PLANNING COMMISSION
WORK SESSION AGENDA

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

Monday, April 13, 2026 | 7:00 PM

1. Call to Order

2. Public Hearings

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

b. Zoning Map Amendment—ZMA #24-01, 250 Exchange Place, a zoning map amendment from O&LI, Office & Light Industrial district, to PD-TRG1 & PD-TRG2, Planned Development—Transit Related Growth mixed use, medium density residential, and office, and Planned Development—low density residential and low impact commercial zoning districts with proffered conditions, to allow the redevelopment of the site with single family attached and multi-family residential uses

c. Zoning Ordinance Text Amendment ZOTA #26-01, to amend Chapter 78 (ZONING), ARTICLE XIV (Signs), Section 78-140.4 (Prohibited signs), Section 78-140.6 (General standards for all signs), Section 78-141.8 (Sign Standards for Planned Development—Transit Related Growth Districts), and Article XVIII (Definitions), Section 78-180 (Definitions) to update sections to include standards for signage in the Herndon Transit-Oriented Core (HTOC), provide a nit limit for signage, and include definitions pertinent to signage in the HTOC

d. Zoning Ordinance Text Amendment ZOTA #26-02 to amend Chapter 78 (ZONING) Section 78-80.4 (Standards for Specific Accessory Uses and Structures by Use Type), and amending Article XVIII (Definitions) to update the provisions regarding caretaker and security guard residences and to add a definition of caretaker and security residence

e. Zoning Ordinance Text Amendment ZOTA #26-03 to amend Chapter 78 (ZONING), Article VII (Use Regulations), Section 78-71.1 (Indoor Entertainment Use Category), and Article XVIII (Definitions), Section 78-180 (Definitions) to define casino related terms and establish land use provisions for casino establishments

3. **Comments**

    a. Comments from the Staff Members

    b. Comments from the Commissioners

4. **Adjournment**

Planning Commission Work Session
Agenda Item 2.a.

Agenda Item: **Application for a Special Exception, SE #26-02, 1001 Jeff Ryan Drive, to consider a special exception to permit a home-based child daycare use within the R-10, Residential single-family district**

Meeting Date: April 13, 2026

Category: Public Hearings

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

Description:
The application is to consider a special exception to permit a home-based child daycare use within the R-10, Residential single-family district. The proposed use will increase the maximum number of children enrolled per day from 7 to 12. The property is zoned R-10, Residential single-family district. The property is designated in the Herndon 2030 Comprehensive Plan as "Neighborhood Conservation." The 21,625 square-foot lot is located on the northwest corner of Herndon Parkway and Sterling Road.

Background/Timing Impact:
The applicant applied for and received approval of a Zoning Inspection Permit (ZIP #25-058) to operate a home-based childcare use with a maximum enrollment of seven children at the subject property. ZIP #25-058 was issued on December 11, 2025. The daycare currently operates between the hours of 7:00 a.m. and 6:00 p.m., which complies with the standard allowances under Sec. 78-80.5(b), Home-Based Business, Childcare or Daycare, and may be approved administratively by Town staff. An increase in enrollment to a maximum of 12 children requires the approval of a special exception. Special exception applications are subject to review and recommendation by the Planning Commission, with final action taken by the Town Council. Prior to the Planning Commission’s consideration of this application, the Town had not received any complaints related to the daycare operation at this address.

The Four Seasons community is designated as “Neighborhood Conservation” in the Herndon 2030 Comprehensive Plan. The designation underscores the town's commitment to preserving and maintaining the character and quality of existing residential areas, while supporting accessory uses associated with residential neighborhoods such as home-based businesses and permitted accessory dwelling units.

Fiscal Impact:

N/A

Legal Impact:
The zoning ordinance allows a home-based daycare for up to 12 children enrolled with the granting of a special exception permit by the town council, in accordance with Sec. 78-80.5.

Staff Recommendation/Next Steps:
Staff recommends that the Planning Commission approve the Special Exception with conditions. Several home-based daycares have been operating nearby since 2010 without negative impacts on the surrounding neighborhood. The expansion of the number of children is minor enough to not generate negative impacts.

The following alternatives are available to the Planning Commission for its decision on SE #26-02 at its regular meeting:

1. Recommendation for approval.
2. Recommendation for denial. The daycare continues its operations with seven children as a by-right use.
3. Continuance of the application to the next regular meeting.

Attachments:
1. Staff Report SE#26-02
2. Draft Resolution (Proposed)
3. Floor plan

STAFF REPORT

Agenda Item: **Application for a Special Exception, SE #26-02, 1001 Jeff Ryan Drive, to permit a home-based child daycare use.**

Meeting Date: **April 13, 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 permit a home-based child daycare use within the R-10, residential zoning district. The proposed use will provide care for a maximum of 12 children enrolled.
Address	1001 Jeff Ryan Drive
Fairfax County Tax Map Number	0103 14 0073
Owners	Sarita Del Pilar Abad Moretti
Applicant	Sarita Del Pilar Abad Moretti
Business/Organization	Baby Buu Daycare LLC
Property Use	Residential
Zoning District	R-10, Residential District
Lot Size	21,625 square feet
Building Size	2,859 square feet of gross floor area 484 square feet attached garage
Adjacent Zoning	North, South, East, West: R-10 – Single Family Detached.
Date of Construction:	1981
Comprehensive Plan Land Use Designation	Neighborhood Conservation

Location Map:



Background & Site Description:

The applicant previously applied for and received approval of a Zoning Inspection Permit (ZIP #25-058) to operate a child daycare use as a home-based business with a maximum enrollment of seven clients at the subject property. ZIP #25-058 was issued on December 11, 2025, and no complaints have been submitted to the Town regarding the daycare.

The subject property is located at the intersection of Herndon Parkway and Sterling Road in the Treeside development. The property is designated Neighborhood Conservation in the Town of Herndon 2030 Comprehensive Plan[1]. This designation reflects the Town's intent to preserve and enhance the established character and quality of existing residential neighborhoods while allowing limited, compatible uses.

The property is zoned R-10 (Residential) and consists of an approximately 21,625-square-foot lot developed with a single-family dwelling containing approximately 1,728 square feet of above-grade living area. The access to the dwelling is on a cul-de-sac. The R-10 district is characterized by a coordinated mix of residential housing types intended to promote cohesive neighborhoods with access to shared amenities.

The Neighborhood Conservation land use designation emphasizes compatibility with surrounding residential uses. The property's location at the intersection of Herndon Parkway and Sterling Road provides convenient access for families utilizing the

[1] Herndon 2030 Comprehensive Plan. https://www.herndon-va.gov/home/showpublisheddocument/17554/638247637418370000

childcare service while maintaining the residential character of the neighborhood. The Town's zoning ordinance standards are intended to balance the provision of childcare services with considerations related to traffic management, neighborhood compatibility, and adherence with applicable zoning and planning regulations.

Case Details & Proposal:

The applicant seeks approval of a Special Exception to increase the maximum number of children permitted in their home-based childcare business from seven (7) to twelve (12). Under the regulations of the Virginia Office of Child Care Health and Safety, a licensed Family Day Home may care for up to twelve (12) children, exclusive of the provider's own children and any children residing in the home, within a single-family dwelling. The Town of Herndon Zoning Ordinance allows a maximum of seven (7) children, exclusive of the provider's own children and resident children, with approval of a Zoning Inspection Permit. Care for up to twelve (12) children is permitted with approval of a Special Exception.

Proposed Operations:

The home-based childcare operation is proposed to take place in the basement level of the dwelling, within an area of approximately 873 square feet. Access to the childcare area will be provided through the main entrance of the home, with internal stairs leading to the basement. The basement includes one bathroom and a kitchen. At this time, Ms. Moretti is the sole primary caregiver and plans to work with two assistants.

The proposed hours of operation are 7:00 a.m. to 6:00 p.m., Monday through Friday, with children potentially attending during a morning session (7:00 a.m. to noon) and/or an afternoon/after-school session (noon to 6:00 p.m.) in order to accommodate families with diverse scheduling needs.

Staff Analysis:

<u>Zoning Ordinance Compliance</u>

The Zoning Ordinance allows home-based daycare for up to twelve (12) children with two non-resident employees with the approval of a Special Exception. The proposed use will continue to operate under its existing conditions with respect to the space occupied by the business, facilities provided, and overall operations. The exterior appearance of the building will remain unchanged.

Special exceptions may be approved provided they comply with the following standards. Staff evaluated the criteria for review of special exceptions found in Zoning Ordinance Section 78-155.3(e):

Criteria from Section 78-155.3(e)(1)	Meets/ Does Not Meet	Why the application meets or does not meet the criteria of Section 78-155.3(e)
a. Is consistent with the Comprehensive Plan.	Meets	The Comprehensive Plan Land Use Section provides policies for provision of goods and services to the local community and positive economic benefits of new businesses. The proposed uses will be in conformance with the comprehensive plan policies.
b. Is free of conflict with any provision of this chapter and related regulations or any other applicable local, state, or federal laws and regulations.	Meets	The proposed special exception uses are provisioned with the base zoning district and do not create any substantial conflicts with other regulatory requirements. The use and business operations will be conditioned to ensure the use continually meets the purpose and intent of the Planned Development, Residential Zoning District.
c. Does not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use.	Meets with conditions	The proposed uses are generally compatible with the site / neighborhood. The proposed conditions will limit the impact to parking and vehicle trips by restricting maximum number of clients.
d. Consistent with the purpose and intent of the zoning district in which it is located or will improve compatibility among uses and will ensure efficient development within the Town.	Meets	The proposed conditions will remain compatible with the intent of the uses of the R-10 residential district.
e. Minimizes adverse visual impact of the proposed use on adjacent lands.	Meets	The proposed conditions will not generate visual changes to the site.
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 distribution of customers to prevent negative impacts to parking, drop-off/pickup, and noise.
h. Avoids significant adverse impacts on the property values of surrounding lands or substantially and permanently injures the use of neighboring property for those uses that are permitted in the zoning district.	Meets with conditions	The proposed use has virtually no external impacts and provides a needed community service.
i. Does not significantly and adversely impact the natural environment, including but not limited to, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.	Meets	The proposed conditions will not involve any expansion of floor area or conversion of pervious area to impervious area.
j. Results in development that is adequately served by transportation facilities, including whether or not a substantial deterioration of	Not Applicable	No physical alterations of the structure are expected and thus not subject to this criterion.

the level of service on the Town's transportation network would occur and whether or not the proposed use is designed to ensure safe ingress and egress onto the site and safe road conditions on and around the site.		
k. Results in development that is adequately served by public facilities (roads, potable water and sewage, schools, parks, police, and fire and emergency medical facilities).	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.

Furthermore, section 78-155.3(f)(3) clarifies that in the case of a childcare center or daycare center, an associated special exception shall not run with the land and shall be subject to the requirements of section 78-155.3(f)(3) Approval linked to owner of property, not land. In addition to these standards, the zoning ordinance has established additional standards for childcare or daycare uses as a home-based business. These standards, identified in section 78-80.5 (b), provide the requirements for all home-based businesses.

Home-based business, childcare or daycare – Additional standards. In addition to the standards set forth in Section 78-80.5, home-based childcare or daycare uses are subject to additional requirements under the Herndon Zoning Ordinance. The proposed application complies with the applicable standards regarding the number of children served and the number of non-resident employees. Pursuant to Section 78-80.5, home-based childcare operations are permitted by right with one (1) nonresident employee. The applicant is requesting approval to exceed this threshold and employ up to two (2) nonresident employees. While the zoning ordinance permits up to two non-resident employees in by-right home-based businesses that are not daycares, having more than one nonresident employee in a home-based daycare crosses the threshold to require special exception review. Accordingly, staff recommends that the Planning Commission considers the request to allow a maximum of two (2) nonresident employees as part of this home-based childcare operation, as proposed.

Play area. The proposed application satisfies the minimum requirement of 75 square feet of outdoor play area per child enrolled in the childcare business. A plan demonstrating the designated outdoor play area, which is fully enclosed by a fence to ensure safety, was submitted with the application.

Comprehensive Plan Adherence

The proposal is consistent with the Herndon 2030 Comprehensive Plan Neighborhood Conservation Land Use Policies and encourages uses that provide a variety of goods and services as well as promoting economic development that helps increase employment and add to the community tax base.

Parking

The zoning ordinance does not require additional parking for a home-based daycare or any other home-based business. However, the number of employees shall comply with applicable Commonwealth of Virginia licensing requirements.

Analysis of Conditions

Staff are recommending seven conditions for this special exception, listed in the following conditions analysis table, consistent with previously approved special exceptions. Staff believe these conditions provide reasonable ways in which the existing childcare use can be expanded while properly mitigating potential impacts, as well as achieving 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 and plan submitted by applicant on February 25, 2026, and for the purpose of daycare use only.	No	The site shall be developed and maintained in substantial conformance with a submitted special exception plan that is 33 percent or less of the gross floor area and in conformance with section 78-80.5 of the zoning ordinance
2	Hours of Operation	Yes	6 a.m. until 9:00 p.m., in conformance with section 78-80.5 of the zoning ordinance
3	Number of Permitted Children	No	The total number of children present on site for home-based child daycare use shall not exceed 12 enrolled. The ratio of employees to children as required by the state shall be maintained.
4	On-Site play area	No	When playing outside all children shall be within the fenced playground area.
5	Child Drop-off and Pick-up.	No	Child drop-off and pick-up are preferred to occur in the driveway. Double parking on Jeff Ryan Drive is prohibited.
6	Employees and Parking	No	Employees shall not park in the driveway.
7	Signage.	No	No signage shall be permitted.

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

Fiscal Impact:

The Town can collect taxes from home-based businesses.

Planning Commission Alternatives:

The following alternatives are available to the Planning Commission for its recommendation to the Town Council on SE #26-02:

1. Recommendation for approval.
2. Recommendation for denial. The daycare continues its operations with seven children as a by-right use.
3. Continuance of the application to May 4, 2026.

Staff Recommendation:

Staff recommend the Planning Commission approve the Special Exception with conditions. The expansion of the number of children is minor enough to not generate negative impacts.

TOWN OF HERNDON, VIRGINIA
PLANNING COMMISSION

RESOLUTION

APRIL 27, 2026

Resolution- to approve Special Exception – SE #26-02, 1001 Jeff Ryan Drive, to Allow a Home-Based Child Daycare Use. The proposed use would increase the maximum number of children enrolled from seven to 12.

The applicant, Ms. Sarita del Pilar Abad Moretti, had submitted a request to consider a special exception to permit a home-based child daycare use within the R-10 residential zoning district. The proposed use will provide care for a maximum of 12 children enrolled and increase the number of nonresident employees from one to two, identified as Fairfax County Tax Map # 0103 14 0073.

The Planning Commission has reviewed this application and held a public hearing in accordance with the provisions of §15.2-2204 of the State Code and recommends that the application be approved with conditions based upon the finding that the conditions still meet the purpose and intent of the Zoning Ordinance, in particular Section 78-155.3(e)(1).

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

1. The Planning Commission recommends approval of Special Exception SE #26-02, which shall not run with the land (§78-155.3(f)(3)), and in accordance with the conditions set forth below to achieve compliance with the standards found in Section 78-155.3(e)(1):

    a. Substantial Conformity. Substantial conformance with the submitted application and plan submitted by applicant on February 25, 2026, and for the purpose of a daycare use only.

    b. Hours of Operation. The permitted hours of operation shall be 6:00 a.m. until 9:00 p.m. Monday through Friday.

    c. Number of Permitted Children. The total number of children present on site for home-based child daycare use shall not exceed 12 enrolled children per day. The ratio of employees to children as required by the Commonwealth of Virginia shall be maintained.

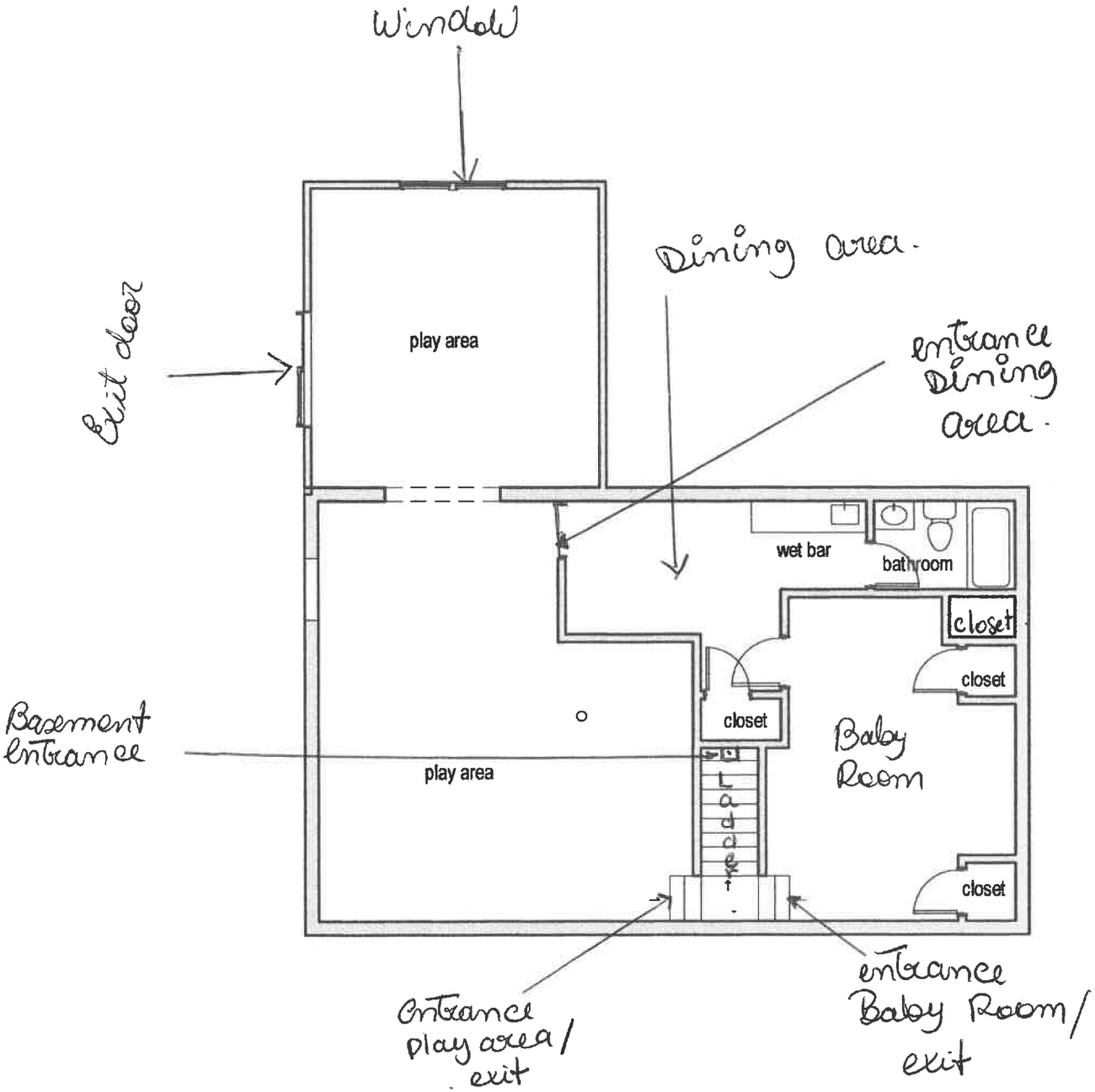
    d. On-Site Play Area. When playing outside all children shall be within the fenced playground area.

e. Child Drop-off and Pick-up. Child drop-off and pick-up are preferred to occur in the driveway. Double parking on Jeff Ryan Drive is prohibited.

f. Employees and Parking. The home-based childcare shall be limited to a maximum of two (2) non-resident employees. Employees shall not park in the driveway.

g. Signage. No signage shall be permitted.

Basement Plan for Daycare



Planning Commission Work Session
Agenda Item 2.b.

Agenda Item: **Zoning Map Amendment—ZMA #24-01, 250 Exchange Place, a zoning map amendment from O&LI, Office & Light Industrial district, to PD-TRG1 & PD-TRG2, Planned Development—Transit Related Growth mixed use, medium density residential, and office, and Planned Development—low density residential and low impact commercial zoning districts with proffered conditions, to allow the redevelopment of the site with single family attached and multi-family residential uses**

Meeting Date: April 13, 2026

Category: Public Hearings

Prepared by: Bryce Perry, Deputy Director of Community Development

Description:
This application was the subject of a discussion item at the Planning Commission's March work session. The staff memo provided for the March work session is provided as an attachment to this report. A full staff report, to include the applicant's responses to staff's latest comments, will be provided in the dispatch for the April 27, 2026, Planning Commission regular meeting.

The application proposes to rezone the property at 250 Exchange Place to allow redevelopment of the site with multifamily, stacked, and single-family attached residential uses. The slightly less than nine and a half acre property is currently improved with five single-story office buildings, totaling 108,402 gross square feet of office space, and surface parking lots. 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 multifamily building in one phase and 62 stacked two-over-two residential units in the other phase. The project would construct two public roads and two private roads. Private parking is accommodated in an interior structured parking garage for the multifamily building, and the stacked units are served by individual garages and driveways. Private outdoor amenity space for the multifamily is contained within an internal courtyard, and two publicly-accessible parks are provided along Herndon Parkway.

Background/Timing Impact:
Staff has issued comments for the most recent submission and expects further revisions

of the case to address those comments with the next submission. The applicant and staff are in discussion regarding potential resolutions to the comments raised during the review. A full staff report will be provided in the dispatch for the April 27, 2026, Planning Commission regular meeting.

Notable remaining staff comments include:

- additional information and improved clarity on the various elements of and extent of the different phases
- conflicts between trees and utilities
- timing of when the park abutting Fairbrook Drive is built
- proffer language refinement to improve clarity, consistency, and enforceability

Timing Impact:
Following Planning Commission action, the application will advance to Town Council for consideration. Should the council approve ZMA #24-01, the applicant will be free to submit a site plan for review. Steps following site plan review and approval, inclusive of bonding, plats and easements, include final Architectural Review Board review and building permit submittal and review. Site plan approvals remain valid for up to five years, after which time the site plan expires unless a building permit has been approved. There are no limitations on the time between the approval of a zoning map amendment and the submission of a site plan.

Fiscal Impact:
Additional information regarding the fiscal impacts of this case will be provided in the staff report.

Legal Impact:
A zoning map amendment approved with proffers is considered "conditional zoning" by the Code of Virginia (§ 15.2-2296). Following approval, proffers become part of the zoning for the property and are enforceable by the Zoning Administrator.

Staff Recommendation/Next Steps:
At this time, staff recommends continuance of the application due to the outstanding issues noted above. Should the remaining issues be satisfactorily resolved prior to the Planning Commission regular session on April 27, 2026, staff will consider recommending approval of this application.

Attachments:
1. GDP
2. Draft Proffer Statement
3. Traffic Impact Study
4. March 9, 2026, Planning Commission Memo (Background)

DEVELOPMENT PLAN

EXCHANGE PLACE

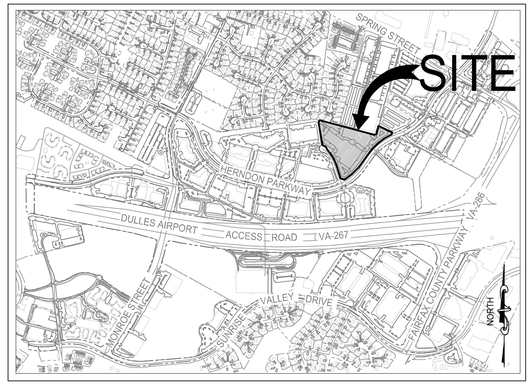
TOWN OF HERNDON, VIRGINIA

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:

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

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

APPLICANT / OWNER

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

3330 WASHINGTON BOULEVARD, SUITE 220

ARLINGTON, VA 22201

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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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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

MARK	DATE	DESCRIPTION
1	12-20-2024	2ND PLAN SUBMISSION
2	06-27-2025	3RD PLAN SUBMISSION
3	12-29-2025	4TH PLAN SUBMISSION

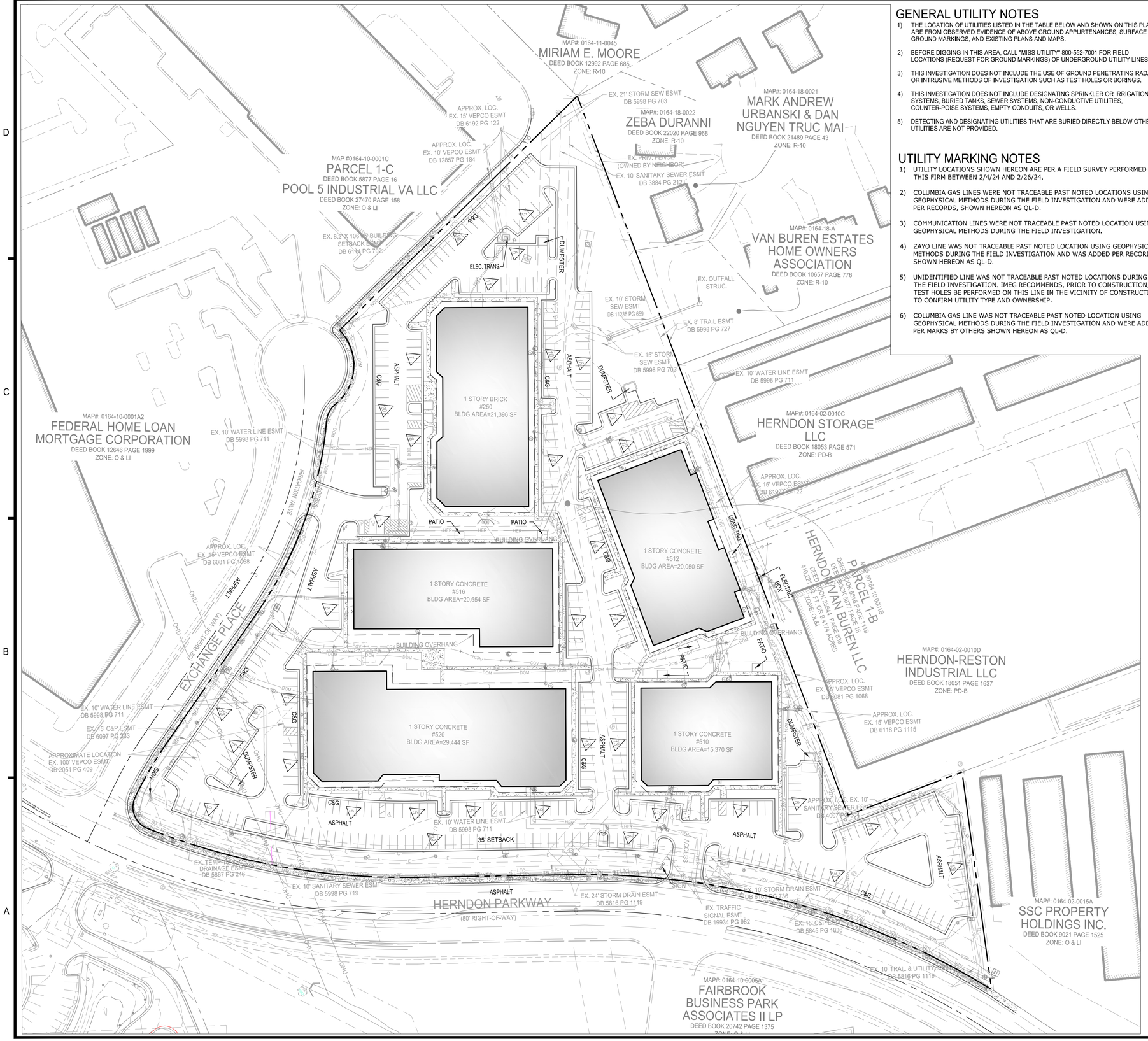
PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 01-12-24
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

GENERAL NOTES & DETAILS

SHEET No.
02

P:\Projects\23008899.00\exchange place development plan\113159 development plan\02 GENERAL NOTES AND DETAILS.dwg, 12/22/2025 2:02:54 PM, Jason M. Allagna,



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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12/29/2025
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DEVELOPMENT PLAN
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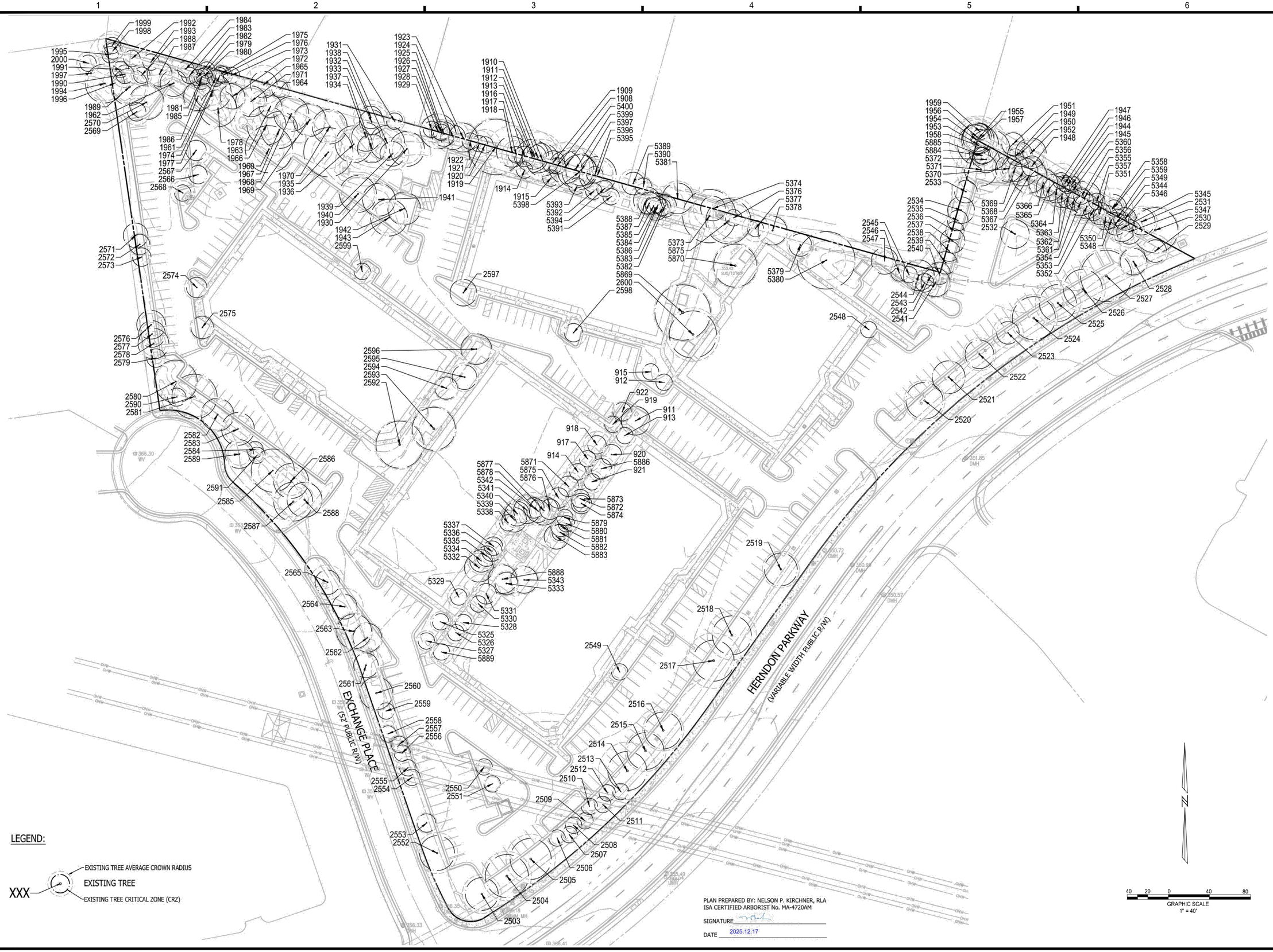
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DRAWING No.: 113159
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SCALE: AS SHOWN
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DRAWN: CL
CHECKED: JA

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,



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

SIGNATURE

DATE 2025.12.17

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

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

SHEET TITLE:

TREE INVENTORY & PRESERVATION PLAN

SHEET No.

03.1

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. Alagna,

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	-	13	No	GIRDLING ROOT. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
912	Magnolia x soulangiana, Saucer Magnolia	3.3, 3, 2.9, 2.6	8	90.0	Intermediate	-	8	No	VOLCANO MULCHED, BURIED ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
913	Magnolia x soulangiana, Saucer Magnolia	6, 5.3	8	78.0	Codominant	-	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
914	Magnolia x soulangiana, Saucer Magnolia	5.6, 5.5	8	78.0	Codominant	-	9	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY
915	Magnolia x soulangiana, Saucer Magnolia	2.7, 2.7, 2.7, 1.6, 1.6	8	75.0	Intermediate	-	8	No	VOLCANO MULCHED, BURIED ROOT COLLAR. MECHANICAL DAMAGE AT BASE OF TRUNK. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
917	Magnolia x soulangiana, Saucer Magnolia	6.2, 5	8	78.0	Codominant	-	9	No	MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
918	Magnolia x soulangiana, Saucer Magnolia	4.7, 4.3, 4.3, 4	9	78.0	Codominant	-	9	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
919	Magnolia x soulangiana, Saucer Magnolia	3.7, 3.3, 2.7, 2	8	78.0	Codominant	-	7	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT AT LOWER TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY.
920	Magnolia x soulangiana, Saucer Magnolia	7, 5, 4.5	10	75.0	Codominant	-	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
921	Magnolia x soulangiana, Saucer Magnolia	7.2	8	75.0	Codominant	-	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. MINOR STORM DAMAGE & CANOPY DEADWOOD. GOOD STRUCTURE, VIGOR, & VITALITY.
922	Magnolia x soulangiana, Saucer Magnolia	5, 4.5, 4, 3.3	9	78.0	Codominant	-	9	No	NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY.
1908	Cercis canadensis, Eastern Redbud	4.3, 3.2, 2.7	8	35.0	Suppressed	-	7	No	SEVERE STORM DAMAGE. INTERNAL DECAY AT BASE OF TRUNK STEM. POOR STRUCTURE. FAIR TO POOR VIGOR. FAIR VITALITY.
1909	Juniperus virginiana, Eastern Red Cedar	10.9	11	65.0	Codominant	10.0	11	No	MODERATE LIVE CANOPY RATIO. MULTIPLE HOLLOWS ALONG MAIN TRUNK STEM. FAIR TO GOOD STRUCTURE. FAIR VIGOR & VITALITY.
1910	Quercus palustris, Pin Oak	16.1	16	25.0	Dominant	-	17	No	SEVERE STORM DAMAGE. MULTIPLE BROKEN OUT SCAFFOLD BRANCHES. HOLLOW CAVITY AT ROOT FLARE. POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
1911	Ulmus americana, American Elm	14.8	15	20.0	Dominant	-	20	No	33% UPPER CANOPY DIEBACK. LOW LIVE CANOPY RATIO. MISTLETOE IN UPPER CANOPY. ASYMMETRIC CANOPY. FAIR TO POOR STRUCTURE. POOR VIGOR & VITALITY.
1912	Dead Snag	11.8	12	0.0	Codominant	-	-	No	ASSESSED AS STANDING DEAD. STORM DAMAGED, TOPPED. FUNGUS AT ROOT FLARE.
1913	Quercus phellos, Willow Oak	15.7	16	68.0	Dominant	-	24	No	ASYMMETRIC CANOPY. LOWER CANOPY DEADWOOD (2-3"). FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1914*	Ilex x attenuata, Foster's Holly	5.5	8	55.0	Intermediate	75.0	4	No	CODOMINANT UNION, CODOMINANT STEM RIPPED OUT, LARGE CAVITY AT BASE OF TRUNK. FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1915	Ilex x attenuata, Foster's Holly	3.4, 3.3	8	78.0	Intermediate	80.0	5	No	U-SHAPED CODOMINANT UNION AT LOWER TRUNK STEM. OPEN CAVITY ALONG TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
1916	Cercis canadensis, Eastern Redbud	9, 3.6	10	25.0	Intermediate	-	6	No	V-SHAPED CODOMINANT UNION AT LOWER TRUNK STEM. BOTH LEADERS TOPPED, ONE DEAD & DECAYING. MULTIPLE HOLLOWS ALONG TRUNK STEM. POOR STRUCTURE. FAIR VIGOR & VITALITY.
1917	Cercis canadensis, Eastern Redbud	5.1, 4.6	8	30.0	Intermediate	-	7	No	V-SHAPED CODOMINANT UNION. MULTIPLE HOLLOWS ALONG MAIN TRUNK STEM. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
1918	Ulmus americana, American Elm	15.0	15	50.0	Dominant	-	18	No	V-SHAPED CODOMINANT UNION MID TRUNK STEM, ONE STEM BROKEN OUT. TRUNK STEM LEAN TOWARDS ADJACENT PROPERTY. GIRDLING ROOT (1-2"). UPPER CANOPY DEADWOOD (1"). FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1919	Quercus phellos, Willow Oak	27.2	27	48.0	Dominant	-	27	No	IN DECLINE. APICAL LEADER DEAD & DECAYING. LOWER CANOPY DEADWOOD (<1"). OPEN CAVITY AT BREAST HEIGHT. MULTIPLE GIRDLING ROOTS (<1"). FAIR TO
1920	Cercis canadensis, Eastern Redbud	5.4, 3.4	8	15.0	Intermediate	-	8	No	U-SHAPED CODOMINANT UNION W/ VISIBLE SEAM. 3.4" STEM TOPPED. EPICORMIC SHOOTS. MULTIPLE HOLLOWS ALONG MAIN TRUNK STEM. STORM DAMAGED. VERY POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
1921	Cercis canadensis, Eastern Redbud	4.5, 3.5, 3	8	10.0	Intermediate	-	8	No	SEVERE TRUNK STEM LEAN. MULTIPLE HOLLOW CAVITIES THROUGHOUT. STORM DAMAGED. EPICORMIC SHOOTS. VERY POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
1922	Cercis canadensis, Eastern Redbud	5.5, 4.7	8	10.0	Intermediate	-	8	No	3.5" STEM DEAD & DECAYING. EPICORMIC SHOOTS. STORM DAMAGED. VERY POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
1923	Juniperus virginiana, Eastern Red Cedar	14.1	14	90.0	Codominant	20.0	16	No	MINOR ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1924	Cercis canadensis, Eastern Redbud	8.7, 6.7, 5.9	12	20.0	Intermediate	-	11	No	SEVERE STORM DAMAGE. TRI-STEM UNION AT LOWER TRUNK STEM. MULTIPLE HOLLOW CAVITIES THROUGHOUT, DECAY EVIDENT. POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
1925	Juniperus virginiana, Eastern Red Cedar	11.9	12	50.0	Codominant	25.0	10	No	ASYMMETRIC CANOPY. SCAFFOLD BRANCH DEAD & DECAYING. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. FAIR STRUCTURE, COLOR, VIGOR, & VITALITY.
1926	Sassafras albidum, Sassafras	4.7	8	10.0	Suppressed	-	2	No	INTENTIONALLY TOPPED, 8' UP TRUNK STEM. EPICORMIC SHOOTS.
1927	Diospyros virginiana, Common Persimmon	9.4	9	72.0	Codominant	60.0	15	No	LOW LIVE CANOPY RATIO, FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY.
1928	Juniperus virginiana, Eastern Red Cedar	17.4	17	80.0	Codominant	60.0	15	No	ASYMMETRIC CANOPY. DEAD SCAFFOLD BRANCH (SHADED OUT). MINOR TRUNK STEM LEAN. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
1929	Prunus serotina, Black Cherry	6.1	8	60.0	Codominant	-	11	No	TRUNK STEM LEAN. FAIR TO POOR STRUCTURE. GOOD VIGOR & VITALITY.
1930	Leyland Cypress, Cupressus × leylandii	12.9, 10.4	17	85.0	Codominant	85.0	15	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1931	Fraxinus pennsylvanica, Green Ash	5.3	8	5.0	Intermediate	-	8	No	100% UPPER CANOPY DIEBACK. EPICORMIC SHOOTS ALONG LOWER TRUNK STEM. ASIATIC BITTERSWEET IN UPPER CANOPY.
1932	Ulmus americana, American Elm	11.2	11	72.0	Codominant	-	13	No	POISON IVY MID CANOPY. WINTER CREEPER GROUND COVER. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
1933	Ulmus americana, American Elm	11.9	12	68.0	Codominant	-	13	No	V-SHAPED CODOMINANT UNION MID TRUNK STEM. POISON IVY MID CANOPY. WINTER CREEPER GROUND COVER. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1934	Leyland Cypress, Cupressus × leylandii	12.6, 5.3, 4.6	14	85.0	Codominant	70.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1935	Leyland Cypress, Cupressus × leylandii	17.6, 15, 7.2	24	86.0	Codominant	70.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1936	Leyland Cypress, Cupressus × leylandii	13.1, 8.8, 6.5, 5.1	18	87.0	Codominant	70.0	13	No	GUMMOSIS. SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1937	Leyland Cypress, Cupressus × leylandii	13.7	14	85.0	Codominant	75.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1938	Leyland Cypress, Cupressus × leylandii	13.7, 6.1, 0.2	17	85.0	Codominant	80.0	12	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1939	Leyland Cypress, Cupressus × leylandii	12.4	12	85.0	Codominant	85.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.

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	
1940	Leyland Cypress, Cupressus × leylandii	13, 12.6	18	85.0	Codominant	90.0	15	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1941	Leyland Cypress, Cupressus × leylandii	16.2	16	85.0	Codominant	90.0	14	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1942	Leyland Cypress, Cupressus × leylandii	10.4, 12	16	70.0	Codominant	95.0	13	No	POORLY PRUNED. VERY ASYMMETRIC CANOPY. FAIR STRUCTURE. FAIR TO GOOD COLOR. GOOD VIGOR & VITALITY.
1943	Leyland Cypress, Cupressus × leylandii	15.1, 8.5, 5.8	18	85.0	Codominant	90.0	14	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1944	Ulmus parvifolia, Chinese Elm	4.2	8	35.0	Intermediate	-	5	Yes	LOW LIVE CANOPY RATIO. JAPANESE HONEYSUCKLE FROM GRADE TO UPPER CANOPY. FAIR TO POOR STRUCTURE, VIGOR, & VITALITY.
1945	Pyrus calleryana, Callery Pear	3.8, 2.6	8	40.0	Intermediate	-	8	Yes	CODOMINANT UNION AT ROOT COLLAR. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. STORM DAMAGED. FAIR TO POOR STRUCTURE. GOOD VIGOR & VITALITY.
1946	Ulmus parvifolia, Chinese Elm	4.6, 3.5	8	50.0	Intermediate	-	12	Yes	CODOMINANT UNION AT LOWER TRUNK STEM. ASYMMETRIC CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. TWISTED STRUCTURE. FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1947	Ulmus parvifolia, Chinese Elm	4.7	8	50.0	Intermediate	-	15	Yes	GRAPE VINE FROM GRADE TO MID CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO LOWER CANOPY. FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1948	Pyrus calleryana, Callery Pear	7.9, 5.7	10	68.0	Codominant	-	12	Yes	V-SHAPED CODOMINANT UNION AT ROOT COLLAR. ASYMMETRIC CANOPY. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1949	Nyssa sylvatica, Blackgum	4.2	8	0.0	Suppressed	-	8	No	ASSESSED AS STANDING DEAD.
1950	Pinus nigra, Austrian Pine	11.8	12	0.0	Codominant	-	10	No	ASSESSED AS STANDING DEAD.
1951	Pinus nigra, Austrian Pine	10.7	11	70.0	Codominant	55.0	12	No	CANOPY LEAN (PHOTOTROPIC). FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
1952	Pinus nigra, Austrian Pine	10.5, 10.5	15	70.0	Dominant	60.0	13	No	U-SHAPED CODOMINANT UNION AT ROOT COLLAR. POISON IVY EMBEDDED INTO TRUNK STEM. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1953	Tilia americana, American Basswod	20.1	20	50.0	Dominant	-	28	No	SEVERE TRUNK STEM LEAN TOWARDS PARKING LOT, LIFTING ROOT PLATE. VERY POOR STRUCTURE. GOOD VIGOR & VITALITY.
1954	Quercus palustris, Pin Oak	13.9	14	68.0	Codominant	-	21	No	ASYMMETRIC CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. PREVIOUSLY STORM DAMAGED. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1955	Ulmus americana, American Elm	15.0	15	82.0	Dominant	-	13	No	MODERATE LIVE CANOPY RATIO. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
1956	Quercus palustris, Pin Oak	13.8	14	68.0	Codominant	-	17	No	ASYMMETRIC CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. SHOWS HISTORY OF STORM DAMAGE. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1957	Diospyros virginiana, Common Persimmon	9.0	9	70.0	Codominant	-	14	No	MINOR STORM DAMAGE. SHOWS HISTORY OF STORM DAMAGE. TWISTED STRUCTURE. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1958	Quercus palustris, Pin Oak	19.8	20	68.0	Codominant	-	25	No	COMMON GREENBRIER & JAPANESE HONEYSUCKLE FROM GRADE TO LOWER CANOPY. ASYMMETRIC CANOPY. LOWER CANOPY DEADWOOD & HANGERS (1-2"). FAIR STRUCTURE. GOOD VIGOR & VITALITY.
1959	Quercus palustris, Pin Oak	3.3	8	30.0	Suppressed	-	9	No	LOW LIVE CANOPY RATIO. JAPANESE HONEYSUCKLE FROM GRADE TO UPPER CANOPY. FAIR TO POOR VIGOR & VITALITY.
1960	Leyland Cypress, Cupressus × leylandii	18.7, 13	23	85.0	Codominant	95.0	15	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1961	Diospyros virginiana, Common Persimmon	3.8	8	15.0	Codominant	-	6	No	IN SEVERE DECLINE. 80% UPPER CANOPY DIEBACK. LOW LIVE CANOPY RATIO. POOR STRUCTURE, VIGOR, & VITALITY.
1962	Leyland Cypress, Cupressus × 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	-	14	Yes	LOW LIVE CANOPY RATIO. JAPANESE HONEYSUCKLE AT BREAST HEIGHT. TWISTED STRUCTURE. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1965	Morus alba, White Mulberry	13.0	13	40.0	Codominant	-	15	Yes	SHOWS HISTORY OF STORM DAMAGE, AND IS STORM DAMAGED. SEVERE TRUNK STEM LEAN AWAY FROM FENCE. GRAPE VINE & JAPANESE HONEYSUCKLE AT MID CANOPY. HOLLOW CAVITY MID TRUNK STEM. POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1966	Leyland Cypress, Cupressus × 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	-	9	No	U-SHAPED CODOMINANT UNION MID TRUNK STEM. ASYMMETRIC CANOPY DUE TO COMPETITION. LOWER CANOPY DEADWOOD (<1"). MODERATE LIVE CANOPY RATIO. FAIR STRUCTURE, VIGOR, & VITALITY.
1974	Diospyros virginiana, Common Persimmon	3.5	8	15.0	Intermediate	-	7	No	70% UPPER CANOPY DIEBACK. OUTCOMPETED BY NEIGHBORS. VERY LOW LIVE CANOPY RATIO. FAIR TO POOR STRUCTURE. POOR VIGOR & VITALITY.
1975	Diospyros virginiana, Common Persimmon	4.6	8	45.0	Codominant	-	8	No	U-SHAPED CODOMINANT UNION MID TRUNK STEM. LOW LIVE CANOPY RATIO. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
1976	Diospyros virginiana, Common Persimmon	3.9	8	45.0	Codominant	-	8	No	APICAL LEADER DEAD. LOW LIVE CANOPY RATIO. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
1977	Leyland Cypress, Cupressus × leylandii	17.5	18	85.0	Codominant	85.0	14	No	LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
1978	Leyland Cypress, Cupressus × 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	-	6	No	UPPER CANOPY DEADWOOD (<1"). 15% UPPER CANOPY DIEBACK. FAIR STRUCTURE, VIGOR, & VITALITY.
1980	Diospyros virginiana, Common Persimmon	4.1	8	68.0	Codominant	-	8	No	MINOR LOWER CANOPY DEADWOOD (<1"). TWISTED STRUCTURE. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1981	Diospyros virginiana, Common Persimmon	3.9, 3.4	8	65.0	Codominant	-	10	No	LOWER CANOPY DEADWOOD (<1"). V-SHAPED CODOMINANT UNION AT ROOT COLLAR. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
1982	Diospyros virginiana, Common Persimmon	5.8	8	65.0	Intermediate	-	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. ASYMMETRIC CANOPY. GOOD STRUCTURE, VIGOR, & VITALITY.

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	-	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. MODERATE TO LOW LIVE CANOPY RATIO. ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
1984	Pyrus calleryana, Callery Pear	8.0	8	58.0	Codominant	-	15	Yes	INVASIVE VINE SPECIES FROM GRADE TO CANOPY. FAIR TO POOR SCAFFOLD BRANCHING, FAIR TO GOOD OVERALL STRUCTURE. GOOD VIGOR & VITALITY.
1985	Diospyros virginiana, Common Persimmon	3.6	8	60.0	Intermediate	-	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. MODERATE TO LOW LIVE CANOPY RATIO. ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
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	-	-	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, 3.8	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	-	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	-	9	No	GRAPE VINE FROM GRADE TO LOWER CANOPY. FAIR STRUCTURE, VIGOR, & VITALITY.
1993	Ulmus americana, American Elm	8.0	8	10.0	Codominant	-	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	75.0	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	-	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	-	-	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, CDLOR, VIGOR, & VITALITY.
1998	Prunus avium, Sweet Cherry	4.2	8	45.0	Suppressed	-	10	No	LOW LIVE CANOPY RATIO. GRAPE VINE FROM GRADE TO UPPER CANOPY. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
1999	Quercus velutina, Black Oak	3.4, 3.1	8	45.0	Suppressed	-	9	No	V-SHAPED CODOMINANT UNION W/ INCLUDED BARK. LOWER CANOPY DEADWOOD. SUPPRESSED BY MATURE NEIGHBOR. JAPANESE HONEYSUCKLE FROM GRADE TO UPPER CANOPY. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY.
2000	Acer saccharum, Sugar Maple	5.6	8	65.0	Intermediate	-	9	No	COMMON GREENBRIER FROM GRADE TO LOWER CANOPY. LOWER CANOPY DEADWOOD (<1"). SHOWS HISTORY OF STORM DAMAGE. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
2503	Quercus palustris, Pin Oak	15.8	16	75.0	Dominant	-	19	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2504	Quercus palustris, Pin Oak	21.4	21	75.0	Dominant	-	24	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2505	Quercus palustris, Pin Oak	20.3	20	75.0	Dominant	-	24	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2506	Crataegus spp., Hawthorn	4.0	8	75.0	Intermediate	-	6	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2507	Crataegus spp., Hawthorn	4.0	8	75.0	Intermediate	-	6	No	CANKER MID TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY.
2508	Crataegus spp., Hawthorn	5.5	8	75.0	Intermediate	-	8	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2509	Crataegus spp., Hawthorn	4.0	8	75.0	Intermediate	-	7	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2510	Crataegus spp., Hawthorn	4.0	8	75.0	Intermediate	-	6	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2511	Crataegus spp., Hawthorn	5.5	8	75.0	Intermediate	-	8	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2512	Crataegus spp., Hawthorn	4.5	8	75.0	Intermediate	-	8	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2513	Crataegus spp., Hawthorn	4.3	8	75.0	Intermediate	-	7	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2514	Quercus palustris, Pin Oak	19.4	19	70.0	Dominant	-	25	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD VIGOR & VITALITY. FAIR/GOOD STRUCTURE. PORTIONS CANOPY STEMS APP

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	-	16	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2523	Quercus palustris, Pin Oak	10.9	11	75.0	Dominant	-	15	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2524	Quercus palustris, Pin Oak	20.6	21	75.0	Dominant	-	23	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2525	Quercus palustris, Pin Oak	18.3	18	75.0	Dominant	-	22	No	GOOD STRUCTURE, VIGOR, & VITALITY. MINOR GIRDLING ROOT.
2526	Quercus palustris, Pin Oak	18.5	19	75.0	Dominant	-	22	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2527	Quercus palustris, Pin Oak	25.0	25	70.0	Dominant	-	27	No	GOOD OVERALL STRUCTURE, VIGOR, & VITALITY. FAIR TO GOOD SCAFFOLD BRANCHING. LOWER CANOPY DEADWOOD (1").
2528	Quercus palustris, Pin Oak	13.1	13	75.0	Dominant	-	14	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2529	Quercus palustris, Pin Oak	10.7	11	75.0	Codominant	-	13	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2530	Quercus phellos, Willow Oak	22.0	22	75.0	Dominant	-	23	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2531	Quercus phellos, Willow Oak	12.8	13	0.0	Dominant	-	-	No	ASSESSED AS STANDING DEAD. FUNGAL FRUITING BODIES PRESENT.
2532*	Prunus serrulata, Japanese Flowering Cherry	14.0	14	20.0	Intermediate	-	13	No	IN SEVERE DECLINE. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. 75% UPPER CANOPY DIEBACK. FAIR TO POOR STRUCTURE. POOR VIGOR & VITALITY.
2533	Pinus strobus, Eastern White Pine	11.2	11	75.0	Codominant	65.0	14	No	VOLCANO MULCHED, BURIED ROOT COLLAR, TRUNK STEM LEAN TOWARDS T-2534. FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
2534	Pinus strobus, Eastern White Pine	12.7	13	75.0	Codominant	70.0	13	No	VOLCANO MULCHED, BURIED ROOT COLLAR. V-SHAPED CODOMINANT UNION AT MID TRUNK STEM. FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
2535	Pinus strobus, Eastern White Pine	9.9	10	0.0	Codominant	-	6	No	ASSESSED AS STANDING DEAD. VOLCANO MULCHED, BURIED ROOT COLLAR.
2536	Pinus strobus, Eastern White Pine	8.6	9	75.0	Codominant	60.0	14	No	VOLCANO MULCED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. LOWER CANOPY DEADWOOD (<1"). FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2537	Pinus strobus, Eastern White Pine	11.6	12	75.0	Codominant	70.0	15	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2538	Pinus strobus, Eastern White Pine	10.0	10	60.0	Codominant	20.0	14	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. LOW CANOPY DENSITY. LOWER CANOPY DEADWOOD (<1"). FAIR TO GOOD STRUCTURE. FAIR COLOR, VIGOR, & VITALITY.
2539	Pinus strobus, Eastern White Pine	11.1	11	0.0	Codominant	-	12	No	ASSESSED AS STANDING DEAD. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR.
2540	Pinus strobus, Eastern White Pine	11.4	11	0.0	Codominant	-	12	No	ASSESSED AS STANDING DEAD. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR.
2541	Pinus strobus, Eastern White Pine	13.5	14	0.0	Codominant	-	14	No	ASSESSED AS STANDING DEAD. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR.
2542	Pinus strobus, Eastern White Pine	9.3	9	0.0	Codominant	-	10	No	ASSESSED AS STANDING DEAD. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR.
2543	Pinus strobus, Eastern White Pine	9.1	9	55.0	Codominant	35.0	12	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR: GOOD STRUCTURE. FAIR VIGOR & VITALITY.
2544	Pinus strobus, Eastern White Pine	15.2	15	75.0	Codominant	45.0	15	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. EXPOSED ROOT SYSTEM W/ MOWER DAMAGE. FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2545	Pinus thunbergii, Japanese Black Pine	5.6, 4.3	8	45.0	Suppressed	15.0	13	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. OUTCOMPETED BY NEIGHBORS. TWISTED STRUCTURE (TYPICAL OF SPECIES). PREVIOSLY TOPPED. CODOMINANT UNION AT BREAST HEIGHT. FAIR TO POOR STRUCTURE. FAIR TO GOOD COLOR, VIGOR, & VITALITY.
2546	Pinus thunbergii, Japanese Black Pine	6.9	8	68.0	Intermediate	15.0	9	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR: TWISTED STRUCTURE (TYPICAL OF SPECIES). FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY. FAIR COLOR.
2547	Leyland Cypress, Cupressus × leylandi	9, 10	13	88.0	Intermediate	65.0	9	No	OPEN GROWN. 20% UPPER CANOPY DIEBACK. FAIR COLOR. GOOD STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
2548	Prunus serrulata, Japanese Flowering Cherry	5.6	8	90.0	Intermediate	-	8	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
2549	Crataegus spp., Hawthorn	5.2	8	25.0	Intermediate	-	8	No	EXFOLIATED BARK ALONG MAIN TRUNK STEM. VOLCANO MULCHED, ELEVATED ROOT BALL. CANKER AT ROOT COLLAR, EXPOSED ROOT SYSTEM. 80% UPPER CANOPY DIEBACK. FAIR TO POOR STRUCTURE. POOR VIGOR & VITALITY.
2550	Crataegus spp., Hawthorn	3.5	8	75.0	Intermediate	-	7	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2551	Crataegus spp., Hawthorn	4.6	8	75.0	Intermediate	-	7	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2552	Acer rubrum, Red Maple	17.4	17	75.0	Dominant	-	20	No	GOOD STRUCTURE, VIGOR, & VITALITY. GIRDLING ROOT. EXPOSED ROOT ZONE.
2553	Acer rubrum, Red Maple	9.0	9	63.0	Codominant	-	12	No	GOOD VIGOR & VITALITY. FAIR TO GOOD STRUCTURE & SCAFFOLD BRANCHING. MINOR GIRDLING ROOT.
2554	Crataegus spp., Hawthorn	5.5	8	70.0	Intermediate	-	10	No	MINOR TRUNK STEM LEAN. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2555	Crataegus spp., Hawthorn	6.1	8	75.0	Intermediate	-	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2556	Crataegus spp., Hawthorn	5.9	8	75.0	Intermediate	-	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2557	Crataegus spp., Hawthorn	4.8	8	75.0	Intermediate	-	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2558	Crataegus spp., Hawthorn	5.0	8	75.0	Intermediate	-	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2559	Crataegus spp., Hawthorn	5.7	8	75.0	Intermediate	-	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY.
2560	Acer rubrum, Red Maple	16.1	16	75.0	Dominant	-	17	No	GOOD STRUCTURE, VIGOR, & VITALITY. MINOR GIRDLING ROOT.
2561	Acer rubrum, Red Maple	12.0	12	75.0	Dominant	-	17	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
2562	Acer rubrum, Red Maple	13.5	14	68.0	Codominant	-	15	No	STORM DAMAGED. GOOD VIGOR & VITALITY. FAIR TO GOOD STRUCTURE & SCAFFOLD BRANCHING.
2563	Acer rubrum, Red Maple	16.6	17	63.0	Codominant	-	17	No	CODOMINANT UNION MID TRUNK STEM W/ INCLUDED BARK. MINOR STORM DAMAGE. EXPOSED ROOT SYSTEM. GIRDLING ROOT. GOOD VIGOR & VITALITY. FAIR TO GOOD STRUCTURE.
2564	Acer rubrum, Red Maple	11.5	12	75.0	Codominant	-	18	No	MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.

