TOWN COUNCIL
WORK SESSION AGENDA

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

Tuesday, April 21, 2026 | 7:00 PM

1. **Call to Order**

2. **Discussion**

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

   b. FY 2027 Proposed Budget Follow Up

3. **Roundtable**

4. **Adjournment**

Town Council Work Session
Agenda Item 2.a.

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

Meeting Date: April 21, 2026

Category: Discussion

Prepared by: Bryce Perry, Deputy Director of Community Development

Description:
The intent of this discussion item is to introduce the Town Council to the Development Plan application, DP#24-01, which will be a public hearing item at the Town Council's regular meeting on April 28, 2026. This application would rezone the property at 575 Herndon Parkway to allow redevelopment of the site with a mixed-use stick-over podium building, seven-story building. The 4.65 acre property is currently improved with a multi-story office building and surface parking lot. It abuts the Herndon Metrorail Station north pavilion and forms the eastern portion of the Metro Promenade.

Background/Timing Impact:
The application has undergone review by staff, the Architectural Review Board, and the Planning Commission. The applicant also hosted a neighborhood meeting. Following its review, the Planning Commission issued a resolution recommending approval of the application with certain findings to allow continued dialogue with staff. The materials provided for Town Council review include the generalized development plan (GDP), statement of justification, draft proffer statement, traffic impact analysis, and the Planning Commission resolution. There are six zoning modifications requested as part of this application, which are included in the statement of justification provided by the applicant. A full staff report will be provided with the dispatch for the Town Council's April 28, 2026, regular meeting.

Timing Impact:
This application has been advertised and scheduled for public hearing on April 28, 2026. During the April 21 work session, staff will provide orientation material and general background to familiarize the Council with the upcoming item.

Strategic Focus Area:
Environmental and Economic Sustainability
Secure and Interconnected Community

Fiscal Impact:
There are anticipated fiscal impacts from the project, which will be covered in more detail in the staff report. There are anticipated increases in real estate tax revenues expected and some impact from potential BPOL and meals taxes. The notable increase in town residents would 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.

Legal Impact:
There is no legal impact at this time.

Staff Recommendation/Next Steps:
A recommendation and draft ordinance will be provided to the Town Council for its consideration at the April 28, 2026 regular meeting.

Attachments:
1. DP24-01 Planning Commission Resolution
2. DP24-01 Statement of Justification
3. DP24-01 Generalized Development Plan
4. DP24-01 Proffer Statement
5. DP24-01 Traffic Impact Analysis
6. Legal Advertisement

TOWN OF HERNDON, VIRGINIA
PLANNING COMMISSION

RESOLUTION

MARCH 23, 2026

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

The applicant, Bristol Herndon Parkway LLC, has submitted an application, Development Plan DP #24-01 to amend the zoning on land identified as Fairfax County Tax Map Number 0164 10 0006A, consisting of 4.6 acres, to allow construction of a mixed-use residential and ground floor commercial building with a maximum proposed FAR of 2.85 and total building square footage of 575,130 square feet.

The Planning Commission has reviewed this application, the applicant's proposed proffers, proffered generalized plan dated February 13, 2026, associated modifications to include: non-standard streetscape for Herndon Parkway frontage (Section 78-50.8(h)(2)); non-standard streetscape for Dulles Toll Road frontage (Section 78-50.8(h)(1)); non-standard streetscape for private road frontage (Section 78-50.8); reduction in required loading spaces (Section 78-100.2(d)); non-standard screening of utility cabinets (Section 78-50.8(j)(2)); reduction in vehicular use area planting (Section 78-110.5(b)(2)(d)), and has held a public hearing on March 23, 2026, with due notice as required under Section 15.2-2225 of the Code of Virginia.

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

1. The Planning Commission recommends approval of the Development Plan DP #24-01 in accordance with the GDP dated February 13, 2026, the Proffer Statement dated February 13, 2026, and the zoning modifications requests dated February 13, 2026.

2. The Planning Commission has determined that DP #24-01 generally adheres to the applicable guidance provided under the 2030 Comprehensive Plan and the Herndon Transit-Oriented Core Plan.

3. The Planning Commission acknowledges that further refinement of the proffer language for clarity, consistency, and enforceability may be necessary prior to Town Council action.

4. The Planning Commission acknowledges that further minor refinement of the Generalized Development Plan may occur to address the few remaining staff comments and in coordination with staff, with an understanding that those refinements will not change the substance of the project as evaluated by the Planning Commission in regards to density, layout, and general design.

A Copy – Teste:

Margie C. Tacci
Deputy Town Clerk

TOWN OF HERNDON, VIRGINIA 1879

MOTION: **Yohannes**
SECOND: **Romeo**
RE: **Resolution 26-PC-004**
ACTION: **Adopted**

Votes

Ayes: Beatty, Donahue, Kim, Mundt, Richardson, Yohannes, Chair Romeo
Nays: None
Absent from Vote: None
Absent from Meeting: None

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

INTRODUCTION

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

LOCATION AND EXISTING CONDITIONS

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

DISCUSSION OF THE DEVELOPMENT PLAN

The specifics of the Development Plan are described below as they relate to the requirements stipulated in Section 78-50.8 of the Zoning Ordinance (Planned Development Transit Oriented Core) and the guidance provided in both the "Principles and Guidelines for the Herndon Transit-Oriented Core Plan" contained in the Herndon Metro Station Area Study and the Urban Design and Architectural

Guidelines for the HTOC.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MODIFICATIONS

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

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

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

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

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

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

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

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

5. Loading Spaces.

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

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

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

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

A. Alternative Loading Solutions

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

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

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

B. Reduced Demand for Loading Areas

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

C. Operational and Management Strategies

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

6. Parking Structure Landscape Requirements

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

a. Availability

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

b. Structural Load limitations

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

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

CONCLUSION

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

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

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

Respectfully submitted,

/LRG/

Lori R. Greenlief
Senior Land Use Planner
McGuireWoods LLP

Summary report: Litera Compare for Word 11.14.0.42 Document comparison done on 2/12/2026 2:58:49 PM	
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Intelligent Table Comparison: Active	
Original DMS: iw://dmsus.mwllp.dom/active/212191256/1 - Final SOJ 4th submission, 10.15.docx	
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Move To	0
Table Insert	0
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Embedded Graphics (Visio, ChemDraw, Images etc.)	0
Embedded Excel	0
Format changes	0
Total Changes:	8

575 HERNDON PARKWAY

GENERAL DEVELOPMENT PLAN

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

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



SHEET INDEX:

CIVIL

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2.	C-02	EXISTING CONDITIONS
3.	C-02A	EXISTING CONDITIONS
4.	C-03	EXISTING EASEMENT OVERLAY
5.	C-03A	PROPOSED AND REMAINING EASEMENT EXHIBIT
6.	C-04	METRO CONTEXT PLAN
7.	C-05	EXISTING VEGETATION MAP
8.	C-06	NOTES AND TABULATIONS
9.	C-07	DEVELOPMENT PLAN
10.	C-07A	INTERIM DEVELOPMENT PLAN
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53.	L-07	SITE SECTIONS
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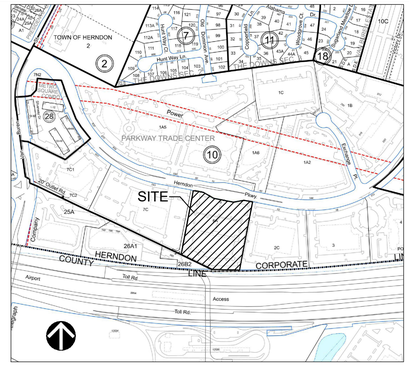
55.	L-08	HERNDON IDENTITY, WAYFINDING, AND SIGNAGE PLAN



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

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

AGENT
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RICK ROWLAND

ATTORNEY
McGUIREWOODS LLP.
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GREG RIEGLE

ARCHITECT
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TYSONS, VA 22182
THOMAS DINNENY

ENGINEER
VIKA VIRGINIA, LLC
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TYSONS, VA 22102
ROBERT COCHRAN

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

TRANSPORTATION
VIKA VIRGINIA, LLC
8180 GREENSBORO DRIVE, SUITE 200
TYSONS, VA 22102
MIKE PINKOSKE



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

VIKA #VV7815B
SHEET C-01

FILE: Q:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_Cover Sheet.dwg USER: johnson DATE: Apr, 08 2026 TIME: 09:11 am

NOTES:

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

AREA TABULATION:

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

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

LEGEND:

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

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

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

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

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

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

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

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

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Tysons, VA 22102
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BRISTOL HERNDON PARKWAY, LLC.
700 NEW HAMPSHIRE, SUITE 709
WASHINGTON, DC 20037

ARCHITECT:
DCS DESIGN
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TYSONS, VA 22182

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

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026
FINAL SUBMISSION	04/08/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
FRANKLIN E. JENKINS
Lic No. 2061
04-08-2026
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

EXISITING CONDITIONS

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

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

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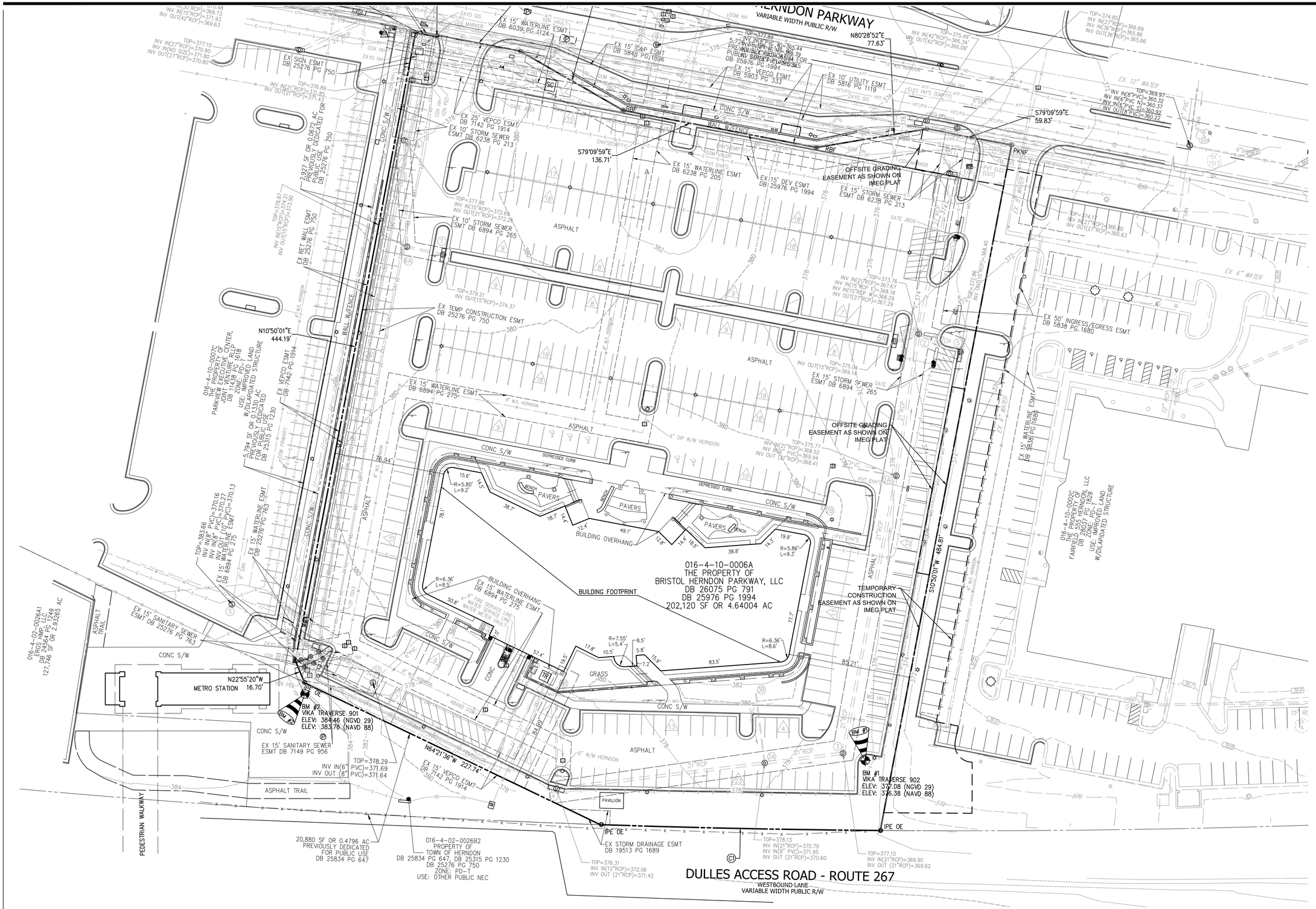

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FINAL SUBMISSION	04/08/2026

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FRANKLIN E. JENKINS
Lic No. 2061
04-08-2026
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

EXISITING CONDITIONS

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

FILE: C:\Projects\7815\7815B\CADD\SURVEY\$BASE DRAWINGS\7815B-SV.dwg USER: Johnson DATE: May 7, 2025 TIME: 2:46:41 PM LAYOUT: C-02A EX COND

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

NOTES:

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

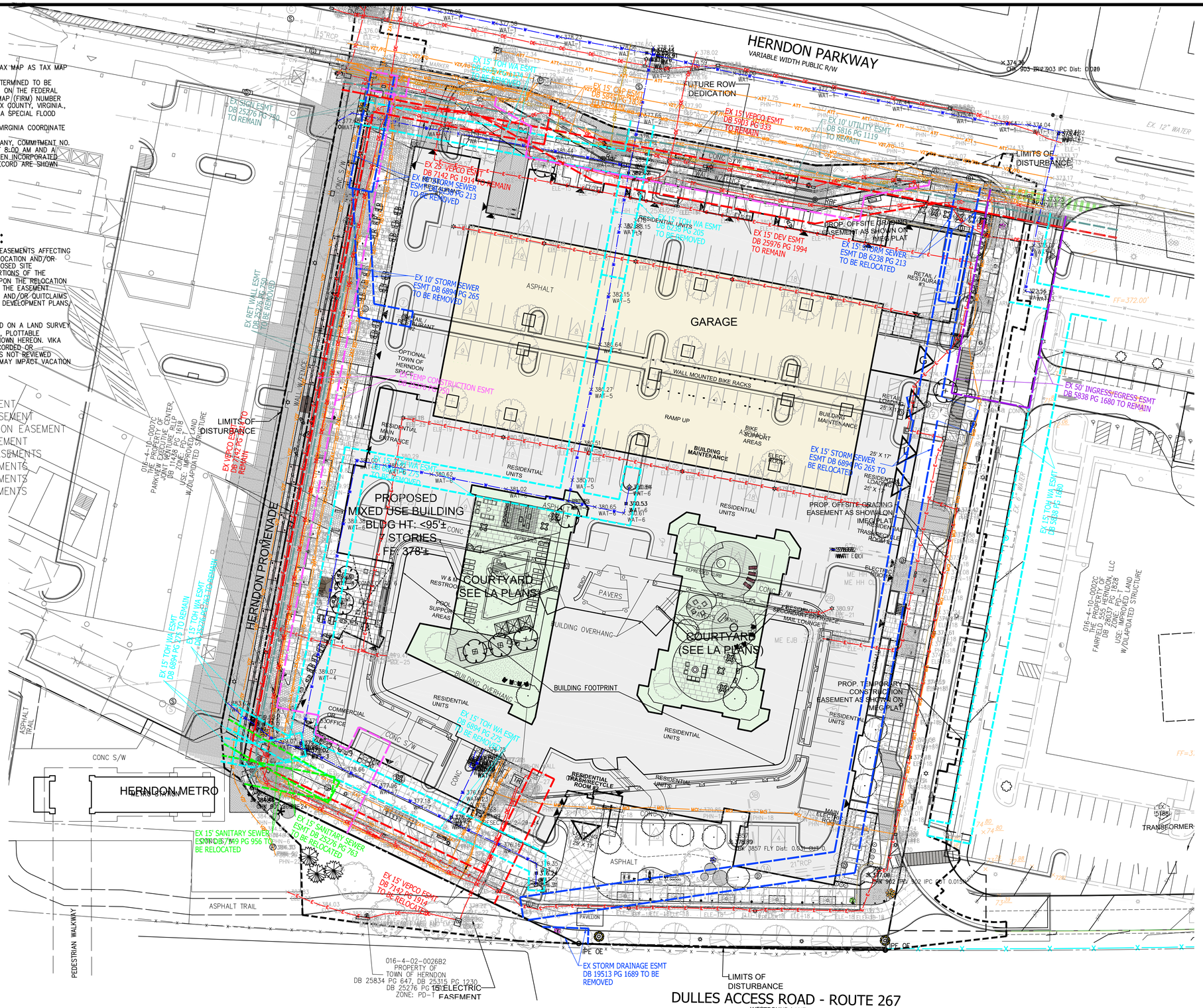
EASEMENT VACATION NOTE:

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

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

LEGEND:

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



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TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
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RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026
FINAL SUBMISSION	04/08/2026

PROF

COMMONWEALTH OF VIRGINIA
04/08/2026
ROBERT R. COCHRAN
Lic. No. 2012
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

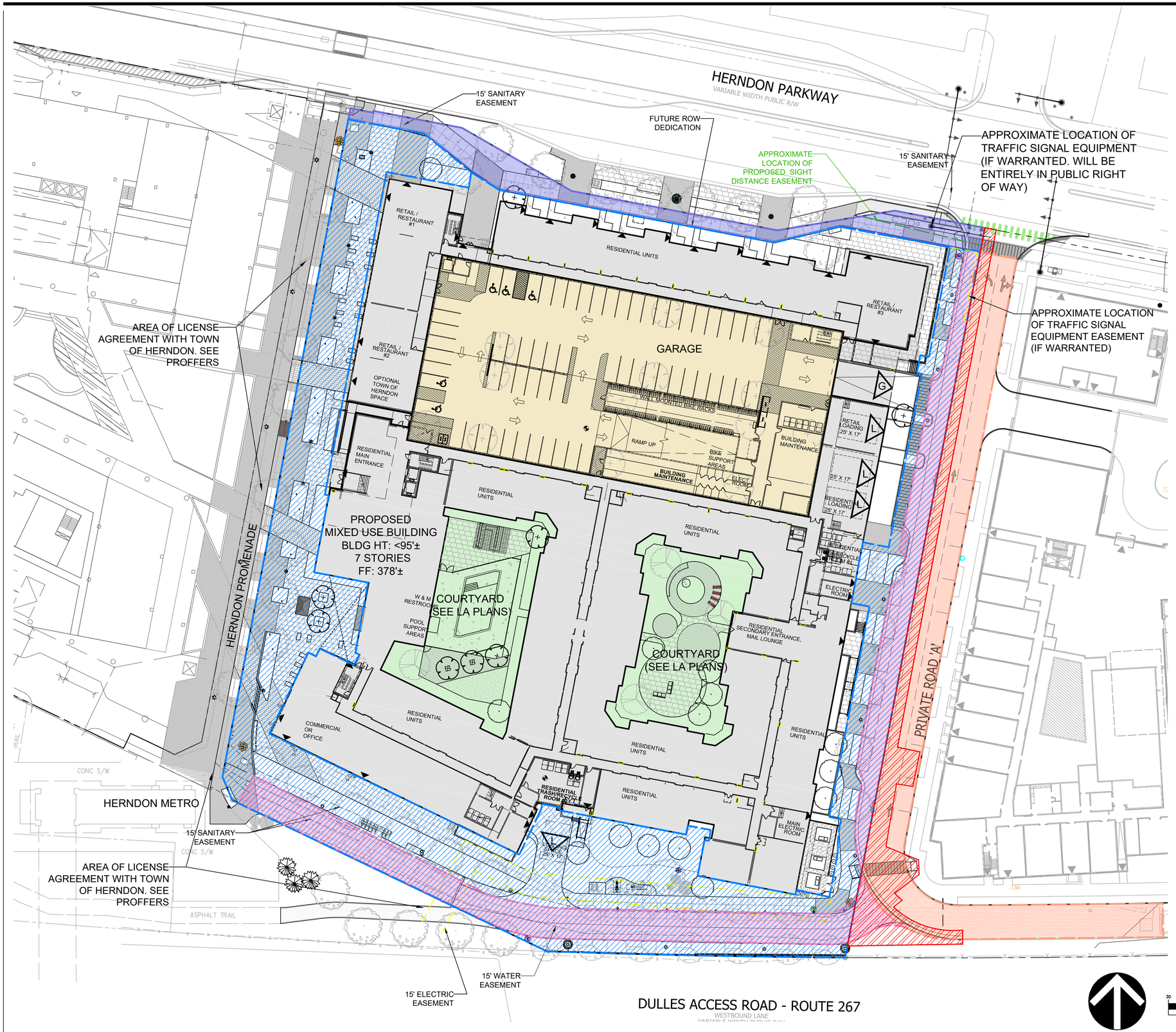
FAIRFAX COUNTY, VIRGINIA

EXISTING EASEMENT OVERLAY

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

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

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815B EASEMENT OVERLAY.dwg USER: johnson DATE: April 8, 2026 TIME: 8:03:30 AM LAYOUT: C-03 EASEMENT OVERLAY



LEGEND:

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

NOTE:

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

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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700 NEW HAMPSHIRE, SUITE 709
WASHINGTON, DC 20037

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

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

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026
FINAL SUBMISSION	04/08/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
04/08/2026
ROBERT R. COCHRAN
Lic. No. 2012
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

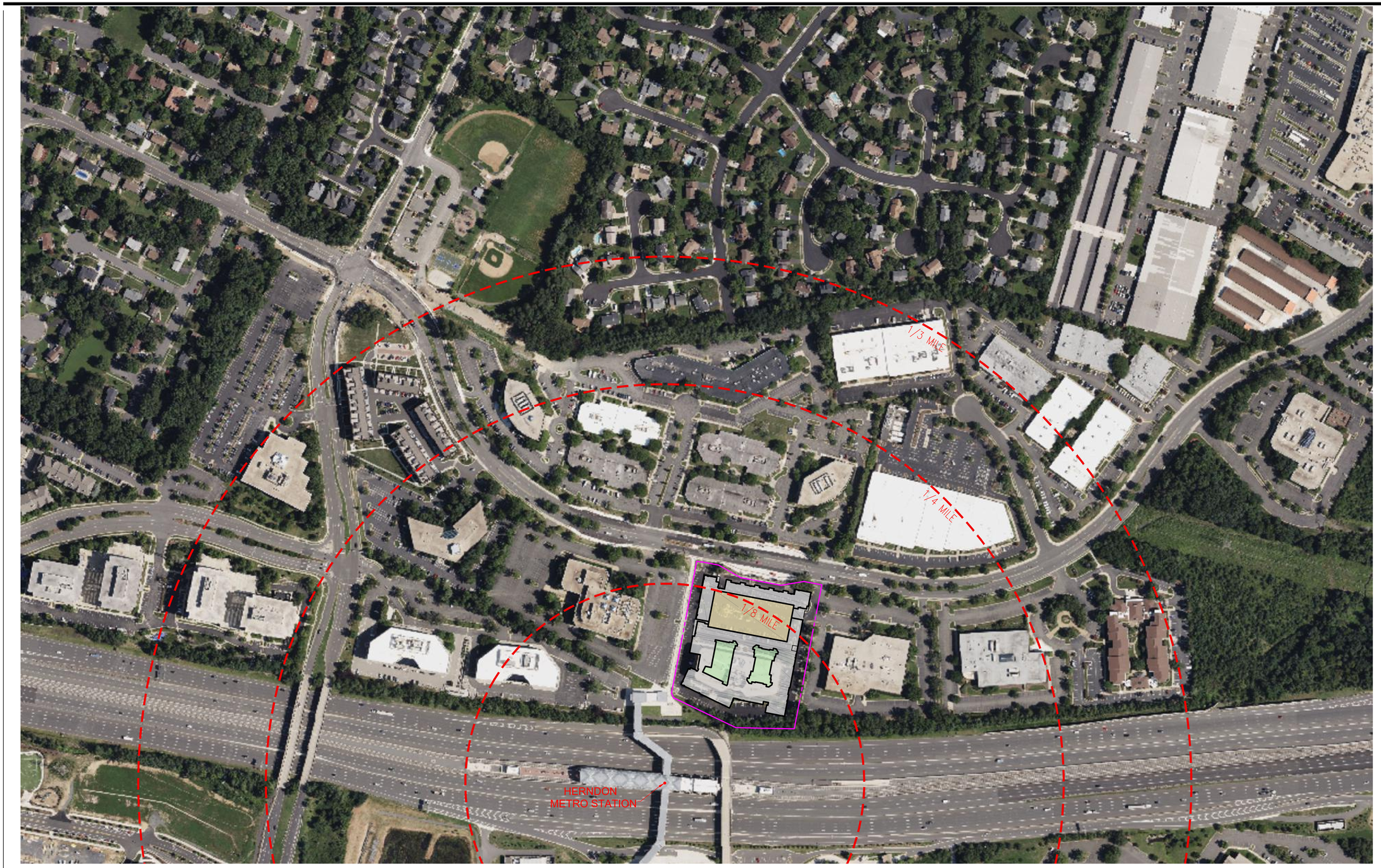
FAIRFAX COUNTY, VIRGINIA

PROPOSED AND REMAINING EASEMENT EXHIBIT

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

FILE: CL\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_EASEMENT AND MODS PLAN.dwg USER: Johnson DATE: April 8, 2026 TIME: 8:06:03 AM LAYOUT: C-03A PROP ESMT

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



GRAPHIC SCALE

150 0 75 150 300 600

(IN FEET)
1 inch = 150 ft.

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RESUBMISSION	02/13/2026
FINAL SUBMISSION	04/08/2026

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04/08/2026
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Lic. No. 2012
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

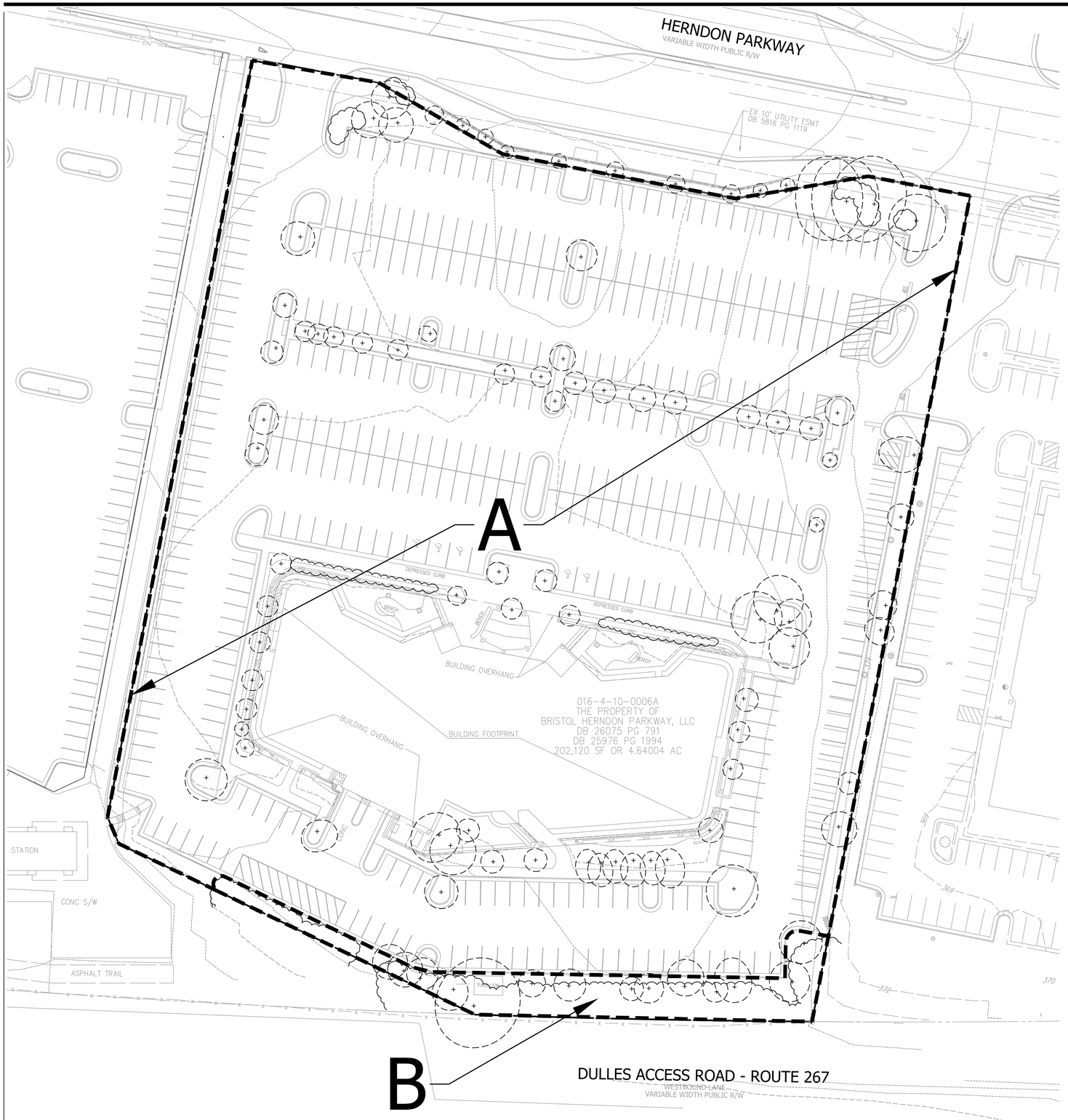
FAIRFAX COUNTY, VIRGINIA

METRO CONTEXT PLAN

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

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_CONTEXT.dwg USER: Johnson DATE: April 7, 2026 TIME: 3:54:31 PM LAYOUT: C-04 CONTEXT

LAYOUT: C-04 CONTEXT, Plotted By: Johnson



LEGEND

EXISTING TREE

EXISTING VEGETATION COVER TYPE COMMUNITY

EXISTING TREE LINE

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

EVM COVER TYPE SUMMARY TABLE

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

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

EXISTING INVASIVE VEGETATION IDENTIFIED

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

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

EXISTING VEGETATION MAP NARRATIVE

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

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

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

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

SIGNATURE_____

DATE _____

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

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RESUBMISSION	02/13/2026
FINAL SUBMISSION	04/08/2026

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04/08/2026
ROBERT R. COCHRAN
Lic. No. 2012
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

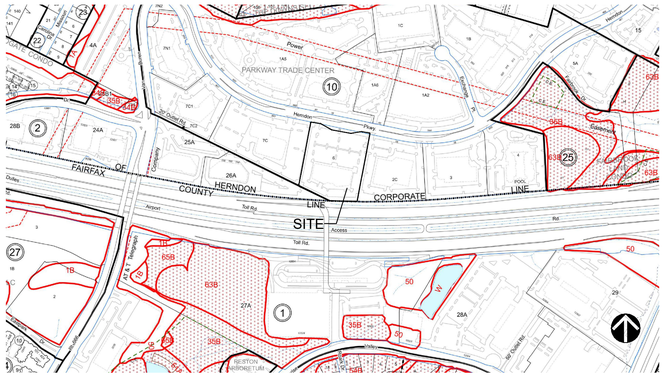
DRANESVILLE DISTRICT
FAIRFAX COUNTY, VIRGINIA

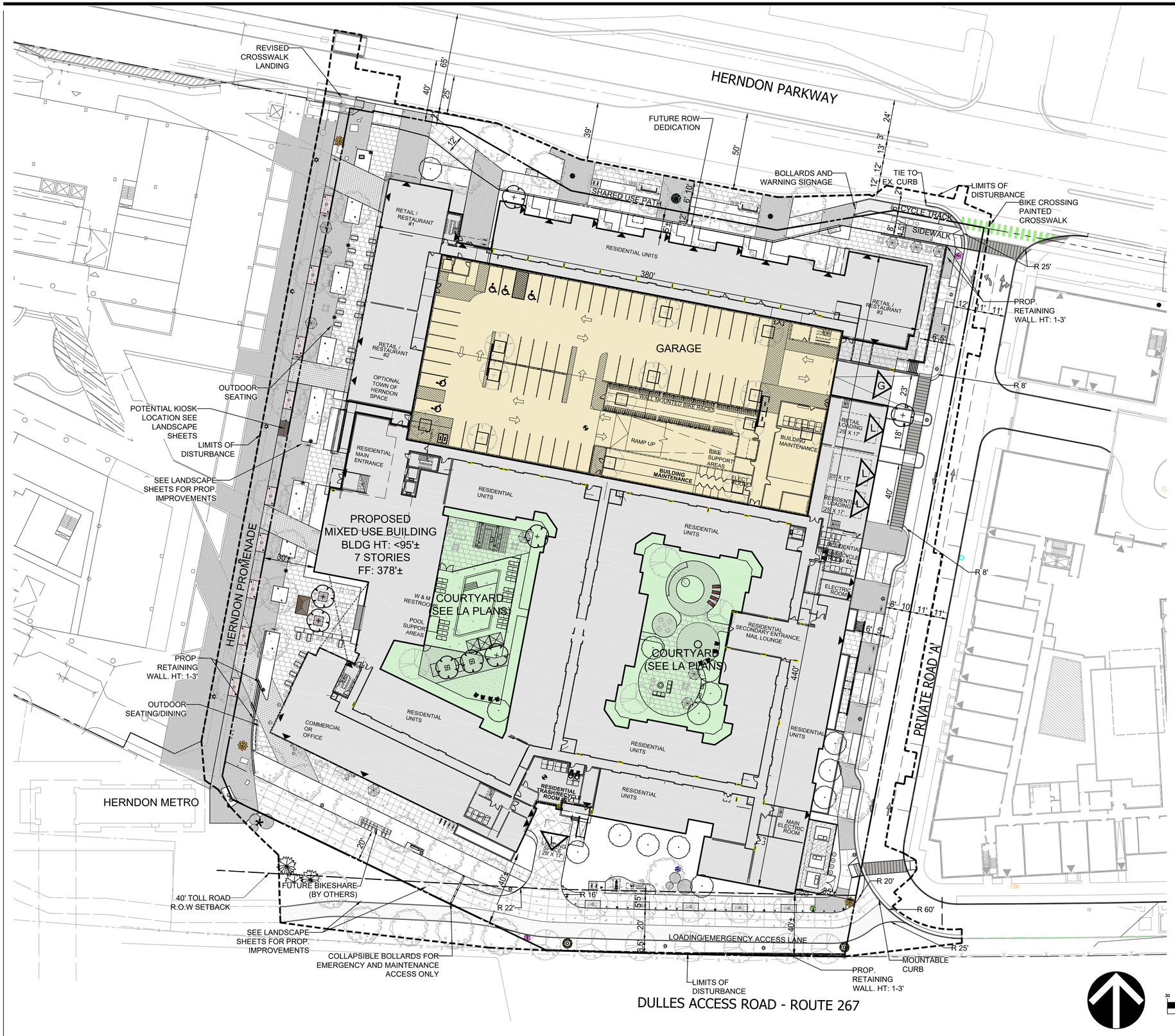
EXISTING VEGETATION MAP

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

FILE: Q:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_EVM.dwg USER: Johnson DATE: April 7, 2026 TIME: 3:51:36 PM LAYOUT: C-05 EVM

LAYOUT: C-05 EVM, Plotted By: Johnson


PARKWAY TRADE CENTER
FAIRFAX
COUNTY
HERNDON
CORPORATE
LINE
SITE
Toll Rd
Dulles
Airport
Access
Power
Easement
Runway
Taxiway
Hangars
Subway
Pipeline
Gas Line
Fairbrook Land
Condo
Herndon Parkway
Sterling Blvd
Van Buren St
Monroe St
Elden St
Spring Hill Rd
Worldgate Dr
Fairfax County Parkway
Dulles Toll Rd
Dulles Airport Access & Toll Rd
Dulles Airport Access Rd
Dulles Toll Rd



LEGEND:

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

NOTES:

- SEE LANDSCAPE SHEETS FOR CHANGE OF PAVEMENT DETAILS
- FINAL LOCATION OF FUTURE BIKESHARE BY OTHERS SUBJECT TO REVISIONS AT TIME OF FINAL SITE PLAN

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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

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

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
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RESUBMISSION	02/13/2026
FINAL SUBMISSION	04/08/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
04/08/2026
ROBERT R. COCHRAN
Lic. No. 2012
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

DEVELOPMENT PLAN

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

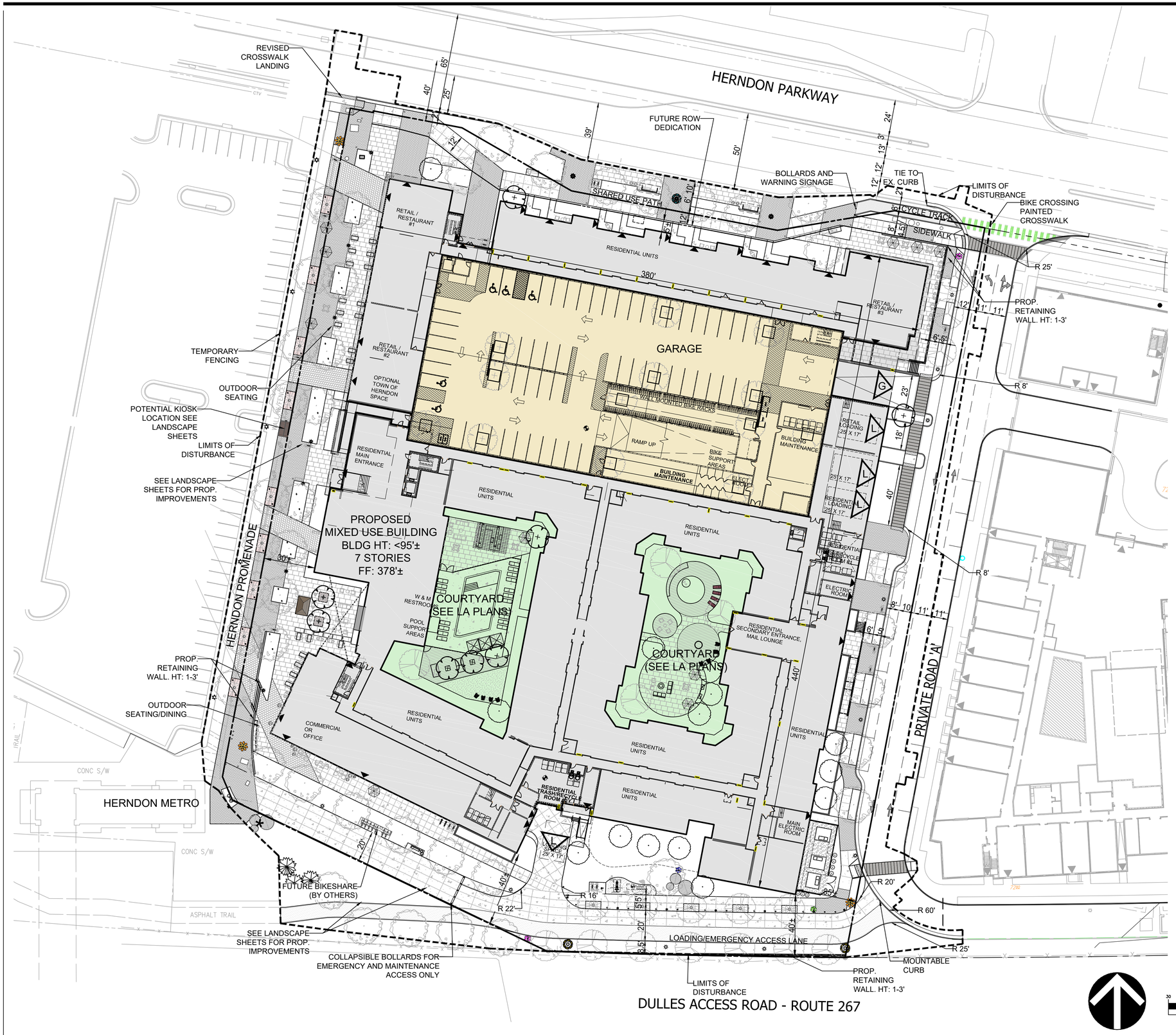
DWG. SCALE: 1' = 30'

VIKA NO. 7815B

SHEET NO. C-07

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_DEVELOPMENT PLAN.dwg USER: Johnson DATE: April 8, 2026 TIME: 8:00:17 AM LAYOUT: C-07 DEVELOPMENT PLAN

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



LEGEND:

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

NOTES:

