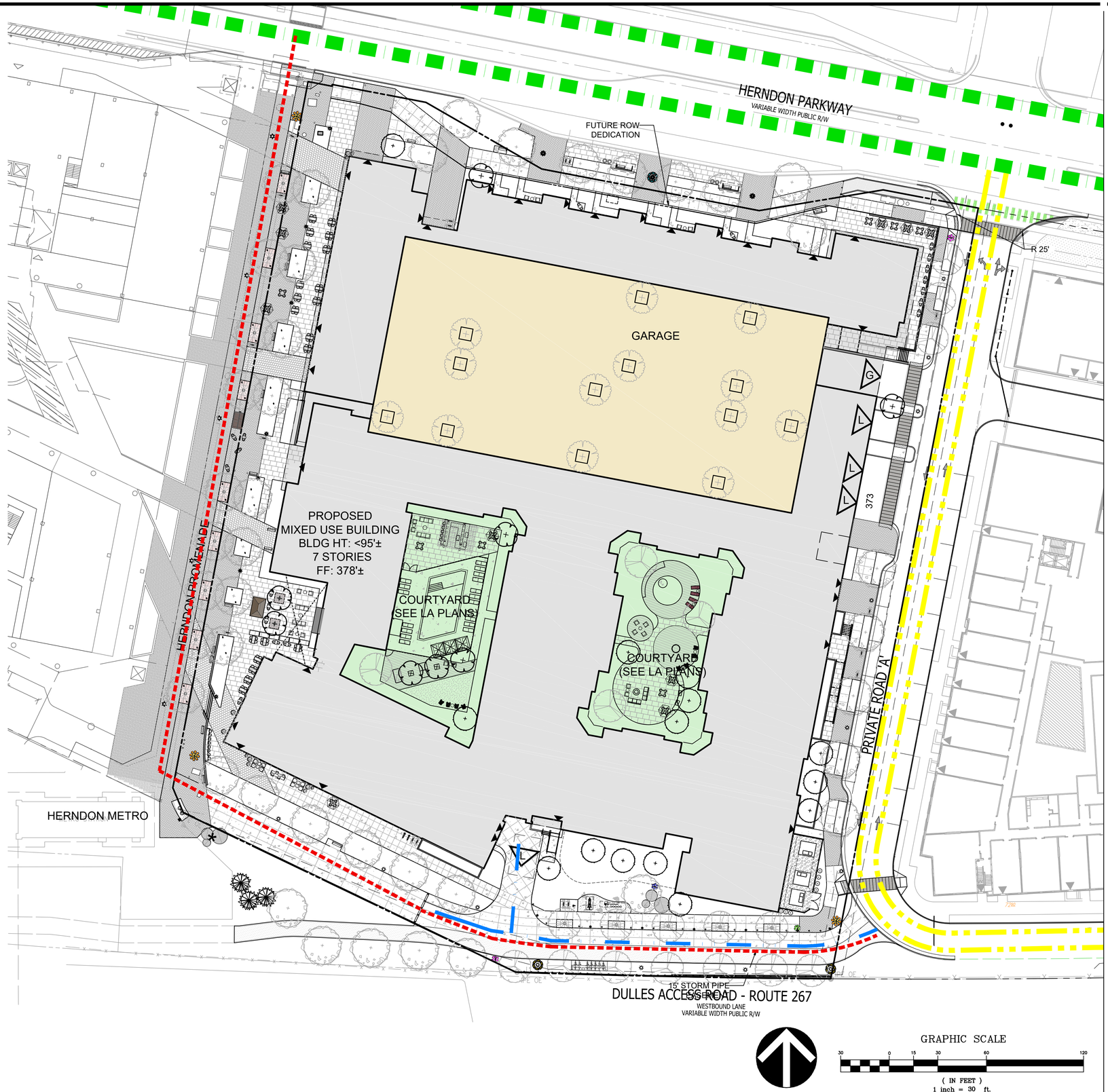
GARAGE ACCESS (G)

MINOR ARTERIAL

PRIVATE LOCAL

LOADING ACCESS

EMERGENCY FIRE ACCESS



GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
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TYSONS, VA 22182

LANDSCAPE ARCHITECT:
STUDIO39 LANDSCAPE ARCHITECTURE, P.C.
6416 GROVEDALE DRIVE, SUITE 100-A
ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
2/13/26
ROBERT B. COCHRAN
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

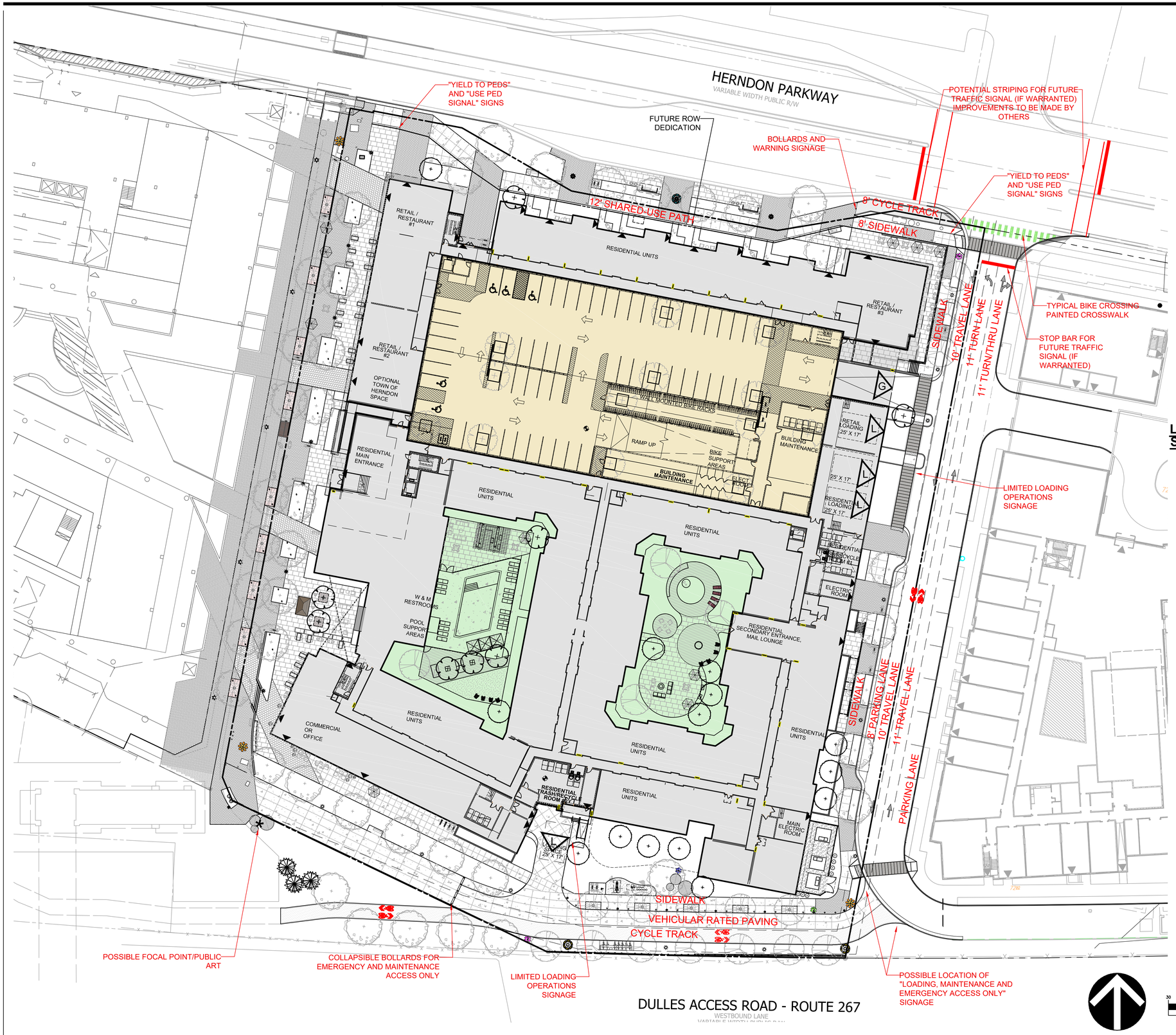
FAIRFAX COUNTY, VIRGINIA

VEHICULAR CIRCULATION PLAN

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 30'
VIKA NO.	7815B
SHEET NO.	C-08

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_CIRCULATION PLAN.dwg USER: johnson DATE: February 7, 2026 TIME: 12:42:36 PM LAYOUT: C-08 CIRCULATION PLAN

LAYOUT: C-08 CIRCULATION PLAN, Plotted By: johnson



NOTE

- THE LOCATION OF ALL SIGNAGE AND MARKINGS AS SHOWN ARE PRELIMINARY TAND WILL BE FINALIZED AT THE TIME OF FINAL SITE PLAN.
- ALL IMPROVEMENTS ASSOCIATED WITH FUTURE TRAFFIC SIGNAL ARE PRELIMINARY AND SUBJECT TO DESIGN AT TIME OF FINAL SITE PLAN IF THE SIGNAL IS WARRANTED.

LIMITED LOADING OPERATIONS SIGNAGE CHARACTER IMAGE



- SIGNAGE INCLUDED FOR REFERENCE ONLY TO BE INDICATIVE OF FINAL INSTALLED SIGN PROPOSED AT TIME OF SITE PLAN PER PROFFER #19.

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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

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OWNER/APPLICANT:
BRISTOL HERNDON PARKWAY, LLC.
700 NEW HAMPSHIRE, SUITE 709
WASHINGTON, DC 20037

ARCHITECT:
DCS DESIGN
8614 WESTWOOD CENTER DRIVE, SUITE 800
TYSONS, VA 22182

LANDSCAPE ARCHITECT:
STUDIO39 LANDSCAPE ARCHITECTURE, P.C.
6416 GROVEDALE DRIVE, SUITE 100-A
ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
ROBERT B. COCHRAN
LICENSED
2/13/26

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

SIGNAGE AND MARKING PLAN

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 30'
VIKA NO.	7815B
SHEET NO.	C-08A

FILE: Q:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_STRIPING AND MARKING PLAN.dwg USER: Johnson DATE: February 7, 2026 TIME: 12:38:07 PM LAYOUT: C-08A SIGNAGE AND MARKING PLAN

LAYOUT: C-08A SIGNAGE AND MARKING PLAN, Plotted By: Johnson

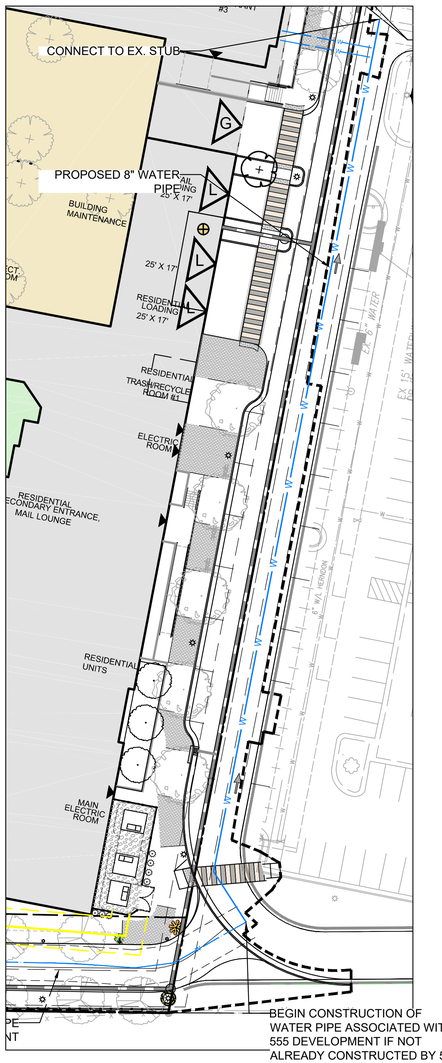
LEGEND:

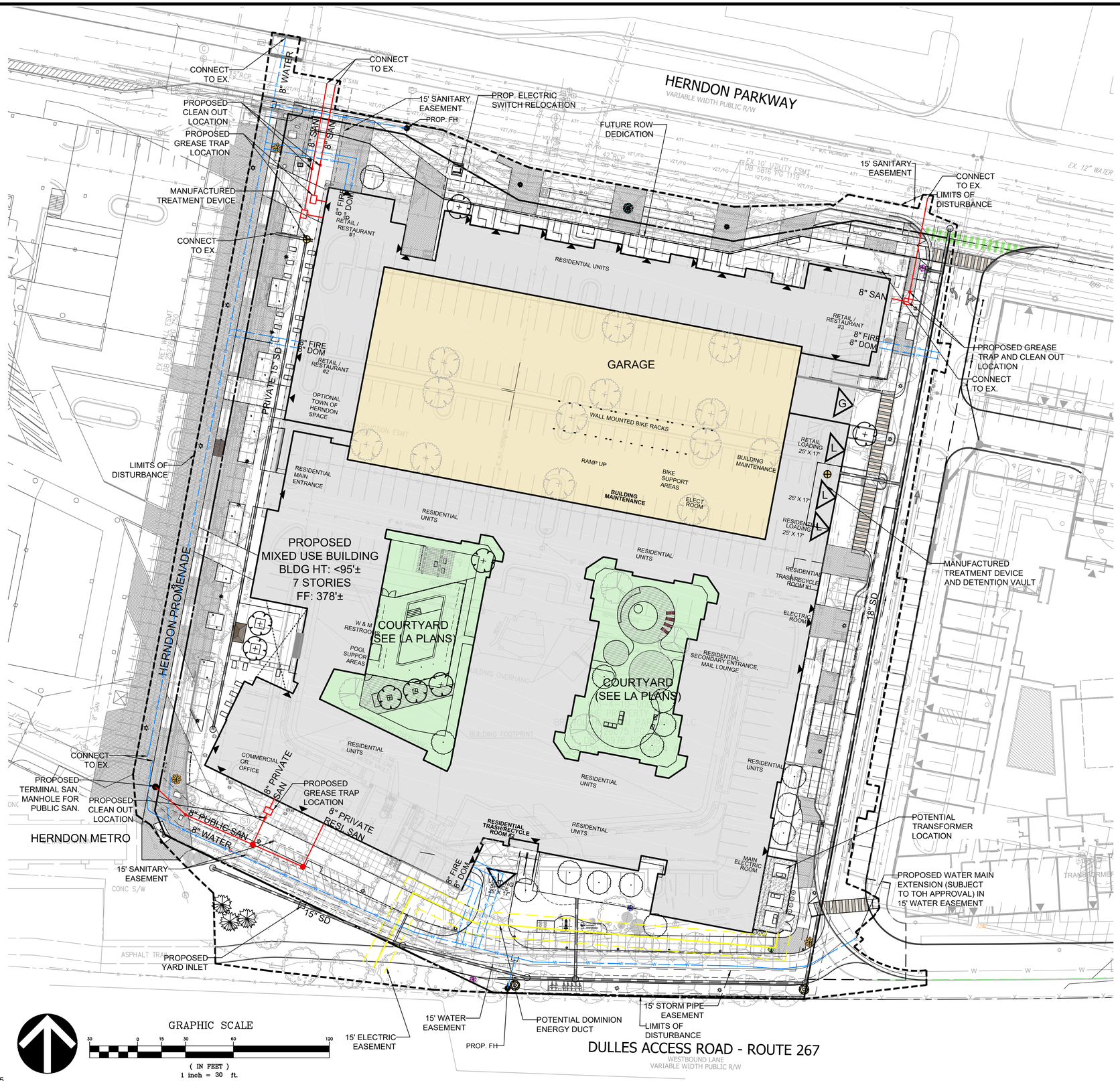
- PEDESTRIAN ACCESS
- PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
- PROPOSED FIRE HYDRANT
- PROPOSED STORM LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED WATER LINE
- LIMITS OF DISTURBANCE
- ELECTRIC DUCT

NOTE:

- ALL PROPOSED UTILITY SIZES AND LOCATIONS ARE CONCEPTUAL AND WILL BE FINALIZED AT THE TIME OF FINAL SITE PLAN.
- ALL PROPOSED EASEMENTS ARE CONCEPTUAL AND WILL BE FINALIZED AT THE TIME OF FINAL SITE PLAN.
- PRIVATE GREASE TRAPS WILL BE MAINTAINED VIA MANUFACTURER'S OEM MANUAL.
- ACCESS TO ALL PROPOSED AND EXISTING UTILITIES SHALL BE PROVIDED AS NECESSARY. COLLAPSIBLE BOLLARDS TO THE SOUTH OF THE BUILDING WILL BE LOWERED AS NECESSARY FOR TOWN STAFF AND SANITARY SEWER MAINTENANCE. COLLAPSIBLE BOLLARDS WILL BE INSTALLED, OPERATED, AND MAINTAINED PER THE MANUFACTURER'S OEM MANUAL. SEE L-05 FOR DETAIL.
- ALL UTILITY SEPARATION STANDARDS SHALL BE ADHERED TO AT THE TIME OF FINAL SITE PLAN.
- 575 APPLICANT WILL PROVIDE UTILITY CONNECTIONS TO EXISTING FACILITIES IN THE EVENT ANY RELIED UPON ADJACENT SITE PROPOSED UTILITY IS NOT DEVELOPED.
- APPLICANT WILL COORDINATE RELOCATION OF UTILITIES IN CONFLICT WITH ANY PROPOSED TREES IN THE EVENT DOMINION ENERGY DOES NOT PERMIT THEIR PLANTING IN THE LOCATION SHOWN ON THIS DEVELOPMENT PLAN.
- LANDSCAPING WITHIN UTILITY EASEMENTS IS SUBJECT TO APPROVAL OF THE RESPECTIVE UTILITY PURVEYOR. SEE PROFFER #7 FOR APPLICANT COMMITMENTS TO UTILITY RELOCATION.

555 INTERIM WATER - ASSUMED CONSTRUCTION IF
555 NOT REDEVELOPED PRIOR TO THIS APPLICATION





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700 NEW HAMPSHIRE, SUITE 709
WASHINGTON, DC 20037

ARCHITECT:
DCS DESIGN
8614 WESTWOOD CENTER DRIVE, SUITE 800
TYSONS, VA 22182

LANDSCAPE ARCHITECT:
STUDIO39 LANDSCAPE ARCHITECTURE, P.C.
6416 GROVEDALE DRIVE, SUITE 100-A
ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
ROBERT B. COCHRAN
LICENSED LAND SURVEYOR
2/13/26

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

UTILITY PLAN

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1" = 30'
VIKA NO.	7815B
SHEET NO.	C-09

FILE: O:\Projects\7815\7815B\CAD\PLANNING\PLANNING\7815D_UTILITY PLAN.dwg USER: johnson DATE: February 7, 2026 TIME: 12:43:05 PM LAYOUT: C-09 UTILITY PLAN

LAYOUT: C-09 UTILITY PLAN, Plotted By: johnson



NOTE:

- ALL PROPOSED GRADES ARE PRELIMINARY AND SUBJECT TO CHANGE WITH FINAL SITE PLAN.
- WORK ON TOWN OF HERNDON PROPERTY SUBJECT TO LICENSE AGREEMENTS WITH TOWN. SEE PROFFERS.

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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TYSONS, VA 22182

LANDSCAPE ARCHITECT:
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6416 GROVEDALE DRIVE, SUITE 100-A
ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
2/13/26
ROBERT B. COCHRAN
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

GRADING PLAN

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1" = 30'
VIKA NO.	7815B
SHEET NO.	C-10

FILE: Q:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_GRADING PLAN.dwg USER: Johnson DATE: February 7, 2026 TIME: 12:41:29 PM LAYOUT: C-10 GRADING PLAN

LAYOUT: C-10 GRADING PLAN, Plotted By: Johnson



593 INTERIM GRADING NARRATIVE:

- IN THE EVENT THE 593 DEVELOPMENT IS NOT CONSTRUCTED AT THE TIME OF 575 HERNDON PARKWAY'S REDEVELOPMENT AND SUBSEQUENT CONSTRUCTION, THE GRADING ON THE 575 SITE IS NOT IMPACTED. THE PROPOSED 575 GRADING CALLS FOR THE SITE TO BE RAISED TO THE CURRENTLY EXISTING GRADE ON THE 593/TOWN OF HERNDON PROPSERTY. THAT ELEVATION WILL REMAIN IN THE FUTURE 593 REDEVELOPMENT PROPOSED CONDITION, THEREFORE THE PROPOSED GRADING WITH THE 575 APPLICATION CAN BE IMPLEMENTED AS CURRENTLY EXISTS OR THE ULTIMATE CONDITION.

NOTE:

- ALL PROPOSED GRADES ARE PRELIMINARY AND SUBJECT TO CHANGE WITH FINAL SITE PLAN.
- WORK ON TOWN OF HERNDON PROPERTY SUBJECT TO LICENSE AGREEMENTS WITH TOWN. SEE PROFFERS.

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

LAYOUT: C-10A GRADING PLAN, Plotted By: johnson

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700 NEW HAMPSHIRE, SUITE 709
WASHINGTON, DC 20037

ARCHITECT:
DCS DESIGN
8614 WESTWOOD CENTER DRIVE, SUITE 800
TYSONS, VA 22182

LANDSCAPE ARCHITECT:
STUDIO39 LANDSCAPE ARCHITECTURE, P.C.
6416 GROVEDALE DRIVE, SUITE 100-A
ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
ROBERT B. COCHRAN
LICENSED LANDSCAPE ARCHITECT
2/13/26

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

INTERIM GRADING PLAN

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 30'
VIKA NO.	7815B
SHEET NO.	C-10A

FILE: O:\Projects\7815\7815B\CADD\PLANNING\PLANNING\DRAWINGS\7815D_GRADING PLAN.dwg USER: johnson DATE: February 7, 2026 TIME: 12:42:13 PM LAYOUT: C-10A GRADING PLAN

LEGEND

- AERIAL FIRE APPARATUS ACCESS AREA (6% SLOPE OR LESS)
- PROPOSED BUILDING MORE THAN 50' IN HEIGHT
- PEDESTRIAN ACCESS
- PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT

BUILDING DATA

TYPE OF CONSTRUCTION:	R-2(BUILDING): IA(PODIUM L1,L2), IIIA (LEVELS 3-7) S-2: IIA
STORIES:	7
HEIGHT:	78'
USE GROUP:	S-2, R-2, A-2, M, B
BUILDING FOOTPRINT:	91,614
FULLY SPRINKLERED PER NFPA 13:	YES

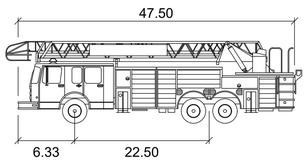
RESIDENTIAL BUILDING COVERAGE

- FULL AERIAL COVERAGE 636'
- NON PFM COVERAGE 981'
- NON-COVERAGE AREA 0'

TOTAL BUILDING PERIMETER 1,617 LF
REQUIRED 50% COVERAGE 809 LF

NOTE:

THE EMERGENCY ACCESS SHOWN IS IN COORDINATION WITH THE FAIRFAX COUNTY FIRE MARHAL'S OFFICE VIA A MEETING THE APPLICANT HAD WITH THE OFFICE ON SEPTEMBER 10, 2024 TO REVIEW AND CONFIRM THE PLANS WERE IN COMPLIANCE WITH ACCESS REQUIREMENTS.

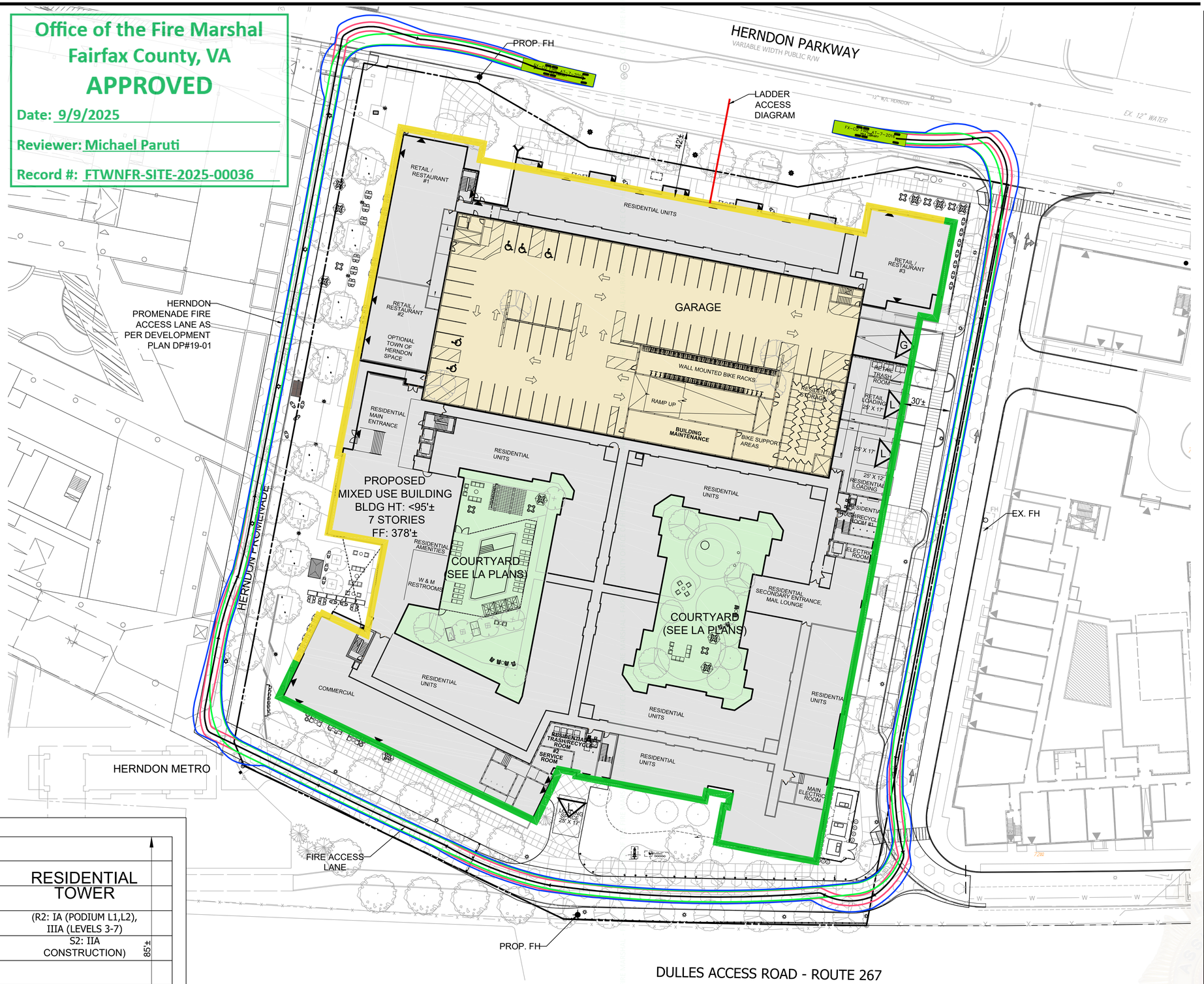


FX-CO FIRE AT-7-2016

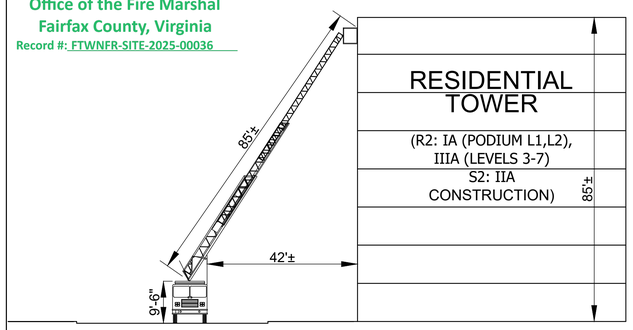
feet

Width	: 8.00
Track	: 6.91
Lock to Lock Time	: 3.0
Steering Angle	: 45.0

Office of the Fire Marshal
Fairfax County, VA
APPROVED
Date: 9/9/2025
Reviewer: Michael Paruti
Record #: FTWNFR-SITE-2025-00036



Office of the Fire Marshal
Fairfax County, Virginia
Record #: FTWNFR-SITE-2025-00036



LADDER ACCESS DIAGRAM - SCALE: 1"=20'

NOTE:
PER APPLICANT MEETING WITH FAIRFAX COUNTY FIRE MARSHAL'S OFFICE; THE REAR LOADING SPACE SHALL BE USED FOR EMERGENCY ACCESS TO COURTYARD/SWIMMING POOLS IN "PHASE 1" UNTIL THE CONSTRUCTION OF THE "PHASE 2" ULTIMATE CONDITION WHEN THE FUTURE ACCESS LANE IS CONSTRUCTED ON 593 HERNDON PARKWAY PROPERTY PER THE APPROVED GDP. THE LANDSCAPING SURROUNDING THE PROPOSED ACCESS ROAD SHALL REMAIN APPROPRIATELY TRIMMED TO PROVIDE CLEAR UNIMPEDED ACCESS FOR EMERGENCY VEHICLES.

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

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6416 GROVEDALE DRIVE, SUITE 100-A
ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
07/30/2025
ROBERT R. COCHRAN
Lic. No. 2012
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

FIRE ACCESS PLAN (ULTIMATE CONDITION)

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 30'
VIKA NO.	7815B
SHEET NO.	C-11

FILE: Q:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_FIRE ACCESS PLAN.dwg USER: johnson DATE: September 9, 2025 TIME: 11:25:38 AM LAYOUT: C-11 FIRE ACCESS PLAN

LAYOUT: C-11 FIRE ACCESS PLAN, Plotted By: Johnson

LEGEND

- AERIAL FIRE APPARATUS ACCESS AREA (6% SLOPE OR LESS)
- PROPOSED BUILDING MORE THAN 50' IN HEIGHT
- PEDESTRIAN ACCESS
- PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT

BUILDING DATA

TYPE OF CONSTRUCTION:	R-2(BUILDING): IA(PODIUM L1,L2), IIIA (LEVELS 3-7) S-2: IIA
STORIES:	7
HEIGHT:	78'
USE GROUP:	S-2, R-2, A-2, M, B
BUILDING FOOTPRINT:	91,614
FULLY SPRINKLERED PER NFPA 13:	YES

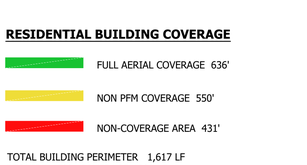
RESIDENTIAL BUILDING COVERAGE

- FULL AERIAL COVERAGE 636'
- NON PFM COVERAGE 550'
- NON-COVERAGE AREA 431'

TOTAL BUILDING PERIMETER 1,617 LF
REQUIRED 50% COVERAGE 809 LF

NOTE:

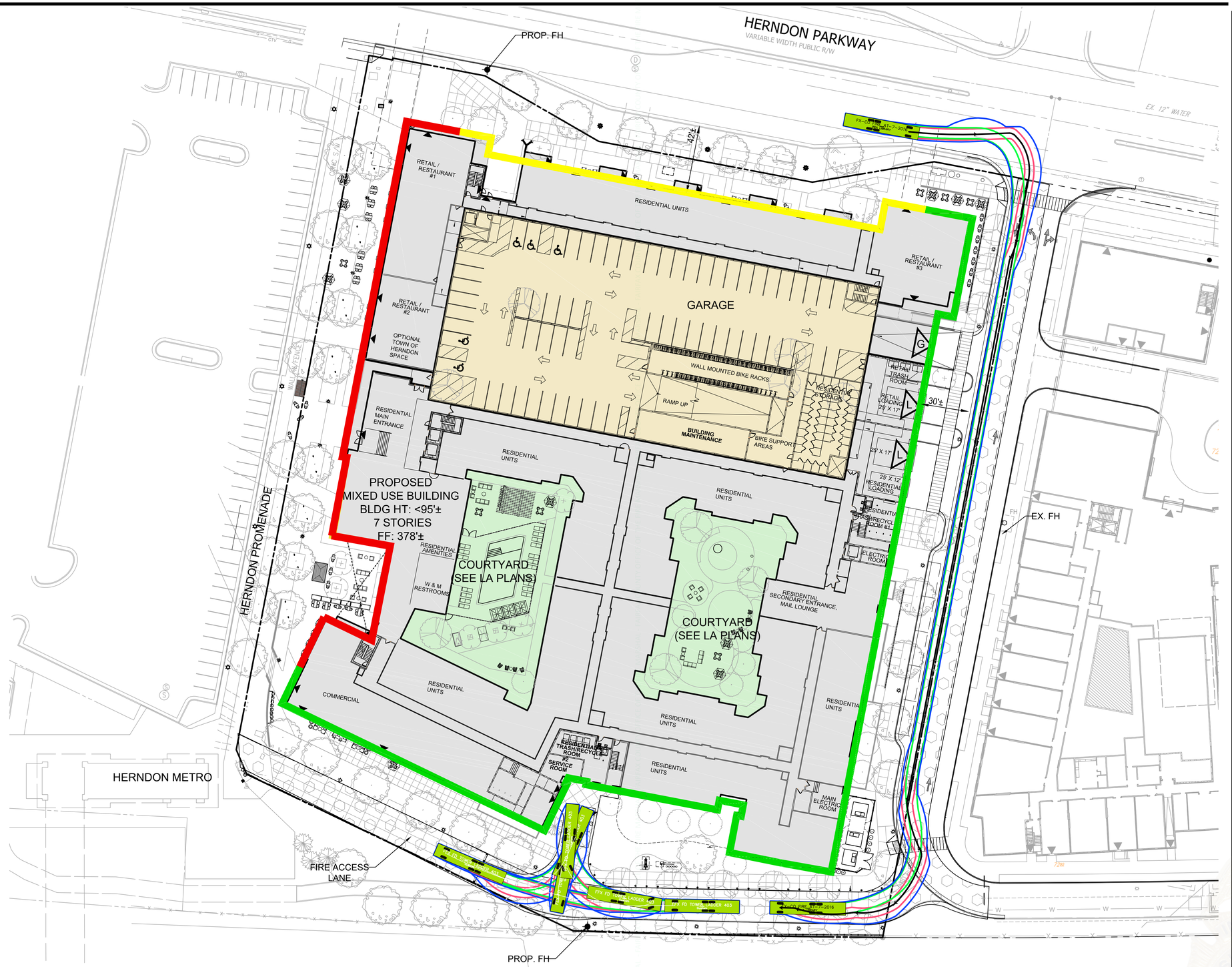
THE EMERGENCY ACCESS SHOWN IS IN COORDINATION WITH THE FAIRFAX COUNTY FIRE MARHAL'S OFFICE VIA A MEETING THE APPLICANT HAD WITH THE OFFICE ON SEPTEMBER 10, 2024 TO REVIEW AND CONFIRM THE PLANS WERE IN COMPLIANCE WITH ACCESS REQUIREMENTS.



FX-CO FIRE AT-7-2016

feet	
Width	: 8.00
Track	: 6.91
Lock to Lock Time	: 3.0
Steering Angle	: 45.0

Office of the Fire Marshal
Fairfax County, Virginia
Record #: FTWNFR-SITE-2025-00036



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GRAPHIC SCALE
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(IN FEET)
1 inch = 30 ft.

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TRAFFIC CONSULTANT:
VIKA

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RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
07/30/2025
ROBERT R. COCHRAN
Lic. No. 2012
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

INTERIM FIRE ACCESS PLAN (555 HERNDON PARKWAY CONSTRUCTED)

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 30'
VIKA NO.	7815B
SHEET NO.	C-11A

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_FIRE ACCESS PLAN.dwg USER: johnson DATE: September 9, 2025 TIME: 11:27:17 AM LAYOUT: C-11A FIRE ACCESS PLAN

LAYOUT: C-11A FIRE ACCESS PLAN, Plotted By: Johnson

LEGEND

- AERIAL FIRE APPARATUS ACCESS AREA (6% SLOPE OR LESS)
- PROPOSED BUILDING MORE THAN 50' IN HEIGHT
- PEDESTRIAN ACCESS
- PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT

BUILDING DATA

TYPE OF CONSTRUCTION:	R-2(BUILDING): IA(PODIUM L1,L2), IIIA (LEVELS 3-7) S-2: IIA
STORIES:	7
HEIGHT:	78'
USE GROUP:	S-2, R-2, A-2, M, B
BUILDING FOOTPRINT:	91,614
FULLY SPRINKLERED PER NFPA 13:	YES

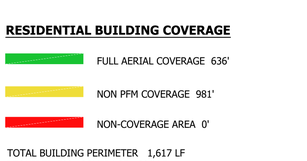
RESIDENTIAL BUILDING COVERAGE

- FULL AERIAL COVERAGE 636'
- NON PFM COVERAGE 981'
- NON-COVERAGE AREA 0'

TOTAL BUILDING PERIMETER 1,617 LF
REQUIRED 50% COVERAGE 809 LF

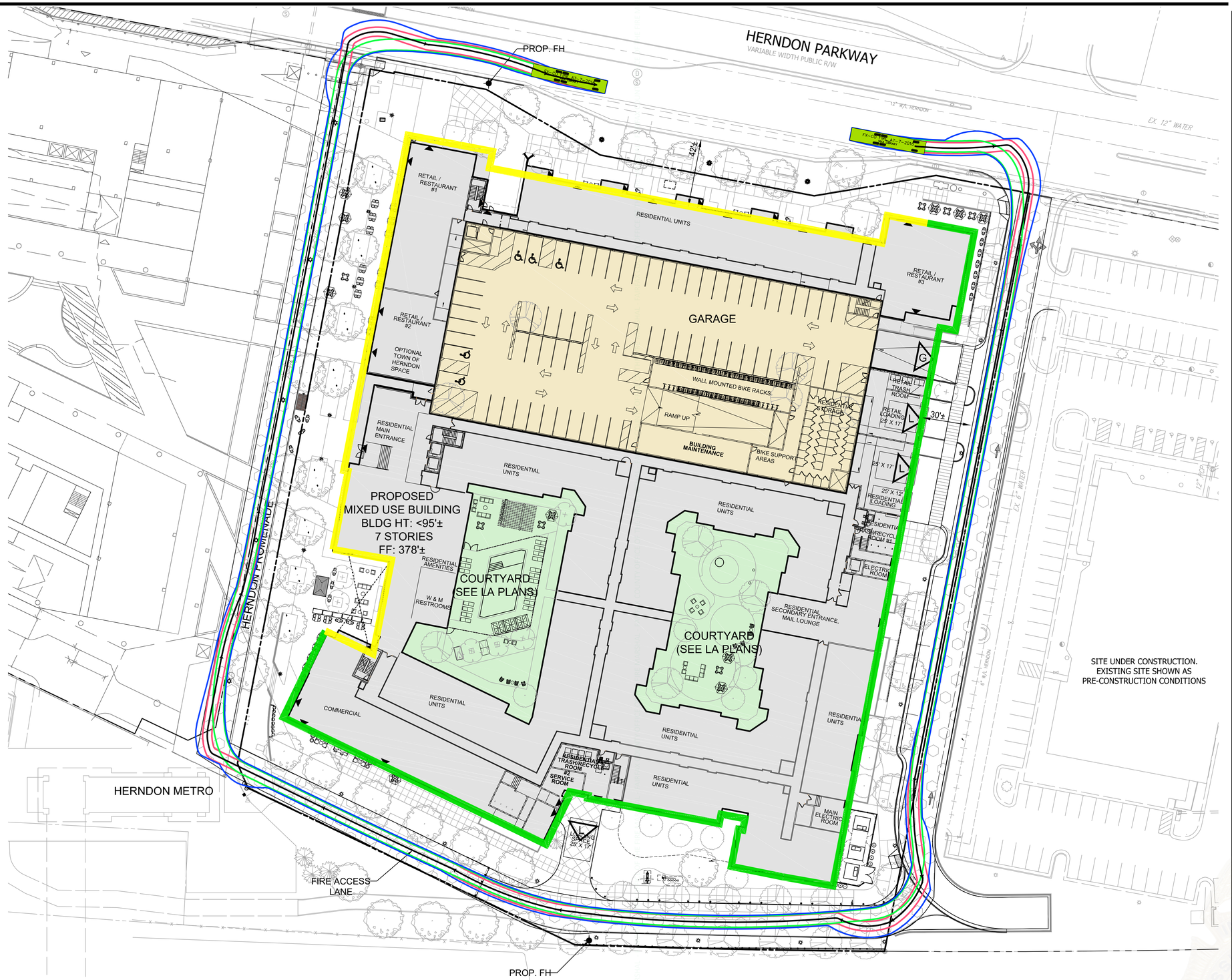
NOTE:

THE EMERGENCY ACCESS SHOWN IS IN COORDINATION WITH THE FAIRFAX COUNTY FIRE MARHAL'S OFFICE VIA A MEETING THE APPLICANT HAD WITH THE OFFICE ON SEPTEMBER 10, 2024 TO REVIEW AND CONFIRM THE PLANS WERE IN COMPLIANCE WITH ACCESS REQUIREMENTS.



FX-CO FIRE AT-7-2016

	feet
Width	: 8.00
Track	: 6.91
Lock to Lock Time	: 3.0
Steering Angle	: 45.0



NOTE:

PER APPLICANT MEETING WITH FAIRFAX COUNTY FIRE MARSHAL'S OFFICE; THE REAR LOADING SPACE SHALL BE USED FOR EMERGENCY ACCESS TO COURTYARD/SWIMMING POOLS IN "PHASE 1" UNTIL THE CONSTRUCTION OF THE "PHASE 2" ULTIMATE CONDITION WHEN THE FUTURE ACCESS LANE IS CONSTRUCTED ON 593 HERNDON PARKWAY PROPERTY PER THE APPROVED GDP. THE LANDSCAPING SURROUNDING THE PROPOSED ACCESS ROAD SHALL REMAIN APPROPRIATELY TRIMMED TO PROVIDE CLEAR UNIMPEDED ACCESS FOR EMERGENCY VEHICLES.

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

Office of the Fire Marshal
Fairfax County, Virginia
Record #: FTWNFR-SITE-2025-00036

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OWNER/APPLICANT:
BRISTOL HERNDON PARKWAY, LLC.
700 NEW HAMPSHIRE, SUITE 709
WASHINGTON, DC 20037

ARCHITECT:
DCS DESIGN
8614 WESTWOOD CENTER DRIVE, SUITE 800
TYSONS, VA 22182

LANDSCAPE ARCHITECT:
STUDIO39 LANDSCAPE ARCHITECTURE, P.C.
6416 GROVEDALE DRIVE, SUITE 100-A
ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025

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COMMONWEALTH OF VIRGINIA
07/30/2025
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FAIRFAX COUNTY, VIRGINIA

INTERIM FIRE ACCESS PLAN (593 HERNDON PARKWAY CONSTRUCTED)

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SHEET NO.	C-11B

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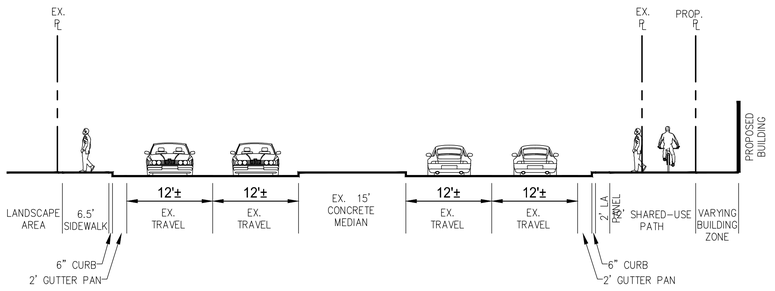
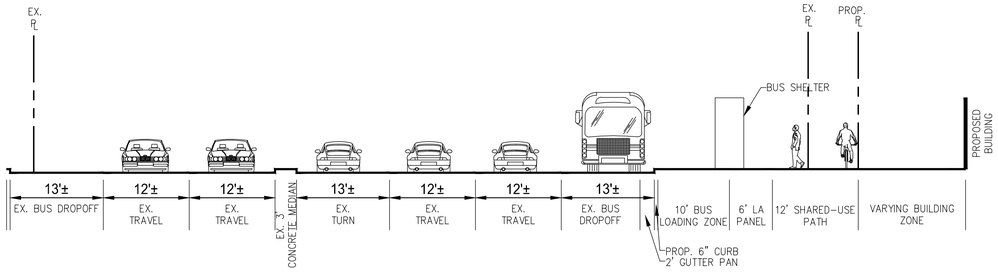
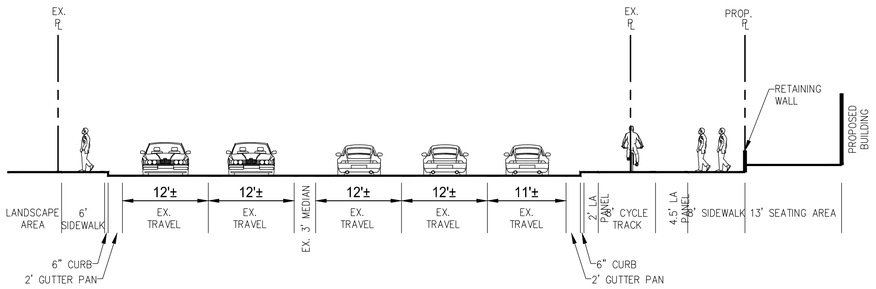
LAYOUT: C-11B FIRE ACCESS PLAN, Plotted By: johnson



SECTION A-A **SCALE 1'=10'** **HERNDON PARKWAY**



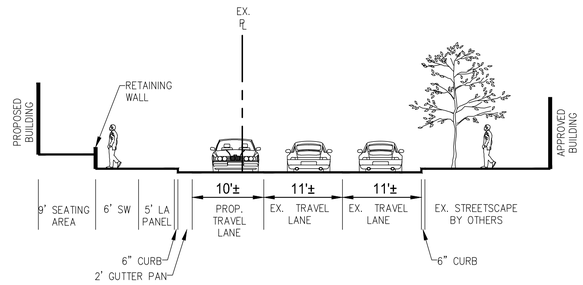
SECTION B-B **SCALE 1'=10'** **HERNDON PARKWAY**



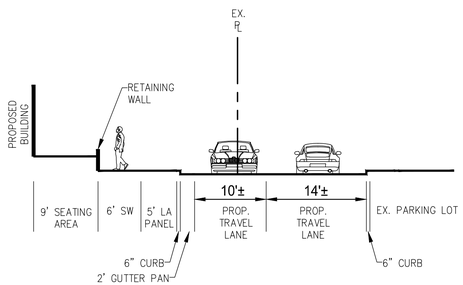
SECTION C-C **SCALE 1'=10'** **HERNDON PARKWAY**



SCALE 1'=50'



SECTION D-D **SCALE 1'=10'** **PRIVATE ROAD 'A'**



SECTION D-D INTERIM **SCALE 1'=10'** **PRIVATE ROAD 'A'**

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ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

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RESUBMISSION	02/13/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
ROBERT B. COCHRAN
LICENSED
LANDSCAPE ARCHITECT
2/13/26

575 HERNDON PARKWAY

TOWN OF HERNDON

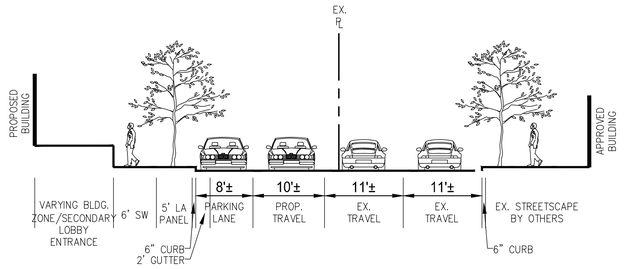
FAIRFAX COUNTY, VIRGINIA

STREET SECTIONS

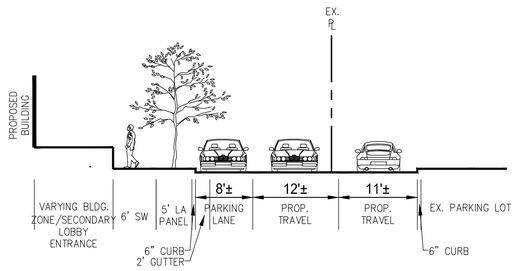
DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	AS SHOWN
VIKA NO.	7815B
SHEET NO.	C-12

FILE: Q:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_STREET SECTIONS.dwg USER: johnson DATE: February 7, 2026 TIME: 12:39:09 PM LAYOUT: C-12 STREET SECTIONS

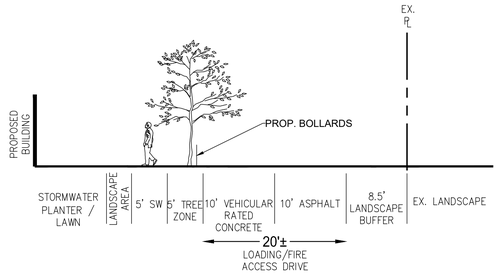
LAYOUT: C-12 STREET SECTIONS, Plotted By: Johnson



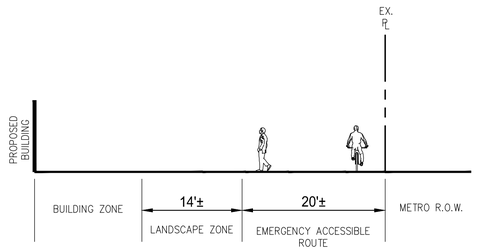
SECTION E-E **SCALE 1'=10'** **PRIVATE ROAD 'A'**



SECTION E-E INTERIM **SCALE 1'=10'** **PRIVATE ROAD 'A'**



SECTION F-F **SCALE 1'=10'** **LOADING/FIRE**



SECTION G-G **SCALE 1'=10'** **EMERGENCY ACCESS**



SCALE 1'=50'

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COMMONWEALTH OF VIRGINIA
2/13/26
ROBERT B. COCHRAN
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

STREET SECTIONS

DRAWN BY:
DESIGNED BY:
DATE ISSUED: 05/08/2024

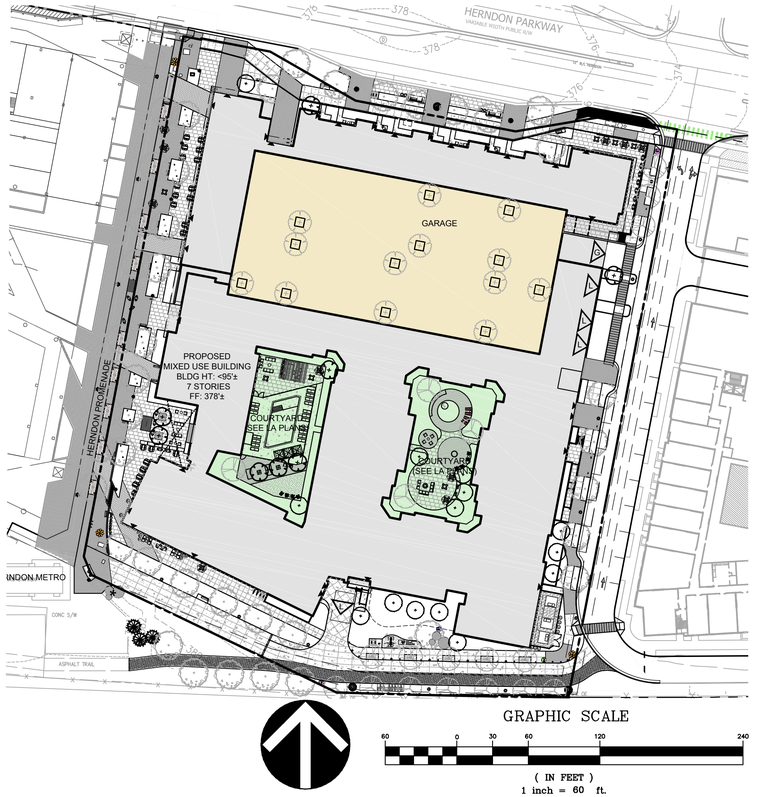
DWG. SCALE: AS SHOWN
VIKA NO. 7815B
SHEET NO. C-12A

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_STREET SECTIONS.dwg USER: johnson DATE: February 7, 2026 TIME: 12:39:52 PM LAYOUT: C-12A STREET SECTIONS

LAYOUT: C-12A STREET SECTIONS, Plotted By: Johnson



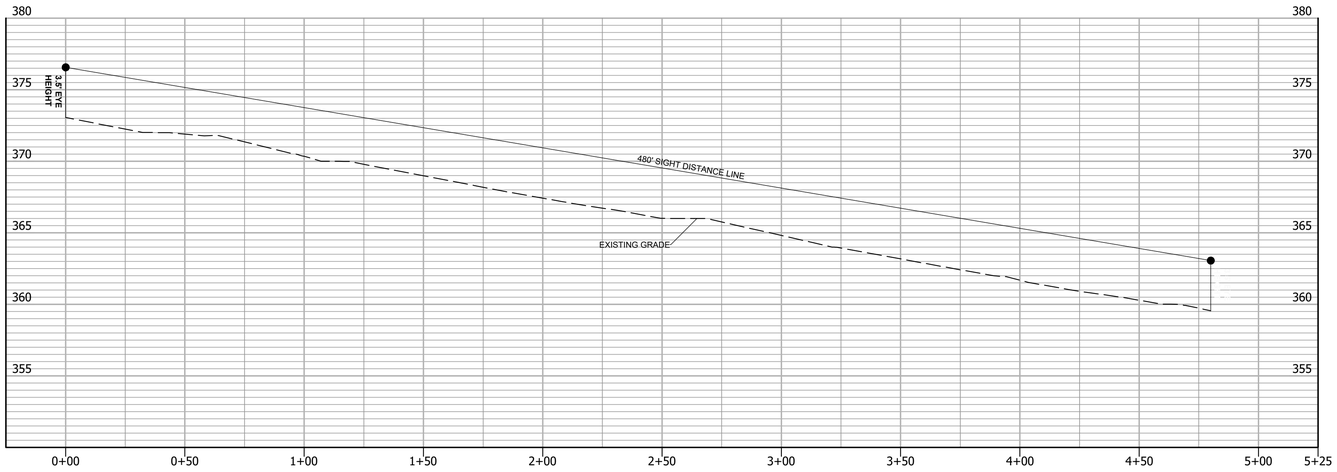
SIGHT DISTANCE EXHIBIT - SCALE 1"=50'



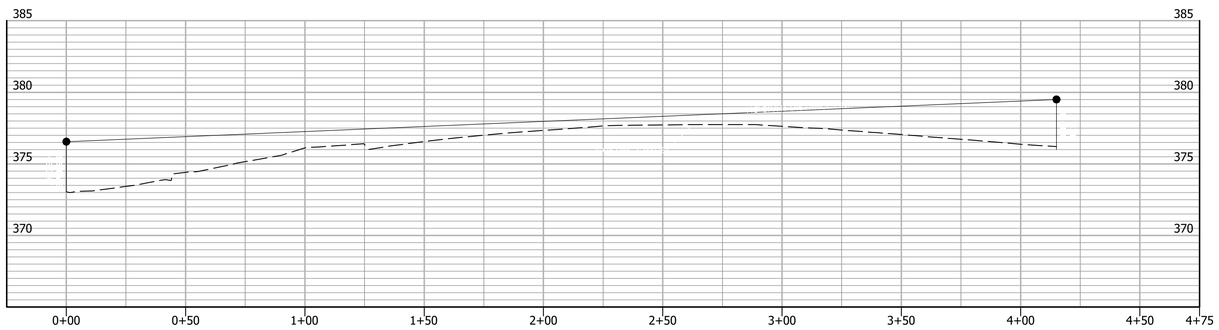
GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.



EASTBOUND SIGHT DISTANCE PROFILE - DESIGN SPEED 35 MPH



WESTBOUND SIGHT DISTANCE PROFILE - DESIGN SPEED 35 MPH

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SIGHT DISTANCE EXHIBIT

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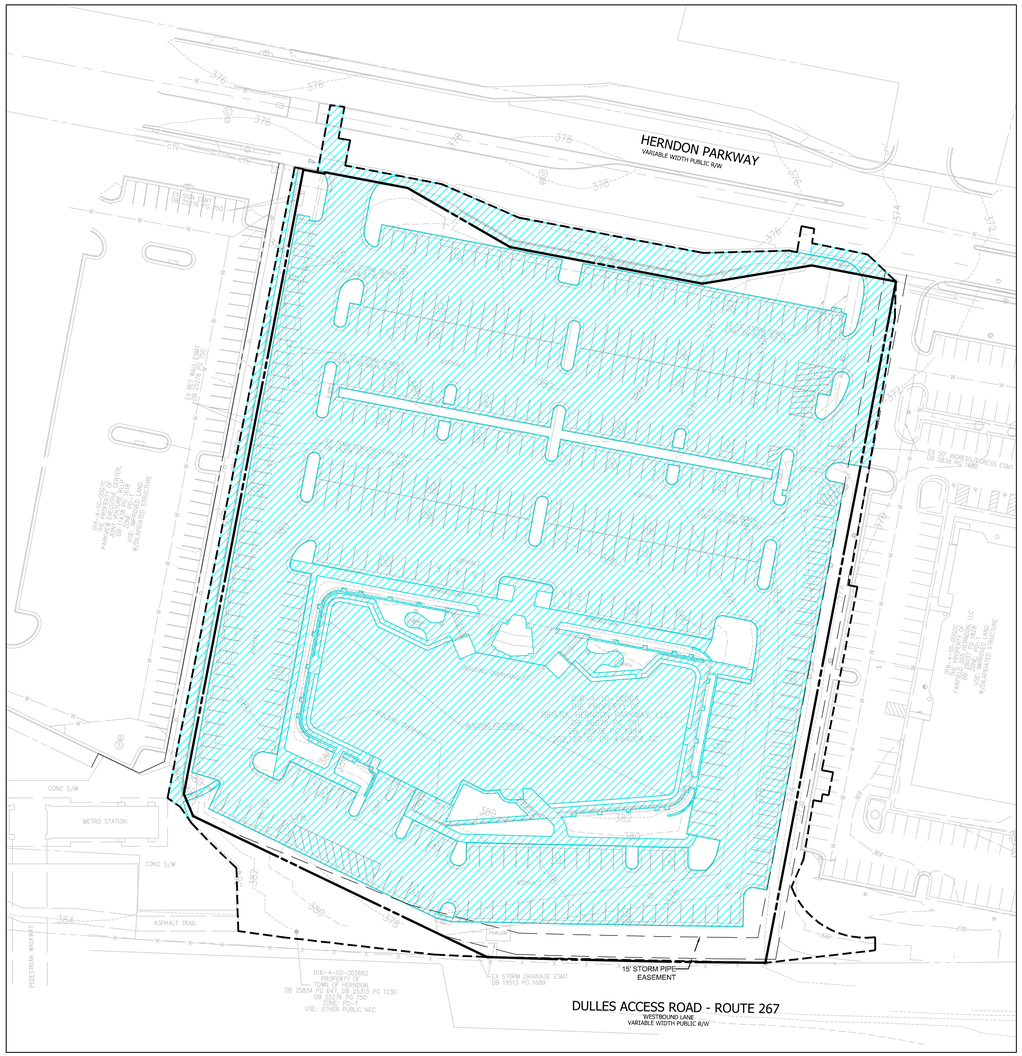
FILE: G:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_SIGHT DISTANCE EXHIBIT.dwg USER: Johnson DATE: February 7, 2026 TIME: 12:40:39 PM LAYOUT: C-12B SIGHT DISTANCE

LAYOUT: C-12B SIGHT DISTANCE, Plotted By: Johnson



LEGEND - EXISTING AREA

SITE AREA TOTAL = 202,120 SF OR 4.6400 AC
LIMITS OF DISTURBANCE = 225,589 SF OR 5.1788 AC

IMPERVIOUS AREA = 177,240 SF OR 4.0689 AC

PERVIOUS AREA = 48,349 SF OR 1.1099 AC



LEGEND - PROPOSED AREA

SITE AREA TOTAL = 202,120 SF OR 4.6400 AC
LIMITS OF DISTURBANCE = 225,589 SF OR 5.1788 AC

IMPERVIOUS AREA = 190,207 SF OR 4.3665 AC

PERVIOUS AREA = 35,382 SF OR 0.8123 AC

NORTH (VCS 83)
GRAPHIC SCALE

50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

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2/13/26
ROBERT B. COCHRAN
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

DRANESVILLE DISTRICT
FAIRFAX COUNTY, VIRGINIA

PRE AND POST DEVELOPMENT STORMWATER MAP

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	AS SHOWN
VIKA NO.	7815B
SHEET NO.	C-13

FILE: Q:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_C-14 PRE AND POST SWM.dwg USER: johnson DATE: February 9, 2026 TIME: 1:25:38 PM LAYOUT: C-13

LAYOUT: C-13, Plotted By: johnson



STORMWATER LEGEND: VERSION 1.3

- CONTRIBUTING DRAINAGE (92)
- URBAN BIORETENTION (ROOFTOP DISCONNECT TO SWM PLANTER)
- CONTRIBUTING DRAINAGE TO PROPRIETARY BMP DEVICE (40)
- PROPRIETARY BMP DEVICE (40)

SWM NARRATIVE

EXISTING CONDITION SITE NARRATIVE

THIS DEVELOPMENT CONSISTS OF APPROXIMATELY 4.64 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 SUBJECT SITE DOES RECEIVE OFF-SITE RUNOFF FROM THE AREA TO THE SOUTH AND CONVEYS THE FLOW IN THE EXISTING ON-SITE CLOSED CONDUIT SYSTEM. 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 850' TO THE EAST WHERE IS EXITS A 60" RCP INTO AN EXISTING FLOODPLAIN. SEE SHEET C-16 FOR THE 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, RETAIL AND COMMERCIAL USES.

THE DEVELOPMENT AND ASSOCIATED PROGRAM WILL PROVIDE A SINGLE BUILDING WITH A WRAPPED PRE-CAST CONCRETE GARAGE. THE DEVELOPMENT PLAN PROVIDED CALLS FOR 7 STORIES OF 5 OVER 2 CONSTRUCTION.

WATER QUALITY TREATMENT (BMP) NARRATIVE

TO COMPLY WITH THE CHESAPEAKE BAY ACT (CBA), THE PROJECT WILL PROVIDE WATER QUALITY TREATMENT THROUGH THE USE OF LOW IMPACT DEVELOPMENT (LID) STRATEGIES SUCH AS STORMWATER PLANTERS (ROOFTOP DISCONNECT) COMBINED WITH MANUFACTURED TREATMENT FILTERING DEVICES (MTD'S) SUCH AS A JELLYFISH STRUCTURE. ADDITIONAL LID'S MAY BE INCORPORATED WITH THE SITE PLAN AND IF POSSIBLE SIGNAGE WILL BE INCLUDED TO HIGHLIGHT THE USE OF THE LID'S.

THE OWNER WILL BE RESPONSIBLE FOR MAINTAINING THE WATER QUALITY/QUANTITY 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. RUNOFF REDUCTION STRATEGIES IN CONJUNCTION WITH UNDERGROUND DETENTION WILL BE USED TO REDUCE THE POST DEVELOPMENT TWO YEAR AND TEN YEAR RUNOFF RATE TO LEVELS LESS THAN OR EQUAL TO THE EXISTING TWO YEAR AND TEN YEAR RUNOFF RATES. THE UNDERGROUND DETENTION STRUCTURE WILL LIKELY BE LOCATED IN THE PROPOSED GARAGE. THE EXISTING DRAINAGE DIVIDES WILL GENERALLY BE MAINTAINED AS THE SITE WILL STILL DRAIN PRIMARILY FROM THE SOUTHWEST OF THE SITE TO THE NORTHEAST.

CHANNEL PROTECTION WILL PROVIDED IN ACCORDANCE WITH 9VAC25-875-600-B-1,2,3. CONCENTRATED STORMWATER FLOW SHALL BE RELEASED INTO A STORMWATER CONVEYANCE SYSTEM AND SHALL MEET THE CRITERIA IN SUBDIVISION 1, 2, OR 3 OF THIS SUBSECTION, WHERE APPLICABLE, FROM THE POINT OF DISCHARGE TO A POINT TO THE LIMITS OF ANALYSIS IN ACCORDANCE WITH 9VAC25-875-600-B-4.

THE SUBJECT SITE HAS BEEN GRADED TO ENSURE THAT HABITABLE SPACE WILL NOT BE INUNDATED SHOULD THE STORM DRAIN SYSTEM (INLETS AND PIPES) BECOME CLOGGED OR INOPERABLE. OVERLAND RELIEF IS PROVIDED ON THE WEST SIDE SUCH THE FLOWS WILL BE DIRECTED IN A NORTHERLY DIRECTION TO HERNDON PKWY IF THE STORM DRAIN SYSTEM BECOMES CLOGGED OR INOPERABLE. OVERLAND RELIEF ON THE SOUTH SIDE IS PROVIDED SUCH THAT FLOWS WILL BE DIRECTED IN AN EASTERLY DIRECTION. FLOWS FROM THE SOUTH AND EAST SIDES WILL BE DIRECTED TO THE PROPOSED PRIVATE ROAD BETWEEN THE SUBJECT SITE AND THE 555 HERNDON PKWY AND THEN IN A NORTHERLY DIRECTION TO HERNDON PKWY.

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

THE SWM SYSTEMS AND BMP PRATICES PROPOSED ON THE PLAN WILL MEET ALL STATE AND LOCAL TOWN OF HERNDON SWM REQUIREMENTS FOR BOTH ONSITE AND OFFSITE DISTURBED AREAS.

ALL PROPOSED SWM FACILITIES WILL BE PROVIDED ONSITE AND WILL BE PRIVATELY MAINTAINED.

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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TRAFFIC CONSULTANT:
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RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
ROBERT B. COCHRAN
LICENSED
PROFESSIONAL ENGINEER
2/13/26

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

STORMWATER MANAGEMENT MAP AND NARRATIVE

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 30'
VIKA NO.	7815B
SHEET NO.	C-14

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_SWM MAP.dwg USER: johnson DATE: February 9, 2026 TIME: 1:24:59 PM LAYOUT: C-14 SWM-MAP

LAYOUT: C-14 SWM-MAP, Plotted By: johnson

VRRM COMPUTATIONS

Project Name:	575 HERNDON PKWY
Date:	11/13/2024
Linear Development Project?	No

data input cells
constant values
calculation cells
final results

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 5.18

Maximum reduction required:	*20%*
The site's net increase in impervious cover (acres) is:	*0.31*
Post-Development TP Load Reduction for Site (lb/yr):	*1.02*

Check:

BMP Design Specifications List:	2024 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 (acres) -- undisturbed, protected forest or reforested land					0.00
Mixed Open (acres) -- undisturbed/infrequently maintained grass or shrub land					0.00
Managed Turf (acres) -- disturbed, graded for yards or other turf to be mowed/managed				1.11	1.11
Impervious Cover (acres)				4.07	4.07
					5.18

Post-Development Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) -- undisturbed, protected forest or reforested land					0.00
Mixed Open (acres) -- undisturbed/infrequently maintained grass or shrub land					0.00
Managed Turf (acres) -- disturbed, graded for yards or other turf to be mowed/managed				0.80	0.80
Impervious Cover (acres)				4.38	4.38
Area Check	OK.	OK.	OK.	OK.	5.18

Post-Development Requirement for Site Area

TP Load Reduction Required (lb/yr)	1.02

Nitrogen Loads (Informational Purposes Only)

Pre-ReDevelopment TN Load (lb/yr)	60.20
Final Post-Development TN Load	61.23

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

Land Cover Summary-Pre		
Pre-ReDevelopment	**Listed**	**Adjusted[1]**
Forest Cover (acres)	0.00	0.00
Weighted Rv(forest)	0.00	0.00
Weighted Loading Rate(forest)	0.00	0.00
% Forest	0%	0%
Mixed Open Cover (acres)	0.00	0.00
Weighted Rv(mixed)	0.00	0.00
Weighted Loading Rate(mixed)	0.00	0.00
% Mixed Open	0%	0%
Managed Turf Cover (acres)	1.11	0.80
Weighted Rv(turf)	0.25	0.25
Weighted Loading Rate(turf)	0.85	0.85
% Managed Turf	21%	16%
Impervious Cover (acres)	4.07	4.07
Rv(impervious)	0.95	0.95
Weighted Loading Rate(impervious)	0.86	0.86
% Impervious	79%	84%
Total Site Area (acres)	**5.18**	**4.87**
Site Rv	**0.80**	**0.84**
Treatment Volume and Nutrient Load		
Pre-ReDevelopment Treatment Volume (acre-ft)	0.3453	0.3389
Pre-ReDevelopment Treatment Volume (cubic feet)	15,043	14,761
Pre-ReDevelopment TP Load (lb/yr)	**4.43**	**4.17**
Pre-ReDevelopment TP Load per acre (lb/acre/yr)	0.86	0.86
Baseline TP Load (lb/yr) (0.26 lbs/acre/yr applied to pre-redevelopment area excluding pervious land proposed for new impervious cover)		*1.27*

[1] *Adjusted Land Cover Summary:*
Pre ReDevelopment land cover minus pervious land cover ((forest, mixed open 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 requriement for new impervious cover (based on new development load limit, 0.26 lbs/acre/year).

LAND COVER SUMMARY -- POST DEVELOPMENT

Land Cover Summary-Post (Final)	
Post ReDev. & New Impervious	
Forest Cover (acres)	0.00
Weighted Rv(forest)	0.00
Wgt. Ld. Rate(forest)	0.00
% Forest	0%
Mixed Open Cover (acres)	0.00
Weighted Rv(mixed)	0.00
Wgt. Ld. Rate(mixed)	0.00
% Mixed Open	0%
Managed Turf Cover (acres)	0.80
Weighted Rv (turf)	0.25
Wgt. Ld. Rate(turf)	0.85
% Managed Turf	15%
Impervious Cover (acres)	4.38
Rv(impervious)	0.95
Wgt. Ld. Rate(imperv.)	0.86
% Impervious	85%
Final Site Area (acres)	**5.18**
Final Post Dev Site Rv	**0.84**
Treatment Volume and Nutrient Load	
Final Post-Development Treatment Volume (acre-ft)	0.3634
Final Post-Development Treatment Volume (cubic feet)	15,830
Final Post-Development TP Load (lb/yr)	**4.43**
Final Post-Development TP Load per acre (lb/acre/yr)	0.86

Land Cover Summary-Post	
Post-ReDevelopment	
Forest Cover (acres)	0.00
Weighted Rv(forest)	0.00
Wgt. Ld. Rate(forest)	0.00
% Forest	0%
Mixed Open Cover (acres)	0.00
Weighted Rv(mixed)	0.00
Wgt. Ld. Rate(mixed)	0.00
% Mixed Open	0%
Managed Turf Cover (acres)	0.80
Weighted Rv (turf)	0.25
Wgt. Ld. Rate(turf)	0.85
% Managed Turf	16%
ReDev. Impervious Cover (acres)	4.07
Rv(impervious)	0.95
Wgt. Ld. Rate(imperv.)	0.86
% Impervious	84%
Total ReDev. Site Area (acres)	**4.87**
ReDev Site Rv	**0.84**
Treatment Volume and Nutrient Load	
Post-ReDevelopment Treatment Volume (acre-ft)	0.3389
Post-ReDevelopment Treatment Volume (cubic feet)	14,761
Post-ReDevelopment Load (TP) (lb/yr)*	**4.17**
Post-ReDevelopment TP load per acre (lb/acre/yr)	0.86
Max. Reduction Required (Below Pre-ReDevelopment Load)	**20%**
TP Load Reduction Required for Redeveloped Area (lb/yr)	**0.83**

Land Cover Summary-Post	
Post-Development New Impervious	
New Impervious Cover (acres)	0.31
Rv(impervious)	0.95
Post-Development Treatment Volume (acre-ft)	0.0245
Post-Development Treatment Volume (cubic feet)	1,069
Post-Development TP Load (lb/yr)	**0.27**
TP Load Reduction Required for New Impervious Area (lb/yr)	**0.19**

LAYOUT: C-15 SWM COMPS, Plotted By: Bentley

Drainage Area A

VRRM 4.1, 2024

Drainage Area A Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals	Land Cover Rv	Composite Loading P
Forest (acres)					0.00	0.00	0.00
Mixed Open (acres)					0.00	0.00	0.00
Managed Turf (acres)				0.80	0.80	0.25	0.85
Impervious Cover (acres)				4.38	4.38	0.95	0.86
				Total	5.18		

Total Phosphorus Available for Removal in D.A. A (lb/yr)	4.43
Post Development Treatment Volume in D.A. A (ft^3)	15,830

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

Practice	Runoff Reduction Credit (%)	Mixed Open Credit Area (acres)	Managed Turf Credit Area (acres)	Impervious Cover Credit Area (acres)	Volume from Upstream Practice (ft^3)	Runoff Reduction (ft^3)	Remaining Runoff Volume (ft^3)	Total BMP Treatment Volume (ft^3)	Phosphorus Removal Efficiency (%)	Phosphorus Load from Upstream Practices (lb)	Untreated Phosphorus Load to Practice (lb)	Phosphorus Removed By Practice (lb)	Remaining Phosphorus Load (lb)	Downstream Practice to be Employed
2. Rooftop Disconnection (RR)														
2.i. To Stormwater Planter, Urban Bioretention (P-FIL-05)	40			0.58	0	800	1,200	2,000	25	0.00	0.50	0.27	0.22	
16. Manufactured Treatment Devices (no RR)														
16.b. Manufactured Treatment Device-Filtering	0			1.50	0	0	5,173	5,173	65	0.00	1.29	0.84	0.45	

Site Results (Water Quality Compliance) VRRM 4.1, 2024

Area Checks	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	AREA CHECK
FOREST (ac)	0.00	0.00	0.00	0.00	0.00	OK.
MIXED OPEN (ac)	0.00	0.00	0.00	0.00	0.00	OK.
MIXED OPEN AREA TREATED(ac)	0.00	0.00	0.00	0.00	0.00	OK.
MANAGED TURF AREA (ac)	0.80	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.
IMPERVIOUS COVER (ac)	4.38	0.00	0.00	0.00	0.00	OK.
IMPERVIOUS COVER TREATED (ac)	2.08	0.00	0.00	0.00	0.00	OK.
AREA CHECK	OK.	OK.	OK.	OK.	OK.	

Site Treatment Volume (ft^3) 15,830

Runoff Reduction Volume and TP By Drainage Area

	D.A. A	D.A. B	D.A. C	D.A. D	D.A. E	TOTAL
RUNOFF REDUCTION VOLUME ACHIEVED (ft^3)	800	0	0	0	0	800
TP LOAD AVAILABLE FOR REMOVAL (lb/yr)	4.43	0.00	0.00	0.00	0.00	4.43
TP LOAD REDUCTION ACHIEVED (lb/yr)	1.11	0.00	0.00	0.00	0.00	1.11
TP LOAD REMAINING (lb/yr)	3.32	0.00	0.00	0.00	0.00	3.32
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	4.58	0.00	0.00	0.00	0.00	4.58

Total Phosphorus

FINAL POST-DEVELOPMENT TP LOAD (lb/yr)	4.43
TP LOAD REDUCTION REQUIRED (lb/yr)	1.02
TP LOAD REDUCTION ACHIEVED (lb/yr)	1.11
TP LOAD REMAINING (lb/yr):	3.32
REMAINING TP LOAD REDUCTION REQUIRED (lb/yr):	0.00 **

** TARGET TP REDUCTION EXCEEDED BY 0.09 LB/YEAR **

Total Nitrogen (For Information Purposes)

POST-DEVELOPMENT LOAD (lb/yr)	61.23
NITROGEN LOAD REDUCTION ACHIEVED (lb/yr)	4.58
REMAINING POST-DEVELOPMENT NITROGEN LOAD (lb/yr)	56.65

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DCS DESIGN
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LANDSCAPE ARCHITECT:
STUDIO39 LANDSCAPE ARCHITECTURE, P.C.
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ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

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RESUBMISSION	11/22/2024
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RESUBMISSION	02/13/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
2/13/26
ROBERT B. COCHRAN
LAND SURVEYOR

575 HERNDON PARKWAY

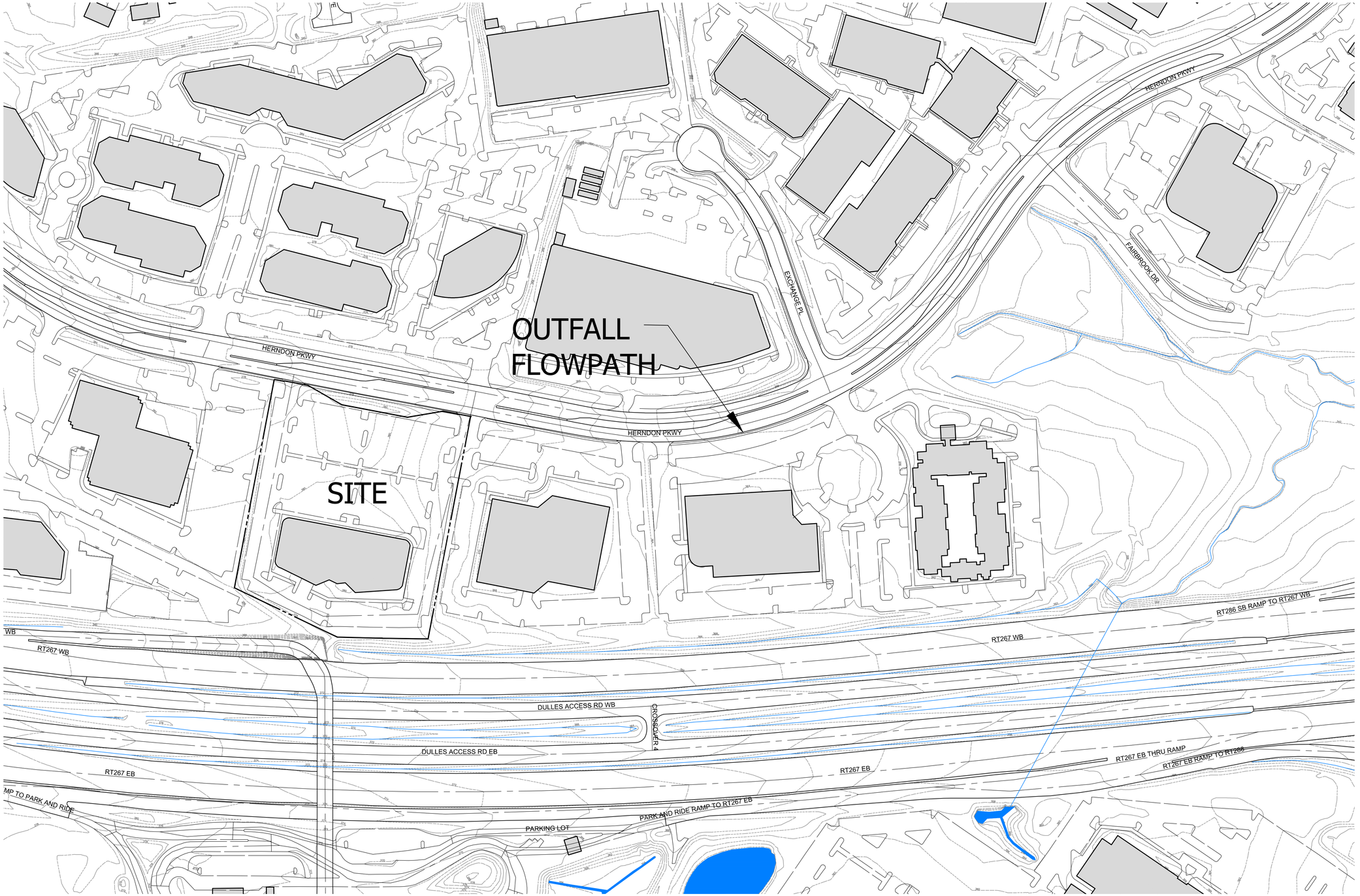
TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

STORMWATER COMPUTATIONS

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 30'
VIKA NO.	7815B
SHEET NO.	C-15

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_SWM MAP.dwg USER: Bentley DATE: October 15, 2025 TIME: 8:41:14 AM LAYOUT: C-15 SWM COMPS



NORTH (VCS 83)
GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100ft.

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2/13/26
ROBERT B. COCHRAN
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

DRANESVILLE DISTRICT
FAIRFAX COUNTY, VIRGINIA

ADEQUATE OUTFALL MAP

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	AS SHOWN
VIKA NO.	7815B
SHEET NO.	C-16

FILE: Q:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_C-16 ADEQUATE OUTFALL.dwg USER: Bentley DATE: October 15, 2025 TIME: 8:42:51 AM LAYOUT: C-16

LAYOUT: C-16, Plotted By: Bentley

ZONING ORDINANCE MODIFICATIONS

- THE DEVELOPMENT CONFORMS TO THE PROVISIONS OF ALL APPLICABLE TOWN STANDARDS EXCEPT AS NOTED HEREON IN THE MODIFICATION REQUESTS BELOW

MODIFICATION	REQUIRED	PROVIDED	Z.O. NUMBER
HERNDON PARKWAY FRONTAGE	- 2' UTILITY STRIP - 8' CYCLE TRACK - 4.5' LANDSCAPE STRIP - 8' SIDEWALK	- WEST: VARYING WIDTH LANDSCAPE STRIP; 12' SHARED-USE PATH - CENTER: 10' BUS LOADING ZONE; 6' LANDSCAPE STRIP; 12' SHARED-USE PATH - EAST: 2' UTILITY STRIP; 8' CYCLE TRACK; 4.5' LANDSCAPE STRIP; 8' SIDEWALK	- 78-50.8.H.2
DULLES TOLL ROAD FRONTAGE	- 22-24' ACCESS DRIVE AND TRAIL - 8' PEDESTRIAN TRAIL - 8' PLANTING BUFFER TO THE SOUTH	- 5' SIDEWALK TO THE NORTH OF A 20' ACCESS DRIVE THAT IS BORDERED TO THE SOUTH BY AN 8' LANDSCAPE BUFFER AND FENCE	- 78-50.8.H.1
PRIVATE ROAD STREETSCAPE	- 10' SIDEWALK	- 6' SIDEWALK	- 78-50.8
LOADING SPACES	- 1 / 3,000-14,999 GFA RETAIL / RESTAURANT: 1 REQUIRED - 1 / 200 UNITS RESIDENTIAL: 3 REQUIRED - 1 / 6,000 GFA COMMERCIAL OR OFFICE: 1 REQUIRED - TOTAL REQUIRED: 5	- 1 RETAIL - 1 COMMERCIAL - 2 RESIDENTIAL	- 78-100.2.D
ELECTRIC FACILITIES	- UTILITY CABINETS MUST BE ENCLOSED IN A BUILDING OR VAULTED UNDERGROUND PURSUANT TO SECTION 78-50.8(J)(2)	- ABOVE GRADE TRANSFORMERS WITH SCREEN WALL	- 78-50.8(J)(2)
PARKING STRUCTURE LANDSCAPE REQUIREMENT	- PLANTING ISLANDS MIN. 8' WIDE AND 120 SF UNPAVED PLANTING AREA	- 4 - 7.5' WIDTH AND 32-56 SF OF UNPAVED PLANTING AREA	- 78-110.5(B)(2)D



GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

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COMMONWEALTH OF VIRGINIA
2/13/26
ROBERT B. COCHRAN
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

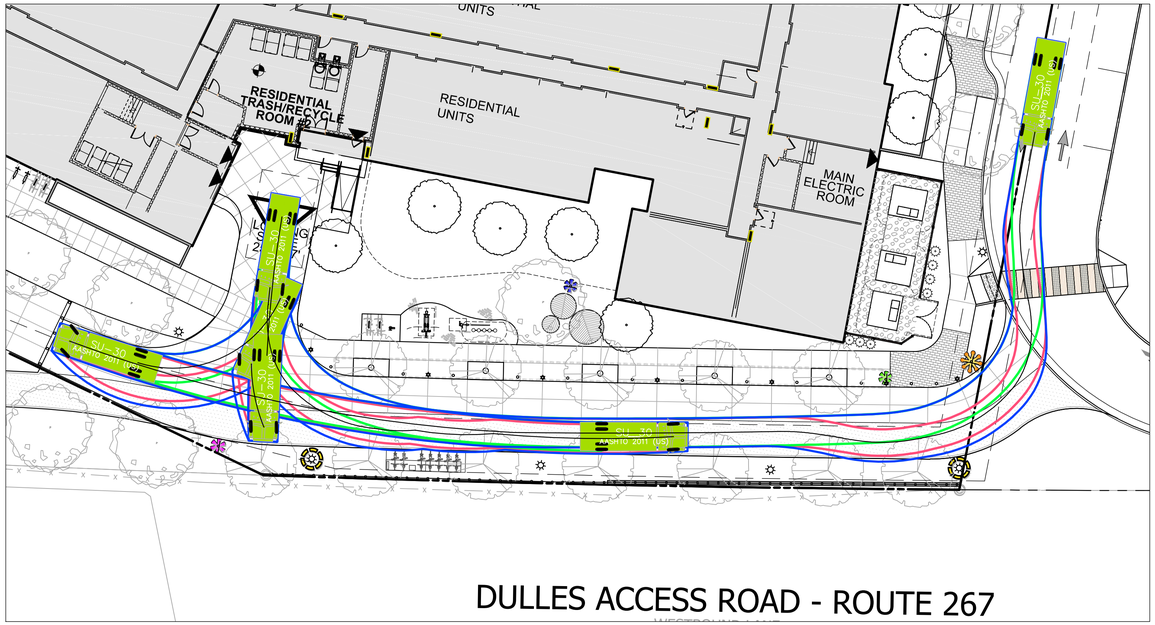
FAIRFAX COUNTY, VIRGINIA

ZONING MODIFICATIONS

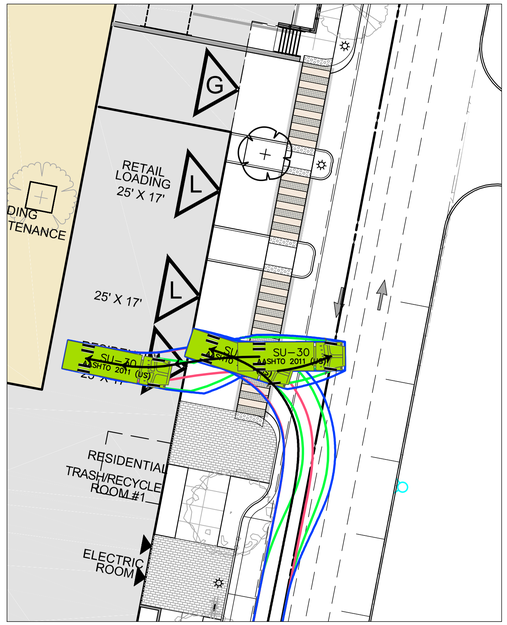
DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 40'
VIKA NO.	7815B
SHEET NO.	C-17

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_EASEMENT AND MODS PLAN.dwg USER: Johnson DATE: February 7, 2026 TIME: 12:11:17 PM LAYOUT: C-17 MODIFICATIONS

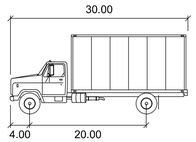
LAYOUT: C-17 MODIFICATIONS, Plotted By: Johnson



COMMERCIAL LOADING SCALE: 1"=20'



RETAIL LOADING SCALE: 1"=20'



SU-30

	feet
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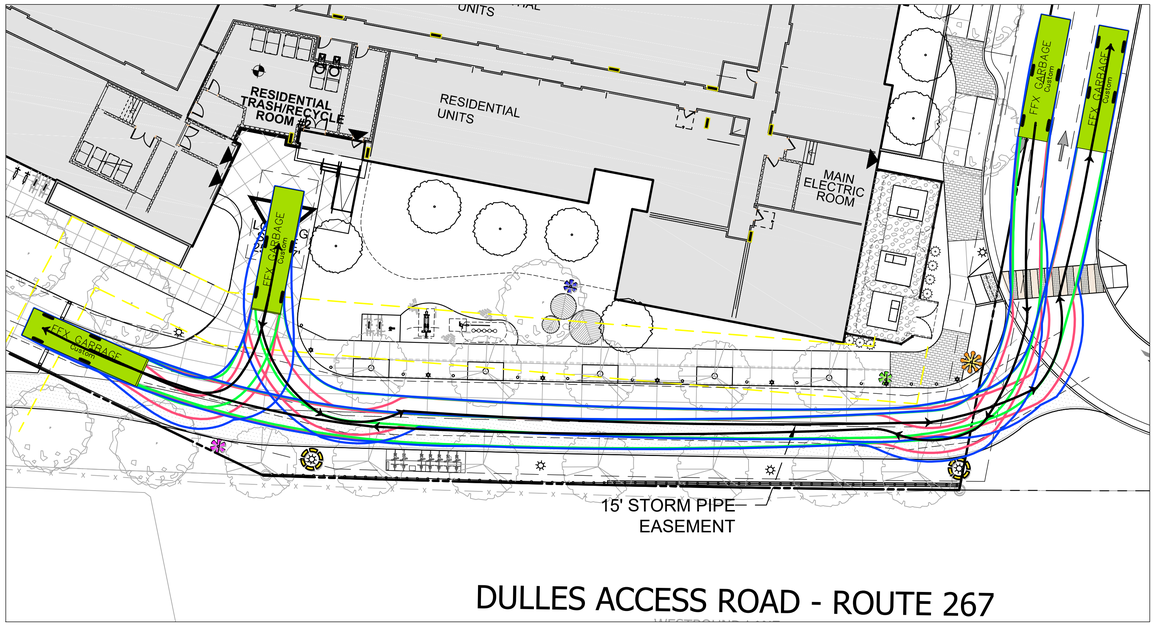
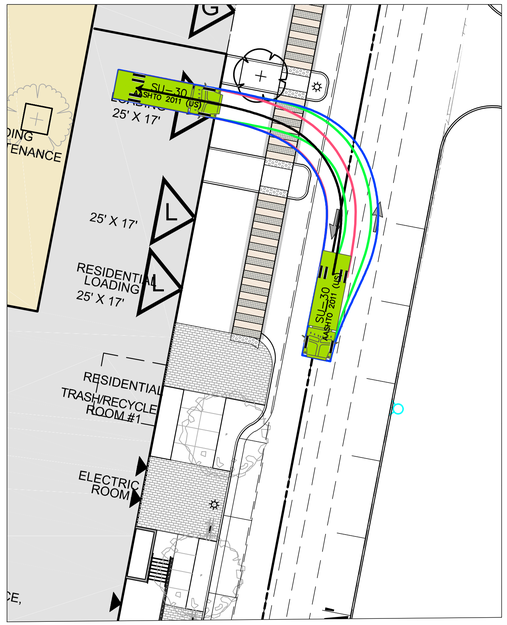
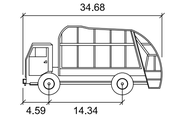
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8



GARBAGE SCALE: 1"=20'



RESIDENTIAL LOADING SCALE: 1"=20'



FFX GARBAGE

	feet
Width	: 8.20
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 41.8

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700 NEW HAMPSHIRE, SUITE 709
WASHINGTON, DC 20037

ARCHITECT:
DCS DESIGN
8614 WESTWOOD CENTER DRIVE, SUITE 800
TYSONS, VA 22182

LANDSCAPE ARCHITECT:
STUDIO39 LANDSCAPE ARCHITECTURE, P.C.
6416 GROVEDALE DRIVE, SUITE 100-A
ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
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RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
2/13/26
ROBERT B. COCHRAN
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

AUTOTURN EXHIBIT

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	AS SHOWN
VIKA NO.	7815B
SHEET NO.	C-18

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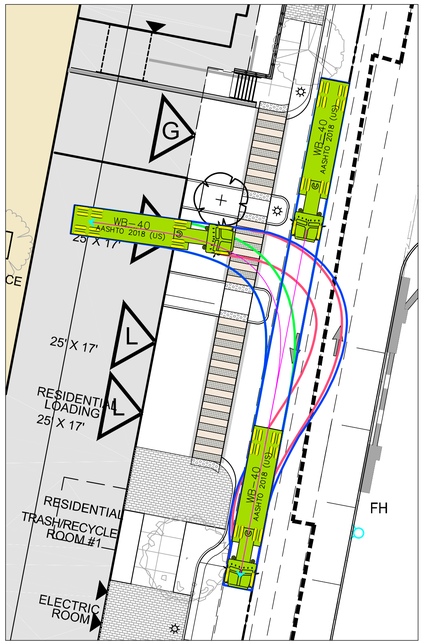
LAYOUT: C-18 AUTOTURN, Plotted By: johnson



COMMERCIAL AND ADDITIONAL RESIDENTIAL LOADING - ENTER SCALE: 1"=20'



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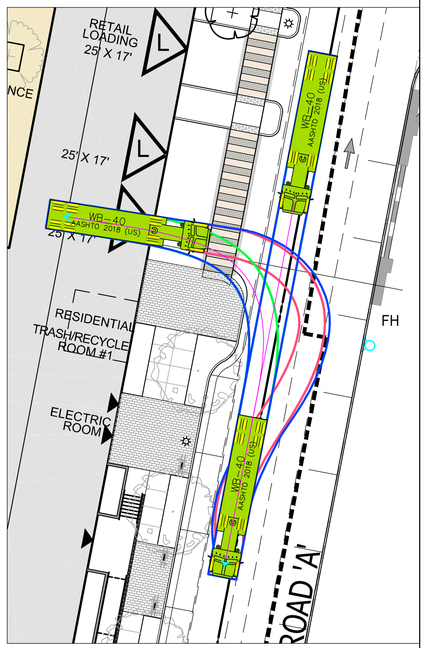
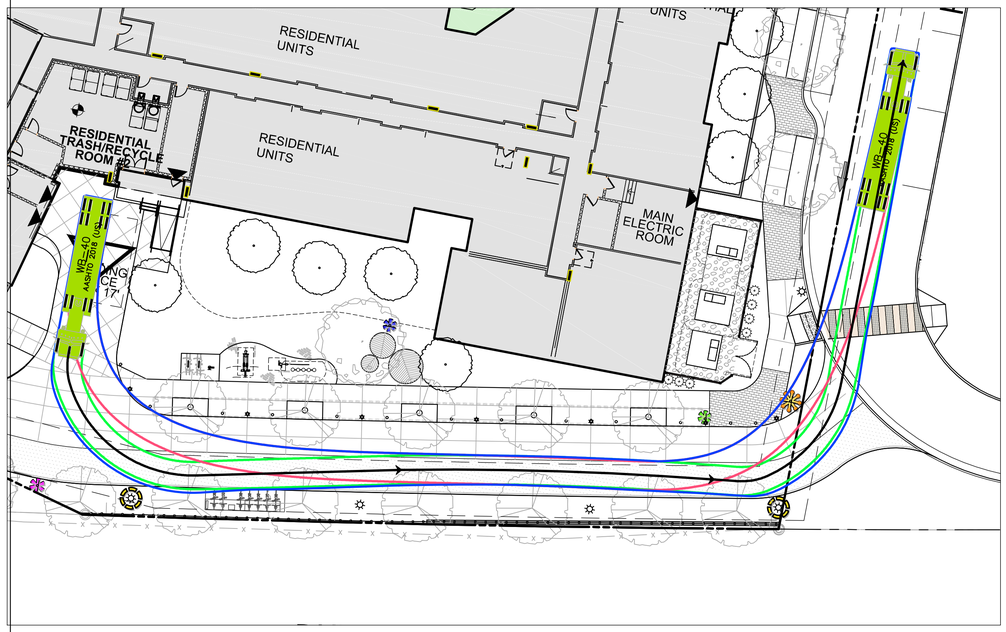
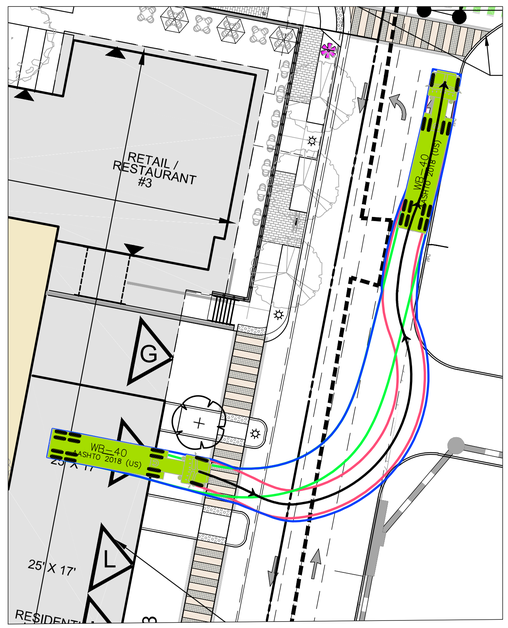


RESIDENTIAL LOADING - ENTER
SCALE: 1"=20'



COMMERCIAL AND ADDITIONAL RESIDENTIAL LOADING - EXIT SCALE: 1"=20'



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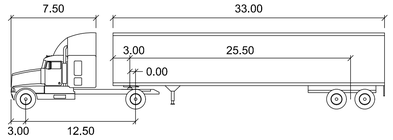

WB-40

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		

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PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
2/13/26
ROBERT B. COCHRAN
LICENSED LANDSCAPE ARCHITECT

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

AUTOTURN EXHIBIT

DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	AS SHOWN
VIKA NO.	7815B
SHEET NO.	C-18A

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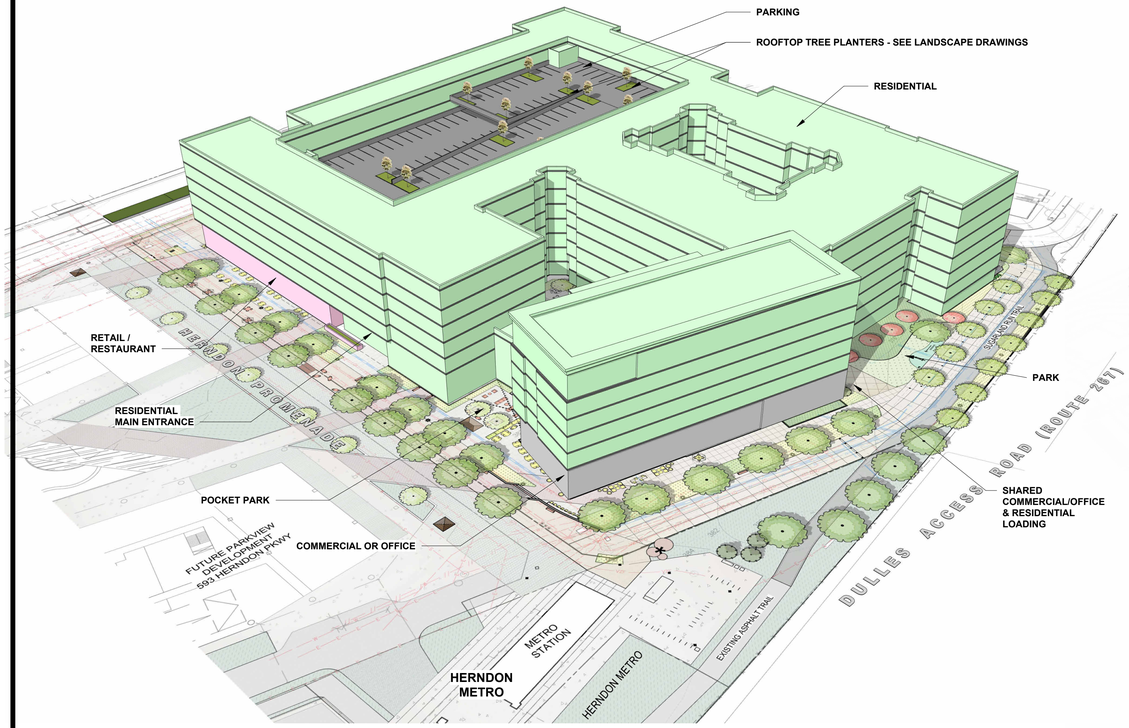
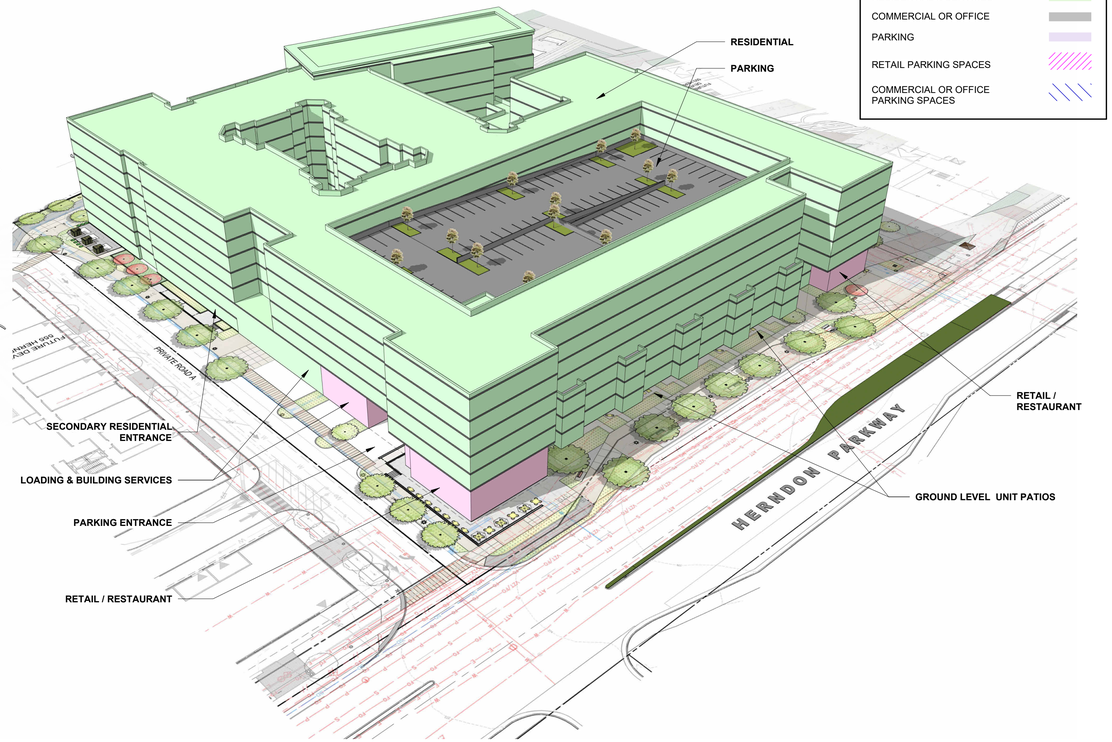
LAYOUT: C-18A WB-40, Plotted By: johnson





LEGEND

- RETAIL / RESTAURANT & SERVICES
- RESIDENTIAL & SERVICES
- COMMERCIAL OR OFFICE
- PARKING
- RETAIL PARKING SPACES
- COMMERCIAL OR OFFICE PARKING SPACES

BUILDING AREAS

(FAR SF: Measured from the exterior face of exterior walls)

LEVEL	RETAIL/ RESTAURANT (2)	COMMERCIAL OR OFFICE (2)	RESIDENTIAL			TOTAL (FAR SF)
			UNITS / CORE (3)	INDOOR RESIDENTIAL AMENITIES (1)	BUILDING SERVICE (2)	
LEVEL 1	9,222	5,987	50,834	11,063	8,950	86,056
LEVEL 2			58,000	1,728		59,728
LEVEL 3			86,384			86,384
LEVEL 4			85,790			85,790
LEVEL 5			85,790			85,790
LEVEL 6			85,790			85,790
LEVEL 7			85,592			85592
TOTALS	**9,222**	**5,987**	**538,180**	**12,791**	**8,950**	**575,130 ****
				559,921		

(1) Includes Lobby, Amenity Areas & Pool Support Spaces.
(2) Includes Building Service Rooms & Loading Area.
(3) Unit Areas, Corridors & Core.
** Open to below area identified in Level 2 not included in Total FAR SF

BUILDING USES

BUILDING USE	GFA	RESIDENTIAL
A - RETAIL / RESTAURANT	9,222	-
B - RESIDENTIAL	559,921	525
C - COMMERCIAL OR OFFICE	5,987	-
	575,130	**525**

VEHICLE PARKING

REQUIRED PARKING RATIOS	TOTAL REQUIRED PARKING SPACES	TOTAL PROVIDED PARKING SPACES	* ACCESSIBLE PARKING REQUIRED	* ACCESSIBLE PARKING PROVIDED
1.25 / 1,000 SF	12	44	1.00	2.00
1.0 / UNIT	525	564	14.00	15.00
2.0 / 1,000 SF	12	20	1.00	2.00
	549	**628**	**16.00**	**19.00**

* Accessible spaces included in total number of parking spaces.

See Illustrative Parking Sheets for break down of parking provided per level for each use.

BICYCLE PARKING

REQUIRED PARKING RATIOS	BICYCLE PARKING REQUIRED	BICYCLE PARKING PROVIDED
.25 / 1,000 GFA	3	3
.75 / DWELLING UNIT	394	394
.20 / 1,000 GFA	1	1
	398	**398**

An additional on-street 24 bicycle parking spaces(12 racks) are provided around the building (not included in calculation).

LOADING

REQUIRED PARKING RATIOS	LOADING SPACES REQUIRED	LOADING SPACES PROVIDED
1 / 3,000 - 14,999 GFA	1	1
1 / 200 UNITS	3	2
1 / 6,000 GFA	1	1
	5	**4**

GENERAL NOTES:

- **Building heights are above average site elevation and include above-grade parking levels, but do not include mechanical penthouse requirements or rooftop facilities.**
- **Square footage and number of dwelling units are approximate.**
- **Applicant reserves the right to adjust GFA, use mix, unit counts and heights in accordance with proffers.**

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WOODFIELD DEVELOPMENT

BRISTOL HERNDON PARKWAY LLC

COMMONWEALTH OF VIRGINIA
DOUGLAS N. CARTER
Lic. No. 3435
ARCHITECT
02/12/2026

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REVISION DATE

PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
TABULATIONS

DRAWN BY AK, AM, KS
QC CHECKED BY KS
QA REVIEWED BY KS

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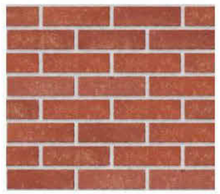

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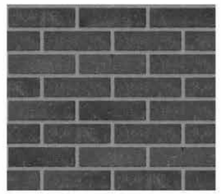

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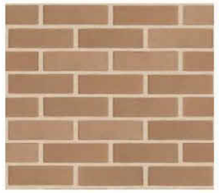

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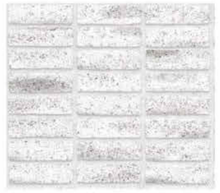

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6



7



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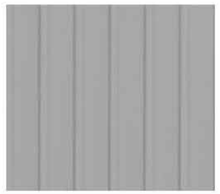

9



10



11



12

13

14

EXTERIOR FINISHES LEGEND

1	BRICK - RED
2	BRICK - BLACK
3	BRICK - BROWN
4	BRICK - LIGHT BROWN
5	BRICK - WHITE TEXTURED
6	FIBER CEMENT BOARD - DARK GRAY
7	FIBER CEMENT BOARD - BROWN
8	FIBER CEMENT BOARD - GRAY
9	FIBER CEMENT - VERTICAL BOARD & BATTEN, LIGHT GRAY
10	FIBER CEMENT - FINISH TO MATCH WOOD LOOK
11	FIBER CEMENT BOARD - DARK GREEN
12	METAL PANEL - BLACK
13	ARCHITECTURAL STONE VENEER - BLACK
14	ARCHITECTURAL BLOCK (CMU) - BLACK, SPLIT FACE FINISH
14A	ARCHITECTURAL BLOCK (CMU) - BROWN, SMOOTH FINISH
15	ALUMINUM SLATS SCREENING - DARK GRAY
16	OVERHEAD ROLL-UP DOOR, SEE PRECEDENT IMAGES BELOW
17	WALL MURAL, REFER TO SHEET A - 14.1
18	ALUMINUM STOREFRONT SYSTEM - BLACK
19	VINYL WINDOWS - BLACK
20	PREFINISHED ALUMINUM CANOPY - BLACK



15

LOADING OVERHEAD DOORS - PRECEDENT IMAGES





16

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WOODFIELD DEVELOPMENT

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COMMONWEALTH OF VIRGINIA
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Lic. No. 3435
ARCHITECT
02/12/2026

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575 HERNDON PARKWAY

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TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE

ILLUSTRATIVE EXTERIOR FINISHES AND PRECEDENT IMAGES

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QC CHECKED BY	KS
QA REVIEWED BY	KS

DRAWING NUMBER

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HERNDON MURAL:

Proposed Wall mural featuring the sign "Herndon" in recognition of the town's historic rail heritage and its influence on Herndon's cultural identity.