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	-	17	No	MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
2566	Tilia cordata, Littleleaf Linden	9.4	9	50.0	Intermediate	-	14	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. POOR SCAFFOLD BRANCH ATTACHMENT. SEVERE TRUNK STEM LEAN TOWARDS PARKING LOT. FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY.
2567	Tilia cordata, Littleleaf Linden	10.4	10	60.0	Intermediate	-	17	No	VOLCANO MULCH, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GIRDLING ROOT (1"). POOR SCAFFOLD BRANCH ATTACHMENT, RECENT TEAR OUT. EXPOSED HEARTWOOD. FAIR STRUCTURE & VIGOR. FAIR TO GOOD VITALITY.
2568	Tilia cordata, Littleleaf Linden	7.7	8	45.0	Intermediate	-	12	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. SIGNS OF INTERNAL DECAY, FUNGAL FRUITING BODIES ALONG TRUNK STEM. DEAD SCAFFOLD BRANCH W/ FUNGUS. 5% UPPER CANOPY DIEBACK. POOR SCAFFOLD BRANCH ATTACHMENT. FAIR TO POOR STRUCTURE & VIGOR. FAIR VITALITY.
2569	Leyland Cypress, Cupressus × leylandi	8.3, 3.8	9	70.0	Codominant	-	13	No	ASYMMETRIC CANOPY. TRUNK STEM LEAN TOWARDS PARKING LOT. FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
2570	Crataegus spp., Hawthorn	17.3	17	60.0	Codominant	-	15	No	SIGNIFICANT LOWER CANOPY DEADWOOD (<1"). ROOT SUCKERS AT BASE. FAIR STRUCTURE, VIGOR, VITALITY.
2571	Leyland Cypress, Cupressus × leylandi	12.0	12	65.0	Codominant	90.0	11	No	ASYMMETRIC CANOPY. TRUNK STEM LEAN. POOR PREVIOUS PRUNING. GOOD COLOR, VIGOR, & VITALITY. FAIR STRUCTURE.
2572	Pinus strobus, Eastern White Pine	10.0	10	63.0	Codominant	95.0	12	No	NO SEVERE BIOTIC ISSUES OBSERVED. MINOR 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	-	12	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD VIGOR & VITALITY. FAIR / GOOD STRUCTURE THOUGH T-2574 SHOWS PREVIOUS STORM DAMAGE. MULTIPLE STEM UNION AT ~ 6-1/F UP TRUNK STEM. INCLUDED BARK AT SAID UNION IS PRONE TO FAILURE. VOLCANO MULCHED BURIED ROOT COLLAR.
2575	Tilia cordata, Littleleaf Linden	10.5	11	50.0	Codominant	-	15	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD VIGOR & VITALITY. FAIR / GOOD STRUCTURE THOUGH T-2574 SHOWS PREVIOUS STORM DAMAGE. MULTIPLE STEM UNION AT ~ 5-1/F UP TRUNK STEM. INCLUDED BARK AT SAID UNION IS PRONE TO FAILURE. VOLCANO MULCHED BURIED ROOT COLLAR.
2576	Leyland Cypress, Cupressus × leylandi	14.0	14	75.0	Codominant	95.0	12	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2577	Leyland Cypress, Cupressus × leylandi	10, 8	13	75.0	Codominant	95.0	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2578	Leyland Cypress, Cupressus × leylandi	15.0	15	75.0	Codominant	95.0	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2579	Leyland Cypress, Cupressus × leylandi	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 × leylandi	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 × leylandi	16, 12	22	75.0	Dominant	100.0	20	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2582	Leyland Cypress, Cupressus × leylandi	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 × leylandi	MULTI STEM 4 - 15	16	55.0	Dominant	100.0	13 (1-SIDE)	No	NO SEVERE BIOTIC ISSUES OBSERVED. GOOD COLOR, VIGOR, & VITALITY. POOR STRUCTURE. T-2583 WAS CODOM WITH A 12" STEM WHICH HAS STORM DAMAGE COLLAPSED.
2584	Prunus serrulata, Japanese Flowering Cherry	4.0	8	75.0	Intermediate	-	8	No	VOLUNTEER REGENERATION. GOOD VIGOR & VITALITY. FAIR TO GOOD STRUCTURE.
2585	Leyland Cypress, Cupressus × leylandi	17, 12	21	85.0	Dominant	95.0	14	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2586	Leyland Cypress, Cupressus × leylandi	13, 11	17	85.0	Dominant	95.0	14	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
2587	Prunus serrulata, Japanese Flowering Cherry	18.7	19	70.0	Codominant	-	17	No	MINOR STORM DAMAGE. MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
2588	Prunus serrulata, Japanese Flowering Cherry	17.0	17	70.0	Codominant	-	17	No	MINOR STORM DAMAGE. MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
2589	Leyland Cypress, Cupressus × leylandi	14.0	14	65.0	Dominant	95.0	11	No	NO SEVERE BIOTIC ISSES OBSERVED. GOOD COLOR, VIGOR & VITALITY. FAIR / GOOD STRUCTURE. CANOPY SHOWS DIE-BACK. VOLUNTEER MULBERRY IS ROOTED AT T-2589 ROOT CROWN.
2590	Morus alba, White Mulberry	9.0	9	50.0	Codominant	-	15	No	GOOD VIGOR & VITALITY. FAIR TO POOR STRUCTURE. MULTI-STEM UNION AT BASE OF TRUNK STEM.
2591	Morus alba, White Mulberry	3.5, 3.5	8	62.0	Intermediate	-	6	Yes	GOOD VIGOR & VITALITY. FAIR TO POOR STRUCTURE.
2592	Gleditsia triacanthos, Honeylocust	23.0	23	70.0	Dominant	-	22	No	MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
2593	Gleditsia triacanthos, Honeylocust	20.5	21	70.0	Dominant	-	21	No	MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY.
2594	Crataegus spp., Hawthorn	9, 6.7	11	40.0	Codominant	40.0	14	No	T-2594 SHOWS SIGNIFICANT DEADWOOD & POOR STRUCTURE. TRUNK STEM WITH SAPSUCKER BORE HOLES AT MID-TRUNK STEM.
2595	Crataegus spp., Hawthorn	12.4	12	70.0	Codominant	-	16	No	MINOR CANOPY DEADWOOD. GOOD STRUCTURE, VIGOR, & VITALITY.
2596	Crataegus spp., Hawthorn	15.4	15	50.0	Codominant	-	13	No	NO SEVERE BIOTIC ISSUES OBSERVED. CANOPY DEADWOOD. INSECT BORE MID TRUNK STEM. FAIR TO GOOD VIGOR & VITALITY. FAIR TO POOR STRUCTURE.
2597	Tilia cordata, Littleleaf Linden	12.6	13	70.0	Codominant	-	16	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLALR. V-SHAPED CODOMINANT UNION W/ VISIBLE SEAM. POORLY CALLUSED PRUNING SCARS. EXPOSED ROOT SYSTEM W/ DAMAGE. MULTIPLE GIRDLING ROOTS (2-3"). FAIR STRUCTURE. FAIR TO GOOD VIGOR. GOOD VITALITY.
2598	Tilia cordata, Littleleaf Linden	9.2	9	78.0	Codominant	-	14	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. MINOR TRUNK STEM LEAN. POORLY CALLUSED PRUNING SCARS. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY.
2599	Crataegus spp., Hawthorn	6.5	8	88.0	Intermediate	-	11	No	VOLCANO MULCH, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
2600	Gleditsia triacanthos, Honeylocust	22.9	23	85.0	Dominant	-	25	No	VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. MULTIPLE GIRDLING ROOTS (2-3"). MINOR UPPER CANOPY DEADWOOD & HANGERS (<1"). EXPOSED ROOT SYSTEM, MOWER DAMAGE. GOOD STRUCTURE, VIGOR, & VITALITY.
5325	Magnolia x soulangiana, Saucer Magnolia	5.7, 4, 3.5	8	78.0	Intermediate	-	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
5326	Magnolia x soulangiana, Saucer Magnolia	5.5, 4.6	9	78.0	Intermediate	-	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	-	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY.
5328	Magnolia x soulangiana, Saucer Magnolia	5, 3.5, 3.5, 3	8	78.0	Intermediate	-	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT AT ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY.
5329	Magnolia x soulangiana, Saucer Magnolia	5.0	8	78.0	Intermediate	-	8	No	NO APPARENT BIOTIC ISSUES. SINGLE STEM. GOOD STRUCTURE, VIGOR, & VITALITY.
5330	Magnolia x soulangiana, Saucer Magnolia	6, 4.5, 4	8	70.0	Intermediate	-	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. THE 6" STEM SHOW A 10-FT VERTICAL CANKER. CANKER SHOWS COMPARTIMENTALIZATION. MULTI CODOM STEMS AT ROOT CROWN.
5331	Magnolia x soulangiana, Saucer Magnolia	8, 6.4	10	78.0	Intermediate	-	13	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. MULTI CODOM STEMS AT ROOT CROWN.
5332	Ilex x attenuata, Foster's Holly	11, 8.5	14	78.0	Codominant	65.0	17	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5333	Ilex x attenuata, Foster's Holly	10.8	11	78.0	Codominant	55.0	12	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5334	Ilex x attenuata, Foster's Holly	8, 7.3	11	78.0	Codominant	40.0	8	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5335	Ilex x attenuata, Foster's Holly	8, 7	10	78.0	Codominant	35.0	8	No	NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5336	Ilex x attenuata, Foster's Holly	8, 6	10	78.0	Codominant	40.0	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT 2' UP TRUNK STEM. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5337	Ilex x attenuata, Foster's Holly	9.2	9	78.0	Codominant	55.0	9	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5338	Ilex x attenuata, Foster's Holly	7.3	8	78.0	Codominant	60.0	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. SINGLE STEM. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5339	Ilex x attenuata, Foster's Holly	8.5, 7, 5.3	12	78.0	Codominant	50.0	10	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5340	Ilex x attenuata, Foster's Holly	8, 7, 6.1	12	78.0	Codominant	60.0	11	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
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 × leylandi	11.2	11	85.0	Codominant	85.0	15	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5345	Leyland Cypress, Cupressus × leylandi	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 × leylandi	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 × leylandi	7.6	8	50.0	Suppressed	35.0	10	No	OUTCOMPETED BY NEIGHBORS. LOW LIVE CANOPY RATIO. FAIR TO GOOD STRUCTURE. FAIR TO POOR VIGOR. FAIR VITALITY. GOOD COLOR.
5349	Ulmus americana, American Elm	4.5	8	35.0	Intermediate	-	10	No	SHOWS HISTORY OF STORM DAMAGE. FAIR TO POOR STRUCTURE, VIGOR, & VITALITY.
5350*	Leyland Cypress, Cupressus × leylandi	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 × leylandi	11.0	11	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5352	Leyland Cypress, Cupressus × leylandi	10.2	10	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5353	Leyland Cypress, Cupressus × leylandi	12.4	12	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5354	Leyland Cypress, Cupressus × leylandi	11.4, 5.9	13	80.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. CODOMINANT UNION AT BREAST HEIGHT. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY.
5355	Ailanthus altissima, Tree-of-Heaven	11, 8.3, 5.7, 4.4	16	68.0	Codominant	-	18	Yes	4-STEM UNION AT BASE OF TRUNK. 5.7" STEM W/ VINE GIRDLE. ASYMMETRIC CANOPY. LOWER CANOPY DEADWOOD (1"). GOOD VIGOR & VITALITY.
5356	Nyssa sylvatica, Blackgum	3.4	8	70.0	Suppressed	-	6	No	ASYMMETRIC CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY.
5357	Quercus palustris, Pin Oak	5.1	8	70.0	Codominant	-	10	No	LOW LIVE CANOPY RATIO. FAIR STRUCTURE. GOOD VIGOR & VITALITY.
5358	Prunus serotina, Black Cherry	10.9, 9.2	14	35.0	Codominant	-	17	No	SEVERE STORM DAMAGE. VINES EMBEDDED INTO TRUNKS STEM. U-SHAPED CODOMINANT UNION AT BASE OF TRUNK STEM. ASIATIC BITTERSWEET & JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY.
5359	Nyssa sylvatica, Blackgum	4.9	8	50.0	Suppressed	-	8	No	ASYMMETRIC CANOPY. GROWS UNDER CANOPY OF T-5358. FAIR STRUCTURE, VIGOR, & VITALITY.
5360	Ulmus americana, American Elm	3.5	8	65.0	Intermediate	-	8	No	JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. FAIR TO GOOD STRUCTURE. FAIR VIGOR & VITALITY.
5361	Leyland Cypress, Cupressus × leylandi	10.3	10	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5362	Leyland Cypress, Cupressus × leylandi	11.0	11	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5363	Leyland Cypress, Cupressus × leylandi	12.5	13	85.0	Codominant	85.0	13	No	SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.

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

SIGNATURE

DATE 2025.12

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	6	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	27.2	27	88.0	Dominant	-	29	No	VOLCANO MULCHED, ELEVATED ROOT BALL. PAINT ON BARK SURFACE. EXPOSED ROOT SYSTEM, MOWER DAMAGE. GOOD STRUCTURE, VIGOR, & VITALITY.
5870	Gleditsia triacanthos, Honeylocust	21.0	21	75.0	Dominant	-	25	No	MINOR STORM DAMAGE. MINOR UPPER CANOPY DEADWOOD (<1"). SLIGHTLY ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY.
5871	Magnolia x soulangiana, Saucer Magnolia	6, 5.7, 5.5, 3	10	78.0	Codominant	-	10	No	NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY.
5872	Ilex x attenuata, Foster's Holly	5.9, 5.3	8	78.0	Codominant	40.0	10	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.
5873	Ilex x attenuata, Foster's Holly	8.5	9	78.0	Codominant	45.0	11	No	NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY.

Tree No.	Species	Size	CRZ	Condition	Canopy Position	Crown Density	Average Crown Radius	Invasive Species	Existing Conditions / Observations
		*DBH (in)	R (ft)	%		%	R (ft)	Yes/No	
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) = $A^2 + B^2 + C^2$ = Sum. \Sum = Total Aggregate Circumference of Multi Stem

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

Field Inventory & Condition Assessment conducted the week of 12/07/2025. Crown Density of deciduous trees not measured due to dormancy

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\8764\DATA\Landscape & Trees\[(2025.12.15) Exchange Place Tree Inventory.xlsx]Sheet1

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

SIGNATURE:

DATE: 2025.12.17

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

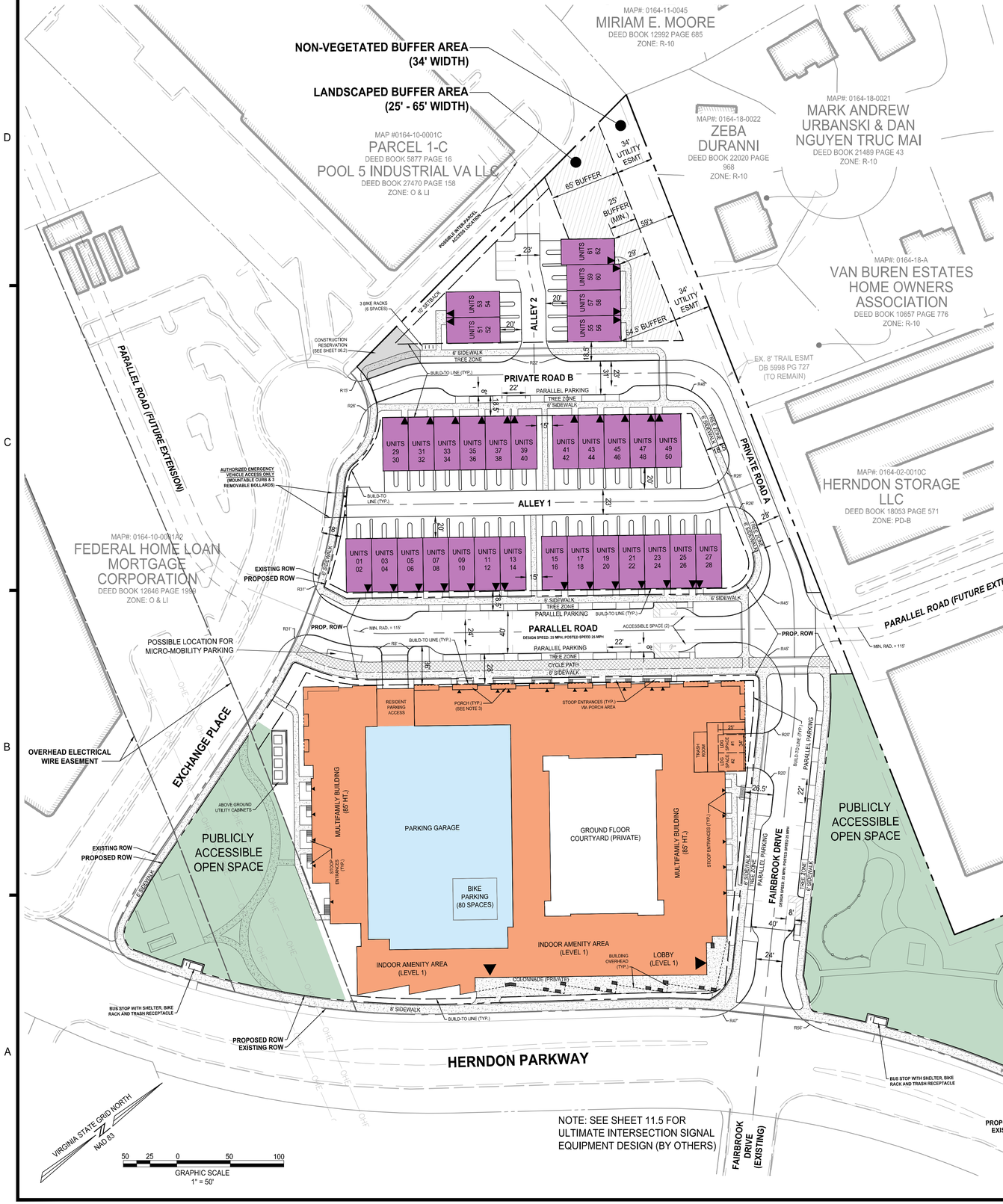
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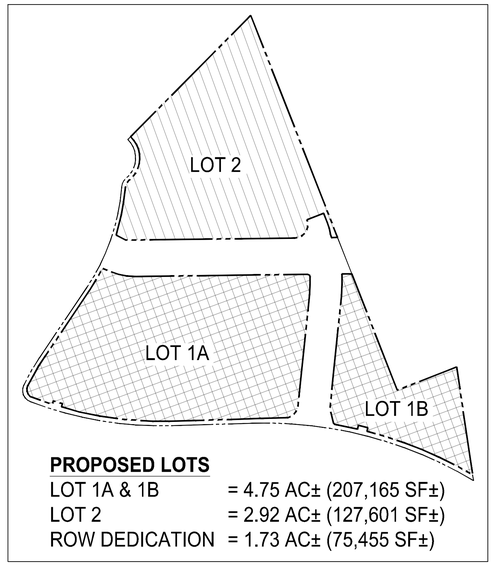
TREE INVENTORY & PRESERVATION PLAN

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,



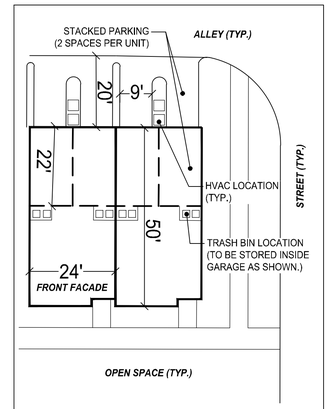


PROPOSED LOTS

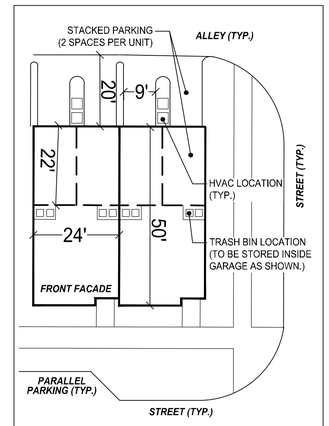
LOT 1A & 1B	= 4.75 AC± (207,165 SF±)
LOT 2	= 2.92 AC± (127,601 SF±)
ROW DEDICATION	= 1.73 AC± (75,455 SF±)

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
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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DRAWN: CL
CHECKED: JA

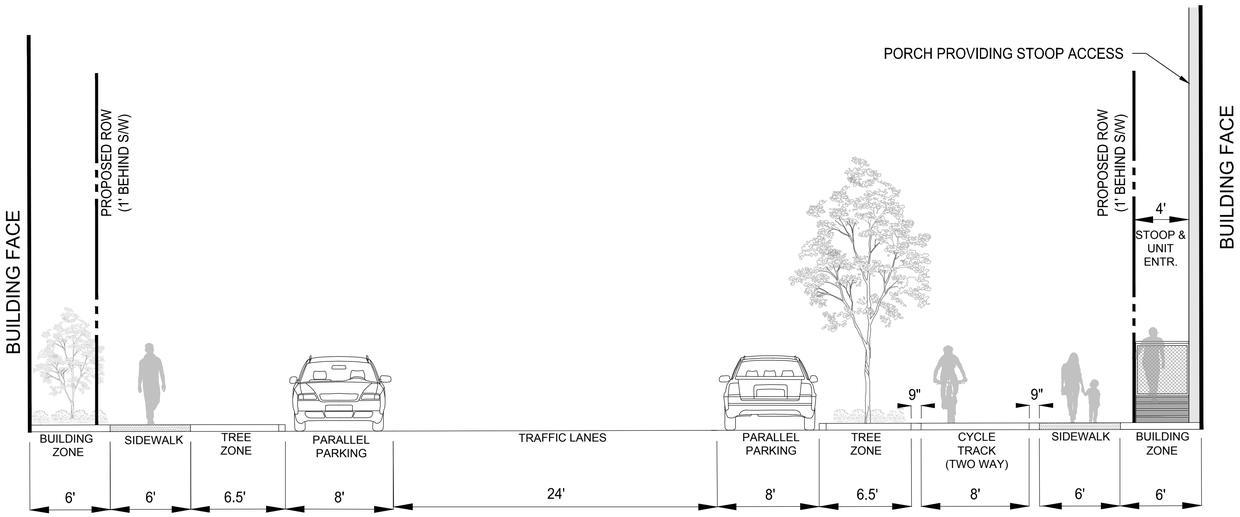
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CONCEPTUAL DEVELOPMENT PLAN

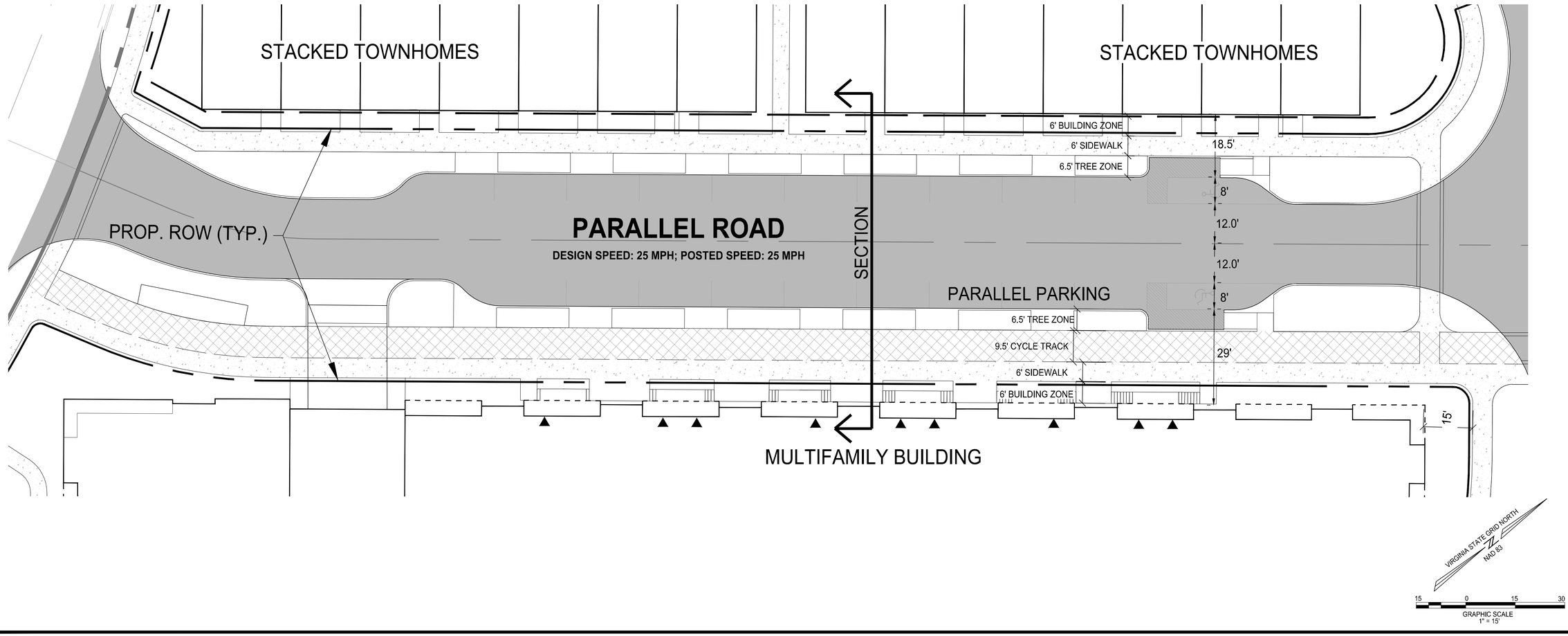
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04

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SECTION ON PARALLEL ROAD



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

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

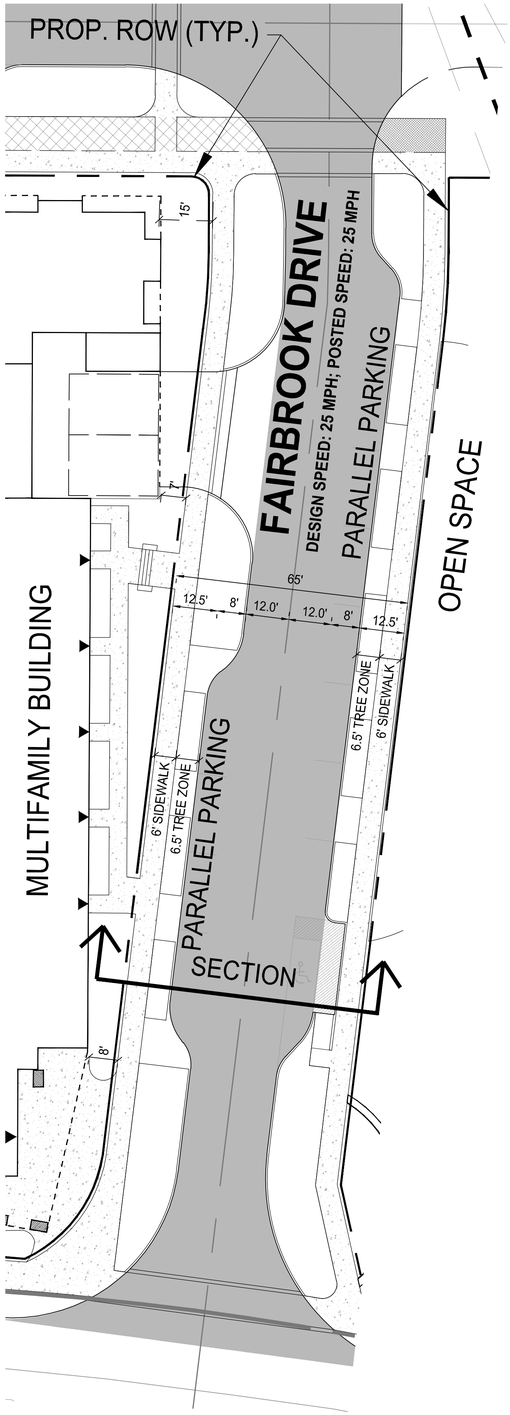
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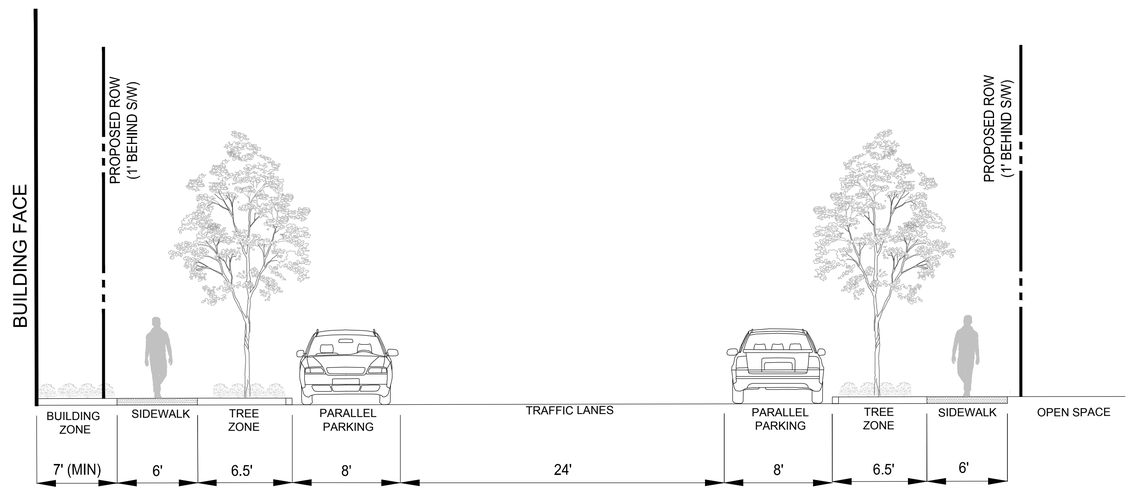
STREET SECTION
PARALLEL ROAD

SHEET No.

04.1

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SECTION ON FAIRBROOK DRIVE

ROONEY PROPERTIES

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TOWN OF HERNDON, VIRGINIA

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STREET SECTION
FAIRBROOK
DRIVE

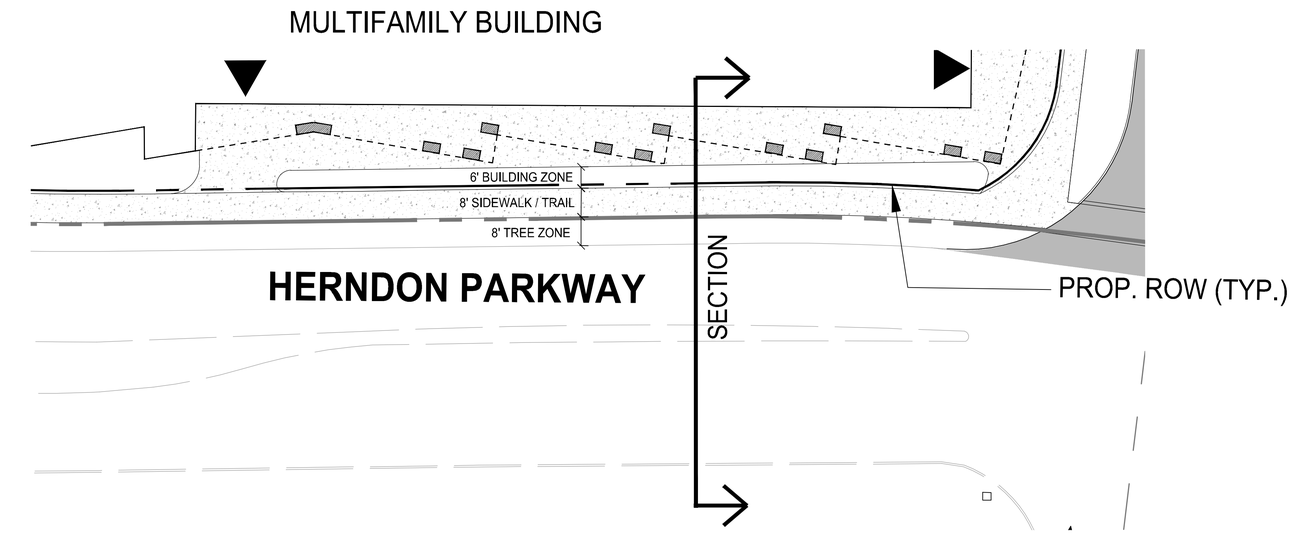
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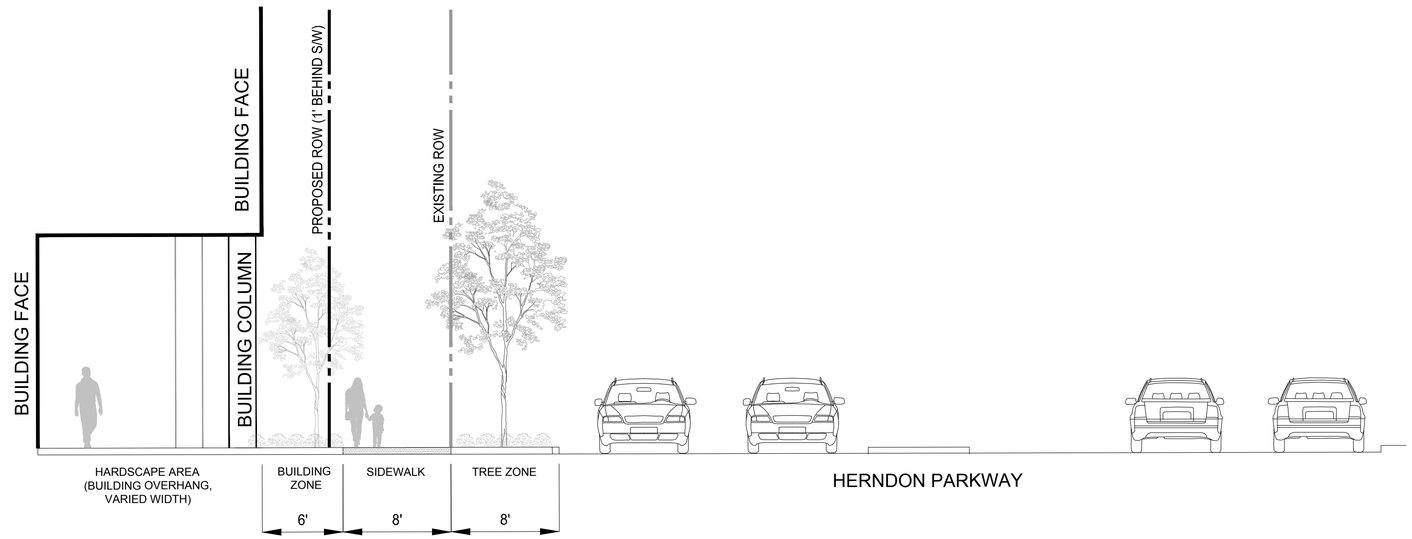
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VIRGINIA STATE GRID NORTH
NAD 83

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

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SECTION ON HERNDON PARKWAY

ROONEY PROPERTIES

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EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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CHECKED: JA

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STREET SECTION
HERNDON
PARKWAY

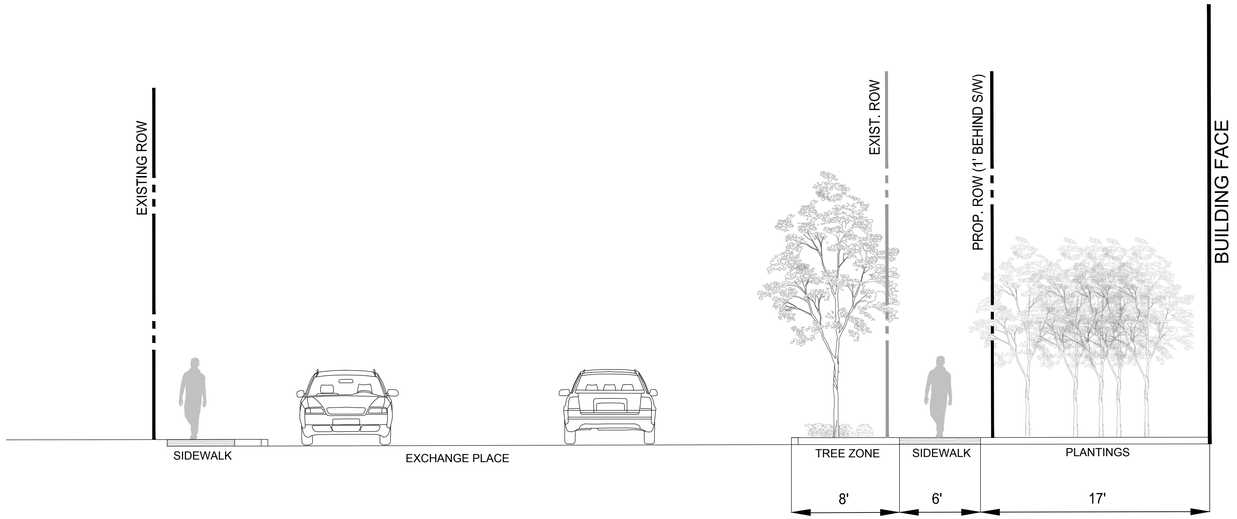
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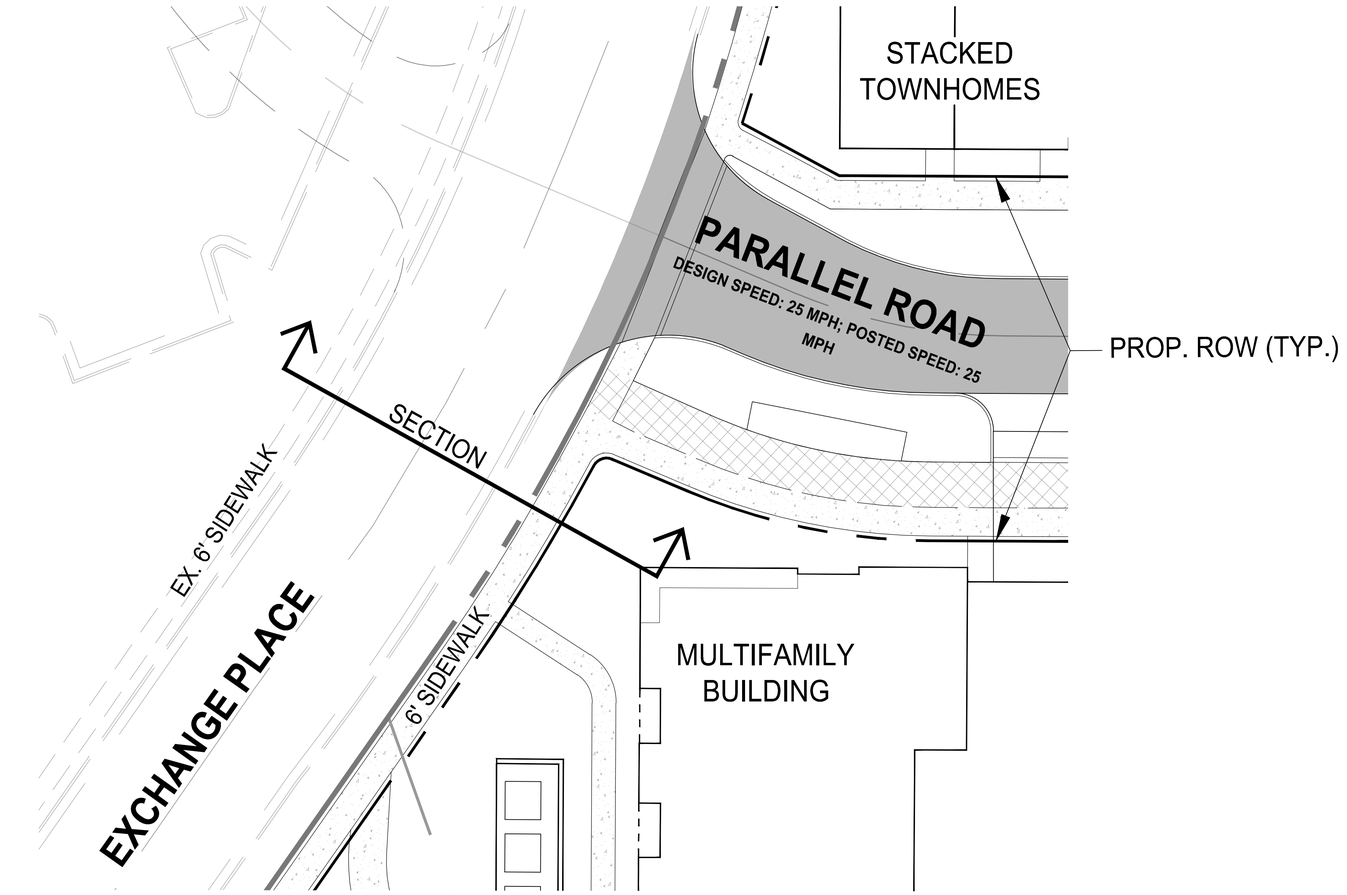
VIRGINIA STATE GRID NORTH
NAD 83

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'

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TOWN OF HERNDON, VIRGINIA

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DRAWING No.: 113159
DATE: 06/03/2024
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CHECKED: JA

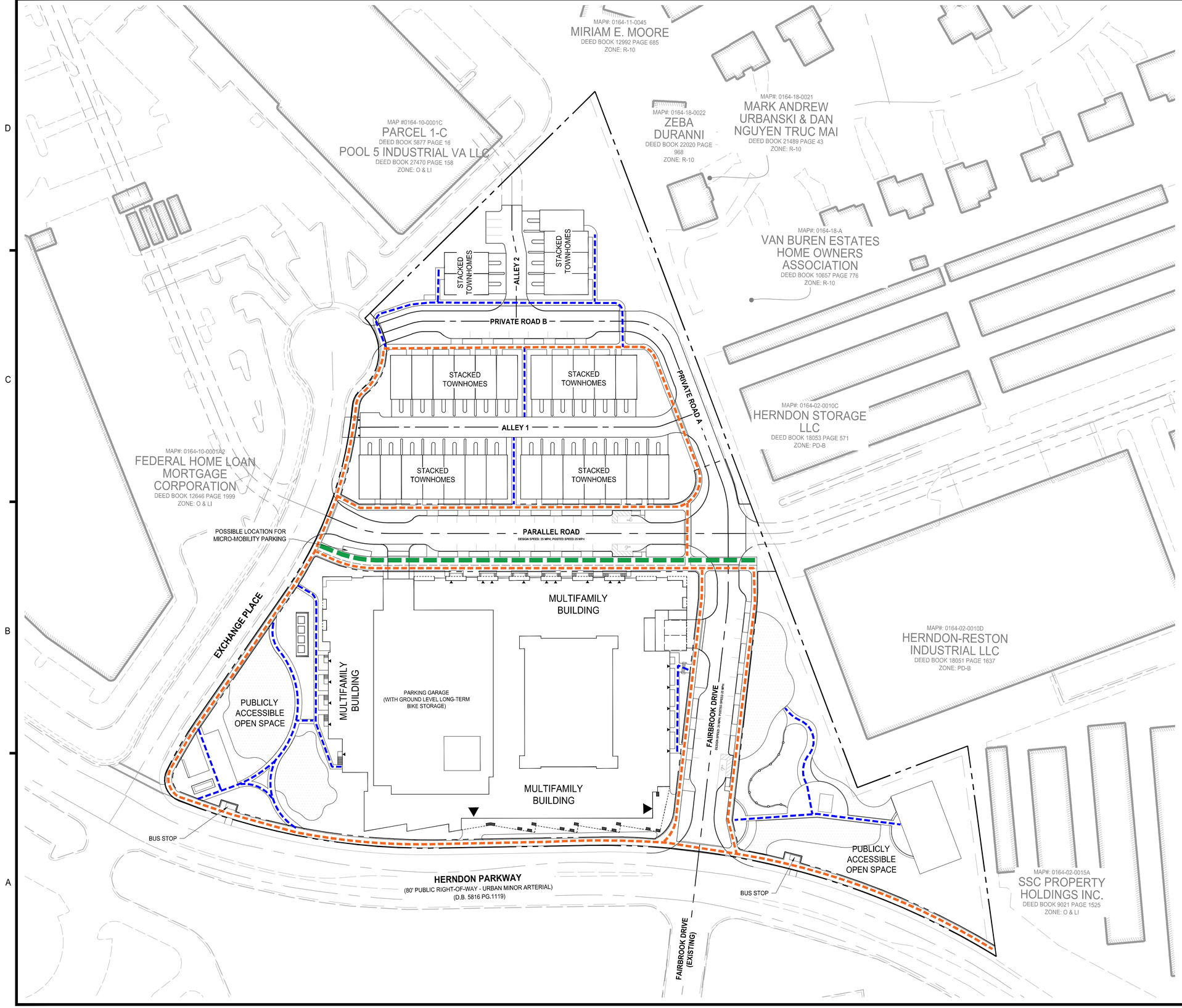
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STREET SECTION
EXCHANGE
PLACE

SHEET No.

04.4

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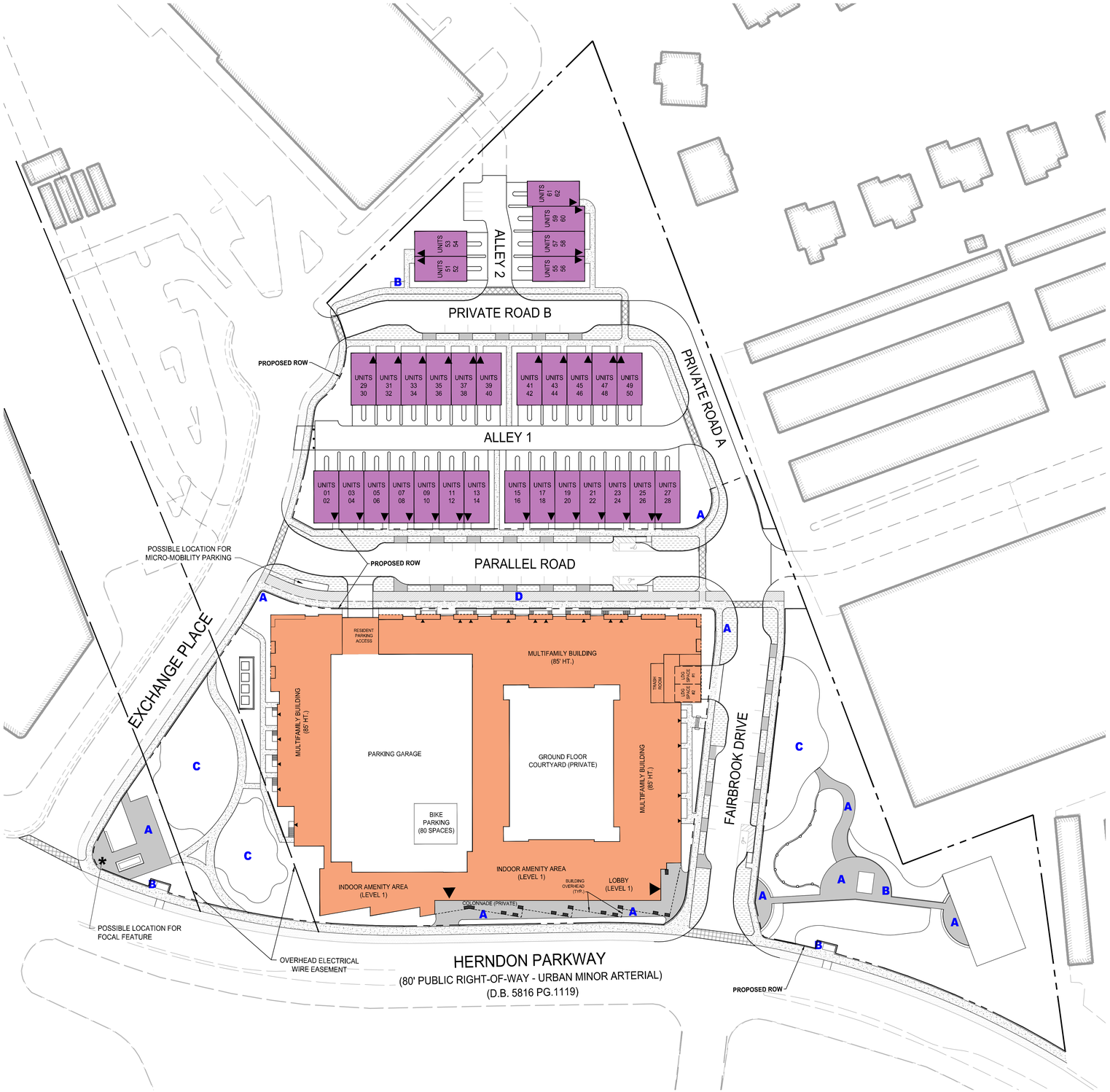
SHEET TITLE:

PEDESTRIAN CIRCULATION

SHEET No.

05

P:\Projects\23008899.00\exchange place development plan\113159 development plan\05 PEDESTRIAN CIRCULATION.dwg, 12/22/2025 2:43:10 PM, Jason M. Aragna,



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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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
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CHECKED: JA

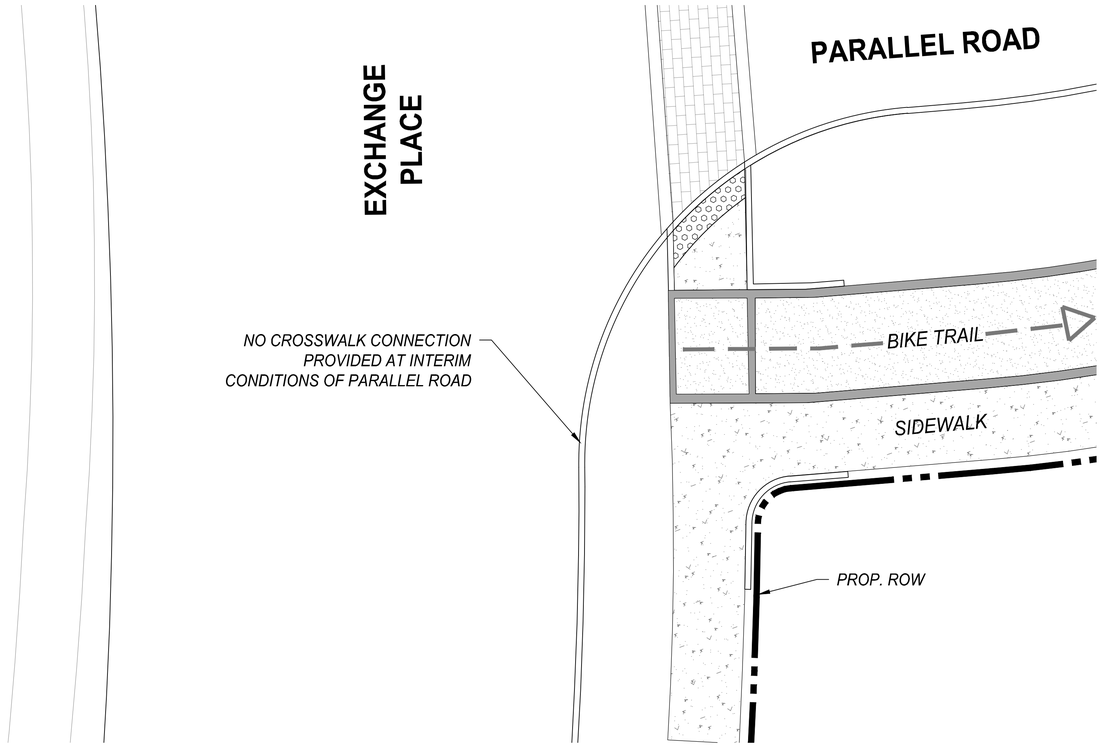
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STREETSCAPE DETAIL

SHEET No.

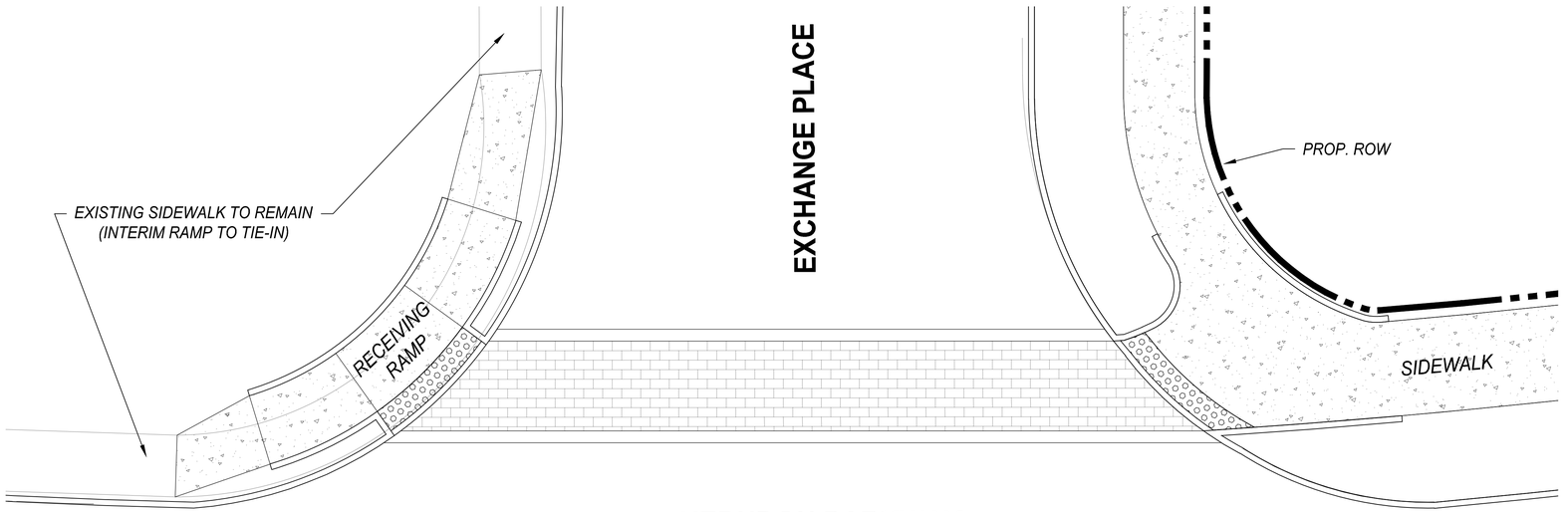
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P:\Projects\23008899.00\exchange place development plan\113159 development plan\05.1 STREETSCAPE DETAIL.dwg, 12/22/2025 2:45:14 PM, Jason M. Alagna,



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
MAG 8.5

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

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DEVELOPMENT PLAN
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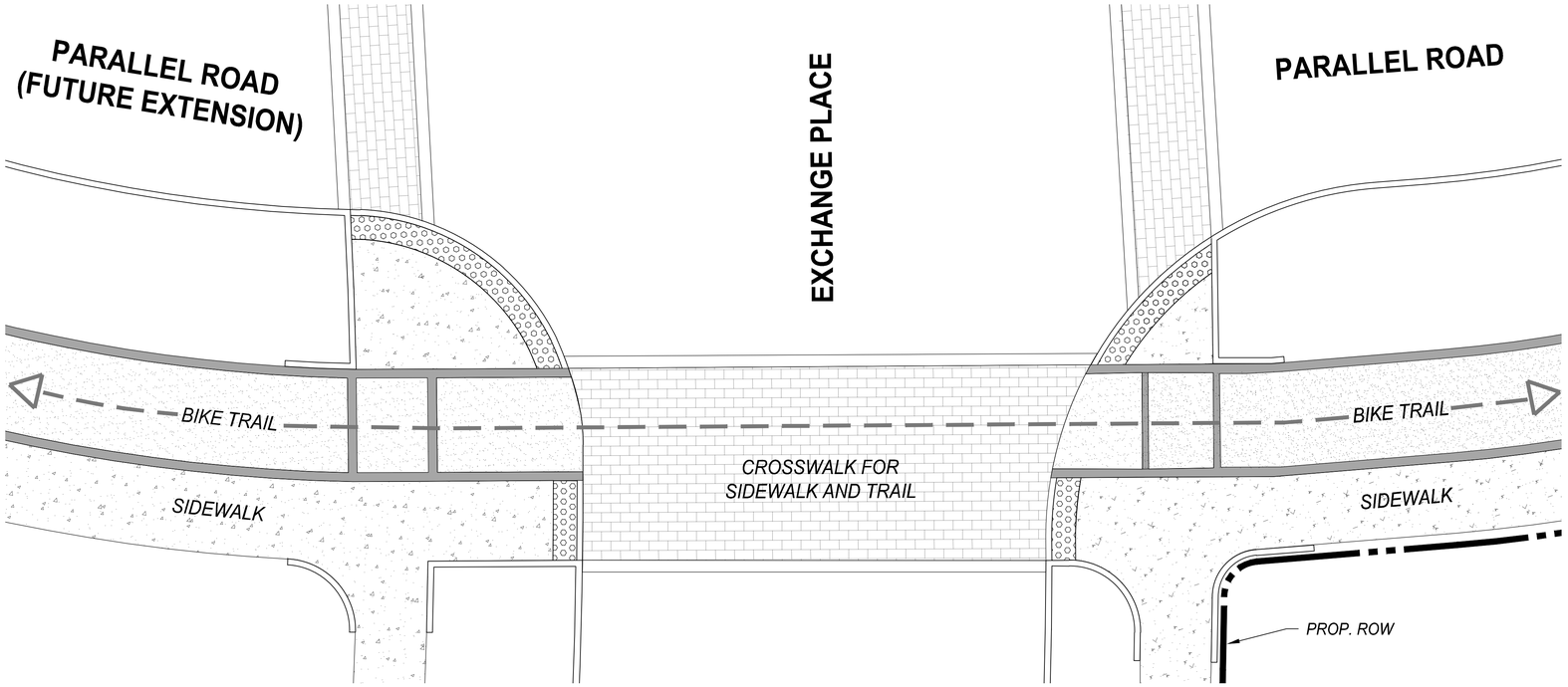
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CROSSWALK INTERIM CONDITION

SHEET No.

05.2

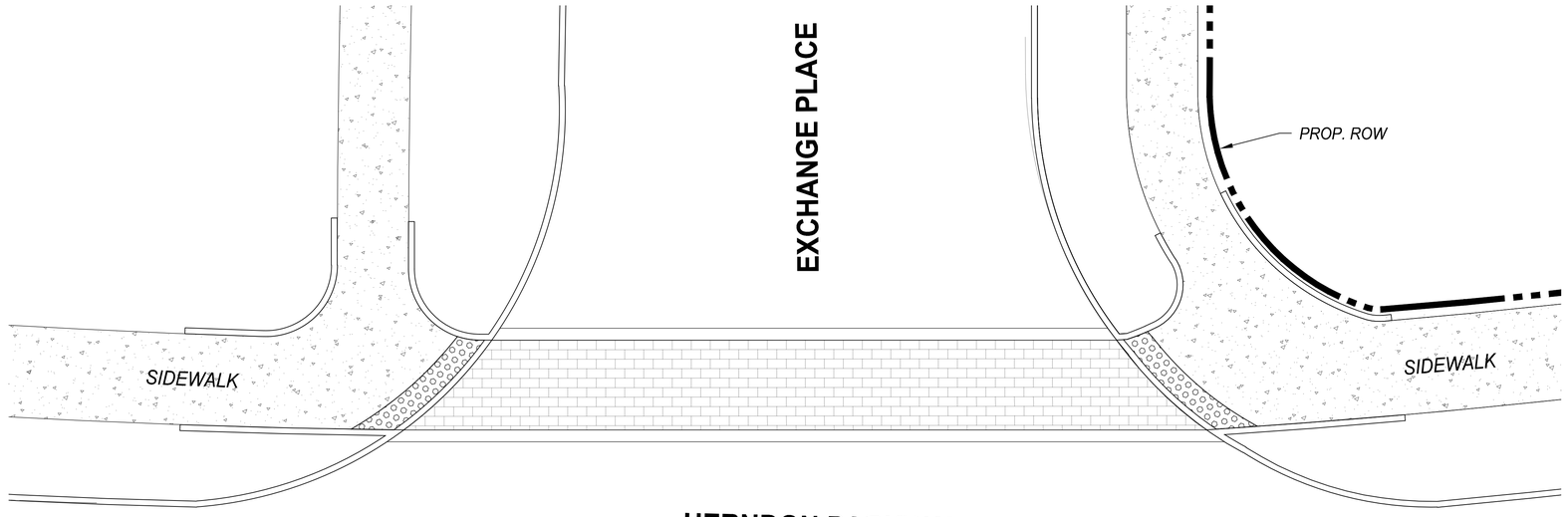
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EXCHANGE PLACE - PARALLEL ROAD INTERSECTION

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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12/29/2025
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CHECKED: JA

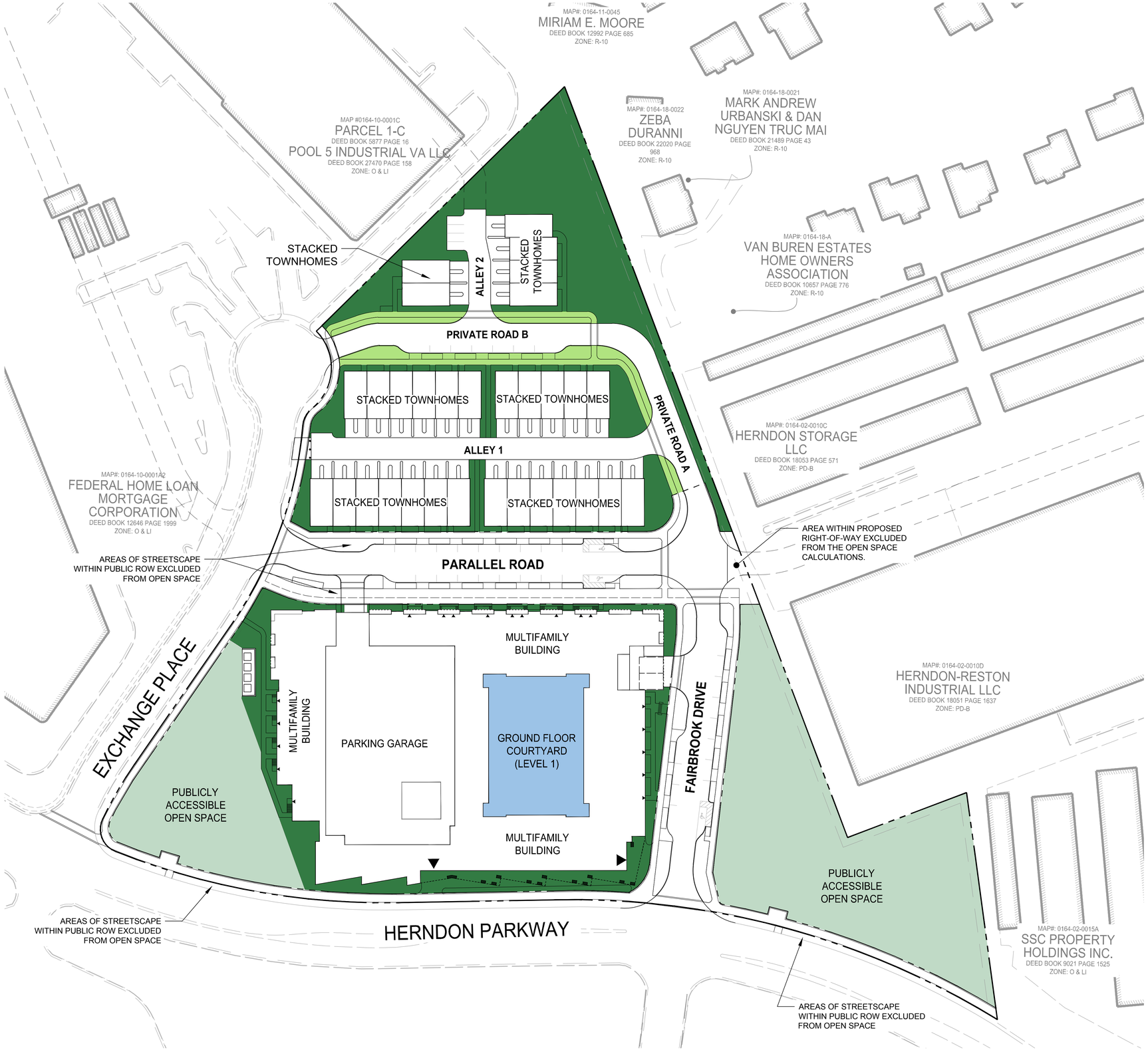
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CROSSWALK ULTIMATE CONDITION

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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DEVELOPMENT PLAN
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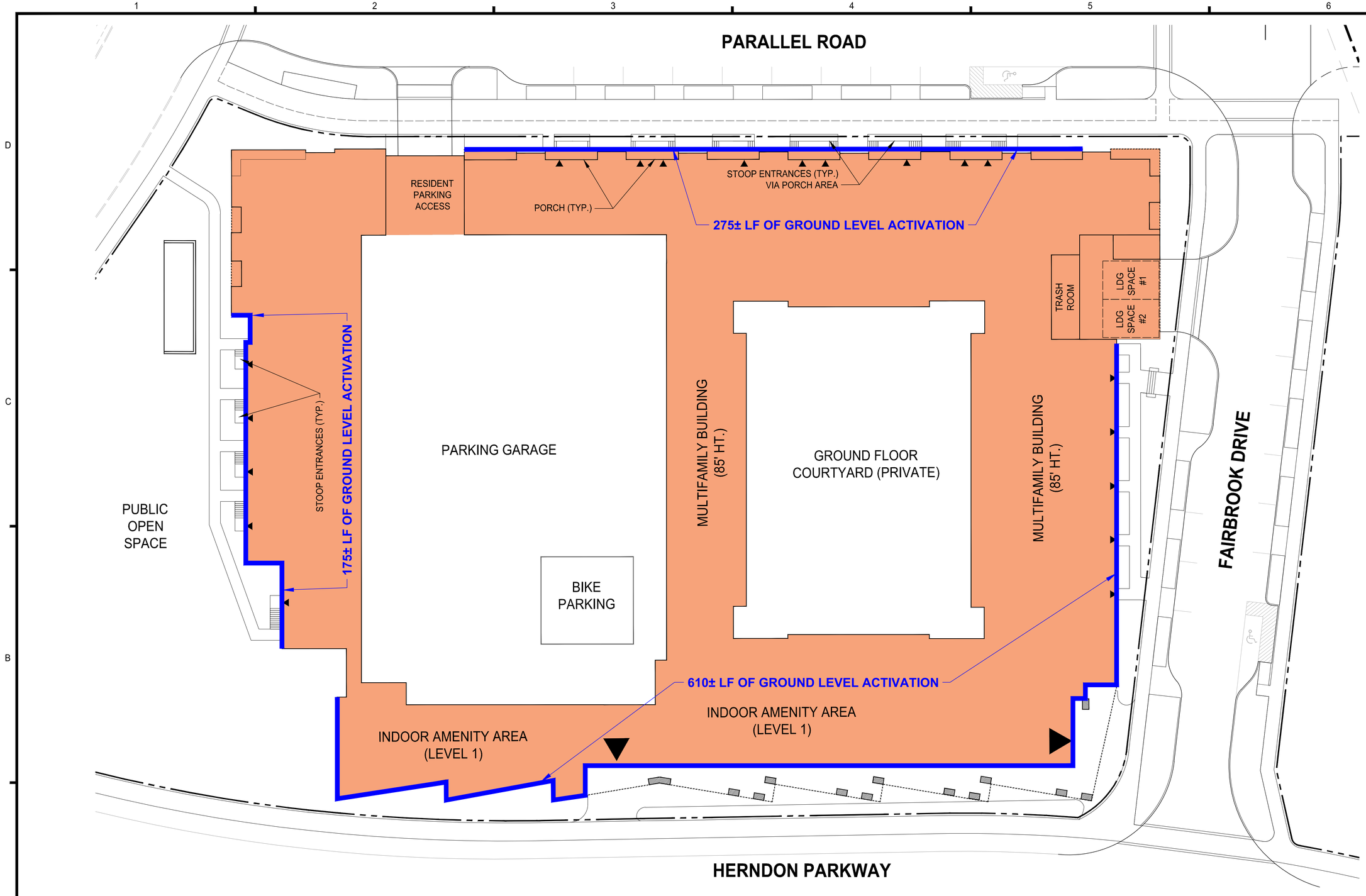
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OPEN SPACE PLAN

SHEET No.