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

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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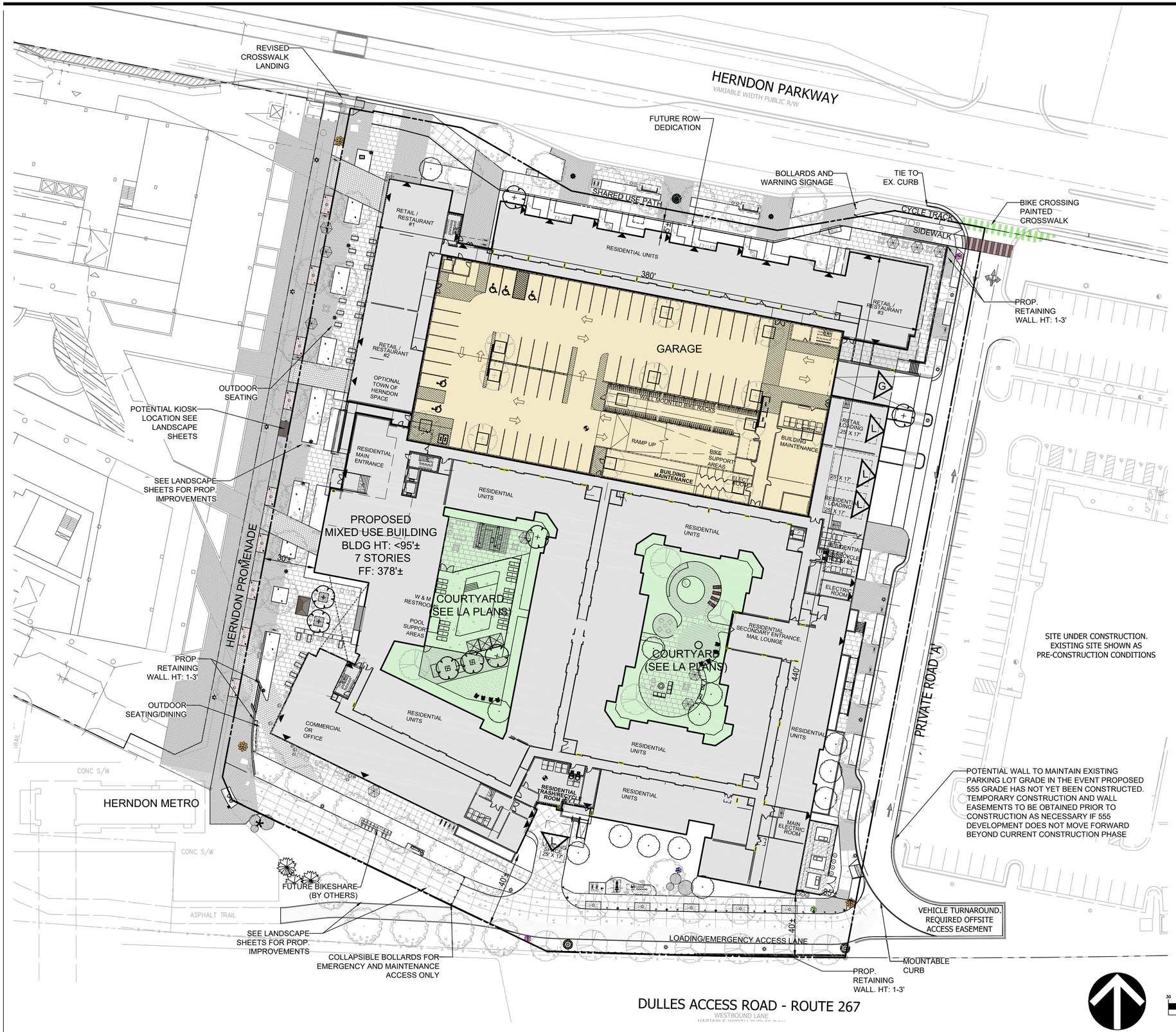
INTERIM DEVELOPMENT PLAN

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

FILE: C:\Projects\7815\7815B\CAD\PLANNING\PLANNING DRAWINGS\7815D_DEVELOPMENT PLAN.dwg USER: Johnson DATE: April 8, 2026 TIME: 7:59:08 AM LAYOUT: C-07A DEVELOPMENT PLAN

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



LEGEND:

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- LOADING ACCESS
- GARAGE ACCESS

NOTES:

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

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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FAIRFAX COUNTY, VIRGINIA

INTERIM DEVELOPMENT PLAN

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

FILE: O:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_DEVELOPMENT PLAN - LERNER INTERIM.dwg USER: johnson DATE: April 8, 2026 TIME: 8:01:56 AM LAYOUT: C-07B DEVELOPMENT PLAN

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

LEGEND

LOADING DOCK ACCESS (L)

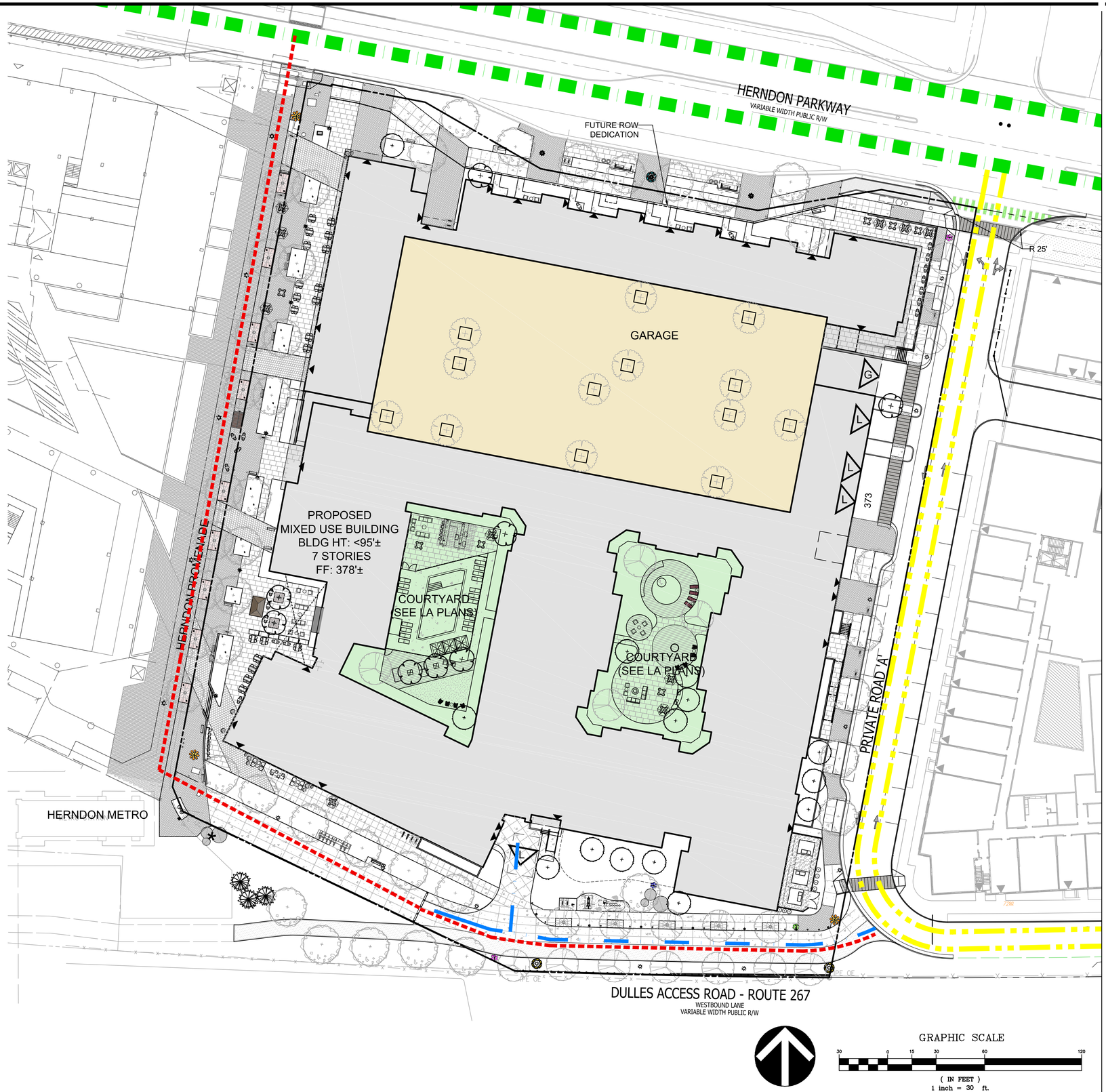
GARAGE ACCESS (G)

MINOR ARTERIAL

PRIVATE LOCAL

LOADING ACCESS

EMERGENCY FIRE ACCESS



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

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

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

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026
FINAL SUBMISSION	04/08/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
04/08/2026
ROBERT R. COCHRAN
Lic. No. 2012
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

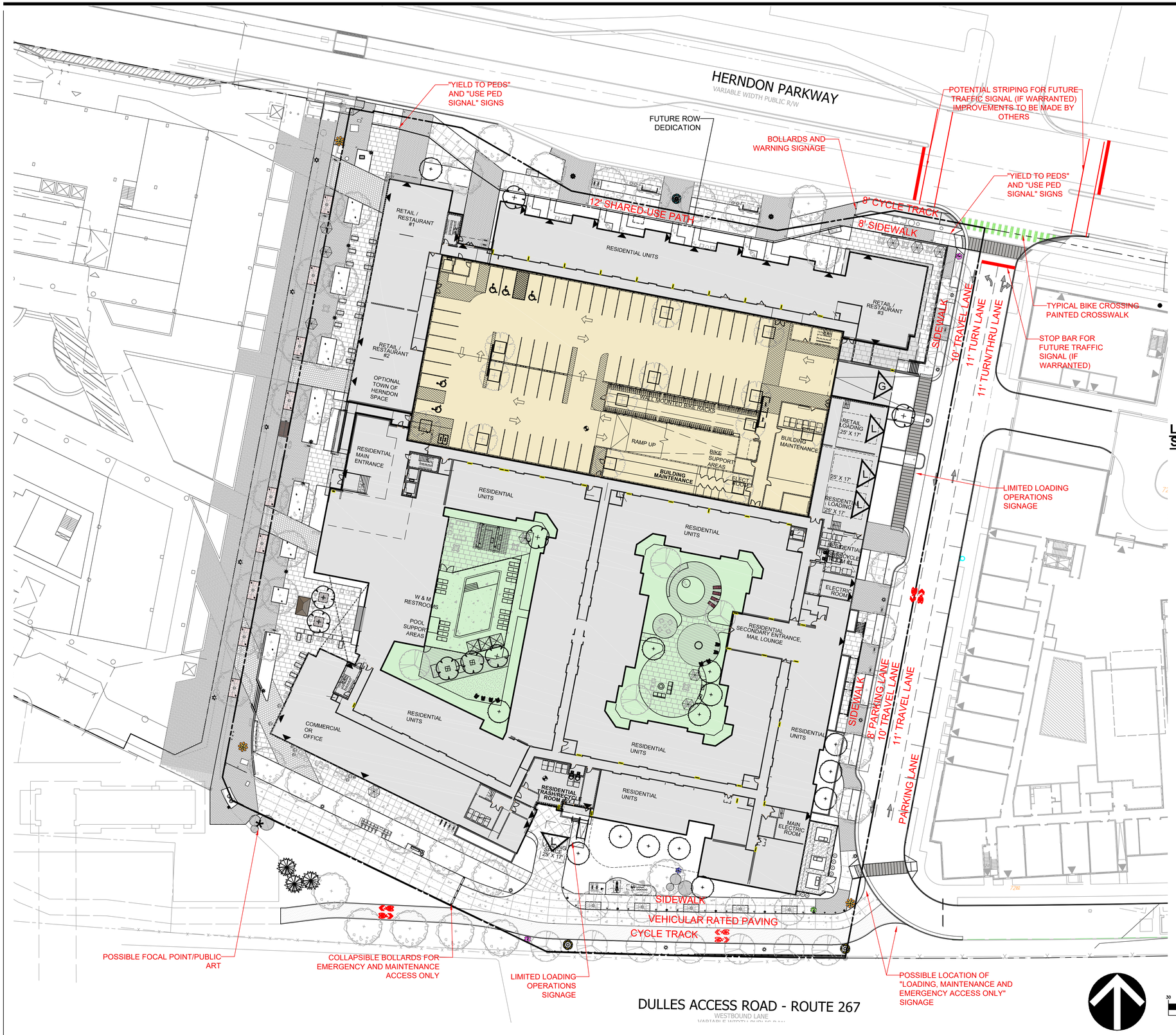
FAIRFAX COUNTY, VIRGINIA

VEHICULAR CIRCULATION PLAN

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

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_CIRCULATION PLAN.dwg USER: johnson DATE: April 7, 2026 TIME: 3:50:22 PM LAYOUT: C-08 CIRCULATION PLAN

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



NOTE

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

LIMITED LOADING OPERATIONS SIGNAGE CHARACTER IMAGE



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

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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

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PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
04/08/2026
ROBERT R. COCHRAN
Lic. No. 2012
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

SIGNAGE AND MARKING PLAN

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

FILE: Q:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_STRIPING AND MARKING PLAN.dwg USER: Johnson DATE: April 7, 2026 TIME: 3:54:14 PM LAYOUT: C-08A SIGNAGE AND MARKING PLAN

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

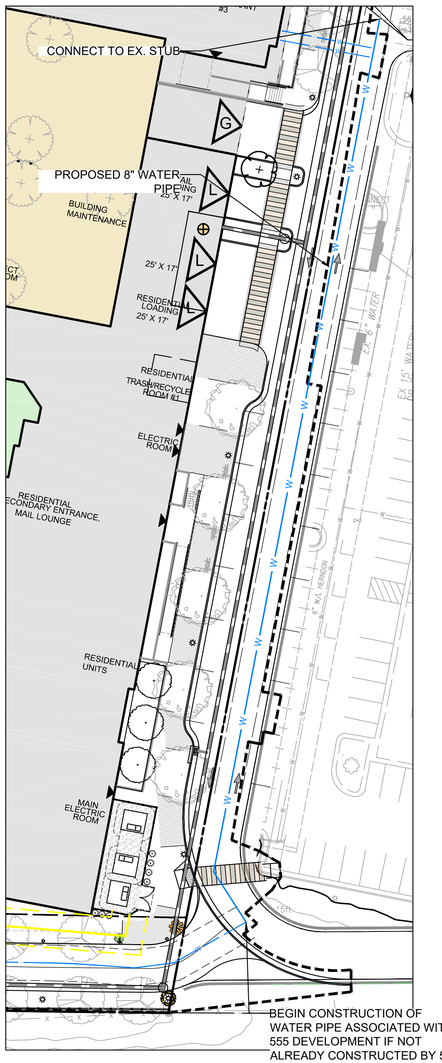
LEGEND:

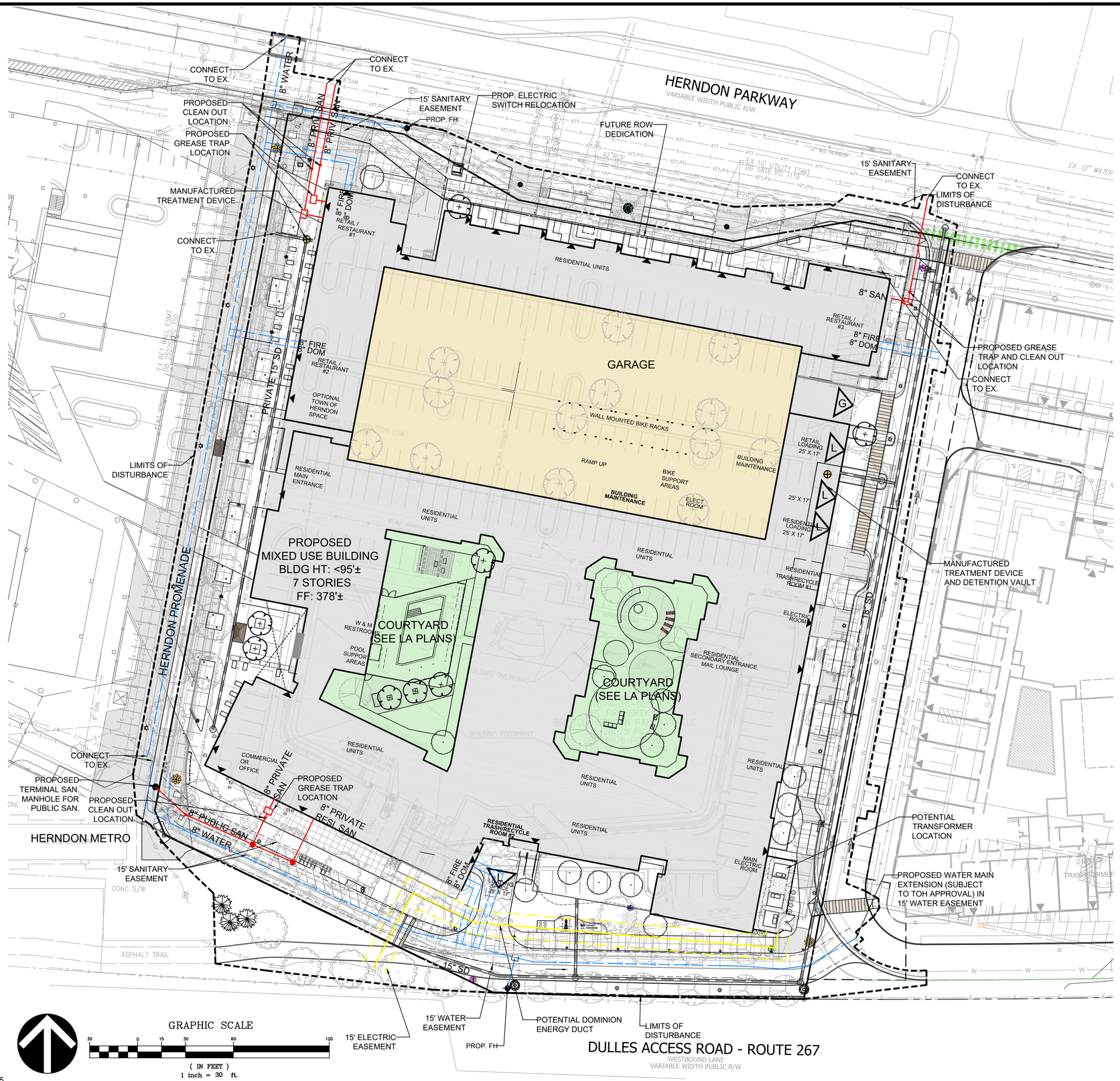
- PEDESTRIAN ACCESS
- PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
- PROPOSED FIRE HYDRANT
- PROPOSED STORM LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED WATER LINE
- LIMITS OF DISTURBANCE
- ELECTRIC DUCT

NOTE:

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

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





GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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

TRAFFIC CONSULTANT:
VIKA

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RESUBMISSION	05/14/2025
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RESUBMISSION	02/13/2026
FINAL SUBMISSION	04/08/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
04/08/2026
ROBERT R. COCHRAN
Lic. No. 2012
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

UTILITY PLAN

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

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

FILE: O:\Projects\7815\7815B\CADD\PLANNING\PLANNING\7815D_UTILITY PLAN.dwg USER: johnson DATE: April 8, 2026 TIME: 8:21:47 AM LAYOUT: C-09 UTILITY PLAN



NOTE:

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

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
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RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026
FINAL SUBMISSION	04/08/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
04/08/2026
ROBERT R. COCHRAN
Lic. No. 2012
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

GRADING PLAN

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

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_GRADING PLAN.dwg USER: Johnson DATE: April 8, 2026 TIME: 8:14:21 AM LAYOUT: C-10 GRADING PLAN

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



593 INTERIM GRADING NARRATIVE:

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

NOTE:

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

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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Tysons, VA 22102
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DCS DESIGN
8614 WESTWOOD CENTER DRIVE, SUITE 800
TYSONS, VA 22182

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

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026
FINAL SUBMISSION	04/08/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
04/08/2026
ROBERT R. COCHRAN
Lic. No. 2012
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

INTERIM GRADING PLAN

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

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING\DRAWINGS\7815D_GRADING PLAN.dwg USER: Johnson DATE: April 8, 2026 TIME: 8:15:10 AM LAYOUT: C-10A GRADING PLAN

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

LEGEND

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

BUILDING DATA

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

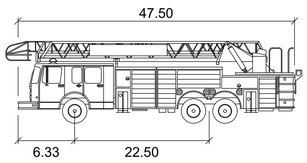
RESIDENTIAL BUILDING COVERAGE

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

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

NOTE:

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

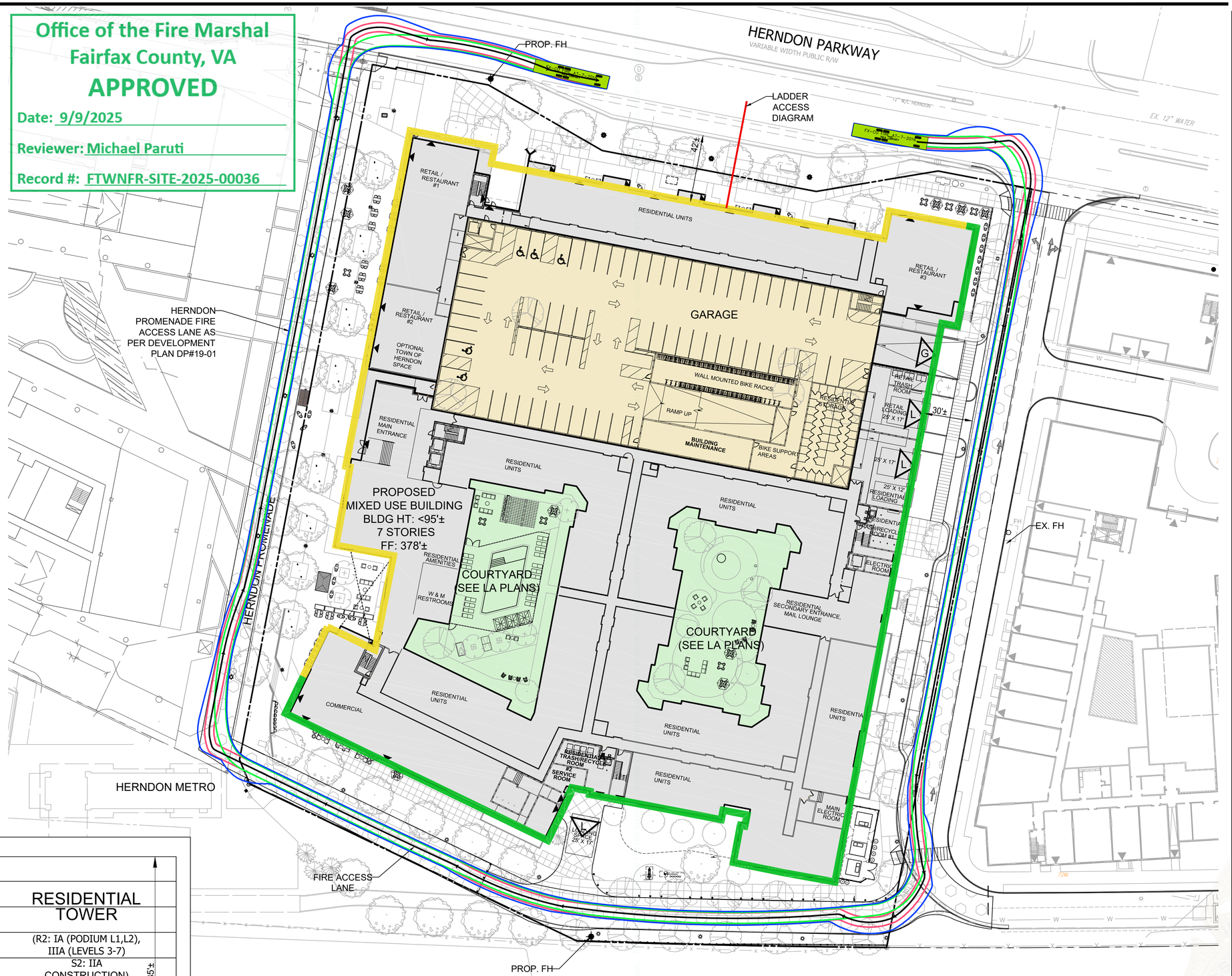


FX-CO FIRE AT-7-2016

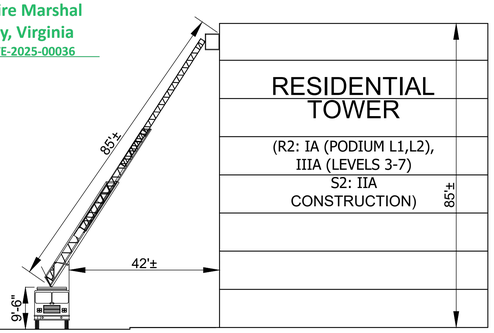
feet

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

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



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



LADDER ACCESS DIAGRAM - SCALE: 1"=20'

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

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

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TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
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RESUBMISSION	05/14/2025

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

FIRE ACCESS PLAN (ULTIMATE CONDITION)

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

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

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

LEGEND

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

BUILDING DATA

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

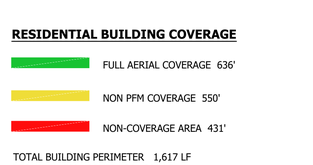
RESIDENTIAL BUILDING COVERAGE

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

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

NOTE:

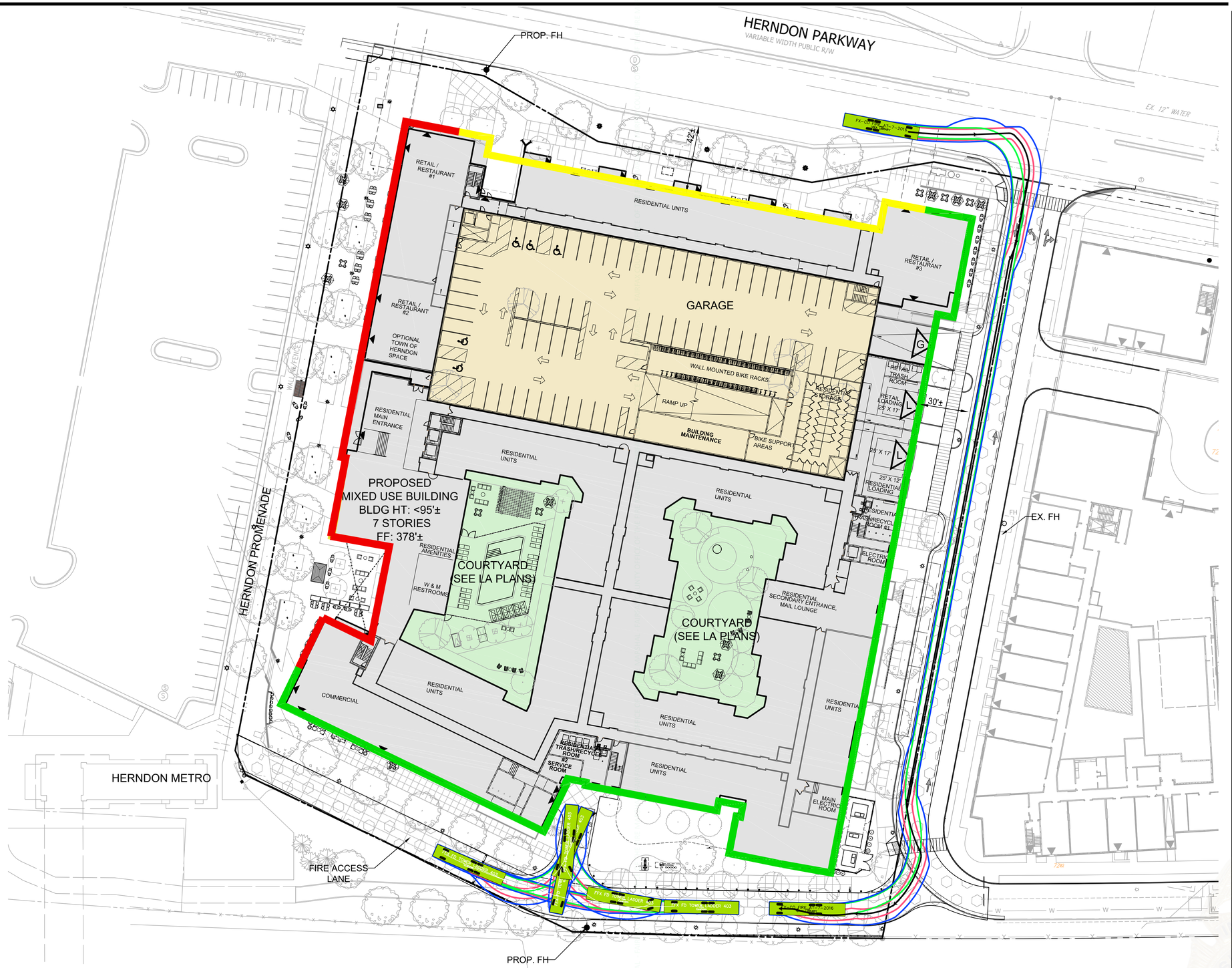
THE EMERGENCY ACCESS SHOWN IS IN COORDINATION WITH THE FAIRFAX COUNTY FIRE MARHAL'S OFFICE VIA A MEETING THE APPLICANT HAD WITH THE OFFICE ON SEPTEMBER 10, 2024 TO REVIEW AND CONFIRM THE PLANS WERE IN COMPLIANCE WITH ACCESS REQUIREMENTS.



FX-CO FIRE AT-7-2016

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

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



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(IN FEET)
1 inch = 30 ft.

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700 NEW HAMPSHIRE, SUITE 709
WASHINGTON, DC 20037

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

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

TRAFFIC CONSULTANT:
VIKA

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

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

INTERIM FIRE ACCESS PLAN (555 HERNDON PARKWAY CONSTRUCTED)

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

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

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

LEGEND

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

BUILDING DATA

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

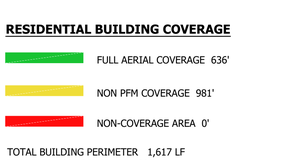
RESIDENTIAL BUILDING COVERAGE

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

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

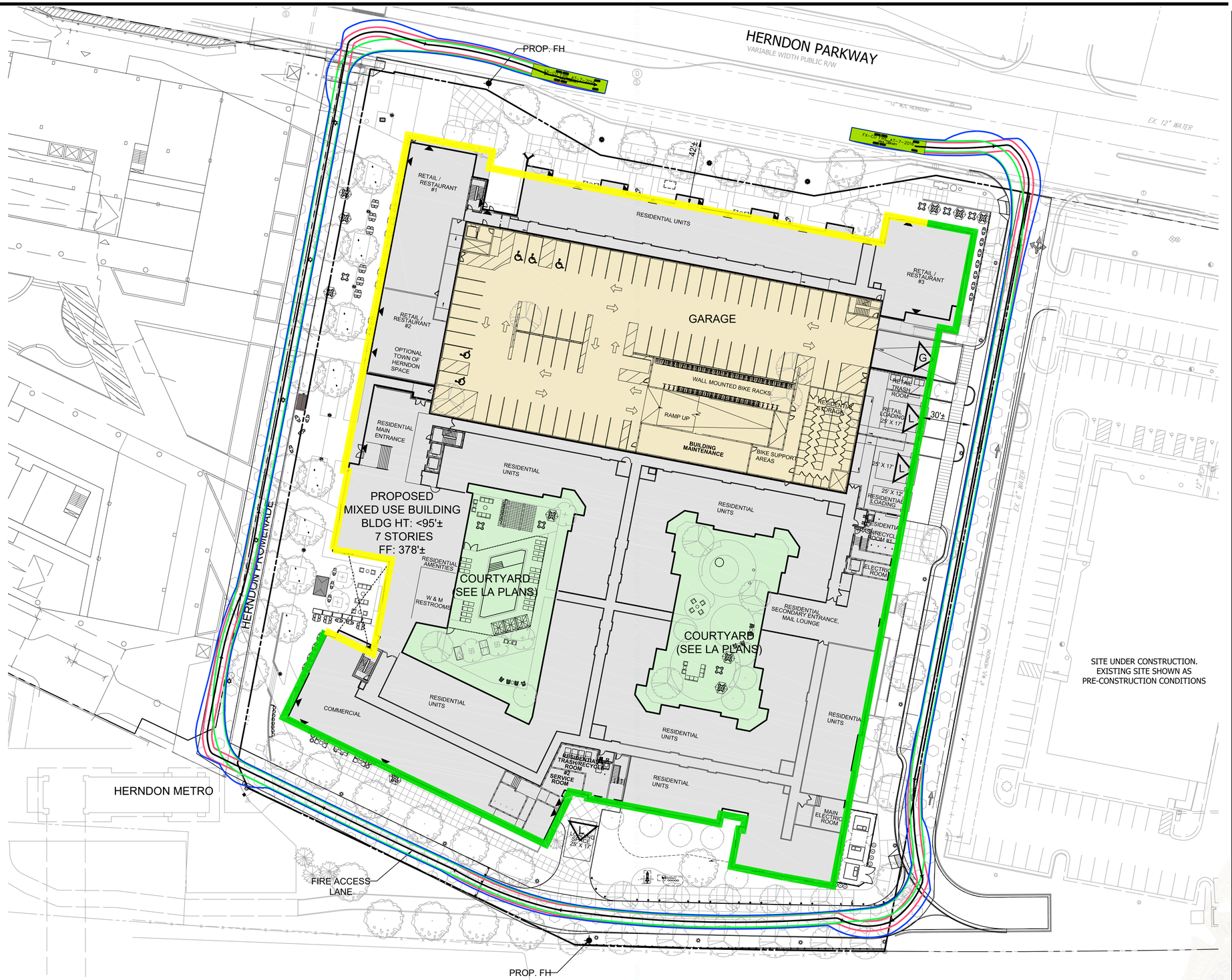
NOTE:

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



FX-CO FIRE AT-7-2016

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



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

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

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

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

575 HERNDON PARKWAY

TOWN OF HERNDON

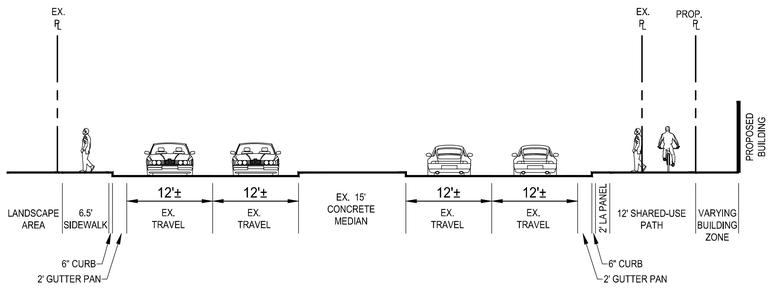
FAIRFAX COUNTY, VIRGINIA

INTERIM FIRE ACCESS PLAN (593 HERNDON PARKWAY CONSTRUCTED)

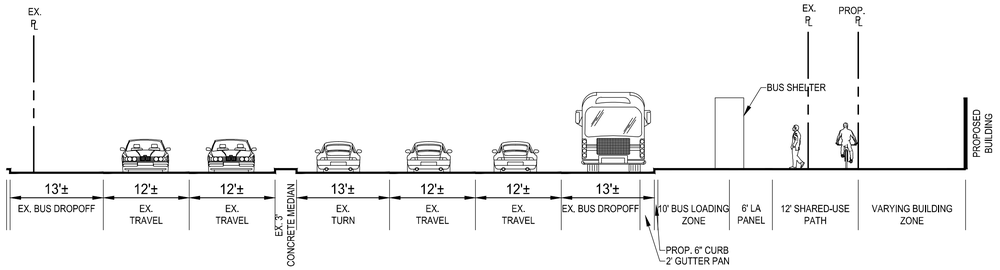
DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 30'
VIKA NO.	7815B
SHEET NO.	C-11B

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_FIRE ACCESS PLAN.dwg USER: johnson DATE: September 9, 2025 TIME: 11:28:31 AM LAYOUT: C-11B FIRE ACCESS PLAN

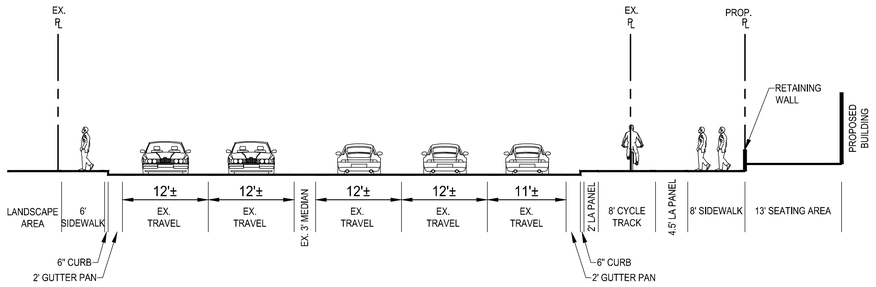
LAYOUT: C-11B FIRE ACCESS PLAN, Plotted By: johnson



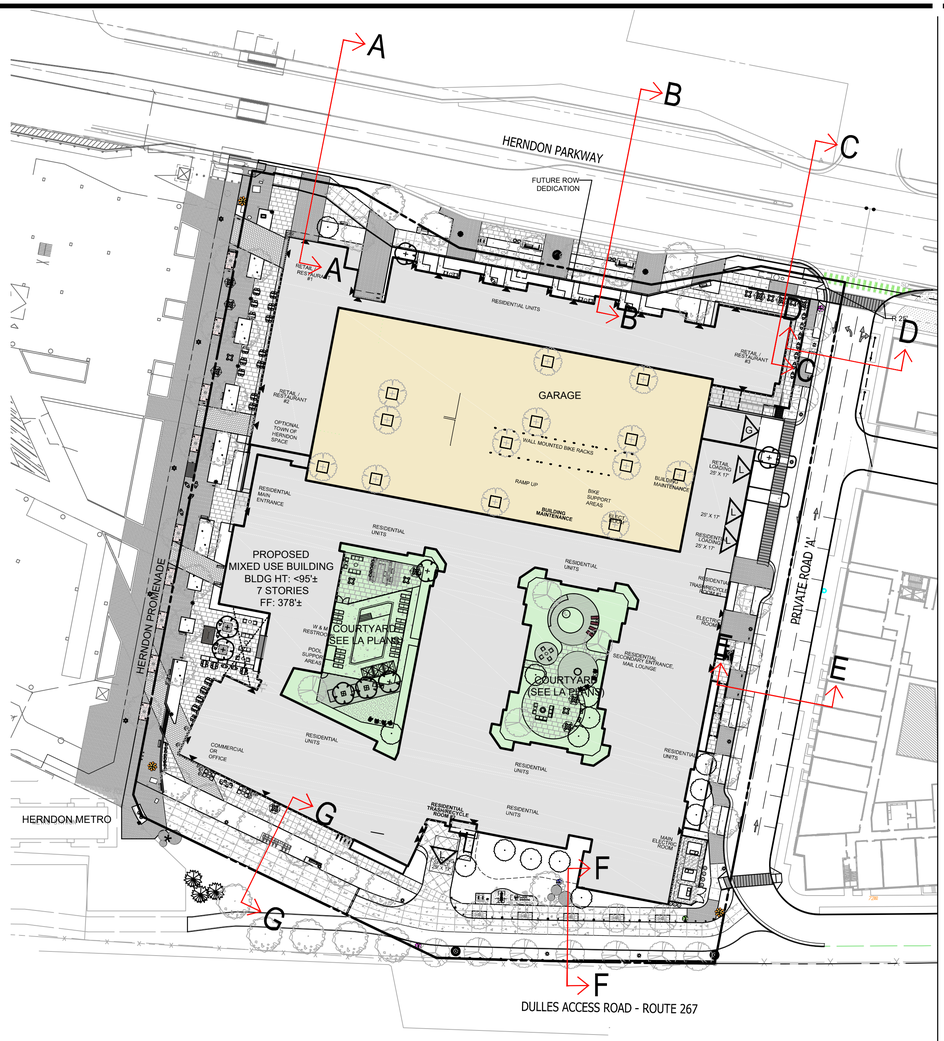
SECTION A-A **SCALE 1'=10'** **HERNDON PARKWAY**



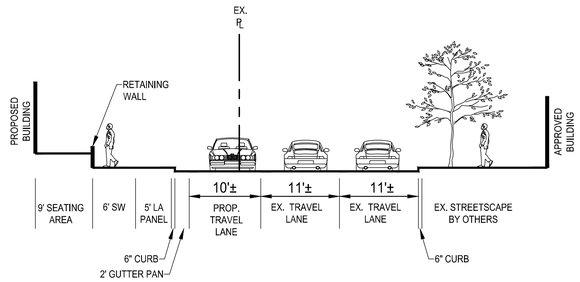
SECTION B-B **SCALE 1'=10'** **HERNDON PARKWAY**



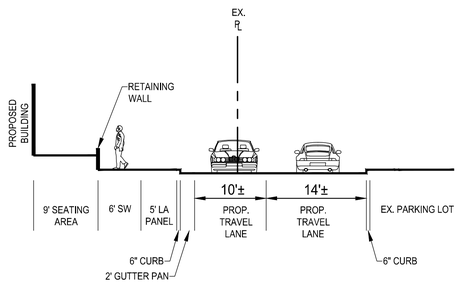
SECTION C-C **SCALE 1'=10'** **HERNDON PARKWAY**



SCALE 1'=50'



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



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

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TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
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RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026
FINAL SUBMISSION	04/08/2026

PROFESSIONAL SEAL



575 HERNDON PARKWAY

TOWN OF HERNDON

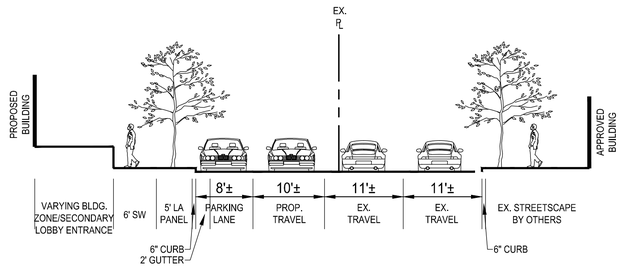
FAIRFAX COUNTY, VIRGINIA

STREET SECTIONS

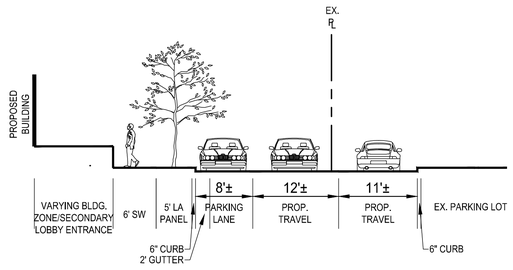
DRAWN BY:
DESIGNED BY:
DATE ISSUED: 05/08/2024
DWG. SCALE: AS SHOWN
VIKA NO. 7815B
SHEET NO. C-12

FILE: Q:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_STREET SECTIONS.dwg USER: johnson DATE: April 8, 2026 TIME: 8:24:39 AM LAYOUT: C-12 STREET SECTIONS

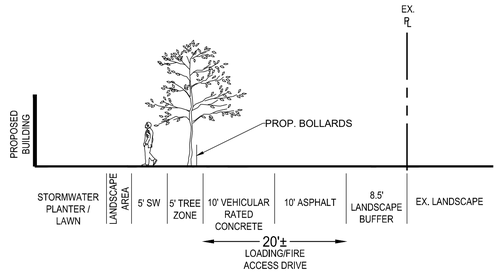
LAYOUT: C-12 STREET SECTIONS, Plotted By: Johnson



