# PLANNING COMMISSION
# REGULAR MEETING AGENDA

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

Monday, April 27, 2026 | 7:00 PM

1. **Call to Order**

2. **Approval of Minutes**

   a. February 9, 2026 Planning Commission Work Session Meeting Minutes

   b. March 23, 2026, Planning Commission Regular Meeting Minutes

3. **Comments**

   a. Comments from the Staff Members

   b. Comments from the Commissioners

   c. Comments from the Public
   *Members of the public may, for one 3-minute period, provide public comments, requests, consent or general item comments, and comments on matters not included on the agenda.*

4. **Public Hearings**

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

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

   c. Zoning Ordinance Text Amendment ZOTA #26-01, to amend Chapter 78 (ZONING), ARTICLE XIV (Signs), Section 78-140.4 (Prohibited signs), Section 78-140.6 (General standards for all signs), Section 78-141.8 (Sign Standards for Planned Development—Transit Related Growth Districts), and Article XVIII

(Definitions), Section 78-180 (Definitions) to update sections to include standards for signage in the Herndon Transit-Oriented Core (HTOC), provide a nit limit for signage, and include definitions pertinent to signage in the HTOC

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

**5. Adjournment**

# Planning Commission
# Regular Meeting
## Agenda Item 2.a.

**Agenda Item:** **February 9, 2026 Planning Commission Work Session Meeting Minutes**

**Meeting Date:** April 27, 2026

**Category:** Approval of Minutes

**Prepared by:** Margie Tacci, Deputy Town Clerk

**Description:**
This is a request to approve the February 9, 2026 Planning Commission Work Session Meeting Minutes.

**Background/Timing Impact:**
Planning Commission minutes are typically presented for approval in chronological order. Action on the minutes is an important function of the Planning Commission.

**Fiscal Impact:**
N/A

**Legal Impact:**
Code of Virginia Section 2.2-3707 outlines the requirements for the recording of minutes for all public bodies.

**Staff Recommendation/Next Steps:**
Recommend approval as presented

**Attachments:**
1. 02.09.26 PCWS Draft Minutes

**HERNDON PLANNING COMMISSION**
**Work Session Minutes**
**Monday, February 9, 2026**

## 1. Call to Order

Chair Romeo called the February 9, 2026, Planning Commission Work Session to order at 7:00 PM in the Herndon Council Chambers Building, 765 Lynn Street, Herndon. In attendance were: Commissioners Beatty, Donahue, Kim, Vice Chair Yohannes, and Chair Romeo.

Commissioners Richardson and Mundt were absent.

Staff present during the meeting: Lesa Yeatts, Town Attorney; Lisa Gilleran, Director of Community Development; Bryce Perry, Deputy Director of Community Development; Fadrique Iglesias, Community Planner; Ben Schitter, Development Program Planner; and Margie Tacci, Deputy Town Clerk.

Chair Romeo stated that five Planning Commission members were present, which constituted a quorum.

## 2. Public Hearings

### a. Application for a Special Exception– SE #25-03, 1207 Sunrise Court, to consider a special exception to permit a home-based child daycare use within the PD-R, Planned Development-Residential, zoning district (rescheduled from January 26, 2026)

Chair Romeo called on Fadrique Iglesias, Community Planner, to present the staff report. This item was rescheduled from the January 26 regular meeting and will be included on the next regular meeting agenda.

Mr. Iglesias provided an overview of the application, which is a request to increase the maximum number of children from seven to 12 in a home-based daycare in the Four Seasons community. He reviewed the square footage, zoning requirements, special exception conditions, pick-up and drop-off areas, number of employees, and parking. Mr. Iglesias stated that staff did not observe major traffic impacts.

There was no discussion between staff and the Commission on this item.

### b. Town of Herndon FY 2027 - FY 2032 Capital Improvement Plan (CIP) (rescheduled from January 26, 2026)

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Chair Romeo stated that this item was rescheduled from the January 26 regular meeting and will be included on the next regular meeting agenda. There was no presentation or discussion on this item. Lisa Gilleran, Director of Community Development, indicated that John Verdin, Capital Projects Program Manager, would be present at the regular meeting to present the CIP.

## 3. New Business

### a. Discussion - 575 Herndon Parkway Development Plan

Chair Romeo called on Bryce Perry, Deputy Director of Community Development, for the staff presentation. Mr. Perry presented the preliminary development plan for 575 Herndon Parkway and explained the application seeks redevelopment of the existing office building site with a mixed-use stick-over-podium building. He stated the project is located adjacent to the Herndon Metrorail Station within the HTOC area and would include approximately 525 residential units, retail space, office/flex space, structured parking, interior amenities, reconstructed bus bays, a new private street, and a significant portion of the promenade connection toward the Metro pavilion. Staff has reviewed four submissions and anticipates an additional submission prior to formal Planning Commission review. He noted the Architectural Review Board has reviewed the architecture and expressed general support, and staff review of utilities, loading, easements, massing, architecture, and open-space design is ongoing.

There was discussion between staff and the Commission on this item, including:

1. Timing for the project's return to the Commission for formal review and expected additional submission materials.
2. Flexibility of the proposed ground-floor commercial space and likelihood of retail uses due to proximity to the Metro station.
3. Traffic circulation, loading locations, and the potential need for a signal at the site entrance.
4. Screening, landscaping, and the relationship of the building to the Toll Road corridor and Sugarland Run Trail area.
5. Design, ownership, and construction responsibility for the promenade area, including emergency-access requirements affecting tree placement and streetscape features.
6. Architectural materials, color palette, and integration of Herndon-specific design elements.
7. Open-space amenities, programming opportunities, and methods to activate the promenade and public areas with seating, lighting, art, and potential event use, consistent with amenities shown in the presentation.

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8. Ongoing staff review items including utilities, loading configuration, proffer language, and design refinements.
9. Fiscal-impact considerations, transportation demand management measures, and the Town's effort to develop a fiscal model for evaluating large development proposals.
10. Consistency of the project with the HTOC land-use framework and broader market trends showing reduced office demand and increased residential development near Metro stations.
11. Parking structure configuration, lack of underground parking due to site conditions, and private trash service arrangements.
12. Bicycle facilities, shared-lane design, and pedestrian connections within the site and to surrounding infrastructure.
13. Future Comprehensive Plan and housing-study efforts that may influence long-term development strategy in the HTOC area.

Mr. Perry stated the applicant is expected to submit revised materials and the item will return with a full staff report and supporting technical staff present for further review in the near future.

## 4. Comments

### a. Comments from the Staff Members

Lisa Gilleran, Director of Community Development: reminded the Planning Commission about the joint work session with the Town Council on February 17, at the Herndon Police Department Community Room.

### b. Comments from the Commissioners

Commissioner Beatty: asked about the one-on-ones the Comprehensive Plan consultants were holding with Planning Commissioners. Commissioner Donahue advised that they are looking for overall feedback.

Commissioner Donahue: stated that he was resigning from the Planning Commission on March 1. He shared that he enjoyed working with staff and his fellow Commissioners, and working with the community.

Commissioner Kim: stated that he will miss the next two meetings due to travel.

Vice Chair Yohannes: no comments.

Chair Romeo: no comments.

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## 5. Adjournment

There being no further business, and without objection, Chair Romeo adjourned the February 9, 2026, Planning Commission Work Session at 8:36 p.m.

**Margie Tacci**
**Deputy Town Clerk**

Minutes approved by the Planning Commission : _____

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# Planning Commission Regular Meeting
## Agenda Item 2.b.

**Agenda Item:** **March 23, 2026, Planning Commission Regular Meeting Minutes**

**Meeting Date:** April 27, 2026

**Category:** Approval of Minutes

**Prepared by:** Amanda Kertz, Town Clerk

**Description:**
This is a request to approve the March 23, 2026, Planning Commission Regular Meeting Minutes.

**Background/Timing Impact:**
Planning Commission minutes are typically presented for approval in chronological order. Action on the minutes is an important function of the Planning Commission.

**Fiscal Impact:**
N/A

**Legal Impact:**
Code of Virginia Section 2.2-3707 outlines the requirements for the recording of minutes for all public bodies.

**Staff Recommendation/Next Steps:**
Recommend approval as presented.

**Attachments:**
1. Draft Minutes

TOWN OF Herndon VIRGINIA

**HERNDON PLANNING COMMISSION**
**Regular Meeting Minutes**
**Monday, March 23, 2026**

## 1. Call to Order

Vice Chair Yohannes called the Planning Commission Regular Meeting to order on Monday, March 23, 2026, at 7:00 p.m. in the Herndon Council Chambers Building, 765 Lynn Street, Herndon. In attendance were: Commissioners Andrew Beatty; Yung C. Kim; Stephen Mundt; Samuel F. Richardson II; Brenda Wichman; Vice Chair Meron Yohannes; and Chair Michael G. Romeo [arrived at 7:13 p.m.].

Vice Chair Yohannes stated that Chair Romeo was on his way and she would chair the meeting until his arrival.

Staff present during the meeting: Lesa Yeatts, Town Attorney; Lisa Gilleran, Director of Community Development; Bryce Perry, Deputy Director of Community Development; David Stromberg, Zoning Administrator; Fadrique Iglesias, Community Planner; Mike Shindledecker, Transportation Engineer; Benjamin Schitter, Development Program Planner; and Margie Tacci, Deputy Town Clerk.

Vice Chair Yohannes determined there was a quorum with six members present, Chair Romeo having not yet arrived.

## 2. Approval of Minutes

### a. February 23, 2026, Planning Commission Regular Meeting Minutes

### b. March 9, 2026, Planning Commission Work Session Minutes

Commissioner Mundt moved the following sets of minutes for approval, as presented:

- February 23, 2026, Planning Commission Regular Meeting Minutes
- March 9, 2026, Planning Commission Work Session Minutes.

Commissioner Beatty seconded the motion. The question was called on the motion, which carried by a 5-0 roll call vote. The vote was: Commissioners Beatty, Mundt, Richardson, Wichman and Vice Chair Yohannes. Commissioner Kim abstained from the vote and Chair Romeo was absent.

## 3. Comments

**a. Comments from the Staff Members**

There were no comments from the staff.

**b. Comments from the Commissioners**

There were no comments from the Commission.

**c. Comments from the Public**

There were no comments from the public.

## 4. Public Hearings

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

Certificates of Publication from the Editor of the Fairfax County Times Newspapers were filed, showing that notices of the following public hearing items were duly advertised in the March 6, and March 13, 2026, issues.

Vice Chair Yohannes opened the public hearing and recognized Bryce Perry, Deputy Director of Community Development, for the staff report. Mr. Perry reviewed the proposed development plan application to redevelop the property located at 575 Herndon Parkway in the Herndon Transit-Oriented Core (HTOC). The request includes a mixed-use building with multifamily residential and ground-floor commercial uses, along with six modifications related to streetscape, frontage, pedestrian access, parking, and loading. Staff has no objections to the requested modifications. The application also includes 36 proffered conditions volunteered by the applicant to address impacts of the development. Mr. Perry highlighted several updates included in the staff report and stated that staff recommends approval of the application with the stated conditions.

[Note: Chair Romeo arrived at 7:13 p.m. and assumed the Chair of the meeting.]

Chair Romeo invited the applicant or applicant's agent to speak on the application.

Lauri Greenleaf, representing Bristol Herndon Parkway, LLC, provided comments on the application and described the proposed development, including the promenade, open space, and proffers. She stated that, following review by the Planning Commission and Town Council, the applicant anticipates beginning the project in the near future.

There was discussion between the Planning Commission, staff, and the applicant on the following:

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1. Project timeline, including anticipated site plan approval, construction start, and overall duration.

2. Construction approach, including single-phase development and sequencing of building components.

3. Methods to keep the public informed during construction, including Town communication channels and potential applicant-provided updates.

4. Design and function of the proposed promenade as a pedestrian-oriented public space.

5. Refinement of proffers, including substantial conformance language.

6. Relationship of the project to adjacent development and overall land use mix within the HTOC.

There were no comments from the public. Chair Romeo closed the public hearing and moved to Commission level for discussion and action.

Vice Chair Yohannes moved to approve 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 to the Town Council, as presented. Chair Romeo seconded the motion.

There were comments from the Commission.

The question was called on the motion, which carried by a unanimous roll call vote. The vote was: Commissioners Beatty, Kim, Mundt, Richardson, Wichman, Vice Chair Yohannes and Chair Romeo.

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

Certificates of Publication from the Editor of the Fairfax County Times Newspapers were filed, showing that notices of the following public hearing items were duly advertised in the March 6 and March 13, 2026, issues.

Chair Romeo opened the public hearing and recognized Fadrique Iglesias, Community Planner, for the staff report. Mr. Iglesias reviewed the application for a special exception to permit a personal services use (hair salon) in the Commercial Office (CO) zoning district. He discussed the proposed use, zoning and Comprehensive Plan designation, number of employees, and hours of operation,

and noted that similar special exceptions have been approved in this office park in recent years. Mr. Iglesias clarified that the zoning ordinance permits personal service uses, including hair and similar services, through the special exception process. Staff recommends approval of the application with the conditions presented.

There was discussion between the Planning Commission and staff on the following:

1. Frequency of similar special exception approvals within the office park.
2. Whether personal service uses should continue to require special exception approval or be permitted by right through future zoning text amendments.
3. General appropriateness of the use within the Commercial Office (CO) zoning district.

There were no comments from the public or applicant. Chair Romeo closed the public hearing and moved to Commission level for discussion and action.

Commissioner Richardson moved to approve Application for a Special Exception – SE #26-01 with conditions, 1020 Elden Street, Suite 205, to consider a special exception to permit a personal services use consisting of hair services, within the Commercial Office (CO) Zoning District to the Town Council, as presented. Commissioner Mundt seconded the motion, which carried by a unanimous roll call vote. The vote was: Commissioners Beatty, Kim, Mundt, Richardson, Wichman, Vice Chair Yohannes and Chair Romeo.

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

Certificates of Publication from the Editor of the Fairfax County Times Newspapers were filed, showing that notices of the following public hearing items were duly advertised in the March 6 and March 13, 2026, issues.

Chair Romeo opened the public hearing and recognized David Stromberg, Zoning Administrator, for the staff report. Mr. Stromberg stated that the proposed text amendment will update sections of the zoning ordinance to conform with the Code of Virginia and reviewed the proposed updates, including requirements for resiliency assessments within the Resource Protection Area (RPA), additional tree preservation standards, adaptation measures for development impacts, and updates to applicable definitions. Staff recommends approval of the proposed resolution to the Town Council.

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There was discussion between the Planning Commission and staff on the following:

1. Requirements and application of resiliency assessments within the RPA.

2. Use of external data sources and model ordinances in developing the amendment.

3. Applicability of the regulations to existing properties versus new development.

4. Potential impacts of the requirements on development and implementation.

5. Clarification of technical terminology, including tree measurement standards and definitions.

There were no comments from the public. Chair Romeo closed the public hearing and moved to Commission level for discussion and action.

Commissioner Mundt moved to approve Zoning Ordinance Text Amendment – ZOTA #25-06, to amend Chapter 78 (ZONING), ART. VI (Overlay Districts), and Article XVIII (Definitions), to update sections for conformance with the Virginia Administrative Code regarding changes to the Chesapeake Bay Preservation Act to the Town Council, as presented. Commissioner Richardson seconded the motion, which carried by a unanimous roll call vote. The vote was: Commissioners Beatty, Kim, Mundt, Richardson, Wichman, Vice Chair Yohannes and Chair Romeo.

## 5. Old Business

### a. Resolution to Recommend Adoption of the Town of Herndon Roadway Safety Action Plan

Chair Romeo recognized Mike Shindledecker, Transportation Engineer, who presented the staff report. Mr. Shindledecker reviewed the Roadway Safety Action Plan (RSAP) process, including the Town's participation in the Safe Streets and Roads for All (SS4A) Program and prior Council authorization under Resolution 24-G-17. He noted that the Town processed a grant agreement with the Federal Highway Administration.

Mr. Shindledecker stated that the RSAP was developed with consultant support and included targeted public outreach, listening sessions, and coordination with regional partners. He explained that the plan supports the USDOT Safe System Approach and incorporates feedback from the Planning Commission, Town Council, advisory committees, and the public. Updates include improved clarity,

refined graphics, advancement of certain countermeasures, and additional strategies addressing emerging mobility devices and pedestrian safety.

Mr. Shindledecker stated that the RSAP establishes a formal path toward achieving the goal of zero traffic deaths or serious injuries within 12 years. Adoption does not obligate Town funds, though implementation may result in future capital and programmatic costs. Staff anticipates submitting a grant application in Spring 2026, which may obligate funds pending award. Staff recommends approval of the proposed resolution, as presented.

There was discussion among staff and the Commission on the RSAP, including:

1. Regulation and appropriate use of emerging mobility devices, including speed and location.

2. How location-specific concerns are reflected in the plan versus addressed at a broader level.

3. Prioritization and timing of safety improvements.

4. Pedestrian behavior, including crossings outside designated crosswalks.

5. Coordination between RSAP recommendations and other Town initiatives.

Vice Chair Yohannes moved to approve the Resolution to Recommend Adoption of the Town of Herndon Roadway Safety Action Plan, as presented. Motion seconded by Commissioner Mundt, which carried by a unanimous roll call vote. The vote was: Commissioners Beatty, Kim, Mundt, Richardson, Wichman, Vice Chair Yohannes and Chair Romeo.

## 6. Adjournment

There being no further business, and without objection, Chair Romeo adjourned the March 23, 2026, Planning Commission Regular Meeting at 8:28 p.m.

**Amanda Kertz**
**Town Clerk**
Minutes approved by the Planning Commission: _____

[Note: Approved resolutions are on file in the Department of Community Development.]

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# Planning Commission
# Regular Meeting
# Agenda Item 4.a.

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

**Meeting Date:** April 27, 2026

**Category:** Public Hearings

**Prepared by:** Bryce Perry, Deputy Director of Community Development

**Description:**
The application proposes to rezone the property at 250 Exchange Place to allow redevelopment of the site with multifamily, stacked, and single-family attached residential uses. The slightly less than nine and a half acre property is currently improved with five single-story office buildings, totaling 108,402 gross square feet of office space, and surface parking lots. The project proposes to demolish all current improvements and redevelop the site in three distinct phases. The first phase would construct major utility infrastructure and new public streets. The next two phases, which could be built in either order, would include a seven-story 400-unit multifamily building in one phase and 62 stacked two- over-two residential units in the other phase. The project would construct two public roads and two private roads. Private parking is accommodated in an interior structured parking garage for the multifamily building, and the stacked units are served by individual garages and driveways. Private outdoor amenity space for the multifamily is contained within an internal courtyard, and two publicly-accessible parks are provided along Herndon Parkway.

**Background/Timing Impact:**
This application was discussed at the Planning Commission's work sessions in March and April. Since the Planning Commission work session, the review team has met with the applicant team to discuss the staff comments issued for the current submission under review by the Planning Commission. Based on that discussion, it appears likely that many of the comments may be addressed with the next submission, which is expected to occur prior to the Planning Commission regular meeting in April. Staff has provided a staff report with this dispatch to the commission.

**Timing Impact:**

As stated, the applicant's next submission and responses to staff's few remaining comments are still being finalized and are expected to be submitted to staff prior to the Planning Commission regular April session.

**Fiscal Impact:**
There are fiscal impacts to the town related to this project. The staff report introduces those impacts though the analysis remains on-going.

**Legal Impact:**
Town of Herndon Zoning Ordinance, § 78-155.1 - Zoning map amendment (ZMA), provides the means by which the Town Council may amend the Town's official zoning map. Specifically, § 78-155.1(i)(2) states the review criteria to be applied by the planning commission and town council in the review of a proposed zoning map amendment.
A zoning map amendment approved with proffers is considered "conditional zoning" by the Code of Virginia (§ 15.2-2296). Following approval, proffers become part of the zoning for the property and are enforceable by the Zoning Administrator.

**Staff Recommendation/Next Steps:**
At this time, with a resubmission pending, staff is recommending a continuance of this application to the May Planning Commission regular meeting.

**Attachments:**
1. Statement of Justification
2. Staff Report
3. ARB Report
4. Modification Requests
5. Proffer Statement
6. Generalized Development Plan
7. Design Standards
8. Traffic Impact Analysis
9. Legal Ad

**STATEMENT OF JUSTIFICATION**
EXCHANGE PLACE
ZONING MAP AMENDMENT

December 20, 2024

## I. Overview

This project seeks approval to demolish existing office structures and construct a 400-unit multifamily residential building and garage, and 62 stacked (or back-to-back) townhouse units along a new urban street grid with quality open space, amenities, streetscape, and bicycle facilities to realize the Town's recently adopted Transit-Related Growth (the "TRG") area vision.