06

P:\Projects\23008899.00\exchange place development plan\113159 development plan\06 OPEN SPACE PLAN.dwg, 12/22/2025 2:53:56 PM, Jason M. Alagna,



GROUND LEVEL ACTIVATION (60% REQUIRED)

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

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

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

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

VIRGINIA STATE GRID NORTH
NAD 83

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

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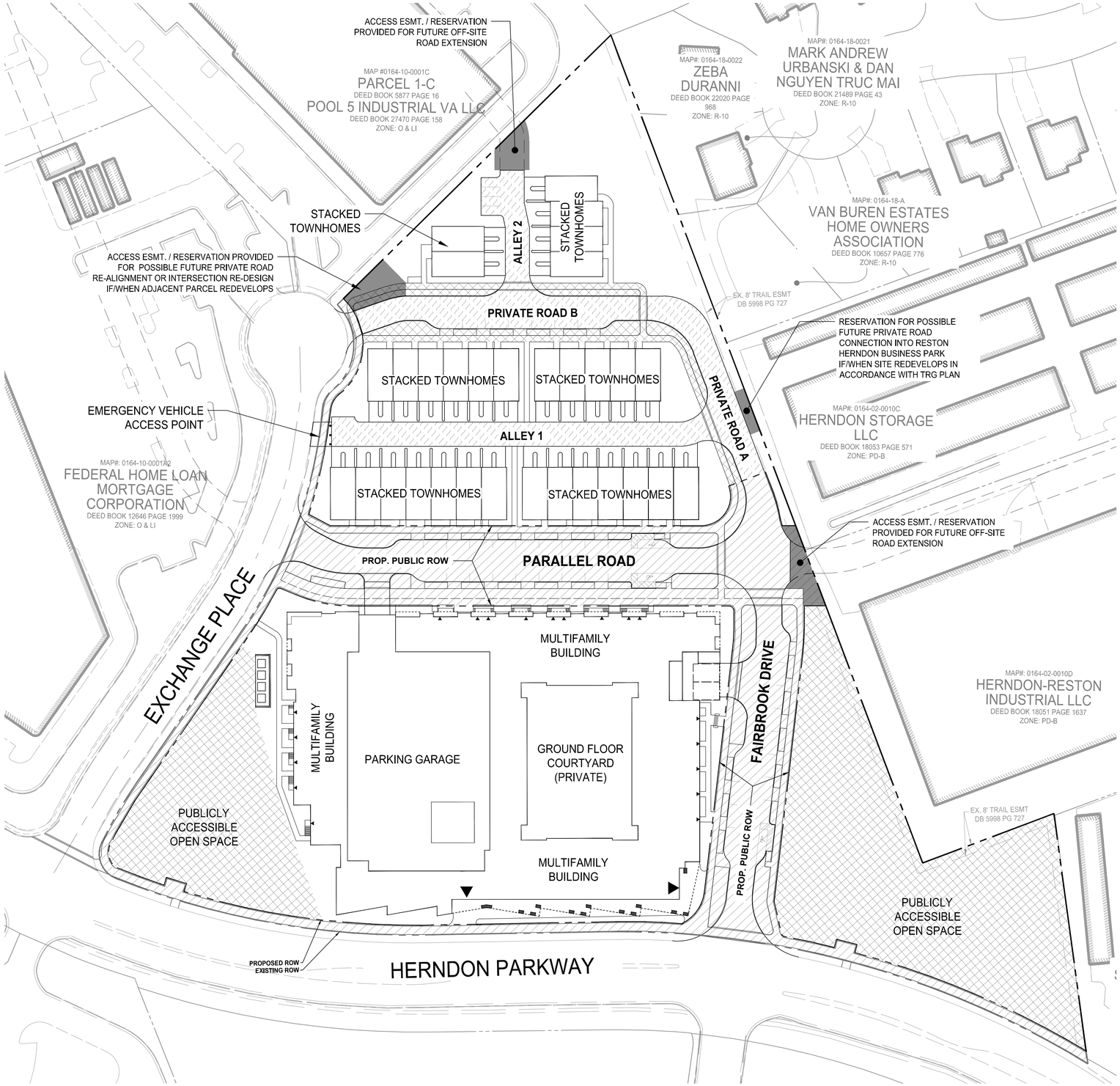
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GROUND LEVEL ACTIVATION

SHEET No.

06.1

P:\Projects\23008899.00\exchange place development plan\113159 development plan\06.1 GROUND LEVEL ACTIVATION.dwg, 12/22/2025 2:55:34 PM, Jason M. Alagna,



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
N
NAD 83

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

ROONEY PROPERTIES

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Transportation Planners and Engineers

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CHECKED: JA

SHEET TITLE:

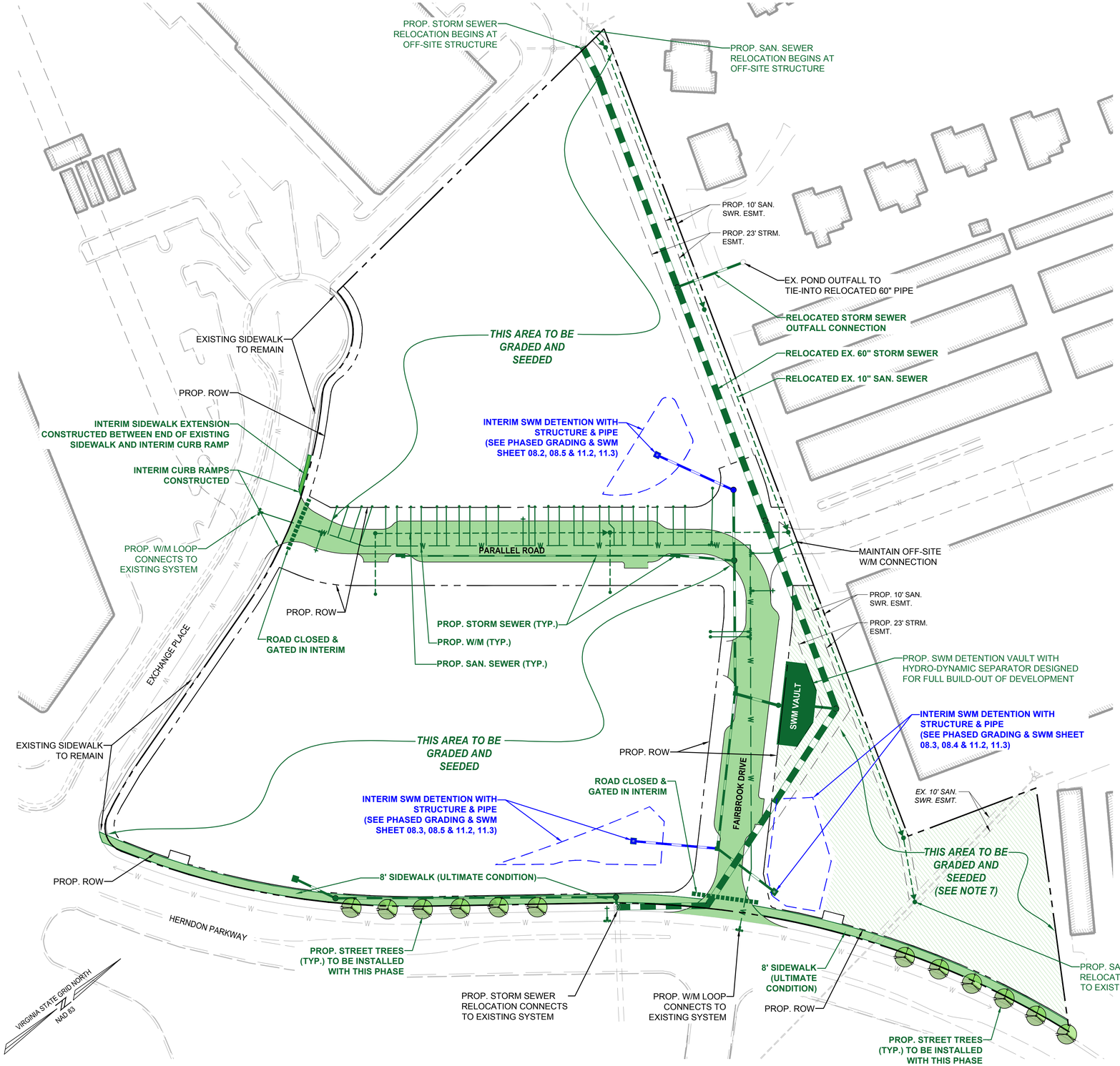
DEDICATIONS AND PUBLIC ACCESS

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.

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:

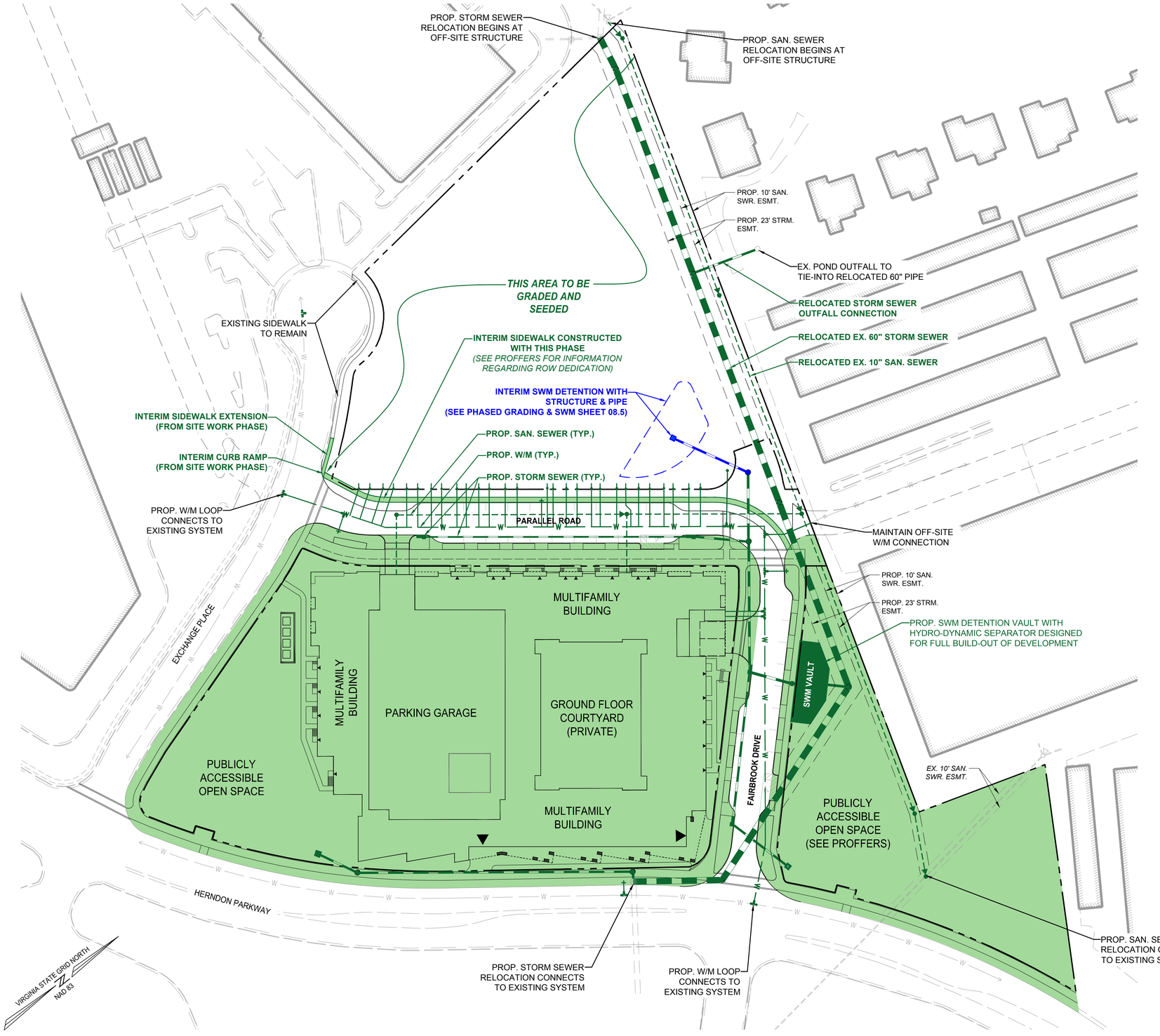
PHASING PLAN - SITE WORK

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:

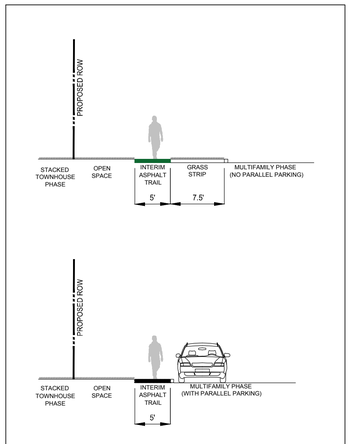
- MULTIFAMILY PHASE
- INTERIM UTILITIES PROPOSED WITH THIS PHASE

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
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TOWN OF HERNDON

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

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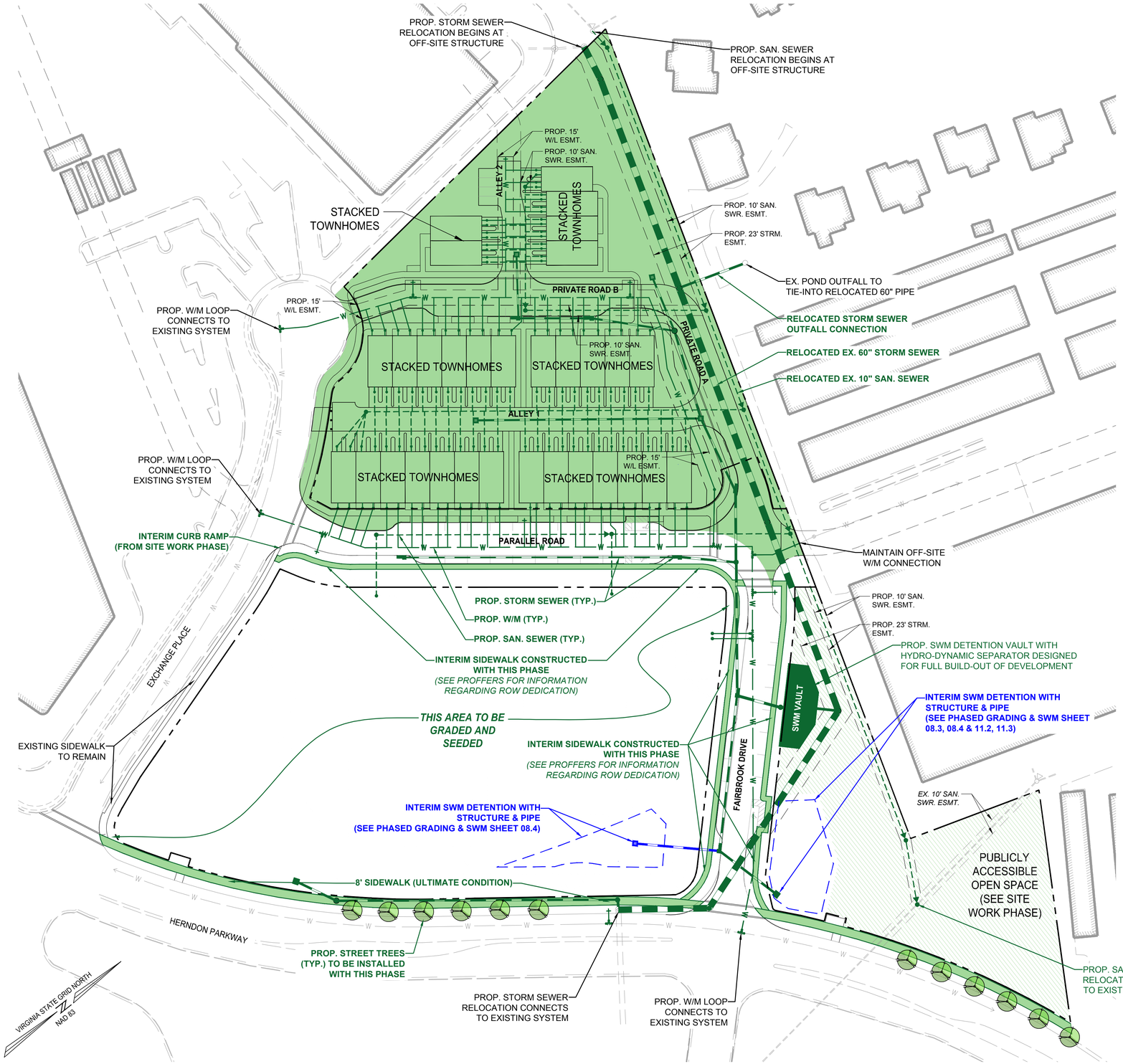
PHASING PLAN - MULTIFAMILY

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:

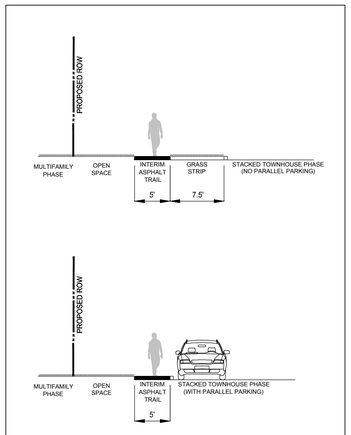
- STACKED TOWNHOUSE PHASE
- INTERIM UTILITIES PROPOSED WITH THIS PHASE

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

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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

EXCHANGE PLACE
DEVELOPMENT PLAN
TOWN OF HERNDON

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

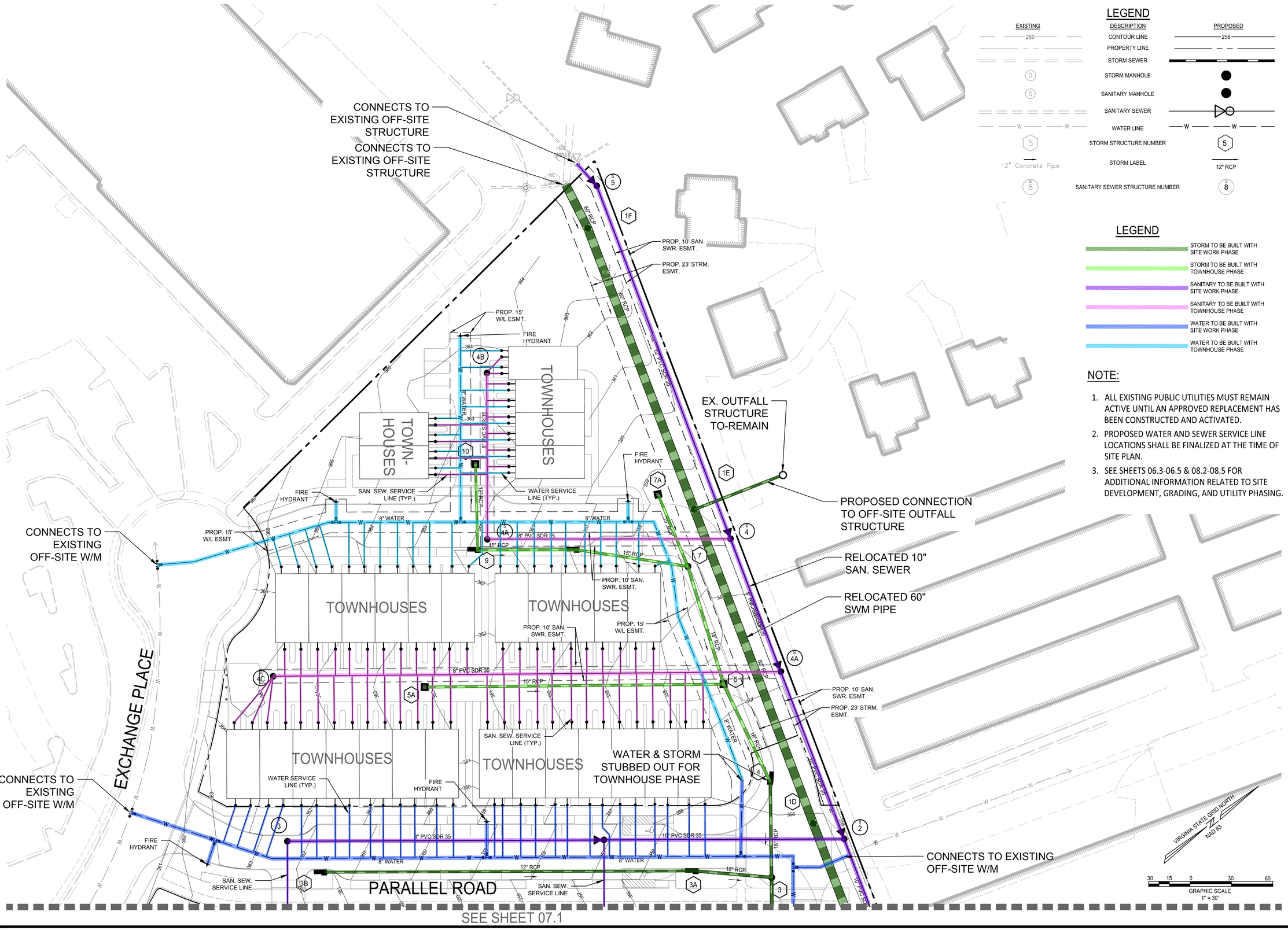
SHEET TITLE:

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	8	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

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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

MT

PROP. 23' STRM. ESMT.

PROP. 10' SAN. SWR. ESMT.

EX. 10' SAN. SWR. ESMT.

HERNDON PARKWAY

FIRE HYDRANT

CONNECTS TO EXISTING OFF-SITE STRUCTURE

60" RCP (LOCATION TO BE CONFIRMED)

CONNECTS TO EXISTING ON-SITE STRUCTURE

SEE SHEET THIS SHEET

SEE SHEET THIS SHEET

MAP#: 0164-02-0

SSC PROP HOLDINGS

DEED BOOK 9021 P/

ZONE: O & L

LEGEND

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

LEGEND

- STORM TO BE BUILT WITH SITE WORK PHASE
- SANITARY TO BE BUILT WITH SITE WORK PHASE
- 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.

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: 12/22/2025
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

HERNDON PARC
DEED BOOK
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410.221 S

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

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

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
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)

℄

64-10 0001B
CEL 1-B
DK 5816 PAGE 1119
OOK 5877 PAGE 16
IVAN BUREN LLC
BOOK 2564A PAGE 639
SQ. FT. OR 9.4174 ACRES
ZONE: OL&I

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IN
DE

SEE SHEET THIS SHEET

SEE SHEET THIS SHEET

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

MA
SSC
HOL
DEED I

AFG
361.53
362.13
362.29
362.16
362.02
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360.80
355.61

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES
WIRE GILL LLP
mv+a
GOROVE / SLADE
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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
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12/29/2025
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SCALE: AS SHOWN
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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

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

PROP. STORM SEWER (TYP.)

EXCHANGE PLACE

PARALLEL ROAD

HERNDON PARCEL

DEED BOOK
DEED BOOK
DEED BOOK
410.22

MAP #0164-

SEE SHEET 08.3

LEGEND

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

VIRGINIA STATE GRID NORTH
NAD 83

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

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
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,

SEE SHEET 08.2

EXCHANGE PLACE
(52' RIGHT-OF-WAY)

LIMIT OF DISTURBANCE

PROP. STORM SEWER (TYP.)

FAIRBROOK DRIVE

INTERIM SWM DETENTION WITH STRUCTURE & PIPE

RELOCATED EX. 60" STORM SEWER

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

INTERIM SWM DETENTION WITH STRUCTURE & PIPE

SIGN

HERNDON PARKWAY
(80" RIGHT-OF-WAY)

PROP. STORM SEWER RELOCATION CONNECTS TO EXISTING SYSTEM

MAP#: 0164-10-0001B
PARCEL 1-B
DEED BOOK 5816 PAGE 1119
ZONE: OL&I

MAP#: 0164-10-0005A
FAIRBROOK BUSINESS PARK ASSOCIATES II LP
DEED BOOK 5877 PAGE 16
ZONE: OL&I

MAP#: 0164-10-0004
IVAN BUREN LLC
BOOK 2564A PAGE 639
SQ. FT. OR 9.4174 ACRES
ZONE: OL&I

MAP#: (
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SEE SHEET THIS SHEET

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VIRGINIA STATE GRID NORTH
NAD 83

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

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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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. Alagna,

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
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: 12/18/2025
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 2564 PAGE 639
9.4174 ACRES
ZONE: OL&I

MAP#: (
IHERNDC
INDUST
DEED BOOK
ZO

LIMIT OF DISTURBANCE

SIGN

HERNDON PARKWAY
(80" RIGHT-OF-WAY)

PROP. STORM SEWER RELOCATION CONNECTS TO EXISTING SYSTEM

SEE SHEET THIS SHEET

1.8%

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

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Transportation Planners and Engineers

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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 - TOWNHOUSE PHASE

SHEET No.
08.5

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EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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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

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COMMONWEALTH OF VIRGINIA
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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: 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,

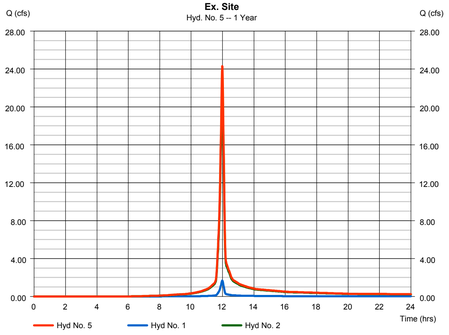
Hydrograph Report

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



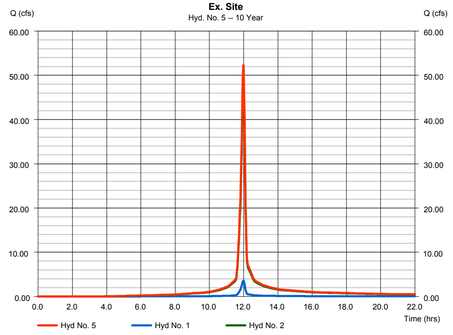
Hydrograph Report

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



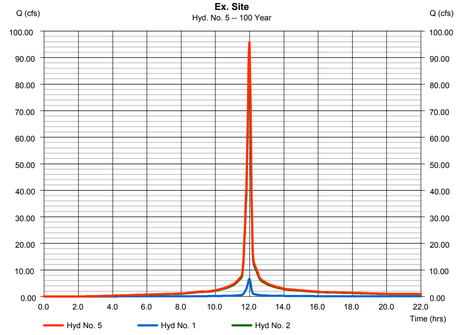
Hydrograph Report

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

Hyd. No. 5

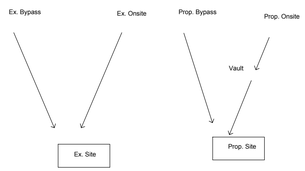
Ex. Site

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\11 SWM COMPUTATIONS\DESIGN\ENGR\pond

Hydrograph Report

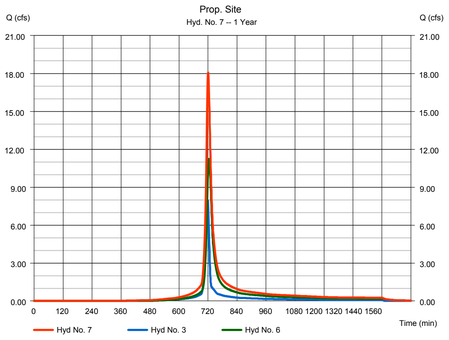
11

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

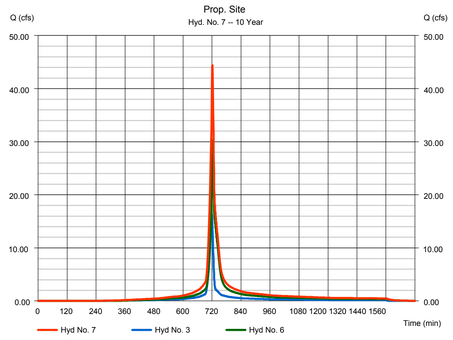
27

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

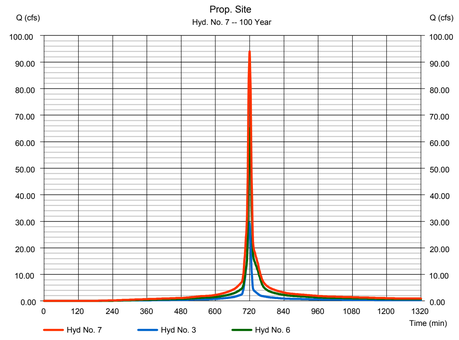
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Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022 — Thursday, 06 / 6 / 2024

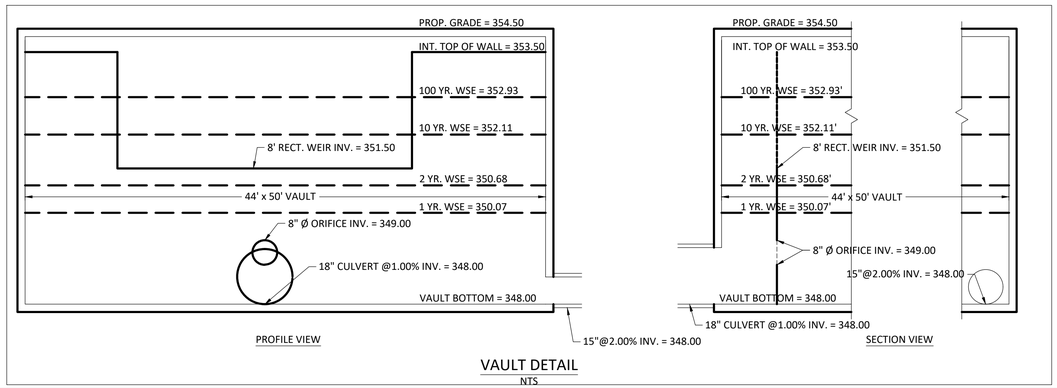
Hyd. No. 7

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

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Transportation Planners and Engineers

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COMMONWEALTH OF VIRGINIA
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12/29/2025
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DRAWING No.: 113159
DATE: 12/18/2024
SCALE: N/A
DESIGN: ND
DRAWN: ND
CHECKED: JH

SHEET TITLE:

SWM COMPUTATIONS, HYDROGRAPHS, & VAULT DETAILS

SHEET No.

11

P:\Projects\23008899.00\exchange place development plan\113159 development plan\11 SWM COMPUTATIONS.dwg, 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		**Post-ReDevelopment Treatment Volume (acre-ft)**	0.5326	**Post-Development Treatment Volume (acre-ft)**	0.0253
Final Post-Development Treatment Volume (cubic feet)	24,303		**Post-ReDevelopment Treatment Volume (cubic feet)**	23,199	**Post-Development Treatment Volume (cubic feet)**	1,104
Final Post-Development TP Load (lb/yr)	**15.27**		**Post-ReDevelopment Load (TP) (lb/yr)***	**14.58**	**Post-Development TP Load (lb/yr)**	**0.69**
Final Post-Development TP Load per acre (lb/acre/yr)	1.62		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**	**TP Load Reduction Required for New Impervious Area (lb/yr)**	**0.56**

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

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

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

Post-Development Requirement for Site Area

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

Nitrogen Loads (Informational Purposes Only)

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

Drainage Area A

Drainage Area A Land Cover (acres)

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

CLEAR BMP AREAS

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

Stormwater Best Management Practices (RR = Runoff Reduction)

--Select from dropdown lists--

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

Site Results (Water Quality Compliance)

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

Site Treatment Volume (ft³) 24,303

Runoff Reduction Volume and TP By Drainage Area

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

Total Phosphorus

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

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

Total Nitrogen (For Information Purposes)

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

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
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 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*

[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)	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**

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
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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

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
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TOWN OF HERNDON, VIRGINIA

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PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/17/2025
SCALE: N/A
DESIGN: ND
DRAWN: ND
CHECKED: JH

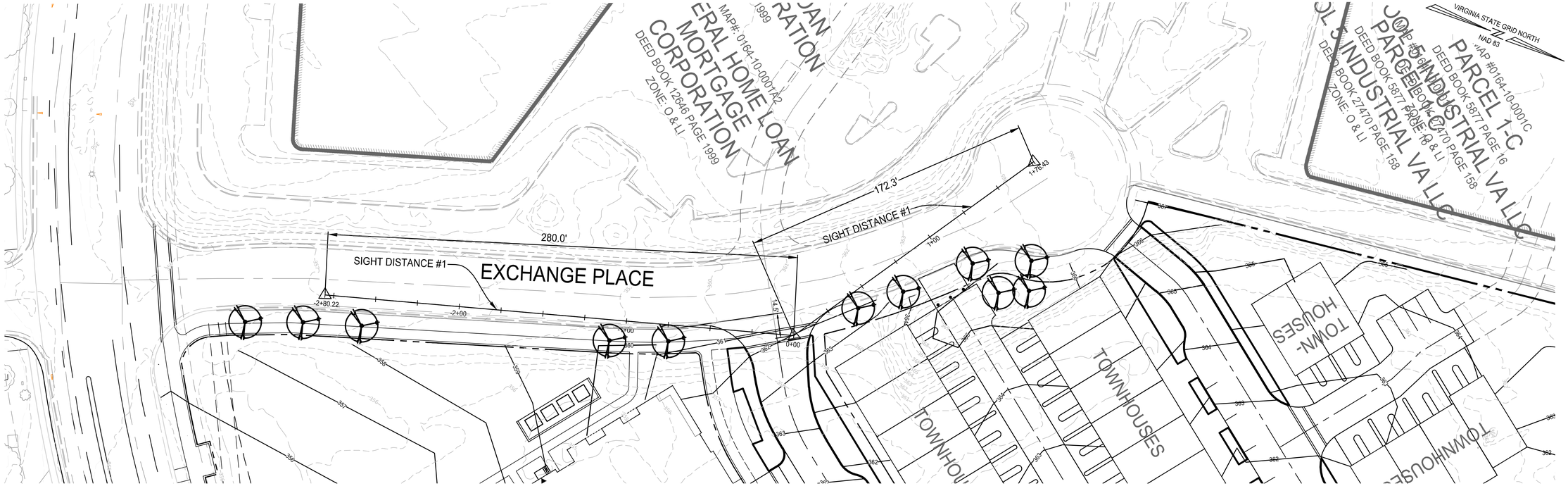
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SWM CALCULATIONS - TOWNHOUSE PHASE

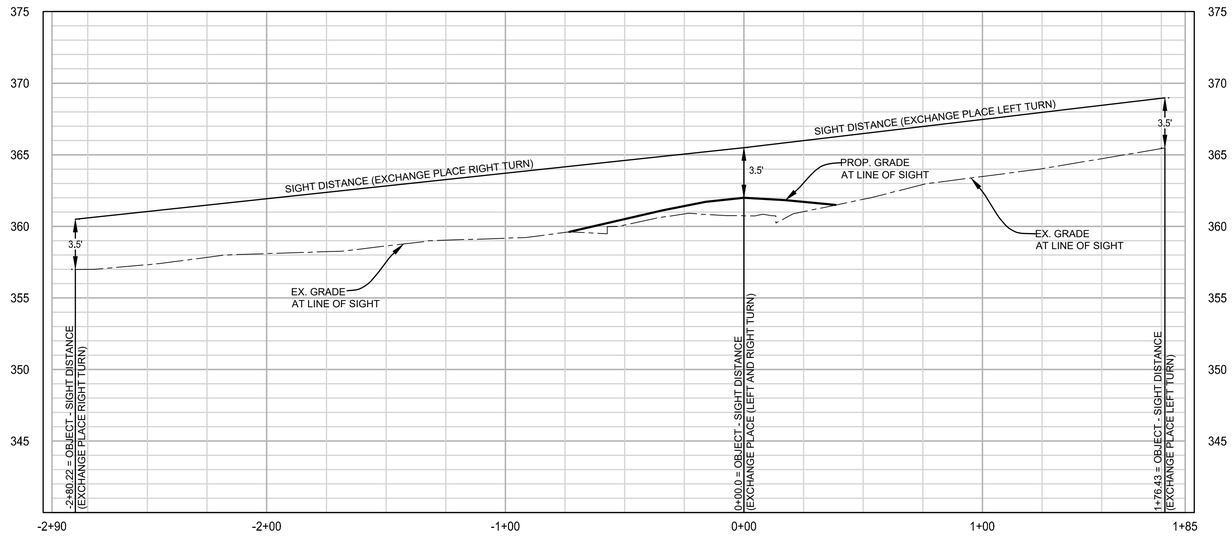
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11.4

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PLAN
SCALE: 1" = 30'



SIGHT DISTANCE #1
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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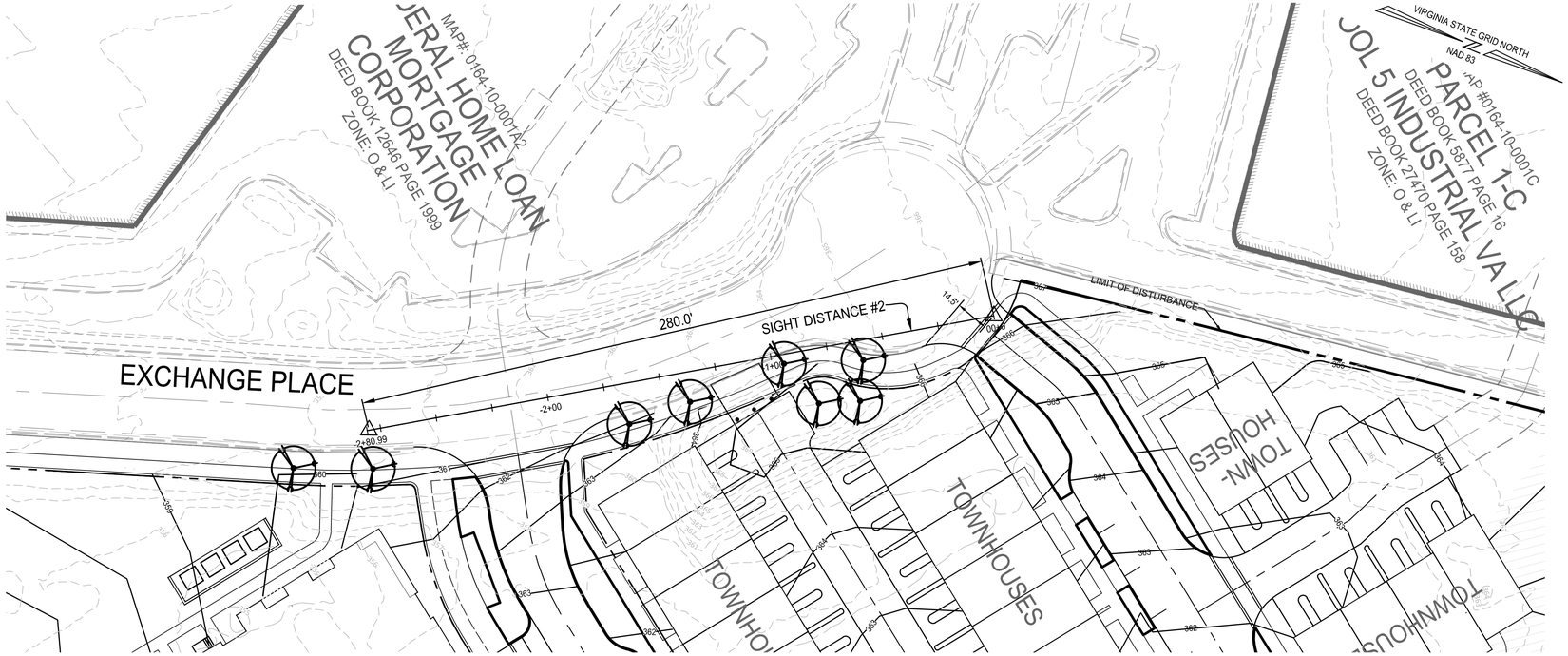
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DRAWING No.: 113159
DATE: 12/15/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

SIGHT DISTANCE

SHEET No.
11.5

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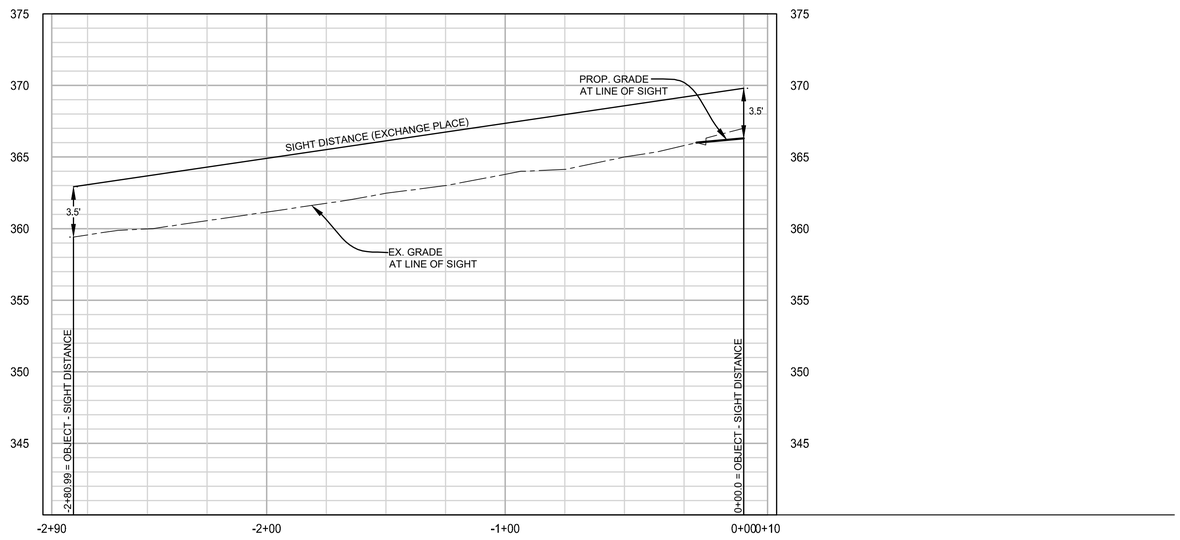


PLAN

SCALE: 1" = 30'

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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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SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

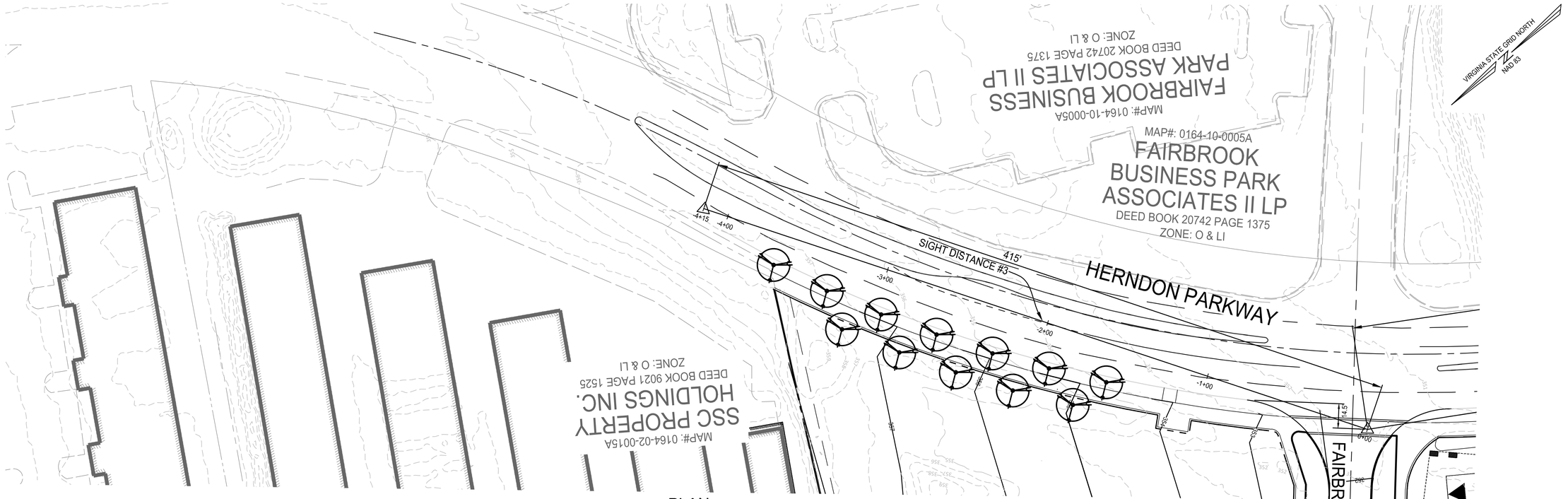
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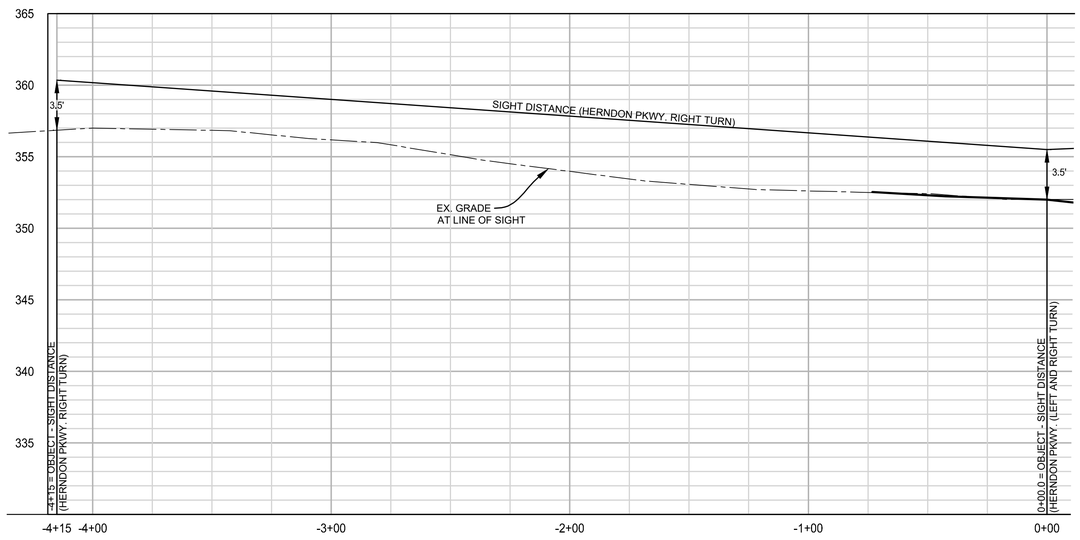
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PLAN

SCALE: 1" = 30'



SIGHT DISTANCE #3

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

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

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

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

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DATE: 12/15/2025
SCALE: AS SHOWN
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DRAWN: MG
CHECKED: JH

SHEET TITLE:

SIGHT DISTANCE

SHEET No.

11.7

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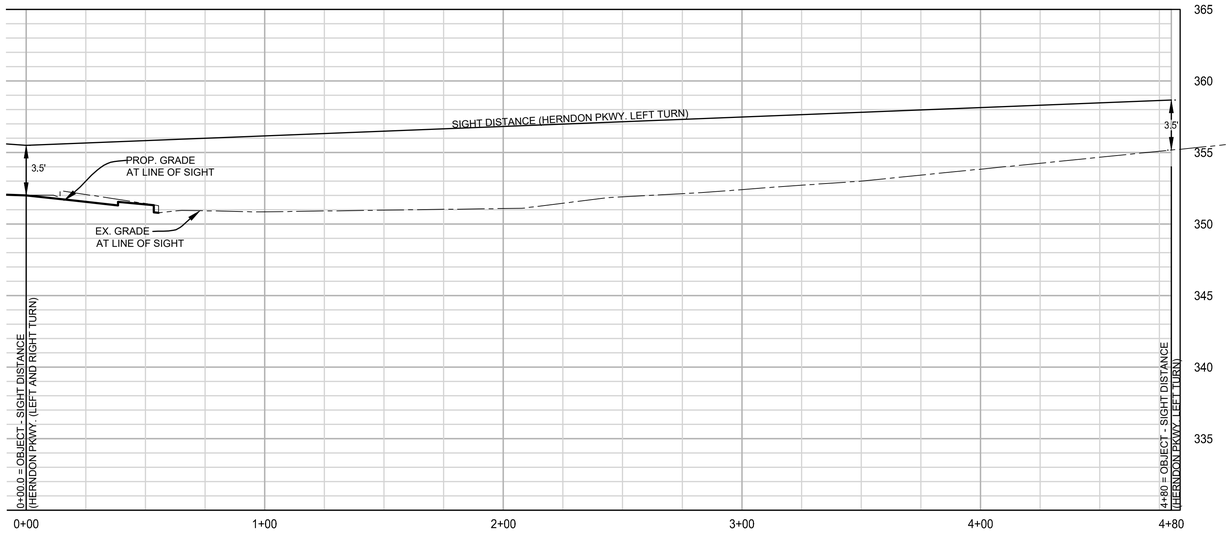


PLAN

SCALE: 1" = 30'

30 15 0 30 60

GRAPHIC SCALE
1" = 30'



SIGHT DISTANCE #3

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

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5 2.5 0 5 10

VERTICAL GRAPHIC SCALE
1" = 5'

30 15 0 30 60

HORIZONTAL GRAPHIC SCALE
1" = 30'

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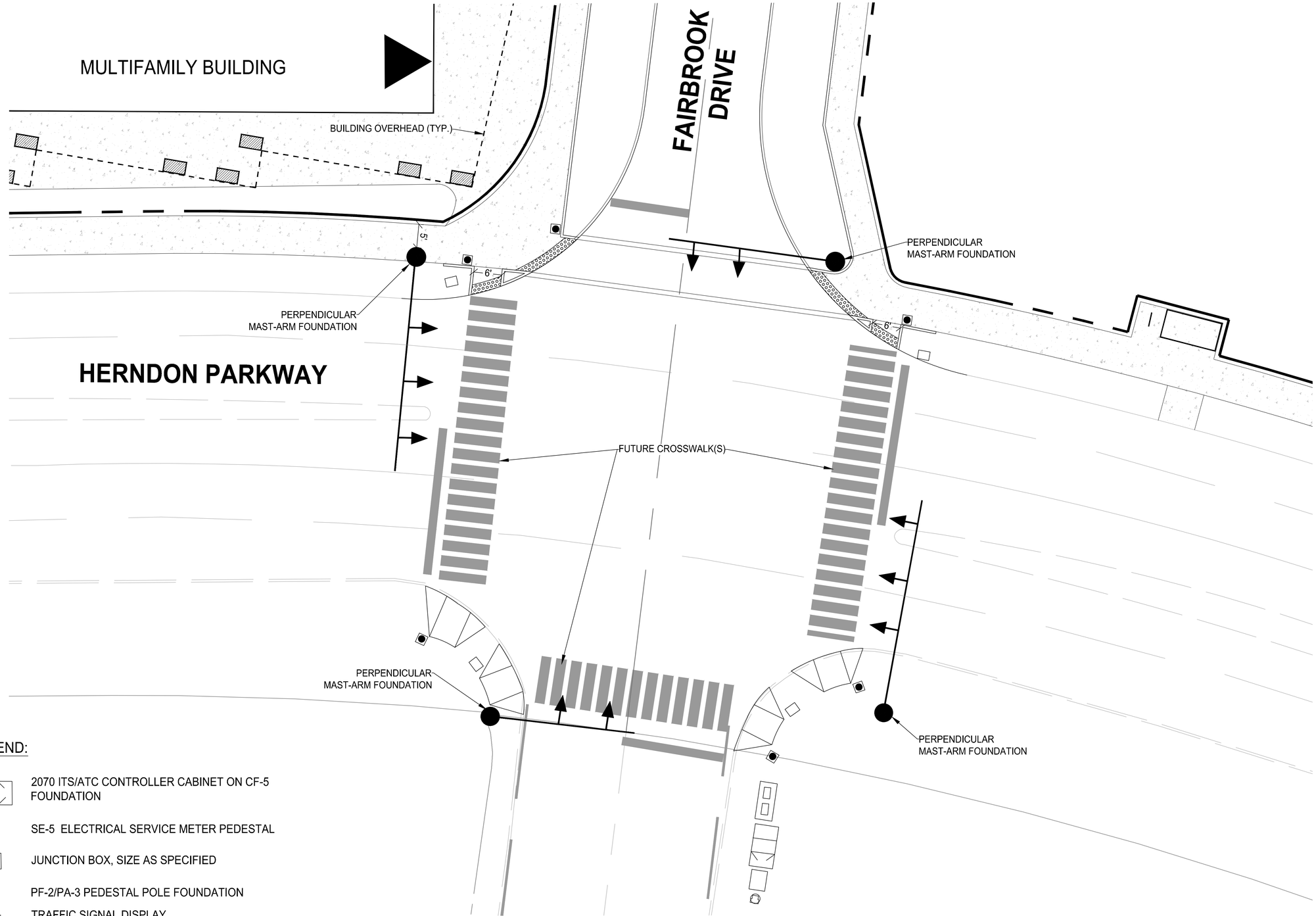
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SIGHT DISTANCE

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

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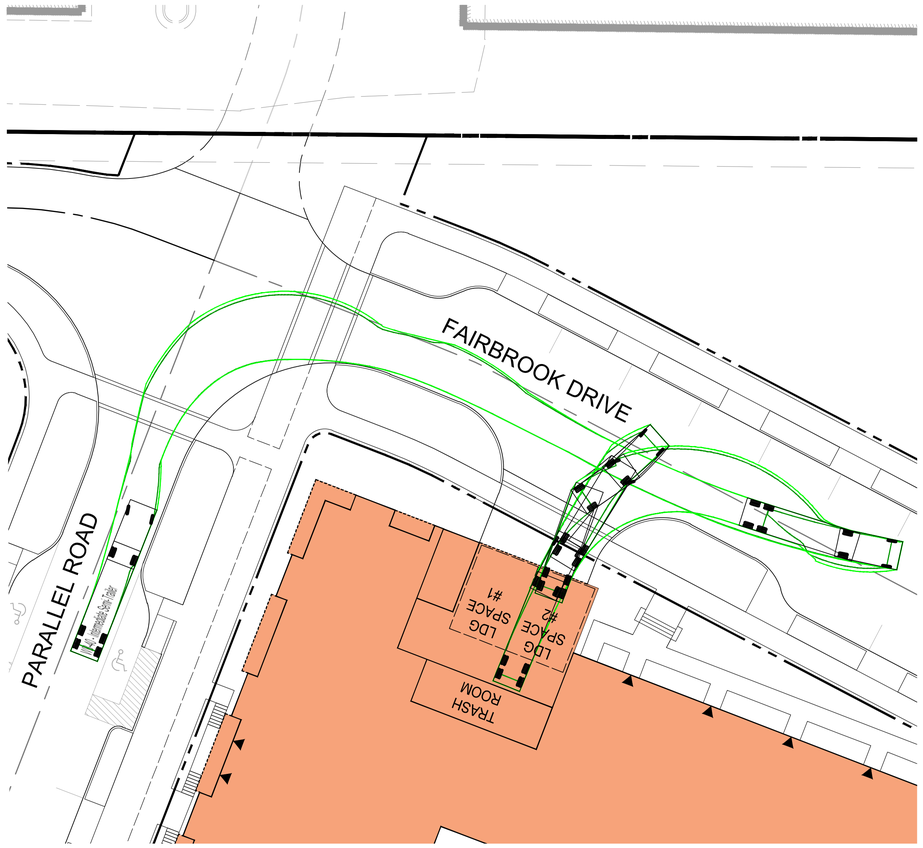
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SHEET No.