WALL MURAL

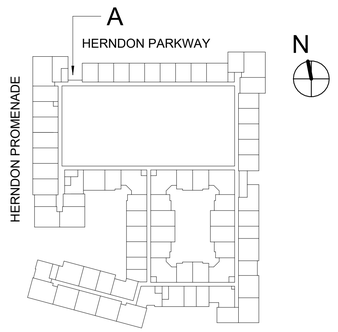
HERNDON IDENTITY - PRECEDENT IMAGES



HERNDON FIRE STATION



ICON IN TOWN OF HERNDON



DULLES ACCESS ROAD

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ILLUSTRATIVE HERNDON MURAL

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4 PERSPECTIVE VIEW



2 PERSPECTIVE VIEW



1 PERSPECTIVE VIEW



3 PERSPECTIVE VIEW

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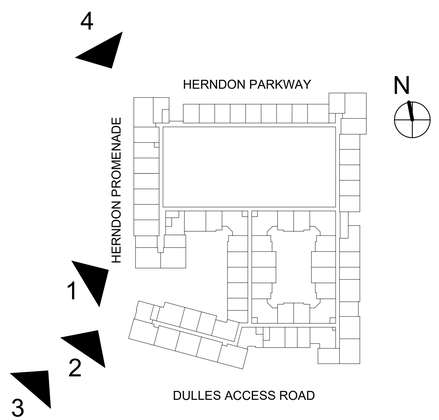

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PERSPECTIVE VIEWS

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4 PERSPECTIVE VIEW



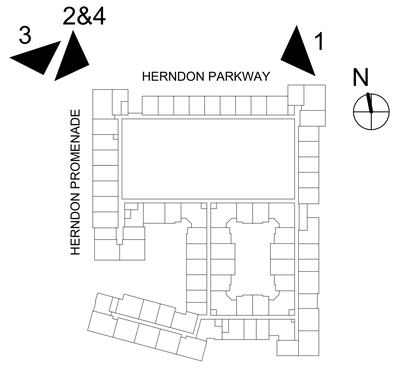
2 PERSPECTIVE VIEW



1 PERSPECTIVE VIEW



3 PERSPECTIVE VIEW



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WOODFIELD DEVELOPMENT

BRISTOL HERNDON PARKWAY LLC

COMMONWEALTH OF VIRGINIA
DOUGLAS N. CARTER
Lic. No. 3435
ARCHITECT
02/12/2026

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FIRST SUBMISSION	05/08/2024
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THIRD SUBMISSION	05/14/2025
FOURTH SUBMISSION	10/15/2025
FIFTH SUBMISSION	02/13/2026

REVISION DATE

PROJECT TITLE

575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE

PERSPECTIVE VIEWS

DRAWN BY	KO
QC CHECKED BY	KS
QA REVIEWED BY	KS

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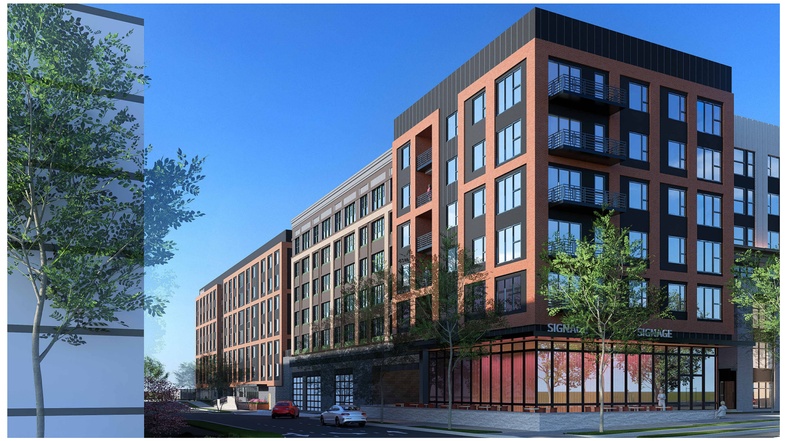
4 PERSPECTIVE VIEW



2 PERSPECTIVE VIEW



1 PERSPECTIVE VIEW



3 PERSPECTIVE VIEW

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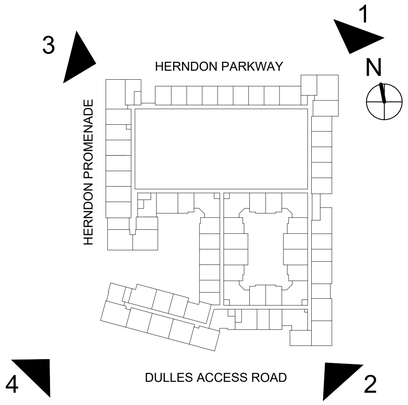

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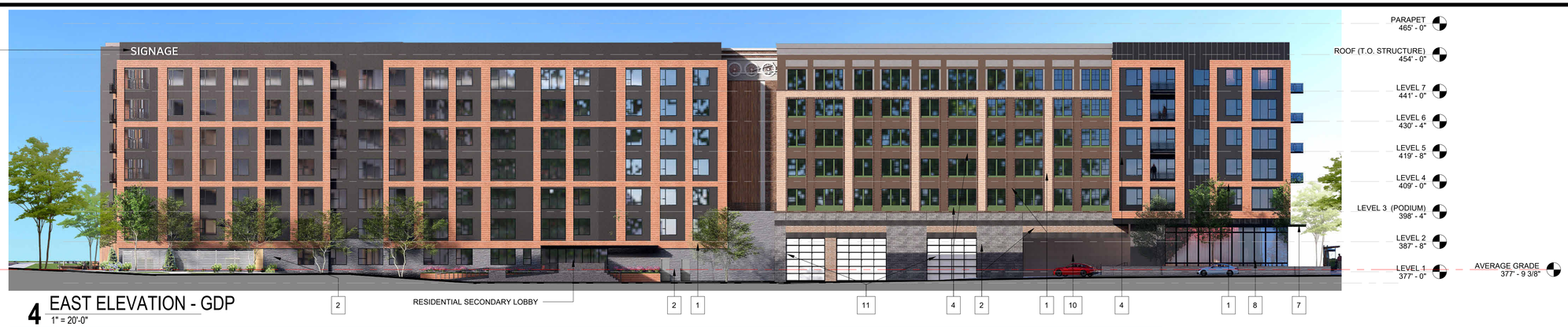


4 EAST ELEVATION - GDP

1" = 20'-0"



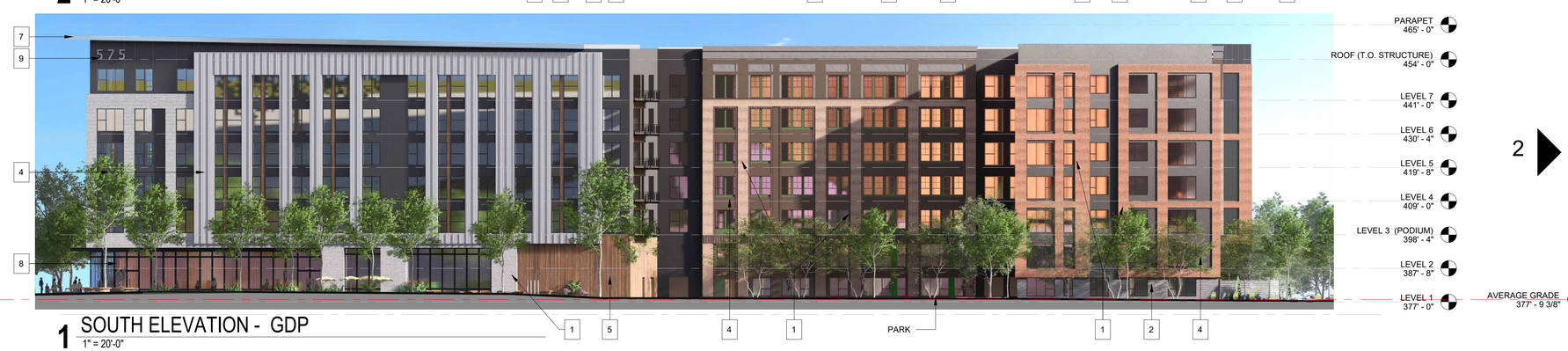
3 NORTH ELEVATION - GDP

1" = 20'-0"



2 WEST ELEVATION - GDP

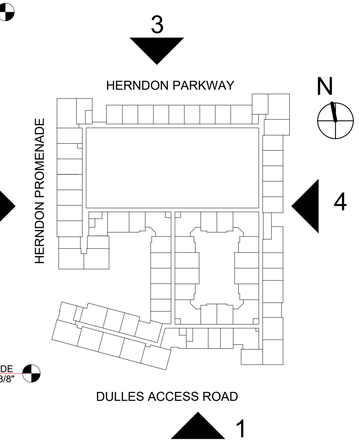
1" = 20'-0"



1 SOUTH ELEVATION - GDP

1" = 20'-0"

1	BRICK
2	ARCHITECTURAL BLOCK / STONE FINISH
3	DECORATIVE STONE CLADDING
4	FIBER CEMENT PANEL
5	FIBER CEMENT WOOD FINISH
6	WALL MURAL / TBD
7	PREFAB METAL CANOPIES / METAL ACCENT
8	STOREFRONT SYSTEM
9	BUILDING SIGNAGE
10	PARKING ENTRANCE
11	LOADING & SERVICE AREAS



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ELEVATION VIEWS

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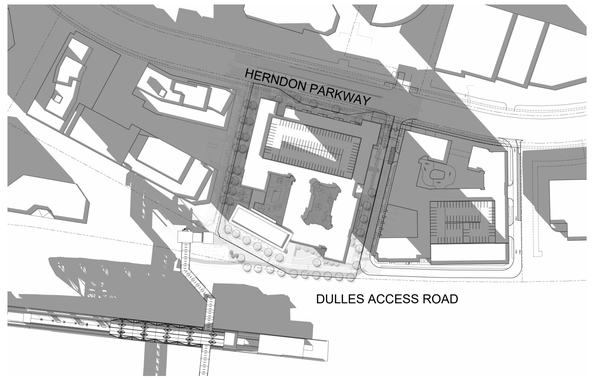

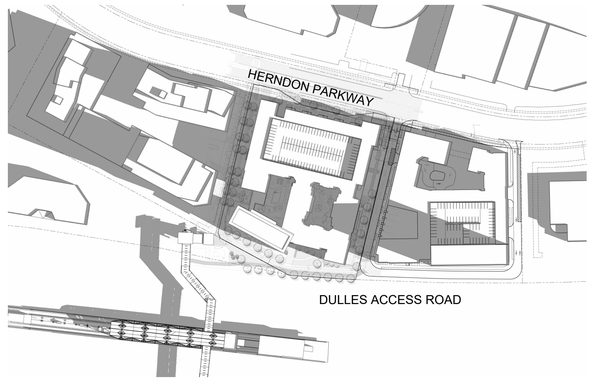

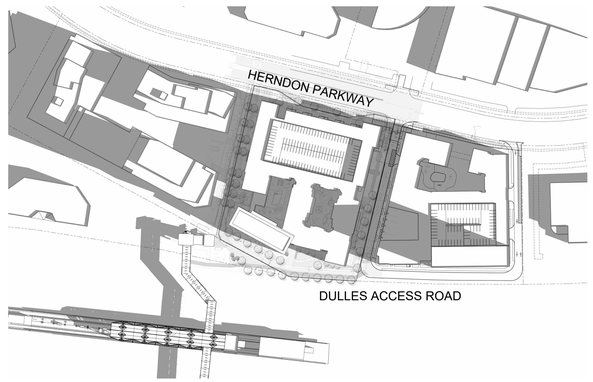

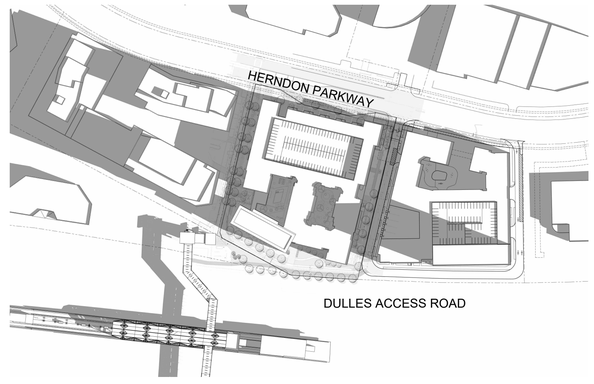

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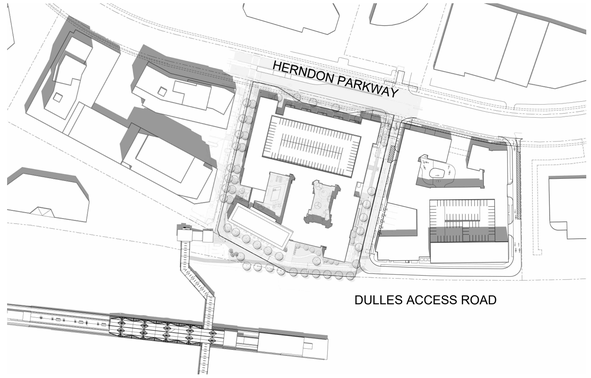

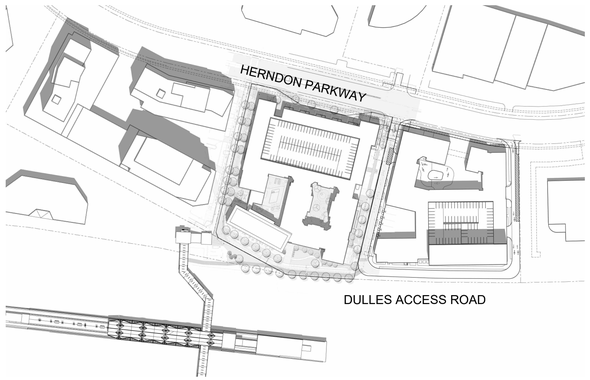

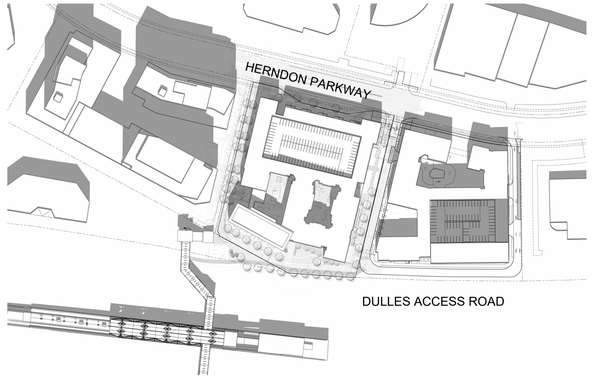

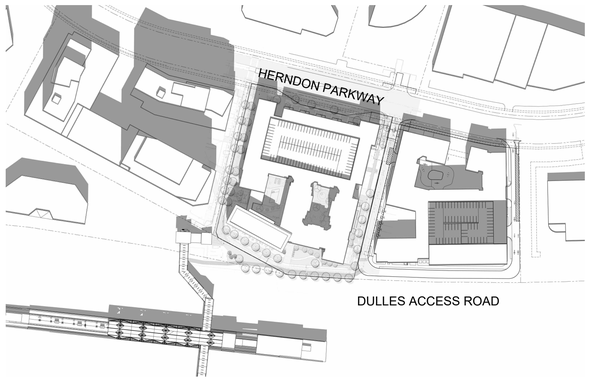

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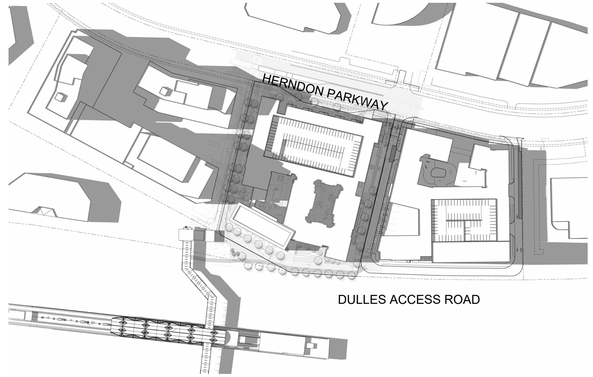

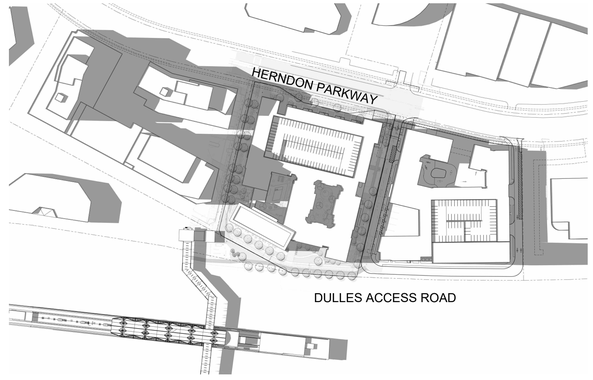

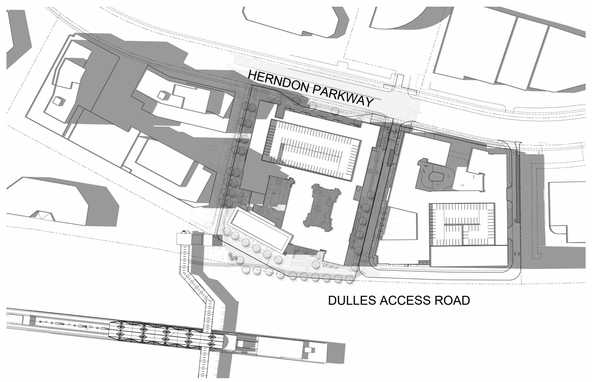

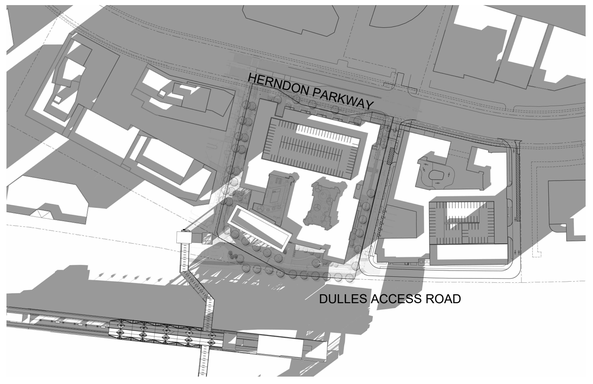

SPRING - 03/21

SUMMER - 06/21

FALL - 09/21

WINTER - 12/21

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PROJECT TITLE

575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE

SHADOW ANALYSIS

DRAWN BY	AM
QC CHECKED BY	KS
QA REVIEWED BY	KS

DRAWING NUMBER

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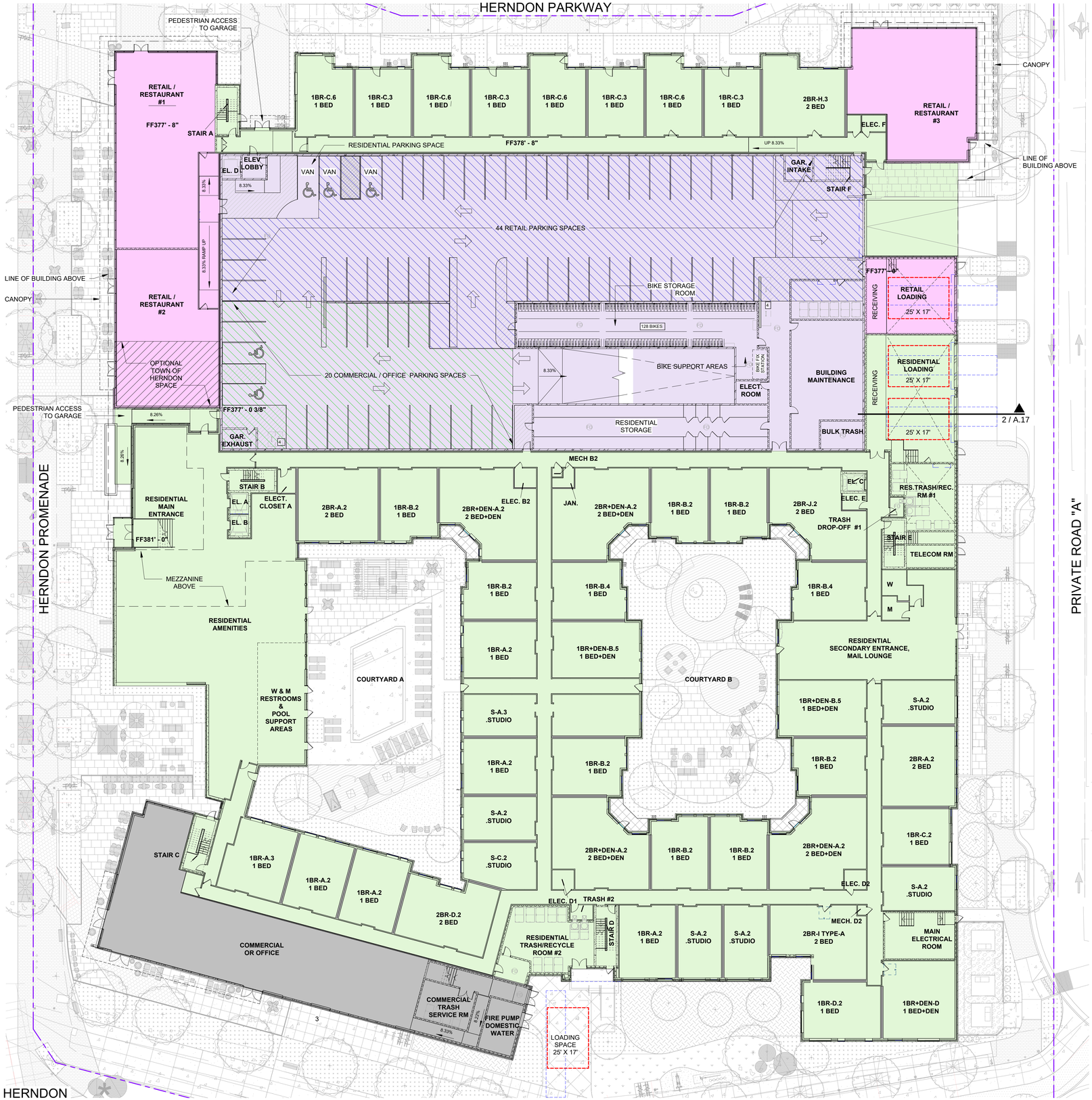

BIKE PARKING PROVIDED

ELEVATION	LEVEL	NUMBER OF BIKE SPACES PROVIDED
377' 0"	LEVEL 1	136
387' 8"	LEVEL 2	178
398' 4"	LEVEL 3	23
409' 0"	LEVEL 4	23
419' 8"	LEVEL 5	23
430' 4"	LEVEL 6	15
441' 0"	LEVEL 7	0
TOTAL BIKE SPACES		**398**

GENERAL NOTES

- RETAIL / RESTAURANT & SERVICES
- RESIDENTIAL & SERVICES
- COMMERCIAL OR OFFICE
- PARKING
- RETAIL PARKING
- COMMERCIAL OR OFFICE PARKING
- PLANTERS
- FUTURE BIKE ROOMS

NOTES:

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3. TREE CANOPY LOCATIONS SHOWN ON LEVEL 7 OF PARKING STRUCTURE ARE FOR ILLUSTRATIVE PURPOSES ONLY. FINAL LOCATIONS TO BE DETERMINED AT SITE PLAN SUBMISSION.

TOTAL PARKING PROVIDED

ELEVATION	LEVEL	NUMBER OF SPACES (INCLUDING ACCESSIBLE)	ACCESSIBLE PARKING T	HC	VAN
398' 4"		1	1	1	
377' 0"	LEVEL 1	65	5	2	0
387' 8"	LEVEL 2	88	3	3	0
<varies>	LEVEL 3 (PODIUM)	111	2	2	0
<varies>	LEVEL 4	111	2	2	0
<varies>	LEVEL 5	111	2	2	0
<varies>	LEVEL 6	105	3	3	0
441' 0"	LEVEL 7	36	1	1	3
TOTAL STRUCTURED SPACES		628	19	16	

PARKING SPACE DIMENSIONS:

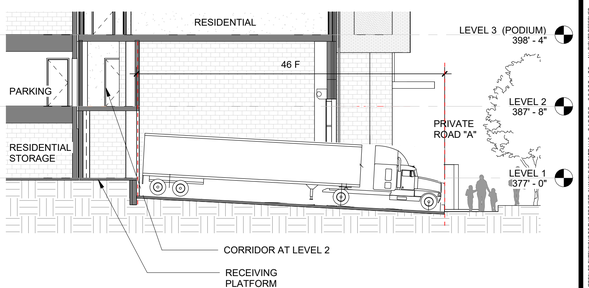
90°	8'-6" X 18'-0"
PARALLEL	8'-0" X 22' 0"

LOADING SPACE DIMENSIONS:

17'-0" WIDE X 25'-0" LONG X 14'-0" HIGH (4)

PARKING COUNT_LEVEL 1

LEVEL	TYPE OF SPACE TYPE	NUMBER OF SPACES
COMMERCIAL		
LEVEL 1	HC	2
LEVEL 1	S	18
		20
RESIDENTIAL		
LEVEL 1	HCV	1
		1
RETAIL		
LEVEL 1	HCV	2
LEVEL 1	S	42
		44
TOTAL		65



2 LOADING SECTION

3/32" = 1'-0"

1 ILLUSTRATIVE PARKING LEVEL 1

1" = 20'-0"

N

1" = 20'-0"

0' 5' 10' 20' 40' 80'

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575 HERNDON PARKWAY

575 HERNDON PARKWAY, TOWN OF HERNDON FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE

ILLUSTRATIVE PARKING LEVEL 1

DRAWN BY	AK, KS
QC CHECKED BY	KS
QA REVIEWED BY	KS

DRAWING NUMBER

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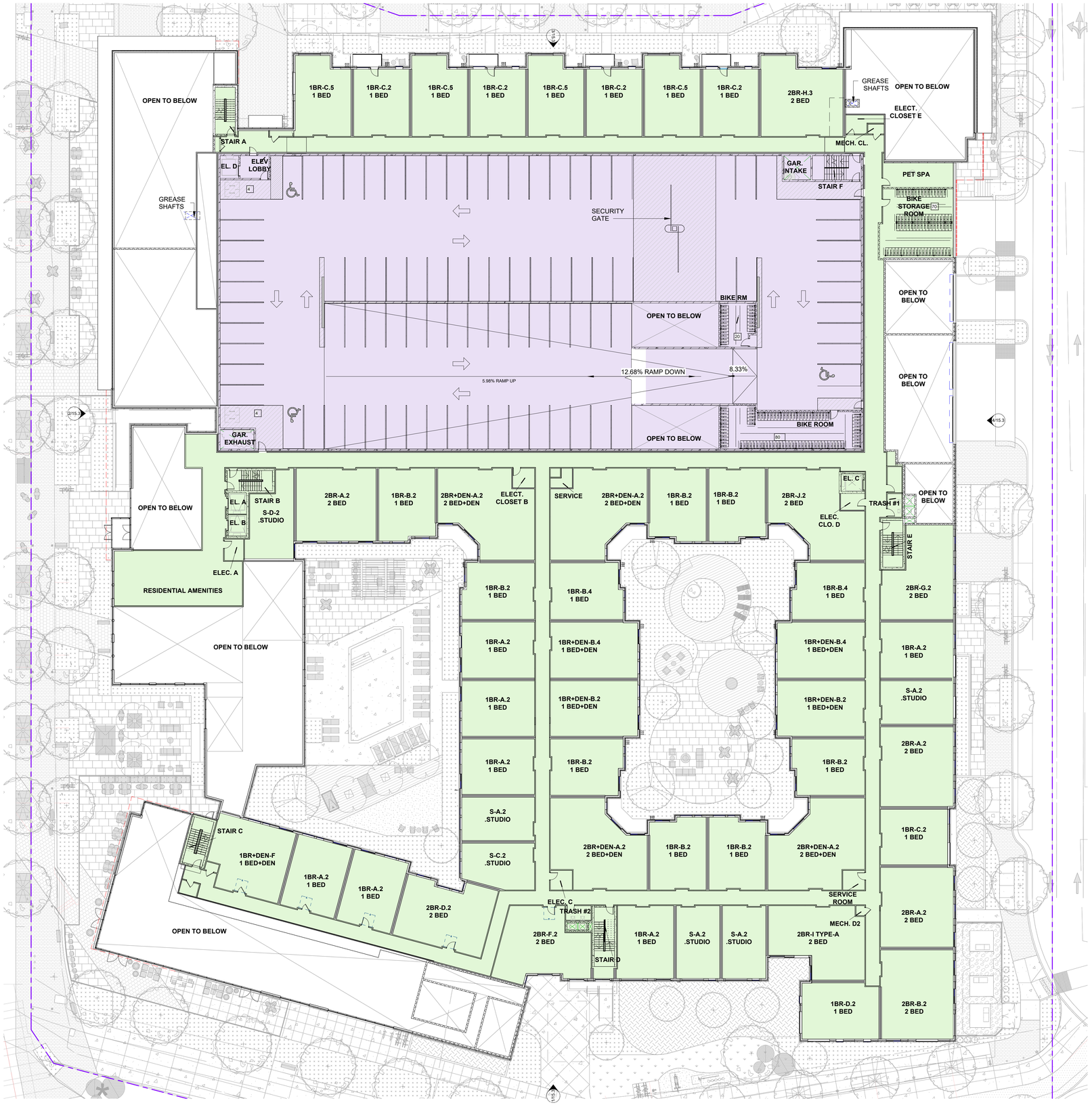

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- RETAIL PARKING
- COMMERCIAL OR OFFICE PARKING
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PARKING COUNT_LEVEL 2

LEVEL	TYPE OF SPACE TYPE	NUMBER OF SPACES
LEVEL 2	HC	3
LEVEL 2	S	85
TOTAL		88

BIKE PARKING PROVIDED

ELEVATION	LEVEL	NUMBER OF BIKE SPACES PROVIDED
377' 0"	LEVEL 1	136
387' 8"	LEVEL 2	178
398' 4"	LEVEL 3	23
409' 0"	LEVEL 4	23
419' 8"	LEVEL 5	23
430' 4"	LEVEL 6	15
441' 0"	LEVEL 7	0
TOTAL BIKE SPACES		**398**

1 ILLUSTRATIVE PARKING LEVEL 2
1" = 20'-0"

N
1" = 20'-0"
0' 5' 10' 20' 40' 80'

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ILLUSTRATIVE PARKING LEVEL 2

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QC CHECKED BY	KS
QA REVIEWED BY	KS

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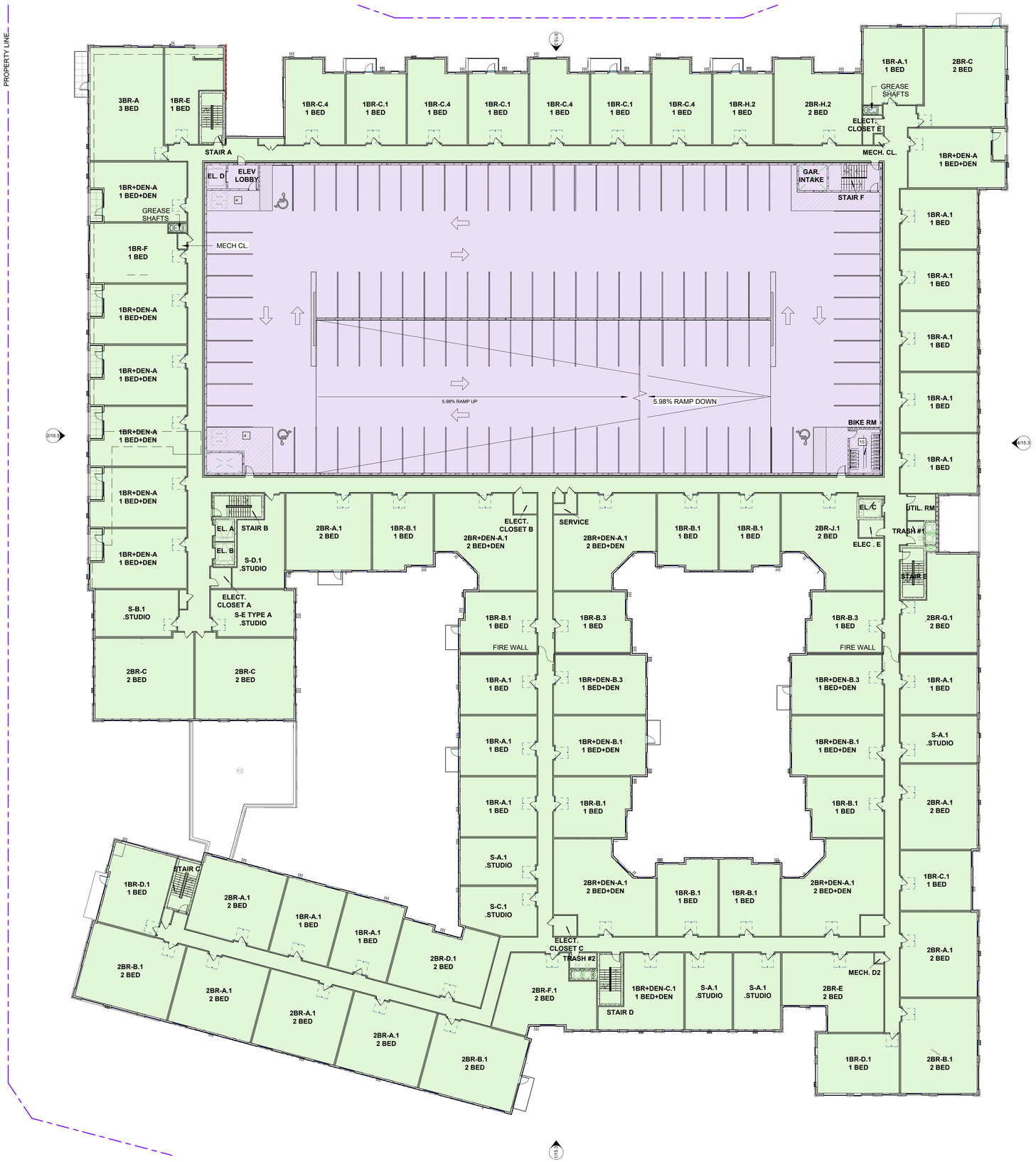

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PARKING COUNT_LEVEL 3

LEVEL	TYPE OF SPACE TYPE	NUMBER OF SPACES
LEVEL 3 (PODIUM)	HC	2
LEVEL 3 (PODIUM)	S	109
TOTAL		111

BIKE PARKING PROVIDED

ELEVATION	LEVEL	NUMBER OF BIKE SPACES PROVIDED
377' 0"	LEVEL 1	136
387' 8"	LEVEL 2	178
398' 4"	LEVEL 3	23
409' 0"	LEVEL 4	23
419' 8"	LEVEL 5	23
430' 4"	LEVEL 6	15
441' 0"	LEVEL 7	0
TOTAL BIKE SPACES		**398**

1 ILLUSTRATIVE PARKING LEVEL 3
1" = 20'-0"

N
1" = 20'-0"
0' 5' 10' 20' 40' 80'

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REVISION DATE

PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 3

DRAWN BY	AK, KS
QC CHECKED BY	KS
QA REVIEWED BY	KS

DRAWING NUMBER
A - 19.0

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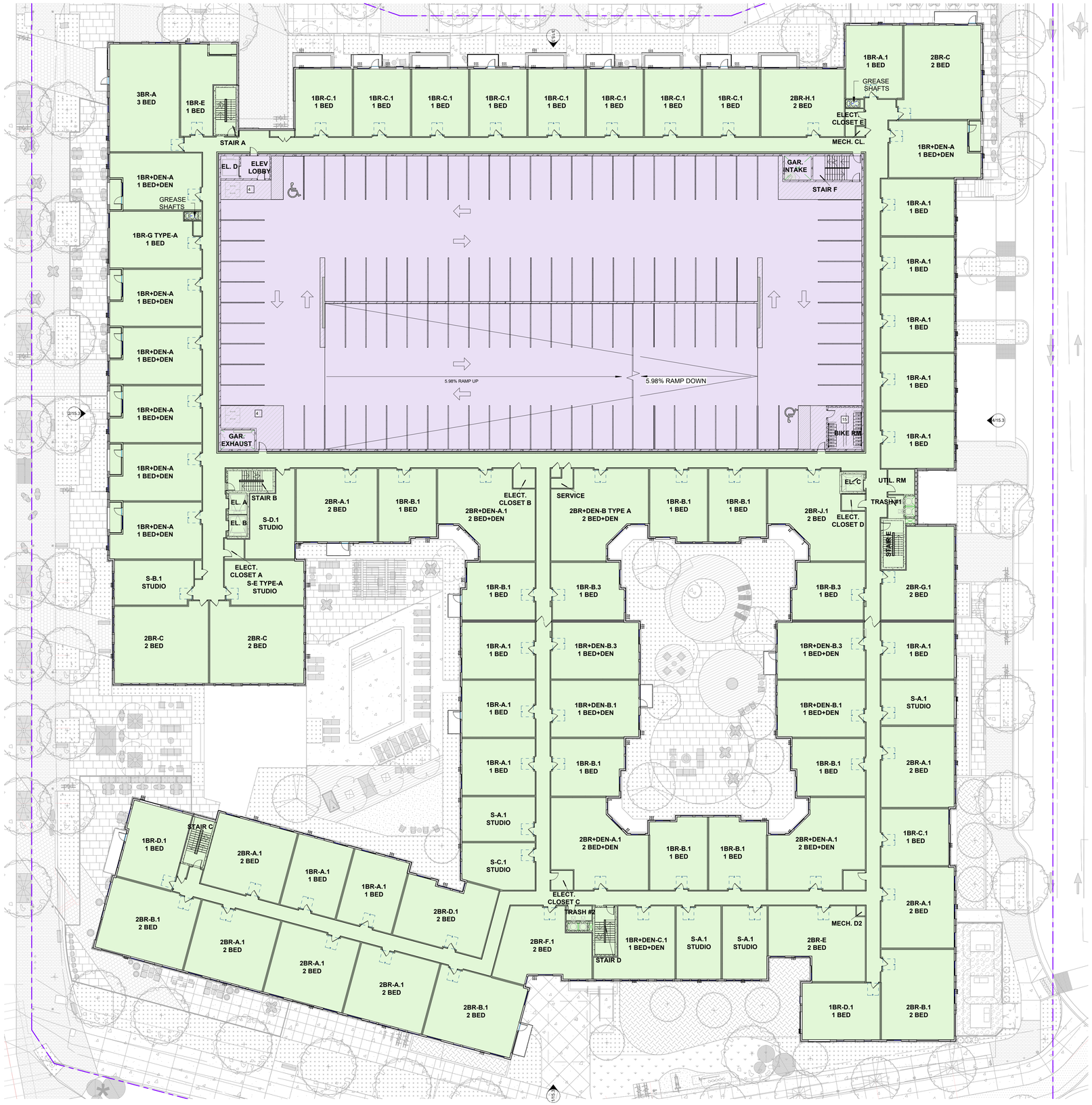

GENERAL NOTES

- RETAIL / RESTAURANT & SERVICES
- RESIDENTIAL & SERVICES
- COMMERCIAL OR OFFICE
- PARKING
- RETAIL PARKING
- COMMERCIAL OR OFFICE PARKING
- PLANTERS
- FUTURE BIKE ROOMS

NOTES:

1. GARAGE DESIGN IS CONCEPTUAL AND CAN BE MODIFIED AT TIME OF SITE PLAN ON THE CONDITION THAT THE MINIMUM REQUIRED RATIO FOR EACH USE IS PROVIDED.
2. INTERIOR LAYOUT AND EXTERIOR FEATURES PRESENTED ON THIS SHEET ARE CONCEPTUAL AND SUBJECT TO REVISION AS LEASING AND UNIT MIX CONFIGURATIONS ARE FURTHER DEVELOPED.
3. TREE CANOPY LOCATIONS SHOWN ON LEVEL 7 OF PARKING STRUCTURE ARE FOR ILLUSTRATIVE PURPOSES ONLY. FINAL LOCATIONS TO BE DETERMINED AT SITE PLAN SUBMISSION.

PARKING COUNT_LEVEL 5

LEVEL	TYPE OF SPACE TYPE	NUMBER OF SPACES
LEVEL 5	HC	2
LEVEL 5	S	109
TOTAL		111

BIKE PARKING PROVIDED

ELEVATION	LEVEL	NUMBER OF BIKE SPACES PROVIDED
377' 0"	LEVEL 1	136
387' 8"	LEVEL 2	178
398' 4"	LEVEL 3	23
409' 0"	LEVEL 4	23
419' 8"	LEVEL 5	23
430' 4"	LEVEL 6	15
441' 0"	LEVEL 7	0
TOTAL BIKE SPACES		**398**

1 ILLUSTRATIVE PARKING LEVEL 4
1" = 20'-0"

N
1" = 20'-0"
0' 5' 10' 20' 40' 80'

dcs DESIGN
DAVIS CARTER SCOTT Ltd
Architecture
Interior Architecture
Land Planning
8614 Westwood Center Dr.
Suite 800
Tysons, Virginia 22182
P 703.556.9275
F 703.821.6976
www.dcsdesign.com

WOODFIELD DEVELOPMENT

BRISTOL HERNDON PARKWAY LLC

COMMONWEALTH OF VIRGINIA
DOUGLAS N. CARTER
Lic. No. 3435
ARCHITECT
02/12/2026

PRINT DATE 2/12/2026 3:25:45 PM

ISSUE DATE

FIRST SUBMISSION	05/08/2024
SECOND SUBMISSION	04/17/2025
THIRD SUBMISSION	05/14/2025
FOURTH SUBMISSION	10/15/2025
FIFTH SUBMISSION	02/13/2026

REVISION DATE

PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 4

DRAWN BY AK, KS
QC CHECKED BY KS
QA REVIEWED BY KS

DRAWING NUMBER
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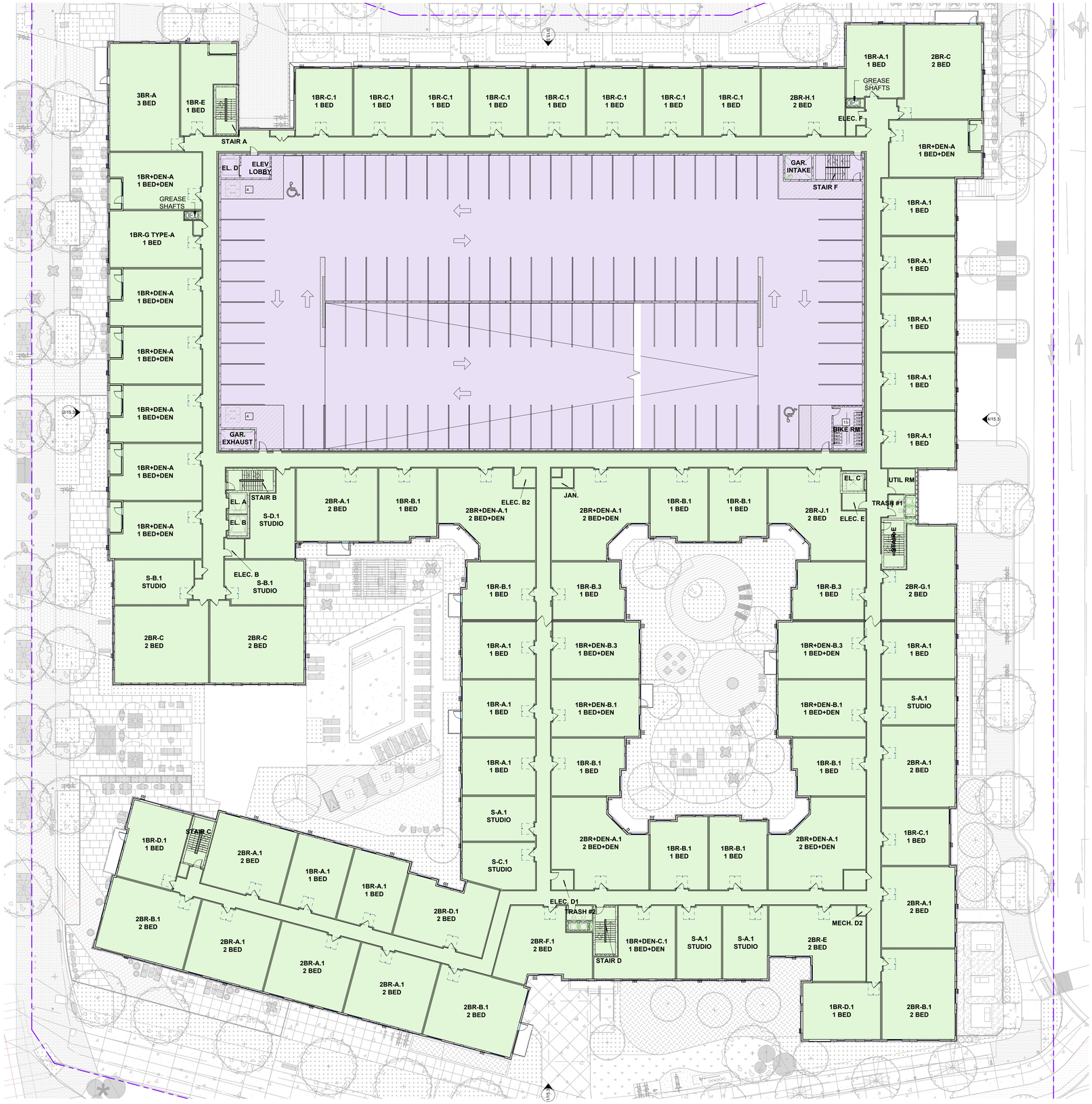

GENERAL NOTES

- RETAIL / RESTAURANT & SERVICES
- RESIDENTIAL & SERVICES
- COMMERCIAL OR OFFICE
- PARKING
- RETAIL PARKING
- COMMERCIAL OR OFFICE PARKING
- PLANTERS
- FUTURE BIKE ROOMS

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3. TREE CANOPY LOCATIONS SHOWN ON LEVEL 7 OF PARKING STRUCTURE ARE FOR ILLUSTRATIVE PURPOSES ONLY. FINAL LOCATIONS TO BE DETERMINED AT SITE PLAN SUBMISSION.

PARKING COUNT_LEVEL 5

LEVEL	TYPE OF SPACE TYPE	NUMBER OF SPACES
LEVEL 5	HC	2
LEVEL 5	S	109
TOTAL		111

BIKE PARKING PROVIDED

ELEVATION	LEVEL	NUMBER OF BIKE SPACES PROVIDED
377' 0"	LEVEL 1	136
387' 8"	LEVEL 2	178
398' 4"	LEVEL 3	23
409' 0"	LEVEL 4	23
419' 8"	LEVEL 5	23
430' 4"	LEVEL 6	15
441' 0"	LEVEL 7	0
TOTAL BIKE SPACES		**398**

1 ILLUSTRATIVE PARKING LEVEL 5
1" = 20'-0"

N
1" = 20'-0"
0' 5' 10' 20' 40' 80'

dcs DESIGN

DAVIS CARTER SCOTT Ltd

Architecture
Interior Architecture
Land Planning

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WOODFIELD DEVELOPMENT

BRISTOL HERNDON PARKWAY LLC

COMMONWEALTH OF VIRGINIA
DOUGLAS N. CARTER
Lic. No. 3435
ARCHITECT
02/12/2026

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PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 5

DRAWN BY AK, KS
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QA REVIEWED BY KS

DRAWING NUMBER
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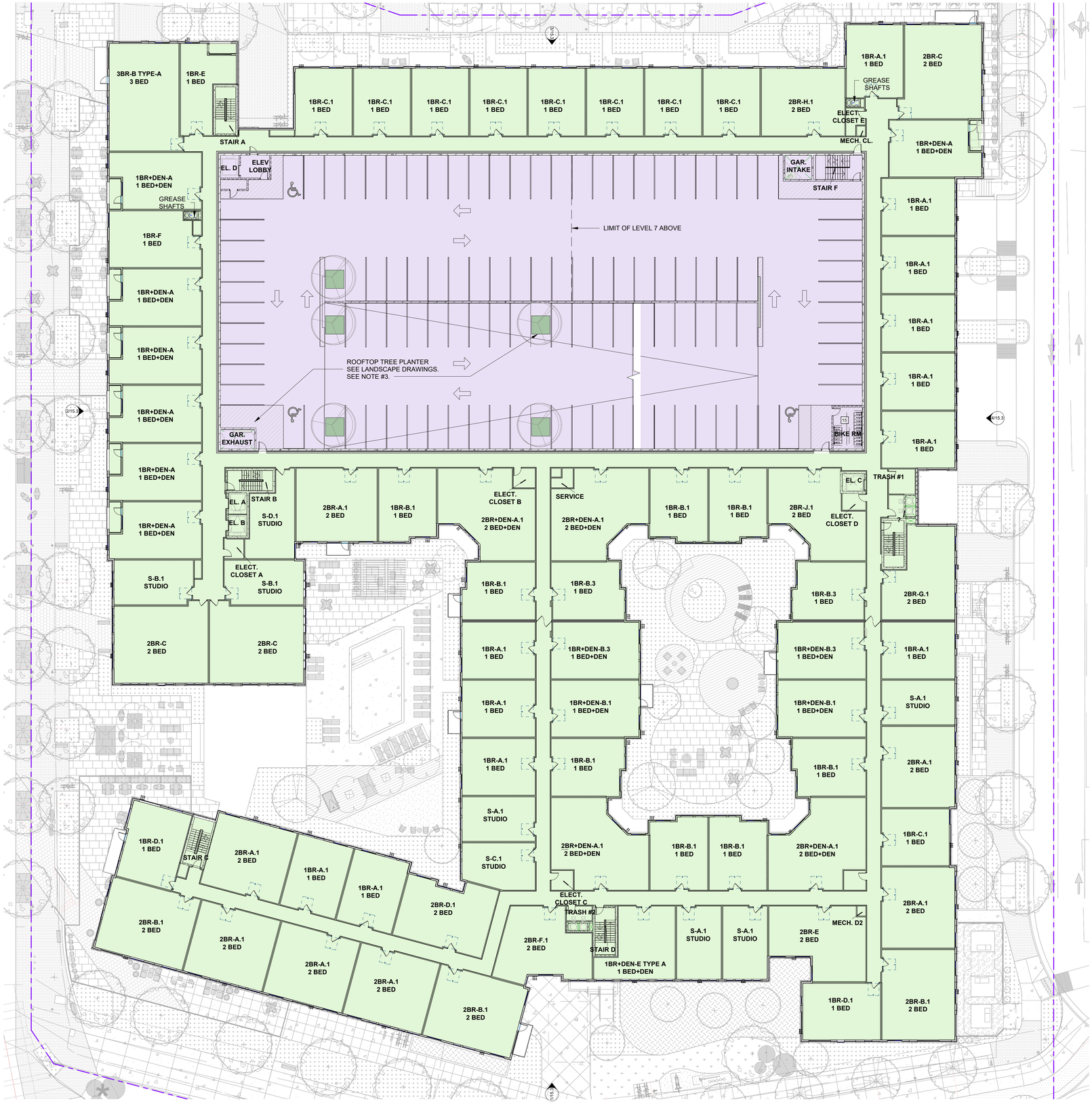

GENERAL NOTES

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- COMMERCIAL OR OFFICE PARKING
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PARKING COUNT_LEVEL 6

LEVEL	TYPE OF SPACE TYPE	NUMBER OF SPACES
LEVEL 6	HC	3
LEVEL 6	S	102
TOTAL		105

BIKE PARKING PROVIDED

ELEVATION	LEVEL	NUMBER OF BIKE SPACES PROVIDED
377' 0"	LEVEL 1	136
387' 8"	LEVEL 2	178
398' 4"	LEVEL 3	23
409' 0"	LEVEL 4	23
419' 8"	LEVEL 5	23
430' 4"	LEVEL 6	15
441' 0"	LEVEL 7	0
TOTAL BIKE SPACES		**398**

1 ILLUSTRATIVE PARKING LEVEL 6
1" = 20'-0"

N
1" = 20'-0"
0' 5' 10' 20' 40' 80'

dcs DESIGN
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Architecture
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WOODFIELD DEVELOPMENT

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ARCHITECT
02/12/2026

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PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 6

DRAWN BY	AK, KS
QC CHECKED BY	KS
QA REVIEWED BY	KS

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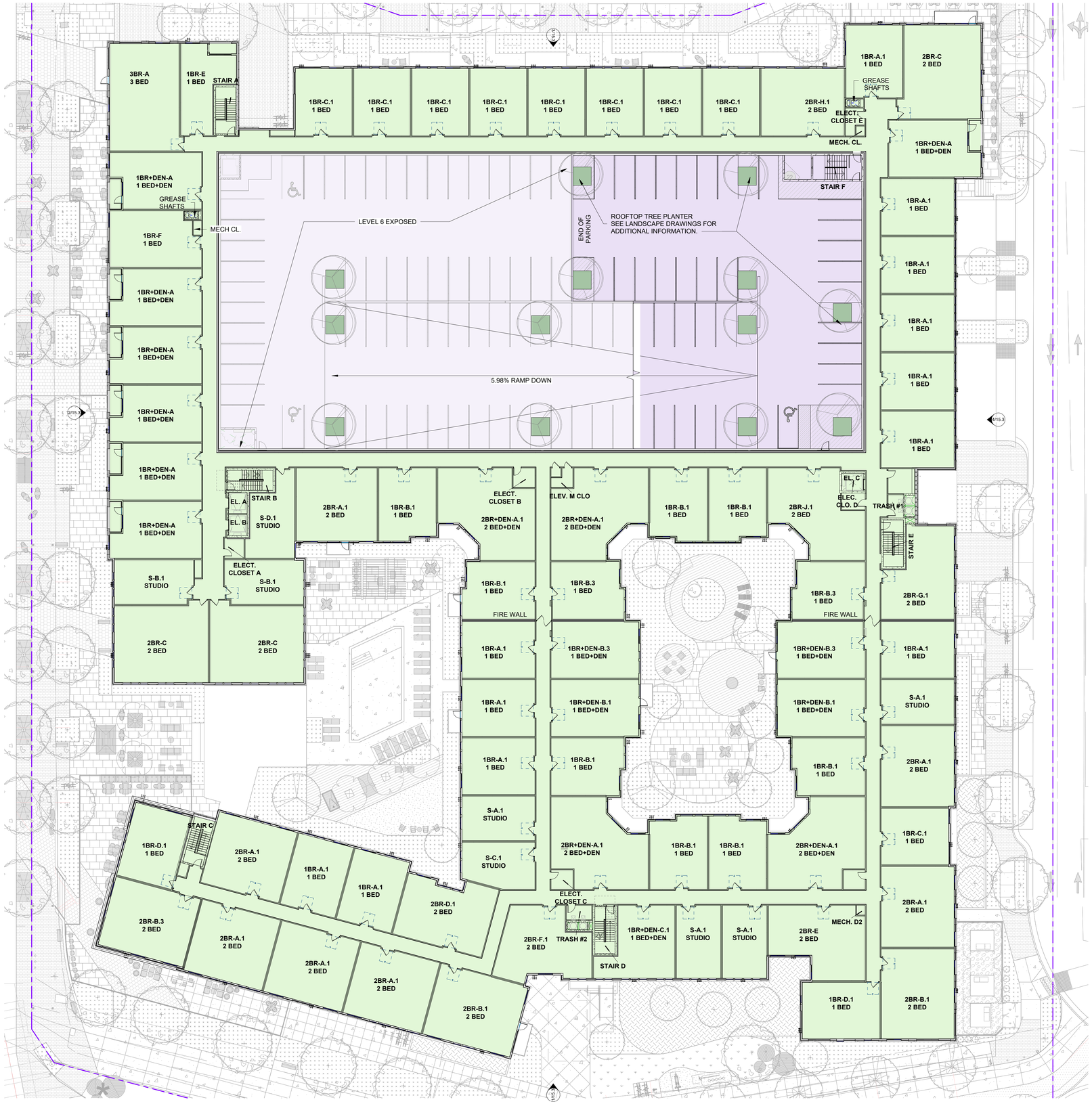

GENERAL NOTES

- RETAIL / RESTAURANT & SERVICES
- RESIDENTIAL & SERVICES
- COMMERCIAL OR OFFICE
- PARKING
- RETAIL PARKING
- COMMERCIAL OR OFFICE PARKING
- PLANTERS
- FUTURE BIKE ROOMS

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PARKING COUNT_LEVEL 7

LEVEL	TYPE OF SPACE TYPE	NUMBER OF SPACES
LEVEL 7	HC	1
LEVEL 7	S	35
TOTAL		36

BIKE PARKING PROVIDED

ELEVATION	LEVEL	NUMBER OF BIKE SPACES PROVIDED
377' 0"	LEVEL 1	136
387' 8"	LEVEL 2	178
398' 4"	LEVEL 3	23
409' 0"	LEVEL 4	23
419' 8"	LEVEL 5	23
430' 4"	LEVEL 6	15
441' 0"	LEVEL 7	0
TOTAL BIKE SPACES		**398**

1 ILLUSTRATIVE PARKING LEVEL 7
1" = 20'-0"

N
1" = 20'-0"
0' 5' 10' 20' 40' 80'

DAVIS CARTER SCOTT Ltd
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Land Planning
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www.dcsdesign.com

WOODFIELD DEVELOPMENT

BRISTOL HERNDON PARKWAY LLC

COMMONWEALTH OF VIRGINIA
DOUGLAS N. CARTER
Lic. No. 3435
ARCHITECT
02/12/2026

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FIFTH SUBMISSION	02/13/2026

REVISION DATE

PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 7

DRAWN BY	AK, KS
QC CHECKED BY	KS
QA REVIEWED BY	KS

DRAWING NUMBER
A - 23.0

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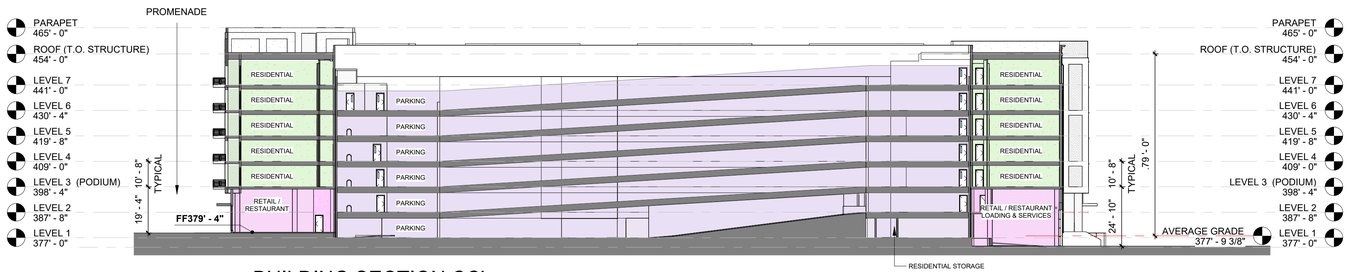
5 BUILDING SECTION EE'
1" = 30'-0"



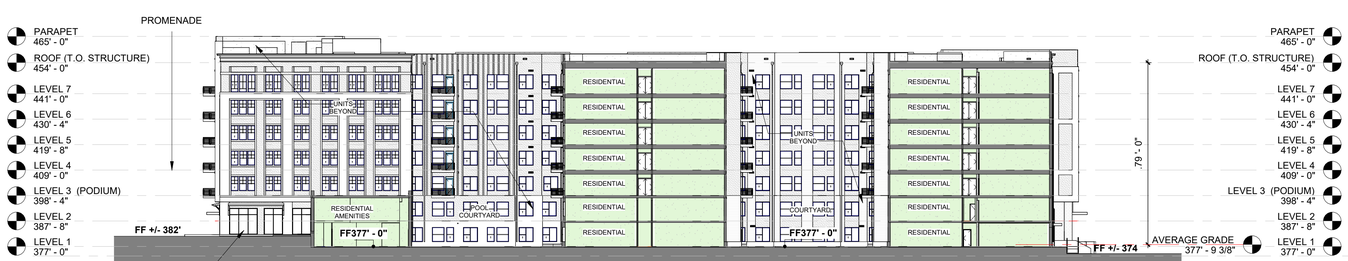
4 BUILDING SECTION DD'
1" = 30'-0"



3 BUILDING SECTION CC'
1" = 30'-0"



2 BUILDING SECTION BB'
1" = 30'-0"



1 BUILDING SECTION AA'
1" = 30'-0"

THE GRAPHICS PRESENTED IN THIS SHEET ARE CONCEPTUAL AND SUBJECT TO CHANGE IN ACCORDANCE WITH THE ARCHITECTURAL REVIEW BOARD APPROVAL.

GENERAL NOTES

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- RETAIL PARKING
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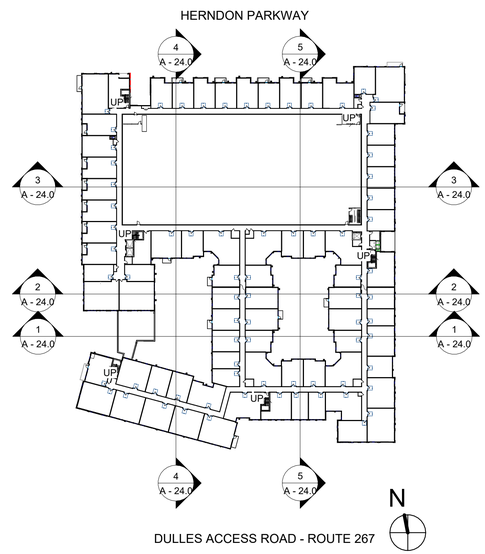

1" = 30'-0"
0' 10' 20' 40' 80' 120'

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DOUGLAS N. CARTER
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ARCHITECT
02/12/2026

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FIFTH SUBMISSION	02/13/2026

REVISION DATE

PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
BUILDING SECTIONS

DRAWN BY	AK, KS
QC CHECKED BY	KS
QA REVIEWED BY	KS

DRAWING NUMBER
A - 24.0

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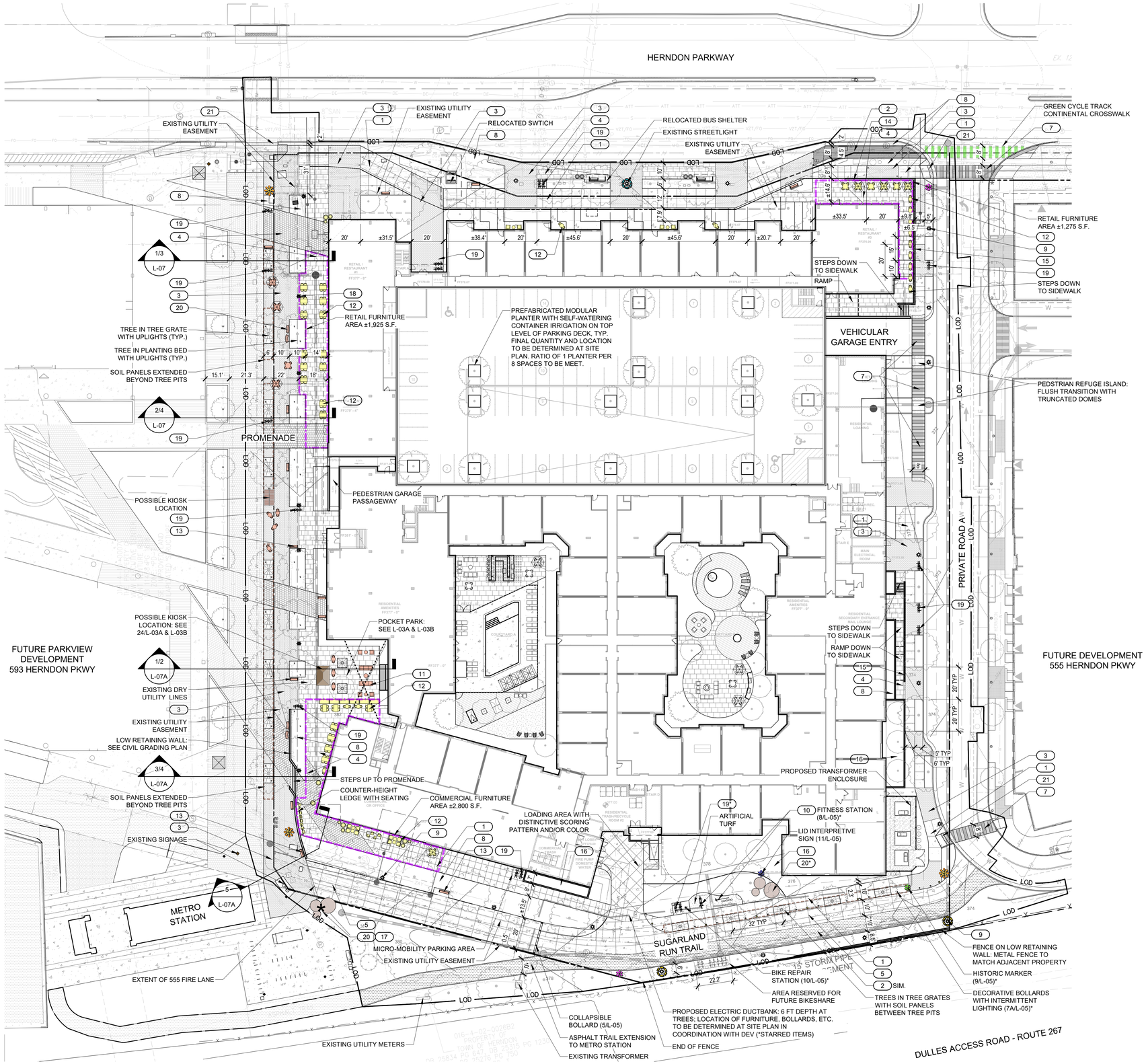
HARDSCAPE LEGEND

#	DESCRIPTION
1	STANDARD CONCRETE SIDEWALK
2	CYCLE TRACK: ASPHALT WITH CONCRETE BORDER
3	SIDEWALK UNIT PAVING: 4X8 PAVERS PER HTOC GUIDELINES
4	DECORATIVE UNIT PAVING
5	VEHICULAR RATED SPECIALTY CONCRETE PAVING
6	VEHICULAR RATED UNIT PAVING
7	STAMPED CROSSWALK PER TOH STREETSCAPE STANDARDS
8	PLANTING AREA
9	STREET LIGHT
10	FITNESS STATION/EXERCISE EQUIPMENT
11	PROMENADE FURNITURE PROVIDED BY APPLICANT: FINAL QUANTITIES AND LOCATIONS TO BE DETERMINED AT SITE PLAN, TYP.
12	FUTURE TENANT FURNITURE: SHOWN FOR ILLUSTRATION ONLY
13	BENCH
14	RETAINING WALL
15	RETAINING WALL WITH GUARDRAIL
16	STORMWATER MANAGEMENT PLANTER
17	POSSIBLE FOCAL POINT/PUBLIC ART
18	PEDESTRIAN LIGHT FIXTURE
19	BIKE RACK
20	PLAYFUL SEATING
21	ADA COMPLIANT CURB RAMP WITH TRUNCATED DOMES

NOTE: IMPROVEMENTS SHOWN ON THE 593 AND 555 PROPERTIES ARE FOR ILLUSTRATIVE PURPOSES AND ARE NOT TO BE INSTALLED WITH THIS DEVELOPMENT PLAN

SIGNAGE LEGEND

#	DESCRIPTION
S-1	MAJOR WAYFINDING SIGNAGE
S-2	STREETLIGHT SIGNAGE
S-3	MINOR WAYFINDING SIGNAGE
S-4	STREETLIGHT PEDESTRIAN SIGNE
S-5	HERNDON PAVERS
S-6	HISTORIC MARKER
S-7	INTERPRETIVE SIGN



575 HERNDON PARKWAY

575 HERNDON PARKWAY
HERNDON, VA
TOWN OF HERNDON

CLIENT

BRISTOL HERNDON PARKWAY, LLC

STUDIO39
LANDSCAPE ARCHITECTURE, P.C.

5810 KINGSTOWNE CENTER DRIVE
SUITE 120, #769
ALEXANDRIA, VA 22315-5711
703.719.6500 | STUDIO39.COM

SEAL/SIGNATURE

COMMONWEALTH OF VIRGINIA
JOSEPH J. PLUMPE
Lic.No.000802
02.13.2026
LANDSCAPE ARCHITECT

ISSUE DATE

FIRST SUBMISSION	05.08.2024
SECOND SUBMISSION	11.22.2024
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PROJECT NUMBER:	24002
CONTACT:	S. SCOCOZZO
DRAWN:	SS
APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

N

SCALE: 1"=30'-0"

0 15 30 60

SHEET TITLE

HARDSCAPE PLAN

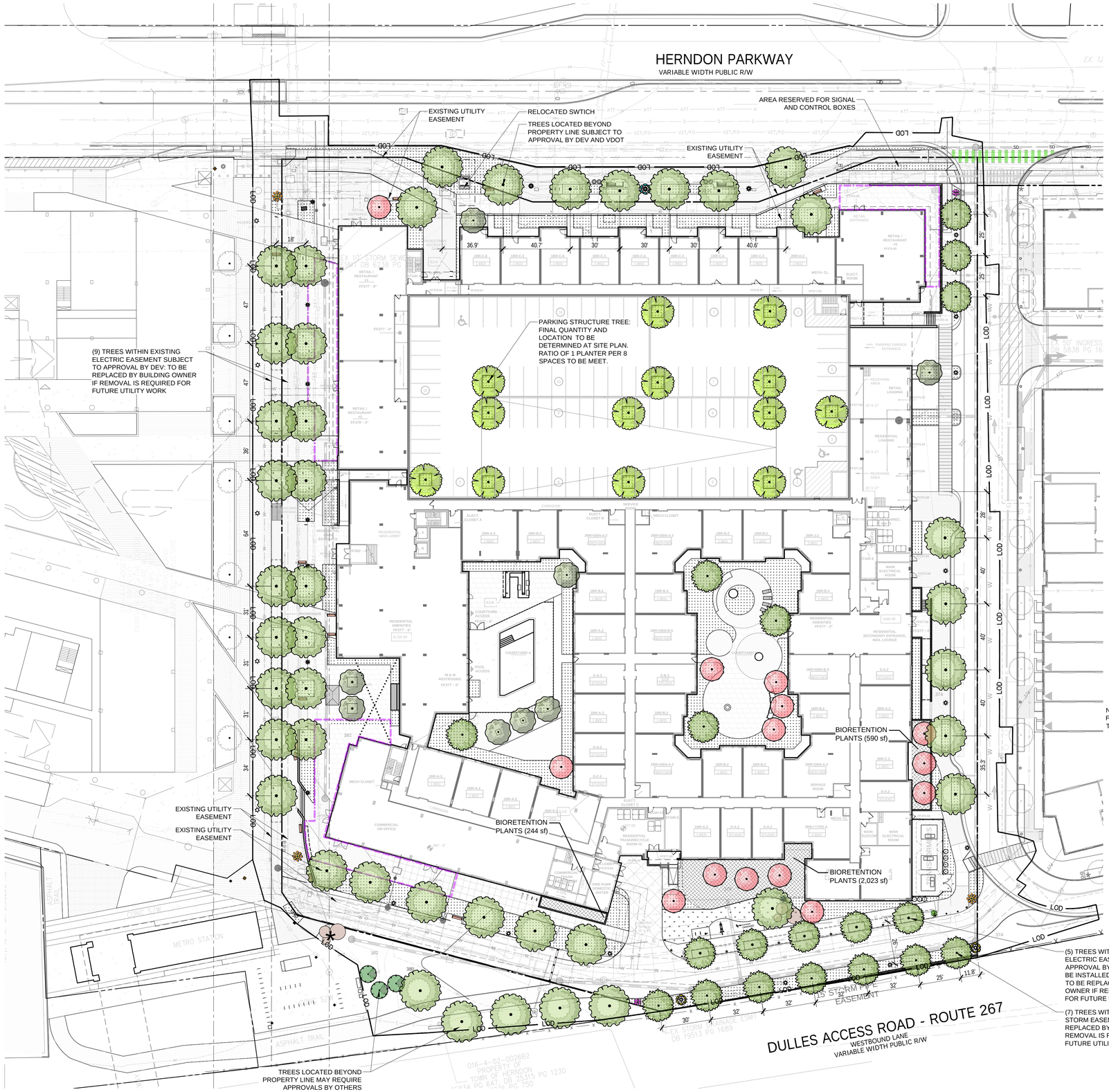
SHEET NUMBER

L-01

GENERAL DEVELOPMENT PLAN PROGRESS SET

NOT RELEASED FOR CONSTRUCTION

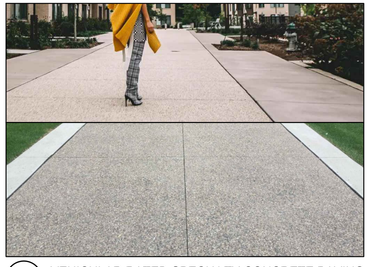
P:\2024\24002 575 Herndon Parkway\6.0 CAD Files\CURRENT PHASE\L-01 HARDSCAPE PLAN.dwg


HERNDON PARKWAY
VARIABLE WIDTH PUBLIC R/W
EXISTING UTILITY EASEMENT
RELOCATED SWTICH
TREES LOCATED BEYOND PROPERTY LINE SUBJECT TO APPROVAL BY DEV AND VDOT
AREA RESERVED FOR SIGNAL AND CONTROL BOXES
EXISTING UTILITY EASEMENT
(9) TREES WITHIN EXISTING ELECTRIC EASEMENT SUBJECT TO APPROVAL BY DEV; TO BE REPLACED BY BUILDING OWNER IF REMOVAL IS REQUIRED FOR FUTURE UTILITY WORK
PARKING STRUCTURE TREE: FINAL QUANTITY AND LOCATION TO BE DETERMINED AT SITE PLAN. RATIO OF 1 PLANTER PER 8 SPACES TO BE MEET.
BIORETENTION PLANTS (590 sf)
BIORETENTION PLANTS (244 sf)
BIORETENTION PLANTS (2,023 sf)
EXISTING UTILITY EASEMENT
EXISTING UTILITY EASEMENT
TREES LOCATED BEYOND PROPERTY LINE MAY REQUIRE APPROVALS BY OTHERS
(5) TREES WITHIN PROPOSED ELECTRIC EASEMENT SUBJECT TO APPROVAL BY DEV; DUCTBANK TO BE INSTALLED AT 6' DEPTH; TREES TO BE REPLACED BY BUILDING OWNER IF REMOVAL IS REQUIRED FOR FUTURE UTILITY WORK
(7) TREES WITHIN PROPOSED STORM EASEMENT TREES TO BE REPLACED BY BUILDING OWNER IF REMOVAL IS REQUIRED FOR FUTURE UTILITY WORK
DULLES ACCESS ROAD - ROUTE 267
WESTBOUND LANE
VARIABLE WIDTH PUBLIC R/W
RETAIL / RESTAURANT 01 FF378' - 4"
RETAIL / RESTAURANT 02 FF378' - 8"
RETAIL / RESTAURANT 03 FF378.66
RESIDENTIAL MAIN LOBBY FF381' - 0"
RESIDENTIAL AMENITIES FF377' - 0"
RESIDENTIAL AMENITIES FF377' - 8"
RESIDENTIAL SECONDARY ENTRANCE, MAIL LOUNGE
COMMERCIAL OR OFFICE
MECH CLOSET
ELECT. ROOM
MAIN ELECTRICAL ROOM
MAIN TELECOM
RESIDENTIAL TRANSFER/CIRCULATION FF
RESIDENTIAL TRANSFER/CIRCULATION FF
RESIDENTIAL TRANSFER/CIRCULATION FF

HARDSCAPE LEGEND		HARDSCAPE LEGEND	
#	DESCRIPTION	#	DESCRIPTION
1	STANDARD CONCRETE SIDEWALK	12	FUTURE TENANT FURNITURE: SHOWN FOR ILLUSTRATION ONLY
2	CYCLE TRACK: ASPHALT WITH CONCRETE BORDER	13	BENCH
3	SIDEWALK UNIT PAVING: 4X8 PAVERS PER HTOC GUIDELINES	14	RETAINING WALL
4	DECORATIVE UNIT PAVING	15	RETAINING WALL WITH GUARDRAIL
5	VEHICULAR RATED SPECIALTY CONCRETE PAVING	16	STORMWATER MANAGEMENT PLANTER
6	VEHICULAR RATED UNIT PAVING	17	POSSIBLE FOCAL POINT/PUBLIC ART
7	STAMPED CROSSWALK PER TOH STREETSCAPE STANDARDS	18	PEDESTRIAN LIGHT FIXTURE
8	PLANTING AREA	19	BIKE RACK
9	STREET LIGHT	20	PLAYFUL SEATING
10	FITNESS STATION/EXERCISE EQUIPMENT	21	ADA COMPLIANT CURB RAMP WITH TRUNCATED DOMES
11	PROMENADE FURNITURE PROVIDED BY APPLICANT: FINAL QUANTITIES AND LOCATIONS TO BE DETERMINED AT SITE PLAN, TYP.	NOTE: IMPROVEMENTS SHOWN ON THE 593 AND 555 PROPERTIES ARE FOR ILLUSTRATIVE PURPOSES AND ARE NOT TO BE INSTALLED WITH THIS DEVELOPMENT PLAN	



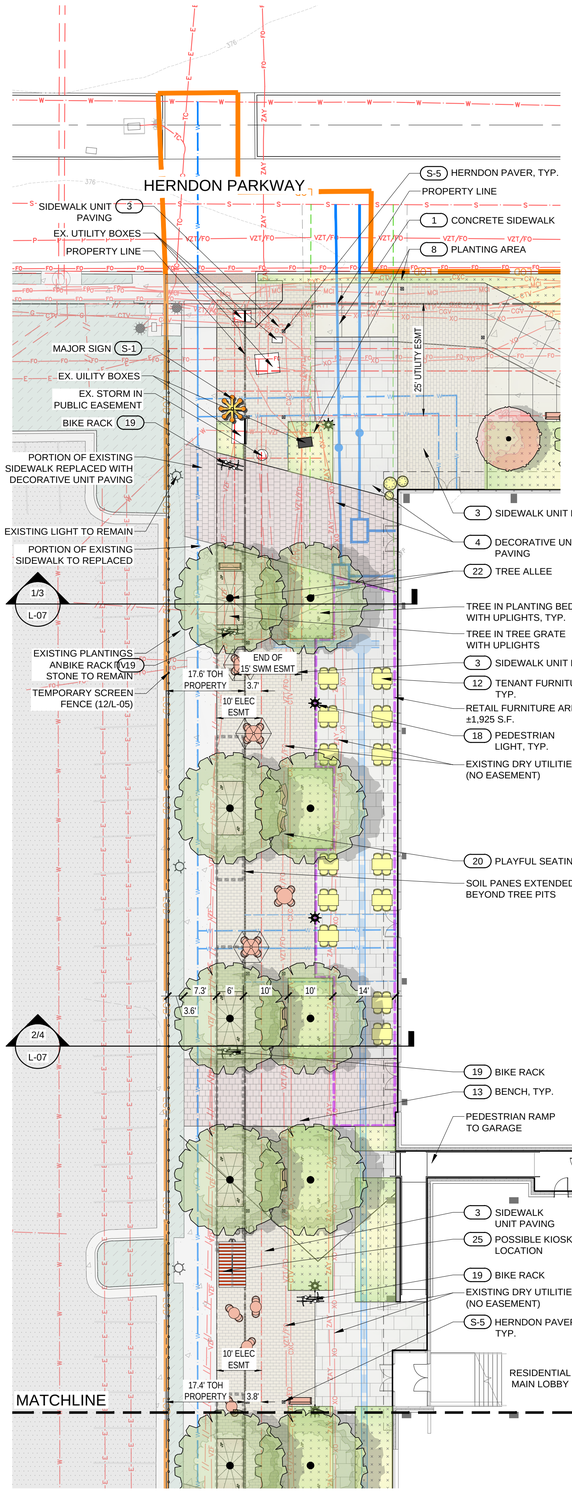
4 DECORATIVE UNIT PAVING

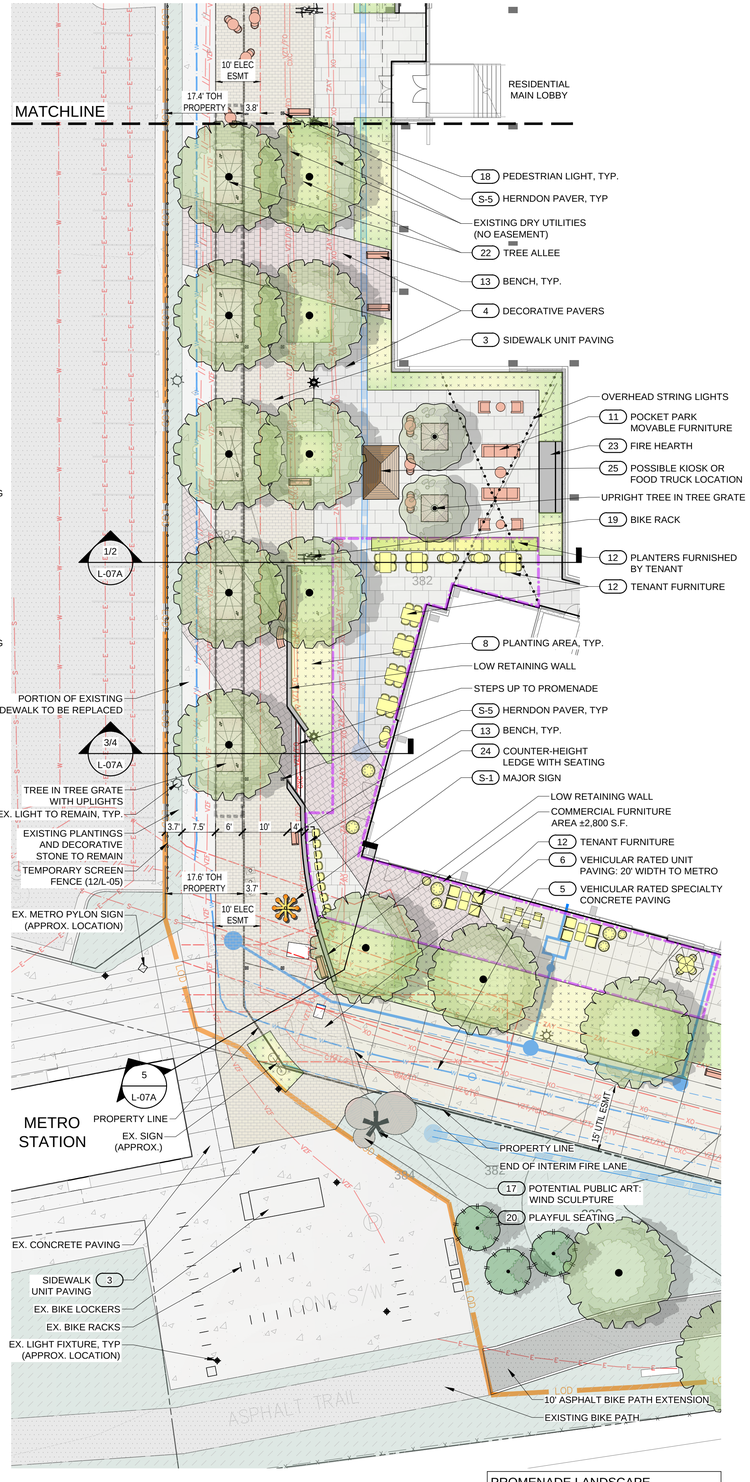


5 VEHICULAR RATED SPECIALTY CONCRETE PAVING



17 PUBLIC ART: WIND SCULPTURE



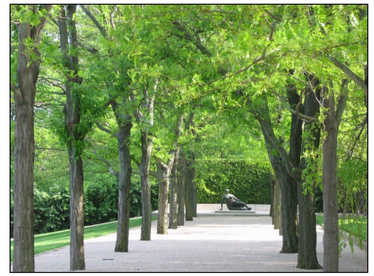


PROMENADE LANDSCAPE	
TOTAL PROMENADE AREA	17,895 SF
TOTAL LANDSCAPE AREA PROVIDED	3,461 SF
PERCENTAGE OF LANDSCAPE IN PROMENADE	19.3%

NOTE: TREES WITHIN EASEMENTS TO BE REPLACED BY BUILDING OWNER IF REMOVAL IS REQUIRED FOR FUTURE UTILITY WORK



20 PLAYFUL SEATING



22 TREE ALLEE



23 FIRE HEARTH



24 COUNTER-HEIGHT LEDGE WITH SEATING



25 EXAMPLE KIOSKS (BY OTHERS)
SHOWN FOR ILLUSTRATIVE PURPOSES ONLY

575 HERNDON PARKWAY

575 HERNDON PARKWAY
HERNDON, VA
TOWN OF HERNDON

CLIENT

BRISTOL HERNDON PARKWAY, LLC

STUDIO39
LANDSCAPE ARCHITECTURE, P.C.
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SUITE 120, #769
ALEXANDRIA, VA 22315-5711
703.719.6500 | STUDIO39.COM

SEAL/SIGNATURE

COMMONWEALTH OF VIRGINIA
JOSEPH J. PLUMPE
Lic.No.000802
02.13.2026
LANDSCAPE ARCHITECT

ISSUE DATE

FIRST SUBMISSION	05.08.2024
SECOND SUBMISSION	11.22.2024
THIRD SUBMISSION	05.14.2025
FOURTH SUBMISSION	10.15.2025
FIFTH SUBMISSION	02.13.2026

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PROJECT NUMBER:	24002
CONTACT:	S. SCOCOZZO
DRAWN:	SS
APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

N

SCALE: 1/16"=1'-0"

0 8 16 32

SHEET TITLE

INTERIM PROMENADE PLAN

SHEET NUMBER

L-03A

GENERAL DEVELOPMENT PLAN PROGRESS SET

NOT RELEASED FOR CONSTRUCTION

p:\2024\24002 575 herndon parkway\6.0 cad files\current phase\L-03A INTERIM PROMENADE PLAN.dwg

HARDSCAPE LEGEND		HARDSCAPE LEGEND	
#	DESCRIPTION	#	DESCRIPTION
1	STANDARD CONCRETE SIDEWALK	12	FUTURE TENANT FURNITURE: SHOWN FOR ILLUSTRATION ONLY
2	CYCLE TRACK: ASPHALT WITH CONCRETE BORDER	13	BENCH
3	SIDEWALK UNIT PAVING: 4X8 PAVERS PER HTOC GUIDELINES	14	RETAINING WALL
4	DECORATIVE UNIT PAVING	15	RETAINING WALL WITH GUARDRAIL
5	VEHICULAR RATED SPECIALTY CONCRETE PAVING	16	STORMWATER MANAGEMENT PLANTER
6	VEHICULAR RATED UNIT PAVING	17	POSSIBLE FOCAL POINT/PUBLIC ART
7	STAMPED CROSSWALK PER TOH STREETSCAPE STANDARDS	18	PEDESTRIAN LIGHT FIXTURE
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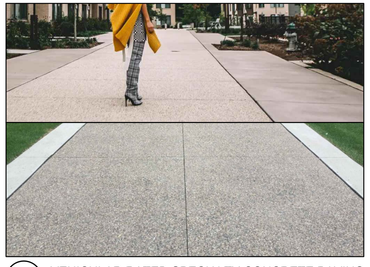
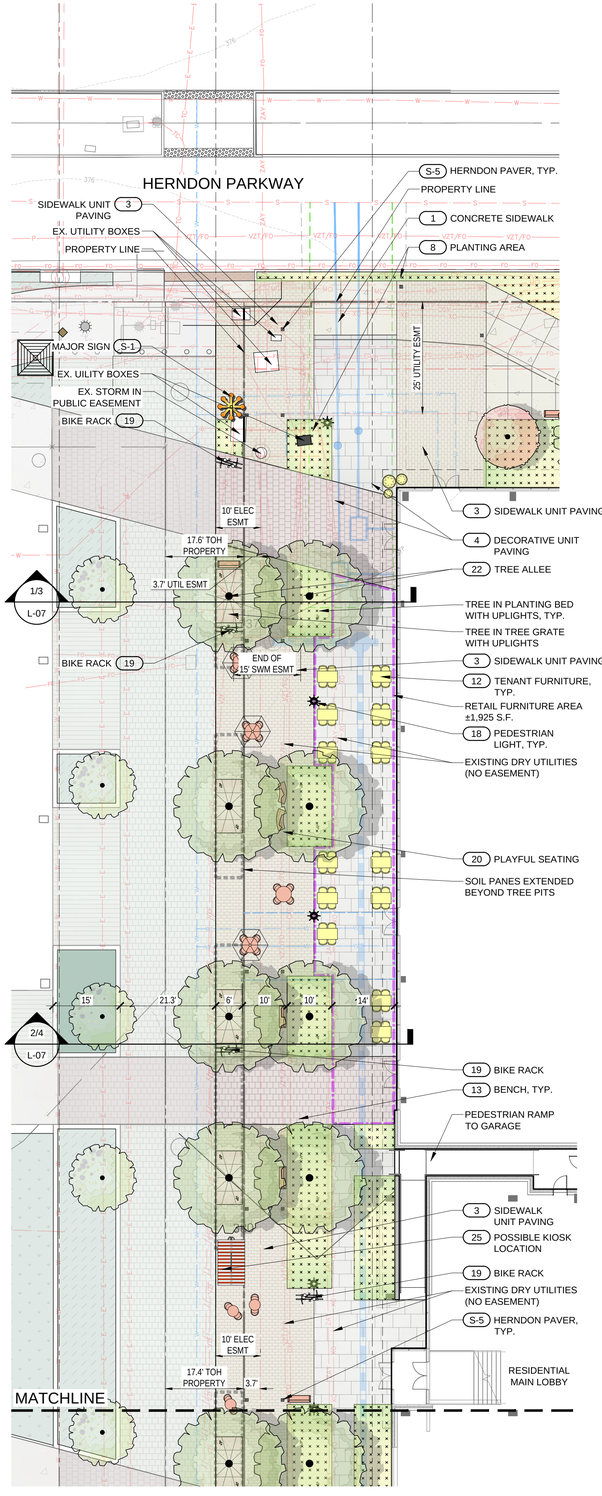
4 DECORATIVE UNIT PAVING



5 VEHICULAR RATED SPECIALTY CONCRETE PAVING



17 PUBLIC ART: WIND SCULPTURE



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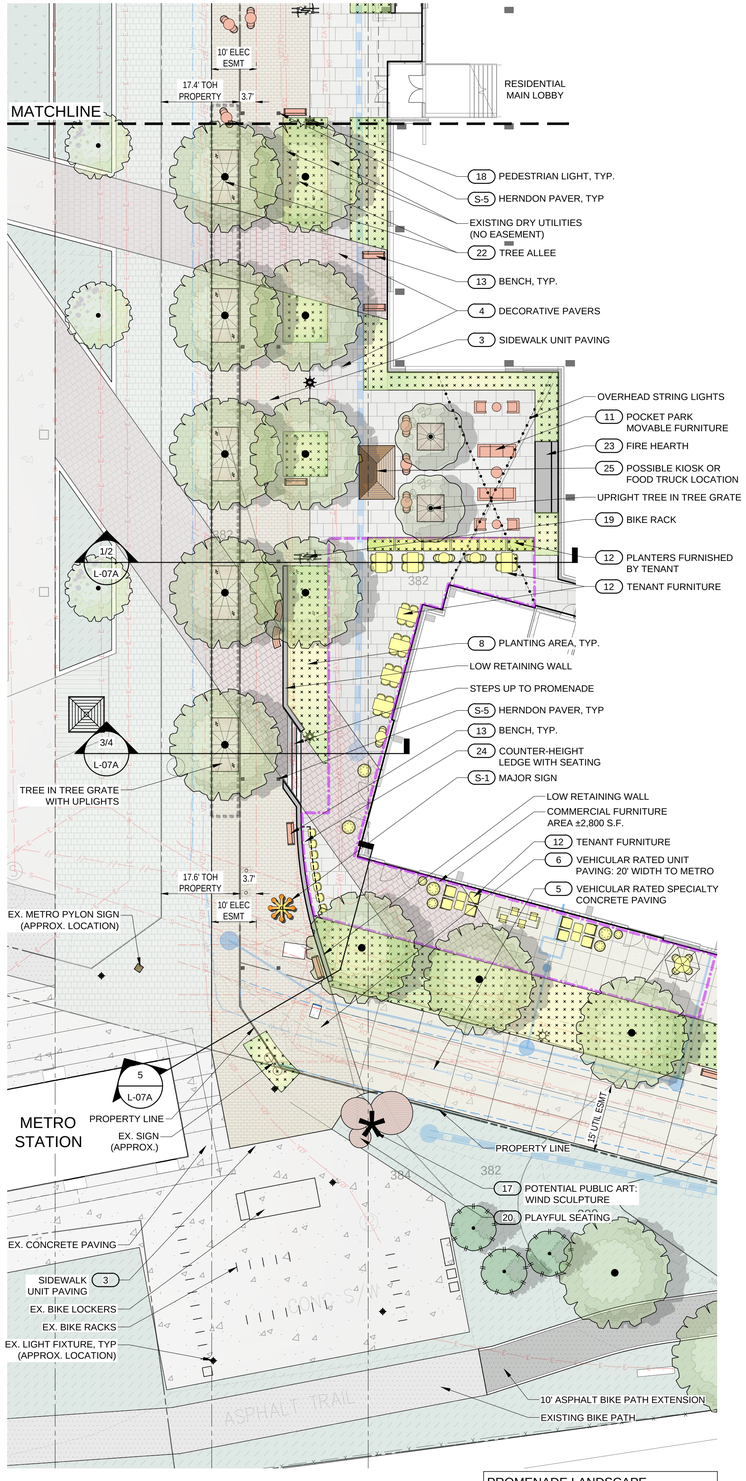

PROMENADE LANDSCAPE	
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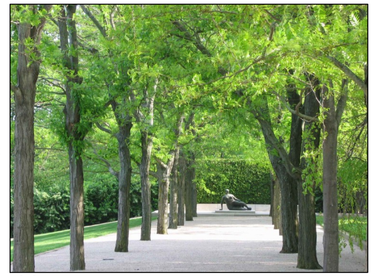
TOTAL LANDSCAPE AREA PROVIDED	3,461 SF
PERCENTAGE OF LANDSCAPE IN PROMENADE	19.3%



20 PLAYFUL SEATING



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23 FIRE HEARTH



24 COUNTER-HEIGHT LEDGE WITH SEATING



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PROJECT NUMBER:	24002
CONTACT:	S. SCOCOZZO
DRAWN:	SS
APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

N

SCALE: 1/16"=1'-0"

0 8 16 32

SHEET TITLE

ULTIMATE PROMENADE PLAN

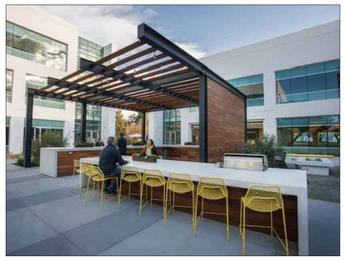
SHEET NUMBER

L-03B

GENERAL DEVELOPMENT PLAN PROGRESS SET

NOT RELEASED FOR CONSTRUCTION

p:\2024\24002 575 herndon parkway\6.0 cad files\current phase\L-03B ULTIMATE PROMENADE PLAN.dwg



OUTDOOR KITCHEN WITH GRILL STATIONS, BAR SEATING, & TV





DINING AREA



CURVED BENCH BUILT INTO WALL





SELF-CONTAINED WATER FEATURE FOR AMBIENT NOISE



FIRE PIT WITH SEATING



CHAISE LOUNGE SEATING

STATEMENT PLANTS IN OVERSIZED POTS



POOL WITH SUN SHELF

GLASS POOL FENCE

COLUMNAR, NARROW TREES



GAME TABLES



QUIET SEATING AREAS SURROUNDED BY PLANTS

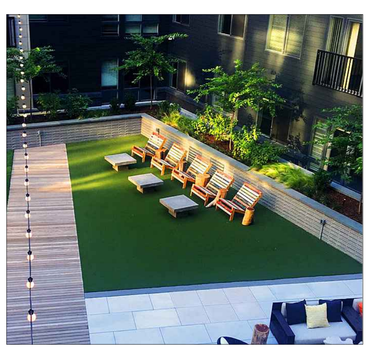




GRILL STATIONS



FLOWERING TREES WITH UPLIGHTING



ARTIFICIAL TURF LAWN WITH LAWN GAMES AND LOUNGE SEATING

NOTE: THIS PLAN FOR ILLUSTRATIVE PURPOSES ONLY

p:\2024\24002 575 herndon pkwy\v6.0 cad files\current phase\L-04 PRIVATE COURTYARDS.dwg

575 HERNDON PARKWAY

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HERNDON, VA
TOWN OF HERNDON

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PROJECT NUMBER:	24002
CONTACT:	S. SCOCOZZO
DRAWN:	SS
APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

N

SCALE: 1" = 30'-0"

0 15 30 60

SHEET TITLE

PRIVATE COURTYARDS

SHEET NUMBER

L-04

GENERAL DEVELOPMENT PLAN PROGRESS SET

NOT RELEASED FOR CONSTRUCTION



BENCH

MANUFACTURER:
FORMS + SURFACES

MODEL: CORDIA BENCH

OPTIONS: FREE-STADNING BACKED BENCH WITH ALUMINUM SLATS

TEXTURED POWDERCOAT FINISH: SLATE SLATS, ARGENTO FRAME

OR APPROVED EQUAL

1 L-05 **BENCH** PRODUCT INFORMATION
Scale: NTS



BIKE RACK

MANUFACTURER:
FORMS + SURFACES

MODEL: TWIST

TEXTURED POWDERCOAT FINISH: SLATE

OR APPROVED EQUAL

2 L-05 **BIKE RACK** PRODUCT INFORMATION
Scale: NTS



LITTER & RECYCLING BINS

MANUFACTURER:
FORMS + SURFACES

MODEL: UBRAN RENAISSANCE

OPTIONS: 36 GALLON, VERTICAL GRILLWORK PATTERN, DOME LID, CUSTOM HERNDON LOGO

LITTER OPTIONS: SIDE OPENING, BLACK POWDERCOAT

RECYCLING OPTIONS: CUSTOM RECYCLING SIDE OPENING, AZURE POWDERCOAT

OR APPROVED EQUAL

3 L-05 **LITTER BINS** PRODUCT INFORMATION
Scale: NTS



CONCEPT IMAGES

SIDEWALK PAVERS

MANUFACTURER: GLEN GERY

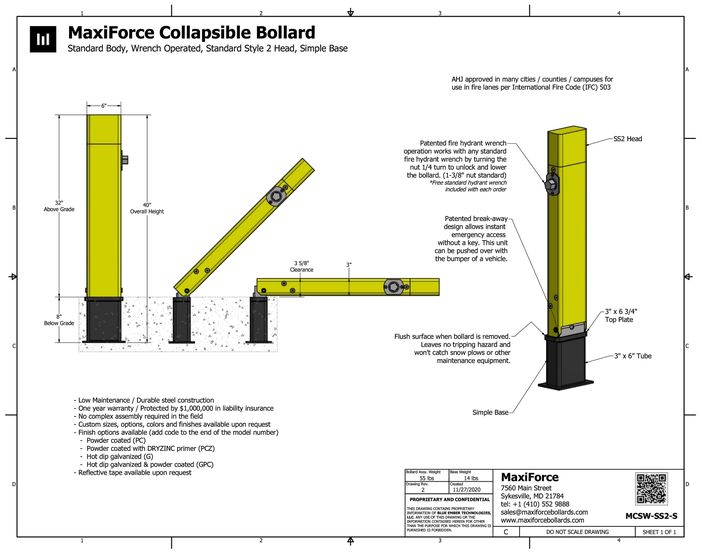
MODEL: 4 x 8 STRAIGHT EDGE CLAY PAVER

COLOR: BLEND OF 30% CREAM, 40% LIGHT GREY, 40% DARK GREY

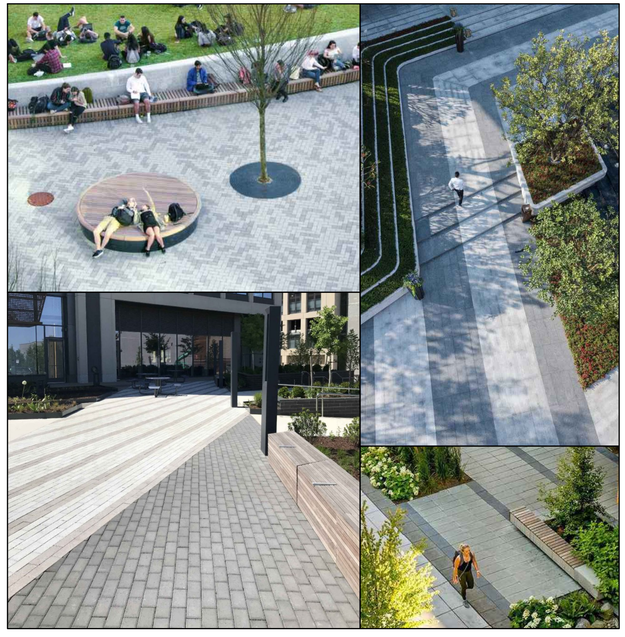
PATTERN: RUNNING BOND PERPENDICULAR TO SIDEWALK

OR APPROVED EQUAL

4 L-05 **SIDEWALK PAVERS** PRODUCT INFORMATION
Scale: NTS



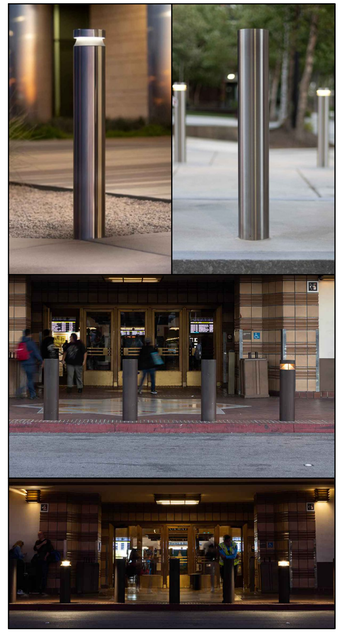
5 L-05 **COLLAPSIBLE BOLLARD** PRODUCT INFORMATION
Scale: NTS



6 L-05 **DECORATIVE PAVERS**
EXAMPLE



7 L-05 **PEDESTRIAN LIGHTING**
EXAMPLE



7A L-05 **DECORATIVE BOLLARDS WITH INTERMITTENT LIGHTING**
EXAMPLE



8 L-05 **FITNESS STATION**
EXAMPLE



9 L-05 **HISTORIC MARKER**
EXAMPLE



10 L-05 **BIKE REPAIR STATION**
EXAMPLE

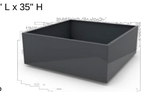


11 L-05 **LID INTERPRETIVE SIGN**
EXAMPLE



12 L-05 **TEMPORARY SCREEN FENCE**
EXAMPLE

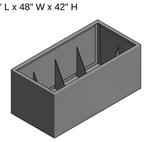
EXAMPLE 1:
STREETLIFE SHRUBTUB
STEEL
91" W x 91" L x 35" H



STUB-PL-52130-90
230x230x90 cm, 1.44 m³ | 91"x91"x35", 4.135 lb ft



EXAMPLE 2:
TOURNESOL WILSHIRE 964842
STEEL, ALUMINUM, FRP OR GFRC
96" L x 48" W x 42" H





13 L-05 **PARKING DECK PLANTER**
EXAMPLES OF AVAILABLE LARGE PRE-FABRICATED PLANTERS - OR APPROVED EQUAL

NOTE: EXAMPLES ARE SHOWN FOR ILLUSTRATIVE PURPOSES AND MAY NOT REFLECT FINAL QUANTITIES, DIMENSIONS, MATERIALS, OR CONDITIONS.