A. Application: Zoning Map Amendment
B. Applicant: Herndon Van Buren LLC
C. Address: 250 Exchange Place, Herndon, VA 20170
D. Parcels: 016-4 ((10)) 0001B (the "Site" or "Property")
E. Site Area: 410,222 sf (approximately 9.42 acres)
F. Existing Use: Office
G. Proposed Use: Residential (multifamily, stacked (or back-to-back) townhouse)
H. Existing/Proposed Zoning District: O&LI (Office and Light Industrial District) / Proposed district is to be determined

## II. Background

This Zoning Map Amendment ("ZMA") application (the "Application") is filed on behalf of Herndon Van Buren LLC (the "Applicant") as title owner of the property located at : 250 Exchange Place (the "Property" or the "Site") also identified as Tax Map parcel 016-4 ((10)) 0001B. The Property is within a larger area comprised primarily of low-rise office and industrial spaces developed during the 1980s and 1990s.

The Property is currently home to the Van Buren Office Park, a 5-building complex of 1-story office buildings and surface parking that was built in the mid-1980s. The buildings are positioned to soon need to renew leases, which would also require extensive building system upgrades, or the Property can transition to a new and better use. The ownership team believes the Site is positioned to transition to a new residential neighborhood in order to achieve the vision laid out by the recently adopted TRG Small Area Plan (the "SAP").

The Property is part of a new Small Area Plan (Transit-Related Growth Area #CPA 23-01) that was recently adopted (04/23/24) by Town Council. The Applicant team was heavily involved in supporting that public effort. The adoption of the TRG SAP precipitates the need for new Zoning Districts through a Town Zoning Ordinance Text Amendment (the "ZOTA"). This ZOTA (#24-02 PD-TRG1) is currently under review. Planning Commission at their 11/18/24 recommended approval of a draft ZOTA. Town Council, will consider the ZOTA in January 2025. Afterwards another ZOTA for the proposed stacked townhouse portion of the Application will be considered. We understand, in discussions with Town Staff and the Town Manager, that we are proceeding with this ZMA

application at our own risk given uncertainties regarding the Zoning requirements that will ultimately govern this Property. It is our intention that review of this ZMA application will benefit staff, the public, and other TRG landowners by testing certain draft Zoning requirements with this real-world proposal. It is our hope that during the early review of this ZMA application the ZOTA will be adopted by Town Council.

## III. Location and Existing Conditions

The approximately 9.42 acre Property is located on the north side of Herndon Parkway, east of Exchange Place. The Property is zoned O&LI (Office and Light Industrial District). It currently consists of five 1-story office buildings constructed in the mid-1980s, served by surface parking. The Site has two vehicular access points from public rights of way, one from Herndon Parkway, and one from Exchange Place. Land to the west is zoned O&LI and developed with 1980s and 1990s era low-rise office uses. A sliver of land to the north is zoned R-10, and includes the single family detached Van Buren Estates subdivision. The remainder of land to the north is zoned Planned Development Business, and O&LI and consists primarily of public storage and industrial-flex space. Land to the south, on the south side of Herndon Parkway is zoned O&LI and includes the Fairbrook development site. Finally, land on the south side of Herndon Parkway is zoned Planned Development Transit Oriented Core and is developed with 1980s and 1990s era low and mid-rise office, which include several development approvals for high-rise mixed uses.

## IV. Development Program

The Application will implement the Town's Comprehensive Plan vision of creating a new urban residential neighborhood consisting of medium and low-density residential uses identified by the recently adopted TRG SAP. The proposal places the 6-story multifamily building along Herndon Parkway, and places the stacked townhouses further north, both per the TRG SAP guidance. The building locations, along with location of other site elements such as landscape buffers are strategically located to both buffer less intense uses (single family detached to the north) while relating to the surrounding and future uses. The Proposal will replace a suburban, automobile-centered design with a more balanced approach that caters more to pedestrians and bicyclists. By providing an inviting, engaging streetscape environment along with an attractive passive and active public open space the proposed plan prioritizes pedestrian and bicyclist safety, convenience, and comfort.

### Uses

Two residential uses are proposed for the Site, multifamily residential dwellings, and stacked townhouse dwellings. We are proposing the option to alternatively provide "back-to-back" townhouse dwellings instead of the stacked. A midrise (6-story) multifamily residential building would occupy the southern portion of the site fronting on Herndon Parkway, with stacked townhouses in the northern portion of the site closer to existing residential neighborhoods. In total, approximately 462 total residential units are proposed - 400 multifamily units (approximately 420,000 gross floor area), and 66 stacked towns (approximately 160,000 gross floor area). The overall proposed gross floor area is approximately 580,000 square feet or approximately 1.41 FAR. In terms of dwelling units per acre, overall the proposal is for approximately 49.05 dwelling units/acre.

*Multi-Family*

An approximately 400-unit, midrise (6-level) residential building will front on Herndon Parkway in an east-west orientation. The building is essentially a large "ring" shape with a corridor of residential units down the middle of the "ring" forming two voids within the residential building. The void on the west will contain a multilevel parking structure. The void on the east will contain an outdoor private amenity space. Neither the garage nor the private amenity space will be visible from the street due to their being completely wrapped with residential units. The building's lobby will be oriented to the Herndon Parkway streetscape nearest Fairbrook Drive. Fairbrook Drive will also have on-street parking, some of which we hope to be marked for short term parking for drop-offs such as Uber and Door Dash. Based on staff's preapplication comments, collocating the lobby and short term parking closer to Exchange Place was not preferred. The lobby and other active common areas will line most of the Herndon Parkway streetscape, helping to activate the sidewalk as much as possible. Vehicular access into the garage is provided off of Park Drive along the north. Loading, refuse, and recycling is located off Exchange Place, as far away from Herndon Parkway as possible. The maximum proposed building height is 85 feet (6 floors).

*Stacked Townhouses*

The approximately 62 stacked (or back-to-back) townhouses are proposed in the northern portion of the site. There will be 31 building footprints. One row of units fronts along Park Street, creating a strong urban street edge for this new street. A second row of units will front on Private Road B with two additional small rows north of Private Road B. The massing and density for this product type is in keeping with the TRG SAP's idea to step down density and building heights in the portion of the property closest to the existing residential neighborhood further north. These stacked townhouses consist of 4-levels with rear-loaded garages off alleys. The bottom two levels consist of the garage as well as the first unit. The second larger unit sits on the top two levels. The maximum proposed height is 55 feet.

**Streets and Access**

The Site is bounded on the south by Herndon Parkway, and on the west by Exchange Place, two public rights of way. The Proposal will build two new streets per the TRG SAP guidance. Fairbrook Drive will be built through the eastern portion of the site, and Park Drive will be built through the center of the site, parallel to Herndon Parkway. The two access points into the site are both from Herndon Parkway. One off a new intersection at Fairbrook Drive and Herndon Parkway, the other at the existing intersection of Exchange Place and Herndon Parkway. A series of private roads and alleyways connect the stacked townhouses to both Park Drive and Exchange Place. These new streets and alleyways form part of a new urban street grid for the neighborhood, and will permit logical connections with surrounding properties when they redevelop in the future. The multifamily building's garage access is off of Park Drive, and the loading and refuse/recycling are off of Fairbrook Drive. Short term parking for drop-offs such as Uber and Door Dash are anticipated to be within several on-street parking spaces on Fairbrook Drive, adjacent to the multifamily building's lobby on Herndon Parkway.

**Building Setbacks and Landscape Buffers**

The multifamily building is setback approximately 22 feet from Herndon Parkway's face of curb. The building is approximately 36 feet from Park Drive's face of curb (28 feet if you exclude the 8 feet of horizontal space for on-street parking). A balcony element of the building projects 2' into this space, however we believe these balconies will help to activate the pedestrian sphere and also mimic/compliment the massing and pattern of the stacked townhouses on the other side of the

street. In addition, along Park Street, stoops sit within the building zone, further activating the pedestrian realm. The multifamily building setback from Fairbrook Drive's face of curb is approximately 26.5 feet (18.5 feet if you exclude the 8 feet of horizontal space for on-street parking). The building setback along Exchange Place is large along most of its frontage due to the existing Dominion Virgina transmission line easement, however the building setback at the far northwestern corner along Exchange Place is much narrower and is setback approximately 30 feet from Exchange Place's face of curb.

The stacked townhouses are setback approximately 26.5 feet from Park Drive's face of curb (18.5 feet if you exclude the 8 feet of horizontal space for on-street parking). Along Exchange Place, the closest unit/pinch point for the row of units along Park Drive is setback approximately 23 feet from the face of curb.

Along the northeastern property line, abutting the commercial uses, the units are setback at least 66 feet from the property line, and at least 52 feet from the residential uses. A landscape buffer is provided along the entire northern/eastern property line. The buffer varies in width but is 50-70 feet wide abutting the existing residential. Abutting an existing offsite stormwater pond that serves the existing residences, the buffer narrows from a maximum of 50' to the narrowest point of 15' wide. The buffer is heavily planted with trees, shrub plantings, ground cover, and enhanced plantings. Trees will be planted where possible to further enhance the landscape buffer, but most of the land along this periphery contains several large utility easement (stormwater and sanitary sewer) serving offsite uses properties. A fence will run along the property line and/or between the stacked townhouses and the existing residential. Please see GDP plan sheet #13 and 13.1 for detailed information of the landscape buffer. The landscape buffers along the four streets are as described below in "Streetscape and Bicycle Facilities."

**Streetscape and Bicycle Facilities**

The Project proposes to improve the existing streetscapes along Herndon Parkway and Exchange Place. Streetscapes will be built along the newly constructed Park Drive and Fairbrook Drive. Both Herndon Parkway and Park Drive will include off street bicycle facilities.

Herndon Parkway will include a 22' wide streetscape. This includes a 8' wide tree zone, 8' wide shared use bicycle/pedestrian facility, and a 6' wide (private) building zone.

Exchange Place's frontage along the multifamily building will have a varied streetscape width but will include a minimum 30' wide streetscape. This includes a 13' wide tree zone, 6' wide sidewalk, and a 13' wide (private) landscape buffer. Exchange Place frontage along the stacked townhouse block has a varied streetscape width. The closest unit/pinch point for the row of units along Park Drive is setback approximately 23 feet from the face of curb. Within the setback streetscape includes an approximately 9' wide tree zone, 6' sidewalk, and 8' space for landscaping. For the row of units further north, the closest unit is setback approximately 19' from face of curb. The 19' includes an 8' wide tree zone, 6' sidewalk, 5' space for landscaping.

Park Drive's south side frontage along the multifamily building will include a 28' wide streetscape. This includes a 6.5' wide tree zone abutting the parallel parking, 9" concrete wedge, an 8' wide 2-way cycle track, another 9" concrete wedge, a 6' wide sidewalk, and a 6' wide (private) building zone. Park Drive's north side frontage along the stacked townhouse block will include an 18.5' wide streetscape. This includes a 6.5' wide tree zone, 6' wide sidewalk, and a 6' wide (private)

building zone. Park Drive will include 8' wide on-street parking spaces on both the south and north side of the street. Within the portion of the tree zones abutting the on-street parking, we will provide paved step-offs for these on-street parking spaces.

Fairbrook Drive's west side will include an 18.5' wide streetscape. This includes a 6.5' wide tree zone, 6' wide sidewalk, and a 6' wide (private) landscape/tree zone. Fairbrook Drive's east side abutting the proposed open space will include a 12.5' wide streetscape. This includes a 6.5' wide tree zone, and a 6' wide sidewalk. There will be 8' wide on-street parking spaces on both the east and west sides of the street. Abutting tree zones will include paved step-offs for these on-street parking spaces. We are requesting that several of these on-street parking spaces be marked for short term parking for drop-offs such as Uber and Door Dash, adjacent to the multifamily building's lobby on Herndon Parkway.

Secure, weather-protected bike parking will be provided for multifamily residents within the parking structure. They will be parked at a rate of 0.20 bike stalls/unit, or 400 units x 0.20 stalls = 80 bike stalls. Adjacent to this, we will also provide a space for bicycle repair and maintenance.

**Open Space and Recreational Facilities**

The project provides approximately 42% open space on approximately 4 acres (175,000 sf). This includes both publicly accessible open space, and private open space. Additional private open space not counted towards these numbers is provided within the private ground level courtyard of the multifamily building for multifamily residents and guests. Large areas on the east and west side of the Herndon Parkway frontage are set aside for publicly accessible open space. These open spaces will be coordinated with the proposed streetscape improvements to enhance the functionality of the open spaces

**Parking**

Parking for the multifamily building is provided within a parking structure. This includes all visitor parking for the multifamily building. The project is required to provide 1.25 space/unit or 500 parking spaces (1.25 x 400 units = 500 parking spaces). The project provides 515 parking spaces within the garage. This does not include on-street public parking. 2% of the total multifamily parking spaces will be EV charging spaces and 15% will be EV-ready (inclusive of the 2%).

Each townhouse unit will include one garage space below the unit, and one driveway space outside of the alleyway, along with 35 surface parking spaces within the private streets of the townhouse development block. The project is required to provide 2.3 space/unit or 143 parking spaces (2.3 x 62 units = 143 parking spaces). The project provides 159 parking spaces within 124 spaces being on-lot and 35 on-street spaces.

In addition, beyond the above parking spaces, there are 43 additional on-street parking spaces on Park Drive (26 spaces) and Fairbrook Drive (17 spaces). Several of these are proposed for short term/drop-off parking on Fairbrook Drive near the multifamily lobby for Uber and Door Dash type functions.

**Transportation Impact Analysis**

The Applicant is coordinating the TIA with appropriate Town staff. The Applicant held a TIA scoping meeting with staff on 05/16/24 and received the signed scoping document on 05/30/24.

The TIA study was submitted to staff and staff has provided comments. TIA responses will be provided to appropriate staff on a parallel track within the next few weeks.

## V. Complies With Comprehensive Plan's Redevelopment Criteria

For the reasons stated below, this application fully complies with the Comprehensive Plan's Redevelopment Criteria.

1. Where the property proposed for development adjoins areas that are Neighborhood Conservation, potential impacts upon the residential area should be a primary factor. The effectiveness of mitigation of those impacts through physical separation as well as constructed and vegetated buffer treatments shall be a major consideration in evaluating proposals.

   ***Response: The proposal mitigates impacts on the adjacent residential uses to the north and east by proposing a less intense use (residential) than exists today, and by providing structure setbacks, landscape buffering, and focusing the taller buildings on the portion of the site further from the residential uses.***

2. Compatibility with existing land use and zoning shall be a primary factor, particularly where there are stable long-term uses in place.

   ***Response: We believe the proposed multifamily and stacked townhouse uses are compatible with existing and future surrounding uses which include (existing)residential to the north and office and industrial uses to the west and east. The most dense portions of the project will face the surrounding office and industrial uses.***

3. Industrial uses shall be considered only when they can demonstrate excellence in meeting performance standards of the zoning ordinance, excellence in site design and buffering and avoidance of negative impacts on the environment.

   ***Response: Not applicable***

4. The extent to which a proposal features beneficial consolidation of parcels with an effective master plan of development.

   ***Response: Parcel consolidation is not proposed. However, the size of the project assemblage allows for a functional and effective site layout.***

5. The extent to which a proposal removes a property from a non-conforming status with respect to the zoning ordinance or if conforming due to a variance, the extent to which the proposal removes the current use and provides for a use allowed in the applicable zoning district.

   ***Response: Not applicable***

6. Public Services Impact: Development applications should be evaluated for their impact on public services. For example, commercial and residential uses should have easy

access to mass transit routes and public recreation areas. Impacts on schools, parks and recreation, public safety, water and sewer infrastructure, transportation and traffic impact must be mitigated or alleviated in development applications.

***Response: The development is adequately served by all public facilities, with any impacts to be mitigated.***

7. Use of environmentally sound practices including green roofs, natural (especially wooded) open space corridors/areas as transition zones, visual amenities and buffers. Use of natural site amenities (e.g., quality trees, streams, etc.) through sensitive building placement, street and parking lot design/construction.

   ***Response: The project will include environmentally sound building practices.***

8. Efforts to minimize the amount of impervious surface and provision of stormwater management facilities which can be retained as open space amenities. Use of bioretention and best management practices for stormwater retention wherever possible.

   ***Response: The project will minimize the amount of impervious surface on site, to the extent practicable.***

9. Mitigation of noise impacts of the development and/or adjacent streets.

   ***Response: Landscape buffers will be provided to mitigate some noise impacts. In addition, proposed buildings will block much of the potential noise impacts on existing residential to the north.***

10. Provision of wired fiber optic, wireless capabilities or other technologies to eliminate the need for satellite dishes in commercial and residential areas.

    ***Response: The project will install communication lines underground.***

11. Placement of native trees and woody vegetation for energy conservation and other positive impacts. Planting of canopy shade trees in planting islands, serving to provide shade, reduce heat, absorb stormwater and visually break up large parking areas.

    ***Response: The project will install some native plantings and will include required landscaping along the public and private streets and open spaces.***

12. Use of architectural masses scaled to relate positively to the site and to adjacent uses through consideration of building size, design, siting, setbacks and landscaping.

    ***Response: The tallest building heights and largest building masses are proposed to face Herndon Parkway while the shorter buildings with smaller massing will face the adjacent residential uses.***

13. Mitigation of height impacts of proposed structures on existing neighboring structures through consideration of factors such as architectural design, provision of generous buffer areas, and avoidance of blocking sunlight to adjacent structures; neighborhood reception to the proposal should be considered.

***Responses: The tallest building heights and largest building masses are proposed to face Herndon Parkway while the shorter buildings with smaller massing will face the adjacent residential uses.***

14. Use of structured parking whenever possible; integrate parking decks into overall building architecture.

    ***Response: Structured parking will be utilized for the multifamily building, and will be fully wrapped with the multifamily units.***

15. Provision of secure bicycle parking areas.

    ***Response: Secure bicycle parking will be provided.***

16. Incorporation of pedestrian plazas at major building entrances, featuring special paving, seating, plantings and water features such as fountains.

    ***Response: A pedestrian plaza will be provided, along with the required associated amenities.***

17. Provision of outdoor architectural elements such as trellises, kiosks, public art and bus shelters.

    ***Response: The project provides streetscape and landscape elements.***

18. Integration of on-site service (e.g., loading areas, trash collection containers, or utility substations) and amenity features into overall functional and design scheme; provision of a high quality image to all off-site public views.

    ***Response: The project incorporates service areas in a way to minimize their aesthetic impact as viewed from within the site, and from outside of the site.***

19. Placement of utility lines underground, screening and landscaping utility substations and service areas from public view.

    ***Response: As much as feasible, utility lines will be placed underground, and any above ground utility structures will be screened and hidden as much as possible.***

20. Assistance with the provision of a continuous pedestrian/open space system linking the project to existing and planned community amenities and activity nodes.

    ***Response: The project will provide new and improved pedestrian and bicyclist facilities along both Park Drive and Herndon Parkway. New and improved pedestrian links will also be provided along Exchange Place and Fairbrook Drive. In addition, two major open space amenities will be provided along Herndon Parkway.***

21. Consolidation of parcels wherever possible. This results in opportunities for better site design, more efficient use of site, better drainage controls, fewer curb cuts, and better landscape design.

***Response: Parcel consolidation is not proposed. However, the size of the project assemblage allows for a functional and effective site layout.***

## VI. Complies With Transit-Related Growth Area's Plan Principles

1. A LIVE-WORK-RIDE-PLAY COMMUNITY

   The TRG will realize different sub-areas with differentiated predominant uses and densities, like neighborhoods within the larger area, resulting in a self-sustaining community where residents meet all, or most of their needs, within a short distance. This future will incorporate abundant mixed-use development and affordable multi-family housing, configurations of uses that support transit-related lifestyles, memorable destination uses, and central public neighborhood assets like parks and retail.