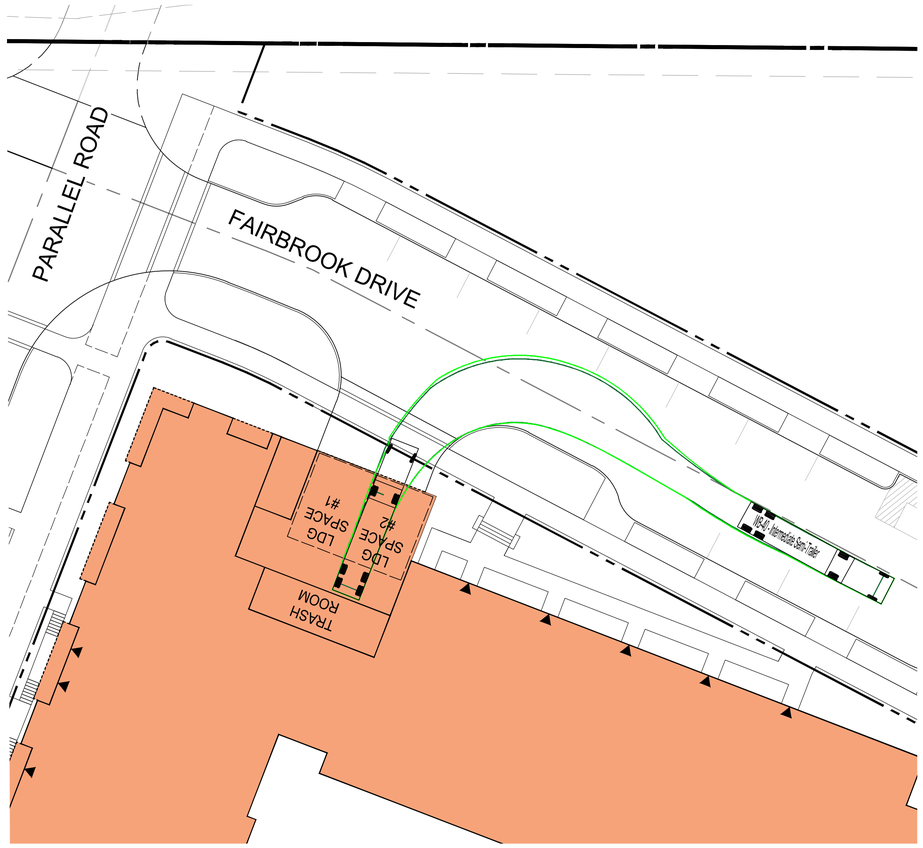
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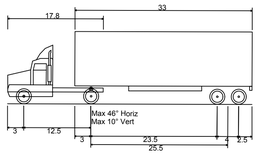
WB-40 TRAILER BACKING INTO LOADING AREA



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

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

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

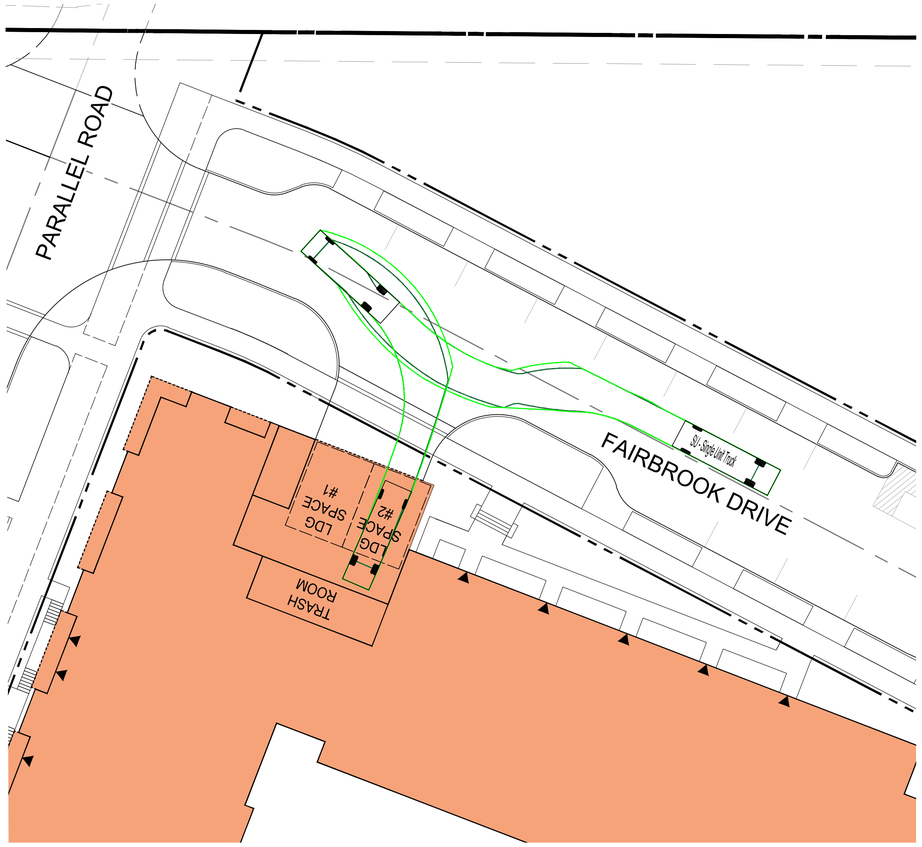
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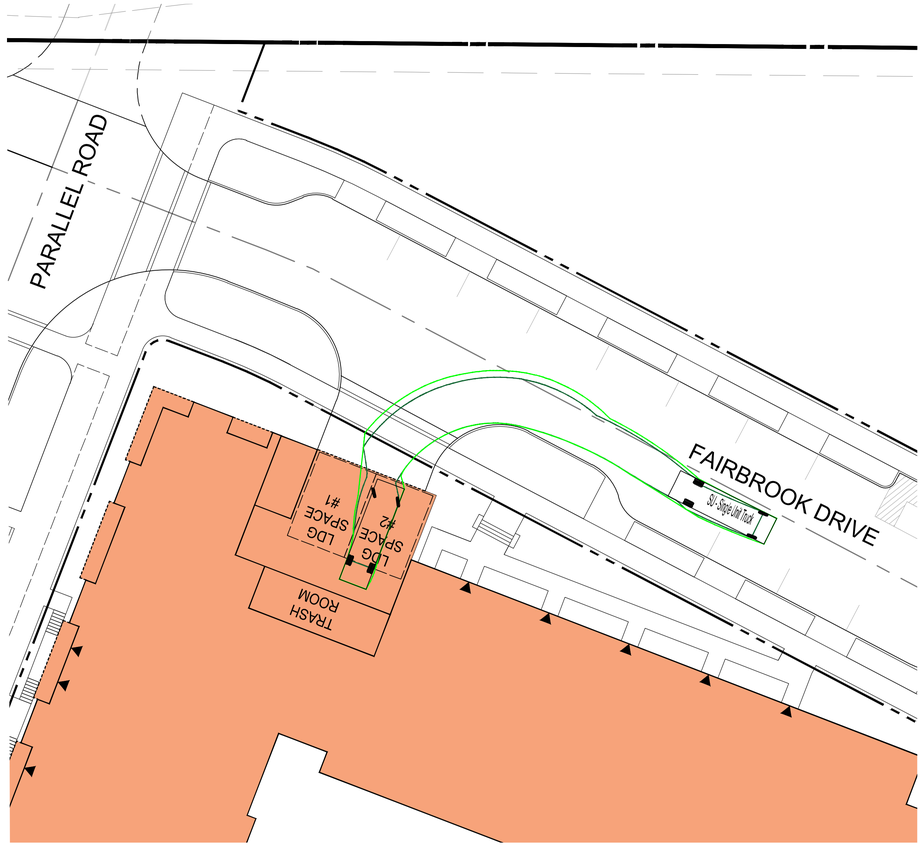
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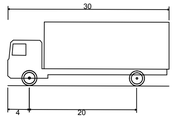
TRASH TRUCK BACKING INTO LOADING AREA



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

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

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DESIGN: CL
DRAWN: CL
CHECKED: JA

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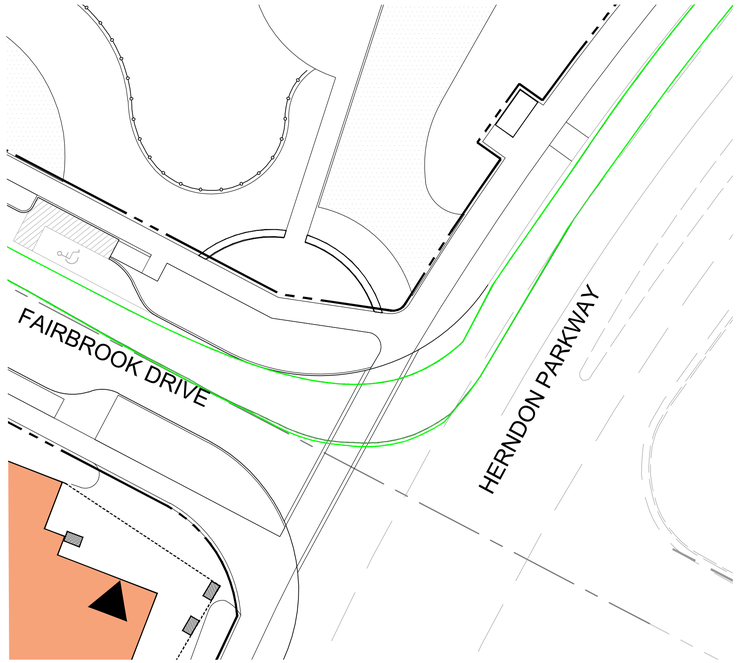
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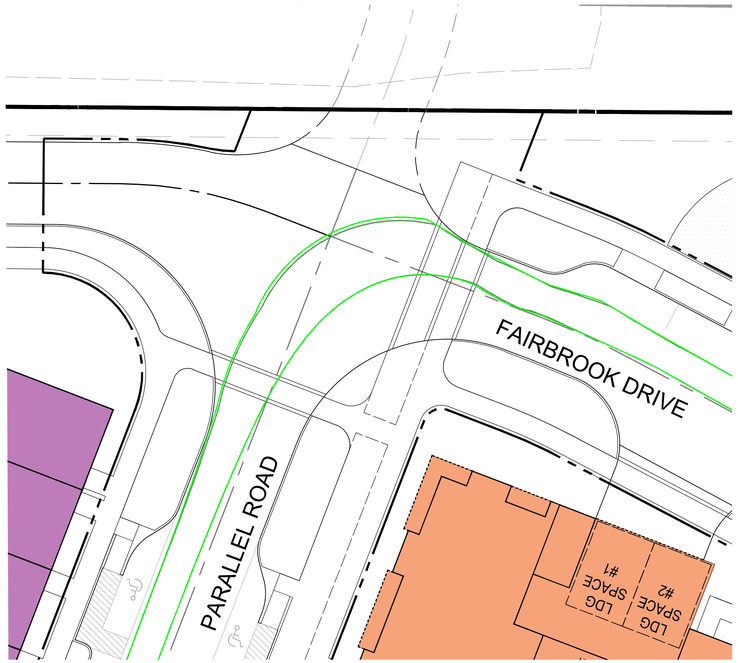
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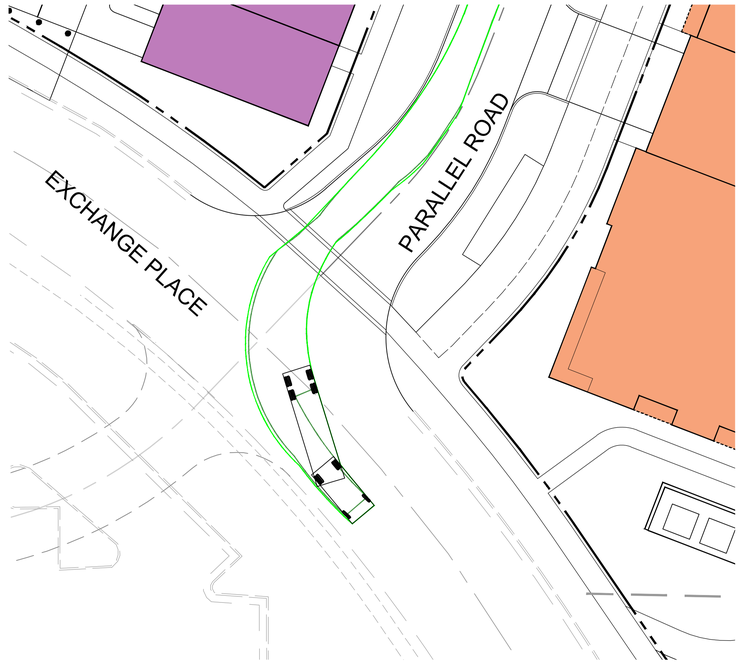
WB-40 TRAILER ENTERING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



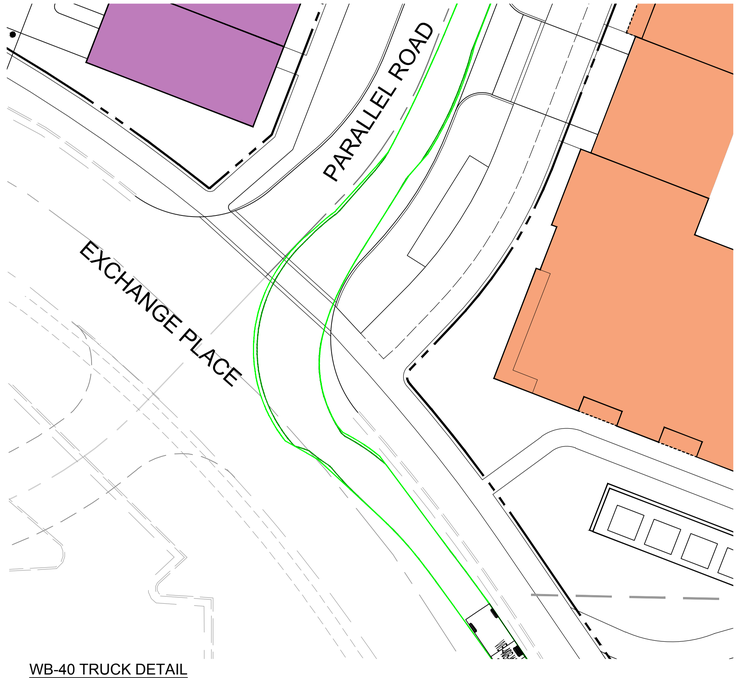
WB-40 TRAILER INTERNAL LEFT TURN FROM FAIRBROOK DRIVE TO PARALLEL ROAD



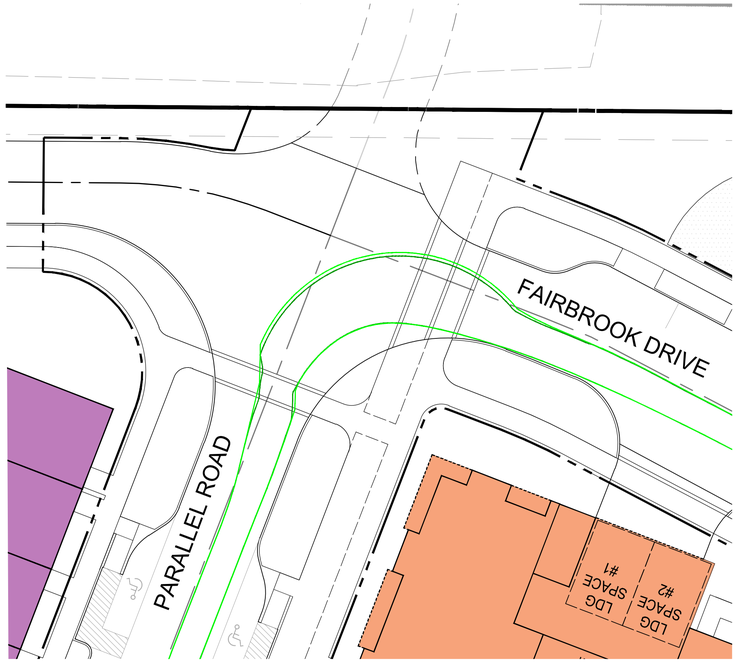
WB-40 TRAILER EXITING LEFT TURN FROM PARALLEL ROAD TO EXCHANGE PLACE



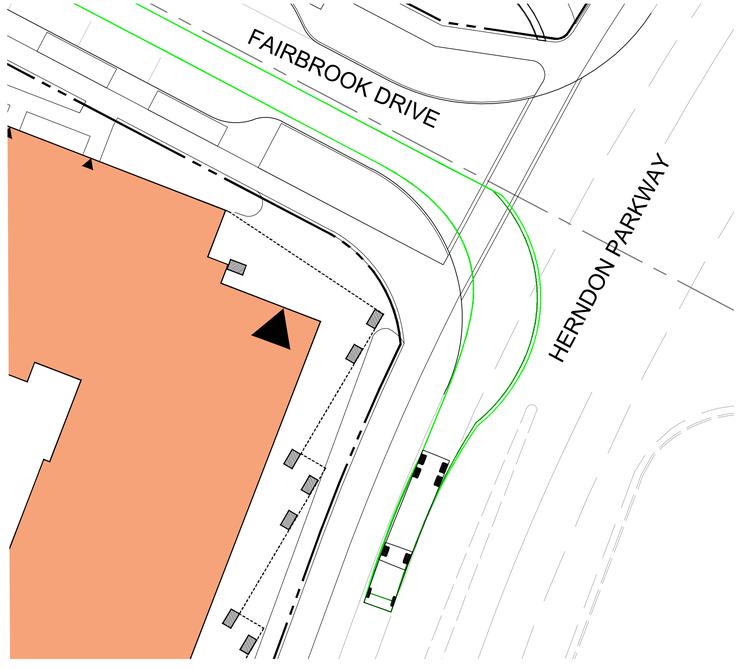
WB-40 TRAILER ENTERING RIGHT TURN FROM EXCHANGE PLACE TO PARALLEL ROAD



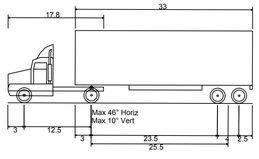
WB-40 TRAILER INTERNAL RIGHT TURN FROM PARALLEL ROAD TO FAIRBROOK DRIVE



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

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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:

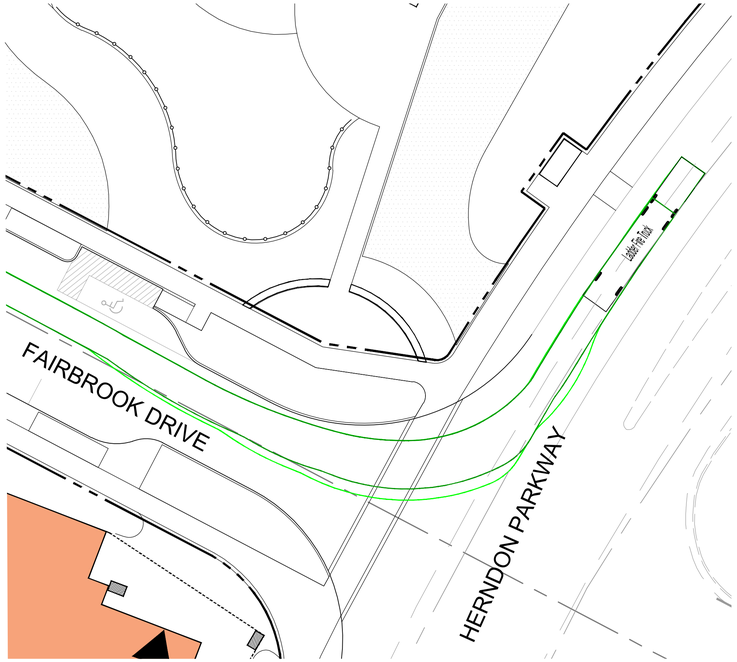
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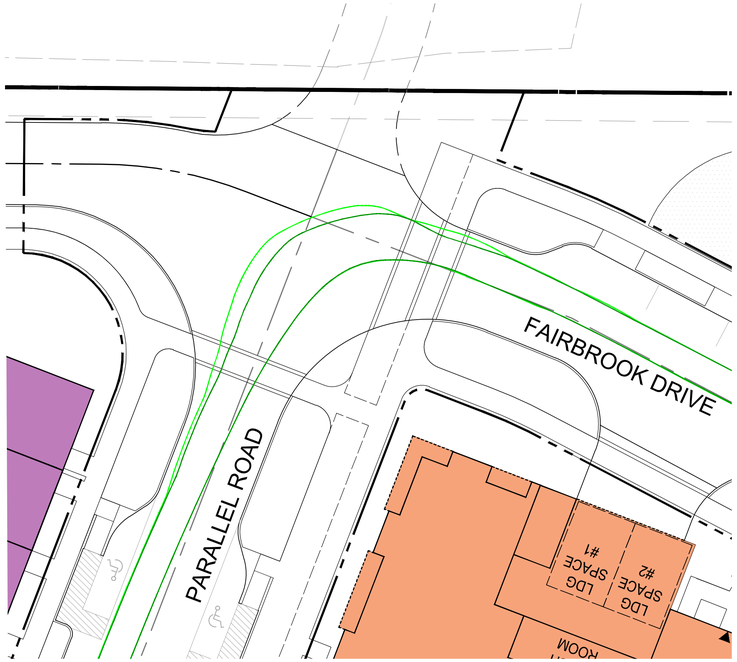
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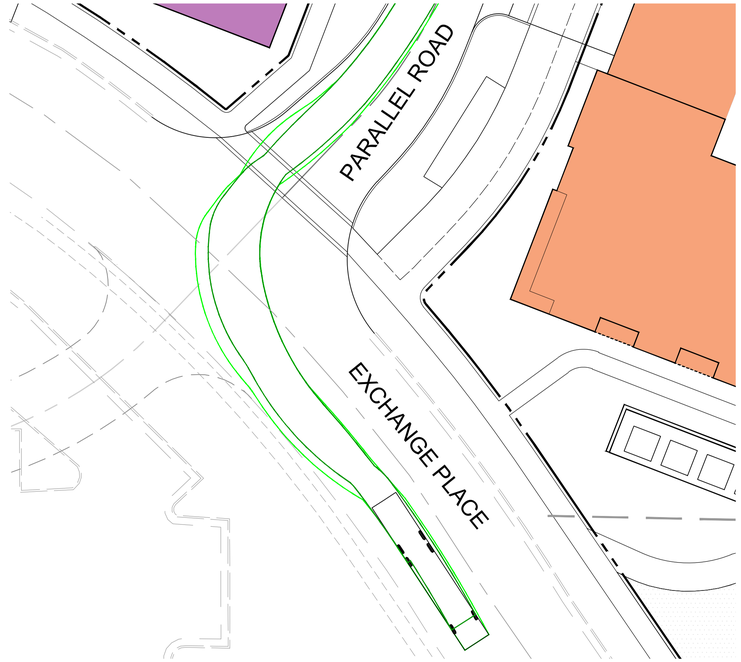
FIRE APPARATUS ENTERING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



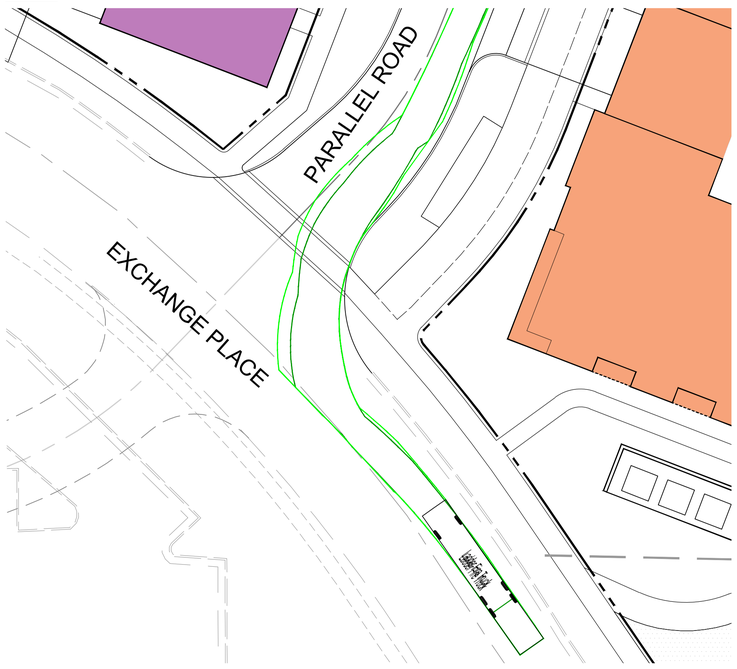
FIRE APPARATUS INTERNAL LEFT TURN FROM FAIRBROOK DRIVE TO PARALLEL ROAD



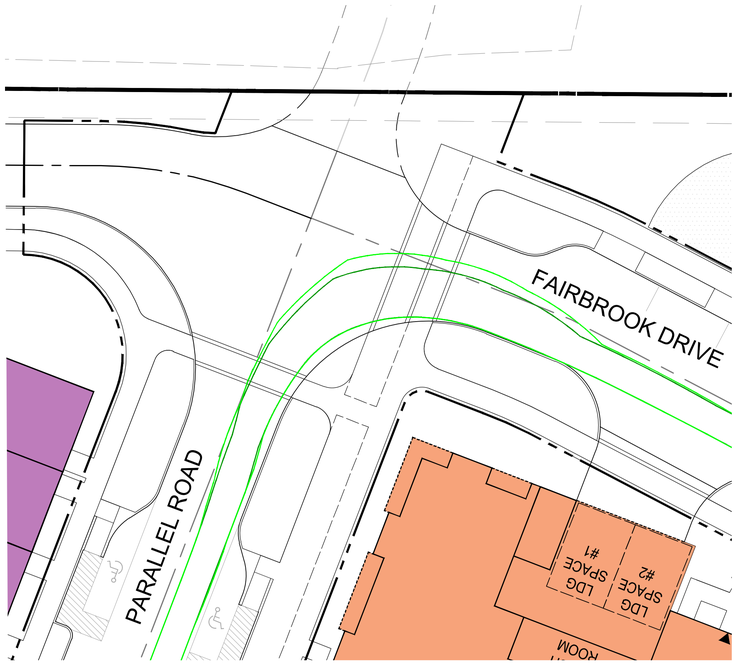
FIRE APPARATUS EXITING LEFT TURN FROM PARALLEL ROAD TO EXCHANGE PLACE



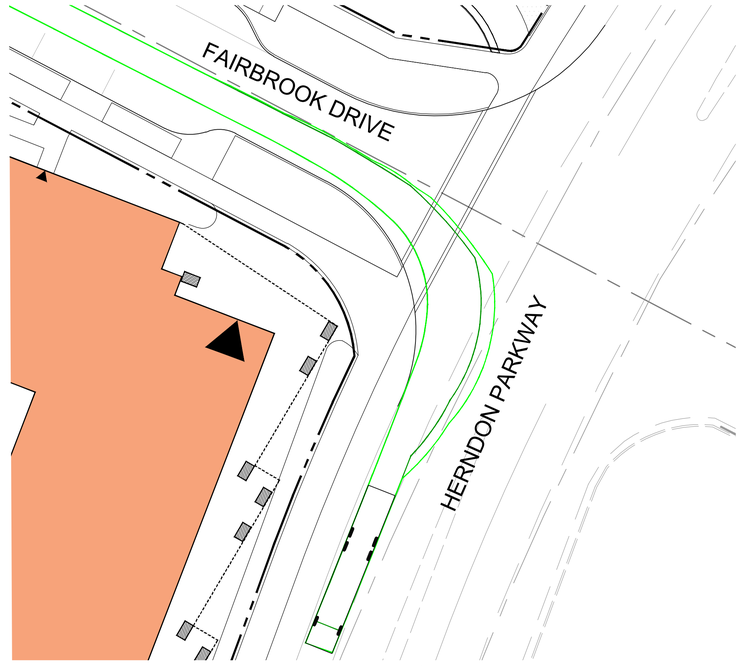
FIRE APPARATUS ENTERING RIGHT TURN FROM EXCHANGE PLACE TO PARALLEL ROAD



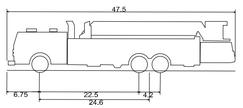
FIRE APPARATUS INTERNAL RIGHT TURN FROM PARALLEL ROAD TO FAIRBROOK DRIVE



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

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
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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:

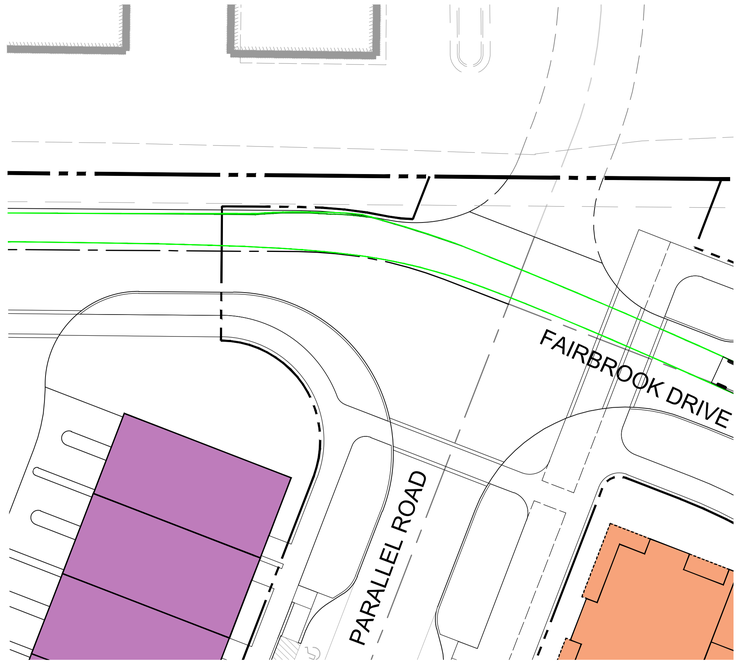
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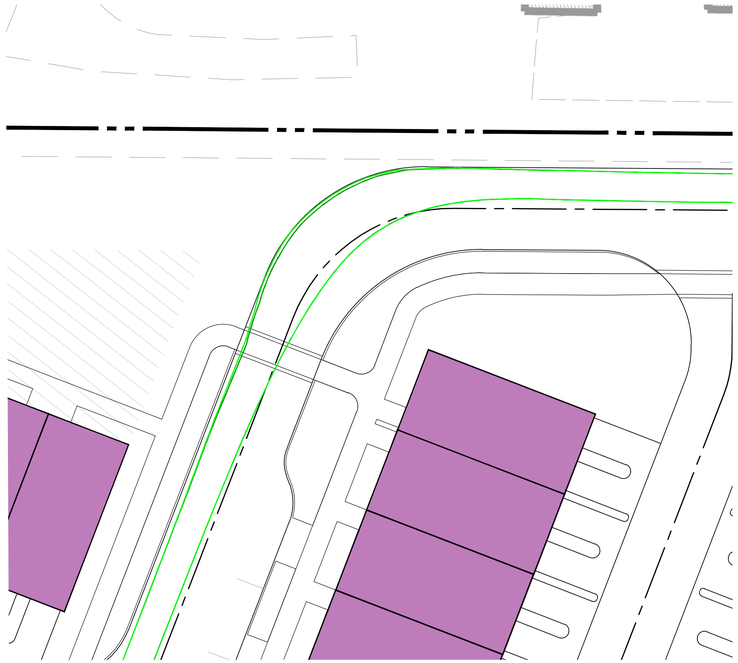
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WB-40 TRAILER ENTERING TOWNHOME ALLEYWAYS



WB-40 TRAILER INTERNAL LEFT TURN TOWARDS EXCHANGE PLACE



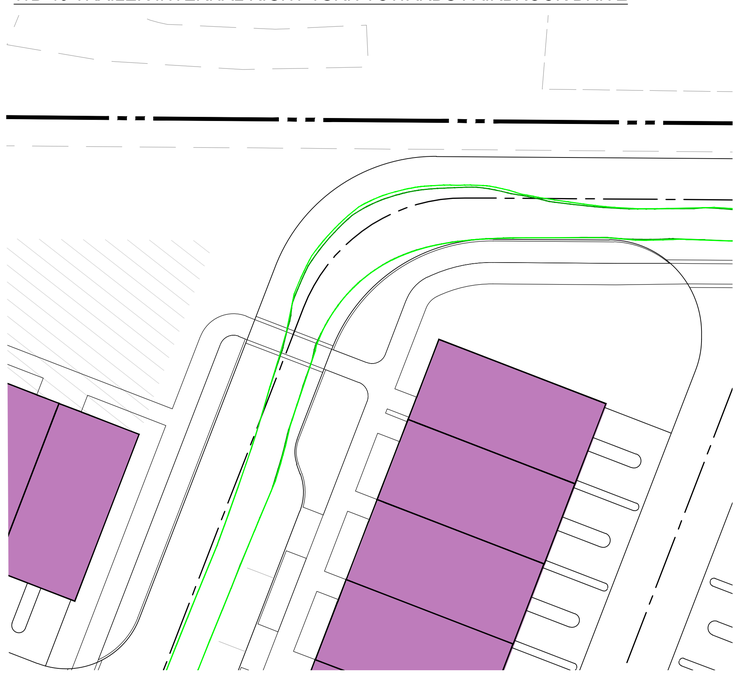
WB-40 TRAILER EXITING LEFT TURN TO EXCHANGE PLACE



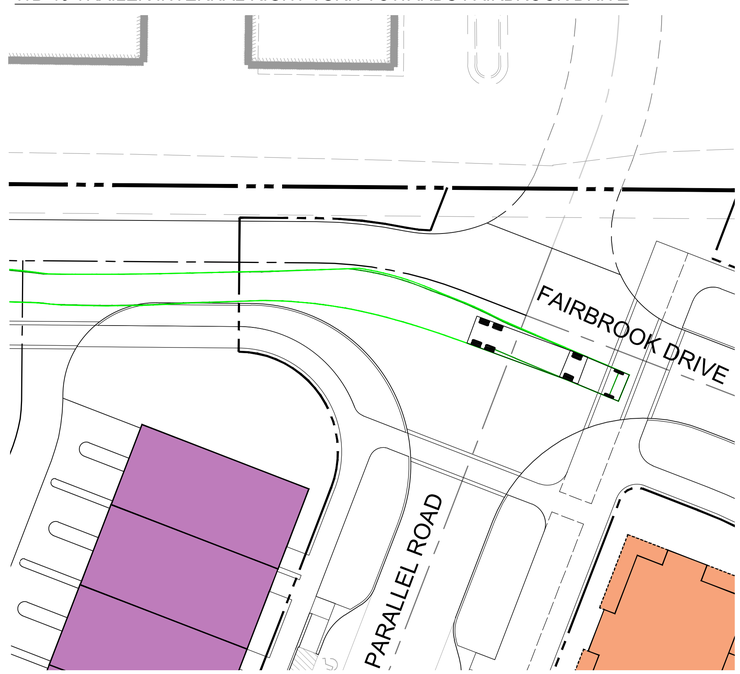
WB-40 TRAILER ENTERING TOWNHOME ALLEYWAYS FROM EXCHANGE PLACE



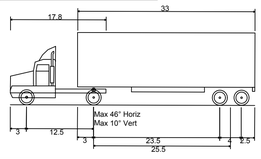
WB-40 TRAILER INTERNAL RIGHT TURN TOWARDS FAIRBROOK DRIVE



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
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12/29/2025
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SCALE: AS SHOWN
DESIGN: CL
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CHECKED: JA

SHEET TITLE:

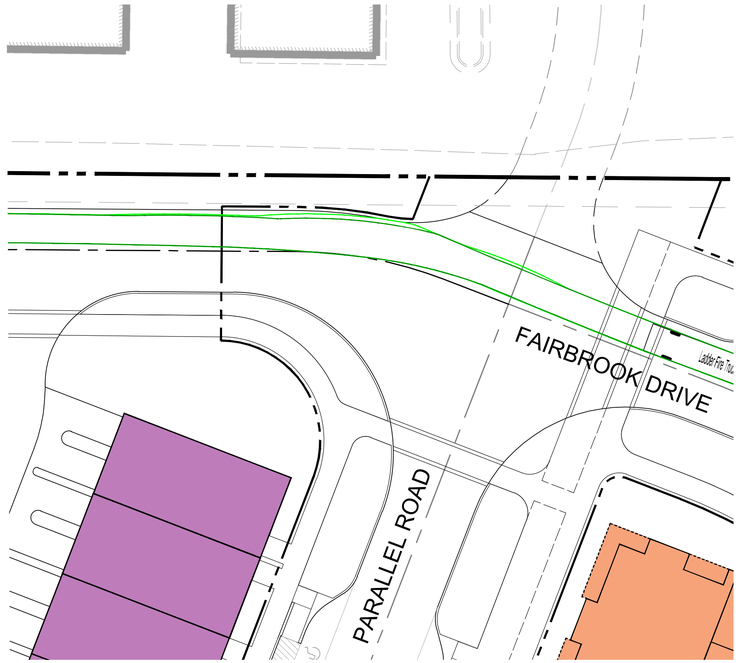
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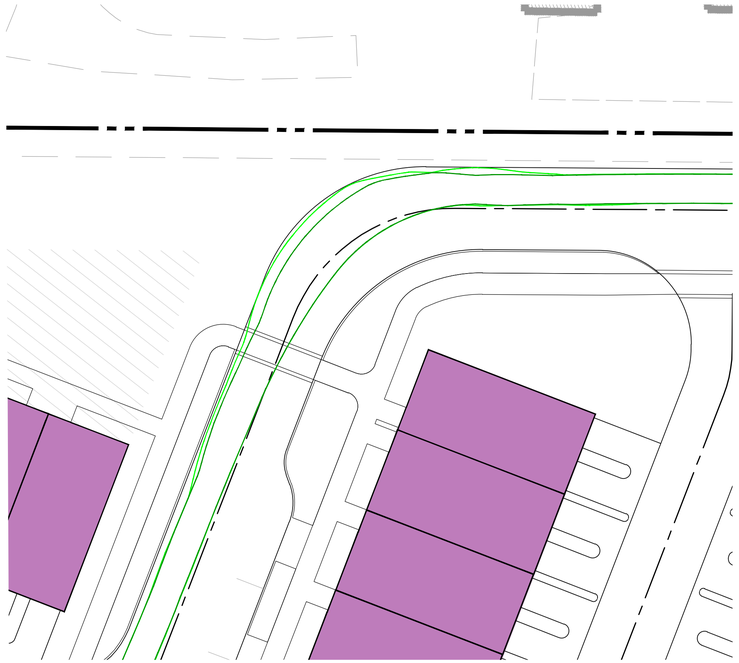
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FIRE APPARATUS ENTERING TOWNHOME ALLEYWAYS



FIRE APPARATUS INTERNAL LEFT TURN TOWARDS EXCHANGE PLACE



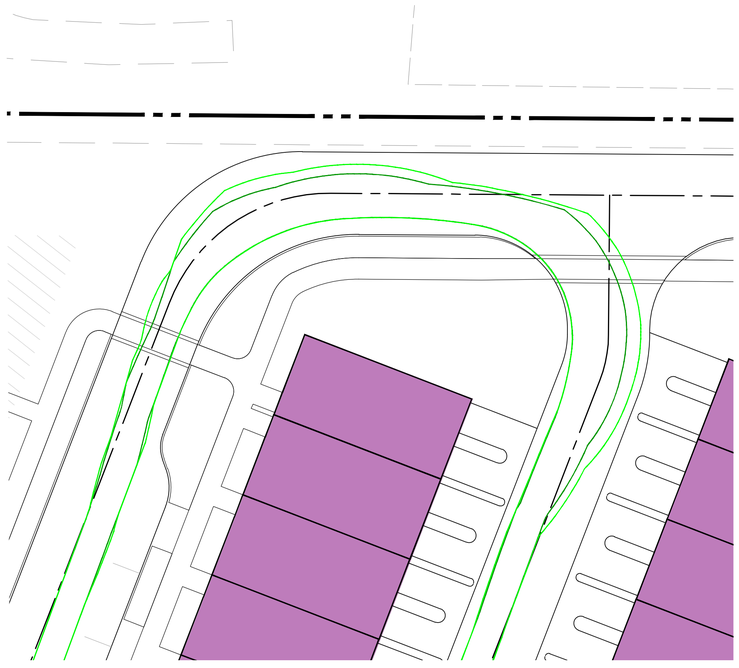
FIRE APPARATUS EXITING LEFT TURN TO EXCHANGE PLACE



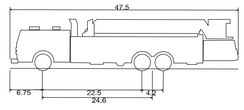
FIRE APPARATUS ENTERING TOWNHOME ALLEYWAYS FROM EXCHANGE PLACE



FIRE APPARATUS DOUBLE INTERNAL RIGHT TURN TOWARDS ALLEYWAY



LADDER TRUCK DETAIL

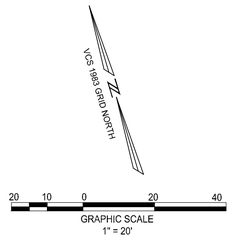


Ladder Fire Truck	
Overall Length	47.500ft
Overall Width	8.000ft
Overall Body Height	1.400ft
Min Body Ground Clearance	1.400ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	45.250ft

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH



ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

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12/29/2025
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TOWN OF HERNDON, VIRGINIA

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DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

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AUTOTURN EXHIBIT 6

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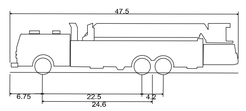
12.5

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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
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IMEG

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12/29/2025
PROFESSIONAL ENGINEER

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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:

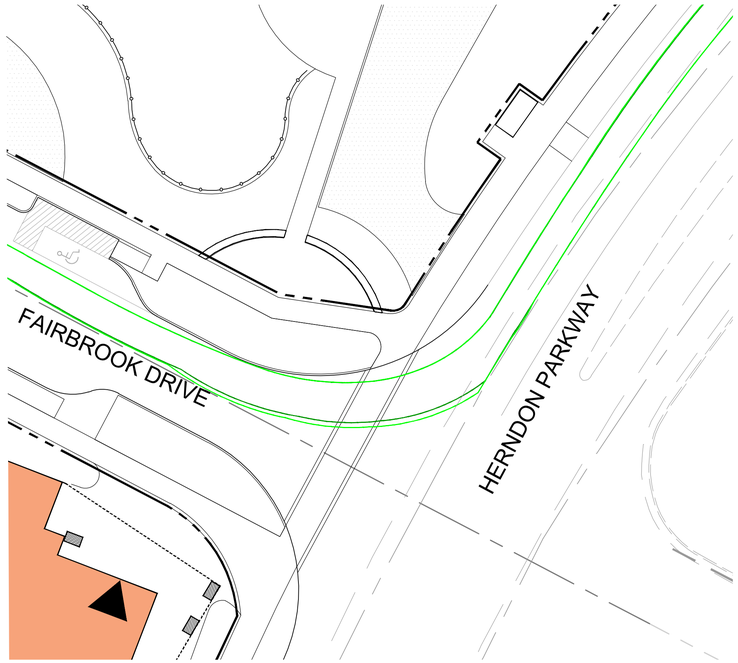
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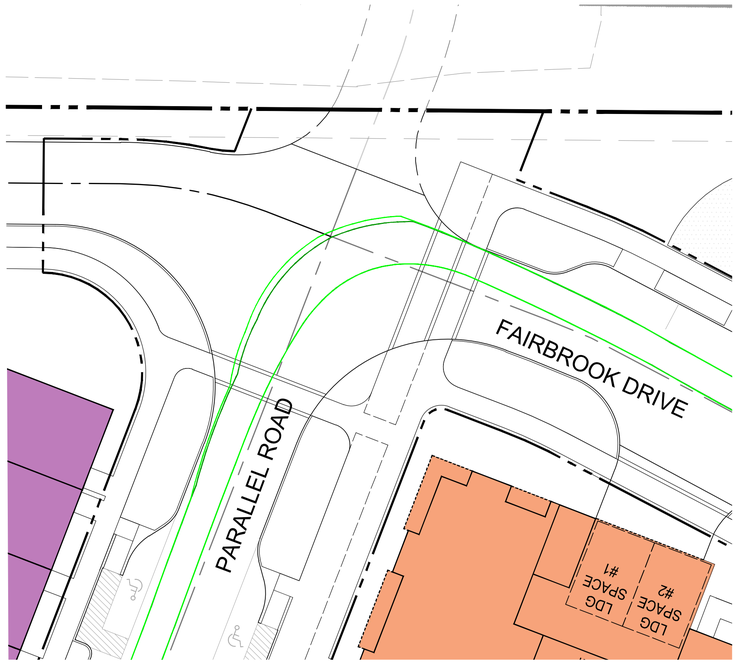
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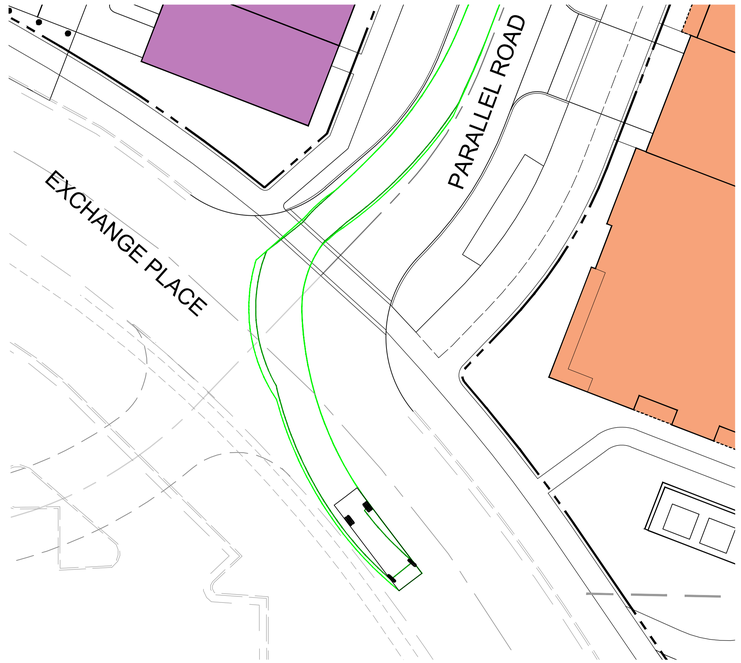
TRASH TRUCK ENTERING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



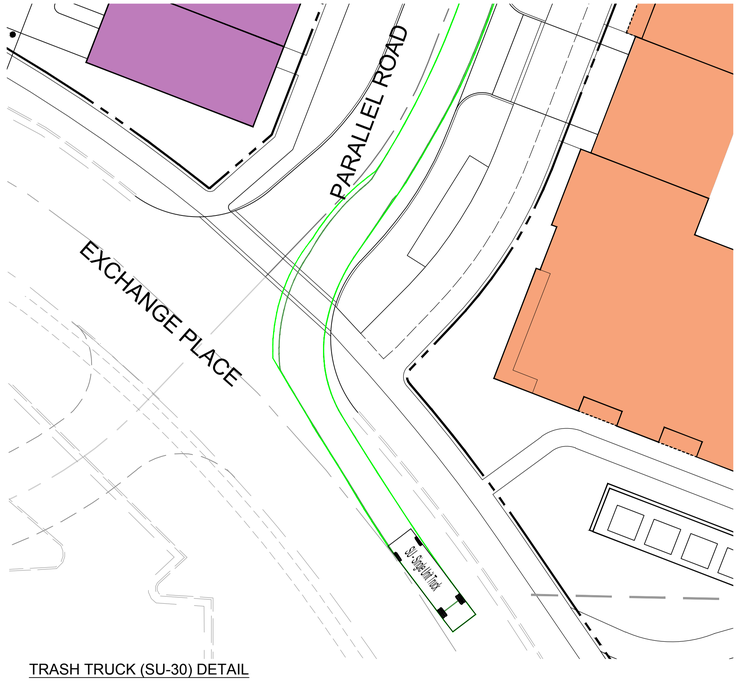
TRASH TRUCK INTERNAL LEFT TURN FROM FAIRBROOK DRIVE TO PARALLEL ROAD



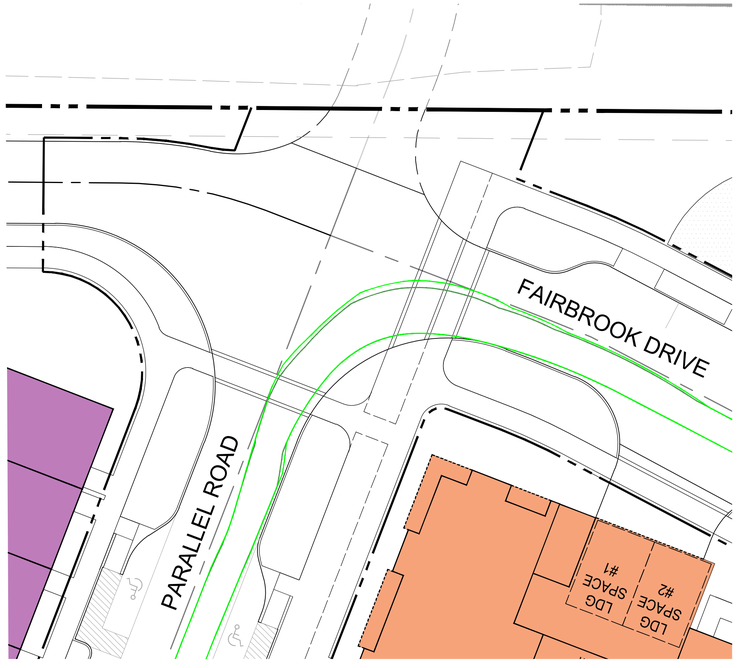
TRASH TRUCK EXITING LEFT TURN FROM PARK DRIVE TO EXCHANGE PLACE



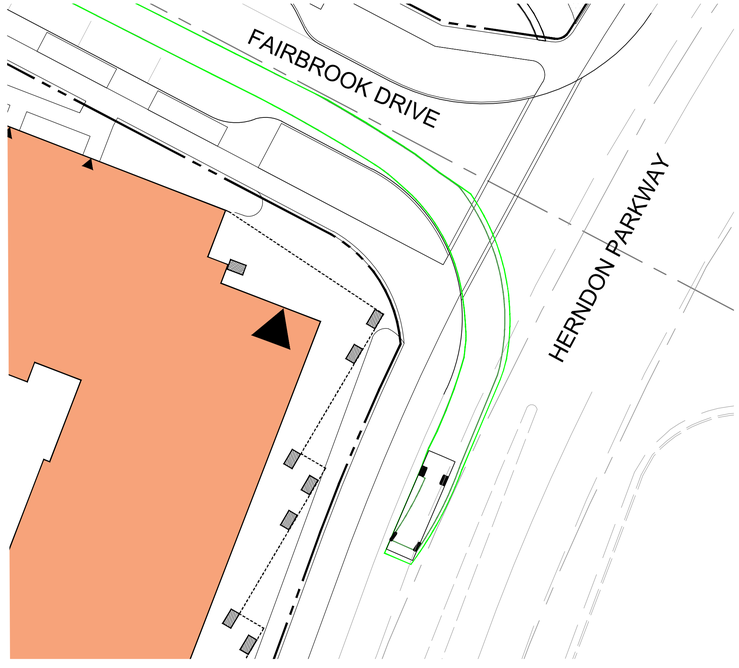
TRASH TRUCK ENTERING RIGHT TURN FROM EXCHANGE PLACE TO PARALLEL ROAD



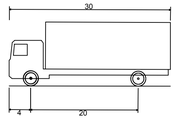
TRASH TRUCK INTERNAL RIGHT TURN FROM PARALLEL ROAD TO FAIRBROOK DRIVE



TRASH TRUCK EXITING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



TRASH TRUCK (SU-30) DETAIL



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

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
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:

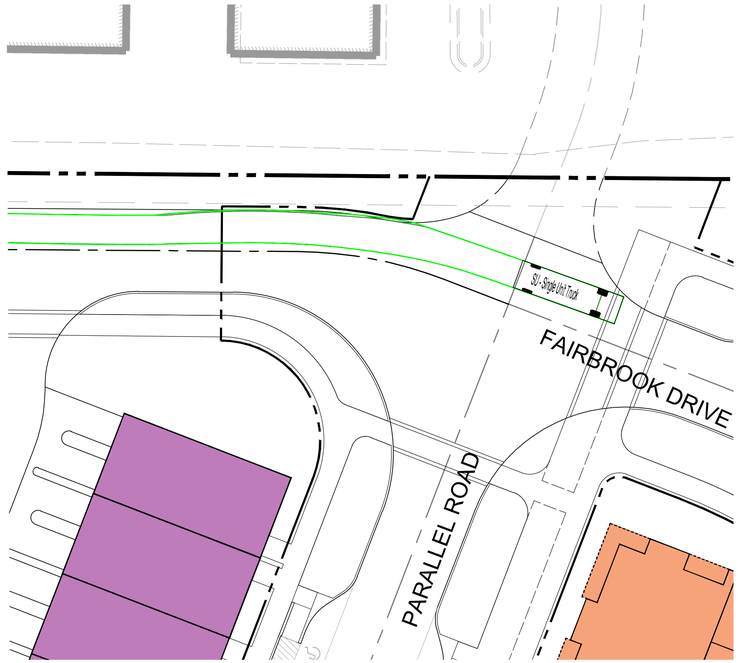
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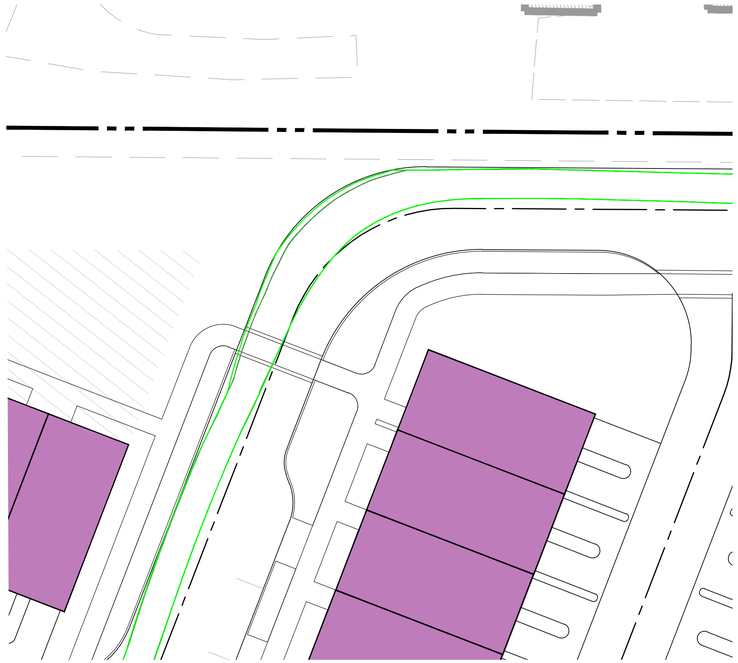
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TRASH TRUCK ENTERING TOWNHOME ALLEYWAYS



TRASH TRUCK INTERNAL LEFT TURN TOWARDS EXCHANGE PLACE



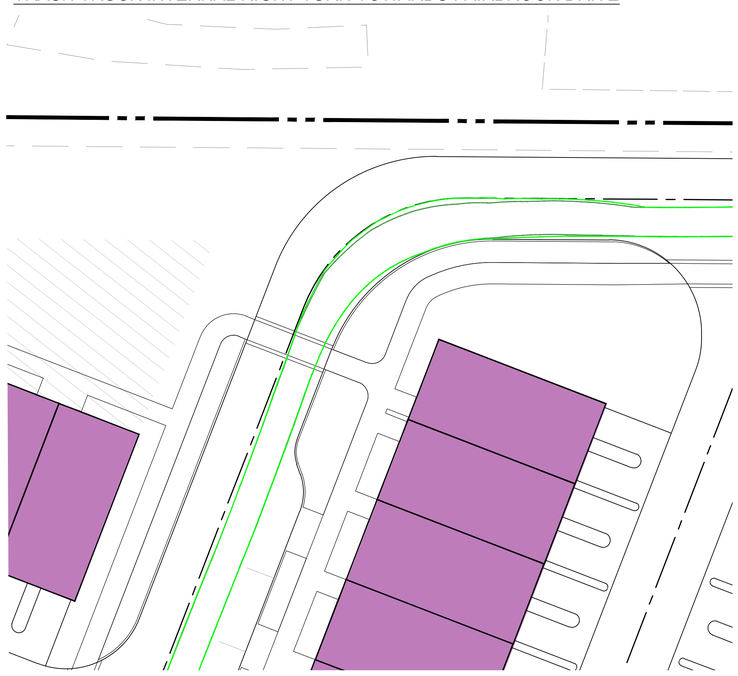
TRASH TRUCK EXITING LEFT TURN TO EXCHANGE PLACE



TRASH TRUCK ENTERING TOWNHOME ALLEYWAYS FROM EXCHANGE PLACE



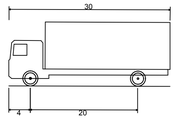
TRASH TRUCK INTERNAL RIGHT TURN TOWARDS FAIRBROOK DRIVE



TRASH TRUCK INTERNAL RIGHT TURN TOWARDS FAIRBROOK DRIVE



TRASH TRUCK (SU-30) DETAIL



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LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

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GRAPHIC SCALE
1" = 20'

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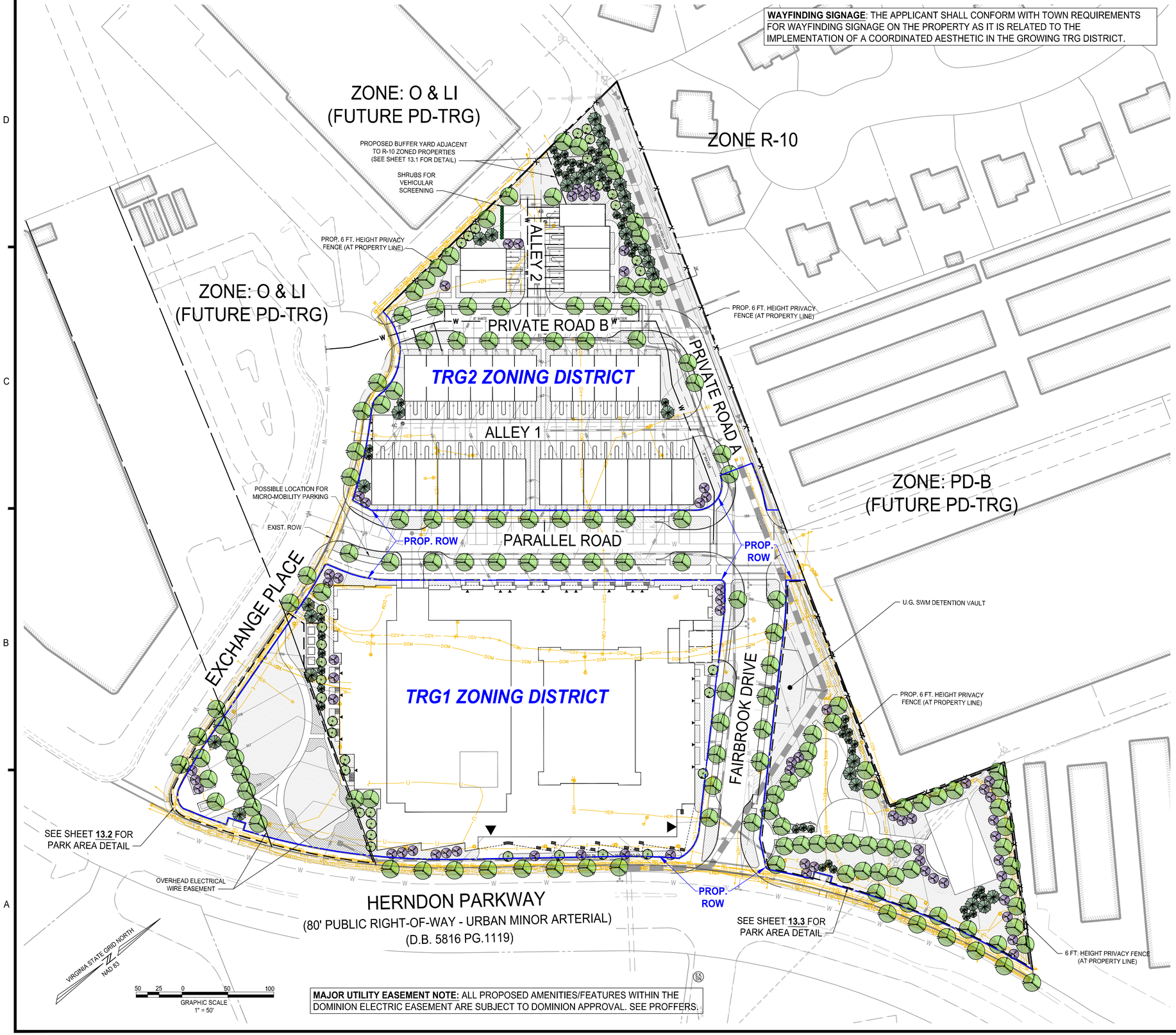
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AUTOTURN EXHIBIT 9

SHEET No.

12.8

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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
PROFESSIONAL ENGINEER

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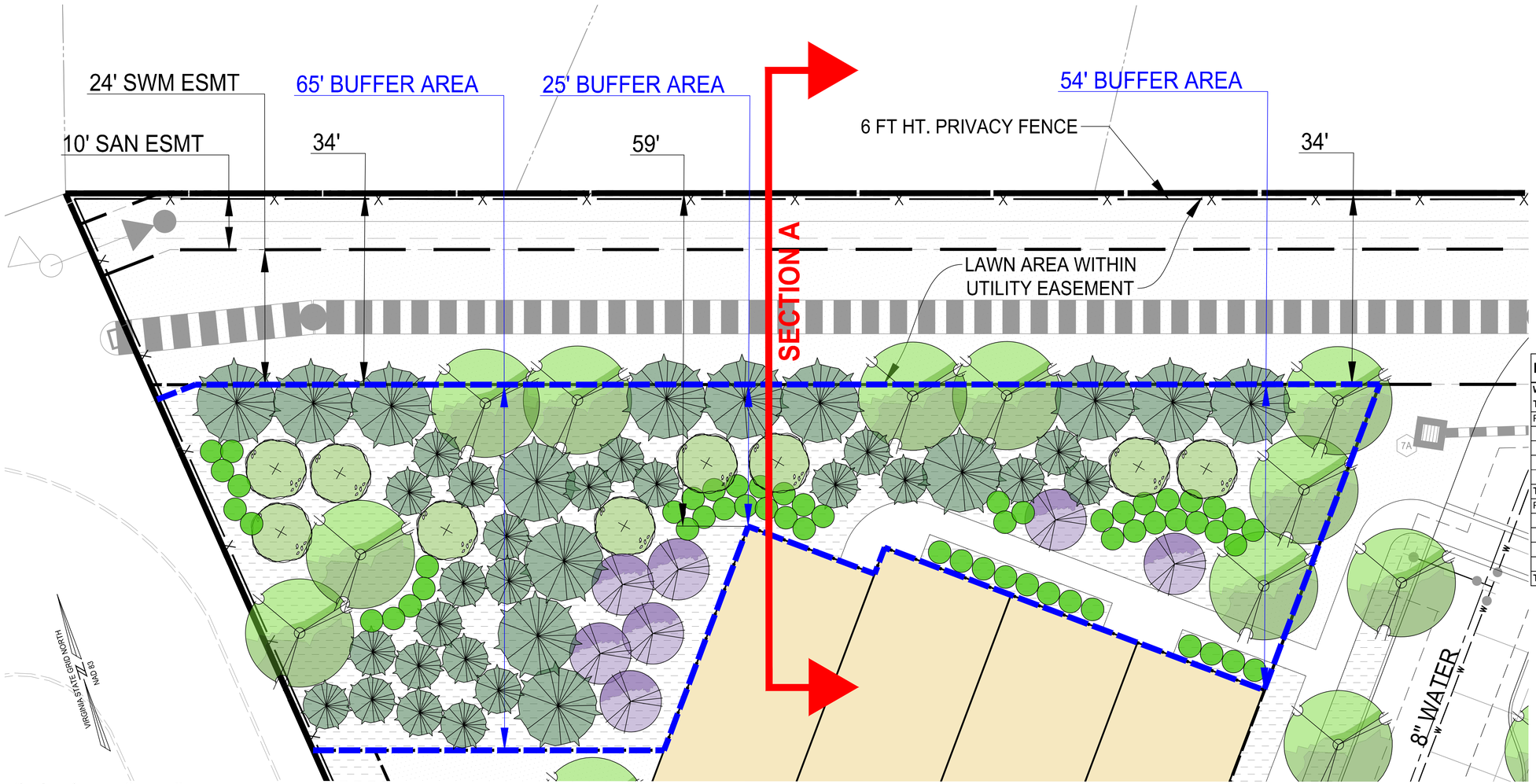
SHEET TITLE:

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.)

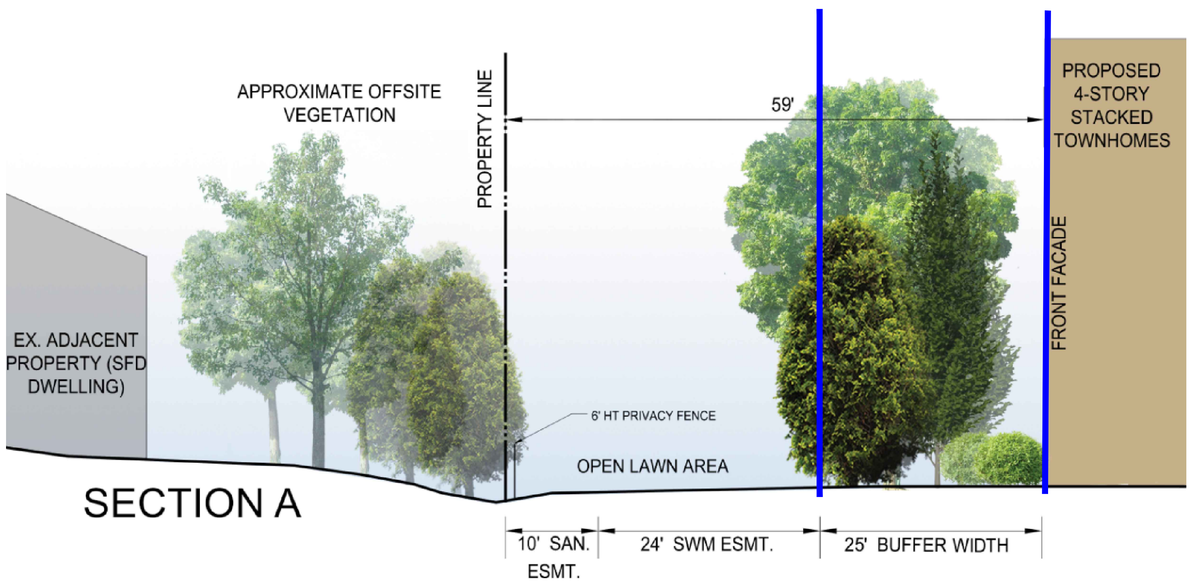
NOTE: SEE SHEET 13 FOR SAMPLE PLANT SPECIES FOR EACH CATEGORY SHOWN IN THIS LEGEND.

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

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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** - 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

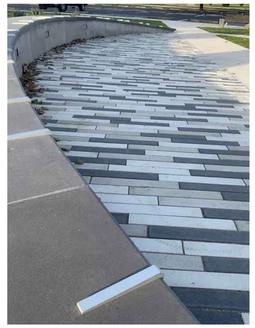
20 10 0 20 40
GRAPHIC SCALE
1" = 20'

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.

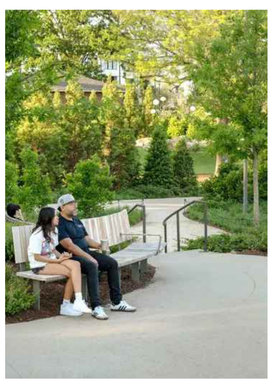
PLAY GROUND:

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.





ROONEY PROPERTIES
WIRE GILL LLP
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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
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:

PARK AREA DETAIL

SHEET No.