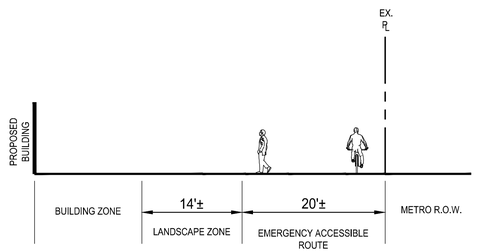
SECTION E-E **SCALE 1'=10'** **PRIVATE ROAD 'A'**



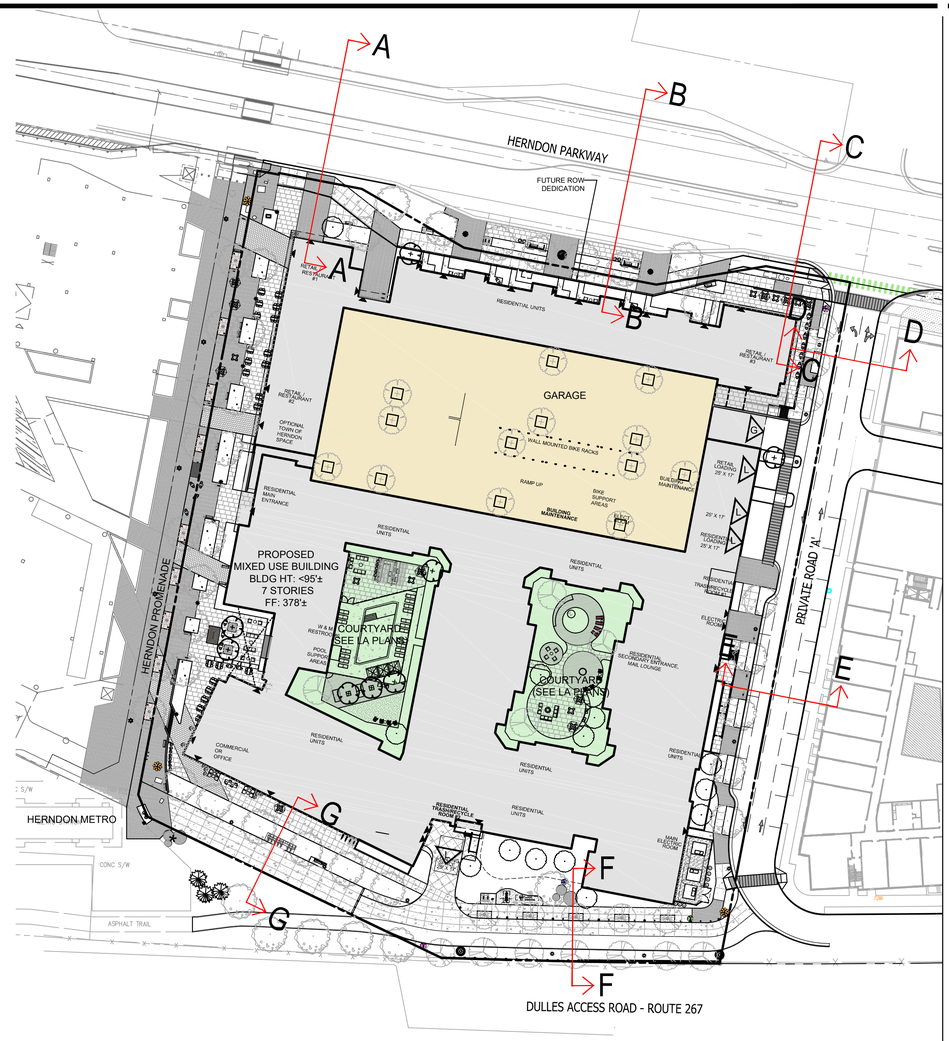
SECTION E-E INTERIM **SCALE 1'=10'** **PRIVATE ROAD 'A'**



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



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



SCALE 1'=50'

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700 NEW HAMPSHIRE, SUITE 709
WASHINGTON, DC 20037

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

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

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026
FINAL SUBMISSION	04/08/2026

PROFESSIONAL SEAL



575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

STREET SECTIONS

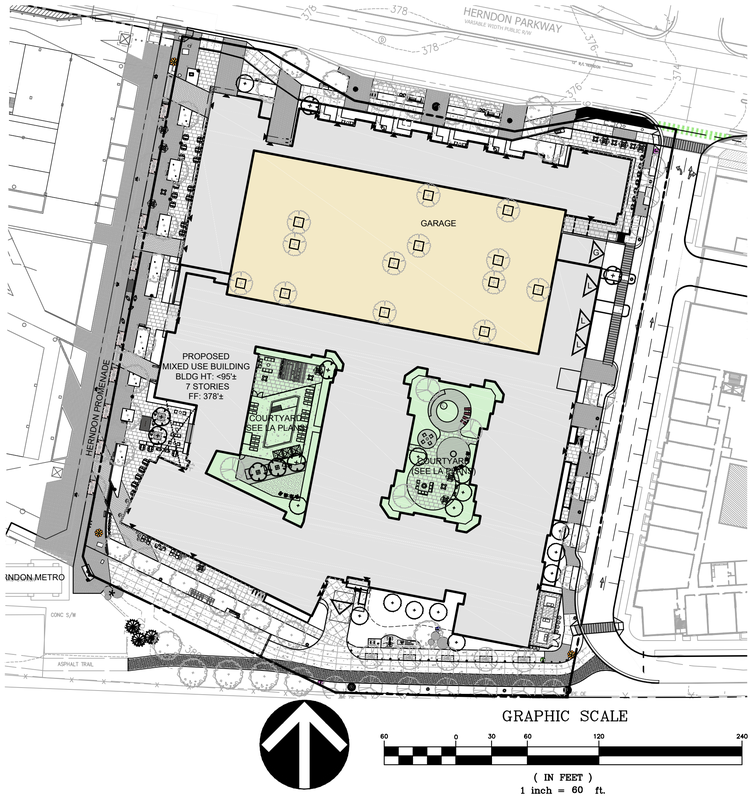
DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	AS SHOWN
VIKA NO.	7815B
SHEET NO.	C-12A

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_STREET SECTIONS.dwg USER: johnson DATE: April 8, 2026 TIME: 8:25:27 AM LAYOUT: C-12A STREET SECTIONS

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



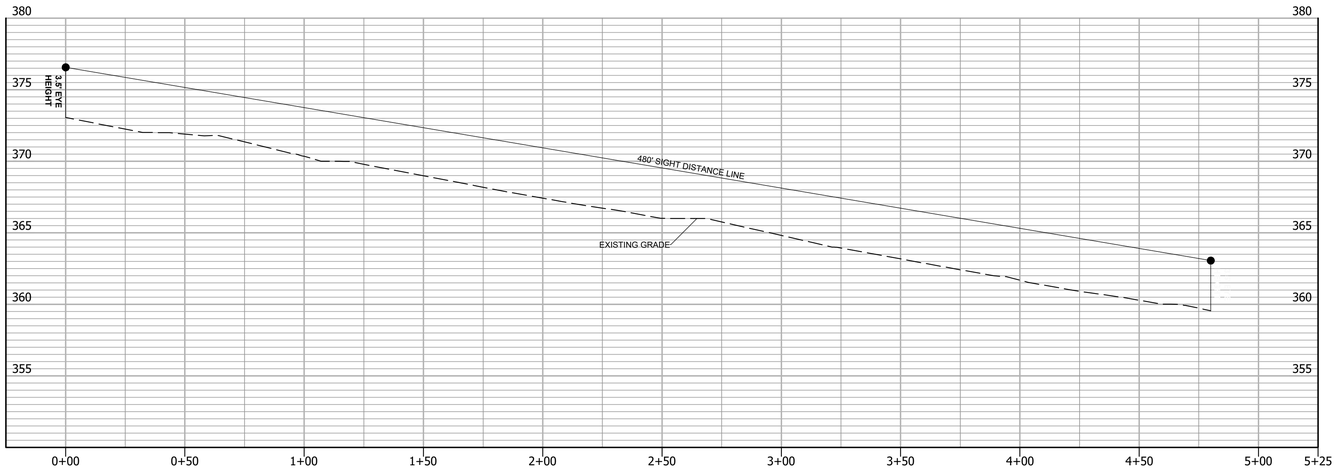
SIGHT DISTANCE EXHIBIT - SCALE 1"=50'



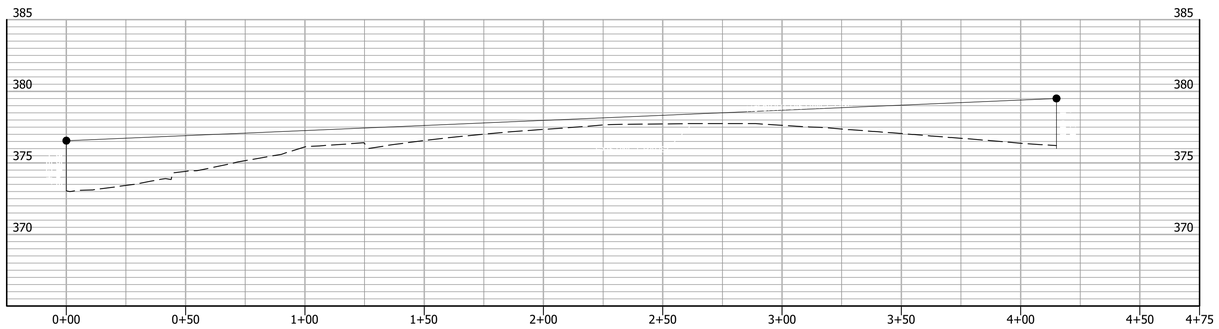
GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.



EASTBOUND SIGHT DISTANCE PROFILE - DESIGN SPEED 35 MPH



WESTBOUND SIGHT DISTANCE PROFILE - DESIGN SPEED 35 MPH

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04/08/2026
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FAIRFAX COUNTY, VIRGINIA

SIGHT DISTANCE EXHIBIT

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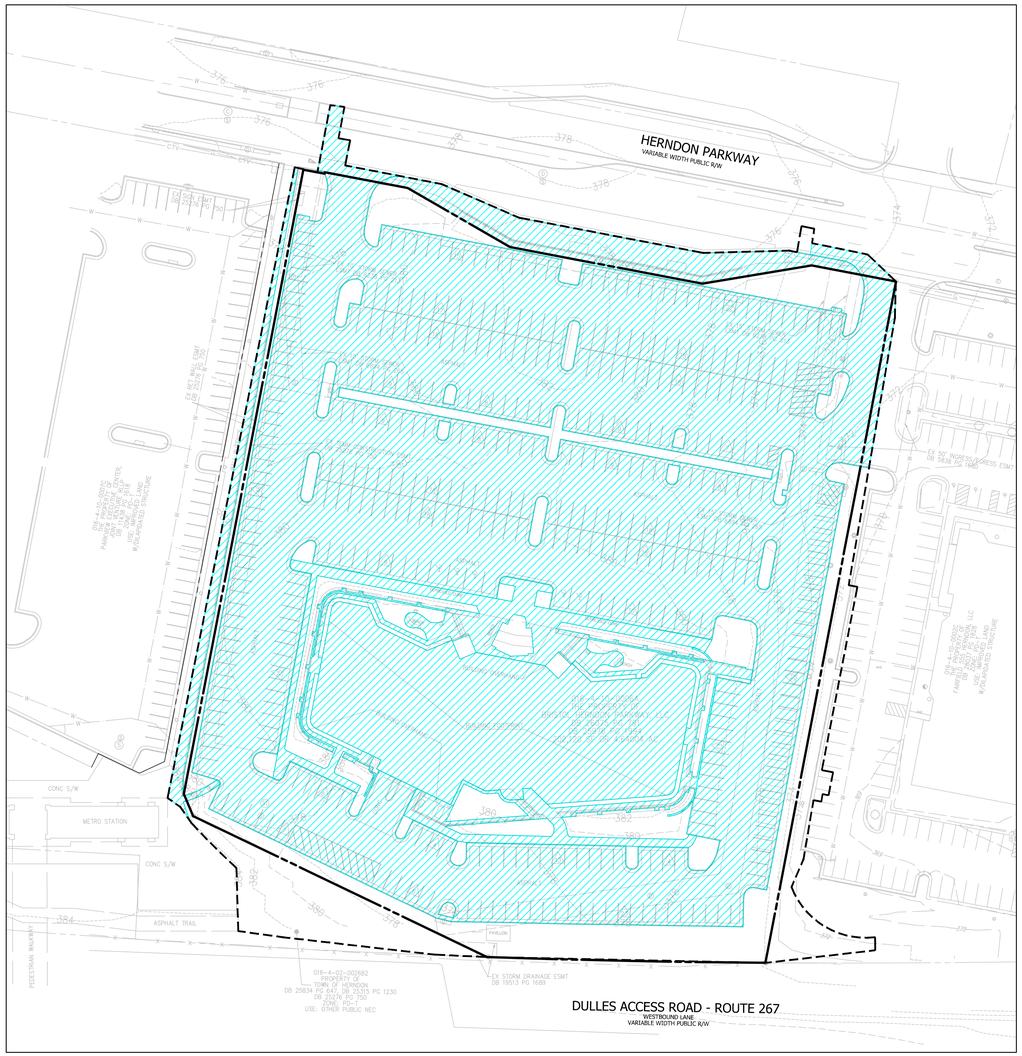
DESIGNED BY:
DATE ISSUED: 05/08/2024

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

FILE: Q:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_SIGHT DISTANCE EXHIBIT.dwg USER: Johnson DATE: April 8, 2026 TIME: 8:31:47 AM LAYOUT: C-12B SIGHT DISTANCE

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



LEGEND - EXISTING AREA

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

IMPERVIOUS AREA = 177,240 SF OR 4.0689 AC

PERVIOUS AREA = 48,349 SF OR 1.1099 AC



LEGEND - PROPOSED AREA

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

IMPERVIOUS AREA = 190,207 SF OR 4.3665 AC

PERVIOUS AREA = 35,382 SF OR 0.8123 AC

NORTH (VCS 83)
GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

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COMMONWEALTH OF VIRGINIA
04/08/2026
ROBERT R. COCHRAN
Lic. No. 2012
AND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

DRANESVILLE DISTRICT
FAIRFAX COUNTY, VIRGINIA

PRE AND POST DEVELOPMENT STORMWATER MAP

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

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING (DRAWINGS)\7815D_C-14 PRE AND POST SWM.dwg USER: johnson DATE: April 8, 2026 TIME: 9:04:18 AM LAYOUT: C-13

LAYOUT: C-13, Plotted By: johnson



SWM NARRATIVE

EXISTING CONDITION SITE NARRATIVE

THIS DEVELOPMENT CONSISTS OF APPROXIMATELY 4.64 ACRES OF LAND SITUATED BETWEEN HERNDON PARKWAY AND THE DULLES TOLL ROAD IN THE TOWN OF HERNDON. THE PROPERTY IS BOUNDED BY HERNDON PARKWAY TO THE NORTH, AN EXISTING OFFICE BUILDING TO THE EAST, THE DULLES TOLL ROAD TO THE SOUTH AND AN EXISTING OFFICE BUILDING TO THE WEST. THE PROPERTY CURRENTLY CONSISTS OF AN EXISTING OFFICE BUILDING WITH SURFACE PARKING.

REVIEW OF EXISTING TOPOGRAPHY INDICATES THAT THE PROPERTY SLOPES PREDOMINANTLY FROM THE SOUTHWEST TO THE NORTHEAST TOWARDS HERNDON PARKWAY. THE SUBJECT SITE DOES RECEIVE OFF-SITE RUNOFF FROM THE AREA TO THE SOUTH AND CONVEYS THE FLOW IN THE EXISTING ON-SITE CLOSED CONDUIT SYSTEM. THE EXISTING STORMWATER IS COLLECTED ON SITE AND JOINS A CLOSED CONDUIT SYSTEM IN HERNDON PARKWAY. THE STORMWATER FLOWS TO A 36" RCP PIPE IN HERNDON PARKWAY AND IS TAKEN TO THE OUTFALL APPROXIMATELY 850' TO THE EAST WHERE IS EXITS A 60" RCP INTO AN EXISTING FLOODPLAIN. SEE SHEET C-16 FOR THE OUTFALL MAP. ALL ADJACENT PROPERTIES FOLLOW A SIMILAR DRAINAGE PATTERN, WITH THEIR RESPECTIVE STORMWATER BEING CONVEYED TO THE CLOSED CONDUIT SYSTEM IN HERNDON PARKWAY. THERE ARE NO RESOURCE PROTECTION AREAS ON THIS PROPERTY.

PROPOSED CONDITION SITE NARRATIVE

THE APPLICANT PROPOSES TO DEVELOP THE PROPERTY IN ACCORDANCE WITH THE HERNDON METRO STUDY AREA WITH RESIDENTIAL, RETAIL AND COMMERCIAL USES.

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

WATER QUALITY TREATMENT (BMP) NARRATIVE

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

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

WATER QUANTITY TREATMENT (SWM) NARRATIVE

THERE WILL BE AN INCREASE IN THE SITE'S IMPERVIOUSNESS WHICH WILL RESULT IN AN INCREASE IN RUNOFF. RUNOFF REDUCTION STRATEGIES IN CONJUNCTION WITH UNDERGROUND DETENTION WILL BE USED TO REDUCE THE POST DEVELOPMENT TWO YEAR AND TEN YEAR RUNOFF RATE TO LEVELS LESS THAN OR EQUAL TO THE EXISTING TWO YEAR AND TEN YEAR RUNOFF RATES. THE UNDERGROUND DETENTION STRUCTURE WILL LIKELY BE LOCATED IN THE PROPOSED GARAGE. THE EXISTING DRAINAGE DIVIDES WILL GENERALLY BE MAINTAINED AS THE SITE WILL STILL DRAIN PRIMARILY FROM THE SOUTHWEST OF THE SITE TO THE NORTHEAST.

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

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

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

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

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

STORMWATER LEGEND: VERSION 1.3

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

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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FINAL SUBMISSION	04/08/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
04/08/2026
ROBERT R. COCHRAN
Lic. No. 2012
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

STORMWATER MANAGEMENT MAP AND NARRATIVE

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

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

FILE: C:\Projects\7815\7815B\CADD\PLANNING DRAWINGS\7815D_SWM MAP.dwg USER: johnson DATE: April 8, 2026 TIME: 8:36:35 AM LAYOUT: C-14 SWM-MAP

VRRM COMPUTATIONS

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

data input cells
constant values
calculation cells
final results

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 5.18

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

Check:

BMP Design Specifications List:	2024 Stds & Specs
Linear project?	No
Land cover areas entered correctly?	✓
Total disturbed area entered?	✓

Pre-ReDevelopment Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest (acres) -- undisturbed, protected forest or reforested land					0.00
Mixed Open (acres) -- undisturbed/infrequently maintained grass or shrub land					0.00
Managed Turf (acres) -- disturbed, graded for yards or other turf to be mowed/managed				1.11	1.11
Impervious Cover (acres)				4.07	4.07
					5.18

Post-Development Land Cover (acres)

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

Post-Development Requirement for Site Area

TP Load Reduction Required (lb/yr)	1.02

Nitrogen Loads (Informational Purposes Only)

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

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

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

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

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

Column I shows load reduction requriement for new impervious cover (based on new development load limit, 0.26 lbs/acre/year).

LAND COVER SUMMARY -- POST DEVELOPMENT

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

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

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

Drainage Area A

VRRM 4.1, 2024

Drainage Area A Land Cover (acres)

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

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

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

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

Site Results (Water Quality Compliance) VRRM 4.1, 2024

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

Site Treatment Volume (ft^3) 15,830

Runoff Reduction Volume and TP By Drainage Area

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

Total Phosphorus

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

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

Total Nitrogen (For Information Purposes)

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

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LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

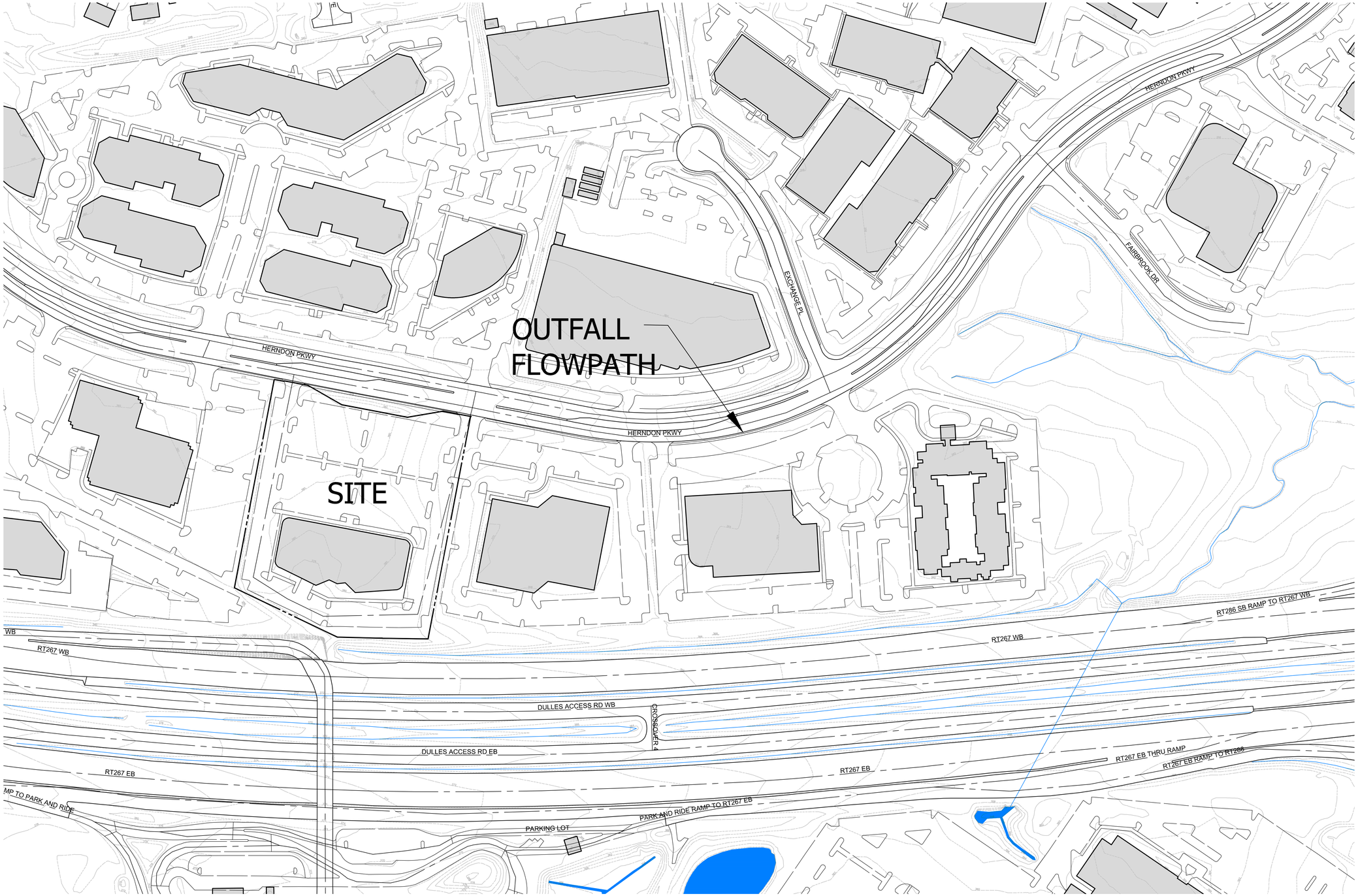
FAIRFAX COUNTY, VIRGINIA

STORMWATER COMPUTATIONS

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

FILE: C:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_SWM MAP.dwg USER: johnson DATE: April 8, 2026 TIME: 8:37:12 AM LAYOUT: C-15 SWM COMPS

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



NORTH (VCS 83)
GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100ft.

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LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

DRANESVILLE DISTRICT
FAIRFAX COUNTY, VIRGINIA

ADEQUATE OUTFALL MAP

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

FILE: Q:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_C-16 ADEQUATE OUTFALL.dwg USER: johnson DATE: April 7, 2026 TIME: 3:51:07 PM LAYOUT: C-16

LAYOUT: C-16, Plotted By: johnson

ZONING ORDINANCE MODIFICATIONS

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

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



GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

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

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

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025
RESUBMISSION	10/15/2025
RESUBMISSION	02/13/2026
FINAL SUBMISSION	04/08/2026

PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
04/08/2026
ROBERT R. COCHRAN
Lic. No. 2012
AND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

ZONING MODIFICATIONS

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

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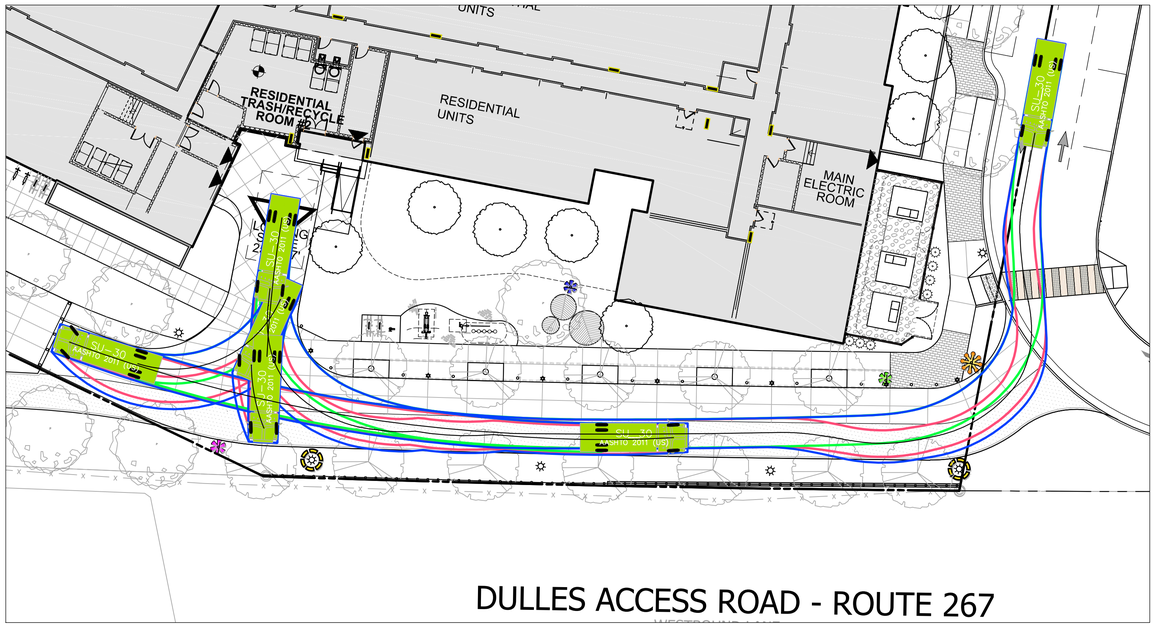
LAYOUT: C-17 MODIFICATIONS, Plotted By: Johnson



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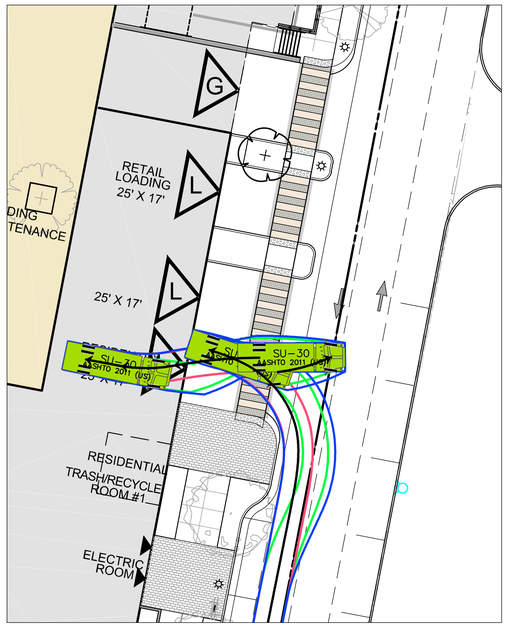

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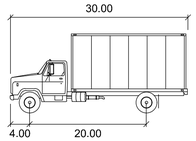
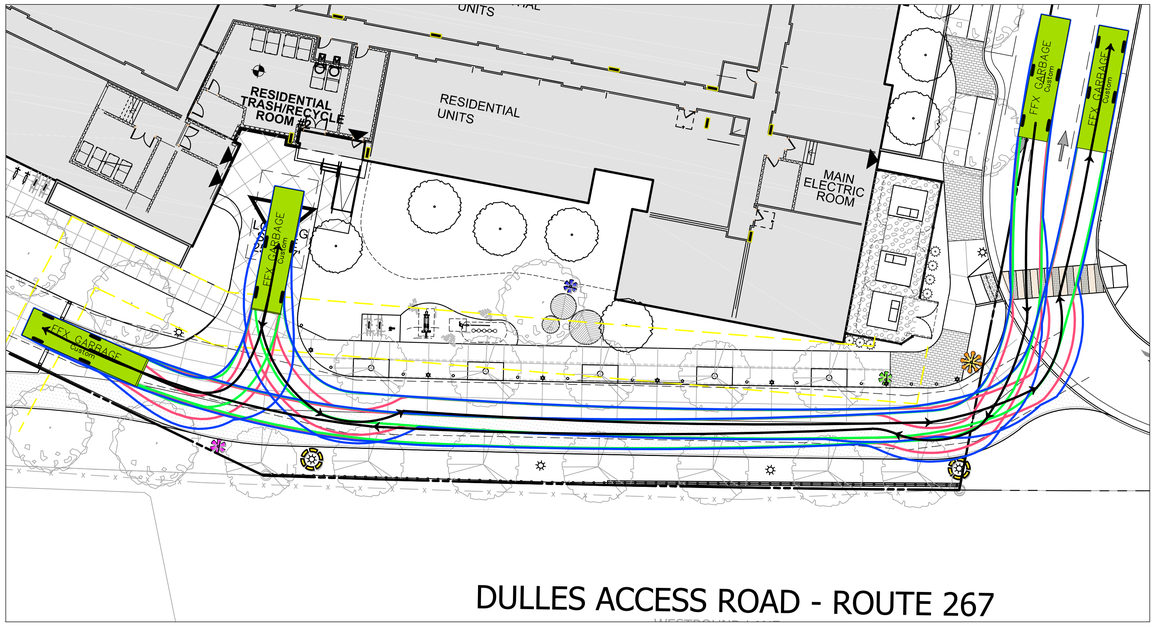
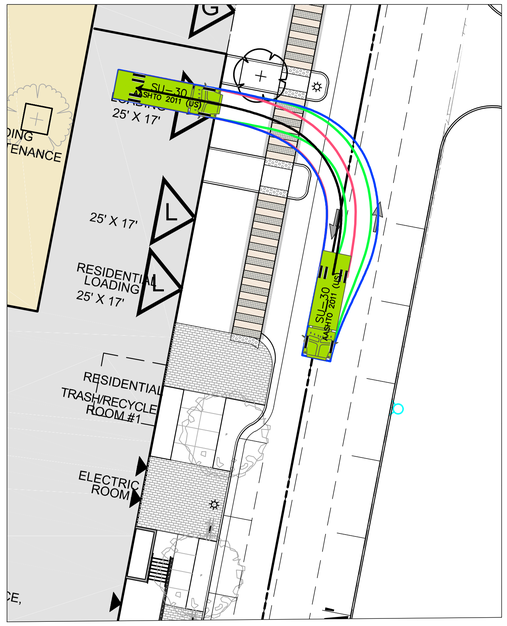


SU-30

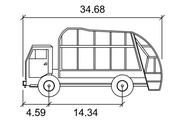
	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8



GARBAGE SCALE: 1"=20'



RESIDENTIAL LOADING SCALE: 1"=20'



FFX GARBAGE

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

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

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

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PROFESSIONAL SEAL

COMMONWEALTH OF VIRGINIA
04/08/2026
ROBERT R. COCHRAN
Lic. No. 2012
LAND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

AUTOTURN EXHIBIT

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

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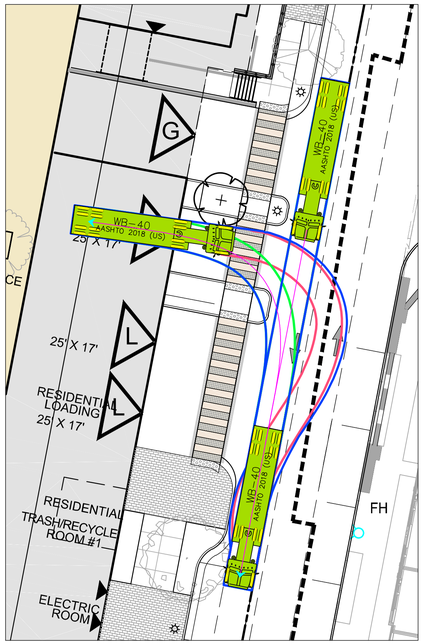
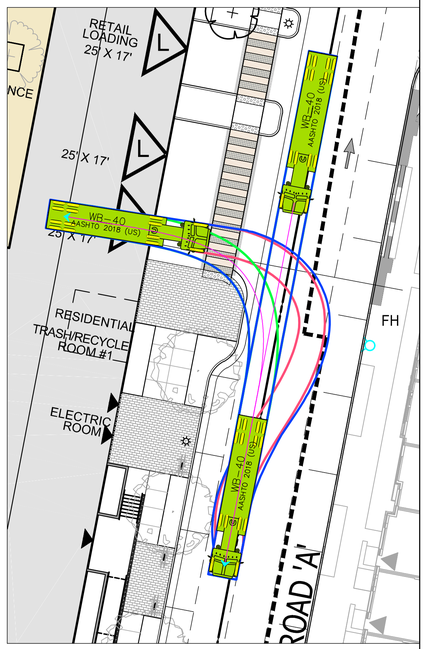
LAYOUT: C-18 AUTOTURN, Plotted By: johnson



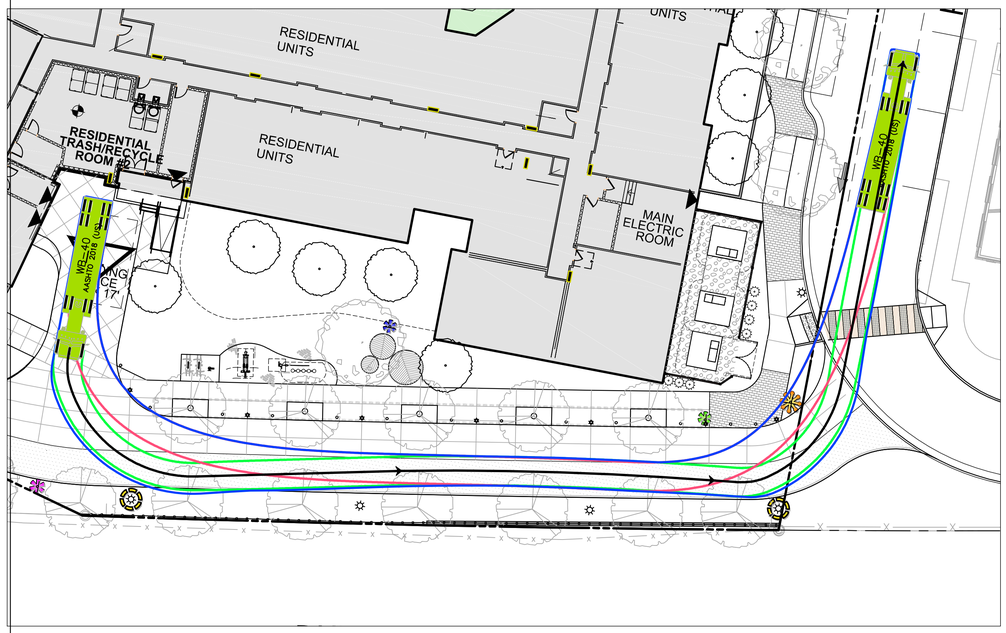
COMMERCIAL AND ADDITIONAL RESIDENTIAL LOADING - ENTER SCALE: 1"=20'



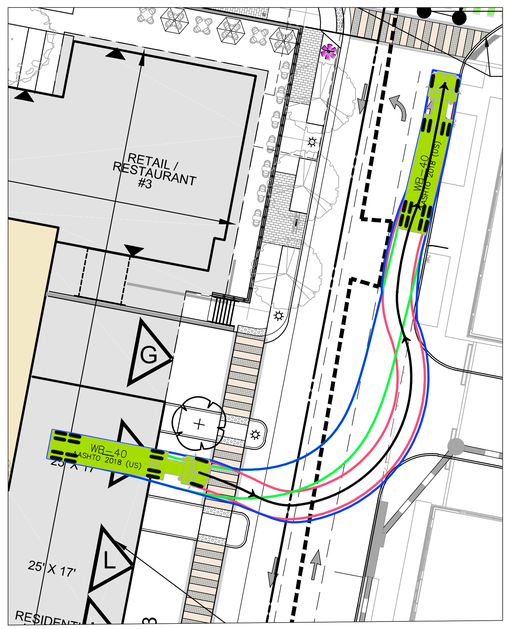
RETAIL LOADING - ENTER SCALE: 1"=20'



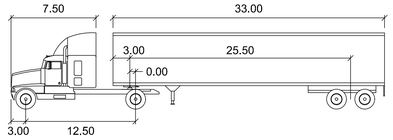
RESIDENTIAL LOADING - ENTER
SCALE: 1"=20'



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



RESIDENTIAL LOADING - EXIT SCALE: 1"=20'



WB-40

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

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FINAL SUBMISSION	04/08/2026

PROFESSIONAL SEAL



575 HERNDON PARKWAY

TOWN OF HERNDON

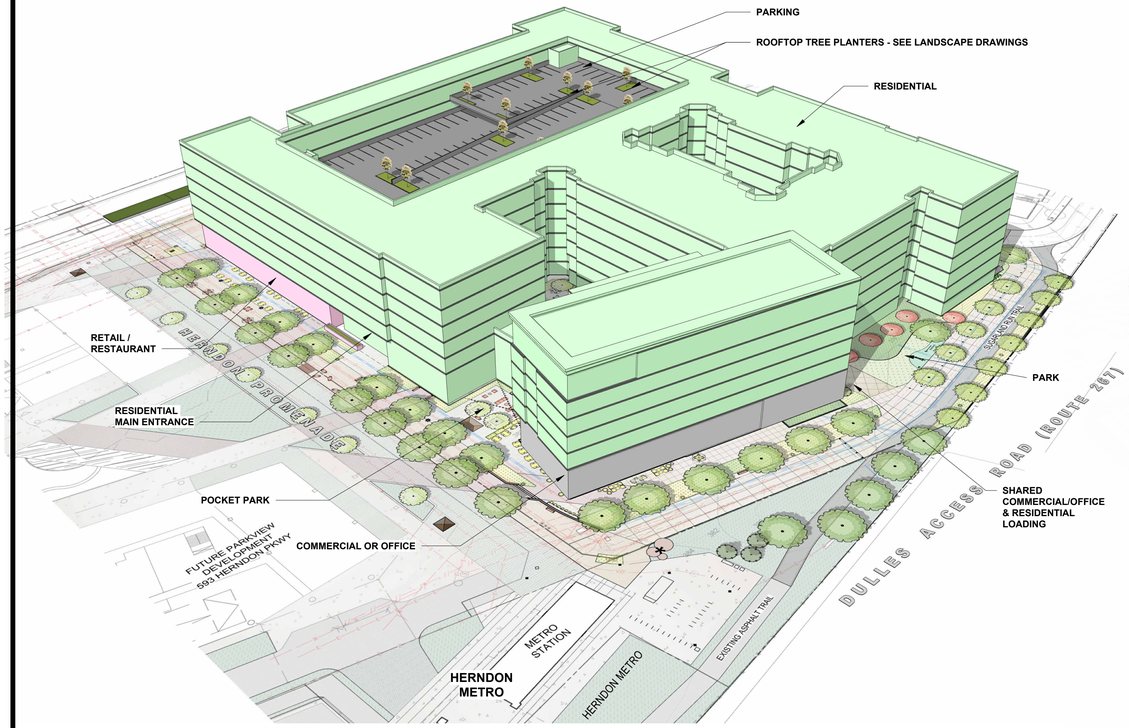
FAIRFAX COUNTY, VIRGINIA

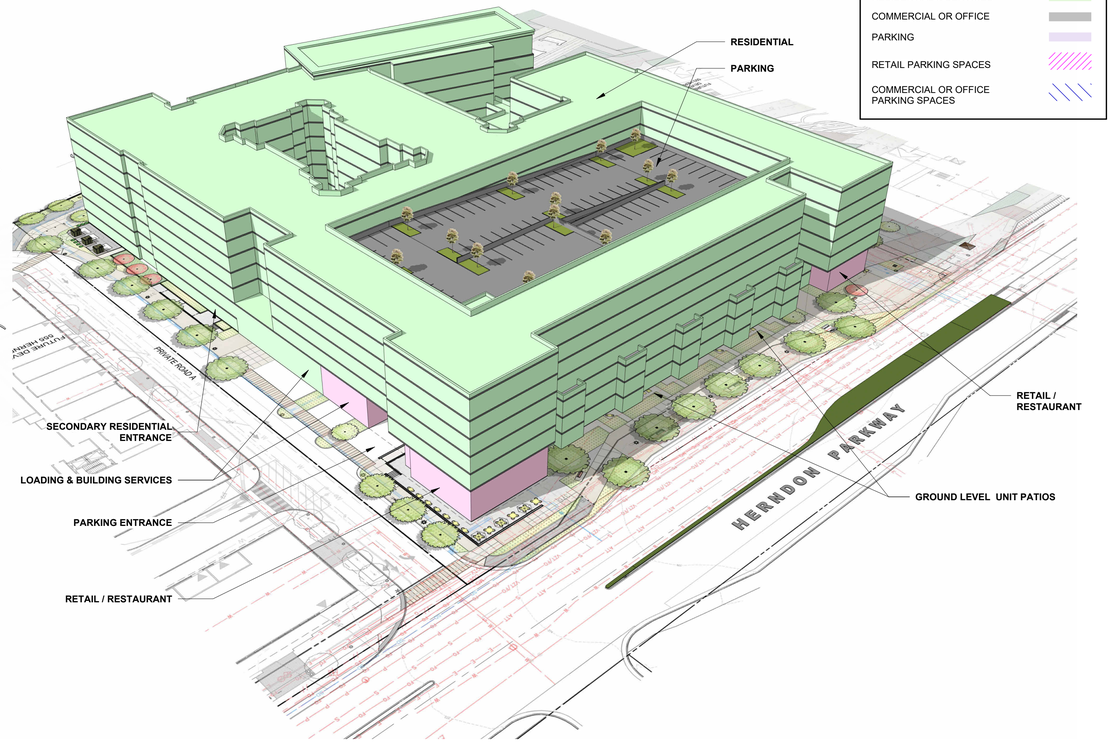
AUTOTURN EXHIBIT

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

FILE: Q:\Projects\7815\7815R\CADD\PLANNING\PLANNING DRAWINGS\7815D_AUTOTURN_SU30_SD.dwg USER: johnson DATE: April 8, 2026 TIME: 8:35:25 AM LAYOUT: C-18A WB-40

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





LEGEND

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

BUILDING AREAS

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

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

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

BUILDING USES

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

VEHICLE PARKING

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

* Accessible spaces included in total number of parking spaces.