   ***Response: The proposal provides for a mix of housing types and at a density that is both economically viable and that will support the Town's investment in transit facilities. The publicly accessible open spaces along Herndon Parkway will help to create a sense of place and achieve the Town's vision for this new neighborhood.***

2. CONNECTED REDEVELOPMENT

   The future TRG will realize cross-parcel connectivity that fosters more vehicular routes and pedestrian and bicycle connectivity, more like a truly integrated part of the town of Herndon, rather than concentrating all circulation and access on the Herndon Parkway. This new network will augment trails, cycle tracks, and the vehicular network, integrate connections to Metro, Sugarland Run Trail Park and the W&OD trail, rethink the Herndon Parkway as a multi-modal Parkway, and generate a porous landscape of development that encourages walking and next-gen personalized mobility, as well as greater connectivity with surrounding residential neighborhoods.

   ***Response: The proposal is to build two new streets, which include generous streetscape, on street parking, and bicycle facilities. In addition, it will improve the existing facilities along two existing streets. The design of the streets will also enable logical future extensions to abutting properties. This will be an integral part of realizing the Town's TRG SAP urban street grid.***

3. LANDSCAPE AS A DRIVER

   The TRG will be defined by a rich landscape environment. Greenery, open space and parkland is a major characteristic of the Town of Herndon. The TRG site area is largely impervious surface today, but in the future will become much greener by integrating and elevating Sugarland Run as a placemaking asset, growing a network of naturally-connected open spaces, imagining redevelopment that is green and environmentally performative, and affirming a commitment to sustainability across all development.

   ***Response: The proposal is for over 43% open space, most of which will be pervious surface and will include richly landscaped areas. Most of this will be publicly accessible, and is located and designed to be highly visible and accessible to the***

***public. Inviting green, open spaces are located along Herndon Parkway on both the east and west end of the frontage.***

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

# STAFF REPORT

**Date:** April 27, 2026
**Agenda Item:** Zoning Map Amendment – ZMA #24-01, 250 Exchange Place
**Staff Contact:** Bryce A. Perry, Deputy Director of Community Development
bryce.perry@herndon-va.gov (703)787-7380

**Summary Information:**

| | |
|---|---|
| **Applicant Request** | To rezone the subject parcels to permit redevelopment with a combined 400 multi-family and 62 stacked townhouse units. |
| **Address** | 250 Exchange Place |
| **Owner** | Herndon Van Buren, LLC |
| **Applicant** | Rooney Properties |
| **Zoning** | O&LI: Office and light industrial |
| **Adjacent Zoning** | North (west): R-10; Residential single-family district<br>North (east): PD-B; Planned development business district<br>South: O&LI; Office & light industrial district<br>East: O&LI; Office & light industrial district<br>West: O&LI; Office & light industrial district |
| **Land Use Designation** | Regional Corridor Mixed Use |
| **Adjacent Land Use Designation** | North (west): Neighborhood conservation<br>North (east): Regional Corridor Mixed Use<br>South: Regional Corridor Mixed Use<br>East: Regional Corridor Mixed Use<br>West: Regional Corridor Mixed Use |
| **Total Site Area** | 9.41 acres / 410,222 square feet |
| **Existing Use** | 5 single story office buildings with surface parking lot |

**Location Map:**

**Site Description:**

This parcel is located northwest of Herndon Parkway and northeast of Exchange Place. It has approximately 980' of frontage along Herndon Parkway and approximately 600' of frontage along Exchange Place. The parcel's elevation drops about 17' west to east. The property is about 0.3 miles to the Herndon Metrorail Station and about one mile to downtown Herndon. The site is improved with five single story buildings, a surface parking lot, and small areas of parking lot and buffer landscaping. The site was developed in the mid-1980s. Currently, access to the site is gained via an entrance from Herndon Parkway and an entrance from Exchange Place.

**Case Background:**

Herndon Transit-Related Growth Area. This application is subject to the Transit-related Growth (TRG) Small Area Plan which established the planning guidance to allow redevelop of existing properties within the TRG with various land uses and densities through a rezoning.

Principal Sources of Regulation and Guidance. Redevelopment within the TRG is specifically regulated under Section 78-51.2 (PD-TRG1: Planned Development – Transit-related growth mixed use, medium density residential, and office) and Section 78-51.3 (PD-TRG2: Planned Development – Transit-related growth – Low density residential, and low impact commercial) of the Zoning Ordinance. New development is further guided by the Land Use and Transportation chapters of the 2030 Comprehensive Plan and the TRG small area plan documents.

Staff Review. For the evaluation of this plan, staff review was conducted by zoning administration staff, town planners, town engineers, utility managers, transportation staff, and the county fire marshal. The review is centered around confirming compliance with applicable codes and standards, confirming adherence to guidance from planning documents, and understanding and managing impacts to the neighbors and town. With each staff review, written comments are provided and often, one or more meetings are held with the applicant. Typically, with rezoning applications, coordination with staff to address minor comments continue through until final Town Council review. The town's development review team has reviewed four submissions of this application. The Planning Commission is reviewing the fourth submission. Coordination between staff and the applicant remains ongoing and staff has provided written comments to the applicant for the fourth submission.

Architectural Review Board (ARB) Evaluation. The architectural design of the project was reviewed at four ARB work sessions. A report on the ARB findings of those reviews, for consideration by the Planning Commission, has been issued.

Planning Commission Review. The Planning Commission's role in the review of this Zoning Map Amendment is advisory. It is tasked with reviewing and making recommendations to the Town Council on whether to approve, approve with recommendations, or disapprove the application. The Town Council will make the legislative decision following Planning Commission review. A site plan, which is an administrative action, as well as review and action by the ARB regarding the design of the buildings and site features, are required prior to issuance of a building permit. Staff would re-confirm conformance with the approved Development Plan and its proffered conditions at each of these steps.

Neighborhood Meetings. The applicant has indicated that two neighborhood meetings were held for this project. For at least one of the meetings 16 of the nearest properties were sent direct mail notifications and a notice board was posted on the subject parcel. For both meetings

combined, there were three attendees, which included at least one adjacent property owner. These meetings were conducted outside the established town policies and process for such meetings. The town was not notified of them and the breadth of notification would be deemed insufficient when applying the town standard for neighborhood meetings.

**Case Proposal:**

Land Use Program
The overall land use program for the redevelopment proposed is listed below.

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|---|---|
| Total GFA | 610,000 SF |
| - Multi-Family Residential | - 450,000 SF |
| - Townhouse Residential | - 160,000 SF |
| Density | 1.49 FAR |

The project will be completed in three phases. The major infrastructure phase will be first and include partial construction of two public streets, installation of the major utilities, and construction of the Herndon Parkway streetscape. This phase may be constructed concurrently with the second phase. The second phase proposes two options of constructing the multifamily building and/or the townhouse buildings in either order but reserves the right to construct the two options concurrently with each other. The phasing provides interim improvements to provide pedestrian access with final improvements occurring in each phase as seen in the GDP. The publicly accessible open spaces are proposed to be installed with the multifamily phase.

Building Architecture. The multifamily building design utilizes a "four-sided" architectural approach with mostly masonry cladding materials. The building would be seven stories in height with a stick-over-podium construction type. The building would wrap an aboveground parking garage in addition to an internal courtyard. The multifamily building provides ground floor walkout units along three sides of the building and resident amenity and lobby space on the ground floor of the fourth side of the building.

The townhouse buildings utilize design standards instead of proffered elevations, which is a different approach than what has been previously done on other developments. The applicant worked closely with the ARB to develop these standards and ensure they would be appropriate for the design and objectively administered once a final design is developed.

Site Layout. The site is designed as a cohesive development within the context of the TRG small area plan. As the inaugural installation within this district, the project establishes the design framework and urban context for future development in the TRG area. The site is bisected by a new public street. The new parcel south of this road would be designated for PD-TRG1 zoning and include the multifamily building. The new parcels north of this road would be designated for PD-TRG2 zoning and include the stacked townhouse units.

Open Space. The multifamily building is flanked by two publicly accessible parks, both with Herndon Parkway frontage. West of the multifamily building, the park would be the gateway portion of planned linear park that would extend through the TRG to Haley Smith Park under the electrical transmission lines. The design of this park as proposed on the plan provides a meandering path that will set precedent for the design aesthetic of the future linear park. The design consists of lawn and meadow plantings as well a gathering space on the corner featuring landscaping, seating, versatile urban furniture and focal features. While that park is largely passive, the park to the east of the multifamily building would be more active. It proposes a playground, a sports court, and a gathering space with a shade structure. There remains further

coordination on details of the park design and access to ensure compliance with the TRG Area Plan.

In the stacked townhouse portion of the development much of the open space is incorporated into the proposed buffer abutting the existing residential neighborhood. This buffer includes a heavily planted area and an open turfed area where underground utilities are located.

Parking. The parking garage holds 529 spaces for vehicles including accessible spaces, dedicated spaces for electric vehicle charging, and 80 bike parking spaces for use by the multifamily building. The stacked townhouse units each have two parking spaces, one in the garage and one in the driveway in addition to four additional visitor spaces. There would be 41 on-street parking space provided as well.

New Public Road. Bisecting the site is the proposed public road that runs parallel to Herndon Drive as described in the TRG small area plan. The application provides the first installation of this road in the TRG and sets the streetscape elements to be included throughout the future development within the TRG. A cycle path runs along the road and separates the road from the 6' sidewalk. Parallel parking, street trees, and streetlights are also proposed along the road.

The GDP labels this road as Parallel Road but will be formally named in the future. Per the TRG small area plan, this road will be the spine of the TRG and provide necessary vehicular and pedestrian connections through the TRG. Through future development, the parallel road is planned to extend to the west to the eventual Worldgate Drive Extension intersection. Through future development, the parallel road will extend to the east through the Victory Drive property to Spring Street to complete the street grid.

Traffic Analysis
A Traffic Impact Analysis (TIA) was conducted with the following findings. The proposed project is forecasted to generate 155 AM peak hour trips, 153 PM peak hour trips, and approximately 1,770 daily trips with mode-share reductions. Given the subject property's location approximately 0.5 miles (walking distance) from the Herndon Metrorail Station, the analysis incorporates significant non-auto mode split and TDM reductions, specifically 25% for residential uses. This transit-oriented approach effectively offsets the impact of the proposed density by leveraging the site's high accessibility to the Silver Line and existing pedestrian infrastructure, including sidewalks along both sides of Herndon Parkway. Key commitments include the establishment and administration of a Transportation Demand Management (TDM) program with the goal of reduced single occupancy vehicle trips.

Modifications
The applicant is requesting four modifications as part of this case. They are further explained and evaluated in the modification evaluation table contained within the analysis portion of this report.

Proffers
A proffer statement with a number of provisions and commitments volunteered by the applicant to help offset the impacts of the development has been provided. They are further explained in the analysis portion of this report.

**Staff Analysis:**

1. Staff Review Updates. Since the Planning Commission work session, the review team has met with the applicant team to discuss the staff comments issued for the current submission

in review by the Planning Commission. Based on that discussion it appears likely that many of the comments may be addressed with the next submission, which is expected to occur sometime before the Planning Commission regular meeting in April.

On March 27, 2026, staff issued comprehensive comments addressing technical deficiencies in plan clarity, loading space geometry, signal pole placement, utilities, landscape design, and proffer language refinement. Key areas of ongoing refinement include the clarification of project phasing to ensure each stage functions independently, the correction of site tabulations and bicycle parking calculations, and resolving infrastructure conflicts, specifically between proposed storm sewer and future signal foundations. Current discussions focus on establishing precise triggers the delivery of public amenities, such as the park area abutting Fairbrook Drive in the interim use in the event the multifamily building is not built, and the Townhouse portion of the site must meet the open space requirements of the Zoning Ordinance. Staff's principal concerns continue to be focused on utility conflicts, phasing, and park design, management, and timing. There are also concerns with the poor turnout of the applicant-held neighborhood meetings given that they failed to follow the town's established policies and processes.

2. Zoning Ordinance Compliance. Sections 78-51.2 and 78-51.3 of the Zoning Ordinance includes dimensional standards, principal and accessory land use allowances, open space provisions, site planning standards, and building design standards for the PD-TRG1 and PD-TRG2 zoning districts. There remain a few items of the current case submission that staff is evaluating for compliance with the applicable zoning ordinance requirements including the zoning modifications.

3. Review Criteria Assessment. The table below includes an assessment of compliance with the criteria for review of Zoning Map Amendments found in Zoning Ordinance Section 78-155.1(i)(2), which incorporates the requirements of §15.2-2284 of the Code of Virginia. In determining whether to adopt or disapprove the proposed amendment, or, to accept proffered conditions, the planning commission and the town council shall determine whether and to what extent the proposed amendment satisfies the following standards:

| **Section 78-155.1(i)(2) Review Criteria** | **Meets or Does Not Meet** | **Explanation of Compliance/Adherence** |
|---|---|---|
| a. Is consistent with the Comprehensive Plan | Partially Meets | The project aligns with the vision and design objectives of the adopted TRG small area plan. The proposal provides a multimodal street grid, a network of open spaces with interstitial mobility, and an urban street front framing the TRG edges. The project provides a critical density transition between high-intensity nodes and established residential neighborhoods. There remains further coordination on stormwater management and details of the park design and access. |

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| b. There are changed conditions that justify an amendment | Meets | Vacancy of older office units is a growing trend. Amending the zoning map to accommodate the TRG framework allows the productive reuse of the land, shifting from aging office use to a residential-driven, mixed-density environment. |
| c. Addresses a demonstrated community need | Partially Meets | The application addresses a need for diversified housing typologies and expanded public assets. By delivering a formal road network and integrated public open spaces, the project provides infrastructure benefits that extend beyond the immediate property boundaries to the broader area. The design and timing of the park space requires further coordination. |
| d. Compatible with existing and proposed uses surrounding the subject land, and is the appropriate zoning district for the land | Meets under planned conditions | The designation of the low density PD-TRG2 district with single family attached use is a proper transition from the proposed medium density PD-TRG1 district with multifamily residential use to the existing R-10 residential single family detached district. At build-out the new uses will be distinct from the mostly commercial and industrial surrounding land uses, however landscaping and fencing is proposed to help minimize viewsheds into those areas. |
| e. Results in a logical and orderly development pattern consistent with accepted or emerging planning practices | Meets | The site layout adheres to contemporary urban design principles by strategically positioning landscape buffers and building massing to shield less intense uses. This orderly arrangement ensures the proposal integrates seamlessly with both the existing northern boundary and the emerging urban character of the TRG district. |
| f. Avoids the creation of an isolated zoning district unrelated to adjacent and surrounding zoning district | Meets under planned conditions | While this represents the initial application of the PD-TRG1 and PD-TRG2 districts, the amendment is not "isolated." Rather, it serves as the foundational catalyst for the planned transition zone, linking the high-intensity PD-TOC (Transit Oriented Core) with the lower-intensity R-10 and O&LI districts. |
| g. Avoids adverse impact on the property values of surrounding lands | Meets | The transition in density and building typology from multifamily to single-family attached provides a logical buffer for the |

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| | | adjacent R-10 district. By replacing underutilized office space with high-quality residential development that adheres to the small area plan, the project enhances the neighborhood's aesthetic and functional cohesion, thereby supporting long-term property value stability. |
| h. Avoids adverse impact on the natural environment, including but not limited to, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment | Meets | The proposal incorporates stormwater management facilities that improve upon existing conditions of the aging office site. Landscaping buffers and the integration of open space networks preserve permeable surfaces and urban canopy and wildlife habitat with native plantings. Furthermore, the site's proximity to the Herndon Metrorail Station and existing sidewalk networks encourages non-vehicular travel, reducing the project's overall carbon footprint. |
| i. Results in development that is adequately served by transportation facilities, including whether or not a substantial deterioration of the level of service on the town's transportation network would occur. | Meets | The TIA indicates the project will generate 155 AM and 153 PM peak-hour trips. All study intersections maintain acceptable levels of service or mirror existing background deficiencies or future conditions without development. |
| j. Results in development that is adequately served by public facilities (potable water and sewage, schools, parks, police, and fire and emergency medical facilities) | Partially Meets | The development is located within the existing service area for public water and sewer, with sufficient capacity to support the proposed units. The proposal provides on-site open space, while the project remains within the response range for existing police, fire, and emergency medical services. Monetary proffers are proposed to help mitigate stress on these public facilities.<br><br>The Zoning Ordinance requires a portion of a site rezoned to TRG to be set aside as publicly accessible park or playground. Staff is coordinating with the applicant the design and functionality of an interim use of the open space to the east of the multifamily building if Townhouses are built prior to the multifamily building phase which is to construct the final |

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|---|---|---|
| | | park space. Further coordination on the design and timing of the park is necessary. |
| k. If infill and redevelopment is consistent with the redevelopment criteria and other applicable guidelines as stated in the Herndon 2030 Comprehensive Plan (adopted August 12, 2008), as amended. | Partially Meets | As a redevelopment of the aging office site, the project fulfills the Herndon 2030 Comprehensive Plan's objectives for infill. It transforms a single-use commercial lot into a mixed-density residential community that provides necessary infrastructure while adhering to the guidelines of the TRG small area plan. Resolution of issues associated with low impact development, stormwater management, and park design and timing remains necessary. |

4. Zoning Modification Assessment. Zoning modifications, or case specific relief from certain regulations of the zoning ordinances may be approved with rezoning applications. The table below lists the proposed modifications and provides notes on current staff assessments.

| # | Modification Request | Explanation | Staff Comments |
|---|---|---|---|
| 1. | Reduction of the landscape buffer required when abutting land zoned for single family uses. (Section 78-51.3(j)(1)) | Request to modify the required landscaped area required from the parcel line of ant property zoned for single family residential from 50' minimum to 25' minimum but variable to 65' due to utility easement conflicts and triangular shape of the lot. | The project proposes to relocate existing sanitary and storm lines running through the center of the site to the northern property line. The utilities are shallow and would not allow for a less intrusive relocation. The utilities require a 34' easement adjacent to the R-10 property which does not allow tree plantings to occur within the said easement. The applicant provided a robust landscape area outside of the easement ranging from 25' to 65' as seen on the GDP. Staff supports this modification. |
| 2. | Reduction of the minimum 60' building setback from any property zoned for single family residential. (Section 78-51.3(f)(5)) | Request a reduction from 60' to 59' building setback from the R-10 property along the northern property line as the site is constrained by the triangular parcel shape. | This reduction is negligible and would allow for a unit to be situated on the site while the building only encroaches with a corner. Staff supports the modification. |
| 3. | Increased depth of the maximum permitted private amenity zone between sidewalk and building (Section 78-51.2(f)(4)) | Request an increased depth of the required 20' maximum private amenity space due to the Dominion easement along Exchange Place, shape of the building along Fairbrook Drive, | The presence of the Dominion easement creates a setback wider than the maximum allowed but cannot be avoided. The building articulation along Fairbrook Drive and Herndon Parkway creates minor instances of exceeding the 20' maximum setback but achieves the |

| | | | |
|---|---|---|---|
| | | and building features along Herdon Parkway. | desired effect of development in the district. Staff supports the modification. |
| 4. | No provision of required landscaping for the top deck of the garage. (Section 78-51.2(I)(1)) | Request to allow no provision for the requirement of a parking structure to include shade trees or shade structures. | The applicant's request justification included an explanation of the garage and the structural integrity required to support a canopy tree is burdensome. The justification did not include an explanation of why the garage could not support a shade structure in lieu of the trees as allowed by the zoning ordinance. Staff does not support this modification without proper justification. |

5. Comprehensive Plan Adherence. The plan generally aligns with the Herndon 2030 Comprehensive Plan and TRG area plan. It is designed to be a piece of a reimagined urban node with a coordinated new street grid and buildings located and sized in an urban form with a strong emphasis on site activation, urban design and pedestrian level-of-service. Compliance is achieved with the land use, density, and building form principals and guidelines in the TRG plan though some specific details regarding stormwater management and the timing of park space development, and park amenities would benefit from further coordination to ensure full adherence.

6. Traffic Mitigation. A traffic impact study scope, as part of standard procedure, is developed in coordination with the applicant's traffic engineer and town staff to ensure the appropriate level of analysis is being conducted to effectively identify and evaluate what capacity and safety impacts this project may have to the surrounding transportation network. Based on the scope, a Traffic Impact Analysis (TIA) was conducted with the following findings. The proposed project is forecasted to generate 155 AM peak hour trips, 153 PM peak hour trips, and approximately 1,770 daily trips with mode-share reductions. Given the subject property's location approximately 0.5 miles (walking distance) from the Herndon Metrorail Station, the analysis incorporates significant non-auto mode split and TDM reductions, specifically 25% for residential uses. This transit-oriented approach effectively offsets the impact of the proposed density by leveraging the site's high accessibility to the Silver Line and existing pedestrian infrastructure, including sidewalks along both sides of Herndon Parkway. Key commitments include a commitment to establish and operate a Transportation Demand Management (TDM) program with the goal of reduced single occupancy vehicle trips.