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

Office of the Fire Marshal
Fairfax County, VA
APPROVED
Date: 2/5/2026
Reviewer: Michael Paruti
Record #: FTWNFR-SITE-2026-00005

LEGEND

- BUILDING WITHIN 15-30' OF FIRE LANE (PFM COMPLIANT AERIAL LADDER ACCESS)
- BUILDING AREA WITH POTENTIAL FOR AERIAL LADDER ACCESS
- NO AERIAL LADDER ACCESS (BEYOND LADDER ACCESS)
- FIRE LANES
- (1) (2) (3) (4) SEE SHEETS 14.1 - 14.2 FOR DISTANCE DETAILS

CORPORATION
DEED BOOK 12646 PAGE 1999
ZONE: O & LI

DOMINION ELECTRIC EASEMENT NO AERIAL LADDER ACCESS

PARK DRIVE

MULTIFAMILY BUILDING
(85' HT. MAX.)
(NOT A HIGH-RISE BUILDING)

PARKING GARAGE

NOTE:
NOT A HIGH-RISE BUILDING. HIGHEST OCCUPIED FLOOR LEVEL IS LESS THAN 75'

EXCHANGE PLACE

FAIRBROOK DRIVE

DOMINION ELECTRIC EASEMENT NO AERIAL LADDER ACCESS

MULTIFAMILY BUILDING
(85' HT. MAX.)
(NOT A HIGH-RISE BUILDING)

HERNDON PARKWAY

PROPOSED ROW
EXISTING ROW

VIRGINIA STATE GRID NORTH
NAD 83

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

Office of the Fire Marshal
Fairfax County, Virginia
Record #: FTWNFR-SITE-2026-00005

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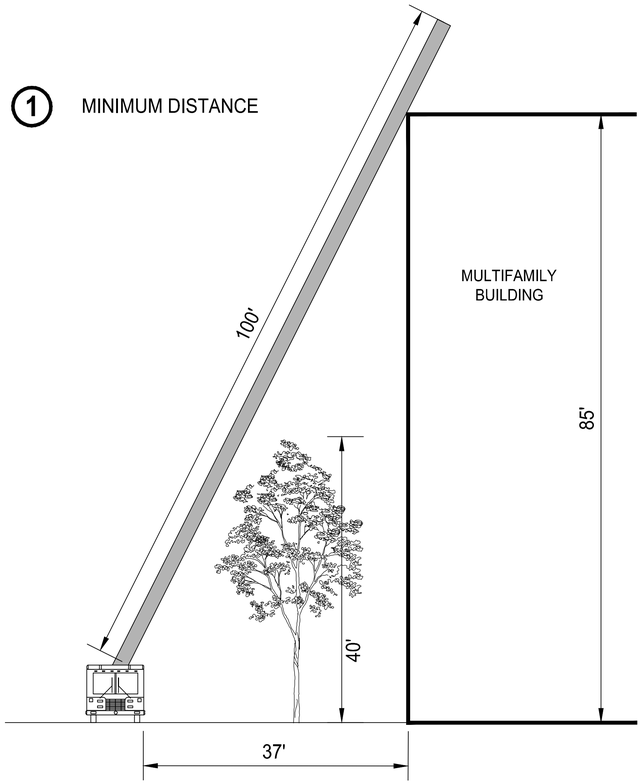
PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

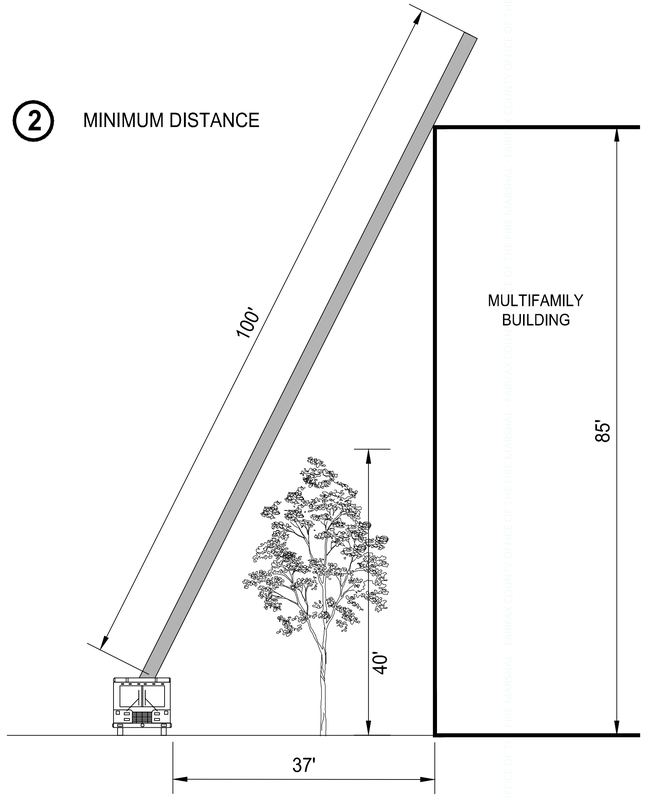
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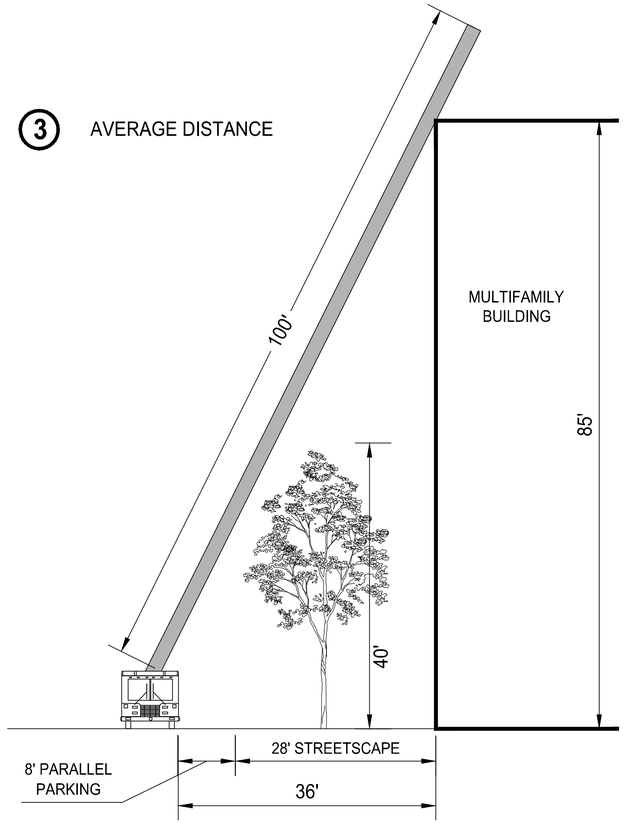
FIRE MARSHALL EMEGENCY ACCESS EXHIBIT

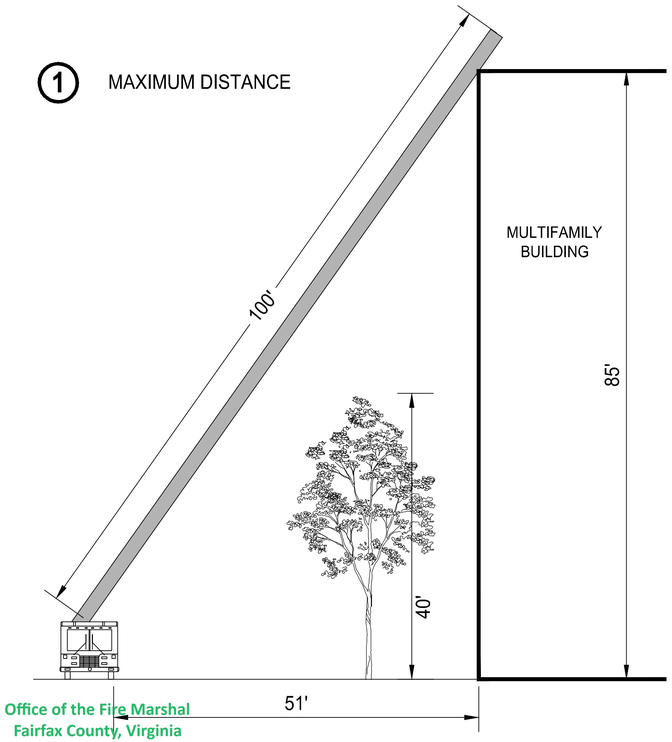
SHEET No.
14

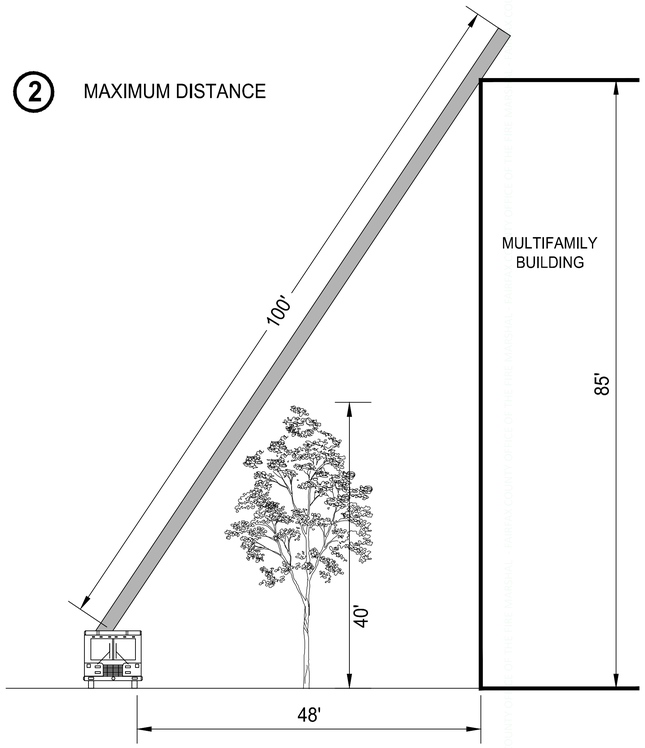
P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\14 FIRE MARSHALL EMEGENCY ACCESS EXHIBIT.dwg, 2/2/2026 3:33:57 PM, Jason M. Aragna,











Office of the Fire Marshal
Fairfax County, Virginia
Record #: FTWNFR-SITE-2026-00005

NOTE:
STREET TREES WILL BE PROVIDED AT AN APPROXIMATE ON-CENTER SPACING OF 35'±.

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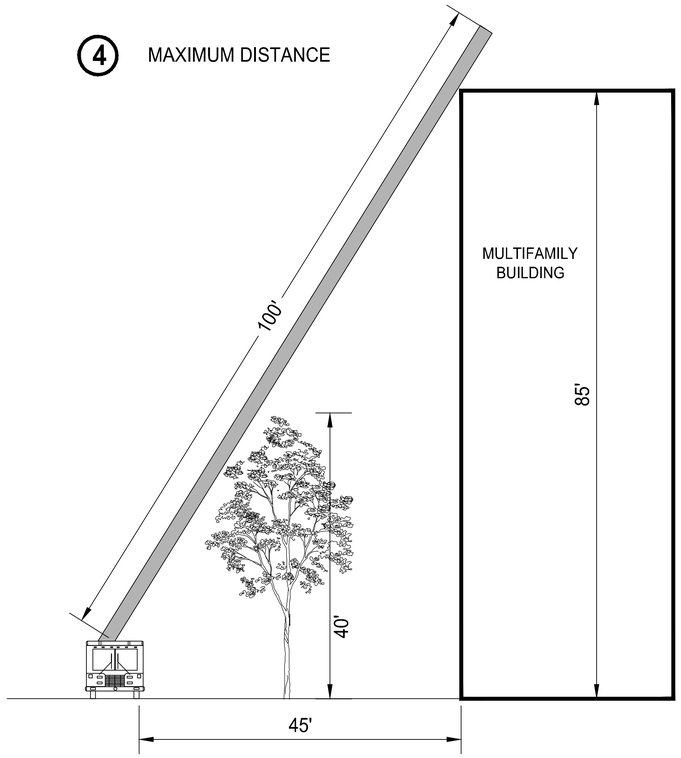
PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:
TRUCK ACCESS DETAILS

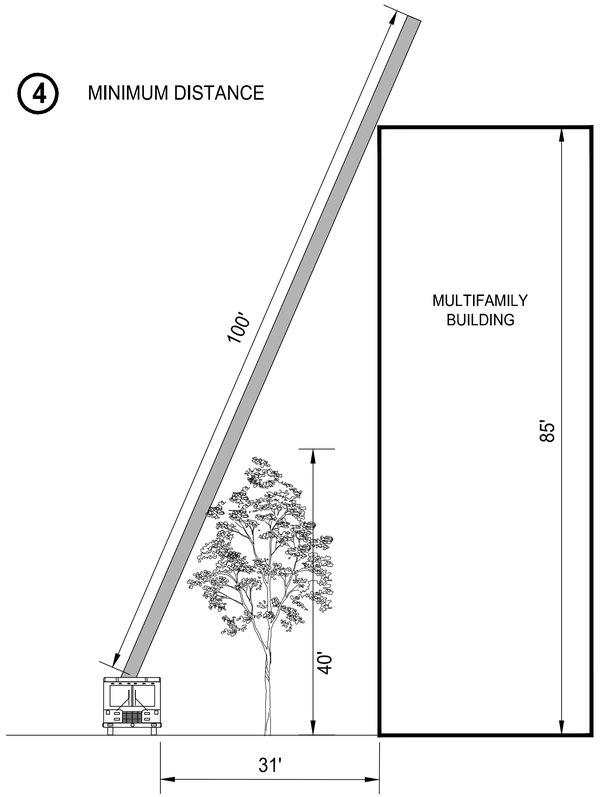
SHEET No.
14.1

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



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

SHEET TITLE:

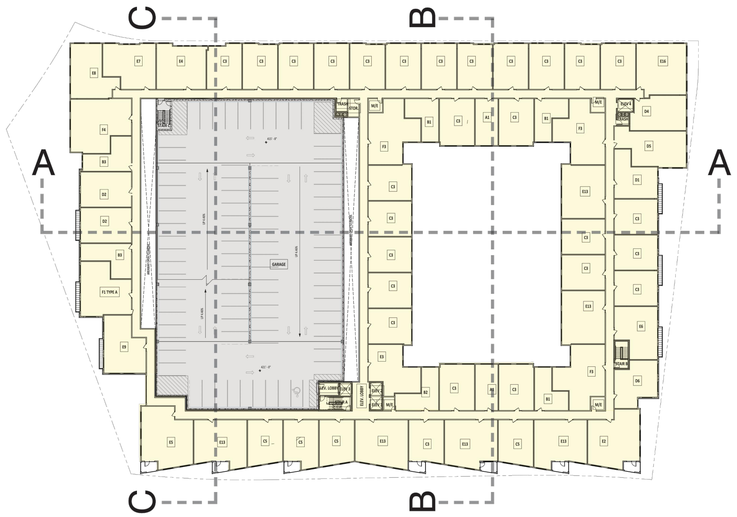
TRUCK ACCESS DETAILS

SHEET No.

14.2

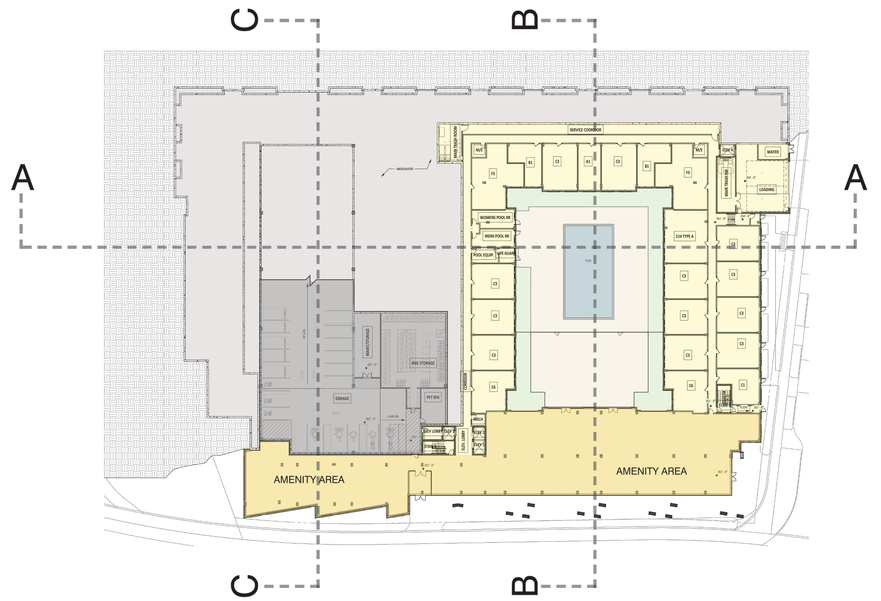
Office of the Fire Marshal
Fairfax County, Virginia
Record #: FTWNFR-SITE-2026-00005

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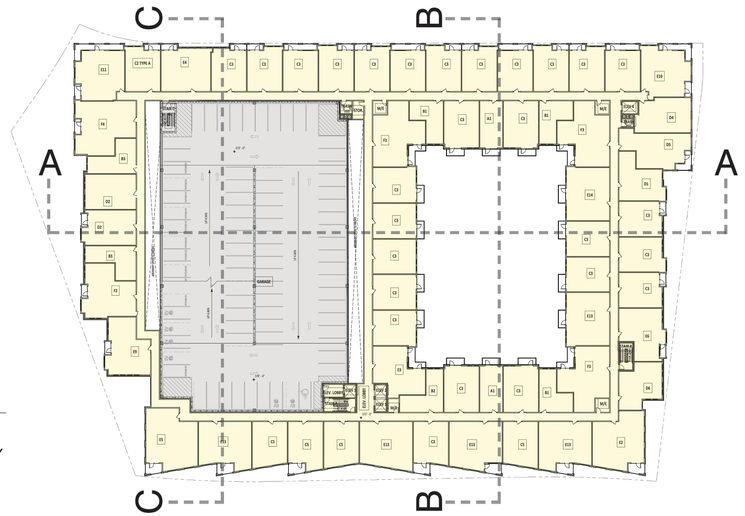
04 TYPICAL PLAN - LEVELS 6 & 7

SCALE: 1" = 50'-0"



01 COURTYARD LEVEL PLAN

SCALE: 1" = 50'-0"

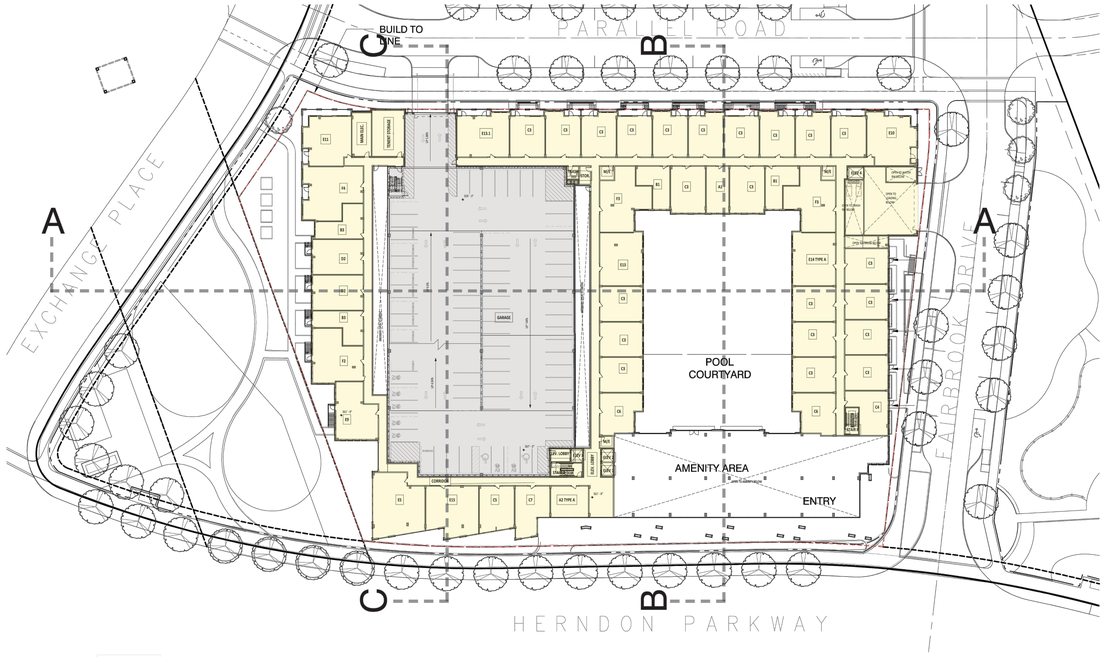


LEGEND

- 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

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

SHEET TITLE:

ARCHITECTURAL BUILDING PLAN

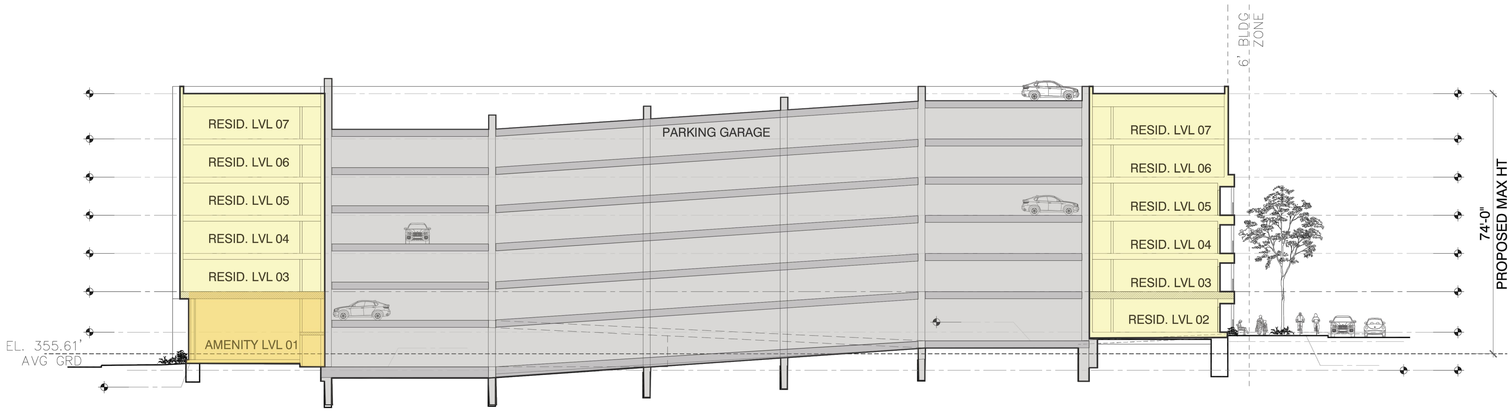
SHEET No.

15

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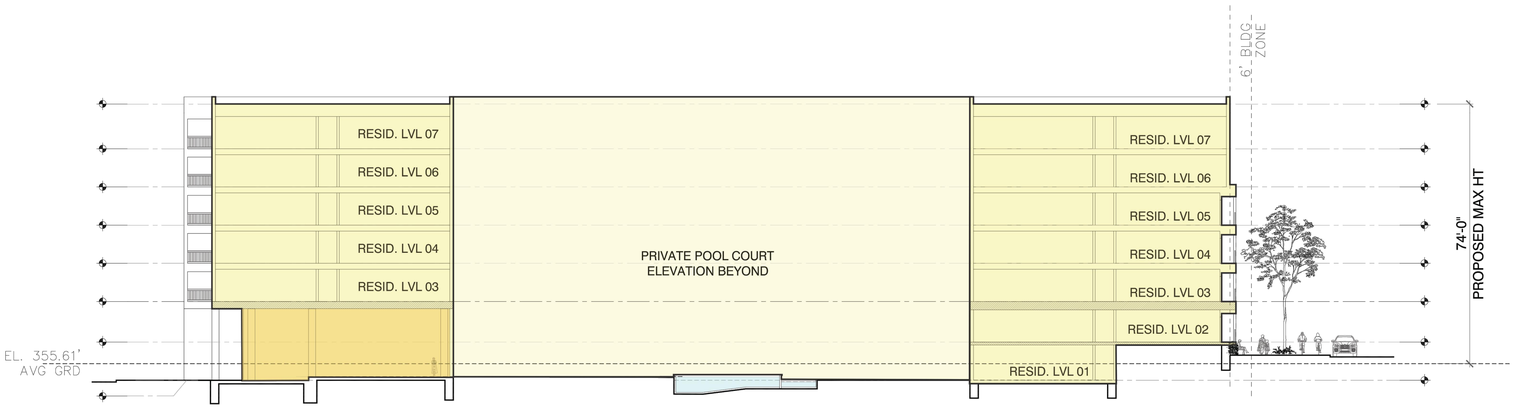
LEGEND

- RESIDENTIAL
- RESID. AMENITY
- STRUCT. PKG



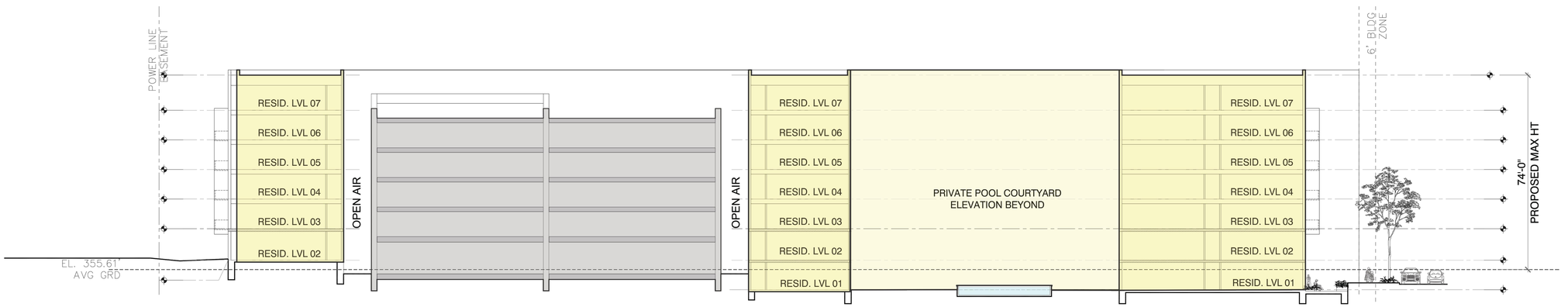
03 SITE / BUILDING SECTION C

SCALE: 1" = 20'-0"



02 SITE / BUILDING SECTION B

SCALE: 1" = 20'-0"



01 SITE / BUILDING SECTION A

SCALE: 1" = 20'-0"

ROONEY PROPERTIES

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12/29/2025
PROFESSIONAL ENGINEER

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

SHEET TITLE:

ARCHITECTURAL BUILDING SECTIONS

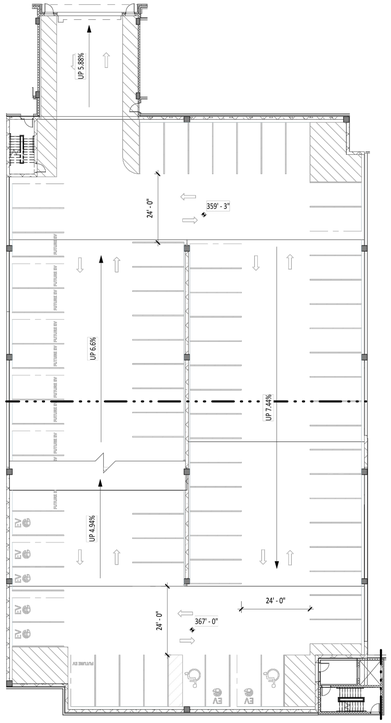
SHEET No.

16

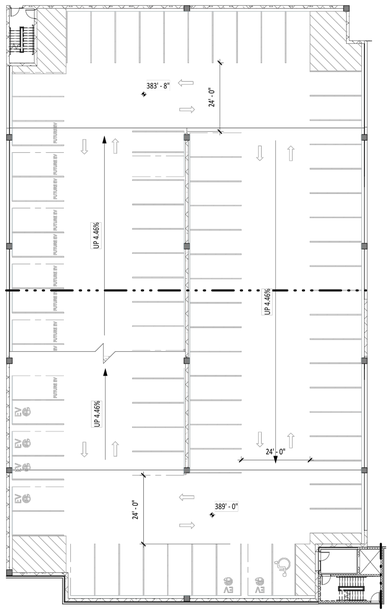
P:\Projects\23008899.00\exchange place development plan\113159 development plan\16 ARCHITECTURAL BUILDING SECTIONS.dwg, 12/29/2025 3:26:15 PM, Jason M. Allagna,

PARKING SPACE TABULATION							
PARKING CATEGORY	STANDARD	COMPACT	ADA	ADA VAN	TOTAL	EV BREAKDOWN EV	EV BREAKDOWN FUTURE
RESIDENTIAL	523	0	10	3	535	26	54
TOTAL PARKING SPACES	523	0	10	3	535	26	54

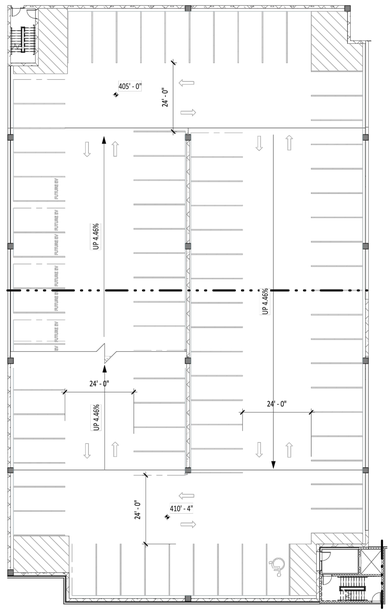
REFER TO SHEET A032 FOR PARKING SIGNAGE SCHEDULE



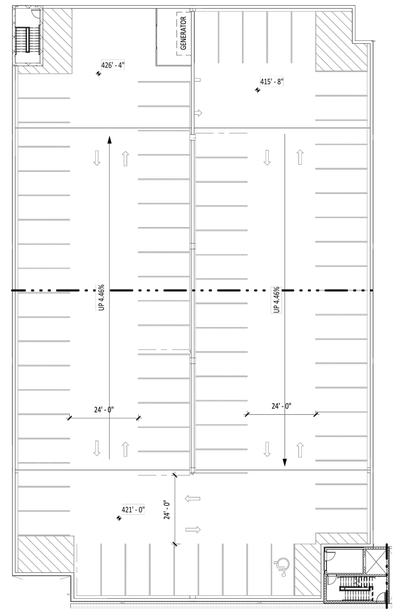
2 PARKING PLAN - LEVEL 2
EP01 SCALE 1"=25'-0"



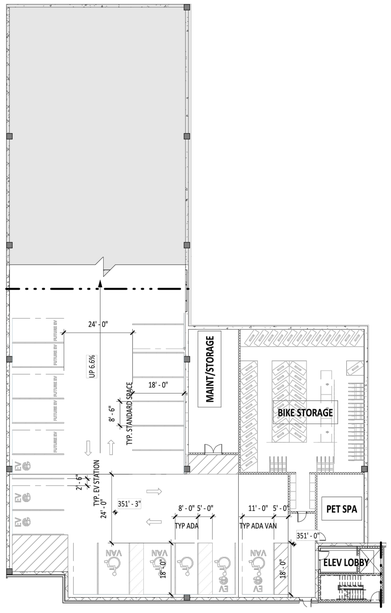
4 PARKING PLAN - LEVEL 4
EP01 SCALE 1"=25'-0"



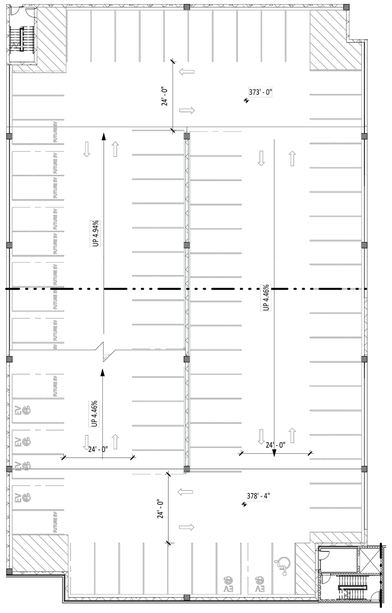
6 PARKING PLAN - LEVEL 6
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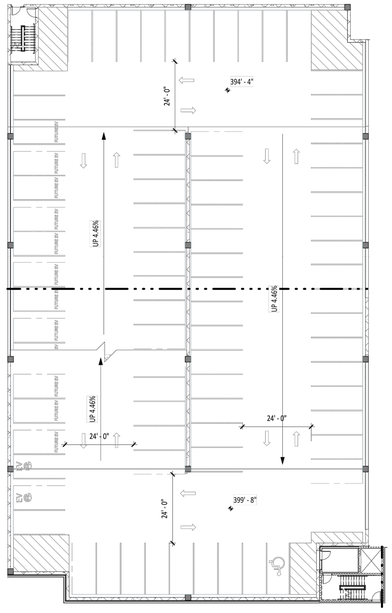
8 PARKING PLAN - ROOF
EP01 SCALE 1"=25'-0"



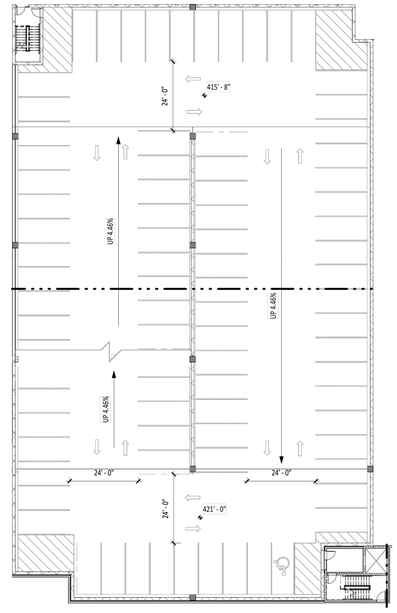
1 PARKING PLAN - LEVEL 1
EP01 SCALE 1"=25'-0"



3 PARKING PLAN - LEVEL 3
EP01 SCALE 1"=25'-0"



5 PARKING PLAN - LEVEL 5
EP01 SCALE 1"=25'-0"



7 PARKING PLAN - LEVEL 7
EP01 SCALE 1"=25'-0"

NOTE:
EV EQUIPMENT SHALL BE LOCATED IN BETWEEN SPACES AS TO NOT AFFECT STALL DIMENSIONS

ROONEY PROPERTIES

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mv+a

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Transportation Planners and Engineers

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12/29/2025
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DEVELOPMENT PLAN
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DATE: 12/17/2024
SCALE: AS SHOWN
DESIGN: MVA
DRAWN: MVA
CHECKED: MVA

SHEET TITLE:

PARKING GARAGE DETAIL

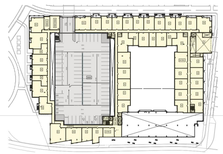
SHEET No.
17

P:\Projects\23008899.00\exchange place development plan\113159 development plan\17 PARKING GARAGE DETAIL.dwg, 12/29/2025 3:29:19 PM, Jason M. Alagna,



03 EXCHANGE PLACE ELEVATION

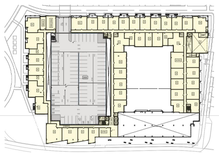
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04 PARALLEL ROAD ELEVATION

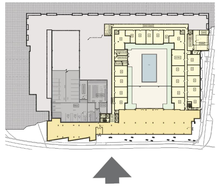
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01 HERNDON PARKWAY ELEVATION

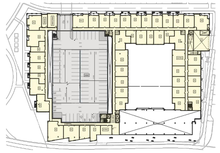
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02 FAIRBROOK DRIVE ELEVATION

SCALE:1”= 30’-0”



ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
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.: 23008699.00
DRAWING No.: 113159
DATE: 12/17/2024
SCALE: AS SHOWN
DESIGN: MVA
DRAWN: MVA
CHECKED: MVA

SHEET TITLE:

ARCHITECTURAL ELEVATIONS

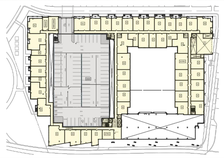
SHEET No.

18

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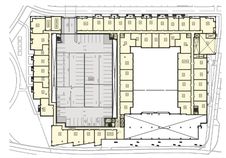


03 NE CORNER LOOKING WEST



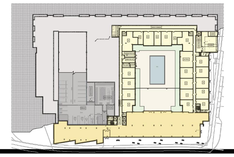


04 NW CORNER LOOKING EAST



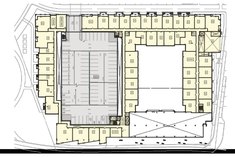


01 SE CORNER LOOKING WEST - HERNDON PARKWAY





02 SW CORNER LOOKING EAST - HERNDON PARKWAY



ROONEY PROPERTIES

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12/29/2025
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EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
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3	12-29-2025	4TH PLAN SUBMISSION

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/17/2024
SCALE: AS SHOWN
DESIGN: MVA
DRAWN: MVA
CHECKED: MVA

SHEET TITLE:

ARCHITECTURAL PERSPECTIVES

SHEET No.

19

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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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

MARK	DATE	DESCRIPTION
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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
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TOWNHOUSE FACADE KEY MAP

SHEET No.

20

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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:_____

Transportation Impact Study

Exchange Place

Town of Herndon, Virginia

July 18, 2024
Revised: February 5, 2025
Revised: June 25, 2025
Revised: December 29, 2025

Prepared for:

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Executive Summary

The following report presents the findings of a Transportation Impact Study (TIS) conducted for the proposed Exchange Place redevelopment in the Town of Herndon, Virginia. This study was developed in accordance with guidelines and recommendations set forth by the Town of Herndon.

This study was prepared in accordance with the best professional practices and standards in order to assess the impact of the proposed redevelopment on the surrounding transportation systems and recommend improvements to lessen or negate those impacts. This study involves the evaluation of anticipated roadway conditions with and without the proposed redevelopment and recommends possible transportation improvements and strategies to offset both the impacts of the increase in future traffic demand and the changes in traffic operations and characteristics due to the redevelopment. This study serves to assist public officials and developers to balance interrelations between efficient traffic movements with necessary access.

3rd Submission Update: It is noted that in order to be consistent with the Transit-Related Growth Area (TRG) Small Area Plan, the road previously referred to as “Park Drive” will now be identified as “Parallel Street”. All instances of “Park Drive” within this TIS are referring to “Parallel Street” as identified on the TRG Small Area Plan Transportation Network.

Site Location and Study Area

The site is located north of Herndon Parkway and east of Exchange Place in the Town of Herndon, Virginia.

For the purposes of this study, the analysis presented herein includes 11 existing intersections and two (2) future intersections.

The study intersections are as follows:

1. Spring Street and Victory Drive
2. Herndon Parkway and Spring Street
3. Spring Street and Fairfax County Parkway Ramps
4. Herndon Parkway at Sunset District (Sunset Business Park)
5. Herndon Parkway and Fairbrook Drive
6. Herndon Parkway and Exchange Place
7. Exchange Place and Parallel Street
8. Herndon Parkway and 555 and 575 Herndon Parkway Entrance
9. Herndon Parkway and Pedestrian Signal
10. Herndon Parkway and Van Buren Street
11. Van Buren Street and Worldgate Drive
12. Herndon Parkway and Parallel Street/Worldgate Drive (Future)
13. Fairbrook Drive and Parallel Street (Future)
14. Fairbrook Drive and Private Road B (Future)

Description of Proposed Development

The existing site is currently occupied by a 108,402 SF office park that is to be removed. The proposed development includes 400 mid-rise multifamily dwelling units and up to 66 stacked townhouses. Total site build-out is planned for the year 2027.

Principal Findings and Conclusions

Discussions regarding the study assumptions and relevant background information were held with Town of Herndon staff during a scoping meeting on May 16, 2024. A copy of the signed scoping document is included in Appendix A.

Based on the above guidelines, the analysis presented in this report supports the following conclusions:

TIS Components

- As determined based on discussions with the Town, a growth rate of one (1) percent per year was applied to major movements to account for a regional increase in background traffic.
- The proposed development is anticipated to generate approximately 155 trips during the AM peak hour, 153 trips during the PM peak hour, and 1,770 trips on a typical weekday with reductions. It is noted that the Mid-Day peak hour was not analyzed as agreed upon at the scoping meeting.
- The following approved yet unbuilt background developments were assumed to be in place by 2027:
    - Woodland Park East Block E – 560,000 SF of office and 20,000 SF of retail
    - 555 Herndon Parkway – 435 residential units, 200,000 SF of office, and 10,000 SF of retail
    - Parkview at Herndon Metro – 675 residential units, 413,000 SF of office, and 10,000 SF of retail
    - Herndon Hotel – 250 room hotel
    - Fairbrook Business Park (Phase 1) – 1,080 residential units, a 10,000 SF daycare and 10,000 SF of retail

Infrastructure

- Existing vehicular access is provided via one (1) full-access entrance on Exchange Place and one (1) full-access entrance on Herndon Parkway.
- Site access will continue to be provided via Exchange Place and Herndon Parkway.
- **2nd Submission Update:** The conceptual development plan has been changed since the 1st submission. Future site access on Exchange Place will now be provided via two (2) full-access entrances at Parallel Street and Private Road B.

Non-Single Occupancy Vehicle (SOV) Elements

- Four (4) bus routes provide service in the vicinity of the site, providing regional access to the area.
- Sidewalks exist along both sides of Herndon Parkway. The intersection of Herndon Parkway and Van Buren Street has crosswalks, curb ramps, and pedestrian signal heads on all approaches. The intersection Spring Street and Herndon Parkway have crosswalks, curb ramps, and pedestrian signal heads on all approaches.
- The Herndon Metrorail Station on the Silver Line is located approximately 0.5 miles (walking distance) from the site and is accessible via existing sidewalk connections along Herndon Parkway and the mid-block signalized crosswalk at Herndon Metro Entrance North.

Analysis Results

- For the purpose of this analysis, it is desirable to achieve an overall level of service (LOS) of D or better for each intersection and LOS E or better for each lane group at an intersection within the study area.
- One (1) intersection has movements that operate below acceptable levels of service during the Existing Conditions (2024) peak hours:
    - Intersection #4: Herndon Parkway and Sunset District (PM Peak)

- Three (3) intersections have movements that operate below acceptable levels of service during the Future Conditions without Development (2027) peak hours:
    - Intersection #2: Herndon Parkway and Spring Street (PM Peak)
    - Intersection #4: Herndon Parkway and Sunset District (AM and PM Peak)
    - Intersection #10: Herndon Parkway and Van Buren Street (PM Peak)
- Two (2) intersections have movements that operate below acceptable levels of service during the Future Conditions with Development (2027) peak hours:
    - Intersection #4: Herndon Parkway and Sunset District (AM and PM Peak)
    - Intersection #10: Herndon Parkway and Van Buren Street (PM Peak)
- Two (2) intersections have movements that operate below acceptable levels of service during the Future Conditions with Development (2027) with 575 Herndon Parkway peak hours:
    - Intersection #4: Herndon Parkway and Sunset District (AM and PM Peak)
    - Intersection #10: Herndon Parkway and Van Buren Street (PM Peak)

Proposed Mitigation

- The proposed redevelopment does not cause any movements to begin to operate below acceptable levels of service; therefore, no mitigations are proposed at the study intersections.
- It is noted that the following transportation improvements are associated with the approved yet unbuilt Fairbrook Business Park development. These improvements are not anticipated to be in place by 2027.
    - Intersection #5: Herndon Parkway and Fairbrook Drive
        - Extend the existing left turning lane on southbound Herndon Parkway to a stacking length of 225 feet.
        - Construct a right turn lane on northbound Herndon Parkway.
- It is also noted that the Transit-Related Growth Small Area Plan proposes a new traffic signal at the intersection of Herndon Parkway and Sunset District.

Preliminary Signal Warrant Analysis – Herndon Parkway and Fairbrook Drive

- According to the proffer conditions for the Fairbrook Business Park development dated November 17, 2020, a traffic signal is to be installed prior to the issuance of a permanent certificate of occupancy for the New Building which generates the need for a signal.
- In order to determine if a signal is warranted at the intersection of Herndon Parkway and Fairbrook Drive (Intersection #5), a preliminary signal warrant analysis was conducted under future conditions for the following two (2) scenarios:
    - With Exchange Place and without Fairbrook Business Park (Phase 1)
    - With Fairbrook Business Park (Phase 1) and without Exchange Place
- A signal at Herndon Parkway and Fairbrook Drive would not be warranted with Exchange Place and without Fairbrook Business Park (Phase 1), but would be warranted with Fairbrook Business Park (Phase 1) and without Exchange Place.

- It is noted that the Exchange Place development site trips account for approximately 4.0 percent of the Future with Development (2027) intersection volume during the AM peak hour and approximately 3.1 percent of the intersection volume during the PM peak hour at Intersection #5.

Potential Mitigations – Herndon Parkway and Sunset District

- The intersection of Herndon Parkway and Sunset District (Intersection #4) currently operates below acceptable levels of service under Existing Conditions (2024). As requested by the Town, a potential mitigation scenario is provided for informational purposes.
- Intersection #4 currently operates under two-way stop control. The westbound left/through movement operates below acceptable levels of service during the PM peak hour under Existing Conditions (2024) and operates below acceptable levels of service during both peak hours under Future Conditions without Development (2027).
- The Exchange Place development's impact to the intersection is anticipated to be minimal:
    - The Exchange Place development's site trips do not cause the intersection to operate below acceptable levels of service.
    - During the AM peak hour, the delay increase for the westbound left/through movement between the Future without Development and Future with Development scenarios is 9.9 seconds.
    - During the PM peak hour, the delay increase for the westbound left/through movement between the Future without Development and Future with Development scenarios is 14.9 seconds.
- It is noted that the Exchange Place development site trips account for approximately 3.3 percent of the Future with Development (2027) intersection volume during the AM peak hour and approximately 2.5 percent of the intersection volume during the PM peak hour at Intersection #4.
- Intersection #4 was analyzed with a traffic signal as a potential mitigation measure:
    - The results indicate that with a traffic signal, all movements operate at acceptable levels of service during both peak hours.

Introduction

The purpose of this report is to present the findings of a Transportation Impact Study (TIS) conducted for the proposed Exchange Place redevelopment in the Town of Herndon, Virginia. This study was developed in accordance with guidelines and recommendations set forth by the Town of Herndon.

The existing site is currently occupied by a 108,402 SF office park that is to be removed. The proposed development includes 400 mid-rise multifamily dwelling units and up to 66 stacked townhouses. Total site build-out is planned for the year 2027.

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

- A scoping meeting was held with representatives from the Town of Herndon staff on May 16, 2024. A copy of the scoping document is provided in Appendix A.
- Field reconnaissance in the vicinity of the site was performed to collect information related to existing traffic controls, roadway geometry, and traffic flow characteristics.
- Turning movement counts were collected at the study area intersections on Tuesday, May 22, 2024 from 6:00 AM to 10:00 AM and from 3:30 PM to 7:30 PM. It is noted that the Mid-Day peak hour was not analyzed as agreed upon at the scoping meeting. The turning movement count data is included in Appendix B.
- Vehicular traffic analysis for the study intersections was performed using *Synchro 11* based on *Highway Capacity Manual* (HCM) 6th Edition methodology. HCM 2000 methodology was used for all intersections in lieu of HCM 6th Edition if the HCM 6th Edition methodology was not applicable.
- Intersection capacity analyses were performed for the existing year (2024) and build-out year (2027).
- Future traffic volumes were developed by accounting for regional growth in the area and approved yet unbuilt background developments and roadway improvements. A growth rate of one (1) percent per year was applied to major movements to account for a regional increase in background traffic.
- Proposed site traffic volumes were generated based on the methodology outlined in ITE *Trip Generation Manual*, 11th Edition.
- An assessment of the previous crashes has been conducted at existing study intersections.

Sources of data for this study include Institute of Transportation Engineers (ITE), the Town of Herndon, the Virginia Department of Transportation (VDOT), and the office files and field reconnaissance efforts by Gorove Slade.

Background Information: Proposed Development (Site and Nearby)

Description of the Existing Site

Site Location

The site is located north of Herndon Parkway and east of Exchange Place in the Town of Herndon, Virginia.

The geographic scope of the study area was developed in accordance with guidance from Town of Herndon staff. Figure 1 shows the location of the existing and future study intersections.



Figure 1: Site Location

Description of the Parcel

The site is approximately 9.42 acres and is comprised of one (1) parcel, which is identified as Tax Map #16-4 ((10)) 1B.

The existing site is currently occupied by a 108,402 SF office park that is to be removed. Site access is currently provided via Exchange Place and Herndon Parkway.

The terrain at the site location is fairly level with no major changes in elevation.

The parcel map is shown in Figure 2.

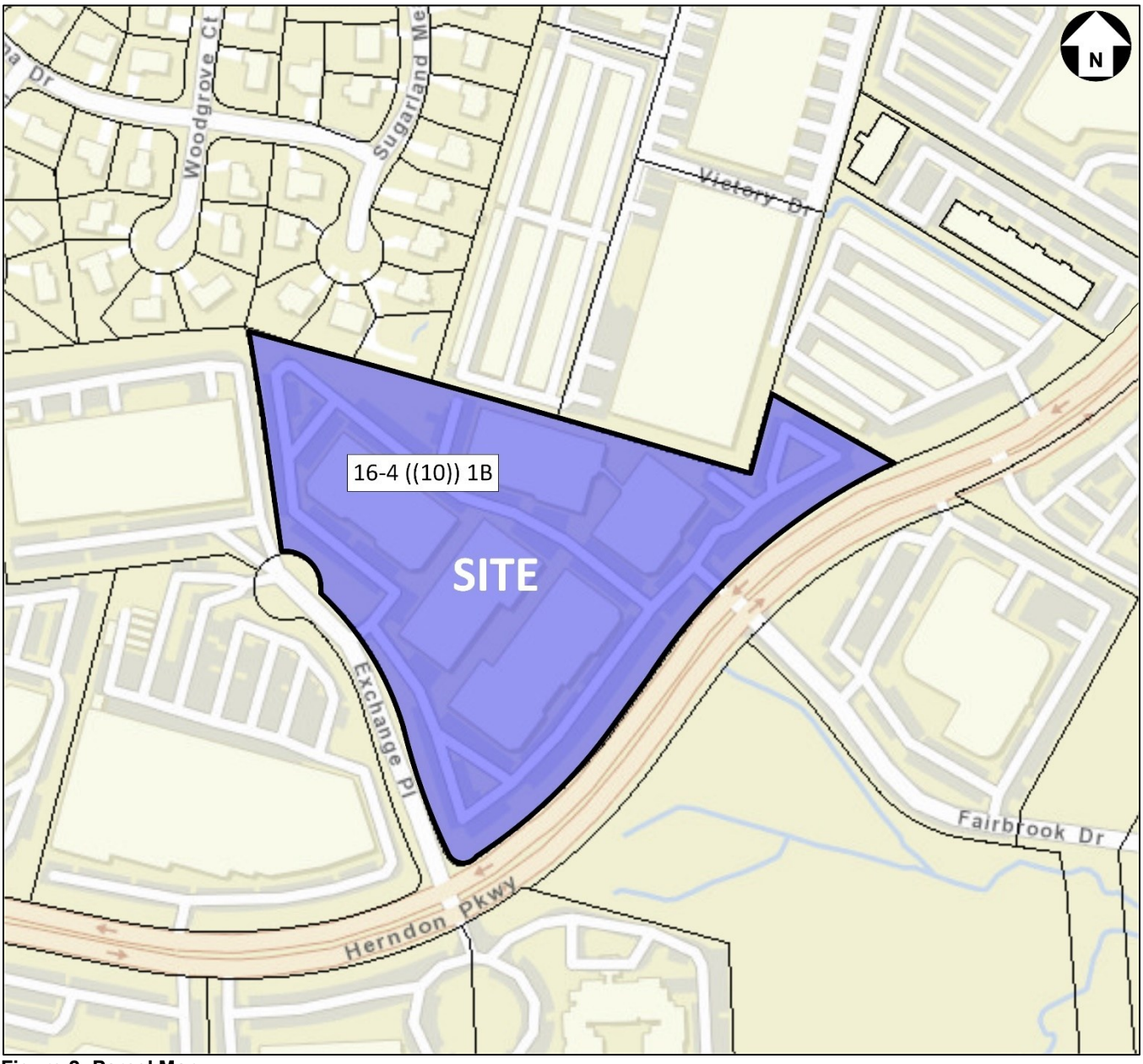


Figure 2: Parcel Map

Location within Jurisdiction and Region

The site is located within the Transit-Related Growth (TRG) Area of the Town of Herndon, Virginia. The site's regional location is shown in Figure 3.

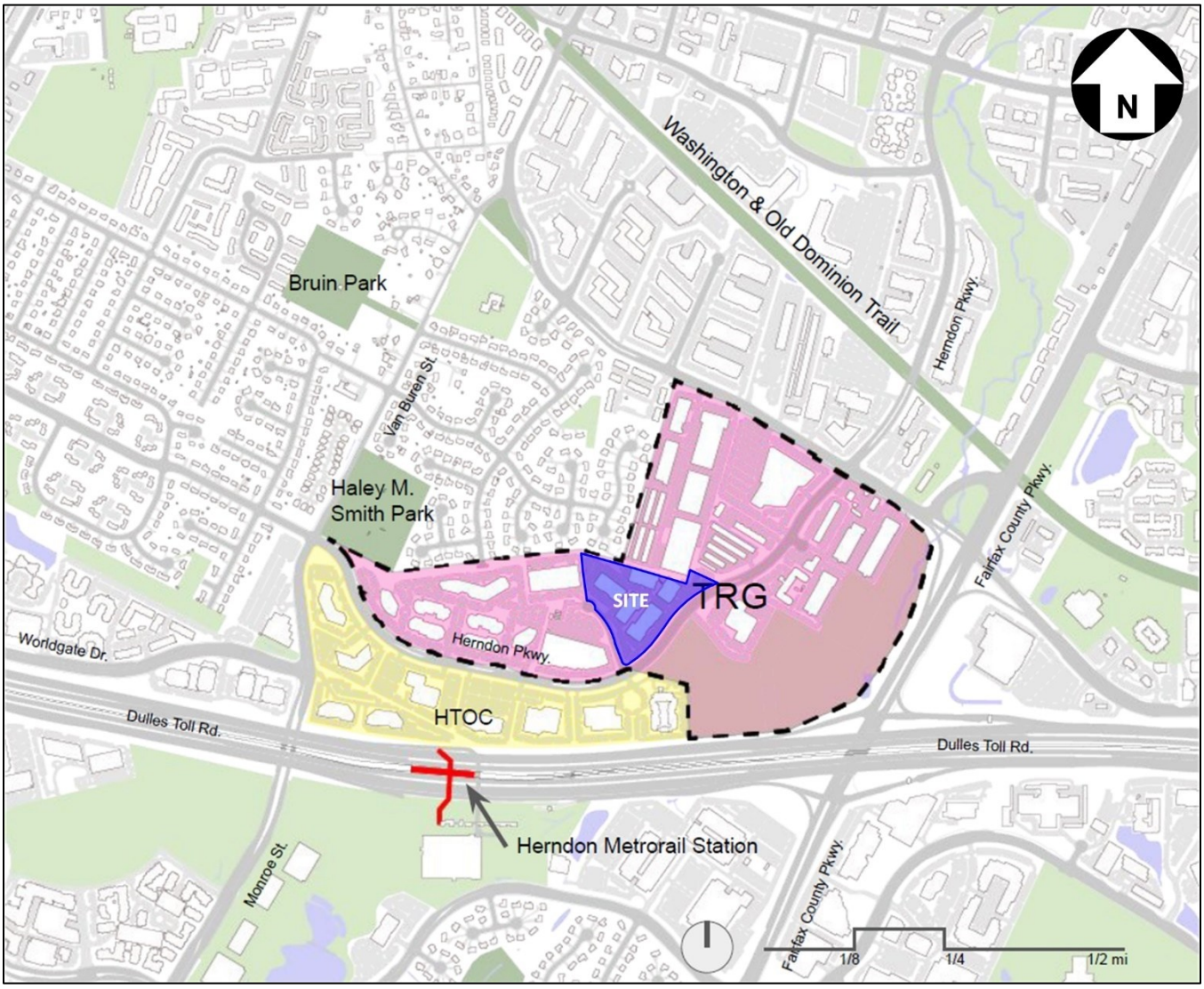


Figure 3: Jurisdiction Location (Source: Town of Herndon)

Transit-Related Small Area Plan Recommendations

The site is located within Area 2 and Area 3 of the Transit-Related Growth Area. Per the *Transit-Related Small Area Plan*, the Land Use Plan for the site includes Low Density Residential and Medium Density Residential. Low Density Residential includes townhomes and two-over-two units with garages along rear alleys and frontage along streets and mews. Medium Density Residential includes mid-rise apartment buildings with a parking garage.

The land use plan is shown in Figure 4.

Area	Use	Building (sf)	Units (RES/H)
Area 1	R-Multifamily	638,700	532
	Corporate	641,700	
	Restaurant Services	43,100	
Area 2	R-Multifamily	937,500	781
Area 3	R-TH	355,700	178
Area 4	R-TH	480,600	240
Area 5	R-Multifamily	673,500	561
	Corporate	480,900	
	Grocery	50,900	
	Restaurant Services	35,900	
Area 6	R-Multifamily	593,500	495
	Hotel	277,500	463
	Creative	66,800	
	Entertainment Fitness	74,400	
	Retail	89,000	
Grand Total		5,439,700 sf	

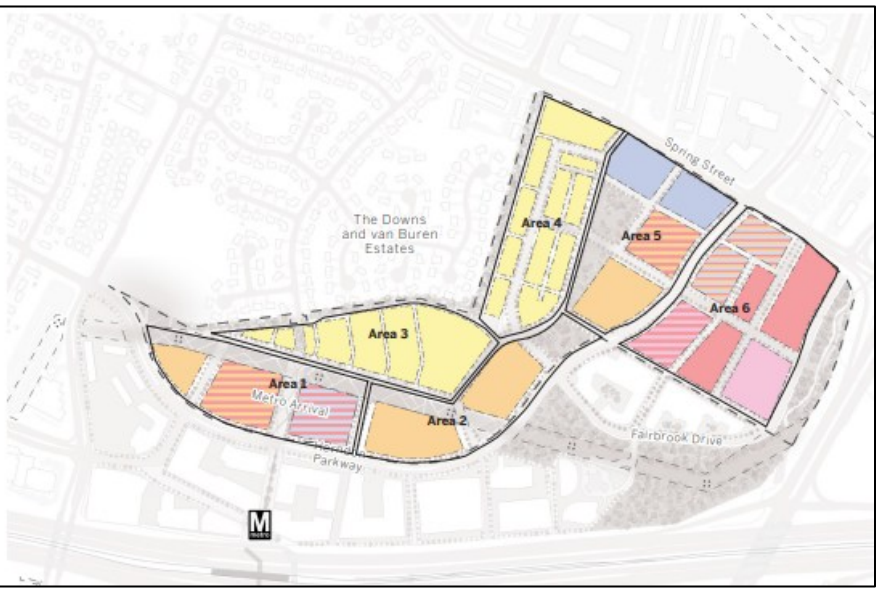


Figure 4: Transit-Related Growth Area Land Use Plan

Zoning for the Site and Nearby Uses

The existing zoning for the site is O & LI (Office and Light Industrial). Adjacent properties to the north of the site are zoned PD-B (Planning Development – Business) and R-10 (Single Family Residential). Nearby properties to the south of the site are zoned PD-TOC (Planned Development – Transit Oriented Core) as shown in Figure 5.

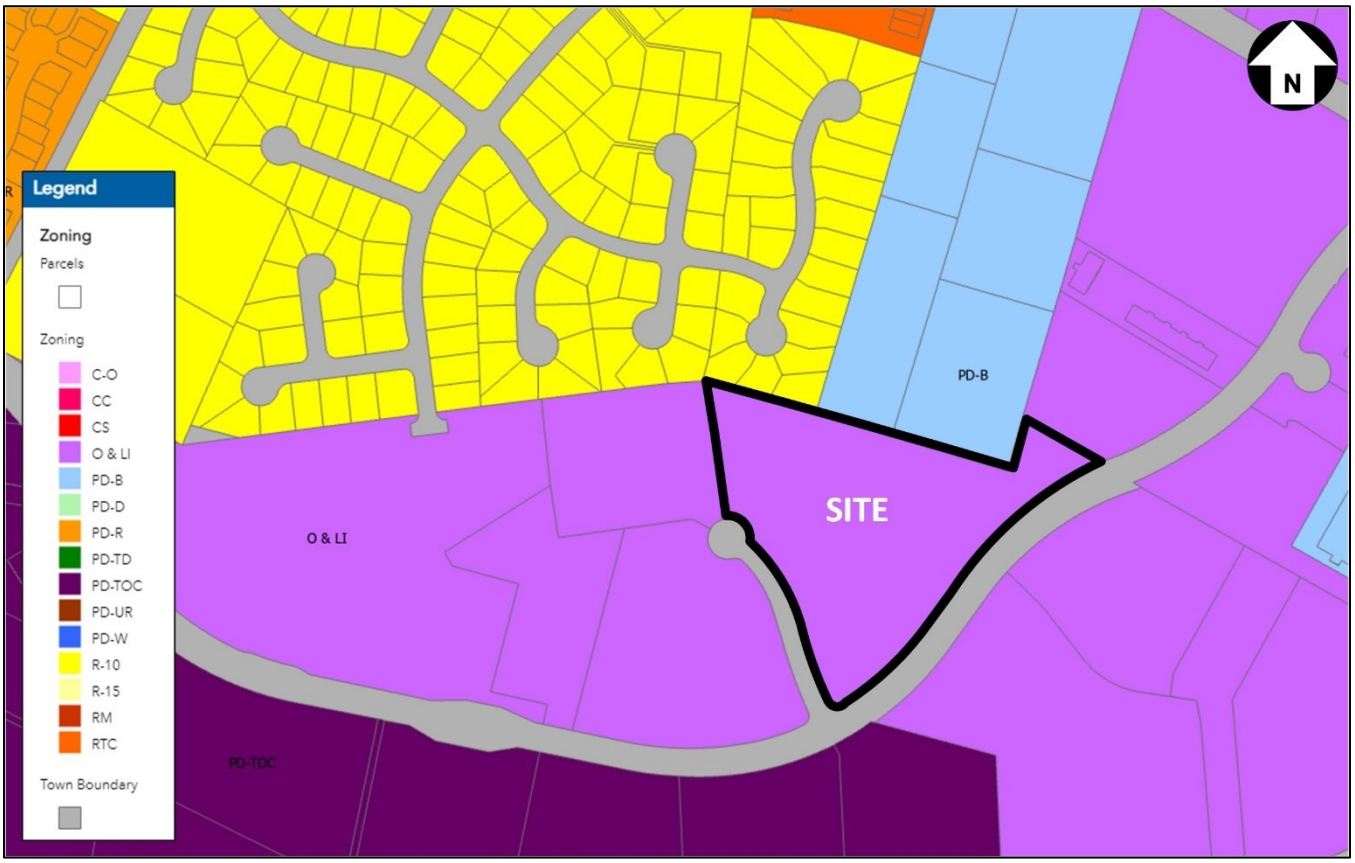


Figure 5: Zoning Map

Description of Geometric Scope and Limits of the Study Area

The geographic scope of the study area was developed in accordance with guidance from Town of Herndon staff.

Existing Roadways

The site is located north of Herndon Parkway and east of Exchange Place in the Town of Herndon, Virginia.

The existing study area consists of seven (7) intersections on Herndon Parkway, two (2) intersections on Spring Street, one (1) intersection on Exchange Place, one (1) intersection on Van Buren Street.

Detailed roadway descriptions are provided in the *Existing Conditions (2024)* section of this study.

The vehicular study area includes the following existing intersections:

1. Spring Street and Victory Drive
2. Herndon Parkway and Spring Street
3. Spring Street and Fairfax County Parkway Ramps
4. Herndon Parkway at Sunset District
5. Herndon Parkway and Fairbrook Drive
6. Herndon Parkway and Exchange Place
7. Exchange Place and Existing 250 Exchange Place Entrance (Future Parallel Street)
8. Herndon Parkway and 555 and 575 Herndon Parkway Entrance
9. Herndon Parkway and Pedestrian Signal
10. Herndon Parkway and Van Buren Street
11. Van Buren Street and Worldgate Drive

Planned Future Transportation Improvements

Herndon Metrorail Station Access Improvement Projects

Herndon area station access projects improve pedestrian, vehicle, and bicycle connections to and from the new Silver Line Metro stations. The majority of projects in the Herndon area are being constructed with Fairfax County Department of Transportation (FCDOT) funding to improve Metro station access. In the vicinity of the Exchange Place site, approximately 2,100 feet of two-way cycletrack will be added to the south side of Herndon Parkway.

East Spring Street Improvements Project

The East Spring Street Improvements Project enhances multi-modal service levels along Spring Street and Herndon Parkway at the intersection of those two roads, the approaches to the intersection, and on Spring Street between the intersection and the Fairfax County Parkway overpass. The project is intended to increase vehicular mobility and capacity and improve sidewalk connectivity and safety. It includes a new two-way cycle track along Herndon Parkway which would connect to the W&OD Regional Trail and Sugarland Run Regional Trail. Project highlights include the widening of the intersection with additional through and turn lanes, access management improvements, 2000-foot length of Herndon Parkway cycle track to connect with Sugarland Run Regional Trail, high visibility crosswalks, ADA compliant sidewalks and curb ramps, new sidewalk on the south side of Spring Street to connect with the County sidewalk under the Fairfax County Parkway, and new traffic signals as well as accessible pedestrian signals.

Worldgate Drive Extension

The Worldgate Drive Extension project includes extending Worldgate Drive from Van Buren Street to Herndon Parkway and new signalization at Herndon Parkway and the Worldgate Drive Extension. The improvements include LED traffic/bike/pedestrian signalization, dedicated turning lane capacity improvements, street-lighting, cycle tracks, ADA curb cuts/sidewalks, and paver crosswalks. The pedestrian crossings and improved traffic flow will provide additional safety measures for motorized and non-motorized traffic modes. Safety is a critical component for this project, emphasizing a seamless and safer multimodal environment for pedestrians and cyclists.

Transit Improvements

According to the Fairfax Connector Transit Strategic Plan (TSP), new transit routes and alignment changes are recommended in the vicinity of the site. The routes have been adjusted in accordance with the phased completion of the Dulles Corridor Metrorail Project. Figure 6 shows the local bus service recommendations in the vicinity of the site per the TSP.