575 HERNDON PARKWAY

575 HERNDON PARKWAY
HERNDON, VA
TOWN OF HERNDON

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BRISTOL HERNDON PARKWAY, LLC

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JOSEPH J. PLUMPE
Lic.No.000802
02.13.2026
LANDSCAPE ARCHITECT

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PROJECT NUMBER:	24002
CONTACT:	S. SCOCOZZO
DRAWN:	SS
APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

N

SCALE: NTS

SHEET TITLE

PUBLIC REALM AMENITIES

SHEET NUMBER

L-05

GENERAL DEVELOPMENT PLAN PROGRESS SET

NOT RELEASED FOR CONSTRUCTION

p:\2024\24002 575 herndon parkway\6.0 cad files\current phase\L-05 PUBLIC REALM AMENITIES.dwg



575 HERNDON PARKWAY

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CONTACT:	S. SCOCOZZO
DRAWN:	SS
APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

N

SCALE: 1" = 30'-0"

0 15 30 60

SHEET TITLE

RENDERED PLAN

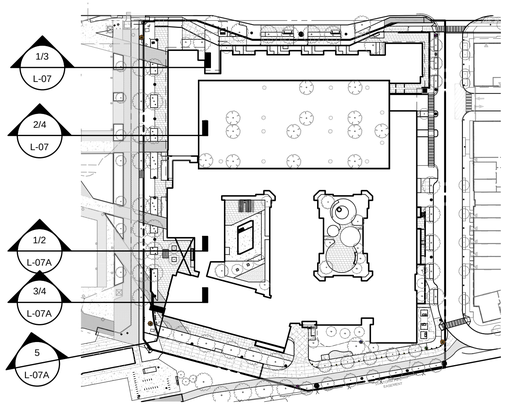
SHEET NUMBER

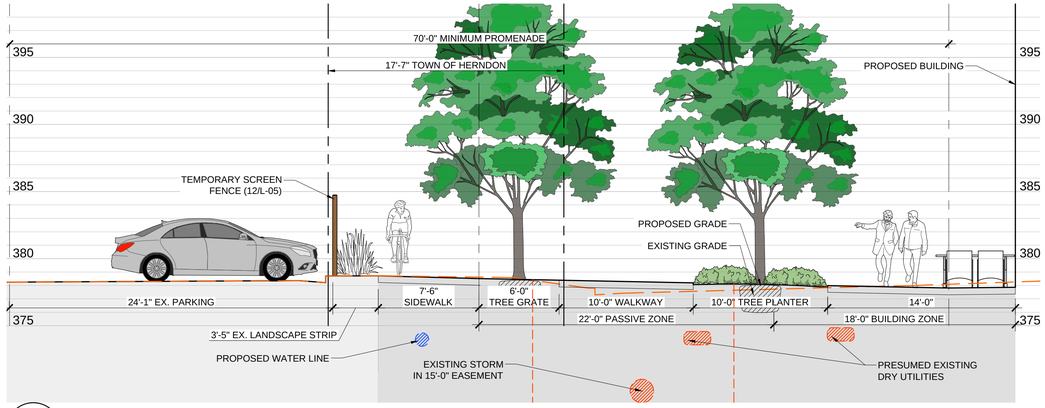
L-06

GENERAL DEVELOPMENT PLAN
PROGRESS SET

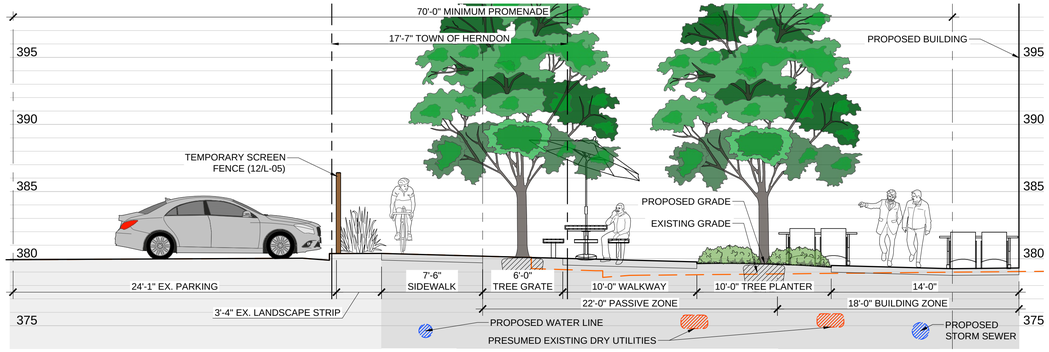
NOT RELEASED FOR CONSTRUCTION

p:\2024\24002 575 herndon parkway\4.0 cad files\current phase\L-06 RENDERED PLAN WITH COMMENT KEY.dwg

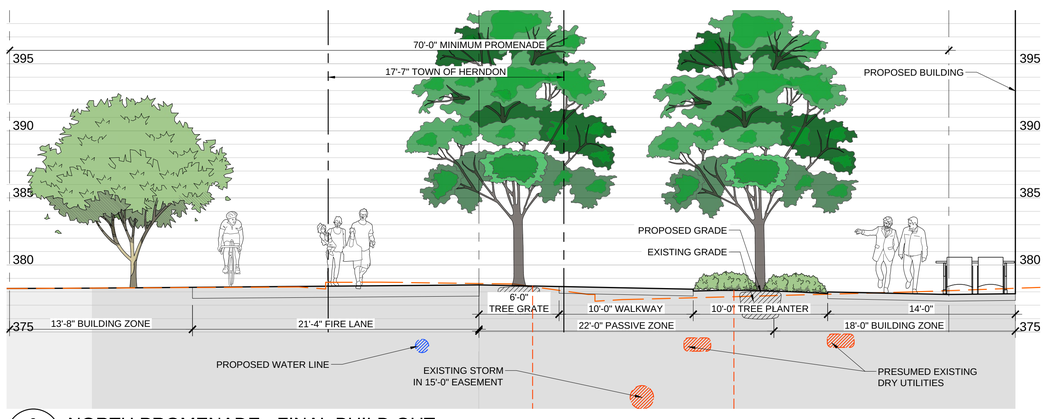




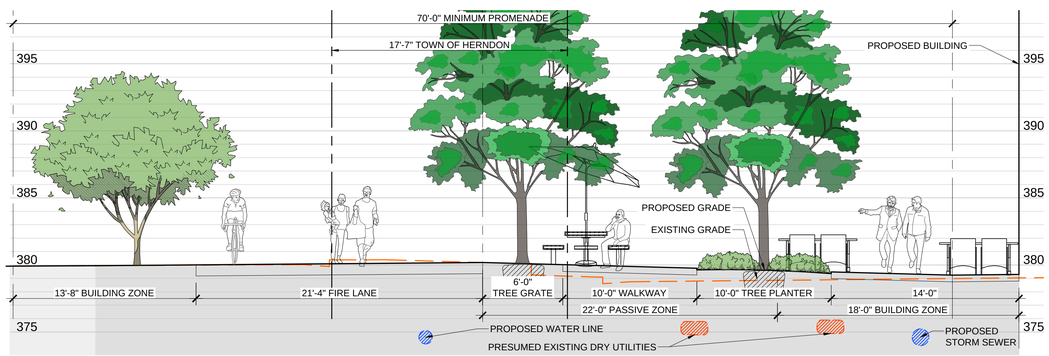
1 L-07 NORTH PROMENADE - INTERIM SECTION
Scale: 3/16" = 1'-0"



2 L-07 CENTRAL PROMENADE - INTERIM SECTION
Scale: 3/16" = 1'-0"



3 L-07 NORTH PROMENADE - FINAL BUILD OUT SECTION
Scale: 3/16" = 1'-0"



4 L-07 CENTRAL PROMENADE - FINAL BUILD OUT SECTION
Scale: 3/16" = 1'-0"

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HERNDON, VA
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BRISTOL HERNDON PARKWAY, LLC

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PROJECT NUMBER:	24002
CONTACT:	S. SCOCOZZO
DRAWN:	SS
APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

SHEET TITLE

SITE SECTIONS

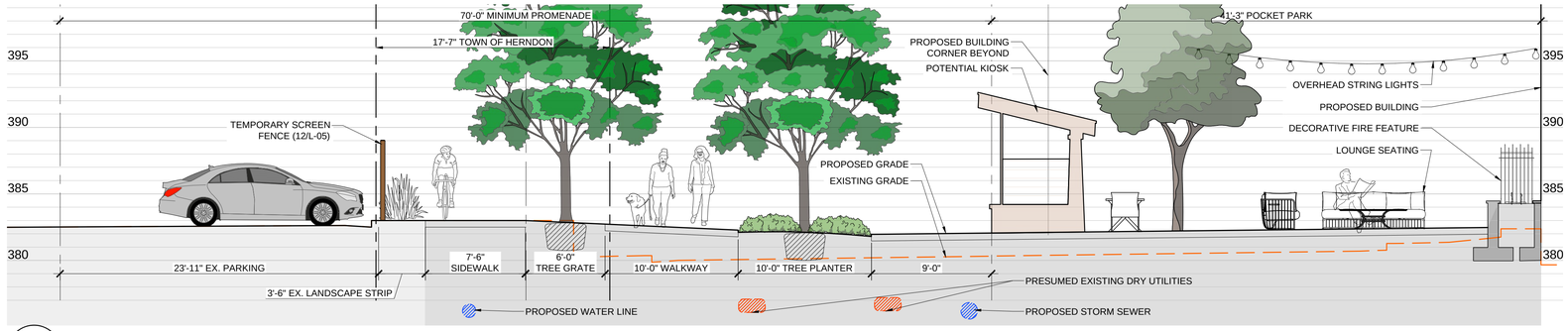
SHEET NUMBER

L-07

GENERAL DEVELOPMENT PLAN
PROGRESS SET

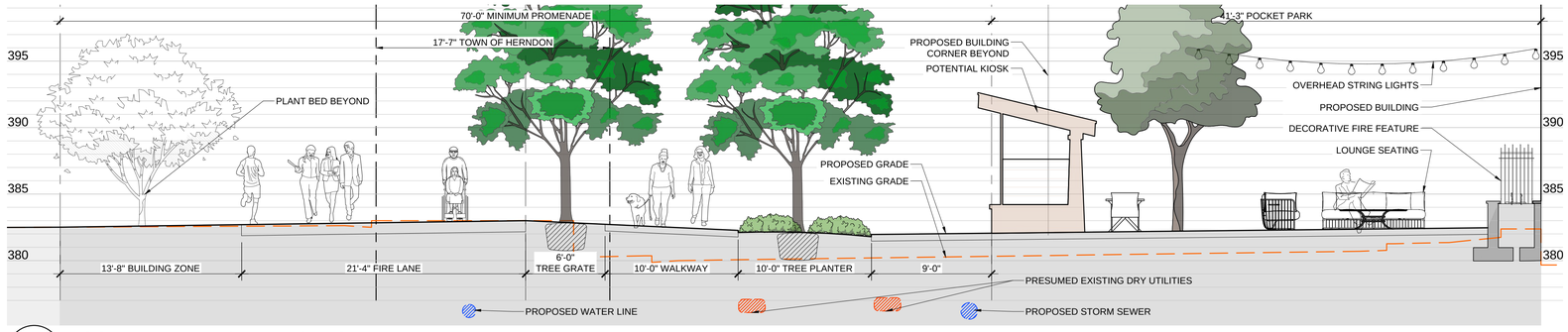
NOT RELEASED FOR CONSTRUCTION

p:\2024\24002 575 herndon parkway\6.0 cad files\current phase\L-07 SITE SECTIONS.dwg



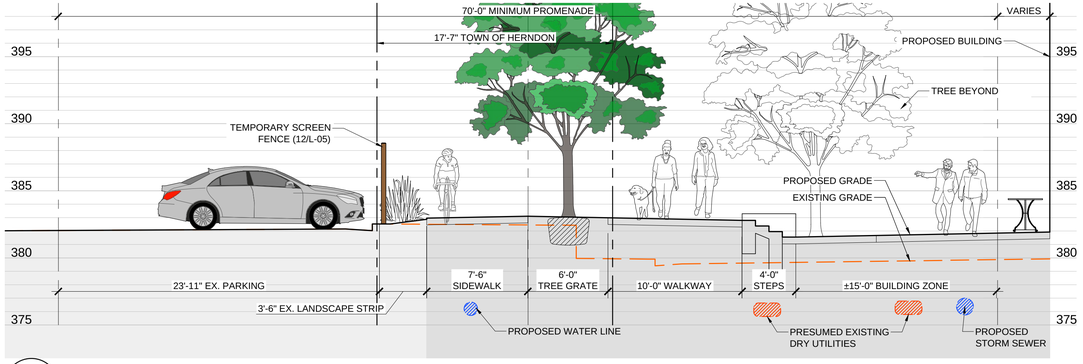
1 / L-07A **POCKET PARK - INTERIM** SECTION

Scale: 3/16" = 1'-0"



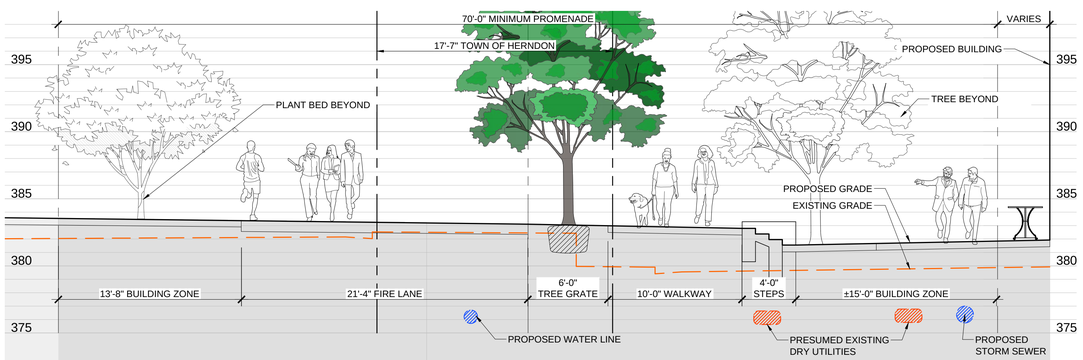
2 / L-07A **POCKET PARK - FINAL BUILD OUT** SECTION

Scale: 3/16" = 1'-0"



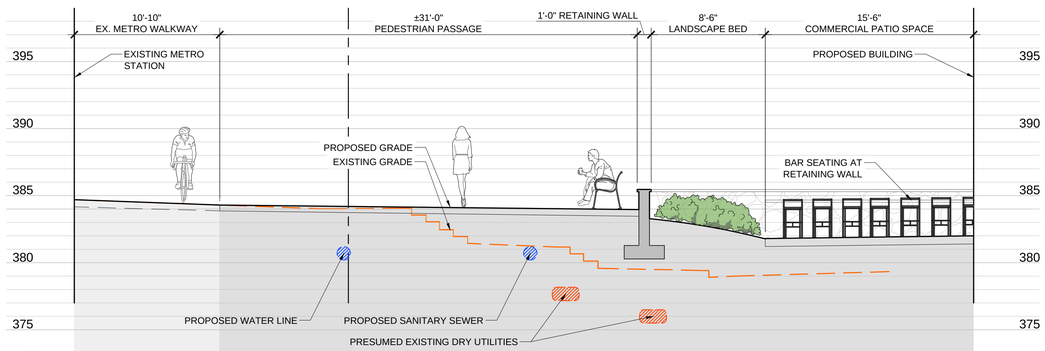
3 / L-07A **SOUTH PROMENADE - INTERIM** SECTION

Scale: 3/16" = 1'-0"



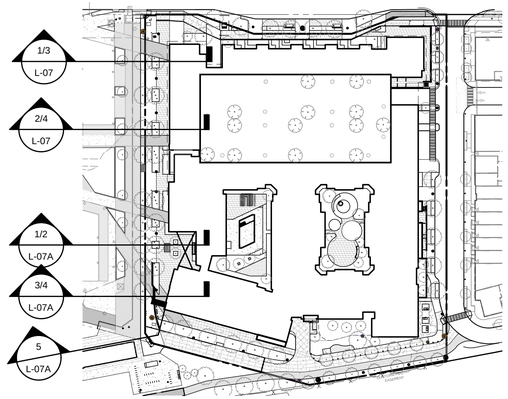
4 / L-07A **SOUTH PROMENADE - FINAL BUILD OUT** SECTION

Scale: 3/16" = 1'-0"



5 / L-07A **METRO - FINAL BUILD OUT** SECTION

Scale: 3/16" = 1'-0"



575 HERNDON PARKWAY

575 HERNDON PARKWAY
HERNDON, VA
TOWN OF HERNDON

CLIENT

BRISTOL HERNDON PARKWAY, LLC

STUDIO39
LANDSCAPE ARCHITECTURE, P.C.

5810 KINGSTOWNE CENTER DRIVE
SUITE 120, #769
ALEXANDRIA, VA 22315-5711
703.719.6500 | STUDIO39.COM

SEAL/SIGNATURE

COMMONWEALTH OF VIRGINIA
JOSEPH J. PLUMPE
Lic.No.000802
02.13.2026
LANDSCAPE ARCHITECT

ISSUE DATE

FIRST SUBMISSION	05.08.2024
SECOND SUBMISSION	11.22.2024
THIRD SUBMISSION	05.14.2025
FOURTH SUBMISSION	10.15.2025
FIFTH SUBMISSION	02.13.2026

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APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

SHEET TITLE

SITE SECTIONS

SHEET NUMBER

L-07A

GENERAL DEVELOPMENT PLAN
PROGRESS SET

NOT RELEASED FOR CONSTRUCTION

p:\2024\24002 575 herndon parkway\6.0 cad files\current phase\L-07A SITE SECTIONS.dwg

*EXISTING METRO PYLON SIGN (APPROX. LOCATION)



EXISTING PHOTO

*HERNDON IDENTITY PYLON LOCATION PER ADJACENT GDP (BY OTHERS)



CONCEPT IMAGE

*BIKE DISMOUNT SIGN PER ADJACENT GDP (BY OTHERS)

*HERNDON TIMELINE TRAIL PAVER INLAY PER ADJACENT GDP (BY OTHERS)



CONCEPT IMAGE

*INFORMATION KIOSK LOCATION PER ADJACENT GDP (BY OTHERS)



CONCEPT IMAGE

*EXISTING METRO PYLON SIGN (APPROX. LOCATION)



EXISTING PHOTO

*EXISTING METRO SIGN ONE-SIDED FACING STATION EXIT (APPROX. LOCATION)



EXISTING PHOTO

±700' TO *HERNDON IDENTITY PYLON PER ADJACENT APPROVED GDP (BY OTHERS) (NOT SHOWN ON ADJACENT SITE PLAN)

HERNDON PARKWAY

S-5 TYP.

S-4

TYP. S-5

S-3

S-1

BIKE DISMOUNT SIGN LOCATION

WALL MURAL TBD: SEE ARCH DWGS.

PROMENADE

FUTURE PARKVIEW DEVELOPMENT 593 HERNDON PKWY

S-1 SOUTHERNMOST LOCATION POSSIBLE WITHOUT BEING LOCATED WITHIN EASEMENTS

S-5 TYP.

BIKE DISMOUNT SIGN LOCATION - OPTION 1

BIKE DISMOUNT SIGN LOCATION - OPTION 2

METRO STATION

EXISTING ASPHALT TRAIL

POTENTIAL PUBLIC ART (#17) SEE L-03A & L-03B

S-1 OR S-2

S-7

S-6

SUGARLAND RUN TRAIL

15' STORM PIPE EASEMENT

S-2 OR S-3

DULLES ACCESS ROAD ROUTE 267

PRIVATE ROAD A

FUTURE DEVELOPMENT 555 HERNDON PKWY

S-1* LOCATION OF WAYFINDING SIGNAGE TO BE DESIGNED IN COORDINATION WITH THE TOWN OF HERNDON PER ADJACENT SITE PLAN & GDP (BY OTHERS)



CONCEPT IMAGE

S-5* HERNDON MOTIF PAVERS IN PAVING BANDS ALONG HERNDON PARKWAY PER ADJACENT SITE PLAN (BY OTHERS)

LOCATION OF WAYFINDING SIGNAGE TO BE DESIGNED IN COORDINATION WITH THE TOWN OF HERNDON PER ADJACENT SITE PLAN & GDP (BY OTHERS) S-3



CONCEPT IMAGE

PROPOSED FEATURES

S-1 MAJOR WAYFINDING SIGNAGE



S-2 STREETLIGHT SIGNAGE



S-3 MINOR WAYFINDING SIGNAGE



S-4 STREETLIGHT PEDESTRIAN SIGNAGE



S-5 HERNDON PAVERS



S-6 HISTORIC MARKER (9/L-05)



S-7 INTERPRETIVE SIGN (11/L-05)



NOTES	
	MATERIALS SHOWN ON THIS SHEET ARE CONCEPTUAL. SELECTIONS AND LOCATIONS OF PROPOSED FEATURES ARE SUBJECT TO CHANGE DURING FINAL SITE PLAN
*	STARRED ITEMS ARE SHOWN PER ADJACENT PLANS AND ARE NOT PROVIDED BY THIS DEVELOPMENT

575 HERNDON PARKWAY

575 HERNDON PARKWAY
HERNDON, VA
TOWN OF HERNDON

CLIENT

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COMMONWEALTH OF VIRGINIA
JOSEPH J. PLUMPE
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02.13.2026
LANDSCAPE ARCHITECT

ISSUE DATE

FIRST SUBMISSION	05.08.2024
SECOND SUBMISSION	11.22.2024
THIRD SUBMISSION	05.14.2025
FOURTH SUBMISSION	10.15.2025
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PROJECT NUMBER:	24002
CONTACT:	S. SCOCOZZO
DRAWN:	SS
APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

N

SCALE: 1" = 30'-0"

0 15 30 60

SHEET TITLE

HERNDON IDENTITY, WAYFINDING, & SIGNAGE PLAN

SHEET NUMBER

L-08

GENERAL DEVELOPMENT PLAN PROGRESS SET

NOT RELEASED FOR CONSTRUCTION

p:\2024\24002 575 herndon parkway\6.0 cad files\current phase\L-08 HERNDON IDENTITY, WAYFINDING, & SIGNAGE PLAN.dwg

Proffer Statement

Bristol Herndon Parkway LLC

Development Plan # DP24-01

May 8, 2024
Revised November 22, 2024
Revised May 14, 2025
Revised October 15, 2025
Revised February 13, 2026

Pursuant to Section 15.2-2303 of the Code of Virginia (1950, as amended) and Section 78-50.8 of the Town of Herndon Zoning Ordinance, as amended, (the "Zoning Ordinance"), Bristol Herndon Parkway, LLC, the owner of the hereafter described property, for itself and its successors and/or assigns (referred to hereafter as the "Applicant",), hereby voluntarily 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 16-4(10))6A (the "Property" or the "Subject Property") shall be in substantial conformance with the conditions set forth below· ("the "Proffers") if and only if the Property is approved for development by the Town of Herndon (the "Town") as set forth in Applicant's development plan entitled, "575 Herndon Parkway General Development Plan," prepared by VIKA dated May 8, 2024, revised through ~~May 14~~February 13, ~~2025~~2026 (the "Development Plan"), in the PD-TOC (Planned Development – Transit Oriented Core).

GENERAL

1. Development Plan. The Property shall be developed in substantial conformance with the Development Plan prepared by VIKA and dated May 8, 2024, revised through ~~October 15, 2025~~February 13, 2026 (said Development Plan being attached hereto and made a part hereof as Exhibit A). 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 and these Proffers. Minor modifications of the development plan may be permitted without the need for an Amendment to this approval when necessitated by final engineering or final site design provided that the Development is in substantial conformance with the Development Plan and these Proffers. Substantial conformity shall be determined as provided in Section 78-155.1(f)(3)(d) of the Zoning Ordinance.

2. Architectural Design Elements. The exterior architecture of the building shall be designed to create a unique sense of place reflective of the Town of Herndon through the use of appropriate massing, colors, textures and materials in substantial conformity with that shown in the Development Plan and the HTOC Urban Design and Architectural Guidelines, as amended from time to time. Architectural plans may be revised subsequent to the final approval of the Development Plan and pursuant to approval by the

Town Architectural Review Board (ARB). The overhead doors associated with loading and trash areas shall be constructed with materials and colors that are coordinated with the building architecture as shown on Sheets A14.0 and A15.3 of the Development Plan. The site design shall include wayfinding signage, art/sculpture, a wall treatment/mural, and interactive elements that are reflective of the Town of Herndon, as generally shown on Sheet A14.1 of the Development Plan.

3. Uses. Any use or combination of uses permitted in the PD-TOC may be established on the Property as long as such use is in substantial conformance with the Development Plan and the following density levels:

   a. The total maximum floor area is limited to 575,130 square feet.

   b. Total residential development, to include residential amenity space, shall not exceed ~~561,342~~559,921 square feet;

   c. Non-residential space consisting of office, retail or other commercial shall not be less than ~~13,788~~15,209 square feet, of which Retail/Restaurant shall not be less than ~~8,851~~9,222 square feet inclusive of the area offered to the Town of Herndon per 4.d.

   d. A maximum of 1,200 square feet of the total non-residential space noted in 4.c. above and as identified on Sheet A-17 of the Development Plan shall be offered in writing to the Town of Herndon rent free, with an initial term of 10 years, as office/administrative space with reasonable business hours. The space shall be visible to and accessible from the Promenade. Following conclusion of the initial 10-year lease, the Applicant will offer the Town two-5year lease renewal options at fifty percent (50%) of the then prevailing market rate. If mutually agreed upon lease terms have not been executed within one year of the official offering of the space to the Town, the space may be leased to others and this proffer shall be fulfilled and the Applicant shall have no further obligations to the Town for the space.

4. Easements/Maintenance. The Applicant shall grant public pedestrian access easements and public emergency ingress/egress easements over the at-grade Publicly Accessible Spaces as shown on Sheet C-03A of the Development Plan in a form approved by the Town. These easements will allow the Applicant to restrict access temporarily in these areas for private events or maintenance provided all regulations of the Zoning Ordinance relative to temporary use of the spaces are satisfied. The Applicant shall grant public vehicular access easements as shown on Sheet C-03A of the Development Plan in a form approved by the Town. The Applicant shall maintain all elements within the areas designated as Public Access Easements on the Development Plan, Sheet C-03A. Maintenance commitments include, but are not limited to: landscaping, hardscape, walls, streetscape furnishings, lighting, snow and leaf removal, trash, recycling and litter removal, and drainage facilities. With regard to maintenance, the Applicant shall ensure that overhang of any vegetation shall not hinder truck access to trash and loading areas.

The Applicant shall be responsible for obtaining such easements prior to site plan approval.

The Applicant shall dedicate, at no cost to the Town, any public utility, public access or temporary construction easements necessary to install the traffic signal at the intersection of Herndon Parkway and Road A as shown on Sheet C-03A within sixty (60) days of request by the Town.

The Applicant shall obtain, defined as signed by Grantor and submitted to Town, any easements for off-site grading and temporary construction which are necessary for the redevelopment of the Property prior to site plan approval.

5. Existing Development. The Property is currently developed with a commercial office building and an associated surface parking lot as shown on Sheet C-02A of the Development Plan (the "Existing Condition"). The Applicant may obtain building permits for internal improvements and obtain Certificates of Occupancy for any non-residential permitted use in the PD-TOC zoning district for the Existing Condition. Provided the required approval is obtained, building permits for internal improvements and Certificates of Occupancy may also be obtained for any uses permitted by special exception in the PD-TOC zoning district for the Existing Condition, provided the required special exception approval is obtained. The provisions of this proffer are voided upon commencement of construction of the building shown on the Development Plan. If portions of the parking lots or landscaping become the property of and are removed by the Town for the construction of Herndon Parkway and its associated streetscape or the Promenade, the Existing Condition shall not be deemed non-conforming with respect to parking ratio, building setback, site lighting, or required landscaping.

6. Interim Development. In the event that the property located at 593 Herndon Parkway does not redevelop prior to the redevelopment of the Subject Property, the Subject Property will be developed pursuant to Sheet C-07A of the Development Plan. In the event that the property located at 555 Herndon Parkway does not redevelop prior to the redevelopment of the Subject Property, the Subject Property will be developed pursuant to Sheet C-07B of the Development Plan, which includes a vehicle turn-around provided off-site easements are obtained per Proffer 4.

7. Utility Relocation. All existing utility relocations necessary to accommodate the construction of the proposed site features as shown on Sheet C-03 of the Development Plan shall be completed prior to the issuance of any certificate of occupancy.

Regarding the plantings of trees in existing power and telecommunication easements; none of the existing easements specifically exclude the plantings of trees within the easements. The easements grant the utility providers access to maintain and repair their facilities as needed. If an existing or proposed tree is damaged or removed during maintenance, it is the responsibility of the grantor to replace the tree(s) in kind to remain in compliance with the Development Plan.

~~7.~~ In the event that relocation of an existing utility is not viable or permissible, subject to the design and cost constraints of the applicable utility, any landscaping that is not acceptable to the utility easement grantee and that creates a conflict with that utility shall be relocated in as close a proximity as practicable to its location on the Development Plan, subject to the review and approval of the Zoning Administrator. Relocation of any grouping of trees shall be subject to assessment by the Zoning Administrator for substantial conformance with the Development Plan and may necessitate an amendment to the rezoning. As part of the site plan review, the Applicant shall submit to the Town a *Conceptual Dry Utility Plan* for review and approval, which shall identify all existing utilities to remain, all proposed new utilities, and all utilities proposed to be relocated, including but not limited to gas, electric, and communications, in order to demonstrate compatibility with the site features depicted on the Development Plan. The Applicant will provide Dominion Energy's approval of the *Conceptual Dry Utility Plan* prior to site plan approval.

8. Ground Level Activation. The Applicant shall include active ground level uses facing the Promenade and on Herndon Parkway at the northwest and northeast corner spaces of the development. Activated uses are identified as Retail/Restaurant, Residential Main Lobby & Amenity Area and Commercial or Office as shown on Sheets C-07, C-07A ~~and~~, C-07B ~~of~~and A-17.0of the Development Plan. "Pop-up" stores may also be included along the Promenade spaces provided the use is permitted in the PD-TOC District and necessary permits are obtained. These uses shall incorporate areas of transparency along exterior store fronts and residential and office lobbies. Window graphics and/or static cling decals, promotional and/or supporting themes of Herndon identity, shall be displayed on windows of retail/restaurant/commercial spaces which are vacant for more than one month after certificate of occupancy provided such signage meets the requirements of the Herndon Zoning Ordinance.

9. Private Amenity Spaces. The type of amenities shown in the private amenity areas, on Sheet L-04 of the Development Plan, are precedent images, the purpose of which is to illustrate the quality and breadth of amenities proposed. The Applicant reserves the right to determine the type of amenity that is ultimately installed in those areas at the time of site plan review.

10. Herndon Parkway Frontage Improvements, Promenade Improvements and Parcel 16-4((2))26B2, part. Design elements of the Herndon Parkway Streetscape, to include plantings, pavement treatments (to include a Herndon motif paver), wayfinding signage, and furniture shall be as generally shown on Sheets L-01 ~~and~~, L-02 and L-08 of the Development Plan, shall be in substantial conformance with the HTOC Urban Design & Architectural Guidelines and the Herndon Streetscape Manual and shall be subject to review and approval by the Architectural Review Board (ARB). Design elements of the Promenade, to include focal points, interactive elements, public art and hard- and soft-scape, shall be in general conformance with that shown on Sheets L-03A and L-03B of the Development Plan and shall be subject to approval of the ARB. As noted on Sheets L-01, L-03A and L-03B of the Development Plan, the seating and other elements

shown in yellow are to be provided by the respective tenants of the commercial spaces. The furniture and fixtures shown in peach color shall be provided by the Applicant. One of the focal points in the Promenade shall be a minimum of one kiosk, not located on Town property, a precedent image of which is shown on Sheets L-03A and L-03B of the Development Plan. This kiosk(s) shall be movable and ~~"pop-up"~~shall be kept within the Promenade with usage being flexible in nature.. The Applicant shall construct the improvements shown on the portion of Parcel 16-4((2))26B2 adjacent to the Metro Station as shown on Sheets L-01, L-02, L-03A, L-03B and L-06 of the Development Plan. Prior to the issuance of the first certificate of occupancy on the Property, the Applicant will construct the frontage improvements shown on the Development Plan along the Property's Herndon Parkway frontage, the improvements shown along the Promenade and the improvements on the portion of Parcel 16-4((2))26B2 as indicated in this proffer provided a License Agreement, as indicated in Proffer 11, is executed with the Town.

11. License Agreement. Concurrent with the submission of the first site plan for the Property, the Applicant shall request a draft Licensing Agreement from the Town for the development of the portion of the Promenade owned by the Town, any portion of the Herndon Parkway frontage improvements owned by the Town, and the parcel at Tax Map 16-4((2))26B2 proposed by the Applicant for development as shown on the Development Plan. The License Agreement will define and provide for maintenance commitments for improvements constructed on Town property. Should the Town Council opt not to execute the agreement, the Applicant shall have no obligation to construct the improvements shown on Town properties.

TRANSPORTATION

12. Bicycle Parking. The Applicant shall install bicycle parking and storage areas as shown on Sheets A-17 through A-~~21~~-22 and L-01 of the Development Plan to include locations within the garage and locations on the Promenade. Specific locations for the bicycle parking shall be determined as part of site plan approval process and in consultation with the Town of Herndon. ~~As noted on Sheet A-17, initially, 212 bike parking spaces shall be installed with the garage prior to the issuance of the certificate of occupancy for the residential use.~~ The bike racks shown on Sheet L-01 shall ~~also~~ be installed prior to the issuance of a certificate of occupancy for the residential use. ~~The remainder of the bike parking requirement shall be installed in the future as demand arises. The potential locations for the bike storage areas are shown on Sheets A-18 through A-21.~~

13. Vehicular Parking. Parking shall be provided in substantial conformance with the Development Plan and these proffers. Notwithstanding the above, the 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.

14. Bus Bays. The use of the Property will not interfere or hinder the operation of the existing bus bays along the Property's frontage on Herndon Parkway, including during construction. Relative to the period of construction, the Applicant will submit a Management of Traffic (MoT) Plan at the time of site plan review which addresses the specifics of continued operation of the bus bays.

15. Right-of-way Dedication. At no public cost, the Applicant shall dedicate in fee simple the area along the frontage of Herndon Parkway as shown on Sheet C-03A. The fee simple dedication shall be granted prior to the 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 effect as of the date of the approval of these Proffers.

16. 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, Metro bus, 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 multi-family units 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. This TDM Work Plan shall be submitted for review with the first submission of a site plan on the Property and approved prior to the issuance of the first Certificate of Occupancy. It is the intent of this Proffer that the TDM Work Plan will be adapted over time to respond to changing transportation-related circumstances of the Property, the surrounding community and region, as well as to technological and/or other improvements. The Applicant's TDM Work Plan has the objective of meeting the trip reduction goals for single occupancy vehicles measured at the peak AM/PM hours of 35% for residential uses. The trip reduction percentages will be multiplied by the total number of vehicle trips that would be expected to be generated by the uses developed on the Property as determined by the application of the most recent version of the Institute of Traffic Engineers, Trip Generation Manual rates and/or equations (the "ITE Trip Generation"), and the number of trips determined by the product of such equation subtracted from the total trips will be referred to herein as the "Maximum Trips After Reduction". For purposes of this calculation, the maximum number of dwelling units or gross floor area proposed to be constructed as shown on the Development Plan will be applied to the calculation described in the preceding sentence.

The TDM Work Plan shall incorporate the following elements:

a. Appointment of a TDM Program Manager
b. Contributions to resident and employee Metro fare cards.
c. Dissemination of Transportation Program Information
d. Ride sharing and carpool parking spaces.
e. Bicycle racks, bicycle share station(s), and micro-mobility station(s).

f. Bicycle storage and maintenance facilities.
g. Program monitoring on an annual basis, to include surveys and/or vehicular traffic counts

Monitoring. The proffered trip reduction goals will be verified that they are being met through the completion of Vehicular Traffic Counts of residential uses and/or other such methods as may be reviewed and approved by the Town. The results of such Vehicular Traffic Counts and the residential occupancy rates on the day of the traffic counts will be provided to the Town as part of the Annual Reporting process. The Vehicular Traffic Counts will be conducted for the Property beginning one year following issuance of the final Certificate of Occupancy. Vehicular Traffic Counts will be collected annually thereafter until the results of three consecutive annual traffic counts conducted, with a minimum residential occupancy rate of 90%, show that the applicable trip reduction goals for the Property have been met. At such time Traffic Counts will thereafter be provided every five (5) years. If the Annual Report demonstrates that the trip reduction goals are not being met, then the Applicant shall meet with the Town to review the TDM elements in place and to develop modifications to the TDM Work Plan to address the surplus of trips.

17. Traffic Signal at Herndon Parkway and Eastern Property Entrance. Prior to approval of the site plan, a traffic signal warrant analysis shall be prepared and submitted to the Town for review and approval, unless the signal has been installed by others at that time. If warranted, the site plan shall include a full design of the traffic signal and the traffic signal shall be installed by the Applicant prior to the issuance of the final residential certificate of occupancy.

18. Non-residential Parking. Parking for non-residential uses shall be located in a convenient location in the garage relative to the uses as indicated on Sheet A-17.0 (Illustrative Parking Level 1) and will be signed for commercial parking only.

19. Loading Spaces. ~~Loading spaces~~The loading spaces along the east façade of the building shall be constructed and operated in such a way so as to not obstruct any sidewalks, vehicular parking spaces or roads. It is noted that a WB-40 truck located in the loading space off of the southern shared access driveway may extend into the sidewalk area provided the other pedestrian pathways in that area are accessible and clear. The Applicant will implement an operations plan, coordinated with residential, retail/restaurant and commercial or office uses to manage loading facilities accordingly. The operations plan will include corresponding signage as noted on Sheet C-08A, management-scheduled use of loading areas for ~~move ins~~move-ins/move-outs and deliveries, closure of overhead doors when not in use and enforcement prohibiting loading from the sidewalk, travel lanes, or parking spaces of Road A and from the southern shared access drive.

20. Collapsible Bollards. Collapsible bollards shall be utilized to preclude public vehicular traffic yet provide for municipal and emergency vehicle access along the southern side of the building between the loading zone and the Promenade as shown on Sheet L-01 of the

Development Plan. The design of the bollards shall be in general conformance with that shown on Sheet L-05 of the Development Plan.

21. Micro-Mobility Vehicle Parking. The Applicant shall provide space, located with an appropriate easement if requested by the Town, for the parking of micro-mobility vehicles (scooters or bikes), either ~~is~~as a stationed, or un-stationed format in coordination with the Town. The space shall be sized, at a minimum, to accommodate a standard Capitol Bikeshare Station. A potential location is shown on Sheet L-01.

ENVIRONMENT

22. Green Building. For the multifamily residential building, the Applicant shall achieve either LEED Silver for Homes v4, Multifamily Mid-rise certification from the U.S. Green Building Council, Silver certification from the National Green Building Standard (NGBS), Earthcraft Multifamily certification or an equivalent green building program certification. Equivalency shall be determined by the Zoning Administrator. The Applicant shall submit the design scorecard for review to the Town at time of building permit application and shall submit the report from a green building verifier consultant certifying as-built compliance and deliverable prior to the issuance of the final residential certificate of occupancy.

23. Interior Noise Attenuation. The Applicant shall submit highway noise studies, prepared by a qualified acoustical consultant, at the time of 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 50 dBA for interior residential 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.

24. Stormwater Management. A Manufactured Treatment Device (MTD) will be sited below grade under the garage as noted on Sheet C-14 of the Development Plan. Bio-retention or other Low Impact Development facilities ("LID") shall be provided also as shown on Sheet C-14 of the Development Plan. Additional facilities may further be included such as Filterra, StormFilter, or BayFilter devices provided they are utilized in conjunction with ~~LIDS~~LIDs. The Applicant shall include an educational sign situated near a stormwater management planter of the Applicant's choice which explains the significance and purpose of the stormwater management measure as noted on L-01 and shown on L-05. Other measures may be proposed by the Applicant, if deemed by the Town to be acceptable and permitted by State regulations. Commitments for maintenance of stormwater management improvements in the Development Plan and that provides easement(s) benefitting the Town will be included in a stormwater management maintenance agreement to be recorded prior to site plan approval.

25. Planting Species and Biodiversity. In order to promote biodiversity, 10% maximum of each species of deciduous shrubs, 30% maximum of each species of deciduous trees, 25% maximum of each species of evergreen shrubs, and 25% maximum of each species

of evergreen trees shall be provided with the exception of the trees located within the Allee in the Promenade and those located on the top level of the parking garage which may exceed these percentages as shown on Sheets L-02, L-03A, L-03B, and L-06 of the Development Plan. A minimum of 75% of the amount of plantings in each category (trees, shrubs and herbaceous plants) will be native to the region as noted on Sheet L-02 of the Development Plan.

26. Trash/Recycling Service. The Development shall be served by a private trash and recycling service.

27. Electric Vehicle Charging Facilities. The Applicant shall install 2% of the total parking spaces in the garage with Level 2 electric vehicle ("EV") charging stations, installed and functional prior to issuance of a Certificate of Occupancy. The Applicant shall provide an additional 5% of the total parking spaces in the garage as EV-Ready, ~~meaning the provision of space, conduit banks, conduits, and access points to facilitate installation of future Level 2 EV charging stations~~as defined in the Herndon Zoning Ordinance.. The Applicant will include the number of EV charging stations and EV-Ready locations in the first site plan submission and designate their locations in the first building permit application.

CONTRIBUTIONS

28. Recreation/Community Amenities/Civic Facilities. Prior to the issuance of the first certificate of occupancy, the Applicant shall demonstrate that the value of any proposed public and private, exterior and interior recreational on-site amenities/community amenities/civic facilities to include those facilities/amenities provided in the Promenade and those improvements proposed on the Town Parcel 16-4((2))26B2, as shown on Sheets C-07, L-01, L-02, L-04 and L-06 of the Development Plan, are equivalent to a minimum of $2,150 per residential unit. 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.

29. Offsite Recreation Contribution. The Applicant shall make a per gross square foot shown on the site plan contribution payment of $0.45 to the Town for offsite recreation improvements for residential Gross Floor Area ("GFA") and $0.19 for offsite recreation improvements for non-residential GFA prior to the issuance of the first certificate based on the actual GFA of the building constructed. Such funds shall be used for the improvements of Town recreational facilities in locations that logically serve the approved development and the HTOC area.

30. Off-Site Transportation Improvement Contribution. The Applicant shall make a per gross square foot shown on the site plan contribution of $1.65 for residential GFA and $2.75 for retail/restaurant and commercial GFA to the Town to address off-site

transportation improvements. This contribution shall be paid prior to issuance of the certificate of occupancy for the building based on the actual gross floor area of the building. The Applicant shall receive credit towards this contribution for off-site improvement expenditures requested by the Town and constructed by the Applicant provided in Proffer ~~19~~17.

31. School Contribution. 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 a certificate of occupancy for the residential uses, the Applicant will contribute funds to the Board of Supervisors for transfer to the Fairfax County School Board at an assumed rate of 0.061 students per unit shown on the site plan for elementary school, 0.019 students per unit shown on the site plan for middle school, 0.028 students per unit shown on the site plan for high school multiplied by $14,956.00 per student generated to be used for capital improvements and capacity enhancements to schools that serve the Town. 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 the Fairfax County Board of Supervisors should modify the ratio of students per unit or the amount of the contribution per student, the Applicant will pay the modified contribution amount for that phase of development to reflect the then current ratio and/or contribution. Prior to beginning construction, the Applicant will notify Fairfax County Public Schools of the intended construction and anticipated completion date.

32. Public Safety Contribution. The Applicant shall contribute $60 per residential unit shown on an approved site plan to the Town of Herndon Police Department. The contribution shall be paid prior to the issuance of the first residential certificate of occupancy.

33. Sanitary Sewer Contribution. The Applicant shall make a contribution to the Town of Herndon in the amount of $136,500 for the construction of a new sanitary sewer line along the site's Herndon Parkway frontage which shall be paid prior to the issuance of a building permit. This contribution shall relieve the Applicant from any obligation to physically replace the sewer line and the Applicant shall receive credit towards this amount for any off-site sanitary sewer work required of the Applicant at the time of site plan approval.

34. Construction. The Applicant shall ensure that during construction, pedestrian access from Herndon Parkway to the Metro Station via an area within the Promenade will be maintained.

35. Town Use Agreement. The Owner and the Town of Herndon (the Town) shall negotiate in good faith to develop and execute a mutually acceptable written agreement (the Access Agreement) that permits the Town to conduct Town-sponsored community programming within areas of the Promenade without the direct payment of rent or license fees to the

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

36. ~~34.~~ 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 ~~2025~~2026 and change effective each January 1 thereafter, based on the Consumer Price Index as published by the Bureau of Labor Statistics, the U. S. Department of Labor for the Washington-Baltimore, MD-VA-DC-WV Consolidated Metropolitan Statistical Area (the "CPI"), as permitted by Virginia State Code Section 15.2-2303.3.

Successors and Assigns

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

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:

Bristol Herndon Parkway LLC
Title Owner of 16-4((10))6A

By: _____

Name: _____

Title: _____

COMMONWEALTH OF _____

CITY/COUNTY OF_____, to-wit:

The foregoing instrument was acknowledged before me this ___ day of _____, ~~2025~~2026 by _____ as _____ of and on behalf of _____.

_____

Notary Public

Notary Registration No: _____

My Commission Expires:_____

Summary report: Litera Compare for Word 11.14.0.42 Document comparison done on 2/12/2026 2:56:58 PM	
Style name: Default Style	
Intelligent Table Comparison: Active	
Original DMS: iw://dmsus.mwllp.dom/active/212191298/1 - final proffers for 4th submission, 10.15.docx	
Modified DMS: iw://dmsus.mwllp.dom/active/217621424/1 - Final Proffers for Last Submission Feb 13 2026.docx	
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Add	40
~~Delete~~	28
~~Move From~~	4
Move To	4
Table Insert	0
~~Table Delete~~	0
Table moves to	0
~~Table moves from~~	0
Embedded Graphics (Visio, ChemDraw, Images etc.)	0
Embedded Excel	0
Format changes	0
Total Changes:	76

Planning Commission Work Session
Agenda Item 3.a.

Agenda Item: **Discussion - 575 Herndon Parkway Development Plan**

Meeting Date: February 9, 2026

Category: New Business

Prepared by: Bryce Perry, Deputy Director of Community Development

Description:
This is a preliminary look at the legislative land use application DP#24-01, which would rezone the property at 575 Herndon Parkway to allow redevelopment of the site with a mixed-use stick-over podium building. The property is a little over four and a half acres and is currently improved with a multi-story office building and surface parking lot. It abuts the Herndon Metrorail Station north pavilion. The proposed building would include 525 residential apartments, around 9,000sf of retail, and around 6,000sf of office/flex space. The building is designed to wrap up an internal private outdoor amenity space and a structured parking garage. The development also consists of a reconstructed streetscape and bus bays along Herndon Parkway, a new private street along its eastern boundary, a predominantly pedestrian connection along the south side, and the majority portion of the promenade spanning from the Herndon Parkway to the Metro pavilion.

Background/Timing Impact:
Four submissions have been reviewed by staff for this project. The materials provided with this item to the Planning Commission were part of the fourth submission. Staff provided comments to the applicant regarding this submission and expects the next submission to be provided for review prior to formal Planning Commission consideration of the item. The intent of presenting this item to the commission, while staff review is ongoing, is to familiarize the members with the project and help ensure an efficient evaluation when it's back to the commission as a public hearing item. The generalized development plan (GDP), statement of justification, and draft proffer statement are attached. Staff and the applicant are continuing to discuss these items and additional edits are anticipated. However, at this time, there is not an expectation that any significant changes to the overall land use program and design will occur prior to formal review by the commission. Note that zoning modifications are requested as part of the application and staff will be providing comments on each of those requests when the item returns to the commission.

Review Considerations:

- This project does not propose significant office square footage. The HTOC plan

calls for a district with approximately half of the square footage to be office. The previously approved development plans for the HTOC (555 Herndon Parkway, 593 Herndon Parkway) both included office high rises. This aligns with a broader trend in the region and within Herndon of office square footage being replaced with residential uses.

- This project continues the established urban grid of private streets called for in the HTOC plan and generally provides the vehicle and pedestrian connections expected for the site, including a trail connection on the Metrorail station pavilion property and a rebuilt bus bay area.
- The project would build a significant portion of the promenade and has focused much of the design attention on this area.
- The ARB reviewed the architecture and will be providing a report to the Commission outlining general support for the design, which has been revised to respond to ARB comments.
- Six zoning modifications are requested with justifications expressed in the Statement of Justifications.
- The applicant has committed to proffers to assist with offsetting the impacts of the project. The proffers include but aren't limited to commitments regarding transportation improvements, uses, easements, environmental design, urban design, and cash contributions for certain services.

Timing Impact:
Typically, Planning Commission reviews of similar projects have taken at least two work sessions. However, there are no required timelines or policies associated with the duration of development plan reviews. Following its review, the Commission provides a recommendation to the Town Council, which will then deliberate on a final action for the item.

Fiscal Impact:
Replacing a 140,00sf office building with this new development as proposed would have implications for property, BPOL, and meals tax revenues. The notable increase in town residents would also impact public services and increase usage of transportation and utility infrastructure. The proffers address some ways in which these impacts may be offset, including transportation and utility mitigation measures as well as cash contributions. The project also improves portions of town property and would otherwise need to be completed by the town. The town is in the process of engaging a firm to develop a model to assist in the evaluation of the fiscal impact of new developments. Staff anticipates that some additional details regarding the fiscal impact of this project will be available as this application moves forward, but timing is uncertain at this time.

Legal Impact:
None at this time.

Staff Recommendation/Next Steps:
The Planning Commission is asked to review the materials prior to the work session and

be prepared to discuss any components of the proposed project that require further explanation or that may be an area of concern as the case moves into a formal commission evaluation in the coming months.

Attachments:

1. Statement of Justification
2. Generalized Development Plan
3. Draft Proffer Statement

575 Herndon Parkway

Traffic Impact Study

Herndon, VA

May 8, 2024

Updated – November 22, 2024

Updated – May 14, 2025

Updated – October 15, 2025

Prepared by:

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Thomas Hazzard
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575 HERNDON PARKWAY

EXECUTIVE SUMMARY

This report presents the results of a Traffic Impact Study (TIS) for the proposed redevelopment of 575 Herndon Parkway in the Town of Herndon, Virginia and has incorporated first submission review comments received. This study was completed in accordance with the Town of Herndon's TIS Guidelines and in support of the proposed General Development Plan (GDP) application within the Herndon Transit Oriented Core (HTOC).

Site Location and Study Area. The site is located along the south side of Herndon Parkway immediately adjacent to the Herndon Metro Station. The site is located approximately 0.3 miles east of the Van Buren Street / Herndon Parkway intersection and approximately 0.6 miles west of the Spring Street / Herndon Parkway intersection. Per the scoping agreement with Town of Herndon Staff, 11 intersections were included within the study area.

Proposed Development. The site is currently improved with a 139,200 SF office building and surface parking. As proposed, the site would be razed and redeveloped with a mixed-use development with up to approximately 525 residential units and 13,788 square feet of commercial uses. The development will meet or exceed bike and vehicular parking requirements and include commitments to implementation of a Transportation Demand Management (TDM).

The proposal is estimated to generate approximately 219 AM peak hour trips and 207 PM peak hour trips. This assumes a 45% non-auto mode share for the residential use and a 25% non-auto mode share for commercial uses.

This resubmission presents the current development program based on first submission review comments and reflects minor revisions to the uses compared to the scope of work and first submission documents. The proposal is planned to be constructed and occupied by 2028.

Multimodal Facilities. The site is located in a transit rich environment that includes direct access to the Herndon Metro Station located on the Silver Line and is served by numerous bus routes operated by WMATA, Fairfax Connector and Omni Bus. Sidewalks existing along both sides of Herndon Parkway and the site will improve the existing bus stops along the site's Herndon Parkway frontage, the pedestrian promenade along the site's western boundary connecting the Metro Station to Herndon Parkway and provide for the regional Sugarland Run Stream Valley Trail along the site's southern boundary that will ultimately connect the eastern HTOC limits to the Herndon Metro Station.

Methodology and Assumptions. The following assumptions were agreed to with Town of Herndon staff during the scoping process and used to complete the operational analysis contained herein.

- Existing vehicular, pedestrian, and bicycle traffic counts were conducted in March and April 2024 at the following intersections from 7:00 to 10:00 AM and 4:00 to 7:00 PM.
  - Worldgate Drive and Van Buren Street
  - Van Buren Street and The Atrium Driveway
  - Van Buren Street and Herndon Parkway
  - Herndon Parkway and Signalized Pedestrian Crossing
  - Herndon Parkway and Site Entrance West/Monroe Business Center Entrance
  - Herndon Parkway and Site Entrance East
  - Herndon Parkway and Exchange Place
  - Herndon Parkway and Fairbrook Drive
  - Herndon Parkway and Sunset Business Park
  - Herndon Parkway and Spring Street
- It is assumed the proposed redevelopment would be constructed and fully occupied by 2028.
- A regional growth rate of 1 percent was applied to all major movements within the studied area.
- Three pipeline developments were identified within the study area for inclusion in this study. They include:
  - 555 Herdon Parkway (Phase 1) – Located immediately east of the proposed site, this parcel is planned to include 400 residential units and 25,000 SF of retail. This development will have a shared access drive along its west façade with the subject development proposal.
  - Fairbrook Business Park (Phase 1) – This site is located to the east of the subject site, and is planned for 1,080 residential units, a 10,000 SF daycare and 10,000 SF of retail in two (2) mixed-use buildings.
  - Herndon Hotel – This site is located just northeast of the Fairbrook Business Park site and is planned as a 250-room facility. Access to this hotel will be initially provided via Herndon Parkway through Sunset Business Park, with additional future access via the Fairbrook Drive Extension to Spring Street.
- Planned capacity improvements to Spring Street / Herndon Parkway, assumed to be completed by 2028, include:
  - Improvements to the eastbound Herndon Parkway approach to include a shared thru-right and right turn lane provided.
  - Improvements to the westbound Herndon Parkway approach include a second left turn lane.
  - Additional through capacity to southbound Spring Street, and
  - Extensions of existing left and right turn lanes on northbound Spring Street.
- The stop-controlled intersections included in this report are assumed to be the locations for future traffic signals along Herndon Parkway, based on information provided by the Town of Herndon, as development occurs along the northern and southern frontages.

Existing Conditions – Operational Analysis. The four existing signalized study intersections currently operate at overall acceptable levels of service (LOS) "D" or better during the AM and PM peak hours, with most operating at LOS "B" or "C". All turning movements also operate at acceptable levels of service, with only two (2) movements at LOS "E": the westbound left/thru movement on Worldgate Drive at Van Buren Street during the PM peak, and the eastbound left on Spring Street at Herndon Parkway during both the AM and PM peak periods. At the stop-controlled intersections, all lane groups currently operate at LOS "C" or better during the AM and PM peak periods.

Future Conditions without Development – Operational Analysis. With increases in traffic due to regional growth and pipeline developments, all signalized study intersections would continue to operate at acceptable overall LOS "D" or better during the AM and PM peak hours. Additionally, all lane groups at signalized study intersection would continue to operate at LOS "E" or better during peak periods.

All of the stop-controlled study intersections would continue to operate similar to existing conditions, with all movements operating at LOS "E" or better with the exception of select movements at the driveway approaches to the Sunset Business Park driveway (Intersection #10) during the PM peak hour. These delays are a result of the low side street volumes and incremental increases in traffic along Herndon Parkway. A review of the peak hour queueing indicates these approaches would have queues of approximately one (1) vehicle.

Future Conditions with Development – Operational Analysis. With the proposed development, all signalized study intersections would continue to operate at acceptable overall LOS "D" or better during the AM and PM peak hours. Additionally, all lane groups at signalized study intersection would continue to operate at LOS "E" or better during peak periods.

All of the stop-controlled study intersections would continue to operate similar to the 2028 future conditions without development, with the exception of the Herndon Parkway and Sunset Business WBLT movement, which degrades from LOS "E" to LOS "F". It is to be noted that potential future signalization, per conversations with the Town of Herndon Staff, may result in the mitigation of these lower levels of service. With the addition of the proposed developments and planned 555 Herndon Parkway development the Herndon Parkway / East Driveway intersection would realize an increase in delays during the PM peak period on the side street due to the addition of new trips. Potential signalization, pending a signal warrant analysis, would mitigate side street delays at the main site access point to/from Herndon Parkway.

SECTION 1
INTRODUCTION

This report presents the results of a Traffic Impact Study (TIS) for the proposed redevelopment of 575 Herndon Parkway in the Town of Herndon, Virginia and has incorporated first submission review comments. This study was completed in accordance with the Town of Herndon's TIS Guidelines and in support of the proposed General Development Plan (GDP) application within the Herndon Transit Oriented Core (HTOC). As shown in Figure 1-1, the site is bounded by Herndon Parkway to the north, existing office buildings to the east and west (both planned for redevelopment) and the Dulles Access Road (Route 267) to the south.

The site is currently zoned PD-TOC (Planned Development - Transit Oriented Core). The adjacent properties are also zoned PD-TOC, and sites on the north side of Herndon Parkway are zoned O&LI (Office and Light Industrial). The subject site is composed of one parcel (Tax Map Number 0164 10 0006A) with a total area of 4.64 acres. Further details are shown on the Town's zoning map, Figure 1-2.

The site is located on a mostly level parcel, the high point of the site is located at the Herndon Metro Station in the southwest corner (approximately 384 feet above sea level) of the site and gradually drops to the north and east. The northwest corner of the property is at approximately 376 feet while the eastern portion of the site is at approximately 374 feet.

Description of Proposed Development. The site is currently improved with an office building (139,200 square feet) and surface parking. As proposed, the site would be razed and redeveloped with a mixed-use development with up to approximately 525 residential units and 13,788 square feet of commercial uses. For purpose of this study, high-turnover sit-down restaurant was assumed as the commercial land use to account for a more intense trip generating use. This assumption was made in coordination with Town staff during scoping to accommodate a range of commercial uses given uncertain market conditions to allow for maximum flexibility. The proposal is consistent with the Town of Herndon's Comprehensive Plans and planned Herndon Transit-Oriented Core. Construction of the proposed development is anticipated to be completed by 2028.

Access to the site is currently provided by two (2) driveways along Herndon Parkway, with the eastern driveway shared with the neighboring site to the east (555 Herndon Parkway). As proposed access to the site would be consolidated to the eastern shared driveway and the western driveway would be closed. A copy of the GDP is shown in Figure 1-3.

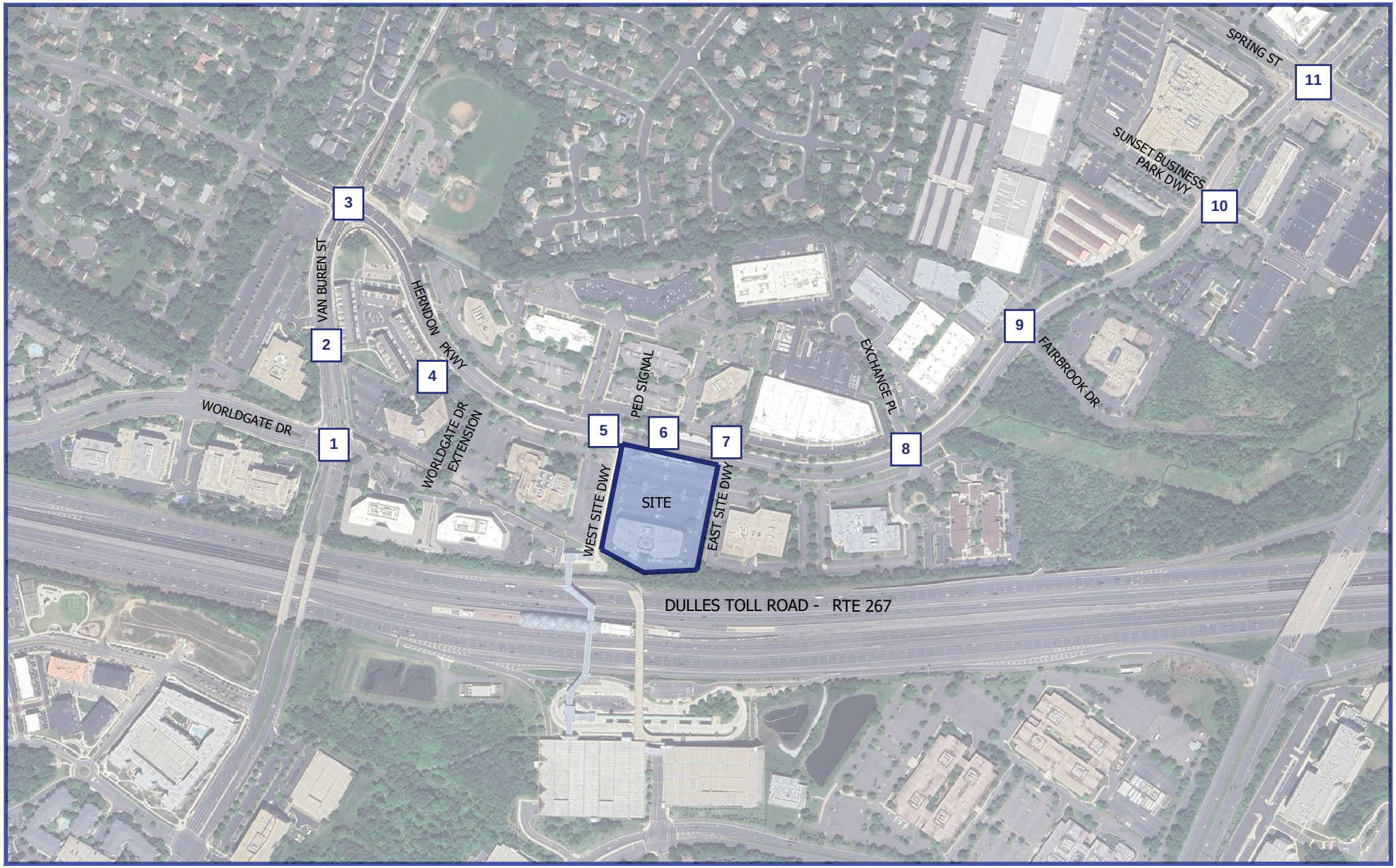

Figure 1-1
Site Location

[#] Studied Intersection

575 Hendon Parkway
Herndon, Virginia

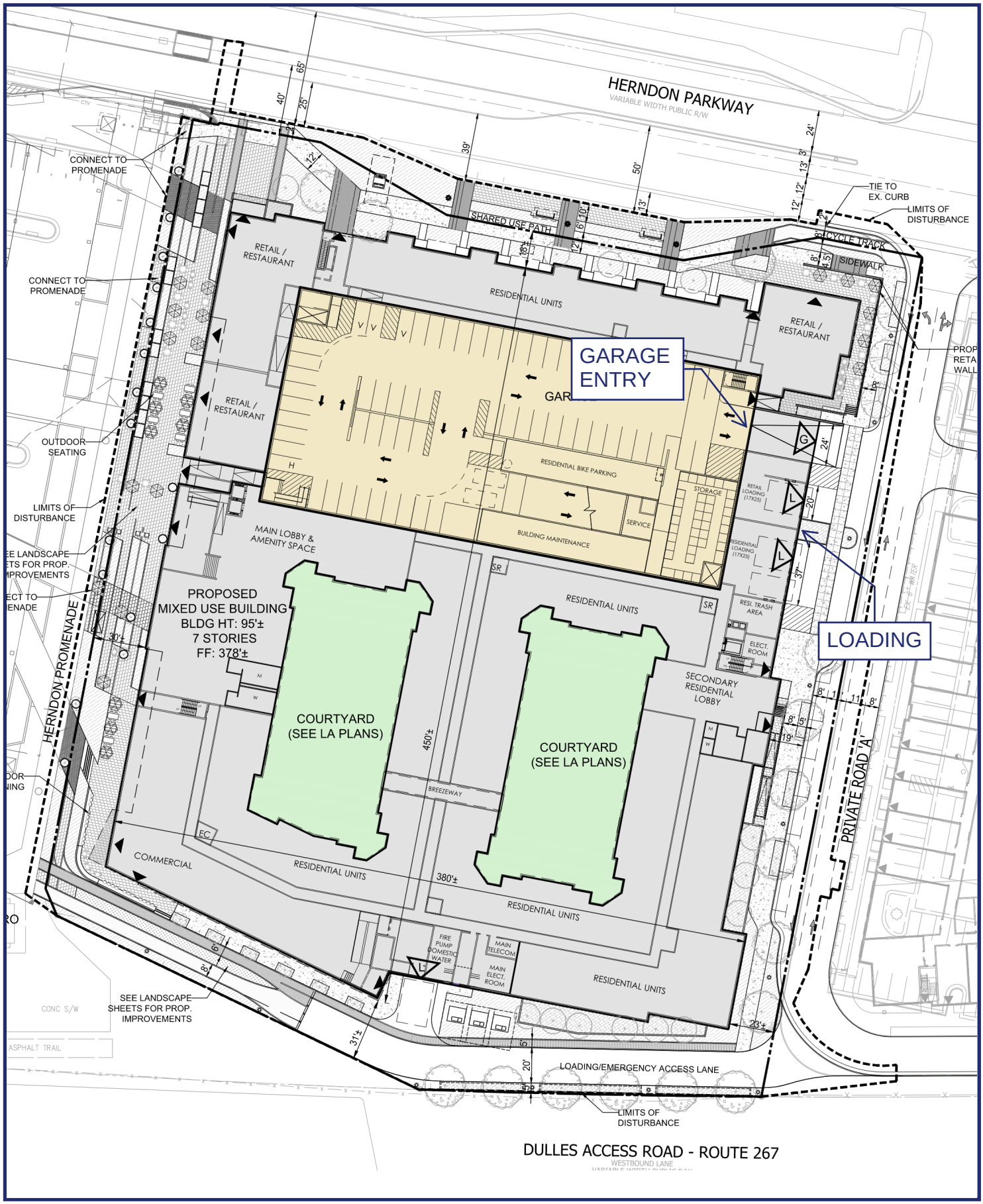

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Figure 1-2
Concept Plan

575 Herndon Parkway
Herndon, Virginia

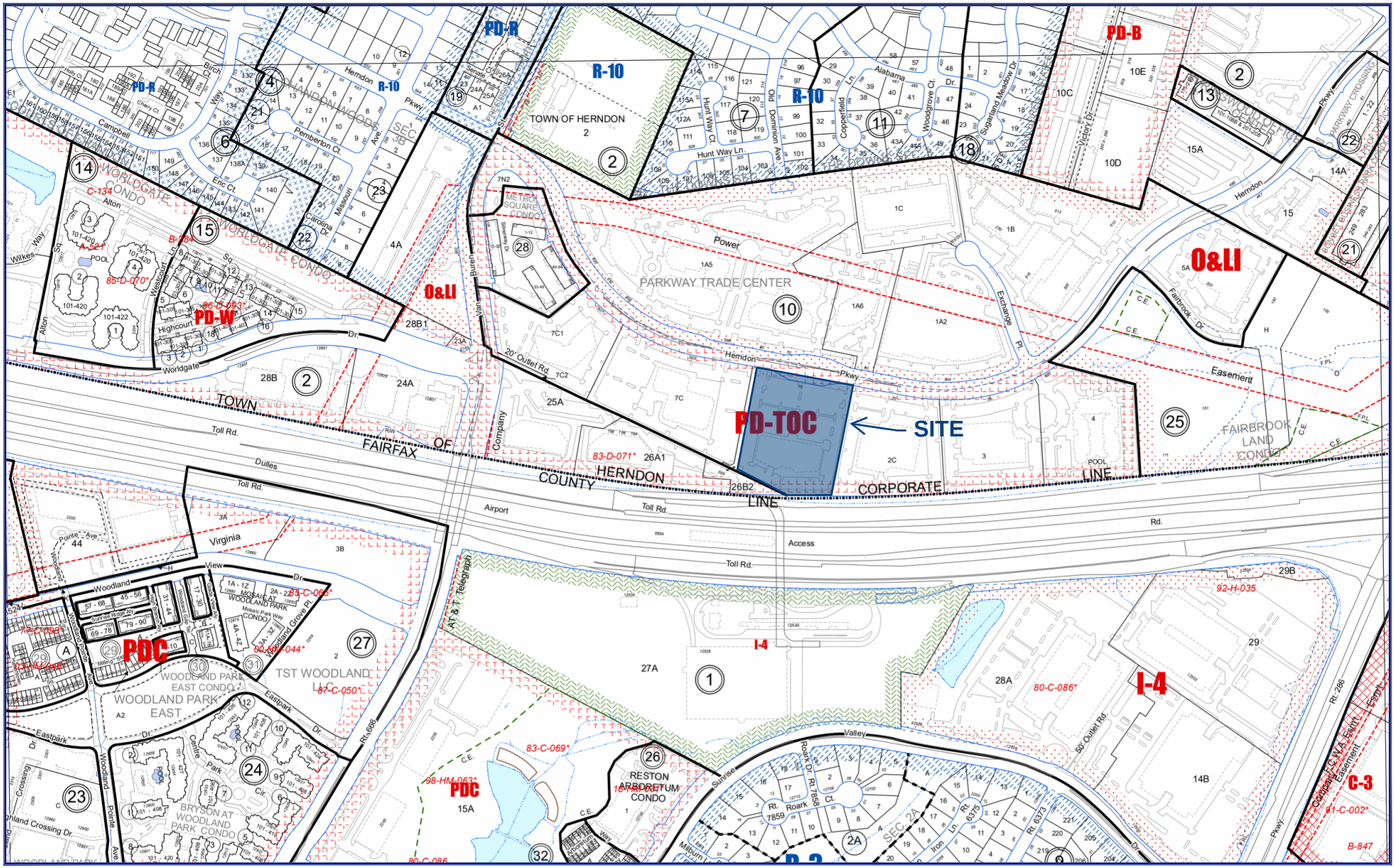

Figure 1-3
Zoning Map

575 Herndon Parkway
Herndon, Virginia

Study Scope

A scoping meeting was held with the Town of Herndon staff on March 19, 2024, and identified 11 study intersections for inclusion in the TIS. The approved scoping document identified the parameters of the TIS and is included in Appendix A for reference. For purposes of this study, the buildout year was assumed to be 2028.

Tasks undertaken in this study include the following:

1. Reviewed proposed development plans, recently completed traffic impact studies in the vicinity, and other background data.

2. Completed a field reconnaissance of existing roadway and intersection geometries, traffic controls, speed limits, and adjacent on-street parking restrictions.

3. Established a study scope and specific analysis parameters for the TIS with the Town of Herndon Department of Public Works staff (see Appendix A).

4. Collected vehicular, pedestrian, and bicycle counts at the study intersections during the weekday AM and PM peak periods.

5. Reviewed and summarized crash data for the study area provided by VDOT.

6. Conducted operational analyses of existing levels of service (LOS) and vehicle queues (average and 95th percentile) at the study intersections based on the existing peak hour traffic volumes, the existing intersection geometries, and traffic controls.

7. Forecasted future peak hour traffic volumes for the year 2028 without the proposed development based on existing traffic volumes with the addition of regional traffic growth and approved pipeline developments.

8. Analyzed 2028 future LOS and queues without the proposed development at the study intersections based on the future forecasts without development, the future intersection geometries, and traffic controls.

9. Estimated the number of peak hour vehicular trips and person trips that would be generated by the buildout of the proposed development based on standard Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition rates and equations and County mode share information.

10. Forecasted future peak hour traffic volumes for the year 2028 with the proposed development based on background traffic volumes and traffic associated with the proposed development.

11. Analyzed year 2028 future LOS and vehicle queues with the proposed development at the study intersections and site driveway, based on the future traffic forecasts and future intersection geometries and traffic controls.

12. Identified traffic improvements / enhancements necessary to mitigate future forecasts as a result of the proposed development for 2028 conditions, if required.

SECTION 2
BACKGROUND INFORMATION

Existing Transit Services

Metrorail Service. The Herndon Metrorail Station is located to the southwest immediately adjacent to the site. The station promenade extends along the site's western façade connecting the station to Herndon Parkway and the bus facilities along the site's frontage. The site's proximity allows for direct access to this metro station from the southwest corner of the property.

The WMATA Metrorail system operates seven (7) days a week from 5:00 AM to 12:00 AM Monday through Thursday, 5:00 AM to 1:00 AM on Fridays, 7:00 AM to 1:00 AM on Saturdays and 7:00 AM to 12:00 AM on Sundays. The Silver line runs from Ashburn to Downtown Largo in Maryland with connections to other Lines to the east. The train headways at the Herndon station range from eight (8) minutes during peak periods to 12-20 minutes during off-peak periods and weekends.

Based on the most recent available WMATA ridership data, the Herndon Metrorail Station averaged approximately 979 weekday entries/boarding during the month of April 2024.

Bus Service. The site and nearby area is served by numerous bus routes operated by Fairfax Connector and Omni Ride. Below are summaries of the routes that operate along Herndon Parkway with stops adjacent to the site. Location and bus routes of adjacent bus stops are shown in Figure 2-1. The Herndon Metro Station vicinity map showing the bus service and boarding locations is shown in Figure 2-2. Additional bus lines not described below that serve the Herndon Metro Station on the south side of the Dulles Toll Road include Fairfax Connector 553, 901, 937, 951, 954 and RIBS2. These stops and lines are only accessible from the site through the Metro elevated walkways over the Dulles Toll Road during the Herndon Metro Station operating hours.

Fairfax Connector 921 (Herndon Circulator) This route runs between the Herndon Metro Station, Spring Street, Downtown Herndon, Elden Street, Parcher Avenue and Worldgate Drive. This bus line operates weekdays, Saturdays, and Sundays with approximately 40-minute headways.

Fairfax Connector 924 (NOVA-Loudoun-Herndon-Franklin Farm) This route runs between Wiehle-Reston East Metro Station, Sunset Hills Road, Reston Town Center Metro Station, Herndon Metro Station, Worldgate Drive and Dulles Airport. This bus line operates weekdays peak hours every 20-minute headways, and weekdays off peak, Saturdays, and Sundays with approximately 1-hour headways.

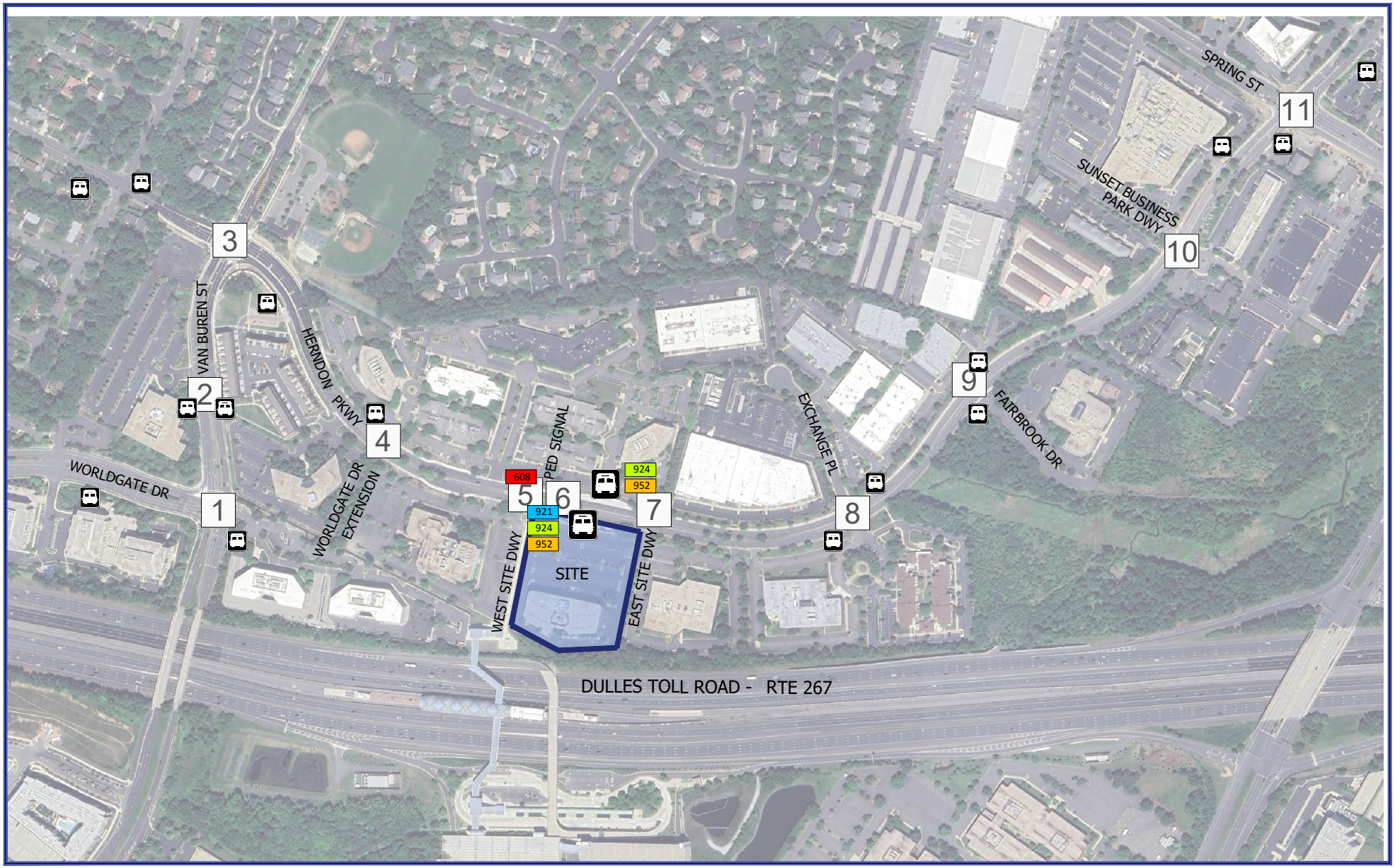

Figure 2-1
Bus Stop Locations

Bus Stop Location
XXX Bus Route

575 Herndon Parkway
Herndon, Virginia

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BUS SERVICE AND BOARDING LOCATIONS

Route	Destination	Board at
FAIRFAX CONNECTOR		
553	Reston Town Center M	G
553	Kingstream	C
901	Centreville UMC Park & Ride	F
921	Herndon Circulator	H
924	NVCC Loudoun	A H
924	Kinross Circle	D J
937	Harbor House	B

Route	Destination	Board at
FAIRFAX CONNECTOR *(continued)*		
950	Reston Town Center	E
951	Wiehle-Reston East M	D
951	Innovation Center M	B
952	Wiehle-Reston East M	H
952	Dulles Airport	J
954	Sterling Plaza	A
RIBS 2	Reston - South Lakes Drive	C

F M metro Metrobus SHUTTLE

In the event of an emergency, this bus stop will also be served by shuttle buses.

LEGEND

N

A Bus Stop *(on the street)*

A Bus Bay *(at the station)*

The lettered discs on this map will help you locate the bus stop or bay near this station. Be advised the letters are not displayed on the street bus stops.

- Elevator
- Escalator
- Metrorail Station and line
- Bike Rack
- Bike Locker/ Secure Bike Room

Herndon SVM-0622

SOURCE: WMATA.COM

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Figure 2-2
Herndon Station Vicinity Map

575 Herndon Parkway
Herndon, Virginia

Fairfax Connector 952 (Sunset Hills-Dulles Airport) This route runs between the Herndon Metro Station, Spring Street, Downtown Herndon, Elden Street, Parcher Avenue and Worldgate Drive. This bus line operates weekdays peak hours every 20-minute headways, and weekdays off peak, Saturdays, and Sundays with approximately 1-hour headways.

Omni Ride 608 (Manassas Express) The route runs between Manassas to Dulles Corridor/Herndon/Reston. The bus line operates only during the weekday AM and PM peak periods, with approximately 30-minute headways.

Pedestrian and Bike Facilities. A majority of the streets in the vicinity area provide sidewalks on both sides of the street and marked crosswalks at signalized intersections. All of the site frontages include sidewalks. An eight (8) foot wide sidewalk exists along the north side of Herndon Parkway with a six (6) foot sidewalk on the south side. Access to the Washington & Old Dominion (W&OD) Trail is provided from Herndon Parkway north of Spring Street.

Herndon Metro Station Area Study. According to the findings outlined in the Herndon Metro Station Area Study, there's a proposal to extend Worldgate Drive from its current endpoint at Van Buren Street to Herndon Parkway. Furthermore, there are plans for a new road link to connect Spring Street to Herndon Parkway via Fairbrook Drive Extended. However, it's important to note that neither of these enhancements is currently accounted for in this study due to uncertainty surrounding their timing and funding, as discussed, and agreed upon in the scoping meeting.

Planned Future Roadway Improvement. The roadway capacity improvements currently under construction at the intersection of Herndon Parkway and Spring Street are assumed completed by buildout year 2028 and are assumed in the future conditions analysis without and with development. Additionally, the intersection of Herndon Parkway and Fairbrook Drive is assumed to be signalized by the buildout year of 2028 with the construction of the Fairbrook Business Park redevelopment as a proffered improvement.

Other future planned improvements outside of the buildout year horizon of 2028 include the extension of Worldgate Drive to Herndon Parkway and the signalization of each unsignalized study intersection along Herndon Parkway. At the request of the Town, and for consistency with future traffic studies for the proposal along Hendron Parkway, these unsignalized intersections were included for reference only. The inclusion of the additional intersections were agreed to during the scoping process.

Bicycle and Pedestrian Improvements. The Town of Herndon has enacted a new Bicycle Network Master Plan, which outlines various recommendations for enhancing bicycle infrastructure, while also aiming to enhance the safety and accessibility of the bicycle network. These recommendations include a cycle track that is under construction along the south side of Herndon Parkway, which will be built out with TRG and HTOC redevelopment. Also included in the Bicycle Network Master Plan Map are bicycle lanes along Van Buren Street between Herndon Parkway and Spring Street, which have been

completed. The suggestion of a cycle track on Herndon Parkway aligns with the envisioned cross-sections outlined in the Town's Urban Design and Architectural Guidelines. Figure 2-3 shows the proposed bike lane and multimodal streets. It is noted that the Applicant has coordinated the design of the cycle track along the site frontage closely with the Town prior to the submission of the GDP.

Trail Network. The Town of Herndon Bicycle Network Master Plan shows the planned and existing trails network within the borders of the Town of Herndon, presented on Figure 2-4. The trails portrayed include mixed use trails, bicycle lanes, sharrows, and cycle tracks.

Existing Transportation Facilities

Roadway Network. Vehicular access to/from the existing site is provided via two (2) curb cuts along Herndon Parkway. Regional access to/from the site is provided via Herndon Parkway (VA 120), Van Buren Street (Route 666) to the west and Spring Street (Route 675) to the east. The Virginia Department of Transportation Highway Road Classification are noted below along with the published 2022 Average Annual Daily Traffic (VPD).

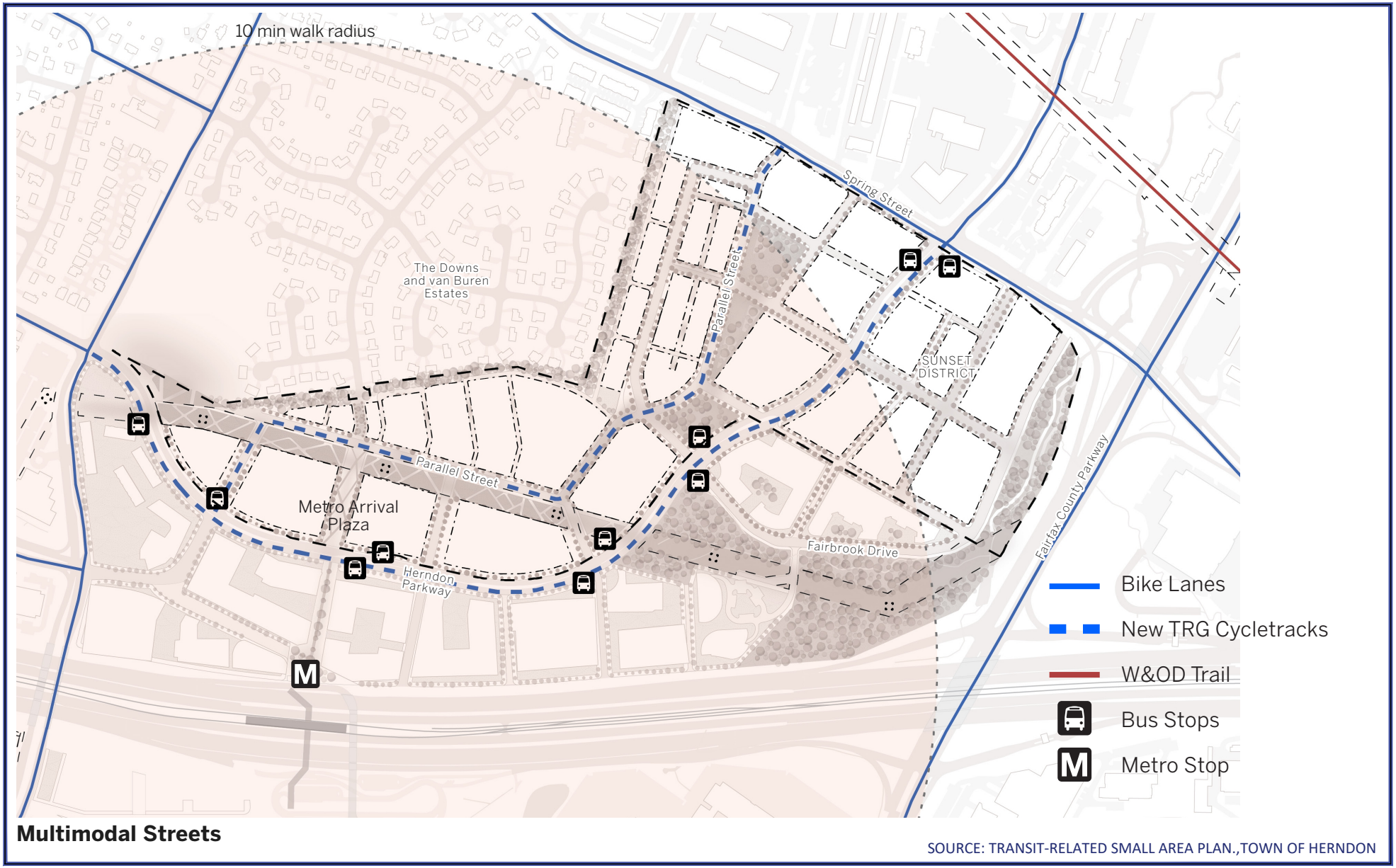
Existing lane use and traffic controls at the study intersections are shown on Figure 2-5. A description of each roadway in the vicinity of the site is provided below:

Herndon Parkway is a four-lane divided Minor Arterial with left and right turn lanes at all intersections. The roadway provides transportation circulation along the perimeter of the Town of Herndon. The posted speed limit within the vicinity of the proposed development is 35 mph. Based on available data from VDOT the segment of roadway adjacent to the site carries approximately 15,600 VPD.

Van Buren Street (South of Herndon Parkway) is four-lane divided Major Collector with left turns lanes at major intersections. The posted speed limit within the vicinity of the proposed development is 25 mph. Based on available data from VDOT, the VPD of this section of roadway adjacent to the site is approximately 14,600 (south of Herndon Parkway).

Van Buren Street (North of Herndon Parkway) is a two (2) lane Major Collector consisting of two lanes, and bike lanes on either side of the road. The posted speed limit for this link of Van Buren is 25 mph. Based on available data from VDOT, the VPD of this section of roadway is approximately 6,400.

Worldgate Drive is a four-lane Minor Collector, and is median divided with a posted speed of 35 mph. This roadway connects Centreville Road and Monroe Street/Van Buren Street. No VPD data is available.



Multimodal Streets

SOURCE: TRANSIT-RELATED SMALL AREA PLAN.,TOWN OF HERNDON

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Figure 2-3
Bike Map and Multimodal Streets

GRAPHICAL REPRESENTATION SOURCED FROM TOWN OF HERNDON

575 Herndon Parkway
Herndon, Virginia



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Figure 2-4
Bicycle Network Master Plan

575 Herndon Parkway
Herndon, Virginia

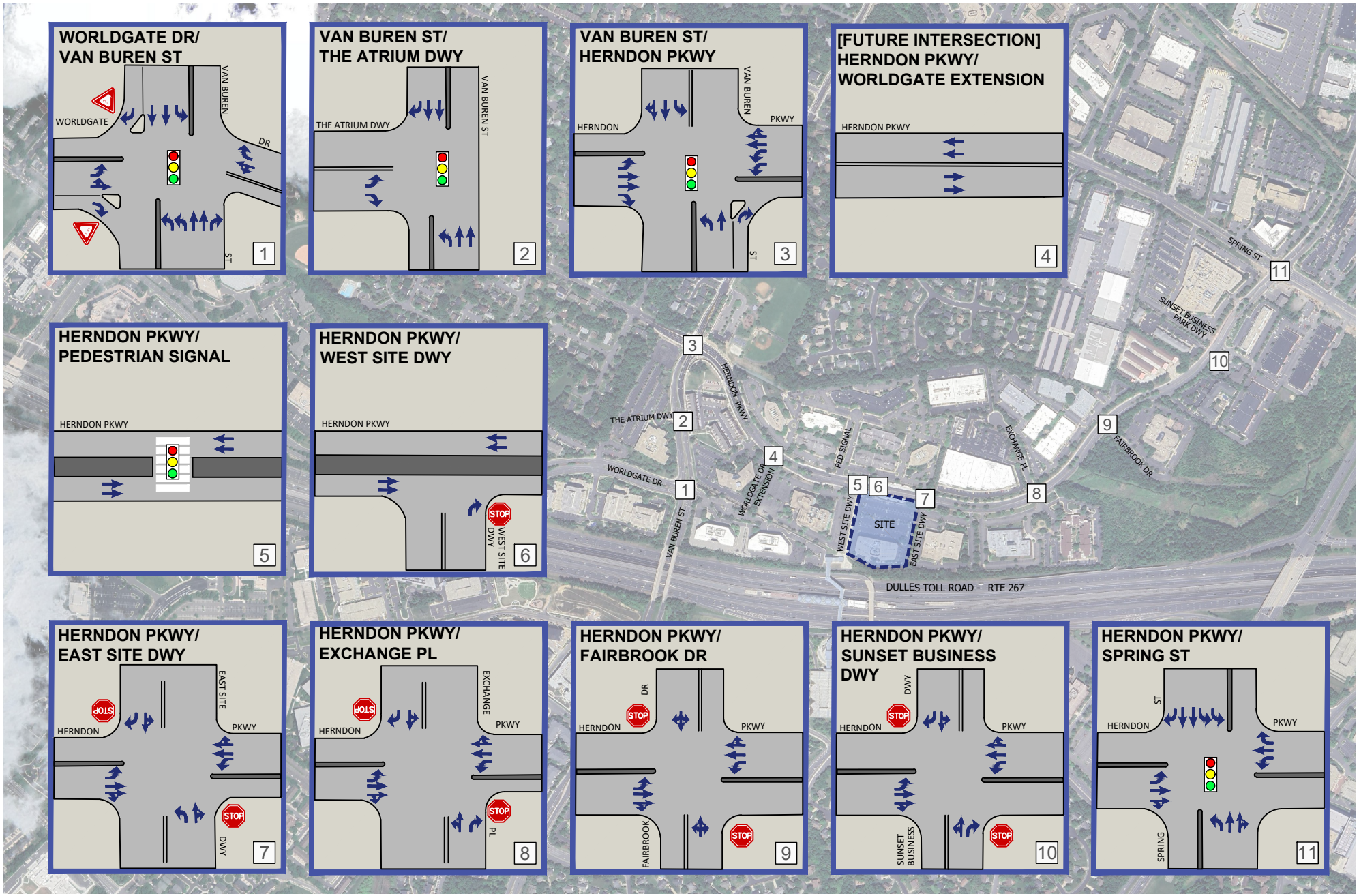

Figure 2-5
Existing Lane Use and Traffic Controls

575 Herndon Parkway
Herndon, Virginia

Spring Street (Route 675) Spring Street is a four-lane divided Minor Arterial spanning east to west, featuring turn lanes at major intersections throughout its stretch within the study area. The section of Spring Street, divided into four lanes, begins at Van Buren Street and extends to the Fairfax County Parkway, transitioning to Sunset Hills Road. Westward from Herndon Parkway, Spring Street is categorized as a Major Collector, while eastward, it is designated as a Minor Arterial. The speed limit in the proximity of the study segment is set at 30 mph. According to data sourced from VDOT, the VPD for this roadway segment adjacent to the site is approximately 9,700 vehicles west of Herndon Parkway and 33,900 vehicles east of Herndon Parkway.

VDOT Crash Data

Crash data was requested from VDOT for the past three (3) years on Hendon Parkway in the vicinity of the site. This data was used to conduct a review of the safety of the study intersections. Based on the received data, a total of 76 crashes occurred within the study area from January 2020 through March 2024. This information is included in Appendix B for reference.

The types and number of crashes during the study period is as follows:

- Angle: 29 Crashes (38%)
- Rear End: 22 Crashes (29%)
- Fixed Object : 10 Crashes (13%)
- Sideswipe: 9 Crashes (12%)
- Others: 5 Crashes (7%)
- Pedestrians: 1 Crashes (1%)

The year with the highest number of crashes is 2022 with 23 crashes and the lowest number of crashes is 2021 with 14 crashes. As shown above, the most common type of crash found in the study area was angled crashes which accounted for 38% of the crashes followed by rear end crashes with 29%. From all these crashes, no fatalities were reported; with 53 reported injury crashes. Most of these chases occurred at the signalized intersections. Of the 76 crashes, only one (1) occurred in the vicinity of the site driveways, and it was a collision with a deer.

The signalized intersections with the highest number of crashes were the intersections of Herndon Parkway/Van Buren Street and Herndon Parkway/Spring Street. Based on a review of MUTCD section 4C.08 and Table 4C-2 it was concluded that no unsignalized study intersection would meet warrants for signalization based on the number of annual crashes.

A breakdown of crashes occurring at the primary signalized intersections, including types and severity, are presented below.

1. Worldgate Drive / Van Buren Street Intersection This intersection has seen 13 collisions in the last three years. The crash type with the highest number of occurrences is angled crashes, accounting for 38%. The crash type with the least number of occurrences is Side-swipe and Other, both accounting for 8%.

The KABCO Crash Severity Scale is used by VDOT to measure the severity of each crash, with “K” meaning a death occurred, and “O” meaning there was no injury. At the intersection of Worldgate Drive and Van Buren Street, there were largely either no injuries or non-incapacitating injuries.

2. Herndon Parkway / Van Buren Street Intersection This intersection has seen 26 collisions in the last three years. The crash type with the highest number of occurrences is angled crashes, accounting for 54%. The crash type with the least number of occurrences is Pedestrian, Head-On, Side-Swipe, Fixed Object, and Other, all accounting for 4%.

The KABCO Crash Severity Scale is used by VDOT to measure the severity of each crash, with “K” meaning a death occurred, and “O” meaning there was no injury. At the intersection of Herndon Parkway and Van Buren Street, there were largely either no injuries or non-incapacitating injuries, with only one crash resulting in “A”, or severe injury.

3. Spring Street / Herndon Parkway Intersection This intersection has seen 24 collisions in the last three years. The crash type with the highest number of occurrences is rear-end crashes, accounting for 38%. The crash type with the least number of occurrences is Fixed Object collisions, both accounting for 8%.

The KABCO Crash Severity Scale is used by VDOT to measure the severity of each crash, with “K” meaning a death occurred, and “O” meaning there was no injury. At the intersection of Herndon Parkway and Spring Street, there were largely either no injuries or non-incapacitating injuries. Appendix B includes an additional analysis for the above-mentioned intersections.

There is no data to show that this development will either worsen or improve crash rates in the study network.

SECTION 3
EXISTING CONDITIONS

Existing Traffic Counts

Existing vehicular, pedestrian, and bicycle traffic counts were conducted on Tuesday, March 19, 2024, from 7:00 to 10:00 AM and 4:00 to 7:00 at the following study intersections:

- Worldgate Drive and Van Buren Street
- Van Buren Street and The Atrium Driveway
- Van Buren Street and Herndon Parkway
- Herndon Parkway and Signalized Pedestrian Crossing
- Herndon Parkway and Site Entrance West/Monroe Business Center Entrance
- Herndon Parkway and Site Entrance East
- Herndon Parkway and Spring Street

Additionally, after discussions with Town of Herndon Staff, traffic counts were collected at the following intersections on April 4, 2024, during the same time periods.

- Herndon Parkway and Exchange Place
- Herndon Parkway and Fairbrook Drive
- Herndon Parkway and Sunset Business Park

The weekday AM and PM peak hour vehicular, pedestrian, and bicycle traffic counts are summarized on Figures 3-1 through 3-3, respectively. Detailed sheets containing the count data are included in Appendix C.

A review of the vehicular count data indicates that the link of Hendon Parkway, adjacent to the site, currently carries approximately 982 AM peak hour trips and 1,336 PM peak hour trips. The west side driveway currently carries approximately 7 AM peak hour trips and 4 PM peak hour while the east side shared driveway carries approximately 21 AM peak hour trips and 20 PM peak. The minor traffic volume at these driveways is due to the low occupancy of both existing office buildings.

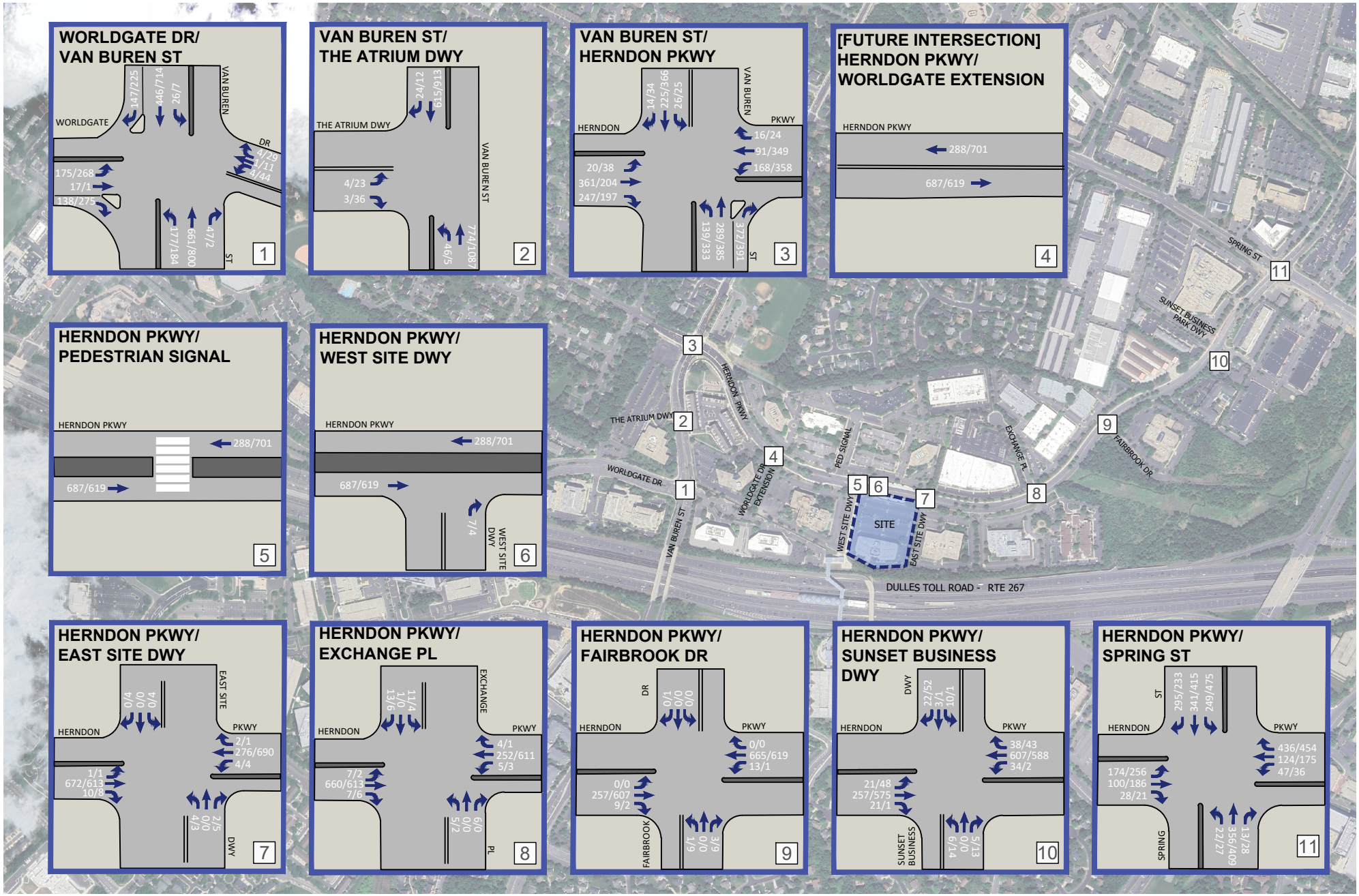

Figure 3-1
Existing Peak Hour Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

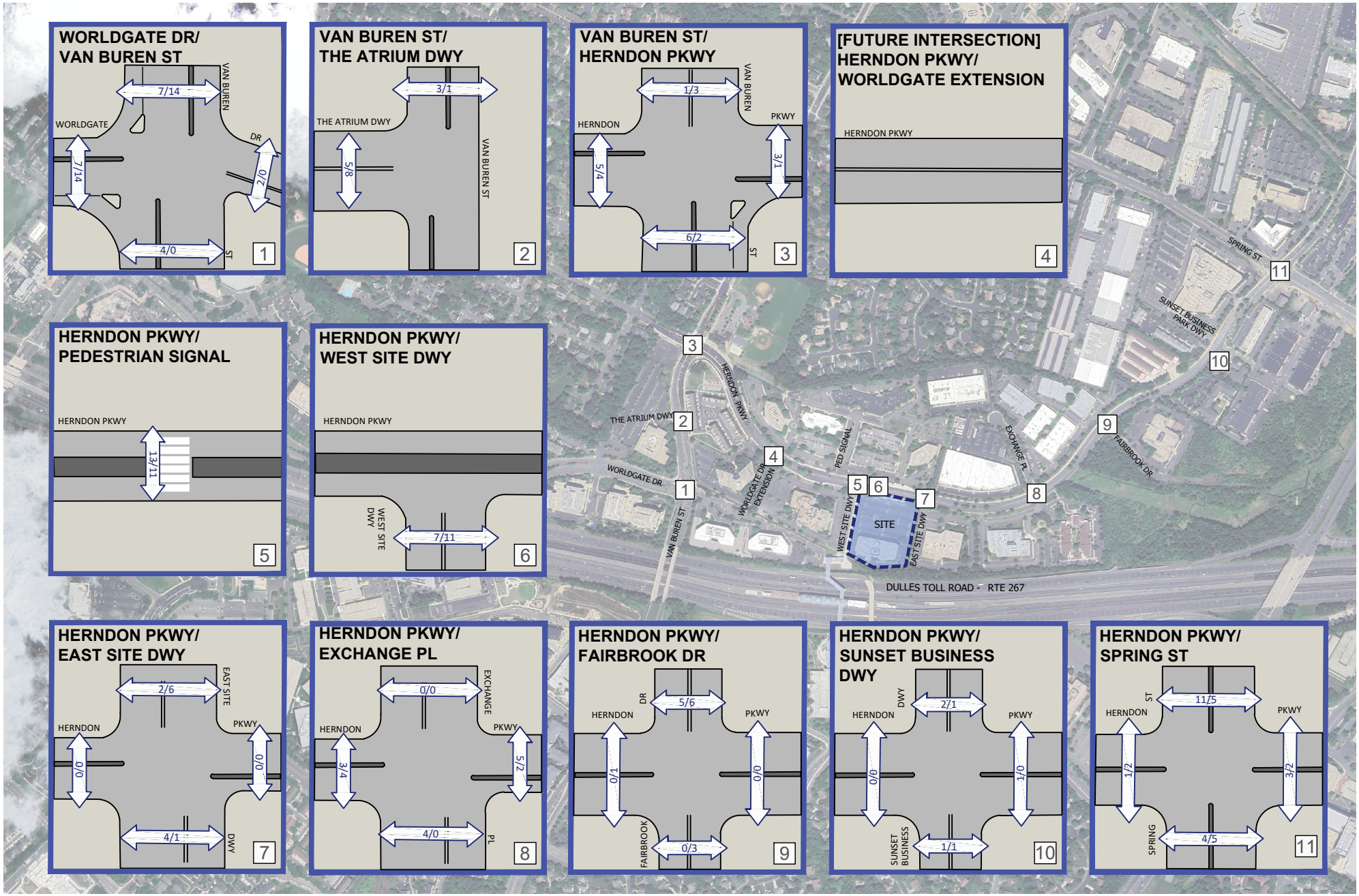

Figure 3-2
Existing Peak Hour Pedestrian Volumes

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

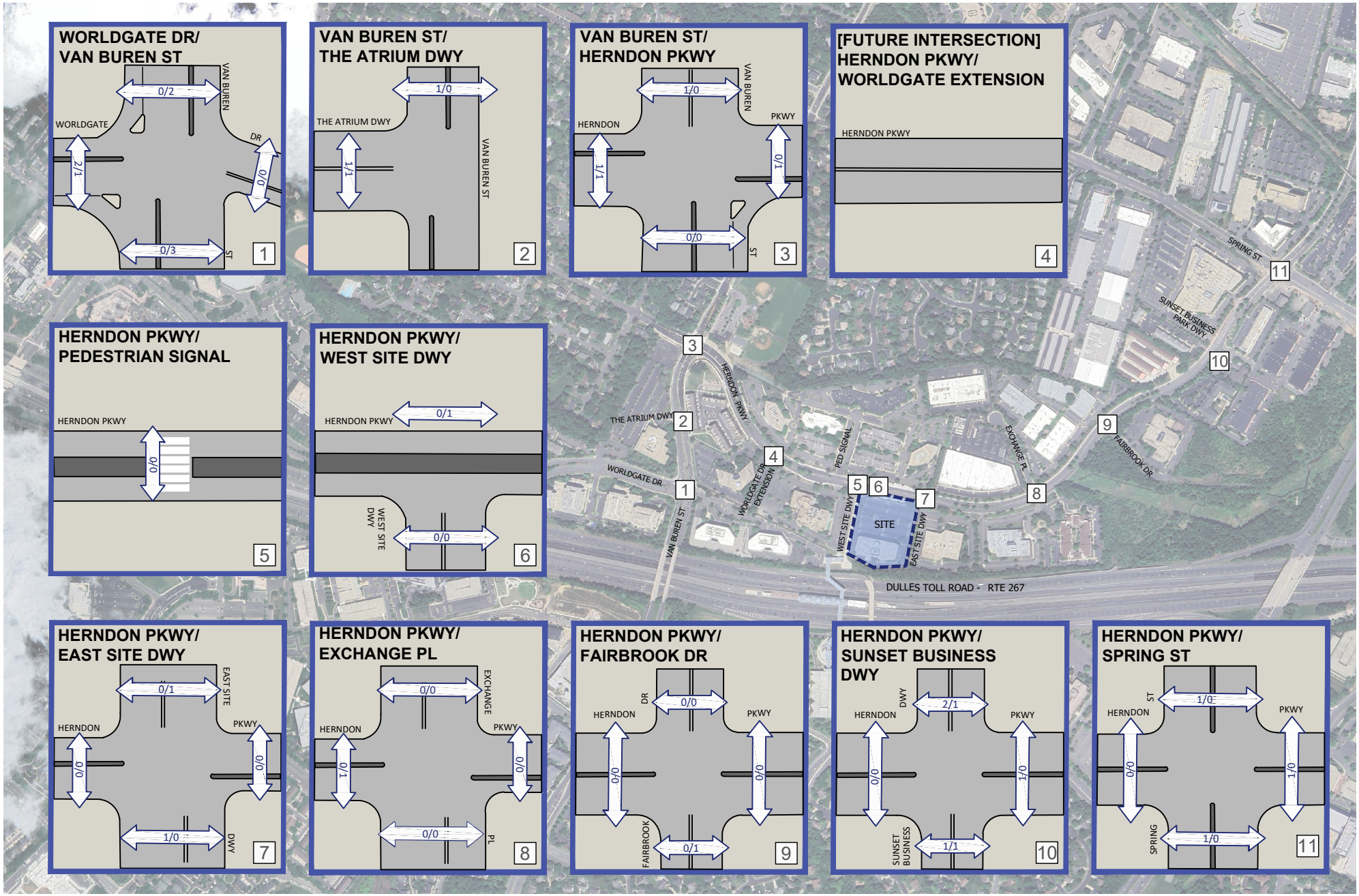

Figure 3-3
Existing Peak Hour Bike Volumes

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

Existing Conditions Operational Analysis

The existing peak hour LOS and queues were estimated at the study intersections based on; the existing lane use and traffic controls shown on Figure 2-5; existing traffic signal phasing/timings obtained from the Town of Herndon; the existing vehicular, pedestrian, and bicycle traffic counts shown on Figures 3-1 through 3-3; and the Highway Capacity Manual (HCM) 2000 methodologies, using Synchro Software, version 11.

The results of the existing conditions analysis are presented in Appendix D and summarized in Tables 3-1 and 3-2. In addition to the peak hour vehicular, pedestrian and bike volumes the following inputs were coded into Synchro: calculated peak hour factors by approach, lane widths, speed limits, adjacent parking lane, number parking maneuvers, and bus blockages.

As noted in the Town's Zoning Ordinance, Section 78-156.1, a proposed development may not cause the level of service for any signalized intersection located within the study area to be lower than LOS "D"; and no individual turning movement level of service at an intersection falls below LOS "E".

Levels of Service. As shown in Table 3-1 and summarized on Figure 3-4, the four (4) signalized study intersections currently operate at overall LOS "D" or better during the AM and PM peak hours, with most operating at LOS "B" or "C". All turning movements at signalized intersections currently operate at LOS "E" or better during both the AM and PM peak periods. At the stop-controlled intersections, all lane groups currently operate at LOS "C" or better during the AM and PM peak periods. Units used for Level of Service (LOS) table are seconds per vehicle, or S/Veh.

Queuing. Existing peak hour queues for study intersection were determined using the 50th and 95th percentile queues estimated by Synchro Software, version 11. The 50th and 95th percentile queues of existing conditions are used to establish a datum against which to compare future conditions. The 50th percentile (or average) queue is defined as the maximum back of queue associated with a typical signal cycle. The 95th percentile queue is defined as the maximum back of queue with 95th percentile traffic volumes. The 95th percentile queue is not necessarily ever observed, it is simply based on statistical calculations[1]. The results of the queueing analysis are presented in Appendix D and summarized in Table 3-2.

As shown on Table 3-2 the estimated average and 95th percentile queues, as calculate by Synchro, can be accommodated within the available turn lane storage provided at study intersections except for the southbound shared through-right lane on Van Buren Street at Herndon Parkway. It is noted that the right turn volumes are relatively low (14 AM/34 PM) and the estimated queue for the shared lane group would not extend back to or through the adjacent intersection of Senate Court/Haley M. Smith Park entrance/Van Buren Street.

[1] Synchro Studio 11, Traffic Signal Software – User Guide

Table 3-1
575 Herndon Parkway
Existing Conditions Intersection Level of Service Summary [1]

Approach/ Lane Group	Existing Conditions (2024)			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay (S/VEH)	LOS	Delay (S/VEH)
1. Worldgate Dr/Van Buren St - Signalized				
EBL	D	43.7	D	47.1
EBT	D	43.5	D	47.2
EBR	D	50.1	D	52.5
WBLT	D	48.5	E	59.1
WBR	D	47.9	D	48.3
NBL	D	46.8	D	46.8
NBT	B	17.1	B	15.7
NBR	B	13.1	B	10.9
SBL	D	51.4	D	54.6
SBT	B	19.6	C	22.5
SBR	B	17.4	B	18.2
Overall	**C**	**26.3**	**C**	**28.7**
2. Van Buren St/The Atrium Dr - Signalized				
EBL	B	15.1	B	14.1
EBR	B	15.0	B	14.1
NBL	B	10.9	B	12.3
NBT	B	13.0	B	16.6
SBT	C	20.2	C	23.0
SBR	A	9.7	A	9.9
Overall	**B**	**15.9**	**B**	**19.3**
3. Van Buren St/Herndon Pkwy - Signalized				
EBL	C	24.0	B	17.4
EBT	D	39.7	C	33.1
EBR	D	37.7	C	32.9
WBL	E	78.2	E	68.7
WBTR	D	52.0	D	47.3
NBL	C	26.5	E	57.8
NBT	D	38.3	D	48.3
NBR	C	25.2	C	23.0
SBL	C	31.3	D	40.5
SBTR	D	38.7	D	52.9
Overall	**D**	**39.1**	**D**	**46.3**
4. Herndon Pkwy/Future Worldgate Extended - Signalized				
5. Herndon Pkwy/Pedestrian Crossing - Signalized				
EBT	B	12.8	B	12.1
WBT	B	10.1	B	12.1
Overall	**B**	**12.0**	**B**	**12.1**
6. Herndon Pkwy/West Site Dwy - Unsignalized				
NBL	A	9.0	A	8.9
7. Herndon Pkwy/East Site Dwy - Unsignalized				
EBL	A	7.8	A	9.0
WBL	A	8.4	A	8.3
NBL	B	14.1	C	18.5
NBTR	A	8.8	A	8.7
SBLTR	A	0.0	C	19.4
SBR	A	0.0	B	10.5
Herndon Pkwy/East Site Dwy - Signalized Comparison				
EBL EBT WBL WBTR NBL NBTR SBLT SBR **Overall**	**PROFFERED FUTURE IMPROVEMENT**			
8. Herndon Pkwy/Exchange Pl - Unsignalized				
EBL	A	8.0	A	8.7
WBL	A	8.8	A	8.7
NBLT	C	18.0	C	21.8
NBR	B	10.3	A	0.0
SBTL	C	16.0	C	21.5
SBR	A	9.1	B	10.2
Herndon Pkwy/Exchange Place - Right-Out Only Comparison				
EBL WBL NBT NBR SBL SBT	**ADDITIONAL ANALYSIS**			
9. Herndon Pkwy/Fairbrook Dr - Unsignalized				
EBL	A	7.9	A	9.0
WBL	A	0.0	A	0.0
NBLTR	A	0.0	B	10.5
NBL NBTR	**PROFFERED FUTURE IMPROVEMENT**			
SBLTR	B	12.7	C	18.9
Herndon Pkwy/Fairbrook Dr - Signalized Comparison				
EBL EBTR WBL WBTR NBL NBTR SBLTR **Overall**	**PROFFERED FUTURE IMPROVEMENT**			
10. Herndon Pkwy/Sunset Business - Unsignalized				
EBL	A	8.0	A	8.7
WBL	A	9.3	A	9.3
NBLT	D	30.3	D	30.1
NBR	B	10.8	B	11.0
SBLT	C	19.6	D	32.7
SBR	A	9.2	B	10.3
11. Herndon Pkwy/Spring St - Signalized				
EBL	C	30.6	C	27.3
EBTR	D	40.4	D	37.9
EBR	C	32.3	D	39.4
WBL	C	26.1	C	33.5
WBTR	C	31.4	C	32.4
NBL	D	52.9	D	49.7
NBT	C	23.0	C	23.6
NBR	B	14.7	B	16.4
SBL	E	61.7	E	61.8
SBTR	C	31.9	D	41.3
Overall	**C**	**30.9**	**D**	**36.0**

Note(s):
1. Capacity analysis based on Highway Capacity Manual methodology, using Synchro 11.