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

BICYCLE PARKING

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

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

LOADING

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

GENERAL NOTES:

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

dcs DESIGN

DAVIS CARTER SCOTT Ltd

Architecture
Interior Architecture
Land Planning

8614 Westwood Center Dr.
Suite 800
Tysons, Virginia 22182

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www.dcsdesign.com

WOODFIELD DEVELOPMENT

BRISTOL HERNDON PARKWAY LLC

COMMONWEALTH OF VIRGINIA
DOUGLAS N. CARTER
Lic. No. 3435
ARCHITECT
04/07/2026

PRINT DATE 4/7/2026 4:16:42 PM

ISSUE DATE

FIRST SUBMISSION	05/08/2024
SECOND SUBMISSION	04/17/2025
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FOURTH SUBMISSION	10/15/2025
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REVISION DATE

PROJECT TITLE

575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE

TABULATIONS

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

DRAWING NUMBER

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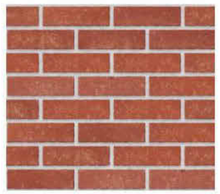

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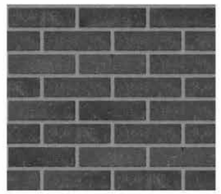

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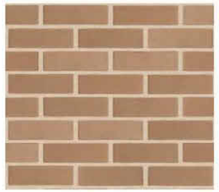

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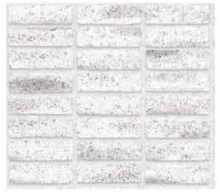

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6



7



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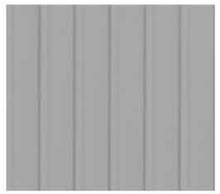

9



10



11



12

13

14

EXTERIOR FINISHES LEGEND

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



15

LOADING OVERHEAD DOORS - PRECEDENT IMAGES



16



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FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE

ILLUSTRATIVE EXTERIOR FINISHES AND PRECEDENT IMAGES

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

DRAWING NUMBER

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HERNDON MURAL:

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





WALL MURAL

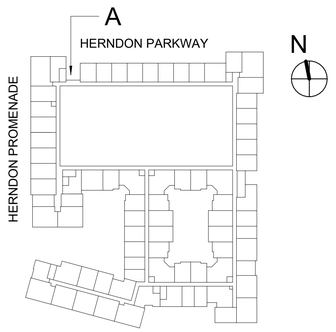
HERNDON IDENTITY - PRECEDENT IMAGES



HERNDON FIRE STATION



ICON IN TOWN OF HERNDON



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ILLUSTRATIVE HERNDON MURAL

DRAWN BY	KO
QC CHECKED BY	KS
QA REVIEWED BY	KS

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4 PERSPECTIVE VIEW



2 PERSPECTIVE VIEW



1 PERSPECTIVE VIEW



3 PERSPECTIVE VIEW

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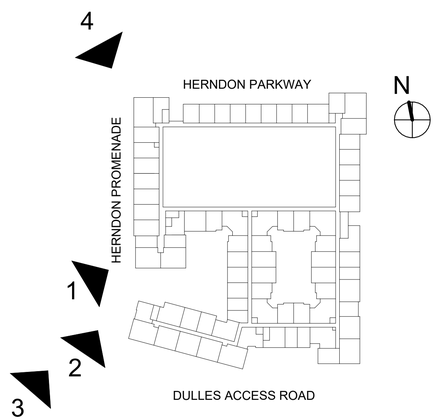

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ARCHITECT
04/07/2026

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ISSUE DATE

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

REVISION DATE

PROJECT TITLE

575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE

PERSPECTIVE VIEWS

DRAWN BY	KO
QC CHECKED BY	KS
QA REVIEWED BY	KS

DRAWING NUMBER

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4 PERSPECTIVE VIEW



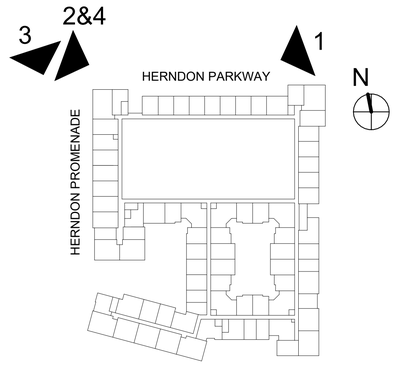
2 PERSPECTIVE VIEW



1 PERSPECTIVE VIEW



3 PERSPECTIVE VIEW



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COMMONWEALTH OF VIRGINIA
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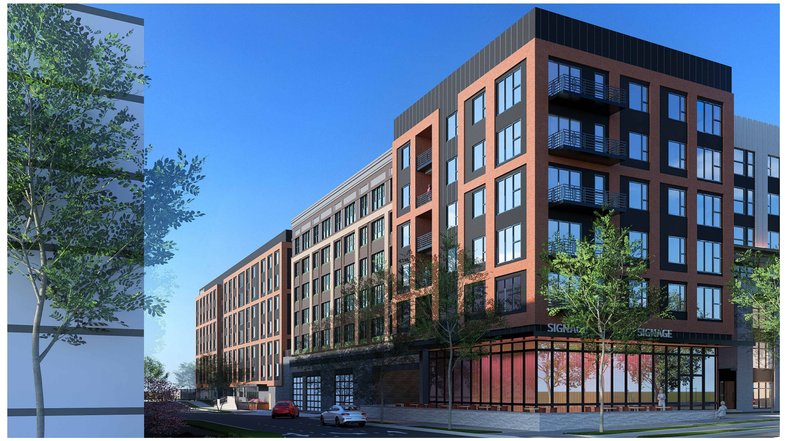
4 PERSPECTIVE VIEW



2 PERSPECTIVE VIEW



1 PERSPECTIVE VIEW



3 PERSPECTIVE VIEW

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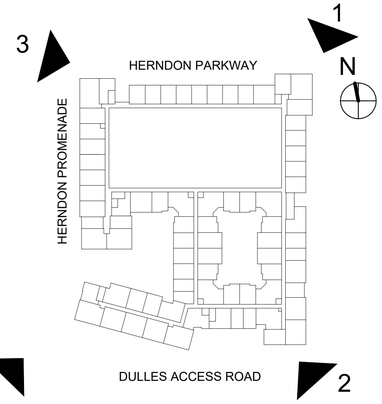

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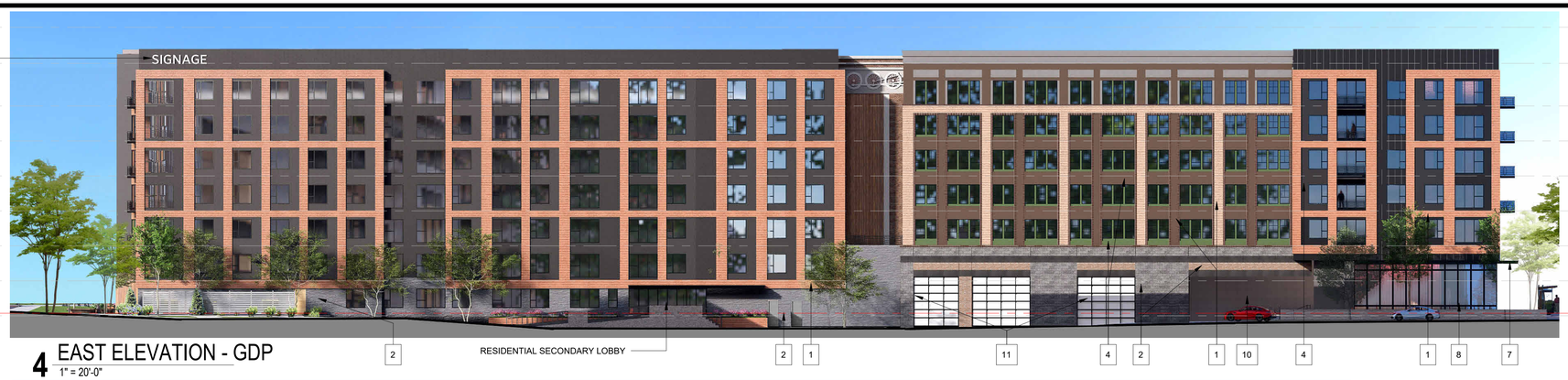


4 EAST ELEVATION - GDP
1" = 20'-0"



3 NORTH ELEVATION - GDP
1" = 20'-0"

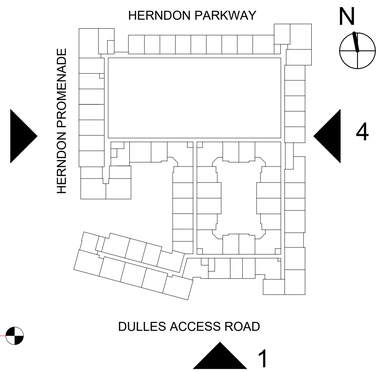


2 WEST ELEVATION - GDP
1" = 20'-0"

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



1 SOUTH ELEVATION - GDP
1" = 20'-0"



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FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ELEVATION VIEWS

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

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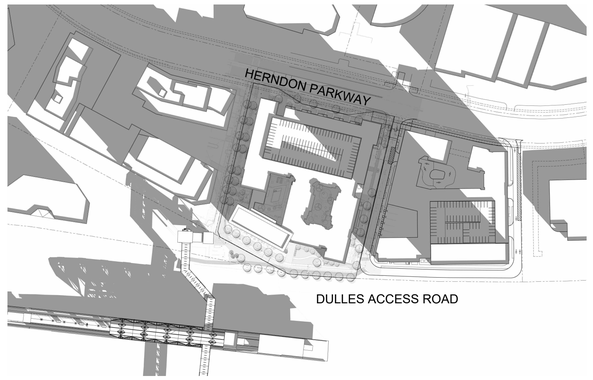

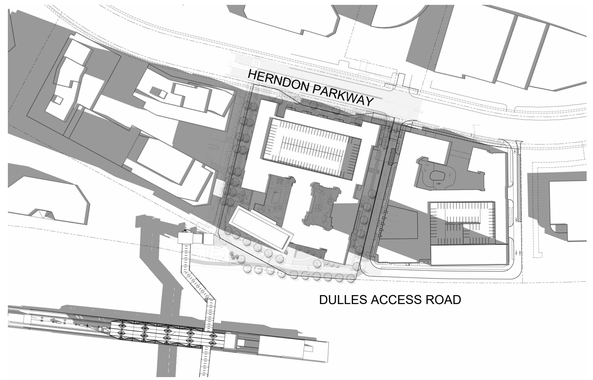

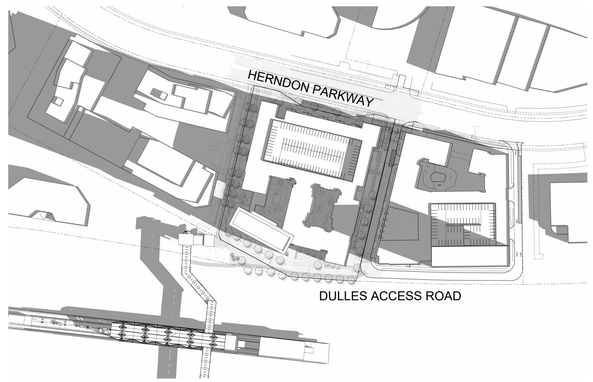

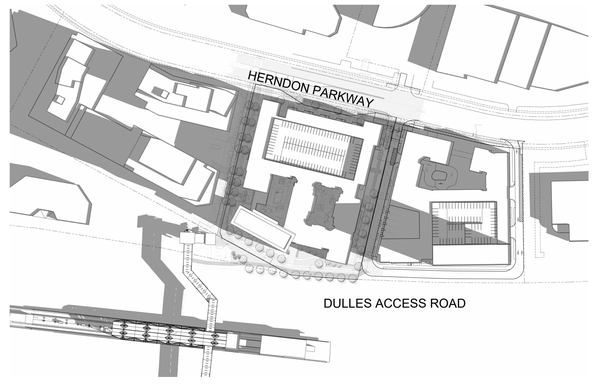

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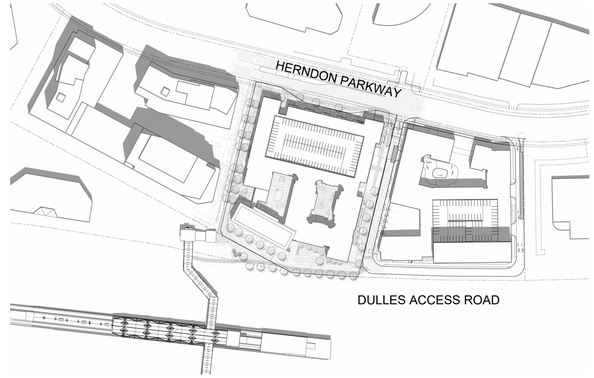

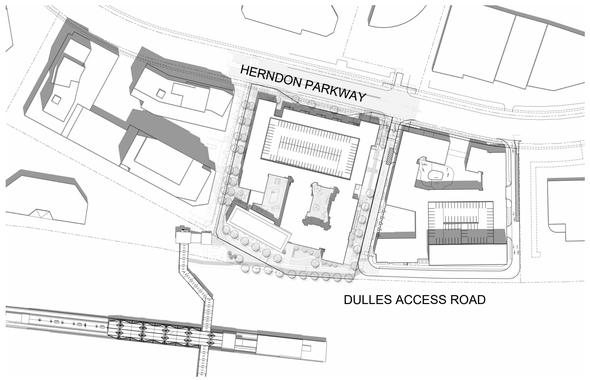

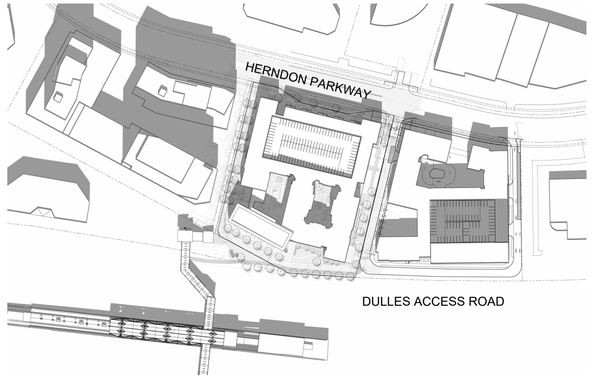

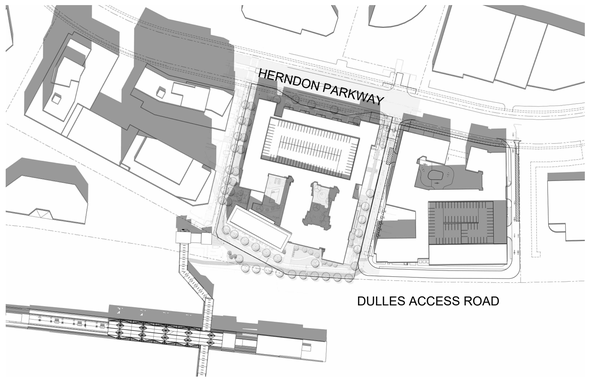

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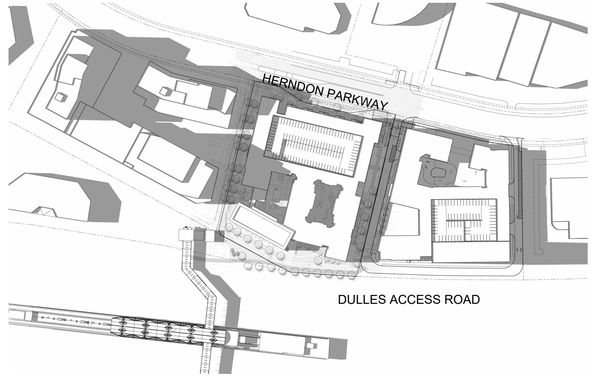

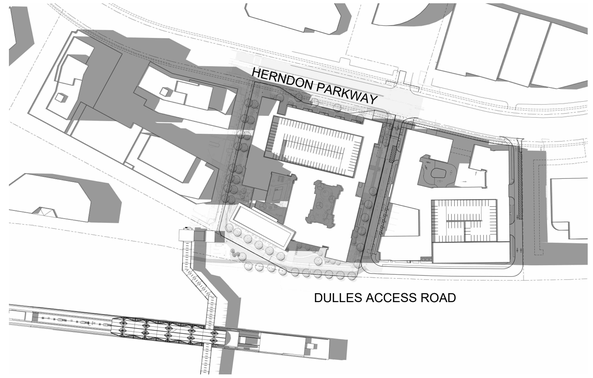

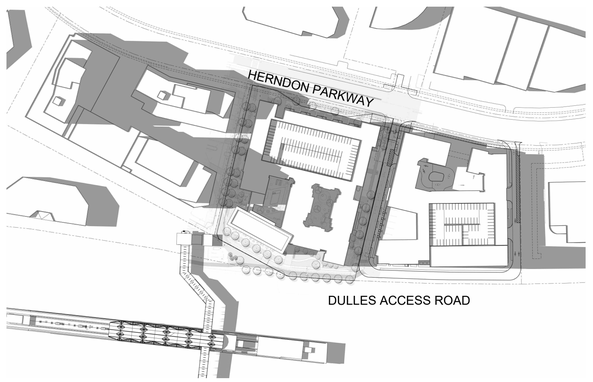

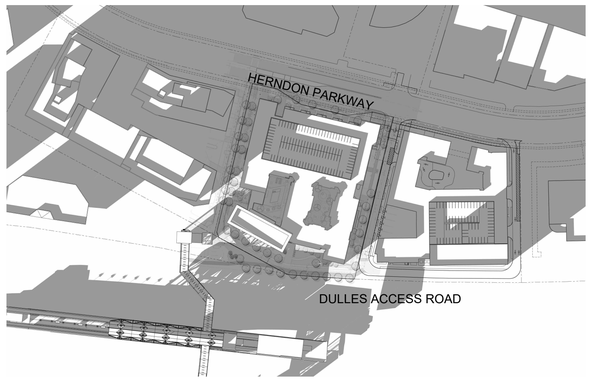

SPRING - 03/21

SUMMER - 06/21

FALL - 09/21

WINTER - 12/21

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COMMONWEALTH OF VIRGINIA
DOUGLAS N. CARTER
Lic. No. 3435
ARCHITECT
04/07/2026

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PROJECT TITLE

575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE

SHADOW ANALYSIS

DRAWN BY	AM
QC CHECKED BY	KS
QA REVIEWED BY	KS

DRAWING NUMBER

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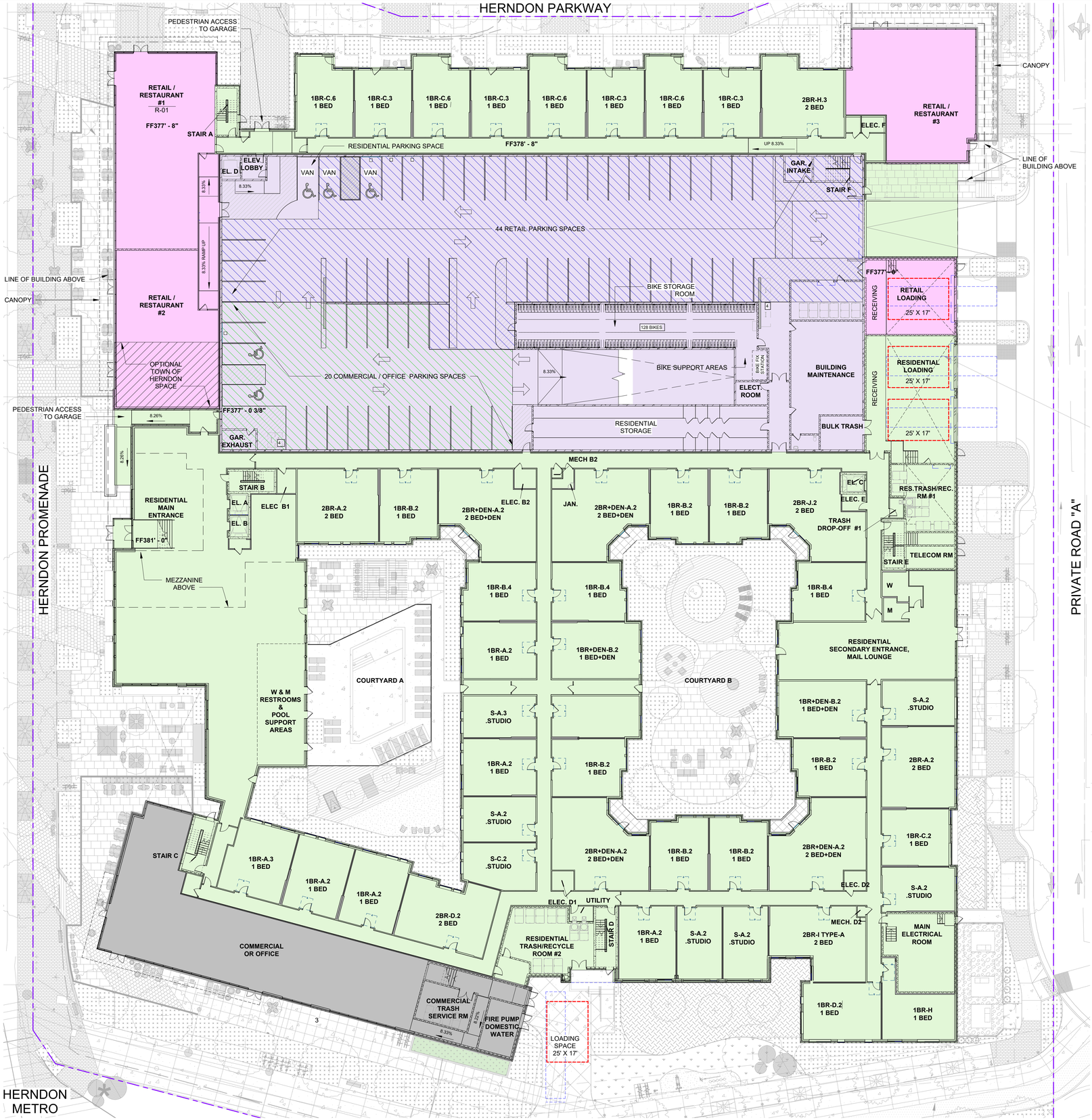


GENERAL NOTES

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

NOTES:

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

BIKE PARKING PROVIDED

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

TOTAL PARKING PROVIDED

ELEVATION	LEVEL	NUMBER OF SPACES (INCLUDING ACCESSIBLE)	ACCESSIBLE PARKING T	HC	VAN
377' 0"	LEVEL 1	65	5	2	3
387' 8"	LEVEL 2	88	3	3	0
398' 4"	LEVEL 3 (PODIUM)	111	3	3	0
409' 0"	LEVEL 4	111	2	2	0
419' 8"	LEVEL 5	111	2	2	0
430' 4"	LEVEL 6	106	3	3	0
441' 0"	LEVEL 7	36	1	1	0
TOTAL STRUCTURED SPACES		628	19	16	3

PARKING SPACE DIMENSIONS:

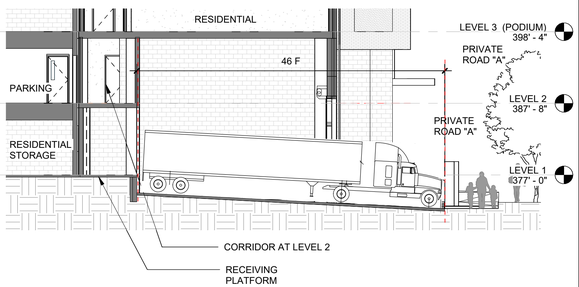
90°	8'-6" X 18'-0"
PARALLEL	8'-0" X 22' 0"

LOADING SPACE DIMENSIONS:

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

PARKING COUNT_LEVEL 1

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



2 LOADING SECTION
3/32" = 1'-0"

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

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

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PROJECT NO. 323248

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ILLUSTRATIVE PARKING LEVEL 1

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

DRAWING NUMBER
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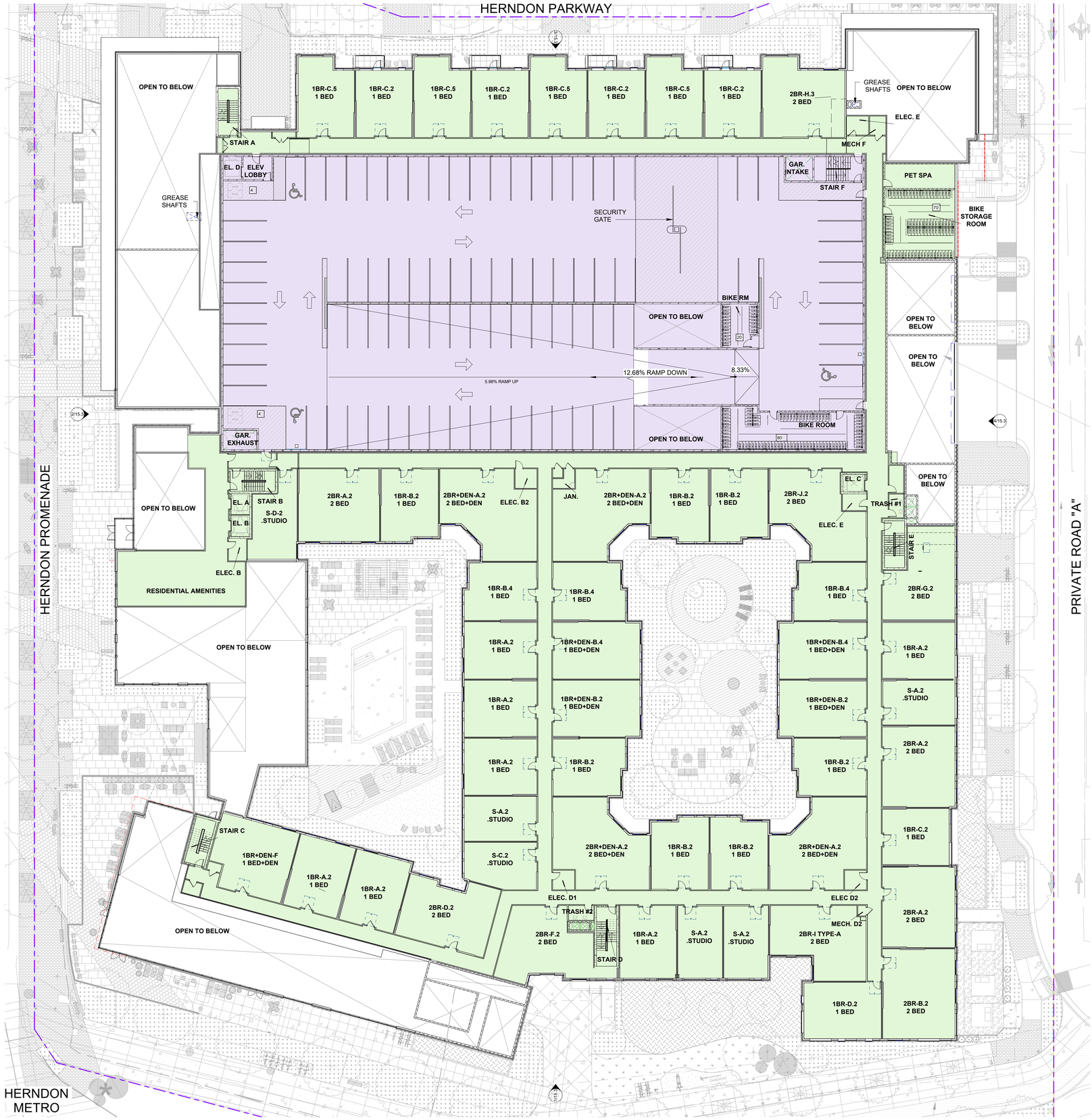

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409' 0"	LEVEL 4	23
419' 8"	LEVEL 5	23
430' 4"	LEVEL 6	15
441' 0"	LEVEL 7	0
TOTAL BIKE SPACES		**398**

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PARKING COUNT_LEVEL 2

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

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

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

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DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 2

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

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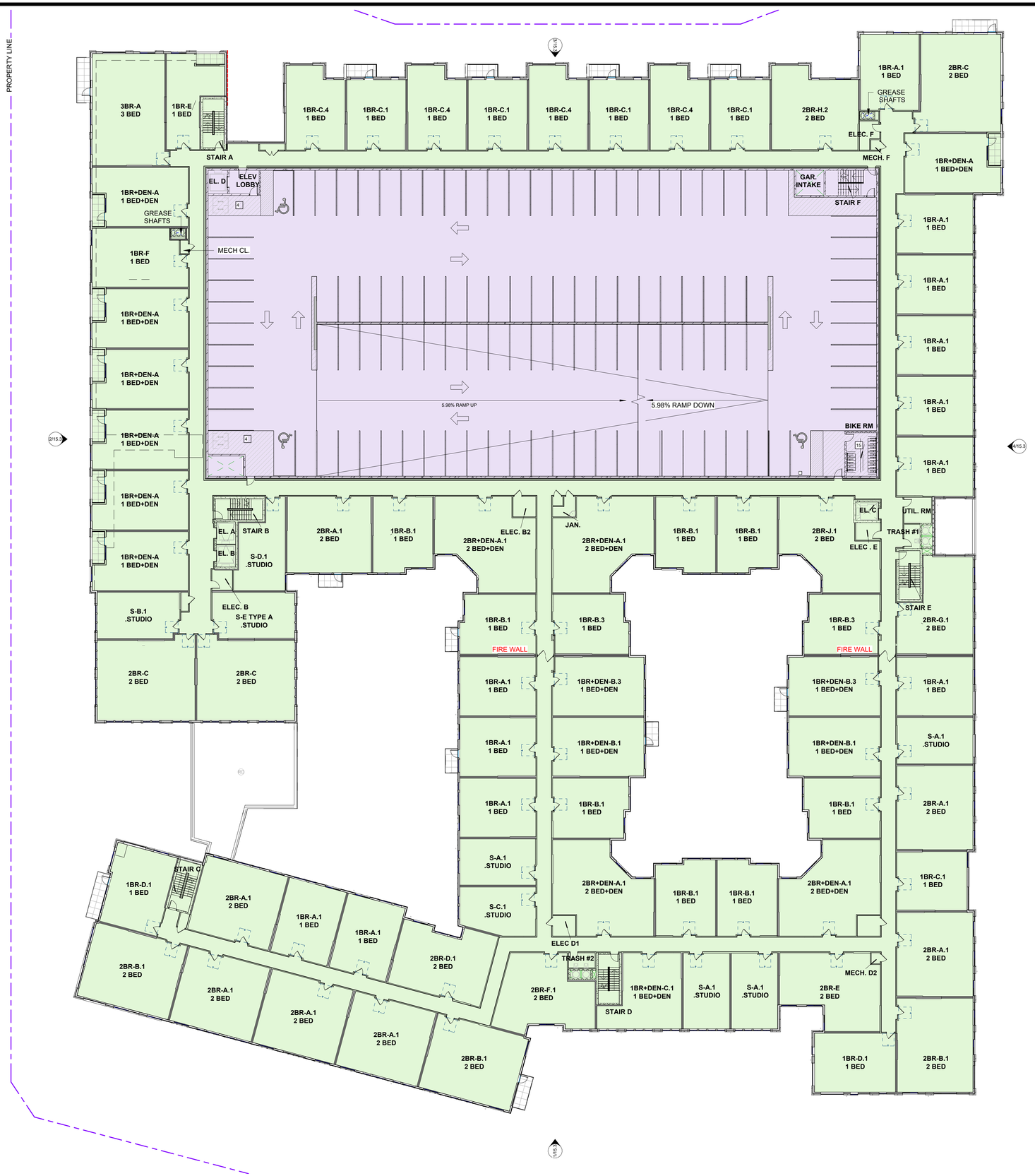

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BIKE PARKING PROVIDED

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

PARKING COUNT_LEVEL 3

LEVEL	TYPE OF SPACE TYPE	NUMBER OF SPACES
LEVEL 3 (PODIUM)	HC	3
LEVEL 3 (PODIUM)	S	108
TOTAL		111

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

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

dcs DESIGN
DAVIS CARTER SCOTT Ltd
Architecture
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Land Planning
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WOODFIELD DEVELOPMENT

BRISTOL HERNDON PARKWAY LLC

COMMONWEALTH OF VIRGINIA
DOUGLAS N. CARTER
Lic. No. 3435
ARCHITECT
04/07/2026

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

REVISION DATE

PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 3

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

DRAWING NUMBER
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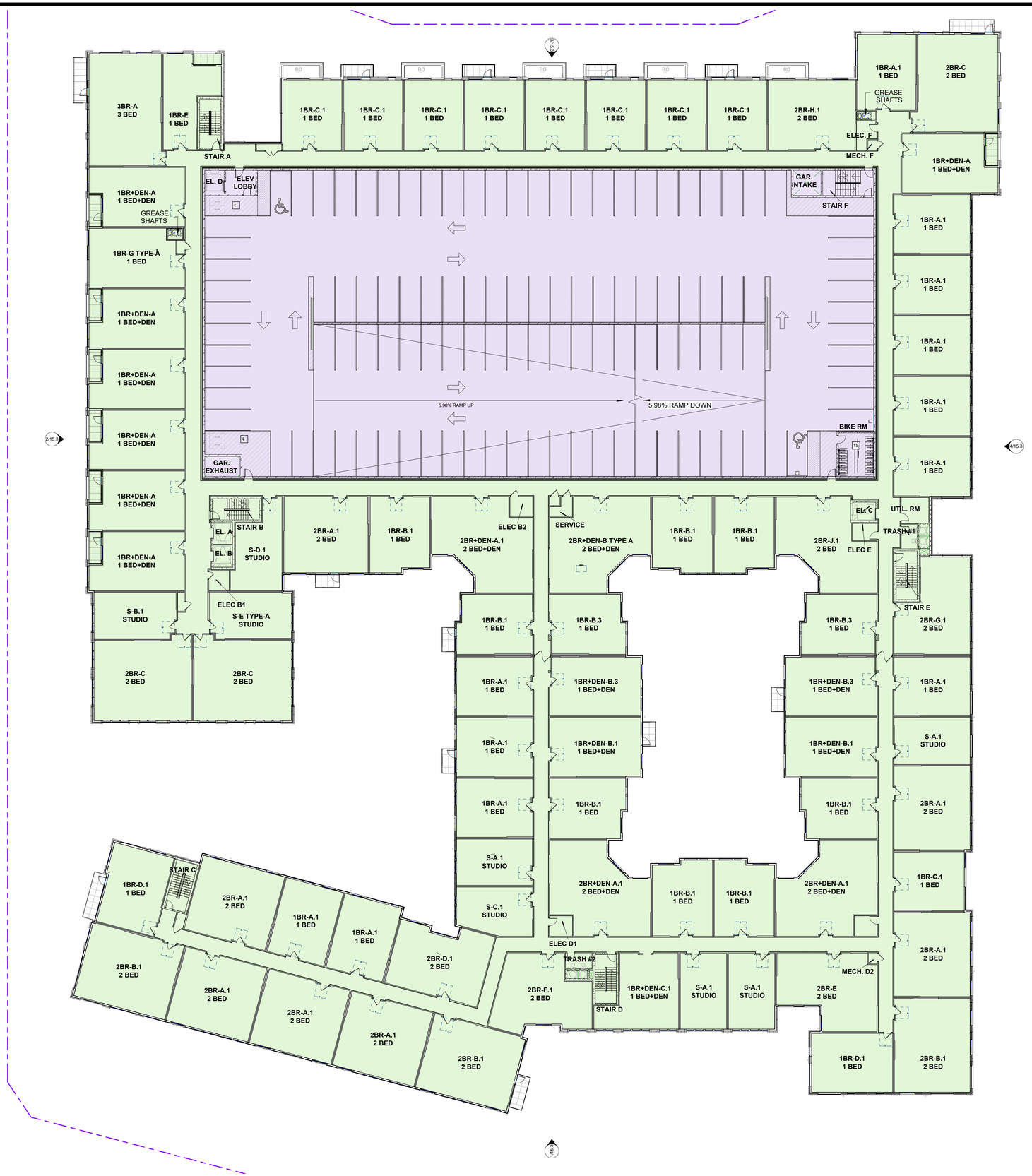

GENERAL NOTES

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

NOTES:

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BIKE PARKING PROVIDED

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398' 4"	LEVEL 3	23
409' 0"	LEVEL 4	23
419' 8"	LEVEL 5	23
430' 4"	LEVEL 6	15
441' 0"	LEVEL 7	0
TOTAL BIKE SPACES		**398**

PARKING COUNT_LEVEL 5

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

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

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

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WOODFIELD DEVELOPMENT

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FIFTH SUBMISSION	02/13/2026
FINAL SUBMISSION	04/08/2026

REVISION DATE

PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 4

DRAWN BY	AK, KS
QC CHECKED BY	KS
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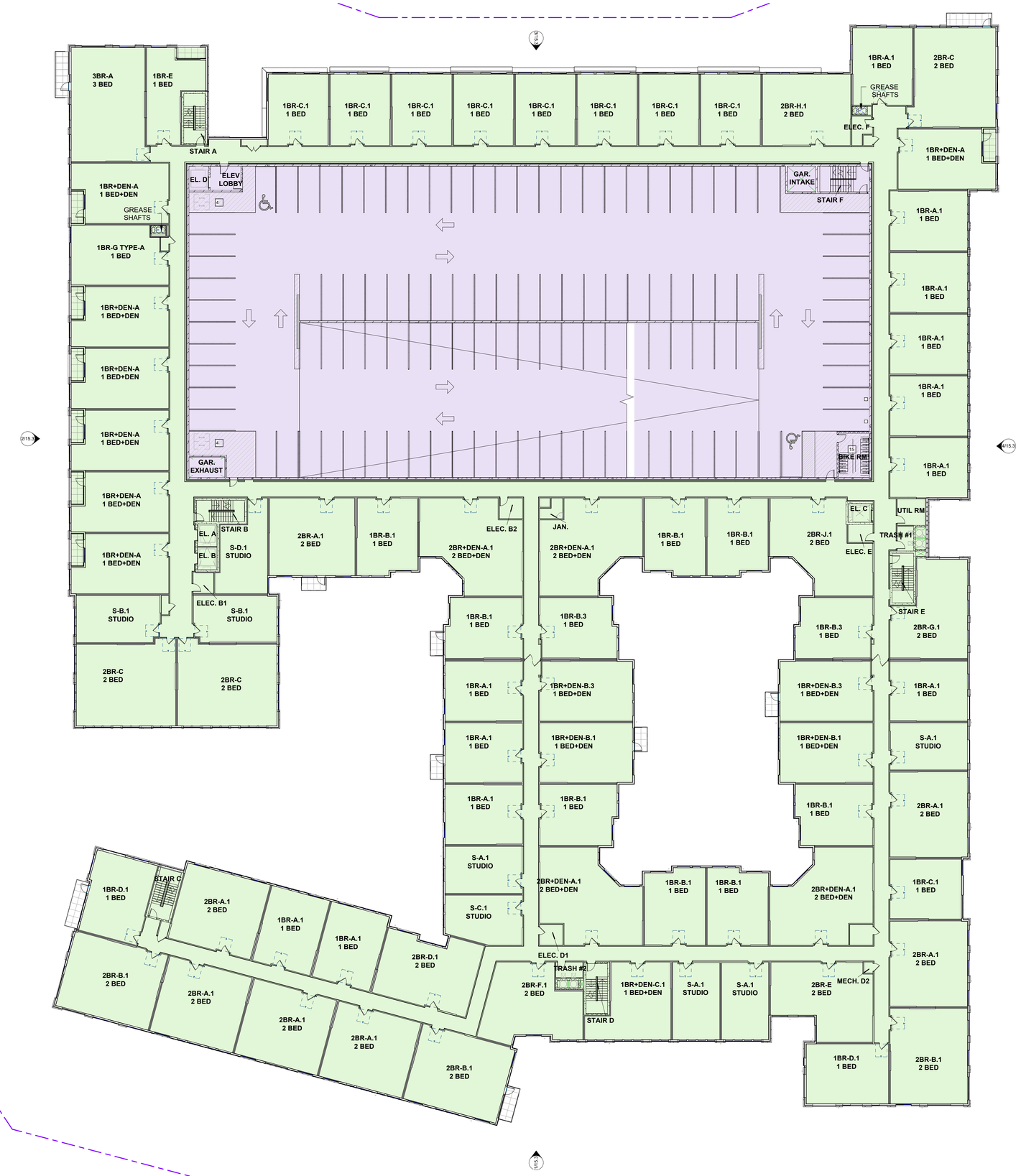

GENERAL NOTES

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

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419' 8"	LEVEL 5	23
430' 4"	LEVEL 6	15
441' 0"	LEVEL 7	0
TOTAL BIKE SPACES		**398**