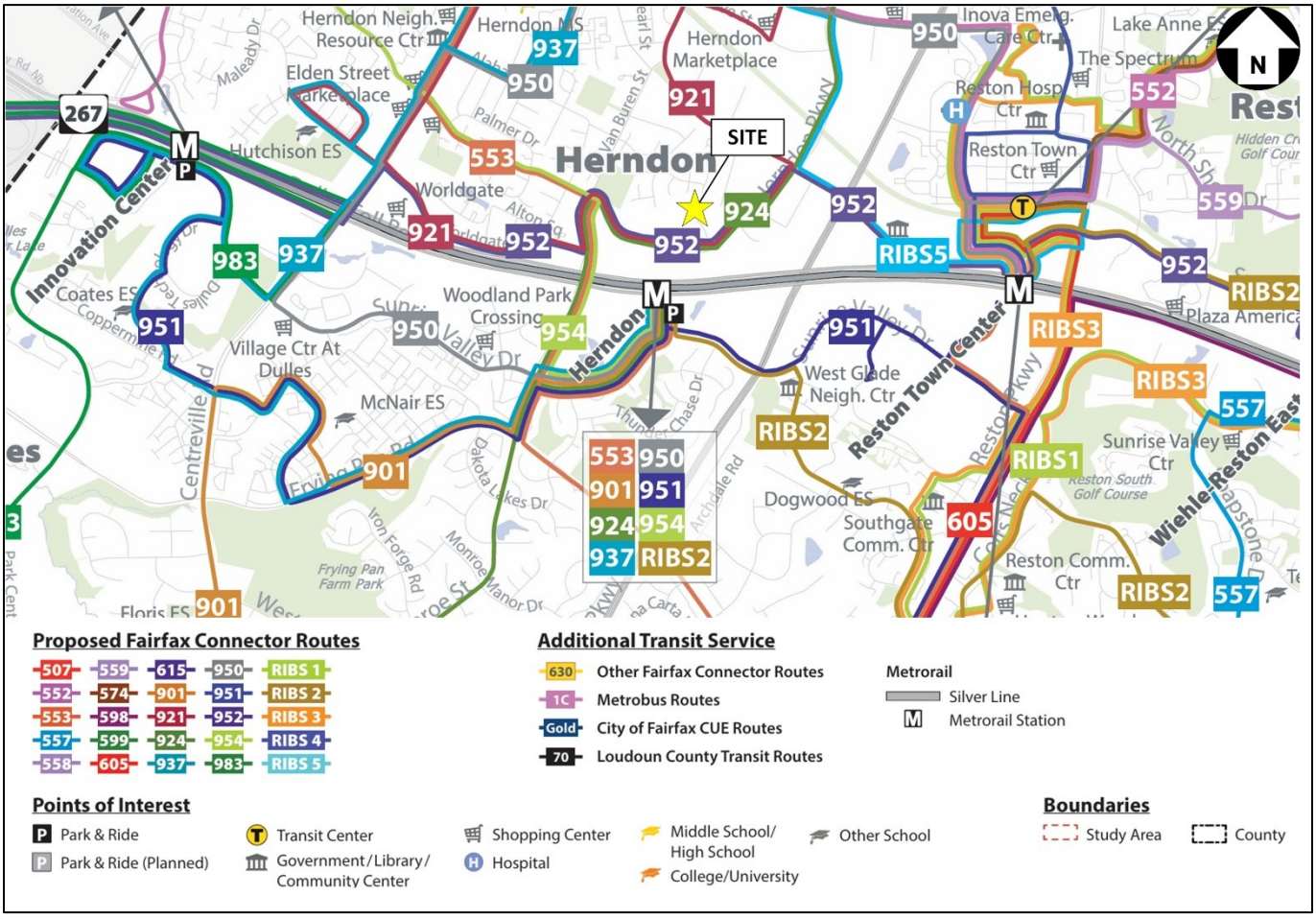


Figure 6: Fairfax Connector Transit Strategic Plan (Source: FCDOT)

Bicycle and Pedestrian Improvements

Fairfax County has adopted a *Countywide Bicycle Master Plan* and the Town of Herndon has adopted a *Bicycle Network Master Plan*. Figure 7 and Figure 8 show the existing and recommended bicycle facilities in the vicinity of the site. Both the Fairfax County and Town of Herndon bicycle master plans show a cycle track is recommended along Herndon Parkway in the vicinity of the site.

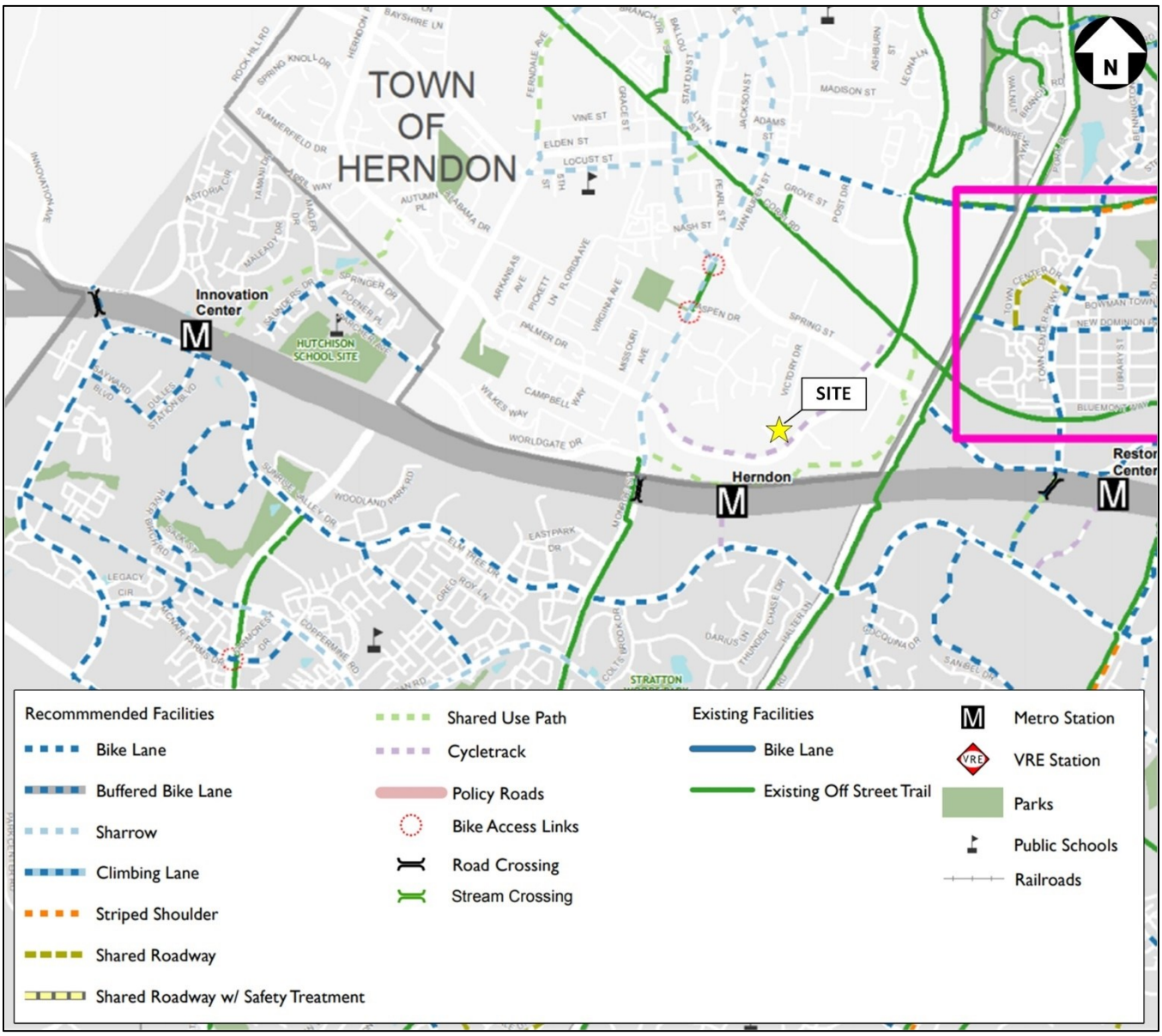


Figure 7: Recommended Bicycle Facilities (Source: Fairfax County Bicycle Master Plan)

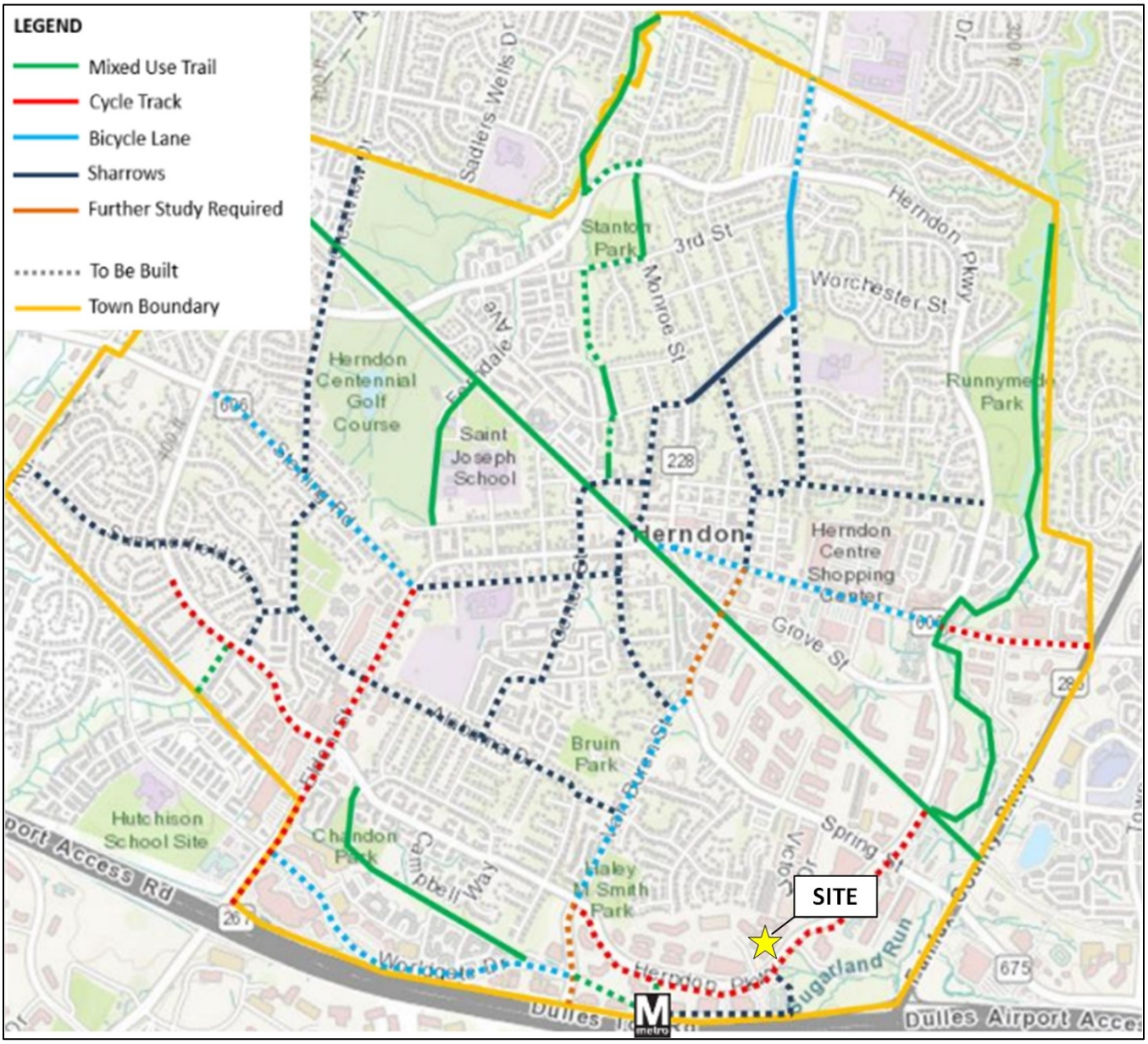


Figure 8: Recommended Bicycle Facilities (Source: Town of Herndon Bicycle Network Master Plan)

Existing Conditions (2024)

Existing Transit Service

Four (4) bus routes currently serve the site area along Herndon Parkway. Bus service along Herndon Parkway is provided by Fairfax Connector Routes 921, 924, and 952 and OmniRide Route 618. The existing bus routes are shown in Figure 9. Bus stops are located on both sides of Herndon Parkway at Fairbrook Drive and Exchange Place in the vicinity of the site.

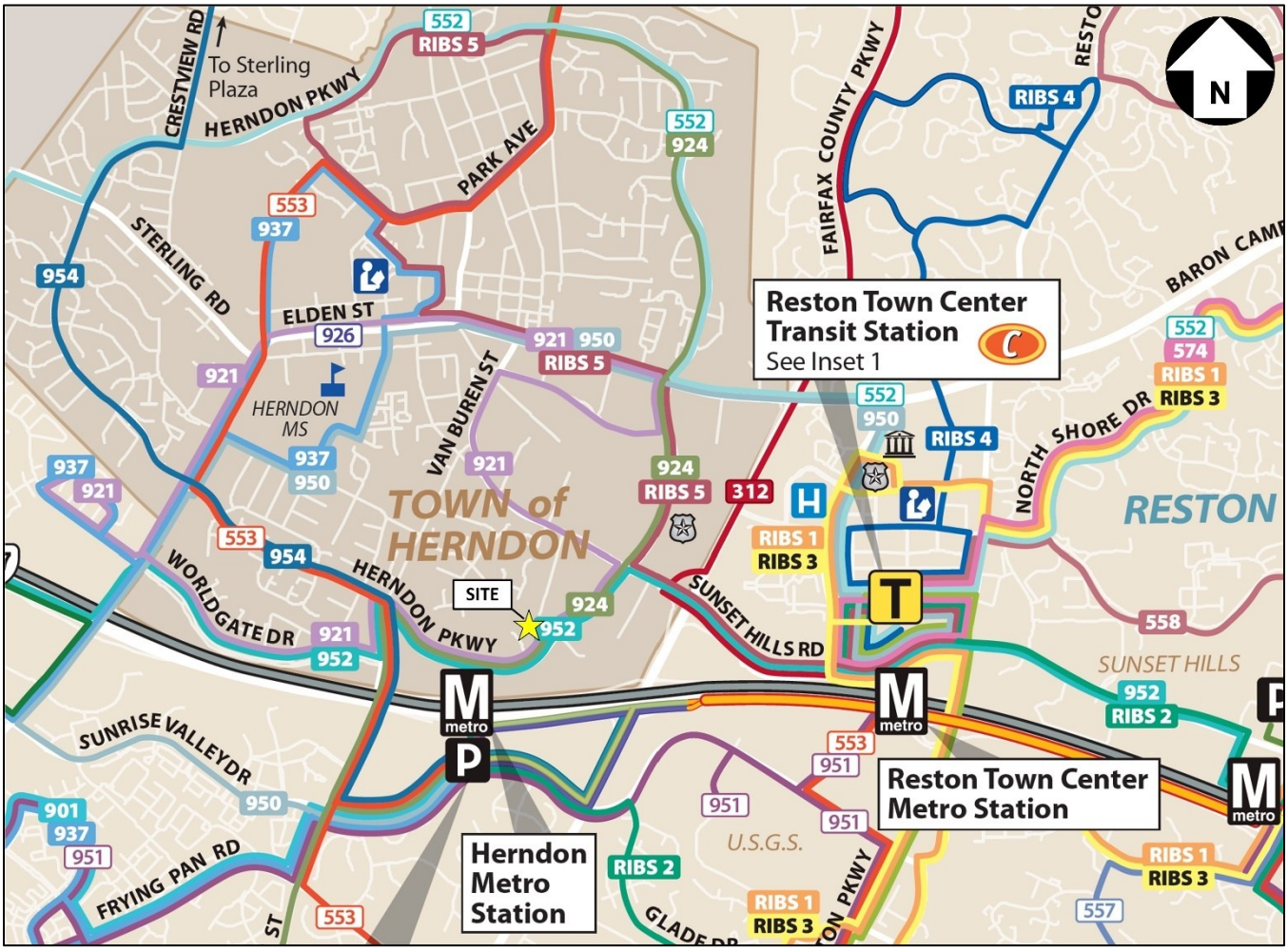


Figure 9: Existing Transit Service (Source: Fairfax Connector)

Existing Bicycle and Pedestrian Facilities

Sidewalks exist along both sides of Herndon Parkway. The intersection of Herndon Parkway and Van Buren Street has crosswalks, curb ramps, and pedestrian signal heads on all approaches. The intersection Spring Street and Herndon Parkway has crosswalks, curb ramps, and pedestrian signal heads on all approaches.

Herndon Parkway is considered “Less Comfortable” for bicycling as shown in Figure 10.

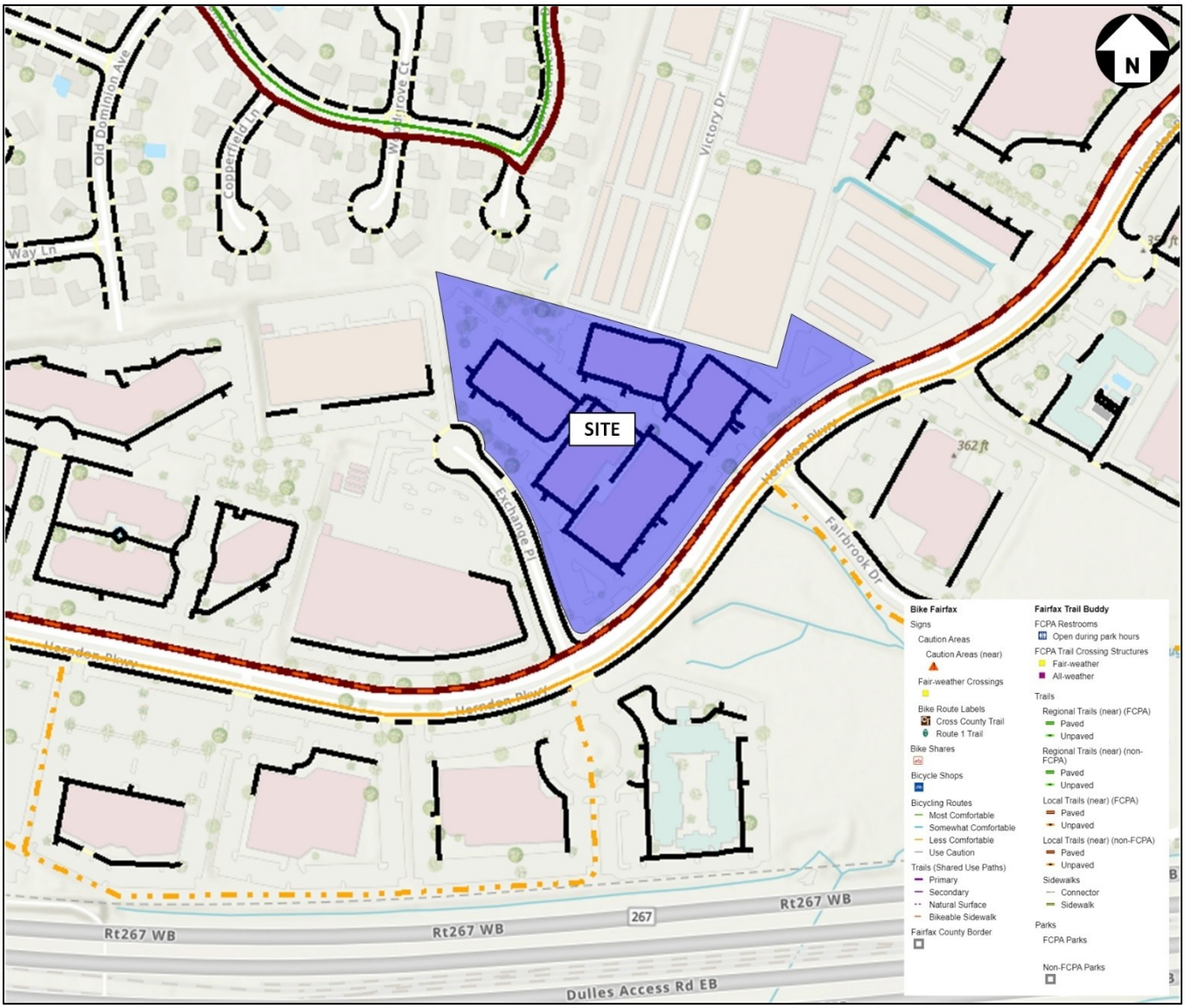


Figure 10: Bicycle and Trail Network (Source: Bike Fairfax Interactive Map)

Existing Roadway Network

A description of the major roadways within the study area is presented in Table 1. The existing roadway network, including lane configurations and traffic controls, is presented in Figure 11.

Table 1: Existing Roadway Network

Roadway	From	To	VDOT Classification	Lanes	Speed (mph)	On-Street Parking	2019 AADT (vpd)*	2022 AADT (vpd)*
Van Buren Street	SCL Herndon	Herndon Parkway	Major Collector	4	25/35	No	22,000	14,608
Van Buren Street	Herndon Parkway	Alabama Drive	Major Collector	2	25	No	8,400	6,405
Herndon Parkway	Elden Street	Sterling Road	Minor Arterial	4	35	No	21,000	16,695
Spring Street	Victory Drive	Herndon Parkway	Major Collector	4	30	No	11,000	9,698
Spring Street	Herndon Parkway	SCL Herndon	Minor Arterial	4	30	No	38,000	33,910

** VDOT Annual Average Daily Traffic (AADT) Data*

Van Buren Street is a two-lane undivided roadway north of Herndon Parkway and a four-lane divided roadway south of Herndon Parkway and is classified as a major collector. The posted speed limit within the vicinity of the site is 25 mph north of Worldgate Drive and is 35 mph south of Worldgate Drive.

Herndon Parkway is a four-lane divided roadway and is classified as a minor arterial. The posted speed limit in the vicinity of the site is 35 mph.

Spring Street is a four-lane divided roadway and is classified as a major collector west of Herndon Parkway and a minor arterial east of Herndon Parkway. The posted speed limit in the vicinity of the site is 30 mph.

Historical Crash Data

Historical crash data at the existing study intersections was obtained from TREDS (Traffic Records Electronic Data System) for the most recent five (5) years. The crash data is summarized in Table 2. The crash data provided by TREDS is included in Appendix C.

Table 2: Crash Data Summary (January 2019 – December 2023)

Intersection	Number of Crashes	Number of Property Damage Crashes	Number of Crashes Resulting in Injury	Number of Fatal Crashes	Crash Rate (Crashes per MEV)
Spring Street and Park Drive	3	2	1	0	0.16
Herndon Parkway and Spring Street	35	11	24	0	0.62
Spring Street and Fairbrook Drive/Fairfax County Parkway Ramps	14	7	7	0	0.22
Herndon Parkway at Sunset District	3	0	3	0	0.10
Herndon Parkway and Fairbrook Drive	2	2	0	0	0.07
Herndon Parkway and Exchange Place	3	1	2	0	0.11
Park Drive and Exchange Place	0	0	0	0	0.00
Intersection between 555 and 575 Herndon Parkway	0	0	0	0	0.00
Herndon Parkway and Pedestrian Signal	3	1	2	0	0.11
Herndon Parkway and Van Buren Street	33	7	26	0	0.60
Van Buren Street and Worldgate Drive	19	7	12	0	0.37

As shown in Table 2, the intersection of Herndon Parkway and Spring Street had the highest number of reported crashes (35) during the five-year study period.

The intersection of Herndon Parkway and Van Buren Street had the second highest number of reported crashes (33).

The crash rates shown for each intersection are calculated as crashes per one million entering vehicles (MEV), and were calculated based on the following formula:

$$Rate_{intersection} = \frac{1{,}000{,}000 * \#\ of\ Crashes}{\#\ of\ Years * 365\ \left(\frac{days}{year}\right) * ADT_{approach}}.$$

The approach ADT for an intersection is calculated as the sum of each leg, divided by 2. The Existing (2024) traffic volumes as shown in Figure 12 were used to calculate the approach ADT.

It should be noted that according to the Institute of Transportation Engineers' (ITE's) *Transportation Impact Analysis for Site Development*, a crash rate of 1.0 MEV or higher is an indication that further study is required. A crash rate over 1.0 MEV does not necessarily mean there is a significant problem at an intersection, but rather is a threshold used to identify which intersections may have elevated crash rates due to operational, geometric, or other deficiencies. All existing intersections have a crash rate of less than 1.0 crashes per MEV and are not considered high crash intersections.

Existing Traffic Volumes

Turning movement counts were collected at the study area intersections on Wednesday, May 22, 2024 from 6:00 AM to 10:00 AM and from 3:30 PM to 7:30 PM. It is noted that the Mid-Day peak hour was not analyzed as agreed upon at the scoping meeting. Analysis of the existing traffic data determined the following system peak hours:

- AM Peak Hour: 8:15 AM to 9:15 AM
- PM Peak Hour: 4:45 PM to 5:45 PM

The existing weekday peak hour traffic volumes for the existing study intersections are presented in Figure 12. The published k-factors from the VDOT's 2022 Traffic Data website were used to estimate daily volumes from the PM peak hour. A k-factor of 0.1 was used for the other streets and site entrances. The existing turning movement counts are included in Appendix B.

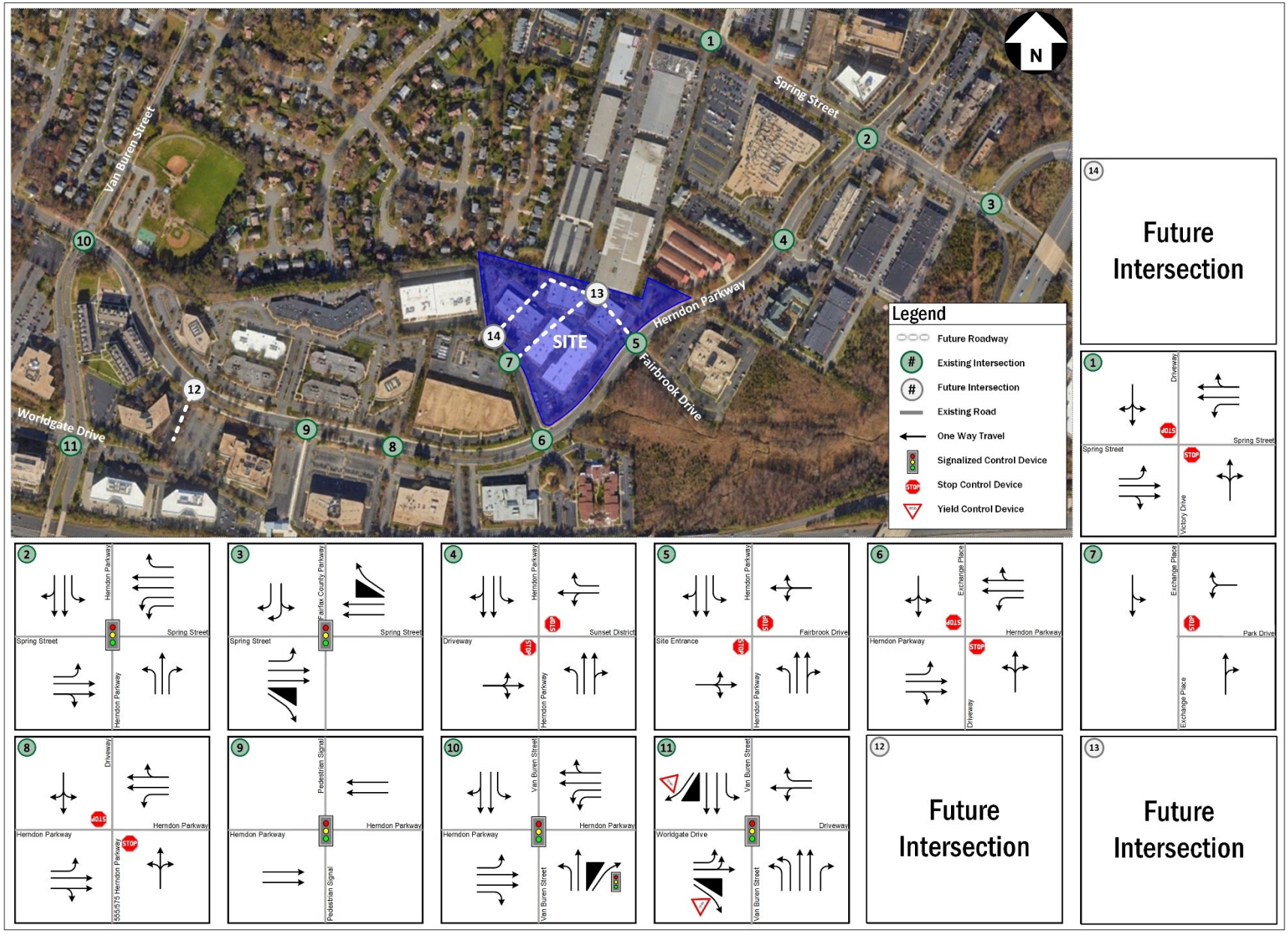


Figure 11: Existing (2024) Lane Configuration

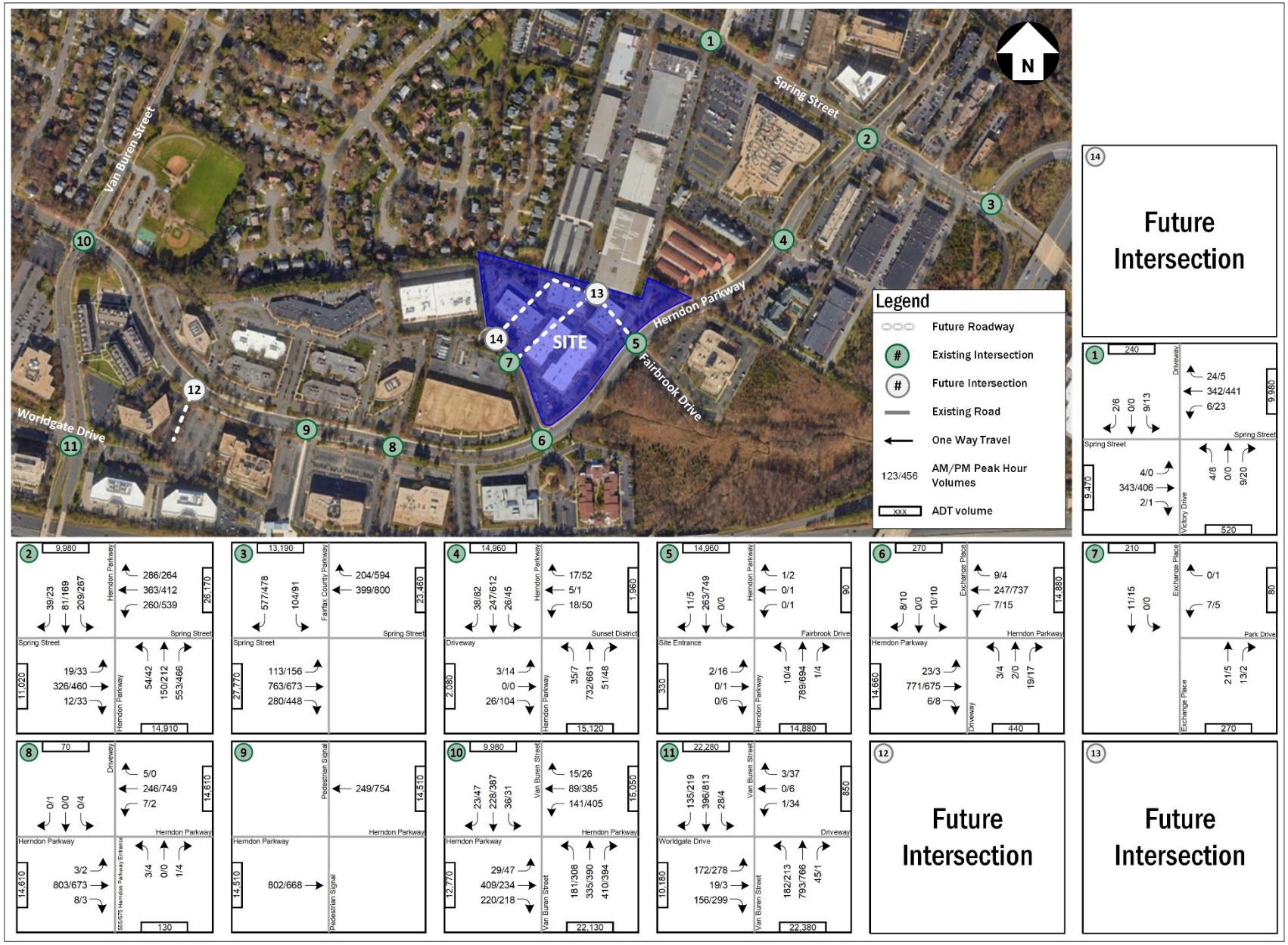


Figure 12: Existing (2024) Traffic Volumes

Existing (2024) Intersection Capacity Analysis

Intersection capacity analysis was performed at the intersections within the study area during the weekday AM and PM peak hours under Existing Conditions (2024). *Synchro Version 11* was used to analyze the study intersections and includes level of service (LOS), delay, and queue length comparisons for the turning movements analyzed.

For the purposes of this analysis, HCM 2000 methodology was used for all intersections because HCM 6th Edition methodology prevented Synchro from producing results, in such cases as shared lane configurations and placement of loop detectors.

SimTraffic was used to run simulations for the analysis to determine the queue lengths. The same network files that were used for the Synchro analyses were used as input for the SimTraffic analyses. Consistent with the guidelines set forth in the VDOT *Traffic Operations and Safety Analysis Manual* (TOSAM), Version 2.0, Table 3 shows the parameters used for simulation. Per Section 7.6 of the TOSAM, all other parameters not addressed in the table should not be modified from the default value.

In accordance with TOSAM, a minimum of ten (10) initial SimTraffic runs were conducted separately for both the AM and PM peak hours. From each set of runs, four (4) randomly selected runs were used in the VDOT Sample Size Determination Tool. The tool was applied separately for the AM and PM peak hours, and in both cases, it confirmed that four (4) runs would be statistically sufficient. Therefore, the ten (10) simulation runs used in this study exceed the required number and provide a robust basis for evaluating queue lengths. The measure of effectiveness (MOE) used for the sample size verification was maximum queue length, and the completed worksheets are provided in Appendix K.

In accordance with TOSAM, the SimTraffic model was calibrated for the Existing (2024) traffic volumes using Simulated Traffic Volume (vehicles per hour) as the measure of effectiveness. Calibration was performed for outer network intersections based on the thresholds outlined in TOSAM 2.0 Table 5. Intersections with volumes between 1,000 and 5,000 vehicles per hour were evaluated using a ±10 percent threshold, and Intersection #1 (Spring Street at Victory Drive), with volumes between 100 and 1,000 vehicles per hour, was evaluated using a ±15 percent threshold. All intersections met the applicable criteria, confirming that the simulation results replicate observed field volumes and are considered calibrated per TOSAM 2.0 standards. Detailed calibration verification is provided in Appendix M.

Table 3: SimTraffic Analysis Input Parameters

SimTraffic (Version 11) Analysis Input Parameters	
Number of Intervals	One seeding interval and four 15 minute recording intervals
Seeding Interval Duration	15 minutes
PHF Adjust	• Selected "Yes" for one of the four, 15 minute recording intervals • Selected "No" for all other intervals
Anti-PHF Adjust	• Selected "Yes" for three, 15 minute recording intervals where PHF Adjust is set to "No" • Selected "No" for the recording interval where PHF Adjust is set to "Yes"
Number of Runs	10

A seeding period is necessary to ensure that the results obtained are not skewed because the network is void of any vehicles prior to seeding. Foregoing seeding would lead to lower travel times and delays for the traffic at the beginning of the simulation. The network reaches a normal state during the seeding period without affecting the results of the simulation.

Existing signal timings were provided by Town staff and used as a base for the existing analysis. The signal timings provided by the Town were field verified during the AM and PM peak periods. Consistent with VDOT analysis guidelines, the existing peak hour factors (by intersection) acquired from the traffic counts, with a minimum of 0.85, were used in the analysis of existing conditions. Heavy vehicle percentages and pedestrian and bicycle volumes were also collected during the intersection traffic counts and included in the analysis.

The results of the intersection capacity analysis from Synchro are presented in Table 4 and are expressed in LOS and delay (seconds per vehicle) per lane group. The average and maximum queue results for each intersection from SimTraffic are also presented in Table 4 and are expressed in feet. Level of service results are also presented in Figure 13. The detailed analysis worksheets are included in Appendix D.

Table 4: Existing (2024) Intersection Capacity Analysis Results

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
1	**Spring Street (E/W) and Victory Drive**									
	Overall Intersection (TWSC)									
	Eastbound Left	50	A	8.2	1	13	A	0.0	0	6
	Westbound Left	195	A	8.5	1	12	A	8.4	0	3
	Northbound Left/Thru/Right		B	11.2	9	33	B	11.8	0	5
	Southbound Left/Thru/Right		B	14.4	8	30	B	14.9	19	44
2	**Herndon Parkway (N/S) and Spring Street (E/W)**									
	Overall Intersection (Signalized)		**C**	**28.7**			**D**	**41.1**		
	Eastbound Left	160	D	50.3	12	60	E	69.4	41	170
	Eastbound Thru/Right		C	32.2	95	173	D	47.4	179	316
	Westbound Left	260	D	37.9	69	146	D	53.1	175	283
	Westbound Thru		C	23.5	81	162	C	26.1	96	193
	Westbound Right	215	C	22.3	59	124	C	24.6	62	169
	Northbound Left	160	C	25.1	31	120	D	37.5	41	184
	Northbound Thru		C	33.0	85	240	D	51.8	146	312
	Northbound Right		C	32.8	202	466	D	46.3	185	405
	Southbound Left	160	B	17.2	95	181	C	30.6	140	184
	Southbound Thru/Right		C	23.3	26	103	C	32.3	45	168
3	**Spring Street (E/W) and Fairbrook Drive/Fairfax County Parkway Ramps (N/S)**									
	Overall Intersection (Signalized)		**B**	**10.6**			**B**	**11.2**		
	Eastbound Left	230	C	20.6	31	109	C	24.8	51	144
	Eastbound Thru		A	8.0	35	127	A	6.0	32	115
	Westbound Thru		B	15.5	47	106	B	18.2	97	124
	Southbound Left/Right		B	18.0	104	136	C	25.2	109	147
	Southbound Right		B	14.2	61	119	C	20.5	44	106
4	**Herndon Parkway (N/S) and Sunset District (E/W)**									
	Overall Intersection (TWSC)									
	Eastbound Left/Thru/Right		B	10.5	22	70	C	18.6	45	99
	Wesbound Left/Thru		D	31.6	17	48	F	103.2	32	74
	Westbound Right		B	11.5	14	52	B	11.6	27	64
	Northbound Left	140	A	8.0	9	39	A	9.3	3	27
	Southbound Left	205	A	9.7	13	54	A	9.7	18	69
5	**Herndon Parkway (N/S) and Fairbrook Drive/Site Entrance (E/W)**									
	Overall Intersection (TWSC)									
	Eastbound Left/Thru/Right		C	16.6	1	25	D	34.2	17	53
	Westbound Left/Thru/Right		B	11.2	1	21	E	39.4	6	52
	Northbound Left	205	A	7.9	3	28	A	9.6	2	22
	Southbound Left	215	A	0.0	0	0	A	0.0	0	0
6	**Herndon Parkway (E/W) and Exchange Place/Courtyard Entrance (N/S)**									
	Overall Intersection (TWSC)									
	Eastbound Left	205	A	8.0	4	32	B	10.7	2	25
	Westbound Left	225	B	10.1	4	33	A	9.3	4	31
	Northbound Left/Thru/Right		C	15.8	19	63	C	15.2	14	40
	Southbound Left/Thru/Right		C	16.2	19	68	D	26.5	19	66
7	**Exchange Place (N/S) and Park Drive (E/W)**									
	Overall Intersection (TWSC)									
	Westbound Left/Right		A	8.9	7	48	A	8.8	8	49
	Southbound Left/Thru		A	0.0	0	0	A	0.0	0	0
8	**Herndon Parkway (E/W) and 555 Herndon Parkway/575 Herndon Pakway Entrance (N/S)**									
	Overall Intersection (TWSC)									
	Eastbound Left	185	A	8.3	1	21	A	9.5	1	18
	Westbound Left	185	A	9.7	2	37	A	8.9	1	18
	Northbound Left/Thru/Right		C	17.4	4	31	C	17.8	6	33
	Southbound Left/Thru/Right		A	0.0	0	0	C	24.4	4	32
9	**Herndon Parkway (E/W) and Pedestrian Signal (N/S)**									
	Overall Intersection (Signalized)		**A**	**3.6**			**A**	**3.7**		
	Eastbound Thru		A	3.8	84	239	A	3.6	85	210
	Westbound Thru		A	3.0	33	100	A	3.8	82	223

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
10	**Herndon Parkway (E/W) and Van Buren Street (N/S)**									
	Overall Intersection (Signalized)		**C**	**33.5**			**D**	**36.3**		
	Eastbound Left	125	C	31.3	37	141	C	31.6	38	149
	Eastbound Thru		D	45.9	144	270	D	46.2	69	185
	Eastbound Right	190	D	40.4	64	179	D	43.9	69	161
	Westbound Left	450	D	45.3	37	108	D	49.6	139	260
	Westbound Thru/Right		C	33.6	42	121	D	43.5	128	248
	Northbound Left		C	20.2	88	231	C	24.6	183	357
	Northbound Thru		D	35.6	207	572	D	35.6	222	482
	Northbound Right	275	B	15.7	86	300	B	12.9	91	300
	Southbound Left	100	C	27.3	33	124	C	26.9	37	124
	Southbound Thru/Right		D	37.2	67	187	D	39.3	134	195
11	**Van Buren Street (N/S) and Worldgate Drive (E/W)**									
	Overall Intersection (Signalized)		**B**	**17.3**			**C**	**25.0**		
	Eastbound Left		C	25.0	26	94	D	39.3	55	157
	Eastbound Left/Thru		C	25.0	70	151	D	39.5	103	196
	Eastbound Right		C	23.2	6	70	D	35.7	53	169
	Westbound Left/Thru		C	33.8	0	10	D	45.9	29	85
	Westbound Right		C	32.6	2	21	D	43.0	20	67
	Northbound Left	235	C	25.1	13	156	D	40.6	38	167
	Northbound Thru		B	13.0	77	250	B	13.6	88	262
	Northbound Right	225	A	9.6	13	158	B	10.3	0	5
	Southbound Left	155	D	36.0	25	94	E	55.9	6	62
	Southbound Thru		B	16.7	84	200	C	22.8	178	370
	Southbound Right		B	15.0	0	0	B	18.0	0	14
12	**Herndon Parkway (E/W) and Worldgate Drive (N/S)**	**Future Intersection**								
13	**Fairbrook Drive (N/S) and Parallel Street (E/W)**	**Future Intersection**								
14	**Exchange Place (N/S) and Road B (E/W)**	**Future Intersection**								

NOTES:

[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.

[2] Max queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

[3] Average queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

For the purpose of this analysis, it is desirable to achieve an overall level of service (LOS) of D or better for each intersection and LOS E or better for each lane group at an intersection within the study area.

The intersection capacity analysis results show that the following intersection has movements that operate below acceptable levels of service during one or more peak hours under Existing Conditions (2024):

- Intersection #4: Herndon Parkway and Sunset District – The westbound left/through lane operates at LOS F during the PM peak hour.

Two (2) intersections have maximum queue lengths that exceed the existing storage lengths during one or more peak hours:

- Intersection #2: Herndon Parkway and Spring Street
- Intersection #10: Herndon Parkway and Van Buren Street

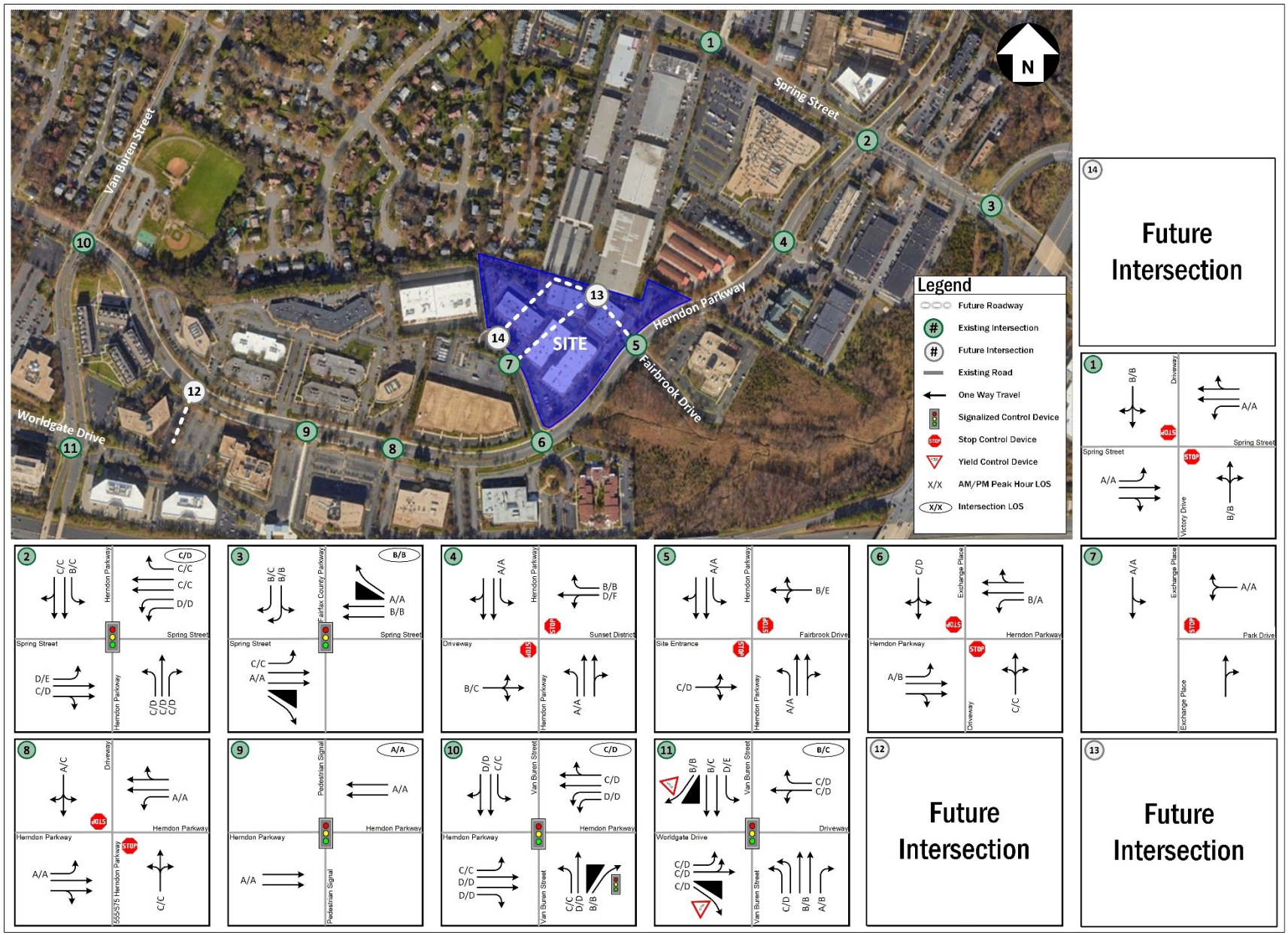


Figure 13: Existing (2024) Levels of Service and Lane Configuration

Future Conditions without Development (2027)

Future without Development (2027) Traffic Volumes

The anticipated project build-out year is 2027. The future traffic volumes were projected by increasing the existing volumes to 2027 using a background growth rate of one (1) percent per year.

Regional Growth

According to historical ADT data as shown in Table 5, there has been little growth along streets within the study area in recent years. As agreed, upon with Town of Herndon staff, a growth rate of one (1) percent per year was applied to the existing volumes between 2024 and 2027, as shown in Figure 14.

Table 5: Historical Growth Rate

			AADT							Annual % Change (2015-2019)	Annual % Change (2015-2021)	Annual % Change (2015-2022)
Route	From	To	2015	2016	2017	2018	2019	2021	2022			
Van Buren Street	SCL Herndon	Herndon Parkway	22,000	22,000	23,000	22,000	22,000	14,000	15,000	0.0%	-7.3%	-5.3%
Van Buren Street	Herndon Parkway	Alabama Drive	8,400	8,400	8,400	8,400	8,400	6,000	6,400	0.0%	-5.5%	-3.8%
Herndon Parkway	Elden Street	Sterling Road	21,000	21,000	21,000	21,000	21,000	16,000	17,000	0.0%	-4.4%	-3.0%
Spring Street	Victory Drive	Herndon Parkway	12,000	12,000	11,000	11,000	11,000	9,200	9,700	-2.2%	-4.3%	-3.0%
Spring Street	Herndon Parkway	SCL Herndon	35,000	35,000	36,000	38,000	38,000	32,000	34,000	2.1%	-1.5%	-0.4%

Source: VDOT Traffic Data (http://www.virginiadot.org/info/ct-trafficcounts.asp)



Figure 14: Background Growth (2024 to 2027) Traffic Volumes

Approved Background Developments

In addition to the regional background growth, five (5) approved yet currently unbuilt developments in the vicinity of the site were taken into consideration. As discussed at the scoping meeting, the following developments were included in the 2027 analysis:

- Woodland Park East Block E – 560,000 SF of office and 20,000 SF of retail
- 555 Herndon Parkway – 435 residential units, 200,000 SF of office, and 10,000 SF of retail
    - It is noted that a new traffic signal at the intersection of Herndon Parkway and 555 Herndon Parkway Entrance was assumed to be in place with build-out of the 555 Herndon Parkway development, consistent with the approved Transportation Impact Study.
- Parkview at Herndon Metro – 675 residential units, 413,000 SF of office, and 10,000 SF of retail
    - It is noted that a new traffic signal at the intersection of Herndon Parkway and Worldgate Drive was assumed to be in place with build-out of the Parkview at Herndon Metro development, consistent with the approved Transportation Impact Study.
- Herndon Hotel – 250 room hotel
- Fairbrook Business Park (Phase 1) – 1,080 residential units, a 10,000 SF daycare and 10,000 SF of retail
    - It is noted that a new traffic signal at the intersection of Herndon Parkway and Fairbrook Drive is proffered to be constructed and assumed to be in place with partial build-out of the Fairbrook Business Park development.
    - A preliminary signal warrant analysis was conducted for the intersection of Herndon Parkway and Fairbrook Drive under future conditions for the following two (2) scenarios:
        - With Exchange Place and without Fairbrook Business Park (Phase 1)
        - With Fairbrook Business Park (Phase 1) and without Exchange Place
    - The results of preliminary signal warrant analysis are provided in the *Preliminary Signal Warrant Analysis* section.

A map showing the background development locations is shown in Figure 15. Background development traffic volumes were determined using trip assignments provided in the approved Transportation Impact Studies for the background developments.



Figure 15: Background Development Locations

The total trips generated by the background developments is shown in Figure 16. Excerpts from the approved background development studies are provided in Appendix E.

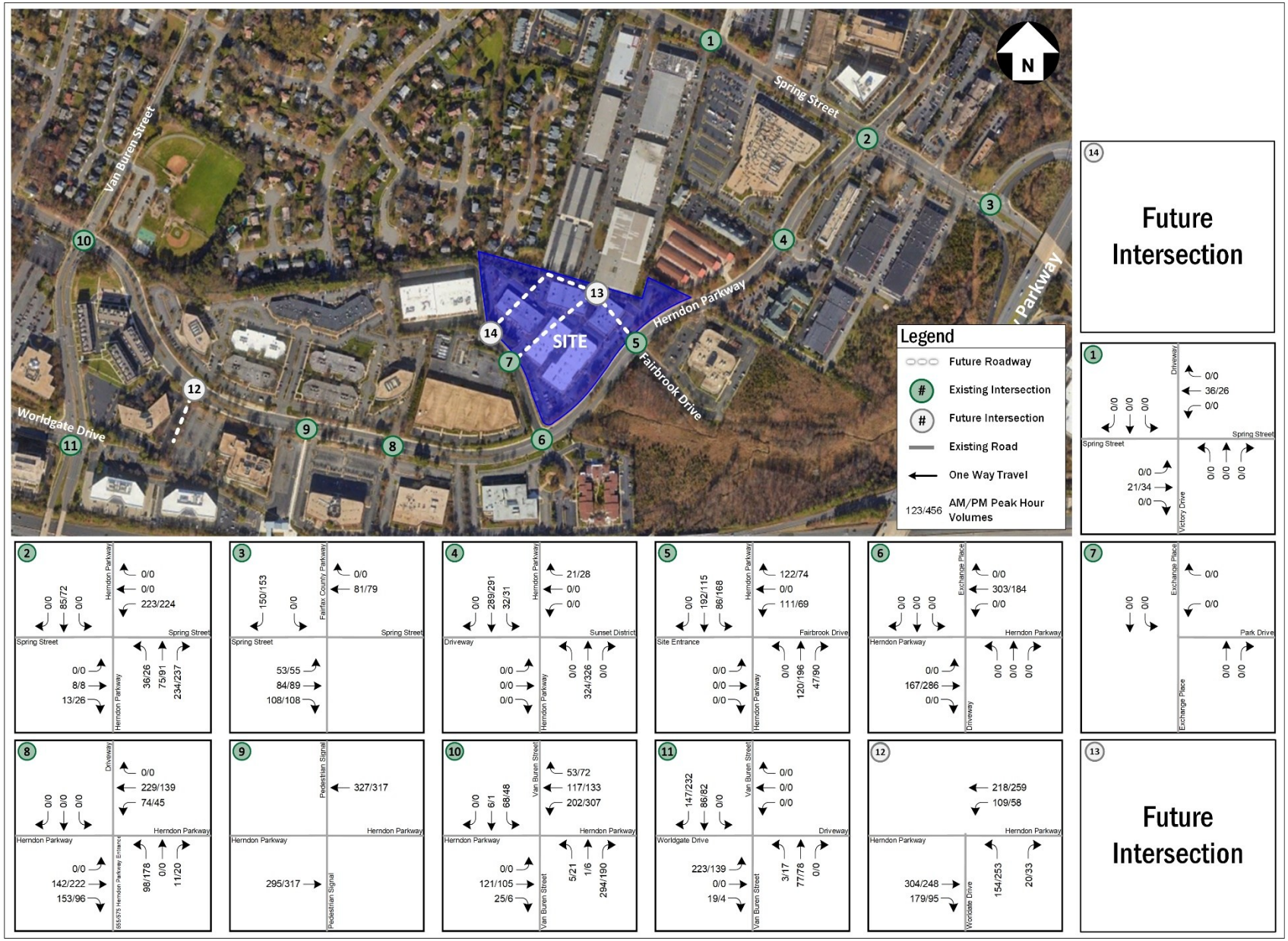


Figure 16: Background Development Total Traffic Volumes (2027)

Planned Future Transportation Improvements

Herndon Metrorail Station Access Improvement Projects

Herndon area station access projects improve pedestrian, vehicle, and bicycle connections to and from the new Silver Line Metro stations. The majority of projects in the Herndon area are being constructed with Fairfax County Department of Transportation (FCDOT) funding to improve Metro station access. In the vicinity of the Exchange Place site, approximately 2,100 feet of two-way cycletrack will be added to the south side of Herndon Parkway.

East Spring Street Improvements Project

The East Spring Street Improvements Project enhances multi-modal service levels along Spring Street and Herndon Parkway at the intersection of those two roads, the approaches to the intersection, and on Spring Street between the intersection and the Fairfax County Parkway overpass. The project is intended to increase vehicular mobility and capacity and improve sidewalk connectivity and safety. It includes a new two-way cycle track along Herndon Parkway which would connect to the W&OD Regional Trail and Sugarland Run Regional Trail. Project highlights include the widening of the intersection with additional through and turn lanes, access management improvements, 2000-foot length of Herndon Parkway cycle track to connect with Sugarland Run Regional Trail, high visibility crosswalks, ADA compliant sidewalks and curb ramps, new sidewalk on the south side of Spring Street to connect with the County sidewalk under the Fairfax County Parkway, and new traffic signals as well as accessible pedestrian signals.

Worldgate Drive Extension

The Worldgate Drive Extension project includes extending Worldgate Drive from Van Buren Street to Herndon Parkway and new signalization at Herndon Parkway and the Worldgate Drive Extension. The improvements include LED traffic/bike/pedestrian signalization, dedicated turning lane capacity improvements, street-lighting, cycle tracks, ADA curb cuts/sidewalks, and paver crosswalks. The pedestrian crossings and improved traffic flow will provide additional safety measures for motorized and non-motorized traffic modes. Safety is a critical component for this project, emphasizing a seamless and safer multimodal environment for pedestrians and cyclists.

Transit Improvements

According to the Fairfax County Transit Development Plan dated March 2016, new transit routes and alignment changes are recommended in the vicinity of the site. The routes will be adjusted in accordance with the phased completion of the Dulles Corridor Metrorail Project. Figure 6 shows the local bus service recommendations in the vicinity of the site per the Transit Development Plan.

Future without Development Traffic Volumes

The Future without Development (2027) lane configuration is shown in Figure 17. Background improvements and their associated background developments are listed below:

- Intersection improvements at Intersections 2 and 3 are associated with the East Spring Street Improvements Project.
- Intersection improvements at Intersection 5 are associated with the Fairbrook Business Park (Phase 1) development.
- Intersection improvements at Intersection 8 are associated with the 555 Herndon Parkway development.
- Intersection improvements at Intersection 12 are associated with the Parkview at Herndon Metro development.

In order to determine the Future without Development (2027) traffic volumes, the trips associated with the regional background growth (Figure 14) and background developments (Figure 16) were added to the Existing (2024) traffic volumes (Figure 12). The Future without Development (2027) traffic volumes are presented in Figure 18.



Figure 17: Future without Development (2027) Lane Configuration



Figure 18: Future without Development (2027) Traffic Volumes

Future without Development (2027) Intersection Capacity Analysis

Intersection capacity analysis was performed at the intersections within the study area during the weekday AM and PM peak hours under Future Conditions without Development (2027). *Synchro Version 11* was used to analyze the study intersections and includes level of service (LOS), delay, and queue length comparisons for the turning movements analyzed.

For the purposes of this analysis, HCM 2000 methodology was used for all intersections because HCM 6th Edition methodology prevented Synchro from producing results, in such cases as shared lane configurations and placement of loop detectors.

Consistent with VDOT analysis guidelines, the peak hour factors (by intersection) acquired from the traffic counts, with a minimum of 0.92, were used in the analysis of future conditions.

The results of the intersection capacity analysis from Synchro are presented in Table 6 and are expressed in LOS and delay (seconds per vehicle) per lane group. The average and maximum queue results for each intersection from SimTraffic are also presented in Table 6 and are expressed in feet. Level of service results and proposed lane configurations are also presented in Figure 19. The detailed analysis worksheets are included in Appendix F.

Table 6: Future without Development (2027) Intersection Capacity Analysis Results

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
1	**Spring Street (E/W) and Victory Drive (N/S)**									
	Overall Intersection (TWSC)									
	Eastbound Left	50	A	8.3	1	15	A	0.0	6	30
	Westbound Left	195	A	8.5	1	10	A	8.5	2	14
	Northbound Left/Thru/Right		B	11.2	10	30	B	12.3	22	73
	Southbound Left/Thru/Right		B	15.0	8	32	C	15.5	14	44
2	**Herndon Parkway (N/S) and Spring Street (E/W)**									
	Overall Intersection (Signalized)		**C**	**31.0**			**D**	**43.0**		
	Eastbound Left	160	D	52.3	16	96	F	87.1	29	183
	Eastbound Thru/Right		C	33.9	86	183	D	47.9	196	422
	Westbound Left	260	D	36.7	280	280	D	50.3	262	285
	Westbound Thru		C	20.6	108	210	C	22.0	238	570
	Westbound Right	215	B	19.8	70	159	C	21.0	63	187
	Northbound Left	160	C	24.9	45	121	D	39.5	41	145
	Northbound Thru		C	32.6	61	158	D	47.0	97	212
	Northbound Right		C	32.4	169	357	D	44.7	140	314
	Southbound Left	160	D	40.5	120	182	E	58.9	141	184
	Southbound Thru/Right		C	30.4	37	130	D	37.4	83	245
3	**Spring Street (E/W) and Fairbrook Drive/Fairfax County Parkway Ramps (N/S)**									
	Overall Intersection (Signalized)		**A**	**9.3**			**A**	**9.9**		
	Eastbound Left	230	B	18.6	54	140	C	20.7	82	193
	Eastbound Thru		A	5.6	58	151	A	4.4	44	140
	Westbound Thru		B	12.7	82	122	B	14.9	116	148
	Southbound Left		B	15.9	54	107	C	21.8	47	108
	Southbound Right		B	15.6	102	136	C	21.2	107	138
4	**Herndon Parkway (N/S) and Sunset District (E/W)**									
	Overall Intersection (TWSC)									
	Eastbound Left/Thru/Right		B	13.3	21	58	D	25.9	77	154
	Wesbound Left/Thru		F	79.3	15	48	F	249.0	32	52
	Westbound Right		A	9.7	23	63	A	9.7	30	72
	Northbound Left	140	A	8.9	12	51	B	10.6	2	29
	Southbound Left	205	B	10.9	31	89	B	10.5	32	90
5	**Herndon Parkway (N/S) and Fairbrook Drive/Site Entrance (E/W)**									
	Overall Intersection (Signalized)		**B**	**11.7**			**B**	**11.7**		
	Eastbound Left/Thru/Right		C	20.5	2	26	C	26.1	20	58
	Westbound Left/Thru		C	23.5	60	139	C	28.6	68	132
	Westbound Right		C	20.9	53	121	C	26.0	52	160
	Northbound Left	205	A	7.8	6	32	A	8.9	2	20
	Northbound Thru/Right		B	12.3	125	318	B	14.9	162	396
	Southbound Left	215	A	0.0	45	126	A	0.0	64	195
	Southbound Thru/Right		A	6.4	30	138	A	6.0	200	404
6	**Herndon Parkway (E/W) and Exchange Place/Courtyard Entrance (N/S)**									
	Overall Intersection (TWSC)									
	Eastbound Left	205	A	9.0	8	57	B	11.1	1	27
	Westbound Left	225	B	10.0	3	31	A	9.6	11	102
	Northbound Left/Thru/Right		C	15.1	19	56	B	11.2	20	48
	Southbound Left/Thru/Right		C	17.2	21	69	C	15.0	47	141
7	**Exchange Place (N/S) and Site Entrance (E/W)**									
	Overall Intersection (TWSC)									
	Westbound Left/Right		A	8.7	7	40	A	8.7	45	45
	Southbound Left/Thru		A	0.0	0	0	A	0.0	0	0
8	**Herndon Parkway (E/W) and 555 Herndon Parkway/575 Herndon Pakway Entrance (N/S)**									
	Overall Intersection (Signalized)		**A**	**9.2**			**B**	**13.6**		
	Eastbound Left	185	A	5.2	1	30	A	8.9	0	9
	Easbound Thru/Right		A	9.2	133	364	B	14.5	132	348
	Westbound Left	185	A	5.0	46	118	A	8.5	56	164
	Westbound Thru/Right		A	4.8	39	126	B	11.2	369	674
	Northbound Left		C	32.4	55	136	C	20.7	186	272
	Northbound Thru/Right		C	23.6	8	37	B	17.7	26	133
	Southbound Left/Thru/Right		0	0.0	0	0	C	30.3	7	34
9	**Herndon Parkway (E/W) and Pedestrian Signal (N/S)**									
	Overall Intersection (Signalized)		**A**	**4.3**			**A**	**4.4**		
	Eastbound Thru		A	4.7	166	377	A	4.2	152	389
	Westbound Thru		A	3.5	96	220	A	4.5	334	415

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
10	**Herndon Parkway (E/W) and Van Buren Street (N/S)**									
	Overall Intersection (Signalized)		**D**	**50.2**			**D**	**53.7**		
	Eastbound Left	125	D	36.8	35	149	D	36.3	42	149
	Eastbound Thru		E	55.7	222	402	D	53.7	144	250
	Eastbound Right	190	D	47.4	122	215	D	48.5	85	213
	Westbound Left	450	E	56.0	164	289	F	96.5	468	475
	Westbound Thru/Right		D	35.1	95	197	D	46.8	872	920
	Northbound Left		C	31.4	238	764	D	36.9	272	640
	Northbound Thru		E	57.2	626	914	E	59.4	446	858
	Northbound Right	275	E	56.6	278	300	C	27.2	241	300
	Southbound Left	100	C	32.3	90	124	C	29.1	92	124
	Southbound Thru/Right		D	45.4	131	236	D	46.1	201	250
11	**Van Buren Street (N/S) and Worldgate Drive (E/W)**									
	Overall Intersection (Signalized)		**C**	**22.2**			**C**	**29.0**		
	Eastbound Left		C	30.8	105	206	D	50.2	111	191
	Eastbound Left/Thru		C	30.8	175	224	D	50.7	168	200
	Eastbound Right		C	24.9	6	58	D	39.2	52	177
	Westbound Left/Thru		D	41.7	0	8	D	53.8	29	92
	Westbound Right		D	40.2	2	21	D	50.0	21	75
	Northbound Left	235	C	32.5	121	232	D	48.4	136	239
	Northbound Thru		B	17.7	250	406	B	15.3	211	378
	Northbound Right	225	B	12.4	49	249	B	11.1	2	54
	Southbound Left	155	D	39.5	33	149	E	62.2	7	90
	Southbound Thru		C	20.1	134	286	C	25.6	207	418
	Southbound Right		B	18.2	0	0	C	21.1	3	82
12	**Herndon Parkway (E/W) and Worldgate Drive (N/S)**									
	Overall Intersection (Signalized)		**B**	**13.0**			**B**	**13.6**		
	Eastbound Thru/Right		B	13.9	190	396	B	15.6	182	364
	Westbound Left	160	B	11.1	63	150	A	8.9	69	171
	Westbound Thru		A	4.2	55	176	A	8.3	364	562
	Northbound Left/Right		C	26.5	99	214	C	26.5	250	303
13	**Fairbrook Drive (N/S) and Parallel Street (E/W)**	**Future Intersection**								
14	**Exchange Place (N/S) and Road B (E/W)**	**Future Intersection**								

NOTES:

[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.