   The findings of the analysis, which went through four reviews and revisions, concluded that while background growth does result in traffic exceeding standards at a few intersections, the proposed redevelopment does not cause any movements to begin to operate below acceptable levels of service; therefore, no mitigation is proposed at the study intersections. The development also does not meet the thresholds, by itself, for triggering a need for a traffic signal at either the Fairbrook Drive or Exchange Place intersections with Herndon Parkway.

   The parking provided on-site is intended to accommodate the demand for the proposed use. The applicant in opted to provide more parking than the minimum required per the zoning

ordinance. There has not been any indication in this review that this would create any parking issues off-site.

7. Easements, Agreements, & Dedications. In addition to proposed right-of-way dedication, there are numerous easements and agreements that would be necessary to redevelop this site as proposed. While locations, commitments and some procedural details are typically included in the rezoning applications for these items, the actions do not usually occur until the site plan review. The locations of easements are scrutinized with the rezoning application mainly to ensure that building and other site elements are placed appropriately to avoid conflicts with easements. This has been a major area of review with town staff given the numerous easements necessary and constraints of the site. Staff is currently working through the timing of the street dedications as well as the phasing and implementation of the publicly accessible parks spaces.

8. Fiscal Impact. There would be anticipated tax revenue changes from this site with the project as proposed, principally from real estate taxes. In 2026, the overall property value was assessed at $11,043,270. That calculates to approximately $102 per square foot of commercial gross floor area. Since the proposed project includes two different building types, for-rent multifamily building and the for-sale stacked townhouse units, two different analysis were conducted as provided below.

   The following table lists comparable multifamily projects and their current assessed property values to help understand how the multifamily phase of this project may be valued and thus what tax revenues may result.

| Development | 2025 Assessed Value | Residential GFA | Residential Unit Count | Distance to a Metro Station | Year Built |
|---|---|---|---|---|---|
| *The Ian* 2249 Woodland Grove Place, Herndon | $117,754,720 | 408,315 SF | 375 | .4 miles | 2021 |
| *Station on Silver* 2340 Carta Way, Herndon | $143,265,100 | 357,437 SF | 401 | 500 feet | 2017 |
| *Maker's Rise* 2311 Dulles Station Blvd, Herndon | $102,440,580 | 452,626 SF | 356 | 500 feet | 2022 |
| *The Passport* 13455 Sunrise Valley Drive, Herndon | $106,017,990 | 359,900 SF | 344 | .3 miles | 2022 |
| *The Edmund* 2025 Fulton Place, Reston | $103,342,330 | 454,265 SF | 353 | .2 miles | 2021 |
| *The Point at Rise* | $103,459,900 | 421,350 SF | 385 | .4 miles | 2018 |

| | | | | | |
|---|---|---|---|---|---|
| 11830 Sunrise Valley Drive, Reston | | | | | |
| *Aperture* 11410 Reston Station Blvd. Reston | $123,245,750 | 416,599 SF | 421 | 600 feet | 2017 |
| ***250 Exchange Place*** | ***n/a*** | ***450,000 SF*** | ***400*** | ***.3 miles*** | ***n/a*** |

The comparisons provided above were identified based on recency in construction, same building/construction type, multifamily use, location within the Herndon/Reston area, and proximity to a Metro station.

The town's finance department has provided a more detailed explanation of real estate tax implications for the proposed development. The table below takes each of the comparative developments and applies Herndon rates to them and uses that data to develop an estimate for the expected revenue from real estate tax for this project.

| **Development** | **2025 RE TAXES*** | **2026 EST RE TAXES**** | **2027 EST RE TAXES***** |
|---|---|---|---|
| *The Ian* | $ 317,937.74 | $ 335,201.76 | $ 350,285.84 |
| *Station on Silver* | $ 386,815.77 | $ 407,819.87 | $ 426,171.76 |
| *Maker's Rise* | $ 276,589.57 | $ 291,608.38 | $ 304,730.76 |
| *The Passport* | $ 286,248.57 | $ 301,791.87 | $ 315,372.50 |
| *The Edmund* | $ 279,024.29 | $ 294,175.31 | $ 307,413.20 |
| *The Point at Rise* | $ 279,341.73 | $ 294,509.99 | $ 307,762.94 |
| *Aperture* | $ 332,763.53 | $ 350,832.58 | $ 366,620.05 |
| ***250 Exchange Place*** | ***$ 342,630.00*** | ***$ 361,234.81*** | ***$ 377,490.38*** |

*Based on $0.27/$100 RE tax rate
**2026 Based on 5.43% RE taxable assessed value increase (no tax rate increase)
*** 2027 Based on 4.5% RE taxable assessed increase on 2026 value (no tax rate increase)

The table indicates what would be collected annually by the town for this phase of the project based on a tax rate of $0.27 per $100 of assessed value of the property. If the property existed today, it would have generated approximately $342,630 in real estate tax revenue for fiscal year 2025 with a forecasted increase to $377,490.38 for fiscal year 2027.

For the stacked townhouse phase of this project, the property values of the Metro Square stacked townhouse development built in 2018 and located at the southeast quadrant of the Herndon Parkway and Van Buren Street intersection were used as the basis for analyzing estimated property values. For the proposed 62 stacked units, the total forecasted real estate tax revenue for fiscal year 2027 would be $127,986.49.

For both phases combined, the estimated annual Town of Herndon tax revenues for a full buildout in FY 2027 would be $505,477. The current real estate tax collected by the town for this property was $28,437.

Cash contributions are also proffered with this project and would be triggered at various points throughout the review, construction, and occupancy process. To offset impacts to town recreational services and facilities, the applicant has proffered $2,100 per unit worth of on-site private recreational facilities and a contribution for off-site recreation facilities at a rate of $0.35 per square foot of multifamily residential Gross Floor Area and $2100 per residential stacked townhouse unit. The off-site recreation contribution would total $287,700. There is also a proffered contribution for Fairfax County public schools that will be based on the number of residential units built and use the standard Fairfax County Schools rates. That contribution will be used specifically for public schools that serve Herndon. Lastly, there is a $10,000 proffered contribution to the Herndon Police Department. For each of these monetary contributions, the proffers include an escalation clause to account for inflation and cost adjustments based on the date in which the contributions are collected.

Unlike other recently reviewed proffers for other rezoning applications, this is not an off-site transportation contribution provided; however, the project proposes to improve two existing rights-of-way with new streetscapes and fully construct two blocks of new public streets. The off-site recreation contribution is lower than recently reviewed proffers for other rezoning applications; however, this project will construct two parks that will be fully accessible to the public. The public safety proffer calculates to $21.65 per residential unit. This is significantly less from the recently reviewed DP24-01 575 Herndon Parkway similar proffer that offered $60 per residential unit.

9. Proffers Assessment. The applicant has committed to 14 proffered conditions specific to the development of the project as proposed. These are volunteered by the applicant to assist with addressing and managing impacts from the development. It includes many of the typical proffers that the town has seen with other recent rezoning applications and several more site-specific proffers for this development. The proffers, if approved, will become intrinsic to the zoning regulations governing this property and the developer will be required to satisfy all proffered conditions. Staff has minor comments on the proffer statement mostly for clarification purposes. Refinement of the proffers up to final approval is a typical occurrence for rezoning applications.

**Planning Commission Alternatives:**
The Planning Commission has the following alternatives available for its recommendation to Town Council:

1. Recommend approval as submitted as proposed
2. Recommend approval with further considerations
3. Recommend denial

The Planning Commission may also decide to continue the public hearing to a future Planning Commission meeting if the Commission believes their review requires additional time.

**Staff Recommendation:**
At this time, pending resubmission in response to previously issued staff comments, staff is recommending a continuance of the application to the May Planning Commission regular meeting.

TOWN OF Herndon VIRGINIA

# MEMORANDUM

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

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

**Date:** **February 5, 2026**

**Subject:** **ARB Review of ZMA #24-01, 250 Exchange Place**

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This memo serves as a report of the ARB's preliminary review of the architectural designs included in rezoning application, ZMA #24-01, which proposes to redevelop the office park at 250 Exchange Place with a multifamily residential building and two-over-two stacked residential units. Site improvements also include the extension of Fairbrook Drive, construction of a new public street and private streets, a structured parking garage, and two publicly accessible park areas.

The ARB conducted preliminary reviews of this design proposal at its April 2, June 4, and August 6, 2025, meetings. This memo relays to the Planning Commission the items highlighted in the Board's discussion which includes comments that should be addressed prior to an official ARB application submission. As a preliminary review, the evaluation of the design was not deemed comprehensive and the comments below address general and high-level design matters where further dialog is essential is as the project progresses though town reviews.

The Architectural Review Board is highly supportive of this project overall and has greatly appreciated the applicant's involvement, and attention to feedback provided by the Board. The Board looks forward to ongoing dialog with the applicant through the next phase of the project when we review the fully developed designs in the future.

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

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

Pediment Height. The Transit-Related Growth (TRG) Small Area Plan calls for a pediment height of 40' with building step-backs for floors above that height. While the

proposed design does not strictly conform to this guideline, it incorporates a prominent cornice line along all elevations to approximate the feeling of a building step-back. Renderings should be included in the formal ARB submission package to demonstrate the cornice design will effectively mask the stories above the 40’ height from the pedestrian viewpoint.

Horizontal Massing and Softscape. While mostly panelized, the cladding arrangement and patterning of reveals presents variety along the multi-family elevations. The overall design and massing of the Park Drive elevation (north) would be enhanced by detailing or a design element that further breaks up the massing horizontally. Furthermore, the ARB recommends introducing a softscape element within the hyphens between the stoops to soften the hard edge of the stoop wall along the Park Drive elevation.

Overall Design of the Park Areas. The materials reviewed by the ARB as a discussion item included only conceptual designs for the park area in plan paired with precedent images. Project specific design elements, sections, renderings, and material cutsheets should be included in the formal ARB submission package. Additionally, more details on the design of features like seating walls, site furnishings, lighting, and the focal feature at the corner of Exchange Place and Herndon Parkway should be included in the formal submission.

Stacked Townhouse Design Standards. The use of design standards instead of proffered elevations is a different approach than what has been previously done. While this approach may not be appropriate in most cases, if clear and enforceable standards are generated and properly committed to in the rezoning application proffers and depending on the building type, it may be appropriate. In the case of the proposed stacked residential units specific to this project, the Board is comfortable with the use of the standards in lieu of proffered elevations. That said, the Board identified a number of outstanding modifications that should be made to the design standards prior to submission of the formal ARB application. These items include but are not limited to allowable uncovered gable pitch and required concealment, screening and location standards for roof-top mounted units and dumpsters, and limiting the allowable architectural styles to traditional or contemporary.

WIRE GILL LLP

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

June 27, 2025

***VIA HAND DELIVERY AND EMAIL***
Lisa Gilleran, Director
Community Development
Town of Herndon
777 Lynn Street
Herndon, VA 20170

RE: 250 Exchange Place ZMA #24-01, Modification Request for Parking Structure Landscape Requirements

Dear Ms. Gilleran,

As you are aware, our client, Herndon Van Buren LLC, is the owner of the property located at 250 Exchange Place, Herndon, Virginia 20170 (the "Property"). Our client has submitted a Zoning Map Amendment application (the "Application").

As part of this Application, we are requesting a modification of the landscape requirements for parking structures in Section 78-51.2.I.1 of the PD-TRG1 District. Modifications are permitted by Zoning Ordinance Section 78-50.2(d).

We request a modification of the requirement for shade trees or shade structures on our multifamily parking structure. It is our understanding that the intent of the requirement is to reduce the "heat island" effect. In our proposal, the multifamily building wraps the parking structure on all sides, and is mostly taller than the parking structure. Specifically, the southern half of the parking structure is shortest and is therefore the most shaded given the southern sun exposure for most of the year. This will result in a parking structure that will be mostly shaded by the building for a large part of the day, during most of the year.

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

Sincerely,

Kenneth W. Wire

WIRE GILL LLP

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

June 27, 2025

***VIA HAND DELIVERY AND EMAIL***
Lisa Gilleran, Director
Community Development
Town of Herndon
777 Lynn Street
Herndon, VA 20170

RE: 250 Exchange Place ZMA #24-01, Modification Request for Private Amenity Space Width Requirement

Dear Ms. Gilleran,

As you are aware, our client, Herndon Van Buren LLC, is the owner of the property located at 250 Exchange Place, Herndon, Virginia 20170 (the "Property"). Our client has submitted a Zoning Map Amendment application (the "Application").

As part of this Application, we are requesting a modification of the requirement that there shall be a private amenity space between six feet and 20 feet from the edge of the sidewalk to the building façade along all streets in Section 78-51.2.(f)(4) of the PD-TRG1 District. Modifications are permitted by Zoning Ordinance Section 78-50.2(d).

We request a modification of the requirement for the dimension of the private amenity space. 48% of our building frontage, or 700 linear feet of the overall building's 1,435 linear feet meets the 6-20' private amenity space requirement. The remaining 52% is of the building has private amenity space that is larger than 20' due to the reasons listed below:

- Areas along Exchange Place are beyond the 20' due to the Dominion easement.
- Limited areas along Fairbrook Drive are beyond the 20' due to the shape of the building, which is reflective of the uniformity of units interior to the building along a frontage that is "diagonal" to the building façade. In other words, based on staff and ARB input, we "pushed" the building back from the street at certain points, creating a wider streetscape and creating a varying building massing. But this results in the larger than allowed private amenity space.
- Areas along Herndon Parkway are further than 20' due to the architectural design of the building, which includes the colonnade. This feature itself is 'under' the building but the façade within the colonnade is beyond the 20' maximum distance. This colonnade supports the "sawtooth" building design above, but also allows for a larger streetscape to provide potential alternative pedestrian space along the busy, wide Herndon Parkway.

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

Sincerely,

Kenneth W. Wire

WIRE GILL LLP

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

June 27, 2025

***VIA HAND DELIVERY AND EMAIL***
Lisa Gilleran, Director
Community Development
Town of Herndon
777 Lynn Street
Herndon, VA 20170

RE: 250 Exchange Place ZMA #24-01, Modification Request for 60-Foot Building Setback from Single Family Residential Zoned Property

Dear Ms. Gilleran,

As you are aware, our client, Herndon Van Buren LLC, is the owner of the property located at 250 Exchange Place, Herndon, Virginia 20170 (the "Property"). Our client has submitted a Zoning Map Amendment application (the "Application").

As part of this Application, we are requesting a modification of the (draft TRG2 District) requirement that there shall be a minimum 60-foot building setback from any existing property zoned for single family residential in (draft) TRG 2 Dimensional Standards Section 78-51.3(f)(5) of the PD-TRG2 District. Modifications are permitted by Zoning Ordinance Section 78-50.2(d).

As you are aware, the Planning Commission recommended draft TRG2 Zoning district language to Council on 06/23 that includes the above listed requirement. We anticipate that Council will adopt this portion of the language as recommended by PC.

Our northern property line abuts an existing single family residential zoning district, so the proposed 60-foot building setback would apply to our proposal. We request a modification of the requirement for the 60-foot building setback. At the closest point, one stacked townhouse unit's corner is 59' from the northern property line. Complicating matters is the triangular shape of the site. Please see plan sheet #s 04, 13, and 13.1 for depictions.

In extensive discussions and negotiations with staff, and internally, our team has explored dozens of different site layouts that will both accommodate building setback and landscape buffer requirements, while simultaneously supporting the Application's required utilities, streets, sidewalks, bike lanes, private amenity spaces, landscaping (among other requirements), along with an existing 34' wide utilities easement for large (60" diameter) stormwater and sanitary sewer utilities serving the southeastern quadrant of the Town, that simply pass through our site. The existing utilities are a key driver of the site design, including the 59' building setback. In addition, the We explored shifting the utilities to various parts of the site and were unable to make them work due to the existing horizontal and vertical (elevation) location of the offsite utility infrastructure we must tie into. This is the optimal location to meet the requirements, while allowing for a financially viable number of stacked townhouse units.

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

Sincerely,

Kenneth W. Wire

WIRE GILL LLP

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

June 27, 2025

***VIA HAND DELIVERY AND EMAIL***
Lisa Gilleran, Director
Community Development
Town of Herndon
777 Lynn Street
Herndon, VA 20170

RE: 250 Exchange Place ZMA #24-01, Modification Request for 50-Foot Landscape Buffer Along Single Family Residential Zoned Property

Dear Ms. Gilleran,

As you are aware, our client, Herndon Van Buren LLC, is the owner of the property located at 250 Exchange Place, Herndon, Virginia 20170 (the "Property"). Our client has submitted a Zoning Map Amendment application (the "Application").

As part of this Application, we are requesting a modification of the (draft TRG2 District) requirement that there shall be a minimum 50-foot landscaped area from the parcel line of any property zoned or used for single family residential in (draft) TRG 2 Dimensional Standards Section 78-51.3(j)(1) of the PD-TRG2 District. Modifications are permitted by Zoning Ordinance Section 78-50.2(d).

As you are aware, the Planning Commission recommended draft TRG2 Zoning district language to Council on 06/23 that includes the above listed requirement. We anticipate that Council will adopt this portion of the language as recommended by PC.

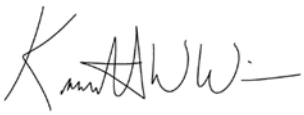
Our northern property line abuts an existing single family residential zoning district, so the proposed 50-foot landscape buffer requirement would apply to our proposal. We request a modification of the requirement for the 50-foot landscape buffer. At the narrowest pinch point, along stacked townhouse units 61 and 62, the buffer would be 25' wide. Further north the proposed buffer is 65' wide and further south it is 54.5' wide. Complicating matters is the triangular shape of the site. Please see plan sheet #s 04, 13, and 13.1 for depictions.

In extensive discussions and negotiations with staff, and internally, our team has explored dozens of different site layouts that will both accommodate the landscape buffer requirement, while simultaneously supporting the Application's required utilities, streets, sidewalks, bike lanes, private amenity spaces, landscaping (among other requirements), along with an existing 34' wide utilities easement for large (60" diameter) stormwater and sanitary sewer utilities serving the southeastern quadrant of the Town, that simply pass through our site. The existing utilities are a key driver of the site design, including the 50' landscape buffer requirement. In addition, the We explored shifting the utilities to various parts of the site and were unable to make them work due to the existing horizontal and vertical (elevation) location of the offsite utility infrastructure we must tie into. The 34' wide utilities easement can not be landscaped. Only turf is allowed. It is also worth noting that one of the abutting

offsite single family zoned parcels is a stormwater facility, which includes landscaping, and can not include a residence. The proposed landscape buffer is the optimal design to meet the requirements, while allowing for a financially viable number of stacked townhouse units.

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

Sincerely,



Kenneth W. Wire

**PROFFERS**

**250 Exchange Place**
**ZMA #24-01**

December 31, 2025

Pursuant to Section 15.2-2303 of the Code of Virginia (1950, as amended) and Section 78-50.8 of the Town of Herndon Zoning Ordinance, as amended (the "Zoning Ordinance"), the undersigned, for themselves and their successors and/or assigns (referred to hereafter, both collectively and, where appropriate, individually, as the "Applicant"), hereby proffers that the development (the "Development") of the parcel that is the subject of this application, which is shown on the Fairfax County 2025 Tax Map as parcel 016-4 ((10)) 0001B (the "Property") shall be in substantial conformance with the conditions set forth below (the "Proffers") if and only if Zoning Map Amendment # 24-01 is approved.

1. DEVELOPMENT PLAN.

    a. The Applicant is permitted to maintain the existing office use on the property until such time as demolition permits are issued for the redevelopment of the property. The Applicant shall maintain the office buildings, parking infrastructure and landscaping in their current condition until the permits are issued for the redevelopment.

    b. The Property shall be developed in substantial conformance with the development plan entitled Exchange Place prepared by IMEG Corp. dated June 27, 2025 (the "Development Plan," "General Development Plan," and/or "GDP") and these Proffers. It is understood by the Applicant that all other applicable regulations and policies governing land development within the Town of Herndon (the "Town") shall apply to the Property and its development unless specifically modified by the language of this approval.

    c. Minor modifications of the Development Plan may be permitted without the need for an amendment to this approval when necessitated by final engineering or site design provided that the development is in substantial conformance with the Development Plan, these Proffers, and as approved by the Architectural Review Board ("ARB"), if applicable. Substantial conformity shall be determined as provided in the Zoning Ordinance.

    d. A preliminary subdivision plan is not required with the approval of the GDP. While not required with the approval of the Development Plan, the Applicant may proceed with the approval of a preliminary subdivision plan without the need to amend these Proffers, provided that the proposed preliminary subdivision does not adversely impact the ability of the site to develop in accordance with the Development Plan and these proffers.