PARKING COUNT_LEVEL 5

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

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

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

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FINAL SUBMISSION	04/08/2026

REVISION DATE

PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 5

DRAWN BY AK, KS
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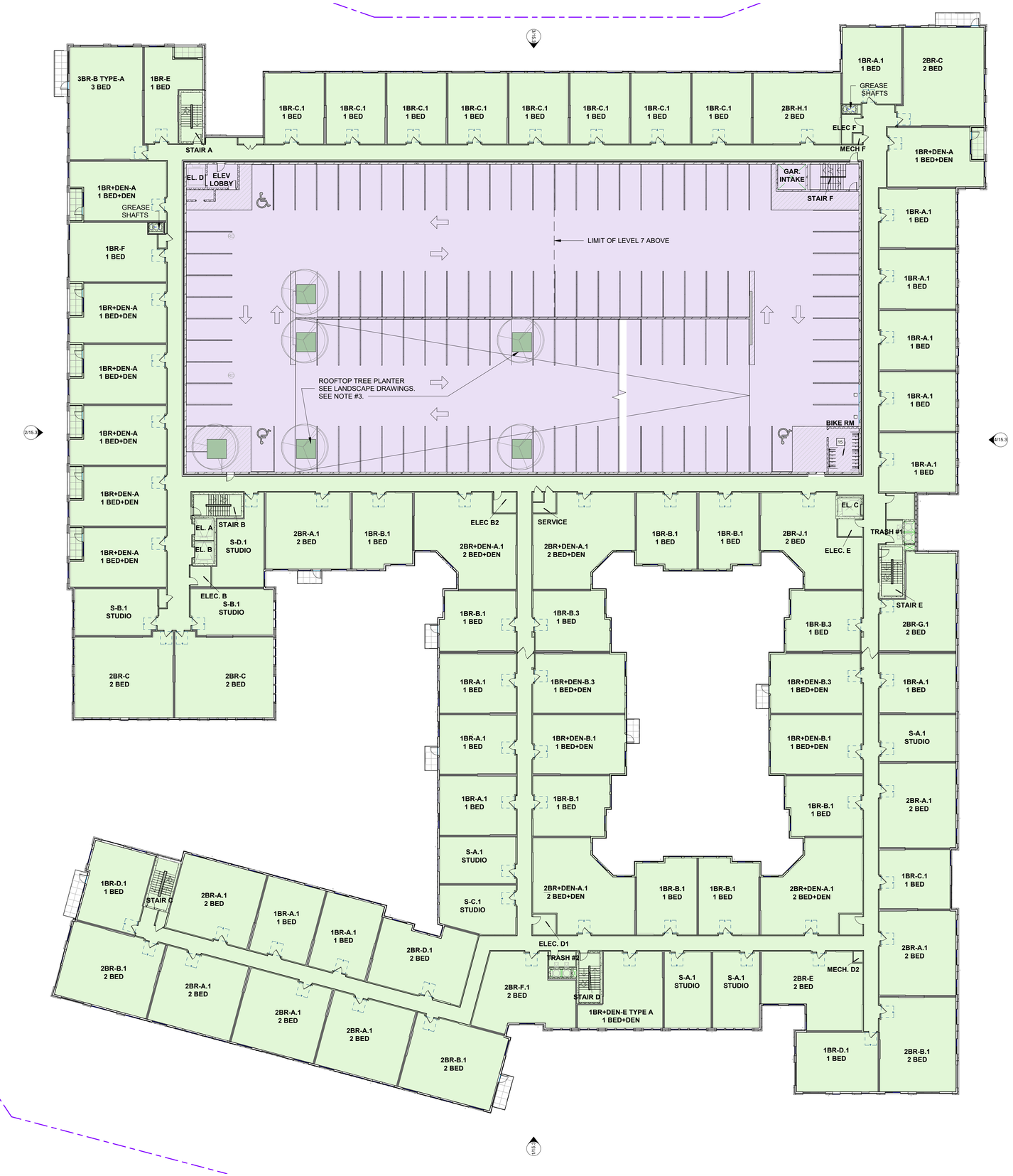

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419' 8"	LEVEL 5	23
430' 4"	LEVEL 6	15
441' 0"	LEVEL 7	0
TOTAL BIKE SPACES		**398**

PARKING COUNT_LEVEL 6

LEVEL	TYPE OF SPACE TYPE	NUMBER OF SPACES
LEVEL 6	HC	3
LEVEL 6	S	103
TOTAL		106

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

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

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WOODFIELD DEVELOPMENT

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FINAL SUBMISSION	04/08/2026

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PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 6

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PARKING COUNT_LEVEL 7

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

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

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

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WOODFIELD DEVELOPMENT

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ARCHITECT
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FINAL SUBMISSION	04/08/2026

REVISION DATE

PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 7

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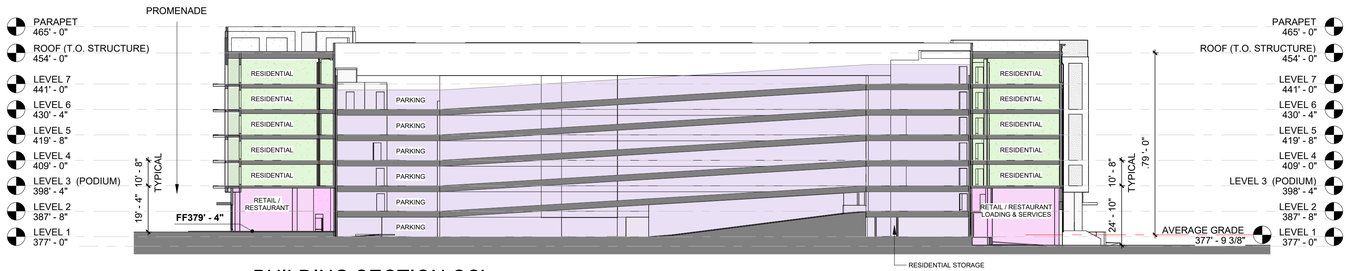
5 BUILDING SECTION EE'
1" = 30'-0"



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



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



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



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

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

GENERAL NOTES

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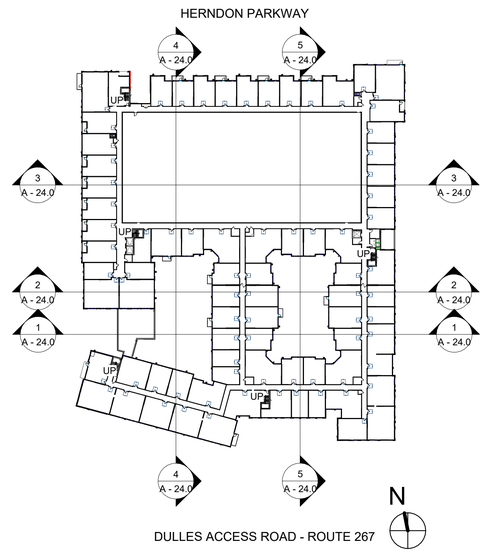

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PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
BUILDING SECTIONS

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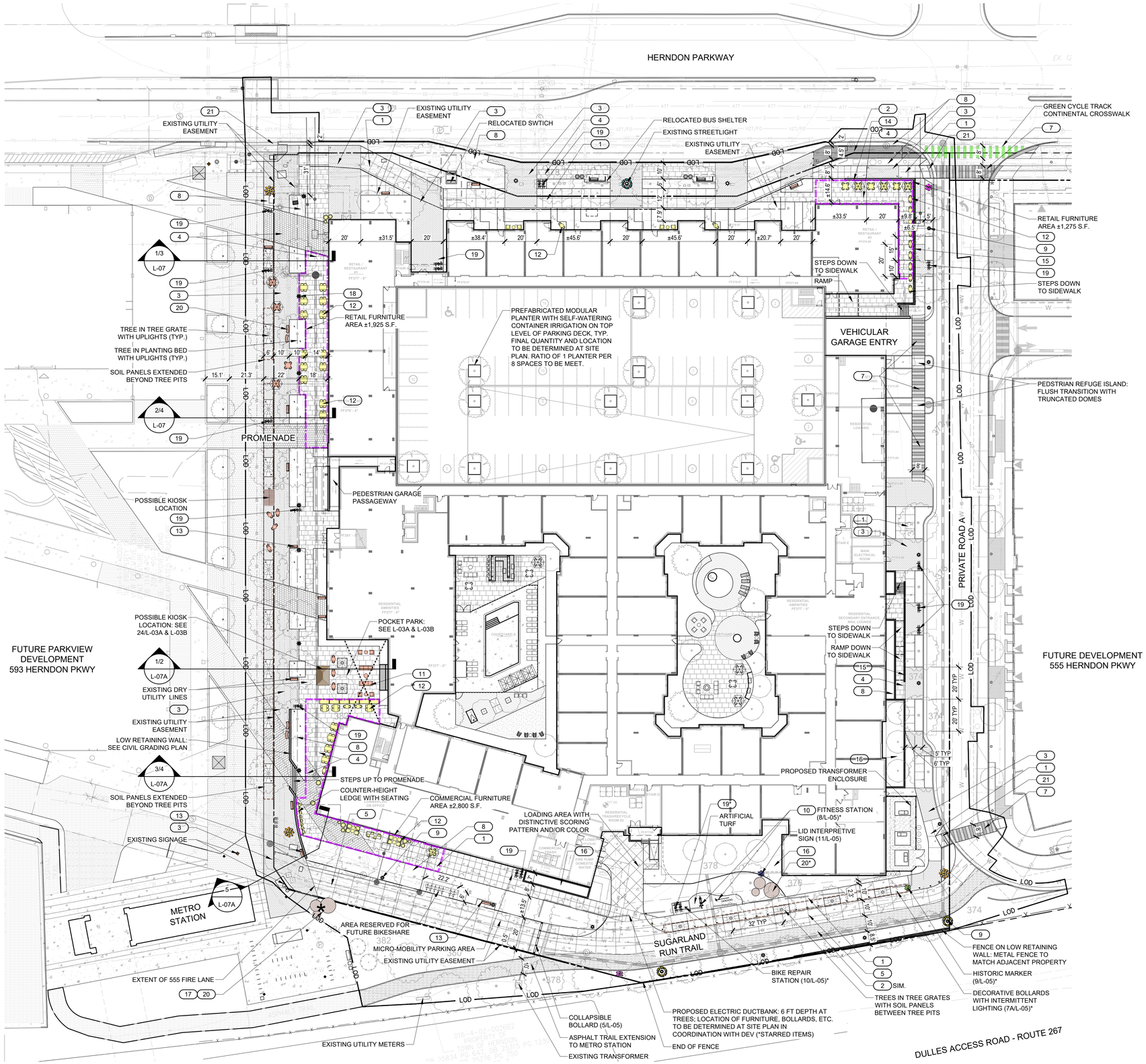
HARDSCAPE LEGEND

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

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

SIGNAGE LEGEND

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



575 HERNDON PARKWAY

575 HERNDON PARKWAY
HERNDON, VA
TOWN OF HERNDON

CLIENT

BRISTOL HERNDON PARKWAY, LLC

STUDIO39
LANDSCAPE ARCHITECTURE, P.C.

5810 KINGSTOWNE CENTER DRIVE
SUITE 120, #769
ALEXANDRIA, VA 22315-5711
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SEAL/SIGNATURE

COMMONWEALTH OF VIRGINIA
JOSEPH J. PLUMPE
Lic.No.000802
04.08.2026
LANDSCAPE ARCHITECT

ISSUE DATE

FIRST SUBMISSION	05.08.2024
SECOND SUBMISSION	11.22.2024
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FINAL SUBMISSION	04.08.2026

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

ORIENTATION AND SCALE

N

SCALE: 1"=30'-0"

0 15 30 60

SHEET TITLE

HARDSCAPE PLAN

SHEET NUMBER

L-01

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION

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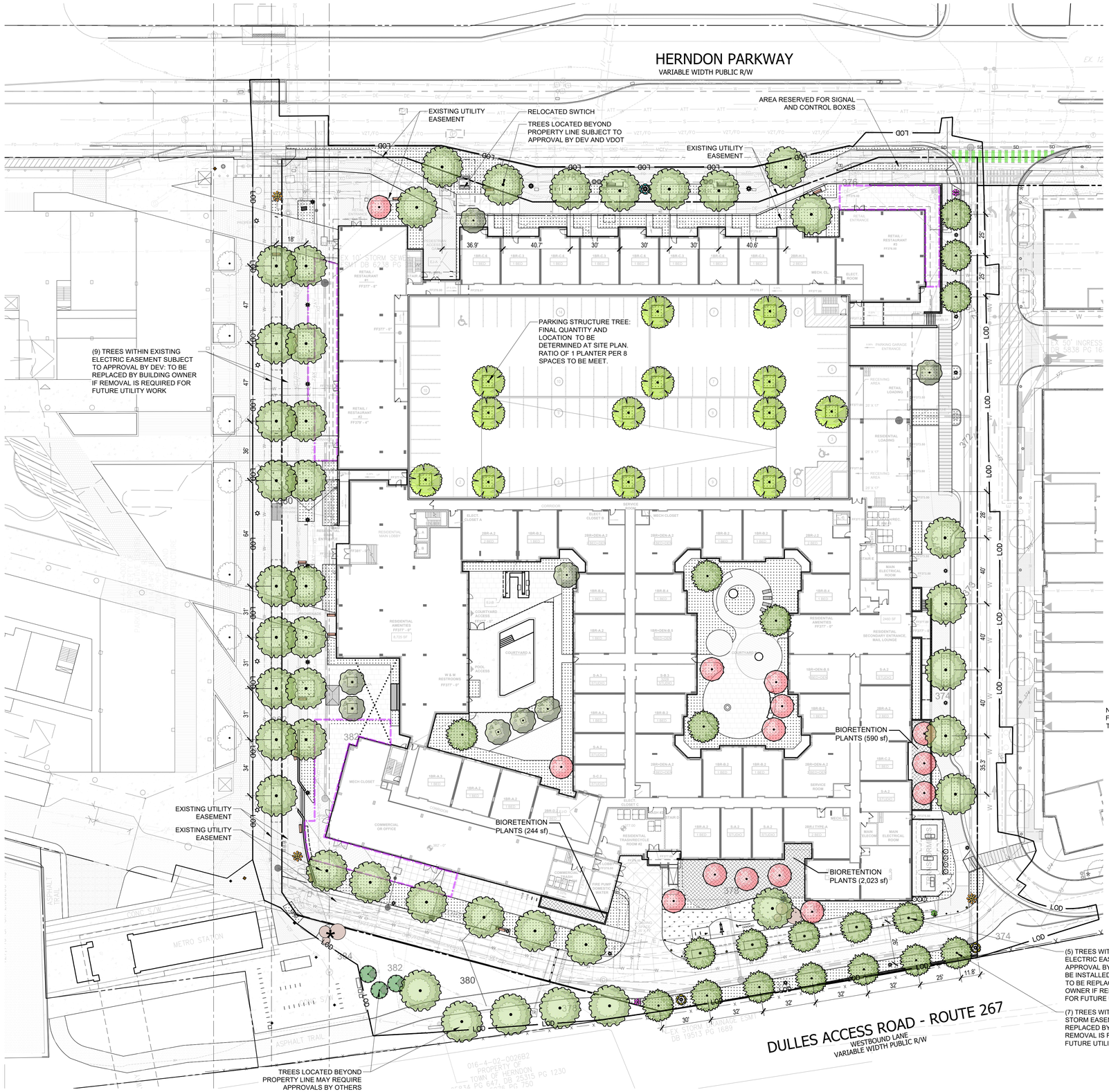

RECOMMENDED PLANT LIST

LARGE SHADE TREE — TOTAL 43
3" min. caliper; B&B, full uniform crown, symmetrical branching, full specimen.
Acer rubrum / Red Maple
Ginkgo biloba 'Autumn Gold' / Maidenhair Tree
Liquidambar styraciflua 'Rotundiloba' / Round-Lobed Sweet Gum
Ostrya virginiana / American Hophornbeam
Quercus palustris / Pin Oak
Tilia cordata 'Greenspire' / Greenspire Littleleaf Linden

Promenade	18
Courtyard	-
Site	13
Offsite	12

PARKING STRUCTURE TREE — TOTAL 13
3" min. caliper; B&B, full uniform crown, symmetrical branching, full specimen
Ginkgo biloba 'Autumn Gold' / Maidenhair Tree
Gleditsia triacanthos inermis 'Shademaster' / Shademaster Locust

Garage	13

MEDIUM SHADE TREE — TOTAL 32
3" min. caliper; B&B, full uniform crown, symmetrical branching, full specimen
Betula nigra 'Duraheat' / Duraheat River Birch
Celtis occidentalis / Common Hackberry
Cladrastis kentukea / American Yellowwood
Gleditsia triacanthos inermis 'Shademaster' / Shademaster Locust
Oxydendrum arboreum / Sourwood Tree

Promenade	-
Courtyard	4
Site	15
Offsite	-

ORNAMENTAL TREE — TOTAL 14
2" min. caliper; B&B, full uniform crown, symmetrical branching, full specimen; multi-trunk varities to have 3 trunk minimum
Amelanchier canadensis / Canadian Serviceberry
Amelanchier x grandiflora 'Autumn Brilliance' / Autumn Brilliance Serviceberry
Cercis canadensis 'Forest Pansy' / Forest Pansy Redbud
Magnolia 'Galaxy' / Galaxy Magnolia
Magnolia virginiana 'Jim Wilson' / Moonglow Sweet Bay
Oxydendrum arboreum / Sourwood Tree
Prunus sargentii 'Columnaris' / Columnar Sargent Cherry

Promenade	-
Courtyard	5
Site	9
Offsite	-

UPRIGHT SHADE TREE — TOTAL 8
3" min. caliper; B&B, full uniform crown, symmetrical branching, full specimen
Acer rubrum 'WW Warren' / Red Sentinel™ Maple
Carpinus betulus 'Frans Fontaine' / Frans Fontaine Hornbeam
Ginkgo biloba 'JNP Sky Tower / Sky Tower Ginkgo
Ginkgo biloba 'Princeton Sentry' / Princeton Sentry Ginkgo

Promenade	-
Courtyard	4
Site	4
Offsite	-

LARGE EVERGREEN TREE — TOTAL 3
6'-8' Height; B&B, full to ground with good seasonal flush
Cryptomeria japonica 'Radicans' / Japanese Cedar
Ilex opaca / American Holly
Juniperus virginiana 'Taylor' / Eastern Red Cedar

Promenade	-
Courtyard	-
Site	-
Offsite	3

MIXED PLANTING BED — 22,363 sf
Shrubs, Perennials, Ornamental Grasses, and Groundcovers; Full specimens, healthy, vigorous, well-rooted and established
Amsonia hubrichtii / Threadleaf Bluestar
Asclepias tuberosa / Butterfly Milkweed
Bouteloua gracilis 'Blonde Ambition' / Blue Grama
Carex pensylvanica / Pennsylvania Sedge
Chasmanthium latifolium / Wood Oats
Echinacea purpurea / Purple Coneflower
Eupatorium purpureum 'Little Joe' / Dwarf Joe-Pye Weed
Helianthus angustifolius 'Low Down' / Swamp Sunflower
Hypericum calycinum / Creeping St. John's Wort
Juncus effusus / Soft Rush
Liatris spicata / Spike Gayfeather
Nepeta x faassenii 'Walkers Low' / Walkers Low Catmint
Panicum virgatum 'Shenendoah' / Burgundy Switch Grass
Pycnanthemum muticum / Clustered Mountainmint
Rudbeckia fulgida sullivantii 'Goldsturm' / Black-eyed Susan
Schizachyrium scoparium 'Standing Ovation' / Little Bluestem Grass
Solidago rugosa 'Golden Fleece' / Autumn Goldenrod
Sporobolus heterolepis / Prairie Dropseed

BIORETENTION PLANTS — 2,921 sf
Shrubs, Perennials, Ornamental Grasses, and Groundcovers suitable for planting in rain gardens and bioretention areas; Full specimens, healthy, vigorous, well-rooted and established
Amsonia hubrichtii / Threadleaf Bluestar
Asclepias tuberosa / Butterfly Milkweed
Carex pensylvanica / Pennsylvania Sedge
Chasmanthium latifolium / Wood Oats
Echinacea purpurea / Purple Coneflower
Eupatorium purpureum 'Little Joe' / Dwarf Joe-Pye Weed
Helianthus angustifolius 'Low Down' / Swamp Sunflower
Juncus effusus / Soft Rush
Panicum virgatum 'Shenendoah' / Burgundy Switch Grass
Pycnanthemum muticum / Clustered Mountainmint
Schizachyrium scoparium 'Standing Ovation' / Little Bluestem Grass
Solidago rugosa 'Golden Fleece' / Autumn Goldenrod
Sporobolus heterolepis / Prairie Dropseed

LAWN — 1,607 sf
Sod to have uniform density, color, and texture, strongly rooted, and capable of vigorous growth and development when planted; seed to be certified with not less than 95 percent germination, not less than 85 percent pure seed, and not more than 0.5 percent weed seed.
Festuca arundinacea 'Rebel IV' / Tall Fescue

Notes
1. A minimum 75% of the amount of plantings in each category (trees, shrubs, and herbaceous plants) will be native to the region,excluding trees located on the parking structure.
2. 10% maximum of each species of deciduous shrubs, 10% maximum of each species of deciduous trees, 25% maximum of each species of evergreen shrubs, and 25% maximum of each species of evergreen trees shall be provided, excluding trees located in the promenade allee and on the parking structure.
3. Species selections are recommendations only and are subject to review and approval by the Town Arborist at the time of site plan.

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

PARKING STRUCTURE LANDSCAPE	
TOTAL EXPOSED PARKING SPACES	99
CANOPY TREES REQUIRED: 1 TREE PER 8 PARKING SPACES	13
CANOPY TREES PROVIDED *FOR PLANTERS, SEE SHEET L-05*	13

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575 HERNDON PARKWAY

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HERNDON, VA
TOWN OF HERNDON

CLIENT
BRISTOL HERNDON PARKWAY, LLC

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SEAL/SIGNATURE

COMMONWEALTH OF VIRGINIA
JOSEPH J. PLUMPE
Lic.No.000802
04.08.2026
LANDSCAPE ARCHITECT

ISSUE DATE

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FIFTH SUBMISSION	02.13.2026
FINAL SUBMISSION	04.08.2026

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

ORIENTATION AND SCALE

N

SCALE: 1"=30'-0"

0 15 30 60

SHEET TITLE

LANDSCAPE PLAN

SHEET NUMBER

L-02

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION

P:\2024\24002 575 Herndon Parkway\4.0 CAD Files\CURRENT PHASE\L-02 LANDSCAPE PLAN.dwg

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



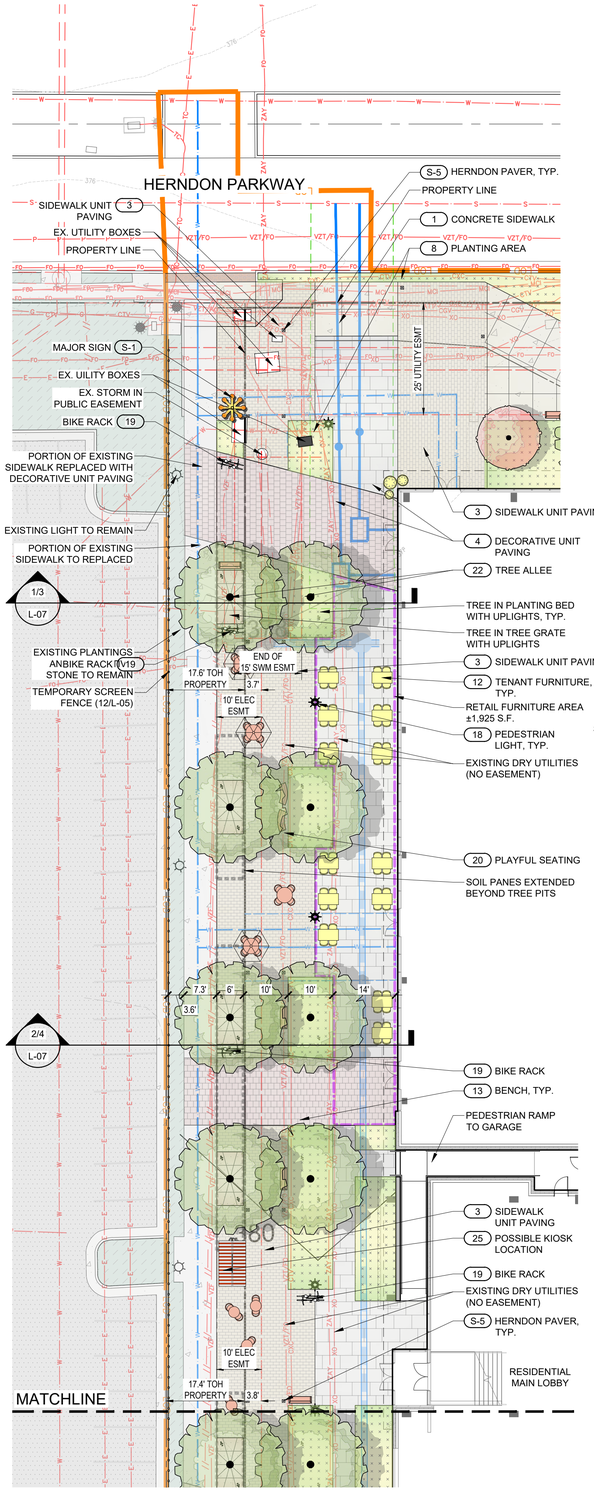
4 DECORATIVE UNIT PAVING

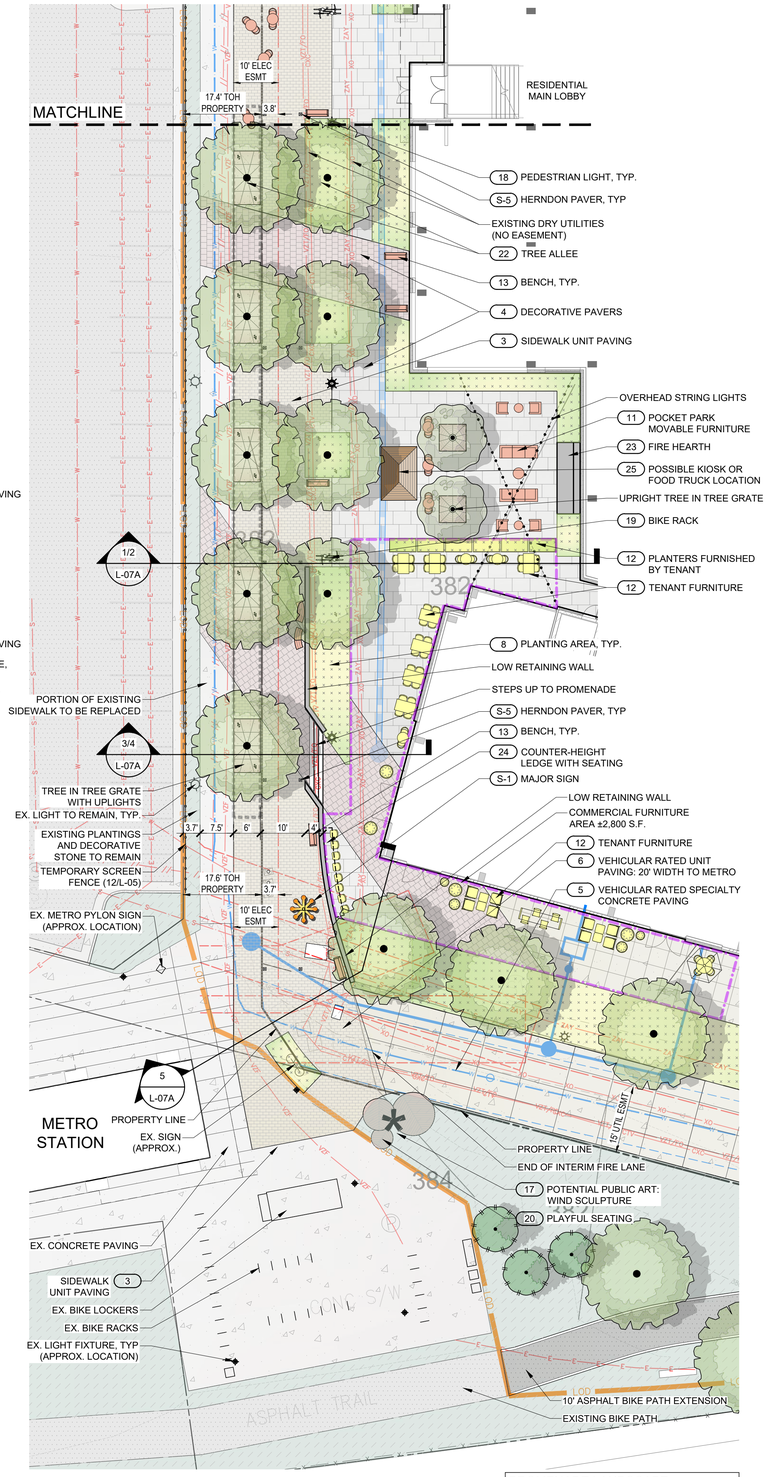


5 VEHICULAR RATED SPECIALTY CONCRETE PAVING



17 PUBLIC ART: WIND SCULPTURE



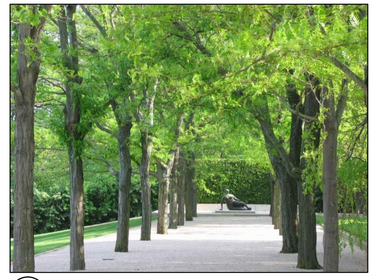


NOTE: TREES WITHIN EASEMENTS TO BE REPLACED BY BUILDING OWNER IF REMOVAL IS REQUIRED FOR FUTURE UTILITY WORK

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



20 PLAYFUL SEATING



22 TREE ALLEE



23 FIRE HEARTH



24 COUNTER-HEIGHT LEDGE WITH SEATING



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

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CLIENT

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Lic.No.000802
04.08.2026
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PROJECT NUMBER:	24002
CONTACT:	S. SCOCOZZO
DRAWN:	SS
APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

N

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

0 8 16 32

SHEET TITLE

INTERIM PROMENADE PLAN

SHEET NUMBER

L-03A

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION

P:\2024\24002 575 Herndon Parkway\6.0 CAD Files\CURRENT PHASE\L-03A INTERIM PROMENADE PLAN.dwg

HARDSCAPE LEGEND		HARDSCAPE LEGEND	
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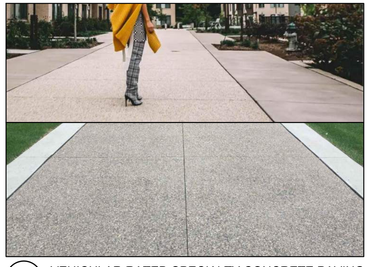
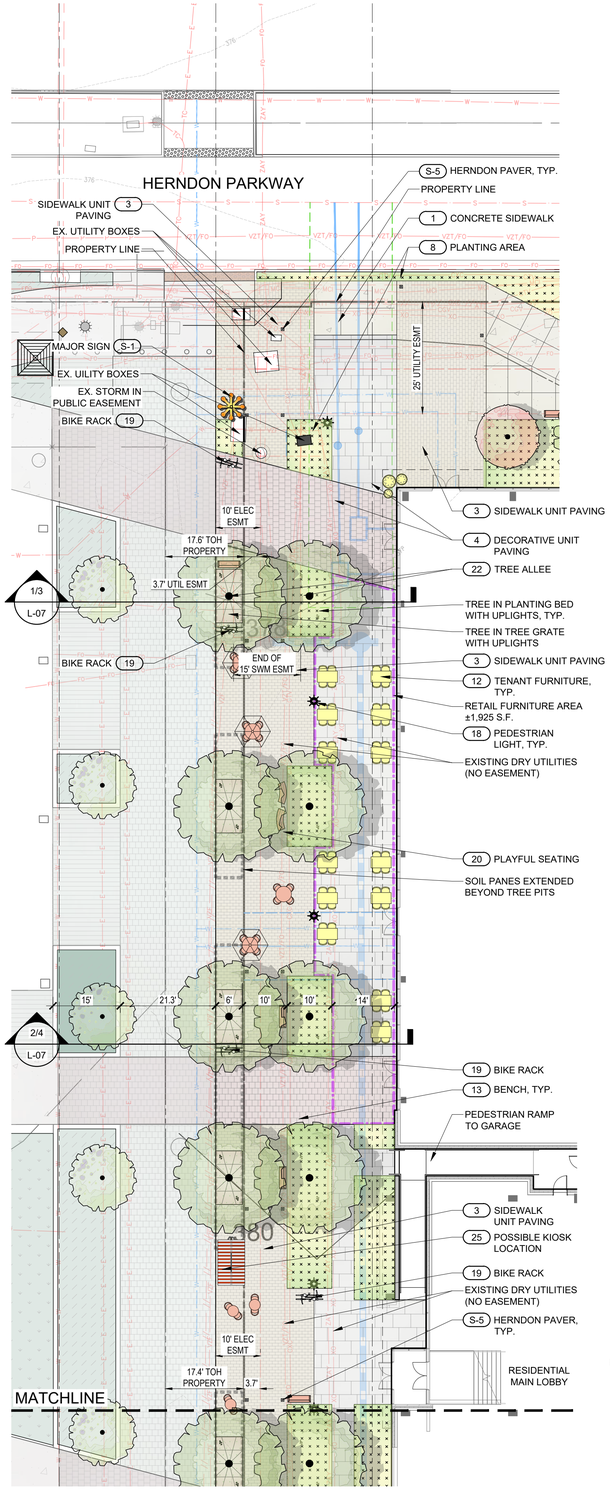
4 DECORATIVE UNIT PAVING



5 VEHICULAR RATED SPECIALTY CONCRETE PAVING



17 PUBLIC ART: WIND SCULPTURE



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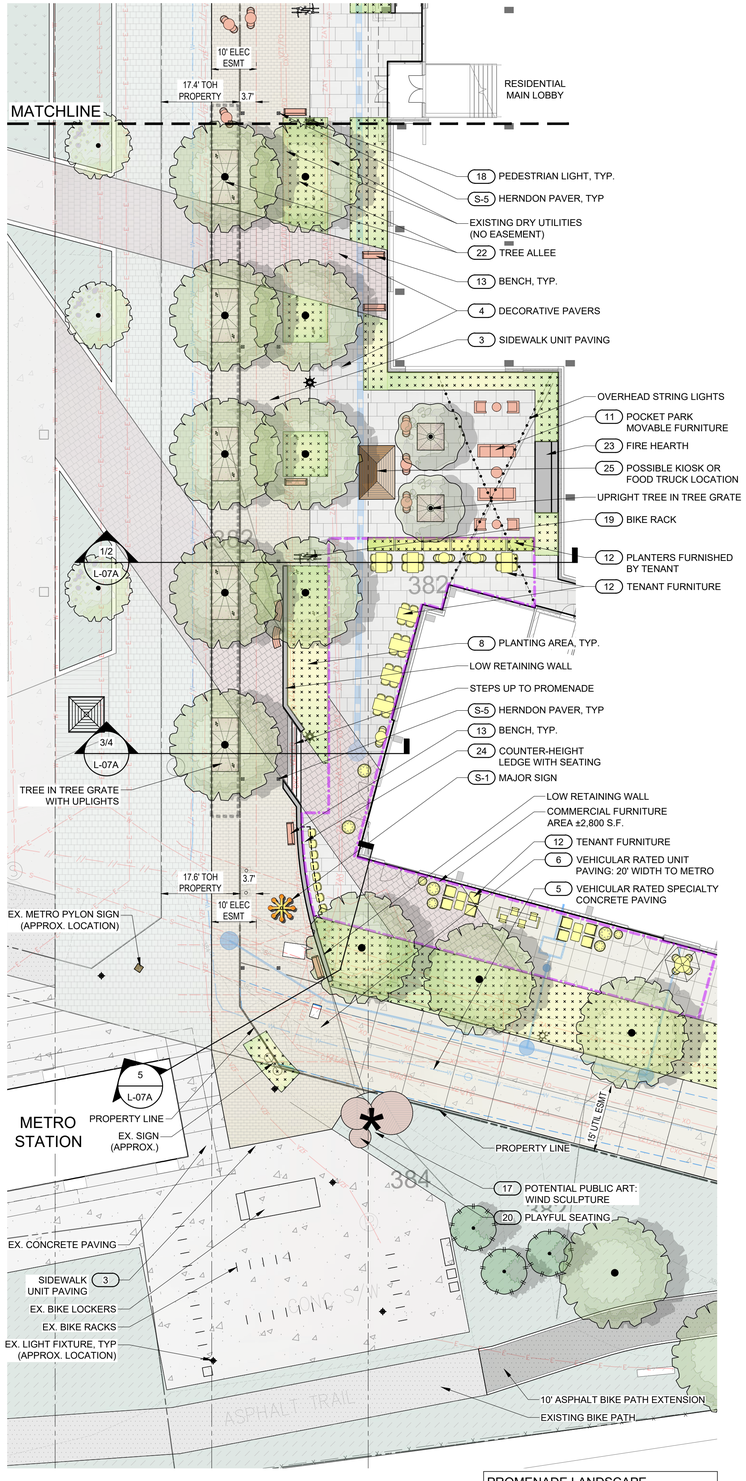

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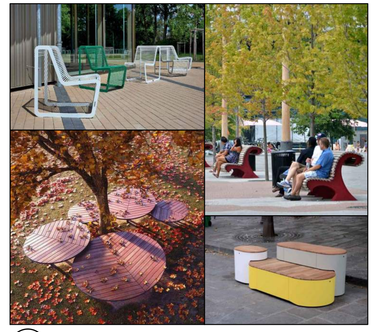
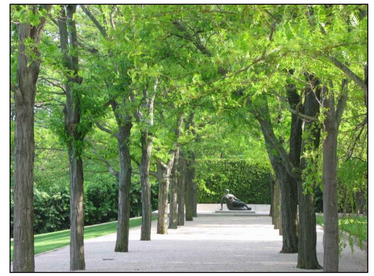


20 PLAYFUL SEATING



22 TREE ALLEE



23 FIRE HEARTH



24 COUNTER-HEIGHT LEDGE WITH SEATING



25 EXAMPLE KIOSKS (BY OTHERS)
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COMMONWEALTH OF VIRGINIA
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Lic.No.000802
LANDSCAPE ARCHITECT
04.08.2026

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

ORIENTATION AND SCALE

N

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

0 8 16 32

SHEET TITLE

ULTIMATE PROMENADE PLAN

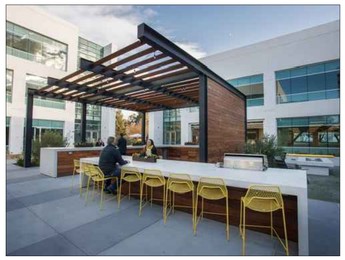
SHEET NUMBER

L-03B

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION

P:\2024\24002 575 Herndon Parkway\6.0 CAD Files\CURRENT PHASE\L-03B ULTIMATE PROMENADE PLAN.dwg



OUTDOOR KITCHEN WITH GRILL STATIONS, BAR SEATING, & TV





DINING AREA



CURVED BENCH BUILT INTO WALL





SELF-CONTAINED WATER FEATURE FOR AMBIENT NOISE



FIRE PIT WITH SEATING



CHAISE LOUNGE SEATING

STATEMENT PLANTS IN OVERSIZED POTS

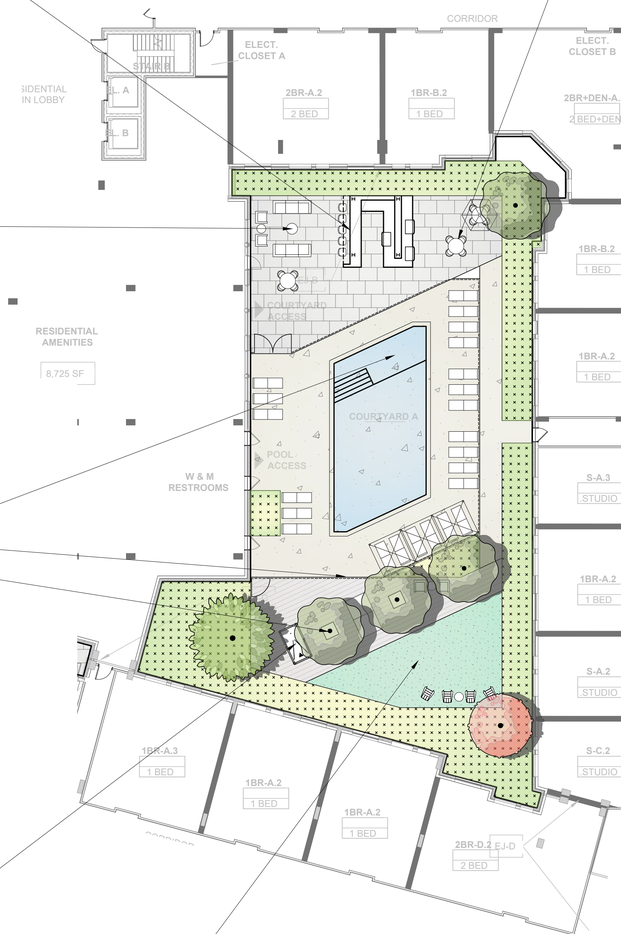


POOL WITH SUN SHELF

GLASS POOL FENCE

COLUMNAR, NARROW TREES







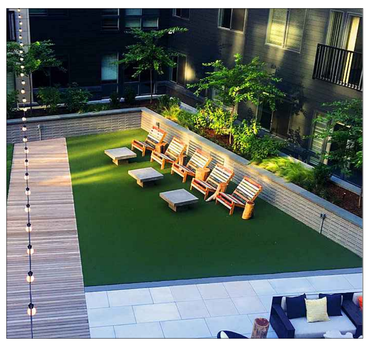
GAME TABLES



GRILL STATIONS



QUIET SEATING AREAS SURROUNDED BY PLANTS



ARTIFICIAL TURF LAWN WITH LAWN GAMES AND LOUNGE SEATING



FLOWERING TREES WITH UPLIGHTING

NOTE: THIS PLAN FOR ILLUSTRATIVE PURPOSES ONLY

P:\2024\24002 575 Herndon Parkway\6.0 CAD Files\CURRENT PHASE\L-04 PRIVATE COURTYARDS.dwg