[2] Max queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

[3] Average queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

For the purpose of this analysis, it is desirable to achieve an overall level of service (LOS) of D or better for each intersection and LOS E or better for each lane group at an intersection. The results in the table above show that the following intersections have movements that operate below acceptable levels of service during one or more peak hours under Future Conditions without Development (2027). Intersections in **bold** also operate below acceptable levels of service under Existing Conditions (2024).

- Intersection #2: Herndon Parkway and Spring Street – The eastbound left lane operates at LOS F during the PM peak hour.
- **Intersection #4: Herndon Parkway and Sunset District** – The westbound left/through lane operates at LOS F during the AM and **PM** peak hours.
- Intersection #10: Herndon Parkway and Van Buren Street – The westbound left lanes operate at LOS F during the PM peak hour.

Two (2) intersections have an average queue length that exceeds the existing storage length during one or more peak hours:

- Intersection #2: Herndon Parkway and Spring Street
- Intersection #10: Herndon Parkway and Van Buren Street

Four (4) intersections have maximum queue lengths that exceed the existing storage lengths during one or more peak hours:

- Intersection #2: Herndon Parkway and Spring Street
- Intersection #10: Herndon Parkway and Van Buren Street
- Intersection #11: Van Buren Street and Worldgate Drive
- Intersection #12: Herndon Parkway and Worldgate Drive

It is noted that the signal timings for the intersections of Spring Street and Herndon Parkway and Spring Street and Fairfax County Parkway intersection were optimized to account for the East Spring Street Improvements Project.



Figure 19: Future without Development (2027) Levels of Service and Lane Configuration

Future Conditions with Development (2027)

Site Description

The existing site is currently occupied by a 108,402 SF office park that is to be removed. The proposed development includes 400 mid-rise multifamily dwelling units and up to 66 stacked townhouses. Total site build-out is planned for the year 2027.

Site Access

Existing vehicular access is provided via one (1) full-access entrance on Herndon Parkway and (1) full-access entrance on Exchange Place. Site access will continue to be provided via Herndon Parkway and Exchange Place.

2nd Submission Update: The conceptual development plan has been changed since the 1st submission. Future site access on Exchange Place will now be provided via two (2) full-access entrances at Parallel Street and Private Road B.

A conceptual development plan is shown in Figure 20.

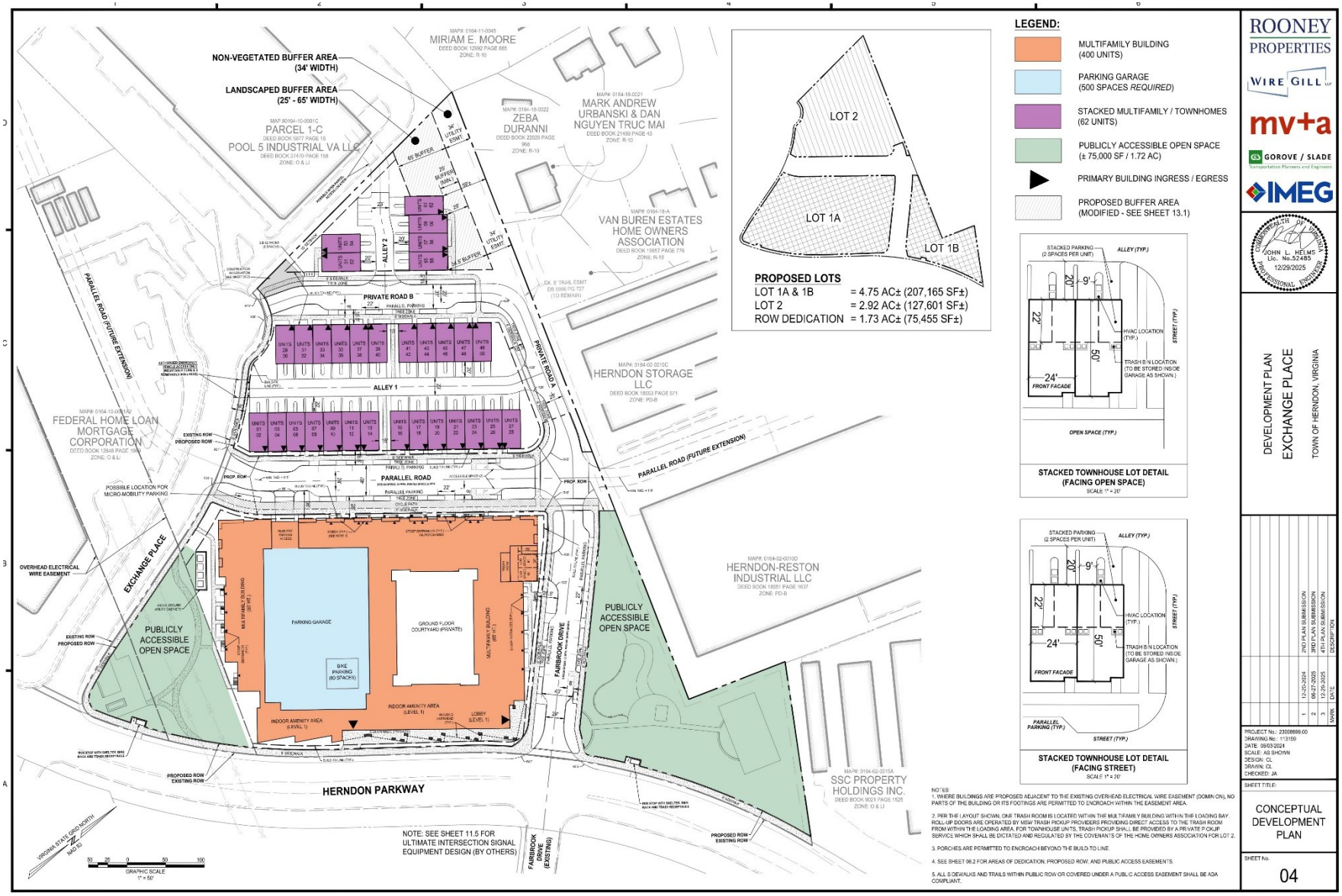


Figure 20: Conceptual Development Plan (Prepared by IMEG)

Transportation Demand Management Plan

The Exchange Place redevelopment provides an opportunity to create a low to medium residential density environment that increases pedestrian and bicycle accessibility in the Transit-Related Growth Area. The encouragement of non-SOV use, non-peak hour SOV trips, and non-automobile modes of transportation will result in less vehicular impacts to the surrounding roadway network.

Transportation Demand Management (TDM) involves many components that are tailored to accommodate a given facility with a goal of reducing peak hour vehicle trips by encouraging alternative forms of transportation. The proffered elements of the TDM Program will be implemented through a TDM Work Plan developed by the Applicant with input from and approval by the Town of Herndon Department of Community Development. The following strategies are anticipated to be considered:

- Appointment of a TDM Program Manager.
- Contributions to resident Metro fare cards and contributions to Fairfax Connector, WMATA, or other public transit service approved by the Town.
- Bicycle racks and bicycle share stations, bicycle storage rooms, and tenant incentives to participate in yearly transportation management surveys.
- Program monitoring to include surveys and/or vehicular traffic counts and yearly reporting to Town staff on utilization of TDM Funds.

Site Generated Volumes

The Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition was used to determine the future trips generated by the proposed development as shown in Table 7.

Table 7: Trip Generation

Land Use	ITE Code	Size	Weekday						
			AM Peak Hour			PM Peak Hour			Daily
Trip Generation, 11th Ed.			In	Out	Total	In	Out	Total	Total
Proposed Development									
Multifamily Housing (Low-Rise)	220	66 DU	10	33	43	31	18	49	498
Multifamily Housing (Mid-Rise)	221	400 DU	38	126	164	95	61	156	1,862
Residential Subtotal Without Reductions			*48*	*159*	*207*	*126*	*79*	*205*	*2,360*
	Mode Split/TDM Reduction	*25%*	*-12*	*-40*	*-52*	*-32*	*-20*	*-52*	*-590*
		Residential Subtotal	*36*	*119*	*155*	*94*	*59*	*153*	*1,770*
Proposed Development Site Trips With Reductions			**36**	**119**	**155**	**94**	**59**	**153**	**1,770**

As shown in Table 7, the proposed development is anticipated to generate approximately 155 trips during the AM peak hour, 153 trips during the PM peak hour, and 1,770 trips on a typical weekday with reductions.

A mode split/TDM reduction of 25 percent was applied to the residential uses, consistent with other studies in the area. Given the location of the Exchange Place site and its proximity to the Herndon Metro Station, access to transit, and the increased pedestrian and bicycle facilities in the Town, 25 percent is considered appropriate for the nature of the site development.

Site Trip Distribution and Assignment

The distribution of site trips was based on the anticipated travel patterns for the future roadway network, location of employment/retail areas within the region, and general engineering judgment with input from Town of Herndon staff. The direction of approach assumptions for traffic generated by the proposed development are shown in Table 8 and graphically in Figure 21.

The peak hour trips generated by the site are shown in Figure 22.

Due to the site being converted from office to residential, the trips associated with the existing office space were removed from the roadway network. The trips that were removed are based on field counts that were taken at the existing site entrances. The removed trips are shown in Figure 23.

Table 8: Directional Distribution Table

To/From	Distribution
West along Herndon Parkway	20%
East along Herndon Parkway	10%
North along Spring Street	5%
South along Spring Street	10%
North along Van Buren Street	5%
South along Van Buren Street	20%
North along Fairfax County Parkway	5%
South along Fairfax County Parkway	10%
West along Worldgate Drive	15%
Total	**100%**



Figure 21: Site Trip Distribution

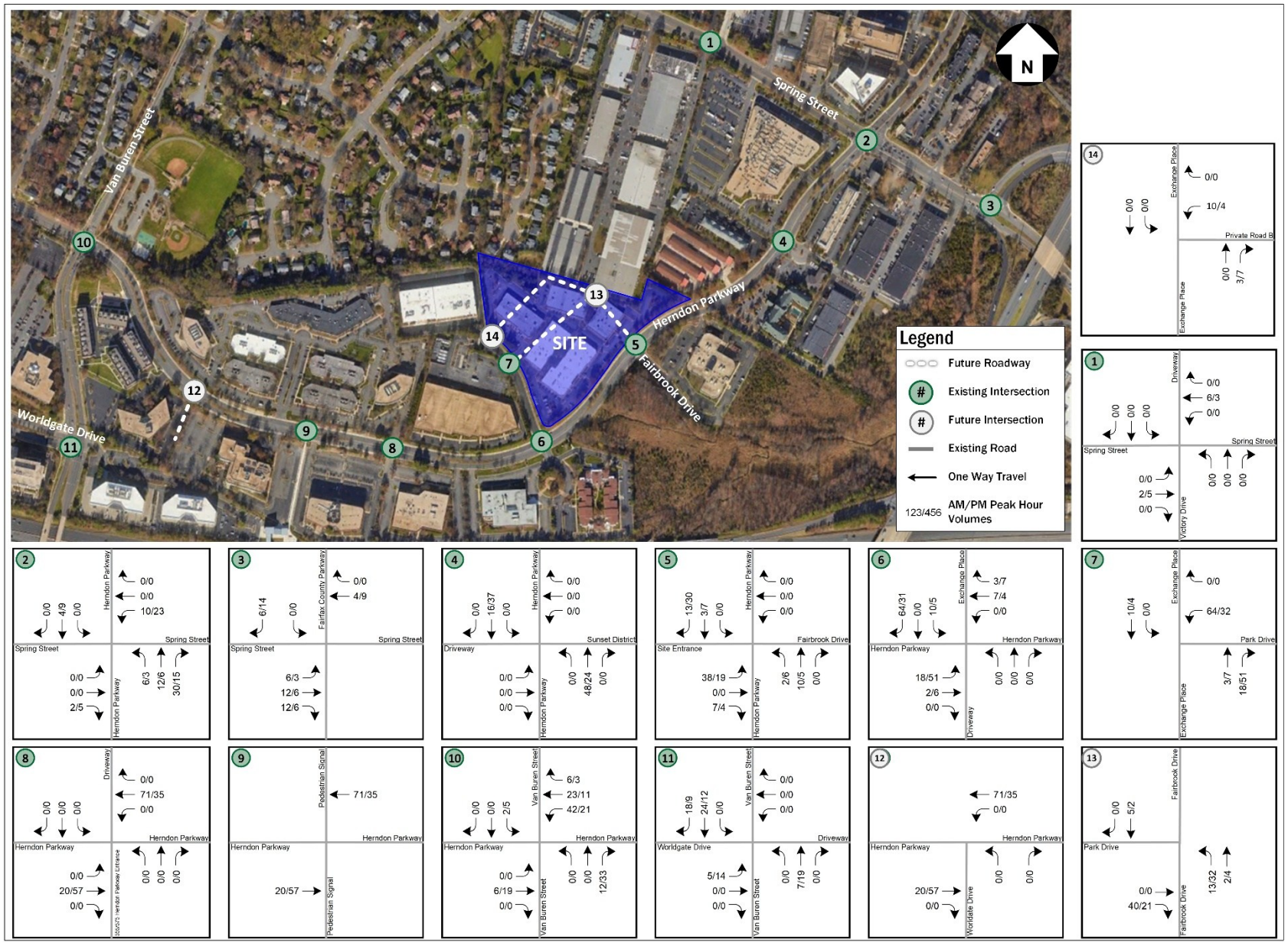


Figure 22: Site Trips (2027)



Figure 23: Removed Trips

Future with Development (2027) Traffic Volumes

In order to determine the Future with Development (2027) traffic volumes, the trips associated with the existing development (Figure 23) were removed and the site generated volumes for the proposed development (Figure 22) were added to the Future without Development (2027) traffic volumes (Figure 18). The Future with Development (2027) traffic volumes are presented in Figure 24.

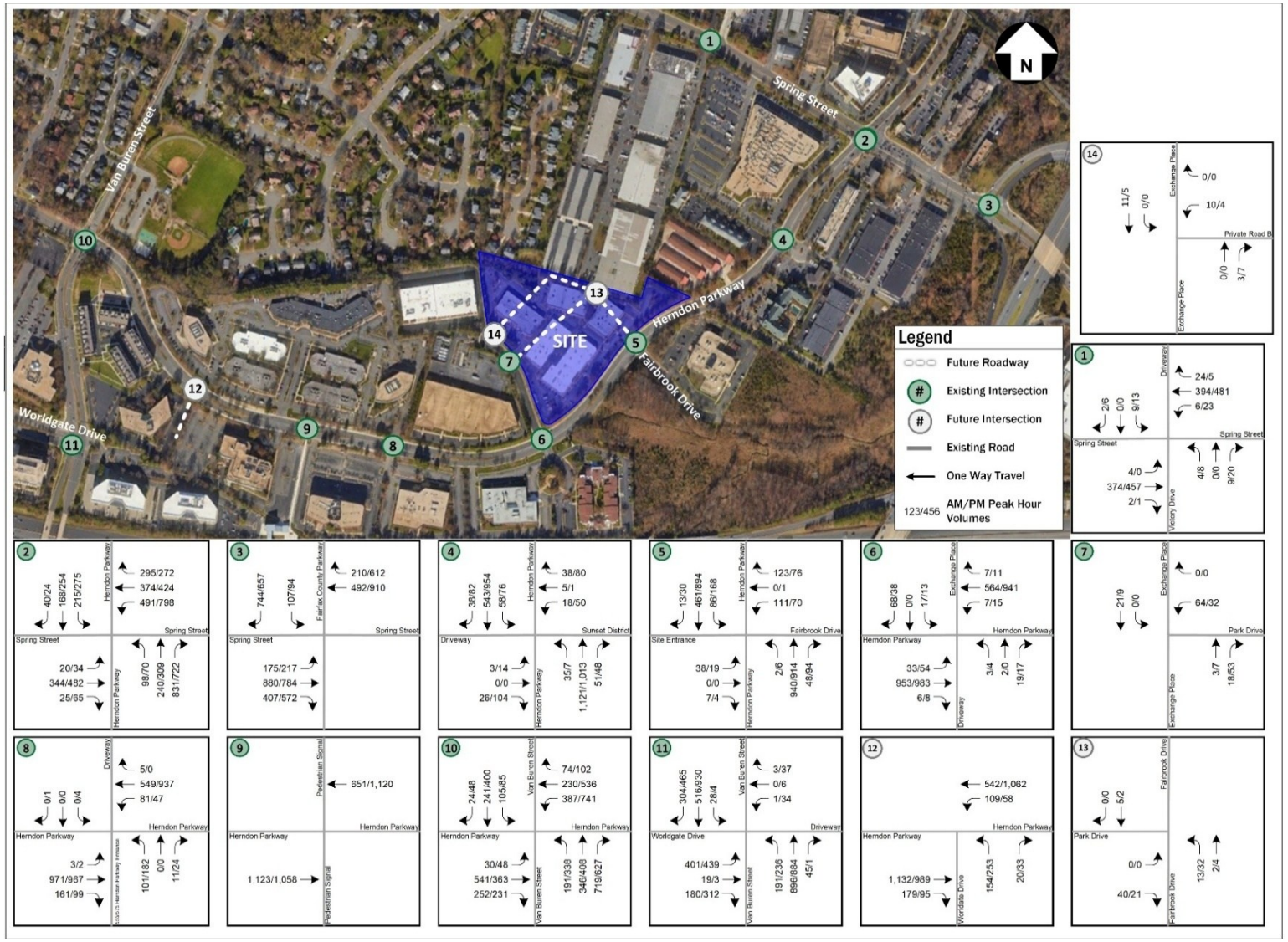


Figure 24: Future with Development (2027) Traffic Volumes

(Note: The one-vehicle difference observed in the eastbound through movement in the PM peak hour at Intersection 8 (968 vs. 967) is due to rounding within Vistro software. The volume projection methodology was verified to be correct, and this one-trip variation has a negligible impact on the analysis results.)

Future with Development (2027) Intersection Capacity Analysis

Intersection capacity analysis was performed in a manner consistent with the methodology used for the Future Conditions without Development (2027) analysis.

The results of the intersection capacity analysis from Synchro are presented in Table 9 and are expressed in LOS and delay (seconds per vehicle) per lane group. The average and maximum queue results for each intersection from SimTraffic are also presented in Table 9 and are expressed in feet. Level of service results and proposed lane configurations are also presented in Figure 25. The detailed analysis worksheets are included in Appendix G.

Table 9: Future with Development (2027) Intersection Capacity Analysis Results

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
1	**Spring Street (E/W) and Victory Drive**									
	Overall Intersection (TWSC)									
	Eastbound Left	50	A	8.3	1	20	A	0.0	0	0
	Westbound Left	195	A	8.5	1	15	A	8.5	3	16
	Northbound Left/Thru/Right		B	11.2	10	30	B	12.3	19	49
	Southbound Left/Thru/Right		C	15.0	9	33	C	15.5	13	40
2	**Herndon Parkway (N/S) and Spring Street (E/W)**									
	Overall Intersection (Signalized)		**C**	**31.3**			**D**	**43.3**		
	Eastbound Left	160	D	53.3	17	88	E	65.8	39	166
	Eastbound Thru/Right		C	34.5	114	196	D	49.0	200	393
	Westbound Left	260	D	37.5	175	320	D	50.3	457	627
	Westbound Thru		C	21.1	108	217	C	23.2	258	578
	Westbound Right	215	C	20.3	68	157	C	22.1	68	188
	Northbound Left	160	C	24.8	51	146	D	39.6	40	150
	Northbound Thru		C	32.5	60	156	D	47.1	107	230
	Northbound Right		C	32.5	192	364	D	44.8	137	310
	Southbound Left	160	D	41.1	126	184	E	58.9	148	184
	Southbound Thru/Right		C	30.2	78	251	D	37.5	182	302
3	**Spring Street (E/W) and Fairbrook Drive/Fairfax County Parkway Ramps (N/S)**									
	Overall Intersection (Signalized)		**A**	**9.5**			**A**	**10.0**		
	Eastbound Left	230	B	15.9	54	157	C	21.0	82	189
	Eastbound Thru		A	5.4	58	139	A	4.3	45	142
	Westbound Thru		B	14.0	78	123	B	14.8	117	140
	Southbound Left		B	16.7	50	106	C	22.0	42	103
	Southbound Right		B	16.3	102	135	C	21.3	108	134
4	**Herndon Parkway (N/S) and Sunset District (E/W)**									
	Overall Intersection (TWSC)									
	Eastbound Left/Thru/Right		B	13.4	20	58	D	27.3	70	161
	Wesbound Left/Thru		F	89.2	16	52	F	263.9	35	55
	Westbound Right		A	9.8	24	61	A	9.7	33	76
	Northbound Left	140	A	8.9	12	52	B	10.8	4	27
	Southbound Left	205	B	11.2	35	97	B	10.6	33	101
5	**Herndon Parkway (N/S) and Fairbrook Drive/Site Entrance (E/W)**									
	Overall Intersection (Signalized)		**B**	**12.1**			**B**	**11.6**		
	Eastbound Left/Thru/Right		C	20.7	27	73	C	25.6	18	64
	Westbound Left/Thru		C	23.8	54	119	C	28.5	61	140
	Westbound Right		C	21.0	55	132	C	26.0	58	155
	Northbound Left	205	A	0.0	1	17	A	0.0	4	28
	Northbound Thru/Right		B	12.5	124	301	B	14.8	154	418
	Southbound Left	215	A	5.8	42	125	A	6.7	82	200
	Southbound Thru/Right		A	6.4	30	118	A	6.1	176	504
6	**Herndon Parkway (E/W) and Exchange Place/Courtyard Entrance (N/S)**									
	Overall Intersection (TWSC)									
	Eastbound Left	205	A	9.0	10	53	B	11.8	27	90
	Westbound Left	225	B	10.0	4	31	A	9.5	29	185
	Northbound Left/Thru/Right		C	16.3	17	60	B	12.4	19	55
	Southbound Left/Thru/Right		B	14.8	49	124	B	14.6	112	304
7	**Exchange Place (N/S) and Site Entrance (E/W)**									
	Overall Intersection (TWSC)									
	Westbound Left/Right		A	9.1	32	67	A	9.1	24	76
	Southbound Left/Thru		A	0.0	0	0	A	0.0	0	5
8	**Herndon Parkway (E/W) and 555 Herndon Parkway/575 Herndon Pakway Entrance (N/S)**									
	Overall Intersection (Signalized)		**A**	**9.1**			**B**	**13.7**		
	Eastbound Left	185	A	5.2	1	22	A	8.7	1	18
	Easbound Thru/Right		A	9.2	135	339	B	14.6	137	358
	Westbound Left	185	A	5.0	41	116	A	8.7	75	191
	Westbound Thru/Right		A	4.9	35	105	B	11.1	452	739
	Northbound Left		C	32.4	42	67	C	21.5	47	62
	Northbound Thru/Right		C	23.6	9	35	B	18.4	6	40
	Southbound Left/Thru/Right		A	0.0	0	0	C	31.0	8	36
9	**Herndon Parkway (E/W) and Pedestrian Signal (N/S)**									
	Overall Intersection (Signalized)		**A**	**4.3**			**A**	**4.5**		
	Eastbound Thru		A	4.7	168	372	A	4.4	134	346
	Westbound Thru		A	3.6	110	243	A	4.6	346	416

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
10	**Herndon Parkway (E/W) and Van Buren Street (N/S)**									
	Overall Intersection (Signalized)		**D**	**50.1**			**D**	**54.9**		
	Eastbound Left	125	D	35.4	41	149	D	36.2	46	149
	Eastbound Thru		D	53.5	218	386	D	54.1	148	275
	Eastbound Right	190	D	45.7	122	215	D	48.4	86	211
	Westbound Left	450	E	60.6	184	317	F	104.6	472	475
	Westbound Thru/Right		D	36.4	106	263	D	47.0	893	922
	Northbound Left		C	29.4	202	742	D	37.3	310	706
	Northbound Thru		D	53.9	566	914	E	59.7	529	906
	Northbound Right	275	E	59.0	273	300	C	24.1	260	300
	Southbound Left	100	C	30.2	90	124	C	29.5	92	124
	Southbound Thru/Right		D	43.2	131	229	D	46.4	196	241
11	**Van Buren Street (N/S) and Worldgate Drive (E/W)**									
	Overall Intersection (Signalized)		**C**	**22.2**			**C**	**29.3**		
	Eastbound Left		C	31.3	89	201	D	51.1	113	197
	Eastbound Left/Thru		C	31.3	164	224	D	51.7	175	212
	Eastbound Right		C	25.2	11	72	D	39.2	53	175
	Westbound Left/Thru		D	42.0	0	7	D	54.1	29	74
	Westbound Right		D	40.4	2	21	D	50.3	22	78
	Northbound Left	235	C	32.8	111	235	D	48.7	142	241
	Northbound Thru		B	17.6	229	410	B	15.5	238	400
	Northbound Right	225	B	12.4	31	210	B	11.2	2	56
	Southbound Left	155	D	39.8	26	91	E	62.5	7	74
	Southbound Thru		C	20.2	135	279	C	25.8	232	466
	Southbound Right		B	18.2	0	0	C	21.3	5	64
12	**Herndon Parkway (E/W) and Worldgate Drive (N/S)**									
	Overall Intersection (Signalized)		**B**	**12.7**			**B**	**13.9**		
	Eastbound Thru/Right		B	13.8	179	377	B	15.8	183	348
	Westbound Left	160	B	11.1	58	154	A	9.4	79	185
	Westbound Thru		A	4.3	63	184	A	8.4	433	578
	Northbound Left/Right		C	31.2	93	194	C	28.0	226	309
13	**Fairbrook Drive (N/S) and Parallel Street (E/W)**									
	Overall Intersection (AWSC)		**A**	**6.8**			**A**	**7**		
	Eastbound Left/Right		A	6.5	25	51	A	6.5	15	33
	Northbound Left/Thru		A	7.3	13	33	A	7.4	21	48
	Southbound Thru/Right		A	7.1	4	30	A	7.0	2	27
14	**Exchange Place (N/S) and Road B Overall Intersection (TWSC)**									
	Westbound Left/Right		A	8.6	8	33	A	8.6	4	33

NOTES:

[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.

[2] Max queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

[3] Average queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

For the purpose of this analysis, it is desirable to achieve an overall level of service (LOS) of D or better for each intersection and LOS E or better for each lane group at an intersection. The results in the table above show that the following intersections have movements that operate below acceptable levels of service during one or more peak hours under Future Conditions with Development (2027). Intersections in **bold** also operate below acceptable levels of service under Future Conditions without Development (2027).

- **Intersection #4: Herndon Parkway and Sunset District** – The westbound left/through lane operates at LOS F during the **AM and PM** peak hours. It is noted that the TRG Small Area Plan proposes a new traffic signal at this intersection.
- **Intersection #10: Herndon Parkway and Van Buren Street** – The westbound left lanes operate at LOS F during the **PM** peak hour.

Two (2) intersections have an average queue length that exceeds the existing storage length during one or more peak hours:

- Intersection #2: Herndon Parkway and Spring Street

- Intersection #10: Herndon Parkway and Van Buren Street

Five (5) intersections have maximum queue lengths that exceed the existing storage lengths during one or more peak hours:

- Intersection #2: Herndon Parkway and Spring Street
- Intersection #8: Herndon Parkway and 555 Herndon Parkway/575 Herndon Parkway Entrance
- Intersection #10: Herndon Parkway and Van Buren Street
- Intersection #11: Van Buren Street and Worldgate Drive
- Intersection #12: Herndon Parkway and Worldgate Drive

It should be noted that free-flow movements at unsignalized intersections do not produce results in Synchro.

It is noted that the following transportation improvements are associated with the approved yet unbuilt Fairbrook Business Park development. These improvements are not anticipated to be in place by 2027.

- Intersection #5: Herndon Parkway and Fairbrook Drive
    - Extend the existing left turning lane on southbound Herndon Parkway to a stacking length of 225 feet.
    - Construct a right turn lane on the northbound Herndon Parkway.

Preliminary Signal Warrant Analysis – Herndon Parkway and Fairbrook Drive

The Fairbrook Business Park approval includes the following proffer condition:

> *The Applicant will install a traffic signal for the full signalization of the Fairbrook Drive and Herndon Parkway intersection. The traffic signal will include accessible pedestrian signals. The need for the traffic signal will be assessed with each site plan and will be installed prior to the issuance of a permanent certificate of occupancy for the New Building which generates the need for the signal.*

In order to determine if a signal is warranted at the intersection of Herndon Parkway and Fairbrook Drive, a preliminary signal warrant analysis was conducted under future conditions for the following two (2) scenarios:

- With Exchange Place and without Fairbrook Business Park (Phase 1)
- With Fairbrook Business Park (Phase 1) and without Exchange Place

The warrant analysis was conducted using the Traffic Signal Warrant Using Average Daily Traffic Estimate (Table 4C-V1) per the Virginia Supplement to the 2009 Manual on Uniform Traffic Control Devices (MUTCD).

As shown in Table 11 and Table 12, a signal at Herndon Parkway and Fairbrook Drive would not be warranted with Exchange Place and without Fairbrook Business Park (Phase 1), but would be warranted with Fairbrook Business Park (Phase 1) and without Exchange Place.

It is noted that the Exchange Place development site trips account for approximately 4.0 percent of the Future with Development (2027) intersection volume during the AM peak hour and approximately 3.1 percent of the intersection volume during the PM peak hour at Intersection #5.

Table 10: Preliminary Signal Warrant Analysis Summary

Development Included		Signal Warranted?
Exchange Place	Fairbrook Phase 1	
Yes	No	**No**
No	Yes	**Yes**

Table 11: Preliminary Signal Warrant Analysis (Intersection #5) – With Exchange Place and without Fairbrook Business Park (Phase 1)

Condition	Estimated ADT		Signal Warrant Requirements		Meets?	Signal Warrant Met?
	Major Street (Both Directions)	Minor Street (One Direction Only)	Major Street (Both Directions)	Minor Street (One Direction Only)		
100% Thresholds						
Condition A	19,000	335	9,600	2,400	No	**No**
Condition B			14,400	1,200	No	
80% Thresholds						
Condition A			7,680	1,920	No	
Condition B			11,520	960	No	

Notes: Herndon Parkway (major street) ADT based on VDOT 2023 Traffic Data Publications. Fairbrook Drive (minor street) ADT based on ITE weekday trip generation for proposed development.

Table 12: Preliminary Signal Warrant Analysis (Intersection #5) – With Fairbrook Business Park (Phase 1) and without Exchange Place

Condition	Estimated ADT		Signal Warrant Requirements		Meets?	Signal Warrant Met?
	Major Street (Both Directions)	Minor Street (One Direction Only)	Major Street (Both Directions)	Minor Street (One Direction Only)		
100% Thresholds						
Condition A	19,000	1,700	9,600	3,200	No	**Yes**
Condition B			14,400	1,600	Yes	
80% Thresholds						
Condition A			7,680	2,560	No	
Condition B			11,520	1,280	Yes	

Notes: Herndon Parkway (major street) ADT based on VDOT 2023 Traffic Data Publications. Fairbrook Drive (minor street) ADT based on ITE weekday trip generation for proposed development.

As requested by Town of Herndon staff, additional level of service, delay, and queuing analyses for Intersection #5 under future conditions without signalization have been provided. Table 13 presents the results for future conditions without Exchange Place and without Fairbrook Business Park (Phase 1), and Table 14 presents the results for future conditions with Exchange Place and without Fairbrook Business Park (Phase 1).

The traffic volumes and detailed analysis worksheets are included in Appendix F and Appendix H, respectively.

Table 13: Future (2027) without Exchange Place and without Fairbrook Business Park (Phase 1) Intersection Capacity Analysis Results – Intersection #5 (Unsignalized)

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
5	**Herndon Parkway (N/S) and Fairbrook Drive/Site Entrance (E/W) Overall Intersection (Unsignalized)**									
	Eastbound Left/Thru/Right		D	26.0	2	24	F	69.6	18	58
	Westbound Left/Thru/Right		B	12.2	1	21	F	154.4	2	44
	Northbound Left	205	A	8.5	3	32	B	10.4	1	60
	Southbound Left	215	A	0.0	0	0	A	0.0	0	0

NOTES:
[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.
[2] Max queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.
[3] Average queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

Table 14: Future (2027) with Exchange Place and without Fairbrook Business Park (Phase 1) Intersection Capacity Analysis Results – Intersection #5 (Unsignalized)

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
5	**Herndon Parkway (N/S) and Fairbrook Drive/Site Entrance (E/W) Overall Intersection (Unsignalized)**									
	Eastbound Left/Thru/Right		D	28.3	29	79	F	71.4	16	54
	Westbound Left/Thru/Right		B	12.3	1	22	F	166.5	5	57
	Northbound Left	205	A	8.5	0	14	B	10.6	0	13
	Southbound Left	215	A	0.0	0	0	A	0.0	6	91

NOTES:
[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.
[2] Max queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.
[3] Average queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

As shown in Table 13, without signalization and without Exchange Place, the eastbound and westbound (minor street) approaches operate below acceptable levels of service during the PM peak hour. As shown in Table 14, without signalization and with Exchange Place, the eastbound and westbound (minor street) approaches continue to operate below acceptable levels of service during the PM peak hour.

The results indicate that under two-way stop control, without Exchange Place and without Fairbrook Business Park (Phase 1), the intersection would still begin to operate below acceptable levels of service in future conditions due to regional growth and other approved background developments in the vicinity of the intersection.

The Exchange Place development's site trips do not cause the intersection to operate below acceptable levels of service.

Potential Mitigations

As noted previously, two (2) intersections have movements that operate below acceptable levels of service under Future Conditions with Development (2027). In order to raise the levels of service to the standards indicated, the following potential mitigations could be considered. It is noted that these mitigations are provided for informational purposes only and are not intended to be funded and implemented solely by this Applicant.

- Intersection #4: Herndon Parkway and Sunset District
    - It is noted that the TRG Small Area Plan proposes a new traffic signal at this intersection.
    - Intersection #4 currently operates under two-way stop control. The westbound left/through movement operates below acceptable levels of service during the PM peak hour under Existing Conditions (2024) and operates below acceptable levels of service during both peak hours under Future Conditions without Development (2027).
    - The Exchange Place development's impact to the intersection is anticipated to be minimal:
        - The Exchange Place development's site trips do not cause the intersection to operate below acceptable levels of service.
        - During the AM peak hour, the delay increase for the westbound left/through movement between the Future without Development and Future with Development scenarios is 9.9 seconds.
        - During the PM peak hour, the delay increase for the westbound left/through movement between the Future without Development and Future with Development scenarios is 14.9 seconds.
    - It is noted that the Exchange Place development site trips account for approximately 3.3 percent of the Future with Development (2027) intersection volume during the AM peak hour and approximately 2.5 percent of the intersection volume during the PM peak hour at Intersection #4.
    - Intersection #4 was analyzed with a traffic signal as a potential mitigation measure:
        - The results of the intersection capacity analysis from Synchro are presented in Table 15 and are expressed in LOS and delay (seconds per vehicle) per lane group. The average and maximum queue results for this intersection from SimTraffic are also presented in Table 15 and are expressed in feet.
        - The results indicate that with a traffic signal, all movements operate at acceptable levels of service during both peak hours.

Table 15: Future with Development (2027) Intersection Capacity Analysis Results – Potential Mitigation Scenario (Intersection #4)

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
4	**Herndon Parkway (N/S) and Sunset District (E/W)**									
	Overall Intersection (Signalized)		**A**	**6.6**			**B**	**10.0**		
	Eastbound Left/Thru/Right		C	22.3	20	68	C	23.7	51	133
	Wesbound Left/Thru		C	23.3	14	44	C	25.1	26	52
	Westbound Right		C	22.4	24	57	C	23.2	33	68
	Northbound Left	140	A	3.5	16	58	A	6.3	3	33
	Northbound Thru/Right		A	6.8	107	405	B	10.4	128	390
	Southbound Left	205	A	3.5	37	108	A	5.2	39	118
	Southbound Thru/Right		A	4.2	34	184	A	6.7	103	307

NOTES:

[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.

[2] Max queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

[3] Average queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

- Intersection #10: Herndon Parkway and Van Buren Street
    - Intersection #10 is a signalized intersection that recently had major geometric improvements completed in 2023. The westbound left lanes operate below acceptable levels of service during the PM peak hour under Future Conditions without Development (2027).
    - The Exchange Place development's impact on the intersection is anticipated to be minimal:
        - The Exchange Place development's site trips do not cause the intersection to operate below acceptable levels of service.
        - During the PM peak hour, the delay increase for the westbound left movement between the Future without Development and Future with Development scenarios is 8.1 seconds.
    - Signal timing modifications are recommended, not as a result of this development and not intended to be funded and implemented solely by this Applicant, as a potential mitigation measure to improve the level of service for the westbound left movement during the PM peak hour.
    - As noted previously, major geometric improvements were recently completed at this intersection including adding an additional westbound turn lane. To maintain pedestrian safety and convenience adjacent to the Herndon Transit-Oriented Core (HTOC), no additional geometric improvements are recommended.



Figure 25: Future with Development (2027) Levels of Service and Lane Configuration

Future Conditions with Development (2027) with 575 Herndon Parkway

There is a nearby proposed redevelopment, referred to in this study as "575 Herndon Parkway", located at 575 Herndon Parkway in the Town of Herndon, Virginia. The site is comprised of one (1) parcel identified as Tax Map #16-4 ((10)) 6A. The existing site is currently occupied by a 139,200 SF office building and surface parking. The proposed redevelopment includes 525 mid-rise multifamily dwelling units and a 16,900 SF high-turnover sit-down restaurant. Site access is planned to be provided via Herndon Parkway.

At the request of Town of Herndon staff, a Future with Development (2027) scenario with 575 Herndon Parkway was evaluated for informational purposes.

575 Herndon Parkway Site Generated Volumes

The Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition was used to determine the future trips generated by the proposed development as shown in Table 16. A TDM Reduction/Mode Spilt of 45 percent was applied to the residential use based on proximity to Herndon Metro, and a TDM Reduction/Mode Split of 25 percent was applied to the commercial use, consistent with the 575 Herndon Parkway TIS.

Table 16: 575 Herndon Parkway Site Trip Generation with Reductions

Land Use	ITE Code	Size	------ Weekday ------						
			AM Peak Hour			PM Peak Hour			Daily
Trip Generation, 11th Ed.			In	Out	Total	In	Out	Total	Total
Proposed Development									
Multifamily Housing (Mid-Rise)	221	525 DU	51	169	220	126	80	206	2,458
Mode Split/TDM Reduction		*45%*	*-23*	*-76*	*-99*	*-56*	*-36*	*-92*	*-1,106*
		Residential Subtotal	*28*	*93*	*121*	*70*	*44*	*114*	*1,352*
High-Turnover (Sit-Down) Restaurant	932	17 KSF	89	73	162	93	60	153	1,812
Mode Split/TDM Reduction		*25%*	*-22*	*-18*	*-40*	*-23*	*-15*	*-38*	*-453*
		Commercial Subtotal	*67*	*55*	*122*	*70*	*45*	*115*	*1,359*
Proposed Development Site Trips With Reductions			**94**	**148**	**242**	**139**	**89**	**228**	**2,711**

As shown in Table 16, the proposed 575 Herndon Parkway development is anticipated to generate approximately 242 trips during the AM peak hour, 228 trips during the PM peak hour, and 2,711 trips on a typical weekday with reductions.

Future with Development (2027) with 575 Herndon Parkway Traffic Volumes

In order to determine the Future with Development (2027) with 575 Herndon Parkway traffic volumes, the trips associated with the 575 Herndon Parkway development (Figure 26) were added to the Future with Development (2027) traffic volumes (Figure 24). The Future with Development (2027) with 575 Herndon Parkway traffic volumes are presented in Figure 27.



Figure 26: 575 Herndon Parkway Site Trips (2027)

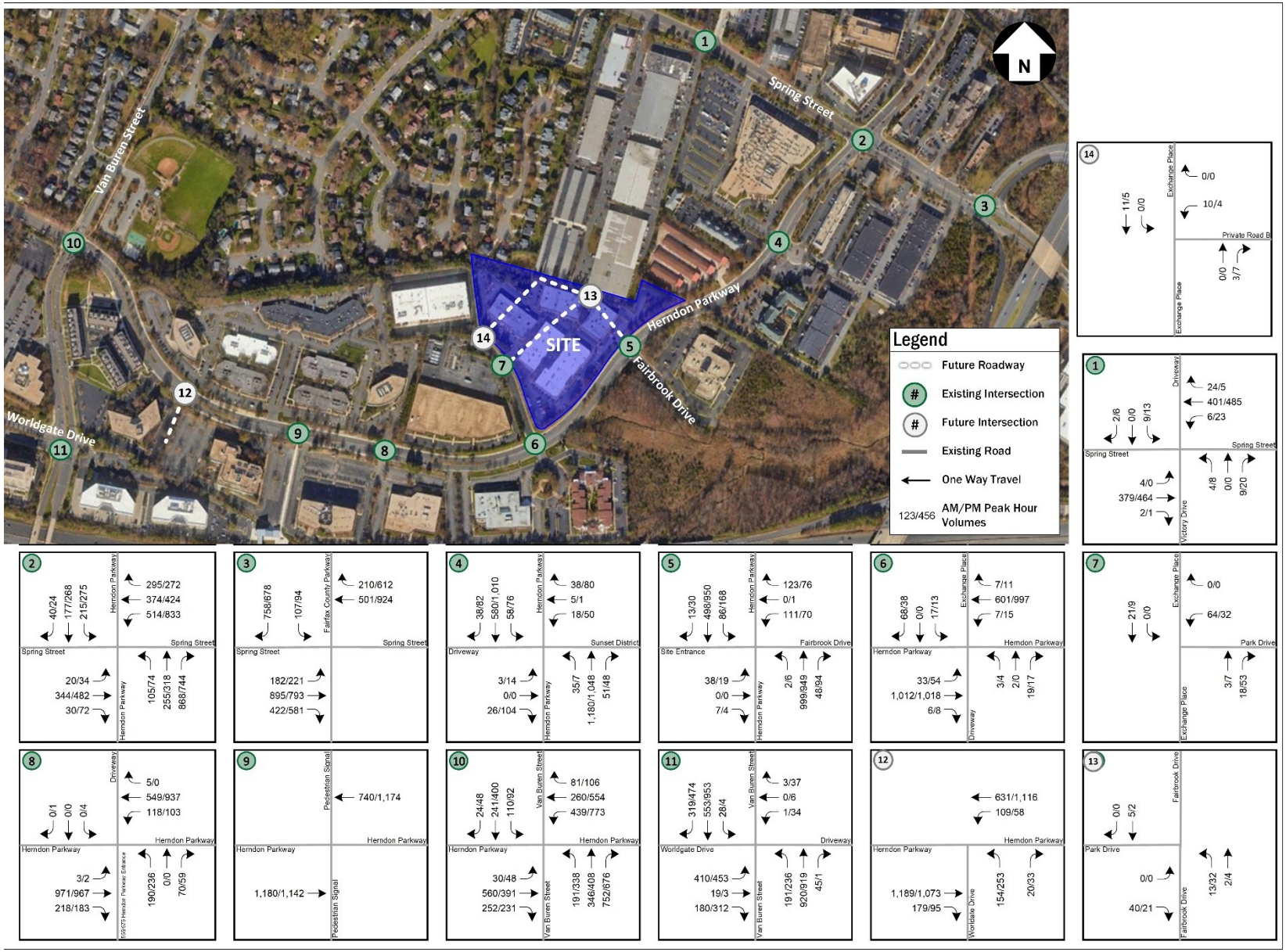


Figure 27: Future with Development (2027) with 575 Herndon Parkway Traffic Volumes

Future with Development (2027) with 575 Herndon Parkway Intersection Capacity Analysis

Intersection capacity analysis was performed in a manner consistent with the methodology used for the Future Conditions without Development (2027) analysis.

The results of the intersection capacity analysis from Synchro are presented in Table 17 and are expressed in LOS and delay (seconds per vehicle) per lane group. The average and maximum queue results for each intersection from SimTraffic are also presented in Table 17 and are expressed in feet. Level of service results and proposed lane configurations are also presented in Figure 28. The detailed analysis worksheets are included in Appendix H.

Table 17: Future with Development (2027) with 575 Herndon Parkway Intersection Capacity Analysis Results

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
1	**Spring Street (E/W) and Victory Drive**									
	Overall Intersection (TWSC)									
	Eastbound Left	50	A	8.3	1	15	A	0.0	0	0
	Westbound Left	195	A	8.5	0	9	A	8.5	2	22
	Northbound Left/Thru/Right		B	11.2	10	28	B	12.4	17	46
	Southbound Left/Thru/Right		C	15.0	9	31	C	15.7	14	42
2	**Herndon Parkway (N/S) and Spring Street (E/W)**									
	Overall Intersection (Signalized)		**C**	**32.5**			**D**	**43.8**		
	Eastbound Left	160	E	56.0	16	72	E	66.2	33	169
	Eastbound Thru/Right		D	36.1	117	208	D	49.2	186	375
	Westbound Left	260	D	39.0	196	355	D	49.9	545	627
	Westbound Thru		C	21.7	107	212	C	22.3	334	617
	Westbound Right	215	C	20.8	71	177	C	21.3	74	194
	Northbound Left	160	C	25.4	63	170	D	39.4	46	167
	Northbound Thru		C	33.1	73	202	D	49.0	104	209
	Northbound Right		C	33.7	215	420	D	46.2	143	279
	Southbound Left	160	D	43.1	138	184	E	59.0	160	184
	Southbound Thru/Right		C	30.7	94	271	D	40.7	192	306
3	**Spring Street (E/W) and Fairbrook Drive/Fairfax County Parkway Ramps (N/S)**									
	Overall Intersection (Signalized)		**A**	**9.6**			**B**	**10.2**		
	Eastbound Left	230	B	16.1	68	183	C	21.5	93	204
	Eastbound Thru		A	5.4	60	143	A	4.4	48	160
	Westbound Thru		B	14.2	84	124	B	15.0	121	142
	Southbound Left		B	17.0	59	111	C	22.3	48	107
	Southbound Right		B	16.6	105	134	C	21.6	110	136
4	**Herndon Parkway (N/S) and Sunset District (E/W)**									
	Overall Intersection (TWSC)									
	Eastbound Left/Thru/Right		B	14.0	19	61	D	29.5	68	156
	Wesbound Left/Thru		F	110.3	17	51	F	294.9	37	63
	Westbound Right		A	9.7	24	60	A	9.8	36	64
	Northbound Left	140	A	9.1	10	54	B	11.1	3	30
	Southbound Left	205	B	11.5	39	114	B	10.7	39	126
5	**Herndon Parkway (N/S) and Fairbrook Drive/Site Entrance (E/W)**									
	Overall Intersection (Signalized)		**B**	**12.2**			**B**	**11.7**		
	Eastbound Left/Thru/Right		C	21.9	26	70	C	26.2	17	66
	Westbound Left/Thru		C	25.2	62	134	C	29.2	59	150
	Westbound Right		C	22.2	58	149	C	26.6	59	153
	Northbound Left	205	A	0.0	1	16	A	0.0	4	28
	Northbound Thru/Right		B	12.6	131	320	B	15.0	152	385
	Southbound Left	215	A	6.1	43	120	A	7.2	85	217
	Southbound Thru/Right		A	6.3	28	94	A	6.2	161	674
6	**Herndon Parkway (E/W) and Exchange Place/Courtyard Entrance (N/S)**									
	Overall Intersection (TWSC)									
	Eastbound Left	205	A	9.1	13	73	B	12.2	26	109
	Westbound Left	225	B	10.2	3	38	A	9.7	28	207
	Northbound Left/Thru/Right		C	16.8	17	57	B	12.6	20	60
	Southbound Left/Thru/Right		B	14.6	50	128	B	14.9	110	289
7	**Exchange Place (N/S) and Site Entrance (E/W)**									
	Overall Intersection (TWSC)									
	Westbound Left/Right		A	9.1	30	66	A	9.1	25	74
	Southbound Left/Thru		A	0.0	0	0	A	0.0	1	12
8	**Herndon Parkway (E/W) and 555 Herndon Parkway/575 Herndon Pakway Entrance (N/S)**									
	Overall Intersection (Signalized)		**B**	**15.5**			**B**	**14.8**		
	Eastbound Left	185	A	6.5	1	24	A	8.6	1	39
	Easbound Thru/Right		B	12.1	200	396	B	15.4	180	401
	Westbound Left	185	A	7.6	65	152	B	10.0	120	210
	Westbound Thru/Right		A	5.5	29	125	A	9.7	422	736
	Northbound Left		E	66.9	52	74	C	32.6	50	67
	Northbound Thru/Right		C	25.5	28	60	C	22.4	13	58
	Southbound Left/Thru/Right		A	0.0	0	0	D	35.2	4	34
9	**Herndon Parkway (E/W) and Pedestrian Signal (N/S)**									
	Overall Intersection (Signalized)		**A**	**4.5**			**A**	**4.8**		
	Eastbound Thru		A	4.9	173	381	A	4.7	135	403
	Westbound Thru		A	3.7	109	236	A	4.8	349	413

No.	Intersection (Movement)	Effective Storage Length (ft.) [1]	AM Peak Hour				PM Peak Hour			
			LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]	LOS	Delay (sec/veh)	Average Queue (ft.) [3]	Ave. Max Queue (ft.) [2]
			Synchro		SimTraffic		Synchro		SimTraffic	
10	**Herndon Parkway (E/W) and Van Buren Street (N/S)**									
	Overall Intersection (Signalized)		**D**	**49.7**			**E**	**60.2**		
	Eastbound Left	125	D	35.8	36	149	D	36.0	49	149
	Eastbound Thru		D	54.8	234	446	D	54.2	163	288
	Eastbound Right	190	D	46.5	136	215	D	48.1	91	214
	Westbound Left	450	E	62.9	214	347	F	128.0	472	475
	Westbound Thru/Right		D	36.2	120	222	D	47.0	886	927
	Northbound Left		C	30.9	247	838	D	39.0	400	826
	Northbound Thru		E	56.7	659	918	E	61.1	585	918
	Northbound Right	275	D	51.9	285	300	C	27.8	273	300
	Southbound Left	100	C	32.0	98	124	C	30.4	99	124
	Southbound Thru/Right		D	45.0	99	194	D	47.3	158	195
11	**Van Buren Street (N/S) and Worldgate Drive (E/W)**									
	Overall Intersection (Signalized)		**C**	**22.6**			**C**	**29.8**		
	Eastbound Left		C	32.3	111	203	D	53.0	135	204
	Eastbound Left/Thru		C	32.3	179	226	D	53.3	183	223
	Eastbound Right		C	25.7	11	108	D	39.5	40	172
	Westbound Left/Thru		D	42.6	1	18	D	54.7	29	89
	Westbound Right		D	41.2	2	19	D	50.8	21	71
	Northbound Left	235	C	33.8	123	249	D	49.2	156	249
	Northbound Thru		B	17.9	278	421	B	15.8	262	411
	Northbound Right	225	B	12.4	63	250	B	11.2	3	58
	Southbound Left	155	D	40.6	27	113	E	63.0	6	76
	Southbound Thru		C	20.4	139	286	C	26.3	224	449
	Southbound Right		B	18.3	0	0	C	21.4	2	64
12	**Herndon Parkway (E/W) and Worldgate Drive (N/S)**									
	Overall Intersection (Signalized)		**B**	**12.9**			**B**	**14.5**		
	Eastbound Thru/Right		B	14.3	200	400	B	16.5	200	366
	Westbound Left	160	B	12.3	64	166	B	10.4	88	185
	Westbound Thru		A	4.4	71	216	A	8.6	493	570
	Northbound Left/Right		C	32.8	100	206	C	29.9	244	318
13	**Fairbrook Drive (N/S) and Parallel Street (E/W)**									
	Overall Intersection (AWSC)		**A**	**6.8**			**A**	**7**		
	Eastbound Left/Right		A	6.5	23	56	A	6.5	15	33
	Northbound Left/Thru		A	7.3	13	31	A	7.4	21	41
	Southbound Thru/Right		A	7.1	5	31	A	7.0	2	25
14	**Exchange Place (N/S) and Road B**									
	Overall Intersection (TWSC)									
	Westbound Left/Right		A	8.6	10	33	A	8.6	4	32

NOTES:

[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.

[2] Max queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

[3] Average queues are based on results from SimTraffic. Per TOSAM guidelines, the queues are based on the average to 10 simulations.

For the purpose of this analysis, it is desirable to achieve an overall level of service (LOS) of D or better for each intersection and LOS E or better for each lane group at an intersection. The results in the table above show that the following intersections have movements that operate below acceptable levels of service during one or more peak hours under Future Conditions with Development (2027) with 575 Herndon Parkway. Intersections in **bold** also operate below acceptable levels of service under Future Conditions without Development (2027).

- **Intersection #4: Herndon Parkway and Sunset District** – The westbound left/through lane operates at LOS F during the **AM and PM** peak hours. It is noted that the TRG Small Area Plan proposes a new traffic signal at this intersection.
- **Intersection #10: Herndon Parkway and Van Buren Street** – The westbound left lanes operate at LOS F during the **PM** peak hour.

Two (2) intersections have an average queue length that exceeds the existing storage length during one or more peak hours:

- Intersection #2: Herndon Parkway and Spring Street

- Intersection #10: Herndon Parkway and Van Buren Street

Six (6) intersections have maximum queue lengths that exceed the existing storage lengths during one or more peak hours:

- Intersection #2: Herndon Parkway and Spring Street
- Intersection #5: Herndon Parkway and Fairbrook Drive/Site Entrance
- Intersection #8: Herndon Parkway and 555 Herndon Parkway/575 Herndon Parkway Entrance
- Intersection #10: Herndon Parkway and Van Buren Street
- Intersection #11: Van Buren Street and Worldgate Drive
- Intersection #12: Herndon Parkway and Worldgate Drive

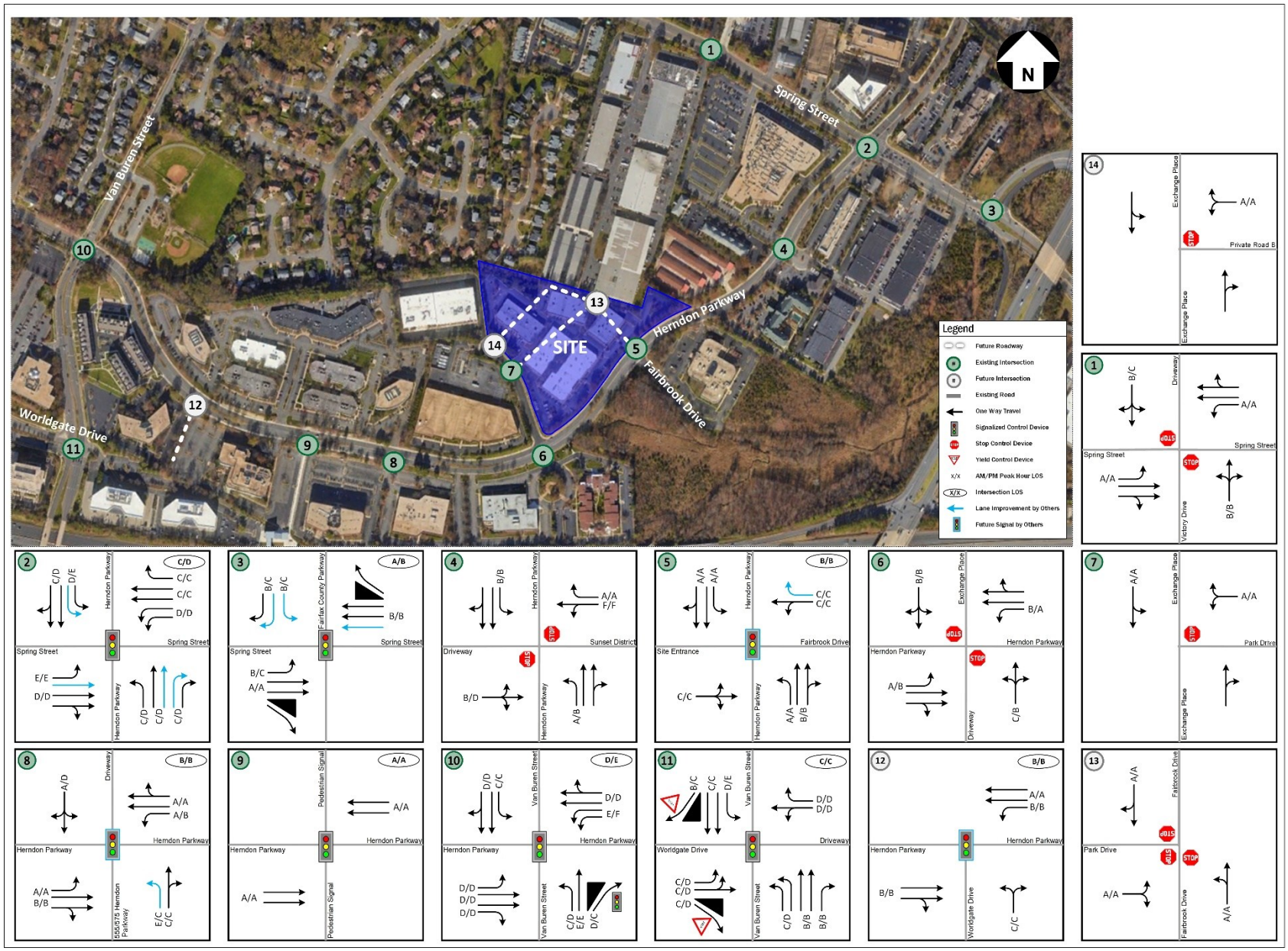


Figure 28: Future with Development (2027) with 575 Herndon Parkway Levels of Service and Lane Configuration

Intersection Analysis Summary

As described in the previous sections, vehicular capacity analysis was performed for the following four (4) scenarios:

- **Existing (2024) –** based on existing turning movement traffic volumes.
- **Future without Development (2027)** – assumes existing traffic plus additional traffic due to a 1.0 percent annual growth rate plus traffic due to approved yet unbuilt background developments.
- **Future with Development (2027)** – assumes existing traffic plus additional traffic due to a 1.0 percent annual growth rate plus traffic due to approved yet unbuilt background developments plus future traffic generated by the Exchange Place redevelopment.
- **Future with Development (2027) with 575 Herndon Parkway** – assumes existing traffic plus additional traffic due to a 1.0 percent annual growth rate plus traffic due to approved yet unbuilt background developments plus future traffic generated by the Exchange Place redevelopment and 575 Herndon Parkway redevelopment.

Level of service and queue comparisons for all four (4) scenarios are presented in Table 18, and a queue comparison for all four (4) scenarios is presented in Table 19.