2. ARCHITECTURE AND URBAN DESIGN

    a. The final architectural treatment and exterior design of all buildings within the Development Plan and in accordance with the Architectural Review Board approval(s)

shall create a sense of identity and place through the use of unifying elements such as materials, architectural details, textures, color, lighting, and landscaping as generally reflected in the materials and exhibits contained in the Development Plan, the Herndon Streetscape Manual, and the stacked townhouse design standards described below.

b. Architectural plans may be revised subsequent to the final approval of the Development Plan and pursuant to approval by the ARB. Revisions must be determined to be in substantial conformance with the Development Plan as provided in the Zoning Ordinance.

c. Stacked Townhouse Architecture. The architecture of these units must comply with the stacked townhouse design standards document prepared by MV+A Architects entitled "Exchange Place Redevelopment 24-01 Stacked Townhouse Design Standards" and dated December 2025.

d. Development Phasing. The Applicant shall construct the streets and provide pedestrian improvements, and private amenities on the Property in conjunction with the development of each development phase in a manner that reflects the intent of that shown on the Phasing Plan Sheets 06.3 - 06.5 and Utility Plan Sheets 07 and 07.1 of the Development Plan. Development may proceed with:

    i. **Site Work Phase:** Consisting of the construction of Parallel Road and Fairbrook Drive, as well as the relocation of major on-site utilities (existing sanitary sewer and existing stormwater pipe) and installation of underground utilities that coincide with the construction of the proposed public roads on-site (including storm sewer, water main, and sanitary sewer). The stormwater detention vault will also be constructed in this phase.
        1. This phase also includes interim stormwater facilities as depicted and noted in the Phasing Plans within the Development Plan.
        2. This phase also includes grading and seeding the remainder of the site as depicted and noted in the Phasing Plans within the Development Plan.
            a. The graded and seeded areas will be made available for public use once this phase is completed and prior to commencement of the other Phases (which include the fully built out publicly accessible open space amenities).
        3. This phase also includes streetscape improvements along Herndon Parkway as depicted and noted in the Phasing Plans within the Development Plan.
        4. This phase also includes an interim sidewalk extension along a segment of Exchange Place, and interim curb ramps as depicted and noted in the Phasing Plans within the Development Plan.
        5. Both Parallel Road and Fairbrook Drive will be closed and gated at their connections with Exchange Place and Herndon Parkway as depicted and noted in the Phasing Plans within the Development Plan.
        6. This phase may be constructed concurrent with either the Multifamily Phase, or Stacked Townhouse Phase.
        7. This phase also includes demolition of the existing office buildings, structures, and impervious surfaces.
        8. If, XX years after completion of the Site Work Phase, the Multifamily or

Stacked Townhouse Phases have not yet started, the Applicant must install the full, final streetscapes along both Herndon Parkway and Exchange Place.

ii. **Multifamily Phase:** Construction of the multifamily building, along with construction of the publicly accessible open space fronting on Herndon Parkway at Exchange Place.
    1. The Site Work Phase may be constructed concurrent with the Multifamily Phase.
    2. The Multifamily Phase may be constructed prior to, subsequent to, or concurrently with the Stacked Townhouse Phase.
    3. The streetscapes within the extents depicted on the Multifamily Phasing Plan Sheet 06.4 of the Development Plan must be constructed in their full, final form along Herndon Parkway, Exchange Place, Parallel Road, and Fairbrook Drive, except as noted immediately below.
    4. If the Stacked Townhouse Phase has not been constructed, and is not being constructed concurrent with the Multifamily Phase, then the publicly accessible open space along Herndon Parkway east of Fairbrook Drive will be graded and seeded, and the streetscape along the east side of Fairbrook Drive will be constructed with the Stacked Townhouse Phase. This will allow this area to be used for construction staging for the later Stacked Townhouse Phase.
    5. If the Stacked Townhouse Phase has not been constructed, and is not being constructed concurrent with the Multifamily Phase, then the Applicant will construct interim streetscape along the north side of Parallel Road as depicted and noted on the Multifamily Phasing Plan Sheet 06.4 of the Development Plan.

**iii. Stacked Townhouse Phase:**
    1. The Site Work Phase may be constructed concurrent with the Stacked Townhouse Phase.
    2. The Stacked Townhouse Phase may be constructed prior to, subsequent to, or concurrently with the Multifamily Phase.
    3. The streetscapes within the extents depicted on the Stacked Townhouse Phasing Plan Sheet 06.5 of the Development Plan must be constructed in their full, final form along the east side of Exchange Place, and the north side of Parallel Road.
    4. If the Multifamily Phase has not be constructed, and is not being constructed concurrent with the Stacked Townhouse Phase, then the Multifamily Phase area will be graded and seeded.
    5. If the Multifamily Phase has not been constructed, and is not being constructed concurrent with the Stacked Townhouse Phase, then the Applicant will construct interim streetscape along the south side of Parallel Road and along both sides of Fairbrook Drive as depicted and noted on the Stacked Townhouse Phasing Plan Sheet 06.5 of the Development Plan.

iv. Each phase of the project shall comply with the minimum parking requirements,

for that given phase.

v. Adjustments to the phasing boundaries may be approved with the site plan approvals provided that the adjustments are determined to be in substantial conformance with the Development Plan as provided in the Zoning Ordinance.

e. Conceptual Open Space Plan.

i. The Development Plan includes a conceptual open space plan for the Property as shown on Sheet 06 consisting of approximately 3.37 acres. The Applicant shall provide open space improvements generally consistent with the Development Plan concepts for streetscapes, landscaping (Sheet 13 and 13.1), park areas (Sheet 13.2 and 13.3), courtyards and private amenity areas.

1. Parallel Road Street Section on Sheet 04.1
2. Fairbrook Drive Street Section on Sheet 04.2
3. Herndon Parkway Street Section on Sheet 04.3
4. Exchange Place Street Section on Sheet 04.4
5. Streetscape Detail on Sheet 05.1
6. Landscape Overview on Sheet 13
7. Landscape Buffer Area on Sheet 13.1
8. Park Area Detail (Exchange Place) on Sheet 13.2
    a. This includes landscape-integrated seating areas, gathering spaces, focal feature, play lawn, meadow plantings, play lawn, micromobility station, bus shelter, and plantings.
9. Park Area Detail (Fairbrook Drive) on Sheet 13.3
    a. This includes landscape-integrated seating areas, gathering spaces, shade structures, a sports court, playground, play lawns, and plantings.

ii. Phasing of the conceptual open spaces and their amenities are discussed in proffer 2d above, and are depicted in the Development Plan.

iii. As part of each plan approval, more detailed landscape plans for each building phase shall be provided and subject to the review and approval of the ARB, provided that the detailed landscaping and hardscape plans are found to be in substantial conformance with the concepts included in the Development Plan.

iv. Dominion Energy Transmission Line Easement. All proposed conceptual amenities/features within the Dominion Energy Transmission Line Easement on the Park Area Detail on Sheet 13.2 of the Development Plan are subject to Dominion approval. The Applicant commits to make good faith effort to coordinate with both Dominion Energy and the Town to finalize this park area design.

f. Streetscape Furnishings, Materials and Lighting.

i. Streetscape furnishing, materials and lighting plans shall be provided as part of the site plan and shall be in substantial conformance with the Herndon

Streetscape Manual and subject to review and approval by the ARB. Unified and high-quality streetscape materials shall be provided and may include, but not be limited to, unit pavers, stamped concrete, or similar, along with seat walls, tree space edging, lighting, benches, trash receptacles and other hardscape elements. These plans submitted as part of the site plan shall include product information and locations of furnishings and materials to be located in the streetscape between the building face and the curb.

ii. As shown on the Development Plan's Phasing Plans, the Applicant will construct the streetscape improvements along the Herndon Parkway, and Exchange Place frontages, as well as along the new Parallel Street, Fairbrook Drive extended, and the Private Roads prior to the issuance of the first certificate of occupancy for each phase.

g. Wayfinding Signage. The Applicant will coordinate the design and install wayfinding signage under the approval of Staff, prior to final certificate of occupancy for either the Stacked Townhouse or Multifamily Phase.

h. Design of Private Streets and Alleyways. The Private streets and alleyways shall be installed as depicted in the Development Plan.

i. Existing Utilities Relocation. The Applicant shall relocate, at its expense, any existing utilities (and associated easements) necessary to accommodate the proposed development as shown on the Development Plan. The relocation shall be shown at the time of site plan approval as required by the Town. Any necessary utility relocation for any phase of development shall occur prior to issuance of any certificate of occupancy for the applicable phase of development. Any unanticipated existing utilities that are in conflict with or impede the placement, growth, or health of any street trees or trees on-site, may be relocated at the time of final site plan and in coordination with Town Staff. If relocation of an existing utility is not feasible or allowed by the utility provider, then any conflicting landscaping that is proposed within the Development Plan shall be relocated to a location on the Property in close proximity to where it was shown on the Development Plan after coordination with and with the approval of the Town's Zoning Administrator. If this onsite relocation is either not feasible, or not preferred by the Town, this conflicting landscaping may be relocated to a nearby Town property after coordination with and with the approval of the Town's Zoning Administrator.

j. Stacked Townhouse Mechanical Screening. Any HVAC mechanical equipment located at ground level must be located to the rear of units, in alleyways. The units must be located between driveways. Either individual units, or abutting units must be screened with an opaque fencing.

k. Loading Dock Roll Up Door. Access to the loading dock be controlled by roll-up doors. These doors will match the coloring of the building as depicted in the Development Plan.

3. USES. Unless modified by an amendment to the approved Development Plan, any use or combination of uses permitted in the PD-TRG1 and PD-TRG2 Zoning Districts may be established on the Property so long as the Project is in substantial conformance with the plans and notes on

Development Plan Sheet 02 and the following:

a. The total maximum project floor area is limited to 610,000 square feet of GFA as permitted in the PD-TRG1 Zoning District.

b. A maximum of 62 stacked and or back-to-back townhouse units may be built as permitted in the PD-TRG2 Zoning District.

c. Subject to Zoning Ordinance Article IX, Temporary uses and Structures, the Applicant, or its designee, shall be permitted to operate or hold festivals, fairs farmers' markets, food trucks/carts or similar activities on the Property, within publicly-accessible privately-owned open spaces, pedestrian ways and private streets. Portions of the private street network may be closed for such activities, provided that alternate circulation, garage and parking access is maintained.

4. TRANSPORTATION.

a. Right of Way Dedication. The Applicant shall dedicate right-of-way for the extension of Fairbrook Drive, for a new Parallel Street running generally parallel with Herndon Parkway, for improved sidewalks along Herndon Parkway and Exchange Place, and for a new signal pole foundation at the intersection of Fairbrook Drive and Herndon Parkway, as shown on the Development Plan sheet 06.2 of the Development Plan prior to the first site plan approval. The right-of-way dedication will extend 1 foot beyond the sidewalk. The Applicant reserves future density credit from the Right-of-Way dedication in accordance with the terms and conditions of Zoning Ordinance Section 78-155.9 in effect as of the date of the approval of these Proffers.

b. Reservation for Future Right of Way Dedication. The Applicant shall reserve land for future extensions of Parallel Road at its eastern terminus, for Alley 2 at its northern terminus, for Alley 1 at its eastern terminus, and for open space abutting the western terminus of Private Road B with Exchange Place, as shown on Development Plan sheet 06.2, to be recorded prior to release of final site plan.

c. Public Easements.

i. Private Roads and Alleyways. The Applicant will grant public access, including pedestrian access for the purpose of ingress and egress across the property, emergency vehicle access, and utility maintenance access easements over the project's private roads and alleyways as shown on Development Plan sheet 06.2.

ii. Streetscape and Open Space. The Applicant will grant public access over the project's streetscape and open spaces as shown on Development Plan sheet 06.2.

iii. These easements will enable the Applicant to close the private roads and alleyways for construction of future phases and street maintenance.

iv. The emergency vehicle access bollards at the western terminus of Alley 1 are solely for allowing emergency vehicle access.

v. Temporary Construction Easement for Crosswalks. The Applicant will grant temporary construction easements to the Town to permit the Town to construct/reconstruct the Exchange Place crosswalks at both Herndon Parkway and Parallel Road as shown on Development Plan sheet 05.3 Crosswalk Ultimate Condition.

d. Bus Stops. Prior to the issuance of the first certificate of occupancy for the multifamily phase, the Applicant shall relocate and make improvements to the two existing bus stops on the Property's Herndon Parkway frontage. Improvements include a concrete pad and bus shelter, a trash and recycling receptacle, and a bicycle rack per the standards found in the Herndon Streetscape Manual.

e. Transportation Demand Management. This Proffer sets forth the programmatic elements of a transportation demand management program (the "TDM Program") that shall be implemented by the Applicant to encourage the use of transit (Metrorail, Fairfax Connector, Metrobus, or other public transit service), other high-occupant vehicle commuting modes, walking, biking and teleworking, all in order to reduce peak hour automobile trips generated by the multifamily dwellings, and stacked townhouse dwellings constructed on the Property. The proffered elements of the TDM Program will be implemented through a Transportation Demand Management Work Plan (the "TDM Work Plan") developed by the Applicant with input from and approval by the Town of Herndon Department of Community Development. This TDM Work Plan shall be submitted for approval prior to approval of the first site plan on the Property. It is the intent of this Proffer that the TDM Work Plan will be adapted over time to respond to the changing transportation related circumstances of the Property, the surrounding community and the region, as well as to technological and/or other improvements. The Applicant's TDM Work Plan has the objective of meeting the trip reduction goals for single occupancy vehicles measured at the peak AM/PM hours by 15%. The TDM Work Plan shall incorporate the elements listed or elements similar in purpose and form, as approved by the Town:

a. Appointment of a TDM Program Manager.

b. Contributions to resident Metro fare cards.

c. Contributions to Fairfax Connector, WMATA, or other public transit service approved by the Town.

d. Bicycle racks and bicycle share stations.

e. Bicycle storage rooms.

f. Tenant incentives to participate in yearly transportation management surveys.

g. Program monitoring to include surveys and/or vehicular traffic counts.

h. Reporting to Town staff on utilization of TDM Funds.

i. Annual Reporting to Town staff as detailed in the TDM Work Plan

Person surveys and vehicular traffic counts shall be conducted for the Property beginning one year following issuance of the final certificate of occupancy for either the multifamily phase or stacked townhouse phase. Person surveys shall be conducted every three (3) years and vehicular traffic counts shall be collected annually until the results of three consecutive annual traffic counts conducted after issuance of the final certificate of occupancy for both the multifamily and stacked townhouse phase show that the applicable trip reduction goals for the Property have been met ("Stabilization"). Any time during which person survey response rates do not reach 20%, Town staff may request additional surveys be conducted the following year. After Stabilization, person surveys and vehicular traffic counts shall be provided every five (5) years. Notwithstanding the aforementioned, at any time prior to or after Stabilization, Town staff may suspend such vehicle traffic counts if conditions warrant such. If the Annual Report demonstrates that the trip reduction goals are not being met, then the Applicant shall meet with Town staff to review the TDM elements in place and to develop modifications to the TDM Work Plan to address the surplus of trips.

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

g. Stacked Townhouse Garages. The use of the Stacked Townhouse garages will not interfere with the parking of vehicles. Refuse and recycling bins must be stored within garages as shown on Development Plan sheet 04. This restriction must be disclosed in the COA documents. Prospective purchasers will be advised of this use restriction, in writing, prior to entering into a contract of sale. Additionally, information regarding the exact dimensions of the garages with a graphic depicting the area available for the parking will also be disclosed per the parameters in this proffer. The initial deeds of conveyance and COA governing documents will expressly contain these disclosures. A covenant setting forth these restrictions will be recorded among the land records of Fairfax County in a form approved by the Town Attorney prior to the sale of any lots and will run to the benefit of the COA and the Town Council. Notwithstanding the above, within the model unit for a particular phase, the Applicant will be entitled to use such garage space for a temporary sales office until such unit is sold. Prior to occupancy of such unit, the garage space must be converted to garage space and will be subject to this proffer.

5. GREEN BUILDING.

a. Residential Building Certifications. For the multifamily residential building and the stacked townhouses, the Applicant shall achieve either LEED v4 certification from U.S. Green Building Council, Multifamily Building certification from National Green Building Standard (NGBS), EarthCraft Multifamily certification, or an equivalent green building program as

determined by the Town, within 1 year of the issuance of the final certificate of occupancy for each phase.

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

c. The Applicant shall meet with the Town following application for each site plan to coordinate green building strategies and priority credits, such priorities shall include evaluating green infrastructure for stormwater management and potential bird-friendly design features, and the installation of electric vehicle charging stations for at least 5% of the total parking spaces within the multifamily garage, with EV charging infrastructure for up to 10% of the total parking spaces within the multifamily garage.

6. ENVIRONMENTAL.

a. Planting Species Diversity. In order to promote biodiversity, there shall be a maximum of 25% of any one species in each plant type proposed on the property, including: Canopy Trees, Ornamental/flowering trees, Evergreen Trees, Deciduous Shrubs, and Evergreen Shrubs. Additionally, 75% of the species proposed on each plan shall be Native. No invasive species shall be used.

b. Refuse and Recycling Service. The Development shall be served by a private refuse and recycling service. For the multifamily building, refuse and recycling servicing will take place within the loading dock. No refuse or recycling containers will be placed in the public right of way.

c. Manufactured Stormwater Treatment Device. A manufactured stormwater treatment device will be provided to meet BMP requirements, as well as two possible LID BMP devices as shown on Development Plan sheet 10.

7. UNIVERSAL DESIGN. The Applicant will offer the following Universal Design options in all stacked townhouse units on the Property:

a. At the time of initial purchase, for units that have not yet been constructed or permitted for construction, each purchaser will be offered the following Universal Design options at no additional cost to the purchaser:

i. Blocking for reinforcement of bathroom fall grab bars;

ii. Front entrance doors that are a minimum of 36 inches wide;

iii. Electrical outlets that are at least 18 inches high off the floor;

iv. Light switches and thermostats that are a maximum of 48 inches off the floor;

v. Clear knee space under the kitchen sink; and

vi. Lever door handles instead of doorknobs.

b. In addition to the Universal Design options offered pursuant to Proffer 7.a above, at the time of initial purchase, for units that have not yet been constructed or permitted for construction, each purchaser will be offered the following additional Universal Design options at the purchaser's sole cost, which will include, but not necessarily be limited to:

i. A curb-less shower, or a shower with a maximum 2-inch high curb;

ii. Step-less entry for ground floor residential units from the garage to the house, to the extent permitted by the then current edition of the Virginia Statewide Building Code;

iii. A turning radius of 5 feet near the first-floor bathroom commode;

iv. ADA compliant grab bars in the bathroom; and

v. A first-floor bathroom console-style sink instead of a cabinet-style vanity.

8. CONTRIBUTIONS.

a. Recreation/Community Amenities/Civic Facilities. Prior to the issuance of the last certificate of occupancy for the project, the Applicant shall demonstrate that the value of any proposed recreational on-site amenities/community amenities/civic facilities for the entirety of the project are equivalent to a minimum of $2,100.00 per residential unit. The value calculation shall include the cost of amenities such as, but not limited to, benches and seating, outdoor seating and gathering areas, fitness centers, community rooms, swimming pools, decks, artwork, fire pits, trellises, cycle track, etc. Project building materials are not included in the calculation. The Applicant shall submit the verification of the cost of these improvements to the Town as provided by its general contractor. In the event it is demonstrated that the proposed facilities do not have sufficient value, the Applicant shall provide the remainder in a cash contribution to the Town of Herndon for use on recreational facilities in the Town of Herndon.

b. Offsite Recreation Contribution. The Applicant shall make a per GFA square foot contribution payment of $0.35 to the Town for offsite recreation improvements for multifamily residential GFA prior to the issuance of the first certificate of occupancy based on the actual GFA of the building for that phase. In addition, the Applicant shall make a per residential unit contribution payment of $2,100.00 to the Town for offsite recreation improvements for the stacked townhouse units prior to the first certificate of occupancy per building. Such funds shall be used for the improvements of Town recreational facilities in locations that logically serve the approved development.

c. School Contribution.

i. Per the Residential Development Criteria Implementation Motion adopted by the Fairfax County Board of Supervisors on January 7, 2003, as amended, the

Applicant will use the Fairfax County Public Schools' School Impact Proffer Formula and Student Yield Ratio Update dated May 23, 2022, to determine the school contribution amount. Prior to the issuance of the first certificate of occupancy for that phase, the Applicant will contribute funds at the assumed rates below, multiplied by $14,956.00 per student generated to the Board of Supervisors for transfer to the Fairfax County School Board to be used for capital improvements and capacity enhancements to schools that serve the Town of Herndon:

1. Multifamily units:
    a. 0.061 elementary school
    b. 0.019 middle school
    c. 0.028 high school

2. Stacked townhouse units:
    a. 0.202 elementary school
    b. 0.057 middle school
    c. 0.098 high school

ii. The contributions will be based on the actual number of residential units constructed, as the total amount may vary. Following approval of this Development Plan and prior to the Applicant's payment of the amount(s) set forth in this Proffer, if Fairfax County should modify the ratio of students per units of the amount of the contribution per student, the Applicant will pay the modified contribution amount for that phase of development to reflect the then current ratio and/or contribution prior to issuance of certificate of occupancy for each respective unit.