Table 3-2
575 Herndon Parkway
Existing Conditions Intersection Queuing Summary [1, 2, 3, 4, 5]

Approach / Lane Group	Storage Length (ft)	Existing Conditions (2024)			
		AM Peak Hour		PM Peak Hour	
		50th Pecentile	95th Pecentile	50th Pecentile	95th Pecentile
1. Worldgate Dr/Van Buren St - Signalized					
EBL	-	72	129	104	172
EBT	-	72	129	105	174
EBR	-	0	62	0	#107
WBT	-	3	16	43	87
WBR	-	0	0	0	0
NBL	250	69	105	72	108
NBT	-	175	231	160	277
NBR	200	0	0	0	0
SBL	200	20	48	6	20
SBT	-	118	159	212	270
SBR	-	0	36	0	44
2. Van Buren St/The Atrium Dr - Signalized					
EBL	-	1	7	6	24
EBR	155	0	6	0	19
NBL	150	12	28	1	6
NBT	-	138	185	223	294
SBT	-	142	194	171	314
SBR	125	0	11	0	8
3. Van Buren St/Herndon Pkwy - Signalized					
EBL	125	12	30	18	38
EBT	-	160	214	75	112
EBR	165	0	66	0	57
WBL	350/100	100	140	185	238
WBTR	-	47	77	166	219
NBL	-	93	142	255	#369
NBT	-	244	340	347	480
NBR	275	0	53	0	53
SBL	85	16	36	15	36
SBTR	150	101	144	188	245
4. Herndon Pkwy/Future Worldgate Extended - Signalized					
5. Herndon Pkwy/Pedestrian Crossing - Signalized					
EBT	-	84	126	73	111
WBT	-	30	51	73	111
6. Herndon Pkwy/West Site Dwy - Unsignalized					
NBR	-	-	1	-	8.9
7. Herndon Pkwy/East Site Dwy - Unsignalized					
WBL	150	-	0	-	0
NBL	-	-	0	-	1
NBTR	-	-	0	-	1
SBT	-	-	-	-	-
SBR	-	-	-	-	-
Herndon Pkwy/East Site Dwy - Signalized Comparison					
EBL	-	**PROFFERED FUTURE IMPROVEMENT**			
EBT					
WBL	150				
WBT	-				
NBL	-				
NBTR	-				
NBLTR					
SBT	-				
SBR	-				
8. Herndon Pkwy/Exchange Pl - Unsignalized					
NBT	-	-	1	-	1
NBR	-	-	1	-	0
SBT	-	-	3	-	1
SBR	-	-	1	-	1
Herndon Pkwy/Exchange Pl - Right-Out Comparison					
EBL	-	**ADDITIONAL ANALYSIS**			
NBR	-				
SBL	-				
SBT	-				
9. Herndon Pkwy/Fairbrook Dr - Unsignalized					
EBL	175	-	1	-	0
WBL	200	-	0	-	0
NBL	-	-	0	-	0
NBTR	-	-	0	-	0
SBLTR	-	-	1	-	6
Herndon Pkwy/Fairbrook Dr - Signalized Comparison					
EBL	175	**FUTURE IMPROVEMENT PROFFERED BY OTHERS**			
EBTR	-				
WBL	200				
WBTR	-				
NBL	-				
NBTR	-				
SBLTR	-				
10. Herndon Pkwy/Sunset Business - Unsignalized					
EBL	100	-	2	-	0
WBL	150	-	2	-	5
NBLT	-	-	7	-	1
NBR	-	-	3	-	7
SBLT	-	-	2	-	8
SBR	-	-	0	-	2
11. Herndon Pkwy/Spring St - Signalized					
EBL	275	26	53	20	44
EBT	-	94	155	127	198
EBR	350	0	82	0	99
WBL	-	105	163	163	241
WBT	-	36	64	71	107
NBL	300/560	109	150	205	253
NBT	-	103	140	128	170
NBR	175	58	112	36	82
SBL	135	19	49	23	56
SBT	-	126	180	173	241

Notes:
1. ~ Volume exceeds capacity, queue is theoretically infinite.
2. # 95th percentile volume exceeds capacity, queue may be longer.
3. m Volume for 95th percentile queue is metered by upstream signal.
4. Analysis for the 2028 Background and Total Future at Spring Street/Herndon Pkwy intersection assumes proposed improvements.
5. Unit of measure for queue length is feet.

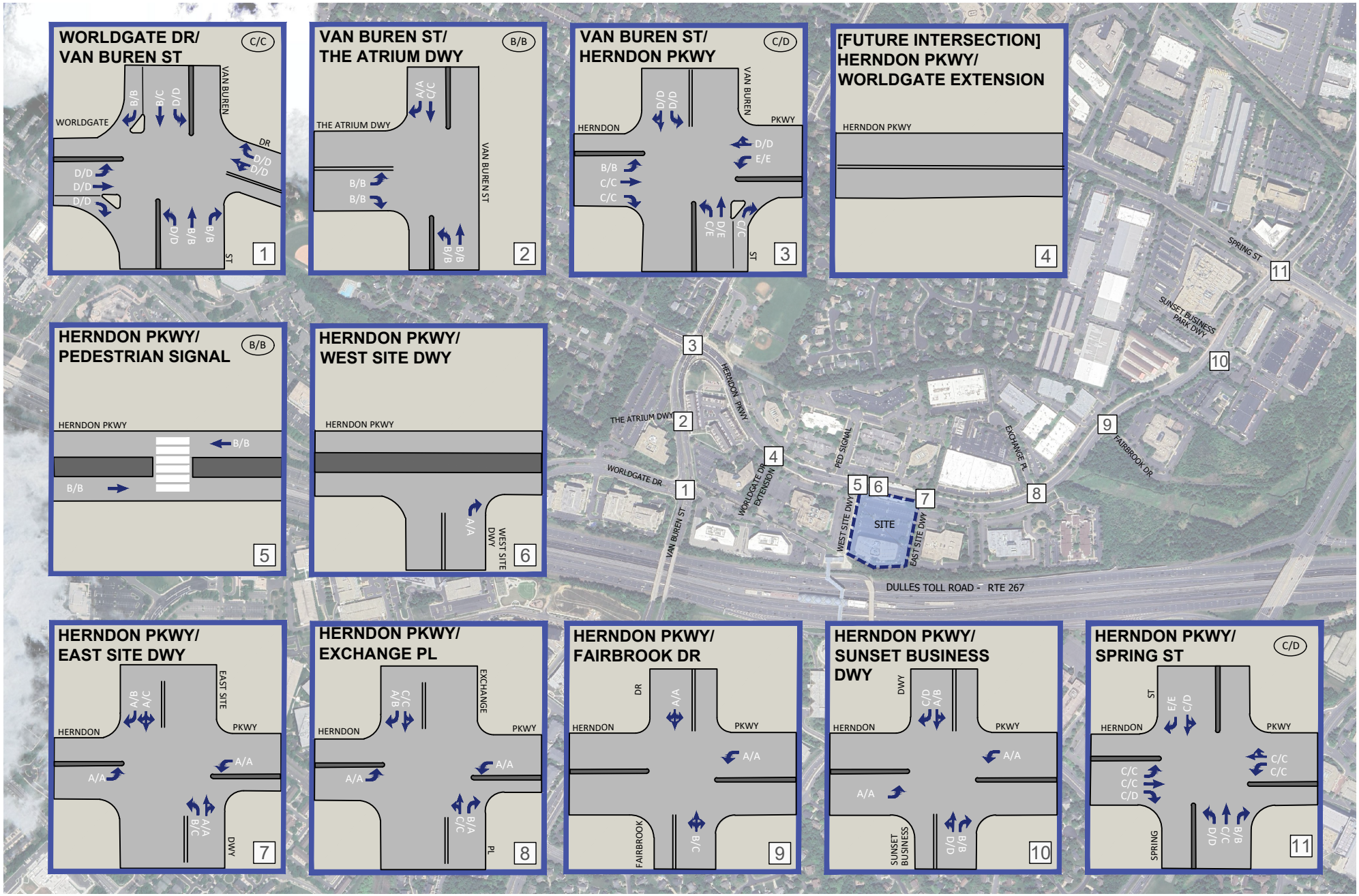

Figure 3-4
Existing Intersection Movement LOS and Overall Intersection LOS

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

SECTION 4
FUTURE CONDITIONS WITHOUT DEVELOPMENT (2028)

Background Conditions

This section presents an analysis of the future transportation conditions including projections of 2028 future traffic forecasts without the proposed development, as well as capacity and queuing analyses under this condition.

Methodology/Assumptions. It was assumed that the proposed redevelopment would be constructed and fully occupied by 2028, as specified in the traffic scoping document. The 2028 future traffic forecasts without site redevelopment were developed based on a composite of existing baseline 2024 traffic volumes, trips generated by nearby pipeline developments, and regional traffic growth.

Pipeline Developments. As outlined in the scoping document, three (3) pipeline developments were identified within the study area for inclusion in this study. The location of these developments is shown on Figure 4-1.

- 555 Herdon Parkway (Phase 1) – Located immediately east of the proposed site, this parcel is planned to include 400 residential units and 25,000 SF of retail. This development will have a shared access drive along its west façade with the subject development proposal.

- Fairbrook Business Park (Phase 1) – This site is located to the east of the subject site, and is planned for 1,080 residential units, a 10,000 SF daycare and 10,000 SF of retail in two (2) mixed-use buildings.

- Herndon Hotel – This site is located just northeast of the Fairbrook Business Park site and is planned as a 250-room facility. Access to this hotel will be initially provided via Herndon Parkway through Sunset Business Park, with additional future access via the Fairbrook Drive Extension to Spring Street.

Table 4-1 summarizes the estimated weekday peak hour trips expected to be generated by the noted developments. The pipelines development peak hour trips were assigned to the roadway network using distributions provided in the developments respective traffic studies. The combined peak hour pipeline development trips are shown on Figure 4-2.

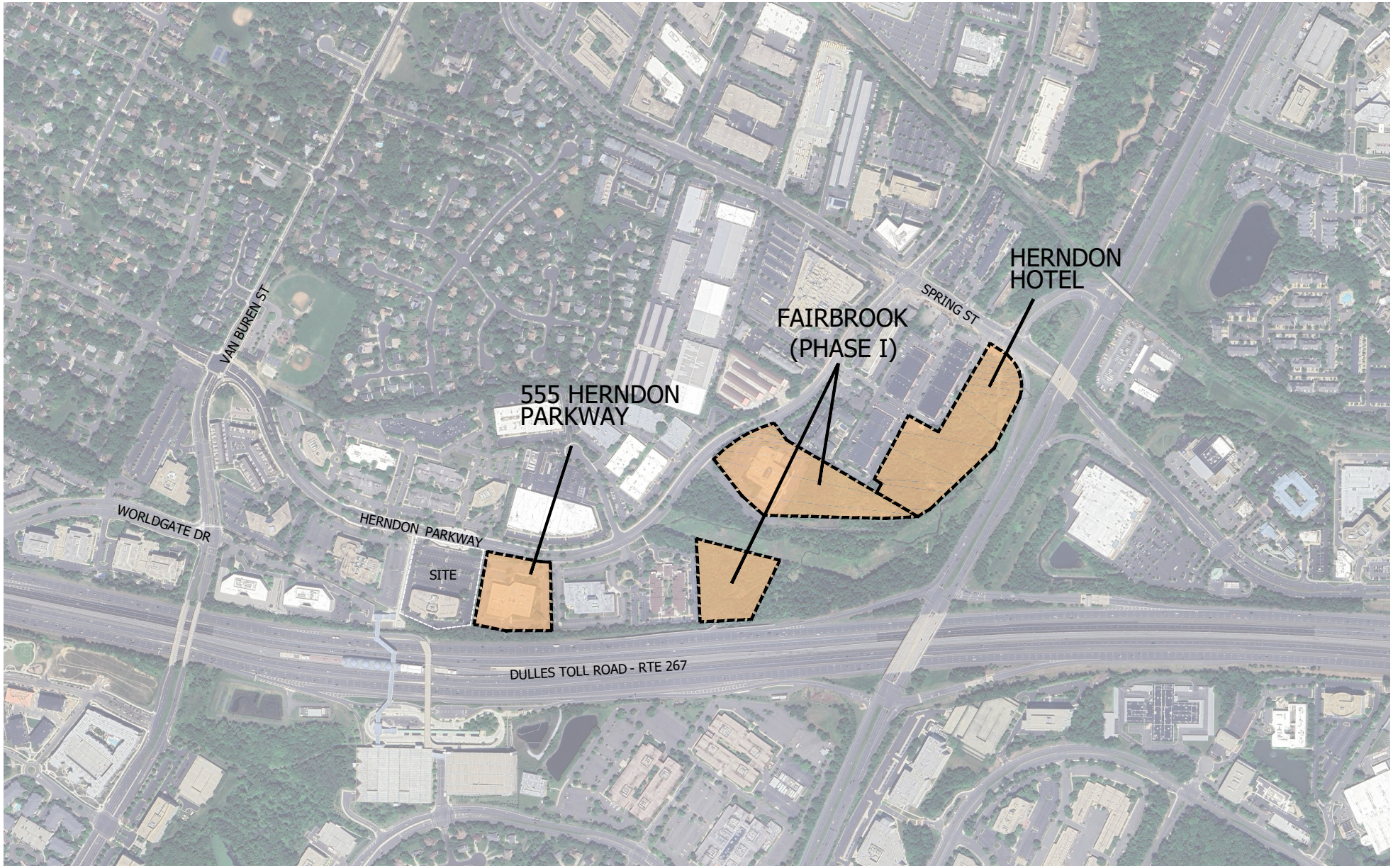

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Figure 4-1
Pipeline Development Locations

575 Herndon Parkway
Herndon, Virginia

Table 4-1
575 Herndon Parkway
2028 - Pipeline Development Trip Generation

Land Use	ITE Code	Size	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Weekday Daily
555 Herndon Parkway										
Apartments	221	400	DU	38	126	164	95	61	156	1,862
		30% Non-Auto Mode Share		*(11)*	*(38)*	*(49)*	*(29)*	*(18)*	*(47)*	*(559)*
Retail	822	25,000	GSF	35	24	59	83	82	165	1,361
		25% Non-Auto Mode Share		*(9)*	*(6)*	*(15)*	*(21)*	*(21)*	*(42)*	*(340)*
			Total	**53**	**106**	**159**	**128**	**104**	**232**	**2,324**
Fairbrook										
Apartments	221	1,080	DU	107	357	464	257	165	422	5,105
		25% Non-Auto Mode Share		*(27)*	*(89)*	*(116)*	*(64)*	*(41)*	*(105)*	*(1,276)*
Retail	822	10,000	GSF	14	10	24	33	33	66	545
		25% Non-Auto Mode Share		*(4)*	*(3)*	*(7)*	*(8)*	*(8)*	*(16)*	*(136)*
Daycare	565	10,000	SF	58	52	110	52	59	111	476
		25% Non-Auto Mode Share		*(15)*	*(13)*	*(28)*	*(13)*	*(15)*	*(28)*	*(119)*
			Total	**133**	**314**	**447**	**257**	**193**	**450**	**4,595**
Herndon Hotel										
Hotel	310	250	Rooms	**66**	**52**	**118**	**80**	**77**	**157**	**2,286**

Notes:
1. Trip Generation obtained from ITE's Trip Generation Manual, 11th Edition. Setting Location: General Urban/Suburban
2. Non-auto mode share in inclusive of internal capture.

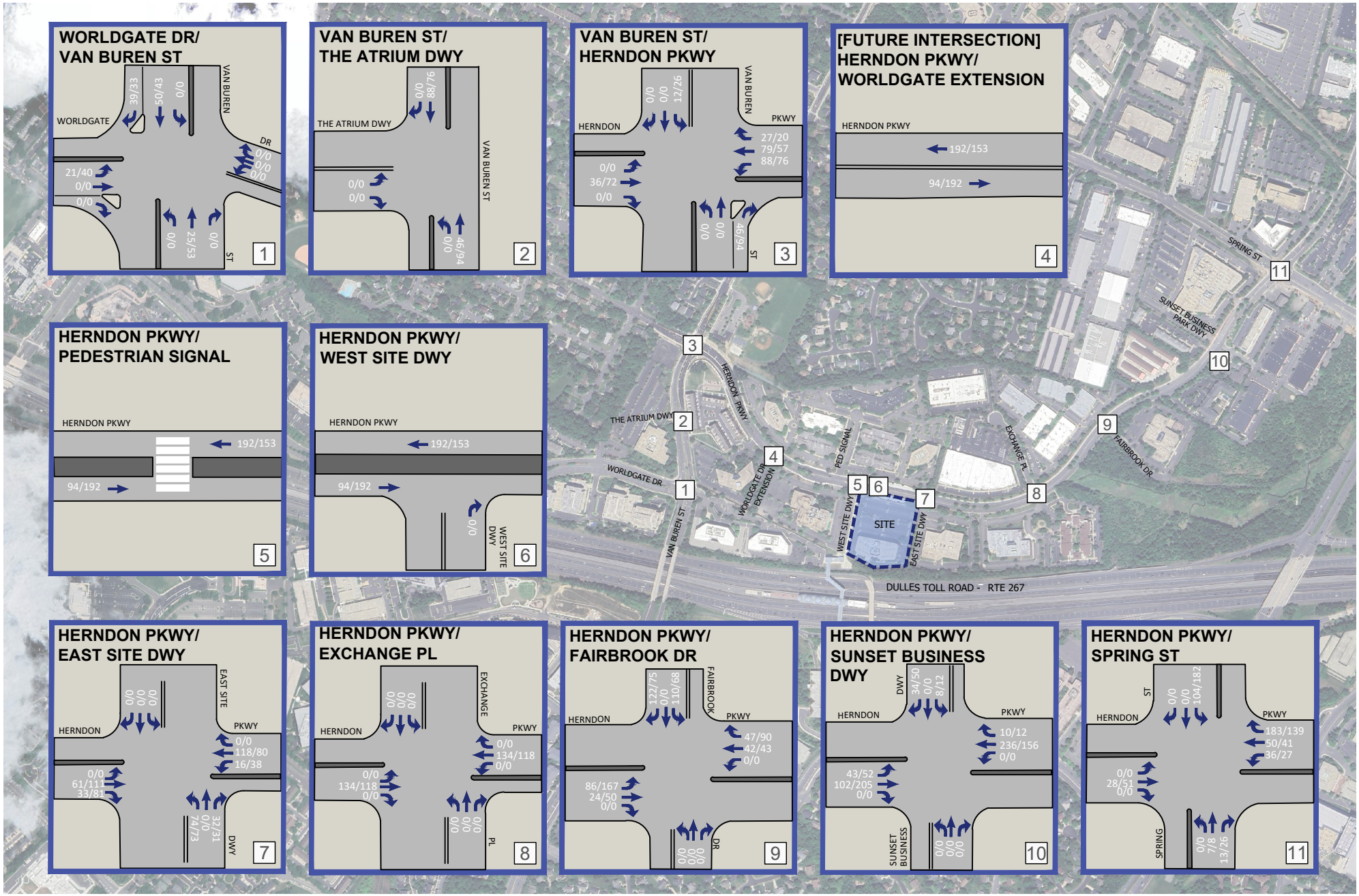

Figure 4-2
Pipeline Peak Hour Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

Regional Growth. An increase in traffic associated with regional growth from 2024 to 2028 was estimated at 1.0 percent per year, compounded annually, for all turning movements on the mainlines as agreed to with Town staff during scoping. This regional growth accounts for increases in traffic resulting from potential development and influences outside of the immediate study area. The growth rate was applied to all turning movements, except for the movements in/out of commercial driveways along Van Buren Street and Herndon Parkway. The regional growth at each of the study intersections is shown on Figure 4-3.

The resulting 2028 future traffic forecasts without development are shown on Figure 4-4.

Planned Improvements. As noted previously, the Spring Street at Herndon Parkway intersection improvement are currently under construction and are assumed completed by 2028. This improvement includes:

- A northbound shared through-right and right turn lane provided.
- Second southbound left turn lane provided.
- Third eastbound through lane provided.

The future lane use and traffic controls without development are shown on Figure 4-5.

Additionally, a traffic signal is planned as a proffered improvement to be constructed at the Herndon Parkway/Fairbrook Drive intersection (Intersection 9) as part of the Fairbrook Business Park development by 2028. Since the traffic signal is subject to a future signal warrant study the intersection will be analyzed as both stop-controlled and signalized. The future lane use shown on Figure 4-5 for the intersection was obtained from the GDP for the Fairbrook Business Park development.

At the Town's request during scoping, the stop-controlled intersections within the study area have been included because each intersection is planned for signalization in the future as development occurs on adjacent parcel with direct vehicular access. This includes the following intersections:

- Herndon Parkway and Worldgate Extension (Intersection 4)
- Herndon Parkway and Exchange Place (Intersection 8)
- Herndon Parkway and Sunset Business Park Driveway (Intersection 10)

For the purposes of this study each intersection will be analyzed under stop-controlled conditions. Future signalization will likely mitigate any queueing and/or level of service issues identified herein.

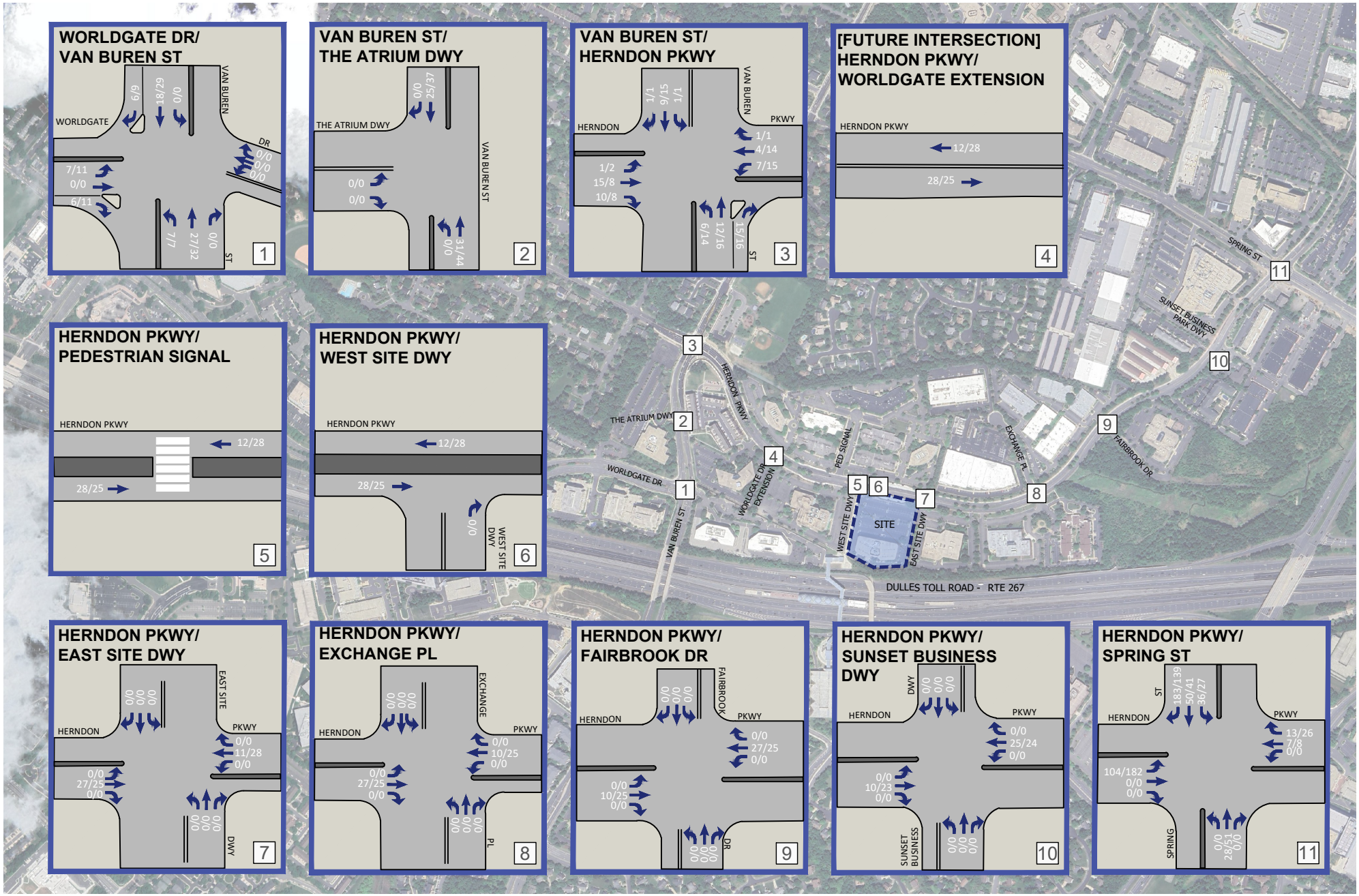

Figure 4-3
Regional Growth Buildout (2024-2028)

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

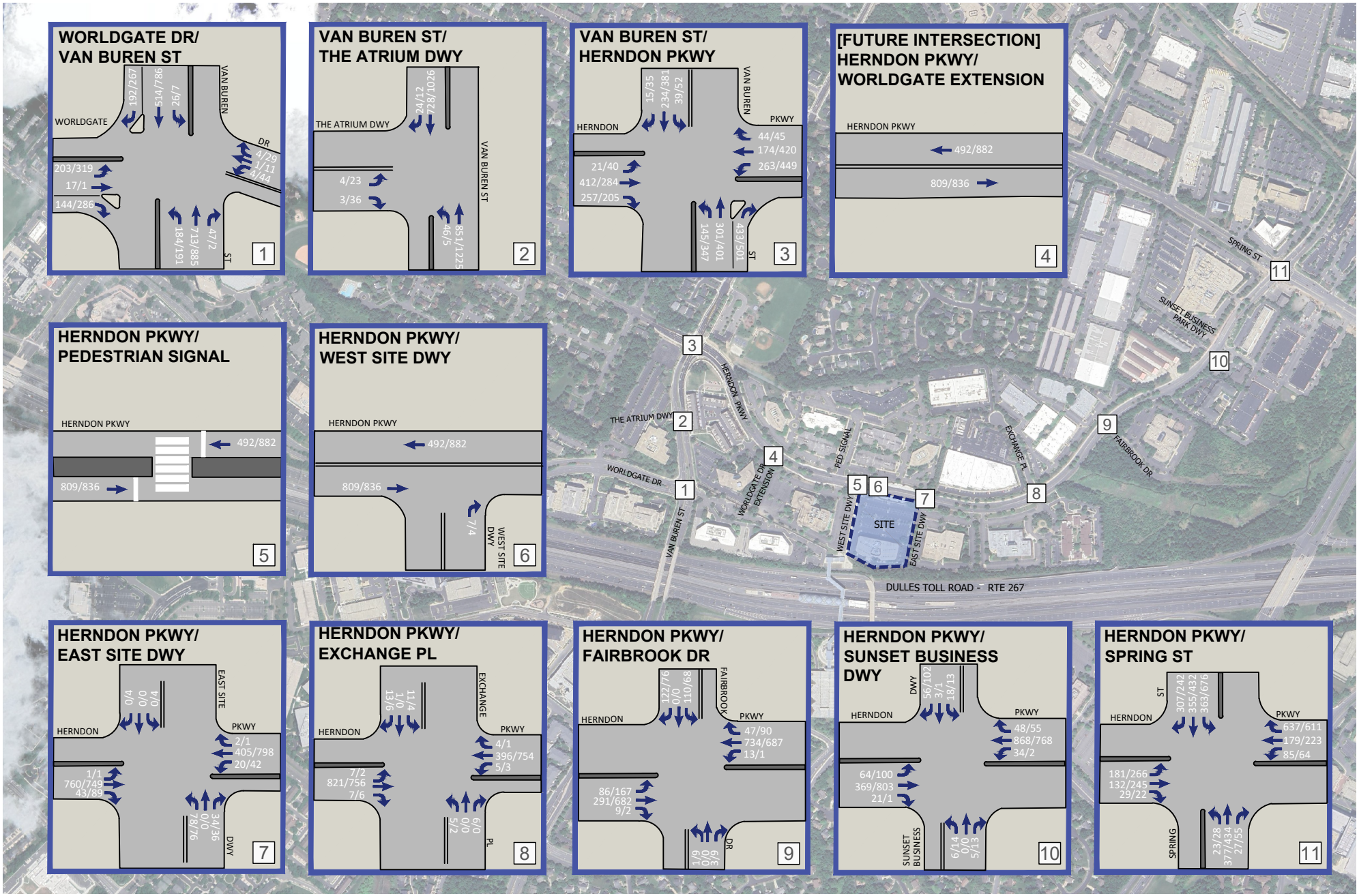

Figure 4-4
Future Peak Hour Traffic Forecasts without Development

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

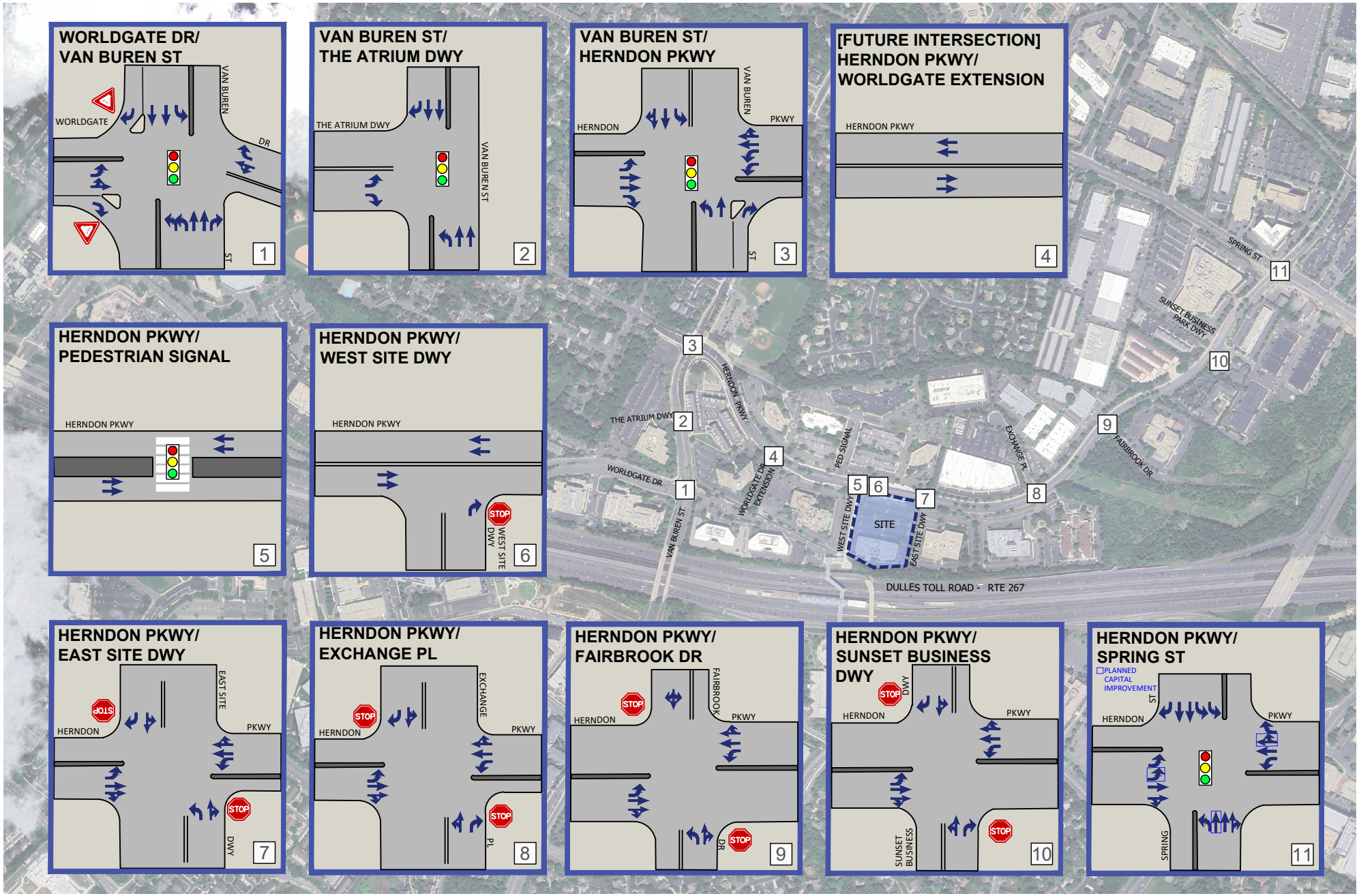

Figure 4-5
2028 Background Lane Use and Traffic Controls

575 Herndon Parkway
Herndon, Virginia

Future Conditions without Development Operational Analysis (2028)

Future peak hour LOS and 50th and 95th percentile queues without the redevelopment of the 575 Herndon Parkway site in year 2028 were estimated at the study intersections based on the existing conditions, future planned improvements noted above and as shown on Figure 4-5; existing traffic signal phasing/timings obtained from the Town; the future peak hour traffic forecasts without redevelopment are shown on Figure 4-4; and the HCM 2000 methodologies using Synchro Software, version 11. The LOS and queue results are presented in Appendix E and summarized in Tables 4-2 and 4-3.

Levels of Service. As shown in Table 4-2 and summarized Figure 4-6, with increases in traffic due to regional growth and pipeline developments, all signalized study intersections would continue to operate at overall levels of service, LOS “D” or better, during the AM and PM peak hours. Additionally, all lane groups at signalized study intersection would continue to operate at LOS “E” or better during peak periods. Units used for Level of Service (LOS) table are seconds per vehicle, or S/Veh.

All of the stop-controlled study intersections would continue to operate similar to existing conditions, with all movements operating at LOS “E” or better with the exception of select movements at the private driveway approaches to Herndon Parkway at Fairbrook Drive (Intersection #9) and Sunset Business Park driveway (Intersection #10) during the PM peak hour.

The delay reported at Intersection #9 under stop-controlled conditions is a direct result of the additional traffic generated by the Fairbrook Business Park pipeline development. As shown in Table 4-2, with the proffer traffic signal constructed, the intersection would operate at overall LOS “B” or better and individual lane groups would operate at LOS “C” or better during the AM and PM peak periods.

The delay reported at Intersection #10 is a result of the low side street low and incremental increases in traffic along Herndon Parkway with the addition of regional growth and the pipeline developments. A review of the peak hour queueing indicates these approaches would have queues of approximately one (1) vehicle. As previously discussed, the intersection of Herndon Parkway/Sunset Business Park Driveway is being considered for future signalization per conversations with Town of Herndon Staff during scoping meetings. It is to be noted that this future improvement is beyond the site buildout year and therefore not considered under any of the future scenarios. With this future improvement would likely mitigate side street/driveway delays.

Queuing. Queuing analysis was conducted for the 2028 background conditions and compared to existing conditions. As shown on Table 4-3, the results of the queueing analysis are similar to those described in under existing conditions. Some movements would experience slight increases in queueing as a result of increased traffic from regional growth and pipeline developments.

Table 4-2
575 Herndon Parkway
Future Conditions without Development Intersection Level of Service Summary [1]

Approach/ Lane Group	Existing Conditions (2024)				Future Conditions without Development (2028)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay (S/VEH)	LOS	Delay (S/VEH)	LOS	Delay (S/VEH)	LOS	Delay (S/VEH)
1. Worldgate Dr/Van Buren St - Signalized								
EBL	D	43.7	D	47.1	D	44.6	D	49.7
EBT	D	43.5	D	47.2	D	44.5	D	49.9
EBR	D	50.1	D	52.5	D	50.1	D	52.7
WBLT	D	48.5	E	59.1	D	48.5	E	58.9
WBR	D	47.9	D	48.3	D	47.9	D	48.3
NBL	D	46.8	D	46.8	D	46.8	D	46.8
NBT	B	17.1	B	15.7	B	17.3	B	16.1
NBR	B	13.1	B	10.9	B	13.1	B	10.9
SBL	D	51.4	D	54.6	D	51.3	D	54.6
SBT	B	19.6	C	22.5	C	20.1	C	23.2
SBR	B	17.4	B	18.2	B	17.7	B	18.5
Overall	**C**	**26.3**	**C**	**28.7**	**C**	**26.4**	**C**	**29.2**
2. Van Buren St/The Atrium Dr - Signalized								
EBL	B	15.1	B	14.1	B	15.1	B	14.1
EBR	B	15.0	B	14.1	B	15.0	B	14.1
NBL	B	10.9	B	12.3	B	11.4	B	13.2
NBT	B	13.0	B	16.6	B	13.5	B	18.9
SBT	C	20.2	C	23.0	C	21.6	C	25.9
SBR	A	9.7	A	9.9	A	9.7	A	9.9
Overall	**B**	**15.9**	**B**	**19.3**	**B**	**17.0**	**C**	**21.8**
3. Van Buren St/Herndon Pkwy - Signalized								
EBL	C	24.0	B	17.4	B	16.7	B	17.9
EBT	D	39.7	C	33.1	C	33.3	D	35.8
EBR	D	37.7	C	32.9	C	31.2	C	34.5
WBL	E	78.2	E	68.7	E	67.4	E	75.5
WBTR	D	52.0	D	47.3	D	44.2	D	49.5
NBL	C	26.5	E	57.8	C	30.3	E	62.9
NBT	D	38.3	D	48.3	D	45.8	D	53.3
NBR	C	25.2	C	23.0	C	27.1	C	24.7
SBL	C	31.3	D	40.5	D	35.7	D	40.0
SBTR	D	38.7	D	52.9	D	44.5	D	53.3
Overall	**D**	**39.1**	**D**	**46.3**	**D**	**39.3**	**D**	**49.0**
4. Herndon Pkwy/Future Worldgate Extended - Signalized					**NOT PART OF THIS ANALYSIS**			
5. Herndon Pkwy/Pedestrian Crossing - Signalized								
EBT	B	12.8	B	12.1	B	14.1	B	14.1
WBT	B	10.1	B	12.1	B	11.3	B	14.8
Overall	**B**	**12.0**	**B**	**12.1**	**B**	**13.1**	**B**	**14.4**
6. Herndon Pkwy/West Site Dwy - Unsignalized								
NBL	A	9.0	A	8.9	A	9.2	A	9.2
7. Herndon Pkwy/East Site Dwy - Unsignalized								
EBL	A	7.8	A	9.0	A	8.1	A	9.3
WBL	A	8.4	A	8.3	A	8.6	A	8.8
NBL	B	14.1	C	18.5	C	20.3	E	36.8
NBTR	A	8.8	A	8.7	A	9.2	A	9.3
SBLTR	A	0.0	C	19.4	A	0.0	D	25.8
SBR	A	0.0	B	10.5	A	0.0	B	11.0
Herndon Pkwy/East Site Dwy - Signalized Comparison								
EBL	**PROFFERED FUTURE IMPROVEMENT**				B	17.7	B	18.2
EBT					C	25.9	C	27.0
WBL					C	20.7	C	28.6
WBTR					C	20.7	C	26.3
NBL					C	26.5	C	25.5
NBTR					C	25.4	C	24.4
SBLT					A	0.0	C	24.4
SBR					A	0.0	C	24.3
Overall					**C**	**24.3**	**C**	**26.6**
8. Herndon Pkwy/Exchange Pl - Unsignalized								
EBL	A	8.0	A	8.7	A	8.4	A	9.3
WBL	A	8.8	A	8.7	A	9.2	A	8.8
NBLT	C	18.0	C	21.8	C	22.7	E	36.8
NBR	B	10.3	A	0.0	B	10.3	A	9.3
SBTL	C	16.0	C	21.5	C	20.2	D	25.8
SBR	A	9.1	B	10.2	A	9.5	B	11.0
Herndon Pkwy/Exchange Place - Right-Out Only Comparison								
EBL	**ADDITIONAL ANALYSIS**				A	8.4	A	9.2
WBL					A	9.2	A	9.0
NBT					A	0.0	A	0.0
NBR					B	10.3	A	10.0
SBL					C	20.4	D	26.4
SBT					A	9.5	B	10.9
9. Herndon Pkwy/Fairbrook Dr - Unsignalized								
EBL	A	7.9	A	9.0	A	7.9	A	9.1
WBL	A	0.0	A	0.0	B	10.2	B	10.9
NBLTR	A	0.0	B	10.5	***MOVEMENT REMOVED***			
NBL	**PROFFERED FUTURE IMPROVEMENT**				F	131.5	F	273.8
NBTR					B	13.1	B	12.3
SBLTR	B	12.7	C	18.9	C	24.0	F	50.2
Herndon Pkwy/Fairbrook Dr - Signalized Comparison								
EBL	**PROFFERED FUTURE IMPROVEMENT**				A	7.5	A	6.9
EBTR					B	10.5	A	9.9
WBL					A	4.3	A	3.9
WBTR					A	3.6	A	3.3
NBL					C	29.3	C	30.3
NBTR					C	26.7	C	28.5
SBLTR					C	26.3	C	28.3
Overall					**B**	**11.6**	**A**	**8.6**
10. Herndon Pkwy/Sunset Business - Unsignalized								
EBL	A	8.0	A	8.7	A	8.4	A	9.5
WBL	A	9.3	A	9.3	B	10.4	B	10.7
NBLT	D	30.3	D	30.1	F	68.4	F	69.8
NBR	B	10.8	B	11.0	B	10.5	B	13.0
SBLT	C	19.6	D	32.7	D	30.6	F	104.9
SBR	A	9.2	B	10.3	A	9.6	B	11.0
11. Herndon Pkwy/Spring St - Signalized								
EBL	C	30.6	C	27.3	C	27.8	C	30.5
EBTR	D	40.4	D	37.9	D	37.0	D	41.1
EBR	C	32.3	D	39.4	D	36.2	D	38.2
WBL	C	26.1	C	33.5	E	60.6	E	74.1
WBTR	C	31.4	C	32.4	C	29.3	C	32.4
NBL	D	52.9	D	49.7	E	58.9	E	60.6
NBT	C	23.0	C	23.6	C	28.8	C	27.0
NBR	B	14.7	B	16.4	C	20.0	B	17.3
SBL	E	61.7	E	61.8	E	68.1	E	68.3
SBTR	C	31.9	D	41.3	D	40.5	D	48.6
Overall	**C**	**30.9**	**D**	**36.0**	**D**	**38.5**	**D**	**44.3**

Note(s):

1. Capacity analysis based on Highway Capacity Manual methodology, using Synchro 11.

Table 4-3
575 Herndon Parkway
Future Conditions without Development Intersection Queuing Summary [1, 2, 3, 4, 5]

Approach / Lane Group	Storage Length (ft)	Existing Conditions (2024)				Future Conditions without Development (2028)			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		50th Pecentile	95th Pecentile	50th Pecentile	95th Pecentile	50th Pecentile	95th Pecentile	50th Pecentile	95th Pecentile
1. Worldgate Dr/Van Buren St - Signalized									
EBL	-	72	129	104	172	81	142	122	200
EBT	-	72	129	105	174	81	143	123	202
EBR	-	0	62	0	#107	0	65	0	#118
WBT	-	3	16	43	87	3	16	42	87
WBR	-	0	0	0	0	0	0	0	0
NBL	250	69	105	72	108	70	106	72	110
NBT	-	175	231	160	277	184	247	176	308
NBR	200	0	0	0	0	0	0	0	0
SBL	200	20	48	6	20	19	47	6	21
SBT	-	118	159	212	270	135	181	231	296
SBR	-	0	36	0	44	0	42	0	48
2. Van Buren St/The Atrium Dr - Signalized									
EBL	-	1	7	6	24	1	7	6	24
EBR	155	0	6	0	19	0	6	0	19
NBL	150	12	28	1	6	12	28	1	6
NBT	-	138	185	223	294	155	206	266	348
SBT	-	142	194	171	314	173	234	199	#398
SBR	125	0	11	0	8	0	11	0	8
3. Van Buren St/Herndon Pkwy - Signalized									
EBL	125	12	30	18	38	10	25	19	40
EBT	-	160	214	75	112	156	215	111	152
EBR	165	0	66	0	57	0	62	0	58
WBL	350/100	100	140	185	238	136	179	235	#314
WBTR	-	47	77	166	219	85	123	214	274
NBL	-	93	142	255	#369	97	152	266	#401
NBT	-	244	340	347	480	259	371	372	518
NBR	275	0	53	0	53	18	86	19	95
SBL	85	16	36	15	36	25	51	33	63
SBTR	150	101	144	188	245	106	155	196	255
4. Herndon Pkwy/Future Worldgate Extended - Signalized									
5. Herndon Pkwy/Pedestrian Crossing - Signalized									
EBT	-	84	126	73	111	104	154	107	158
WBT	-	30	51	73	111	55	87	116	171
6. Herndon Pkwy/West Site Dwy - Unsignalized									
NBR	-	-	1	-	8.9	-	9.2	-	9.2
7. Herndon Pkwy/East Site Dwy - Unsignalized									
WBL	150	-	0	-	0	-	0	-	3
NBL	-	-	0	-	1	-	2	-	45
NBTR	-	-	0	-	1	-	24	-	3
SBT	-	-	-	-	-	-	3	-	2
SBR	-	-	-	-	-	-	0	-	1
Herndon Pkwy/East Site Dwy - Signalized Comparison									
EBL	-	**PROFFERED FUTURE IMPROVEMENT**				0	4	0	4
EBT						192	255	199	265
WBL	150					7	25	17	50
WBT	-					84	121	190	254
NBL	-					35	71	33	68
NBTR	-					0	0	0	0
NBLTR						***ADDITIONAL ANALYSIS***			
SBT	-					-	-	2	10
SBR	-					-	-	0	0
8. Herndon Pkwy/Exchange Pl - Unsignalized									
NBT	-	-	1	-	1	-	2	-	1
NBR	-	-	1	-	0	-	1	-	0
SBT	-	-	3	-	1	-	4	-	2
SBR	-	-	1	-	1	-	1	-	1
Herndon Pkwy/Exchange Pl - Right-Out Comparison									
EBL	-	**ADDITIONAL ANALYSIS**				-	0	-	0
NBR	-					-	1	-	0
SBL	-					-	4	-	2
SBT	-					-	1	-	1
9. Herndon Pkwy/Fairbrook Dr - Unsignalized									
EBL	175	-	1	-	0	-	1	-	0
WBL	200	-	0	-	0	-	10	-	22
NBL	-	-	0	-	0	-	157	-	149
NBTR	-	-	0	-	0	-	22	-	12
SBLTR	-	-	1	-	6	-	2	-	18
Herndon Pkwy/Fairbrook Dr - Signalized Comparison									
EBL	175	**FUTURE IMPROVEMENT PROFFERED BY OTHERS**				3	14	0	3
EBTR	-					114	218	101	219
WBL	200					10	35	18	63
WBTR	-					18	50	43	120
NBL	-					51	99	30	67
NBTR	-					0	0	0	0
SBLTR	-					0	0	0	0
10. Herndon Pkwy/Sunset Business - Unsignalized									
EBL	100	-	2	-	0	-	3	-	0
WBL	150	-	2	-	5	-	9	-	13
NBLT	-	-	7	-	1	-	35	-	18
NBR	-	-	3	-	7	-	10	-	18
SBLT	-	-	2	-	8	-	5	-	26
SBR	-	-	0	-	2	-	0	-	2
11. Herndon Pkwy/Spring St - Signalized									
EBL	275	26	53	20	44	47	82	38	70
EBT	-	94	155	127	198	78	136	135	199
EBR	350	0	82	0	99	0	83	0	85
WBL	-	105	163	163	241	87	129	134	#203
WBT	-	36	64	71	107	48	75	98	137
NBL	300/560	109	150	205	253	175	230	330	#418
NBT	-	103	140	128	170	128	171	151	196
NBR	175	58	112	36	82	83	151	43	93
SBL	135	19	49	23	56	22	54	26	61
SBT	-	126	180	173	241	115	152	150	190

Notes:
1. ~ Volume exceeds capacity, queue is theoretically infinite.
2. # 95th percentile volume exceeds capacity, queue may be longer.
3. m Volume for 95th percentile queue is metered by upstream signal.
4. Analysis for the 2028 Background and Total Future at Spring Street/Herndon Pkwy intersection assumes proposed improvements.
5. Unit of measure for queue length is feet.

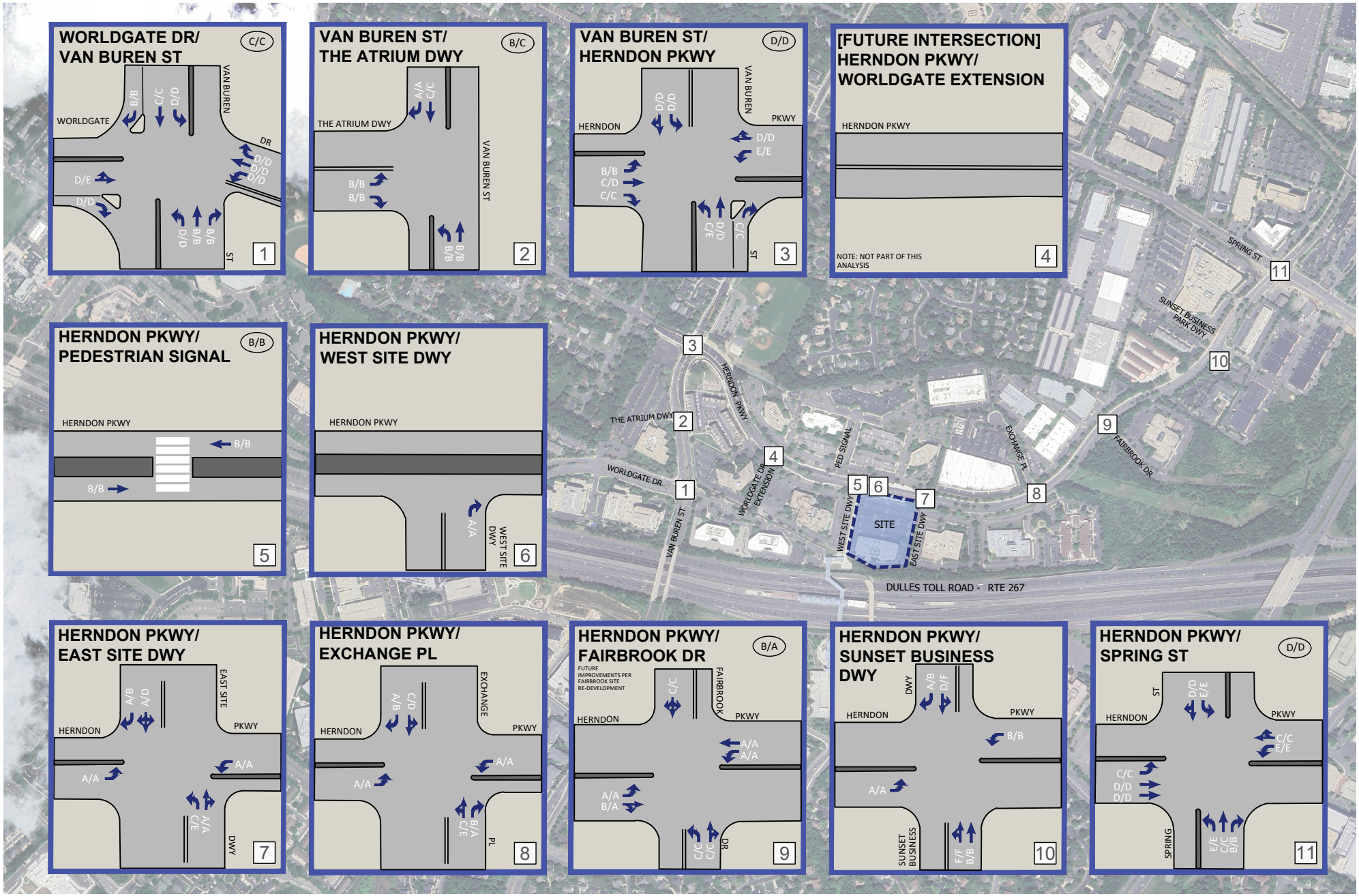

Figure 4-6
Background Intersection Movement LOS and Overall Intersection LOS

AM PEAK HOUR LOS
PM PEAK HOUR LOS
000 / 000

575 Herndon Parkway
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SimTraffic. As requested during the review of the first submission SimTraffic simulations were run for all future scenarios included herein. SimTraffic simulations were completed for the peak AM and PM hours with development for all movements with estimated queue lengths exceeding available storage, utilizing a 10-minute seeding time and a 60-minute recording time. Using the VDOT Microsimulation Run Determination Tool Version 2.0, it was determined that all AM peak hour scenarios would undergo 18 simulations, and all PM peak hour scenarios would undergo 30 simulations. Results of the VDOT Microsimulation tool are provided in Appendix F. The queue results presented in Table 6-3 an average of the 18 AM and 30 PM runs. The results of the SimTraffic analysis are generally consistent with the Synchro queue results summarized previously.

Table 4-4
575 Herndon Parkway
SimTraffic Future Conditions without Development Peak Hour Queue Results

Approach / Lane Group	Storage Length (ft)	Future Conditions without Development (2028)			
		AM Peak Hour		PM Peak Hour	
		50th Pecentile	95th Pecentile	50th Pecentile	95th Pecentile
3. Van Buren St/Herndon Pkwy - Signalized					
EBL	125	18	71	25	76
EBT	-	162	236	129	206
EBT	-	121	221	98	185
EBR	165	79	152	71	124
WBL	350	107	171	178	231
WBL	400	133	201	202	262
WBT	-	75	148	145	198
WBTR	-	97	143	164	215
NBL	-	87	197	231	370
NBT	-	177	285	209	318
NBR	275	96	225	85	211
SBL	85	44	101	70	149
SBT	-	106	181	196	317
SBR	150	74	153	154	251
11. Herndon Pkwy/Spring St - Signalized					
EBL	275	31	74	25	54
EBT	-	48	98	65	117
EBTR	-	71	122	92	148
EBR	-	62	102	80	123
WBL	350	60	152	127	207
WBL	350	118	182	159	212
WBT	-	47	41	83	146
WBTR	-	14	41	32	97
NBL	300	139	206	250	347
NBL	560	158	232	291	417
NBT	-	117	183	142	235
NBT	-	76	161	94	214
NBR	175	142	235	91	155
SBL	135	21	76	31	109
SBT	-	156	237	174	239
SBT	-	128	212	138	221
SBTR	-	43	135	69	158
Herndon Pkwy/Spring St - Timing Improvements - Signalized					
EBL	275				
EBT	-				
EBTR	-				
EBR	-				
WBL	350				
WBL	350				
WBT	-				
WBTR	-	**FUTURE CONDITION**			
NBL	300				
NBL	560	**NOT ANALYZED**			
NBT	-				
NBT	-				
NBR	175				
SBL	135				
SBT	-				
SBT	-				
SBTR	-				

Notes:
Unit of measure for queue length is feet.

SECTION 5
PROPOSED SITE DESCRIPTION, TRIP GENERATION, DISTRIBUTIONS & ASSIGNMENTS

Proposed Site Redevelopment Description

The site is currently occupied by 139,200 square feet of office space and surface parking. The existing site would be razed and redeveloped with a mixed-use development consisting of up to 525 residential units and 13,788 SF of commercial space. The proposal is consistent with the Town of Herndon's Comprehensive Plans, especially the planned Herndon Transit-Oriented Core. Total site buildout is planned for the year 2028.

Site Access

Access to the site is currently provided by two (2) driveways along Herndon Parkway, with the eastern driveway shared with the neighboring building to the east (555 Herndon Parkway). The proposal will consolidate access points along Herndon Parkway with the closure of the western driveway and continue to share the construction of a new north/south street at the location of the existing eastern driveway as shown on Figure 1-2. Access to the garage and loading would occur from the new north/south street.

Site Trip Generation Analysis

The number of vehicular trips anticipated to be generated by the redevelopment were estimated for proposed development based on ITE's Trip Generation Manual, 11th Edition Land Use Codes (LUC) 221, Multifamily Mid-Rise, and LUC 932, High-Turnover Sit-Down Restaurant. General Urban / Suburban rates were utilized along with a 45% non-auto reduction for the residential use and a 25% non-auto reduction for the restaurant use. For purpose of this study, high-turnover sit-down restaurant was assumed as the commercial land use to provide a more conservative analysis and to account for a more intense trip generating use. This assumption was made in coordination with Town staff during scoping to accommodate a range of commercial uses given uncertain market conditions and to allow for maximum flexibility. Given the assumed non-auto reductions, no additional reductions were assumed for internal capture given the synergy of planned residential and commercial uses.

As shown on Table 5-1, the proposed development program (525 residential units/13,788 high-turnover sit-down restaurant) is anticipated to generate 219 AM peak hour trips (82 in and 137 out) and 207 PM peak hour trips (126 in and 81 out).

Table 5-1
575 Herndon Parkway

Site Multimodal Trip Generation Analysis with Non-Auto Reductions [1, 2]

Land Use	ITE Code	Size	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Weekday Daily
Proposed										
Multifamily Housing (Mid-Rise)	221	525	DU	50	169	219	125	80	205	2,458
45% Non-Auto Mode Share				*(23)*	*(76)*	*(99)*	*(56)*	*(36)*	*(92)*	*(1,106)*
Restaurant (High-Turnover Sit-Down)	932	13,788	SF	73	59	132	76	49	125	1,478
25% Non-Auto Mode Share				*(18)*	*(15)*	*(33)*	*(19)*	*(12)*	*(31)*	*(370)*
			Total	**82**	**137**	**219**	**126**	**81**	**207**	**2,460**

Notes:
1. Trip Generation obtained from ITE's Trip Generation Manual, 11th Edition. *Setting Location: General Urban/Suburban, Not Close to Transit*
2. Non-auto mode share based on proximity to Herndon Metro, bus acces in front of site, availability of other non-auto modes and a planned TDM Plan.

Site Trip Distribution and Assignment

The total vehicular trips generated by the mixed-use development were assigned to the roadway network using trip distributions developed from the traffic count data and existing observed intersection splits and directions of approaches. The trips were assigned to the site driveway on Hendon Parkway. These distributions were confirmed with Town staff through the scoping process.

The directional distribution for new site generated trips is as follows:

To/From the West on Hendon Parkway:	20%
To/From the East on Hendon Parkway:	10%
To/From the North on Van Buren Street:	5%
To/From the South on Van Buren Street:	25%
To/From the West on Worldgate Drive:	10%
To/From the East on Spring Street:	25%
To/From the West on Spring Street:	5%
Total:	100%

The existing site trips generated by the office building were removed from the driveway and study road network. Refer to Figure 5-1 for removed existing site trips. Peak hour traffic forecasts for the proposed used are summarized on Figure 5-2.

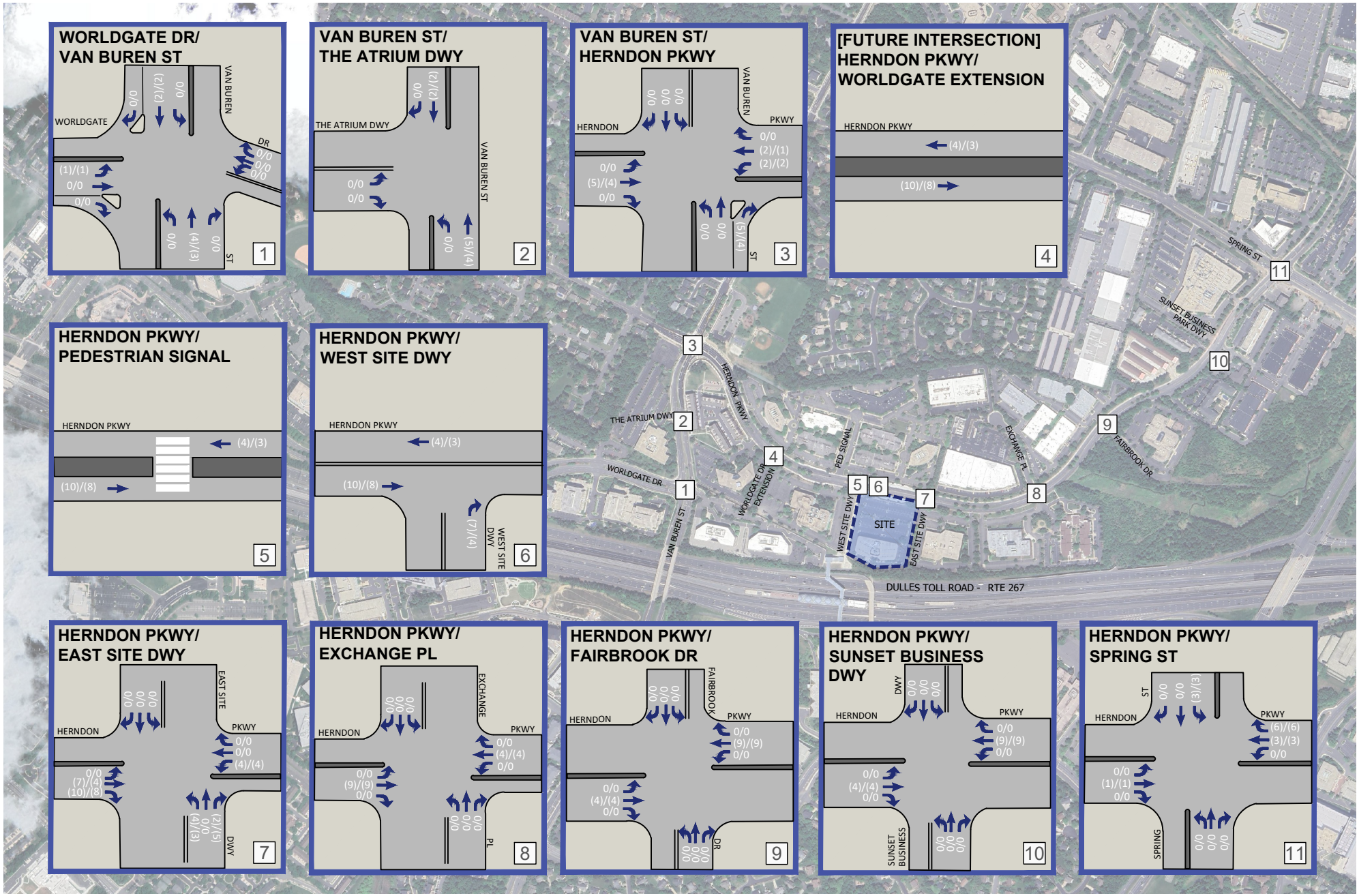

Figure 5-1
Existing Peak Hour Site Driveway Trips Removed

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

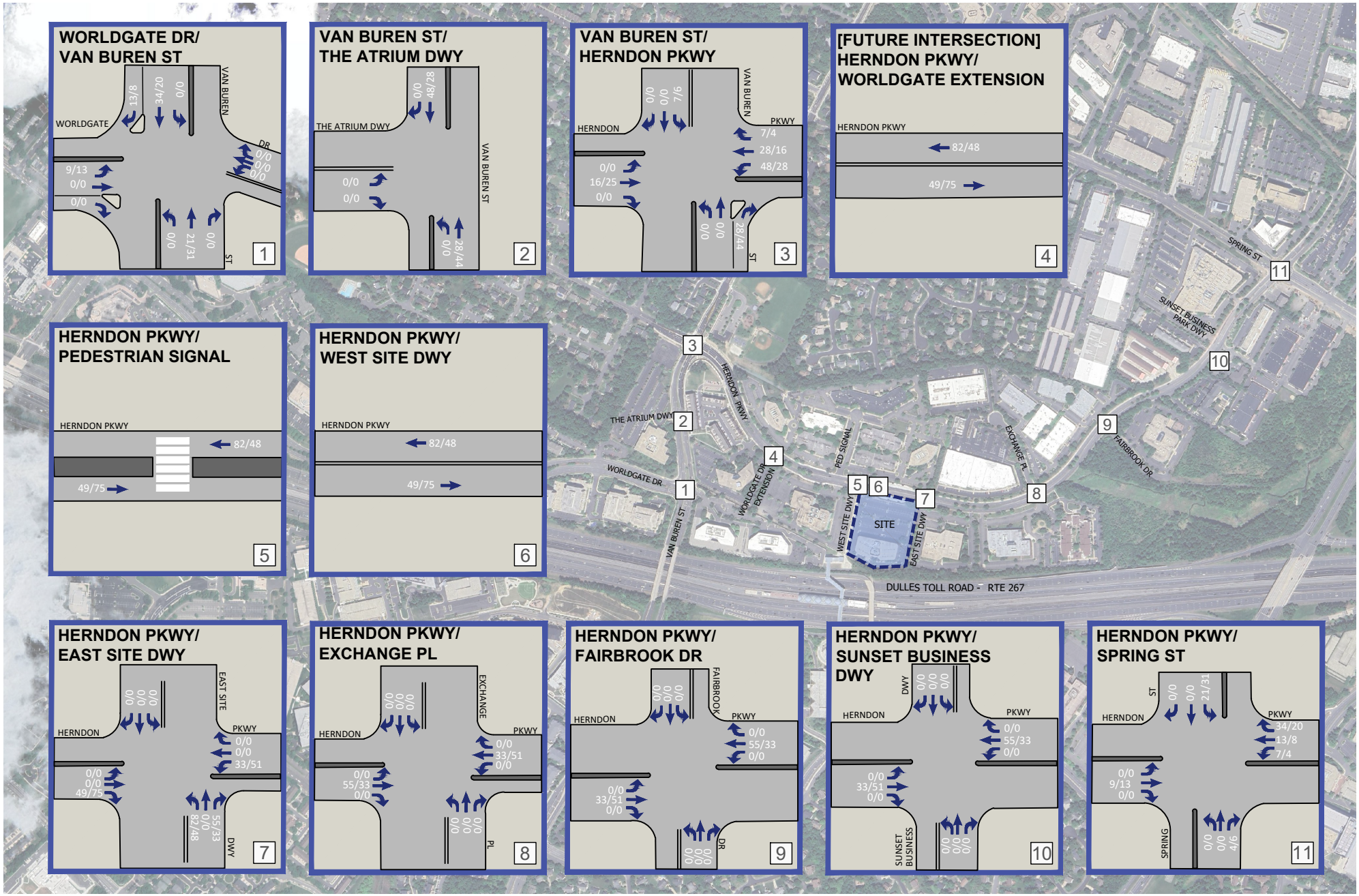

Figure 5-2
Site Peak Hour Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000 / 000

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SECTION 6
FUTURE CONDITIONS WITH DEVELOPMENT (2028)

This section presents an analysis of the future conditions including projections of 2028 future traffic forecasts with the proposed development, as well as capacity and queuing analyses.

Future Traffic Forecasts with Development (2028)

The resulting future traffic forecasts with the proposed development shown on Figure 6-1 were derived by adding the 2028 future traffic forecasts without development, the removal of existing site traffic (Figure 5-1) and the additional of forecasted site generated trips shown on Figure 5-2.

Operational Analysis of Future Conditions with the Proposed Development

Future peak hour LOS and 50th and 95th percentile queues with the proposed development were estimated at the study intersections based on the future peak hour traffic forecasts with redevelopment shown on Figure 6-1; the existing traffic signal phasing/timings obtained from Town of Herndon; and the HCM 2000 methodologies using Synchro Software, version 11. It is noted the traffic signal phasing/timings assumed in this condition are consistent with phasing/timings used in the future conditions without development to provide an “apples to apples” comparison. The results are presented in Appendix G and summarized in Table 6-1 and Table 6-2. Future lane use is presented in Figure 6-2 and the total future with development LOS is summarized on Figure 6-3.

Levels of Service. As shown in Table 6-1, with increases in traffic due to regional growth and pipeline developments, and the addition of the new proposed development, all signalized study intersections would continue to operate at acceptable overall levels of service, LOS “D” or better, during the AM and PM peak hours. Additionally, all lane groups at signalized study intersection would continue to operate at acceptable LOS “E” or better during peak periods. Units used for Level of Service (LOS) table are seconds per vehicle, or S/Veh.

All of the stop-controlled study intersections would continue to operate similar to the 2028 future conditions without development, with the exception of the northbound left turn lane at Herndon Parkway and the planned north/south road planned between the site and adjacent 555 Herndon Parkway development (Intersection #7), the northbound left at Herndon Parkway and Exchange Street (Intersection #8) and the north and southbound approaches at the Herndon Parkway and Sunset Business (Intersection #10) which degrade to LOS “F”. As noted previously, these minor street/driveway approaches would likely be mitigated by future signalization as development occurs on the adjoining parcels.

The northbound left movement at the intersection of Herndon Parkway and Exchange Place degraded from an LOS “E” to an LOS “F” in the future conditions with development. As this degradation is the result of two (2) existing trips and the addition of through traffic on Herndon Parkway, the restriction of the northbound left movement would mitigate this delay. However, given the low volume of the turning movements the mitigation is not recommended for implementation. An additional analysis was conducted showing this potential mitigation measure, and the results are presented in Table 6-1. As shown in Table 6-1, the restriction of northbound left turns would alleviate the failing movement, and only slightly degrade the LOS of the northbound right movement.

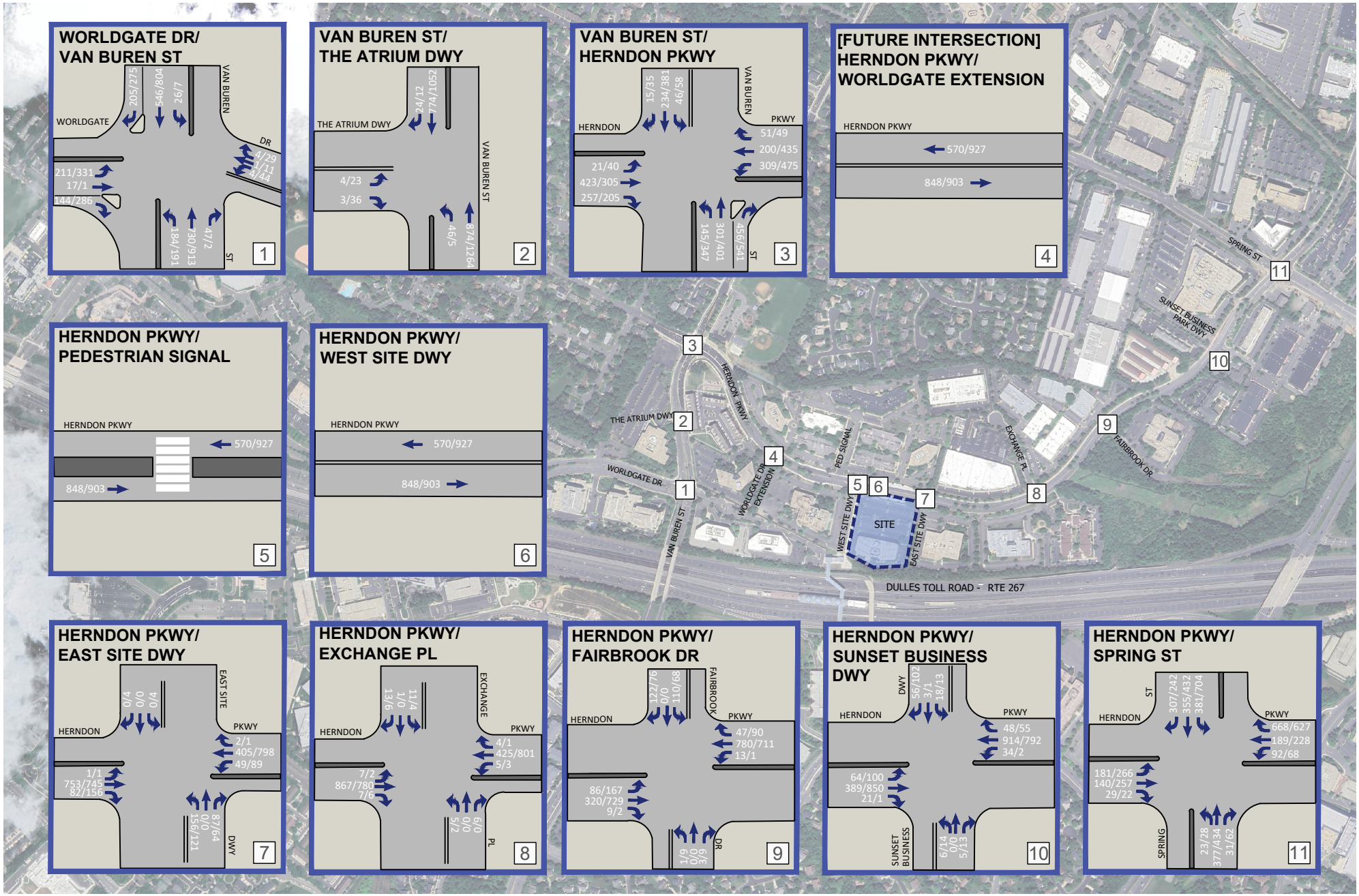


Figure 6-1
Future Peak Hour Traffic Forecasts with Development

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

Table 6-1
575 Herndon Parkway
Future Conditions with Development Intersection Level of Service Summary [1]

Approach/ Lane Group	Existing Conditions (2024)				Future Conditions without Development (2028)				Future Conditions with Development (2028)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay (S/VEH)	LOS	Delay (S/VEH)	LOS	Delay (S/VEH)	LOS	Delay (S/VEH)	LOS	Delay (S/VEH)	LOS	Delay (S/VEH)
1. Worldgate Dr/Van Buren St - Signalized												
EBL	D	43.7	D	47.1	D	44.6	D	49.7	D	45.1	D	50.6
EBT	D	43.5	D	47.2	D	44.5	D	49.9	D	44.7	D	50.7
EBR	D	50.1	D	52.5	D	50.1	D	52.7	D	50.1	D	52.7
WBLT	D	48.5	E	59.1	D	48.5	E	58.9	D	48.5	E	58.9
WBR	D	47.9	D	48.3	D	47.9	D	48.3	D	47.9	D	48.3
NBL	D	46.8	D	46.8	D	46.8	D	46.8	D	46.8	D	46.8
NBT	B	17.1	B	15.7	B	17.3	B	16.1	B	17.5	B	16.4
NBR	B	13.1	B	10.9	B	13.1	B	10.9	B	13.1	B	10.9
SBL	D	51.4	D	54.6	D	51.3	D	54.6	D	51.3	D	54.6
SBT	B	19.6	C	22.5	C	20.1	C	23.2	C	20.4	C	23.4
SBR	B	17.4	B	18.2	B	17.7	B	18.5	B	17.8	B	18.6
Overall	**C**	**26.3**	**C**	**28.7**	**C**	**26.4**	**C**	**29.2**	**C**	**26.4**	**C**	**29.3**
2. Van Buren St/The Atrium Dr - Signalized												
EBL	B	15.1	B	14.1	B	15.1	B	14.1	B	15.1	B	14.1
EBR	B	15.0	B	14.1	B	15.0	B	14.1	B	15.0	B	14.1
NBL	B	10.9	B	12.3	B	11.4	B	13.2	B	11.7	B	13.4
NBT	B	13.0	B	16.6	B	13.5	B	18.9	B	13.7	C	20.0
SBT	C	20.2	C	23.0	C	21.6	C	25.9	C	22.4	C	26.8
SBR	A	9.7	A	9.9	A	9.7	A	9.9	A	9.7	A	9.9
Overall	**B**	**15.9**	**B**	**19.3**	**B**	**17.0**	**C**	**21.8**	**B**	**17.5**	**C**	**22.8**
3. Van Buren St/Herndon Pkwy - Signalized												
EBL	C	24.0	B	17.4	B	16.7	B	17.9	B	16.8	B	18.1
EBT	D	39.7	C	33.1	C	33.3	D	35.8	D	35.1	D	36.5
EBR	D	37.7	C	32.9	C	31.2	C	34.5	C	32.6	C	34.9
WBL	E	78.2	E	68.7	E	67.4	E	75.5	E	67.2	E	79.6
WBTR	D	52.0	D	47.3	D	44.2	D	49.5	D	44.8	D	50.0
NBL	C	26.5	E	57.8	C	30.3	E	62.9	C	30.3	E	69.7
NBT	D	38.3	D	48.3	D	45.8	D	53.3	D	46.3	D	53.6
NBR	C	25.2	C	23.0	C	27.1	C	24.7	C	26.7	C	25.5
SBL	C	31.3	D	40.5	D	35.7	D	40.0	D	35.7	D	40.0
SBTR	D	38.7	D	52.9	D	44.5	D	53.3	D	44.5	D	53.3
Overall	**D**	**39.1**	**D**	**46.3**	**D**	**39.3**	**D**	**49.0**	**D**	**40.2**	**D**	**50.4**
4. Herndon Pkwy/Future Worldgate Extended - Signalized												
5. Herndon Pkwy/Pedestrian Crossing - Signalized												
EBT	B	12.8	B	12.1	B	14.1	B	14.1	B	14.6	B	14.9
WBT	B	10.1	B	12.1	B	11.3	B	14.8	B	11.9	B	15.4
Overall	**B**	**12.0**	**B**	**12.1**	**B**	**13.1**	**B**	**14.4**	**B**	**13.5**	**B**	**15.2**
6. Herndon Pkwy/West Site Dwy - Unsignalized												
NBL	A	9.0	A	8.9	A	9.2	A	9.2	**INTERSECTION REMOVED**			
7. Herndon Pkwy/East Site Dwy - Unsignalized												
EBL	A	7.8	A	9.0	A	8.1	A	9.3	A	8.1	A	9.3
WBL	A	8.4	A	8.3	A	8.6	A	8.8	A	8.8	A	9.1
NBL	B	14.1	C	18.5	C	20.3	E	36.8	D	32.9	F	89.1
NBTR	A	8.8	A	8.7	A	9.2	A	9.3	A	9.6	A	9.6
SBLTR	A	0.0	C	19.4	A	0.0	D	25.8	A	0.0	D	31.8
SBR	A	0.0	B	10.5	A	0.0	B	11.0	A	0.0	B	11.1
Herndon Pkwy/East Site Dwy - Signalized Comparison												
EBL	**PROFFERED FUTURE IMPROVEMENT**				B	17.7	B	18.2	B	18.1	A	10.0
EBT					C	25.9	C	27.0	C	27.7	B	14.1
WBL					C	20.7	C	28.6	C	31.1	B	14.2
WBTR					C	20.7	C	26.3	C	21.3	B	13.2
NBL					C	26.5	C	25.5	C	26.8	C	21.7
NBTR					C	25.4	C	24.4	C	24.7	C	20.2
SBLT					A	0.0	C	24.4	A	0.0	C	20.7
SBR					A	0.0	C	24.3	A	0.0	C	20.7
Overall					**C**	**24.3**	**C**	**26.6**	**C**	**25.8**	**B**	**14.4**
8. Herndon Pkwy/Exchange Pl - Unsignalized												
EBL	A	8.0	A	8.7	A	8.4	A	9.3	A	8.1	A	9.3
WBL	A	8.8	A	8.7	A	9.2	A	8.8	A	8.8	A	9.1
NBLT	C	18.0	C	21.8	C	22.7	E	36.8	D	32.9	F	89.1
NBR	B	10.3	A	0.0	B	10.3	A	9.3	A	9.6	A	9.6
SBTL	C	16.0	C	21.5	C	20.2	D	25.8	A	0.0	D	31.8
SBR	A	9.1	B	10.2	A	9.5	B	11.0	A	0.0	B	11.1
Herndon Pkwy/Exchange Place - Right-Out Only Comparison												
EBL	**ADDITIONAL ANALYSIS**				A	8.4	A	9.2	A	8.5	A	9.4
WBL					A	9.2	A	9.0	A	9.4	A	9.1
NBT					A	0.0	A	0.0	A	0.0	A	0.0
NBR					B	10.3	A	10.0	B	10.6	B	10.3
SBL					C	20.4	D	26.4	C	22.5	D	29.6
SBT					A	9.5	B	10.9	A	9.6	B	11.1
9. Herndon Pkwy/Fairbrook Dr - Unsignalized												
EBL	A	7.9	A	9.0	A	7.9	A	9.1	A	8	A	9.3
WBL	A	0.0	A	0.0	B	10.2	B	10.9	B	10.4	B	11.1
NBLTR	A	0.0	B	10.5	***MOVEMENT REMOVED***				**MOVEMENT REMOVED**			
NBL	**PROFFERED FUTURE IMPROVEMENT**				F	131.5	F	273.8	F	175	F	328.2
NBTR					B	13.1	B	12.3	B	13.5	B	12.4
SBLTR	B	12.7	C	18.9	C	24.0	F	50.2	D	26.4	F	57
Herndon Pkwy/Fairbrook Dr - Signalized Comparison												
EBL	**PROFFERED FUTURE IMPROVEMENT**				A	7.5	A	6.9	A	7.5	A	6.9
EBTR					B	10.5	A	9.9	B	10.8	B	10.0
WBL					A	4.3	A	3.9	A	4.5	A	4
WBTR					A	3.6	A	3.3	A	3.6	A	3.4
NBL					C	29.3	C	30.3	C	29.3	C	30.3
NBTR					C	26.7	C	28.5	C	26.7	C	28.5
SBLTR					C	26.3	C	28.3	C	26.3	C	28.3
Overall					**B**	**11.6**	**A**	**8.6**	**B**	**11.5**	**A**	**8.6**
10. Herndon Pkwy/Sunset Business - Unsignalized												
EBL	A	8.0	A	8.7	A	8.4	A	9.5	A	8.5	A	9.7
WBL	A	9.3	A	9.3	B	10.4	B	10.7	B	11.3	B	10.9
NBLT	D	30.3	D	30.1	F	68.4	F	69.8	F	114.1	F	77.4
NBR	B	10.8	B	11.0	B	10.5	B	13.0	B	13.2	B	13.2
SBLT	C	19.6	D	32.7	D	30.6	F	104.9	E	44.8	F	121.8
SBR	A	9.2	B	10.3	A	9.6	B	11.0	A	9.7	B	11.2
11. Herndon Pkwy/Spring St - Signalized												
EBL	C	30.6	C	27.3	C	27.8	C	30.5	C	27.9	C	30.5
EBTR	D	40.4	D	37.9	D	37.0	D	41.1	D	37.5	D	41.3
EBR	C	32.3	D	39.4	D	36.2	D	38.2	D	36.5	D	38.3
WBL	C	26.1	C	33.5	E	60.6	E	74.1	E	60.6	E	74.1
WBTR	C	31.4	C	32.4	C	29.3	C	32.4	C	29.5	C	32.6
NBL	D	52.9	D	49.7	E	58.9	E	60.6	E	59.5	E	63.7
NBT	C	23.0	C	23.6	C	28.8	C	27.0	C	28.8	C	27.0
NBR	B	14.7	B	16.4	C	20.0	B	17.3	C	20.0	B	17.3
SBL	E	61.7	E	61.8	E	68.1	E	68.3	E	68.1	E	68.3
SBTR	C	31.9	D	41.3	D	40.5	D	48.6	D	40.9	D	49.0
Overall	**C**	**30.9**	**D**	**36.0**	**D**	**38.5**	**D**	**44.3**	**D**	**38.8**	**D**	**45.1**

Note(s):

1. Capacity analysis based on Highway Capacity Manual methodology, using Synchro 11.

Table 6-2
575 Herndon Parkway
Future Conditions with Development Intersection Queuing Summary [1, 2, 3, 4, 5]

Approach / Lane Group	Storage Length (ft)	Existing Conditions (2024)				Future Conditions without Development (2028)				Future Conditions with Development (2028)			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		50th Pecentile	95th Pecentile	50th Pecentile	95th Pecentile	50th Pecentile	95th Pecentile	50th Pecentile	95th Pecentile	50th Pecentile	95th Pecentile	50th Pecentile	95th Pecentile
1. Worldgate Dr/Van Buren St - Signalized													
EBL	-	72	129	104	172	81	142	122	200	84	147	127	208
EBT	-	72	129	105	174	81	143	123	202	84	146	128	208
EBR	-	0	62	0	#107	0	65	0	#118	0	65	0	#118
WBT	-	3	16	43	87	3	16	42	87	3	16	42	87
WBR	-	0	0	0	0	0	0	0	0	0	0	0	0
NBL	250	69	105	72	108	70	106	72	110	70	106	72	110
NBT	-	175	231	160	277	184	247	176	308	190	254	185	323
NBR	200	0	0	0	0	0	0	0	0	0	0	0	0
SBL	200	20	48	6	20	19	47	6	21	19	47	6	21
SBT	-	118	159	212	270	135	181	231	296	145	193	238	305
SBR	-	0	36	0	44	0	42	0	48	0	43	0	49
2. Van Buren St/The Atrium Dr - Signalized													
EBL	-	1	7	6	24	1	7	6	24	1	7	6	24
EBR	155	0	6	0	19	0	6	0	19	0	6	0	19
NBL	150	12	28	1	6	12	28	1	6	12	28	1	6
NBT	-	138	185	223	294	155	206	266	348	162	215	280	367
SBT	-	142	194	171	314	173	234	199	#398	187	252	206	#415
SBR	125	0	11	0	8	0	11	0	8	0	11	0	8
3. Van Buren St/Herndon Pkwy - Signalized													
EBL	125	12	30	18	38	10	25	19	40	10	25	19	40
EBT	-	160	214	75	112	156	215	111	152	165	225	120	162
EBR	165	0	66	0	57	0	62	0	58	0	64	0	58
WBL	350/100	100	140	185	238	136	179	235	#314	160	207	251	#345
WBTR	-	47	77	166	219	85	123	214	274	100	142	224	285
NBL	-	93	142	255	#369	97	152	266	#401	97	152	268	#417
NBT	-	244	340	347	480	259	371	372	518	261	373	373	520
NBR	275	0	53	0	53	18	86	19	95	40	121	56	166
SBL	85	16	36	15	36	25	51	33	63	29	58	36	69
SBTR	150	101	144	188	245	106	155	196	255	106	155	197	255
4. Herndon Pkwy/Future Worldgate Extended - Signalized													
5. Herndon Pkwy/Pedestrian Crossing - Signalized													
EBT	-	84	126	73	111	104	154	107	158	111	164	120	176
WBT	-	30	51	73	111	55	87	116	171	66	102	125	183
6. Herndon Pkwy/West Site Dwy - Unsignalized													
NBR	-	-	1	-	8.9	-	9.2	-	9.2	**INTERSECTION REMOVED**			
7. Herndon Pkwy/East Site Dwy - Unsignalized													
WBL	150	-	0	-	0	-	0	-	3	-	4	-	8
NBL	-	-	0	-	1	-	2	-	45	-	78	-	130
NBTR	-	-	0	-	1	-	24	-	3	-	8	-	6
SBT	-	-	-	-	-	-	3	-	2	-	0	-	2
SBR	-	-	-	-	-	-	0	-	1	-	0	-	1
Herndon Pkwy/East Site Dwy - Signalized Comparison													
EBL	-	**PROFFERED FUTURE IMPROVEMENT**				0	4	0	4	0	4	0	4
EBT						192	255	199	265	200	268	108	#300
WBL	150					7	25	17	50	20	58	20	#120
WBT	-					84	121	190	254	84	122	96	256
NBL	-					35	71	33	68	70	125	37	93
NBTR	-					0	0	0	0	0	0	0	0
NBLTR						***ADDITIONAL ANALYSIS***				***ADDITIONAL ANALYSIS***			
SBT	-					-	-	2	10	-	-	1	9
SBR	-					-	-	0	0	-	-	0	0
8. Herndon Pkwy/Exchange Pl - Unsignalized													
NBT	-	-	1	-	1	-	2	-	1	-	2	-	1
NBR	-	-	1	-	0	-	1	-	0	-	1	-	0
SBT	-	-	3	-	1	-	4	-	2	-	4	-	2
SBR	-	-	1	-	1	-	1	-	1	-	1	-	1
Herndon Pkwy/Exchange Pl - Right-Out Comparison													
EBL	-	**ADDITIONAL ANALYSIS**				-	0	-	0	-	1	-	0
NBR	-					-	1	-	0	-	1	-	0
SBL	-					-	4	-	2	-	4	-	2
SBT	-					-	1	-	1	-	1	-	1
9. Herndon Pkwy/Fairbrook Dr - Unsignalized													
EBL	175	-	1	-	0	-	1	-	0	-	1	-	0
WBL	200	-	0	-	0	-	10	-	22	-	10	-	23
NBL	-	-	0	-	0	-	157	-	149	-	179	-	159
NBTR	-	-	0	-	0	-	22	-	12	-	23	-	13
SBLTR	-	-	1	-	6	-	2	-	18	-	2	-	20
Herndon Pkwy/Fairbrook Dr - Signalized Comparison													
EBL	175	**FUTURE IMPROVEMENT PROFFERED BY OTHERS**				3	14	0	3	3	14	0	3
EBTR	-					114	218	101	219	123	236	105	228
WBL	200					10	35	18	63	10	35	18	63
WBTR	-					18	50	43	120	21	55	46	130
NBL	-					51	99	30	67	51	99	30	67
NBTR	-					0	0	0	0	0	0	0	0
SBLTR	-					0	0	0	0	0	0	0	0
10. Herndon Pkwy/Sunset Business - Unsignalized													
EBL	100	-	2	-	0	-	3	-	0	-	3	-	0
WBL	150	-	2	-	5	-	9	-	13	-	9	-	13
NBLT	-	-	7	-	1	-	35	-	18	-	40	-	20
NBR	-	-	3	-	7	-	10	-	18	-	10	-	19
SBLT	-	-	2	-	8	-	5	-	26	-	6	-	29
SBR	-	-	0	-	2	-	0	-	2	-	0	-	2
11. Herndon Pkwy/Spring St - Signalized													
EBL	275	26	53	20	44	47	82	38	70	51	88	40	73
EBT	-	94	155	127	198	78	136	135	199	91	151	141	206
EBR	350	0	82	0	99	0	83	0	85	0	85	0	86
WBL	-	105	163	163	241	87	129	134	#203	87	129	134	#203
WBT	-	36	64	71	107	48	75	98	137	52	80	103	143
NBL	300/560	109	150	205	253	175	230	330	#418	184	241	348	#457
NBT	-	103	140	128	170	128	171	151	196	128	171	151	196
NBR	175	58	112	36	82	83	151	43	93	83	151	43	93
SBL	135	19	49	23	56	22	54	26	61	22	54	26	61
SBT	-	126	180	173	241	115	152	150	190	117	153	151	191

Notes:
1. ~ Volume exceeds capacity, queue is theoretically infinite.
2. # 95th percentile volume exceeds capacity, queue may be longer.
3. m Volume for 95th percentile queue is metered by upstream signal.
4. Analysis for the 2028 Background and Total Future at Spring Street/Herndon Pkwy intersection assumes proposed improvements.
5. Unit of measure for queue length is feet.

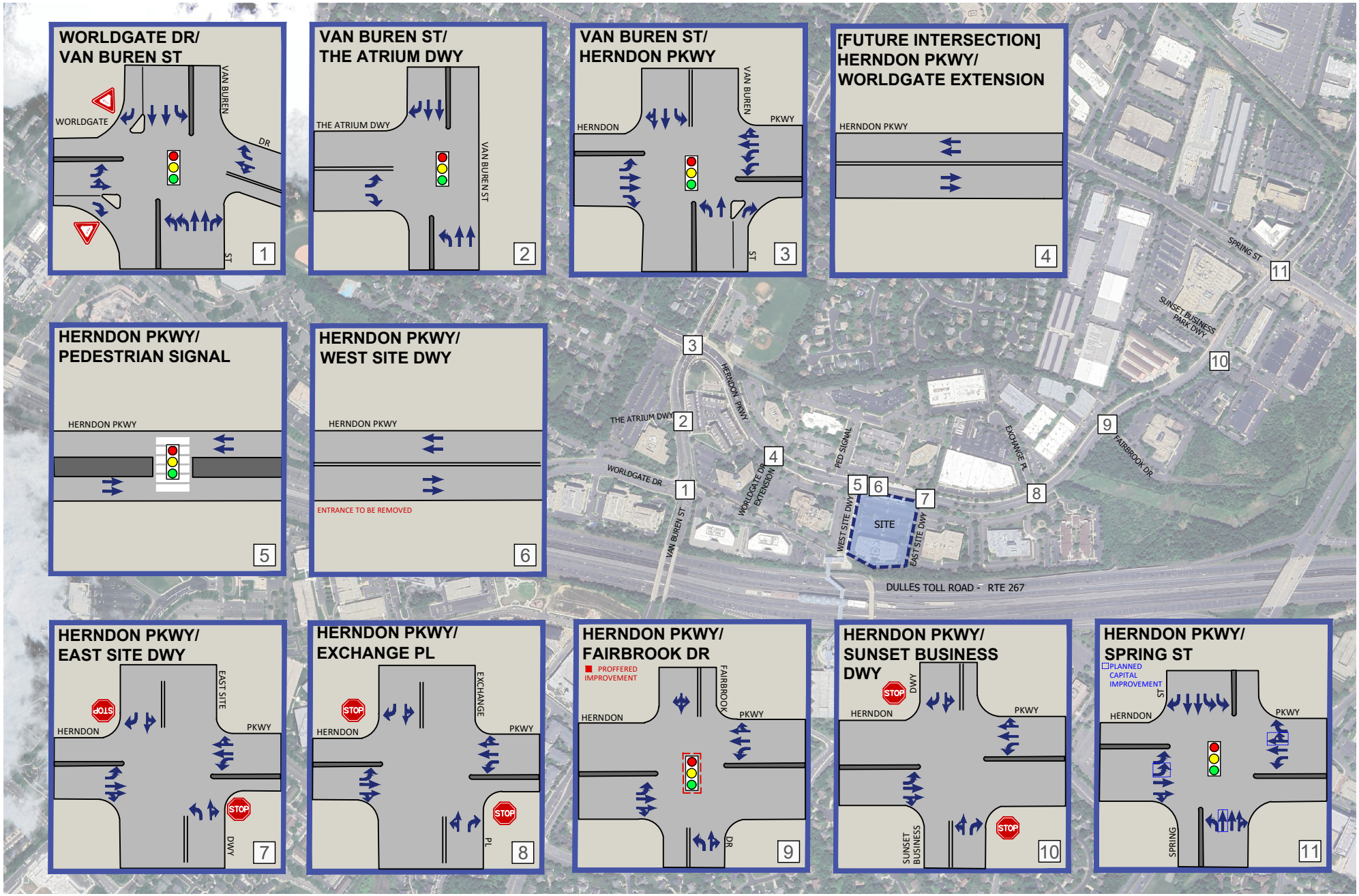


Figure 6-2
2028 Lane Use and Traffic Controls with Development

575 Herndon Parkway
Herndon, Virginia

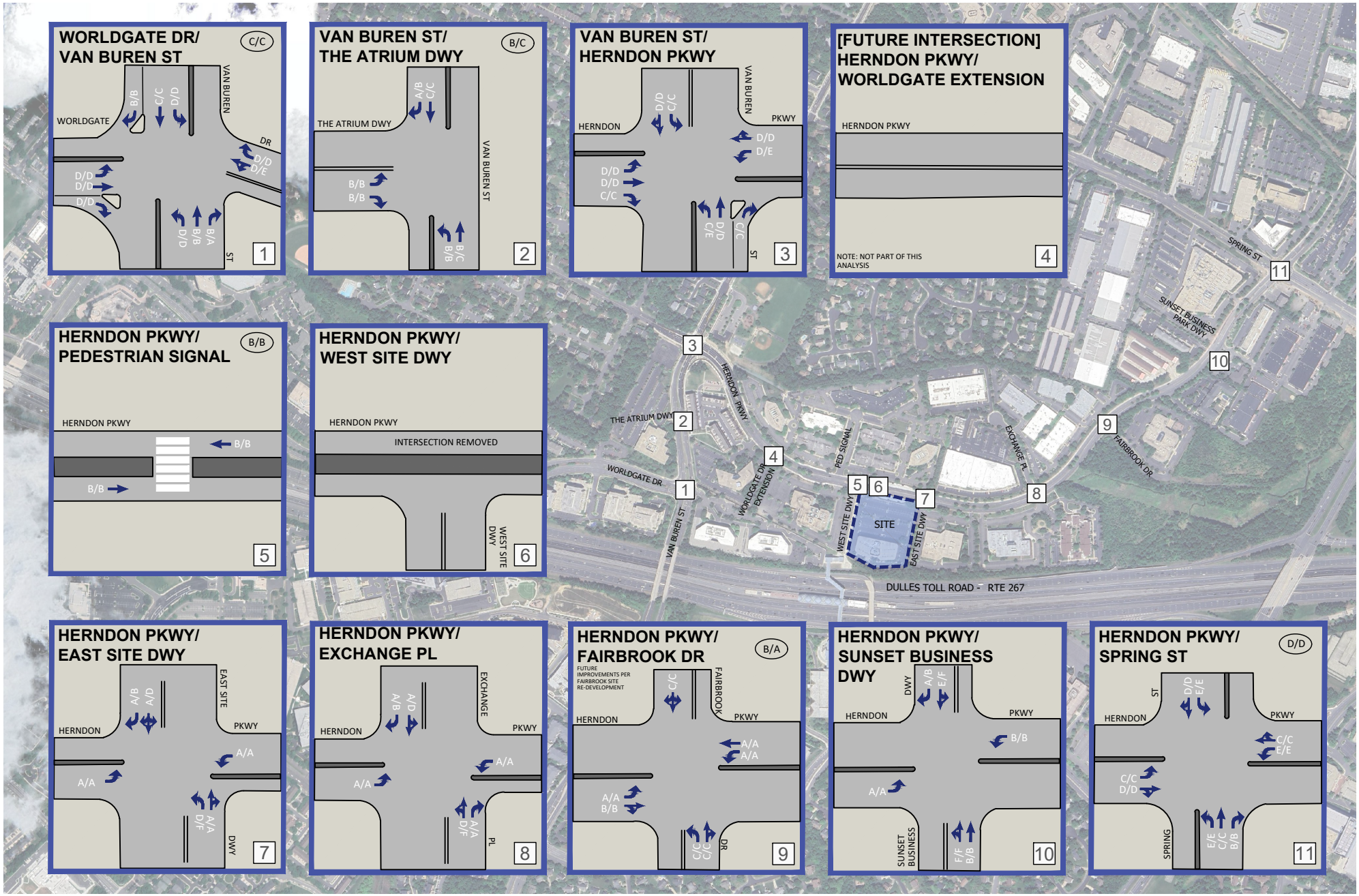


Figure 6-3
Future Intersection Movement LOS and Overall Intersection LOS

AM PEAK HOUR LOS
PM PEAK HOUR LOS
000 / 000

575 Herndon Parkway
Herndon, Virginia

Levels of Service (continued). Specific to Intersection #7 which provides direct vehicular access to the proposed development and neighboring 555 Herndon Parkway redevelopment a traffic signal, subject to a future traffic signal warrant analysis, would mitigate the minor street approach failing level of service. As shown on Table 6-1, with signalization the intersection would operate at an overall LOS "B" during peak periods and all lane groups would operate at LOS "C" or better. Units used for Level of Service (LOS) table are Seconds per Vehicle (Sec/V).

Queuing. Queuing analysis was conducted for the future conditions with development and compared to future conditions without development. As shown on Table 6-2, the results of the queueing analysis are generally consistent with those described in under future conditions without development. Some movements that are forecasted to carry site generated traffic would experience minor increases in queueing. Under stop-controlled conditions peak hour queues from the planned north/south road (Intersection #7) are estimated to be approximately three (3) vehicles during the AM peak hour and five (5) vehicles during the PM peak hour. The queues could be expected once or twice during a typical peak hour. Similar queueing on the minor street approaches would be anticipated with signalization in addition to queueing along Herndon Parkway that is not expected under stop-controlled conditions. Thus, signalization should be carefully considered in the future and constructed/installed only if warranted.

Three turning movements would operate at or beyond queueing capacity due to the combination of regional growth, pipeline developments, and site generate traffic. It is important to note that site generated traffic did not cause the above-capacity queues. The movements include:

- The westbound left movement at the intersection of Herndon Parkway and Van Buren Street experiences at-capacity or slightly above capacity queueing during the PM peak hour total future scenario. Due to the limited queueing excess (6'), no mitigation is proposed.

- The southbound right movement at the intersection of Herndon Parkway and Van Buren Street experiences queues above capacity during the PM peak hour for both the background and total future scenarios. These queue lengths are caused by a variety of factors including lane configuration causing drivers making a right turn to be caught in the through movement queue, as well as a restricted right-of-way along the west side of the road preventing any expansion of the right turn storage lane. Due to these issues, as well as the limited impact on queueing caused by the proposed development, and that all movements operate at or better than LOS "E", no mitigation is proposed.

- The northbound left movement at the intersection of Herndon Parkway and Spring Street experiences queues beyond capacity during the PM peak hour during both the background and total future scenarios. An additional study was conducted analyzing potential timing improvements.

It was concluded that the queueing could be mitigated by providing the northbound leg (Spring Street) with more green time. It is recommended that the Town consider potential timing adjustments and/or periodically review the allocation of green time to certain movements given the recent capacity improvements at the intersection. Tables presenting the LOS and Queue for this analysis are presented below. SimTraffic results for this scenario are presented in Table 6-3.

Herndon Pkwy / Spring St Timing Improvement Additional Analysis 1

Approach/ Lane Group	Future Conditions with Development (2028)			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay (S/VEH)	LOS	Delay (S/VEH)
Herndon Pkwy/Spring St - Signalized				
EBL	NO QUEUEING ISSUES REPORTED NO ADDITIONAL ANALYSIS CONDUCTED		C	34.4
EBTR			D	48.4
EBR			D	44
WBL			E	78.4
WBTR			D	38.8
NBL			E	57.1
NBT			C	25.4
NBR			B	15.6
SBL			E	73.7
SBTR			D	51.6
Overall			**D**	**46.5**

Herndon Pkwy / Spring St Timing Improvement Additional Analysis [1, 2, 3]

Approach / Lane Group	Storage Length (ft)	Future Conditions with Development (2028) Timing Improvement Analysis			
		AM Peak Hour		PM Peak Hour	
		50th Pecentile	95th Pecentile	50th Pecentile	95th Pecentile
Herndon Pkwy/Spring St - Signalized					
EBL	275	NO QUEUEING ISSUES REPORTED NO ADDITIONAL ANALYSIS CONDUCTED		127	208
EBT	-			128	208
EBR	350			0	#118
WBT	-			42	87
WBR	-			0	0
NBL	300/560			72	110
NBT	-			185	323
NBR	175			0	0
SBL	135			6	21
SBT	-			238	305
SBR	-			0	49

No turning bay storage at off-site study intersections would operate beyond capacity due to the addition of the site. In the future, with the improvements mentioned herein to off-site study intersections, no capacity constraints are a result of the proposed development, except for Intersection #7 which provides direct vehicular access to the site. It should be noted that since Intersection #7 also provides direct access to the neighboring 555 Herndon Parkway redevelopment and future redevelopment on the north side of Herndon Parkway cost sharing of improvements at the intersection should be considered. Mitigation to eliminate this degradation of service will be in the form of proffered commitment to signalization. The proposed development has proffered to evaluate traffic signal warrants and if warranted construct a new traffic signal, similar to the proffer provided by the adjacent 555 Herndon Parkway pipeline development.

SimTraffic. Similar to future conditions without development SimTraffic simulations were completed for the peak AM and PM hours with development for all movements with estimated queue lengths exceeding available storage. Simulations were completed utilizing a 10-minute seeding time and a 60-minute recording time. Using the VDOT Microsimulation Run Determination Tool Version 2.0, it was determined that all AM peak hour scenarios would undergo 18 simulations, and all PM peak hour scenarios would undergo 30 simulations. The queue results presented in Table 6-3 an average of the 18 AM and 30 PM runs. The results of the SimTraffic analysis are generally consistent with the Synchro queue results summarized previously. Thus, no further capacity improvements are recommended.

Table 6-3
575 Herndon Parkway
SimTraffic Future Conditions with Development Peak Hour Queue Results

Approach / Lane Group	Storage Length (ft)	Future Conditions without Development (2028)				Future Conditions with Development (2028)			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		50th Pecentile	95th Pecentile	50th Pecentile	95th Pecentile	50th Pecentile	95th Pecentile	50th Pecentile	95th Pecentile
3. Van Buren St/Herndon Pkwy - Signalized									
EBL	125	18	71	25	76	15	69	26	77
EBT	-	162	236	129	206	166	257	124	193
EBT	-	121	221	98	185	137	245	81	159
EBR	165	79	152	71	124	79	168	79	154
WBL	350	107	171	178	231	134	236	240	356
WBL	400	133	201	202	262	151	241	262	373
WBT	-	75	148	145	198	96	201	198	290
WBTR	-	97	143	164	215	123	189	201	276
NBL	-	87	197	231	370	122	234	175	325
NBT	-	177	285	209	318	228	358	192	316
NBR	275	96	225	85	211	92	242	120	246
SBL	85	44	101	70	149	45	120	63	144
SBT	-	106	181	196	317	119	251	204	307
SBR	150	74	153	154	251	84	173	175	256
11. Herndon Pkwy/Spring St - Signalized									
EBL	275	31	74	25	54	42	80	25	64
EBT	-	48	98	65	117	49	102	64	115
EBTR	-	71	122	92	148	79	132	87	140
EBR	-	62	102	80	123	73	135	73	133
WBL	350	60	152	127	207	110	197	119	223
WBL	350	118	182	159	212	153	232	165	236
WBT	-	47	41	83	146	39	86	81	135
WBTR	-	14	41	32	97	24	64	43	110
NBL	300	139	206	250	347	144	229	276	385
NBL	560	158	232	291	417	160	276	374	642
NBT	-	117	183	142	235	125	207	245	573
NBT	-	76	161	94	214	76	173	175	458
NBR	175	142	235	91	155	128	204	96	178
SBL	135	21	76	31	109	44	139	34	107
SBT	-	156	237	174	239	159	250	166	239
SBT	-	128	212	138	221	125	221	131	212
SBTR	-	43	135	69	158	37	108	63	149
Herndon Pkwy/Spring St - Timing Improvements - Signalized									
EBL	275							34	78
EBT	-							83	143
EBTR	-							109	169
EBR	-							82	148
WBL	350							159	239
WBL	350							197	276
WBT	-					**NO QUEUING ISSUES**		94	180
WBTR	-	**FUTURE CONDITION**				**REPORTED**		70	159
NBL	300							223	320
NBL	560	**NOT ANALYZED**				**NO SIMTRAFFIC**		255	356
NBT	-					**ANALYSIS CONDUCTED**		161	238
NBT	-							120	217
NBR	175							75	139
SBL	135							23	97
SBT	-							178	261
SBT	-							154	231
SBTR	-							66	148

Notes:
Unit of measure for queue length is feet.

SECTION 7
TRANSPORTATION DEMAND MANAGEMENT PROGRAM

To effectively address the potential impacts of development, limit the use of single occupied vehicles, leverage the site's proximity to the Herndon Metrorail station, encourage the use of transit (Metrorail, Fairfax Connector, Metrobus, or other public transit service) and other active non-auto modes of transportation a comprehensive Transportation Demand Management (TDM) program will be implemented.

A TDM program encompasses various strategies aimed at optimizing the utilization of the surrounding transportation resources already available. These strategies range from enhancing transportation options to incentivizing more efficient travel behaviors and even reducing the necessity for physical travel through alternative mobility options or smarter land use. TDM strategies can alter travel timing, routes, destinations, or modes.

The TDM Program would be implemented through a Transportation Demand Management Work Plan developed by the Applicant in coordination with and approval by the Town of Herndon Department of Community Development. Typically, the TDM Work Plan will be adapted over time to respond to changes in transportation related circumstance of the subject site, surrounding community, technology advancements and other infrastructure improvements.

The TDM Work Plan should incorporate any combination of the following elements best suited for the subject site.

- Assisting residents and employees in making informed commuting decisions.
- Disseminating information about Metrorail, Fairfax Connector, ridesharing, and other pertinent transit options to new residents, tenants, and employees.
- Disseminate details to transit users concerning free guaranteed rides home in emergency situations.
- Seeking support from entities such as the Metropolitan Washington Council of Governments (MWCOG) Commuter Connections program, the Washington Metropolitan Area Transit Authority (WMATA), Town of Herndon, and others.
- Provide ride sharing and carpool parking spaces.
- Provide ample bicycle parking.
- Encouraging residents and employees to bike or walk to work.
- Contributions to residents and employees Metro fare cards or other micro mobility modes (bike/scooter).