Table 18: LOS and Delay Comparison

No.	Intersection (Movement)	Level of Service (LOS) (Sec./Veh.)							
		AM Peak Hour				PM Peak Hour			
		2024 EX	2027 FB	2027 TF	2027 TF W/ 575	2024 EX	2027 FB	2027 TF	2027 TF W/ 575
1	**Spring Street (E/W) and Park Drive (N/S)**								
	Overall Intersection (TWSC)								
	Eastbound Left	A (8.2)	A (8.3)	A (8.3)	A (8.3)	A (0.0)	A (0.0)	A (0)	A (0)
	Westbound Left	A (8.5)	A (8.5)	A (8.5)	A (8.5)	A (8.4)	A (8.5)	A (8.5)	A (8.5)
	Northbound Left/Thru/Right	B (11.2)	B (11.2)	B (11.2)	B (11.2)	B (11.8)	B (12.3)	B (12.3)	B (12.4)
	Southbound Left/Thru/Right	B (14.4)	B (15)	C (15)	C (15)	B (14.9)	C (15.5)	C (15.5)	C (15.7)
2	**Herndon Parkway (N/S) and Spring Street (E/W)**								
	Overall Intersection (Signalized)	**C (28.7)**	**C (31)**	**C (31.3)**	**C (32.5)**	**D (41.1)**	**D (43.0)**	**D (43.3)**	**D (43.8)**
	Eastbound Left	D (50.3)	D (52.3)	D (53.3)	E (56)	E (69.4)	F (87.1)	E (65.8)	E (66.2)
	Eastbound Thru/Right	C (32.2)	C (33.9)	C (34.5)	D (36.1)	D (47.4)	D (47.9)	D (49)	D (49.2)
	Westbound Left	D (37.9)	D (36.7)	D (37.5)	D (39)	D (53.1)	D (50.3)	D (50.3)	D (49.9)
	Westbound Thru	C (23.5)	C (20.6)	C (21.1)	C (21.7)	C (26.1)	C (22.0)	C (23.2)	C (22.3)
	Westbound Right	C (22.3)	B (19.8)	C (20.3)	C (20.8)	C (24.6)	C (21.0)	C (22.1)	C (21.3)
	Northbound Left	C (25.1)	C (24.9)	C (24.8)	C (25.4)	D (37.5)	D (39.5)	D (39.6)	D (39.4)
	Northbound Thru	C (33)	C (32.6)	C (32.5)	C (33.1)	D (51.8)	D (47.0)	D (47.1)	D (49)
	Northbound Right	C (32.8)	C (32.4)	C (32.5)	C (33.7)	D (46.3)	D (44.7)	D (44.8)	D (46.2)
	Southbound Left	B (17.2)	D (40.5)	D (41.1)	D (43.1)	C (30.6)	E (58.9)	E (58.9)	E (59)
	Southbound Thru/Right	C (23.3)	C (30.4)	C (30.2)	C (30.7)	C (32.3)	D (37.4)	D (37.5)	D (40.7)
3	**Spring Street (E/W) and Fairbrook Drive/Fairfax County Parkway Ramps (N/S)**								
	Overall Intersection (Signalized)	**B (10.6)**	**A (9.3)**	**A (9.5)**	**A (9.6)**	**B (11.2)**	**A (9.9)**	**A (10)**	**B (10.2)**
	Eastbound Left	C (20.6)	B (18.6)	B (15.9)	B (16.1)	C (24.8)	C (20.7)	C (21)	C (21.5)
	Eastbound Thru	A (8)	A (5.6)	A (5.4)	A (5.4)	A (6.0)	A (4.4)	A (4.3)	A (4.4)
	Westbound Thru	B (15.5)	B (12.7)	B (14)	B (14.2)	B (18.2)	B (14.9)	B (14.8)	B (15)
	Southbound Left/Right (EX), Southbound Left (FB, TF, TF w/ 575 Herndon Pkwy)	B (18)	B (15.9)	B (16.7)	B (17)	C (25.2)	C (21.8)	C (22)	C (22.3)
	Southbound Right	B (14.2)	B (15.6)	B (16.3)	B (16.6)	C (20.5)	C (21.2)	C (21.3)	C (21.6)
4	**Herndon Parkway (N/S) and Sunset District (E/W)**								
	Overall Intersection (TWSC)								
	Eastbound Left/Thru/Right	B (10.5)	B (13.3)	B (13.4)	B (14)	C (18.6)	D (25.9)	D (27.3)	D (29.5)
	Wesbound Left/Thru	D (31.6)	F (79.3)	F (89.2)	F (110.3)	F (103.2)	F (249.0)	F (263.9)	F (294.9)
	Westbound Right	B (11.5)	A (9.7)	A (9.8)	A (9.7)	B (11.6)	A (9.7)	A (9.7)	A (9.8)
	Northbound Left	A (8)	A (8.9)	A (8.9)	A (9.1)	A (9.3)	B (10.6)	B (10.8)	B (11.1)
	Southbound Left	A (9.7)	B (10.9)	B (11.2)	B (11.5)	A (9.7)	B (10.5)	B (10.6)	B (10.7)
4	**Herndon Parkway (N/S) and Sunset District (E/W) - Mitigated**								
	Overall Intersection (Signalized)	**-**	**-**	**A(6.6)**	**-**	**-**	**-**	**B(10)**	**-**
	Eastbound Left/Thru/Right	-	-	C(22.3)	-	-	-	C(23.7)	-
	Wesbound Left/Thru	-	-	C(23.3)	-	-	-	C(25.1)	-
	Westbound Right	-	-	C(22.4)	-	-	-	C(23.2)	-
	Northbound Left	-	-	A(3.5)	-	-	-	A(6.3)	-
	Northbound Thru/Right	-	-	A(6.8)	-	-	-	B(10.4)	-
	Southbound Left	-	-	A(3.5)	-	-	-	A(5.2)	-
	Southbound Thru/Right	-	-	A(4.2)	-	-	-	A(6.7)	-
5	**Herndon Parkway (N/S) and Fairbrook Drive/Site Entrance (E/W)**								
	Overall Intersection (EX: TWSC, FB, TF, TF w/ 575: Signalized)	**-**	**B (11.7)**	**B (12.1)**	**B (12.2)**	**-**	**B (11.7)**	**B (11.6)**	**B (11.7)**
	Eastbound Left/Thru/Right	C (16.6)	C (20.5)	C (20.7)	C (21.9)	D (34.2)	C (26.1)	C (25.6)	C (26.2)
	Westbound Left/Thru/Right (EX), Westbound Left/Thru (FB, TF, TF w/ 575)	B (11.2)	C (23.5)	C (23.8)	C (25.2)	E (39.4)	C (28.6)	C (28.5)	C (29.2)
	Westbound Right	-	C (20.9)	C (21.0)	C (22.2)	-	C (26.0)	C (26)	C (26.6)
	Northbound Left	A (7.9)	A (7.8)	A (0)	A (0)	A (9.6)	A (8.9)	A (0)	A (0)
	Northbound Thru/Right	-	B (12.3)	B (12.5)	B (12.6)	-	B (14.9)	B (14.8)	B (15)
	Southbound Left	A (0)	A (0)	A (5.8)	A (6.1)	A (0)	A (0)	A (6.7)	A (7.2)
	Southbound Thru/Right	-	A (6.4)	A (6.4)	A (6.3)	-	A (6.0)	A (6.1)	A (6.2)
6	**Herndon Parkway (E/W) and Exchange Place/Courtyard Entrance (N/S**								
	Overall Intersection (TWSC)								
	Eastbound Left	A (8)	A (9)	A (9)	A (9.1)	B (10.7)	B (11.1)	B (11.8)	B (12.2)
	Westbound Left	B (10.1)	B (10)	B (10)	B (10.2)	A (9.3)	A (9.6)	A (9.5)	A (9.7)
	Northbound Left/Thru/Right	C (15.8)	C (15.1)	C (16.3)	C (16.8)	C (15.2)	B (11.2)	B (12.4)	B (12.6)
	Southbound Left/Thru/Right	C (16.2)	C (17.2)	B (14.8)	B (14.6)	D (26.5)	C (15.0)	B (14.6)	B (14.9)
7	**Exchange Place (N/S) and Site Entrance (E/W)**								
	Overall Intersection (TWSC)								
	Westbound Left/Right	A (8.9)	A (8.7)	A (9.1)	A (9.1)	A (8.8)	A (8.7)	A (9.1)	A (9.1)
	Southbound Left/Thru	A (0)	A (0)	A (0)	A (0)	A (0.0)	A (0.0)	A (0)	A (0)

No.	Intersection (Movement)	Level of Service (LOS) (Sec./Veh.)							
		AM Peak Hour				PM Peak Hour			
		2024 EX	2027 FB	2027 TF	2027 TF W/ 575	2024 EX	2027 FB	2027 TF	2027 TF W/ 575
8	**Herndon Parkway (E/W) and 555 Herndon Parkway/575 Herndon Pakway Entrance (N/S)**								
	Overall Intersection (EX: TWSC, FB, TF, TF w/ 575: Signalized)	**-**	**A (9.2)**	**A (9.1)**	**B (15.5)**	**-**	**B (13.6)**	**B (13.7)**	**B (14.8)**
	Eastbound Left	A (8.3)	A (5.2)	A (5.2)	A (6.5)	A (9.5)	A (8.9)	A (8.7)	A (8.6)
	Eatbound Thru/Right	-	A (9.2)	A (9.2)	B (12.1)	-	B (14.5)	B (14.6)	B (15.4)
	Westbound Left	A (9.7)	A (5.0)	A (5.0)	A (7.6)	A (8.9)	A (8.5)	A (8.7)	B (10)
	Westbound Thru/Right	-	A (4.8)	A (4.9)	A (5.5)	-	B (11.2)	B (11.1)	A (9.7)
	Northbound Left/Thru/Right (EX), Northbound Left (FB, TF, TF w/ 575 Herndon Pkwy)	C (17.4)	C (32.4)	C (32.4)	E (66.9)	C (17.8)	C (20.7)	C (21.5)	C (32.6)
	Northbound Thru/Right	-	C (23.6)	C (23.6)	C (25.5)	-	B (17.7)	B (18.4)	C (22.4)
	Southbound Left/Thru/Right	A (0)	0 (0)	A (0)	A (0)	C (24.4)	C (30.3)	C (31.0)	D (35.2)
9	**Herndon Parkway (E/W) and Pedestrian Signal (N/S)**								
	Overall Intersection (Signalized)	**A (3.6)**	**A (4.3)**	**A (4.3)**	**A (4.5)**	**A (3.7)**	**A (4.4)**	**A (4.5)**	**A (4.8)**
	Eastbound Thru	A (3.8)	A (4.7)	A (4.7)	A (4.9)	A (3.6)	A (4.2)	A (4.4)	A (4.7)
	Westbound Thru	A (3)	A (3.5)	A (3.6)	A (3.7)	A (3.8)	A (4.5)	A (4.6)	A (4.8)
10	**Herndon Parkway (E/W) and Van Buren Street (N/S)**								
	Overall Intersection (Signalized)	**C (33.5)**	**D (50.2)**	**D (50.1)**	**D (49.7)**	**D (36.3)**	**D (53.7)**	**D (54.9)**	**E (60.2)**
	Eastbound Left	C (31.3)	D (36.8)	D (35.4)	D (35.8)	C (31.6)	D (36.3)	D (36.2)	D (36)
	Eastbound Thru	D (45.9)	E (55.7)	D (53.5)	D (54.8)	D (46.2)	D (53.7)	D (54.1)	D (54.2)
	Eastbound Right	D (40.4)	D (47.4)	D (45.7)	D (46.5)	D (43.9)	D (48.5)	D (48.4)	D (48.1)
	Westbound Left	D (45.3)	E (56)	E (60.6)	E (62.9)	D (49.6)	F (96.5)	F (104.6)	F (128)
	Westbound Thru/Right	C (33.6)	D (35.1)	D (36.4)	D (36.2)	D (43.5)	D (46.8)	D (47)	D (47)
	Northbound Left	C (20.2)	C (31.4)	C (29.4)	C (30.9)	C (24.6)	D (36.9)	D (37.3)	D (39)
	Northbound Thru	D (35.6)	E (57.2)	D (53.9)	E (56.7)	D (35.6)	E (59.4)	E (59.7)	E (61.1)
	Northbound Right	B (15.7)	E (56.6)	E (59)	D (51.9)	B (12.9)	C (27.2)	C (24.1)	C (27.8)
	Southbound Left	C (27.3)	C (32.3)	C (30.2)	C (32)	C (26.9)	C (29.1)	C (29.5)	C (30.4)
	Southbound Thru/Right	D (37.2)	D (45.4)	D (43.2)	D (45)	D (39.3)	D (46.1)	D (46.4)	D (47.3)
11	**Van Buren Street (N/S) and Worldgate Drive (E/W)**								
	Overall Intersection (Signalized)	**B (17.3)**	**C (22.2)**	**C (22.2)**	**C (22.6)**	**C (25.0)**	**C (29.0)**	**C (29.3)**	**C (29.8)**
	Eastbound Left	C (25)	C (30.8)	C (31.3)	C (32.3)	D (39.3)	D (50.2)	D (51.1)	D (53)
	Eastbound Left/Thru	C (25)	C (30.8)	C (31.3)	C (32.3)	D (39.5)	D (50.7)	D (51.7)	D (53.3)
	Eastbound Right	C (23.2)	C (24.9)	C (25.2)	C (25.7)	D (35.7)	D (39.2)	D (39.2)	D (39.5)
	Westbound Left/Thru	C (33.8)	D (41.7)	D (42)	D (42.6)	D (45.9)	D (53.8)	D (54.1)	D (54.7)
	Westbound Right	C (32.6)	D (40.2)	D (40.4)	D (41.2)	D (43.0)	D (50.0)	D (50.3)	D (50.8)
	Northbound Left	C (25.1)	C (32.5)	C (32.8)	C (33.8)	D (40.6)	D (48.4)	D (48.7)	D (49.2)
	Northbound Thru	B (13)	B (17.7)	B (17.6)	B (17.9)	B (13.6)	B (15.3)	B (15.5)	B (15.8)
	Northbound Right	A (9.6)	B (12.4)	B (12.4)	B (12.4)	B (10.3)	B (11.1)	B (11.2)	B (11.2)
	Southbound Left	D (36)	D (39.5)	D (39.8)	D (40.6)	E (55.9)	E (62.2)	E (62.5)	E (63)
	Southbound Thru	B (16.7)	C (20.1)	C (20.2)	C (20.4)	C (22.8)	C (25.6)	C (25.8)	C (26.3)
	Southbound Right	B (15)	B (18.2)	B (18.2)	B (18.3)	B (18.0)	C (21.1)	C (21.3)	C (21.4)
12	**Herndon Parkway (E/W) and Worldgate Drive (N/S)**								
	Overall Intersection (Signalized)		**B (13)**	**B (12.7)**	**B (12.9)**	**-**	**B (13.6)**	**B (13.9)**	**B (14.5)**
	Eastbound Thru/Right		B (13.9)	B (13.8)	B (14.3)	-	B (15.6)	B (15.8)	B (16.5)
	Westbound Left		B (11.1)	B (11.1)	B (12.3)	-	A (8.9)	A (9.4)	B (10.4)
	Westbound Thru		A (4.2)	A (4.3)	A (4.4)	-	A (8.3)	A (8.4)	A (8.6)
	Northbound Left/Right		C (26.5)	C (31.2)	C (32.8)	-	C (26.5)	C (28)	C (29.9)
13	**Fairbrook Drive (N/S) and Park Drive (E/W)**								
	Overall Intersection (AWSC)			**A (6.8)**	**A (6.8)**			**A (7)**	**A (7)**
	Eastbound Left/Right	-	-	A (0)	A (0)	-	-	A (0)	A (0)
	Northbound Left/Thru	-	-	A (0)	A (0)	-	-	A (0)	A (0)
	Southbound Thru/Right	-	-	A (7.1)	A (7.1)	-	-	A (7)	A (7)
14	**Exchange Place (N/S) and Road B (E/W)**								
	Overall Intersection (TWSC)								
	Westbound Left/Right	-	-	A (8.6)	A (8.6)	-	-	A (8.6)	A (8.6)

As shown in Table 18, no movements degrade to below acceptable levels of service under Future Conditions with Development (2027) that were previously acceptable under Future Conditions without Development (2027).

Table 19: Queue Comparison

No.	Intersection (Movement)	Effective Storage Length (ft.)	Average Queue								Maximum Queue							
			AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
			2024 EX	2027 FB	2027 TF	2027 TF W/ 575	2024 EX	2027 FB	2027 TF	2027 TF W/ 575	2024 EX	2027 FB	2027 TF	2027 TF W/ 575	2024 EX	2027 FB	2027 TF	2027 TF W/ 575
1	**Spring Street (E/W) and Park Drive (N/S)**																	
	Overall Intersection (TWSC)																	
	Eastbound Left	50	1	1	1	1	0	6	0	0	13	15	20	15	6	30	0	0
	Westbound Left	195	1	1	1	0	0	2	3	2	12	10	15	9	3	14	16	22
	Northbound Left/Thru/Right		9	10	10	10	0	22	19	17	33	30	30	28	5	73	49	46
	Southbound Left/Thru/Right		8	8	9	9	19	14	13	14	30	32	33	31	44	44	40	42
2	**Herndon Parkway (N/S) and Spring Street (E/W)**																	
	Overall Intersection (Signalized)																	
	Eastbound Left	160	12	16	17	16	41	29	39	33	60	96	88	72	170	183	166	169
	Eastbound Thru/Right		95	86	114	117	179	196	200	186	173	183	196	208	316	422	393	375
	Westbound Left	260	69	280	175	196	175	262	457	545	146	280	320	355	283	285	627	627
	Westbound Thru		81	108	108	107	96	238	258	334	162	210	217	212	193	570	578	617
	Westbound Right	215	59	70	68	71	62	63	68	74	124	159	157	177	169	187	188	194
	Northbound Left	160	31	45	51	63	41	41	40	46	120	121	146	170	184	145	150	167
	Northbound Thru		85	61	60	73	146	97	107	104	240	158	156	202	312	212	230	209
	Northbound Right		202	169	192	215	185	140	137	143	466	357	364	420	405	314	310	279
	Southbound Left	160	95	120	126	138	140	141	148	160	181	182	184	184	184	184	184	184
	Southbound Thru/Right		26	37	78	94	45	83	182	192	103	130	251	271	168	245	302	306
3	**Spring Street (E/W) and Fairbrook Drive/Fairfax County Parkway Ramps (N/S)**																	
	Overall Intersection (Signalized)																	
	Eastbound Left	230	31	54	54	68	51	82	82	93	109	140	157	183	144	193	189	204
	Eastbound Thru		35	58	58	60	32	44	45	48	127	151	139	143	115	140	142	160
	Westbound Thru		47	82	78	84	97	116	117	121	106	122	123	124	124	148	140	142
	Southbound Left/Right (EX), Southbound Left (FB, TF, TF w/ 575 Herndon Pkwy)		104	54	50	59	109	47	42	48	136	107	106	111	147	108	103	107
	Southbound Right		61	102	102	105	44	107	108	110	119	136	135	134	106	138	134	136
4	**Herndon Parkway (N/S) and Sunset District (E/W)**																	
	Overall Intersection (TWSC)																	
	Eastbound Left/Thru/Right		22	21	20	19	45	77	70	68	70	58	58	61	99	154	161	156
	Wesbound Left/Thru		17	15	16	17	32	32	35	37	48	48	52	51	74	52	55	63
	Westbound Right		14	23	24	24	27	30	33	36	52	63	61	60	64	72	76	64
	Northbound Left	140	9	12	12	10	3	2	4	3	39	51	52	54	27	29	27	30
	Southbound Left	205	13	31	35	39	18	32	33	39	54	89	97	114	69	90	101	126
4	**Herndon Parkway (N/S) and Sunset District (E/W) - Mitigated**																	
	Overall Intersection (Signalized)																	
	Eastbound Left/Thru/Right		-	-	18	-	-	-	43	-	-	-	49	-	-	-	155	-
	Wesbound Left/Thru		-	-	13	-	-	-	20	-	-	-	52	-	-	-	48	-
	Westbound Right		-	-	28	-	-	-	33	-	-	-	76	-	-	-	52	-
	Northbound Left		-	-	17	-	-	-	5	-	-	-	53	-	-	-	41	-
	Northbound Thru/Right		-	-	84	-	-	-	129	-	-	-	286	-	-	-	394	-
	Southbound Left		-	-	42	-	-	-	51	-	-	-	117	-	-	-	115	-
	Southbound Thru/Right		-	-	42	-	-	-	76	-	-	-	200	-	-	-	320	-
5	**Herndon Parkway (N/S) and Fairbrook Drive/Site Entrance (E/W)**																	
	Overall Intersection (EX: TWSC, FB, TF, TF w/ 575: Signalized)																	
	Eastbound Left/Thru/Right		1	2	27	26	17	20	18	17	25	26	73	70	53	58	64	66
	Westbound Left/Thru/Right (EX), Westbound Left/Thru (FB, TF, TF w/ 575)		1	60	54	62	6	68	61	59	21	139	119	134	52	132	140	150
	Westbound Right		-	53	55	58	-	52	58	59	-	121	132	149	-	160	155	153
	Northbound Left	205	3	6	1	1	2	2	4	4	28	32	17	16	22	20	28	28
	Northbound Thru/Right		-	125	124	131	-	162	154	152	-	318	301	320	-	396	418	385
	Southbound Left	215	0	45	42	43	0	64	82	85	0	126	125	120	0	195	200	217
	Southbound Thru/Right		-	30	30	28	-	200	176	161	-	138	118	94	-	404	504	674
6	**Herndon Parkway (E/W) and Exchange Place/Courtyard Entrance (N/S**																	
	Overall Intersection (TWSC)																	
	Eastbound Left	205	4	8	10	13	2	1	27	26	32	57	53	73	25	27	90	109
	Westbound Left	225	4	3	4	3	4	11	29	28	33	31	31	38	31	102	185	207
	Northbound Left/Thru/Right		19	19	17	17	14	20	19	20	63	56	60	57	40	48	55	60
	Southbound Left/Thru/Right		19	21	49	50	19	47	112	110	68	69	124	128	66	141	304	289
7	**Exchange Place (N/S) and Site Entrance (E/W)**																	
	Overall Intersection (TWSC)																	
	Westbound Left/Right		7	7	32	30	8	45	24	25	48	40	67	66	49	45	76	74
	Southbound Left/Thru		0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	12

No.	Intersection (Movement)	Effective Storage Length (ft.)	Average Queue								Maximum Queue							
			AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
			2024 EX	2027 FB	2027 TF	2027 TF W/ 575	2024 EX	2027 FB	2027 TF	2027 TF W/ 575	2024 EX	2027 FB	2027 TF	2027 TF W/ 575	2024 EX	2027 FB	2027 TF	2027 TF W/ 575
8	**Herndon Parkway (E/W) and 555 Herndon Parkway/575 Herndon Pakway Entrance (N/S)**																	
	Overall Intersection (EX: TWSC, FB, TF, TF w/ 575: Signalized)																	
	Eastbound Left	185	1	1	1	1	1	0	1	1	21	30	22	24	18	9	18	39
	Eatbound Thru/Right		-	133	135	200	-	132	137	180	-	364	339	396	-	348	358	401
	Westbound Left	185	2	46	41	65	1	56	75	120	37	118	116	152	18	164	191	210
	Westbound Thru/Right		-	39	35	29	-	369	452	422	-	126	105	125	-	674	739	736
	Northbound Left/Thru/Right (EX), Northbound Left (FB, TF, TF w/ 575 Herndon Pkwy)		4	55	42	52	6	186	47	50	31	136	67	74	33	272	62	67
	Northbound Thru/Right		-	8	9	28	-	26	6	13	-	37	35	60	-	133	40	58
	Southbound Left/Thru/Right		0	0	0	0	4	7	8	4	0	0	0	0	32	34	36	34
9	**Herndon Parkway (E/W) and Pedestrian Signal (N/S)**																	
	Overall Intersection (Signalized)																	
	Eastbound Thru		84	166	168	173	85	152	134	135	239	377	372	381	210	389	346	403
	Westbound Thru		33	96	110	109	82	334	346	349	100	220	243	236	223	415	416	413
10	**Herndon Parkway (E/W) and Van Buren Street (N/S)**																	
	Overall Intersection (Signalized)																	
	Eastbound Left	125	37	35	41	36	38	42	46	49	141	149	149	149	149	149	149	149
	Eastbound Thru		144	222	218	234	69	144	148	163	270	402	386	446	185	250	275	288
	Eastbound Right	190	64	122	122	136	69	85	86	91	179	215	215	215	161	213	211	214
	Westbound Left	450	37	164	184	214	139	468	472	472	108	289	317	347	260	475	475	475
	Westbound Thru/Right		42	95	106	120	128	872	893	886	121	197	263	222	248	920	922	927
	Northbound Left		88	238	202	247	183	272	310	400	231	764	742	838	357	640	706	826
	Northbound Thru		207	626	566	659	222	446	529	585	572	914	914	918	482	858	906	918
	Northbound Right	275	86	278	273	285	91	241	260	273	300	300	300	300	300	300	300	300
	Southbound Left	100	33	90	90	98	37	92	92	99	124	124	124	124	124	124	124	124
	Southbound Thru/Right		67	131	131	99	134	201	196	158	187	236	229	194	195	250	241	195
11	**Van Buren Street (N/S) and Worldgate Drive (E/W)**																	
	Overall Intersection (Signalized)																	
	Eastbound Left		26	105	89	111	55	111	113	135	94	206	201	203	157	191	197	204
	Eastbound Left/Thru		70	175	164	179	103	168	175	183	151	224	224	226	196	200	212	223
	Eastbound Right		6	6	11	11	53	52	53	40	70	58	72	108	169	177	175	172
	Westbound Left/Thru		0	0	0	1	29	29	29	29	10	8	7	18	85	92	74	89
	Westbound Right		2	2	2	2	20	21	22	21	21	21	21	19	67	75	78	71
	Northbound Left	235	13	121	111	123	38	136	142	156	156	232	235	249	167	239	241	249
	Northbound Thru		77	250	229	278	88	211	238	262	250	406	410	421	262	378	400	411
	Northbound Right	225	13	49	31	63	0	2	2	3	158	249	210	250	5	54	56	58
	Southbound Left	155	25	33	26	27	6	7	7	6	94	149	91	113	62	90	74	76
	Southbound Thru		84	134	135	139	178	207	232	224	200	286	279	286	370	418	466	449
	Southbound Right		0	0	0	0	0	3	5	2	0	0	0	0	14	82	64	64
12	**Herndon Parkway (E/W) and Worldgate Drive (N/S)**																	
	Overall Intersection (Signalized)																	
	Eastbound Thru/Right		-	190	179	200	-	182	183	200	-	396	377	400	-	364	348	366
	Westbound Left	160	-	63	58	64	-	69	79	88	-	150	154	166	-	171	185	185
	Westbound Thru		-	55	63	71	-	364	433	493	-	176	184	216	-	562	578	570
	Northbound Left/Right		-	99	93	100	-	250	226	244	-	214	194	206	-	303	309	318
13	**Fairbrook Drive (N/S) and Park Drive (E/W)**																	
	Overall Intersection (AWSC)																	
	Eastbound Left/Right		-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0
	Northbound Left/Thru		-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0
	Southbound Thru/Right		-	-	4	5	-	-	2	2	-	-	30	31	-	-	27	25
14	**Exchange Place (N/S) and Road B (E/W)**																	
	Overall Intersection (TWSC)																	
	Westbound Left/Right		-	-	8	10	-	-	4	4	-	-	33	33	-	-	33	32

As shown in Table 19, the intersection of Herndon Parkway and 555 Herndon Parkway/575 Herndon Parkway has one (1) movement with a maximum queue that extends beyond the available storage that was previously contained under Future Conditions without Development (2027). The movement that begins to extend beyond the available storage exceeds the capacity by less than one (1) car length. It is noted that the average queue for this movement remains within the available storage.

Access Management Standards

Herndon Parkway is classified as a minor arterial with a posted speed limit of 35 mph. For the purposes of this assessment, Exchange Place was considered a local street with a posted speed limit of 25 mph. The required spacing for commercial accesses, intersections, and median crossovers as shown in Table 2-2 of VDOT's *Road Design Manual*, Appendix F are shown in Table 20.

It is noted that Herndon Parkway and Exchange Place are within the Town limits and are not maintained by VDOT. The access management and minimum spacing evaluation for the site entrances is presented for informational purposes only in Figure 29.

The spacing between Private Road B and the adjacent commercial entrance on Exchange Place does not meet the 50-foot minimum requirement between entrance radii. As such, a waiver request for the access spacing requirement for Private Road B will be submitted.

As shown on the Conceptual Development Plan, Alley 1 on Exchange Place will function as an emergency access only and will include removable bollards.

Table 20: Minimum Spacing Standards for Commercial Entrances, Intersections and Median Crossovers

Functional Classification	Design Speed (See Note 2)	Minimum Spacing (Distance) in Feet			
		Type 1 (Signalized)	Type 2 (Unsignalized/ Full Crossover)	Type 3 (Full Access /Directional Crossover)	Type 4 (Partial Access)
Principal Arterial	≤ 30 mph	1,050	880	440	250
	35 to 45 mph	1,320	1,050	565	305
	≥ 50 mph	2,640	1,320	750	495
Minor Arterial	≤ 30 mph	880	660	355	200
	35 to 45 mph	1,050	660	470	250
	≥ 50 mph	1,320	1,050	555	425
Collector	≤ 30 mph	660	440	225	200
	35 to 45 mph	660	440	335	250
	≥ 50 mph	1,050	660	445	360
Local Street	See Note 1				

Notes to Table 2-2:

1. **Local Street Spacing** – No commercial entrance shall be allowed within the functional area of an intersection without prior approval from the Engineer at the Residency or District. For commercial entrances on local streets (not individual private entrance driveways to homes), a spacing distance of 50 feet between entrance radii is specified to assure a minimum separation between such entrances (illustrated in Figure 4-11).

No commercial entrance shall be within 115 feet minimum measured from the outer edge of the inscribed circle of a Roundabout, without prior approval from the Engineer at the Residency or District. If an entrance is approved within the 115 feet of the outer edge of the inscribed circle it shall be "Right-In, Right-Out" Only (115' feet minimum is based on the stopping sight distance for 20 mph).



Figure 29: Intersection Spacing

Conclusions

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

TIS Components

- As determined based on discussions with the Town, a growth rate of one (1) percent per year was applied to major movements to account for a regional increase in background traffic.
- The proposed development is anticipated to generate approximately 155 trips during the AM peak hour, 153 trips during the PM peak hour, and 1,770 trips on a typical weekday with reductions. It is noted that the Mid-Day peak hour was not analyzed as agreed upon at the scoping meeting.
- The following approved yet unbuilt background developments were assumed to be in place by 2027:
    - Woodland Park East Block E – 560,000 SF of office and 20,000 SF of retail
    - 555 Herndon Parkway – 435 residential units, 200,000 SF of office, and 10,000 SF of retail
    - Parkview at Herndon Metro – 675 residential units, 413,000 SF of office, and 10,000 SF of retail
    - Herndon Hotel – 250 room hotel
    - Fairbrook Business Park (Phase 1) – 1,080 residential units, a 10,000 SF daycare and 10,000 SF of retail

Infrastructure

- Existing vehicular access is provided via one (1) full-access entrance on Exchange Place and one (1) full-access entrance on Herndon Parkway.
- Site access will continue to be provided via Exchange Place and Herndon Parkway.
- **2nd Submission Update:** The conceptual development plan has been changed since the 1st submission. Future site access on Exchange Place will now be provided via two (2) full-access entrances at Parallel Street and Private Road B.

Non-SOV Elements

- Four (4) bus routes provide service in the vicinity of the site, providing regional access to the area.
- Sidewalks exist along both sides of Herndon Parkway. The intersection of Herndon Parkway and Van Buren Street has crosswalks, curb ramps, and pedestrian signal heads on all approaches. The intersection Spring Street and Herndon Parkway have crosswalks, curb ramps, and pedestrian signal heads on all approaches.

Analysis Results

- For the purpose of this analysis, it is desirable to achieve an overall level of service (LOS) of D or better for each intersection and LOS E or better for each lane group at an intersection within the study area.
- One (1) intersection has movements that operate below acceptable levels of service during the Existing Conditions (2024) peak hours:
    - Intersection #4: Herndon Parkway and Sunset District (PM Peak)
- Three (3) intersections have movements that operate below acceptable levels of service during the Future Conditions without Development (2027) peak hours:
    - Intersection #2: Herndon Parkway and Spring Street (PM Peak)
    - Intersection #4: Herndon Parkway and Sunset District (AM and PM Peak)

- Intersection #10: Herndon Parkway and Van Buren Street (PM Peak)

- Two (2) intersections have movements that operate below acceptable levels of service during the Future Conditions with Development (2027) peak hours:
  - Intersection #4: Herndon Parkway and Sunset District (AM and PM Peak)
  - Intersection #10: Herndon Parkway and Van Buren Street (PM Peak)
- Two (2) intersections have movements that operate below acceptable levels of service during the Future Conditions with Development (2027) with 575 Herndon Parkway peak hours:
  - Intersection #4: Herndon Parkway and Sunset District (AM and PM Peak)
  - Intersection #10: Herndon Parkway and Van Buren Street (PM Peak)

Proposed Mitigation

- The proposed redevelopment does not cause any movements to begin to operate below acceptable levels of service; therefore, no mitigations are proposed at the study intersections.
- It is noted that the following transportation improvements are associated with the approved yet unbuilt Fairbrook Business Park development. These improvements are not anticipated to be in place by 2027.
  - Intersection #5: Herndon Parkway and Fairbrook Drive
    - Extend the existing left turning lane on southbound Herndon Parkway to a stacking length of 225 feet.
    - Construct a right turn lane on northbound Herndon Parkway.
- It is also noted that the Transit-Related Growth Small Area Plan proposes a new traffic signal at the intersection of Herndon Parkway and Sunset District.

Preliminary Signal Warrant Analysis – Herndon Parkway and Fairbrook Drive

- According to the proffer conditions for the Fairbrook Business Park development dated November 17, 2020, a traffic signal is to be installed prior to the issuance of a permanent certificate of occupancy for the New Building which generates the need for a signal.
- In order to determine if a signal is warranted at the intersection of Herndon Parkway and Fairbrook Drive (Intersection #5), a preliminary signal warrant analysis was conducted under future conditions for the following two (2) scenarios:
  - With Exchange Place and without Fairbrook Business Park (Phase 1)
  - With Fairbrook Business Park (Phase 1) and without Exchange Place
- A signal at Herndon Parkway and Fairbrook Drive would not be warranted with Exchange Place and without Fairbrook Business Park (Phase 1), but would be warranted with Fairbrook Business Park (Phase 1) and without Exchange Place.
- It is noted that the Exchange Place development site trips account for approximately 4.0 percent of the Future with Development (2027) intersection volume during the AM peak hour and approximately 3.1 percent of the intersection volume during the PM peak hour at Intersection #5.

Potential Mitigations – Herndon Parkway and Sunset District

- The intersection of Herndon Parkway and Sunset District (Intersection #4) currently operates below acceptable levels of service under Existing Conditions (2024). As requested by the Town, a potential mitigation scenario is provided for informational purposes.
- Intersection #4 currently operates under two-way stop control. The westbound left/through movement operates below acceptable levels of service during the PM peak hour under Existing Conditions (2024) and operates below acceptable levels of service during both peak hours under Future Conditions without Development (2027).
- The Exchange Place development's impact to the intersection is anticipated to be minimal:
    - The Exchange Place development's site trips do not cause the intersection to operate below acceptable levels of service.
    - During the AM peak hour, the delay increase for the westbound left/through movement between the Future without Development and Future with Development scenarios is 9.9 seconds.
    - During the PM peak hour, the delay increase for the westbound left/through movement between the Future without Development and Future with Development scenarios is 14.9 seconds.
- It is noted that the Exchange Place development site trips account for approximately 3.3 percent of the Future with Development (2027) intersection volume during the AM peak hour and approximately 2.5 percent of the intersection volume during the PM peak hour at Intersection #4.
- Intersection #4 was analyzed with a traffic signal as a potential mitigation measure:
    - The results indicate that with a traffic signal, all movements operate at acceptable levels of service during both peak hours.

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

Planning Commission Work Session
Agenda Item 2.c.

Agenda Item: **Zoning Ordinance Text Amendment ZOTA #26-01, to amend Chapter 78 (ZONING), ARTICLE XIV (Signs), Section 78-140.4 (Prohibited signs), Section 78-140.6 (General standards for all signs), Section 78-141.8 (Sign Standards for Planned Development—Transit Related Growth Districts), and Article XVIII (Definitions), Section 78-180 (Definitions) to update sections to include standards for signage in the Herndon Transit-Oriented Core (HTOC), provide a nit limit for signage, and include definitions pertinent to signage in the HTOC**

Meeting Date: April 13, 2026

Category: Public Hearings

Prepared by: Angelina Jones, Lead Planner / Design and Development

Description:
The Town of Herndon initiated the Planned Development - Transit-Oriented Core (PD-TOC) zoning district in 2017. This area is also referred to as the Herndon Transit-Oriented Core (HTOC) in associated planning documents. This Zoning Ordinance Text Amendment (ZOTA) will introduce standards for signage within the HTOC by updating the existing sign standards related to Transit Related Growth districts. This language is found in Chapter 78 (ZONING), Article XIV (Signs), Section 78-141.8 (Sign Standards for Planned Development—Transit Related Growth Districts), and Article XVIII (Definitions), Section 78-180 (Definitions). Staff also recommend minor updates to Section 78-140.4 (Prohibited signs) and Section 78-140.6 (General standards for all signs) related to the inclusion of the HTOC standards in Article XIV. Staff relied on guidance found in the *Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core* to develop the proposed sign standards for the HTOC.

Background/Timing Impact:
The Herndon Metrorail Station opened in 2022. Prior to opening, the Town conducted a study and adopted a plan to support potential redevelopment of the areas close to the Herndon Metrorail Station. The broader plan studied redevelopment scenarios for the commercial neighborhoods around the station and established the HTOC. Roughly 38 acres comprising several parcels immediately north of the Herndon Metrorail Station, the HTOC plan identified and planned for a mixed-use urban center of redevelopment. This planning is reflected in the standards found in the zoning ordinance for the PD-TOC zoning district.

Following the Planning Commission recommendation, this ordinance amendment will be

considered by the Town Council for adoption.

Fiscal Impact:
N/A

Legal Impact:
If adopted by the Town Council, this amendment will be effective on and after its date of adoption.

Staff Recommendation/Next Steps:
Recommend approval of the staff proposed language.

Attachments:
1. ZOTA #26-01 Staff Proposed Language

TOWN OF HERNDON, VIRGINIA

TOWN COUNCIL

ORDINANCE

_____, 2026

Ordinance- **to adopt ZOTA #26-01, to amend Chapter 78 (ZONING), ARTICLE XIV (Signs), Section 78-140.4 (Prohibited signs), Section 78-140.6 (General standards for all signs), Section 78-141.8 (Sign Standards for Planned Development—Transit Related Growth Districts), and Article XVIII (Definitions), Section 78-180 (Definitions) to update sections to include standards for signage in the Herndon Transit-Oriented Core (HTOC), provide a nit limit for signage, and include definitions pertinent to signage in the HTOC.**

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

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

CHAPTER 78 (ZONING)

ARTICLE XIV. – Signs -

Sec. 78-140.4. - Prohibited signs.

***

(a) General prohibitions. In addition to signs prohibited elsewhere in this Code or by applicable state or federal law, the following signs are prohibited:

***

(7) Signs painted directly on a building, except in the historic district overlay when approved by the HDRB **or in the Herndon Transit-Oriented Core and Transit Related Growth districts provided all standards delineated in Section 78-140.6 and Section 78-141.8 are met.**

***

Sec. 78-140.6. - General standards for all signs.

***

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(d) *Sign illumination*. Lighting shall be the minimum necessary to be visible at night time and shall not create a distraction or other hazard, such as pinpoint glare, to vehicular traffic and shall conform to the following standards:

(1) *Indirect lighting*. In the case of indirect lighting, the source shall be so shielded that it illuminates only the face of the sign. Indirect lighting shall consist of full cut-off or directionally shielded lighting fixtures that are aimed and controlled so that the directed light shall be substantially confined to the sign to minimize glare, sky glow, and light trespass. The beam width shall not be wider than that needed to light the sign. The light source shall have a neutral hue and be consistent for all fixtures illuminating a single sign.

(2) *Internal and halo illumination*. Internal illumination and halo illumination shall not be permitted to have an illumination spread of more than .05-foot candle at the lot line, shine into on-coming traffic, affect highway safety, or shine directly into a residential dwelling unit. The background of internally illuminated signs shall be designed so that the illumination only penetrates the letters, logos, symbols, or other message copy.

(3) All illuminated signage is limited to a maximum of 100 nits.

***

Sec. 78-141.8. - Sign standards for planned development— Herndon Transit-Oriented Core and Transit related growth districts.

The general standards of Section 78-140.6 will apply, unless exempted. Each establishment and/or vehicular entrance, pedestrian entrance, or service bay may only use one of the following sign types: sign band, awning sign, or canopy sign.

Type	Sign Band	Awning Sign	Canopy Sign
Number	1 per establishment **frontage and/or vehicular entrance, pedestrian entrance, or service bay**	1 per establishment **and 1 per pedestrian entrance**	1 per establishment and 1 per **pedestrian** ~~lobby~~ entrance
Size	1 square foot of sign area for every 1 foot of establishment**, separate vehicle or pedestrian entrance, or service bay;** linear frontage **not to exceed 80% width of frontage, calculated independent of each**	**Maximum** 10**%** ~~percent~~ of awning area (top and valence); maximum 10-inch lettering **height**	**Maximum** 25 square feet; **Maximum width 10% smaller than the width of the canopy; Maximum 18 inch letter height**

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Height	~~N/A~~ **Limited to the height of the sign band**	~~N/A~~ **Limited to the height of the awning**	Maximum ~~8~~ **4** feet above canopy
Location	~~Above 1st floor storefront~~ **Between the second floor and ground floor at storefront, vehicle or pedestrian entrance, or service bay**	~~On awning above 1st floor storefront~~ **On ground floor awnings; On top of awning or on the awning valence**	~~On canopy above 1st floor storefront~~ **On top of ground floor canopies**
Illumination	Halo-lit or external	External only; not from underside of awning	External only

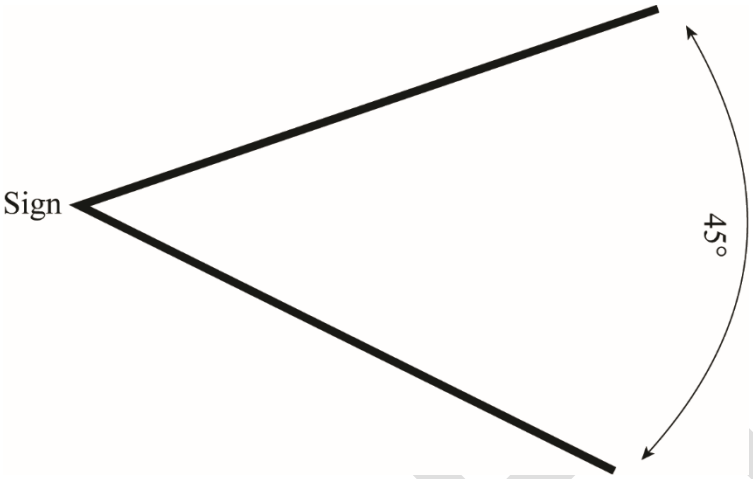
61

Type	**Projecting Sign**	**~~A-Frame Sign~~**	**Blade Sign**
Number	1 per establishment	~~Unlimited~~	~~1 per building~~ **1 per building corner; under no instance shall two blade signs be viewed simultaneously**
Size	12 square feet **(excluding bracket)**; maximum height is ~~4 feet~~ **3 feet** and maximum width is ~~3 feet~~ **4 feet**	~~12 square feet; maximum width is 3 feet~~	~~60 square feet~~; **Maximum 100 square feet with a maximum interior angle of 45 degrees**; vertical orientation
Height	Minimum ~~9 feet~~ **8 feet** from bottom of sign **to ground**	~~Maximum 4 feet~~	Maximum ~~½ height~~ **2/3 height** of the building
Location	Below sign band	~~In front of establishment and not blocking pedestrian travel~~	On façade or building corner
Illumination	External only	~~None~~	Internal or external

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Materials	N/A	~~Wood and/or metal frame; chalk or marker board copy area~~	N/A

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64 *Maximum Multi-faced Sign Angle*

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Type	**~~Monument Sign~~ Freestanding Sign (Primary)**	**~~Parapet Sign~~**	**Freestanding Sign (Secondary)**	**~~Tower~~ Parapet Sign**	**Tower Sign**	**~~Freestanding (non-monument)~~**
Number	~~1 per street frontage~~ **1 per block frontage**	~~1 per building~~	**2 per block frontage**	1 per building ~~when building is minimum 80 feet in height~~ **and only on buildings of 60 feet or taller**	**1 per building elevation on properties abutting the Dulles Toll Road**	~~1 per street frontage~~
Size	Maximum ~~36 square feet~~ **32 square feet** per sign	~~Maximum 60 square feet~~	**Maximum 18 square feet per sign, vertical orientation, scaled for**	Maximum 150 square feet	**250 square feet maximum per sign when building is a minimum of**	~~Maximum 18 square feet~~

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			pedestrian messaging		**14 stories or minimum 180 feet in height; 150 square feet maximum per sign when building is minimum 6 stories or minimum 80 feet in height**	
Height	Maximum 8 feet	~~N/A~~	**Maximum 8 feet**	N/A	**On the parapet or top level of the building in an area designed to accommodate signage**	~~Maximum 8 feet~~
Location	~~Maximum 1 per each street frontage~~ **5' Min. from ROW, Entrances and corners; placement may not break the plane of the façade; limited to frontage on public and private streets**	~~On parapet~~	**Maximum 2 per block frontage, 5' minimum from public ROW and from building facades**	~~At the top of the building~~ **On the parapet or top level of the building**	**Visible from the Dulles Toll Road; On the south facing building elevation, left half of the east facing building elevation, or right half of the west facing building elevation**	~~Maximum 1 per each street frontage~~
Illumination	Internal halo-lit or external	~~Internal halo-lit or external~~	**Internal halo-lit or external**	Internal halo-lit or external	**Internal halo-lit or external**	~~Internal halo-lit or external~~

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Type	**Plaque**	**Projecting Banner Sign**	**A-Frame Sign (Sandwich Board)**

Number	**1 per business**	**Unlimited number; Limited to 1 business per block frontage**	**Unlimited**
Size	**Maximum 4 square feet; Maximum 2 feet in height**	**24 square feet; 4 feet maximum projection; maximum height 10 feet**	**12 square feet; maximum width is 3 feet**
Height	**N/A**	**Limited to 1st, 2nd, or 3rd floors**	**Maximum 4 feet**
Location	**On façade**	**1 spaced every 15 feet minimum**	**In front of establishment outside pedestrian passage**
Illumination	**External only**	**None**	**None**
Materials	**N/A**	**Durable exterior commercial grade fabric**	**Wood and/or metal frame; chalk or marker board copy area**

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1. Sign Band
2. Awning Sign
3. Canopy Sign
4. Projecting Sign
5. Blade Sign
6. Freestanding Sign (Primary)
7. Freestanding Sign (Secondary)
8. Tower Sign
9. Plaque
10. A-Frame Sign

**Parapet Sign and Projecting Banner Sign not pictured*

Sign types in the Herndon Transit-Oriented Core and Transit related growth districts.

***

CHAPTER 78 (ZONING)

ARTICLE XVIII. – DEFINITIONS-

***

Sec. 78-180. - Definitions.

***

Frontage. For a parcel or lot that abuts street **(public or private)**, common area parcel or other defined land area:

***

Sign related terms. The following definitions pertain to signs and signage in all zoning districts:

***

(5) *Building frontage*. ~~Building frontage means the length of the exterior wall of a building which physically encloses usable interior space and faces a public right-of-way.~~ **The linear distance of a building, measured along the exterior wall which faces a public right-of-way, or private street, abutting the parcel of land on which the building is located, except as provided in Article XIII, Signs.**

***

(10) Dulles Toll Road tower sign - A wall-mounted sign intended for visibility along the Dulles Toll Road.

***

(26) Plaque – A small, low-profile, wall-mounted nonelectric tablet intended for pedestrian scaled messaging and associated with business entrances.

(27) Projecting banner sign – A sign supported by poles or brackets that extends out from the face of a building made of flexible material such as canvas.

~~(25)~~ **(28)** *Projecting sign.* Projecting sign means any sign, affixed to a building **below the sign band**, supported only by the wall on which it is mounted, and oriented perpendicular to the wall plane on which it is anchored.

***

(33) Sign band – A wall-mounted sign installed above a storefront, vehicular or pedestrian entrance, or service bay affixed to an area designed specifically to contain signage.

2. This ordinance shall be effective on and after the date of its adoption.

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Planning Commission Work Session
Agenda Item 2.d.

Agenda Item: **Zoning Ordinance Text Amendment ZOTA #26-02 to amend Chapter 78 (ZONING) Section 78-80.4 (Standards for Specific Accessory Uses and Structures by Use Type), and amending Article XVIII (Definitions) to update the provisions regarding caretaker and security guard residences and to add a definition of caretaker and security residence**

Meeting Date: April 13, 2026

Category: Public Hearings

Prepared by: David Stromberg, Zoning Administrator

Description:
This Zoning Ordinance Text Amendment (ZOTA) was submitted by Wire/Gill (Agent) on behalf of Extra Space Storage (Applicant). The Herndon Zoning Ordinance currently allows a caretaker or security residence as an accessory use in the CS, Commercial Service, O&LI, Office and Light Industrial, and some planned development zoning districts. Caretaker residences are limited to one residence per principal use, they must be located on the same premises as the principal use, the architectural style must be consistent with the architectural style of the principal use, and they must not exceed 1,000 square feet.

In their statement of justification, the applicant states that the modern market size for caretaker residences accessory to self-storage facilities is greater than 1,000 square feet to allow for a second bedroom and second bathroom. The applicant has proposed language to allow a caretaker residence greater than 1,000 square feet with the approval of a special exception.

Staff is proposing alternative language that would increase the allowable area for caretaker units from 1,000 square feet to 1,400 square feet. Staff is not recommending special exception review with the increase from 1,000 square feet to 1,400 square feet. When considering the size of principal uses that will have a caretaker residence are typically between 60,000 to 100,000 square feet, the increase to the size of a caretaker unit is a De Minimis issue. Surrounding localities do not regulate the size of caretaker units.

Background/Timing Impact:
The applicant submitted this zoning ordinance text amendment application on February 12, 2026. This application is associated with Special Exception SE #25-02 to expand an existing self-service storage facility located at 250 Spring Street. This zoning

ordinance text amendment must be approved prior to SE #25-02.

Fiscal Impact:
N/A

Legal Impact:
If adopted by the Town Council, this amendment will be effective on and after its date of adoption.

Staff Recommendation/Next Steps:
Recommend approval of the staff proposed language.

Attachments:
1. Applicant's Statement of Justification
2. Applicant's Proposed Language
3. ZOTA #26-02 Staff Proposed Language

STATEMENT OF JUSTIFICATION
250 SPRING STREET EXTRA SPACE STORAGE
ZONING ORDINANCE TEXT AMENDMENT

February 12, 2026

I. Background

SE#25-02 "250 Spring Street Extra Space Storage" ("SE Application") is currently under review by Town of Herndon staff. As part of the review of the SE Application, that applicant is requesting a caretaker's living space as an Accessory use. The square footage of the caretaker's living space is more than the 1,000 square feet permitted by the Zoning Ordinance, so at staff's suggestion, the applicant is also requesting a Zoning Ordinance Text Amendment ("ZOTA" or "Application" or "Proposal") to permit a larger caretaker living space.

II. Request

This ZOTA is filed by Ken Wire, attorney on behalf of Storage Development Herndon LLC, (the "Applicant") as title owner of the property located at 250 Spring Street (the "Property" or the "Site") also identified as Tax Map parcel 016-2 ((02)) 0182A1.

The Property is zoned O&LI (Office and Light Industrial District). Per Zoning Ordinance Table 78-80.2(c) "TABLE OF PERMITTED AND ALLOWED ACCESSORY USES & STRUCTURES", "Caretaker or Security Guard's Residence" is a permitted use in the O&LI District, subject to use standards in section 78-80.4(h). The use standard in ZO section 78-80.4(h)(3) states, "Size limit. It shall not exceed 1,000 square feet in area." This ZOTA requests the addition of a clause at the end of that section stating "...except as permitted by special exception."

In our experience, in order to staff a caretaker or guard's residence for a self-service storage use, the market often requires a residence space with more than 1,000 square feet. Typically this is to allow a second bedroom.

III. Standards for Zoning Ordinance Text Amendments

The town council may consider whether and to what extent the proposed amendment meets any of the following standards:

1. Comprehensive plan compliance. Consistent with the comprehensive plan.
    a. ***Applicant response:*** *The Proposal will ensure that the proposed expansion in the accessory use is still in compliance with the Comprehensive Plan by requiring it to go through a special exception public review process if in excess of 1,000 square feet.*
2. Meets regulations. Free of conflict with any provision of this chapter, related town regulations, or any other applicable local, state, or federal laws and regulations.
    a. ***Applicant response:*** *The Proposal is free of conflict with provisions of the Zoning Ordinance and other town regulations by requiring it to go through a special exception public review process if in excess of 1,000 square feet.*

3. Change in conditions. Changed conditions justify an amendment.
    a. ***Applicant response:*** *In our experience, in order to staff a caretaker or guard's residence for a self-service storage use, the market often requires a residence space with more than 1,000 square feet. Typically this is to allow a second bedroom. The existing Zoning Ordinance's flat restriction to 1,000 square feet does not take into account this market condition.*
4. Demonstrated community need. Addresses a demonstrated community need.
    a. ***Applicant response:*** *The community is in need of public storage space, which requires larger caretaker or guard residences than currently allowed.*
5. Consistent with purpose and intent of districts. Consistent with the purpose and intent of the zoning districts in this chapter, or will improve compatibility among uses and will ensure efficient development within the town.
    a. ***Applicant response:*** *The Proposal will be consistent with the intent of the Zoning Districts, and the accessory use.*
6. Promotes orderly development. Results in a logical and orderly development pattern consistent with accepted or emerging planning practices.
    a. ***Applicant response:*** *The Proposal will encourage the continued existence or potential expansion of self-storage uses in the town.*
7. Avoids adverse impacts. Avoids adverse impacts on the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.
    a. ***Applicant response:*** *There are no adverse impacts associated with this proposal.*
8. Adequate facilities and utilities. Results in development that is adequately served by public facilities (roads, potable water and sewage, schools, parks, police, and fire and emergency medical facilities).
    a. ***Applicant response:*** *Facilities impacts would be part of the review of any Special Exception, as proposed.*

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

Sincerely,

Ken Wire

WIRE GILL LLP

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

February 12, 2026

Bryce Perry, Deputy Director
Community Development Department
Town of Herndon
777 Lynn Street
Herndon, Virginia 20170

Re: 250 Spring Street Extra Space Storage Zoning Ordinance Text Amendment Redline

Please see below for a redline version of the relevant section of the proposed ZOTA, Zoning Ordinance section 78-80.4(h)(3).

Regards,

Kenneth W. Wire

"(h) Caretaker's or security guard's residence. Caretakers' or security guards' residences are subject to compliance with the following standards:

(1) One per principal use. Only one unit per principal use is allowed, and it shall be occupied by at least one person, who shall be an owner or employee of the business that is the principal use.
(2) Located on premises. It shall be located on the same premises with the principal use.
(3) Size limit. It shall not exceed 1,000 square feet in area, except as permitted by special exception.
(4) Style. It shall be limited to one floor and constructed so that the exterior architectural style of the dwelling is consistent with the development style of the structure housing the principal use."

TOWN OF HERNDON, VIRGINIA

TOWN COUNCIL

ORDINANCE

_____, 2026

Ordinance- **to adopt Zoning Ordinance Text Amendment ZOTA #26-02 to amend Chapter 78 (ZONING), Article VIII (Accessory Uses), Section 78-80.4 (Standards for Specific Accessory Uses and Structures by Use Type) and Article XVIII (Definitions) Section 78-180) to update the provisions regarding caretaker and security residences and to add a definition of caretaker and security residence.**

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

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

CHAPTER 78 (ZONING)

Article VIII. – ACCESSORY USES

***

Sec. 78-80.4. – Standards for specific accessory uses and structures by type.

***

(h) ***Caretaker,*** ~~*'s or*~~ *security guard,* ~~*'s*~~ ***or manager*** *residence.* Caretakers~~'~~ or security guard~~'s~~, or manager residences are subject to compliance with the following standards:

(1) *One per principal use.* Only one unit per principal use is allowed, and it shall be occupied by at least one person, who shall be an owner or employee of the business that is the principal use.

(2) *Located on premises*. It shall be located on the same premises with the principal use.

(3) *Size limit.* It shall not exceed ~~1,000~~ **1,400** square feet in area.

(4) Style. It shall be ~~limited to one floor and~~ constructed so that the exterior architectural style of the dwelling is consistent with the development style of the structure housing the principal use.

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***

Sec. 78-80.2. – Table of permitted and allowed accessory uses and structures.

***

Sec. 78-180. – Definitions.

***

Caretaker, security guard, or manager residence. **A residence for a designated employee and their family in the same building or in an accessory structure on the same lot as their place of occupation and the principal use.**

***

2. This ordinance shall be effective on and after the date of its adoption.

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Planning Commission Work Session
Agenda Item 2.e.

Agenda Item: **Zoning Ordinance Text Amendment ZOTA #26-03 to amend Chapter 78 (ZONING), Article VII (Use Regulations), Section 78-71.1 (Indoor Entertainment Use Category), and Article XVIII (Definitions), Section 78-180 (Definitions) to define casino related terms and establish land use provisions for casino establishments**

Meeting Date: April 13, 2026

Category: Public Hearings

Prepared by: David Stromberg, Zoning Administrator

Description:
This zoning ordinance text amendment (ZOTA) adds a definition for "Casino Gaming Establishment" that is consistent with the definition in the Code of Virginia. The draft language includes amendments to PD-TOC, Planned Development - Transit Oriented Core, that would allow a casino gaming establishment that is part of a mixed-use development, subject to approval of a development plan and special exception. The draft also includes provisions for specific uses that are to be included in a casino gaming establishment mixed-use development. Those uses include the following:

- A hotel with at least 225 guest rooms
- A minimum of 34,000 square feet of retail space
- A minimum of 11,000 square feet of conference or ballroom space
- A minimum of 20,000 square feet of retail grocery space

Background/Timing Impact:
Senate Bill SB 756, an amendment to the Code of Virginia Title 58.1 (Taxation), Chapter 41 (Casino Gaming) has been passed by the Virginia General Assembly and would allow Tysons in Fairfax County as an eligible location for a Casino Gaming Establishment. At this time, it is unclear whether SB 756 will be signed, amended, or vetoed by the governor. It is also unclear how Code of Virginia provisions for Casino Gaming Establishments may be amended in future General Assembly sessions.

Timing Impact:
Amending the Zoning Ordinance now to define casino-related terms and establish land use provisions will prepare the town for casino-related legislation that may have direct or indirect impacts on land use within the town.

Fiscal Impact:
Unknown at this time.

Legal Impact:
If adopted, this zoning ordinance text amendment will be effective on and after its adoption.

Staff Recommendation/Next Steps:
A recommendation will be provided at the public hearing.

Attachments:
1. Draft Ordinance ZOTA #26-03

TOWN OF HERNDON, VIRGINIA

TOWN COUNCIL

ORDINANCE

_____, 2026

Ordinance- to adopt Zoning Ordinance Text Amendment ZOTA #26-03 to amend Chapter 78 (ZONING), Article VII (Use Regulations), Section 78-71.1 (Indoor Entertainment Use Category), and Article XVIII (Definitions), Section 78-180 (Definitions) to define casino related terms and establish land use provisions for casino establishments.

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

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

CHAPTER 78 (ZONING)

Article V – PLANNED DEVELOPMENT DISTRICTS

***

Sec. 78-50.8 – PD-TOC – Planned Development transit-oriented core district.

***

(4) Table of Permitted uses in PD-TOC.

Table 78-50.8.D - Principal Permitted Uses in PD-TOC KEY: P = Use Permitted By Right; S=Use Permitted Subject to Special Exception Approval; D = Use Permitted Subject to Develop Plan Approval Uses may be subject to use specific standards as noted in the last column			
USE CATEGORY	USE TYPE	PD-TOC	See Supplemental Regulations

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Residential	Stacked Townhouse (rental, condominium, or fee-simple) when no more than 400 linear feet from property used for SFD residential on January 1, 2018.	P	§78-71.1
	Multi-Family (rental or condominium)	D	§78-71.1
	Elderly and/or Persons with disabilities Assisted Living Housing (rental or condominium)	D	§78-71.1
Education	Childcare Center, Daycare Center, Preschool,	S, D	§78-71.2
	K-12 schools (public or private)	D	§78-71.2
	Career School or School of Special Instruction	P	§78-71.2
	Post-Secondary School (public or private)	P	§78-71.2
Institutional and Community Service Uses	Community Center	S, D	§78-71.4
	Library	S, D	§78-71.4
	Museum	S, D	§78-71.4
	Police Substation	S, D	§78-71.3
	Places of Worship (accommodating 300 or fewer individuals at any one time)	S, D	§78-71.4
Alcohol Production Facilities, Small	Craft Breweries, Micro-Distilleries, Micro-Cideries, Micro wineries (without on-site vineyard)	S, D	§78-71.5
	Brewpubs	S, D	§78-71.5

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Eating Establishments	Restaurant	S, D	§78-71.6
Entertainment; Indoor	Theater (Live, electronic and film presentations, with or without food and beverage service)	S, D	§78-71.8
	Casino gaming establishments as part of a mixed-use development	***S, D***	***§78-71.8***
Lodging Businesses	Conference Center or Hotel	S, D	§78-71.12
Offices	All Office Uses (including healthcare offices and outpatient healthcare facilities)	P	§78-71.7
Personal Services and Retail Sales	Artist's Studio or Gallery	P	§78-71.10
	Financial Institution	P	§78-71.10
	Printing, Mailing, Packing Service	P	§78-71.10
	Personal Services; General	S, D	§78-71.10
	Veterinarian, Animal Daycare & Grooming	S, D	§78-71.10
	Indoor Recreation, Health & Sports Facilities (public or private)	S,D	§78-71.10
	Outdoor Passive or Active Recreation Facilities (public or private)	S, D	§78-71.10
	Retail	S, D	§78-71.10

Article VII. – USE REGULATIONS

***

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Sec. 78-71.8 – Indoor entertainment use category

***

(a) *Characteristics.* This indoor entertainment use category is characterized by commercial uses that provide recreation or entertainment activities in an enclosed structure or structures. Accessory uses may include concessions, snack bars, restaurants, parking, and maintenance facilities.

(b) *Examples.* Example use types include private clubs, amusement arcades, billiards parlors, bowling alleys, dance floors, indoor skating rinks, commercial swimming pools (indoor), enclosed skating rinks, racquet and tennis club facilities (indoor), health clubs, auditoriums and theaters for live performances or pre-recorded performances.

(c) *Similar use types, accessory uses, and prohibited use types*

(1) *Private clubs.* A private club in which the principal use is a restaurant is in the category of eating establishment.

(2) *Restricted facilities.* Indoor recreation facilities that are reserved for use by residents of particular residential developments and their guests are accessory to those residential use types.

(4) *Indoor entertainment category specific use standards.* All indoor entertainment uses shall comply with all applicable standards in this chapter and the following specific standards:

(1) *Indoor entertainment uses in the Herndon Downtown.* Indoor entertainment uses in the Herndon Downtown (designated in the downtown overlay as shown in the Herndon 2030 Comprehensive Plan (adopted August 12, 2008), as may be amended) shall be of a scale and impact harmonious with existing development and planning policy for the Herndon Downtown. Factors to be considered include traffic impact, parking availability, pedestrian access, peak period visitation for the proposed use and positive economic multipliers for existing downtown businesses.

(5) Casino gaming establishment. Casino gaming establishments may only be established when part of a mixed-use development containing a minimum of at least # of the following

(1) A hotel with at least 225 guest rooms

(2) A minimum of 34,000 square feet of retail space

(3) A minimum of 11,000 square feet of conference or ballroom space

(4) A minimum of 20,000 square feet of retail grocery

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Sec. 78-80.2. – Table of permitted and allowed accessory uses and structures.

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Sec. 78-180. – Definitions.

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Casino gaming establishment. **Casino gaming establishment means the premises, including the entire property located at the address of the licensed casino, upon which lawful casino gaming is authorized and licensed as provided in this chapter.**

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2. This ordinance shall be effective on and after the date of its adoption.

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