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

d. Public Safety Contribution. The Applicant shall contribute a total of $10,000.00 to the Town of Herndon Police Department. The contribution shall be paid upon site plan approval.

9. DECLARATION OR OWNERS' ASSOCIATION. Prior to the issuance of the first certificate of occupancy for the stacked townhouse phase of the project, the Applicant shall cause the recordation of one or more declarations creating an owners' association ("OA") and as necessary, condominium owners' associations ("COA") or declarations of covenants and agreements dealing with the governance of maintenance and operation of the stacked townhouse phase of the Property or other governance documents which will legally bind the townhouse phase of the Property (collectively referred to as the "Governance Documents"). Such Governance Documents shall be prepared, be legally effective and recorded prior to the issuance of the first certificate of occupancy for the townhouse phase of the Property. The respective Governance Documents (including budgets provided in any offering or sale materials) shall specify the various proffer and maintenance obligations set forth in the Development plan and these Proffers, including the maintenance of certain streets, bicycle facilities, associated sidewalks and streetscapes, and site amenities such as, but not limited to, the recreation areas as well as funding, implementation and

monitoring of the TDM program, all as related to the stacked townhouse phase of the Property. Purchasers shall be advised in writing of these obligations, and other restrictions, prior to entering into a contract of sale, whether purchasing residential or commercial property. The Governance Documents shall be included in any offering, sale materials or contracts for any stacked townhomes. Purchasers of land of buildings shall be advised of these obligations in the contract of sale.

10. MAINTENANCE. The Applicant shall maintain and replace in-kind all common area elements within the Development Plan during any development phase. Maintenance commitments include, but are not limited to:

    a. All plantings including trees, shrubs, perennials, and annuals;

    b. All associated irrigation elements;

    c. All hard surfaces;

    d. All streetscape furnishings including benches, bike racks, trash and recycling receptacles and non-standard structures;

    e. All lighting fixtures, poles and brackets;

    f. Snow removal;

    g. Leaf removal;

    h. Trash, recycling and litter removal;

    i. Decorative and structural retaining walls;

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

    k. All open space amenities including horticultural care, maintenance of all water features, irrigation, lighting, furnishings, paving, and art.

11. METRORAIL TAX DISTRICT BUYOUT FOR FOR-SALE RESIDENTIAL USES. At least sixty days prior to registration with the Common Interest Community Board of any residential condominium documents that would change the use of all or any portion of the Property to a use that is not subject to the Phase II Dulles Rail Transportation Improvement District (the "Phase II District") tax, the Applicant shall provide a written notice to the Director of the Real Estate Division of the Fairfax County Department of Tax Administration advising that the Applicant intends to register such condominium documents for that portion of the Property. Prior to registering the condominium documents, the Applicant shall pay to Fairfax County a sum equal to the then-present value of Phase II District taxes estimated by the County to be lost as a result of that change in use.

12. ESCALATION. All monetary contributions required by these proffers, with the exception of the proffer relating to the public school contribution, shall escalate on a yearly basis from the base year of 2025 and change effective each January 1 thereafter, based on the Consumer Price Index

as published by the Bureau of Labor Statistics, the U.S. Department of Labor for the Washington-Baltimore, MD-VA-DC-WV Consolidated Metropolitan Statistical Area (the "CPI"), as permitted by Virginia State Code Section 15.2-2303.3.3.

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

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

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

HERNDON VAN BUREN LLC

Title Owner of 016-4 ((10)) 0001B

By: _____
Name: Jacob Ballard
Title: Authorized Representative

COMMONWEALTH OF VIRGINIA

CITY/COUNTY OF FAIRFAX, to wit:

The foregoing instrument was acknowledged before me this ___ day of June, 2025, by Jacob Ballard, as Authorized Representative of Herndon Van Buren LLC.

_____

Notary Public

Notary Registration No: _____

My Commission Expires:_____

# DEVELOPMENT PLAN

# EXCHANGE PLACE

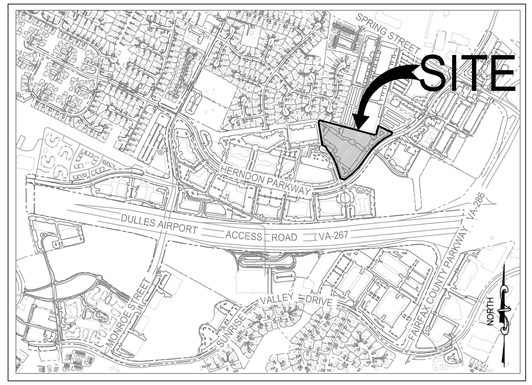
## TOWN OF HERNDON, VIRGINIA

SUBMISSION 1 - JUNE 14, 2024

SUBMISSION 2 - DECEMBER 20, 2024

SUBMISSION 3 - JUNE 27, 2025

SUBMISSION 4 - DECEMBER 29, 2025




VICINITY MAP

SCALE: 1" = 2000'

## PROJECT TEAM

THE PROJECT TEAM IS COMPRISED OF THE FOLLOWING:

- APPLICANT/OWNER - HERNDON VAN BUREN, LLC C/O ROONEY PROPERTIES, LLC
- ENGINEER - IMEG CORP
- ARCHITECT - MV+A ARCHITECTS
- TRANSPORTATION ENGINEER - GOROVE/SLADE, INC
- LANDSCAPE ARCHITECT - IMEG CORP
- ATTORNEY - WIRE GILL LLP

FOR ANY INQUIRIES ABOUT THIS DEVELOPMENT PLAN, PLEASE CONTACT:


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

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


## APPLICANT / OWNER

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

3330 WASHINGTON BOULEVARD, SUITE 220

ARLINGTON, VA 22201

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ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

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

SHEET TITLE:

COVER SHEET

SHEET No.

01

P:\Projects\23008899.00\exchange place development plan\113159 development plan\01 COVER SHEET.dwg, 12/22/2025 3:38:47 PM, Jason M. Allagna.

## GENERAL NOTES:

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

| PIN# | LAND AREA | OWNER | ADDRESS |
|---|---|---|---|
| 0164 10 0001B | 410,222 SF or 9.41 AC | HERNDON VAN BUREN, LLC | 250 EXCHANGE PLACE, HERNDON VA, 20170 |

2. PER THE TOWN OF HERNDON ZONING ORDINANCE, THE PARCEL IS CURRENTLY ZONED O&LI (OFFICE AND LIGHT INDUSTRIAL).

3. BOUNDARY SURVEY (ALTA/ACSM TITLE SURVEY) WAS COMPLETED FOR THE SUBJECT PROPERTY BY IMEG CONSULTING CORP. ON JANUARY 30TH, 2024. SURVEY DATA IS ON THE NAVD88 VERTICAL DATUM.

4. THE PHYSICAL IMPROVEMENTS SHOWN HEREON ARE BASED UPON A FIELD SURVEY CONDUCTED BY THIS FIRM JANUARY 30TH, 2024.

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

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

7. A WETLAND DELINEATION WAS NOT PERFORMED DUE TO THE SITE BEING FULLY DEVELOPED.

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

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

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

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

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

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

14. A SIGNAGE AND MARKING PLAN SHOWING COMPLIANCE WITH THE APPLICABLE REGULATIONS SHALL BE PROVIDED AT THE TIME OF SITE PLAN REVIEW.

15. A MUNICIPAL SOLID WASTE (MSW) PLAN SHALL BE DEVELOPED AND PROVIDED PRIOR TO SITE PLAN APPROVAL.

16. MSW COLLECTION SERVICES FOR THE PROPERTY SHALL BE THE RESPONSIBILITY OF THE OWNERS ASSOCIATION OF THE PROPOSED TOWNHOUSE COMMUNITY.

## LEGAL DESCRIPTION:

TAX MAP 164 10 0001B
250 EXCHANGE PLACE
HERNDON, VIRGINIA 20170

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

PARCEL 1-B, PARKWAY TRADE CENTER, TOWN OF HERNDON, AS THE SAME IS DULY DEDICATED, PLATTED, AND RECORDED IN DEED BOOK 25644 AT PAGE 639, AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VRIGINIA.

BEING THE SAME TRACT OF LAND DESCRIBED IN A TITLE REPORT PREPARED BY CHICAGO TITLE INSURANCE COMPANY COMMITMENT NO. 202300601VA, DATED MAY 25. 2023 AT 10:21 A.M.

## PROJECT NARRATIVE:

THE APPLICANT IS SEEKING TO REDEVELOP THE SUBJECT PROPERTY UNDER THE PLANNED DEVELOPMENT TRANSIT-RELATED GROWTH AREA ZONING DISTRICTS PD-TRG1 (MULTIFAMILY BUILDING ON LOT 1A) AND PD-TRG2 (TOWNHOMES ON LOT 2). IN ACCORDANCE WITH THE PROPOSED PD-TRG URBAN DESIGN FRAMEWORK PLAN, THE PROPERTY SHALL BE BISECTED BY A PROPOSED SECONDARY STREET. TO THE NORTH OF THE NEW ROAD ARE SINGLE FAMILY ATTACHED, OR MULTIFAMILY STACKED RESIDENTIAL UNITS THAT WILL BE ALLEY LOADED AND ARRANGED IN A BLOCK PATTERN TO PROVIDE BUILDING FRONTAGE ALONG STREETSCAPE. SOUTH OF THE NEW ROAD IS A PODIUM-STYLE MULTIFAMILY RESIDENTIAL BUILDING WRAPPING AN INTERNAL PARKING GARAGE STRUCTURE. AN INTERNAL PRIVATE COURTYARD IS ALSO PROPOSED WITH THE MULTIFAMILY BUILDING. FLANKING THE MULTIFAMILY BUILDING ARE TWO PUBLIC OPEN SPACE AREAS IMMEDIATELY ADJACENT TO HERNDON PARKWAY, WHICH WILL ACT AS FOCAL FEATURES IN THE COMMUNITY AND AMENITY SPACES FOR THE RESIDENCES OF THIS PROPOSED DEVELOPMENT. THIS PROPOSED DEVELOPMENT ALSO PLANS FOR THE EXTENSION OF FAIRBROOK DRIVE, WITH PROVISIONS FOR OFF-SITE CONNECTIONS TO ALL PROPOSED ROADS ON THE PROPERTY.

## PROPOSED SITE TABULATIONS (ZONES TRG1 & TRG2)

| | | |
|---|---|---|
| SITE AREA: | TOTAL PARCEL AREA | = 9.41 AC. (410,221 SF) |
| | AREA OF STREET DEDICATION | = 1.73 AC± (75,455 SF±) |
| | NEW LOT 1A & 1B | = 4.75 AC± (207,165 SF±) |
| | NEW LOT 2 | = 2.93 AC± (127,601 SF±) |
| PROPOSED USE: | MULTIFAMILY RESIDENTIAL | |
| DENSITY: | 462 DWELLING UNITS STACKED AND/OR BACK-TO-BACK TOWNHOUSE (TH) | = 62 UNITS (160,000 GSF) |
| | MULTIFAMILY (MF) | = 400 UNITS (450,000 GSF) |
| | TOTAL RESIDENTIAL DENSITY | = 49.10 DU / ACRE |
| | GROSS SITE DENSITY | = 1.49 FAR |
| OPEN SPACE: | 147,000 SF (43% OF TOTAL PROPOSED SITE AREA - *SEE SHEET 06*) | |

SETBACKS (MEASURED FROM FACE-OF-CURB):

| | |
|---|---|
| HERNDON PARKWAY: | 22.0' ± BUILDING SETBACK (1) |
| FAIRBROOK DRIVE: | 26.5' ± BUILDING SETBACK (MF BUILDING)(1) |
| PRIVATE ROAD A: | 18.5' ± BUILDING SETBACK (TH BUILDING)(1) |
| PARALLEL ROAD: | 36.0' ± BUILDING SETBACK (MF BUILDING) |
| PARALLEL ROAD: | 26.5' ± BUILDING SETBACK (TH BUILDING)(1) |
| EXCHANGE PLACE: | 30.0' ± BUILDING SETBACK (MF BUILDING)(1) |
| EXCHANGE PLACE: | 18.0' ± BUILDING SETBACK (TH BUILDING)(1) |

BUILDING HEIGHT:

TH: 55' MAXIMUM
MF: 85' MAXIMUM

PARKING:

| | |
|---|---|
| TH REQUIREMENT | = 2.0 SPACES / DU X 62 UNITS PROVIDED |
| TH REQUIRED | = 124 SPACES |
| TH PROVIDED | = 124 SPACES (ON-LOT)<br>62 DRIVEWAY SPACES + 62 GARAGE SPACES |
| TH BIKE PARKING | = 1 SPACES / 10 DU X 62 UNITS PROVIDED |
| TH REQUIRED | = 6 SPACES |
| TH PROVIDED | = 6 SPACES |
| MF REQUIREMENT | = 1.25 SPACES / DU X 400 UNITS PROVIDED |
| MF REQUIRED | = 500 SPACES MINIMUM |
| MF PROVIDED | = 529 GARAGE SPACES |
| ACCESSIBLE SPACE | = 34 SPACES (1/15 OF SPACES PROVIDED (50/15 = 33.3) |
| EV SPACE | = 12 SPACES (2% OF SPACES PROVIDED) |
| EV READY SPACE | = 78 SPACES (15% OF SPACES PROVIDED)<br>*(TOTAL INCLUDES 12 EV SPACES)* |
| MF BIKE PARKING | = 1 SPACES / 5 DU X 400 UNITS PROVIDED |
| MF REQUIRED | = 80 SPACES |
| MF PROVIDED | = 80 SPACES |
| MF LOADING REQUIRED | = 1 SPACE / 200 DU X 400 UNITS PROVIDED |
| MF LOADING PROVIDED | = 2 LOADING SPACES (INSIDE BUILDING) |
| STREET PARKING | = 41 TOTAL PARALLEL SPACES<br>(3 STREET SPACES ARE ACCESSIBLE) |

(1) *NOTE THAT PROPOSED PARALLEL PARKING AND BIKE LANES ARE WITHIN THE BUILDING SETBACKS.*

| SOIL NO. | SOIL NAME |
|---|---|
| 95 | URBAN LAND |

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

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

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

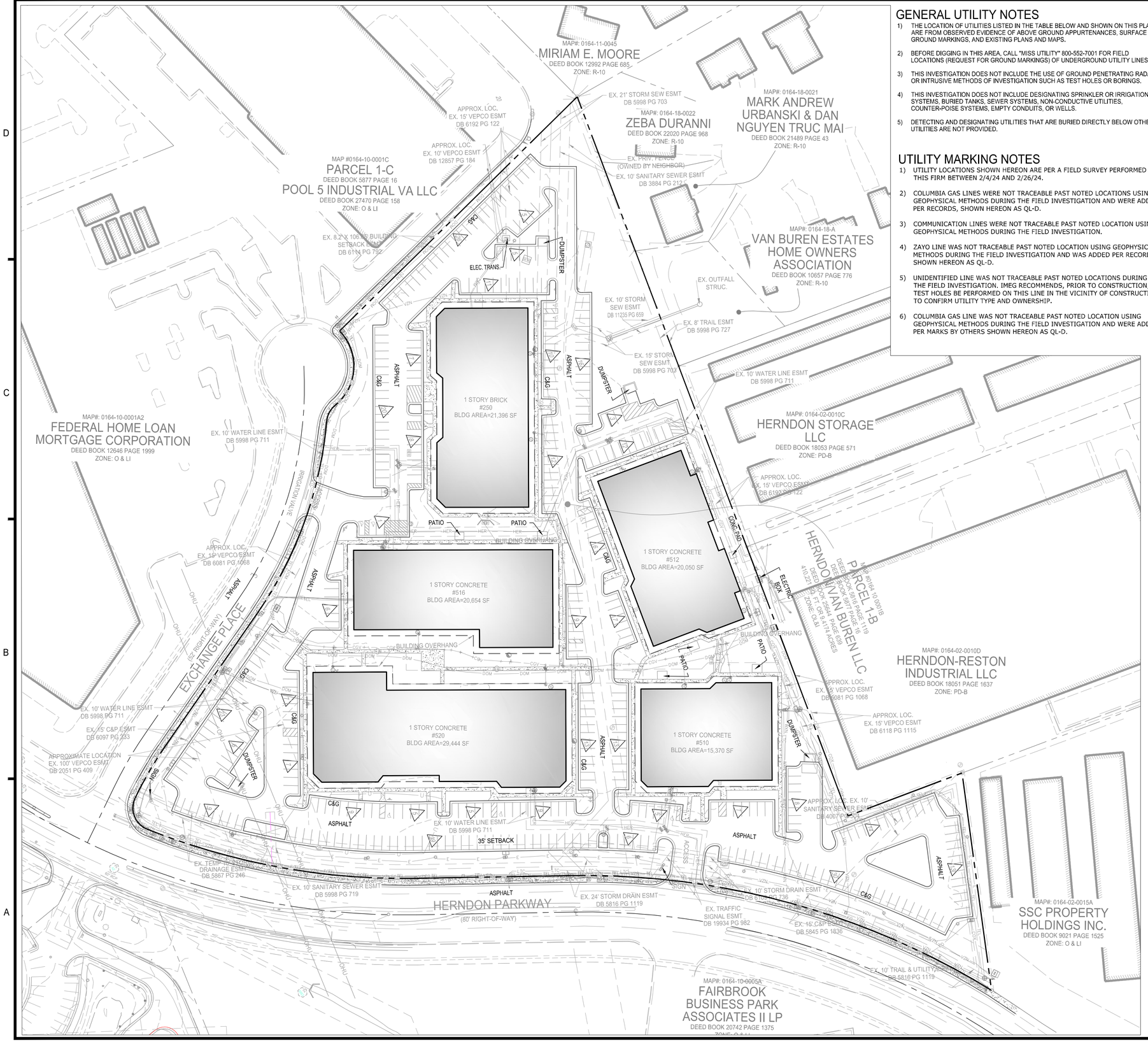
PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 01-12-24
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

GENERAL NOTES & DETAILS

SHEET No.
02

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




## GENERAL UTILITY NOTES

1) THE LOCATION OF UTILITIES LISTED IN THE TABLE BELOW AND SHOWN ON THIS PLAT ARE FROM OBSERVED EVIDENCE OF ABOVE GROUND APPURTENANCES, SURFACE GROUND MARKINGS, AND EXISTING PLANS AND MAPS.

2) BEFORE DIGGING IN THIS AREA, CALL "MISS UTILITY" 800-552-7001 FOR FIELD LOCATIONS (REQUEST FOR GROUND MARKINGS) OF UNDERGROUND UTILITY LINES.

3) THIS INVESTIGATION DOES NOT INCLUDE THE USE OF GROUND PENETRATING RADAR OR INTRUSIVE METHODS OF INVESTIGATION SUCH AS TEST HOLES OR BORINGS.

4) THIS INVESTIGATION DOES NOT INCLUDE DESIGNATING SPRINKLER OR IRRIGATION SYSTEMS, BURIED TANKS, SEWER SYSTEMS, NON-CONDUCTIVE UTILITIES, COUNTER-POISE SYSTEMS, EMPTY CONDUITS, OR WELLS.

5) DETECTING AND DESIGNATING UTILITIES THAT ARE BURIED DIRECTLY BELOW OTHER UTILITIES ARE NOT PROVIDED.