- Contributions to Fairfax Connector, WMATA, or other public transit services approved by the Town.
- Provide tenants incentives to participate in yearly transportation management surveys.

Finally, the TDM Program could implement monitoring strategies similar to neighboring jurisdictions in order to confirm that the strategies employed for the site are resulting in the anticipated reduction in overall single occupancy vehicle (SOV) trips. These strategies could include, but are not limited to, person surveys, vehicular traffic counts to/from the garage, or other such methods as may be reviewed and approved by the Town of Herndon.

SECTION 8
CONCLUSIONS AND RECOMMENDATIONS

The conclusions and recommendations of this study are as follows:

1. The site is well-served by a multimodal transportation system that includes arterial, collector, and local streets; a connected network of sidewalks with ramps and pedestrian facilities; proximity to a Metro Station and numerous bus lines providing easy access to other points of interests.

2. The four (4) signalized study intersections currently operate at overall LOS “D” or better during the AM and PM peak hours. All lane groups at signalized intersections operate at acceptable LOS “E” or better during peak periods. All lane groups at the unsignalized study intersections currently operate at acceptable LOS “E” during the AM or PM peak hour.

3. The 2028 future condition without development includes improvements at the Spring Street/Herndon Parkway intersection with the current reconstructions of the existing traffic signal and capacity improvements. Subject to completion of a traffic signal warrant analysis signalization of the Herndon Parkway/Fairbrook Drive intersection is anticipated with the planned Fairbrook Business Park redevelopment.

4. In the 2028 future condition without development, the four (4) signalized study intersections would experience minor increases in delay as a result of nearby development and regional growth but would continue to operate at acceptable LOS “D” or better. Additionally, all lane groups at signalized intersections would continue to operate at acceptable LOS “E” or better during peak periods. Some minor street approaches at unsignalized study intersections are estimated to operate at LOS “F” in the future. These approaches are private driveways planned for future signalization as development occurs which will mitigate operations.

5. Upon completion, the proposed development is expected to generate 219 AM peak hour trips (82 in and 137 out) and 207 PM peak hour trips (126 in and 81 out). This assumes a non-auto mode share of 45% for the residential use and a 25% non-auto mode share for commercial uses which would be leveraged by the site’s immediate proximity to the Herndon Metro station.

   The sit-down restaurant use assumed in this TIS represents a more trip intense commercial use when compared to the other commercials uses being considered for the site (office and general retail). This assumption was made in coordination with Town staff during scoping to accommodate a range of commercial uses given uncertain market conditions to allow for maximum flexibility. As such, the results of this study should be considered conservative.

6. In the 2028 future condition with development, the four (4) signalized study intersections would continue to operate at acceptable LOS “D” or better. Additionally, all lane groups at signalized intersections would continue to operate at acceptable LOS “E” or better during peak periods.

   Intersection #7 which provides direct vehicular access to the proposed development and neighboring 555 Herndon Parkway redevelopment a traffic signal, subject to a future traffic signal warrant analysis, would mitigate the minor street approach failing level of service. With signalization the intersection would operate at an overall LOS “B” during peak periods and all lane groups would operate at LOS “C” or better. The Applicant has also proffered to signalization that would mitigate potential delays and queueing.

   Intersection #8, Herndon Parkway at Exchange Place, will experience a degradation in its northbound left movement between future conditions without development and future conditions with development. This degradation is due to the two (2) existing left turns and additional through traffic on Herndon Parkway as development occurs. A potential mitigation strategy is to restrict that movement. However, given the low volumes it turning restriction is not recommended.

   Intersection #9, Herndon Parkway at Fairbrook Drive, experiences a degradation of all movements between existing and future conditions without development. This degradation is due to a number of factors including regional growth as well as additional pipeline developments agreed upon during the scoping process. As discussed with Town staff, any additional degradation occurring between background and total future conditions would be mitigated with the planned signalization of the intersection. Additional analyses were conducted showing LOS and queueing for both stop controlled and signalized conditions. Further, an analysis was conducted removing the Fairbrook pipeline development from the total future scenario and as a result all movement operated at acceptable levels of service. Thus, the delay is directly associated with the pipeline development.

   Intersection #3 has two movements with Synchro queues that are at or exceed capacity. The first, the westbound left movement, experiences a queue in the total future scenario that exceeds capacity of 6’, which has no effect on efficiency, no mitigation is provided. SimTraffic also shows queues can be accommodated within available storage for the movement. The southbound right experiences queues exceeding capacity during the PM peak hour for both the background and total future scenarios. These queue lengths are caused by a variety of factors including lane configuration causing drivers making a right turn to be caught in the through movement queue, as well as a restricted right-of-way along the west side of the road preventing any expansion of the right turn storage lane. Because all movements operate at LOS “E” or better, and the limited effect the proposed development has on the queue length, no mitigation is proposed.

The northbound left movement (on Spring Street) at the intersection of Herndon Parkway and Spring Street experiences queues beyond capacity during the PM peak hour during both the background and total future scenarios. An additional study was conducted analyzing potential timing improvements.

It was concluded that the excessive queueing could be mitigated by providing the northbound leg with more green time. It is recommended that the Town consider potential timing adjustments given the recently completed capacity improvements. Tables presenting the LOS and Queue for this analysis are presented below. SimTraffic results for this scenario are presented in Table 6-3.

7. A TDM Program will be implemented through a TDM Work Plan developed by the Applicant in coordination with the Town of Herndon Department of Community Development. The TDM program will encompass various strategies aimed at optimizing the utilization of the surrounding transportation resources available. The TDM Plan will leverage the site's proximity to the Herndon Metrorail station, encourage the use of transit and other active non-auto modes of transportation

MEMORANDUM

To: **Chair Michael Romeo, Planning Commission**

From: **Chair Leslie P. Blaker-Glass, Architectural Review Board (ARB)**

Date: **February 5, 2026**

Subject: **ARB Review of HTOC Development Plan #24-01 at 575 Herndon Parkway**

This memo serves as a report of the ARB's preliminary review of the architectural designs included in HTOC Development Plan #24-01, which proposes to change the property zoning at 575 Herndon Parkway to allow for redevelopment with a stick over podium mixed use building.

Stick over podium construction is an established building approach, that combines a frame infrastructure with a concrete podium. This architectural design methodology provides increased density and flexibility, while creating functional, aesthetically pleasing, and contextually relevant structures. The podium will also serve as a horizontal separation between the different occupancies, between the multi-family residential units, retail, and office uses proposed. The design consideration for this construction type also provides for structural efficiency and varied architectural elements. The existing improvements on the property would be demolished.

The ARB conducted a preliminary review of this design proposal at October 2, 2024, and December 4, 2024, work sessions. This memo relays to the Planning Commission the items highlighted in the Board's discussion which includes comments that should be addressed prior to an official ARB application submission. As a preliminary review, the evaluation of the design was not comprehensive, and the comments below address general and high-level design matters where more attention is necessary as the project progresses though town reviews. The Architectural Review Board is highly supportive of this project overall and has greatly appreciated the applicant's involvement in work sessions, and attention to feedback provided by the Board. The Board looks forward to ongoing dialog with the applicant through the next phase of the project when we review the fully developed designs in the future.

Should you have any further questions related to this memorandum, I would gladly make myself available at a convenient time for us to connect.

Board Discussion:
After presentations by Town staff and the project representatives, the board discussed the project and provided the following feedback.

Impact of HTOC Architecture. New construction in the HTOC will play an outsized role in defining the character of the Town of Herndon. 575 Herndon Parkway concerns one of the most important blocks within the town for establishing town identity. Located immediately adjacent to

the Herndon Metro Station Plaza, the proposed building will serve as a gateway symbol of the town. As such, the ARB encourages the use of artistic elements such as murals on the walls of this development with an opportunity for community feedback. The intended conceptual design for artistic elements should be provided to the Board. Attention to detail in the design especially along the active frontages will be very important when the formal application is reviewed by the Board.

Overall Scale and Massing. The Board noted that the overall scale and approach of dividing up the massing with separate architectural expressions is appropriate and consistent with the building approved for 555 Herndon Parkway.

Overuse of Panels. The Board stated that as secondary or accent material, panels may have value, however their use as a principle exterior treatment should be limited given their overall flatness. Where used, paneling should be managed to ensure appropriate scale and articulation is achieved. The Board supports the use of some paneling on the southwest corner when various textured surfaces are used in concert with plane changes and color variations. Furthermore, the Board appreciates the sensitive use of paneling for this building as a reference to the historic train depot.

North Elevation. The middle composition of the north elevation should be better resolved prior to the formal ARB submission. This is the project's most public facing elevation with frontage along Herndon Parkway. The Board supports employing a heavier and more articulated cornice to separate the lower levels from the top levels. Consideration should also be given to redesigning the exterior treatments including cladding at the upper levels to create a completely distinct and subtle composition that is visually subservient to the "townhouses" on the lower levels.

Storefront Design. The storefronts are designed with full-height glass systems. While this is a departure from more traditional storefront designs, it presents an opportunity to have a strong visual connection between the interior and exterior spaces. For that to be successful, however, the glass must be transparent rather than reflective. The first-floor canopy above the storefront system around the building at the southwest corner should be extended to create additional visual interest and help better manage sunlight going into this commercial space.

Planning Commission Work Session
Agenda Item 2.b.

Agenda Item: **Application for a Special Exception – SE #26-01, 1020 Elden Street, Suite 205, to consider a special exception to permit a personal services use consisting of hair services, within the CO, Commercial Office Zoning District**

Meeting Date: March 9, 2026

Category: Public Hearings

Prepared by: Fadrique Iglesias, Community Planner, David Stromberg, Zoning Administrator

Description:
This application is to consider a special exception to allow a personal service use (hair salon), within the Commercial Office Zoning District. The property is situated within the Crossroads of Dulles Office Condominium development and is located at the northwest corner of Elden Street and Sterling Road. Unit 205 consists of approximately 1,081 square feet and is in a multi-unit building fronting on Elden Street.

Background/Timing Impact:
The property is located within the Crossroads of Dulles Office Condominium development at the northwest corner of Elden Street and Sterling Road. Unit 205 consists of approximately 1,081 square feet on the second floor of a multi-unit building fronting Elden Street. The development includes a cluster of eight buildings and a free-standing restaurant. The portion of the freestanding restaurant is zoned CS, Commercial Services. These buildings, parking areas, and surrounding site features comprise what is also known as the Crossroads of Dulles Office Park, whose site plan was approved in 1986.

The property is designated in the Herndon 2030 Comprehensive Plan as “Business Corridor” and is located in Tier 1 of the South Elden Area Plan. The CO zoning district is intended to function as a transitional area between higher-intensity commercial uses and neighborhood residential uses. On March 13, 2018, the Town Council approved Special Exception Application SE #17-08, permitting the operation of a personal service use in the same office building at the Crossroads of Dulles Office Condominium, at 1020 Elden Street, Suite 206, without any reported complaints.

In addition to SE #17-08, four other Special Exceptions have been approved at the property over the past 10 years.

Fiscal Impact:
None

Legal Impact:
Approval of this item would allow the business to operate a personal service use in the CO, commercial office district.

Staff Recommendation/Next Steps:
Staff recommends that the Planning Commission recommends approval of SE#26-01 with conditions. Several personal service uses have been operating nearby since 2017 without negative impacts on the surrounding neighborhood.

Attachments:
1. SE26-01 Staff Report
2. SE26-01 Resolution (Proposed)

STAFF REPORT

Agenda Item: **Application for a Special Exception, SE #26-01, 1020 Elden Street, Suite 205 to permit a personal service use consisting of hair services.**

Meeting Date: **March 9, 2026**

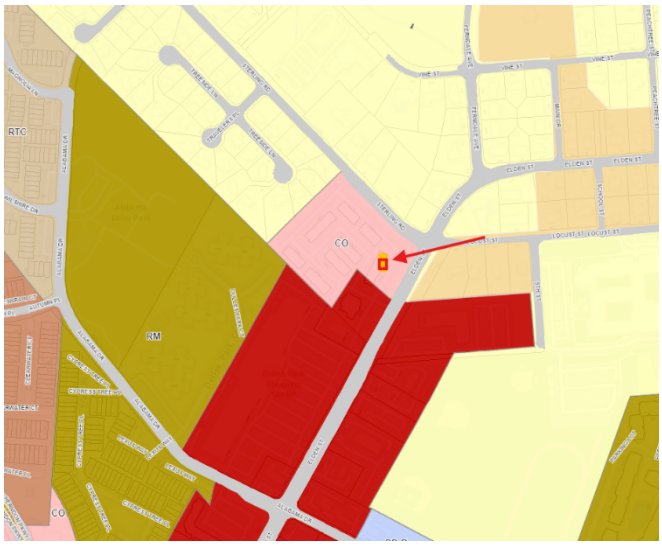
Staff Contact: Fadrique Iglesias, Community Planner
fadrique.iglesias@herndon-va.gov (703) 787-7380
David Stromberg, AICP, Zoning Administrator
david.stromberg@herndon-va.gov (703) 787-7380

Summary Information:

Proposed Modification	This application is to consider a special exception to allow a personal service use (hair salon), within the Commercial Office Zoning District. The property is situated within the Crossroads of Dulles Office Condominium development and is located at the northwest corner of Elden Street and Sterling Road. Unit 205 consists of approximately 1,081 square feet and is in a multi-unit building fronting on Elden St.
Address	1020 Elden Street, Suite 205
Fairfax County Tax Map Number	0161 22 0005S
Owners	Agios Georgios LLC / Spiro Souliotis
Applicant	Carol Martinez-Lanza
Business/Organization	House of Cuts and Color
Property Use	Multi-story, multi-tenant commercial office
Zoning District	CO, Commercial Office
Adjacent Zoning	North R-10, Residential SFD South CS, Commercial Service East R-10, Residential SFD West R-10, Residential SFD RM, Residential Multi-Family
Total tenant area	Unit 205: 1,081 square feet (tenant space), part of a two-story building.
Land Use Designation	Business Corridor, South Elden Area Plan Tier 1
Adjacent Land Use Designation	North: Neighborhood Conservation South: Business Corridor, South Elden Area Plan Tier 4 East: Neighborhood Conservation Business Corridor, South Elden Area Plan Tier 1 West: Adaptive Area - Residential Neighborhood Conservation

Location Map:





Background & Site Description:

The property is located within the Crossroads of Dulles Office Condominium development at the northwest corner of Elden Street and Sterling Road. Unit 205 consists of approximately 1,081 square feet on the second floor of a multi-unit building fronting Elden Street. The development includes a cluster of eight buildings and a free-standing restaurant. The portion of the freestanding restaurant is zoned CS, Commercial Services. These buildings, parking areas, and surrounding site features comprise what is also known as the Crossroads of Dulles Office Park, whose site plan was approved in 1986.

The property is designated in the Herndon 2030 Comprehensive Plan as “Business Corridor” and is located in Tier 1 of the South Elden Area Plan. The CO zoning district is intended to function as a transitional area between higher-intensity commercial uses and neighborhood residential uses. On March 13, 2018, the Town Council approved Special Exception Application SE #17-08, permitting the operation of a personal service use in the same office building at the Crossroads of Dulles Office Condominium, at 1020 Elden Street, Suite 206, without any reported complaints.

In addition to SE #17-08, several other Special Exceptions have been approved at the property over the past 10 years:

Special Exception	Location	Type	Result
SE #17-07	1037 Sterling Road, Suite 101	Retail Business	Denied
SE #17-08	1020 Elden Street, Suite 206	Personal Service Use (beauty salon)	Approved
SE #18-02	1020 Elden Street, Suite 205	Personal Service Use (barber shop and hair salon)	Approved; however, the business was never started by the applicant
SE #19-04 -	1037 Sterling Road, Suite 101	Vocational School	Approved
SE #23-02	1020 Elden Street, Suite 206	Phone Repair	Approved
SE Amendment – SE #24-02	1031 Sterling Rd. Suite 104	Restaurant Use (Ice cream)	Approved

Case Details & Proposal:

The applicant proposes to operate a personal service use consisting of hair salon and cosmetology services. The proposed space, located in Unit 205, consists of four rooms, a bathroom, a waiting area, and two storage closets. The applicant anticipates a total of three employees and an estimated 6–12 clients per day, with a maximum of five customers on-site at any given time, in accordance with Town Ordinance[1], which requires one (1) parking space per 200 square feet of floor area for Other Personal Services and Retail Sales Uses. The applicant proposes having three (3) employees working across the four (4) rooms.

Proposed Hours of Operations:

The applicants' proposed business hours are:

Monday–Friday: 9:00 AM – 6:00 PM
Saturday: 9:00 AM – 3:00 PM
Sunday: Closed

Staff Analysis:

Zoning Ordinance Compliance

The proposed personal service use is allowed only by special exception in accordance with the Town's Zoning Ordinance Section 78-40 — CO Commercial Office District, Table 78-40.3(c)(3).

[1] Other Personal Services and Retail Sales Uses: 1 space per 200 square feet of floor area. TABLE 78-100.2(a): MINIMUM OFF-STREET PARKING STANDARDS FOR R-15, R-10, RTC, RM, CS, CO, O&LI, PD-R, PD-B, PD-W, PD-UR ZONING DISTRICTS

The zoning ordinance allows for flexibility in instances where businesses traditionally located among other commercial service and retail uses have operational characteristics that make them appropriate for office park settings, provided there are adequate development and land-use controls. In this case, the proposed personal service use is consistent with the purpose and intent of the CO Commercial Office District, along with the additional controls that can be applied through the special exception process.

Special exceptions may be approved if they comply with the applicable standards. Staff evaluated the criteria for review of special exceptions as outlined in Zoning Ordinance Section 78-155.3(e).

Criteria from Section 78-155.3(e)(1)	**Meets/ Does Not Meet**	**Why the application meets or does not meet the criteria of Section 78-155.3(e)**
a. Is consistent with the Comprehensive Plan.	Meets	The Comprehensive Plan Land Use Section provides policies for provision of goods and services to the local community and positive economic benefits of new businesses. The proposed uses will be in conformance with the comprehensive plan polices.
b. Is free of conflict with any provision of this chapter and related regulations or any other applicable local, state, or federal laws and regulations.	Meets	The proposed special exception uses are provisioned with the base zoning district and do not create any substantial conflicts with other regulatory requirements. The use and business operations will be conditioned to ensure the use continually meets the purpose and intent of the Commercial Office (CO) Zoning District.
c. Does not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use.	Meets with conditions	The proposed uses are generally compatible with the site / neighborhood. This proposed project does not alter the intensity of use of the site and does not disproportionately increase the number of users or vehicular traffic on the site during limited business hours.
d. Consistent with the purpose and intent of the zoning district in which it is located or will improve compatibility among uses and will ensure efficient development within the Town.	Meets	The proposed use, personal services, is compatible with the intent of the CO district “to provide office uses that are principally used during daylight hours and that may serve as a transition between residential and retail commercial and service commercial uses.”
e. Minimizes adverse visual impact of the proposed use on adjacent lands.	Meets	The proposed uses are exclusively indoors and will not alter or increase impacts on any adjacent lands.

f. Contributes to a logical and orderly development pattern consistent with accepted or emerging planning practices.	Not Applicable	No physical alterations of the structure are expected and thus not subject to this criterion.
g. Minimizes adverse impact on surrounding lands regarding service delivery, parking and loading, odors, noise, glare, and vibration, and should not create a nuisance.	Meets with conditions	Staff recommended conditions to limit the overall capacity and distribution of customers.
h. Avoids significant adverse impacts on the property values of surrounding lands or substantially and permanently injures the use of neighboring property for those uses that are permitted in the zoning district.	Meets	The proposed use has virtually no external impacts and provides needed space utilization for business owners.
i. Does not significantly and adversely impact the natural environment, including but not limited to, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.	Meets	The proposed use is exclusively indoors and will not alter and not impact on any adjacent lands.
j. Results in development that is adequately served by transportation facilities, including whether or not a substantial deterioration of the level of service on the Town's transportation network would occur and whether or not the proposed use is designed to ensure safe ingress and egress onto the site and safe road conditions on and around the site.	Not Applicable	No physical alterations of the structure are expected and thus not subject to this criterion.
k. Results in development that is adequately served by public facilities (roads, potable water and sewage, schools, parks, police, and fire and emergency medical facilities).	Not Applicable	No physical alterations of the structure are expected and thus not subject to this criterion.
l. If infill and redevelopment is consistent with the redevelopment criteria and other applicable guidelines as stated in the Herndon 2030 Comprehensive Plan (adopted August 12, 2008), as amended.	Not Applicable	No physical alterations of the structure are expected and thus not subject to this criterion.
m. If located in the floodplain overlay district, meets floodplain overlay standards.	Not Applicable	The building is not located within the FPO.

Comprehensive Plan Adherence

The proposal is consistent with the Herndon 2030 Comprehensive Plan Neighborhood Conservation Land Use Policies and encourages uses that provide a variety of goods and services as well as promote economic development that helps increase employment and add to the community tax base. Most particularly, the proposal aligns with Land Use Policies for Business Corridor #1 and #3 (Herndon 2030 Comprehensive Plan, pages III-11 through III-12[2]). The site is also designated Tier 1 – North End

[2] Herndon 2030 Comprehensive Plan (ibid.)

Transitional in the South Elden Area Plan. The plan does not recommend changes to the existing densities and uses to Tier 1 areas.

Parking

The property contains a parking lot with 335 spaces. The parking lot and all common areas are owned by the condominium association. Tenant space for Unit 205 consists of 1,081 square feet. Parking provided is undesignated shared surface parking with front-loaded spaces along the building frontage and rear and lots within office condominium. The requirement is one space per 200 Gross Floor Area, which totals six spaces.

Analysis of Conditions

Staff is recommending three conditions for this special exception, listed in the following conditions analysis table. Staff believes these conditions provide reasonable measures to allow the proposed use while appropriately mitigating potential impacts and ensuring consistency with the purpose and intent of the applicable zoning district.

#	Condition	Covered by language in the Zoning Code	Reason for Condition
1	Substantial conformance with the submitted application.	No	This condition is what gives the town the authority to ensure the proposed use is developed in the way that is presented to the Planning Commission and the Town Council.
2	Business operations shall be conducted by appointment only and limited to 7 total people, inclusive of employees, occupying the space at any given time during business hours.	No	The parking lot and all common areas are owned by the condominium association.

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

Fiscal Impact:

The Town can collect taxes from a personal service use consisting of hair salon and cosmetology services.

Planning Commission Alternatives:

The following alternatives are available to the Planning Commission for its decision on SE #26-01:

1. Recommendation for approval.
2. Recommendation for approval with conditions.
3. Recommendation for denial.
4. Continuance of the application to the April 27, 2026, Planning Commission public hearing or a later specified meeting date.

Staff Recommendation:

Staff is recommending approval of Special Exception, SE #26-01 in accordance with Alternative #2, with the following conditions:

1. Substantial conformance with the submitted application.
2. Business operations shall be conducted by appointment only and limited to seven (7) total people, inclusive of employees, occupying the space at any given time during business hours.

Staff recommend the Planning Commission approve the Special Exception with conditions. Several personal service uses have been operating nearby since 2017 without negative impacts to the surrounding neighborhood.

TOWN OF HERNDON, VIRGINIA
PLANNING COMMISSION

RESOLUTION

MARCH 23, 2026

Resolution- to approve by Special Exception – SE #26-01, 1020 Elden Street, Suite 205 to permit a personal service use consisting of hair services, within the CO, Commercial Office Zoning District.

The applicant, Carol Martinez-Lanza, had submitted a request to consider a special exception to allow a personal service use (hair salon), within the Commercial Office Zoning District. The property is situated within the Crossroads of Dulles Office Condominium development and is located at the northwest corner of Elden Street and Sterling Road. Unit 205 consists of approximately 1,081 square feet and is in a multi-unit building fronting on Elden St., identified as Fairfax County Tax Map # 0161 22 0005S.

The Planning Commission has reviewed this application and held a public hearing in accordance with the provisions of §15.2-2204 of the State Code and recommends that the application be approved with conditions based upon the finding that the conditions still meet the purpose and intent of the Zoning Ordinance, in particular Section 78-155.3(f)(3).

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

1. The Planning Commission recommends approval of Special Exception SE #26-01, which shall not run with the land, and in accordance with the conditions set forth below to achieve compliance with the standards found in Section 78-155.3:

    a. Substantial Conformity. Substantial conformance with the submitted application and plan submitted by applicant on January 30, 2026.

    b. Business operations shall be conducted by appointment only and limited to seven (7) total people, inclusive of employees, occupying the space at any given time during business hours.

Planning Commission Work Session
Agenda Item 2.c.

Agenda Item: **Zoning Ordinance Text Amendment – ZOTA #25-06, to amend Chapter 78 (ZONING), ART. VI (Overlay Districts), and Article XVIII (Definitions), to update sections for conformance with the Virginia Administrative Code regarding changes to the Chesapeake Bay Preservation Act**

Meeting Date: March 9, 2026

Category: Public Hearings

Prepared by: David Stromberg, Zoning Administrator, Aaron Zoellick, Zoning Services Specialist

Description:
Zoning Ordinance Text Amendment (ZOTA) #25-06 will update sections of the zoning ordinance for conformance with the Code of Virginia.

Background/Timing Impact:
The Town of Herndon is one of the localities subject to the Chesapeake Bay Preservation Act. In September 2021, the State Water Control Board adopted a new section of the Chesapeake Bay Preservation Area Designation and Management Regulations (9 VAC25-830-155) to incorporate criteria for addressing resilience and adaptation when reviewing proposed development in Chesapeake Bay Preservation Areas.

Staff initiated a review of the Herndon Zoning Ordinance after the Virginia Department of Environmental Quality issued Guidance Memo No. 25-2004 to assist localities with implementing the changes to the Virginia Administrative Code in their locally adopted codes. Staff utilized the Model Chesapeake Bay Preservation Area Ordinance prepared by the Department of Environmental Quality to update the zoning sections pertaining to the Chesapeake Bay Preservation District.

Updates to the zoning ordinance include: (1) requirements for a resiliency assessment for any proposed land development in the Resource Protection Area (RPA); (2) required conditions for the selection, design, installation, and maintenance of adaptation measures in the RPA; (3) requirements for the preservation of mature trees in the RPA; and, (4) incorporation of new definitions and updates to existing definitions applicable to the updates to the zoning ordinance.

Fiscal Impact:
N/A

Legal Impact:
Code of Virginia § 15.2-2285 states that the commission shall hold at least one public hearing on a proposed ordinance or any amendment of an ordinance, after notice as required by § 15.2-2204, and may make appropriate changes in the proposed ordinance or amendment as a result of the hearing.

Staff Recommendation/Next Steps:
Recommend approval of ZOTA #25-06.

Attachments:
1. ZOTA #25-06 Sec. 78-60.4. and 78-180 (Proposed)
2. Resolution (Proposed)

TOWN OF HERNDON, VIRGINIA

ORDINANCE

_____, 2026

Ordinance - to amend Chapter 78 (ZONING), ART. VI (Overlay Districts), by amending Section 78-60.4 (Chesapeake Bay Preservation Area Overlay (CBPAO)); and Article XVIII (Definitions), by amending Section 78-180 (Definitions), to update sections for conformance with the Virginia Administrative Code regarding changes to the Chesapeake Bay Preservation Act.

BE IT ORDAINED by the Council for the Town of Herndon that:

1. The following sections or provisions of Chapter 78, (ZONING) of the Herndon Town Code (2000) is amended and ordained as follows.

CHAPTER 78 (ZONING)

ARTICLE VI. – OVERLAY DISTRICTS -

Sec. 78-60.4. - Chesapeake Bay Preservation Area Overlay (CBPAO).

(a) *Purpose and intent*. The Chesapeake Bay Preservation Area (CBPAO) overlay district is established ~~under the authority provided in Code of Virginia, § 15.2-2280, and following, and~~ to implement the requirements of Code of Virginia, § 62.1-44.15:67 **– 62.1-44.15:79** ~~et seq., and to:~~ **and the Chesapeake Bay Preservation Area Designation and Management Regulations (Regulations) (9 VAC 25-830-10 et seq.) promulgated thereunder.**

***

(3) Restore ~~all other~~ state waters to a condition or quality that will permit all reasonable public uses and supports the propagation and growth of all aquatic life**,** ~~within a balanced ecosystem;~~ **including game fish, which might reasonably be expected to inhabit them;**

***

(5) Prevent ~~increase of nonpoint pollution;~~ **further increase of water pollution;**

***

(b) *Findings*. The following statements describe the significance of the Chesapeake Bay to the town:

***

(2) ~~The Chesapeake Bay waters have been degraded significantly by many sources of pollution including nonpoint source pollution from land uses and development. The lands within the town are valuable in assisting the preservation of the bay. Some display~~

~~intrinsic water quality value due to the ecological processes they perform and also display ecological benefits by providing water quality maintenance and flood and erosion control. Only with proper management can development and use occur without damage to Chesapeake Bay waters.~~ **The waters of the Chesapeake Bay watershed have been degraded significantly by numerous sources of pollution, including nonpoint source pollution from land development. These waters are worthy of protection from further degradation. Certain lands adjacent to shorelines, and river and stream banks have an intrinsic water quality value due to the ecological and biological processes they perform. With proper management, they offer significant ecological benefits by providing water quality maintenance, wildlife habitat, and pollution control, as well as flood and shoreline erosion control. These lands, designated by the town as Chesapeake Bay Preservation Areas (CBPA), shall be developed in such manner as to protect the quality of water in the Bay.**

(3) ~~The lands designated by the town council as Chesapeake Bay Preservation Areas are those lands which, due to the degradation of bay waters and the passage of the Chesapeake Bay Preservation Act, need to be protected from destruction and damage through improper development and use practices to protect the quality of bay waters.~~ **The performance standards established by this Ordinance provide the means to minimize the potential for erosion and sedimentation, reduce land application of nutrients and toxins, and maximize rainwater infiltration. Indigenous ground cover, especially woody vegetation, is effective in holding soil in place and preventing site erosion. Existing riparian buffers and other vegetation filter stormwater runoff. By minimizing impervious cover, rainwater infiltration is enhanced, and stormwater runoff is reduced.**

(c) *Applicability*. The Chesapeake Bay Preservation Area Overlay district shall apply to all ~~land in Chesapeake Bay Preservation Areas (CBPAs,) which shall include land that meets the designation criteria in section 70-60.4(f) and shall therefore be subject to the provisions of section 78-60.4.~~ **lands designated as Chesapeake Bay Preservation Areas within the town. Such lands are designated as Chesapeake Preservation Areas and are depicted on the Chesapeake Bay Preservation Area Map.**

***

1. Perennial flow determinations for site-specific evaluations shall be performed using one of the protocols acceptable to the Virginia Department of Environmental Quality as referred to in the document adopted by the Commonwealth of Virginia entitled *Determinations of Water Bodies with Perennial Flow Guidance on the Chesapeake Bay Preservation Area Designation and Management Regulations.* For nontidal wetlands connected by surface flow and contiguous to perennial streams, the *Eastern Mountains and Piedmont Regional Supplement to the 1987 USACOE Wetlands Delineation Manual and the Resource Protection Areas: Nontidal Wetlands Guidance on the Chesapeake Bay Preservation Area Designation and Management Regulations* adopted by the Commonwealth of Virginia, should be consulted.

***

(2) *Land disturbance of more than 5,000 square feet in RPA*. For land disturbance in the RPA that exceeds 5,000 square feet, the following requirements shall be met:

***

c. ~~RPA boundary delineation studies shall be submitted on standard-size sheets of 243× 363 at a scale of 13 = 502 or larger; and~~ **Reserved.**

***

(l) *General performance criteria for land disturbance in Chesapeake Bay Preservation Areas*. To attain the water quality objectives set forth in the statement of intent, uses, development, and redevelopment of land in CBPAs, (RMAs and RPAs) shall meet and maintain the performance criteria set forth in this section.

(3) *Indigenous vegetation*. Indigenous vegetation shall be preserved to the maximum extent practicable consistent with the proposed use(s) or development. To preserve indigenous vegetation to the maximum extent practicable consistent with the proposed use(s) or development:

a. Mature trees shall be protected during development and only removed where necessary, including to provide for the proposed use or development;

b. All trees located outside the area of land disturbance with a DBH of four inches or more shall be preserved; and

c. Clearing within the area of land disturbance shall be limited to that necessary to provide for the intended use of the property and all appurtenances, a single access during construction, positive site drainage, water quality BMPs, and the installation of utilities. Such clearing limits shall be subject to review and approval by the reviewing authority.

***

(6) *Resiliency assessment required.* A resiliency assessment shall be required for any proposed land development during the plan of development or other project review process in the RPA.

~~(6)~~**(7)** *Evidence of required permits*. The developer shall provide evidence to the town, prior to commencing grading or other on-site land disturbing activities, that any wetlands or similar permit required by federal, Virginia or local laws or regulations have been properly obtained.

~~(7)~~**(8)** *Development in IDA*. If the development is located within the IDA:

a. Vegetation shall be provided to the extent possible to assist in re-establishing vegetation within a 100-foot wide buffer area along any streams on the site or adjacent to the site in order to maximize water quality protection, pollutant removal and water resource conservation.

b. The zoning administrator may waive the requirement for the re-establishment of vegetation within the RPA buffer within the IDA, in accordance with section 78-60.4(p), administrative waivers of requirements for CBPAs (RMAs and RPAs).

(m) *Additional development criteria for resource protection areas*. The following additional criteria shall apply to development in the RPA.

(1) *100-foot buffer*. Establishment of a 100-foot buffer area is required, and it shall be the landward component of the RPA as set forth in section 78-60.4(f)(1). Notwithstanding permitted uses, encroachments, and vegetation clearing, as set forth in this section, the 100-foot buffer shall not be reduced in width. In addition, the following criteria apply:

a. To minimize the adverse effects of human activities on the other components of the RPA, state waters and aquatic life, this 100-foot wide buffer that is effective in retarding runoff, preventing erosion, and filtering nonpoint source pollution from runoff shall be retained if present, established where it does not exist, and adequately maintained thereafter. **The planting of trees shall be incorporated into the reestablishment of the 100-foot buffer, as appropriate to site conditions and in such a manner to maximize the buffer function. Inclusion of native species in tree planting is preferred.** This 100-foot wide buffer is the same one referred to in (1) above; and

***

c. The 100-foot RPA buffer may be encroached upon under the following circumstances:

1. If the requirements result in the loss of a buildable area for new homes or new principal structures on lots recorded before October 1, 1989, the zoning administrator may grant encroachments into the buffer area provided that:

***

(c) Where practical, a vegetated area that maximizes water quality protection, mitigates the effects of the buffer encroachment, and equals the area of the buffer encroachment shall be established elsewhere on the lot. **Where established, such vegetated area shall include the planting of trees as appropriate to site conditions. Inclusion of native species in tree planting is preferred**; and

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(2) *Buffer area management*. To maintain the functional value of the buffer area, indigenous vegetation may be removed, if approved by the zoning administrator, to provide for reasonable sight lines, access paths, general woodlot management, and BMPs, including BMPs that prevent upland erosion and concentrated flows of stormwater, as follows:

a. **Where the removal of trees within the buffer area is proposed, mature trees shall be preserved and trimmed or pruned in lieu of removal as site conditions permit and removal should be limited to the fewest number of trees feasible. Where tree planting for mitigation, conservation landscaping, or for buffer reestablishment is proposed, inclusion of native species in tree planting is preferred;**

~~a.~~b. Trees may be pruned or ~~removed only~~**thinned** as necessary to provide for sight lines ~~and~~ **,** vistas**, and access paths,** provided that, where removed, they shall be replaced with other vegetation that is equally effective in retarding runoff, preventing erosion and filtering nonpoint source pollution from runoff.

1. **When trees are proposed for removal to provide for sight lines, vistas, and access paths they shall be replaced with trees as appropriate to site conditions and in such a manner as to maximize the buffer function and to protect the quality of state waters. The boundaries of this area shall be determined in a manner acceptable to the zoning administrator and be based on identified vantage points.**

~~b.~~c. Any path shall be constructed and surfaced to control erosion effectively;

~~c.~~d. Dead, diseased or dying trees or shrubbery and noxious weeds may be removed and thinning of trees may be allowed pursuant to sound horticulture practice as prescribed by the town's community forester; and

~~d.~~e. For stream restoration projects, trees and woody vegetation may be removed, necessary control techniques employed, and appropriate vegetation established to protect or stabilize the stream in accordance with the best available technical advice and applicable permit conditions or requirements.

~~e.~~f. Use of fertilizers, herbicides or pesticides shall be minimized in the buffer area.

***

(6) Adaptation measures proposed for location within the Resource Protection Area shall meet the following conditions:

a. The selected adaptation measure shall be a nature based solution that uses environmental processes, natural systems, or natural features identified as being appropriate for existing site conditions.

b. An identified adaptation measure shall be selected from one of the following sources: Chesapeake Bay program approved BMP list, the Virginia Stormwater BMP Clearinghouse, the VRMC Tidal Wetlands Guidelines, or be a project that is eligible for funding by the Virginia Community Flood Preparedness Fund Grant.

1. Adaption measures should consist of trees, vegetation, stone or enhance existing natural elements.

c. Adaptation measures approved for use in the RPA shall be designed, installed, and maintained in accordance with the applicable specifications for the selected adaptation measure.

d. Adaptation measures should be placed channelward of the proposed development whenever possible and should maximize the preservation of mature trees and other natural vegetation to minimize adverse impacts to the RPA and to maximize water quality benefits.

e. The use of fill as a component of an adaptation measure may be permitted, provided it meets the following conditions:

1. The grading and slope by the use of fill shall be no greater than necessary based upon the project specifications and implemented in a manner that minimizes the impact of run-off.

(a) Slopes should be equal to or less than 10% to support water quality conditions, including infiltration.

(b) Slopes less than or equal to 5% or that convey sheet flow of velocities less than one and one half (1.5) feet/second are preferred, to reduce runoff and tidal wave energies.

(c) Slopes greater than the above may be necessary based upon certain site conditions and adaptation measure specifications. In such instances, submittal of additional calculations and engineering plans, and assessments of the impacts of the use of fill on existing vegetation, wetland migration and water movement, both landward and channelward, in support of the proposed slope shall be required.

2. **Fill shall have the necessary biogeochemical characteristics, including sufficient organic content, to support the growth of vegetation and adequate permeability to allow infiltration consistent with project specifications. The applicant shall:**

   (a) **Provide documentation specifying the proposed depth, extent, and type of fill material proposed for use.**

   (b) **Provide documentation that the proposed soils are compliant with the requirements governing the use of lightly contaminated soil consistent with the Virginia Solid Waste Management Regulations or permitting requirements for upland placement of dredge soil, if applicable.**

   (c) **Provide documentation that the newly placed fill is revegetated with multi-strata vegetation inclusive of canopy and understory trees, shrubs, and ground cover consistent with the guidance found in the Buffer Manual. Inclusion of native species is encouraged.**

   (d) **Ensure that the fill area is vegetatively stabilized within seven (7) days.**

3. **The use of fill shall not exacerbate stormwater run-off, and lateral flow onto adjacent properties shall be controlled.**

   (a) **Appropriate erosion and sediment control and stormwater management measures shall be incorporated into the design specifications, including the establishment of positive and proper drainage.**

   (b) **If the adaptation measure triggers separate stormwaters management requirements, then these criteria should be considered in conjunction with those requirements.**

   (c) **Larger scale adaptation measures may require the use of stormwater calculations to ensure these criteria are met.**

   (d) **Any impacts on the management of stormwater upland of the Resource Protection Area created by the use of fill shall be mitigated, as necessary.**

4. **The use of fill for any adaptation measure shall not negatively impact septic systems and drainfields located within the RPA. Where present, the proximity of the adaptation measure using fill should be considered such that the fill will not interfere with the proper function or maintenance of either of these features.**

5. **The use of fill shall be consistent with any applicable local, state, or federal floodplain requirements. The applicant shall provide documentation to verify that proposed adaptation measures do not conflict with any constraints or requirements of floodplain management or flood control provision, including the federal floodplain management regulations found in Title 44 CFR Part 60. The allowance of fill under these provisions does not negate those independent requirements.**

f. The preservation of existing natural vegetation shall be maximized, including mature trees, and land disturbance consistent with design specifications shall be minimized.

g. Adaptation measures shall comply with all federal, state, and local requirements, including any required permits and conditions such as the need for a Water Quality Impact Assessment.

h. Nothing in these provisions shall be construed to authorize approval or allowance of an adaptation measure in contravention of floodplain management requirements, including Sec. 78-60.2.

(7) Buffer requirements for Intensely Developed Areas.

Where the zoning administrator has determined that buffers are to be established, they shall be designed in accordance with the standards established in the *Buffer Manual*. When considering the reestablishment of a buffer within an Intensely Developed Area, the zoning administrator shall encourage the planting of trees, including native species, as a component of such buffer reestablishment measure.

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(o) Resiliency assessment

(1) Submittal of a resiliency assessment that considers the potential impacts of sea level rise, storm surge, and flooding on buffer function in light of a proposed RPA encroachment is required during the review of a plan of development or other review process. Such an assessment is to be based upon the RPA as delineated at the time of the proposed land development and is required in addition to all other requirements of this and other local ordinances. At a minimum the resiliency assessment should contain the following information:

(a) A scaled drawing or aerial image of the proposed project that includes the RPA boundary, required setbacks, existing topography, and a graphic depiction of the anticipated impacts of sea level rise, flooding, and storm surge on the parcel and the proposed project, based upon a review of approved models and forecasts, to include the following:

1. For sea level rise, use the 2017 National Oceanographic and Atmospheric Administration (NOAA) Intermediate High scenario projection curve on the project site. Sea level rise data can be accessed on the AdaptVA website, maintained by the Virginia Institute of Marine Science (VIMS). When determining potential sea-level rise impacts, the applicant should use the model to identify both the extent of anticipated inland migration, as well as the water depth.

2. For storm surge, use the most up to date NOAA hydrodynamic Sea, Lake, and Overland Surges Hurricanes (SLOSH) model on the project site. Storm surge data can be accessed on the AdaptVA website.

3. For flooding, use the most up to date Special Flood Hazard Area and the Limit of Moderate Wave Action (LiMWA) model on the project site according to the Virginia Flood Risk Information System (VFRIS) model in conjunction with the requirements of Section 78-60.2 (Floodplain Overlay). VFRIS includes the Flood Insurance Rate Maps, flood insurance studies, and associated models produced by the Federal Emergency Management

Agency, and is available on the Virginia Department of Conservation and Recreation (DCR) website. When identifying flooding impacts, the applicant may rely on existing use and application of the relevant Special Flood Hazard Area. This data is also accessible on the AdaptVA website.

4. The anticipated impacts shall be based upon a thirty (30) year timeframe, unless the applicant demonstrates that the lifespan of the project proposed for development is less than thirty (30) years based upon the information in 2(b) as approved by the zoning administrator. Where a lifespan of less than 30 years is proposed, the applicant shall provide documentation of proposed building materials, anticipated quality of construction, design specifications, and other materials or information in support of a predicted lifespan of less than 30 years for the project.

(b). A report that analyzes the result of the data and graphic research, and provides the following information:

1. Define the intended service life of the proposed structure(s).
2. Identification of any proposed impact directly from proposed impervious cover or structures in the RPA and the extent of such impact.
3. Identification of extent of impact on the current buffer area including impacts to existing vegetation from the landward movement of water and vegetative migration.
4. Describe the extent to which anticipated impacts can be or have been mitigated by altering the location design, size, or orientation of proposed structures or impervious cover, by preserving and/or supplementing existing buffer areas as provided for in Section 108 of this Ordinance, and/or by considering other limiting site conditions including required setbacks and parcel size, and/or by proposing an adaptation measure in accordance with the provisions of Section 78-60.4(n).
5. Identification of the utilization of existing local programs that already take potential impacts into account through the building permit or site design review processes, such as freeboard requirements enacted through the Floodplain Overlay district.

(c). Apply the results of the resiliency assessment to the proposed development. The zoning administrator will review the [narrative report or form from(b)] along with the water quality impact assessment and determine whether the anticipated impacts necessitate an alteration or conditions to the proposed project or implementation of an adaptation measure for approval.

1. In considering whether a requirement for project alteration or adaptation measure is appropriate, the zoning administrator will ensure that the proposed alteration or adaptation measure is practical, achievable, and necessary to mitigate the identified impact.
2. Where possible, consideration will be given to modifying the proposed development size or location, such that the extent of land disturbance or impervious cover can be reduced to avoid or minimize the area or areas of the parcel that the assessment indicates will be impacted.
3. If the resiliency assessment reveals that impacts on the parcel can be addressed by structural design or siting alterations, then supplemental

information on the potential alterations shall be provided for consideration by the zoning administrator. Supplemental information may include additional sketches or plans, including plan and section views, building specifications, and other supporting materials.

4. Approval may be conditioned on the implementation of the proposed alterations, conditions, or adaptation measure.

5. The resiliency assessment may also indicate that no alterations, conditions, or adaptation measures are required, in which case the applicant may proceed through the remainder of the approval process.

(d). Identify conditions, alterations, or adaptation measures for the proposed development. Should an impact from sea-level rise, storm surge, or flooding be identified that exceeds available design alterations, approval of the proposed project should then be conditioned with the requirement for an adaptation measure and the following information provided:

1. Describe the proposed adaptation measure(s) for the site from one of the sources listed in Section 78-60.4(o)(1) of this Ordinance and submit documentation of the proposed adaptation measure and its suitability for use on the site, such as design specifications, construction methods and materials that will provide shoreline stabilization until vegetation is established, and a proposed maintenance plan.

2. Describe how the selected adaptation measure meets the requirement for being a nature-based solution.

3. Describe how the selected adaptation measure(s) comply with applicable regulatory or permitting requirements. Submit a water quality impact assessment pursuant to Section 78-60.4(n) and a site plan pursuant to Article XV, detailing the proposed placement of the adaptation measure, existing and proposed topography and vegetation, proposed limits of clearing and grading, and mitigation for the area of land disturbance within the RPA, including photographs, and final inspection is required upon completion of installation.

(e) The resiliency assessment may be submitted as a standalone document as part of the plan of development process or it may be submitted as part of a water quality impact assessment pursuant to Section 78-60.4(n) for those projects disturbing less than 2,500-square feet.

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CHAPTER 78 (ZONING)

ARTICLE XVIII. – DEFINITIONS-

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Accessory structure. Accessory structures include, but are not limited to, detached garages, gazebos, free-standing decks, storage buildings or tool sheds, accessory dwelling units, and similar forms of land development that are incidental and subordinate to the principal structure. In-ground pools, patios, terraces, tennis courts,

synthetic turf, and other impermeable landings that do not permit infiltration to groundwater are considered accessory uses of land, not structures.

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Adaptation measure. **A project, practice, or approach to mitigate or address an impact of climate change including sea-level rise, storm surge, and flooding including increased or recurrent flooding.**

***

Applicant. **Any person submitting any application required or permitted pursuant to any of the provisions of this Chapter, and any person on whose behalf such an application is submitted.**

***

Base flood elevation (BFE). ~~The Federal Emergency Management Agency designated 100-year water surface elevation.~~ **The elevation of surface water resulting from a flood that has a 1 percent chance of equaling or exceeding that level in any given year. The BFE is shown on the Flood Insurance Rate Map (FIRM).**

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Best management practices or BMP. ~~Schedules of activities, prohibitions of practices, maintenance procedures, and other management practices, including both structural and nonstructural practices, to prevent or reduce the pollution of surface waters and groundwater systems from the impacts of land-disturbing activities.~~ **A practice, or combination of practices, determined by a state or designated area-wide planning agency to be the most effective practicable means of preventing or reducing the amount of pollution generated by nonpoint sources to a level compatible with water quality goals.**

***

Caliper. ~~A horticultural method of measuring the diameter of a tree trunk for the purpose of determining size. The caliper of the trunk is measured six inches above the ground for trees up to and including four inches in diameter, 12 inches above the ground for trees greater than four inches up to 12 inches in diameter, and at breast height (four and one-half feet) for trees greater than 12 inches in diameter.~~ **The diameter of a tree measured six (6) inches above existing grade.**

Canopy tree. A tree ~~which has an expected height at maturity greater than 30 feet and which produces significant shade because it has a crown that is oval, round, vase-shaped, or umbrella-shaped. See also "tree canopy."~~ **that typically reaches 35 feet in height or taller when mature.**

***

Chesapeake Bay Preservation Area (CBPA). Any land designated by the town pursuant to **§ 9 VAC 25-830-70 to 110 of the Regulations and Section 62.1-44.15:74 of the Bay Act.** ~~part III of the Chesapeake Bay Preservation Area Designation and Management Regulations, § 9 VAC 10-20-10 et seq., and Code of Virginia § 10.1-2107.~~ A CBPA shall consist of the resource protection area (RPA) and the resource management area (RMA). The abbreviated "CBPA" and "CBPAO~~D~~" (Chesapeake Bay Preservation Area Overlay ~~district~~) shall be used interchangeably where the context does not indicate otherwise.

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Construction footprint. **The area of all impervious cover created by development or redevelopment of land, including, but not limited to, buildings, roads, driveways, parking areas and sidewalks, and inclusive of any land disturbed for the construction of such improvements.**

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Critical root zone. ~~An underground area extending laterally in all four cardinal directions from the base of a tree's trunk to a distance typically 1½ times larger than the perimeter of the tree's drip-line.~~ **The area encompassing all of the roots extending to the dripline of a tree.**

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Daylighted stream. **A stream that had been previously diverted into an underground drainage system, has been redirected into an above ground channel using natural channel design concepts as defined in Va. Code §62.1-44.15:51, and where the adjacent lands would meet the criteria for being designated as a Resource Protection Area, as defined in this ordinance.**

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Dripline. **Outermost circumference of a tree's canopy.**

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Fill. **Material such as sand, soil, gravel, or crushed stone which is placed in an area, often to adjust elevation or create land contouring.**

***

Land disturbance or ~~*L*~~***l****and disturbing activity*. ~~Any land change which may result in soil erosion from water or wind or the movement of sediments into state waters or onto lands in the town including, but not limited to, clearing, grading, excavating, transporting and filling of land. The term shall not include:~~ **A man-made change to the land surface that may result in soil erosion or has the potential to change its runoff characteristics, including construction activity such as the clearing, grading, excavating, or filling of land. The term shall not include minor activities such as home gardening, individual home landscaping, and home maintenance or repairs.**

~~(1) Minor land disturbing activities such as home gardens and individual home landscaping, repairs and maintenance work of less than 2,500 square feet;~~

~~(2) Individual service connections;~~

~~(3) Installation, maintenance or repair of any underground public utility lines when such activity occurs in an existing hard-surfaced road, street or sidewalk, provided that such land disturbing activity is confined to the area of the road, street or sidewalk which is hard-surfaced;~~

~~(4) Septic tank lines or drainage fields unless included in an overall plan for land disturbing activity relating to construction of the building to be served by the septic tank system;~~

~~(5) Surface or deep mining;~~

~~(6) Exploration or drilling for oil and gas including the well site, roads, feederlines and off-site disposal areas;~~

~~(7) Tilling, planting or harvesting of agricultural, horticultural or forest crops or livestock feed-lot operations; including agricultural engineering operations as follows: the construction of terraces, terrace outlets, check dams, desilting basins, dikes, ponds not~~

~~required to comply with the Dam Safety Act, Code of Virginia, § 10.1-604, ditches, strip cropping, lister furrowing, contour cultivating, contour furrowing, land drainage and land irrigation;~~

~~(8) Installation of fence and signposts or telephone and electric poles and other kinds of posts or poles;~~

~~(9) Emergency work to protect life, limb or property, and emergency repairs; provided, however, that if the land disturbing activity would have required an approved erosion and sediment control plan, if the activity were not an emergency, then the land area disturbed shall be shaped and stabilized in accordance with the requirements of the town; and~~

~~(10) Repair or rebuilding of the tracks, rights-of-way, bridges, communication facilities and other related structures and facilities of a railroad company.~~

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Mature tree. **A canopy tree with a diameter at breast height (DBH) of 12 inches or greater or an understory tree with a DBH of four (4) inches or greater.**

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Nature-based solution. **An approach that reduces the impacts of sea-level rise, flooding, and storm events through the use of environmental processes and natural systems.**

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Nonpoint source pollution. ~~Pollution consisting of constituents such as sediment, nutrients, and organic and toxic substances from diffuse sources, such as runoff from agriculture and urban land development and use.~~ **Pollution such as sediment, nitrogen, phosphorous, hydrocarbons, heavy metals, and toxics whose sources cannot be pinpointed but rather are washed from the land surface in a diffuse manner by stormwater.**

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Paved surface. Ground surface or structures above the ground covered with clay-fired bricks, concrete recast paver units (including but not limited to grasscrete), poured concrete, blacktop, or other asphaltic or rubber mixture which may include sand or gravel as an ingredient and which creates a hard surface. A graded surface or a surface covered with rolled stone or loose gravel is **an impervious surface, but** not a paved surface. See also "impervious surface."

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Public road. For purposes of the Chesapeake Bay preservation overlay district, public streets or public rights-of-way in the town and publicly owned roads designed and constructed in accordance with water quality protection criteria at least as stringent as requirements applicable to the Virginia Department of Transportation, including regulations promulgated pursuant to ~~(i) the Erosion and Sediment Control Law (Code of Virginia, § 10.1-560 et seq.) and (ii) the Virginia Stormwater Management Act (Code of Virginia, § 10.1-603.1 et seq.)~~ **the Virginia Erosion and Stormwater Management Act (Va. Code §62.1-44.15:24 et seq.**

***

Resource management area (RMA). ~~Lands that if improperly used or developed, have the potential for causing significant water quality degradation or for diminishing the functional value of the resource protection area. RMA is further described in Herndon Town Code section 78-60.4, Chesapeake Bay overlay district.~~ **That component of the Chesapeake Bay**

Preservation Area not classified as a Resource Protection Area. Resource Management Areas include land types which, if improperly used or developed, have the potential for causing significant water quality degradation or for diminishing the functional value of a Resource Protection Area. Resource Management Areas shall be provided contiguous to the entire inland boundary of the Resource Protection Area.

Resource protection area (RPA). That component of the Chesapeake Bay Preservation Area ~~CBPA~~ comprised of lands adjacent to water bodies with perennial flow that have an intrinsic water quality value due to the ecological and biological process they perform or are sensitive to impacts which may result in significant degradation to the quality of state waters. The elements of an RPA are set out in Herndon Town Code section 78-60.4.

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Understory tree. A tree that ~~has an expected height at maturity no greater than 30 feet~~ **typically reaches 12 to 35 feet in height when mature.**

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Water body with perennial flow. ~~A body of water flowing in a natural or open man-made channel year-round, except during periods of drought. The term "water body with perennial flow" includes perennial streams, estuaries and tidal embayments. A perennial stream means any stream that is both perennial and so depicted on the map of Chesapeake Bay Preservation Areas, adopted by the town council. Lakes and ponds that form the source of a perennial stream, or through which the perennial stream flows, are part of the perennial stream. The width of the perennial stream may be measured from either (i) top-of-bank to top-of-bank on the opposite side of the stream of (ii) from Ordinary High-Water Mark (OHWM) to the OHWM on the opposite side of the stream, as defined by 33 CFR Part 328.3(e), as determined by the zoning administrator. Ponds or lakes are to be measured from the limits of the normal water level. Generally, the water table is located above the streambed for most of the year and groundwater is the primary source for stream flow.~~ **A body of water that flows in a natural or manmade channel year-round during a year of normal precipitation. This includes, but is not limited to streams, estuaries, and tidal embayments, and may include drainage ditches or channels constructed in wetlands or from former natural drainageways, which convey perennial flow. Lakes and ponds, into, out of, or through which a perennial stream flows are part of the perennial stream. Generally, the water table is located above the streambed for most of the year and groundwater is the primary source for stream flow.**

TOWN OF HERNDON, VIRGINIA
PLANNING COMMISSION

RESOLUTION

MARCH 23, 2026

Resolution- to recommend approval of Zoning Ordinance Text Amendment – ZOTA #25-06, to amend Chapter 78 (ZONING), ART. VI (Overlay Districts), and Article XVIII (Definitions), to update sections for conformance with the Virginia Administrative Code regarding changes to the Chesapeake Bay Preservation Act.

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

1. The Planning Commission recommends approval of Zoning Ordinance Text Amendment – ZOTA #25-06 by the Town of Herndon Town Council.

Planning Commission Work Session
Agenda Item 3.a.

Agenda Item: **Zoning Map Amendment, ZMA #24-01, 250 Exchange Place**

Meeting Date: March 9, 2026

Category: New Business

Prepared by: Bryce Perry, Deputy Director of Community Development

Description:
This is a preliminary look at the legislative land use application ZMA #24-01, which would rezone the property at 250 Exchange Place to allow redevelopment of the site with multifamily, stacked, and single-family attached residential uses. The slightly less than nine and a half acre property is currently improved with five single-story office buildings, totaling 108,402 gross square feet of office space, and surface parking lots. It has approximately 1000 linear feet of frontage along Herndon Parkway and abuts the Van Buren Estates residential subdivision to its north. The project proposes to demolish all current improvements and redevelop the site in three distinct phases. The first phase would construct major utility infrastructure and new public streets. The next two phases, which could be built in either order, would include a seven-story 400-unit multi-family building in one phase and 62 stacked two-over-two residential units, accessed via new private roads and alleys, in the other phase.

The project would construct two public roads and two private roads, each with street tree verges and sidewalks. On-street parking is provided, and a two-way cycle track is located along one of the new public roads. Existing streetscapes along Herndon Parkway and Exchange Place would also be updated. Private parking is accommodated in an interior structured parking garage for the multifamily building, and the stacked units are served by individual garages and driveways. Private outdoor amenity space for the multifamily is contained within an internal courtyard, and two public open spaces are provided along Herndon Parkway. These open space areas would include passive and active recreational amenities for the public, including a tot lot and sports court.

Background/Timing Impact:
Four submissions have been reviewed by staff for this project. The materials provided to the Planning Commission for this discussion item were part of the fourth submission. Staff review of this submission is ongoing, though near completion, and comments are expected to be provided to the applicant regarding this submission within the next week. A new submission responding to staff comments is expected to be provided for review prior to formal Planning Commission consideration of the item. The intent of presenting this item to the commission, while staff review is ongoing, is to familiarize the commission with the project and help ensure an efficient evaluation when it returns to

the commission as a public hearing item. The generalized development plan (GDP), statement of justification, zoning modification requests, and draft proffer statement are attached. Staff and the applicant are continuing to discuss these items and additional edits are anticipated. However, at this time, there is not an expectation that any significant changes to the overall land use program and design will occur prior to formal review by the commission. Note that zoning modifications are requested as part of the application and staff will be providing comments on each of those requests when the item returns to the commission.

Review Considerations:

- This is the first rezoning application submitted under the policies and recommendations of the Transit-related Growth Area (TRG) Small Area Plan and the subsequent new zoning districts (PD-TRG1 and PD-TRG2). The analysis of the application is largely based on compliance with the guidelines, standards, and codes outlined in those planning and regulatory resources. While some specifics are still being worked out, the overall land use, density, and layout characteristics of the project align with the TRG Small Area Plan.
- The phasing as proposed is unique to how development phasing has occurred previously in Herndon. Staff is continuing to evaluate how best the first phase, which only includes public infrastructure improvements, would be properly implemented during site plan review and construction.
- A traffic impact analysis was conducted that demonstrates changes in trip generation and the need for some mitigation based on the new development. That analysis will be provided to the Planning Commission when the project returns to the commission as a formal item.
- This project would construct one block of a new public street that would parallel Herndon Parkway and one block of Fairbrook Drive, both of which, in their ultimate configurations, are intended as necessary relief valves for the traffic expected at Herndon Parkway intersections as the TRG and HTOC build out.
- The two open space areas along Herndon Parkway would be accessible to the public. Staff is still evaluating the specifics of possible park operations and the specific amenities provided in these areas. At full build-out of the TRG, as intended under the small area plan, both of these areas would serve as parts of larger parks. The park at the corner of Herndon Parkway and Exchange Place is particularly important as it serves as the beginning of a linear park situated under the transmission lines that would extend almost a half mile west to Haley Smith Park.
- Specifics on easements and utility locations remain an area of discussion with a goal of ensuring elements of the GDP such as street trees, buffers, and building footprints are not affected as the engineering work is refined during the site plan review.
- Space and infrastructure constraints dictate challenging buffer and screening conditions in certain areas of the site and staff will be continuing to assess this in its review.
- Four zoning modifications are requested. Staff does not believe the modification

waiving compliance with the requirement to provide landscaping on the top deck of the garage is justified.

- The applicant has committed to proffers to assist with offsetting the impacts of the project. The proffers include, but aren't limited to, commitments regarding, architecture, transportation improvements, uses, easements, environmental design, and cash contributions for certain services. The proffers provided with this discussion item are still in review and, as is true in most cases, will likely continue to be fine-tuned throughout the Planning Commission review.
- The ARB reviewed the architecture and will be providing a report to the Commission outlining general support for the design and identifying certain components that would where additional attention should be given when the item returns to the ARB as a formal item.

Timing Impact:
Typically, Planning Commission reviews of similar projects have taken at least two work sessions. However, there are no required timelines or policies associated with the duration of zoning map amendment reviews. Following its review, the Commission provides a recommendation to the Town Council, which will then deliberate on a final action for the item.

Fiscal Impact:
Replacing 108,402 gross floor area of office and light industrial uses with this new residential-only development as proposed would have implications for property, BPOL, and meals tax revenues. The notable increase in town residents would also impact public services and increase usage of transportation and utility infrastructure. The proffers address some ways in which these impacts may be offset, including transportation and utility mitigation measures as well as cash contributions. The project also improves portions of town property and would otherwise need to be completed by the town. The town is in the process of engaging a firm to develop a model to assist in the evaluation of the fiscal impact of new developments. Staff anticipates that some additional details regarding the fiscal impact of this project may be available as this application moves forward, but the timing is uncertain at this time.

Legal Impact:
None at this time.

Staff Recommendation/Next Steps:
The Planning Commission is asked to review the materials prior to the work session and be prepared to discuss any components of the proposed project that require further explanation or that may be an area of concern as the case moves into a formal commission evaluation in the coming months.

Attachments:
1. ZMA24-01 Statement of Justification
2. ZMA24-01 GDP

3. ZMA24-01 Combined Modification Requests
4. ZMA24-01 Draft Proffer Statement

STATEMENT OF JUSTIFICATION
EXCHANGE PLACE
ZONING MAP AMENDMENT

December 20, 2024

I. Overview

This project seeks approval to demolish existing office structures and construct a 400-unit multifamily residential building and garage, and 62 stacked (or back-to-back) townhouse units along a new urban street grid with quality open space, amenities, streetscape, and bicycle facilities to realize the Town's recently adopted Transit-Related Growth (the "TRG") area vision.

A. Application: Zoning Map Amendment
B. Applicant: Herndon Van Buren LLC
C. Address: 250 Exchange Place, Herndon, VA 20170
D. Parcels: 016-4 ((10)) 0001B (the "Site" or "Property")
E. Site Area: 410,222 sf (approximately 9.42 acres)
F. Existing Use: Office
G. Proposed Use: Residential (multifamily, stacked (or back-to-back) townhouse)
H. Existing/Proposed Zoning District: O&LI (Office and Light Industrial District) / Proposed district is to be determined

II. Background

This Zoning Map Amendment ("ZMA") application (the "Application") is filed on behalf of Herndon Van Buren LLC (the "Applicant") as title owner of the property located at : 250 Exchange Place (the "Property" or the "Site") also identified as Tax Map parcel 016-4 ((10)) 0001B. The Property is within a larger area comprised primarily of low-rise office and industrial spaces developed during the 1980s and 1990s.

The Property is currently home to the Van Buren Office Park, a 5-building complex of 1-story office buildings and surface parking that was built in the mid-1980s. The buildings are positioned to soon need to renew leases, which would also require extensive building system upgrades, or the Property can transition to a new and better use. The ownership team believes the Site is positioned to transition to a new residential neighborhood in order to achieve the vision laid out by the recently adopted TRG Small Area Plan (the "SAP").

The Property is part of a new Small Area Plan (Transit-Related Growth Area #CPA 23-01) that was recently adopted (04/23/24) by Town Council. The Applicant team was heavily involved in supporting that public effort. The adoption of the TRG SAP precipitates the need for new Zoning Districts through a Town Zoning Ordinance Text Amendment (the "ZOTA"). This ZOTA (#24-02 PD-TRG1) is currently under review. Planning Commission at their 11/18/24 recommended approval of a draft ZOTA. Town Council, will consider the ZOTA in January 2025. Afterwards another ZOTA for the proposed stacked townhouse portion of the Application will be considered. We understand, in discussions with Town Staff and the Town Manager, that we are proceeding with this ZMA

application at our own risk given uncertainties regarding the Zoning requirements that will ultimately govern this Property. It is our intention that review of this ZMA application will benefit staff, the public, and other TRG landowners by testing certain draft Zoning requirements with this real-world proposal. It is our hope that during the early review of this ZMA application the ZOTA will be adopted by Town Council.

III. Location and Existing Conditions

The approximately 9.42 acre Property is located on the north side of Herndon Parkway, east of Exchange Place. The Property is zoned O&LI (Office and Light Industrial District). It currently consists of five 1-story office buildings constructed in the mid-1980s, served by surface parking. The Site has two vehicular access points from public rights of way, one from Herndon Parkway, and one from Exchange Place. Land to the west is zoned O&LI and developed with 1980s and 1990s era low-rise office uses. A sliver of land to the north is zoned R-10, and includes the single family detached Van Buren Estates subdivision. The remainder of land to the north is zoned Planned Development Business, and O&LI and consists primarily of public storage and industrial-flex space. Land to the south, on the south side of Herndon Parkway is zoned O&LI and includes the Fairbrook development site. Finally, land on the south side of Herndon Parkway is zoned Planned Development Transit Oriented Core and is developed with 1980s and 1990s era low and mid-rise office, which include several development approvals for high-rise mixed uses.

IV. Development Program

The Application will implement the Town's Comprehensive Plan vision of creating a new urban residential neighborhood consisting of medium and low-density residential uses identified by the recently adopted TRG SAP. The proposal places the 6-story multifamily building along Herndon Parkway, and places the stacked townhouses further north, both per the TRG SAP guidance. The building locations, along with location of other site elements such as landscape buffers are strategically located to both buffer less intense uses (single family detached to the north) while relating to the surrounding and future uses. The Proposal will replace a suburban, automobile-centered design with a more balanced approach that caters more to pedestrians and bicyclists. By providing an inviting, engaging streetscape environment along with an attractive passive and active public open space the proposed plan prioritizes pedestrian and bicyclist safety, convenience, and comfort.

Uses

Two residential uses are proposed for the Site, multifamily residential dwellings, and stacked townhouse dwellings. We are proposing the option to alternatively provide "back-to-back" townhouse dwellings instead of the stacked. A midrise (6-story) multifamily residential building would occupy the southern portion of the site fronting on Herndon Parkway, with stacked townhouses in the northern portion of the site closer to existing residential neighborhoods. In total, approximately 462 total residential units are proposed - 400 multifamily units (approximately 420,000 gross floor area), and 66 stacked towns (approximately 160,000 gross floor area). The overall proposed gross floor area is approximately 580,000 square feet or approximately 1.41 FAR. In terms of dwelling units per acre, overall the proposal is for approximately 49.05 dwelling units/acre.

Multi-Family

An approximately 400-unit, midrise (6-level) residential building will front on Herndon Parkway in an east-west orientation. The building is essentially a large "ring" shape with a corridor of residential units down the middle of the "ring" forming two voids within the residential building. The void on the west will contain a multilevel parking structure. The void on the east will contain an outdoor private amenity space. Neither the garage nor the private amenity space will be visible from the street due to their being completely wrapped with residential units. The building's lobby will be oriented to the Herndon Parkway streetscape nearest Fairbrook Drive. Fairbrook Drive will also have on-street parking, some of which we hope to be marked for short term parking for drop-offs such as Uber and Door Dash. Based on staff's preapplication comments, collocating the lobby and short term parking closer to Exchange Place was not preferred. The lobby and other active common areas will line most of the Herndon Parkway streetscape, helping to activate the sidewalk as much as possible. Vehicular access into the garage is provided off of Park Drive along the north. Loading, refuse, and recycling is located off Exchange Place, as far away from Herndon Parkway as possible. The maximum proposed building height is 85 feet (6 floors).

Stacked Townhouses

The approximately 62 stacked (or back-to-back) townhouses are proposed in the northern portion of the site. There will be 31 building footprints. One row of units fronts along Park Street, creating a strong urban street edge for this new street. A second row of units will front on Private Road B with two additional small rows north of Private Road B. The massing and density for this product type is in keeping with the TRG SAP's idea to step down density and building heights in the portion of the property closest to the existing residential neighborhood further north. These stacked townhouses consist of 4-levels with rear-loaded garages off alleys. The bottom two levels consist of the garage as well as the first unit. The second larger unit sits on the top two levels. The maximum proposed height is 55 feet.

Streets and Access

The Site is bounded on the south by Herndon Parkway, and on the west by Exchange Place, two public rights of way. The Proposal will build two new streets per the TRG SAP guidance. Fairbrook Drive will be built through the eastern portion of the site, and Park Drive will be built through the center of the site, parallel to Herndon Parkway. The two access points into the site are both from Herndon Parkway. One off a new intersection at Fairbrook Drive and Herndon Parkway, the other at the existing intersection of Exchange Place and Herndon Parkway. A series of private roads and alleyways connect the stacked townhouses to both Park Drive and Exchange Place. These new streets and alleyways form part of a new urban street grid for the neighborhood, and will permit logical connections with surrounding properties when they redevelop in the future. The multifamily building's garage access is off of Park Drive, and the loading and refuse/recycling are off of Fairbrook Drive. Short term parking for drop-offs such as Uber and Door Dash are anticipated to be within several on-street parking spaces on Fairbrook Drive, adjacent to the multifamily building's lobby on Herndon Parkway.

Building Setbacks and Landscape Buffers

The multifamily building is setback approximately 22 feet from Herndon Parkway's face of curb. The building is approximately 36 feet from Park Drive's face of curb (28 feet if you exclude the 8 feet of horizontal space for on-street parking). A balcony element of the building projects 2' into this space, however we believe these balconies will help to activate the pedestrian sphere and also mimic/compliment the massing and pattern of the stacked townhouses on the other side of the

street. In addition, along Park Street, stoops sit within the building zone, further activating the pedestrian realm. The multifamily building setback from Fairbrook Drive's face of curb is approximately 26.5 feet (18.5 feet if you exclude the 8 feet of horizontal space for on-street parking). The building setback along Exchange Place is large along most of its frontage due to the existing Dominion Virgina transmission line easement, however the building setback at the far northwestern corner along Exchange Place is much narrower and is setback approximately 30 feet from Exchange Place's face of curb.

The stacked townhouses are setback approximately 26.5 feet from Park Drive's face of curb (18.5 feet if you exclude the 8 feet of horizontal space for on-street parking). Along Exchange Place, the closest unit/pinch point for the row of units along Park Drive is setback approximately 23 feet from the face of curb.

Along the northeastern property line, abutting the commercial uses, the units are setback at least 66 feet from the property line, and at least 52 feet from the residential uses. A landscape buffer is provided along the entire northern/eastern property line. The buffer varies in width but is 50-70 feet wide abutting the existing residential. Abutting an existing offsite stormwater pond that serves the existing residences, the buffer narrows from a maximum of 50' to the narrowest point of 15' wide. The buffer is heavily planted with trees, shrub plantings, ground cover, and enhanced plantings. Trees will be planted where possible to further enhance the landscape buffer, but most of the land along this periphery contains several large utility easement (stormwater and sanitary sewer) serving offsite uses properties. A fence will run along the property line and/or between the stacked townhouses and the existing residential. Please see GDP plan sheet #13 and 13.1 for detailed information of the landscape buffer. The landscape buffers along the four streets are as described below in "Streetscape and Bicycle Facilities."

Streetscape and Bicycle Facilities

The Project proposes to improve the existing streetscapes along Herndon Parkway and Exchange Place. Streetscapes will be built along the newly constructed Park Drive and Fairbrook Drive. Both Herndon Parkway and Park Drive will include off street bicycle facilities.

Herndon Parkway will include a 22' wide streetscape. This includes a 8' wide tree zone, 8' wide shared use bicycle/pedestrian facility, and a 6' wide (private) building zone.

Exchange Place's frontage along the multifamily building will have a varied streetscape width but will include a minimum 30' wide streetscape. This includes a 13' wide tree zone, 6' wide sidewalk, and a 13' wide (private) landscape buffer. Exchange Place frontage along the stacked townhouse block has a varied streetscape width. The closest unit/pinch point for the row of units along Park Drive is setback approximately 23 feet from the face of curb. Within the setback streetscape includes an approximately 9' wide tree zone, 6' sidewalk, and 8' space for landscaping. For the row of units further north, the closest unit is setback approximately 19' from face of curb. The 19' includes an 8' wide tree zone, 6' sidewalk, 5' space for landscaping.

Park Drive's south side frontage along the multifamily building will include a 28' wide streetscape. This includes a 6.5' wide tree zone abutting the parallel parking, 9" concrete wedge, an 8' wide 2-way cycle track, another 9" concrete wedge, a 6' wide sidewalk, and a 6' wide (private) building zone. Park Drive's north side frontage along the stacked townhouse block will include an 18.5' wide streetscape. This includes a 6.5' wide tree zone, 6' wide sidewalk, and a 6' wide (private)

building zone. Park Drive will include 8’ wide on-street parking spaces on both the south and north side of the street. Within the portion of the tree zones abutting the on-street parking, we will provide paved step-offs for these on-street parking spaces.

Fairbrook Drive’s west side will include an 18.5’ wide streetscape. This includes a 6.5’ wide tree zone, 6’ wide sidewalk, and a 6’ wide (private) landscape/tree zone. Fairbrook Drive’s east side abutting the proposed open space will include a 12.5’ wide streetscape. This includes a 6.5’ wide tree zone, and a 6’ wide sidewalk. There will be 8’ wide on-street parking spaces on both the east and west sides of the street. Abutting tree zones will include paved step-offs for these on-street parking spaces. We are requesting that several of these on-street parking spaces be marked for short term parking for drop-offs such as Uber and Door Dash, adjacent to the multifamily building’s lobby on Herndon Parkway.

Secure, weather-protected bike parking will be provided for multifamily residents within the parking structure. They will be parked at a rate of 0.20 bike stalls/unit, or 400 units x 0.20 stalls = 80 bike stalls. Adjacent to this, we will also provide a space for bicycle repair and maintenance.

Open Space and Recreational Facilities

The project provides approximately 42% open space on approximately 4 acres (175,000 sf). This includes both publicly accessible open space, and private open space. Additional private open space not counted towards these numbers is provided within the private ground level courtyard of the multifamily building for multifamily residents and guests. Large areas on the east and west side of the Herndon Parkway frontage are set aside for publicly accessible open space. These open spaces will be coordinated with the proposed streetscape improvements to enhance the functionality of the open spaces

Parking

Parking for the multifamily building is provided within a parking structure. This includes all visitor parking for the multifamily building. The project is required to provide 1.25 space/unit or 500 parking spaces (1.25 x 400 units = 500 parking spaces). The project provides 515 parking spaces within the garage. This does not include on-street public parking. 2% of the total multifamily parking spaces will be EV charging spaces and 15% will be EV-ready (inclusive of the 2%).

Each townhouse unit will include one garage space below the unit, and one driveway space outside of the alleyway, along with 35 surface parking spaces within the private streets of the townhouse development block. The project is required to provide 2.3 space/unit or 143 parking spaces (2.3 x 62 units = 143 parking spaces). The project provides 159 parking spaces within 124 spaces being on-lot and 35 on-street spaces.

In addition, beyond the above parking spaces, there are 43 additional on-street parking spaces on Park Drive (26 spaces) and Fairbrook Drive (17 spaces). Several of these are proposed for short term/drop-off parking on Fairbrook Drive near the multifamily lobby for Uber and Door Dash type functions.

Transportation Impact Analysis

The Applicant is coordinating the TIA with appropriate Town staff. The Applicant held a TIA scoping meeting with staff on 05/16/24 and received the signed scoping document on 05/30/24.

The TIA study was submitted to staff and staff has provided comments. TIA responses will be provided to appropriate staff on a parallel track within the next few weeks.

V. Complies With Comprehensive Plan's Redevelopment Criteria

For the reasons stated below, this application fully complies with the Comprehensive Plan's Redevelopment Criteria.

1. Where the property proposed for development adjoins areas that are Neighborhood Conservation, potential impacts upon the residential area should be a primary factor. The effectiveness of mitigation of those impacts through physical separation as well as constructed and vegetated buffer treatments shall be a major consideration in evaluating proposals.

   Response: The proposal mitigates impacts on the adjacent residential uses to the north and east by proposing a less intense use (residential) than exists today, and by providing structure setbacks, landscape buffering, and focusing the taller buildings on the portion of the site further from the residential uses.

2. Compatibility with existing land use and zoning shall be a primary factor, particularly where there are stable long-term uses in place.

   Response: We believe the proposed multifamily and stacked townhouse uses are compatible with existing and future surrounding uses which include (existing)residential to the north and office and industrial uses to the west and east. The most dense portions of the project will face the surrounding office and industrial uses.

3. Industrial uses shall be considered only when they can demonstrate excellence in meeting performance standards of the zoning ordinance, excellence in site design and buffering and avoidance of negative impacts on the environment.

   Response: Not applicable

4. The extent to which a proposal features beneficial consolidation of parcels with an effective master plan of development.

   Response: Parcel consolidation is not proposed. However, the size of the project assemblage allows for a functional and effective site layout.

5. The extent to which a proposal removes a property from a non-conforming status with respect to the zoning ordinance or if conforming due to a variance, the extent to which the proposal removes the current use and provides for a use allowed in the applicable zoning district.

   Response: Not applicable

6. Public Services Impact: Development applications should be evaluated for their impact on public services. For example, commercial and residential uses should have easy

access to mass transit routes and public recreation areas. Impacts on schools, parks and recreation, public safety, water and sewer infrastructure, transportation and traffic impact must be mitigated or alleviated in development applications.

Response: The development is adequately served by all public facilities, with any impacts to be mitigated.

7. Use of environmentally sound practices including green roofs, natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers. Use of natural site amenities (e.g., quality trees, streams, etc.) through sensitive building placement, street and parking lot design/construction.

   Response: The project will include environmentally sound building practices.

8. Efforts to minimize the amount of impervious surface and provision of stormwater management facilities which can be retained as open space amenities. Use of bioretention and best management practices for stormwater retention wherever possible.

   Response: The project will minimize the amount of impervious surface on site, to the extent practicable.

9. Mitigation of noise impacts of the development and/or adjacent streets.

   Response: Landscape buffers will be provided to mitigate some noise impacts. In addition, proposed buildings will block much of the potential noise impacts on existing residential to the north.

10. Provision of wired fiber optic, wireless capabilities or other technologies to eliminate the need for satellite dishes in commercial and residential areas.

    Response: The project will install communication lines underground.

11. Placement of native trees and woody vegetation for energy conservation and other positive impacts. Planting of canopy shade trees in planting islands, serving to provide shade, reduce heat, absorb stormwater and visually break up large parking areas.

    Response: The project will install some native plantings and will include required landscaping along the public and private streets and open spaces.

12. Use of architectural masses scaled to relate positively to the site and to adjacent uses through consideration of building size, design, siting, setbacks and landscaping.

    Response: The tallest building heights and largest building masses are proposed to face Herndon Parkway while the shorter buildings with smaller massing will face the adjacent residential uses.

13. Mitigation of height impacts of proposed structures on existing neighboring structures through consideration of factors such as architectural design, provision of generous buffer areas, and avoidance of blocking sunlight to adjacent structures; neighborhood reception to the proposal should be considered.

Responses: The tallest building heights and largest building masses are proposed to face Herndon Parkway while the shorter buildings with smaller massing will face the adjacent residential uses.

14. Use of structured parking whenever possible; integrate parking decks into overall building architecture.

    Response: Structured parking will be utilized for the multifamily building, and will be fully wrapped with the multifamily units.

15. Provision of secure bicycle parking areas.

    Response: Secure bicycle parking will be provided.

16. Incorporation of pedestrian plazas at major building entrances, featuring special paving, seating, plantings and water features such as fountains.

    Response: A pedestrian plaza will be provided, along with the required associated amenities.

17. Provision of outdoor architectural elements such as trellises, kiosks, public art and bus shelters.

    Response: The project provides streetscape and landscape elements.

18. Integration of on-site service (e.g., loading areas, trash collection containers, or utility substations) and amenity features into overall functional and design scheme; provision of a high quality image to all off-site public views.

    Response: The project incorporates service areas in a way to minimize their aesthetic impact as viewed from within the site, and from outside of the site.

19. Placement of utility lines underground, screening and landscaping utility substations and service areas from public view.

    Response: As much as feasible, utility lines will be placed underground, and any above ground utility structures will be screened and hidden as much as possible.

20. Assistance with the provision of a continuous pedestrian/open space system linking the project to existing and planned community amenities and activity nodes.

    Response: The project will provide new and improved pedestrian and bicyclist facilities along both Park Drive and Herndon Parkway. New and improved pedestrian links will also be provided along Exchange Place and Fairbrook Drive. In addition, two major open space amenities will be provided along Herndon Parkway.

21. Consolidation of parcels wherever possible. This results in opportunities for better site design, more efficient use of site, better drainage controls, fewer curb cuts, and better landscape design.

Response: Parcel consolidation is not proposed. However, the size of the project assemblage allows for a functional and effective site layout.

VI. Complies With Transit-Related Growth Area's Plan Principles

1. A LIVE-WORK-RIDE-PLAY COMMUNITY

   The TRG will realize different sub-areas with differentiated predominant uses and densities, like neighborhoods within the larger area, resulting in a self-sustaining community where residents meet all, or most of their needs, within a short distance. This future will incorporate abundant mixed-use development and affordable multi-family housing, configurations of uses that support transit-related lifestyles, memorable destination uses, and central public neighborhood assets like parks and retail.

   Response: The proposal provides for a mix of housing types and at a density that is both economically viable and that will support the Town's investment in transit facilities. The publicly accessible open spaces along Herndon Parkway will help to create a sense of place and achieve the Town's vision for this new neighborhood.

2. CONNECTED REDEVELOPMENT

   The future TRG will realize cross-parcel connectivity that fosters more vehicular routes and pedestrian and bicycle connectivity, more like a truly integrated part of the town of Herndon, rather than concentrating all circulation and access on the Herndon Parkway. This new network will augment trails, cycle tracks, and the vehicular network, integrate connections to Metro, Sugarland Run Trail Park and the W&OD trail, rethink the Herndon Parkway as a multi-modal Parkway, and generate a porous landscape of development that encourages walking and next-gen personalized mobility, as well as greater connectivity with surrounding residential neighborhoods.

   Response: The proposal is to build two new streets, which include generous streetscape, on street parking, and bicycle facilities. In addition, it will improve the existing facilities along two existing streets. The design of the streets will also enable logical future extensions to abutting properties. This will be an integral part of realizing the Town's TRG SAP urban street grid.

3. LANDSCAPE AS A DRIVER

   The TRG will be defined by a rich landscape environment. Greenery, open space and parkland is a major characteristic of the Town of Herndon. The TRG site area is largely impervious surface today, but in the future will become much greener by integrating and elevating Sugarland Run as a placemaking asset, growing a network of naturally-connected open spaces, imagining redevelopment that is green and environmentally performative, and affirming a commitment to sustainability across all development.

   Response: The proposal is for over 43% open space, most of which will be pervious surface and will include richly landscaped areas. Most of this will be publicly accessible, and is located and designed to be highly visible and accessible to the

public. Inviting green, open spaces are located along Herndon Parkway on both the east and west end of the frontage.

For all of the aforementioned reasons, the Applicant respectfully requests that Staff and Planning Commission endorse, and the Town Council approve this Zoning Map Amendment application.

DEVELOPMENT PLAN

EXCHANGE PLACE

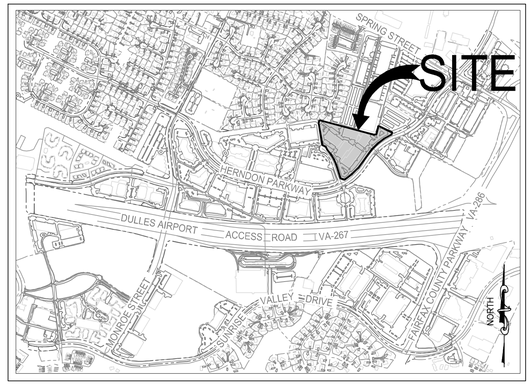
TOWN OF HERNDON, VIRGINIA

SUBMISSION 1 - JUNE 14, 2024

SUBMISSION 2 - DECEMBER 20, 2024

SUBMISSION 3 - JUNE 27, 2025

SUBMISSION 4 - DECEMBER 29, 2025



VICINITY MAP

SCALE: 1" = 2000'

PROJECT TEAM

THE PROJECT TEAM IS COMPRISED OF THE FOLLOWING:

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

FOR ANY INQUIRIES ABOUT THIS DEVELOPMENT PLAN, PLEASE CONTACT:

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3330 WASHINGTON BOULEVARD, SUITE 220
ARLINGTON, VA 22201

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

APPLICANT / OWNER

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

3330 WASHINGTON BOULEVARD, SUITE 220

ARLINGTON, VA 22201

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ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION

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

SHEET TITLE:

COVER SHEET

SHEET No.

01

P:\Projects\23008899.00\exchange place development plan\113159 development plan\01 COVER SHEET.dwg, 12/22/2025 3:38:47 PM, Jason M. Allagna.

GENERAL NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEGAL DESCRIPTION:

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

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

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

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

PROJECT NARRATIVE:

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

PROPOSED SITE TABULATIONS (ZONES TRG1 & TRG2)

SITE AREA:	TOTAL PARCEL AREA	= 9.41 AC. (410,221 SF)
	AREA OF STREET DEDICATION	= 1.73 AC± (75,455 SF±)
	NEW LOT 1A & 1B	= 4.75 AC± (207,165 SF±)
	NEW LOT 2	= 2.93 AC± (127,601 SF±)
PROPOSED USE:	MULTIFAMILY RESIDENTIAL	
DENSITY:	462 DWELLING UNITS STACKED AND/OR BACK-TO-BACK TOWNHOUSE (TH)	= 62 UNITS (160,000 GSF)
	MULTIFAMILY (MF)	= 400 UNITS (450,000 GSF)
	TOTAL RESIDENTIAL DENSITY	= 49.10 DU / ACRE
	GROSS SITE DENSITY	= 1.49 FAR
OPEN SPACE:	147,000 SF (43% OF TOTAL PROPOSED SITE AREA - *SEE SHEET 06*)	

SETBACKS (MEASURED FROM FACE-OF-CURB):

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

BUILDING HEIGHT:

TH: 55' MAXIMUM
MF: 85' MAXIMUM

PARKING:

TH REQUIREMENT	= 2.0 SPACES / DU X 62 UNITS PROVIDED
TH REQUIRED	= 124 SPACES
TH PROVIDED	= 124 SPACES (ON-LOT) 62 DRIVEWAY SPACES + 62 GARAGE SPACES
TH BIKE PARKING	= 1 SPACES / 10 DU X 62 UNITS PROVIDED
TH REQUIRED	= 6 SPACES
TH PROVIDED	= 6 SPACES
MF REQUIREMENT	= 1.25 SPACES / DU X 400 UNITS PROVIDED
MF REQUIRED	= 500 SPACES MINIMUM
MF PROVIDED	= 529 GARAGE SPACES
ACCESSIBLE SPACE	= 34 SPACES (1/15 OF SPACES PROVIDED (50/15 = 33.3)
EV SPACE	= 12 SPACES (2% OF SPACES PROVIDED)
EV READY SPACE	= 78 SPACES (15% OF SPACES PROVIDED) *(TOTAL INCLUDES 12 EV SPACES)*
MF BIKE PARKING	= 1 SPACES / 5 DU X 400 UNITS PROVIDED
MF REQUIRED	= 80 SPACES
MF PROVIDED	= 80 SPACES
MF LOADING REQUIRED	= 1 SPACE / 200 DU X 400 UNITS PROVIDED
MF LOADING PROVIDED	= 2 LOADING SPACES (INSIDE BUILDING)
STREET PARKING	= 41 TOTAL PARALLEL SPACES (3 STREET SPACES ARE ACCESSIBLE)

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



SOIL NO.	SOIL NAME
95	URBAN LAND

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

ROONEY PROPERTIES
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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
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12/29/2025
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DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION

PROJECT No.: 23008899.00
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SHEET TITLE:

GENERAL NOTES & DETAILS

SHEET No.
02

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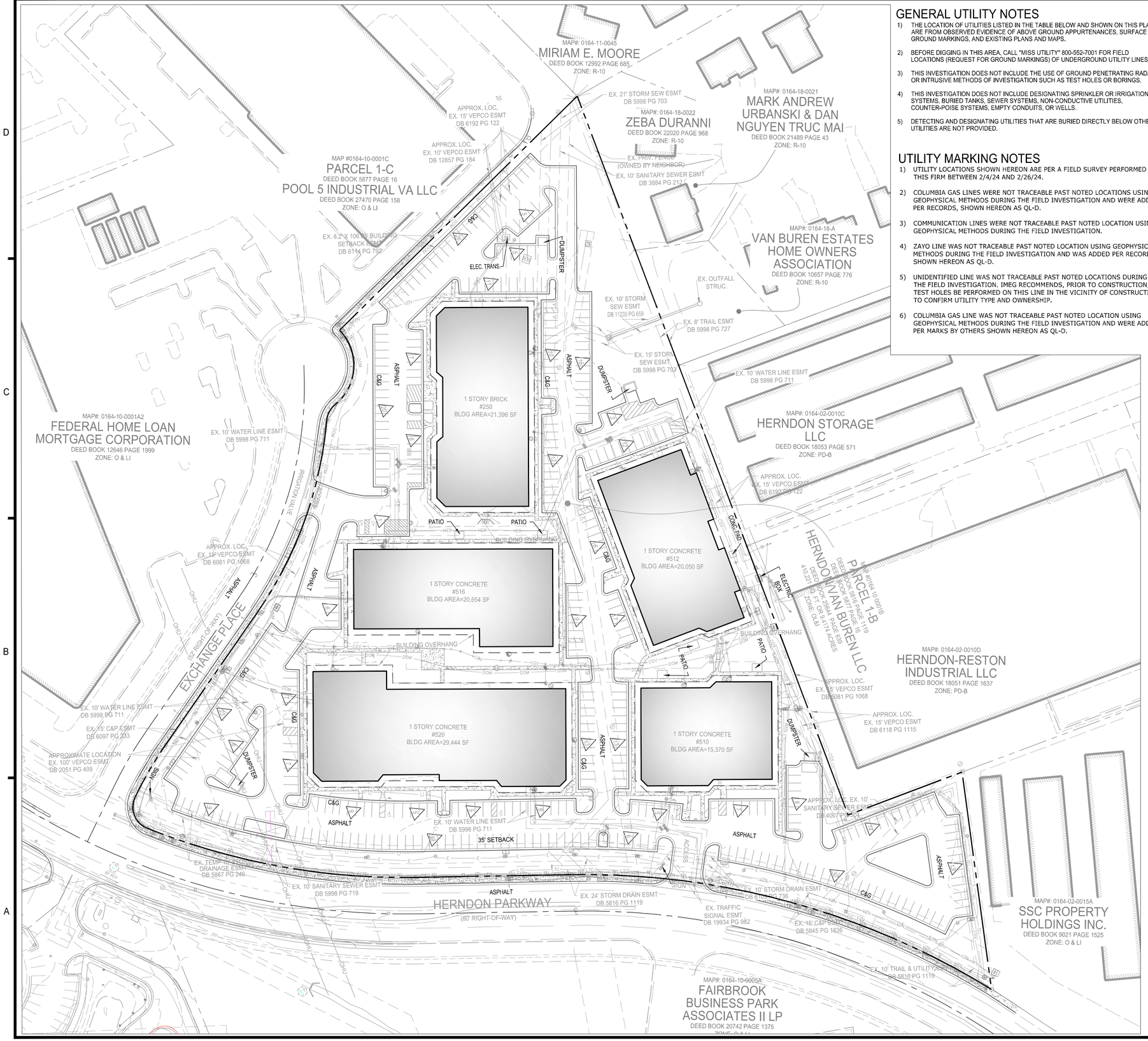

GENERAL UTILITY NOTES

1) THE LOCATION OF UTILITIES LISTED IN THE TABLE BELOW AND SHOWN ON THIS PLAT ARE FROM OBSERVED EVIDENCE OF ABOVE GROUND APPURTENANCES, SURFACE GROUND MARKINGS, AND EXISTING PLANS AND MAPS.

2) BEFORE DIGGING IN THIS AREA, CALL "MISS UTILITY" 800-552-7001 FOR FIELD LOCATIONS (REQUEST FOR GROUND MARKINGS) OF UNDERGROUND UTILITY LINES.

3) THIS INVESTIGATION DOES NOT INCLUDE THE USE OF GROUND PENETRATING RADAR OR INTRUSIVE METHODS OF INVESTIGATION SUCH AS TEST HOLES OR BORINGS.

4) THIS INVESTIGATION DOES NOT INCLUDE DESIGNATING SPRINKLER OR IRRIGATION SYSTEMS, BURIED TANKS, SEWER SYSTEMS, NON-CONDUCTIVE UTILITIES, COUNTER-POISE SYSTEMS, EMPTY CONDUITS, OR WELLS.

5) DETECTING AND DESIGNATING UTILITIES THAT ARE BURIED DIRECTLY BELOW OTHER UTILITIES ARE NOT PROVIDED.

UTILITY MARKING NOTES

1) UTILITY LOCATIONS SHOWN HEREON ARE PER A FIELD SURVEY PERFORMED BY THIS FIRM BETWEEN 2/4/24 AND 2/26/24.

2) COLUMBIA GAS LINES WERE NOT TRACEABLE PAST NOTED LOCATIONS USING GEOPHYSICAL METHODS DURING THE FIELD INVESTIGATION AND WERE ADDED PER RECORDS, SHOWN HEREON AS QL-D.

3) COMMUNICATION LINES WERE NOT TRACEABLE PAST NOTED LOCATION USING GEOPHYSICAL METHODS DURING THE FIELD INVESTIGATION.

4) ZAYO LINE WAS NOT TRACEABLE PAST NOTED LOCATION USING GEOPHYSICAL METHODS DURING THE FIELD INVESTIGATION AND WAS ADDED PER RECORDS, SHOWN HEREON AS QL-D.

5) UNIDENTIFIED LINE WAS NOT TRACEABLE PAST NOTED LOCATIONS DURING THE FIELD INVESTIGATION. IMEG RECOMMENDS, PRIOR TO CONSTRUCTION, TEST HOLES BE PERFORMED ON THIS LINE IN THE VICINITY OF CONSTRUCTION TO CONFIRM UTILITY TYPE AND OWNERSHIP.

6) COLUMBIA GAS LINE WAS NOT TRACEABLE PAST NOTED LOCATION USING GEOPHYSICAL METHODS DURING THE FIELD INVESTIGATION AND WERE ADDED PER MARKS BY OTHERS SHOWN HEREON AS QL-D.

CURVE TABLE

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

LEGEND

Utilities - Sanitary
- SANITARY MANHOLE
- CLEAN OUT

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

Utilities - Gas
- GAS VALVE
- GAS METER

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

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

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

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

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

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

UTILITY MARKING LEGEND

Utilities - Miscellaneous
- END OF INFORMATION

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

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

VIRGINIA STATE GRID NORTH
NAD 83

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

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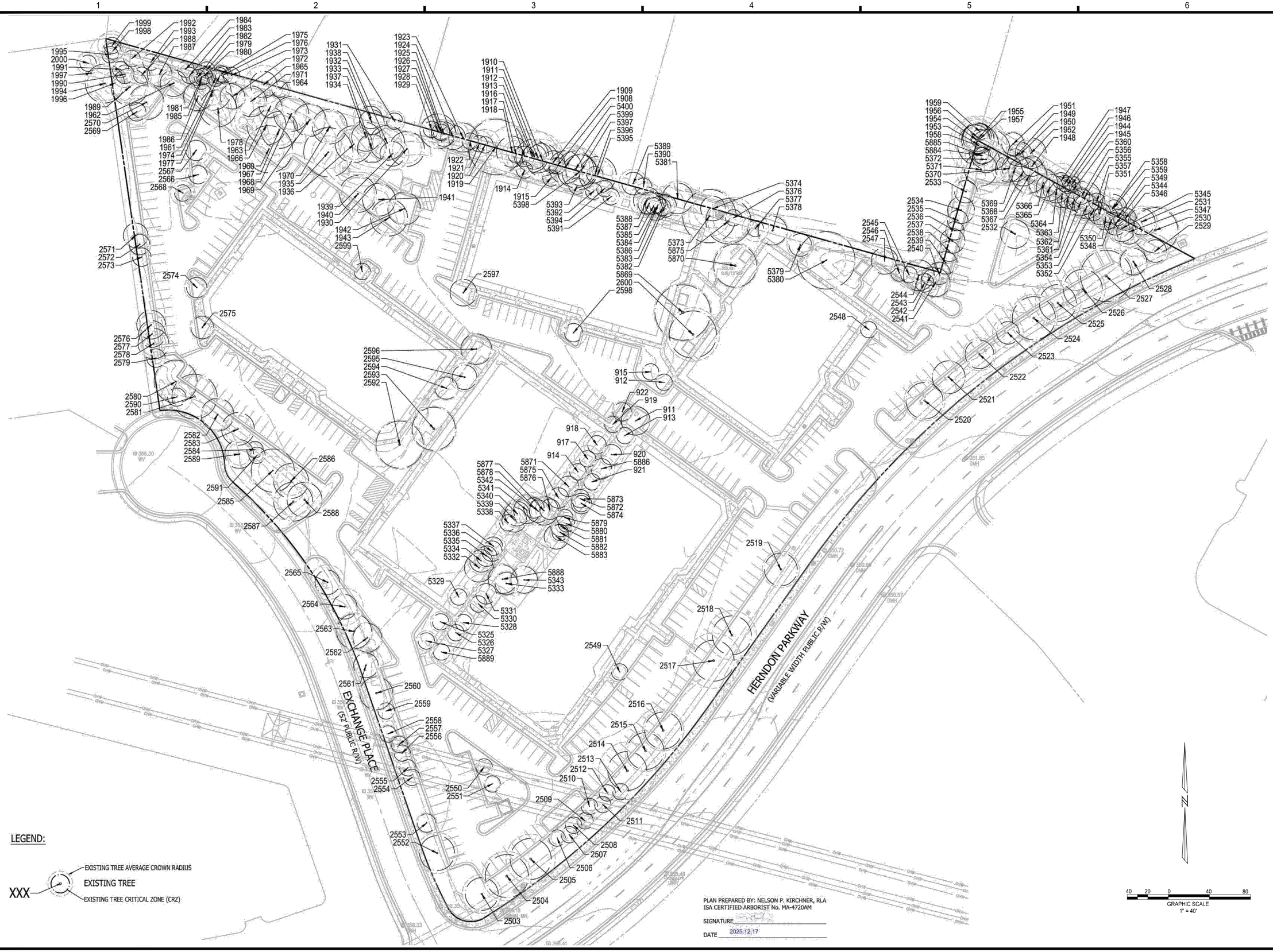
SHEET TITLE:

EXISTING CONDITIONS

SHEET No.

03

P:\Projects\23008899.00\exchange place development plan\113159 development plan\03 EXISTING CONDITIONS.dwg, 12/22/2025 2:38:19 PM, Jason M. Alagna,



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3	4TH PLAN SUBMISSION	12-29-2025

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DATE: 06/03/2024
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DESIGN: CL
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SHEET TITLE:

TREE INVENTORY & PRESERVATION PLAN

SHEET No.

03.1

P:\Projects\23008899.00\exchange place development plan\113159 development plan\03.1 TREE INVENTORY AND PRESERVATION PLAN.dwg, 12/30/2025 2:34:53 PM, Jason M. Allegra,

Tree No.	Species	Size	CRZ	Condition	Canopy Position	Crown Desnsity	Average Crown Radius	Invasive Species	Existing Conditions / Observations
		*DBH (in)	R (ft)	%		%	R (ft)	Yes/No	
911	Magnolia x soulangiana, Saucer Magnolia	7, 6.5, 6.3, 6, 5	14	75.0	Codominant	25	13	No	GIRDLING ROOT. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
912	Magnolia x soulangiana, Saucer Magnolia	3.3, 3, 2.9, 2.6	8	90.0	Intermediate	25	8	No	VOLCANO MULCHED. BURIED ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
913	Magnolia x soulangiana, Saucer Magnolia	6, 5.3	8	78.0	Codominant	25	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
914	Magnolia x soulangiana, Saucer Magnolia	5.6, 5.5	8	78.0	Codominant	25	9	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY
915	Magnolia x soulangiana, Saucer Magnolia	2.7, 2.7, 2.7, 1.6, 1.6	8	75.0	Intermediate	25	8	No	VOLCANO MULCHED, BURIED ROOT COLLAR. MECHANICAL DAMAGE AT BASE OF TRUNK. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
917	Magnolia x soulangiana, Saucer Magnolia	6.2, 5	8	78.0	Codominant	25	9	No	MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
918	Magnolia x soulangiana, Saucer Magnolia	4.7, 4.2, 4.0, 4	9	78.0	Codominant	25	9	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
919	Magnolia x soulangiana, Saucer Magnolia	3.7, 3.3, 2.7, 2	8	78.0	Codominant	25	7	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT AT LOWER TRUNK STEM GOOD STRUCTURE, VIGOR, & VITALITY.
920	Magnolia x soulangiana, Saucer Magnolia	7, 5, 4.5	10	75.0	Codominant	25	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
921	Magnolia x soulangiana, Saucer Magnolia	7.2	8	75.0	Codominant	25	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. MINOR STORM DAMAGE & CANOPY DEADWOOD. GOOD STRUCTURE, VIGOR, & VITALITY.
922	Magnolia x soulangiana, Saucer Magnolia	5, 4.5, 4, 3.1	9	78.0	Codominant	25	9	No	NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY.
1908	Cercis canadensis, Eastern Redbud	4.3, 3.2, 2.7	8	35.0	Suppressed	25	7	No	SEVERE STORM DAMAGE. INTERNAL DECAY AT BASE OF TRUNK STEM. POOR STRUCTURE. FAIR TO POOR VIGOR. FAIR VITALITY.
1909	Juniperus virginiana, Eastern Red Cedar	10.9	11	65.0	Codominant	10.0	11	No	MODERATE LIVE CANOPY RATIO. MULTIPLE HOLLOWS ALONG MAIN TRUNK STEM. FAIR TO GOOD STRUCTURE. FAIR VIGOR & VITALITY.
1910	Quercus palustris, Pin Oak	16.1	16	25.0	Dominant	25	22	No	SEVERE STORM DAMAGE. MULTIPLE BROKEN OUT SCAFFOLD BRANCHES. HOLLOW CAVITY AT ROOT FLARE. POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
1911	Ulmus americana, American Elm	14.8	15	20.0	Dominant	25	20	No	33% UPPER CANOPY DIEBACK. LOW LIVE CANOPY RATIO. MISTLETOE IN UPPER CANOPY. ASYMMETRIC CANOPY. FAIR TO POOR STRUCTURE. POOR VIGOR & VITALITY.
1912	Dead Snag	11.8	12	0.0	Codominant	25	25	No	ASSESSED AS STANDING DEAD. STORM DAMAGED, TOPPED. FUNGUS AT ROOT FLARE.
1913	Quercus phellos, Willow Oak	15.7	16	68.0	Dominant	25	24	No	ASYMMETRIC CANOPY. LOWER CANOPY DEADWOOD (2-3"). FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1914*	Ilex x attenuata, Foster's Holly	5.5	8	55.0	Intermediate	75.0	4	No	CODOMINANT UNION, CODOMINANT STEM RIPPED OUT, LARGE CAVITY AT BASE OF TRUNK. FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1915	Ilex x attenuata, Foster's Holly	3.4, 3.3	8	78.0	Intermediate	80.0	5	No	U-SHAPED CODOMINANT UNION AT LOWER TRUNK STEM. OPEN CAVITY ALONG TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
1916	Cercis canadensis, Eastern Redbud	9, 3.6	10	25.0	Intermediate	25	6	No	V-SHAPED CODOMINANT UNION AT LOWER TRUNK STEM. BOTH LEADERS TOPPED, ONE DEAD & DECAYING. MULTIPLE HOLLOWS ALONG TRUNK STEM. POOR STRUCTURE. FAIR VIGOR & VITALITY.
1917	Cercis canadensis, Eastern Redbud	5.1, 4.6	8	30.0	Intermediate	25	7	No	V-SHAPED CODOMINANT UNION. MULTIPLE HOLLOWS ALONG MAIN TRUNK STEM. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
1918	Ulmus americana, American Elm	15.0	15	50.0	Dominant	25	18	No	V-SHAPED CODOMINANT UNION MID TRUNK STEM. ONE STEM BROKEN OUT. TRUNK STEM LEAN TOWARDS ADJACENT PROPERTY. GIRDLING ROOT (1-2"). UPPER CANOPY DEADWOOD (1"). FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1919	Quercus phellos, Willow Oak	27.2	27	48.0	Dominant	25	27	No	IN DECLINE. APICAL LEADER DEAD & DECAYING. LOWER CANOPY DEADWOOD (<1"). OPEN CAVITY AT BREAST HEIGHT. MULTIPLE GIRDLING ROOTS (<1"). FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
1920	Cercis canadensis, Eastern Redbud	5.4, 3.4	8	15.0	Intermediate	25	8	No	U-SHAPED CODOMINANT UNION W/ VISIBLE SEAM. 3.4" STEM TOPPED. EPICORMIC SHOOTS. MULTIPLE HOLLOWS ALONG MAIN TRUNK STEM. STORM DAMAGED. VERY POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
1921	Cercis canadensis, Eastern Redbud	4.5, 3.5, 3	8	10.0	Intermediate	25	8	No	SEVERE TRUNK STEM LEAN. MULTIPLE HOLLOW CAVITIES THROUGHOUT. STORM DAMAGED. EPICORMIC SHOOTS. VERY POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
1922	Cercis canadensis, Eastern Redbud	5.5, 4.7	8	10.0	Intermediate	25	8	No	3.5" STEM DEAD & DECAYING. EPICORMIC SHOOTS. STORM DAMAGED. VERY POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
1923	Juniperus virginiana, Eastern Red Cedar	14.1	14	90.0	Codominant	20.0	16	No	MINOR ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1924	Cercis canadensis, Eastern Redbud	8.7, 6.7, 5.9	12	20.0	Intermediate	25	11	No	SEVERE STORM DAMAGE. TRI-STEM UNION AT LOWER TRUNK STEM. MULTIPLE HOLLOW CAVITIES THROUGHOUT. DECAY EVIDENT. POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
1925	Juniperus virginiana, Eastern Red Cedar	11.9	12	50.0	Codominant	25.0	10	No	ASYMMETRIC CANOPY. SCAFFOLD BRANCH DEAD & DECAYING. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. FAIR STRUCTURE, COLOR, VIGOR, & VITALITY.
1926	Sassafras albidum, Sassafras	4.7	8	10.0	Suppressed	40	2	No	INTENTIONALLY TOPPED, 8' UP TRUNK STEM. EPICORMIC SHOOTS.
1927	Diospyros virginiana, Common Persimmon	9.4	9	72.0	Codominant	60.0	15	No	LOW LIVE CANOPY RATIO, FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY.
1928	Juniperus virginiana, Eastern Red Cedar	17.4	17	80.0	Codominant	60.0	15	No	ASYMMETRIC CANOPY. DEAD SCAFFOLD BRANCH (SHADED OUT). MINOR TRUNK STEM LEAN. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
1929	Prunus serotina, Black Cherry	6.1	8	60.0	Codominant	25	11	No	TRUNK STEM LEAN. FAIR TO POOR STRUCTURE. GOOD VIGOR & VITALITY.
1930	Leyland Cypress, Cupressus × leylandii	12.9, 10.4	17	85.0	Codominant	85.0	15	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1931	Fraxinus pennsylvanica, Green Ash	5.3	8	5.0	Intermediate	25	8	No	100% UPPER CANOPY DIEBACK. EPICORMIC SHOOTS ALONG LOWER TRUNK STEM. ASIATIC BITTERSWEET IN UPPER CANOPY.
1932	Ulmus americana, American Elm	11.2	11	72.0	Codominant	25	13	No	POISON IVY MID CANOPY. WINTER CREEPER GROUND COVER. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
1933	Ulmus americana, American Elm	11.9	12	68.0	Codominant	25	13	No	V-SHAPED CODOMINANT UNION MID TRUNK STEM. POISON IVY MID CANOPY. WINTER CREEPER GROUND COVER. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1934	Leyland Cypress, Cupressus × leylandii	12.6, 5.3, 4.6	14	85.0	Codominant	70.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1935	Leyland Cypress, Cupressus × leylandii	17.6, 15, 7.2	24	86.0	Codominant	70.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1936	Leyland Cypress, Cupressus × leylandii	13.1, 8.8, 6.5, 5.1	18	87.0	Codominant	70.0	13	No	GUMMOSIS. SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1937	Leyland Cypress, Cupressus × leylandii	13.7	14	85.0	Codominant	75.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1938	Leyland Cypress, Cupressus × leylandii	13.7, 6.1, 6.2	17	85.0	Codominant	80.0	12	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1939	Leyland Cypress, Cupressus × leylandii	12.4	12	85.0	Codominant	65.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.