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TOWN OF HERNDON

CLIENT

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04.08.2026
LANDSCAPE ARCHITECT

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DRAWN:	SS
APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

N

SCALE: 1"=30'-0"

0 15 30 60

SHEET TITLE

PRIVATE COURTYARDS

SHEET NUMBER

L-04

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION



BENCH

MANUFACTURER:
FORMS + SURFACES

MODEL: CORDIA BENCH

OPTIONS: FREE-STADNING BACKED BENCH WITH ALUMINUM SLATS

TEXTURED POWDERCOATED FINISH: SLATE SLATS, ARGENTO FRAME

OR APPROVED EQUAL

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



BIKE RACK

MANUFACTURER:
FORMS + SURFACES

MODEL: TWIST

TEXTURED POWDERCOATED FINISH: SLATE

OR APPROVED EQUAL

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



LITTER & RECYCLING BINS

MANUFACTURER:
FORMS + SURFACES

MODEL: UBRAN RENAISSANCE

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

LITTER OPTIONS: SIDE OPENING, BLACK POWDERCOAT

RECYCLING OPTIONS: CUSTOM RECYCLING SIDE OPENING, AZURE POWDERCOAT

OR APPROVED EQUAL

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



CONCEPT IMAGES

SIDEWALK PAVERS

MANUFACTURER: GLEN GERY

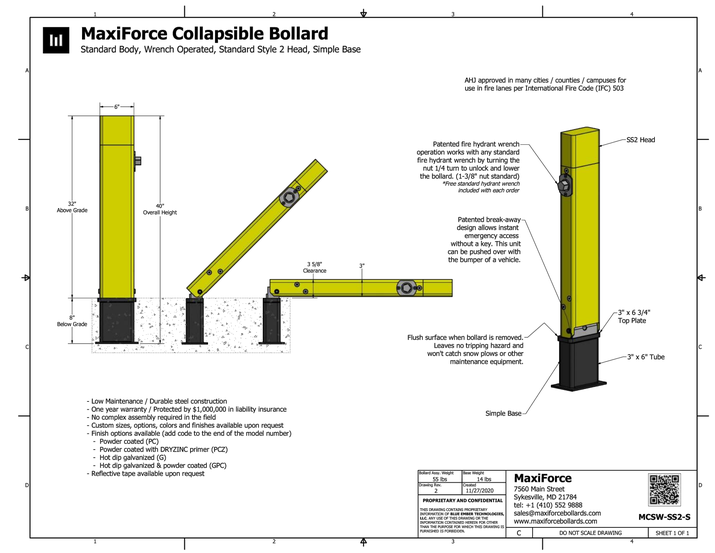
MODEL: 4 x 8 STRAIGHT EDGE CLAY PAVER

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

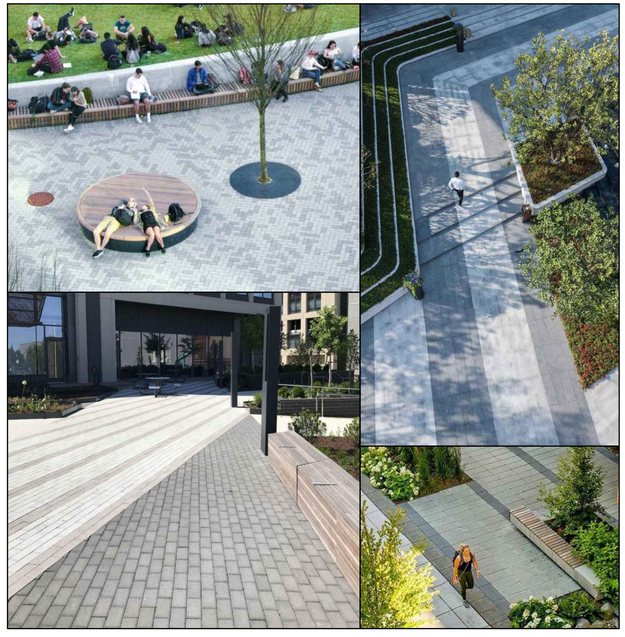
PATTERN: RUNNING BOND PERPENDICULAR TO SIDEWALK

OR APPROVED EQUAL

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



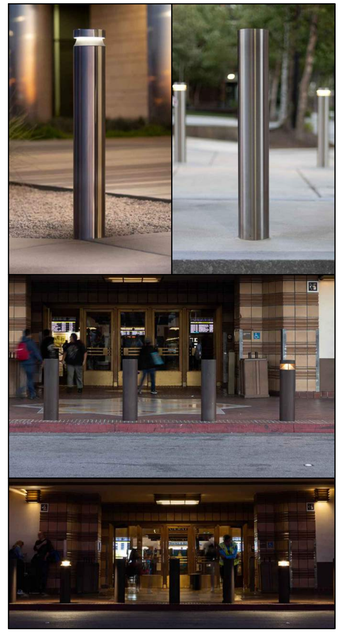
5 L-05 **COLLAPSIBLE BOLLARD** PRODUCT INFORMATION
Scale: NTS



6 L-05 **DECORATIVE PAVERS**
EXAMPLE



7 L-05 **PEDESTRIAN LIGHTING**
EXAMPLE



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



8 L-05 **FITNESS STATION**
EXAMPLE



9 L-05 **HISTORIC MARKER**
EXAMPLE



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



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



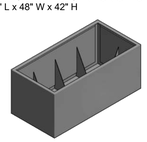
12 L-05 **TEMPORARY SCREEN FENCE**
EXAMPLE

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





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





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

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

F:\2024\24009.575 Herndon Parkway\6.0 CAD Files\CURRENT PHASE\L-05 PUBLIC REALM AMENITIES.dwg

575 HERNDON PARKWAY
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HERNDON, VA
TOWN OF HERNDON

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FINAL SUBMISSION	04.08.2026

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

ORIENTATION AND SCALE
N
SCALE: NTS

SHEET TITLE
PUBLIC REALM AMENITIES

SHEET NUMBER
L-05

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION



575 HERNDON PARKWAY

575 HERNDON PARKWAY
HERNDON, VA
TOWN OF HERNDON

CLIENT

BRISTOL HERNDON PARKWAY, LLC

STUDIO39
LANDSCAPE ARCHITECTURE, P.C.

5810 KINGSTOWNE CENTER DRIVE
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SEAL/SIGNATURE

COMMONWEALTH OF VIRGINIA
JOSEPH J. PLUMPE
Lic.No.000802
04.08.2026
LANDSCAPE ARCHITECT

ISSUE DATE

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

ORIENTATION AND SCALE

N

SCALE: 1"=30'-0"

0 15 30 60

SHEET TITLE

RENDERED PLAN

SHEET NUMBER

L-06

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION

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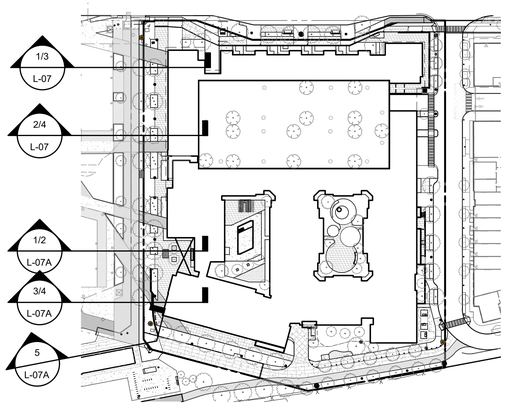
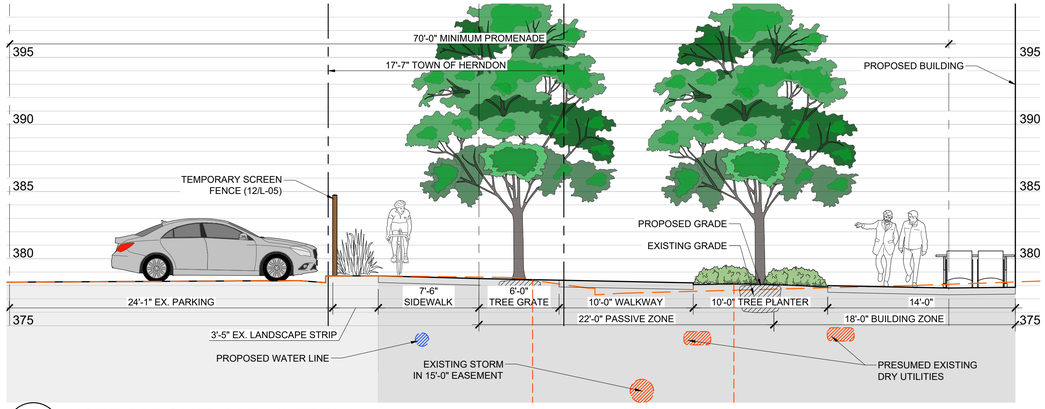
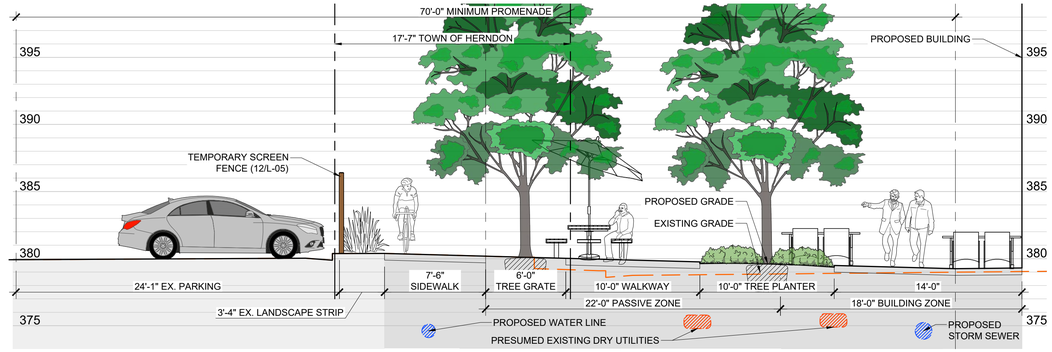




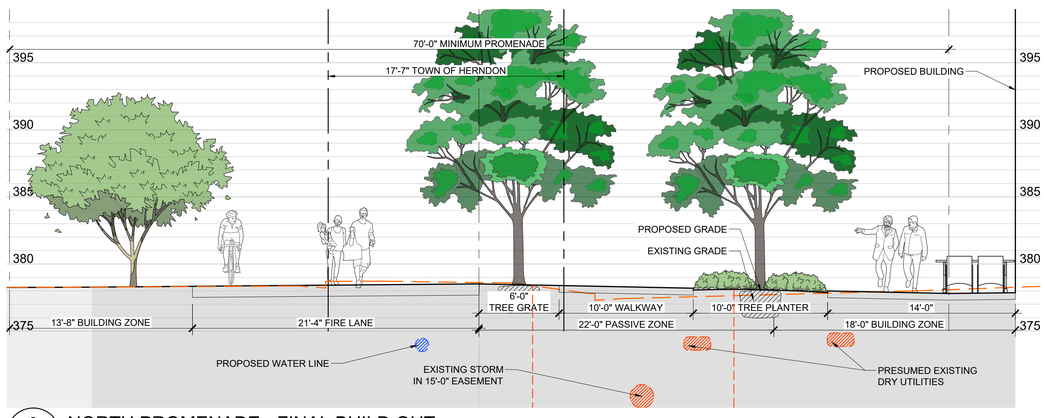
1 L-07 **NORTH PROMENADE - INTERIM** SECTION

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



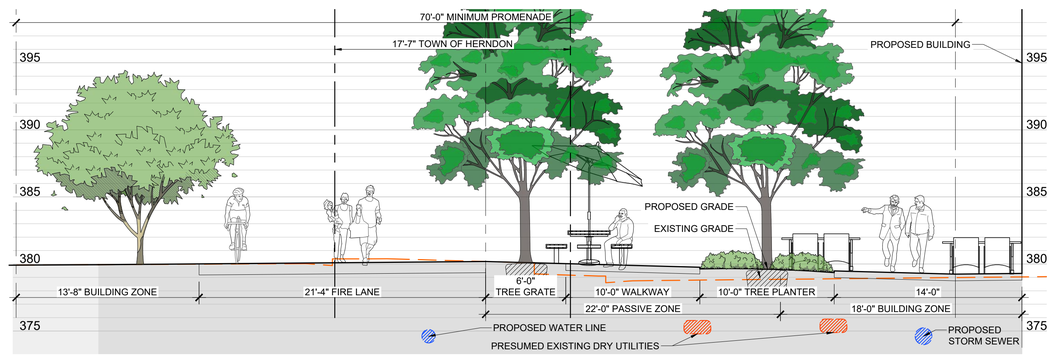
2 L-07 **CENTRAL PROMENADE - INTERIM** SECTION

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



3 L-07 **NORTH PROMENADE - FINAL BUILD OUT** SECTION

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



4 L-07 **CENTRAL PROMENADE - FINAL BUILD OUT** SECTION

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

575 HERNDON PARKWAY

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HERNDON, VA
TOWN OF HERNDON

CLIENT

BRISTOL HERNDON PARKWAY, LLC

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APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

SHEET TITLE

SITE SECTIONS

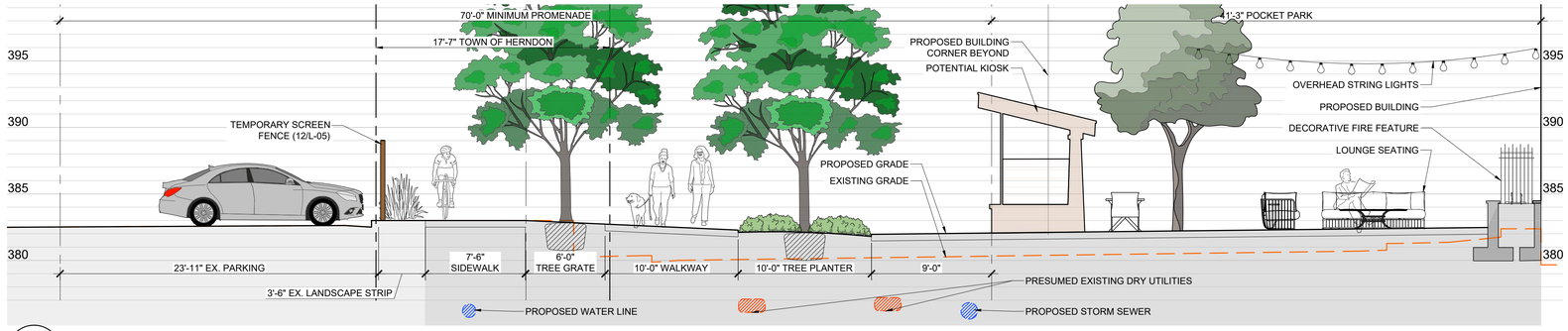
SHEET NUMBER

L-07

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

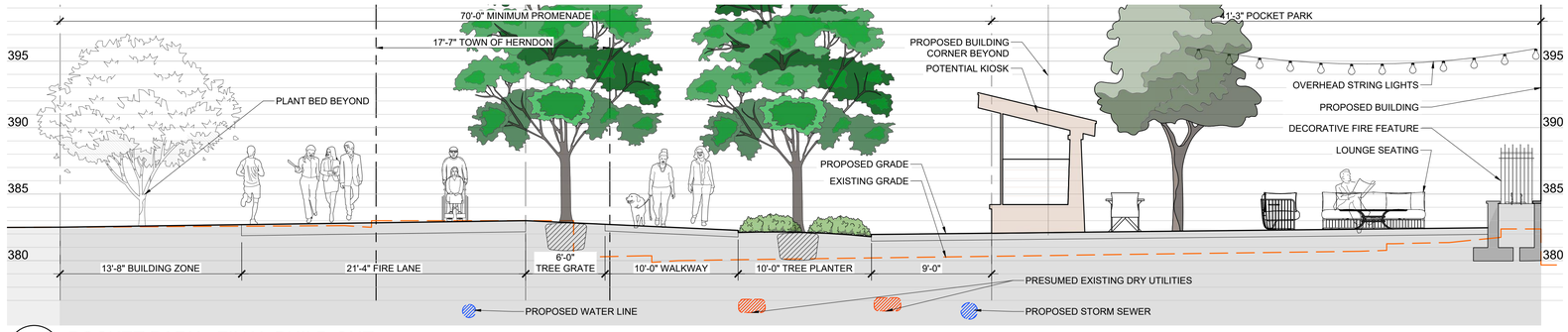
NOT RELEASED FOR CONSTRUCTION

P:\2024\24002 575 Herndon Parkway\6.0 CAD Files\CURRENT PHASE\L-07 SITE SECTIONS.dwg



1 / L-07A POCKET PARK - INTERIM SECTION

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



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

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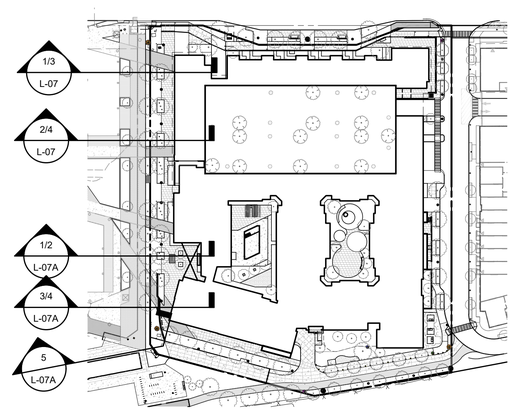

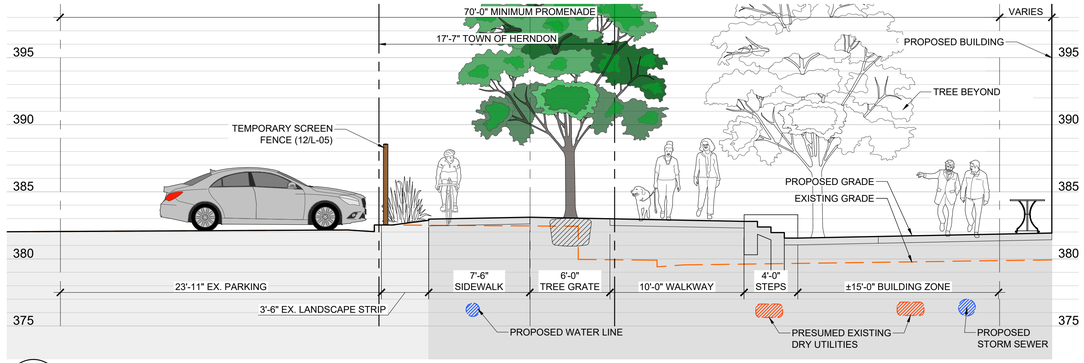

3 / L-07A SOUTH PROMENADE - INTERIM SECTION

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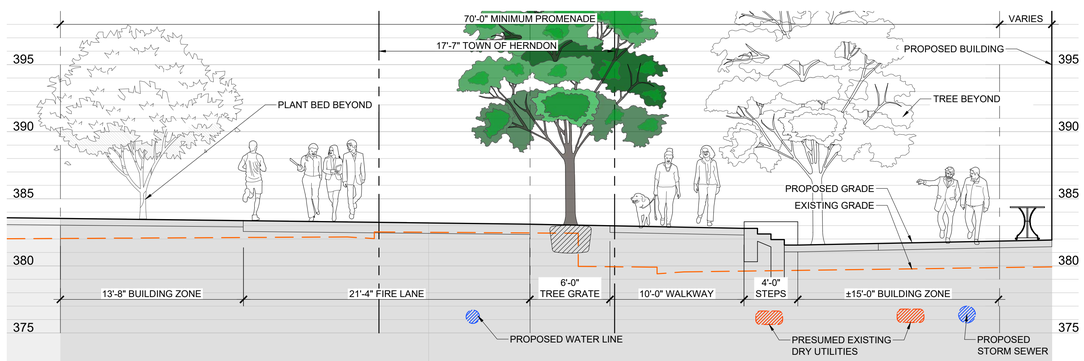

4 / L-07A SOUTH PROMENADE - FINAL BUILD OUT SECTION

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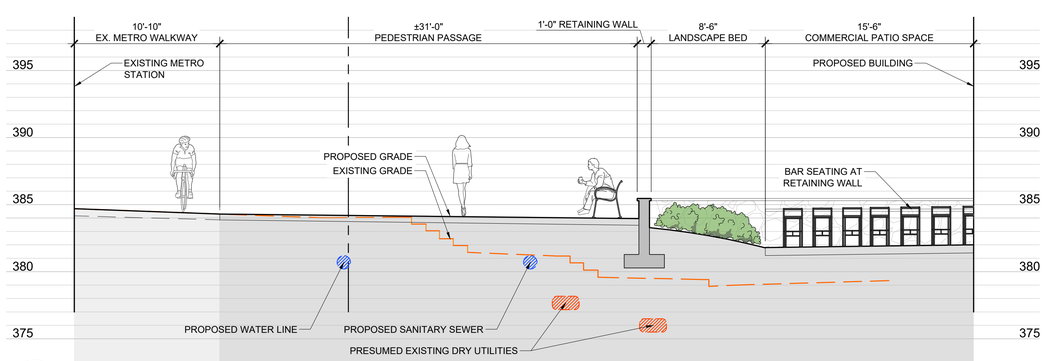

5 / L-07A METRO - FINAL BUILD OUT SECTION

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

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DRAWN:	SS
APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

SHEET TITLE

SITE SECTIONS

SHEET NUMBER

L-07A

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION

P:\2024\24002 575 Herndon Parkway\6.0 CAD Files\CURRENT PHASE\L-07A SITE SECTIONS.dwg

*EXISTING METRO PYLON SIGN (APPROX. LOCATION)



EXISTING PHOTO

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



CONCEPT IMAGE

*BIKE DISMOUNT SIGN PER ADJACENT GDP (BY OTHERS)

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



CONCEPT IMAGE

*INFORMATION KIOSK LOCATION PER ADJACENT GDP (BY OTHERS)



CONCEPT IMAGE

*EXISTING METRO PYLON SIGN (APPROX. LOCATION)



EXISTING PHOTO

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



EXISTING PHOTO

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

HERNDON PARKWAY

(S-5) TYP.

(S-4)

TYP. (S-5)

(S-3)

(S-1)

BIKE DISMOUNT SIGN LOCATION

WALL MURAL TBD: SEE ARCH DWGS.

PROMENADE

FUTURE PARKVIEW DEVELOPMENT 593 HERNDON PKWY

(S-1) SOUTHERNMOST LOCATION POSSIBLE WITHOUT BEING LOCATED WITHIN EASEMENTS

(S-5) TYP.

BIKE DISMOUNT SIGN LOCATION - OPTION 1

BIKE DISMOUNT SIGN LOCATION - OPTION 2

(S-1) OR (S-2)

(S-7)

(S-6)

METRO STATION

EXISTING ASPHALT TRAIL

SUGARLAND RUN TRAIL

(S-2) OR (S-3)

DULLES ACCESS ROAD ROUTE 267

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

PRIVATE ROAD A

FUTURE DEVELOPMENT 555 HERNDON PKWY

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



CONCEPT IMAGE

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

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



CONCEPT IMAGE

PROPOSED FEATURES

S-1 MAJOR WAYFINDING SIGNAGE



S-2 STREETLIGHT SIGNAGE



S-3 MINOR WAYFINDING SIGNAGE



S-4 STREETLIGHT PEDESTRIAN SIGNAGE



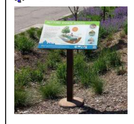
S-5 HERNDON PAVERS



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



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



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

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APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

N

SCALE: 1"=30'-0"

0 15 30 60

SHEET TITLE

HERNDON IDENTITY, WAYFINDING, & SIGNAGE PLAN

SHEET NUMBER

L-08

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION

P:\2024\24002 575 Herndon Parkway\6.0 CAD Files\CURRENT PHASES_08 HERNDON IDENTITY, WAYFINDING, & SIGNAGE PLAN.dwg

Proffer Statement

Bristol Herndon Parkway LLC

Development Plan # DP24-01

May 8, 2024
Revised November 22, 2024
Revised May 14, 2025
Revised October 15, 2025
Revised February 13, 2026
Revised March 11, 2026
Revised April 8, 2026

Pursuant to Section 15.2-2303 of the Code of Virginia (1950, as amended) and Section 78-50.8 of the Town of Herndon Zoning Ordinance, as amended, (the "Zoning Ordinance"), Bristol Herndon Parkway, LLC, the owner of the hereafter described property, for itself and its successors and/or assigns (referred to hereafter as the "Applicant",), hereby voluntarily proffers that the development (the "Development") of the parcel that is the subject of this application, which is shown on the Fairfax County 2022 Tax Map as parcel 16-4(10))6A (the "Property" or the "Subject Property") shall be in substantial conformance with the conditions set forth below· ("the "Proffers") if and only if the Property is approved for development by the Town of Herndon (the "Town") as set forth in Applicant's development plan entitled, "575 Herndon Parkway General Development Plan," prepared by VIKA dated May 8, 2024, revised through April 8, 2026 (the "Development Plan"), in the PD-TOC (Planned Development – Transit Oriented Core).

GENERAL

1. Development Plan. The Property shall be developed in substantial conformance with the Development Plan prepared by VIKA and dated May 8, 2024, revised through February 13, 2026 (said Development Plan being attached hereto and made a part hereof as Exhibit A). It is understood by the Applicant that all other applicable regulations and policies governing land development within the Town of Herndon (the "Town") shall apply to the Property and its development, unless specifically modified by the language of this approval and these Proffers. Minor modifications of the development plan may be permitted without the need for an Amendment to this approval when necessitated by final engineering or final site design provided that the Development is in substantial conformance with the Development Plan and these Proffers. Substantial conformity shall be determined as provided in Section 78-155.1(f)(3)(d) of the Zoning Ordinance.

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

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

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

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

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

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

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

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

approval.

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

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

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

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

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

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

In the event that relocation of an existing utility is not viable or permissible, subject to the design and cost constraints of the applicable utility, any landscaping that is not acceptable to the utility easement grantee and that creates a conflict with that utility shall be relocated

in as close a proximity as practicable to its location on the Development Plan, subject to the review and approval of the Zoning Administrator. Relocation of any grouping of trees shall be subject to assessment by the Zoning Administrator for substantial conformance with the Development Plan and may necessitate an amendment to the rezoning. As part of the site plan review, the Applicant shall submit to the Town a *Conceptual Dry Utility Plan* for review and approval, which shall identify all existing utilities to remain, all proposed new utilities, and all utilities proposed to be relocated, including but not limited to gas, electric, and communications, in order to demonstrate compatibility with the site features depicted on the Development Plan. The Applicant will provide Dominion Energy's approval of the *Conceptual Dry Utility Plan* prior to site plan approval.

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

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

10. Herndon Parkway Frontage Improvements, Promenade Improvements and Parcel 16-4((2))26B2, part. Design elements of the Herndon Parkway Streetscape, to include plantings, pavement treatments (to include a Herndon motif paver), wayfinding signage, and furniture shall be as shown on Sheets L-01, L-02 and L-08 of the Development Plan, shall be in substantial conformance with the HTOC Urban Design & Architectural Guidelines and the Herndon Streetscape Manual and shall be subject to review and approval by the Architectural Review Board (ARB). Design elements of the Promenade, to include focal points, interactive elements, public art and hard- and soft-scape, shall be in substantial conformance with that shown on Sheets L-03A and L-03B of the Development Plan and shall be subject to approval of the ARB. As noted on Sheets L-01, L-03A and L-03B of the Development Plan, the seating and other elements shown in yellow are to be provided by the respective tenants of the commercial spaces. The furniture and fixtures shown in peach color shall be provided by the Applicant. One of the focal points in the Promenade shall be a minimum of one kiosk, not located on Town property, a precedent image of which is shown on Sheets L-03A and L-03B of the Development Plan. This kiosk(s) shall be movable and shall be kept within the Promenade with usage

being flexible in nature.. The Applicant shall construct the improvements shown on the portion of Parcel 16-4((2))26B2 adjacent to the Metro Station as shown on Sheets L-01, L-02, L-03A, L-03B and L-06 of the Development Plan. Prior to the issuance of the first certificate of occupancy on the Property, the Applicant will construct the frontage improvements shown on the Development Plan along the Property's Herndon Parkway frontage, the improvements shown along the Promenade and the improvements on the portion of Parcel 16-4((2))26B2 as indicated in this proffer provided a License Agreement, as indicated in Proffer 11, is executed with the Town.

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

TRANSPORTATION

12. Bicycle Parking. The Applicant shall install bicycle parking and storage areas as shown on Sheets A-17 through A-22 and L-01 of the Development Plan to include locations within the garage and locations on the Promenade. Specific locations for the bicycle parking shall be determined as part of site plan approval process and in consultation with the Town of Herndon. The bike racks shown on Sheet L-01 shall be installed prior to the issuance of a certificate of occupancy for the residential use.

13. Vehicular Parking. Parking shall be provided in substantial conformance with the Development Plan and these proffers. Notwithstanding the above, the Applicant reserves the right to provide parking at revised ratios as may be permitted at time of site plan by the Town of Herndon Zoning Ordinance or may seek future parking reductions for the Property as permitted by the Town of Herndon Zoning Ordinance, either of which shall not require a Development Plan amendment.

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

15. Right-of-way Dedication. At no public cost, the Applicant shall dedicate in fee simple the area along the frontage of Herndon Parkway as shown on Sheet C-03A. The fee simple dedication shall be granted prior to the site plan approval. The Applicant reserves future density credit from the right-of-way dedication in accordance with the terms and conditions

of Zoning Ordinance Section 78-155.9 in effect as of the date of the approval of these Proffers.

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

The TDM Work Plan shall incorporate the following elements:

a. Appointment of a TDM Program Manager
b. Contributions to resident and employee Metro fare cards.
c. Dissemination of Transportation Program Information
d. Ride sharing and carpool parking spaces.
e. Bicycle racks, bicycle share station(s), and micro-mobility station(s).
f. Bicycle storage and maintenance facilities.
g. Program monitoring on an annual basis, to include surveys and/or vehicular traffic counts

Monitoring. The proffered trip reduction goals will be verified that they are being met through the completion of Vehicular Traffic Counts of residential uses and/or other such methods as may be reviewed and approved by the Town. The results of such Vehicular Traffic Counts and the residential occupancy rates on the day of the traffic counts will be provided to the Town as part of the Annual Reporting process. The Vehicular Traffic Counts will be conducted for the Property beginning one year following issuance of the final Certificate of Occupancy. If the Annual Report demonstrates that the trip reduction goals are not being met, then the Applicant shall meet with the Town to review the TDM

elements in place and to develop modifications to the TDM Work Plan to address the surplus of trips.

Vehicular Traffic Counts will be collected annually thereafter until the results of three consecutive annual traffic counts conducted, with a minimum residential occupancy rate of 90%, show that the applicable trip reduction goals for the Property have been met. At such time Traffic Counts will thereafter be provided every five (5) years; however, if the five-year report indicates the program no longer meets the trip reduction performance thresholds, the Applicant will restart annual collection until the results of three consecutive annual traffic counts meet trip reduction goals.

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

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

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

20. Collapsible Bollards. Collapsible bollards shall be utilized to preclude public vehicular traffic yet provide for municipal and emergency vehicle access along the southern side of the building between the loading zone and the Promenade as shown on Sheet L-01 of the Development Plan. The design of the bollards shall be in general conformance with that shown on Sheet L-05 of the Development Plan.

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

ENVIRONMENT

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

23. Interior Noise Attenuation. The Applicant shall submit highway noise studies, prepared by a qualified acoustical consultant, at the time of building permit submission to determine what if any noise attenuation measures are needed to achieve Day-Night Average Sound Levels (DNL) of no more than 50 dBA for interior residential uses. Based on the findings of the studies, the Applicant shall incorporate the appropriate noise attenuation elements into the design and construction documents to achieve the recommended DNL.

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

25. Planting Species and Biodiversity. In order to promote biodiversity, 10% maximum of each species of deciduous shrubs, 30% maximum of each species of deciduous trees, 25% maximum of each species of evergreen shrubs, and 25% maximum of each species of evergreen trees shall be provided with the exception of the trees located within the Allee in the Promenade and those located on the top level of the parking garage which may exceed these percentages as shown on Sheets L-02, L-03A, L-03B, and L-06 of the Development Plan. A minimum of 75% of the amount of plantings in each category (trees, shrubs and herbaceous plants) will be native to the region as noted on Sheet L-02 of the Development Plan.

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

27. Electric Vehicle Charging Facilities. The Applicant shall install 2% of the total parking

spaces in the garage with Level 2 electric vehicle ("EV") charging stations, installed and functional prior to issuance of a Certificate of Occupancy. The Applicant shall provide an additional 5% of the total parking spaces in the garage as EV-Ready, as defined in the Herndon Zoning Ordinance.. The Applicant will include the number of EV charging stations and EV-Ready locations in the first site plan submission and designate their locations in the first building permit application.

CONTRIBUTIONS

28. Recreation/Community Amenities/Civic Facilities. Prior to the issuance of the first certificate of occupancy, the Applicant shall demonstrate that the value of any proposed public and private, exterior and interior recreational on-site amenities/community amenities/civic facilities to include those facilities/amenities provided in the Promenade and those improvements proposed on the Town Parcel 16-4((2))26B2, as shown on Sheets C-07, L-01, L-02, L-04 and L-06 of the Development Plan, are equivalent to a minimum of $2,150 per residential unit. In the event it is demonstrated that the proposed facilities do not have sufficient value, the Applicant shall provide the remainder in a cash contribution to the Town of Herndon for use on recreational facilities in the Town of Herndon**.**

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

30. Off-Site Transportation Improvement Contribution. The Applicant shall make a per gross square foot shown on the site plan contribution of $1.65 for residential GFA and $2.75 for retail/restaurant and commercial GFA to the Town to address off-site transportation improvements. This contribution shall be paid prior to issuance of the certificate of occupancy for the building based on the actual gross floor area of the building. The Applicant shall receive credit towards this contribution for off-site improvement expenditures requested by the Town and constructed by the Applicant provided in Proffer 17.

31. School Contribution. Per the Residential Development Criteria Implementation Motion adopted by the Fairfax County Board of Supervisors on January 7, 2003, as amended, prior to the issuance of a certificate of occupancy for the residential uses, the Applicant will contribute funds to the Board of Supervisors for transfer to the Fairfax County School Board at an assumed rate of 0.061 students per unit shown on the site plan for elementary school, 0.019 students per unit shown on the site plan for middle school, 0.028 students per unit shown on the site plan for high school multiplied by $14,956.00 per student generated to be used for capital improvements and capacity enhancements to schools that serve the Town. The contributions will be based on the actual number of residential units constructed, as the total amount may vary. Following approval of this Development Plan

and prior to the Applicant's payment of the amount(s) set forth in this Proffer, if the Fairfax County Board of Supervisors should modify the ratio of students per unit or the amount of the contribution per student, the Applicant will pay the modified contribution amount for that phase of development to reflect the then current ratio and/or contribution. Prior to beginning construction, the Applicant will notify Fairfax County Public Schools of the intended construction and anticipated completion date.

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

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

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

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

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

Successors and Assigns

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

Counterparts

These proffers may be executed in one or more counterparts, each of which when so executed and delivered shall be deemed an original document and all of which taken together shall constitute but one and the same instrument.

TITLE OWNER/APPLICANT SIGNATURE TO FOLLOW ON THE NEXT PAGE:

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

By: _____

Name: _____

Title: _____

COMMONWEALTH OF _____

CITY/COUNTY OF_____, to-wit:

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

_____

Notary Public

Notary Registration No: _____

My Commission Expires:_____

575 Herndon Parkway

Traffic Impact Study

Herndon, VA

May 8, 2024

Updated – November 22, 2024

Updated – May 14, 2025

Updated – October 15, 2025

Prepared by:

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575 HERNDON PARKWAY

EXECUTIVE SUMMARY

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 1
INTRODUCTION

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

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

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

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

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

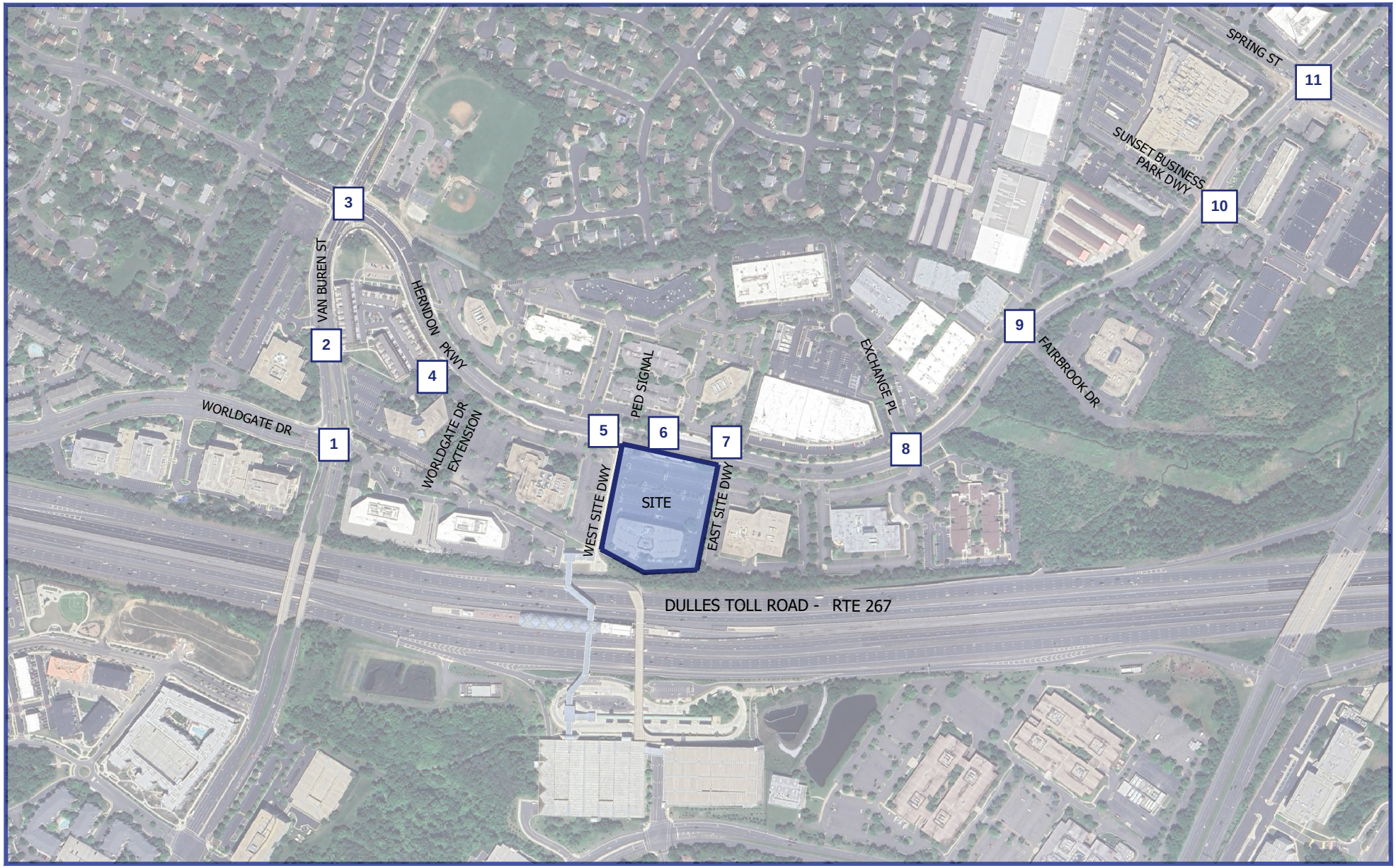

Figure 1-1
Site Location

[#] Studied Intersection

575 Hendon Parkway
Herndon, Virginia

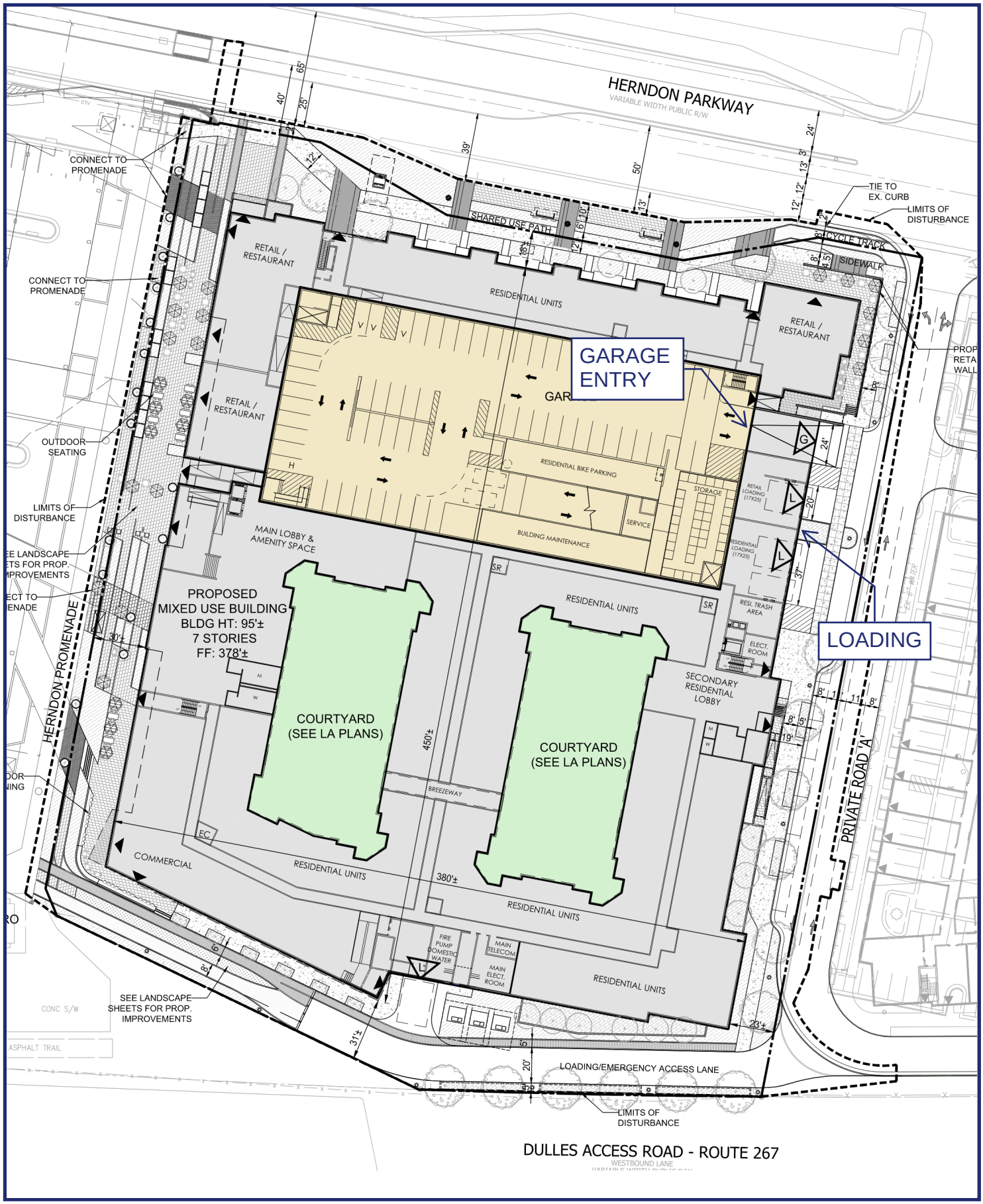

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Figure 1-2
Concept Plan

575 Herndon Parkway
Herndon, Virginia

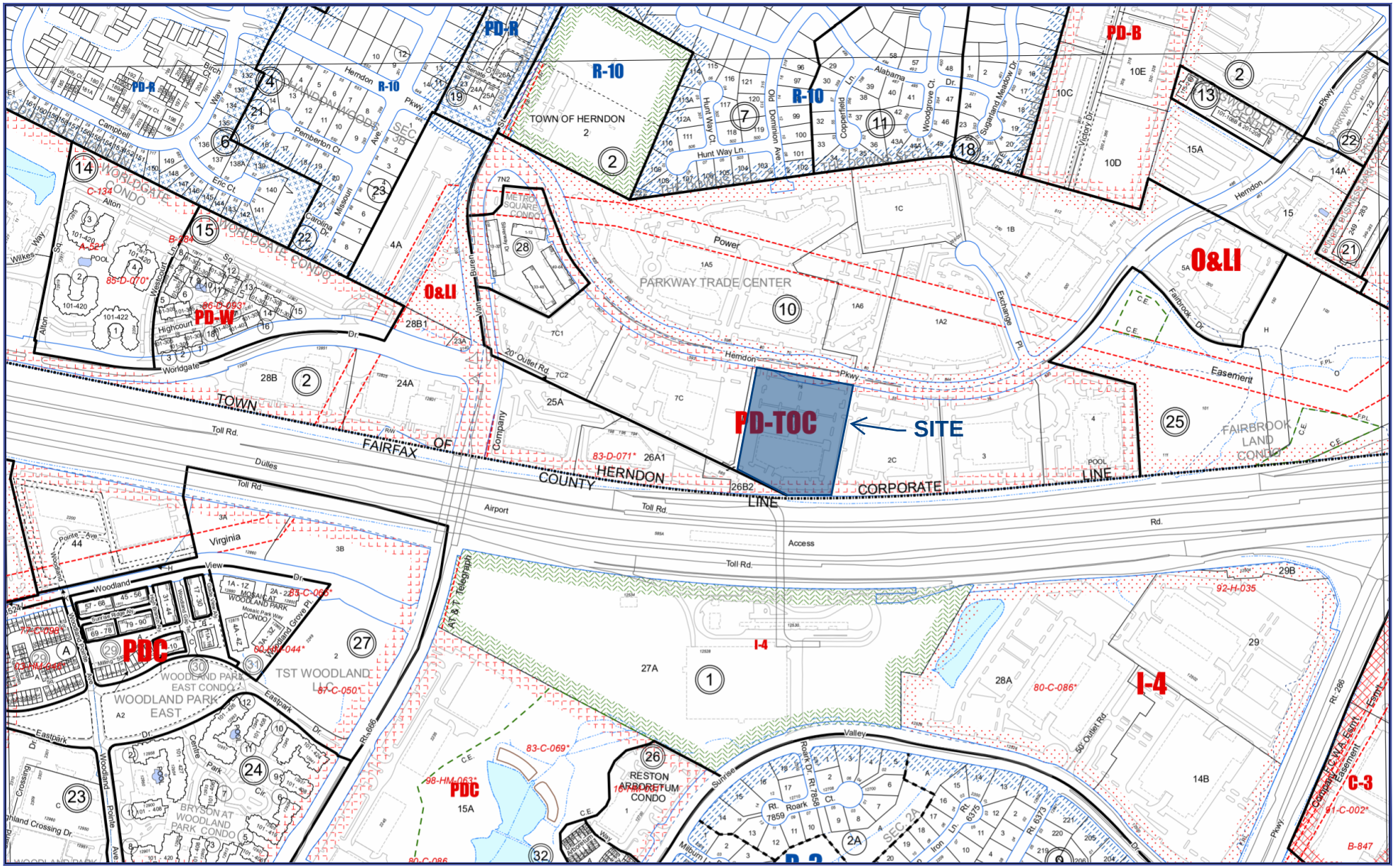

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Figure 1-3
Zoning Map

575 Herndon Parkway
Herndon, Virginia

Study Scope

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

Tasks undertaken in this study include the following:

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 2
BACKGROUND INFORMATION

Existing Transit Services

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

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

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

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

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

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

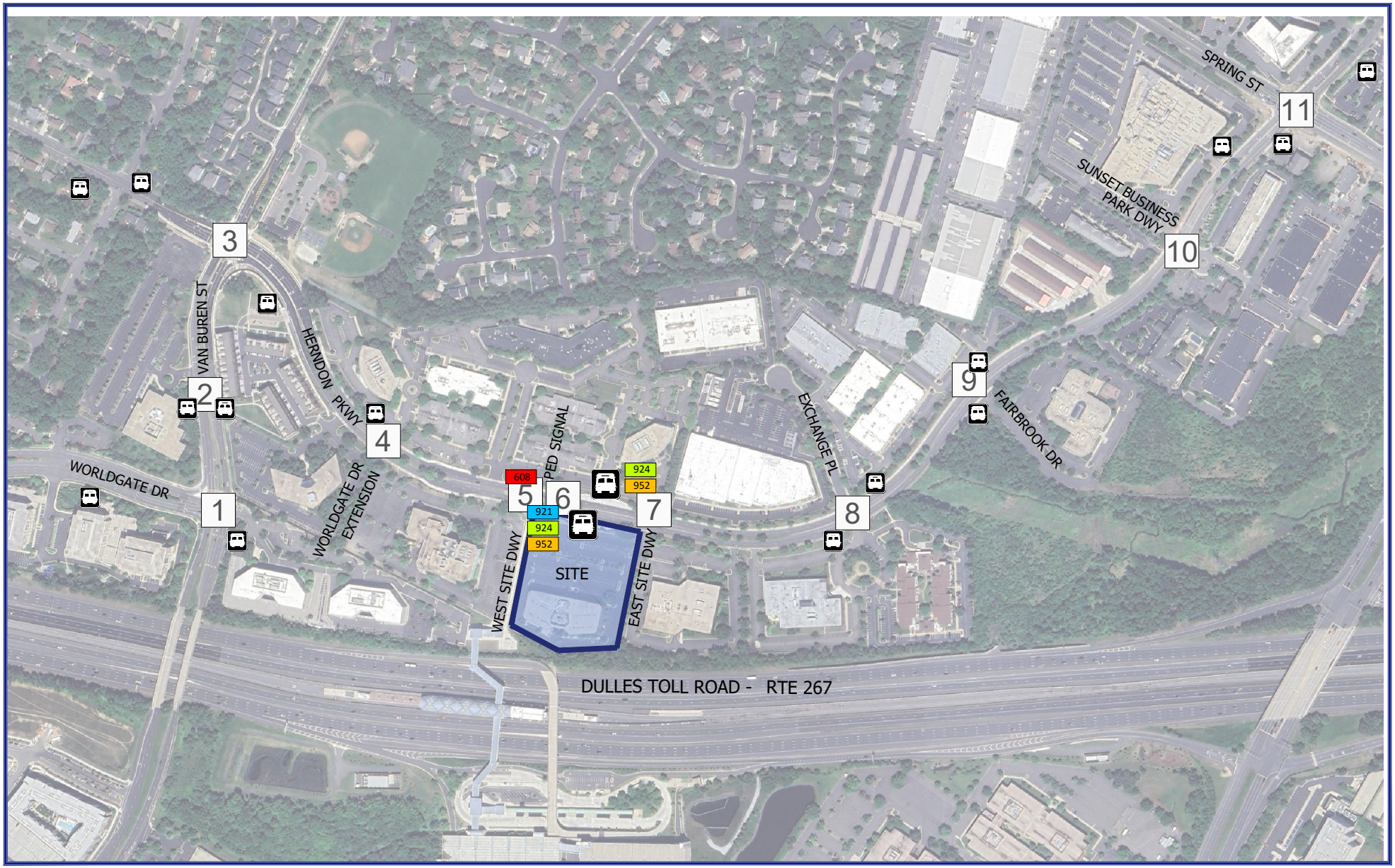

Figure 2-1
Bus Stop Locations

Bus Stop Location
XXX Bus Route

575 Herndon Parkway
Herndon, Virginia

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BUS SERVICE AND BOARDING LOCATIONS

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

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

F Metrobus SHUTTLE

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

LEGEND

A Bus Stop *(on the street)*

A Bus Bay *(at the station)*

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

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

Herndon SVM-0622

SOURCE: WMATA.COM

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Figure 2-2
Herndon Station Vicinity Map

575 Herndon Parkway
Herndon, Virginia

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

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

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

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

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

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

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

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

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

Existing Transportation Facilities

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

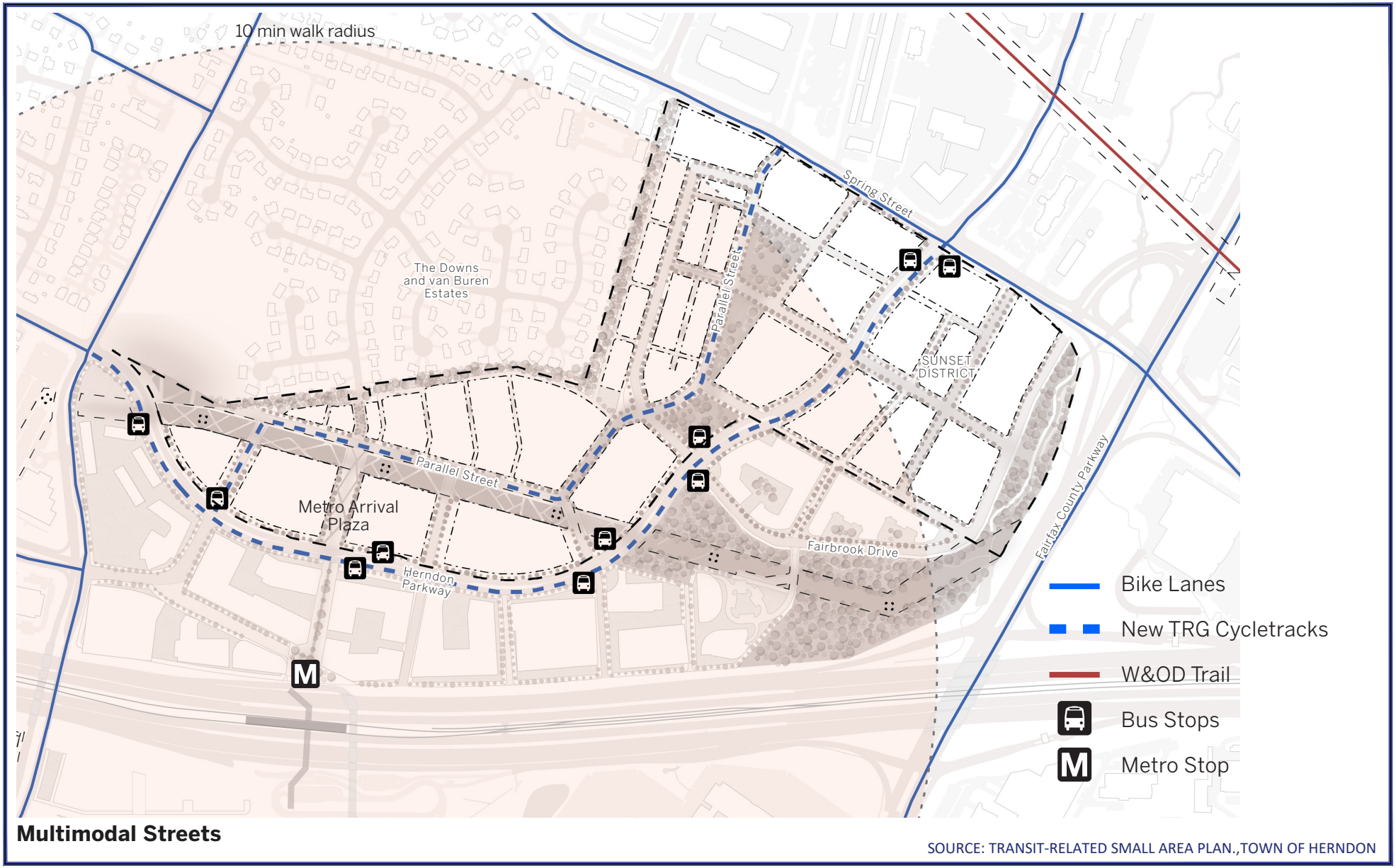
Existing lane use and traffic controls at the study intersections are shown on Figure 2-5. A description of each roadway in the vicinity of the site is provided below:

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

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

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

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



Multimodal Streets

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

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Figure 2-3
Bike Map and Multimodal Streets

GRAPHICAL REPRESENTATION SOURCED FROM TOWN OF HERNDON

575 Herndon Parkway
Herndon, Virginia

VIKA



Figure 2-4
Bicycle Network Master Plan

575 Herndon Parkway
Herndon, Virginia

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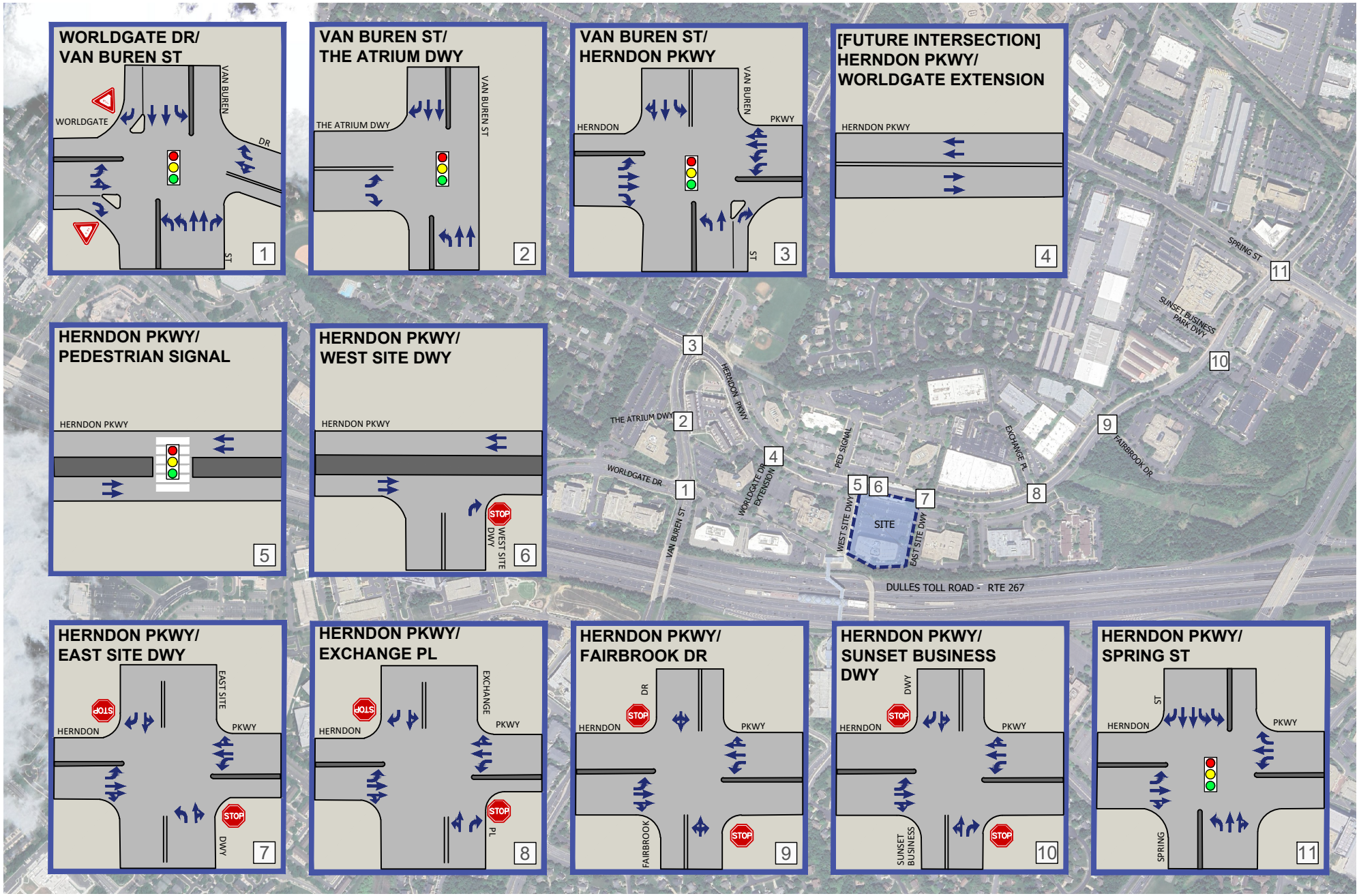

Figure 2-5
Existing Lane Use and Traffic Controls

575 Herndon Parkway
Herndon, Virginia

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

VDOT Crash Data

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 3
EXISTING CONDITIONS

Existing Traffic Counts

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

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

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

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

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

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

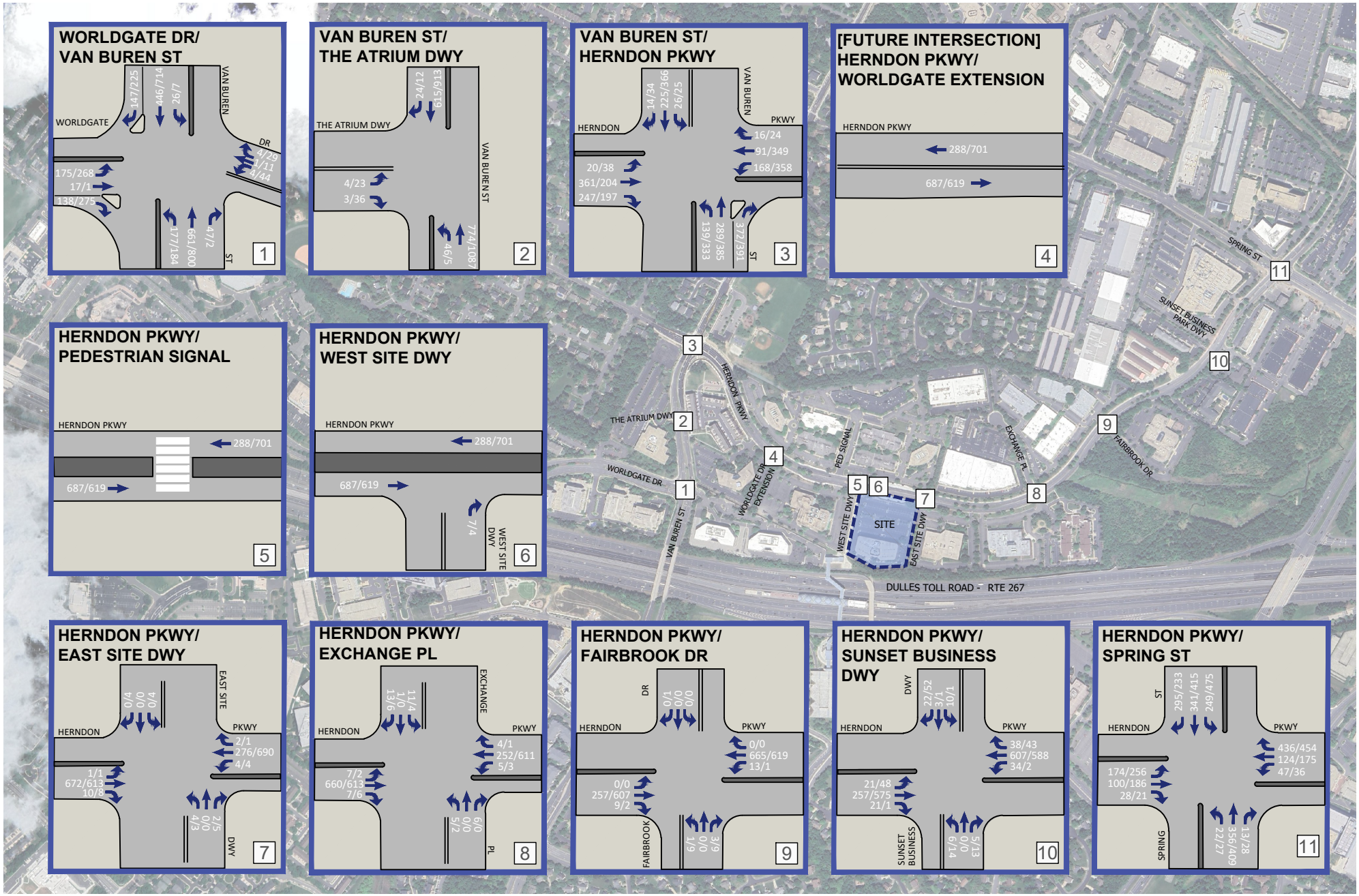

Figure 3-1
Existing Peak Hour Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

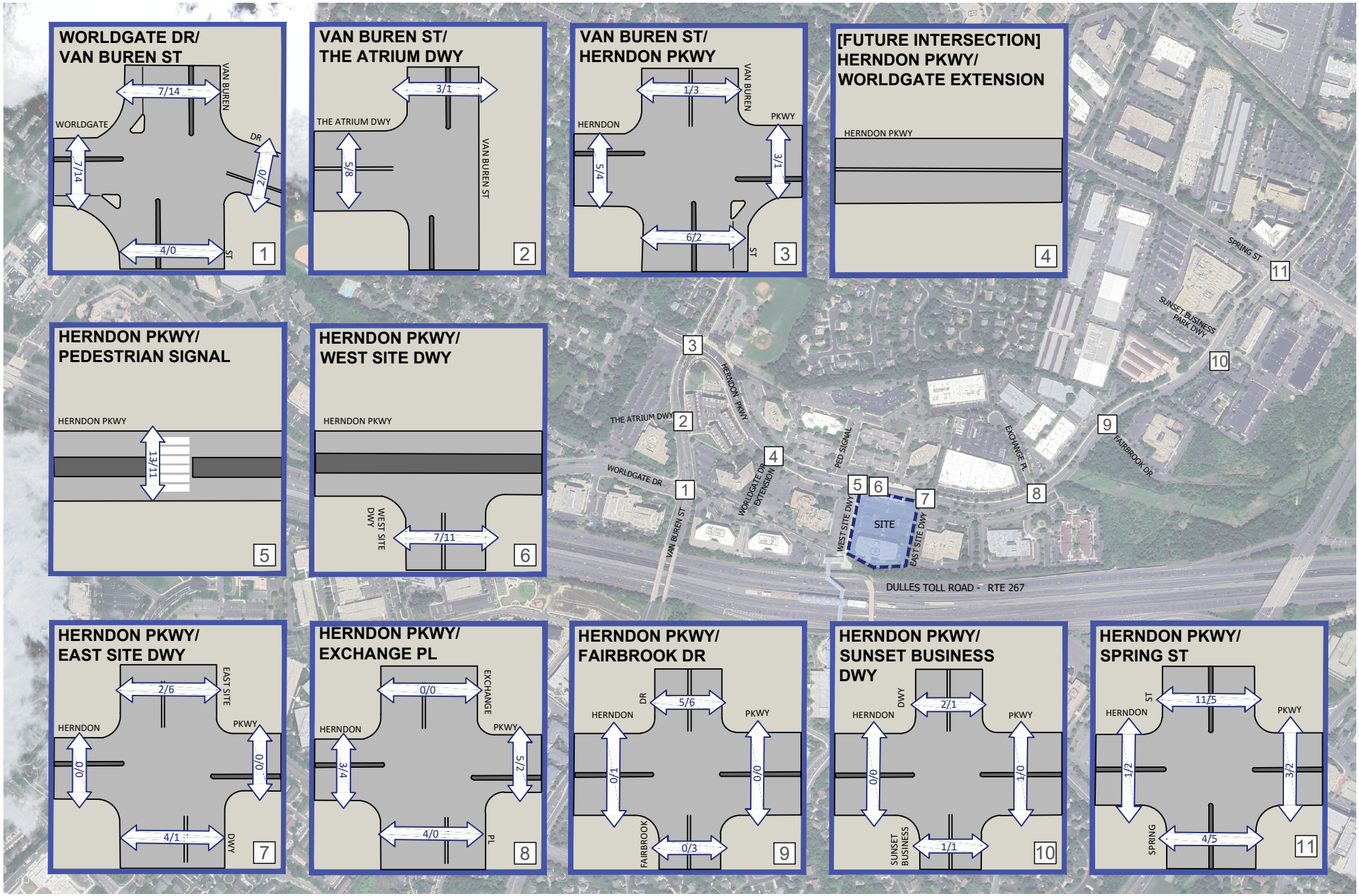

Figure 3-2
Existing Peak Hour Pedestrian Volumes

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

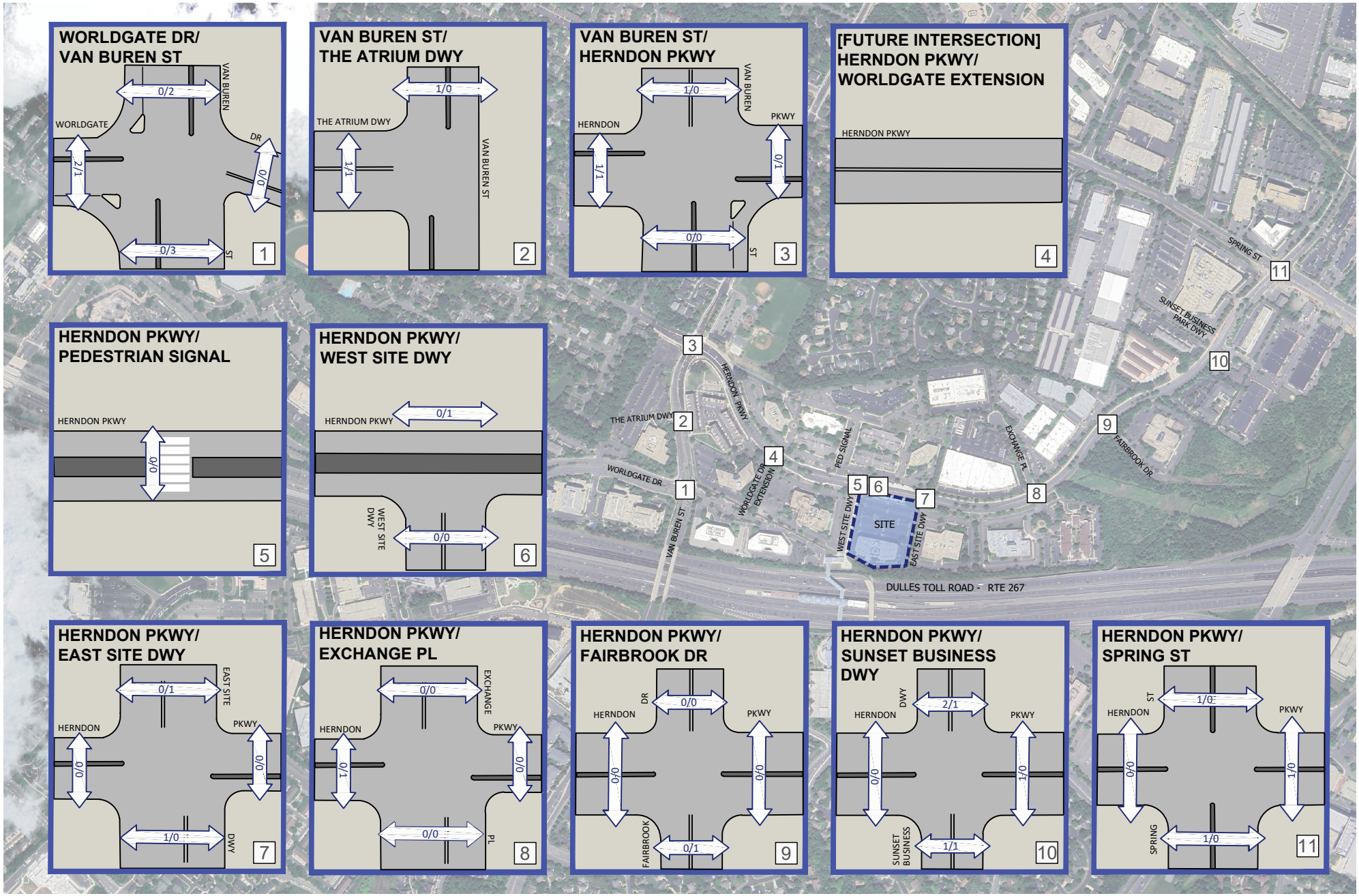

Figure 3-3
Existing Peak Hour Bike Volumes

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

Existing Conditions Operational Analysis

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

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

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

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

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

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

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

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

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

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

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

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

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

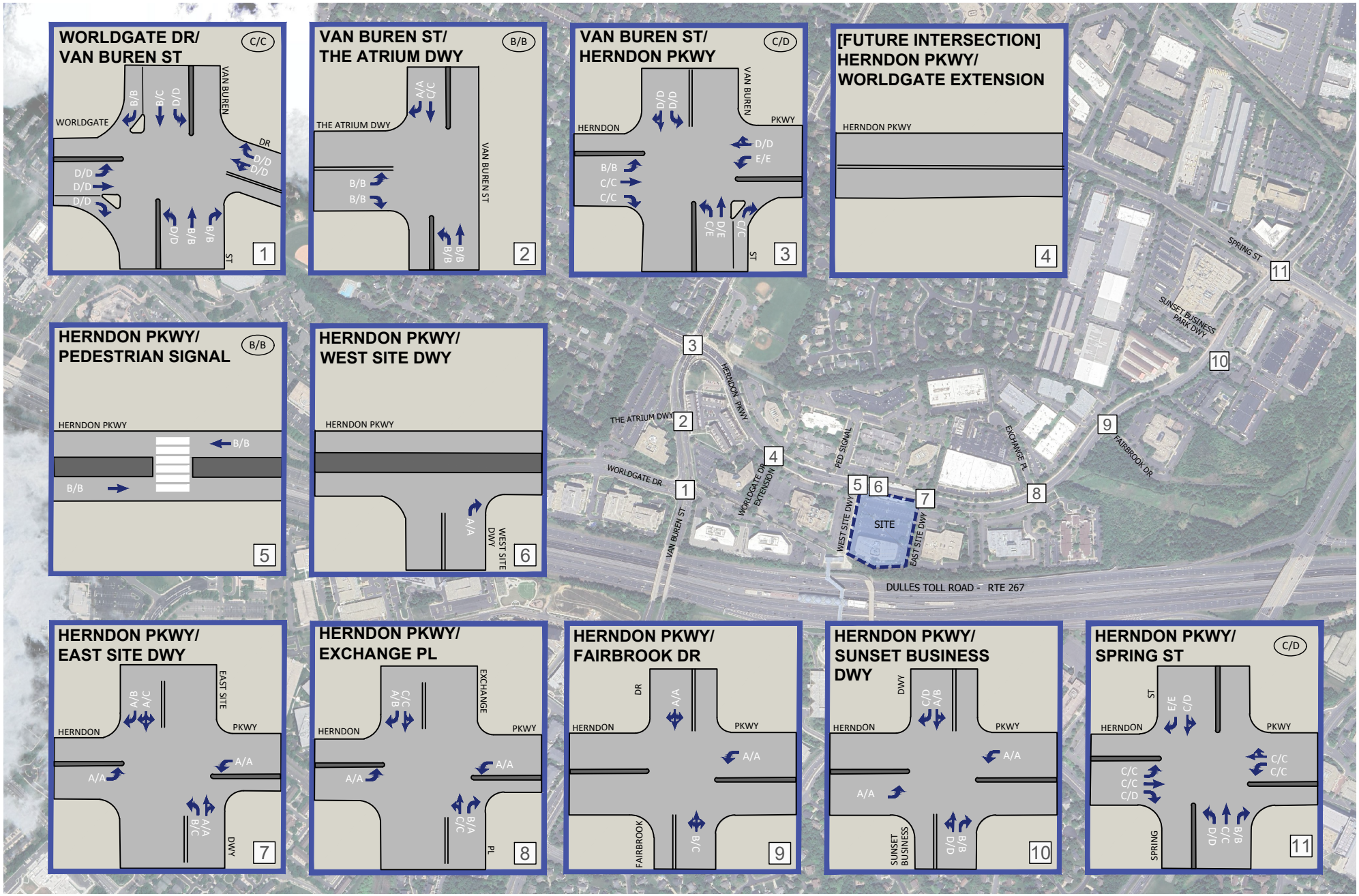

Figure 3-4
Existing Intersection Movement LOS and Overall Intersection LOS

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

SECTION 4
FUTURE CONDITIONS WITHOUT DEVELOPMENT (2028)

Background Conditions

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

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

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

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

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

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

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

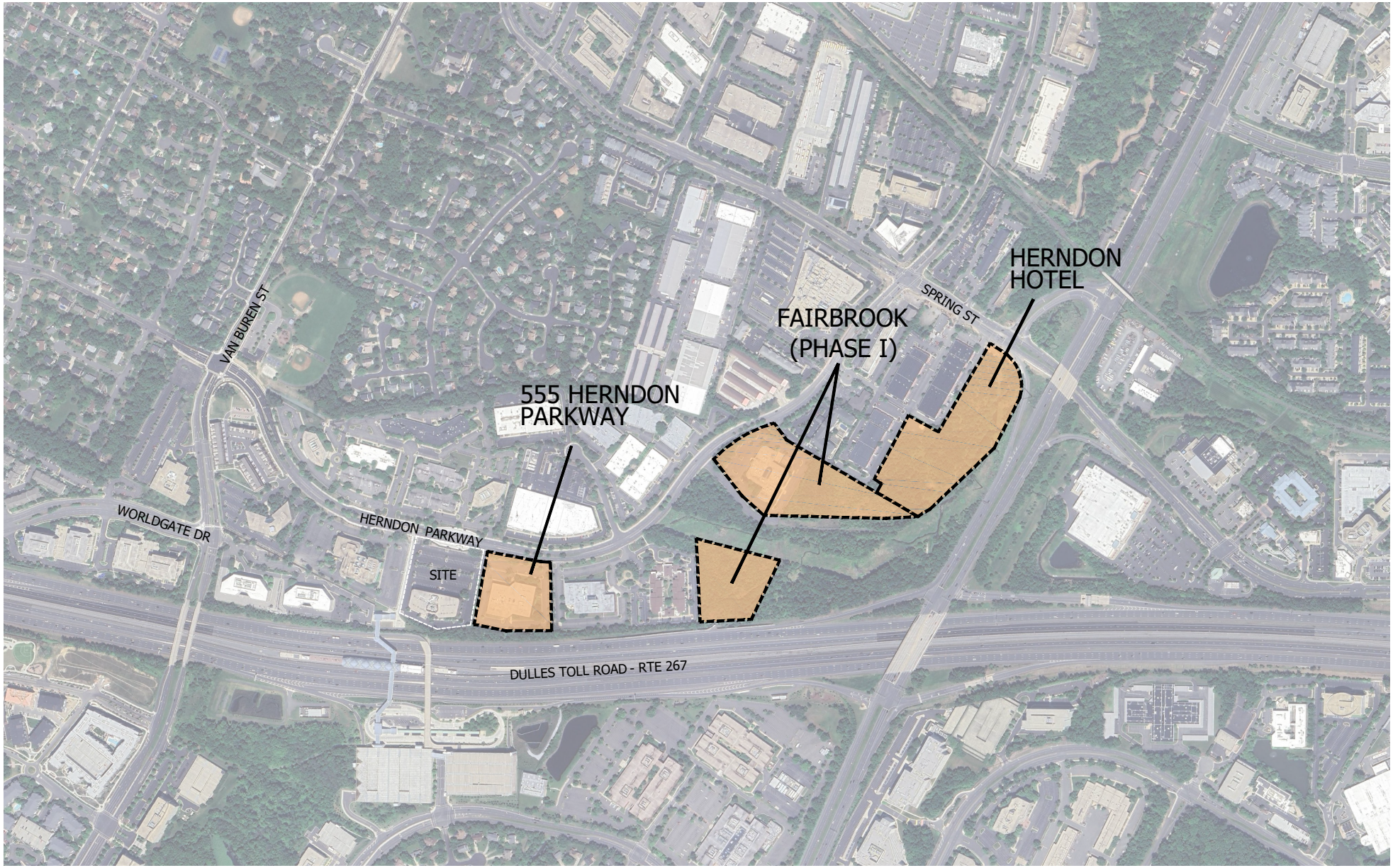

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Figure 4-1
Pipeline Development Locations

575 Herndon Parkway
Herndon, Virginia

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

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

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

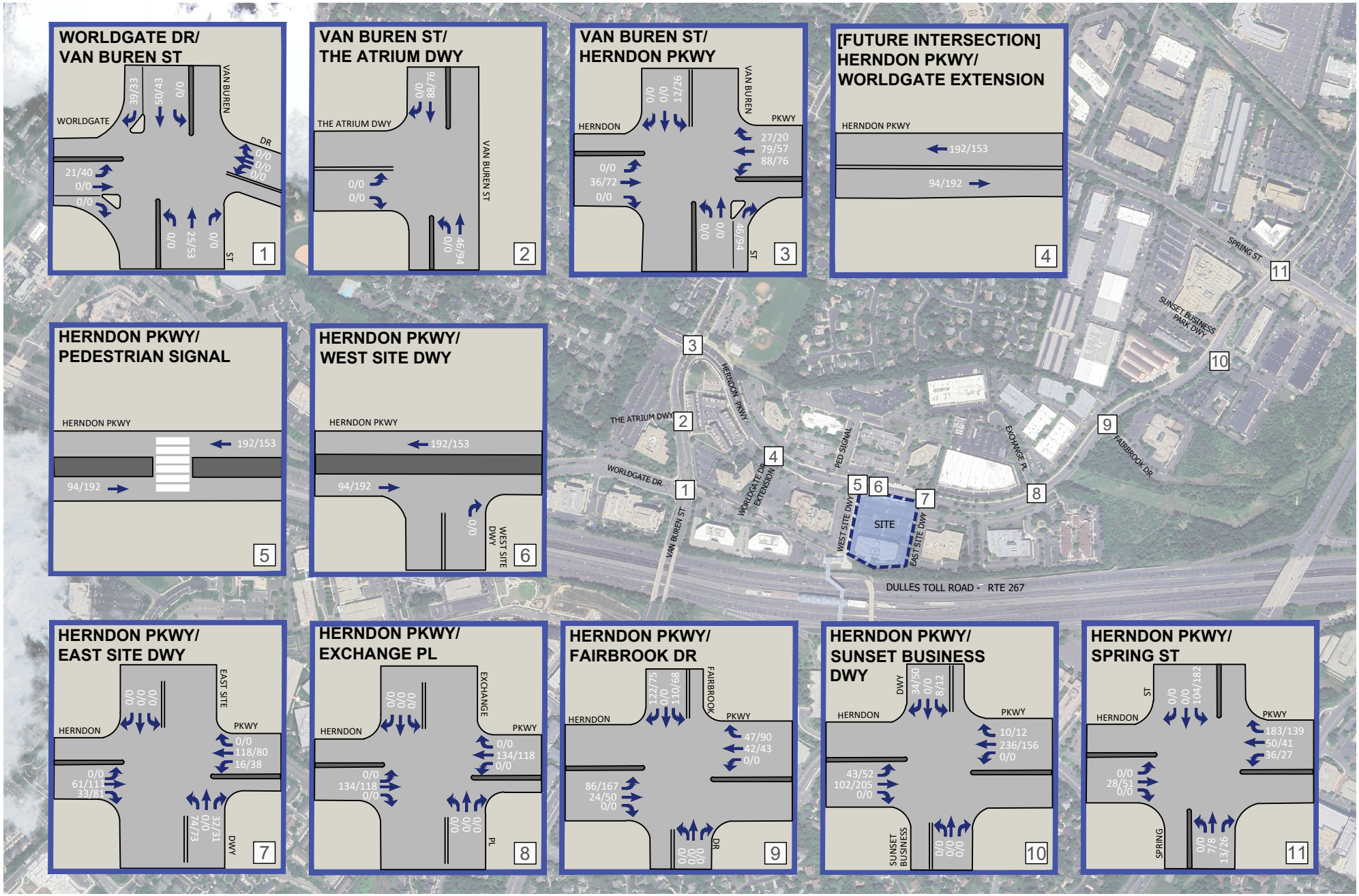

Figure 4-2
Pipeline Peak Hour Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