Tree No.	Species	Size	CRZ	Condition	Canopy Position	Crown Dsnsity	Average Crown Radius	Invasive Species	Existing Conditions / Observations
		*DBH (in)	R (ft)	%		%	R (ft)	Yes/No	
1940	Leyland Cypress, Cupressus × leylandii	13, 12.6	18	85.0	Codominant	90.0	15	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1941	Leyland Cypress, Cupressus × leylandii	16.2	16	85.0	Codominant	90.0	14	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1942	Leyland Cypress, Cupressus × leylandii	10.4, 12	16	70.0	Codominant	95.0	13	No	POORLY PRUNED. VERY ASYMMETRIC CANOPY. FAIR STRUCTURE. FAIR TO GOOD COLOR. GOOD VIGOR & VITALITY.
1943	Leyland Cypress, Cupressus × leylandii	15.1, 8.5, 5.8	18	85.0	Codominant	90.0	14	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1944	Ulmus parvifolia, Chinese Elm	4.2	8	35.0	Intermediate	75	5	Yes	LOW LIVE CANOPY RATIO. JAPANESE HONEYSUCKLE FROM GRADE TO UPPER CANOPY. FAIR TO POOR STRUCTURE, VIGOR, & VITALITY.
1945	Pyrus calleryana, Callery Pear	3.8, 2.6	8	40.0	Intermediate	75	8	Yes	CODOMINANT UNION AT ROOT COLLAR. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. STORM DAMAGED. FAIR TO POOR STRUCTURE. GOOD VIGOR & VITALITY.
1946	Ulmus parvifolia, Chinese Elm	4.9, 3.5	8	50.0	Intermediate	75	12	Yes	CODOMINANT UNION AT LOWER TRUNK STEM. ASYMMETRIC CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. TWISTED STRUCTURE. FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1947	Ulmus parvifolia, Chinese Elm	4.7	8	50.0	Intermediate	75	15	Yes	GRAPE VINE FROM GRADE TO MID CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO LOWER CANOPY. FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1948	Pyrus calleryana, Callery Pear	7.9, 5.7	10	68.0	Codominant	25	12	Yes	V-SHAPED CODOMINANT UNION AT ROOT COLLAR. ASYMMETRIC CANOPY. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1949	Nyssa sylvatica, Blackgum	4.2	8	0.0	Suppressed	25	8	No	ASSESSED AS STANDING DEAD.
1950	Pinus nigra, Austrian Pine	11.8	12	0.0	Codominant	25	10	No	ASSESSED AS STANDING DEAD.
1951	Pinus nigra, Austrian Pine	10.7	11	70.0	Codominant	55.0	12	No	CANOPY LEAN (PHOTOTROPIC). FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
1952	Pinus nigra, Austrian Pine	10.5, 10.5	15	70.0	Dominant	60.0	13	No	U-SHAPED CODOMINANT UNION AT ROOT COLLAR. POISON IVY EMBEDDED INTO TRUNK STEM. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1953	Tilia americana, American Basswood	20.1	20	50.0	Dominant	25	28	No	SEVERE TRUNK STEM LEAN TOWARDS PARKING LOT, LIFTING ROOT PLATE. VERY POOR STRUCTURE. GOOD VIGOR & VITALITY.
1954	Quercus palustris, Pin Oak	13.9	14	68.0	Codominant	25	21	No	ASYMMETRIC CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. PREVIOUSLY STORM DAMAGED. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1955	Ulmus americana, American Elm	15.0	15	82.0	Dominant	75	13	No	MODERATE LIVE CANOPY RATIO. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
1956	Quercus palustris, Pin Oak	13.8	14	68.0	Codominant	25	17	No	ASYMMETRIC CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. SHOWS HISTORY OF STORM DAMAGE. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1957	Diospyros virginiana, Common Persimmon	9.0	9	70.0	Codominant	25	14	No	MINOR STORM DAMAGE. SHOWS HISTORY OF STORM DAMAGE. TWISTED STRUCTURE. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1958	Quercus palustris, Pin Oak	19.8	20	68.0	Codominant	25	25	No	COMMON GREENBRIER & JAPANESE HONEYSUCKLE FROM GRADE TO LOWER CANOPY. ASYMMETRIC CANOPY. LOWER CANOPY DEADWOOD & HANGERS (1-2"). FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1959	Quercus palustris, Pin Oak	3.3	8	30.0	Suppressed	25	9	No	LOW LIVE CANOPY RATIO. JAPANESE HONEYSUCKLE FROM GRADE TO UPPER CANOPY. FAIR TO POOR VIGOR & VITALITY.
1960	Leyland Cypress, Cupressus × leylandii	18.7, 13	23	85.0	Codominant	95.0	15	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1961	Diospyros virginiana, Common Persimmon	3.8	8	15.0	Codominant	25	6	No	IN SEVERE DECLINE. 80% UPPER CANOPY DIEBACK. LOW LIVE CANOPY RATIO. POOR STRUCTURE, VIGOR, & VITALITY.
1962	Leyland Cypress, Cupressus × leylandii	13.4	13	60.0	Codominant	70.0	13	No	APICAL LEADER DEFOLIATED & APPEARS DEAD. SLIGHTLY ASYMMMETRIC CANOPY. FAIR TO GOOD STRUCTURE. FAIR COLOR, VIGOR, & VITALITY.
1963	Leyland Cypress, Cupressus × leylandii	8.1, 7.2	11	15.0	Intermediate	5.0	12	No	IN SEVERE DECLINE. 95% UPPER CANOPY DIEBACK. U-SHAPED CODOMINANT UNION FAIR STRUCTURE. POOR COLOR, VIGOR, & VITALITY.
1964	Morus alba, White Mulberry	5.9	8	75.0	Codominant	25	14	Yes	LOW LIVE CANOPY RATIO. JAPANESE HONEYSUCKLE AT BREAST HEIGHT. TWISTED STRUCTURE. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1965	Morus alba, White Mulberry	13.0	13	40.0	Codominant	25	15	Yes	SHOWS HISTORY OF STORM DAMAGE, AND IS STORM DAMAGED. SEVERE TRUNK STEM LEAN AWAY FROM FENCE. GRAPE VINE & JAPANESE HONEYSUCKLE AT MID CANOPY. HOLLOW CAVITY MID TRUNK STEM. POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1966	Leyland Cypress, Cupressus × leylandii	16.4, 8.8	19	85.0	Codominant	85.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1967	Leyland Cypress, Cupressus × leylandii	13.9, 11.2	18	85.0	Codominant	85.0	15	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1968	Leyland Cypress, Cupressus × leylandii	13.9, 5.8, 7.4	17	85.0	Codominant	85.0	15	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1969	Leyland Cypress, Cupressus × leylandii	16.3	16	85.0	Codominant	85.0	15	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1970	Leyland Cypress, Cupressus × leylandii	17.0	17	85.0	Codominant	85.0	15	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1971	Leyland Cypress, Cupressus × leylandii	9.3, 9, 6.9	15	85.0	Codominant	85.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1972	Leyland Cypress, Cupressus × leylandii	12.2	12	85.0	Codominant	85.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1973	Diospyros virginiana, Common Persimmon	6.1	8	50.0	Codominant	25	9	No	U-SHAPED CODOMINANT UNION MID TRUNK STEM. ASYMMETRIC CANOPY DUE TO COMPETITION. LOWER CANOPY DEADWOOD (<1"). MODERATE LIVE CANOPY RATIO. FAIR STRUCTURE. VIGOR, & VITALITY.
1974	Diospyros virginiana, Common Persimmon	3.5	8	15.0	Intermediate	25	7	No	70% UPPER CANOPY DIEBACK. OUTCOMPETED BY NEIGHBORS. VERY LOW LIVE CANOPY RATIO. FAIR TO POOR STRUCTURE. POOR VIGOR & VITALITY.
1975	Diospyros virginiana, Common Persimmon	4.6	8	45.0	Codominant	25	8	No	U-SHAPED CODOMINANT UNION MID TRUNK STEM. LOW LIVE CANOPY RATIO. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
1976	Diospyros virginiana, Common Persimmon	3.9	8	45.0	Codominant	25	8	No	APICAL LEADER DEAD. LOW LIVE CANOPY RATIO. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
1977	Leyland Cypress, Cupressus × leylandii	17.5	18	85.0	Codominant	65.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1978	Leyland Cypress, Cupressus × leylandii	12, 10.6, 7.1	18	85.0	Codominant	85.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1979	Diospyros virginiana, Common Persimmon	3.7	8	50.0	Codominant	25	6	No	UPPER CANOPY DEADWOOD (<1"). 15% UPPER CANOPY DIEBACK. FAIR STRUCTURE, VIGOR, & VITALITY.
1980	Diospyros virginiana, Common Persimmon	4.1	8	60.0	Codominant	25	8	No	MINOR LOWER CANOPY DEADWOOD (<1"). TWISTED STRUCTURE. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1981	Diospyros virginiana, Common Persimmon	3.9, 3.4	8	65.0	Codominant	25	10	No	LOWER CANOPY DEADWOOD (<1"). V-SHAPED CODOMINANT UNION AT ROOT COLLAR. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1982	Diospyros virginiana, Common Persimmon	5.8	8	65.0	Intermediate	25	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. ASYMMETRIC CANOPY. GOOD STRUCTURE, VIGOR, & VITALITY.

Tree No.	Species	Size	CRZ	Condition	Canopy Position	Crown Desnsity	Average Crown Radius	Invasive Species	Existing Conditions / Observations
		*DBH (in)	R (ft)	%		%	R (ft)	Yes/No	
1983	Diospyros virginiana, Common Persimmon	3.5	8	60.0	Intermediate	25	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. MODERATE TO LOW LIVE CANOPY RATIO. ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
1984	Pyrus calleryana, Callery Pear	8.0	8	58.0	Codominant	25	15	Yes	INVASIVE VINE SPECIES FROM GRADE TO CANOPY. FAIR TO POOR SCAFFOLD BRANCHING, FAIR TO GOOD OVERALL STRUCTURE, GOOD VIGOR & VITALITY.
1985	Diospyros virginiana, Common Persimmon	3.6	8	60.0	Intermediate	25	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. MODERATE TO LOW LIVE CANOPY RATIO. ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
1986	Leyland Cypress, Cupressus × leylandii	12, 7.4	14	65.0	Codominant	70.0	14	No	LOWER CANOPY DEADWOOD (1-2"). ASYMMETRIC CANOPY. FAIR COLOR. FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY.
1987	Leyland Cypress, Cupressus × leylandii	11.5	12	20.0	Codominant	10.0	13	No	IN DECLINE. 75% UPPER CANOPY DIEBACK. ASIATIC BITTERSWEET & JAPANESE HONEYSUCKLE FROM GRADE TO LOWER CANOPY. FAIR TO GOOD STRUCTURE. POOR VIGOR & VITALITY.
1988	Leyland Cypress, Cupressus × leylandii	7.1	8	0.0	Codominant	25	25	No	ASSESSED AS STANDING DEAD. TRUNK STEM LEAN.
1989	Leyland Cypress, Cupressus × leylandii	17.9	18	90.0	Dominant	90.0	17	No	GUMMOSIS AT BREAST HEIGHT. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1990	Leyland Cypress, Cupressus × leylandii	6.9, 5, 4.8	9	45.0	Codominant	40.0	15	No	TRI-STEM UNION AT BASE OF TRUNK. 5" STEM DEAD & DECAYING. ASIATIC BITTERSWEET FROM GRADE TO LOWER CANOPY. LOWER CANOPY DENSITY. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
1991	Ulmus americana, American Elm	5.5	8	65.0	Codominant	25	13	No	U-SHAPED CODOMINANT UNION MID TRUNK STEM. LOWER CANOPY DEADWOOD (<1"). SLIME FLUX. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1992	Crataegus spp., Hawthorn	5.4	8	55.0	Intermediate	25	8	No	GRAPE VINE FROM GRADE TO LOWER CANOPY. FAIR STRUCTURE, VIGOR, & VITALITY.
1993	Ulmus americana, American Elm	8.0	8	10.0	Codominant	25	17	No	IN SEVERE DECLINE. SEVERE EXFOLIATED BARK. 95% UPPER CANOPY DIEBACK. ENGLISH IVY FROM GRADE TO MID TRUNK STEM.
1994	Leyland Cypress, Cupressus × leylandii	14.3, 12.4	19	85.0	Dominant	25.0	13	No	NO SEVERE BIOTIC ISSUES OBSERVED. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
1995	Prunus serotina, Black Cherry	7.4	8	30.0	Suppressed	25	12	No	5-6' GRAPE VINE FROM GRADE TO LOWER CANOPY. VERY POOR STRUCTURE, GROWS HORIZONTALLY. EPICORMIC SHOOTS. POOR VIGOR. FAIR TO POOR VITALITY.
1996	Leyland Cypress, Cupressus × leylandii	5.8	8	0.0	Suppressed	25	25	No	ASSESSED AS STANDING DEAD. GROWS HORIZONTALLY.
1997	Leyland Cypress, Cupressus × leylandii	15.7	16	90.0	Dominant	85.0	16	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1998	Prunus avium, Sweet Cherry	4.2	8	45.0	Suppressed	25	10	No	LOW LIVE CANOPY RATIO. GRAPE VINE FROM GRADE TO UPPER CANOPY. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
1999	Quercus velutina, Black Oak	3.4, 3.1	8	45.0	Suppressed	25	9	No	V-SHAPED CODOMINANT UNION W/ INCLUDED BARK. LOWER CANOPY DEADWOOD, SUPPRESSED BY MATURE NEIGHBOR. JAPANESE HONEYSUCKLE FROM GRADE TO UPPER CANOPY. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
2000	Acer saccharum, Sugar Maple	5.6	8	65.0	Intermediate	25	9	No	COMMON GREENBRIER FROM GRADE TO LOWER CANOPY. LOWER CANOPY DEADWOOD (<1"). SHOWS HISTORY OF STORM DAMAGE. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
2503	Quercus palustris, Pin Oak	15.8	16	75.0	Dominant	25	19	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2504	Quercus palustris, Pin Oak	21.4	21	75.0	Dominant	25	24	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2505	Quercus palustris, Pin Oak	20.3	20	75.0	Dominant	25	24	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2506	Crataegus spp., Hawthorn	4.0	8	75.0	Intermediate	25	6	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2507	Crataegus spp., Hawthorn	4.0	8	75.0	Intermediate	25	6	No	CANKER MID TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY.
2508	Crataegus spp., Hawthorn	5.5	8	75.0	Intermediate	25	8	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2509	Crataegus spp., Hawthorn	4.0	8	75.0	Intermediate	25	7	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2510	Crataegus spp., Hawthorn	4.0	8	75.0	Intermediate	25	6	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2511	Crataegus spp., Hawthorn	5.5	8	75.0	Intermediate	25	8	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2512	Crataegus spp., Hawthorn	4.5	8	75.0	Intermediate	25	8	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2513	Crataegus spp., Hawthorn	4.3	8	75.0	Intermediate	25

Tree No.	Species	Size	CRZ	Condition	Canopy Position	Crown Desnsity	Average Crown Radius	Invasive Species	Existing Conditions / Observations
		*DBH (in)	R (ft)	%		%	R (ft)	Yes/No	
2522	Quercus palustris, Pin Oak	14.4	14	75.0	Dominant	75	16	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2523	Quercus palustris, Pin Oak	10.9	11	75.0	Dominant	75	15	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2524	Quercus palustris, Pin Oak	20.6	21	75.0	Dominant	75	23	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2525	Quercus palustris, Pin Oak	16.3	16	75.0	Dominant	75	22	No	GOOD STRUCTURE, VIGOR, & VITALITY. MINOR GIRDLING ROOT.
2526	Quercus palustris, Pin Oak	18.5	19	75.0	Dominant	75	22	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2527	Quercus palustris, Pin Oak	25.0	25	70.0	Dominant	75	27	No	GOOD OVERALL STRUCTURE, VIGOR, & VITALITY. FAIR TO GOOD SCAFFOLD BRANCHING. LOWER CANOPY DEADWOOD (1").
2528	Quercus palustris, Pin Oak	13.1	13	75.0	Dominant	75	14	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2529	Quercus palustris, Pin Oak	10.7	11	75.0	Codominant	75	13	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2530	Quercus phellos, Willow Oak	23.0	22	75.0	Dominant	75	23	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2531	Quercus phellos, Willow Oak	12.8	13	0.0	Dominant	75	15	No	ASSESSED AS STANDING DEAD. FUNGAL FRUITING BODIES PRESENT.
2532*	Prunus serrulata, Japanese Flowering Cherry	14.0	14	20.0	Intermediate	25	13	No	IN SEVERE DECLINE. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. 75% UPPER CANOPY DIEBACK. FAIR TO POOR STRUCTURE. POOR VIGOR & VITALITY.
2533	Pinus strobus, Eastern White Pine	11.2	11	75.0	Codominant	65.0	14	No	VOLCANO MULCHED, BURIED ROOT COLLAR. TRUNK STEM LEAN TOWARDS T-2534. FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
2534	Pinus strobus, Eastern White Pine	12.7	13	75.0	Codominant	70.0	13	No	VOLCANO MULCHED, BURIED ROOT COLLAR. V-SHAPED CODOMINANT UNION AT MID TRUNK STEM. FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
2535	Pinus strobus, Eastern White Pine	9.9	10	0.0	Codominant	75	6	No	ASSESSED AS STANDING DEAD. VOLCANO MULCHED, BURIED ROOT COLLAR.
2536	Pinus strobus, Eastern White Pine	8.6	9	75.0	Codominant	60.0	14	No	VOLCANO MULCED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. LOWER CANOPY DEADWOOD (<1"). FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2537	Pinus strobus, Eastern White Pine	11.9	12	75.0	Codominant	70.0	15	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2538	Pinus strobus, Eastern White Pine	10.0	10	60.0	Codominant	20.0	14	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. LOW CANOPY DENSITY. LOWER CANOPY DEADWOOD (<1"). FAIR TO GOOD STRUCTURE. FAIR COLOR, VIGOR, & VITALITY.
2539	Pinus strobus, Eastern White Pine	11.1	11	0.0	Codominant	0	12	No	ASSESSED AS STANDING DEAD. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR.
2540	Pinus strobus, Eastern White Pine	11.4	11	0.0	Codominant	0	12	No	ASSESSED AS STANDING DEAD. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR.
2541	Pinus strobus, Eastern White Pine	13.5	14	0.0	Codominant	0	14	No	ASSESSED AS STANDING DEAD. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR.
2542	Pinus strobus, Eastern White Pine	9.3	9	0.0	Codominant	0	10	No	ASSESSED AS STANDING DEAD. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR.
2543	Pinus strobus, Eastern White Pine	9.1	9	55.0	Codominant	35.0	12	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GOOD STRUCTURE. FAIR VIGOR & VITALITY.
2544	Pinus strobus, Eastern White Pine	15.2	15	75.0	Codominant	45.0	15	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. EXPOSED ROOT SYSTEM W/ MOWER DAMAGE. FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2545	Pinus thunbergii, Japanese Black Pine	5.6, 4.3	8	45.0	Suppressed	15.0	13	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. OUTCOMPETED BY NEIGHBORS. TWISTED STRUCTURE (TYPICAL OF SPECIES). PREVIOUSLY TOPPED. CODOMINANT UNION AT BREAST HEIGHT. FAIR TO POOR STRUCTURE. FAIR TO GOOD COLOR, VIGOR, & VITALITY.
2546	Pinus thunbergii, Japanese Black Pine	6.9	8	68.0	Intermediate	15.0	9	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. TWISTED STRUCTURE (TYPICAL OF SPECIES). FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY. FAIR COLOR.
2547	Leyland Cypress, Cupressus × leylandii	9, 10	13	68.0	Intermediate	65.0	9	No	OPEN GROWN. 20% UPPER CANOPY DIEBACK. FAIR COLOR. GOOD STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
2548	Prunus serrulata, Japanese Flowering Cherry	5.6	8	90.0	Intermediate	75	8	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
2549	Crataegus spp., Hawthorn	5.2	8	25.0	Intermediate	35	8	No	EXFOLIATED BARK ALONG MAIN TRUNK STEM. VOLCANO MULCHED, ELEVATED ROOT BALL. CANKER AT ROOT COLLAR, EXPOSED ROOT SYSTEM. 80% UPPER CANOPY DIEBACK. FAIR TO POOR STRUCTURE. POOR VIGOR & VITALITY.
2550	Crataegus spp., Hawthorn	3.5	8	75.0	Intermediate	25	7	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2551	Crataegus spp., Hawthorn	4.6	8	75.0	Intermediate	25	7	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2552	Acer rubrum, Red Maple	17.1	17	75.0	Dominant	75	20	No	GOOD STRUCTURE, VIGOR, & VITALITY. GIRDLING ROOT. EXPOSED ROOT ZONE.
2553	Acer rubrum, Red Maple	9.0	9	63.0	Codominant	75	12	No	GOOD VIGOR & VITALITY. FAIR TO GOOD STRUCTURE & SCAFFOLD BRANCHING. MINOR GIRDLING ROOT.
2554	Crataegus spp., Hawthorn	5.5	8	70.0	Intermediate	75	10	No	MINOR TRUNK STEM LEAN. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2555	Crataegus spp., Hawthorn	6.1	8	75.0	Intermediate	50	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2556	Crataegus spp., Hawthorn	5.9	8	75.0	Intermediate	50	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2557	Crataegus spp., Hawthorn	4.8	8	75.0	Intermediate	50	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2558	Crataegus spp., Hawthorn	5.0	8	75.0	Intermediate	50	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2559	Crataegus spp., Hawthorn	5.7	8	75.0	Intermediate	50	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2560	Acer rubrum, Red Maple	16.1	16	75.0	Dominant	75	17	No	GOOD STRUCTURE, VIGOR, & VITALITY. MINOR GIRDLING ROOT.
2561	Acer rubrum, Red Maple	12.0	12	75.0	Dominant	75	17	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2562	Acer rubrum, Red Maple	13.5	14	68.0	Codominant	65	15	No	STORM DAMAGED. GOOD VIGOR & VITALITY. FAIR TO GOOD STRUCTURE & SCAFFOLD BRANCHING.
2563	Acer rubrum, Red Maple	16.6	17	63.0	Codominant	75	17	No	CODOMINANT UNION MID TRUNK STEM W/ INCLUDED BARK. MINOR STORM DAMAGE. EXPOSED ROOT SYSTEM. GIRDLING ROOT. GOOD VIGOR & VITALITY. FAIR TO GOOD STRUCTURE.
2564	Acer rubrum, Red Maple	11.9	12	75.0	Codominant	50	18	No	MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.

Tree No.	Species	Size	CRZ	Condition	Canopy Position	Crown Desnsity	Average Crown Radius	Invasive Species	Existing Conditions / Observations
		*DBH (in)	R (ft)	%		%	R (ft)	Yes/No	
2565	Acer rubrum, Red Maple	12.0	12	75.0	Codominant	75	17	No	MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
2566	Tilia cordata, Littleleaf Linden	9.4	9	50.0	Intermediate	35	14	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. POOR SCAFFOLD BRANCH ATTACHMENT. SEVERE TRUNK STEM LEAN TOWARDS PARKING LOT. FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
2567	Tilia cordata, Littleleaf Linden	10.4	10	60.0	Intermediate	35	12	No	VOLCANO MULCH, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GIRDLING ROOT (1"). POOR SCAFFOLD BRANCH ATTACHMENT. RECENT TEAR OUT. EXPOSED HEARTWOOD. FAIR STRUCTURE & VIGOR. FAIR TO GOOD VITALITY.
2568	Tilia cordata, Littleleaf Linden	7.7	8	45.0	Intermediate	35	12	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. SIGNS OF INTERNAL DECAY. FUNGAL FRUITING BODIES ALONG TRUNK STEM. DEAD SCAFFOLD BRANCH W/ FUNGUS. 5% UPPER CANOPY DIEBACK. POOR SCAFFOLD BRANCH ATTACHMENT. FAIR TO POOR STRUCTURE & VIGOR. FAIR VITALITY.
2569	Leyland Cypress, Cupressus × leylandii	8.3, 3.8	9	70.0	Codominant	75	13	No	ASYMMETRIC CANOPY. TRUNK STEM LEAN TOWARDS PARKING LOT. FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
2570	Crataegus spp., Hawthorn	17.5	17	60.0	Codominant	75	15	No	SIGNIFICANT LOWER CANOPY DEADWOOD (<1"). ROOT SUCKERS AT BASE. FAIR STRUCTURE, VIGOR, VITALITY.
2571	Leyland Cypress, Cupressus × leylandii	12.0	12	65.0	Codominant	80.0	11	No	ASYMMETRIC CANOPY. TRUNK STEM LEAN. POOR PREVIOUS PRUNING. GOOD COLOR, VIGOR, & VITALITY. FAIR STRUCTURE.
2572	Pinus strobus, Eastern White Pine	10.0	10	63.0	Codominant	95.0	12	No	NO SEVERE BIOTIC ISSUES OBSERVED. MINOR CHLOROSIS. INVASIVE VINE FROM GRADE TO CANOPY. CANOPY WITH MODERATE DENSITY LEAFOUT.
2573	Pinus strobus, Eastern White Pine	9.0	9	75.0	Codominant	95.0	10	No	GIRDLING ROOT. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2574	Tilia cordata, Littleleaf Linden	9.5	10	60.0	Codominant	75	12	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD VIGOR & VITALITY. FAIR / GOOD STRUCTURE THOUGH T-2574 SHOWS PREVIOUS STORM DAMAGE. MULTIPLE STEM UNION AT ~ 6-UP UP TRUNK STEM. INCLUDED BARK AT SAID UNION IS PRONE TO FAILURE. VOLCANO MULCHED BURIED ROOT COLLAR.
2575	Tilia cordata, Littleleaf Linden	10.5	11	50.0	Codominant	75	15	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD VIGOR & VITALITY. FAIR / GOOD STRUCTURE THOUGH T-2574 SHOWS PREVIOUS STORM DAMAGE. MULTIPLE STEM UNION AT ~ 6-UP UP TRUNK STEM. INCLUDED BARK AT SAID UNION IS PRONE TO FAILURE. VOLCANO MULCHED BURIED ROOT COLLAR.
2576	Leyland Cypress, Cupressus × leylandii	14.0	14	75.0	Codominant	95.0	12	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2577	Leyland Cypress, Cupressus × leylandii	10, 8	13	75.0	Codominant	95.0	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2578	Leyland Cypress, Cupressus × leylandii	15.0	15	75.0	Codominant	95.0	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2579	Leyland Cypress, Cupressus × leylandii	6, 5, 3.5	9	75.0	Codominant	95.0	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2580	Leyland Cypress, Cupressus × leylandii	14, 12, 10	21	75.0	Dominant	95.0	18	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2581	Leyland Cypress, Cupressus × leylandii	18, 12	22	75.0	Dominant	100.0	20	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2582	Leyland Cypress, Cupressus × leylandii	MULTI STEM 4 - 15	16	75.0	Dominant	100.0	15	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2583	Leyland Cypress, Cupressus × leylandii	MULTI STEM 4 - 15	16	55.0	Dominant	100.0	13 (1-SIDE)	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD COLOR, VIGOR, & VITALITY. POOR STRUCTURE. T-2583 WAS CODOM WITH A 12" STEM WHICH HAS STORM DAMAGE COLLAPSED.
2584	Prunus serrulata, Japanese Flowering Cherry	4.0	8	75.0	Intermediate	25	8	No	VOLUNTEER REGENERATION. GOOD VIGOR & VITALITY. FAIR TO GOOD STRUCTURE.
2585	Leyland Cypress, Cupressus × leylandii	17, 12	21	85.0	Dominant	95.0	14	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2586	Leyland Cypress, Cupressus × leylandii	13, 11	17	85.0	Dominant	95.0	14	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2587	Prunus serrulata, Japanese Flowering Cherry	18.7	19	70.0	Codominant	75	17	No	MINOR STORM DAMAGE. MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
2588	Prunus serrulata, Japanese Flowering Cherry	17.0	17	70.0	Codominant	75	17	No	MINOR STORM DAMAGE. MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
2589	Leyland Cypress, Cupressus × leylandii	14.0	14	65.0	Dominant	95.0	11	No	NO SEVERE BIOTIC ISSES OBSERVED. GOOD COLOR, VIGOR & VITALITY. FAIR / GOOD STRUCTURE. CANOPY SHOWS DIE-BACK. VOLUNTEER MULBERRY IS ROOTED AT T-2589 ROOT CROWN.
2590	Morus alba, White Mulberry	9.0	9	50.0	Codominant	75	15	No	GOOD VIGOR & VITALITY. FAIR TO POOR STRUCTURE. MULTI-STEM UNION AT BASE OF TRUNK STEM.
2591	Morus alba, White Mulberry	3.5, 3.5	8	62.0	Intermediate	75	6	Yes	GOOD VIGOR & VITALITY. FAIR TO POOR STRUCTURE.
2592	Gleditsia triacanthos, Honeylocust	23.0	23	70.0	Dominant	95	22	No	MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
2593	Gleditsia triacanthos, Honeylocust	20.5	21	70.0	Dominant	95	21	No	MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
2594	Crataegus spp., Hawthorn	9, 6.7	11	40.0	Codominant	40.0	14	No	T-2594 SHOWS SIGNIFICANT DEADWOOD & POOR STRUCTURE. TRUNK STEM WITH SAPSUCKER BORE HOLES AT MID-TRUNK STEM.
2595	Crataegus spp., Hawthorn	12.4	12	70.0	Codominant	75	16	No	MINOR CANOPY DEADWOOD. GOOD STRUCTURE, VIGOR, & VITALITY.
2596	Crataegus spp., Hawthorn	15.4	15	50.0	Codominant	75	13	No	NO SEVERE BIOTIC ISSUES OBSERVED. CANOPY DEADWOOD. INSECT BORE MID TRUNK STEM. FAIR TO GOOD VIGOR & VITALITY. FAIR TO POOR STRUCTURE.
2597	Tilia cordata, Littleleaf Linden	12.8	13	70.0	Codominant	75	16	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLALR. V-SHAPED CODOMINANT UNION W/ VISIBLE SEAM. POORLY CALLUSED PRUNING SCARS. EXPOSED ROOT SYSTEM W/ DAMAGE. MULTIPLE GIRDLING ROOTS (2-4"). FAIR STRUCTURE. FAIR TO GOOD VIGOR. GOOD VITALITY.
2598	Tilia cordata, Littleleaf Linden	9.2	9	28.0	Codominant	35	14	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. MINOR TRUNK STEM LEAN. POORLY CALLUSED PRUNING SCARS. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
2599	Crataegus spp., Hawthorn	6.5	8	80.0	Intermediate	50	11	No	VOLCANO MULCH, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
2600	Gleditsia triacanthos, Honeylocust	22.5	23	85.0	Dominant	95	25	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. MULTIPLE GIRDLING ROOTS (2-3"). MINOR UPPER CANOPY DEADWOOD & HANGERS (<1"). EXPOSED ROOT SYSTEM, MOWER DAMAGE. GOOD STRUCTURE, VIGOR, & VITALITY.
5325	Magnolia x soulangiana, Saucer Magnolia	5.7, 4, 3.5	8	78.0	Intermediate	75	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
5326	Magnolia x soulangiana, Saucer Magnolia	5.5, 4.8	8	78.0	Intermediate	75	12	No	NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT AT ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.

Tree No.	Species	Size	CRZ	Condition	Canopy Position	Crown Desnsity	Average Crown Radius	Invasive Species	Existing Conditions / Observations
		*DBH (in)	R (ft)	%		%	R (ft)	Yes/No	
5327	Magnolia x soulangiana, Saucer Magnolia	4, 3.5, 3.5	8	78.0	Intermediate	75	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
5328	Magnolia x soulangiana, Saucer Magnolia	5, 3.5, 3.5, 3	8	78.0	Intermediate	75	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT AT ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
5329	Magnolia x soulangiana, Saucer Magnolia	5.0	8	78.0	Intermediate	75	8	No	NO APPARENT BIOTIC ISSUES. SINGLE STEM. GOOD STRUCTURE, VIGOR, & VITALITY.
5330	Magnolia x soulangiana, Saucer Magnolia	6, 4.5, 4	8	70.0	Intermediate	75	13	No	NO SEVERE BIOTIC ISSUES OBSERVED. THE 6" STEM SHOW A 10-FT VERTICAL CANKER. CANKER SHOWS COMPARTMENTALIZATION. MULTI CODOM STEMS AT ROOT CROWN.
5331	Magnolia x soulangiana, Saucer Magnolia	8, 6.4	10	78.0	Intermediate	75	13	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. MULTI CODOM STEMS AT ROOT CROWN.
5332	Ilex x attenuata, Foster's Holly	11, 8.5	14	78.0	Codominant	65.0	17	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5333	Ilex x attenuata, Foster's Holly	10.6	11	78.0	Codominant	55.0	12	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5334	Ilex x attenuata, Foster's Holly	8, 7.3	11	78.0	Codominant	40.0	8	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5335	Ilex x attenuata, Foster's Holly	8, 7	10	78.0	Codominant	35.0	8	No	NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5336	Ilex x attenuata, Foster's Holly	8, 6	10	78.0	Codominant	40.0	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT ? UP TRUNK STEM. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5337	Ilex x attenuata, Foster's Holly	9.2	9	78.0	Codominant	55.0	9	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5338	Ilex x attenuata, Foster's Holly	7.3	8	78.0	Codominant	60.0	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. SINGLE STEM. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5339	Ilex x attenuata, Foster's Holly	8.5, 7, 5.3	12	78.0	Codominant	60.0	10	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5340	Ilex x attenuata, Foster's Holly	8, 7, 6.1	12	78.0	Codominant	60.0	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5341	Ilex x attenuata, Foster's Holly	8.3, 7.9, 7	13	78.0	Codominant	70.0	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM W/ INCLUDED BARK. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5342	Ilex x attenuata, Foster's Holly	10.0	10	78.0	Codominant	70.0	9	No	NO APPARENT BIOTIC ISSUES OBSERVED. SINGLE STEM. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5343	Ilex x attenuata, Foster's Holly	10.2, 8	13	70.0	Codominant	60.0	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT BASE OF TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5344	Leyland Cypress, Cupressus × leylandii	11.2	11	85.0	Codominant	85.0	15	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5345	Leyland Cypress, Cupressus × leylandii	12.9	13	85.0	Codominant	85.0	15	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5346	Pinus nigra, Austrian Pine	8.1, 7.1	11	45.0	Codominant	25.0	10	No	U-SHAPED CODOMINANT UNION AT LOWER TRUNK STEM, ONE STEM PREVIOUSLY TOPPED. LOW LIVE CANOPY RATIO. FAIR TO POOR STRUCTURE. GOOD COLOR. FAIR VITALITY & VIGOR.
5347	Leyland Cypress, Cupressus × leylandii	10.2, 6.1	12	80.0	Codominant	85.0	13	No	ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5348	Leyland Cypress, Cupressus × leylandii	7.6	8	50.0	Suppressed	35.0	10	No	OUTCOMPETED BY NEIGHBORS. LOW LIVE CANOPY RATIO. FAIR TO GOOD STRUCTURE. FAIR TO POOR VIGOR. FAIR VITALITY. GOOD COLOR.
5349	Ulmus americana, American Elm	4.5	8	35.0	Intermediate	75	10	No	SHOWS HISTORY OF STORM DAMAGE. FAIR TO POOR STRUCTURE, VIGOR, & VITALITY.
5350*	Leyland Cypress, Cupressus × leylandii	10.5, 6.6	12	80.0	Codominant	85.0	13	No	CODOMINANT UNION AT BASE OF TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5351	Leyland Cypress, Cupressus × leylandii	11.0	11	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5352	Leyland Cypress, Cupressus × leylandii	10.2	10	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5353	Leyland Cypress, Cupressus × leylandii	12.4	12	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5354	Leyland Cypress, Cupressus × leylandii	11.4, 5.9	13	80.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. CODOMINANT UNION AT BREAST HEIGHT. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5355	Ailanthus altissima, Tree-of-Heaven	11, 8.3, 5.7, 4.4	16	68.0	Codominant	75	18	Yes	4-STEM UNION AT BASE OF TRUNK. 5.7" STEM W/ VINE GIRDLE. ASYMMETRIC CANOPY. LOWER CANOPY DEADWOOD (1"). GOOD VIGOR & VITALITY.
5356	Nyssa sylvatica, Blackgum	3.4	8	70.0	Suppressed	25	6	No	ASYMMETRIC CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY.
5357	Quercus palustris, Pin Oak	5.1	8	70.0	Codominant	75	10	No	LOW LIVE CANOPY RATIO. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
5358	Prunus serotina, Black Cherry	10.9, 9.2	14	35.0	Codominant	75	17	No	SEVERE STORM DAMAGE. VINES EMBEDDED INTO TRUNKS STEM. U-SHAPED CODOMINANT UNION AT BASE OF TRUNK STEM. ASIATIC BITTERSWEET & JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
5359	Nyssa sylvatica, Blackgum	4.9	8	50.0	Suppressed	25	8	No	ASYMMETRIC CANOPY. GROWS UNDER CANOPY OF T-5358. FAIR STRUCTURE, VIGOR, & VITALITY.
5360	Ulmus americana, American Elm	3.5	8	65.0	Intermediate	75	8	No	JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. FAIR TO GOOD STRUCTURE. FAIR VIGOR & VITALITY.
5361	Leyland Cypress, Cupressus × leylandii	10.3	10	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5362	Leyland Cypress, Cupressus × leylandii	11.0	11	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5363	Leyland Cypress, Cupressus × leylandii	12.5	13	85.0	Codominant	85.0

Tree No.	Species	Size	CRZ	Condition	Canopy Position	Crown Desnsity	Average Crown Radius	Invasive Species	Existing Conditions / Observations
		*DBH (in)	R (ft)	%		%	R (ft)	Yes/No	
5364	Leyland Cypress; Cupressus x leylandii	13.1	13	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5365	Leyland Cypress; Cupressus x leylandii	10.5, 8	13	80.0	Codominant	85.0	13	No	CODOMINANT UNION AT BREAST HEIGHT. SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5366	Leyland Cypress; Cupressus x leylandii	11.9, 7.6	14	80.0	Codominant	85.0	13	No	CODOMINANT UNION AT BREAST HEIGHT. SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5367	Leyland Cypress; Cupressus x leylandii	16.5	17	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5368	Leyland Cypress; Cupressus x leylandii	12.3, 5.5	14	80.0	Codominant	85.0	13	No	CODOMINANT UNION AT BREAST HEIGHT. SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5369	Leyland Cypress; Cupressus x leylandii	13.1	13	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5370	Leyland Cypress; Cupressus x leylandii	12.7	13	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5371	Pinus strobus, Eastern White Pine	16.3	16	45.0	Dominant	80.0	18	No	SEVERE TRUNK STEM LEAN TOWARDS PARKING LOT. REACTION WOOD AT BASE OF TRUNK. ASYMMETRIC CANOPY. FAIR TO POOR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5372	Pinus virginiana, Virginia Pine	12.6	13	55.0	Codominant	45.0	17	No	TRUNK STEM LEAN TOWARDS PARKING LOT. ASYMMETRIC CANOPY. FAIR TO POOR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5373*	Pyrus calleryana, Callery Pear	25.7	26	45.0	Codominant	-	24	Yes	SEVERE STORM DAMAGE. MULTIPLE DEAD & DECAYING LEADERS. ASYMMETRIC CANOPY. INDENTATION AT ROOT FLARE FROM PREVIOUS GIRDLE. POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
5374	Pinus strobus, Eastern White Pine	11.7	12	75.0	Dominant	45.0	16	No	ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5375*	Pyrus calleryana, Callery Pear	21.9	22	55.0	Codominant	-	26	Yes	SIGNIFICANT DEADWOOD. POOR SCAFFOLD BRANCH ATTACHMENT. EPICORMIC SHOOTS. EXPOSED ROOT SYSTEM, MOWER DAMAGE. FAIR TO POOR STRUCTURE. GOOD VIGOR & VITALITY.
5376*	Pinus strobus, Eastern White Pine	6.9, 5.2	8	62.0	Codominant	33.0	12	No	U-SHAPED CODOMINANT UNION AT BASE OF TRUNK. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GROWS THROUGH CANOPY OF T.5375. ASYMMETRIC CANOPY. MINOR TRUNK STEM LEAN. FAIR STRUCTURE. FAIR TO GOOD COLOR, VIGOR, & VITALITY.
5377	Pinus strobus, Eastern White Pine	8.3	8	35.0	Codominant	5.0	12	No	IN DECLINE. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. LOW LIVE CANOPY RATIO. LOWER CANOPY DEADWOOD (1"). TRUNK STEM LEAN. FAIR STRUCTURE. FAIR TO POOR COLOR, VIGOR, & VITALITY.
5378	Pinus strobus, Eastern White Pine	13.7	14	40.0	Dominant	10.0	14	No	IN DECLINE. MINOR MULCH VOLCANO. MULTIPLE GIRDLING ROOTS (1"). 70% UPPER CANOPY DIEBACK. GOOD STRUCTURE. FAIR TO POOR COLOR, VIGOR, & VITALITY.
5379	Pinus thunbergii, Japanese Black Pine	11.3	11	55.0	Intermediate	65.0	13	No	STORM DAMAGED, TOPPED. TWISTED STRUCTURE (TYPICAL OF SPECIES). POOR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5380	Leyland Cypress; Cupressus x leylandii	28.0	28	88.0	Codominant	85.0	18	No	OPEN GROWN. WINTER CREEPER FROM GRADE TO LOWER CANOPY. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5381	Pinus strobus, Eastern White Pine	14.5	15	50.0	Dominant	20.0	15	No	U-SHAPED CODOMINANT UNION MID TRUNK STEM. LOW TO MID CANOPY DEADWOOD (1"). FAIR STRUCTURE, COLOR, VIGOR, & VITALITY.
5382	Pinus virginiana, Virginia Pine	11.3	11	50.0	Codominant	10.0	14	No	MINOR TRUNK STEM LEAN TOWARDS BUILDING. DEAD VINES IN UPPER CANOPY. FAIR STRUCTURE, COLOR, VIGOR, & VITALITY.
5383	Pinus virginiana, Virginia Pine	8.1	8	40.0	Codominant	15.0	13	No	SEVERE TRUNK STEM LEAN TOWARDS BUILDING. WINTER CREEPER GROUND COVER. POOR STRUCTURE. FAIR TO GOOD COLOR, VIGOR, & VITALITY.
5384	Pinus virginiana, Virginia Pine	12.2	12	40.0	Codominant	10.0	13	No	SEVERE TRUNK STEM LEAN TOWARDS BUILDING. WINTER CREEPER GROUND COVER. POOR STRUCTURE, DUE TO LEAN. FAIR TO GOOD COLOR, VIGOR, & VITALITY.
5385	Pinus virginiana, Virginia Pine	7.9	8	45.0	Codominant	<5.0	8	No	LOW LIVE CANOPY RATIO. TWISTED STRUCTURE. WINTER CREEPER GROUND COVER. FAIR TO POOR STRUCTURE. FAIR COLOR, VIGOR, & VITALITY.
5386	Quercus velutina, Black Oak	6.0	8	75.0	Intermediate	-	9	No	MINOR TRUNK STEM LEAN TOWARDS PARKING LOT. DEAD VINES THROUGHOUT UPPER CANOPY. WINTER CREEPER GROUND COVER. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
5387	Pinus virginiana, Virginia Pine	10.5	11	45.0	Codominant	35.0	12	No	U-SHAPED CODOMINANT UNION. LOW LIVE CANOPY RATIO. WINTER CREEPER GROUND COVER. WINTER CREEPER GROUND COVER. POISON IVY FROM GRADE TO UPPER CANOPY, EMBEDDED INTO TRUNK STEM, PORTION OF VINES DEAD & DECAYING.
5388	Pinus virginiana, Virginia Pine	13.0	13	35.0	Codominant	<5.0	12	No	OUTCOMPETED BY NEIGHBORS. WINTER CREEPER GROUND COVER. POISON IVY FROM GRADE TO UPPER CANOPY, EMBEDDED INTO TRUNK STEM, PORTION OF VINES DEAD & DECAYING. VERY POOR STRUCTURE. FAIR TO POOR VIGOR. FAIR VITALITY. FAIR TO GOOD COLOR.
5389	Pinus strobus, Eastern White Pine	11.4	11	88.0	Codominant	85.0	11	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5390	Pinus strobus, Eastern White Pine	7.4	8	40.0	Intermediate	10.0	10	No	IN DECLINE. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. PREVIOUSLY TOPPED. FAIR TO POOR STRUCTURE, COLOR, VIGOR, & VITALITY.
5391	Ilex x attenuata, Foster's Holly	3.2, 3.2, 2.4	8	85.0	Intermediate	95.0	6	No	CODOMINANT UNION AT LOWER TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5392	Ilex x attenuata, Foster's Holly	5.5, 2.6	8	85.0	Intermediate	95.0	6	No	CODOMINANT UNION AT LOWER TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5393	Ilex x attenuata, Foster's Holly	5.0	8	90.0	Intermediate	90.0	6	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5394	Leyland Cypress; Cupressus x leylandii	6.8	8	95.0	Intermediate	90.0	10	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5395	Juniperus virginiana, Eastern Red Cedar	17.7	18	65.0	Dominant	10.0	15	No	LOW LIVE CANOPY RATIO. LOWER CANOPY DEADWOOD (1-2"). FAIR TO GOOD STRUCTURE. FAIR VIGOR & VITALITY.
5396	Diospyros virginiana, Common Persimmon	5.2	8	35.0	Suppressed	-	7	No	IN DECLINE. TRUNK STEM LEAN. STORM DAMAGED. TWISTED STRUCTURE. FAIR TO POOR STRUCTURE. VIGOR, & VITALITY.
5397	Juniperus virginiana, Eastern Red Cedar	14.7	15	72.0	Dominant	50.0	14	No	JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. ASYMMETRIC CANOPY. STORM DAMAGED. FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5398	Quercus palustris, Pin Oak	16.5	17	15.0	Dominant	-	18	No	UPPER CANOPY DEAD & DECAYING, ONE LOWER SCAFFOLD BRANCH REMAINS ALIVE. SEVERE BARK EXFOLIATION. OPEN CAVITIES AT ROOT FLARE & MID TRUNK STEM. TRUNK STEM LEAN TOWARDS BUILDING.
5399	Quercus palustris, Pin Oak	18.1	18	82.0	Dominant	-	16	No	NO SEVERE BIOTIC ISSUES OBSERVED. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
5400	Dead Snag	15.5	16	0.0	Dominant	-	-	No	ASSESSED AS STANDING DEAD. STORM DAMAGED, TOPPED.
5869	Gleditsia triacanthos, Honeylocust	37.3	37	88.0	Dominant	-	29	No	VOLCANO MULCHED, ELEVATED ROOT BALL. PAINT ON BARK SURFACE. EXPOSED ROOT SYSTEM, MOWER DAMAGE. GOOD STRUCTURE, VIGOR, & VITALITY.
5870	Gleditsia triacanthos, Honeylocust	21.0	21	75.0	Dominant	-	25	No	MINOR STORM DAMAGE. MINOR UPPER CANOPY DEADWOOD (<1"). SLIGHTLY ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY.
5871	Magnolia x soulangiana, Saucer Magnolia	8, 5.7, 5.5, 3	10	78.0	Codominant	-	10	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY.
5872	Ilex x attenuata, Foster's Holly	5.9, 5.3	8	78.0	Codominant	40.0	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5873	Ilex x attenuata, Foster's Holly	8.5	9	78.0	Codominant	45.0	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.

Tree No.	Species	Size	CRZ	Condition	Canopy Position	Crown Desnsity	Average Crown Radius	Invasive Species	Existing Conditions / Observations
		*DBH (in)	R (ft)	%		%	R (ft)	Yes/No	
5874	Ilex x attenuata, Foster's Holly	10.0	10	78.0	Codominant	60.0	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5875	Magnolia x soulangiana, Saucer Magnolia	7, 3, 6.4	10	78.0	Codominant	-	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
5876	Ilex x attenuata, Foster's Holly	7.4, 7.4	10	78.0	Codominant	50.0	10	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM W/ BARK INCLUSION.
5877	Ilex x attenuata, Foster's Holly	8.3, 7, 6.2, 5.5	14	78.0	Codominant	70.0	10	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5878	Ilex x attenuata, Foster's Holly	9, 6.7	11	78.0	Codominant	50.0	10	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5879	Ilex x attenuata, Foster's Holly	8.3	8	78.0	Codominant	40.0	9	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5880	Ilex x attenuata, Foster's Holly	7.2	8	75.0	Codominant	25.0	8	No	NO SEVERE BIOTIC ISSUES OBSERVED. LOW TO MODERATE LIVE CANOPY RATIO. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5881	Ilex x attenuata, Foster's Holly	7.2, 6.5	10	78.0	Codominant	40.0	9	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION 2' UP TRUNK STEM W/ INCLUDED BARK. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5882	Ilex x attenuata, Foster's Holly	7.4	8	78.0	Codominant	40.0	9	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5883	Ilex x attenuata, Foster's Holly	8.7, 7.5	12	78.0	Codominant	65.0	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5884	Acer rubrum, Red Maple	7.5	8	55.0	Intermediate	-	18	No	TRUNK STEM LEAN TOWARDS FOREST EXTERIOR. ASYMMETRIC CANOPY. FAIR TO POOR STRUCTURE. GOOD VIGOR & VITALITY.
5885	Quercus stellata, Post Oak	3.7	8	45.0	Suppressed	-	12	No	APICAL LEADER DEAD & DECAYING. SCAFFOLD BRANCH ASSUMED DOMINANCE. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
5886	Magnolia x soulangiana, Saucer Magnolia	5.7, 5.7, 5.5	10	75.0	Codominant	-	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. MINOR CANOPY DEADWOOD. GOOD STRUCTURE, VIGOR, & VITALITY.
5888	Ilex x attenuata, Foster's Holly	12, 7.5	14	78.0	Codominant	-	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
5889	Magnolia x soulangiana, Saucer Magnolia	4, 4, 3, 3	8	78.0	Intermediate	-	12	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.

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

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

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

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

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

Field Inventory & Condition Assessment conducted the week of 12/07/2025. Crown Density of deciduous trees not measured due to dormancy.

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

R:\PROJECTS\8764\8764M\DATA\Landscape & Trees\[(2025.12.15) Exchange Place Tree Inventory.xls]Sheet1

PLAN PREPARED BY: NELSON P. KIRCHNER, RLA
ISA CERTIFIED ARBORIST No. MA-4720AM
SIGNATURE
DATE: 2025.12.17

ROONEY PROPERTIES

WIRE GILL LLP

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GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION

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

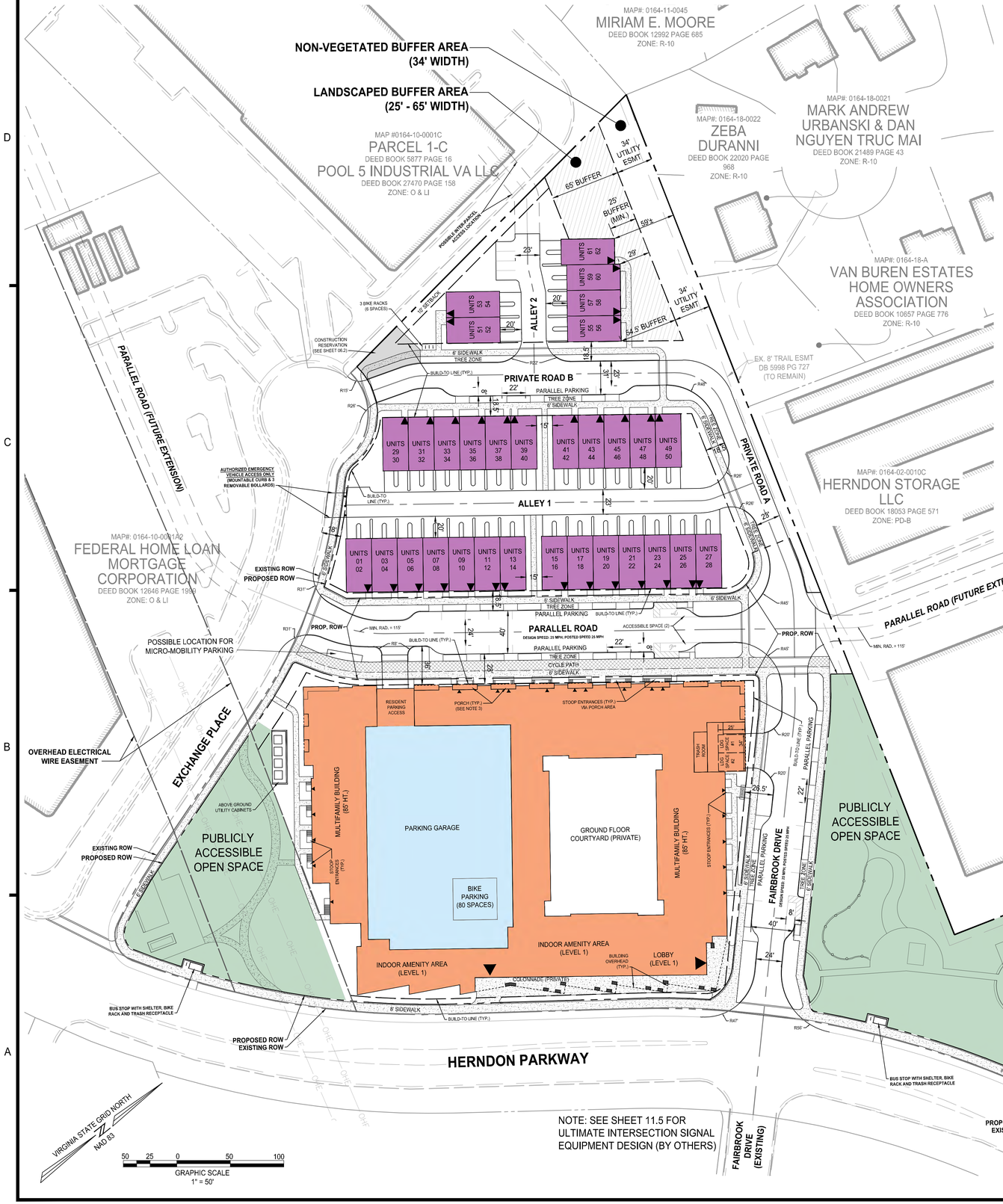
SHEET TITLE:

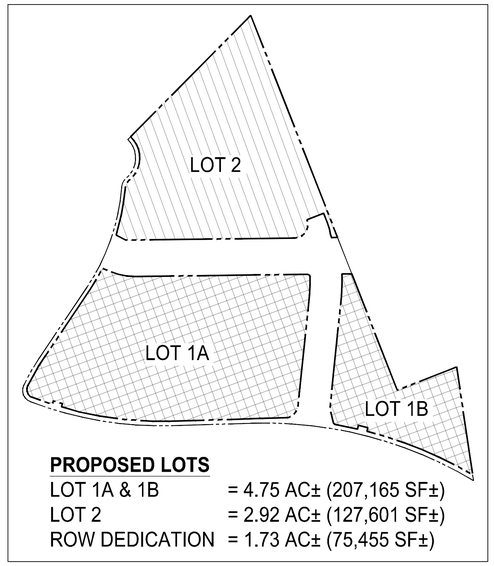
TREE INVENTORY & PRESERVATION PLAN

SHEET No.

03.4

P:\Projects\23008899.00\exchange place development plan\113159 development plan\03.1 TREE INVENTORY AND PRESERVATION PLAN.dwg, 12/30/2025 2:36:36 PM, Jason M. Allagna,



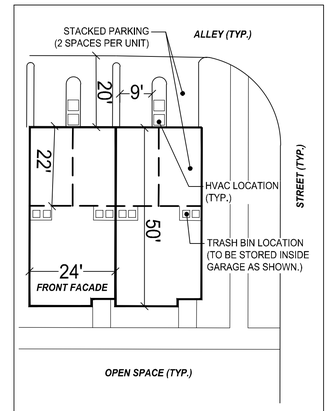


PROPOSED LOTS

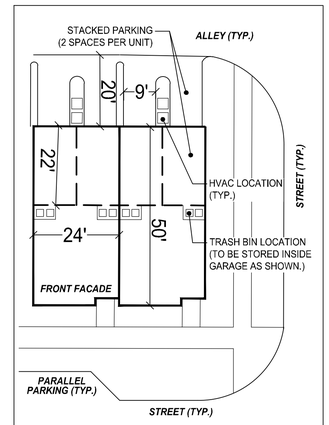
LOT 1A & 1B	= 4.75 AC± (207,165 SF±)
LOT 2	= 2.92 AC± (127,601 SF±)
ROW DEDICATION	= 1.73 AC± (75,455 SF±)

LEGEND:

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



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



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

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

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

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

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

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

ROONEY PROPERTIES
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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
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12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:

CONCEPTUAL DEVELOPMENT PLAN

SHEET No.

04

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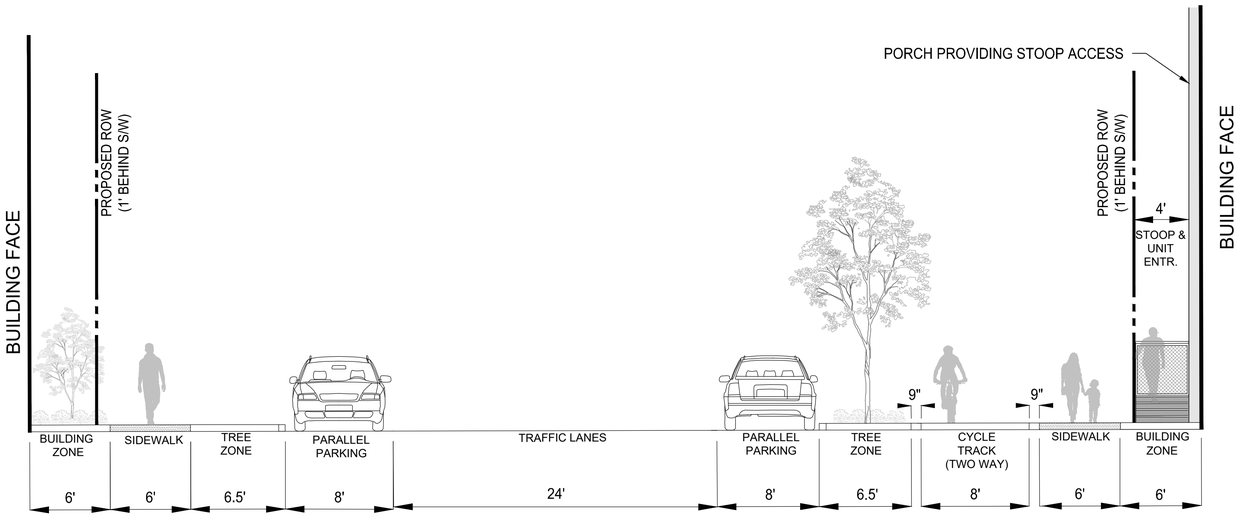

SECTION ON PARALLEL ROAD

STACKED TOWNHOMES

STACKED TOWNHOMES

PROP. ROW (TYP.)

PARALLEL ROAD

DESIGN SPEED: 25 MPH; POSTED SPEED: 25 MPH

SECTION

6' BUILDING ZONE
6' SIDEWALK
6.5' TREE ZONE
18.5'
8'
12.0'
12.0'
8'
PARALLEL PARKING
6.5' TREE ZONE
9.5' CYCLE TRACK
29'
6' SIDEWALK
6' BUILDING ZONE
15'

MULTIFAMILY BUILDING

VIRGINIA STATE GRID NORTH
NAD 83

15 0 15 30
GRAPHIC SCALE
1" = 15'

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

SHEET TITLE:

STREET SECTION
PARALLEL ROAD

SHEET No.
04.1

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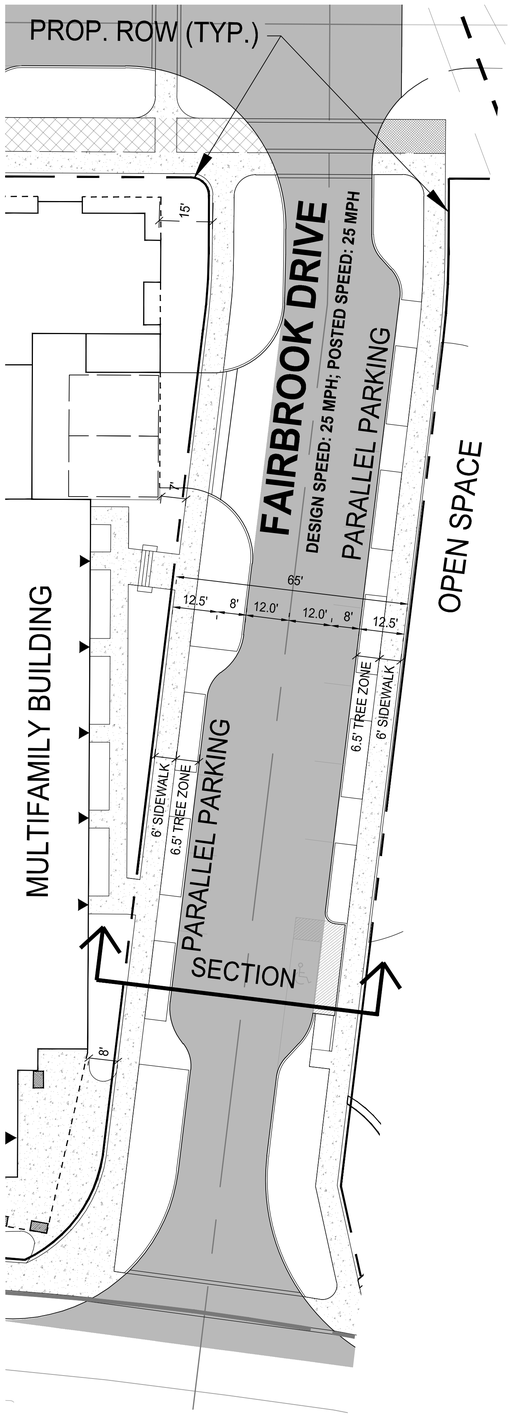
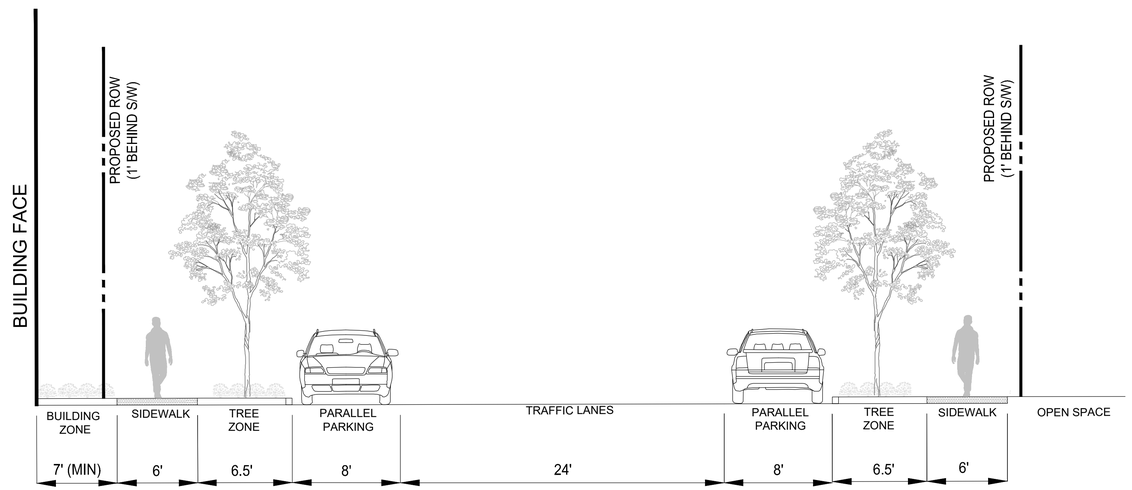
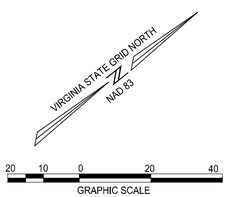




SECTION ON FAIRBROOK DRIVE



ROONEY PROPERTIES

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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION

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

SHEET TITLE:

STREET SECTION
FAIRBROOK
DRIVE

SHEET No.

04.2

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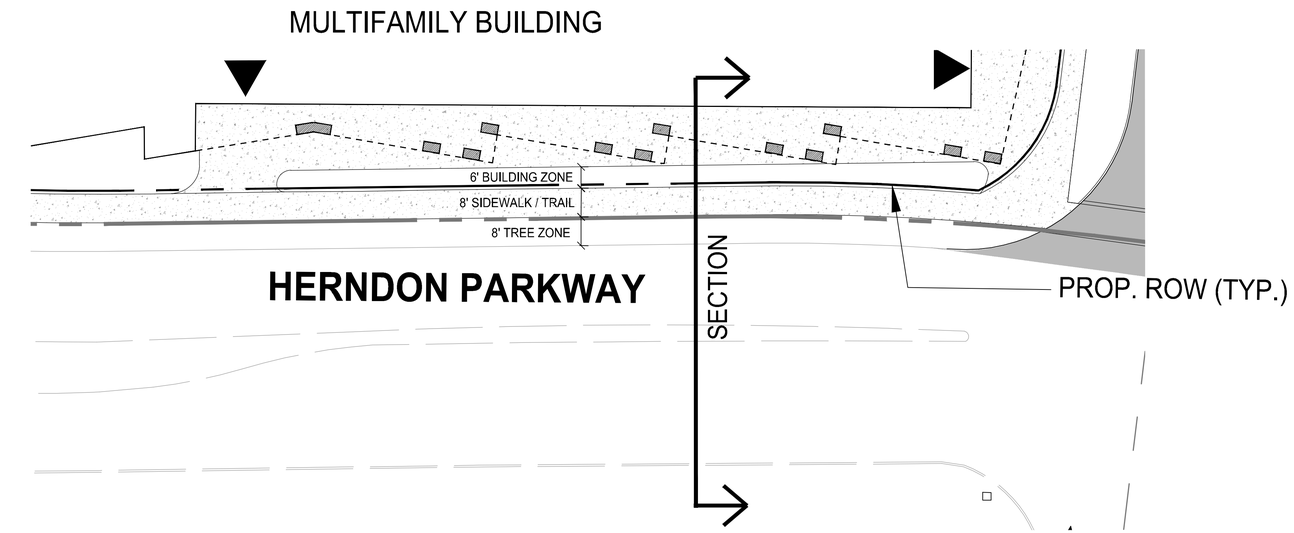

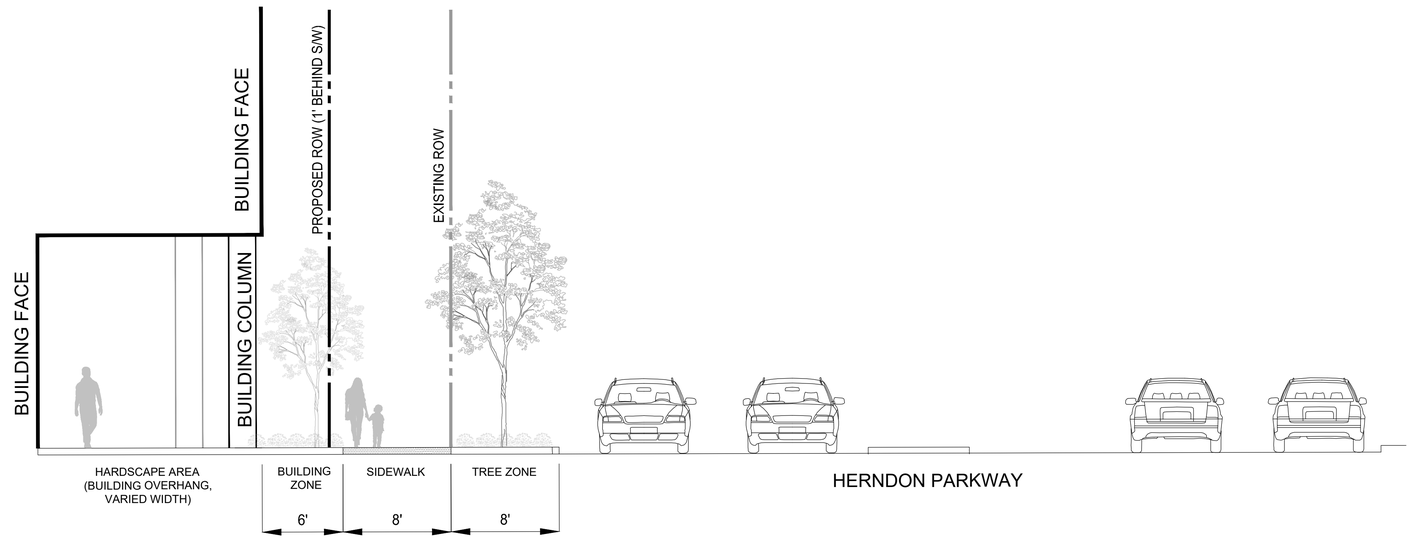

SECTION ON HERNDON PARKWAY

ROONEY PROPERTIES

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GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
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TOWN OF HERNDON, VIRGINIA

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DRAWN: CL
CHECKED: JA

SHEET TITLE:

STREET SECTION
HERNDON
PARKWAY

SHEET No.

04.3

VIRGINIA STATE GRID NORTH
NAD 83

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

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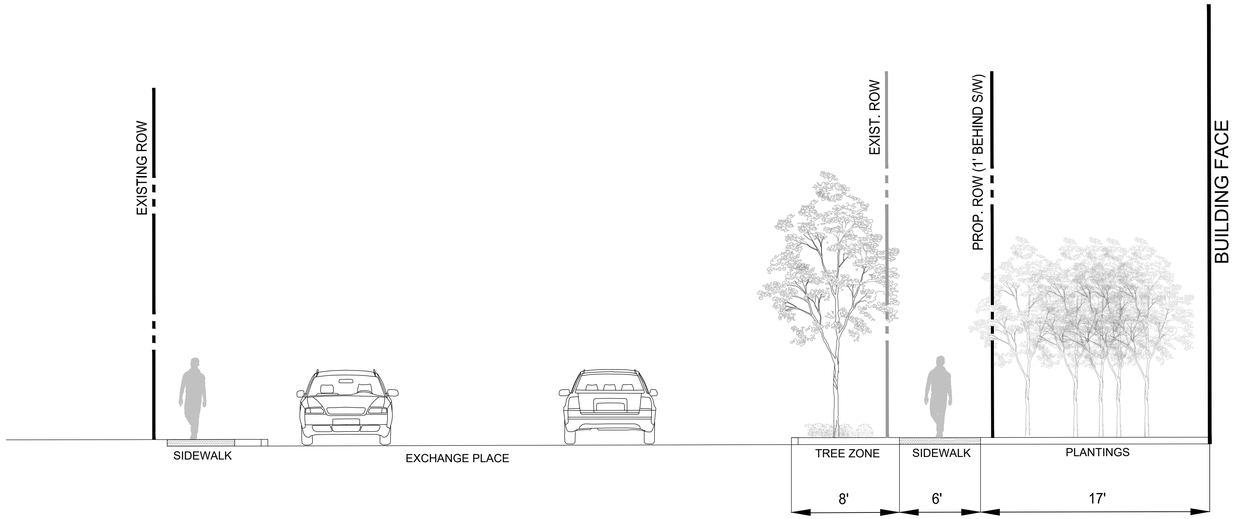
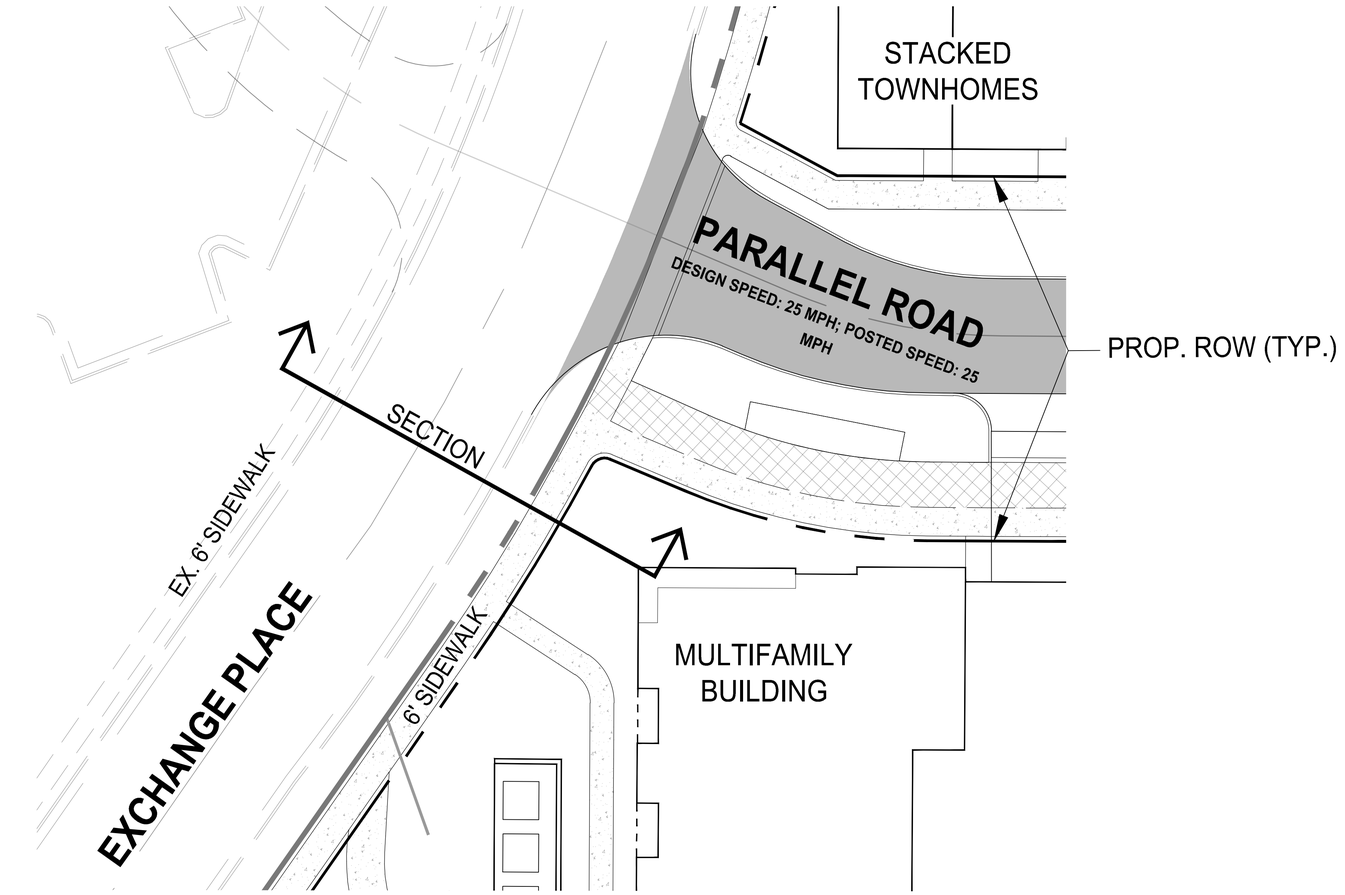


SECTION ON EXCHANGE PLACE



VIRGINIA STATE GRID NORTH
NAD 83

15 0 15 30
GRAPHIC SCALE
1" = 15'

ROONEY PROPERTIES

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SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

STREET SECTION
EXCHANGE
PLACE

SHEET No.

04.4

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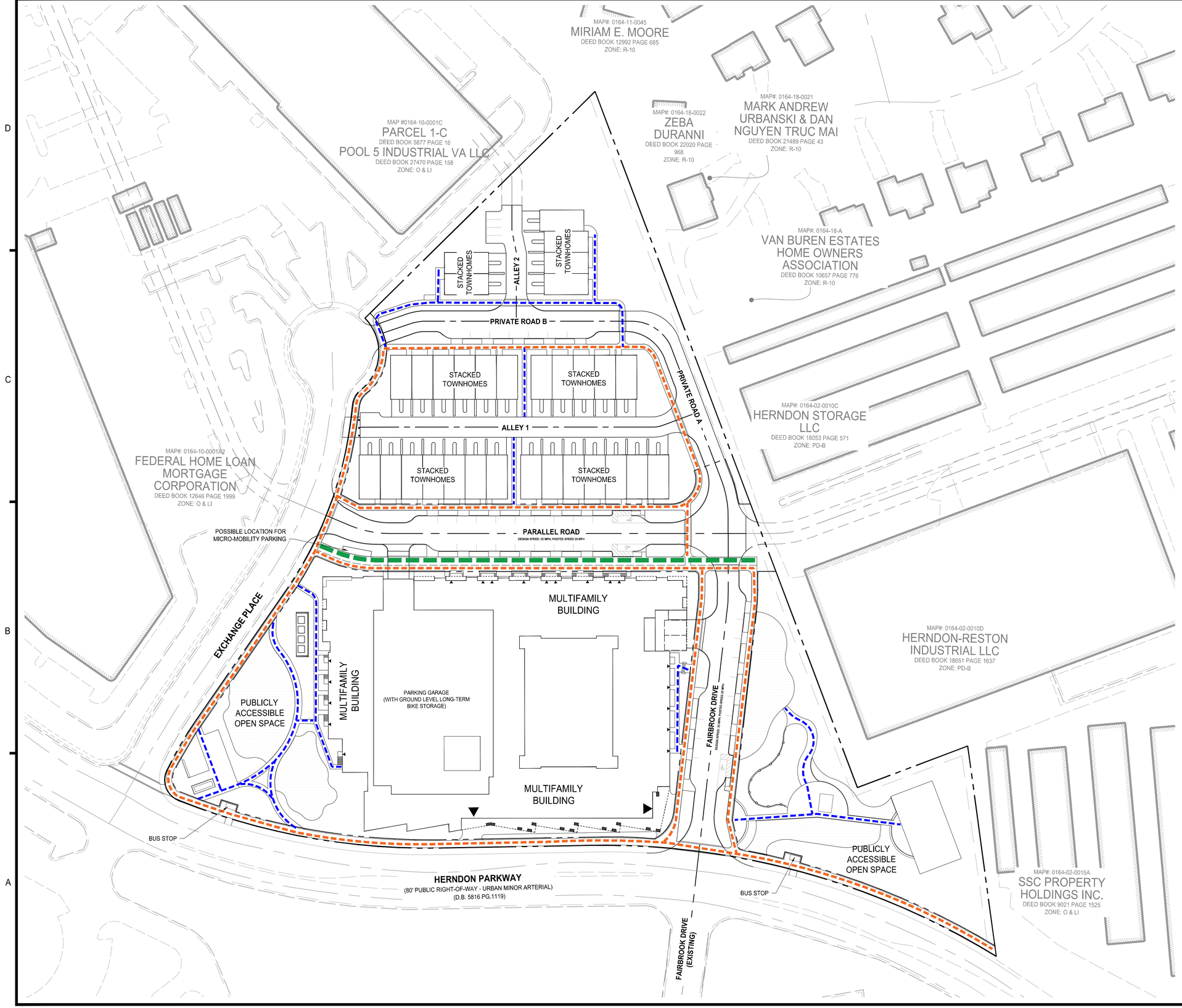

ROONEY PROPERTIES

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SHEET TITLE:

PEDESTRIAN CIRCULATION

SHEET No.

05

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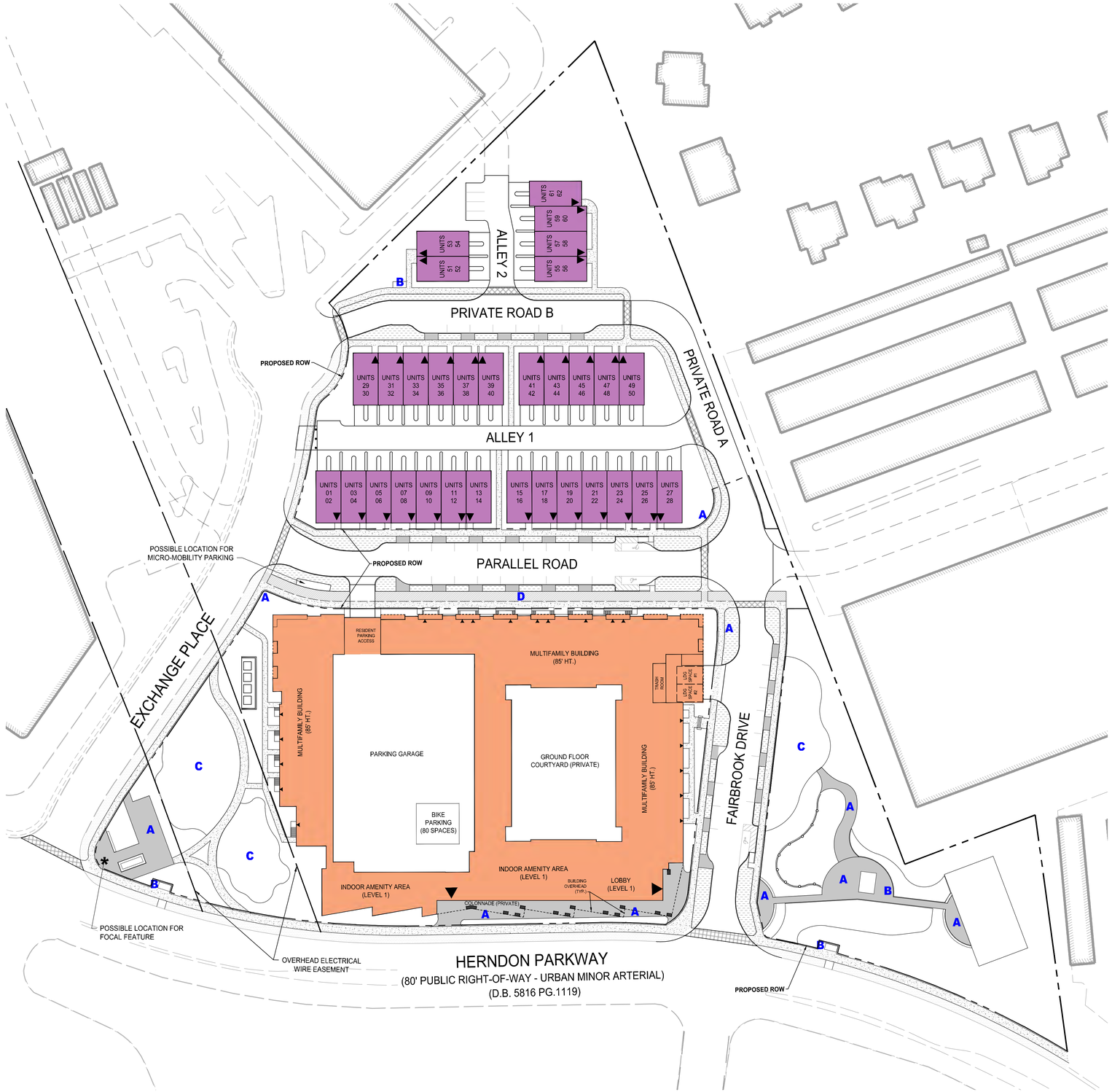

LEGEND:

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

A POSSIBLE LOCATION FOR BENCH / GROUP SEATING

B POSSIBLE LOCATION FOR BIKE RACK

C PUBLIC LAWN

D CYCLE TRACK

NOTES:

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

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

3. "TREE VERGE WITHIN STREETSCAPE" SHOWN ON THIS PLAN ARE AREAS WITHIN DEDICATED RIGHT OF WAY ALONG EXCHANGE PLACE AND HERNDON PARKWAY, AND WOULD BE MAINTAINED BY OTHERS. CANOPY TREES IN THESE AREAS SHALL BE SPACED 35'-45' O.C.

VIRGINIA STATE GRID NORTH
NAD 83

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

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TOWN OF HERNDON, VIRGINIA

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CHECKED: JA

SHEET TITLE:

STREETSCAPE DETAIL

SHEET No.

05.1

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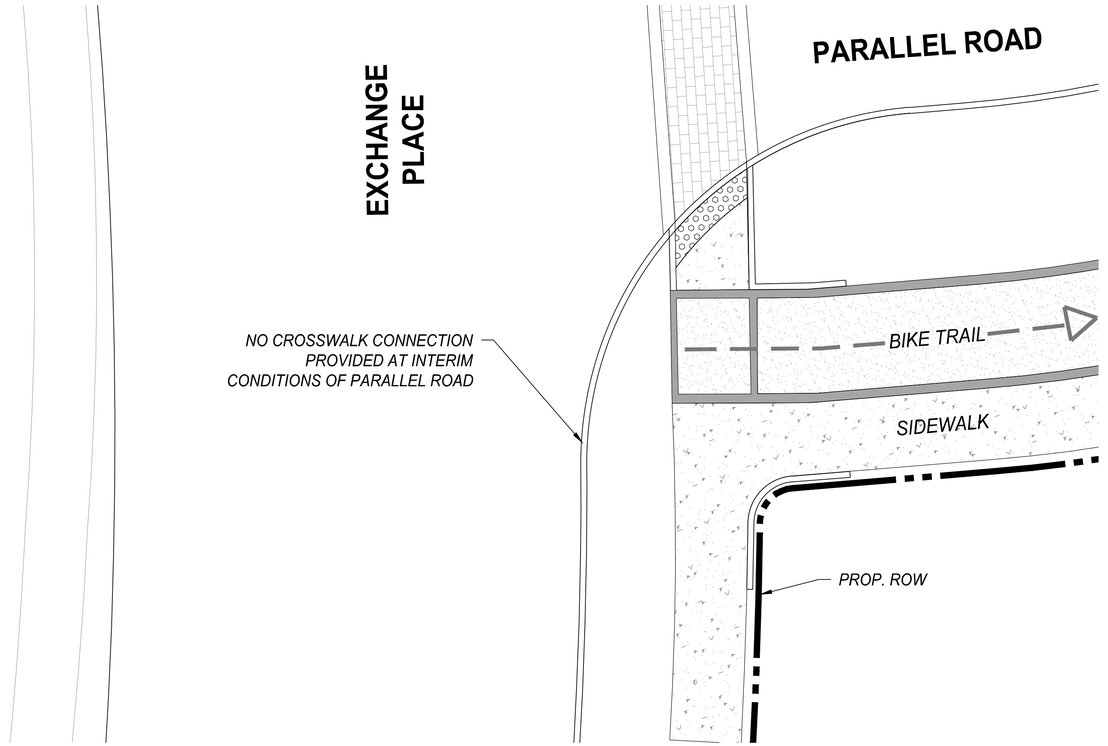
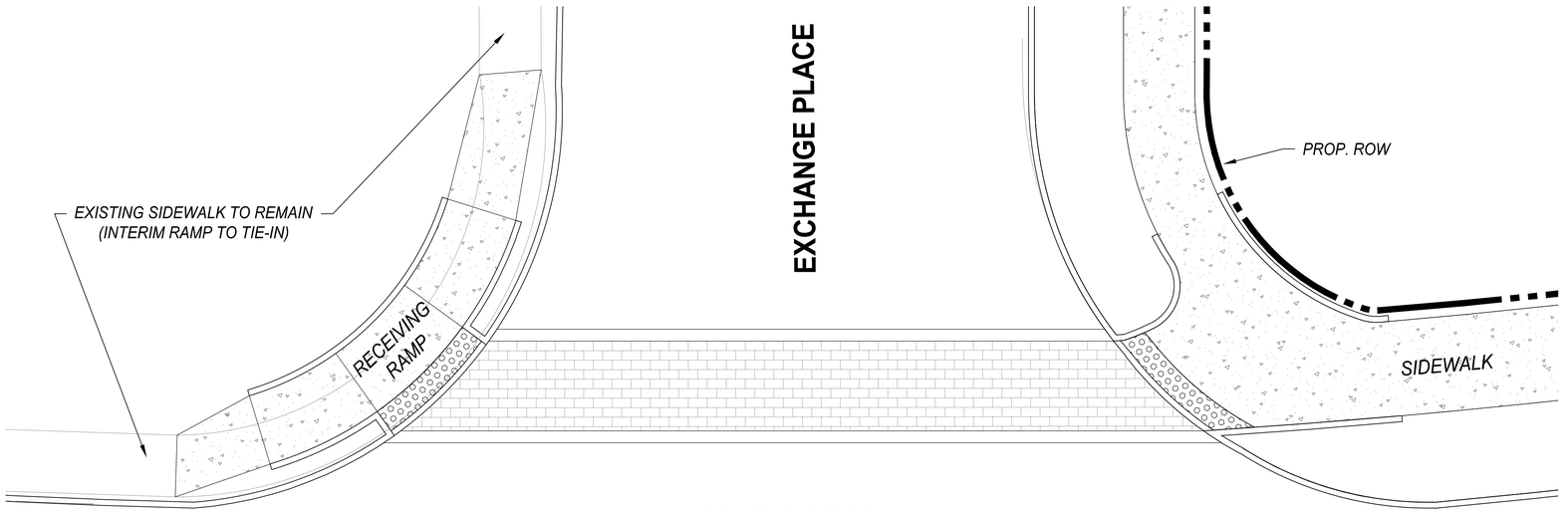


EXCHANGE PLACE - PARALLEL ROAD INTERSECTION

INTERIM CONDITION OF CROSSWALK AND CURB RAMPS



EXCHANGE PLACE - HERNDON PARKWAY INTERSECTION

INTERIM CONDITION OF CROSSWALK AND CURB RAMPS

(OFF-SITE IMPROVEMENTS ARE PROPOSED WITH THIS PLAN)

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

VIRGINIA STATE GRID NORTH
NAD 83

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

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SHEET TITLE:

CROSSWALK INTERIM CONDITION

SHEET No.

05.2

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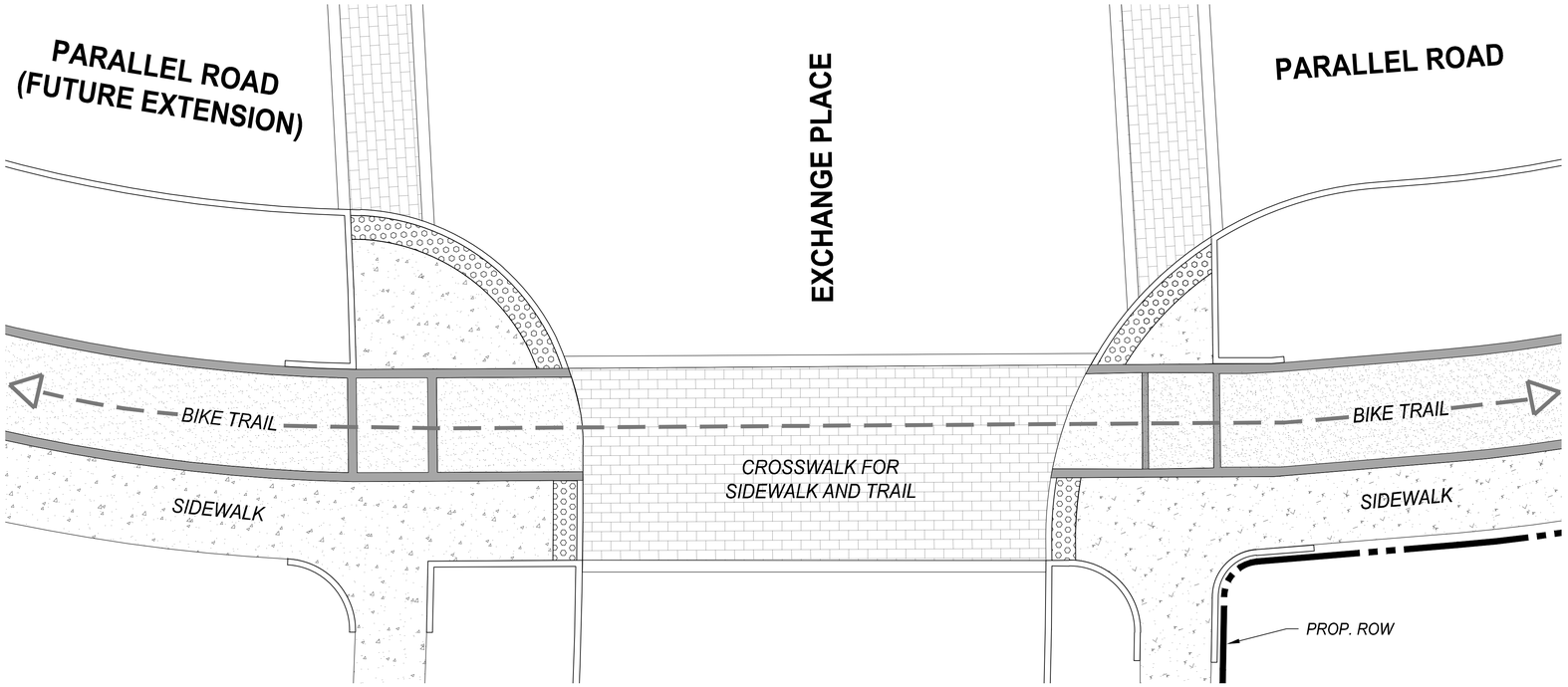
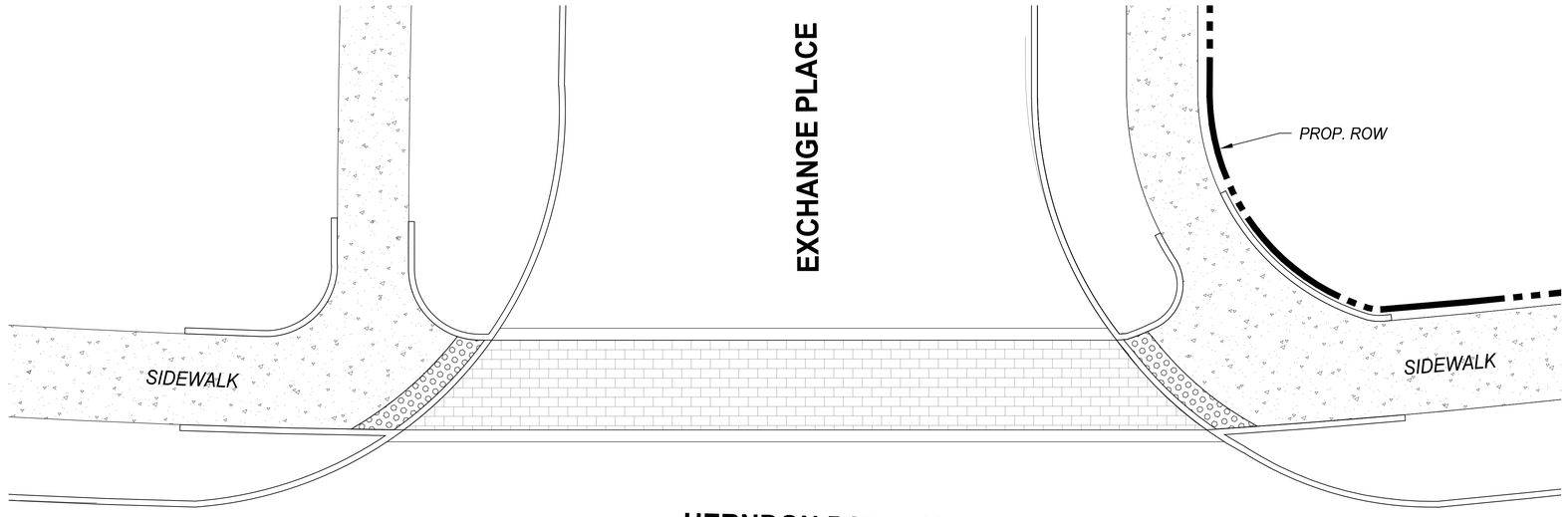


EXCHANGE PLACE - PARALLEL ROAD INTERSECTION

ULTIMATE CONDITION OF CROSSWALK AND CURB RAMPS

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



EXCHANGE PLACE - HERNDON PARKWAY INTERSECTION

ULTIMATE CONDITION OF CROSSWALK AND CURB RAMPS

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

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

VIRGINIA STATE GRID NORTH
NAD 83

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

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DRAWN: CL
CHECKED: JA

SHEET TITLE:

CROSSWALK ULTIMATE CONDITION

SHEET No.

05.3

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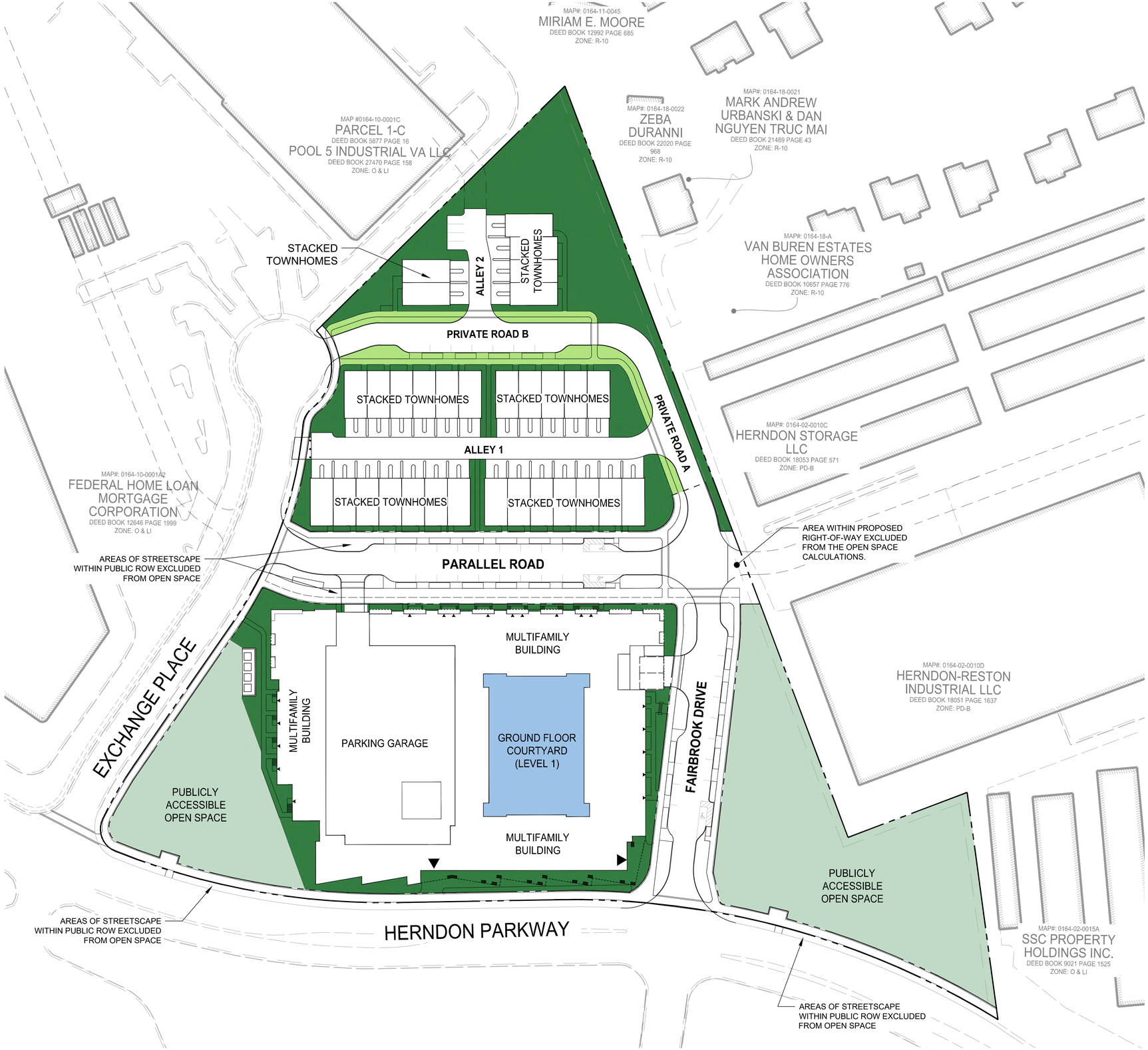

PD-TRG1 OPEN SPACE (MULTIFAMILY) = 48%

LOT AREA = 207,165 SF

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

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

PD-TRG2 OPEN SPACE (TOWNHOMES) = 39%

LOT AREA = 127,601 SF

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

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

NOTE:

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

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

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

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

NOTE:

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

VIRGINIA STATE GRID NORTH
NAD 83

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

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12/29/2025
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CHECKED: JA

SHEET TITLE:

OPEN SPACE PLAN

SHEET No.

06

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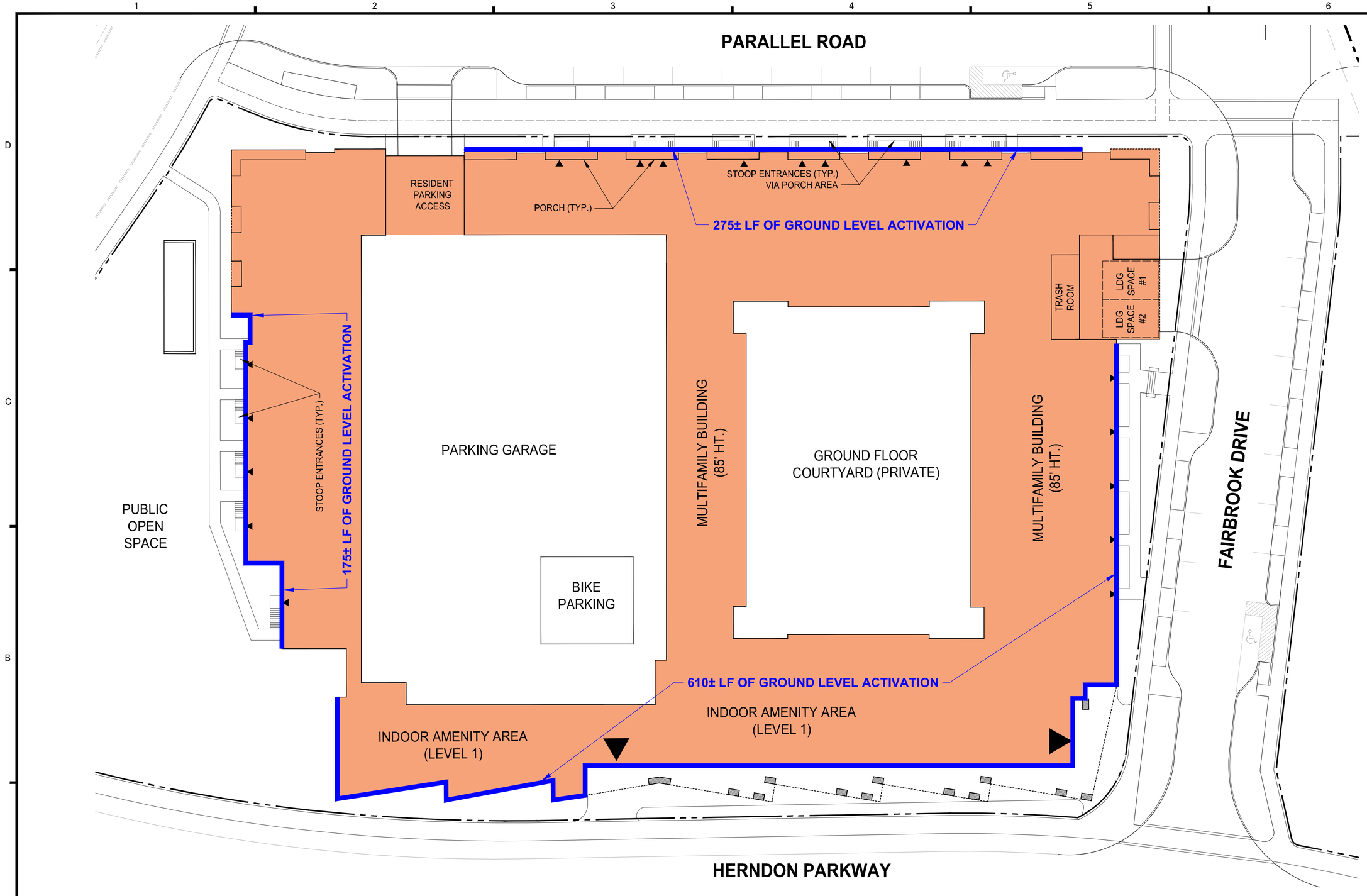

GROUND LEVEL ACTIVATION (60% REQUIRED)

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

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

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

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

VIRGINIA STATE GRID NORTH
NAD 83

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

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SHEET TITLE:

GROUND LEVEL ACTIVATION

SHEET No.

06.1

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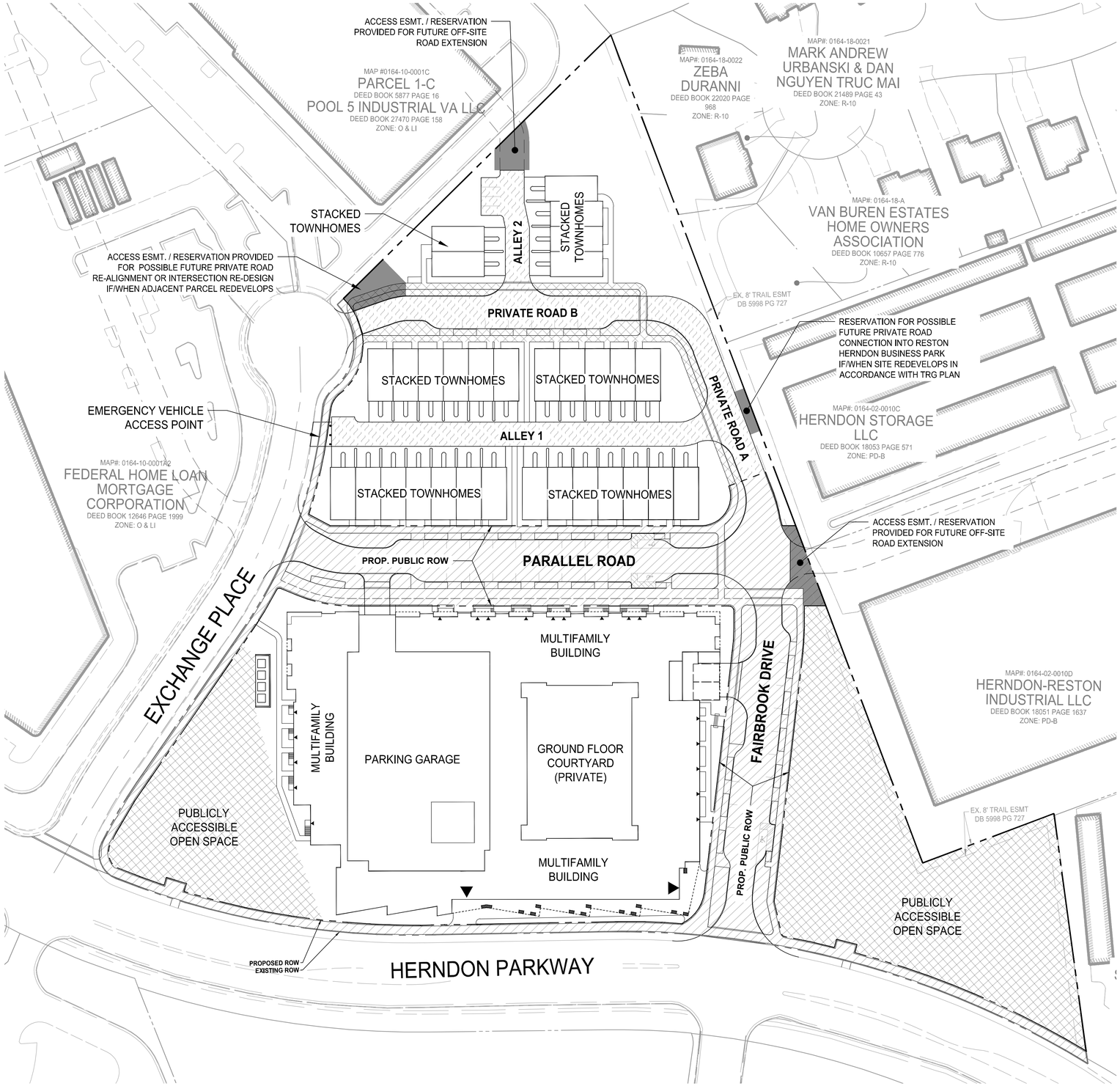

LEGEND:

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

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

VIRGINIA STATE GRID NORTH
NAD 83

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

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SHEET TITLE:

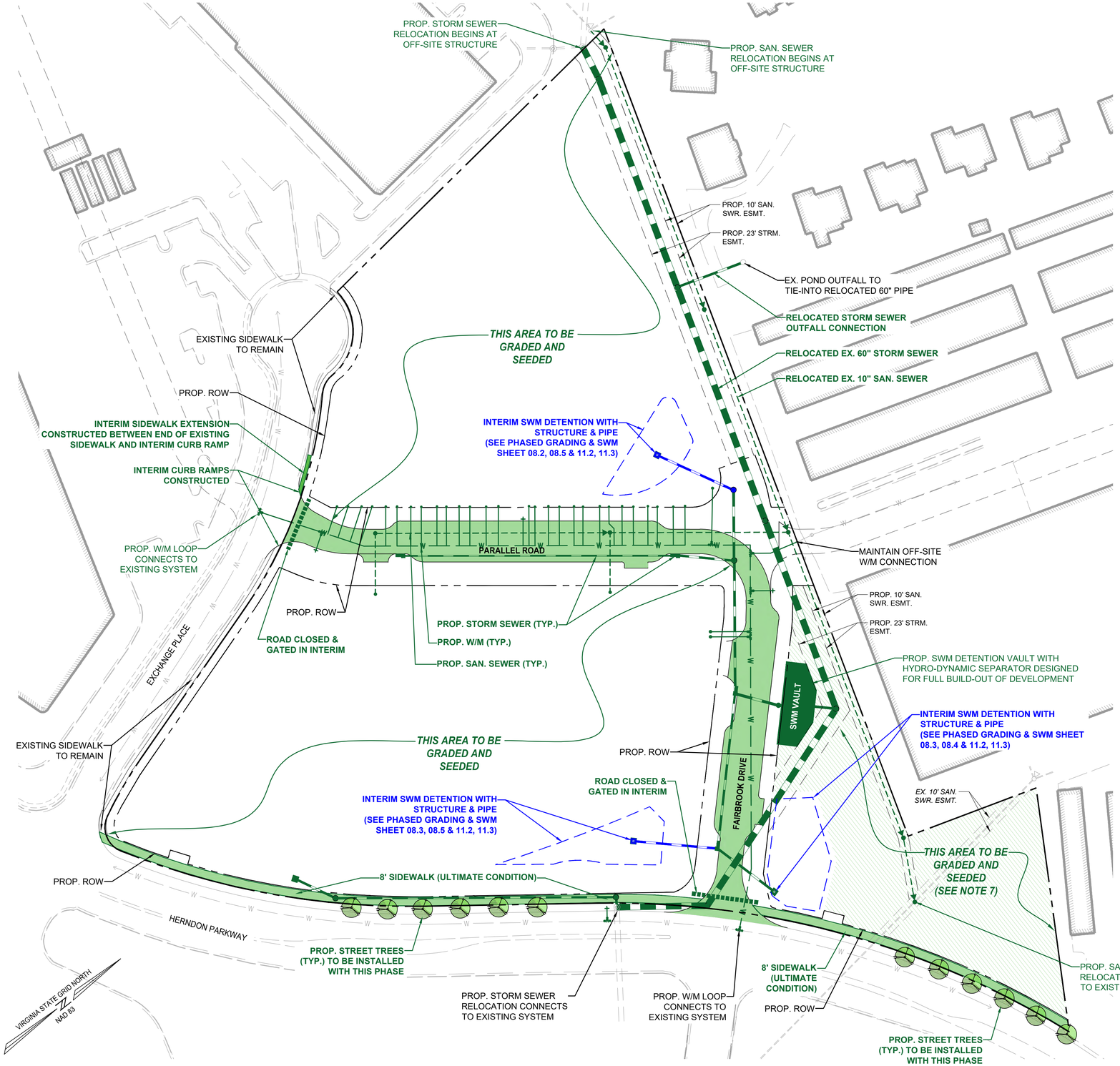
DEDICATIONS AND PUBLIC ACCESS

SHEET No.

06.2

P:\Projects\23008899.00\exchange place development plan\113159 development plan\06.2 DEDICATIONS AND PUBLIC ACCESS.dwg, 12/22/2025 2:56:35 PM, Jason M. Alagna,

SITE WORK PHASE



LEGEND:

- SITE WORK PHASE
- INTERIM UTILITIES PROPOSED WITH THIS PHASE

PHASING NOTES:

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

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

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

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

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

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

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

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SHEET TITLE:

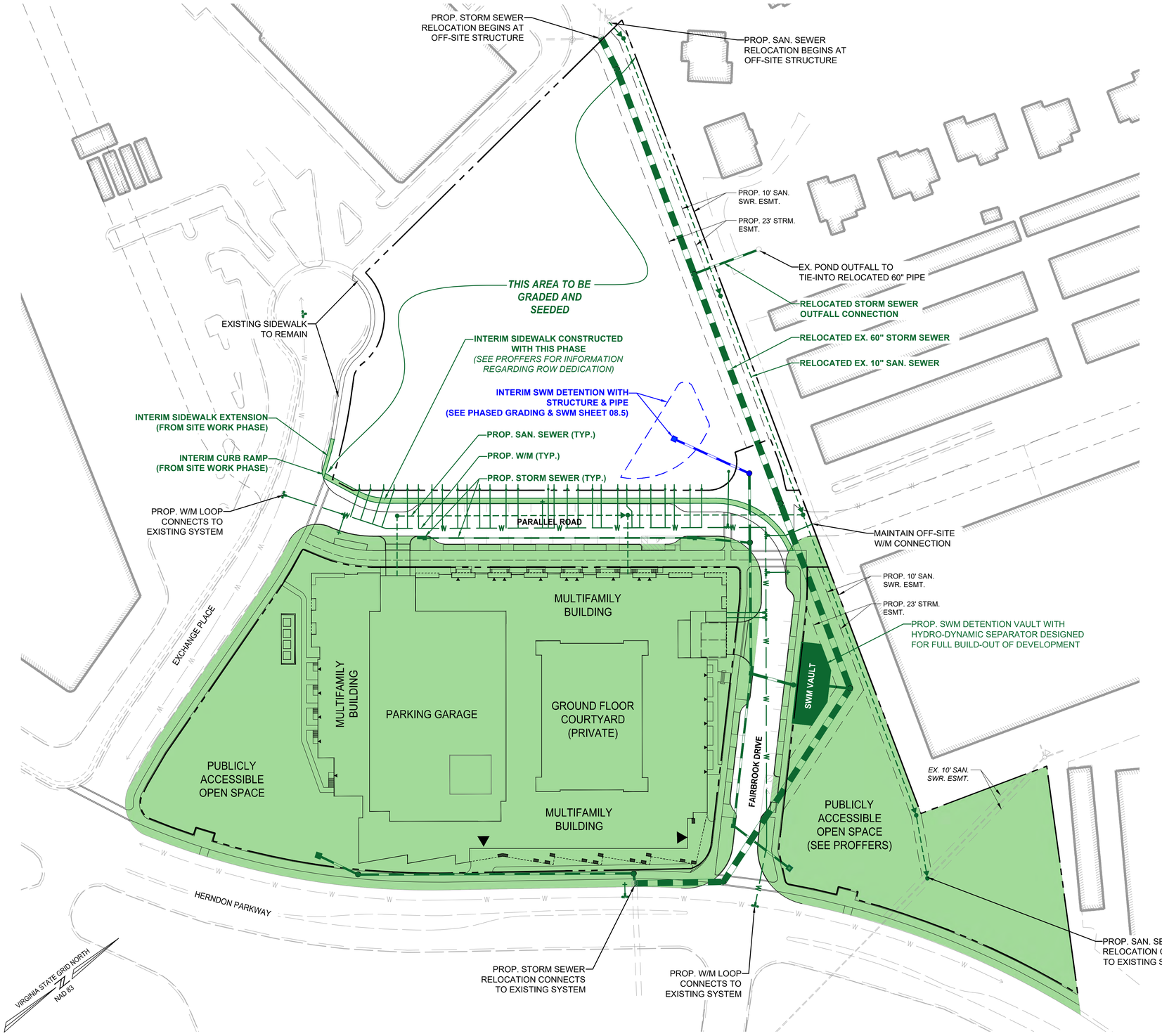
PHASING PLAN - SITE WORK

SHEET No.

06.3

P:\Projects\23008899.00\exchange place development plan\111159 development plan\06.3 SITE WORK PHASE.dwg, 12/22/2025 2:13:19 PM, Jason M. Alagna,

MULTIFAMILY PHASE



LEGEND:

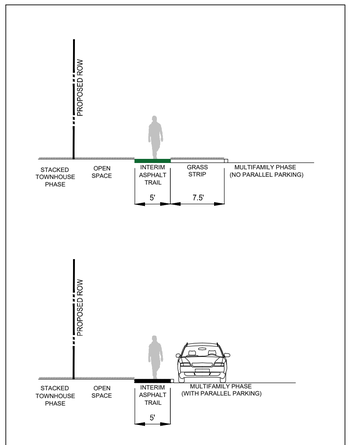
- MULTIFAMILY PHASE
- INTERIM UTILITIES PROPOSED WITH THIS PHASE

PHASING NOTES:

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

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

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



INTERIM STREETSCAPE TYPICAL SECTIONS

(SCALE 1" = 10')

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

EXCHANGE PLACE
DEVELOPMENT PLAN
TOWN OF HERNDON

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION

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

SHEET TITLE:

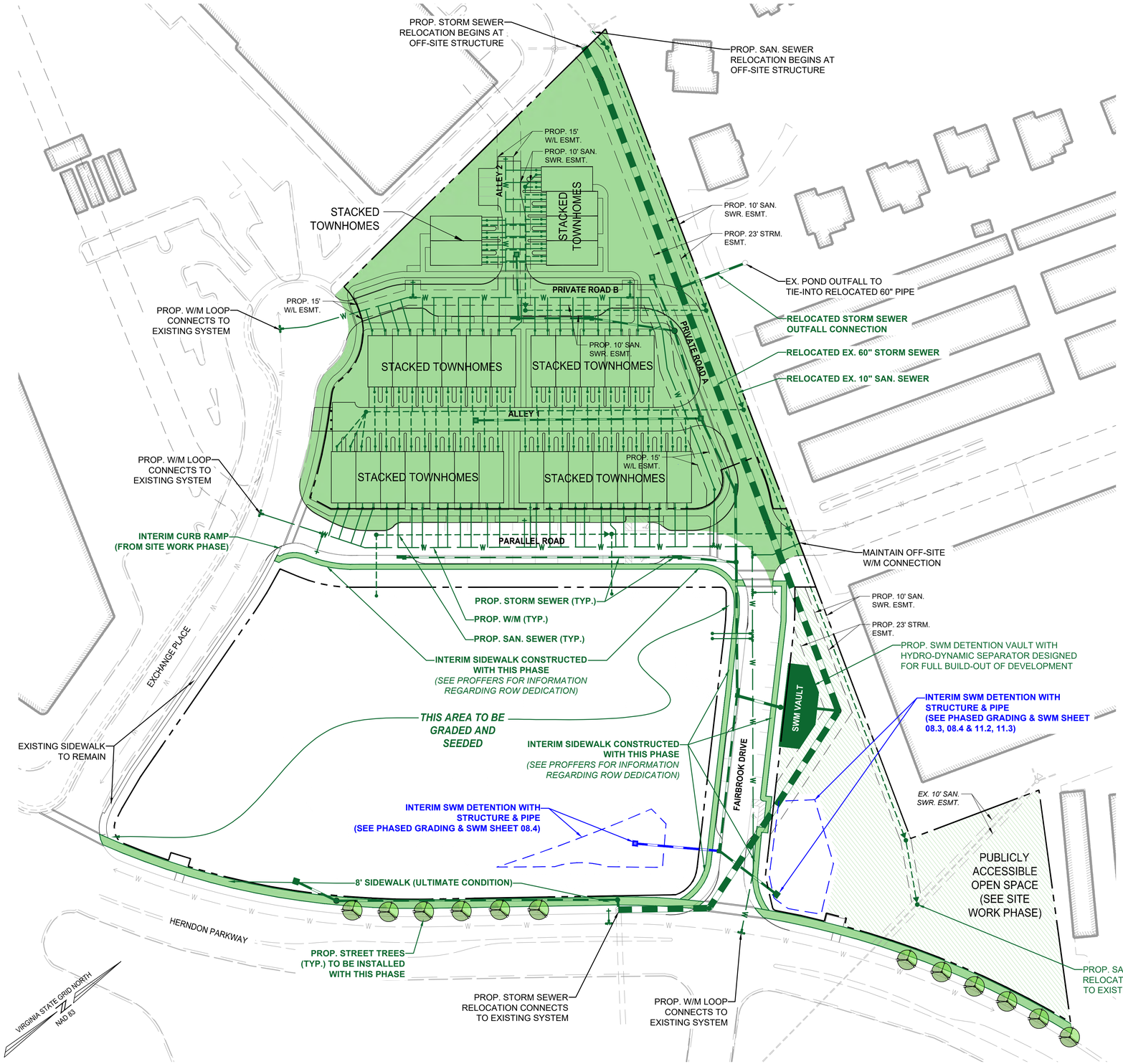
PHASING PLAN - MULTIFAMILY

SHEET No.

06.4

P:\Projects\23008899.00\exchange place development plan\111159 development plan\06.4 MULTIFAMILY PHASE.dwg, 12/22/2025 2:12:38 PM, Jason M. Allagna,

STACKED TOWNHOUSE PHASE



LEGEND:

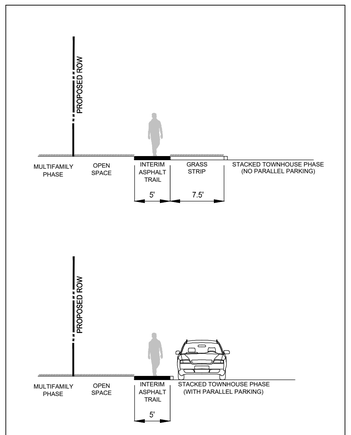
- STACKED TOWNHOUSE PHASE
- INTERIM UTILITIES PROPOSED WITH THIS PHASE

PHASING NOTES:

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

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

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



INTERIM STREETSCAPE TYPICAL SECTIONS

(SCALE 1" = 10')

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

EXCHANGE PLACE
DEVELOPMENT PLAN
TOWN OF HERNDON

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION

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

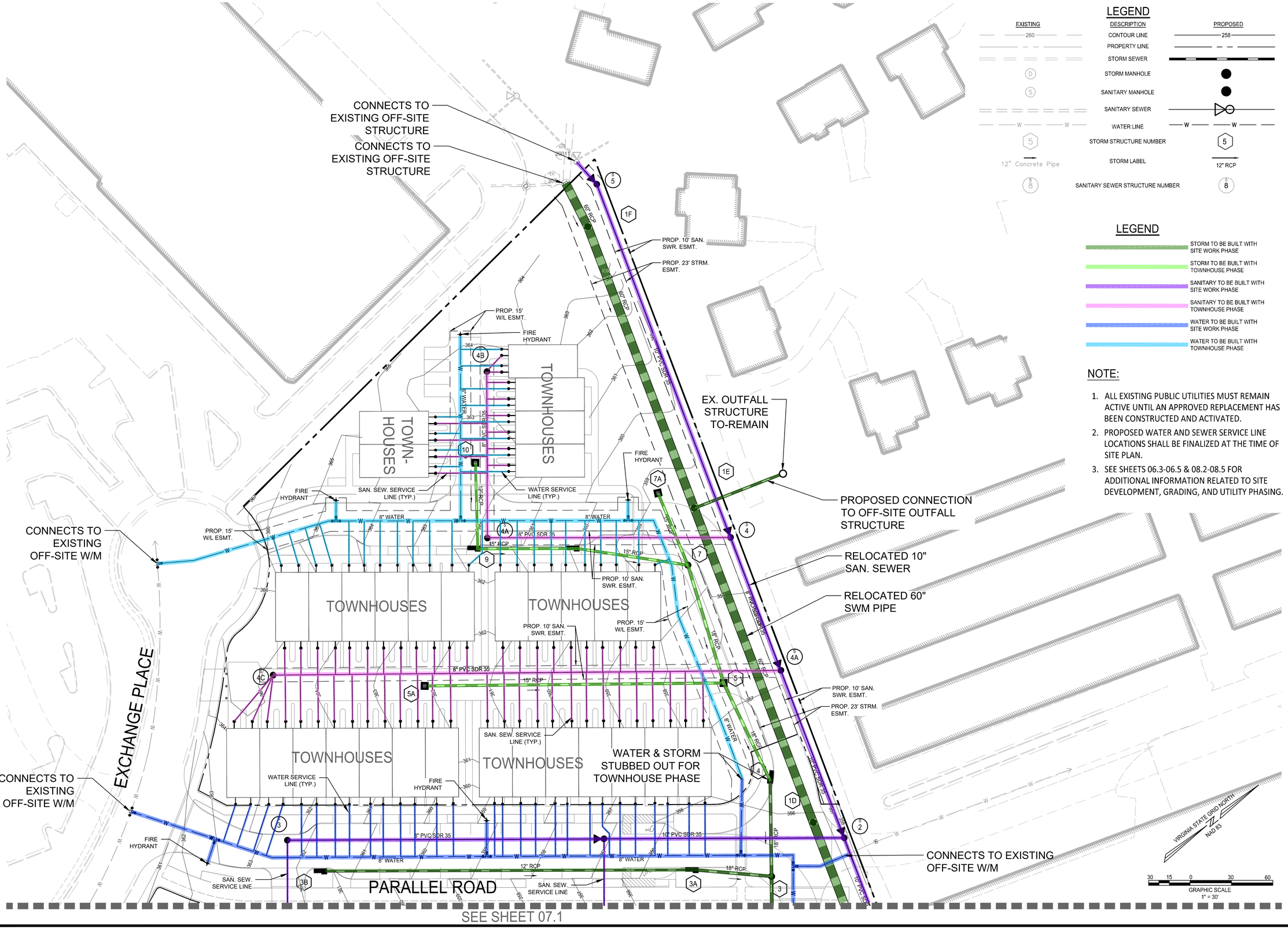
SHEET TITLE:

PHASING PLAN - TOWNHOUSES

SHEET No.

06.5

P:\Projects\23008899.00\exchange place development plan\113159 development plan\06.5 TOWNHOUSE PHASE.dwg, 12/22/2025 2:11:18 PM, Jason M. Alagna,



LEGEND

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

LEGEND

- STORM TO BE BUILT WITH SITE WORK PHASE
- STORM TO BE BUILT WITH TOWNHOUSE PHASE
- SANITARY TO BE BUILT WITH SITE WORK PHASE
- SANITARY TO BE BUILT WITH TOWNHOUSE PHASE
- WATER TO BE BUILT WITH SITE WORK PHASE
- WATER TO BE BUILT WITH TOWNHOUSE PHASE

NOTE:

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
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3	12-29-2025	4TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/22/2025
SCALE: AS SHOWN
DESIGN: MG / ND
DRAWN: MG / ND
CHECKED: JH

SHEET TITLE:

UTILITY PLAN

SHEET No.

07

P:\Projects\23008899.00\exchange place development plan\113159 development plan\07 UTILITY PLAN.dwg, 12/22/2025 10:58:11 AM, Jason M. Alagna,

SEE SHEET 07

EXCHANGE PLACE

MULTIFAMILY BUILDING

PARKING GARAGE

GROUND FLOOR COURTYARD (LEVEL 1)

MULTIFAMILY BUILDING

MULTIFAMILY BUILDING

SAN. SEW. SERVICE LINE

SAN. SEW. SERVICE LINE

WATER SERVICE LINE (TYP.)

FIRE HYDRANT

FAIRBROOK DRIVE

RELOCATED 10" SAN. SEWER

RELOCATED 60" SWM PIPE

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

VAULT

PROP. 23' STRM. ESMT.

PROP. 10' SAN. SWR. ESMT.

EX. 10' SAN. SWR. ESMT.

HERNDON PARKWAY

FIRE HYDRANT

CONNECTS TO EXISTING OFF-SITE STRUCTURE

CONNECTS TO EXISTING ON-SITE STRUCTURE

SEE SHEET THIS SHEET

SEE SHEET THIS SHEET

LEGEND

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

LEGEND

- STORM TO BE BUILT WITH SITE WORK PHASE
- SANITARY TO BE BUILT WITH SITE WORK PHASE
- WATER TO BE BUILT WITH SITE WORK PHASE

VIRGINIA STATE GRID NORTH
NAD 83

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

NOTE:

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

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

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
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PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/22/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: ND

SHEET TITLE:

UTILITY PLAN

SHEET No.

07.1

P:\Projects\23008899.00\exchange place development plan\113159 development plan\07 UTILITY PLAN.dwg, 12/22/2025 10:16:52 AM, Jason M. Allagna,

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

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

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

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

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

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

MAP #0164-02-0010A
PARCEL 1
DEED BOOK 5877 PAGE 16
DEED BOOK 27470 PAGE 158
DEED BOOK 410,221 SQ. FT.
HERNDON

TOWN-HOUSES
TOWNHOUSES
TOWNHOUSES
TOWNHOUSES
TOWNHOUSES
TOWNHOUSES

LIMIT OF DISTURBANCE
LIMIT OF DISTURBANCE

EXCHANGE PLACE
PARALLEL ROAD

SEE SHEET 08.1

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

VIRGINIA STATE GRID NORTH
NAD 83

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

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:
GRADING PLAN

SHEET No.
08

P:\Projects\23008899.00\exchange place development plan\113159 development plan\08 GRADING PLAN.dwg, 12/22/2025 2:57:56 PM, Jason M. Alagna,

SEE SHEET 08

EXCHANGE PLACE
(52' RIGHT-OF-WAY)

MULTIFAMILY BUILDING

PARKING GARAGE

GROUND FLOOR COURTYARD (LEVEL 1)

MULTIFAMILY BUILDING

MULTIFAMILY BUILDING

FAIRBROOK DRIVE

ACCESS

SIGN

LIMIT OF DISTURBANCE

HERNDON PARKWAY
(80" RIGHT-OF-WAY)

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

355.61

AFG
361.53
362.13
362.29
362.16
362.02
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360.70
360.06
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357.23
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355.59
355.24
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354.06
353.77
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353.20
352.92
352.63
352.35
352.06
351.70
351.41
351.17
350.84
350.05
350.75
351.00
351.23
351.51
351.76
352.04
352.41
352.78
353.23
353.84
354.40
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356.07
356.60
357.14
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358.56
359.58
360.28
360.80
355.61

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

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

SEE SHEET THIS SHEET

SEE SHEET THIS SHEET

LIMIT OF DISTURBANCE

VIRGINIA STATE GRID NORTH
NAD 83

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

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
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3	12-29-2025	4TH PLAN SUBMISSION

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

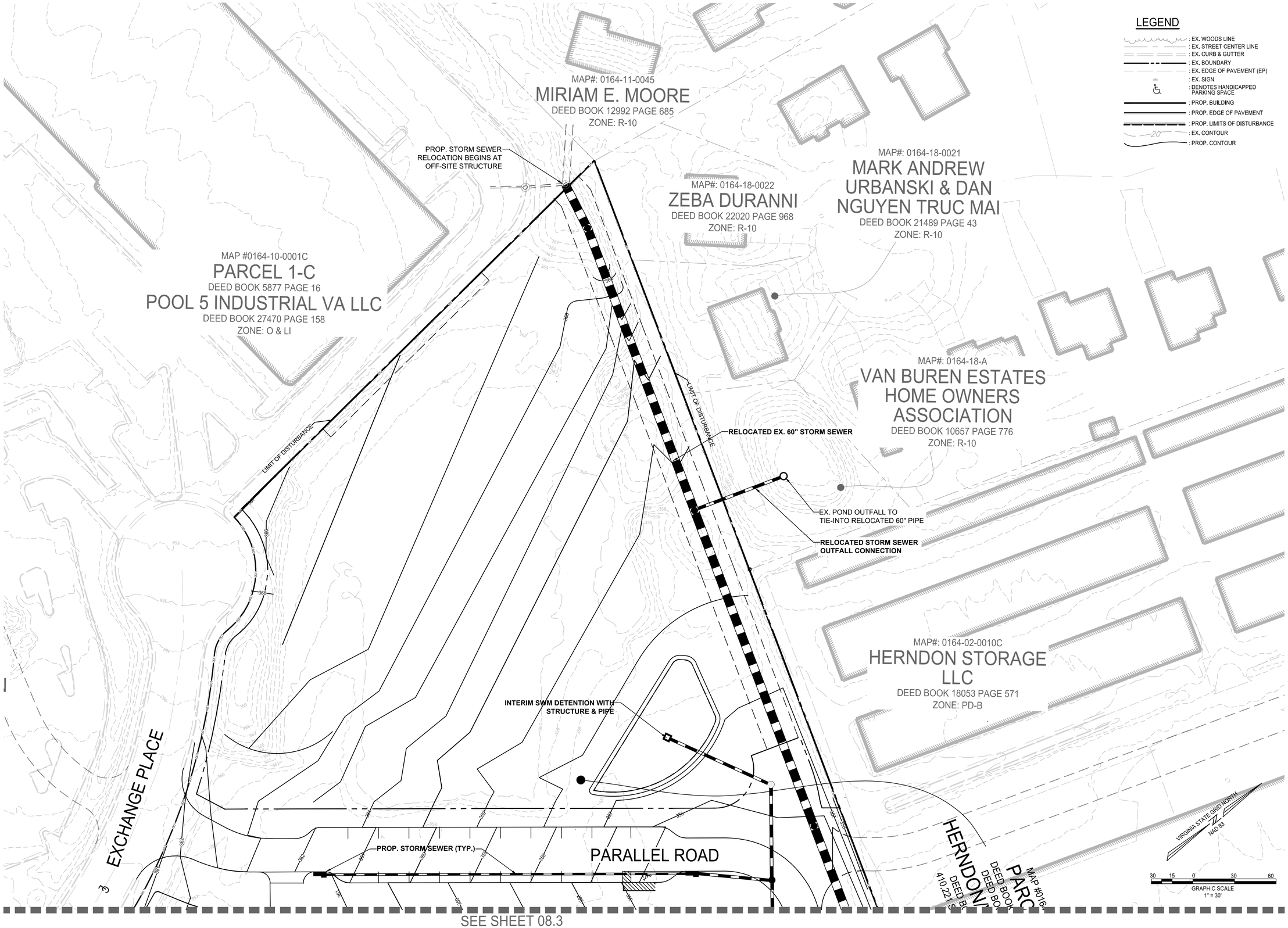
SHEET TITLE:

GRADING PLAN

SHEET No.
08.1

P:\Projects\23008899.00\exchange place development plan\113159 development plan\08 GRADING PLAN.dwg, 12/22/2025 2:58:41 PM, Jason M. Alagna,

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



SEE SHEET 08.3

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

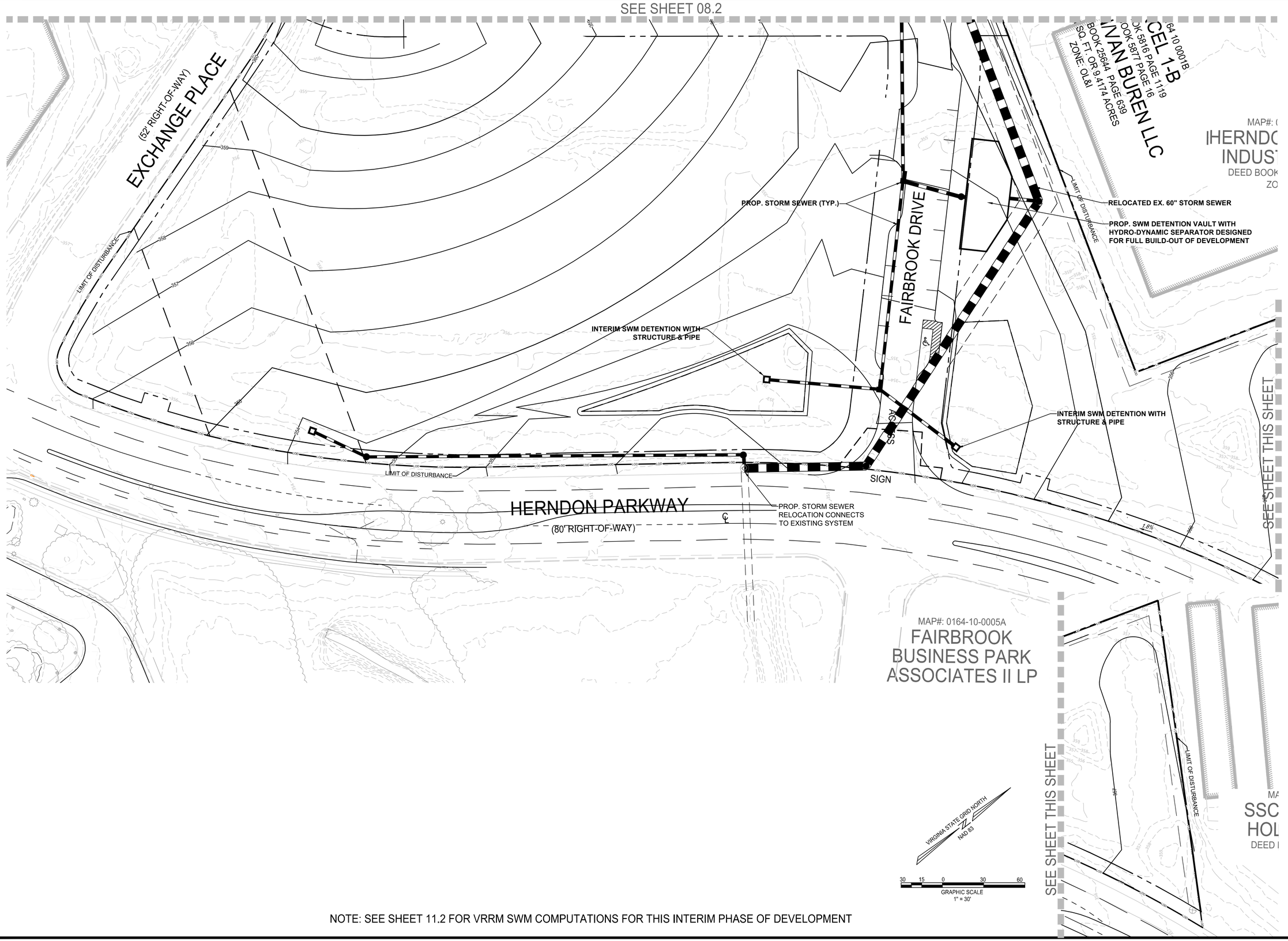
SHEET TITLE:

GRADING PLAN - SITE WORK PHASE

SHEET No.

08.2

P:\Projects\23008899.00\exchange place development plan\113159 development plan\08.2 PH 1 GRADING PLAN.dwg, 12/22/2025 3:00:07 PM, Jason M. Alagna,



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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:

GRADING PLAN - SITE WORK PHASE

SHEET No.

08.3

P:\Projects\23008899.00\exchange place development plan\113159 development plan\08.2 PH 1 GRADING PLAN.dwg, 12/22/2025 3:01:08 PM, Jason M. Allagna,

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

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

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

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

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

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

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

PROP. STORM SEWER RELOCATION BEGINS AT OFF-SITE STRUCTURE

LIMIT OF DISTURBANCE

LIMIT OF DISTURBANCE

RELOCATED EX. 60" STORM SEWER

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

RELOCATED STORM SEWER OUTFALL CONNECTION

INTERIM SWM DETENTION WITH STRUCTURE & PIPE

EXCHANGE PLACE

PARALLEL ROAD

PROP. STORM SEWER (TYP.)

HERNDON PARC
DEED BOOK
DEED BOOK
DEED B
410.22

MAP #016

SEE SHEET 08.1

LEGEND

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

VIRGINIA STATE GRID NORTH
NAD 83

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

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:

GRADING PLAN - MULTIFAMILY PHASE

SHEET No.

08.4

P:\Projects\23008899.00\exchange place development plan\113159 development plan\08.4 TEMP MF GRADING PLAN.dwg, 12/22/2025 3:08:20 PM, Jason M. Allagna,

SEE SHEET 08

EXCHANGE PLACE
(52' RIGHT-OF-WAY)

LIMIT OF DISTURBANCE

PROP. STORM SEWER (TYP.)

INTERIM SWM DETENTION WITH STRUCTURE & PIPE

FAIRBROOK DRIVE

RELOCATED EX. 60" STORM SEWER

LIMIT OF DISTURBANCE

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

MAP#: 0164-10 0001B
PARCEL 1-B
DEED BOOK 5816 PAGE 1119
DEED BOOK 5877 PAGE 16
IVAN BUREN LLC
DEED BOOK 25684 PAGE 639
9.4174 ACRES
ZONE: OL&I

MAP#: (
IHERNDC
INDUST
DEED BOOK
ZO

SIGN

HERNDON PARKWAY
(80" RIGHT-OF-WAY)

PROP. STORM SEWER RELOCATION CONNECTS TO EXISTING SYSTEM

SEE SHEET THIS SHEET

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

SEE SHEET THIS SHEET

LIMIT OF DISTURBANCE

MA
SSC
HOL
DEED I

VIRGINIA STATE GRID NORTH
NAD 83

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

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

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

SHEET TITLE:

GRADING PLAN - TOWNHOUSE PHASE

SHEET No.
08.5

P:\Projects\23008899.00\exchange place development plan\113159 development plan\08.5 TEMP TH PHASE GRADING PLAN.dwg, 12/22/2025 3:10:05 PM, Jason M. Alagna,



ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION

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

SHEET TITLE:

SWM PRE-DEVELOPMENT PLAN

SHEET No.

09

VIRGINIA STATE GRID NORTH
NAD 83

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

P:\Projects\23008899.00\exchange place development plan\113159 development plan\09 SWM PRE-DEVELOPMENT PLAN.dwg, 12/22/2025 3:11:47 PM, Jason M. Alagna,



EXISTING CONDITION SITE NARRATIVE

THIS DEVELOPMENT CONSISTS OF APPROXIMATELY 9.24 ACRES OF LAND SITUATED ON HERNDON PARKWAY AT EXCHANGE PLACE IN THE TOWN OF HERNDON. THE PROPERTY IS BOUNDED BY RESIDENTIAL WAREHOUSE AND OFFICES TO THE NORTH AND EAST, HERNDON PARKWAY TO THE SOUTH, AND EXCHANGE PLACE TO THE WEST, THE PROPERTY CURRENTLY CONSISTS OF EXISTING OFFICE BUILDINGS WITH SURFACE PARKING.

REVIEW OF EXISTING TOPOGRAPHY INDICATES THAT THE PROPERTY SLOPES PREDOMINANTLY FROM THE NORTH TO THE SOUTH TOWARDS HERNDON PARKWAY. THE EXISTING STORMWATER IS COLLECTED ON SITE AND JOINS A CLOSED CONDUIT SYSTEM IN HERNDON PARKWAY. THE STORMWATER FLOWS INTO AN EXISTING FLOODPLAIN SOUTH OF HERNDON PKWY. 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 USES.

THE DEVELOPMENT AND ASSOCIATED PROGRAM WILL PROVIDE A TWO OVER TWO DWELLINGS WITH ATTACHED GARAGES, AND MULTI-FAMILY BUILDING WITH GARAGE, AND THE POTENTIAL FOR A FUTURE OFFICE TOWER.

TO COMPLY WITH THE CHESAPEAKE BAY ACT (CBA), THE PROJECT WILL PROVIDE WATER QUALITY TREATMENT THROUGH THE USE OF A MANUFACTURED TREATMENT DEVICE LOCATED PRIOR TO THE STORMWATER VAULT.

WATER QUANTITY NARRATIVE

THE EXISTING MANAGED TURF AREA IS 3.54 ACRES. THE EXISTING IMPERVIOUS AREA IS 5.88 ACRES. EXISTING BYPASS IS 0.66 ACRES. THE EXISTING CN VALUE PER VRRM CALCULATION IS 87. THE PROPOSED MANAGED TURF AREA IS 3.22 ACRES, OF WHICH 1.92 ACERS WILL DRAIN TO THE VAULT. THE PROPOSED IMPERVIOUS AREA IS 6.20 ACRES, OF WHICH 4.65 ACERS WILL DRAIN TO THE VAULT. THE REMAINDER OF THE SITE WHICH IS 2.85 ACRES DRAINS DIRECTLY TO THE EXISTING 11085. THE PROPOSED CN VALUE PER VRRM CALCULATION IS 91. WATER QUANTITY SHALL BE MANAGED BY A PROPOSED VAULT. THE VAULT WILL DRAIN TO AN EXISTING STORM PIPE. SEE SHEET 11 FOR SWM COMPUTATIONS, VAULT HYDROGRAPHS, VAULT DETAILS, AND ENERGY BALANCE EQUATION.

WATER QUALITY TREATMENT (BMP) NARRATIVE

THE WATER QUALITY REQUIREMENT FOR THIS PROJECT HAS BEEN MET THROUGH THE USE OF A MANUFACTURED TREATMENT DEVICE. THIS DEVICE TREATS 6.57 ACRES AND IS LOCATED BEFORE THE STORMWATER MANAGEMENT VAULT. THIS DEVICE TREATS THE TOTAL REQUIRED PHOSPHORUS AS SHOWN ON THE PRELIMINARY VRRM ON SHEET 10. IF DURING THE FINAL ENGINEERING, ADDITIONAL TREATMENT IS NECESSARY, FACILITIES AND DEVICES FROM THE DEQ HANDBOOK WILL BE CONSIDERED TO MAKE UP ANY DEFICIENCIES.

NOTE:

1. SEE SHEET 07-07.1 FOR THE PROPOSED UTILITY SCHEDULE.
2. THE SWM SYSTEM AND BMP PRACTICES PROPOSED ON THE SITE PLAN WILL MEET ALL STATE AND LOCAL TOWN OF HERNDON SWM REQUIREMENTS FOR BOTH ONSITE AND OFFSITE DISTURBED AREA.
3. ALL PROPOSED SWM FACILITIES WILL BE PROVIDED ON SITE AND WILL BE PRIVATELY MAINTAINED.
4. TWO LOCATIONS ON THIS PLAN HAVE BEEN IDENTIFIED AS POSSIBLE LOCATIONS FOR LID BMP DEVICES. THESE DEVICES SHALL BE OUTDOOR AND VISIBLE IN NATURE. SIZE AND TYPE OF DEVICE TO BE DETERMINED AT THE TIME OF SITE PLAN AND FINAL ENGINEERING.

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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TOWN OF HERNDON, VIRGINIA

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PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/15/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

SWM POST-DEVELOPMENT PLAN

SHEET No.
10

P:\Projects\23008899.00\exchange place development plan\113159 development plan\10 POST-DEVELOPMENT PLAN.dwg, 12/22/2025 2:09:58 PM, Jason M. Alagna,

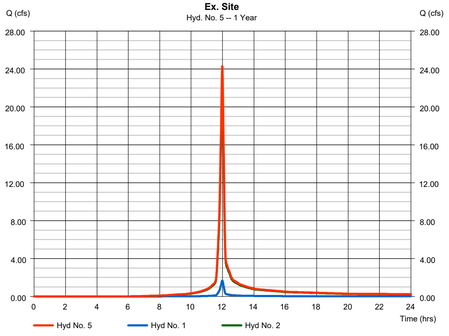
Hydrograph Report

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

Hyd. No. 5

Ex. Site

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



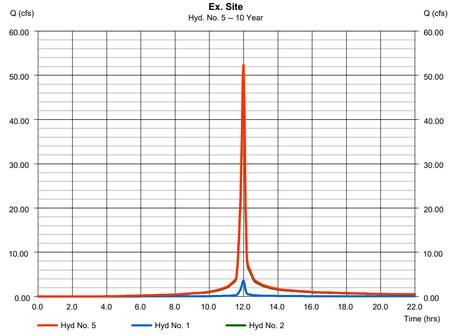
Hydrograph Report

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

Hyd. No. 5

Ex. Site

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



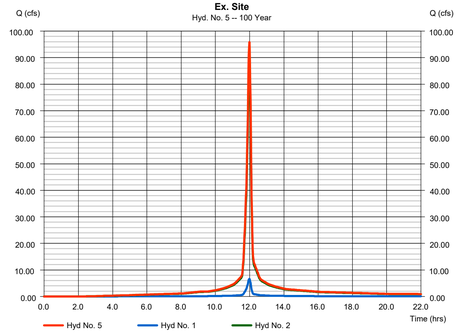
Hydrograph Report

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

Hyd. No. 5

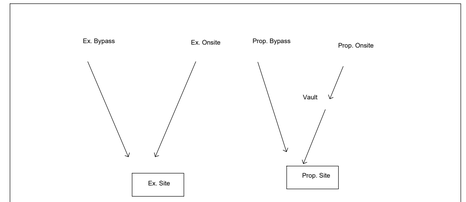
Ex. Site

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



Watershed Model Schematic

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



Legend

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

Project: P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\DESIGN\ENGR\pond

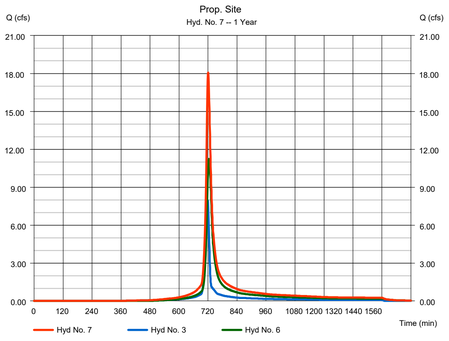
Hydrograph Report

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

Hyd. No. 7

Prop. Site

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



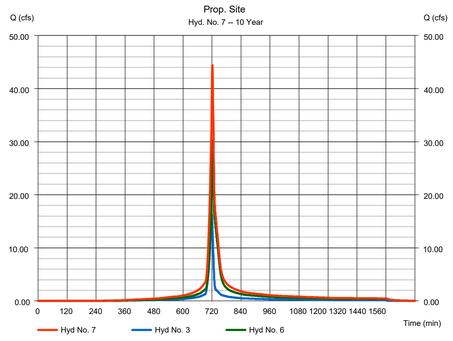
Hydrograph Report

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

Hyd. No. 7

Prop. Site

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



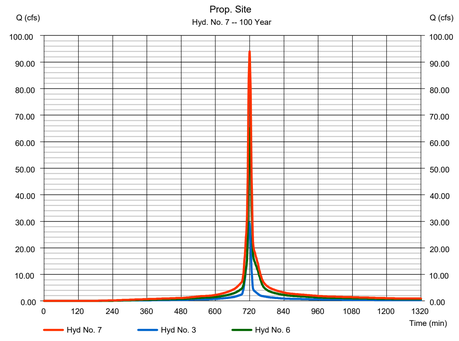
Hydrograph Report

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

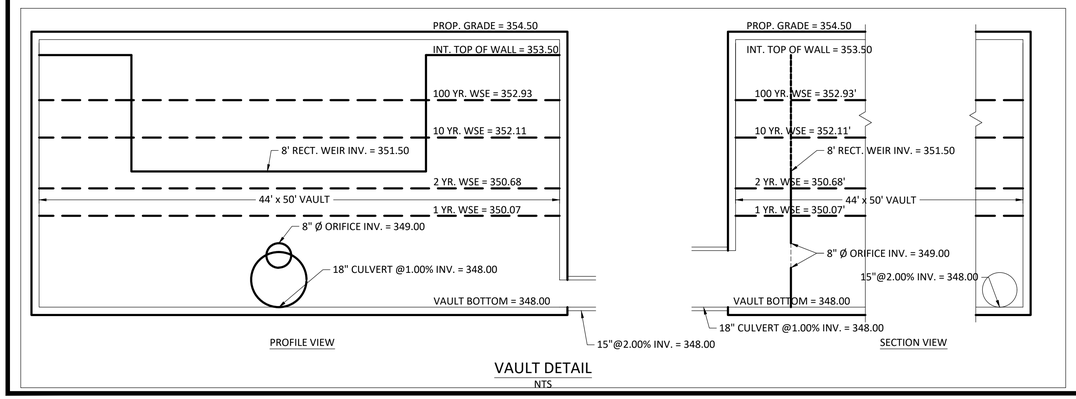
Hyd. No. 7

Prop. Site

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



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



VAULT DETAIL
NTS

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

SHEET TITLE:

SWM COMPUTATIONS, HYDROGRAPHS, & VAULT DETAILS

SHEET No.

11

P:\Projects\23008899.00\exchange place development plan\113159 development plan\111 SWM COMPUTATIONS.dwg, 12/22/2025 3:13:27 PM, Jason M. Alagna,

PRELIMINARY VRRM

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

CLEAR ALL

data input cells
constant values
calculation cells
final results

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 9.42

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

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

Pre-ReDevelopment Land Cover (acres)

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

Post-Development Land Cover (acres)

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

Constants

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

Runoff Coefficients (Rv)

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

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

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

LAND COVER SUMMARY -- POST DEVELOPMENT

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

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

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

Treatment Volume and Nutrient Load

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

Treatment Volume and Nutrient Load

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

Treatment Volume and Nutrient Load

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

Treatment Volume and Nutrient Load

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

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

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

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

Post-Development Requirement for Site Area

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

Nitrogen Loads (Informational Purposes Only)

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

Drainage Area A

Drainage Area A Land Cover (acres)

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

CLEAR BMP AREAS

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

Stormwater Best Management Practices (RR = Runoff Reduction)

--Select from dropdown lists--

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

Site Results (Water Quality Compliance)

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

Site Treatment Volume (ft³) 24,303

Runoff Reduction Volume and TP By Drainage Area

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

Total Phosphorus

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

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

Total Nitrogen (For Information Purposes)

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

ROONEY PROPERTIES
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JOHN L. HELMS
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12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
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TOWN OF HERNDON, VIRGINIA

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PROJECT No.: 23008899.00
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SCALE: N/A
DESIGN: ND
DRAWN: ND
CHECKED: JH

SHEET TITLE:

SWM COMPUTATIONS - OVERALL

SHEET No.

11.1

P:\Projects\23008899.00\exchange place development plan\113159 development plan\11.1 SWM COMPUTATIONS.dwg, 12/22/2025 3:15:00 PM, Jason M. Alagna,

PRELIMINARY VRRM

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

CLEAR ALL

data input cells
constant values
calculation cells
final results

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 9.42

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

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

TP LOAD REDUCTION NOT REQUIRED

Pre-ReDevelopment Land Cover (acres)

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

Post-Development Land Cover (acres)

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

Constants

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

Runoff Coefficients (Rv)

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

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

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

Treatment Volume and Nutrient Load

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

LAND COVER SUMMARY -- POST DEVELOPMENT

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

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

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

Treatment Volume and Nutrient Load

Final Post-Development Treatment Volume (acre-ft)	0.2383	Post-ReDevelopment Treatment Volume (acre-ft)	0.2383	Post-Development Treatment Volume (acre-ft)	--
Final Post-Development Treatment Volume (cubic feet)	10,378	Post-ReDevelopment Treatment Volume (cubic feet)	10,378	Post-Development Treatment Volume (cubic feet)	--
Final Post-Development TP Load (lb/yr)	**6.52**	**Post-ReDevelopment Load (TP) (lb/yr)***	**6.52**	**Post-Development TP Load (lb/yr)**	**--**
Final Post-Development TP Load per acre (lb/acre/yr)	0.69	Post-ReDevelopment TP Load per acre (lb/acre/yr)	0.69		
		Max. Reduction Required (Below Pre-ReDevelopment Load)	20%		
		TP Load Reduction Required for Redeveloped Area (lb/yr)	**-5.29**	**TP Load Reduction Required for New Impervious Area (lb/yr)**	**0**

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

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

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

Post-Development Requirement for Site Area

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

Nitrogen Loads (Informational Purposes Only)

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

Drainage Area A

Drainage Area A Land Cover (acres)

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

CLEAR BMP AREAS

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

Stormwater Best Management Practices (RR = Runoff Reduction)

--Select from dropdown lists--

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

Site Results (Water Quality Compliance)

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

Site Treatment Volume (ft³) 10,378

Runoff Reduction Volume and TP By Drainage Area

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

Total Phosphorus

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

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

Total Nitrogen (For Information Purposes)

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

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

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/17/2025
SCALE: N/A
DESIGN: ND
DRAWN: ND
CHECKED: JH

SHEET TITLE:
SWM CALCULATIONS - SITE WORK PHASE

SHEET No.
11.2

P:\Projects\23008899.00\exchange place development plan\113159 development plan\11.1 SWM COMPUTATIONS.dwg, 12/22/2025 3:15:53 PM, Jason M. Alagna,

PRELIMINARY VRRM

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

CLEAR ALL

data input cells
constant values
calculation cells
final results

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 9.42

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

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

Pre-ReDevelopment Land Cover (acres)

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

Post-Development Land Cover (acres)

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

Constants

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

Runoff Coefficients (Rv)

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

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

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

LAND COVER SUMMARY -- POST DEVELOPMENT

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

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

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

Treatment Volume and Nutrient Load

Final Post-Development Treatment Volume (acre-ft)	0.4646	**Post-ReDevelopment Treatment Volume (acre-ft)**	0.4646	**Post-Development Treatment Volume (acre-ft)**	--
Final Post-Development Treatment Volume (cubic feet)	20,237	**Post-ReDevelopment Treatment Volume (cubic feet)**	20,237	**Post-Development Treatment Volume (cubic feet)**	--
Final Post-Development TP Load (lb/yr)	**12.72**	**Post-ReDevelopment Load (TP) (lb/yr)***	**12.72**	**Post-Development TP Load (lb/yr)**	--
Final Post-Development TP Load per acre (lb/acre/yr)	1.35	Post-ReDevelopment TP Load per acre (lb/acre/yr)	1.35		
		Max. Reduction Required (Below Pre-ReDevelopment Load)	20%		
		TP Load Reduction Required for Redeveloped Area (lb/yr)	**0.91**	**TP Load Reduction Required for New Impervious Area (lb/yr)**	**0**

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

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

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

Post-Development Requirement for Site Area

TP Load Reduction Required (lb/yr)	**0.91**

Nitrogen Loads (Informational Purposes Only)

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

Drainage Area A

Drainage Area A Land Cover (acres)

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

CLEAR BMP AREAS

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

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

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

Site Results (Water Quality Compliance)

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

Site Treatment Volume (ft³) 20,237

Runoff Reduction Volume and TP By Drainage Area

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

Total Phosphorus

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

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

Total Nitrogen (For Information Purposes)

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

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

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/17/2025
SCALE: N/A
DESIGN: ND
DRAWN: ND
CHECKED: JH

SHEET TITLE:
SWM CALCULATIONS - MULTIFAMILY PHASE

SHEET No.
11.3

P:\Projects\23008899.00\exchange place development plan\113159 development plan\11-1 SWM COMPUTATIONS.dwg, 12/22/2025 3:16:31 PM, Jason M. Alagna,

PRELIMINARY VRRM

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

CLEAR ALL

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

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 9.42

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

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

Pre-ReDevelopment Land Cover (acres)

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

Post-Development Land Cover (acres)

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

Constants

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

Runoff Coefficients (Rv)

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

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

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

Treatment Volume and Nutrient Load

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

[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).

LAND COVER SUMMARY -- POST DEVELOPMENT

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

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

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

Treatment Volume and Nutrient Load

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

Post-Development Requirement for Site Area

TP Load Reduction Required (lb/yr)	**2.30**

Nitrogen Loads (Informational Purposes Only)

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

Drainage Area A

Drainage Area A Land Cover (acres)

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

CLEAR BMP AREAS

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

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

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

Site Results (Water Quality Compliance)

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

Site Treatment Volume (ft³) 22,448

Runoff Reduction Volume and TP By Drainage Area

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

Total Phosphorus

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

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

Total Nitrogen (For Information Purposes)

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

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

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/17/2025
SCALE: N/A
DESIGN: ND
DRAWN: ND
CHECKED: JH

SHEET TITLE:
SWM CALCULATIONS - TOWNHOUSE PHASE

SHEET No.
11.4

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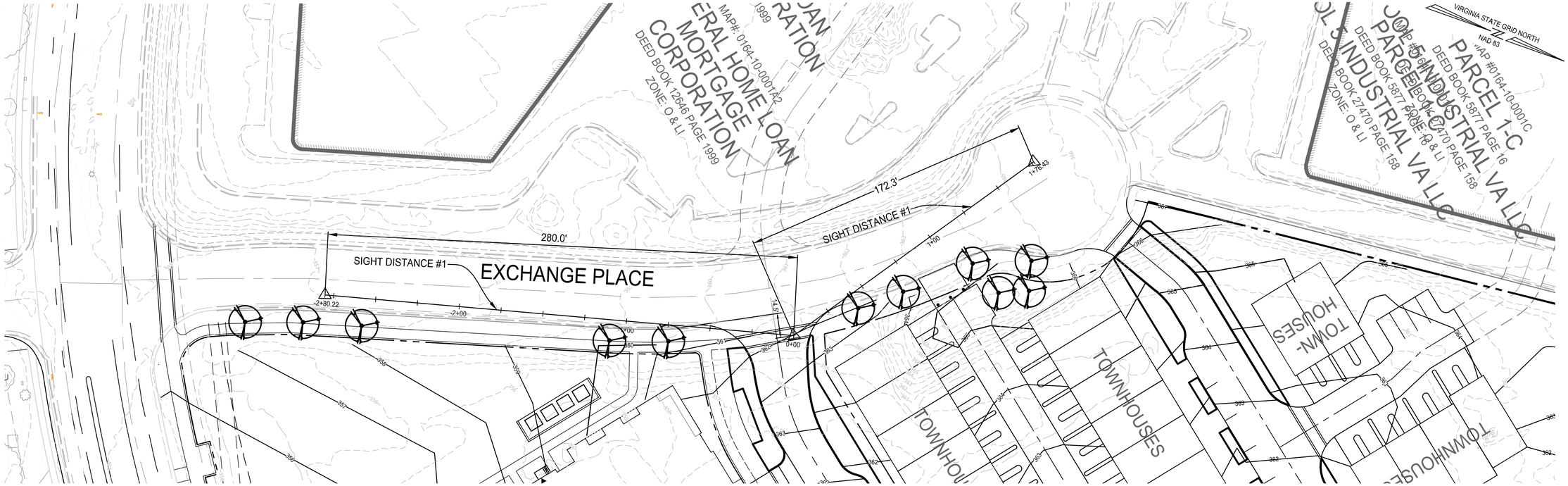
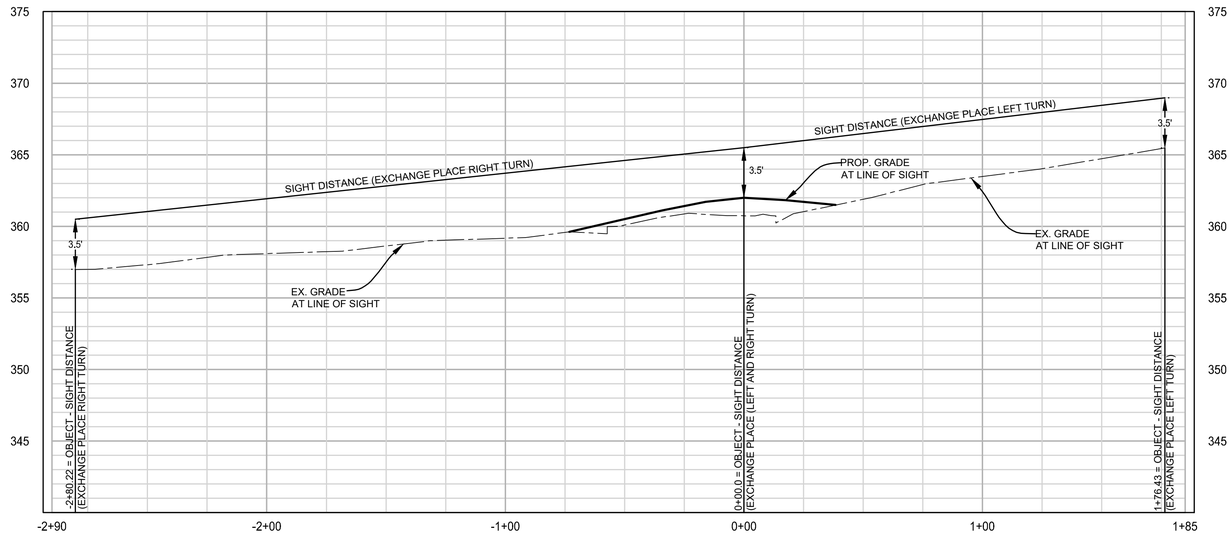


PLAN

SCALE: 1" = 30'

GRAPHIC SCALE
1" = 30'



SIGHT DISTANCE #1

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

VERTICAL GRAPHIC SCALE
1" = 5'

HORIZONTAL GRAPHIC SCALE
1" = 30'

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

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PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/15/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

SIGHT DISTANCE

SHEET No.

11.5

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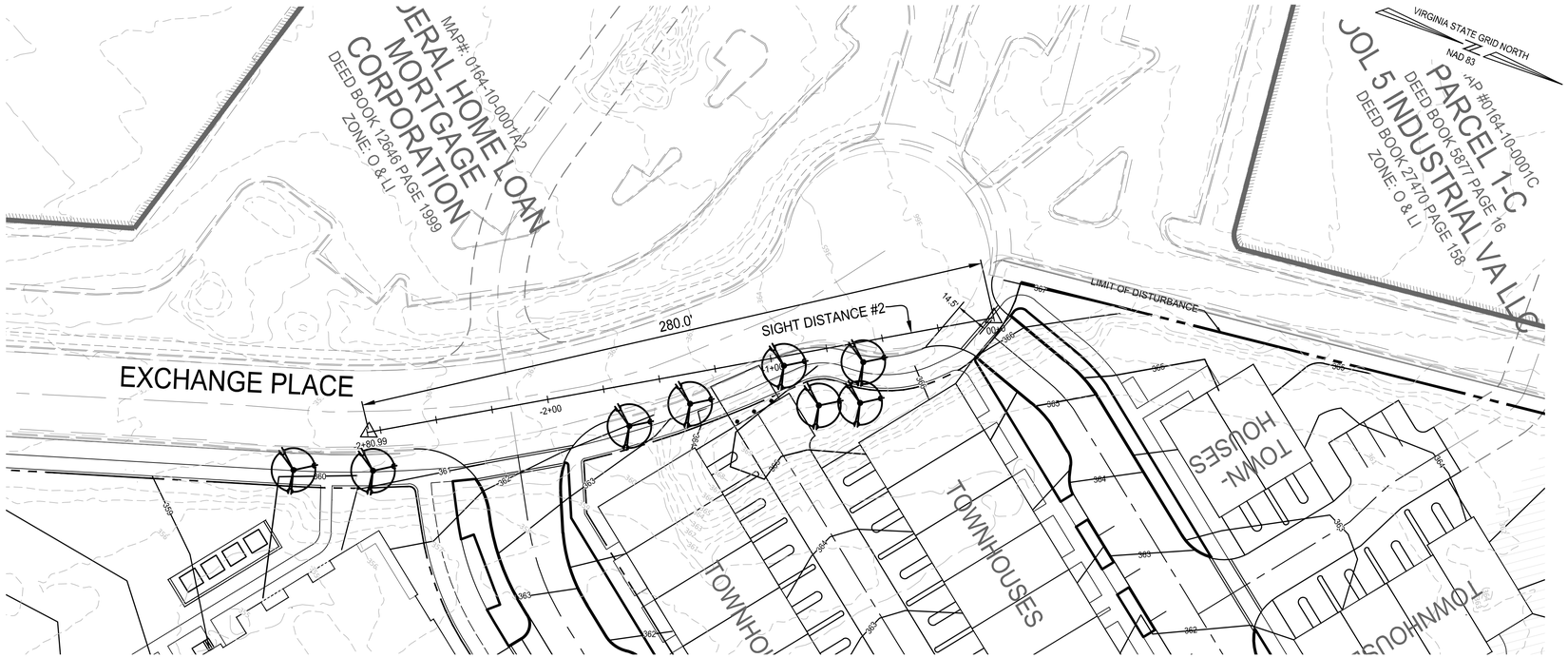
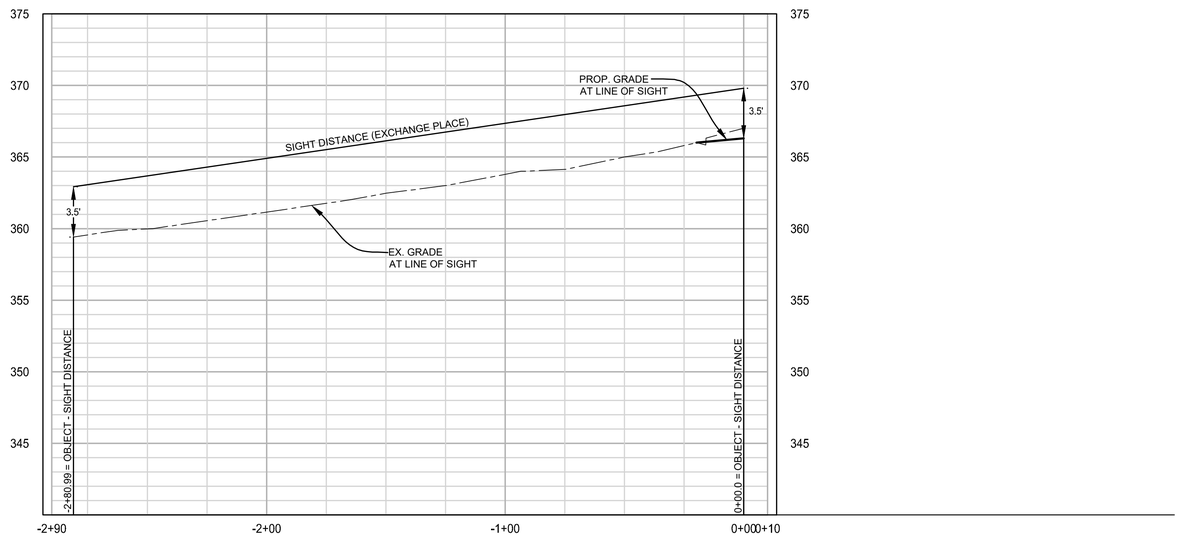


PLAN

SCALE: 1" = 30'

30 15 0 30 60

GRAPHIC SCALE
1" = 30'



SIGHT DISTANCE #2

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

5 2.5 0 5 10

VERTICAL GRAPHIC SCALE
1" = 5'

30 15 0 30 60

HORIZONTAL GRAPHIC SCALE
1" = 30'

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

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TOWN OF HERNDON, VIRGINIA

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PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/15/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

SIGHT DISTANCE

SHEET No.

11.6

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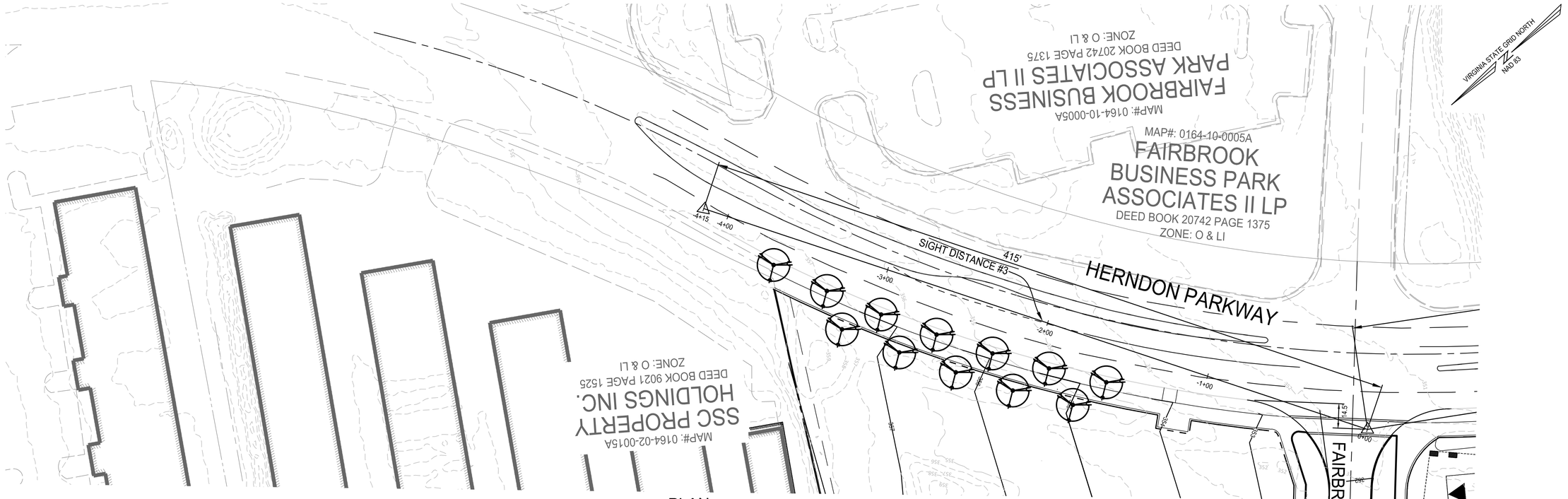
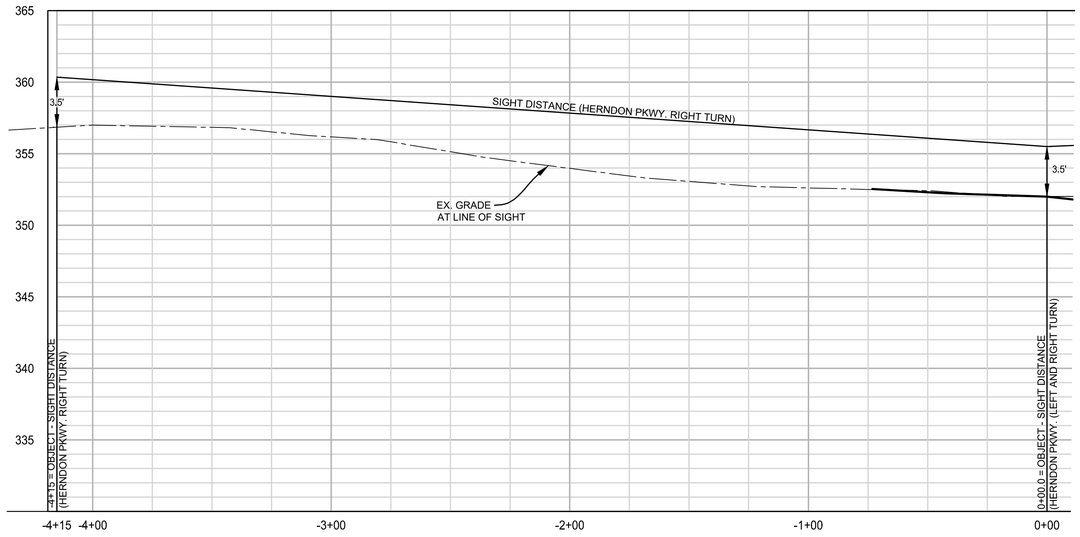


PLAN

SCALE: 1" = 30'

GRAPHIC SCALE
1" = 30'



SIGHT DISTANCE #3

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

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

VERTICAL GRAPHIC SCALE
1" = 5'

HORIZONTAL GRAPHIC SCALE
1" = 30'

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DRAWING No.: 113159
DATE: 12/15/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

SIGHT DISTANCE

SHEET No.

11.7

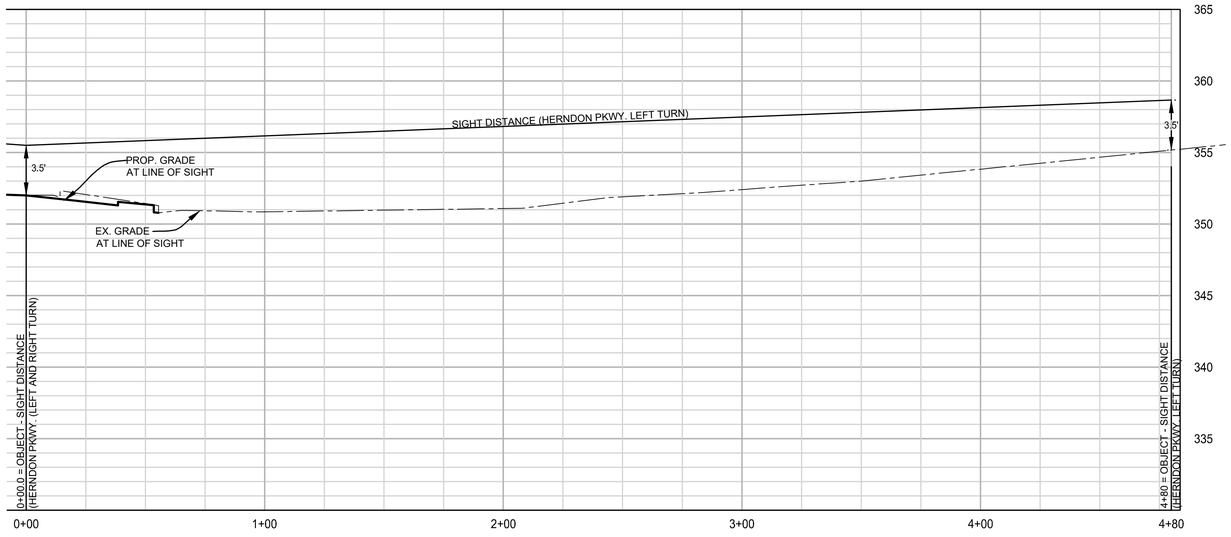
P:\Projects\23008899.00\exchange place development plan\113159 development plan\11.5 SIGHT DISTANCE.dwg, 12/23/2025 10:05:49 AM, Jason M. Alagna,



PLAN

SCALE: 1" = 30'

GRAPHIC SCALE
1" = 30'



SIGHT DISTANCE #3

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

VERTICAL GRAPHIC SCALE
1" = 5'

HORIZONTAL GRAPHIC SCALE
1" = 30'

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

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PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/15/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

SIGHT DISTANCE

SHEET No.

11.8

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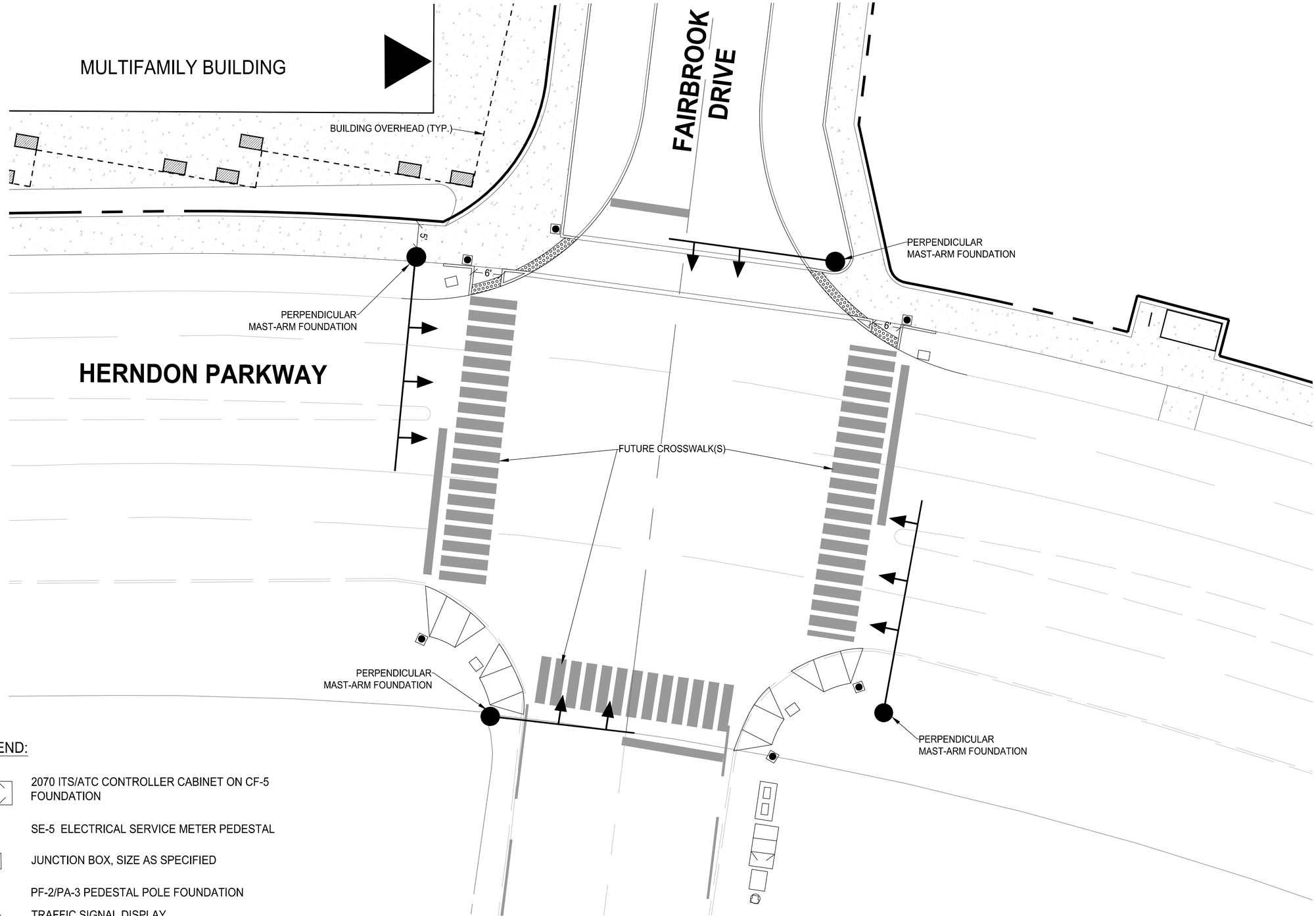

LEGEND:

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

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

VIRGINIA STATE GRID NORTH
NAD 83

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

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DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

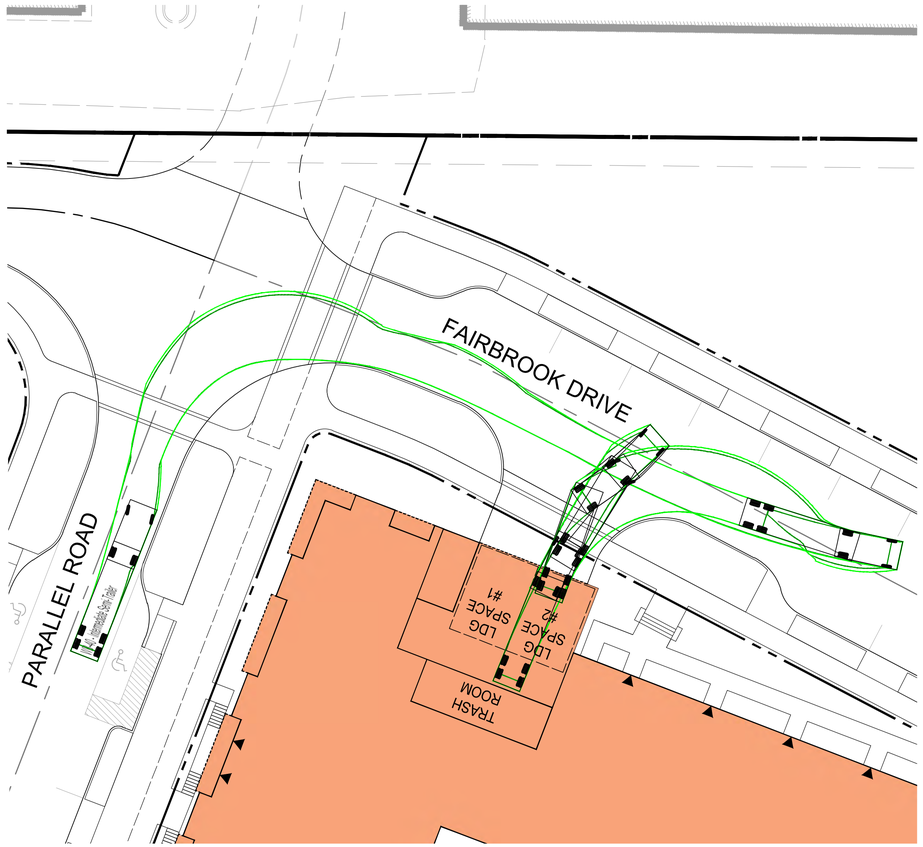
SIGNAL EQUIPMENT EXHIBIT

SHEET No.

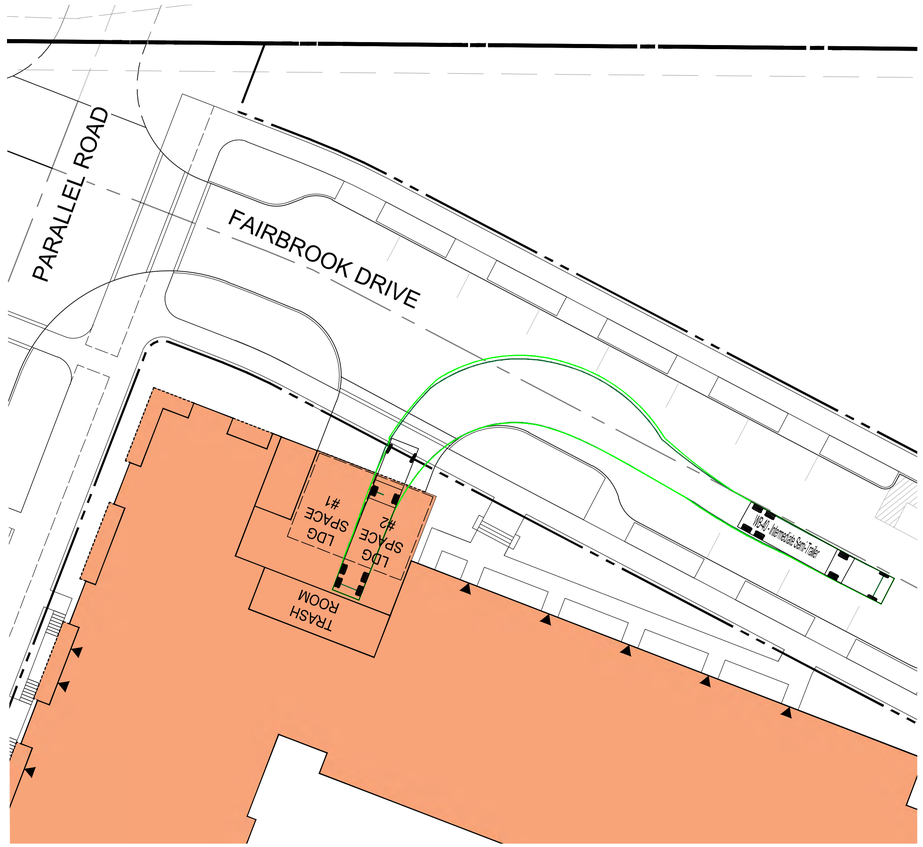
11.9

P:\Projects\23008899.00\exchange place development plan\113159 development plan\11 3 SIGNAL EQUIPMENT EXHIBIT.dwg, 12/23/2025 11:06:13 AM, Jason M. Alagna,

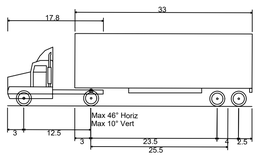
WB-40 TRAILER BACKING INTO LOADING AREA



WB-40 TRAILER EXITING LOADING AREA



WB-40 TRUCK DETAIL



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

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
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12/29/2025
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DEVELOPMENT PLAN
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TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:

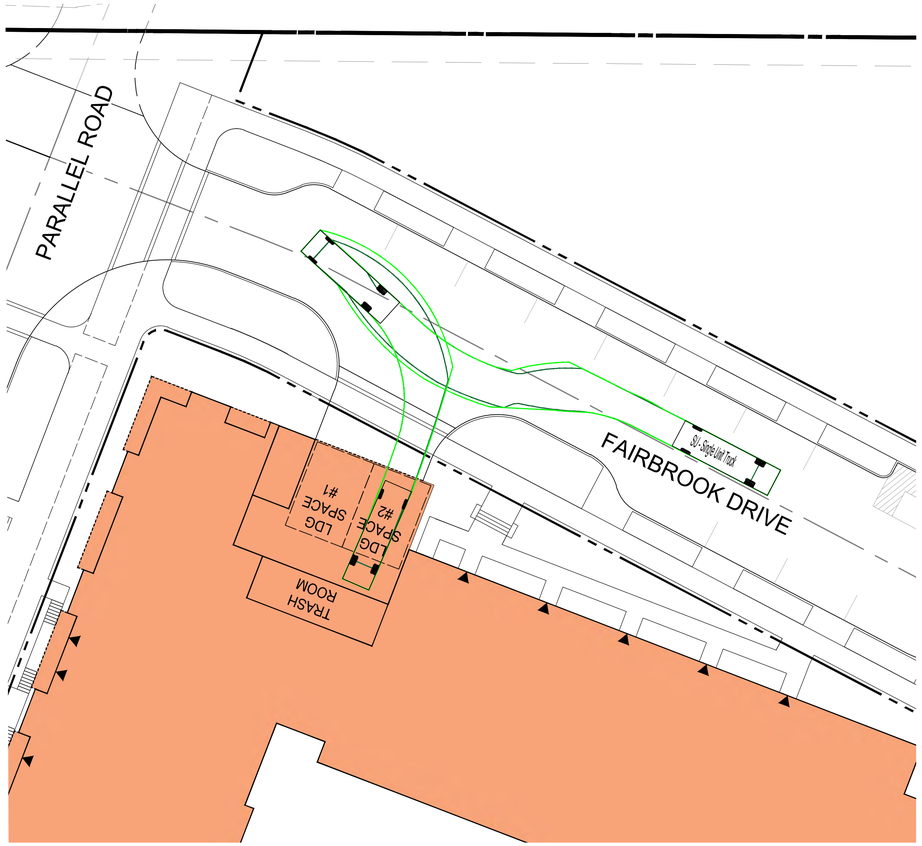
AUTOTURN EXHIBIT 1

SHEET No.

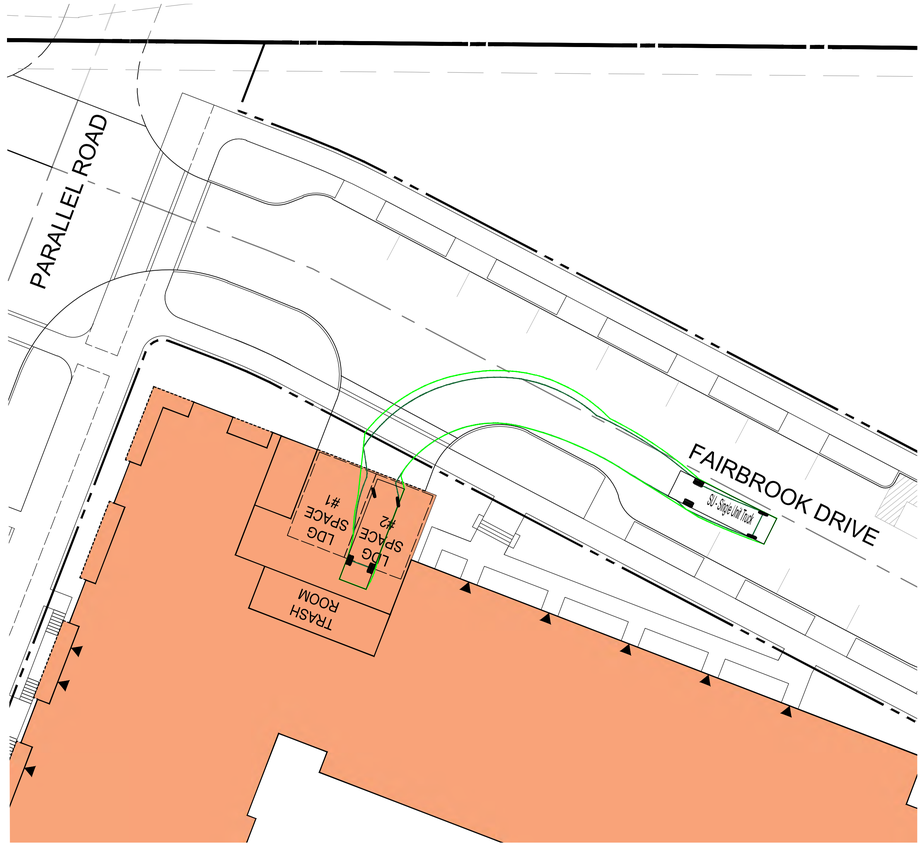
12

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 3:42:50 PM, Jason M. Alagna,

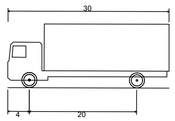
TRASH TRUCK BACKING INTO LOADING AREA



TRASH TRUCK EXITING LOADING AREA



TRASH TRUCK (SU-30) DETAIL



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

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

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JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
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TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:

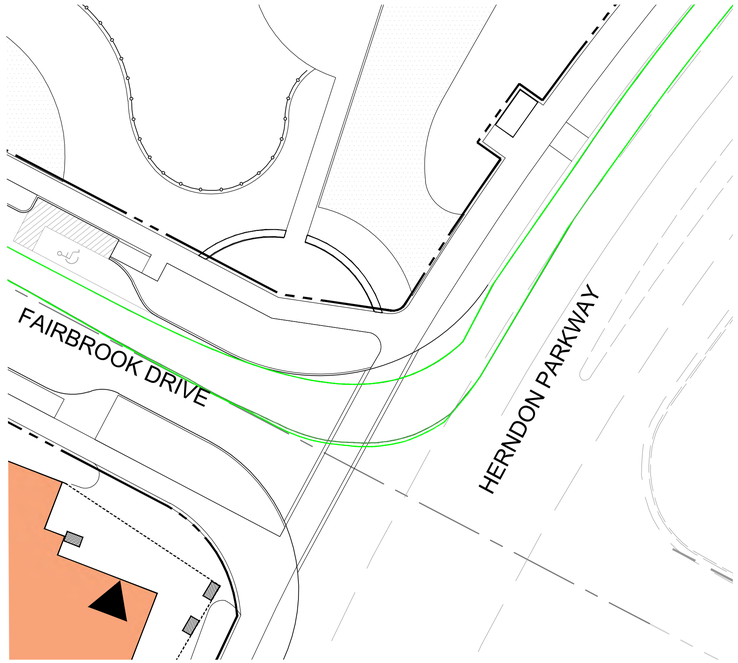
AUTOTURN EXHIBIT 2

SHEET No.

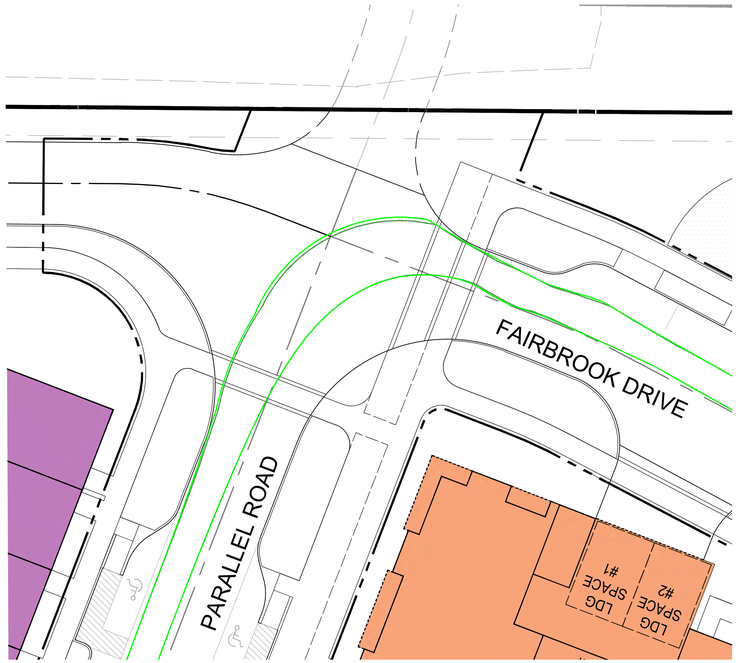
12.1

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 3:44:22 PM, Jason M. Alagna,

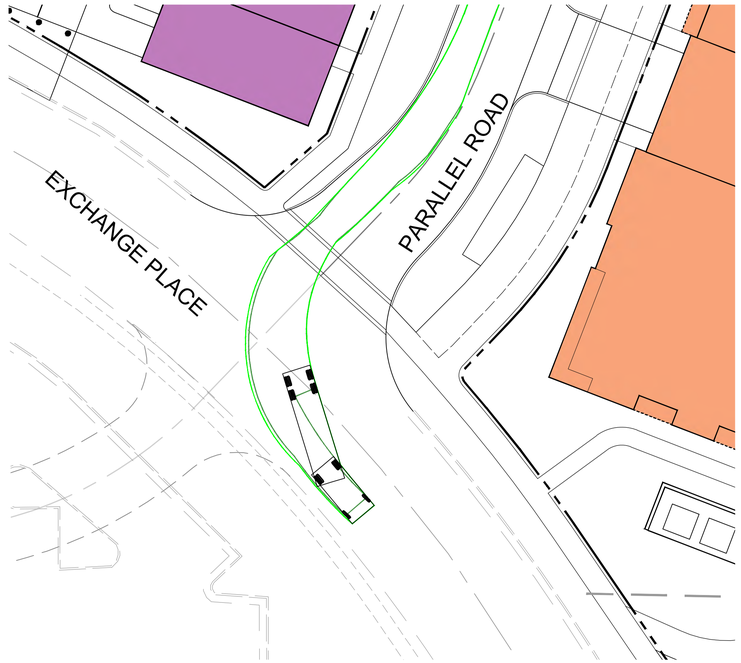
WB-40 TRAILER ENTERING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



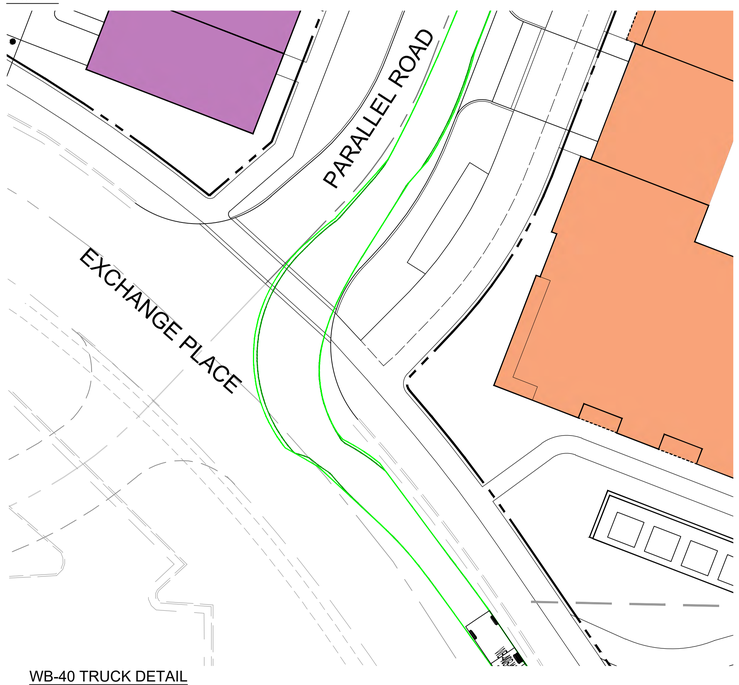
WB-40 TRAILER INTERNAL LEFT TURN FROM FAIRBROOK DRIVE TO PARALLEL ROAD



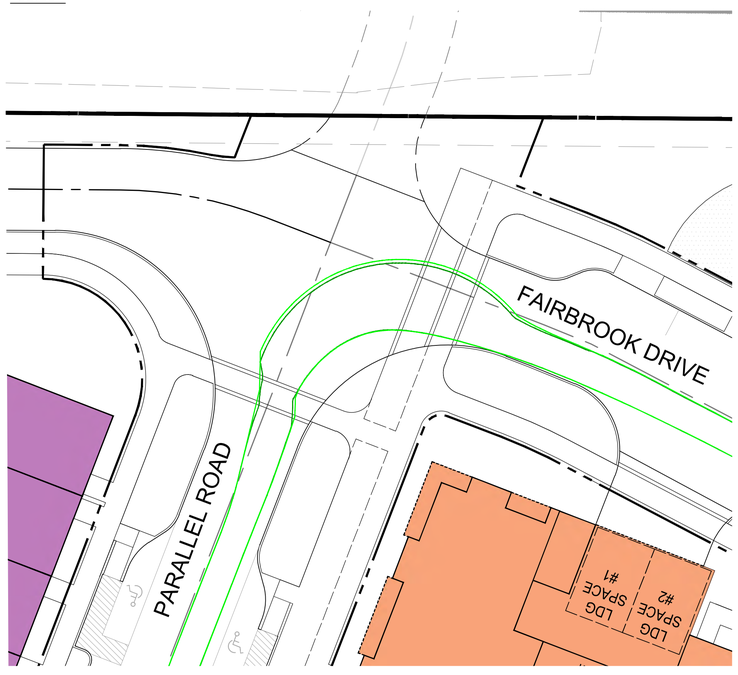
WB-40 TRAILER EXITING LEFT TURN FROM PARALLEL ROAD TO EXCHANGE PLACE



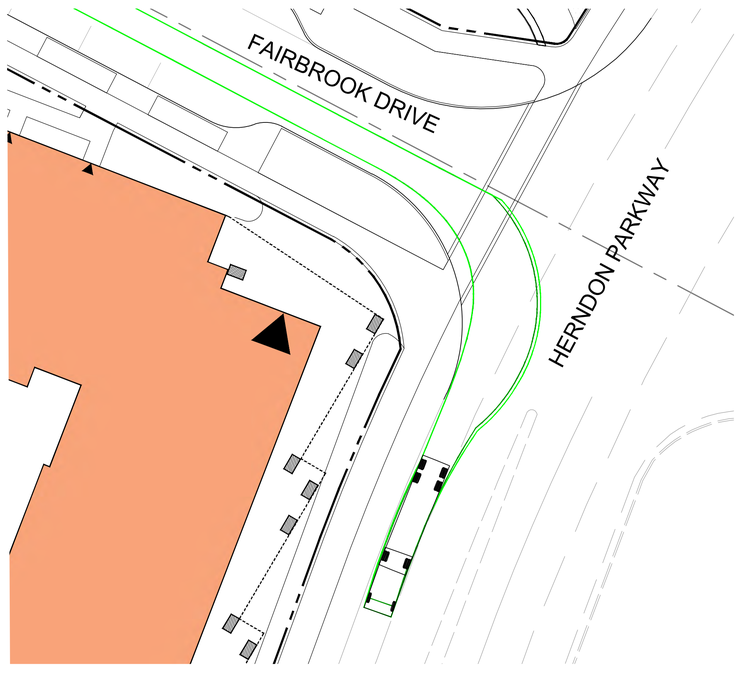
WB-40 TRAILER ENTERING RIGHT TURN FROM EXCHANGE PLACE TO PARALLEL ROAD



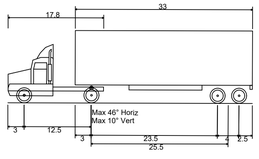
WB-40 TRAILER INTERNAL RIGHT TURN FROM PARALLEL ROAD TO FAIRBROOK DRIVE



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



WB-40 TRUCK DETAIL



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

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION

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

SHEET TITLE:

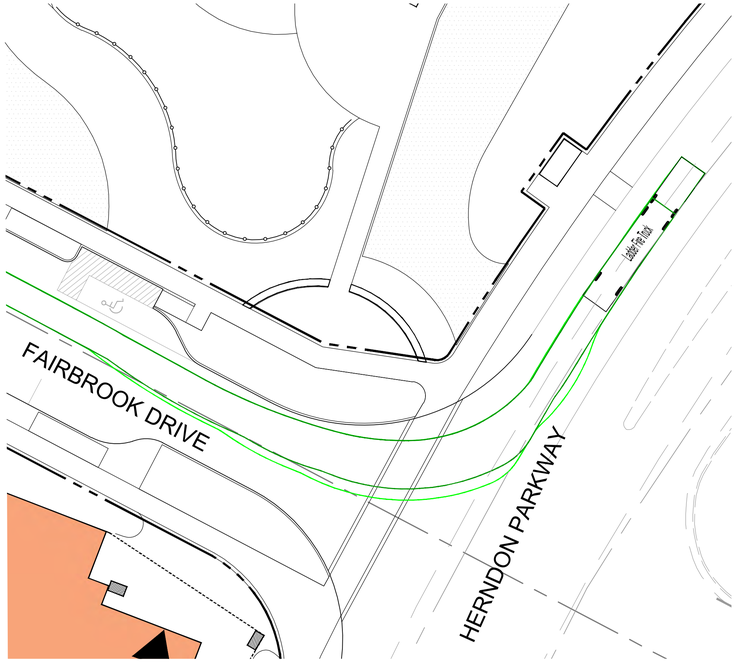
AUTOTURN EXHIBIT 3

SHEET No.

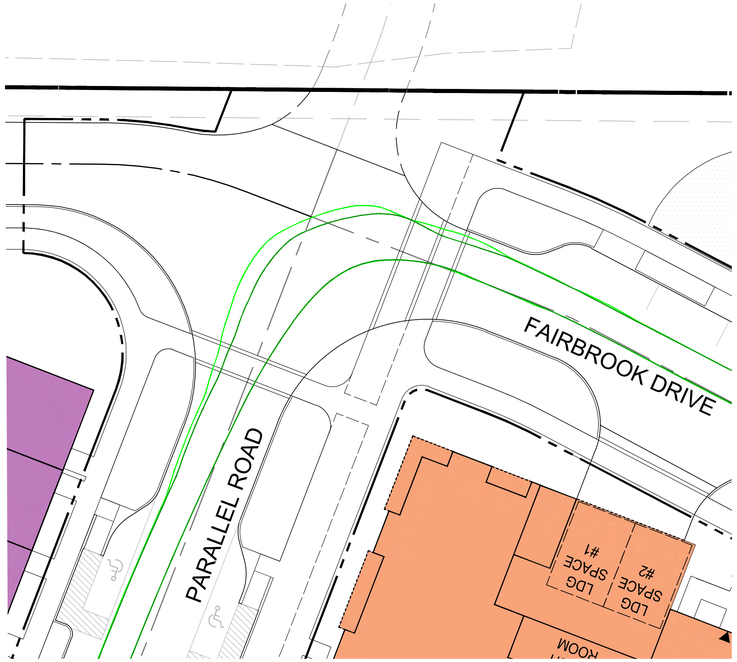
12.2

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 3:47:16 PM, Jason M. Allagna,

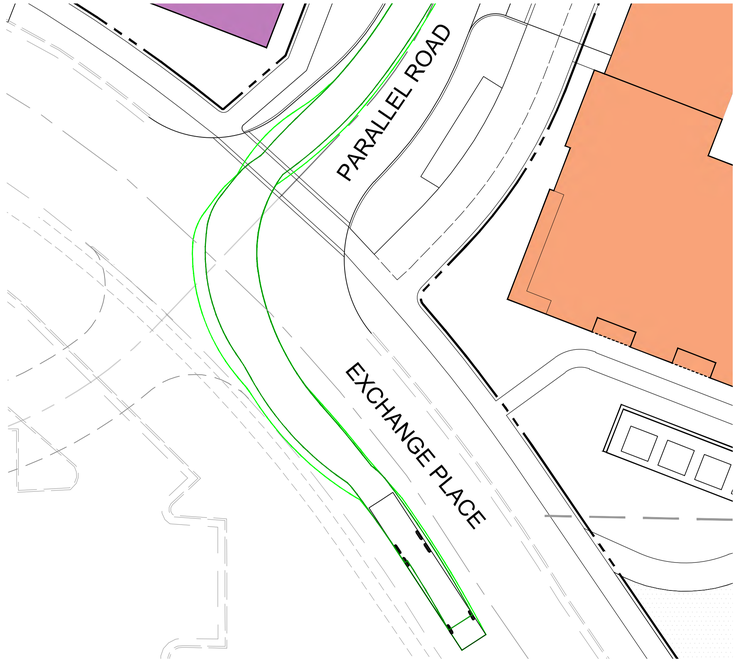
FIRE APPARATUS ENTERING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



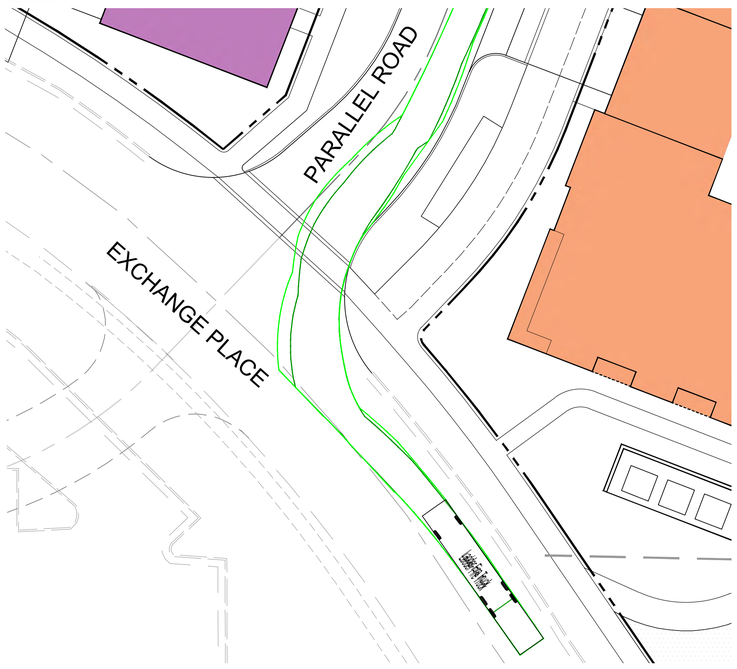
FIRE APPARATUS INTERNAL LEFT TURN FROM FAIRBROOK DRIVE TO PARALLEL ROAD



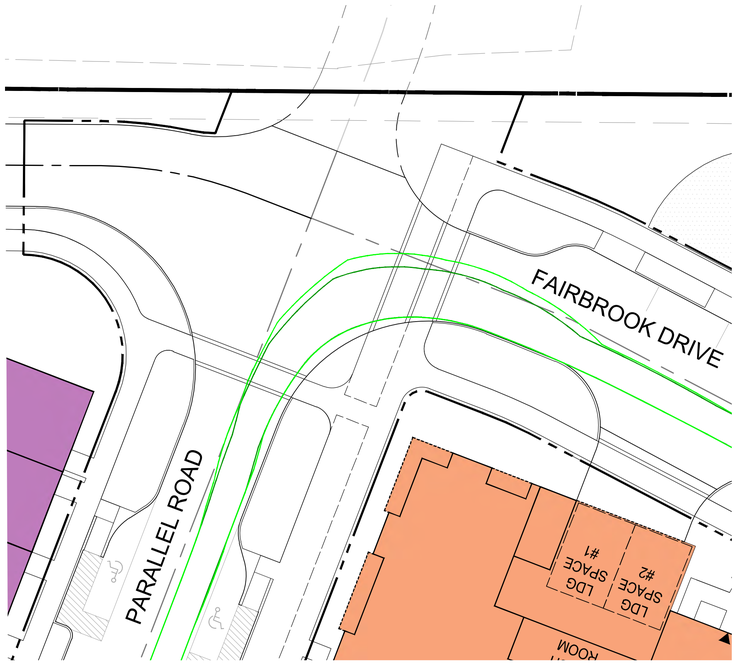
FIRE APPARATUS EXITING LEFT TURN FROM PARALLEL ROAD TO EXCHANGE PLACE



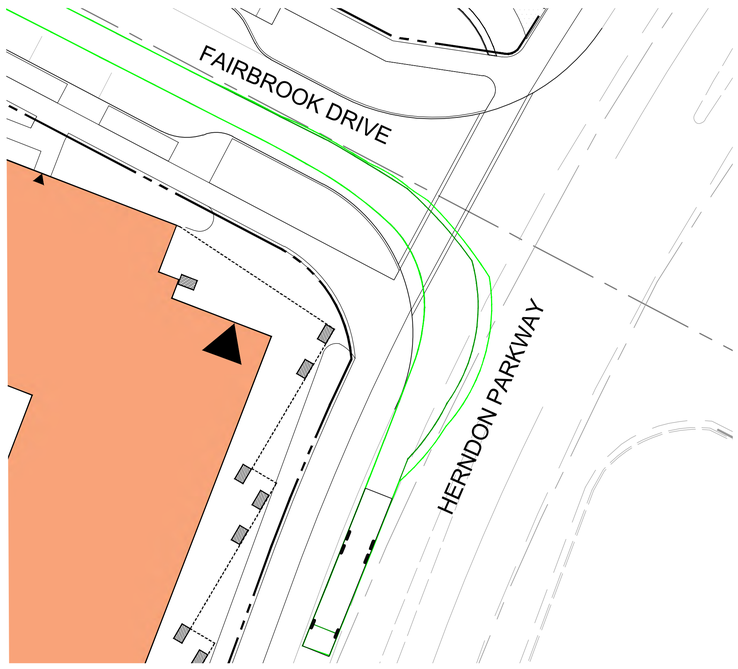
FIRE APPARATUS ENTERING RIGHT TURN FROM EXCHANGE PLACE TO PARALLEL ROAD



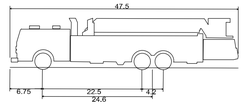
FIRE APPARATUS INTERNAL RIGHT TURN FROM PARALLEL ROAD TO FAIRBROOK DRIVE



FIRE APPARATUS EXITING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



LADDER TRUCK DETAIL



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

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:

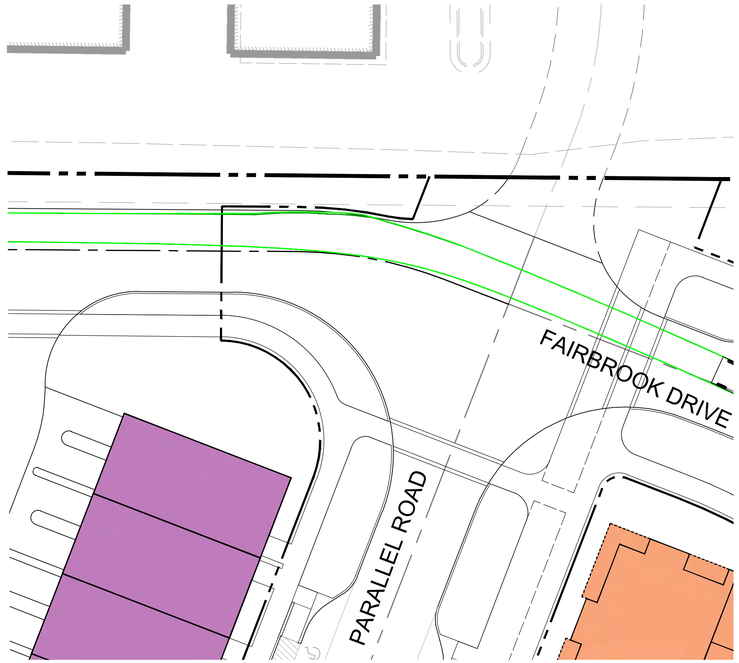
AUTOTURN EXHIBIT 4

SHEET No.