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

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

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

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

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

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

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

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

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

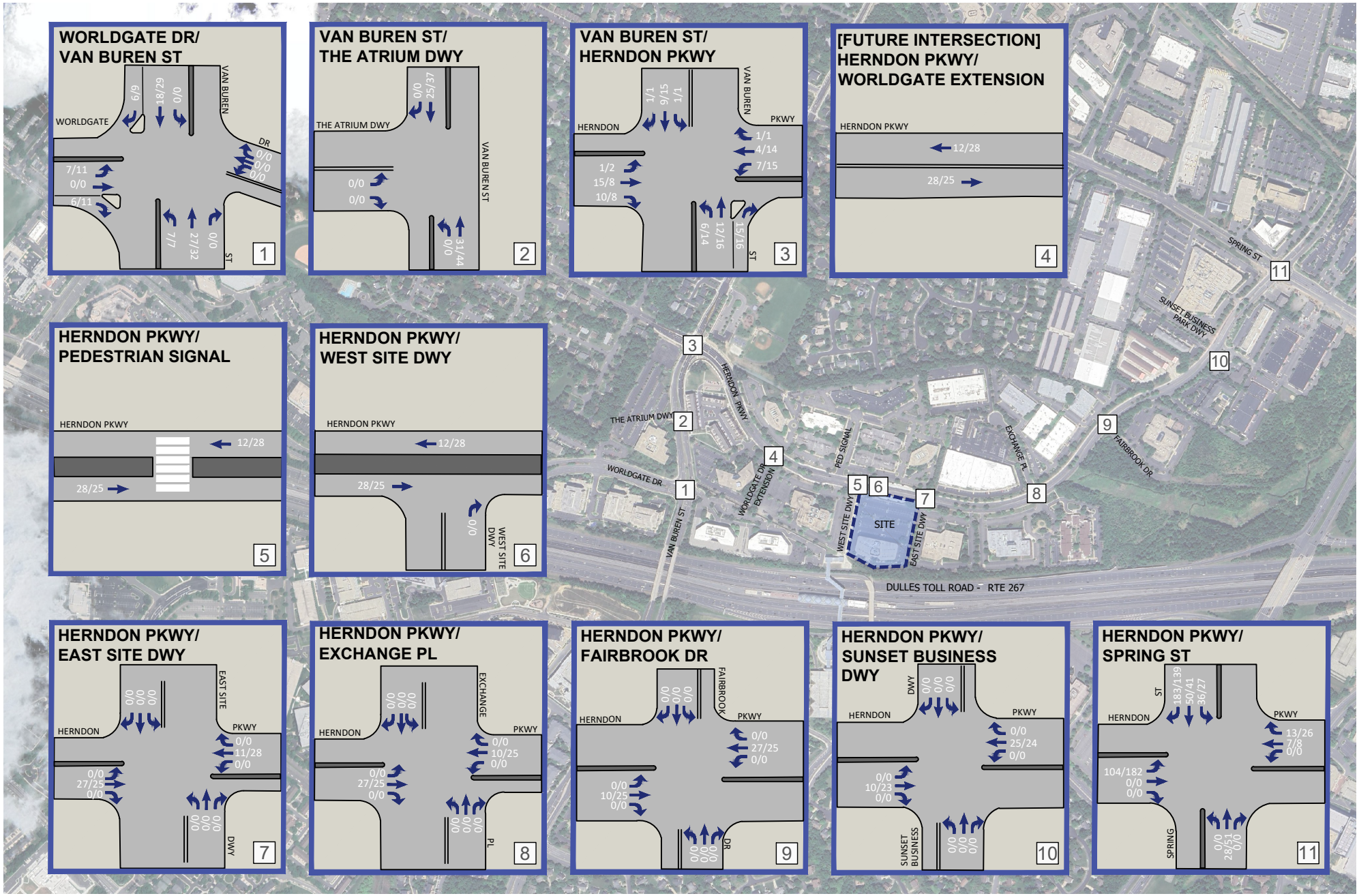

Figure 4-3
Regional Growth Buildout (2024-2028)

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

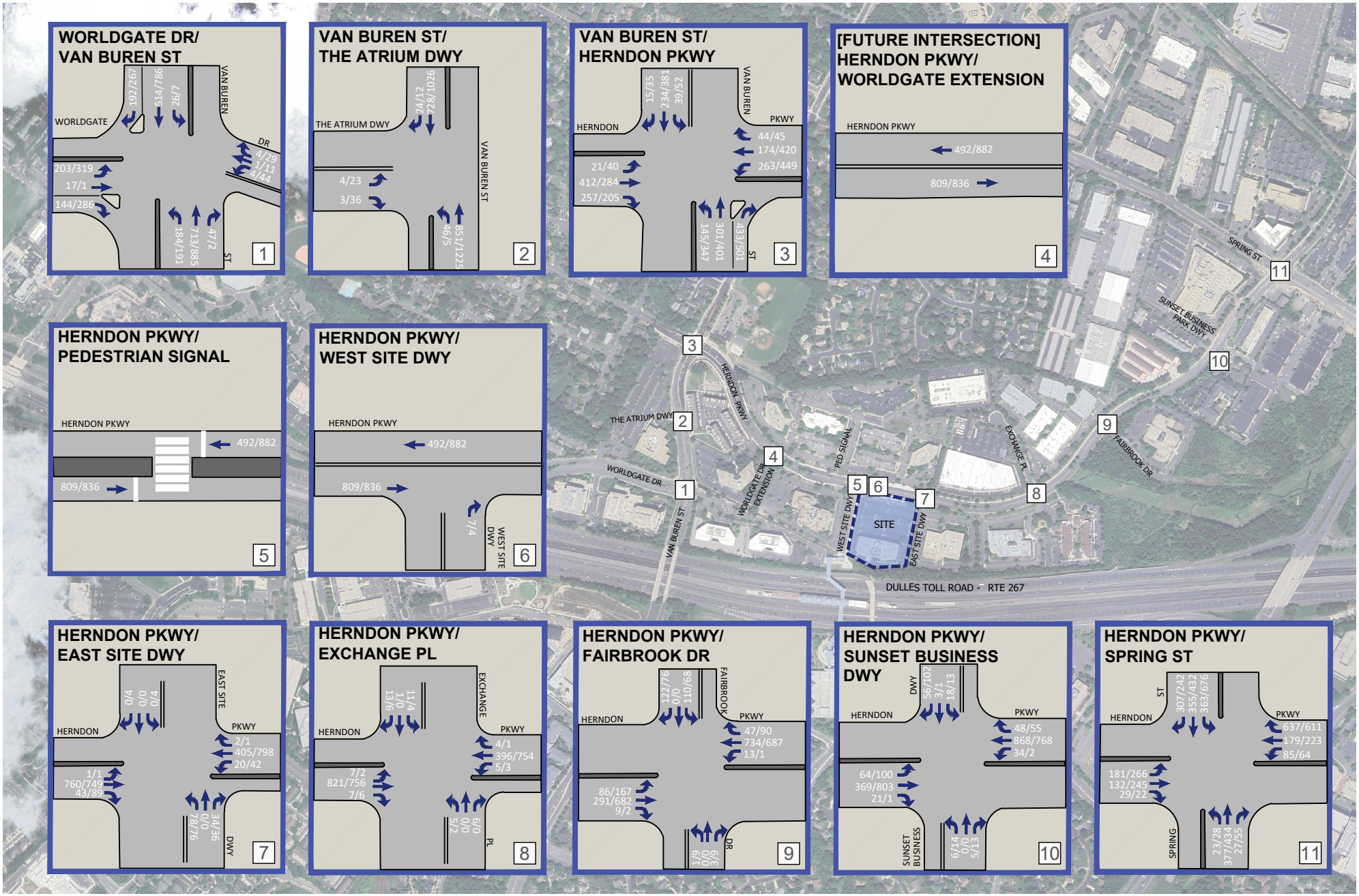

Figure 4-4
Future Peak Hour Traffic Forecasts without Development

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

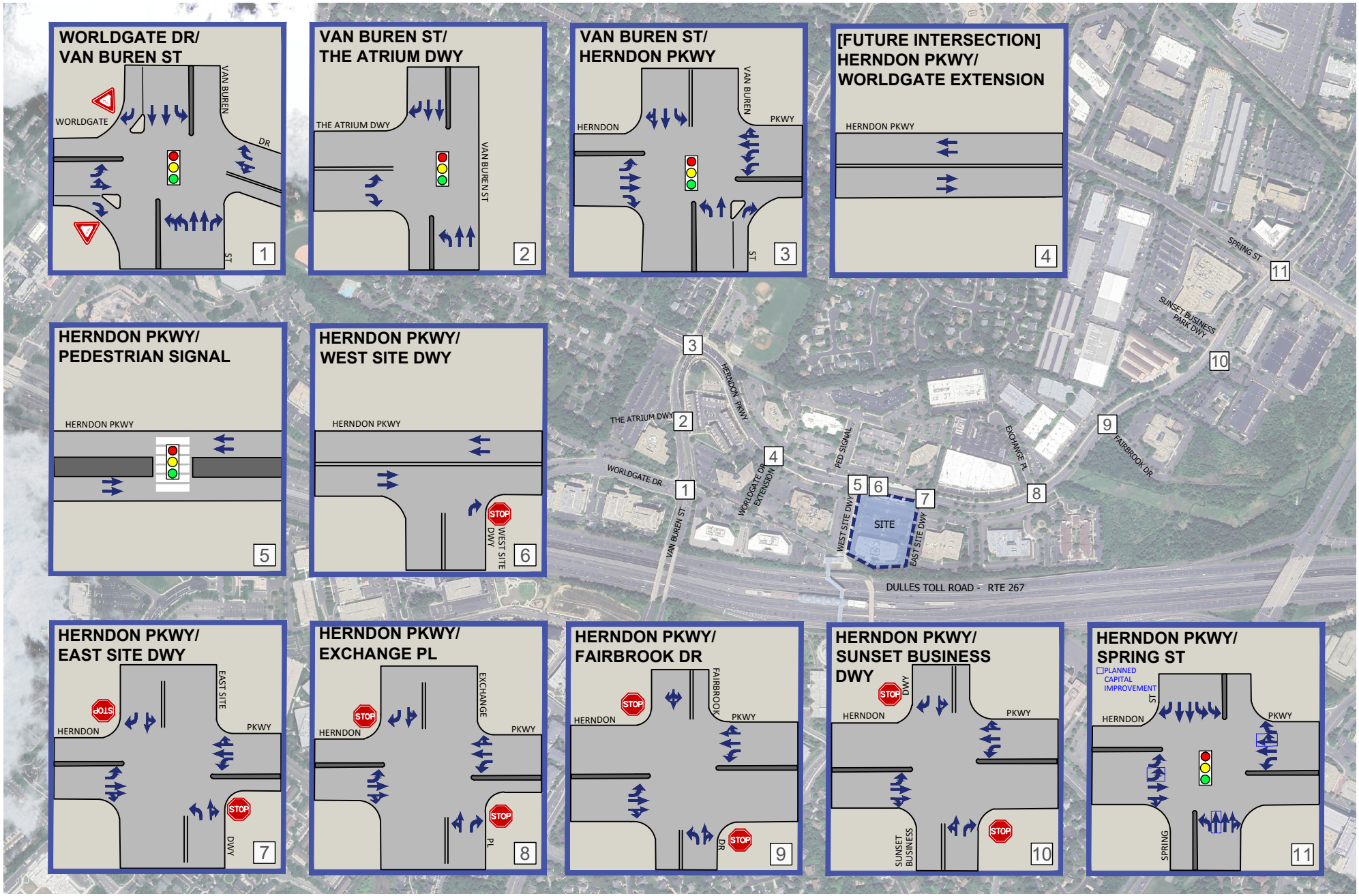

Figure 4-5
2028 Background Lane Use and Traffic Controls

575 Herndon Parkway
Herndon, Virginia

VIKA

Future Conditions without Development Operational Analysis (2028)

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

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

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

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

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

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

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

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

Note(s):

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

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

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

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

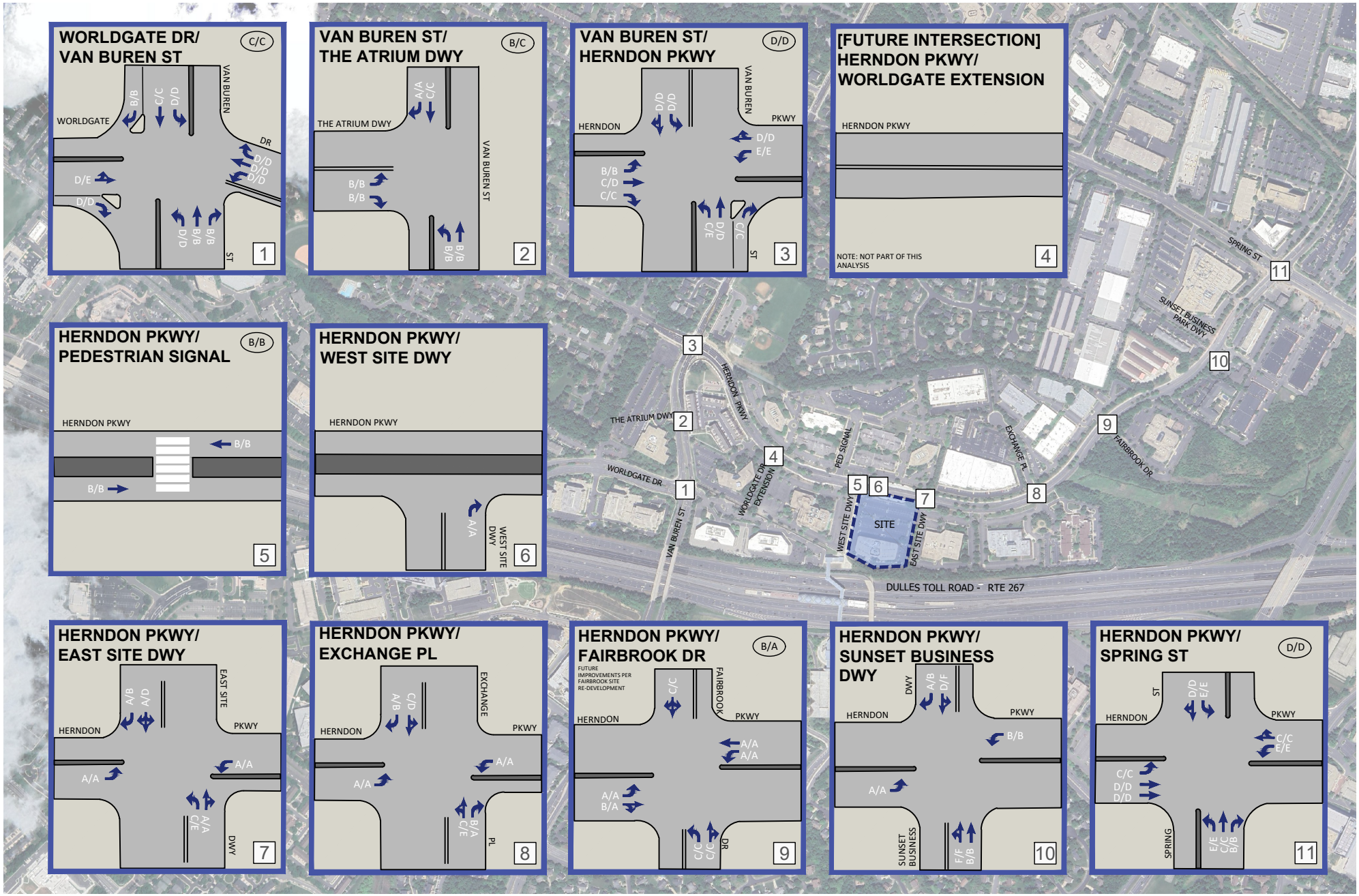

Figure 4-6
Background Intersection Movement LOS and Overall Intersection LOS

AM PEAK HOUR LOS
PM PEAK HOUR LOS
000 / 000

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

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

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

Notes:
Unit of measure for queue length is feet.

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

Proposed Site Redevelopment Description

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

Site Access

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

Site Trip Generation Analysis

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

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

Table 5-1
575 Herndon Parkway

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

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

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

Site Trip Distribution and Assignment

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

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

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

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

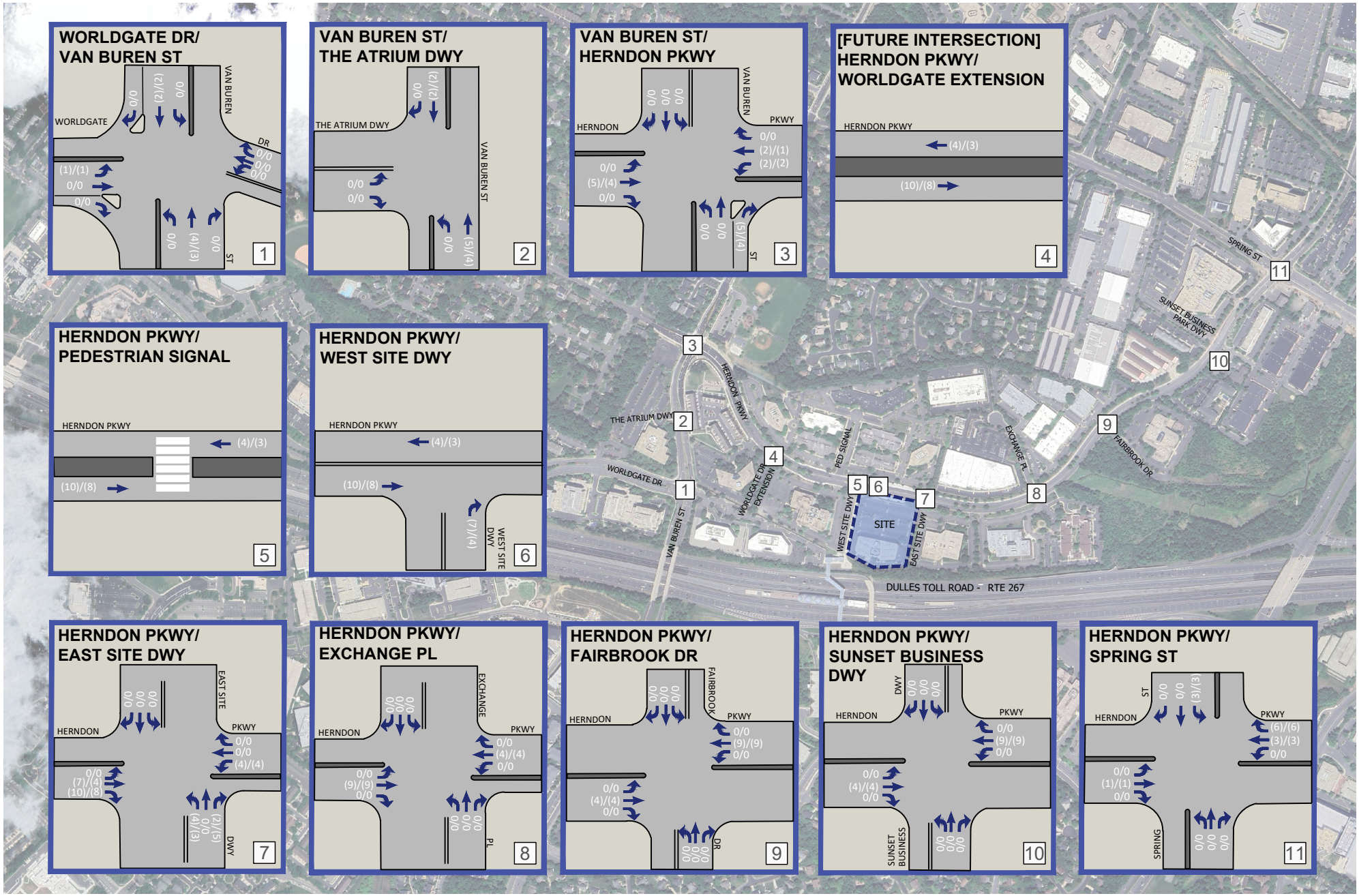

Figure 5-1
Existing Peak Hour Site Driveway Trips Removed

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

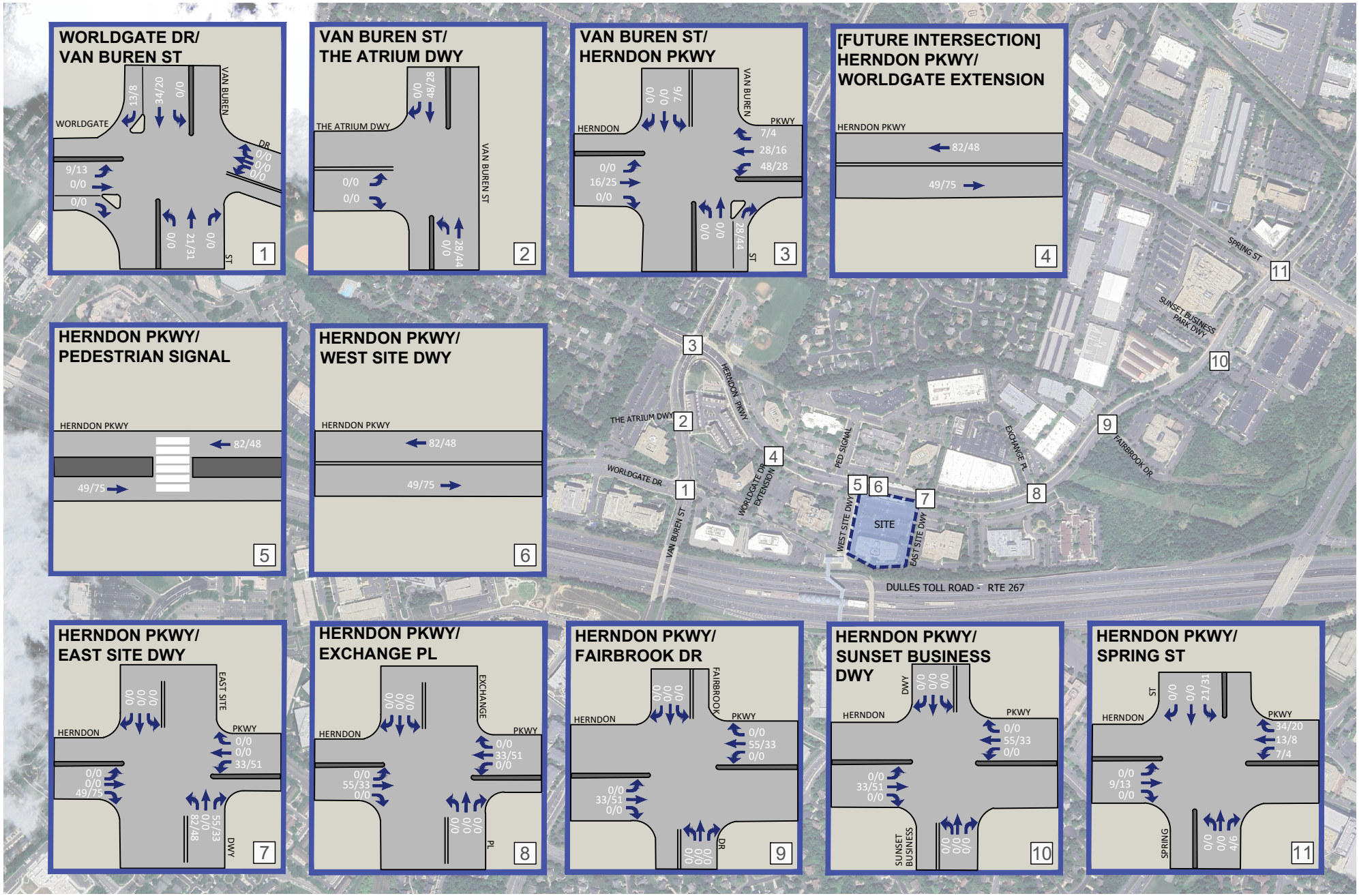

Figure 5-2
Site Peak Hour Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000 / 000

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SECTION 6
FUTURE CONDITIONS WITH DEVELOPMENT (2028)

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

Future Traffic Forecasts with Development (2028)

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

Operational Analysis of Future Conditions with the Proposed Development

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

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

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

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

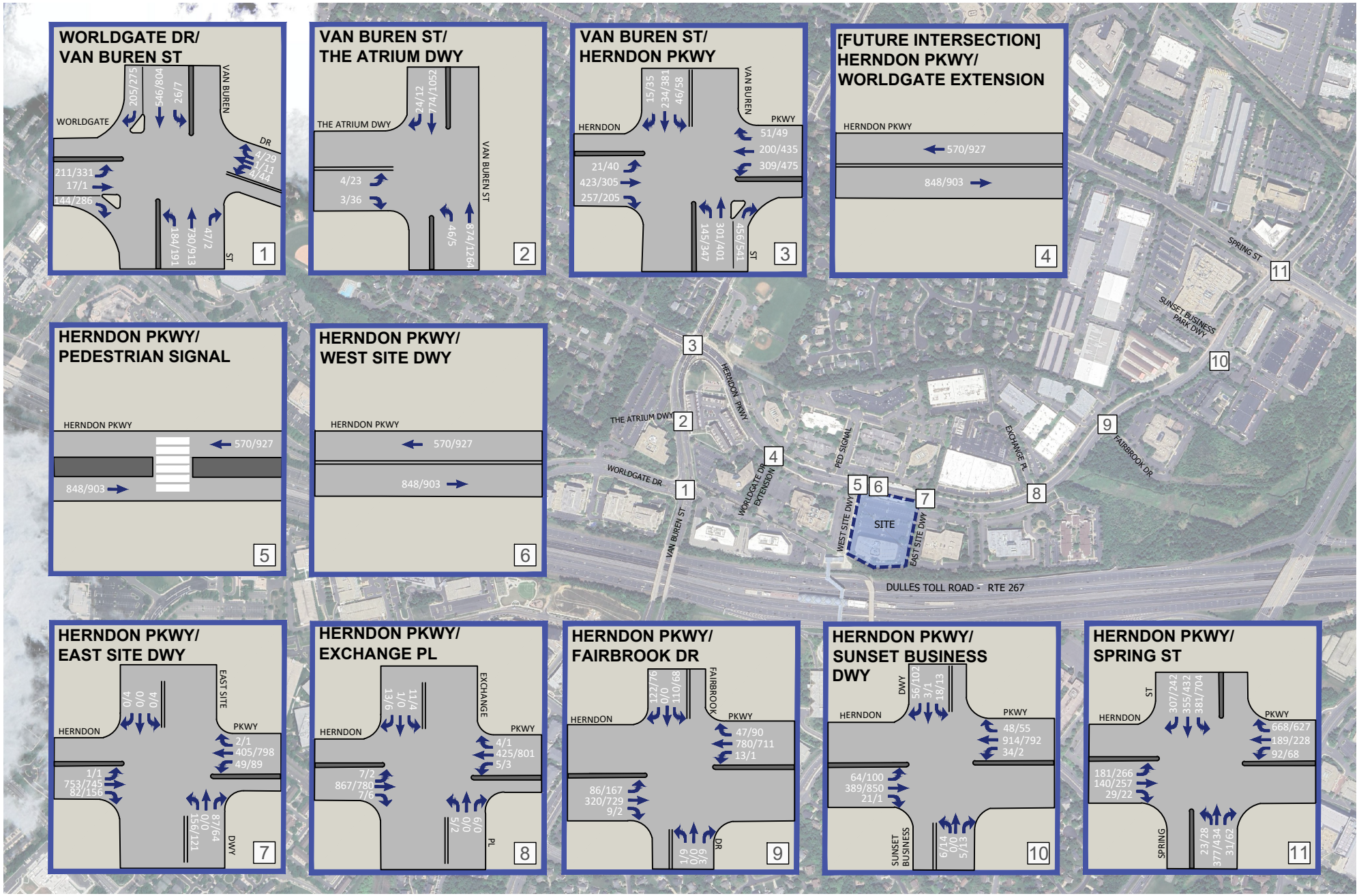

Figure 6-1
Future Peak Hour Traffic Forecasts with Development

AM PEAK HOUR
PM PEAK HOUR
000 / 000

575 Herndon Parkway
Herndon, Virginia

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

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

Note(s):

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

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

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

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

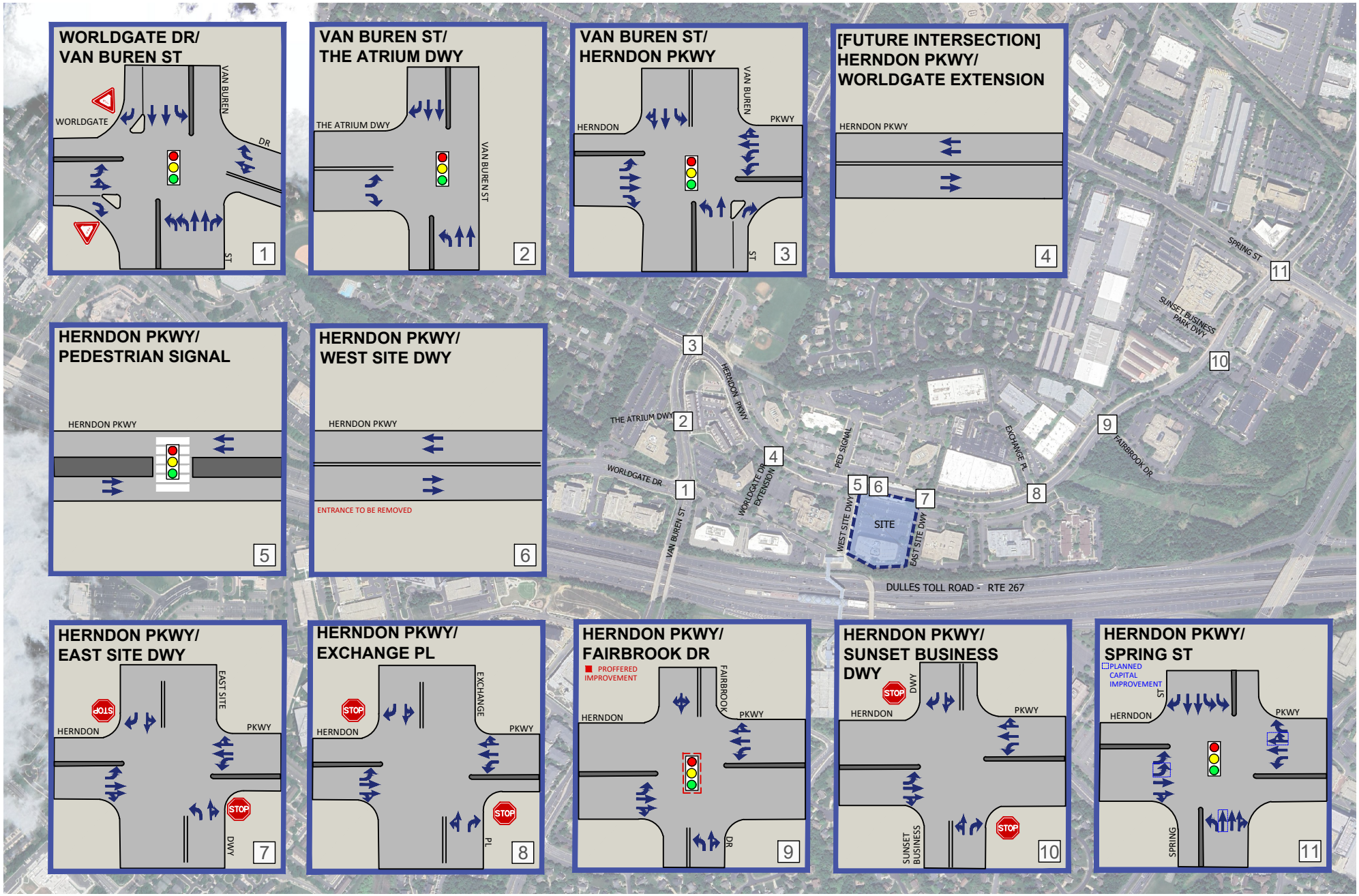

Figure 6-2
2028 Lane Use and Traffic Controls with Development

575 Herndon Parkway
Herndon, Virginia

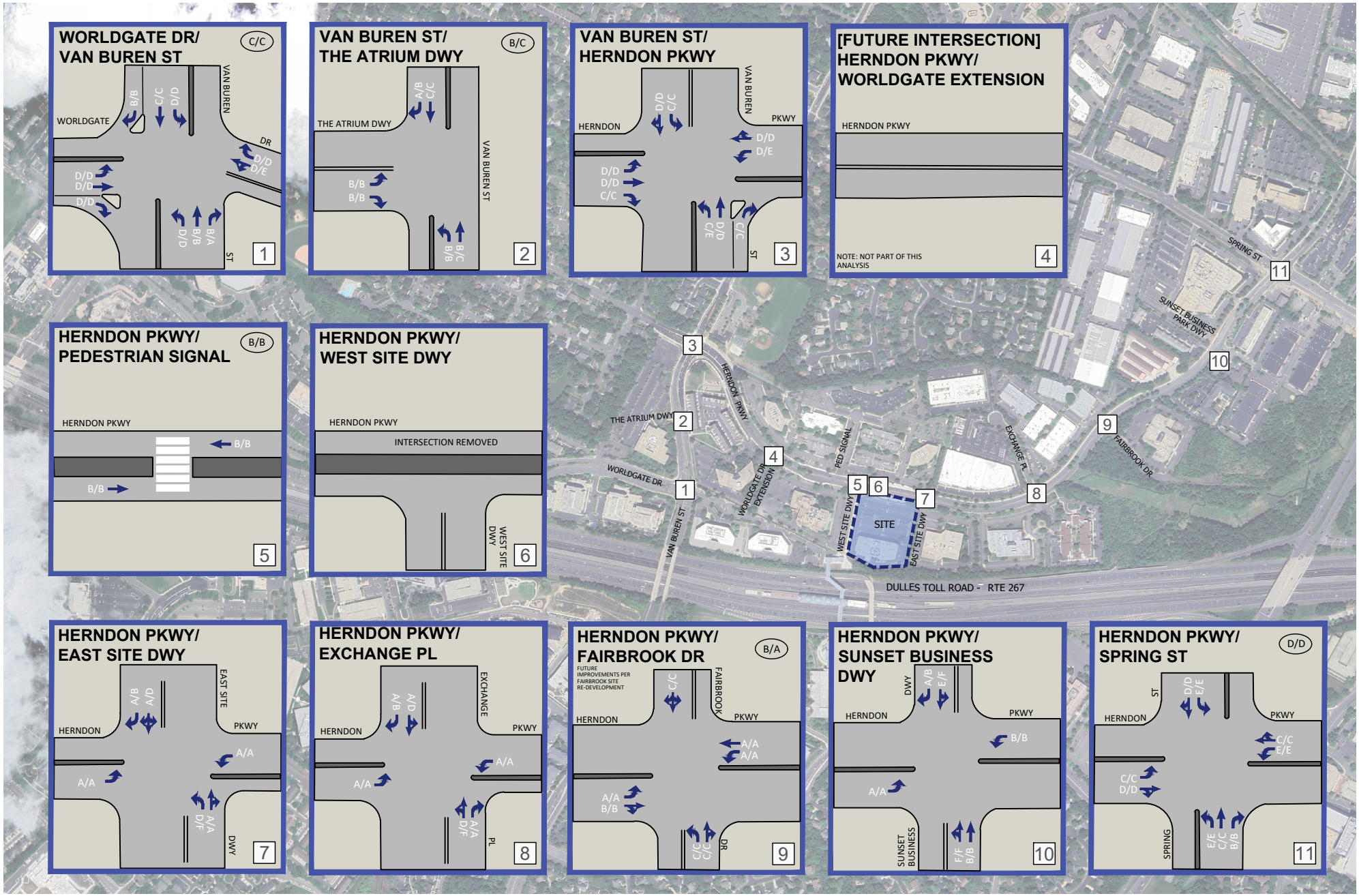

Figure 6-3
Future Intersection Movement LOS and Overall Intersection LOS

AM PEAK HOUR LOS
PM PEAK HOUR LOS
000 / 000

575 Herndon Parkway
Herndon, Virginia

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

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

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

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

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

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

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

Herndon Pkwy / Spring St Timing Improvement Additional Analysis 1

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

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

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

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

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

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

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

Notes:
Unit of measure for queue length is feet.

SECTION 7
TRANSPORTATION DEMAND MANAGEMENT PROGRAM

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

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

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

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

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

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

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

SECTION 8
CONCLUSIONS AND RECOMMENDATIONS

The conclusions and recommendations of this study are as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Town of Herndon, Virginia
Notice of Public Hearing

Notice is hereby given that the Town Council of the Town of Herndon, Virginia, will hold a public hearing on Tuesday, April 28, 2026, at 7:00 p.m. in the Herndon Council Chambers Building, located at 765 Lynn Street, Herndon, on the following items:

Ordinance, to consider a Development Plan – DP #24-01, 575 Herndon Parkway, to consider a development plan in the, PD-TOC, Planned Development-Transit Oriented Core Zoning District with proffered conditions to allow the redevelopment of the site with commercial and multi-family residential uses. The parcel area is 202,114 square feet (SF) and is currently improved with a 139,200 ground floor area (GFA) office building and a surface parking lot. The proposed redevelopment requires demolition of all existing improvements. New uses proposed include 525 multi-family residential units in a seven-story building and 13,788 SF of commercial uses. The project proposes a density of 2.85 floor area ratio (FAR). The parking for the development would be provided on-site in a parking garage. The site would also be improved with publicly-accessible private streets, sidewalks and streetscapes, would construct most of the Herndon Promenade open space connecting the Herndon Metrorail Station to Herndon Parkway, and would reconstruct the eastbound bus bays along Herndon Parkway. The property is designated as Regional Corridor Mixed Use in the Comprehensive Plan and governed by the policies of the Herndon Transit-Oriented Core. The application includes requests for the following zoning modifications: non-standard streetscape for Herndon Parkway frontage (Section 78-50.8(h)(2)); non-standard streetscape for Dulles Toll Road frontage (Section 78-50.8(h)(1)); non-standard streetscape for private road frontage (Section 78-50.8); reduction in required loading spaces (Section 78-100.2(d)); non-standard screening of utility cabinets (Section 78- 50.8(j)(2)); reduction in vehicular use area planting (Section 78-110.5(b)(2)(d)). The property is located approximately 850’ west of the Herndon Parkway Exchange Place intersection. Fairfax County Tax Map Reference Number: 0164-10-0006A. Applicant: Woodfield Development Company, LLC. Agent: Lori Greenlief, McGuireWoods LLP. Property Owner: Bristol Herndon Parkway, LLC.

Ordinance, to consider a Zoning Ordinance Text Amendment – ZOTA #25-06, to amend Chapter 78 (ZONING), Article VI (Overlay Districts), by amending Section 78-60.4 (Chesapeake Bay Preservation Area Overlay (CBPAO)); and Article XVIII (Definitions), by amending Section 78-180 (Definitions), to update sections for conformance with the Virginia Administrative Code regarding changes to the Chesapeake Bay Preservation Act.

Resolution, to consider a Special Exception – SE #26-01, 1020 Elden Street, Suite 205, to consider a special exception to permit a personal services use, consisting of hair services, within the CO, Commercial Office Zoning District. The property is situated within the Crossroads of Dulles Office Condominium development and is located at the southwest corner of Elden Street and Sterling Road. Suite 205 consists of approximately 1,081 square feet and is in a multi-unit building fronting on Elden Street. Fairfax County Tax Map Reference Number: 0161 22 0005S. Applicant: Carol Martinez-Lanza. Owner: Spiro Souliotis/ Agios Georgios LLC.

The public is encouraged to participate in the town's public hearing process. Individuals having an interest in the above items are invited to attend the public hearing and state their opinions and may also submit comments to town.clerk@herndon-va.gov.

The proposed items are available for examination by the public at the 2nd floor counter of the Herndon Municipal Center, 777 Lynn Street, Herndon, during normal business hours (Monday – Friday) and also available for review on the town's website www.herndon-va.gov.

The Town of Herndon supports the Americans with Disabilities Act by making reasonable accommodations for persons with disabilities so that they may participate in services, programs, or activities offered by the town. Please call (703) 435-6804 to arrange for any accommodation that may be necessary to allow for participation. Interpretación en Español está disponible en esta sesión.

Amanda Morrow Kertz, Town Clerk

Note to Publisher:
Publish on April 10, 2026/April 17, 2026

Town Council Work Session
Agenda Item 2.b.

Agenda Item: **FY 2027 Proposed Budget Follow Up**

Meeting Date: April 21, 2026

Category: Discussion

Prepared by: Dan Hoffman, Town Manager, Marjorie Sloan, Finance Director

Description:
The overall discussion will continue with follow-ups and additional discussion on the Proposed FY 2027 Budget.

Background/Timing Impact:
In accordance with Section 4.2 of the Town Code, the Town Manager submitted a proposed FY 2027 Budget. The Budget Book has been posted to the town's website. The Governmental Funds (includes the General Fund, Stormwater Management Fund, American Rescue Plan Act (ARPA) Fund and the Capital Projects Fund) and the Enterprise Funds (Water and Sewer Fund, Chestnut Grove Cemetery Fund, and Golf Fund) were discussed at previous meetings.

FY 2027 Proposed Budget

Timing Impact:
Discussion and review of the Proposed FY 2027 Budget continues at the April 21, 2026 work session, with the second public hearing and adoption scheduled for April 28, 2026. The first budget public hearing was held on April 14, 2026.

Strategic Focus Area:
Strong Fiscal Stewardship
Good Governance

Fiscal Impact:
While there are no immediate fiscal impacts of the proposed FY 2027 budget, Town Council decisions will determine what those fiscal impacts will be. The fiscal impact of those decisions will occur after adoption by the Town Council, in FY 2027, which begins on July 1, 2026.

Legal Impact:
Per Town Code Section 4.2 and State Code Section 15.2-2503, the Town Manager is required to prepare and submit an annual budget to the Town Council on or before the

first day of April each year.

Staff Recommendation/Next Steps:
No formal recommendation was submitted for this discussion item. Town staff stand ready to support the Town Council in its discussions and deliberations.

Attachments:
None