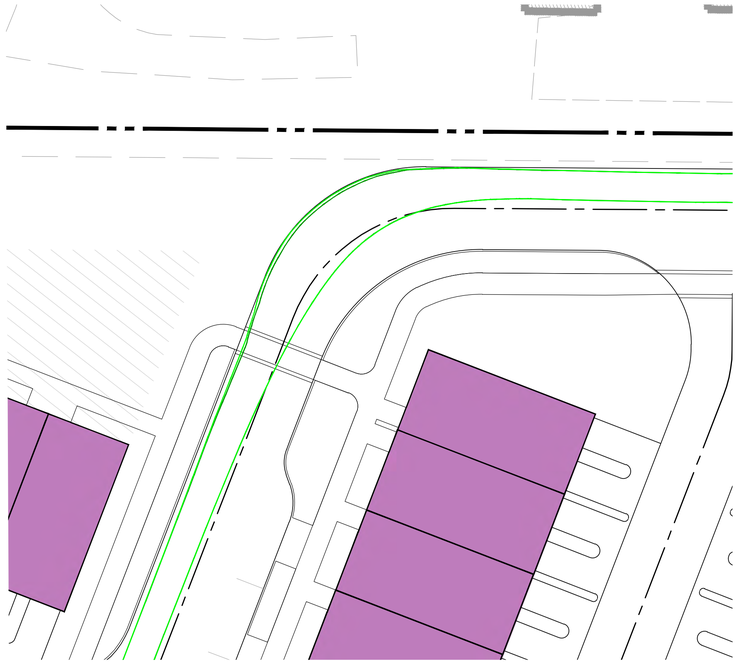
12.3

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 3:49:58 PM, Jason M. Alagna,

WB-40 TRAILER ENTERING TOWNHOME ALLEYWAYS



WB-40 TRAILER INTERNAL LEFT TURN TOWARDS EXCHANGE PLACE



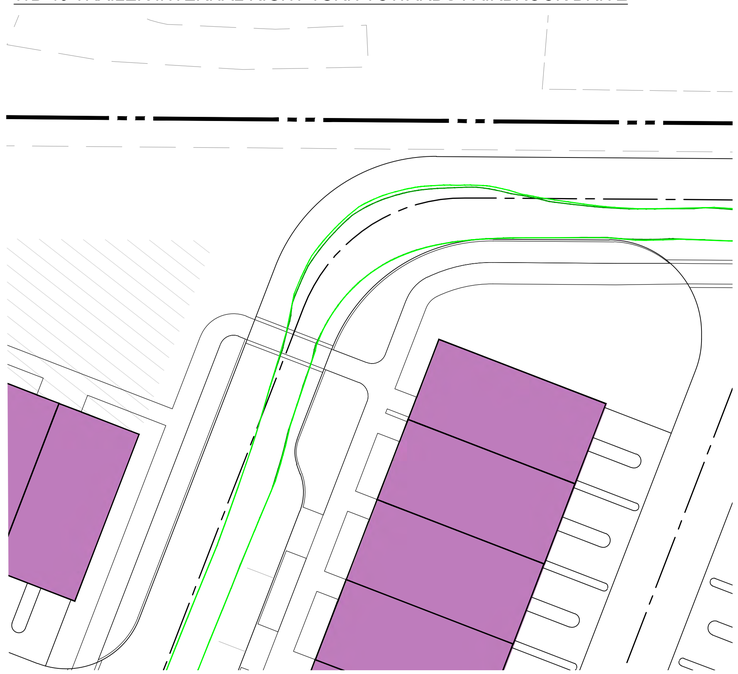
WB-40 TRAILER EXITING LEFT TURN TO EXCHANGE PLACE



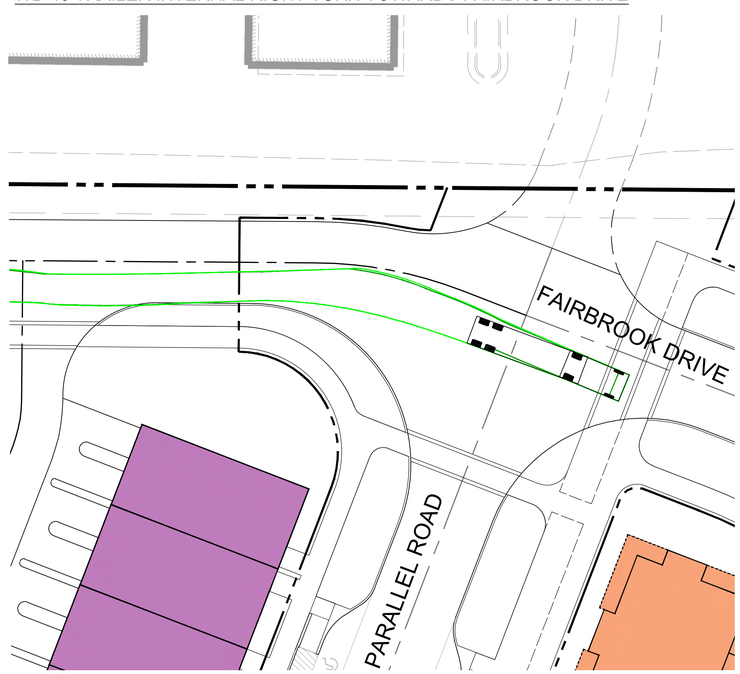
WB-40 TRAILER ENTERING TOWNHOME ALLEYWAYS FROM EXCHANGE PLACE



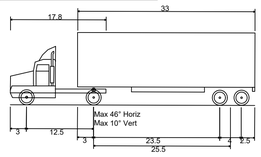
WB-40 TRAILER INTERNAL RIGHT TURN TOWARDS FAIRBROOK DRIVE



WB-40 TRAILER INTERNAL RIGHT TURN TOWARDS FAIRBROOK DRIVE



WB-40 TRUCK DETAIL



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

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

20 10 0 20 40

GRAPHIC SCALE
1" = 20'

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:

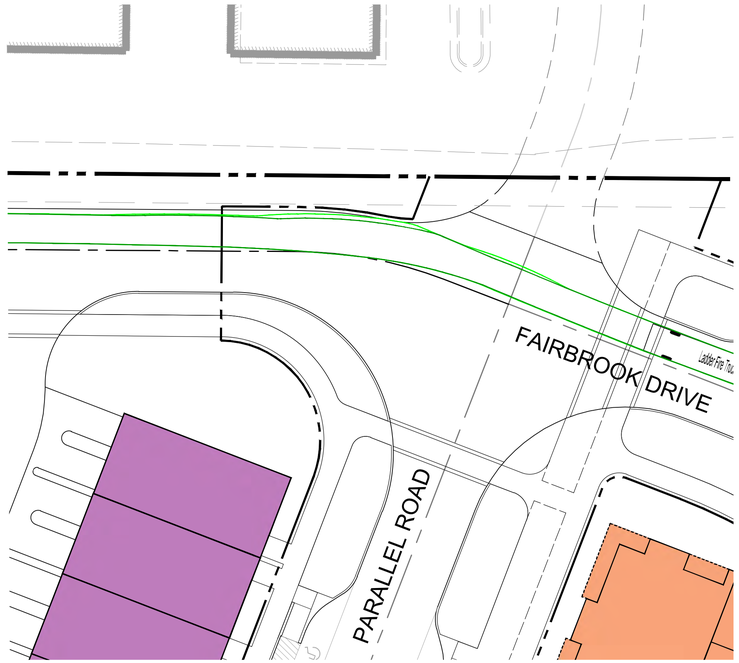
AUTOTURN EXHIBIT 5

SHEET No.

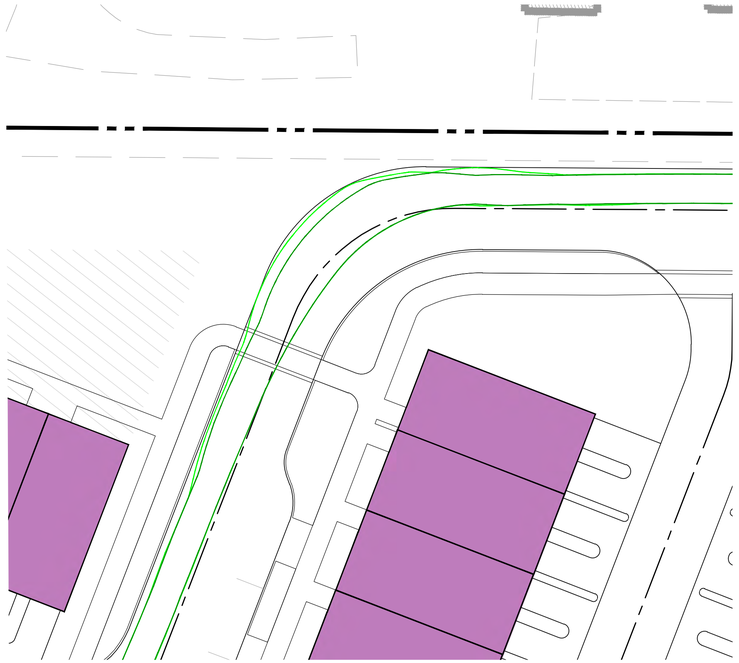
12.4

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 3:52:11 PM, Jason M. Alagna,

FIRE APPARATUS ENTERING TOWNHOME ALLEYWAYS



FIRE APPARATUS INTERNAL LEFT TURN TOWARDS EXCHANGE PLACE



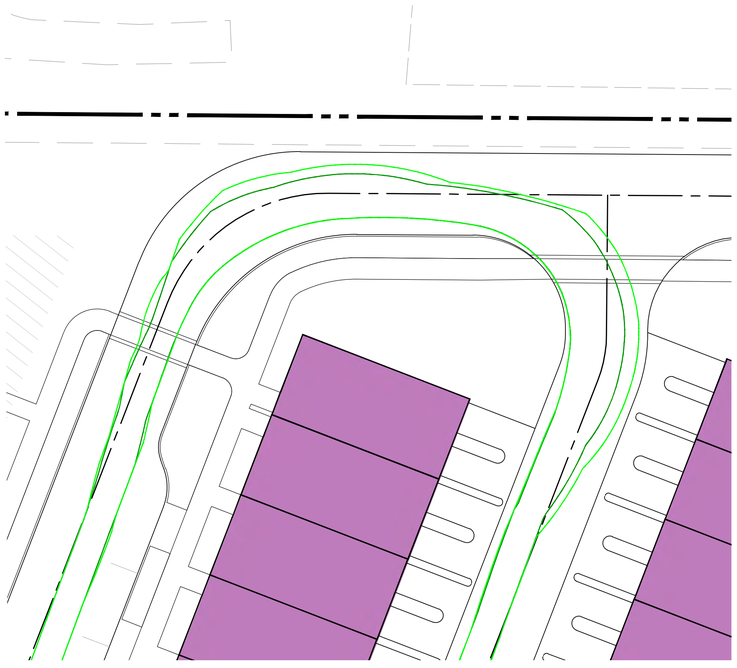
FIRE APPARATUS EXITING LEFT TURN TO EXCHANGE PLACE



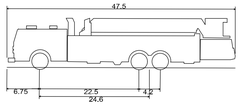
FIRE APPARATUS ENTERING TOWNHOME ALLEYWAYS FROM EXCHANGE PLACE



FIRE APPARATUS DOUBLE INTERNAL RIGHT TURN TOWARDS ALLEYWAY



LADDER TRUCK DETAIL

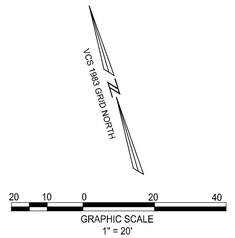


Ladder Fire Truck	
Overall Length	47.500ft
Overall Width	8.000ft
Overall Body Height	1.400ft
Min Body Ground Clearance	1.400ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	45.250ft

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH



ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:

AUTOTURN EXHIBIT 6

SHEET No.

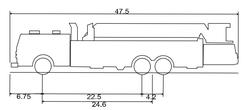
12.5

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 3:55:19 PM, Jason M. Alagna,

FIRE APPARATUS TRAVERSING INTERNAL TOWNHOUSE ALLEYS THROUGH EXCHANGE PLACE ENTRANCE



LADDER TRUCK DETAIL



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

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:

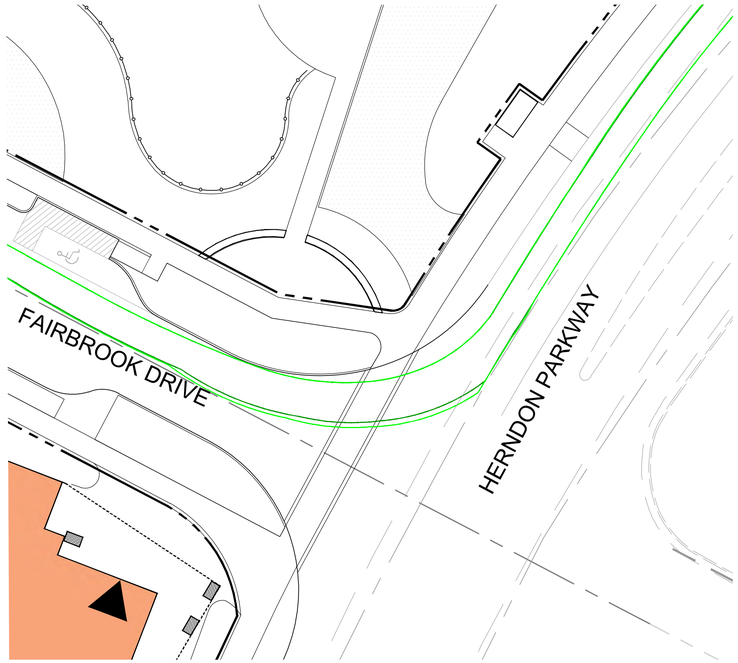
AUTOTURN EXHIBIT 7

SHEET No.

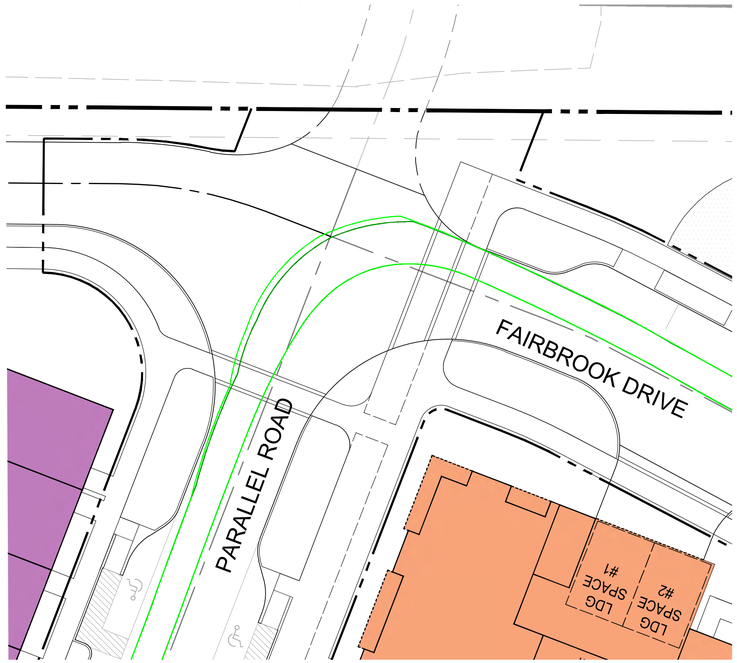
12.6

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 3:58:43 PM, Jason M. Alagna,

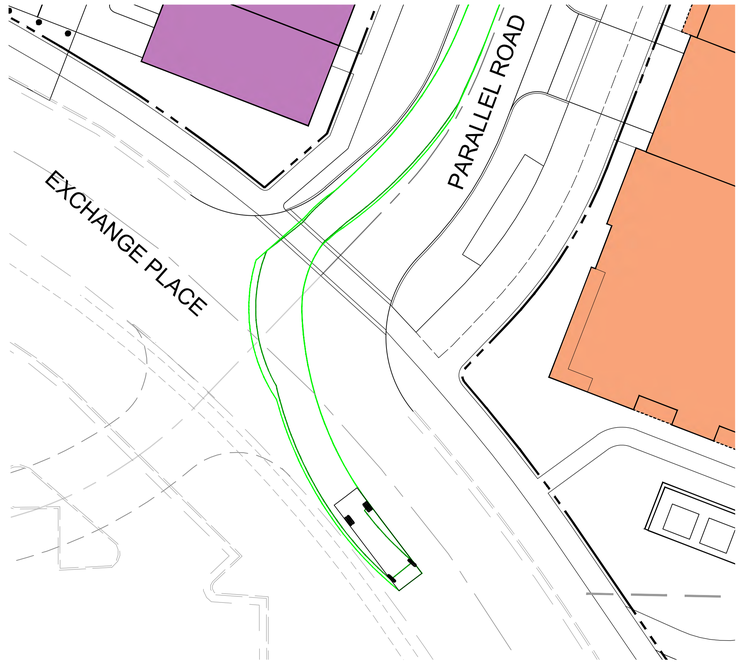
TRASH TRUCK ENTERING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



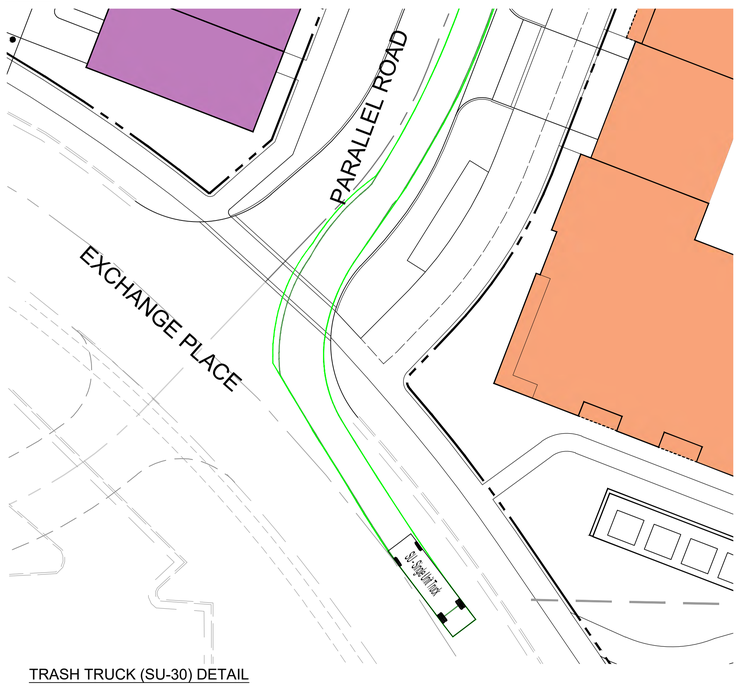
TRASH TRUCK INTERNAL LEFT TURN FROM FAIRBROOK DRIVE TO PARALLEL ROAD



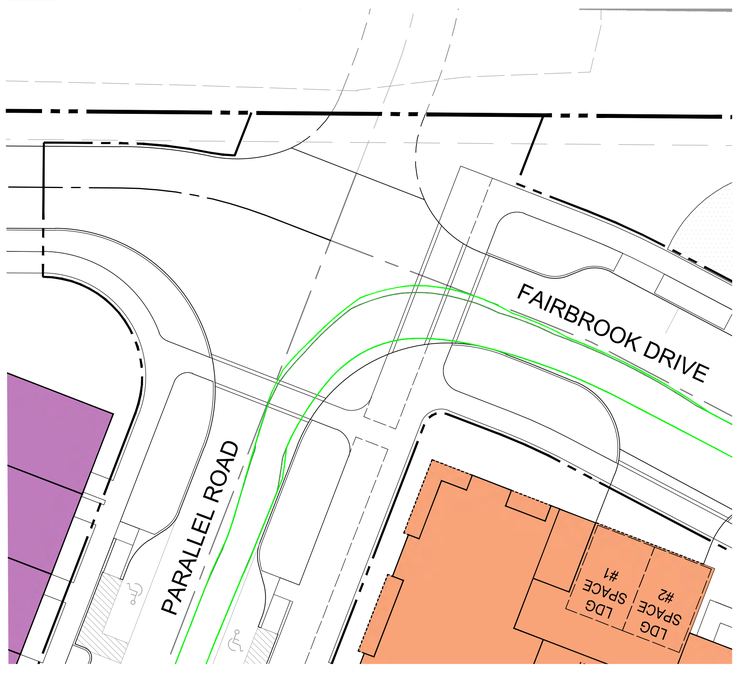
TRASH TRUCK EXITING LEFT TURN FROM PARK DRIVE TO EXCHANGE PLACE



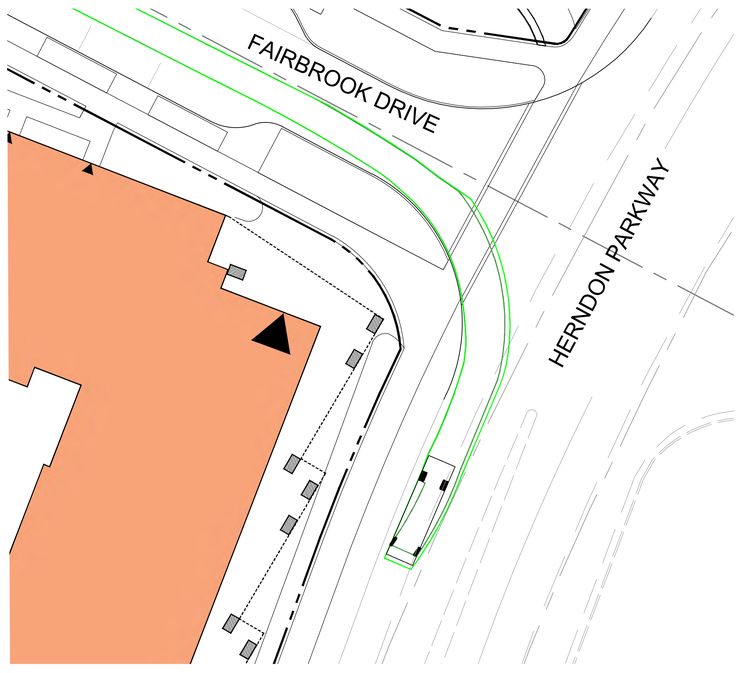
TRASH TRUCK ENTERING RIGHT TURN FROM EXCHANGE PLACE TO PARALLEL ROAD



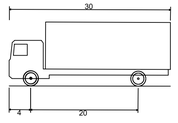
TRASH TRUCK INTERNAL RIGHT TURN FROM PARALLEL ROAD TO FAIRBROOK DRIVE



TRASH TRUCK EXITING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



TRASH TRUCK (SU-30) DETAIL



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

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

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TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:

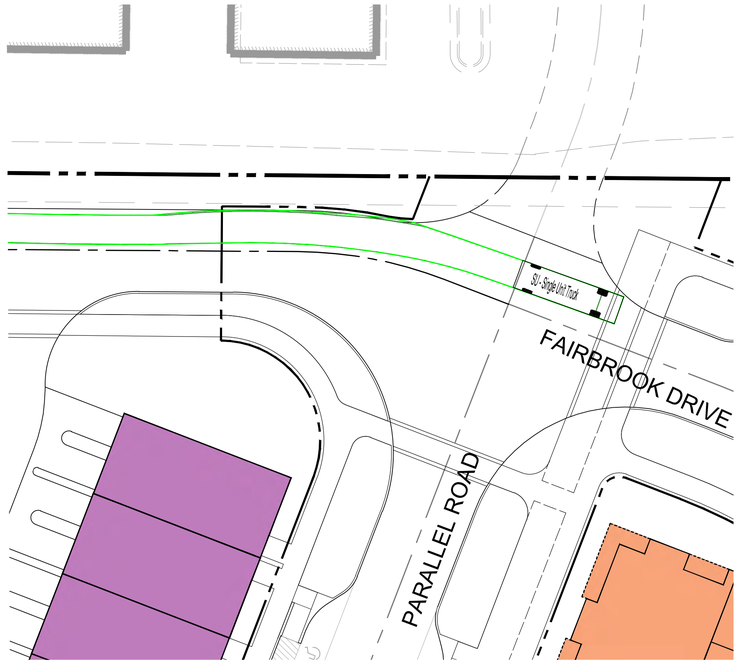
AUTOTURN EXHIBIT 8

SHEET No.

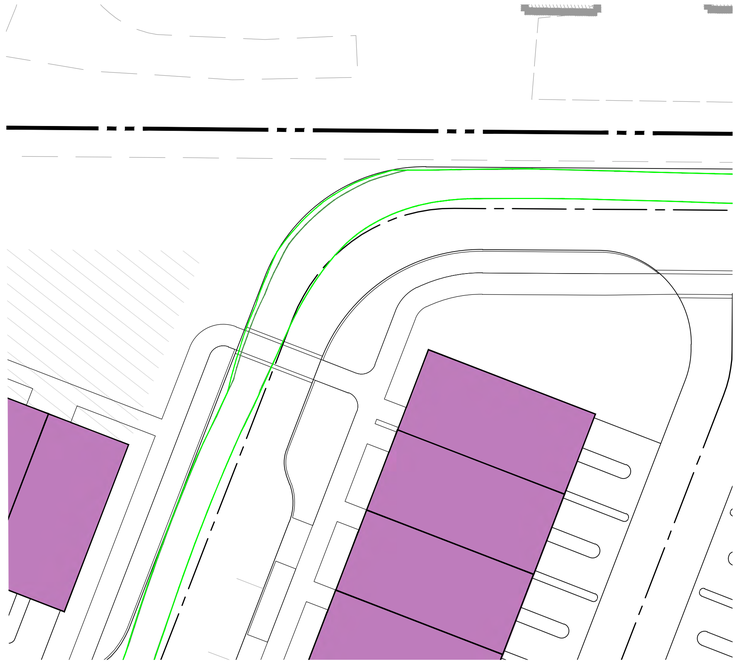
12.7

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 4:01:26 PM, Jason M. Allagna,

TRASH TRUCK ENTERING TOWNHOME ALLEYWAYS



TRASH TRUCK INTERNAL LEFT TURN TOWARDS EXCHANGE PLACE



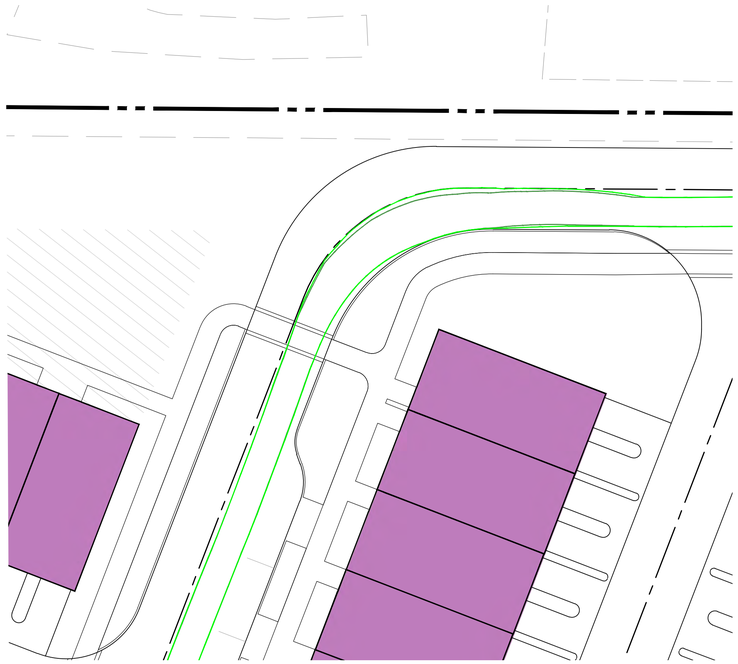
TRASH TRUCK EXITING LEFT TURN TO EXCHANGE PLACE



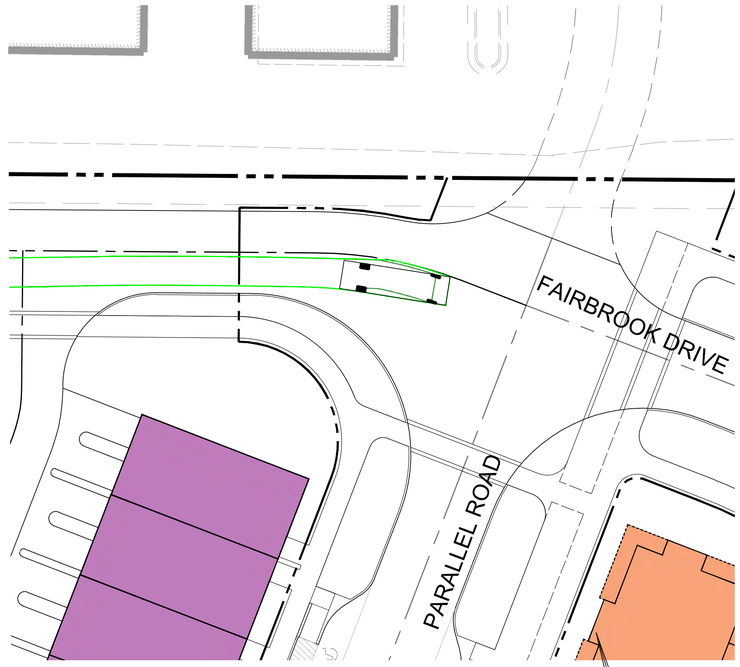
TRASH TRUCK ENTERING TOWNHOME ALLEYWAYS FROM EXCHANGE PLACE



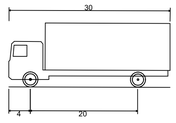
TRASH TRUCK INTERNAL RIGHT TURN TOWARDS FAIRBROOK DRIVE



TRASH TRUCK INTERNAL RIGHT TURN TOWARDS FAIRBROOK DRIVE



TRASH TRUCK (SU-30) DETAIL



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

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

20 10 0 20 40

GRAPHIC SCALE
1" = 20'

ROONEY PROPERTIES

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Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
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PROJECT No.: 23008899.00
DRAWING No.: 113159
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DRAWN: CL
CHECKED: JA

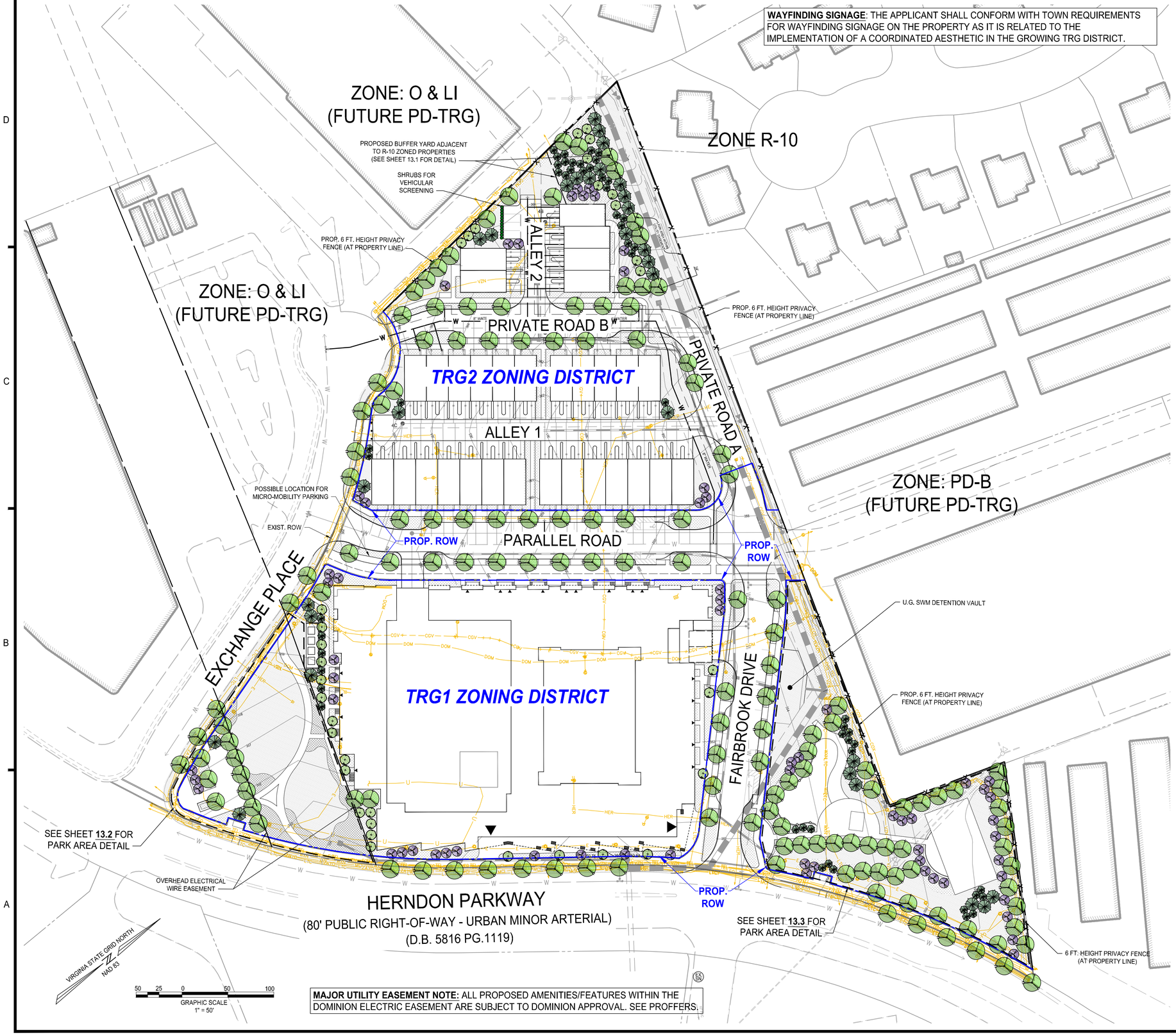
SHEET TITLE:

AUTOTURN EXHIBIT 9

SHEET No.

12.8

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 4:04:55 PM, Jason M. Alagna,



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

MAJOR UTILITY EASEMENT NOTE: ALL PROPOSED AMENITIES/FEATURES WITHIN THE DOMINION ELECTRIC EASEMENT ARE SUBJECT TO DOMINION APPROVAL. SEE PROFFERS.

PLANT PALATE

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

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

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

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

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

LAWN AREA / REPLICA TURF

SHRUB PLANTINGS, GROUNDCOVER AND ENHANCED PLANTING AREA

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

NOTES:

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

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

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

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

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

SITE PLANTING REQUIREMENTS:

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

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

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

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

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

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

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

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

NARRATIVE

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

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

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12/29/2025
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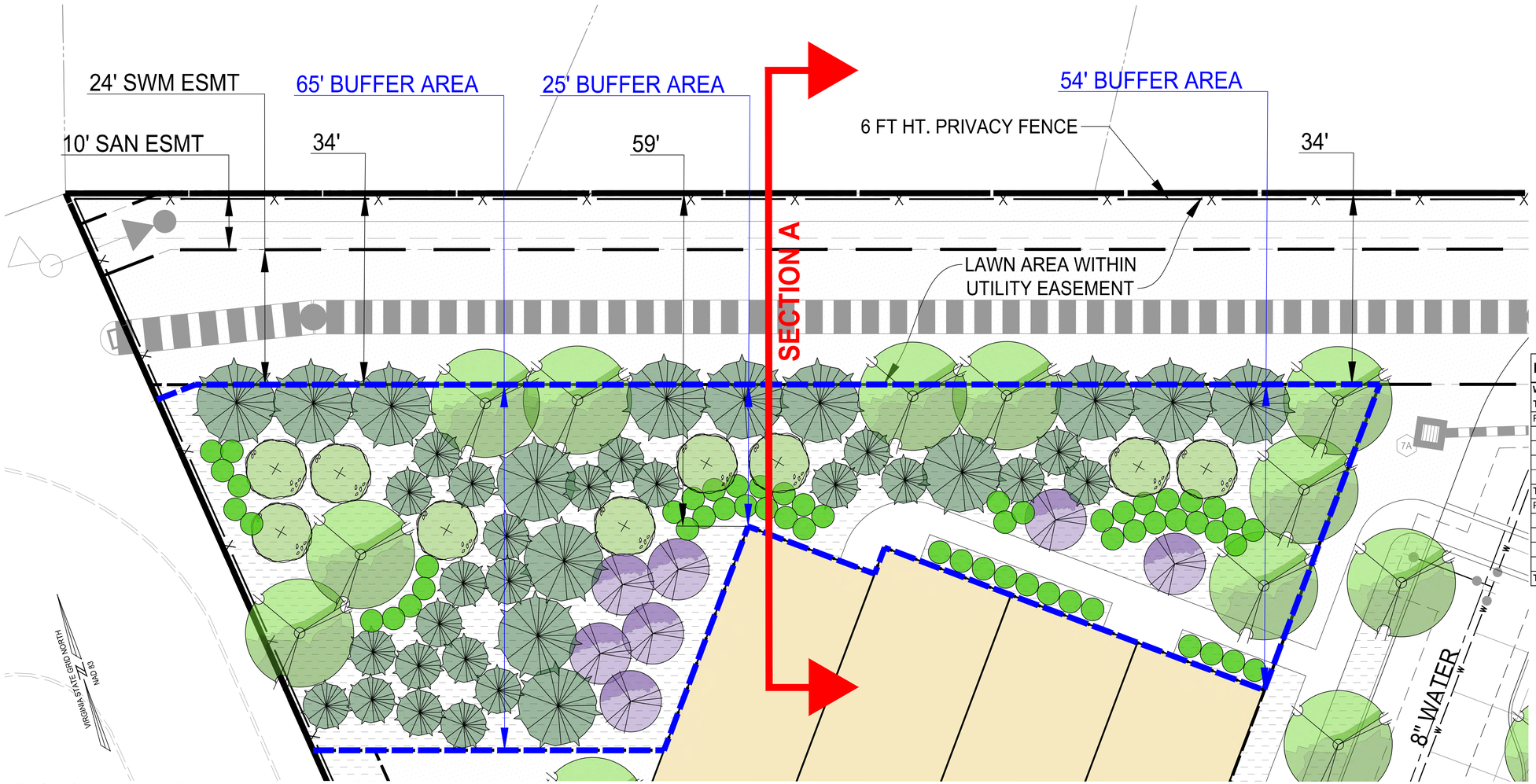
SHEET TITLE:

LANDSCAPE OVERVIEW

SHEET No.

13

P:\Projects\23008899.00\exchange place development plan\113159 development plan\13 LANDSCAPE OVERVIEW.dwg, 12/22/2025 4:07:51 PM, Jason M. Alagna,



PLAN LEGEND

- CANOPY TREE - LARGE (TYP.)
- CANOPY TREE - SMALL / FASTIGIATE (TYP.)
- ORNAMENTAL & UNDERSTORY TREE (TYP.)
- EVERGREEN TREE - LARGE (TYP.)
- EVERGREEN TREE - SMALL (TYP.)
- 3' HT. SHRUB (TYP.)
- LAWN AREA (TYP.)
- POSSIBLE SHRUB PLANTINGS, GROUNDCOVER, AND ENHANCED PLANTING AREA (TYP.)

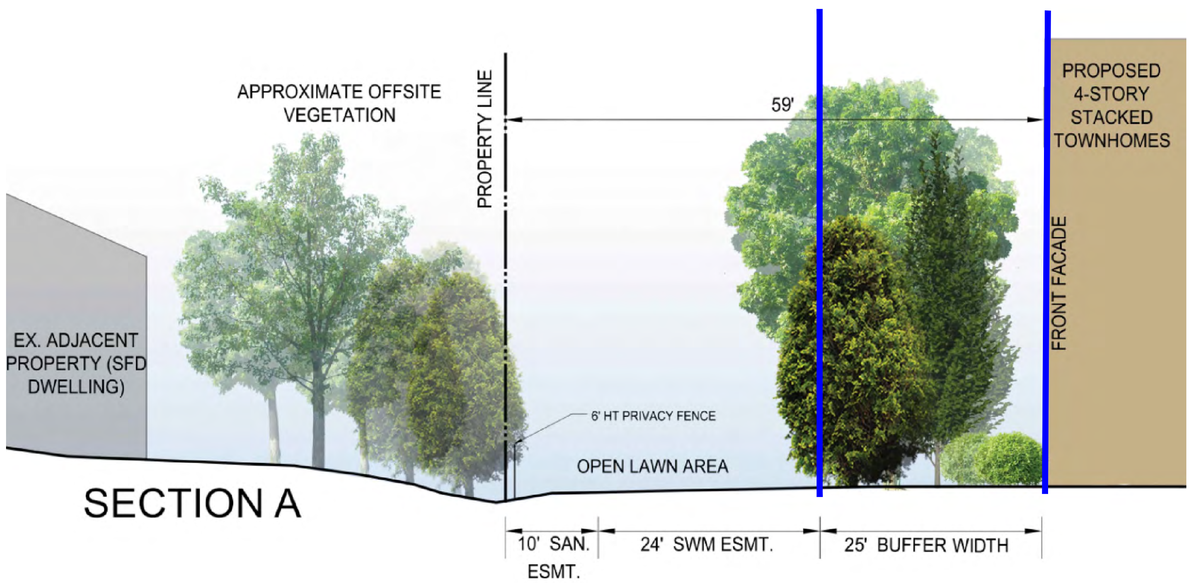
NOTE: SEE SHEET 13 FOR SAMPLE PLANT SPECIES FOR EACH CATEGORY SHOWN IN THIS LEGEND.

LANDSCAPE AREA

WIDTH (FT): VARIES REQUIRED: VARIES	
TOTAL LENGTH 182	
PLANTINGS REQUIRED	
CANOPY TREE (1 PER 20 LF)	9
EVERGREEN TREE (1 PER 10 LF)	18
ORNAMENTAL TREE (1 PER 20 LF)	9
EVERGREEN SHRUBS (3 PER 10 LF)	55
TOTAL # OF PLANTS REQUIRED	**91**
PLANTINGS PROVIDED	
CANOPY TREE	9
EVERGREEN TREE	19
ORNAMENTAL TREE	35
EVERGREEN SHRUBS	56
TOTAL # OF PLANTS PROVIDED	**119**

IMPORTANT LANDSCAPE BUFFER NOTES:

1. UTILITY EASEMENTS COMPRISE THE FIRST 34' OF WIDTH OF THE PROPOSED SETBACK
   1.1. NO WOODY VEGETATION IS PROPOSED WITHIN THE UTILITY EASEMENT AREA.
2. THE MINIMUM BUILDING SETBACK FROM PROPERTY LINE IS 59'
3. THE MINIMUM PLANTING WIDTH OF THE BUFFER IS 25' AT THE PINCH POINT
   3.1. THIS OCCURS WHERE THE BUILDING IS 59' FROM THE PROPERTY LINE, AND IS ONLY THIS NARROW FOR A VERY SMALL PERCENTAGE OF THE BUFFER YARD.
4. THE MAXIMUM PLANTING WIDTH OF THE BUFFER YARD IS 65'.
5. THE AVERAGE BUFFER WIDTH IS APPROXIMATELY 47'
6. EXTENSIVE USE OF EVERGREEN TREES, AND DECIDUOUS VEGETATION OF VARIOUS HEIGHTS IS USED TO FACILITATE YEAR-ROUND SCREENING ALONG THIS PROPERTY BOUNDARY
7. BUFFER IS ON THE NORTHERN EXPOSURE OF THE BUILDING, THEREFORE DENSE BUFFER WILL NOT OVERLY SHADE PROPOSED UNITS.
   7.1. 34' EASEMENT AREA PROVIDES ENOUGH SETBACK THAT PROPOSED BUFFER ALSO SHOULD NOT SHADE OUT NEIGHBORING PROPERTIES TO THE NORTH.
8. SITE LAYOUT RESPECTS THE REQUIRED 10' SETBACK ALONG THE WESTERN PROPERTY BOUNDARY, AND EXCEEDS THE REQUIRED 50' TRG2 BUILDING SETBACK



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SHEET TITLE:

LANDSCAPE BUFFER DETAIL

SHEET No.

13.1

P:\Projects\23008899.00\exchange place development plan\113159 development plan\13.1 LANDSCAPE BUFFER DETAIL.dwg, 12/22/2025 4:08:58 PM, Jason M. Alagna,

PARK AREA DETAIL PLAN



VIRGINIA STATE GRID NORTH
NAD 83

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

DETAIL PLAN LEGEND

- **A** - SEAT WALLS AND RAISED PLANTERS
- **B** - BUS STOP SHELTER WITH REFUSE RECEPTACLE AND BIKE RACK
- **C** - SCORED CONCRETE WALKWAYS WITHIN PUBLIC PARK
- **D** - BUFFER LANDSCAPING CREATING EDGE TO PARK SPACE ADJACENT TO ROADS
- **E** - SEATING AREA WITH BENCHES, TABLES, OR MOVEABLE FURNITURE
- **F** - PLAY LAWN AREAS FOR GATHERING, RECREATION AND FLEXIBLE SPACE
- **G** - PUBLIC CONCRETE SIDEWALKS
- **H** - PRIVATE LEAD WALK
- **J** - MEADOW AND NATURALISTIC PLANTINGS WITHIN DOMINION EASEMENT
- **K** - POTENTIAL MICRO-MOBILITY STATION
- **L** - POTENTIAL FOCAL FEATURE, ARTWORK, OR IN-GROUND DETAILING

IMPORTANT NOTE: ALL PROPOSED AMENITIES/FEATURES WITHIN THE DOMINION ELECTRIC EASEMENT ARE SUBJECT TO DOMINION APPROVAL. SEE PROFFERS.

PARK AREA PRECEDENT IMAGERY





CORNER PARK:

THE CORNER PARK AREA IS A PUBLIC-FACING POCKET PARK WITH AMPLE SEATING PROVIDED BY BOTH PRIMARY SEATING (BENCHES) AND SECONDARY SEATING IN THE FORM OF OF SEAT WALLS AND RAISED PLANTERS.

THE GEOMETRY AND DESIGN OF THE PARK IS INTENDED TO BE INVITING, CLEARLY CONVEYING THAT THIS IS A PUBLIC SPACE, AND ENCOURAGING INTERACTION WITH THOSE SEEKING A PLACE TO RECREATE OR JUST A PASSERBY WHO FINDS THE SPACE INTRIGUING.

THIS PARK INCLUDES LUSH LANDSCAPING PROVIDING A SHADY REFUGE ALONG A BUSY STREET. THE SPACE IS INTENDED TO FUNCTION AS THE FRONT DOOR INTO THE BROAD OPEN AREA AT THE CENTER OF THE PUBLIC PARK, AS WELL AS TO THE GREATER PARK NETWORK.

GATHERING SPACE:

THE GATHERING SPACE IS CONCEALED WITHIN THE CORNER PARK AREA AND IS SURROUNDED BY LUSH LANDSCAPING AND TALL TREES TO PROVIDE SHADE AND A SENSE OF ENCLOSURE.

THIS SPACE IS INTENDED TO BE FLEXIBLE AND COULD INCLUDE MOVEABLE FURNITURE, PICNIC TABLES, OR EVEN VERSATILE URBAN FURNITURE SUCH AS DINING TABLES WHICH MAY BE USED TO PLAY PING-PONG.

THIS AREA, THOUGH MORE INTIMATE IN NATURE, IS SIZED TO ACCOMMODATE SMALL NEIGHBORHOOD GATHERINGS AND IS PRIMED TO BECOME A GREAT MEETING SPOT THAT IS RECOGNIZABLE AND INVITING FOR THOSE WANTING TO DWELL.









FOCAL FEATURE:

THE FOCAL FEATURE IS LOCATED AT THE MOST PROMINENT CORNER OF THIS PROJECT. AT THE CORNER OF EXCHANGE PLACE AND HERNDON PARKWAY, THE INTENT IS TO PROVIDE AN ART ELEMENT THAT IS UNIQUELY HERNDON TO IDENTIFY THIS PARK.

THIS FOCAL FEATURE MAY BE VERTICAL, OR AN ELEMENT OF INTEREST ALONG THE GROUND-PLANE. THIS COMPONENT OF THE PARK IS ENVISIONED AS AN ART INSTALLATION FROM A LOCAL SOURCE OR A DEDICATED PIECE THAT IS REFLECTIVE OF THE TOWN'S CULTURE.

THE FOCAL FEATURE MAY PRESENT AS A PIECE OF SCULPTURE OR 3-D ART INSTALLATION, AN INTRICATE PAVING PATTERN SUCH AS A LABYRINTH, OR EVEN A PIECE OF ART EMBEDDED INTO THE GROUND AND INCORPORATED INTO THE PARK'S DESIGN LANGUAGE.

PLAY LAWN WITH MEADOW:

THE FOUNDATIONAL ELEMENT OF THIS PARK IS ITS BROAD OPEN LAWN AREAS THAT ARE FLEXIBLE IN NATURE AND OPEN TO THE PUBLIC TO USE AS THEY PLEASE.

THE LAWNS ARE BISECTED BY A TRAIL AND BORDERED BY A PAIR OF SIDEWALKS. THE PROPOSED NETWORK OF TRAILS MAKES TRAVERSING THE SITE EFFICIENT, AND ENSURES THAT THE LAWN AREAS ARE ACCESSIBLE TO ALL USERS.

NATURE IS BROUGHT ONTO THE SITE BY THE INSTALLATION OF MEADOW AND WILDFLOWER PATCHES BORDERING MUCH OF THE LAWN AREAS. THESE WOULD BE BOTH BEAUTIFUL AND BENEFICIAL TO LOCAL WILDLIFE AND POLLINATOR SPECIES, WHICH COULD BE EXPLAINED IN SELF-GUIDED EDUCATIONAL SIGNAGE THAT MAY BE INCLUDE WITHIN THE PARK .







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SHEET TITLE:

PARK AREA DETAIL

SHEET No.

13.2

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PARK AREA DETAIL PLAN



VIRGINIA STATE GRID NORTH
NAD 83

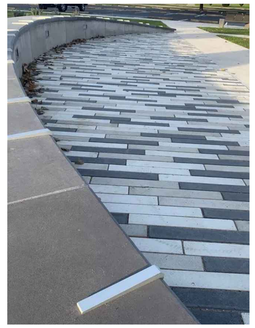
20 10 0 20 40
GRAPHIC SCALE
1" = 20'

DETAIL PLAN LEGEND

- **A** - SCORED CONCRETE HARDSCAPE GATHERING AREAS WITHIN PUBLIC PARK
- **B** - SEAT WALLS ENCLOSING GATHERING SPACES
- **C** - BUS STOP SHELTER WITH REFUSE RECEPTACLE AND BIKE RACK
- **D** - PLAY LAWN AREAS FOR GATHERING, RECREATION AND FLEXIBLE SPACE
- **E** - PLAYGROUND AREA WITH SEATING
- **F** - COMBINATION SPORTS COURT (BASKETBALL, PICKLE BALL, AND/OR EQUIVALENT)
- **G** - SHADE STRUCTURE IN GATHERING AREA WITH PICNIC TABLES
- **H** - PARK BUFFER PLANTINGS

PARK AREA PRECEDENT IMAGERY





SEATING AREA(S):

THESE SEMI-CIRCULAR AREAS ARE DESIGNED TO PROVIDE COMFORTABLE, CONVENIENT AND FLEXIBLE SEATING AREAS WITHIN THE LARGER PARK SPACE. AMPLE SEATING IS PROVIDED BY BOTH PRIMARY SEATING (BENCHES) AND SECONDARY SEATING WITH SEAT WALLS BORDERING THE SPACE.

THE SEATING AREA ALONG THE RIGHT-OF-WAY ACTS AS THE ENTRY TO THIS PARK SPACE, AND PROVIDES A VISIBLE AND WELCOMING ENTRYWAY INTO THE PUBLIC SPACES INTERNAL TO THE PARK.

THE SEATING AREA INTERNAL TO THE SITE ACTS AS A NECESSARY STAGING AND SEATING AREA ADJACENT TO THE SPORTS COURT. BOTH ONLOOKERS AND PEOPLE PLAYING ON THE COURTS WOULD FIND THIS SPACE CONVENIENT FOR TAKING A REST, SETTING UP CHAIRS, OR FINDING A SPOT TO DROP YOUR BAG WHILE YOU PLAY BALL.

GATHERING SPACE:

THIS GATHERING SPACE IS AT THE HEART OF THIS PARK AND IS DESIGNED TO BE FLEXIBLE AND ACCOMMODATING TO VARIOUS TYPES OF USERS. THE LARGE HARDSCAPE AREA WOULD HAVE A SHADE STRUCTURE, WHICH COULD CONTAIN PICNIC TABLES, OUTDOOR GRILLS, AND/OR TRASH RECEPTACLES TO ENCOURAGE GATHERINGS LARGE AND SMALL.

THE OPEN HARDSCAPE AREA COULD CONTAIN ADDITIONAL SEATING OPPORTUNITIES, INCLUDING MOVEABLE FURNITURE AND DINING TABLES. LARGE TREES AROUND THE HARDSCAPE PROVIDE AMPLE SHADE AND ENCLOSURE TO THIS SPACE MAKING IT FEEL COMFORTABLE AND WELCOMING.

THE GATHERING SPACE IS PROXIMATE TO BOTH THE PLAY GROUND, PLAY LAWN, AND SPORTS COURT AREAS, MAKING IT THE IDEAL HOME BASE FOR FAMILIES AND VISITORS TO OBSERVE AND ENJOY THE ACTIVITIES OCCURRING THROUGHOUT THE PARK.





SPORTS COURT:

THE SPORTS COURT WILL BE PAVED WITH A VIBRANT PLAY-SAFE MATERIAL AND STRIPED IN A WAY THAT WOULD PERMIT THE USE VARIOUS DIFFERENT ORGANIZED BALL SPORTS, SUCH AS A COMBINATION OF BASKETBALL AND PICKLEBALL AS SHOWN IN THIS PLAN.

THE SPORTS COURT IS LOCATED IN THE FAR CORNER OF THE PARK TO ENSURE THAT BALL SPORTS CAN TAKE PLACE WITHOUT INTERFERING WITH OTHER USERS AND ACTIVITIES IN THE PARK. ADDITIONALLY, THE LOCATION OF THE SPORTS COURT AND THE DENSE BUFFERING AROUND IT WILL HELP PREVENT BALLS FROM ROLLING AWAY WITHOUT HAVING A COMPLETELY FENCED IN AREA, WHICH WOULD IN-TURN PROVIDE A MORE NATURALISTIC PLAY SPACE.

THE SPORTS COURT IS PROXIMATE TO THE SEMI-CIRCULAR SEATING AREA TO ENSURE THAT THIS SPACE IS HIGHLY FLEXIBLE AND CAN ACCOMMODATE EVENTS AND OTHER ACTIVITIES THAT COULD UTILIZE THE BROAD PAVED AREA OF THE COURT.

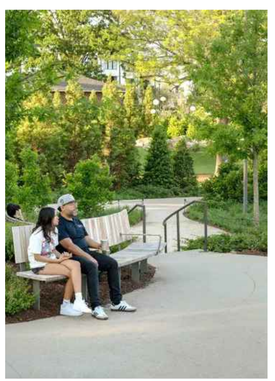
PLAY GROUND:

THE PLAYGROUND AREA WILL BE PAVED WITH A VIBRANT PLAY-SAFE MATERIAL THAT COULD INCLUDE COLORFUL MOTIFS AND IMAGERY. THE PLAY AREA WOULD BE PROXIMATE TO BENCH SEATING AND THE CENTRAL GATHERING SPACE TO ENSURE THAT PARENTS AND GUARDIANS HAVE A CHOICE OF PLACES TO DWELL WHILE VISITING THE PARK WITH CHILDREN.

THE PLAY SPACE COULD INCLUDE EQUIPMENT THAT IS USEABLE FOR A BROAD RANGE OF AGE GROUPS, AND COULD INCORPORATE IN-GROUND TOPOGRAPHIC PLAY FEATURES. THE PLAY AREA IS CONNECTED TO BOTH THE GATHERING SPACE AND THE PLAY LAWN AREA BY A HARDSCAPE AREA THAT WOULD PROVIDE SEATING AND EXTRA SPACE TO GIVE OPPORTUNITIES FOR PLAY, AS WELL AS PRACTICAL FUNCTIONALITY SUCH AS SPACE FOR STROLLER PARKING, AND AREAS FOR TRASH RECEPTACLES AND WATER FOUNTAINS.

THE PLAY SPACE IS BOUNDED BY LUSH LANDSCAPING TO PROVIDE SHADE AND ENCLOSURE, AND A FENCE ALONG THE BORDERS OF THE PARK MAY BE PROVIDED FOR ADDITIONAL SAFETY.





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PARK AREA DETAIL

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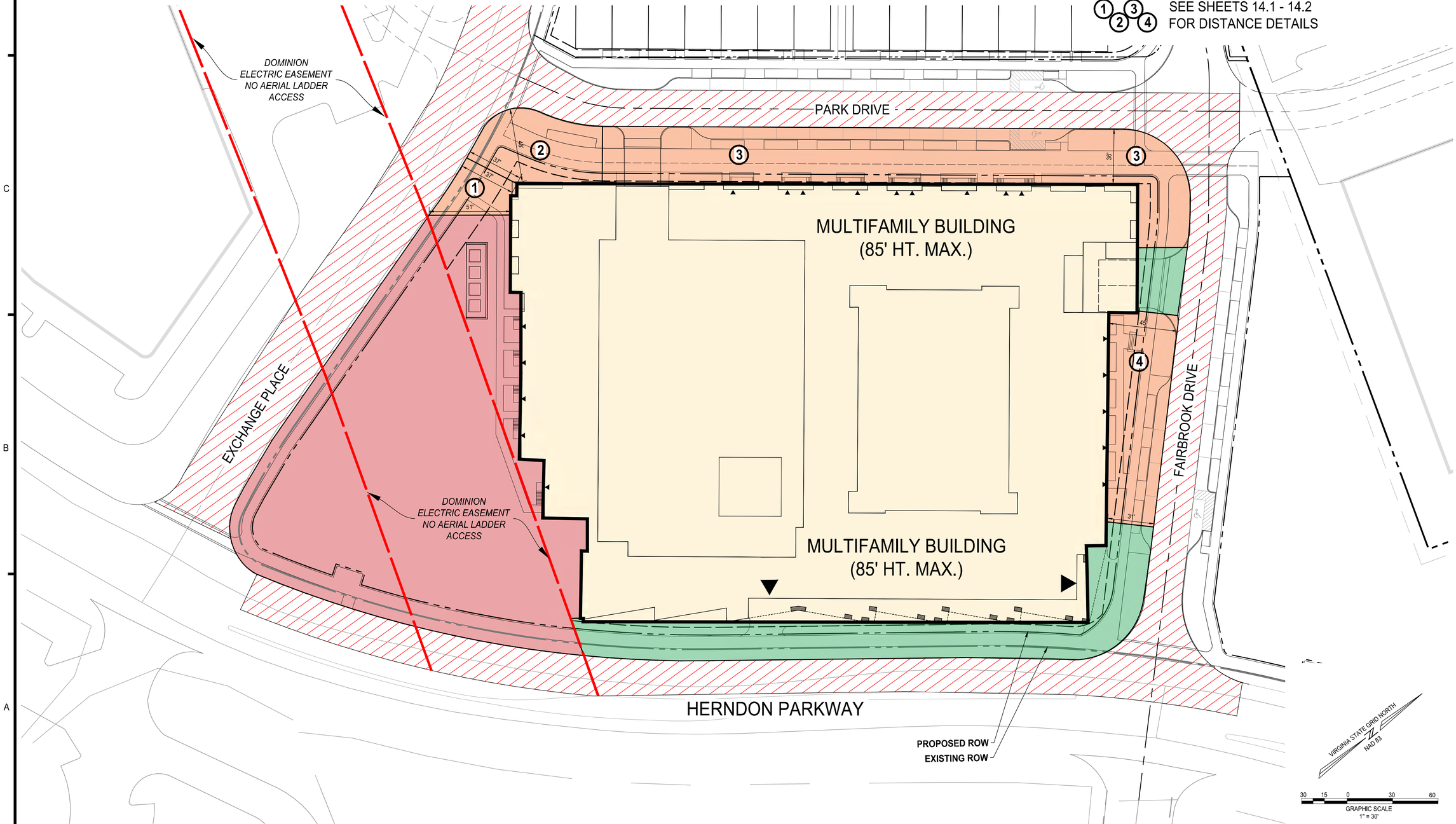
13.3

P:\Projects\23008899.00\exchange place development plan\113159 development plan\13.3 PARK AREA DETAIL.dwg, 12/22/2025 2:03:59 PM, Jason M. Alagna,

NOTE: SEE SHEET 06.2 FOR AREAS OF
EMERGENCY ACCESS EASEMENT ON PROPERTY

LEGEND

- BUILDING WITHIN 15-30' OF FIRE LANE (PFM COMPLIANT AERIAL LADDER ACCESS)
- BUILDING AREA WITH POTENTIAL FOR AERIAL LADDER ACCESS
- NO AERIAL LADDER ACCESS (BEYOND LADDER ACCESS)
- FIRE LANES
- ① ② ③ ④ SEE SHEETS 14.1 - 14.2 FOR DISTANCE DETAILS



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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION

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

SHEET TITLE:

FIRE MARSHALL EMEGENCY ACCESS EXHIBIT

SHEET No.
14

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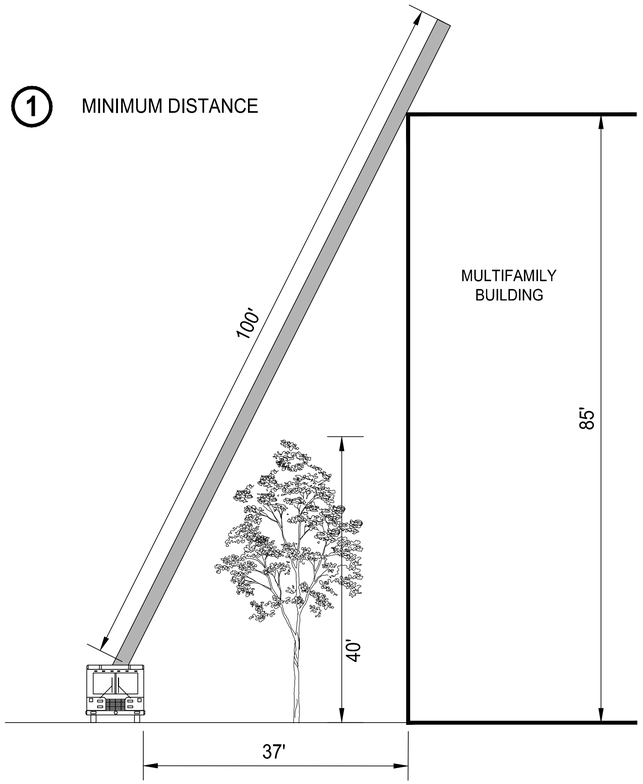

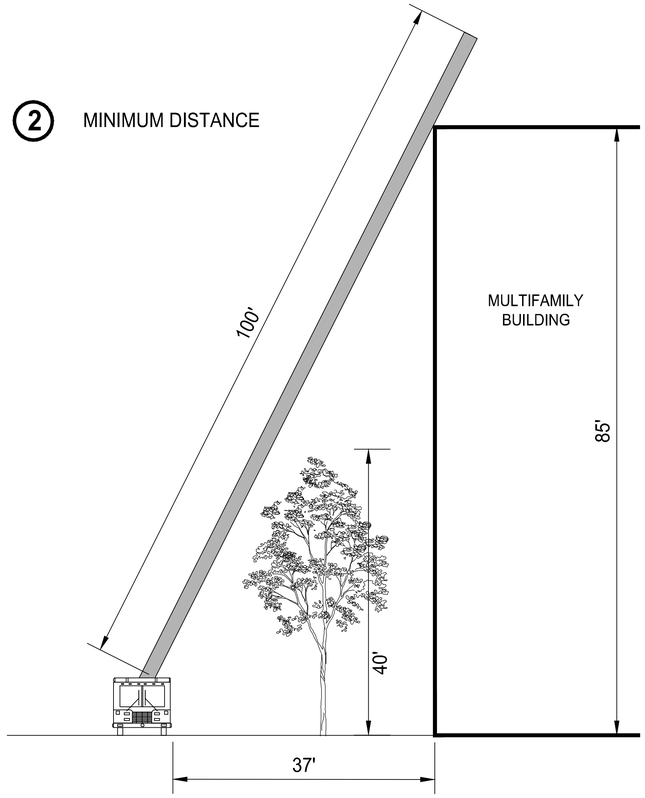

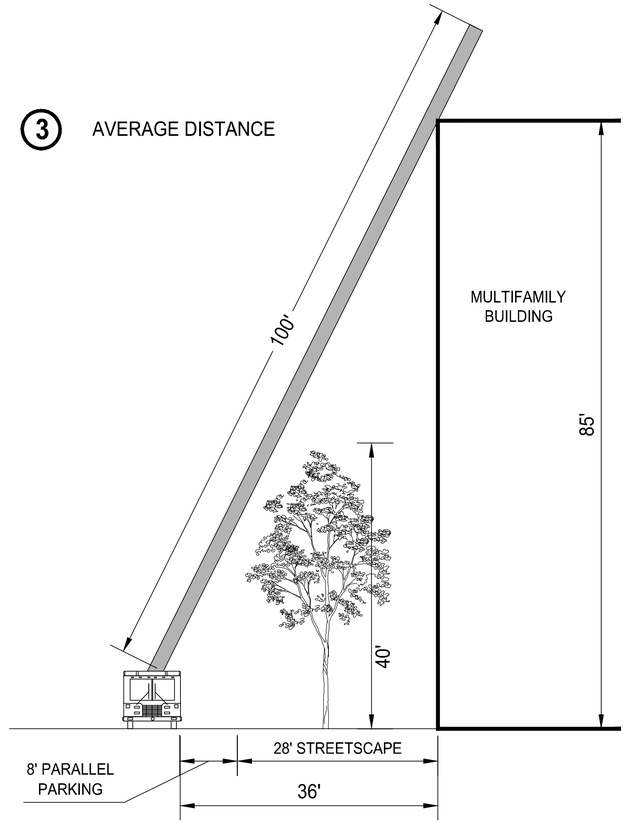

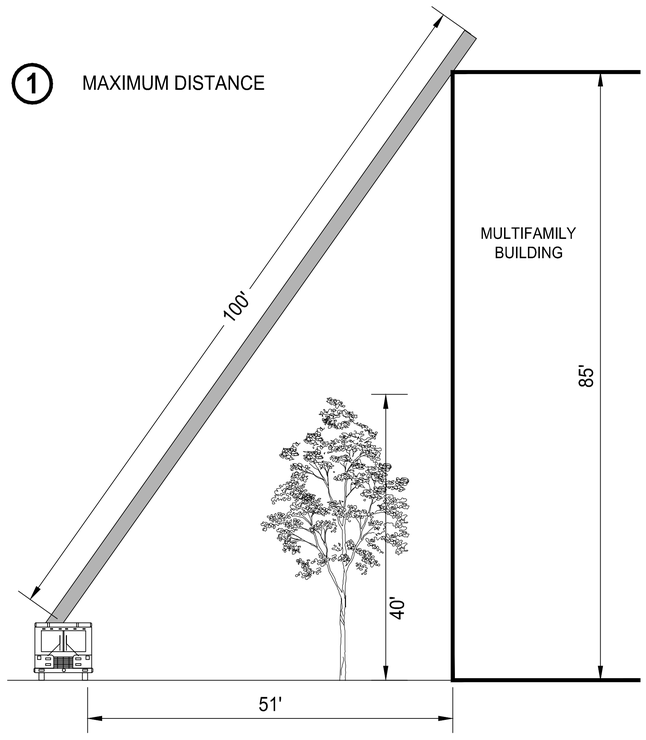

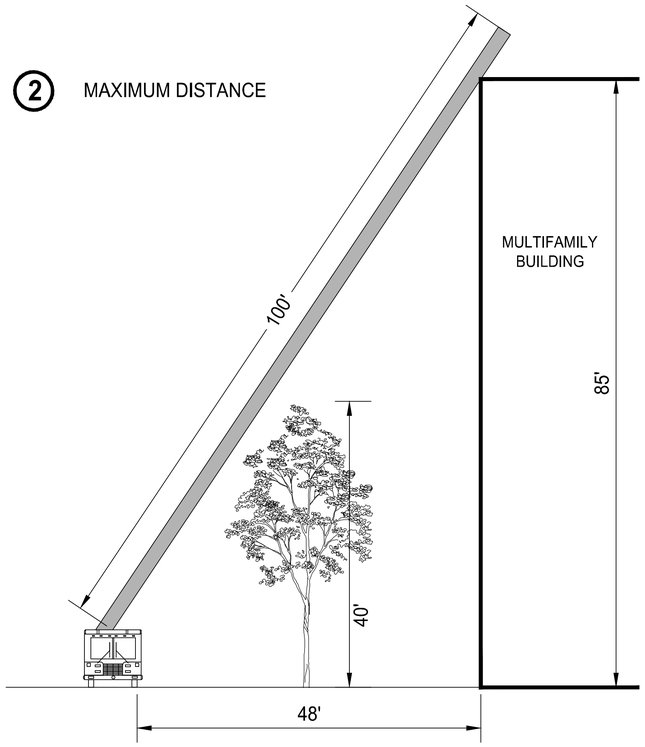

NOTE:
STREET TREES WILL BE PROVIDED AT AN APPROXIMATE ON-CENTER SPACING OF 35'±.

ROONEY PROPERTIES

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Transportation Planners and Engineers

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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

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TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:

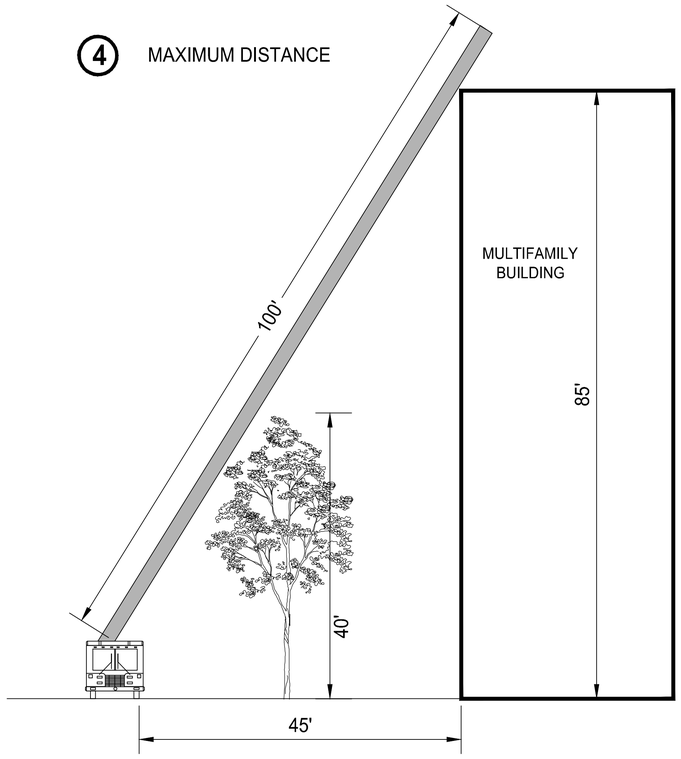
TRUCK ACCESS DETAILS

SHEET No.

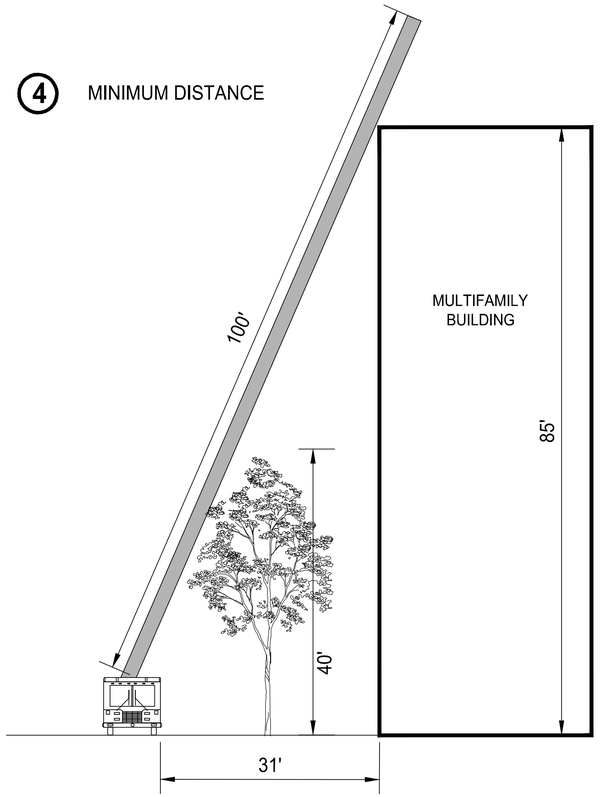
14.1

P:\Projects\23008899.00\exchange place development plan\113159 development plan\14 FIRE MARSHALL EMEGENCY ACCESS EXHIBIT.dwg, 12/22/2025 4:11:11 PM, Jason M. Alagna,

4 MAXIMUM DISTANCE



4 MINIMUM DISTANCE



ROONEY PROPERTIES

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GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

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DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

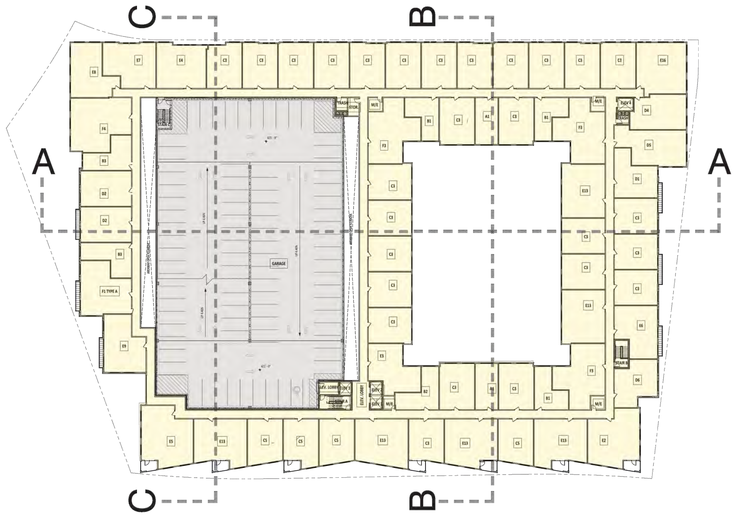
SHEET TITLE:

TRUCK ACCESS DETAILS

SHEET No.

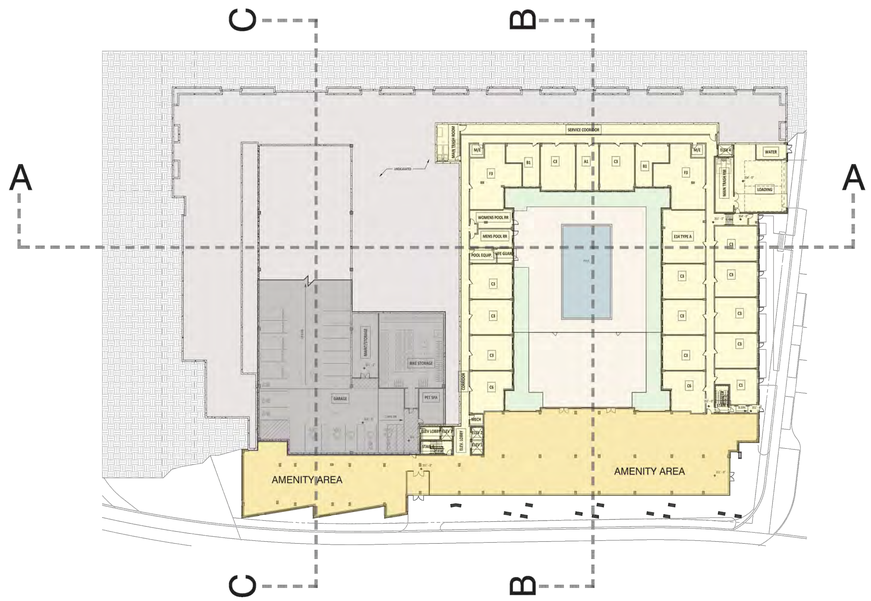
14.2

P:\Projects\23008899.00\exchange place development plan\113159 development plan\14 FIRE MARSHALL EMEGENCY ACCESS EXHIBIT.dwg, 12/22/2025 4:11:36 PM, Jason M. Alagna,



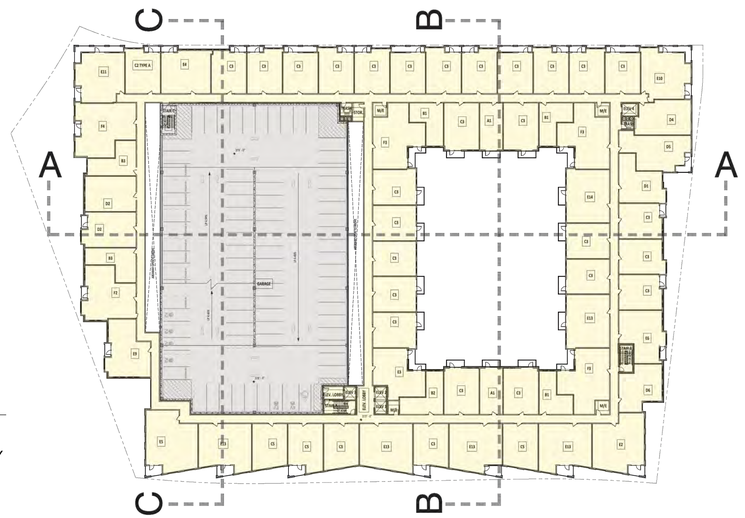
04 TYPICAL PLAN - LEVELS 6 & 7

SCALE: 1" = 50'-0"



01 COURTYARD LEVEL PLAN

SCALE: 1" = 50'-0"

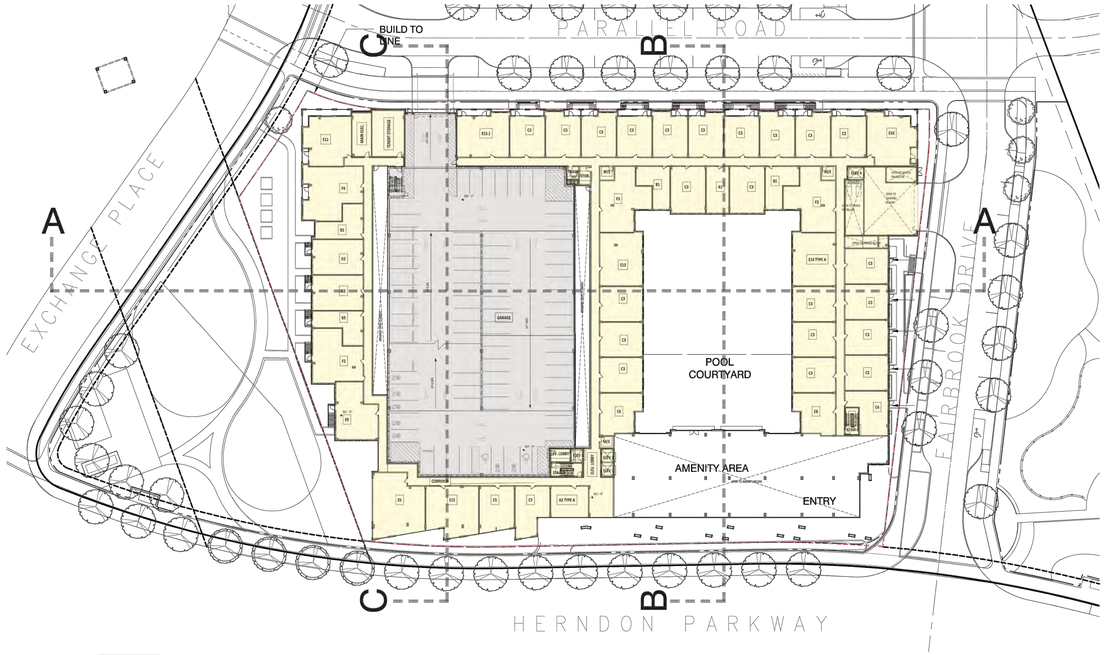


LEGEND

- RESIDENTIAL
- RESID. AMENITY
- STRUCT. PKG

03 TYPICAL PLAN - LEVELS 3-5

SCALE: 1" = 50'-0"



02 **LEVEL 02 PLAN**

SCALE: 1" = 50'-0"

ROONEY PROPERTIES

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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: MVA
DRAWN: MVA
CHECKED: MVA

SHEET TITLE:

ARCHITECTURAL BUILDING PLAN

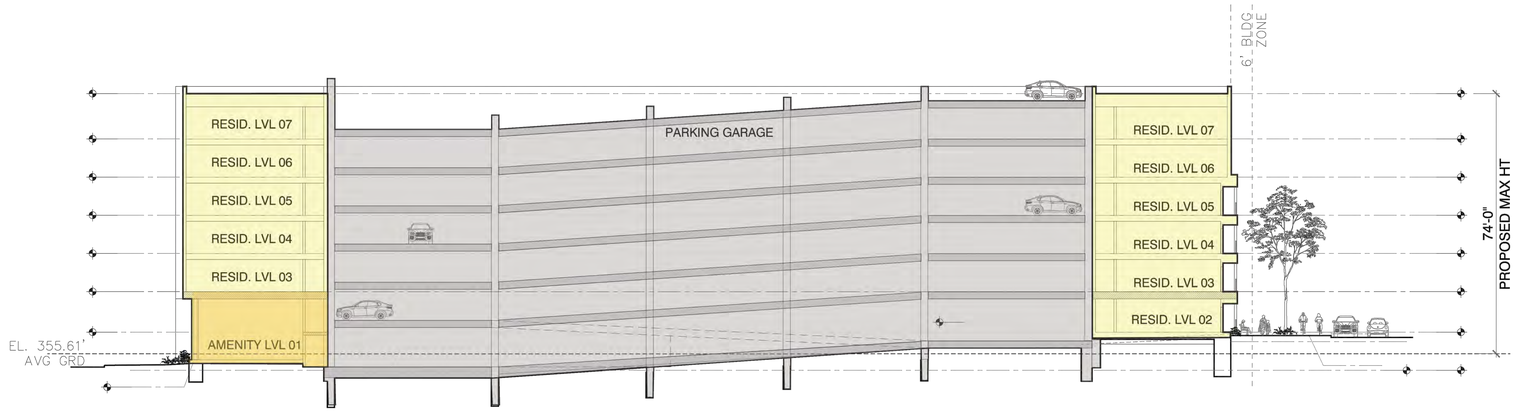
SHEET No.

15

P:\Projects\23008899.00\exchange place development plan\113159 development plan\15 ARCHITECTURAL BUILDING PLAN.dwg, 12/29/2025 3:23:15 PM, Jason M. Alagna,

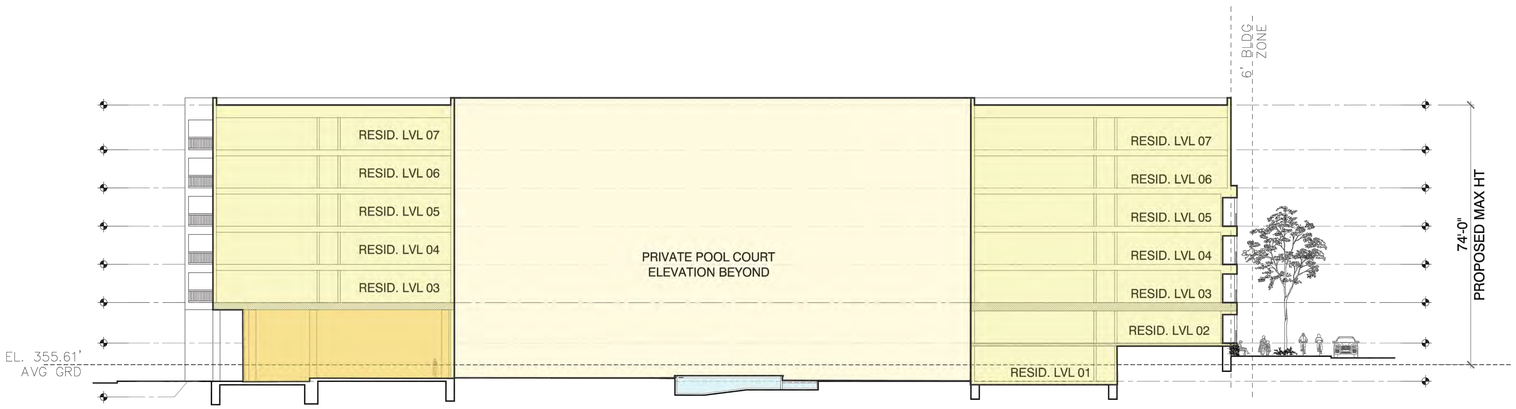
LEGEND

- RESIDENTIAL
- RESID. AMENITY
- STRUCT. PKG



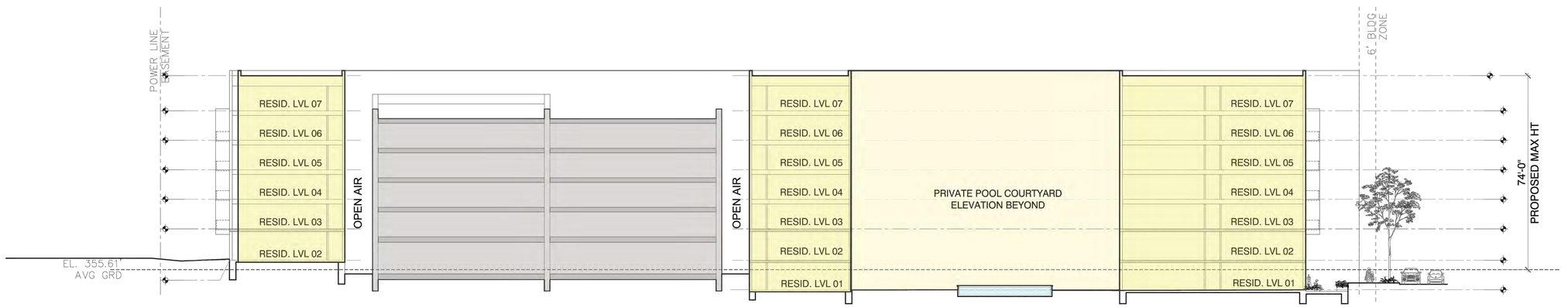
03 SITE / BUILDING SECTION C

SCALE: 1" = 20'-0"



02 SITE / BUILDING SECTION B

SCALE: 1" = 20'-0"



01 SITE / BUILDING SECTION A

SCALE: 1" = 20'-0"

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JOHN L. HELMS
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12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
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DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
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DRAWN: MVA
CHECKED: MVA

SHEET TITLE:

ARCHITECTURAL BUILDING SECTIONS

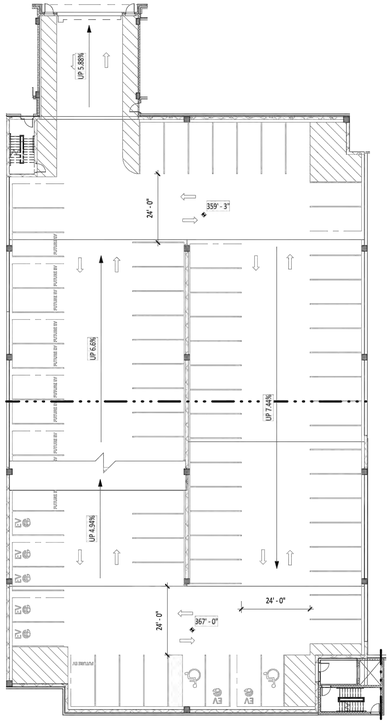
SHEET No.

16

P:\Projects\23008899.00\exchange place development plan\113159 development plan\16 ARCHITECTURAL BUILDING SECTIONS.dwg, 12/29/2025 3:26:15 PM, Jason M. Alagna,

PARKING SPACE TABULATION							
PARKING CATEGORY	STANDARD	COMPACT	ADA	ADA VAN	TOTAL	EV BREAKDOWN EV	FUTURE
RESIDENTIAL	523	0	10	3	535	26	54
TOTAL PARKING SPACES	523	0	10	3	535	26	54

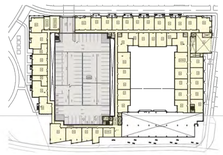
REFER TO SHEET A032 FOR PARKING SIGNAGE SCHEDULE


UP 5.88%
24' - 0"
359' - 3"
UP 6.0%
UP 7.44%
UP 4.94%
24' - 0"
24' - 0"
367' - 0"
EV
EV
EV



03 EXCHANGE PLACE ELEVATION

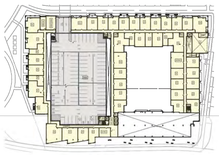
SCALE:1”= 30’-0”





04 PARALLEL ROAD ELEVATION

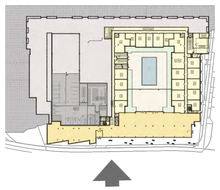
SCALE:1”= 30’-0”





01 HERNDON PARKWAY ELEVATION

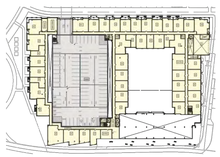
SCALE:1”= 30’-0”





02 FAIRBROOK DRIVE ELEVATION

SCALE:1”= 30’-0”



ROONEY PROPERTIES

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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
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DRAWING No.: 113159
DATE: 12/17/2024
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CHECKED: MVA

SHEET TITLE:

ARCHITECTURAL ELEVATIONS

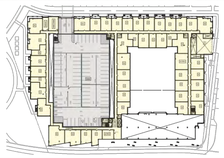
SHEET No.

18

P:\Projects\23008899.00\exchange place development plan\113159 development plan\18 ARCHITECTURAL ELEVATIONS.dwg, 12/29/2025 3:33:42 PM, Jason M. Alagna,

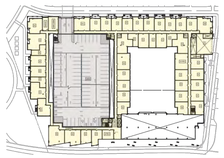


03 NE CORNER LOOKING WEST



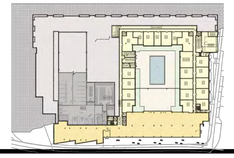


04 NW CORNER LOOKING EAST



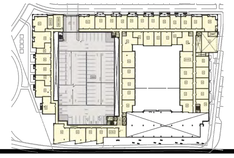


01 SE CORNER LOOKING WEST - HERNDON PARKWAY





02 SW CORNER LOOKING EAST - HERNDON PARKWAY



ROONEY PROPERTIES

WIRE GILL LLP

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GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
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TOWN OF HERNDON, VIRGINIA

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DRAWING No.: 113159
DATE: 12/17/2024
SCALE: AS SHOWN
DESIGN: MVA
DRAWN: MVA
CHECKED: MVA

SHEET TITLE:

ARCHITECTURAL PERSPECTIVES

SHEET No.

19

P:\Projects\23008899.00\exchange place development plan\113159 development plan\19 ARCHITECTURAL PERSPECTIVES.dwg, 12/29/2025 3:35:11 PM, Jason M. Alagna,



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Transportation Planners and Engineers

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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

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SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

TOWNHOUSE FACADE KEY MAP

SHEET No.

20

P:\Projects\23008899.00\exchange place development plan\113159 development plan\20 ARCHITECTURAL FRONTAGE DETAILS.dwg, 12/22/2023 4:18:25 PM, Jason M. Alagna,

WIRE GILL LLP

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

June 27, 2025

VIA HAND DELIVERY AND EMAIL
Lisa Gilleran, Director
Community Development
Town of Herndon
777 Lynn Street
Herndon, VA 20170

RE: 250 Exchange Place ZMA #24-01, Modification Request for Parking Structure Landscape Requirements

Dear Ms. Gilleran,

As you are aware, our client, Herndon Van Buren LLC, is the owner of the property located at 250 Exchange Place, Herndon, Virginia 20170 (the "Property"). Our client has submitted a Zoning Map Amendment application (the "Application").

As part of this Application, we are requesting a modification of the landscape requirements for parking structures in Section 78-51.2.I.1 of the PD-TRG1 District. Modifications are permitted by Zoning Ordinance Section 78-50.2(d).

We request a modification of the requirement for shade trees or shade structures on our multifamily parking structure. It is our understanding that the intent of the requirement is to reduce the "heat island" effect. In our proposal, the multifamily building wraps the parking structure on all sides, and is mostly taller than the parking structure. Specifically, the southern half of the parking structure is shortest and is therefore the most shaded given the southern sun exposure for most of the year. This will result in a parking structure that will be mostly shaded by the building for a large part of the day, during most of the year.

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

Sincerely,

Kenneth W. Wire

WIRE GILL LLP

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

June 27, 2025

VIA HAND DELIVERY AND EMAIL
Lisa Gilleran, Director
Community Development
Town of Herndon
777 Lynn Street
Herndon, VA 20170

RE: 250 Exchange Place ZMA #24-01, Modification Request for Private Amenity Space Width Requirement

Dear Ms. Gilleran,

As you are aware, our client, Herndon Van Buren LLC, is the owner of the property located at 250 Exchange Place, Herndon, Virginia 20170 (the "Property"). Our client has submitted a Zoning Map Amendment application (the "Application").

As part of this Application, we are requesting a modification of the requirement that there shall be a private amenity space between six feet and 20 feet from the edge of the sidewalk to the building façade along all streets in Section 78-51.2.(f)(4) of the PD-TRG1 District. Modifications are permitted by Zoning Ordinance Section 78-50.2(d).

We request a modification of the requirement for the dimension of the private amenity space. 48% of our building frontage, or 700 linear feet of the overall building's 1,435 linear feet meets the 6-20' private amenity space requirement. The remaining 52% is of the building has private amenity space that is larger than 20' due to the reasons listed below:

- Areas along Exchange Place are beyond the 20' due to the Dominion easement.
- Limited areas along Fairbrook Drive are beyond the 20' due to the shape of the building, which is reflective of the uniformity of units interior to the building along a frontage that is "diagonal" to the building façade. In other words, based on staff and ARB input, we "pushed" the building back from the street at certain points, creating a wider streetscape and creating a varying building massing. But this results in the larger than allowed private amenity space.
- Areas along Herndon Parkway are further than 20' due to the architectural design of the building, which includes the colonnade. This feature itself is 'under' the building but the façade within the colonnade is beyond the 20' maximum distance. This colonnade supports the "sawtooth" building design above, but also allows for a larger streetscape to provide potential alternative pedestrian space along the busy, wide Herndon Parkway.

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

Sincerely,



Kenneth W. Wire

WIRE GILL LLP

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

June 27, 2025

VIA HAND DELIVERY AND EMAIL
Lisa Gilleran, Director
Community Development
Town of Herndon
777 Lynn Street
Herndon, VA 20170

RE: 250 Exchange Place ZMA #24-01, Modification Request for 60-Foot Building Setback from Single Family Residential Zoned Property

Dear Ms. Gilleran,

As you are aware, our client, Herndon Van Buren LLC, is the owner of the property located at 250 Exchange Place, Herndon, Virginia 20170 (the "Property"). Our client has submitted a Zoning Map Amendment application (the "Application").

As part of this Application, we are requesting a modification of the (draft TRG2 District) requirement that there shall be a minimum 60-foot building setback from any existing property zoned for single family residential in (draft) TRG 2 Dimensional Standards Section 78-51.3(f)(5) of the PD-TRG2 District. Modifications are permitted by Zoning Ordinance Section 78-50.2(d).

As you are aware, the Planning Commission recommended draft TRG2 Zoning district language to Council on 06/23 that includes the above listed requirement. We anticipate that Council will adopt this portion of the language as recommended by PC.

Our northern property line abuts an existing single family residential zoning district, so the proposed 60-foot building setback would apply to our proposal. We request a modification of the requirement for the 60-foot building setback. At the closest point, one stacked townhouse unit's corner is 59' from the northern property line. Complicating matters is the triangular shape of the site. Please see plan sheet #s 04, 13, and 13.1 for depictions.

In extensive discussions and negotiations with staff, and internally, our team has explored dozens of different site layouts that will both accommodate building setback and landscape buffer requirements, while simultaneously supporting the Application's required utilities, streets, sidewalks, bike lanes, private amenity spaces, landscaping (among other requirements), along with an existing 34' wide utilities easement for large (60" diameter) stormwater and sanitary sewer utilities serving the southeastern quadrant of the Town, that simply pass through our site. The existing utilities are a key driver of the site design, including the 59' building setback. In addition, the We explored shifting the utilities to various parts of the site and were unable to make them work due to the existing horizontal and vertical (elevation) location of the offsite utility infrastructure we must tie into. This is the optimal location to meet the requirements, while allowing for a financially viable number of stacked townhouse units.

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

Sincerely,



Kenneth W. Wire

WIRE GILL LLP

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

June 27, 2025

VIA HAND DELIVERY AND EMAIL
Lisa Gilleran, Director
Community Development
Town of Herndon
777 Lynn Street
Herndon, VA 20170

RE: 250 Exchange Place ZMA #24-01, Modification Request for 50-Foot Landscape Buffer Along Single Family Residential Zoned Property

Dear Ms. Gilleran,

As you are aware, our client, Herndon Van Buren LLC, is the owner of the property located at 250 Exchange Place, Herndon, Virginia 20170 (the "Property"). Our client has submitted a Zoning Map Amendment application (the "Application").

As part of this Application, we are requesting a modification of the (draft TRG2 District) requirement that there shall be a minimum 50-foot landscaped area from the parcel line of any property zoned or used for single family residential in (draft) TRG 2 Dimensional Standards Section 78-51.3(j)(1) of the PD-TRG2 District. Modifications are permitted by Zoning Ordinance Section 78-50.2(d).

As you are aware, the Planning Commission recommended draft TRG2 Zoning district language to Council on 06/23 that includes the above listed requirement. We anticipate that Council will adopt this portion of the language as recommended by PC.

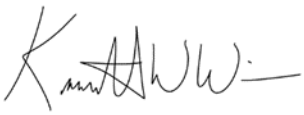
Our northern property line abuts an existing single family residential zoning district, so the proposed 50-foot landscape buffer requirement would apply to our proposal. We request a modification of the requirement for the 50-foot landscape buffer. At the narrowest pinch point, along stacked townhouse units 61 and 62, the buffer would be 25' wide. Further north the proposed buffer is 65' wide and further south it is 54.5' wide. Complicating matters is the triangular shape of the site. Please see plan sheet #s 04, 13, and 13.1 for depictions.

In extensive discussions and negotiations with staff, and internally, our team has explored dozens of different site layouts that will both accommodate the landscape buffer requirement, while simultaneously supporting the Application's required utilities, streets, sidewalks, bike lanes, private amenity spaces, landscaping (among other requirements), along with an existing 34' wide utilities easement for large (60" diameter) stormwater and sanitary sewer utilities serving the southeastern quadrant of the Town, that simply pass through our site. The existing utilities are a key driver of the site design, including the 50' landscape buffer requirement. In addition, the We explored shifting the utilities to various parts of the site and were unable to make them work due to the existing horizontal and vertical (elevation) location of the offsite utility infrastructure we must tie into. The 34' wide utilities easement can not be landscaped. Only turf is allowed. It is also worth noting that one of the abutting

offsite single family zoned parcels is a stormwater facility, which includes landscaping, and can not include a residence. The proposed landscape buffer is the optimal design to meet the requirements, while allowing for a financially viable number of stacked townhouse units.

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

Sincerely,



Kenneth W. Wire

PROFFERS

250 Exchange Place
ZMA #24-01

December 31, 2025

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

1. DEVELOPMENT PLAN.

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

    b. The Property shall be developed in substantial conformance with the development plan entitled Exchange Place prepared by IMEG Corp. dated June 27, 2025 (the "Development Plan," "General Development Plan," and/or "GDP") and these Proffers. It is understood by the Applicant that all other applicable regulations and policies governing land development within the Town of Herndon (the "Town") shall apply to the Property and its development unless specifically modified by the language of this approval.

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

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

2. ARCHITECTURE AND URBAN DESIGN

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

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

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

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

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

    i. **Site Work Phase:** Consisting of the construction of Parallel Road and Fairbrook Drive, as well as the relocation of major on-site utilities (existing sanitary sewer and existing stormwater pipe) and installation of underground utilities that coincide with the construction of the proposed public roads on-site (including storm sewer, water main, and sanitary sewer). The stormwater detention vault will also be constructed in this phase.
        1. This phase also includes interim stormwater facilities as depicted and noted in the Phasing Plans within the Development Plan.
        2. This phase also includes grading and seeding the remainder of the site as depicted and noted in the Phasing Plans within the Development Plan.
            a. The graded and seeded areas will be made available for public use once this phase is completed and prior to commencement of the other Phases (which include the fully built out publicly accessible open space amenities).
        3. This phase also includes streetscape improvements along Herndon Parkway as depicted and noted in the Phasing Plans within the Development Plan.
        4. This phase also includes an interim sidewalk extension along a segment of Exchange Place, and interim curb ramps as depicted and noted in the Phasing Plans within the Development Plan.
        5. Both Parallel Road and Fairbrook Drive will be closed and gated at their connections with Exchange Place and Herndon Parkway as depicted and noted in the Phasing Plans within the Development Plan.
        6. This phase may be constructed concurrent with either the Multifamily Phase, or Stacked Townhouse Phase.
        7. This phase also includes demolition of the existing office buildings, structures, and impervious surfaces.
        8. If, XX years after completion of the Site Work Phase, the Multifamily or

Stacked Townhouse Phases have not yet started, the Applicant must install the full, final streetscapes along both Herndon Parkway and Exchange Place.

ii. **Multifamily Phase:** Construction of the multifamily building, along with construction of the publicly accessible open space fronting on Herndon Parkway at Exchange Place.
    1. The Site Work Phase may be constructed concurrent with the Multifamily Phase.
    2. The Multifamily Phase may be constructed prior to, subsequent to, or concurrently with the Stacked Townhouse Phase.
    3. The streetscapes within the extents depicted on the Multifamily Phasing Plan Sheet 06.4 of the Development Plan must be constructed in their full, final form along Herndon Parkway, Exchange Place, Parallel Road, and Fairbrook Drive, except as noted immediately below.
    4. If the Stacked Townhouse Phase has not been constructed, and is not being constructed concurrent with the Multifamily Phase, then the publicly accessible open space along Herndon Parkway east of Fairbrook Drive will be graded and seeded, and the streetscape along the east side of Fairbrook Drive will be constructed with the Stacked Townhouse Phase. This will allow this area to be used for construction staging for the later Stacked Townhouse Phase.
    5. If the Stacked Townhouse Phase has not been constructed, and is not being constructed concurrent with the Multifamily Phase, then the Applicant will construct interim streetscape along the north side of Parallel Road as depicted and noted on the Multifamily Phasing Plan Sheet 06.4 of the Development Plan.

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

iv. Each phase of the project shall comply with the minimum parking requirements,

for that given phase.

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

e. Conceptual Open Space Plan.

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

1. Parallel Road Street Section on Sheet 04.1
2. Fairbrook Drive Street Section on Sheet 04.2
3. Herndon Parkway Street Section on Sheet 04.3
4. Exchange Place Street Section on Sheet 04.4
5. Streetscape Detail on Sheet 05.1
6. Landscape Overview on Sheet 13
7. Landscape Buffer Area on Sheet 13.1
8. Park Area Detail (Exchange Place) on Sheet 13.2
    a. This includes landscape-integrated seating areas, gathering spaces, focal feature, play lawn, meadow plantings, play lawn, micromobility station, bus shelter, and plantings.
9. Park Area Detail (Fairbrook Drive) on Sheet 13.3
    a. This includes landscape-integrated seating areas, gathering spaces, shade structures, a sports court, playground, play lawns, and plantings.

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

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

iv. Dominion Energy Transmission Line Easement. All proposed conceptual amenities/features within the Dominion Energy Transmission Line Easement on the Park Area Detail on Sheet 13.2 of the Development Plan are subject to Dominion approval. The Applicant commits to make good faith effort to coordinate with both Dominion Energy and the Town to finalize this park area design.

f. Streetscape Furnishings, Materials and Lighting.

i. Streetscape furnishing, materials and lighting plans shall be provided as part of the site plan and shall be in substantial conformance with the Herndon

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

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

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

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

i. 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 for any phase of development shall occur prior to issuance of any certificate of occupancy for the applicable phase of development. Any unanticipated existing utilities that are in conflict with or impede the placement, growth, or health of any street trees or trees on-site, may be relocated at the time of final site plan and in coordination with Town Staff. If relocation of an existing utility is not feasible or allowed by the utility provider, then any conflicting landscaping that is proposed within the Development Plan shall be relocated to a location on the Property in close proximity to where it was shown on the Development Plan after coordination with and with the approval of the Town's Zoning Administrator. If this onsite relocation is either not feasible, or not preferred by the Town, this conflicting landscaping may be relocated to a nearby Town property after coordination with and with the approval of the Town's Zoning Administrator.

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

k. Loading Dock Roll Up Door. Access to the loading dock be controlled by roll-up doors. These doors will match the coloring of the building as depicted in 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-TRG1 and PD-TRG2 Zoning Districts may be established on the Property so long as the Project is in substantial conformance with the plans and notes on

Development Plan Sheet 02 and the following:

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

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

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

4. TRANSPORTATION.

a. Right of Way Dedication. The Applicant shall dedicate right-of-way for the extension of Fairbrook Drive, for a new Parallel Street running generally parallel with Herndon Parkway, for improved sidewalks along Herndon Parkway and Exchange Place, and for a new signal pole foundation at the intersection of Fairbrook Drive and Herndon Parkway, as shown on the Development Plan sheet 06.2 of the Development Plan prior to the first site plan approval. The right-of-way dedication will extend 1 foot beyond the sidewalk. The Applicant reserves future density credit from the Right-of-Way dedication in accordance with the terms and conditions of Zoning Ordinance Section 78-155.9 in effect as of the date of the approval of these Proffers.

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

c. Public Easements.

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

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

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

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

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

d. Bus Stops. Prior to the issuance of the first certificate of occupancy for the multifamily phase, the Applicant shall relocate and make improvements to the two existing bus stops on the Property's Herndon Parkway frontage. Improvements include a concrete pad and bus shelter, a trash and recycling receptacle, and a bicycle rack per the standards found in the Herndon Streetscape Manual.

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

a. Appointment of a TDM Program Manager.

b. Contributions to resident Metro fare cards.

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

d. Bicycle racks and bicycle share stations.

e. Bicycle storage rooms.

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

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

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

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

Person surveys and vehicular traffic counts shall be conducted for the Property beginning one year following issuance of the final certificate of occupancy for either the multifamily phase or stacked townhouse phase. Person surveys shall be conducted every three (3) years and vehicular traffic counts shall be collected annually until the results of three consecutive annual traffic counts conducted after issuance of the final certificate of occupancy for both the multifamily and stacked townhouse phase show that the applicable trip reduction goals for the Property have been met ("Stabilization"). Any time during which person survey response rates do not reach 20%, Town staff may request additional surveys be conducted the following year. After Stabilization, person surveys and vehicular traffic counts shall be provided every five (5) years. Notwithstanding the aforementioned, at any time prior to or after Stabilization, Town staff may suspend such vehicle traffic counts if conditions warrant such. If the Annual Report demonstrates that the trip reduction goals are not being met, then the Applicant shall meet with Town staff to review the TDM elements in place and to develop modifications to the TDM Work Plan to address the surplus of trips.

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

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

5. GREEN BUILDING.

a. Residential Building Certifications. For the multifamily residential building and the stacked townhouses, the Applicant shall achieve either LEED v4 certification from U.S. Green Building Council, Multifamily Building certification from National Green Building Standard (NGBS), EarthCraft Multifamily certification, or an equivalent green building program as

determined by the Town, within 1 year of the issuance of the final certificate of occupancy for each phase.

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

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

6. ENVIRONMENTAL.

a. Planting Species Diversity. In order to promote biodiversity, there shall be a maximum of 25% of any one species in each plant type proposed on the property, including: Canopy Trees, Ornamental/flowering trees, Evergreen Trees, Deciduous Shrubs, and Evergreen Shrubs. Additionally, 75% of the species proposed on each plan shall be Native. No invasive species shall be used.

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

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

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

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

i. Blocking for reinforcement of bathroom fall grab bars;

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

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

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

v. Clear knee space under the kitchen sink; and

vi. Lever door handles instead of doorknobs.

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

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

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

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

iv. ADA compliant grab bars in the bathroom; and

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

8. CONTRIBUTIONS.

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

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

c. School Contribution.

i. Per the Residential Development Criteria Implementation Motion adopted by the Fairfax County Board of Supervisors on January 7, 2003, as amended, the

Applicant will use the Fairfax County Public Schools' School Impact Proffer Formula and Student Yield Ratio Update dated May 23, 2022, to determine the school contribution amount. Prior to the issuance of the first certificate of occupancy for that phase, the Applicant will contribute funds at the assumed rates below, multiplied by $14,956.00 per student generated to the Board of Supervisors for transfer to the Fairfax County School Board to be used for capital improvements and capacity enhancements to schools that serve the Town of Herndon:

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

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

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

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

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

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

monitoring of the TDM program, all as related to the stacked townhouse phase of the Property. Purchasers shall be advised in writing of these obligations, and other restrictions, prior to entering into a contract of sale, whether purchasing residential or commercial property. The Governance Documents shall be included in any offering, sale materials or contracts for any stacked townhomes. Purchasers of land of buildings shall be advised of these obligations in the contract of sale.

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

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

    b. All associated irrigation elements;

    c. All hard surfaces;

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

    e. All lighting fixtures, poles and brackets;

    f. Snow removal;

    g. Leaf removal;

    h. Trash, recycling and litter removal;

    i. Decorative and structural retaining walls;

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

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

11. METRORAIL TAX DISTRICT BUYOUT FOR FOR-SALE RESIDENTIAL USES. At least sixty days prior to registration with the Common Interest Community Board of any residential condominium documents that would change the use of all or any portion of the Property to a use that is not subject to the Phase II Dulles Rail Transportation Improvement District (the "Phase II District") tax, the Applicant shall provide a written notice to the Director of the Real Estate Division of the Fairfax County Department of Tax Administration advising that the Applicant intends to register such condominium documents for that portion of the Property. Prior to registering the condominium documents, the Applicant shall pay to Fairfax County a sum equal to the then-present value of Phase II District taxes estimated by the County to be lost as a result of that change in use.

12. ESCALATION. All monetary contributions required by these proffers, with the exception of the proffer relating to the public school contribution, shall escalate on a yearly basis from the base year of 2025 and change effective each January 1 thereafter, based on the Consumer Price Index

as published by the Bureau of Labor Statistics, the U.S. Department of Labor for the Washington-Baltimore, MD-VA-DC-WV Consolidated Metropolitan Statistical Area (the "CPI"), as permitted by Virginia State Code Section 15.2-2303.3.3.

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

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

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

HERNDON VAN BUREN LLC

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

By: _____
Name: Jacob Ballard
Title: Authorized Representative

COMMONWEALTH OF VIRGINIA

CITY/COUNTY OF FAIRFAX, to wit:

The foregoing instrument was acknowledged before me this ___ day of June, 2025, by Jacob Ballard, as Authorized Representative of Herndon Van Buren LLC.

_____

Notary Public

Notary Registration No: _____

My Commission Expires:_____