## UTILITY MARKING NOTES

1) UTILITY LOCATIONS SHOWN HEREON ARE PER A FIELD SURVEY PERFORMED BY THIS FIRM BETWEEN 2/4/24 AND 2/26/24.

2) COLUMBIA GAS LINES WERE NOT TRACEABLE PAST NOTED LOCATIONS USING GEOPHYSICAL METHODS DURING THE FIELD INVESTIGATION AND WERE ADDED PER RECORDS, SHOWN HEREON AS QL-D.

3) COMMUNICATION LINES WERE NOT TRACEABLE PAST NOTED LOCATION USING GEOPHYSICAL METHODS DURING THE FIELD INVESTIGATION.

4) ZAYO LINE WAS NOT TRACEABLE PAST NOTED LOCATION USING GEOPHYSICAL METHODS DURING THE FIELD INVESTIGATION AND WAS ADDED PER RECORDS, SHOWN HEREON AS QL-D.

5) UNIDENTIFIED LINE WAS NOT TRACEABLE PAST NOTED LOCATIONS DURING THE FIELD INVESTIGATION. IMEG RECOMMENDS, PRIOR TO CONSTRUCTION, TEST HOLES BE PERFORMED ON THIS LINE IN THE VICINITY OF CONSTRUCTION TO CONFIRM UTILITY TYPE AND OWNERSHIP.

6) COLUMBIA GAS LINE WAS NOT TRACEABLE PAST NOTED LOCATION USING GEOPHYSICAL METHODS DURING THE FIELD INVESTIGATION AND WERE ADDED PER MARKS BY OTHERS SHOWN HEREON AS QL-D.

## CURVE TABLE

| CURVE | RADIUS | LENGTH | DELTA | TANGENT | BEARING | CHORD |
|---|---|---|---|---|---|---|
| C1 | 851.12' | 484.06' | 32°35'09" | 248.77' | S51°35'07"W | 477.56' |
| C2 | 760.00' | 301.72' | 22°44'46" | 152.87' | S46°39'56"W | 299.74' |
| C3 | 25.00' | 41.01' | 93°58'44" | 26.80' | N74°58'19"W | 36.56' |
| C4 | 425.03' | 66.76' | 9°00'00" | 33.45' | N23°28'57"W | 66.69' |
| C5 | 436.00' | 226.59' | 29°46'37" | 115.92' | N33°52'16"W | 224.05' |
| C6 | 25.00' | 20.27' | 46°26'55" | 10.73' | N25°32'07"W | 19.72' |
| C7 | 55.00' | 92.13' | 95°58'14" | 61.05' | N50°17'46"W | 81.73' |

## LEGEND

Utilities - Sanitary
- SANITARY MANHOLE
- CLEAN OUT

Utilities - Water
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- IRRIGATION VALVE
- SIAMESE CONNECTION
- STANDING WATER VALVE

Utilities - Gas
- GAS VALVE
- GAS METER

Misc. Symbols
- SIGN
- BOLLARD
- MISC. MANHOLE
- MAIL BOX
- FLAG POLE
- BUILDING HEIGHT
- HANDICAP PARKING
- CONCRETE SIDEWALK

Utilities - Storm
- STORM DRAIN INLET
- STORM MANHOLE
- CATCH BASIN
- CULVERT

Utilities - Electric
- LIGHT POLE
- ELECTRIC BOX
- SIGNAL LIGHT
- ELECTRIC MANHOLE
- ELECTRIC VAULT
- GROUND LIGHT
- POWER POLE
- TRANSFORMER
- STREETLIGHT POLE

Utilities - Communication
- COMM. VAULT
- COMM. PEDESTAL
- COMM. MARKER
- COMMUNICATION MANHOLE
- COMMUNICATION PEDESTAL
- COMMUNICATION VAULT

Linetypes
- OHE — OVERHEAD UTIL.
- X — FENCE
- PROPERTY LINE
- ADJOINING PROPERTY LINE

Abbreviations

| | |
|---|---|
| C&G | CURB & GUTTER |
| SF | SQUARE FEET (AREA) |
| AC. | ACRES (AREA) |
| EB | ELECTRIC BOX |
| EP | EDGE OF PAVEMENT |
| IPF | IRON PIPE FOUND |
| IRF | IRON ROD FOUND |
| DHF | DRILL HOLE FOUND |
| POB | POINT OF BEGINNING |
| SMF | SCRIBE MARK FOUND |
| TBR | TO BE REMOVED |
| MTD | MANUFACTURED TREATMENT DEVICE |

## UTILITY MARKING LEGEND

Utilities - Miscellaneous
- END OF INFORMATION

SUE Level B - Field Located (Underground)
- DOM — DOMINION ELECTRIC MARKING
- PRIVATE ELECTRIC MARKING
- VZN — VERIZON FIBER OPTIC MARKING
- TEL — VERIZON TELEPHONE MARKING
- COX — COX COMMUNICATION MARKING
- FO — COX FIBER OPTIC MARKING
- LTC — LEVEL3 COMMUNICATION MARKING
- MCI — MCI COMMUNICATION MARKING
- WN — WINDSTREAM MARKING
- ZAYO — ZAYO COMMUNICATION MARKING
- HER — HERNDON UTILITIES WATER MARKING
- CGV — COLUMBIA GAS MARKING
- UNIDENTIFIED UTILITY MARKING

SUE Level D - From Records (Underground)
- CGV — COLUMBIA GAS

VIRGINIA STATE GRID NORTH
NAD 83

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

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

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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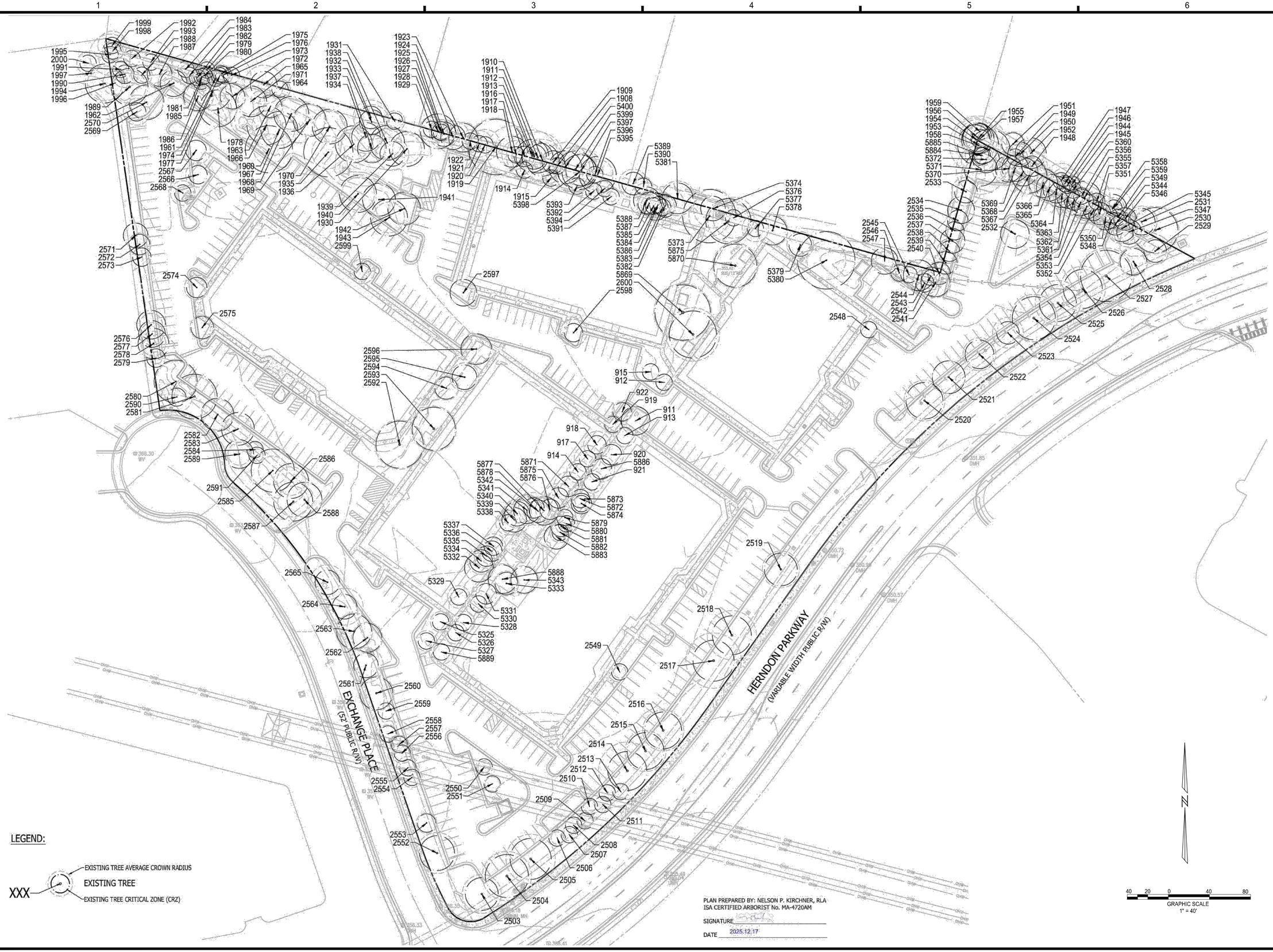
PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

EXISTING CONDITIONS

SHEET No.
03

P:\Projects\23008899.00\exchange place development plan\113159 development plan\03 EXISTING CONDITIONS.dwg, 12/22/2025 2:38:19 PM, Jason M. Alagna,




ROONEY PROPERTIES

WIRE GILL LLP

mv+a

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

SHEET TITLE:

TREE INVENTORY & PRESERVATION PLAN

SHEET No.

03.1

P:\Projects\23008899.00\exchange place development plan\113159 development plan\03.1 TREE INVENTORY AND PRESERVATION PLAN.dwg, 12/30/2025 2:34:53 PM, Jason M. Allegra,

| Tree No. | Species | Size | CRZ | Condition | Canopy Position | Crown Desnsity | Average Crown Radius | Invasive Species | Existing Conditions / Observations |
|---|---|---|---|---|---|---|---|---|---|
| | | *DBH (in) | R (ft) | % | | % | R (ft) | Yes/No | |
| 911 | Magnolia x soulangiana, Saucer Magnolia | 7, 6.5, 6.3, 6, 5 | 14 | 75.0 | Codominant | 65 | 13 | No | GIRDLING ROOT. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 912 | Magnolia x soulangiana, Saucer Magnolia | 3.5, 3, 2.9, 2.6 | 8 | 90.0 | Intermediate | 75 | 8 | No | VOLCANO MULCHED. BURIED ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 913 | Magnolia x soulangiana, Saucer Magnolia | 6, 5.3 | 8 | 78.0 | Codominant | 65 | 11 | No | NO SEVERE BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 914 | Magnolia x soulangiana, Saucer Magnolia | 5.6, 5.5 | 8 | 78.0 | Codominant | 65 | 9 | No | NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY |
| 915 | Magnolia x soulangiana, Saucer Magnolia | 2.7, 2.7, 2.7, 1.9, 1.6 | 8 | 75.0 | Intermediate | 55 | 8 | No | VOLCANO MULCHED, BURIED ROOT COLLAR. MECHANICAL DAMAGE AT BASE OF TRUNK. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY. |
| 917 | Magnolia x soulangiana, Saucer Magnolia | 6.2, 5 | 8 | 78.0 | Codominant | 65 | 9 | No | MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 918 | Magnolia x soulangiana, Saucer Magnolia | 4.7, 4.2, 4.0, 4 | 9 | 78.0 | Codominant | 65 | 9 | No | NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 919 | Magnolia x soulangiana, Saucer Magnolia | 3.7, 3.3, 2.7, 2 | 8 | 78.0 | Codominant | 65 | 7 | No | NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT AT LOWER TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 920 | Magnolia x soulangiana, Saucer Magnolia | 7, 5, 4.5 | 10 | 75.0 | Codominant | 65 | 11 | No | NO SEVERE BIOTIC ISSUES OBSERVED. MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 921 | Magnolia x soulangiana, Saucer Magnolia | 7.2 | 8 | 75.0 | Codominant | 65 | 11 | No | NO SEVERE BIOTIC ISSUES OBSERVED. MINOR STORM DAMAGE & CANOPY DEADWOOD. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 922 | Magnolia x soulangiana, Saucer Magnolia | 5, 4.5, 4, 3.1 | 9 | 78.0 | Codominant | 65 | 9 | No | NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 1908 | Cercis canadensis, Eastern Redbud | 4.3, 3.2, 2.7 | 8 | 35.0 | Suppressed | 35 | 7 | No | SEVERE STORM DAMAGE. INTERNAL DECAY AT BASE OF TRUNK STEM. POOR STRUCTURE. FAIR TO POOR VIGOR. FAIR VITALITY. |
| 1909 | Juniperus virginiana, Eastern Red Cedar | 10.9 | 11 | 65.0 | Codominant | 10.0 | 11 | No | MODERATE LIVE CANOPY RATIO. MULTIPLE HOLLOWS ALONG MAIN TRUNK STEM. FAIR TO GOOD STRUCTURE. FAIR VIGOR & VITALITY. |
| 1910 | Quercus palustris, Pin Oak | 16.1 | 16 | 25.0 | Dominant | 55 | 22 | No | SEVERE STORM DAMAGE. MULTIPLE BROKEN OUT SCAFFOLD BRANCHES. HOLLOW CAVITY AT ROOT FLARE. POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY. |
| 1911 | Ulmus americana, American Elm | 14.8 | 15 | 20.0 | Dominant | 75 | 20 | No | 33% UPPER CANOPY DIEBACK. LOW LIVE CANOPY RATIO. MISTLETOE IN UPPER CANOPY. ASYMMETRIC CANOPY. FAIR TO POOR STRUCTURE. POOR VIGOR & VITALITY. |
| 1912 | Dead Snag | 11.8 | 12 | 0.0 | Codominant | 45 | 45 | No | ASSESSED AS STANDING DEAD. STORM DAMAGED, TOPPED. FUNGUS AT ROOT FLARE. |
| 1913 | Quercus phellos, Willow Oak | 15.7 | 16 | 68.0 | Dominant | 65 | 24 | No | ASYMMETRIC CANOPY. LOWER CANOPY DEADWOOD (2-3"). FAIR STRUCTURE. GOOD VIGOR & VITALITY. |
| 1914* | Ilex x attenuata, Foster's Holly | 5.5 | 8 | 55.0 | Intermediate | 75.0 | 4 | No | CODOMINANT UNION, CODOMINANT STEM RIPPED OUT, LARGE CAVITY AT BASE OF TRUNK. FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY. |
| 1915 | Ilex x attenuata, Foster's Holly | 3.4, 3.3 | 8 | 78.0 | Intermediate | 80.0 | 5 | No | U-SHAPED CODOMINANT UNION AT LOWER TRUNK STEM. OPEN CAVITY ALONG TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 1916 | Cercis canadensis, Eastern Redbud | 9, 3.6 | 10 | 25.0 | Intermediate | 45 | 6 | No | V-SHAPED CODOMINANT UNION AT LOWER TRUNK STEM. BOTH LEADERS TOPPED, ONE DEAD & DECAYING. MULTIPLE HOLLOWS ALONG TRUNK STEM. POOR STRUCTURE. FAIR VIGOR & VITALITY. |
| 1917 | Cercis canadensis, Eastern Redbud | 5.1, 4.6 | 8 | 30.0 | Intermediate | 55 | 7 | No | V-SHAPED CODOMINANT UNION. MULTIPLE HOLLOWS ALONG MAIN TRUNK STEM. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY. |
| 1918 | Ulmus americana, American Elm | 15.0 | 15 | 50.0 | Dominant | 65 | 18 | No | V-SHAPED CODOMINANT UNION MID TRUNK STEM. ONE STEM BROKEN OUT. TRUNK STEM LEAN TOWARDS ADJACENT PROPERTY. GIRDLING ROOT (1-2"). UPPER CANOPY DEADWOOD (1"). FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY. |
| 1919 | Quercus phellos, Willow Oak | 27.2 | 27 | 48.0 | Dominant | 65 | 27 | No | IN DECLINE. APICAL LEADER DEAD & DECAYING. LOWER CANOPY DEADWOOD (<1"). OPEN CAVITY AT BREAST HEIGHT. MULTIPLE GIRDLING ROOTS (<1"). FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY. |
| 1920 | Cercis canadensis, Eastern Redbud | 5.4, 3.4 | 8 | 15.0 | Intermediate | 55 | 8 | No | U-SHAPED CODOMINANT UNION W/ VISIBLE SEAM. 3.4" STEM TOPPED. EPICORMIC SHOOTS. MULTIPLE HOLLOWS ALONG MAIN TRUNK STEM. STORM DAMAGED. VERY POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY. |
| 1921 | Cercis canadensis, Eastern Redbud | 4.5, 3.5, 3 | 8 | 10.0 | Intermediate | 55 | 8 | No | SEVERE TRUNK STEM LEAN. MULTIPLE HOLLOW CAVITIES THROUGHOUT. STORM DAMAGED. EPICORMIC SHOOTS. VERY POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY. |
| 1922 | Cercis canadensis, Eastern Redbud | 5.5, 4.7 | 8 | 10.0 | Intermediate | 45 | 8 | No | 3.5" STEM DEAD & DECAYING. EPICORMIC SHOOTS. STORM DAMAGED. VERY POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY. |
| 1923 | Juniperus virginiana, Eastern Red Cedar | 14.1 | 14 | 90.0 | Codominant | 20.0 | 16 | No | MINOR ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1924 | Cercis canadensis, Eastern Redbud | 8.7, 6.7, 5.9 | 12 | 20.0 | Intermediate | 55 | 11 | No | SEVERE STORM DAMAGE. TRI-STEM UNION AT LOWER TRUNK STEM. MULTIPLE HOLLOW CAVITIES THROUGHOUT, DECAY EVIDENT. POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY. |
| 1925 | Juniperus virginiana, Eastern Red Cedar | 11.9 | 12 | 50.0 | Codominant | 25.0 | 10 | No | ASYMMETRIC CANOPY. SCAFFOLD BRANCH DEAD & DECAYING. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. FAIR STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1926 | Sassafras albidum, Sassafras | 4.7 | 8 | 10.0 | Suppressed | 45 | 2 | No | INTENTIONALLY TOPPED, 8' UP TRUNK STEM. EPICORMIC SHOOTS. |
| 1927 | Diospyros virginiana, Common Persimmon | 9.4 | 9 | 72.0 | Codominant | 60.0 | 15 | No | LOW LIVE CANOPY RATIO, FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY. |
| 1928 | Juniperus virginiana, Eastern Red Cedar | 17.4 | 17 | 80.0 | Codominant | 60.0 | 15 | No | ASYMMETRIC CANOPY. DEAD SCAFFOLD BRANCH (SHADED OUT). MINOR TRUNK STEM LEAN. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 1929 | Prunus serotina, Black Cherry | 6.1 | 8 | 60.0 | Codominant | 35 | 11 | No | TRUNK STEM LEAN. FAIR TO POOR STRUCTURE. GOOD VIGOR & VITALITY. |
| 1930 | Leyland Cypress, Cupressus × leylandi | 12.9, 10.4 | 17 | 85.0 | Codominant | 85.0 | 15 | No | LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1931 | Fraxinus pennsylvanica, Green Ash | 5.3 | 8 | 5.0 | Intermediate | 25 | 8 | No | 100% UPPER CANOPY DIEBACK. EPICORMIC SHOOTS ALONG LOWER TRUNK STEM. ASIATIC BITTERSWEET IN UPPER CANOPY. |
| 1932 | Ulmus americana, American Elm | 11.2 | 11 | 72.0 | Codominant | 65 | 13 | No | POISON IVY MID CANOPY. WINTER CREEPER GROUND COVER. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY. |
| 1933 | Ulmus americana, American Elm | 11.9 | 12 | 68.0 | Codominant | 65 | 13 | No | V-SHAPED CODOMINANT UNION MID TRUNK STEM. POISON IVY MID CANOPY. WINTER CREEPER GROUND COVER. FAIR STRUCTURE. GOOD VIGOR & VITALITY. |
| 1934 | Leyland Cypress, Cupressus × leylandi | 12.6, 5.3, 4.6 | 14 | 85.0 | Codominant | 70.0 | 13 | No | SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1935 | Leyland Cypress, Cupressus × leylandi | 17.6, 15, 7.2 | 24 | 86.0 | Codominant | 70.0 | 13 | No | SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1936 | Leyland Cypress, Cupressus × leylandi | 13.1, 8.8, 6.5, 5.1 | 18 | 87.0 | Codominant | 70.0 | 13 | No | GUMMOSIS. SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1937 | Leyland Cypress, Cupressus × leylandi | 13.7 | 14 | 85.0 | Codominant | 75.0 | 14 | No | LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1938 | Leyland Cypress, Cupressus × leylandi | 13.7, 6.1, 6.2 | 17 | 85.0 | Codominant | 80.0 | 12 | No | LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1939 | Leyland Cypress, Cupressus × leylandi | 12.4 | 12 | 85.0 | Codominant | 65.0 | 14 | No | LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |

| Tree No. | Species | Size | CRZ | Condition | Canopy Position | Crown Dsnsity | Average Crown Radius | Invasive Species | Existing Conditions / Observations |
|---|---|---|---|---|---|---|---|---|---|
| | | *DBH (in) | R (ft) | % | | % | R (ft) | Yes/No | |
| 1940 | Leyland Cypress, Cupressus × leylandi | 13, 12.6 | 18 | 85.0 | Codominant | 90.0 | 15 | No | SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1941 | Leyland Cypress, Cupressus × leylandi | 16.2 | 16 | 85.0 | Codominant | 90.0 | 14 | No | SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1942 | Leyland Cypress, Cupressus × leylandi | 10.4, 12 | 16 | 70.0 | Codominant | 95.0 | 13 | No | POORLY PRUNED. VERY ASYMMETRIC CANOPY. FAIR STRUCTURE. FAIR TO GOOD COLOR. GOOD VIGOR & VITALITY. |
| 1943 | Leyland Cypress, Cupressus × leylandi | 15.1, 8.5, 5.8 | 18 | 85.0 | Codominant | 90.0 | 14 | No | SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1944 | Ulmus parvifolia, Chinese Elm | 4.2 | 8 | 35.0 | Intermediate | 70 | 5 | Yes | LOW LIVE CANOPY RATIO. JAPANESE HONEYSUCKLE FROM GRADE TO UPPER CANOPY. FAIR TO POOR STRUCTURE, VIGOR, & VITALITY. |
| 1945 | Pyrus calleryana, Callery Pear | 3.8, 2.6 | 8 | 40.0 | Intermediate | 70 | 8 | Yes | CODOMINANT UNION AT ROOT COLLAR. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. STORM DAMAGED. FAIR TO POOR STRUCTURE. GOOD VIGOR & VITALITY. |
| 1946 | Ulmus parvifolia, Chinese Elm | 4.9, 3.5 | 8 | 50.0 | Intermediate | 70 | 12 | Yes | CODOMINANT UNION AT LOWER TRUNK STEM. ASYMMETRIC CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. TWISTED STRUCTURE. FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY. |
| 1947 | Ulmus parvifolia, Chinese Elm | 4.7 | 8 | 50.0 | Intermediate | 70 | 15 | Yes | GRAPE VINE FROM GRADE TO MID CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO LOWER CANOPY. FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY. |
| 1948 | Pyrus calleryana, Callery Pear | 7.9, 5.7 | 10 | 68.0 | Codominant | 70 | 12 | Yes | V-SHAPED CODOMINANT UNION AT ROOT COLLAR. ASYMMETRIC CANOPY. FAIR STRUCTURE. GOOD VIGOR & VITALITY. |
| 1949 | Nyssa sylvatica, Blackgum | 4.2 | 8 | 0.0 | Suppressed | 70 | 8 | No | ASSESSED AS STANDING DEAD. |
| 1950 | Pinus nigra, Austrian Pine | 11.8 | 12 | 0.0 | Codominant | 70 | 10 | No | ASSESSED AS STANDING DEAD. |
| 1951 | Pinus nigra, Austrian Pine | 10.7 | 11 | 70.0 | Codominant | 55.0 | 12 | No | CANOPY LEAN (PHOTOTROPIC). FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 1952 | Pinus nigra, Austrian Pine | 10.5, 10.5 | 15 | 70.0 | Dominant | 60.0 | 13 | No | U-SHAPED CODOMINANT UNION AT ROOT COLLAR. POISON IVY EMBEDDED INTO TRUNK STEM. FAIR STRUCTURE. GOOD VIGOR & VITALITY. |
| 1953 | Tilia americana, American Basswood | 20.1 | 20 | 50.0 | Dominant | 70 | 28 | No | SEVERE TRUNK STEM LEAN TOWARDS PARKING LOT, LIFTING ROOT PLATE. VERY POOR STRUCTURE. GOOD VIGOR & VITALITY. |
| 1954 | Quercus palustris, Pin Oak | 13.9 | 14 | 68.0 | Codominant | 70 | 21 | No | ASYMMETRIC CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. PREVIOUSLY STORM DAMAGED. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY. |
| 1955 | Ulmus americana, American Elm | 15.0 | 15 | 82.0 | Dominant | 70 | 13 | No | MODERATE LIVE CANOPY RATIO. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY. |
| 1956 | Quercus palustris, Pin Oak | 13.8 | 14 | 68.0 | Codominant | 70 | 17 | No | ASYMMETRIC CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. SHOWS HISTORY OF STORM DAMAGE. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY. |
| 1957 | Diospyros virginiana, Common Persimmon | 9.0 | 9 | 70.0 | Codominant | 70 | 14 | No | MINOR STORM DAMAGE. SHOWS HISTORY OF STORM DAMAGE. TWISTED STRUCTURE. FAIR STRUCTURE. GOOD VIGOR & VITALITY. |
| 1958 | Quercus palustris, Pin Oak | 19.8 | 20 | 68.0 | Codominant | 70 | 25 | No | COMMON GREENBRIER & JAPANESE HONEYSUCKLE FROM GRADE TO LOWER CANOPY. ASYMMETRIC CANOPY. LOWER CANOPY DEADWOOD & HANGERS (1-2"). FAIR STRUCTURE. GOOD VIGOR & VITALITY. |
| 1959 | Quercus palustris, Pin Oak | 3.3 | 8 | 30.0 | Suppressed | 70 | 9 | No | LOW LIVE CANOPY RATIO. JAPANESE HONEYSUCKLE FROM GRADE TO UPPER CANOPY. FAIR TO POOR VIGOR & VITALITY. |
| 1960 | Leyland Cypress, Cupressus × leylandi | 18.7, 13 | 23 | 85.0 | Codominant | 95.0 | 15 | No | LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1961 | Diospyros virginiana, Common Persimmon | 3.8 | 8 | 15.0 | Codominant | 70 | 6 | No | IN SEVERE DECLINE. 80% UPPER CANOPY DIEBACK. LOW LIVE CANOPY RATIO. POOR STRUCTURE, VIGOR, & VITALITY. |
| 1962 | Leyland Cypress, Cupressus × leylandi | 13.4 | 13 | 60.0 | Codominant | 70.0 | 13 | No | APICAL LEADER DEFOLIATED & APPEARS DEAD. SLIGHTLY ASYMMMETRIC CANOPY. FAIR TO GOOD STRUCTURE. FAIR COLOR, VIGOR, & VITALITY. |
| 1963 | Leyland Cypress, Cupressus × leylandi | 8.1, 7.2 | 11 | 15.0 | Intermediate | 5.0 | 12 | No | IN SEVERE DECLINE. 95% UPPER CANOPY DIEBACK. U-SHAPED CODOMINANT UNION FAIR STRUCTURE. POOR COLOR, VIGOR, & VITALITY. |
| 1964 | Morus alba, White Mulberry | 5.9 | 8 | 75.0 | Codominant | 65 | 14 | Yes | LOW LIVE CANOPY RATIO. JAPANESE HONEYSUCKLE AT BREAST HEIGHT. TWISTED STRUCTURE. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY. |
| 1965 | Morus alba, White Mulberry | 13.0 | 13 | 40.0 | Codominant | 70 | 15 | Yes | SHOWS HISTORY OF STORM DAMAGE, AND IS STORM DAMAGED. SEVERE TRUNK STEM LEAN AWAY FROM FENCE. GRAPE VINE & JAPANESE HONEYSUCKLE AT MID CANOPY. HOLLOW CAVITY MID TRUNK STEM. POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY. |
| 1966 | Leyland Cypress, Cupressus × leylandi | 16.4, 8.8 | 19 | 85.0 | Codominant | 85.0 | 14 | No | LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1967 | Leyland Cypress, Cupressus × leylandi | 13.9, 11.2 | 18 | 85.0 | Codominant | 85.0 | 15 | No | LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1968 | Leyland Cypress, Cupressus × leylandi | 13.9, 5.8, 7.4 | 17 | 85.0 | Codominant | 85.0 | 15 | No | LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1969 | Leyland Cypress, Cupressus × leylandi | 16.3 | 16 | 85.0 | Codominant | 85.0 | 15 | No | LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1970 | Leyland Cypress, Cupressus × leylandi | 17.0 | 17 | 85.0 | Codominant | 85.0 | 15 | No | LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1971 | Leyland Cypress, Cupressus × leylandi | 9.3, 9, 6.9 | 15 | 85.0 | Codominant | 85.0 | 14 | No | LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1972 | Leyland Cypress, Cupressus × leylandi | 12.2 | 12 | 85.0 | Codominant | 85.0 | 14 | No | LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1973 | Diospyros virginiana, Common Persimmon | 6.1 | 8 | 50.0 | Codominant | 70 | 9 | No | U-SHAPED CODOMINANT UNION MID TRUNK STEM. ASYMMETRIC CANOPY DUE TO COMPETITION. LOWER CANOPY DEADWOOD (<1"). MODERATE LIVE CANOPY RATIO. FAIR STRUCTURE. VIGOR, & VITALITY. |
| 1974 | Diospyros virginiana, Common Persimmon | 3.5 | 8 | 15.0 | Intermediate | 65 | 7 | No | 70% UPPER CANOPY DIEBACK. OUTCOMPETED BY NEIGHBORS. VERY LOW LIVE CANOPY RATIO. FAIR TO POOR STRUCTURE. POOR VIGOR & VITALITY. |
| 1975 | Diospyros virginiana, Common Persimmon | 4.6 | 8 | 45.0 | Codominant | 70 | 8 | No | U-SHAPED CODOMINANT UNION MID TRUNK STEM. LOW LIVE CANOPY RATIO. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY. |
| 1976 | Diospyros virginiana, Common Persimmon | 3.9 | 8 | 45.0 | Codominant | 70 | 8 | No | APICAL LEADER DEAD. LOW LIVE CANOPY RATIO. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY. |
| 1977 | Leyland Cypress, Cupressus × leylandi | 17.5 | 18 | 85.0 | Codominant | 65.0 | 14 | No | LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1978 | Leyland Cypress, Cupressus × leylandi | 12, 10.6, 7.1 | 18 | 85.0 | Codominant | 85.0 | 14 | No | LOWER CANOPY DEADWOOD (1-2"). SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1979 | Diospyros virginiana, Common Persimmon | 3.7 | 8 | 50.0 | Codominant | 70 | 6 | No | UPPER CANOPY DEADWOOD (<1"). 15% UPPER CANOPY DIEBACK. FAIR STRUCTURE, VIGOR, & VITALITY. |
| 1980 | Diospyros virginiana, Common Persimmon | 4.1 | 8 | 60.0 | Codominant | 70 | 8 | No | MINOR LOWER CANOPY DEADWOOD (<1"). TWISTED STRUCTURE. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY. |
| 1981 | Diospyros virginiana, Common Persimmon | 3.9, 3.4 | 8 | 65.0 | Codominant | 70 | 10 | No | LOWER CANOPY DEADWOOD (<1"). V-SHAPED CODOMINANT UNION AT ROOT COLLAR. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY. |
| 1982 | Diospyros virginiana, Common Persimmon | 5.8 | 8 | 65.0 | Intermediate | 70 | 11 | No | NO SEVERE BIOTIC ISSUES OBSERVED. ASYMMETRIC CANOPY. GOOD STRUCTURE, VIGOR, & VITALITY. |

| Tree No. | Species | Size | CRZ | Condition | Canopy Position | Crown Desnsity | Average Crown Radius | Invasive Species | Existing Conditions / Observations |
|---|---|---|---|---|---|---|---|---|---|
| | | *DBH (in) | R (ft) | % | | % | R (ft) | Yes/No | |
| 1983 | Diospyros virginiana, Common Persimmon | 3.5 | 8 | 60.0 | Intermediate | 45 | 11 | No | NO SEVERE BIOTIC ISSUES OBSERVED. MODERATE TO LOW LIVE CANOPY RATIO. ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY. |
| 1984 | Pyrus calleryana, Callery Pear | 8.0 | 8 | 58.0 | Codominant | 55 | 15 | Yes | INVASIVE VINE SPECIES FROM GRADE TO CANOPY. FAIR TO POOR SCAFFOLD BRANCHING, FAIR TO GOOD OVERALL STRUCTURE, GOOD VIGOR & VITALITY. |
| 1985 | Diospyros virginiana, Common Persimmon | 3.6 | 8 | 60.0 | Intermediate | 45 | 11 | No | NO SEVERE BIOTIC ISSUES OBSERVED. MODERATE TO LOW LIVE CANOPY RATIO. ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY. |
| 1986 | Leyland Cypress, Cupressus × leylandi | 12, 7.4 | 14 | 65.0 | Codominant | 70.0 | 14 | No | LOWER CANOPY DEADWOOD (1-2"). ASYMMETRIC CANOPY. FAIR COLOR. FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY. |
| 1987 | Leyland Cypress, Cupressus × leylandi | 11.5 | 12 | 20.0 | Codominant | 10.0 | 13 | No | IN DECLINE. 75% UPPER CANOPY DIEBACK. ASIATIC BITTERSWEET & JAPANESE HONEYSUCKLE FROM GRADE TO LOWER CANOPY. FAIR TO GOOD STRUCTURE. POOR VIGOR & VITALITY. |
| 1988 | Leyland Cypress, Cupressus × leylandi | 7.1 | 8 | 0.0 | Codominant | 45 | 45 | No | ASSESSED AS STANDING DEAD. TRUNK STEM LEAN. |
| 1989 | Leyland Cypress, Cupressus × leylandi | 17.9 | 18 | 90.0 | Dominant | 90.0 | 17 | No | GUMMOSIS AT BREAST HEIGHT. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1990 | Leyland Cypress, Cupressus × leylandi | 6.9, 5, 4.8 | 9 | 45.0 | Codominant | 40.0 | 15 | No | TRI-STEM UNION AT BASE OF TRUNK. 5" STEM DEAD & DECAYING. ASIATIC BITTERSWEET FROM GRADE TO LOWER CANOPY. LOWER CANOPY DENSITY. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY. |
| 1991 | Ulmus americana, American Elm | 5.5 | 8 | 65.0 | Codominant | 50 | 13 | No | U-SHAPED CODOMINANT UNION MID TRUNK STEM. LOWER CANOPY DEADWOOD (<1"). SLIME FLUX. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY. |
| 1992 | Crataegus spp., Hawthorn | 5.4 | 8 | 55.0 | Intermediate | 50 | 8 | No | GRAPE VINE FROM GRADE TO LOWER CANOPY. FAIR STRUCTURE, VIGOR, & VITALITY. |
| 1993 | Ulmus americana, American Elm | 8.0 | 8 | 10.0 | Codominant | 50 | 17 | No | IN SEVERE DECLINE. SEVERE EXFOLIATED BARK. 95% UPPER CANOPY DIEBACK. ENGLISH IVY FROM GRADE TO MID TRUNK STEM. |
| 1994 | Leyland Cypress, Cupressus × leylandi | 14.3, 12.4 | 19 | 85.0 | Dominant | 25.0 | 13 | No | NO SEVERE BIOTIC ISSUES OBSERVED. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY. |
| 1995 | Prunus serotina, Black Cherry | 7.4 | 8 | 30.0 | Suppressed | 45 | 12 | No | 5-6" GRAPE VINE FROM GRADE TO LOWER CANOPY. VERY POOR STRUCTURE, GROWS HORIZONTALLY. EPICORMIC SHOOTS. POOR VIGOR. FAIR TO POOR VITALITY. |
| 1996 | Leyland Cypress, Cupressus × leylandi | 5.8 | 8 | 0.0 | Suppressed | 75 | 75 | No | ASSESSED AS STANDING DEAD. GROWS HORIZONTALLY. |
| 1997 | Leyland Cypress, Cupressus × leylandi | 15.7 | 16 | 90.0 | Dominant | 85.0 | 16 | No | NO SEVERE BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 1998 | Prunus avium, Sweet Cherry | 4.2 | 8 | 45.0 | Suppressed | 35 | 10 | No | LOW LIVE CANOPY RATIO. GRAPE VINE FROM GRADE TO UPPER CANOPY. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY. |
| 1999 | Quercus velutina, Black Oak | 3.4, 3.1 | 8 | 45.0 | Suppressed | 35 | 9 | No | V-SHAPED CODOMINANT UNION W/ INCLUDED BARK. LOWER CANOPY DEADWOOD. SUPPRESSED BY MATURE NEIGHBOR. JAPANESE HONEYSUCKLE FROM GRADE TO UPPER CANOPY. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY. |
| 2000 | Acer saccharum, Sugar Maple | 5.6 | 8 | 65.0 | Intermediate | 45 | 9 | No | COMMON GREENBRIER FROM GRADE TO LOWER CANOPY. LOWER CANOPY DEADWOOD (<1"). SHOWS HISTORY OF STORM DAMAGE. FAIR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY. |
| 2503 | Quercus palustris, Pin Oak | 15.8 | 16 | 75.0 | Dominant | 65 | 19 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2504 | Quercus palustris, Pin Oak | 21.4 | 21 | 75.0 | Dominant | 65 | 24 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2505 | Quercus palustris, Pin Oak | 20.3 | 20 | 75.0 | Dominant | 65 | 24 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2506 | Crataegus spp., Hawthorn | 4.0 | 8 | 75.0 | Intermediate | 55 | 6 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2507 | Crataegus spp., Hawthorn | 4.0 | 8 | 75.0 | Intermediate | 55 | 6 | No | CANKER MID TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2508 | Crataegus spp., Hawthorn | 5.5 | 8 | 75.0 | Intermediate | 55 | 8 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2509 | Crataegus spp., Hawthorn | 4.0 | 8 | 75.0 | Intermediate | 55 | 7 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2510 | Crataegus spp., Hawthorn | 4.0 | 8 | 75.0 | Intermediate | 55 | 6 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2511 | Crataegus spp., Hawthorn | 5.5 | 8 | 75.0 | Intermediate | 55 | 8 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2512 | Crataegus spp., Hawthorn | 4.5 | 8 | 75.0 | Intermediate | 55 | 8 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2513 | Crataegus spp., Hawthorn | 4.3 | 8 | 75.0 | Intermediate | 

| Tree No. | Species | Size | CRZ | Condition | Canopy Position | Crown Desnsity | Average Crown Radius | Invasive Species | Existing Conditions / Observations |
|---|---|---|---|---|---|---|---|---|---|
| | | *DBH (in) | R (ft) | % | | % | R (ft) | Yes/No | |
| 2522 | Quercus palustris, Pin Oak | 14.4 | 14 | 75.0 | Dominant | 75 | 16 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2523 | Quercus palustris, Pin Oak | 10.9 | 11 | 75.0 | Dominant | 75 | 15 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2524 | Quercus palustris, Pin Oak | 20.6 | 21 | 75.0 | Dominant | 75 | 23 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2525 | Quercus palustris, Pin Oak | 16.3 | 16 | 75.0 | Dominant | 75 | 22 | No | GOOD STRUCTURE, VIGOR, & VITALITY. MINOR GIRDLING ROOT. |
| 2526 | Quercus palustris, Pin Oak | 18.5 | 19 | 75.0 | Dominant | 75 | 22 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2527 | Quercus palustris, Pin Oak | 25.0 | 25 | 70.0 | Dominant | 75 | 27 | No | GOOD OVERALL STRUCTURE, VIGOR, & VITALITY. FAIR TO GOOD SCAFFOLD BRANCHING. LOWER CANOPY DEADWOOD (1") |
| 2528 | Quercus palustris, Pin Oak | 13.1 | 13 | 75.0 | Dominant | 75 | 14 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2529 | Quercus palustris, Pin Oak | 10.7 | 11 | 75.0 | Codominant | 75 | 13 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2530 | Quercus phellos, Willow Oak | 23.0 | 22 | 75.0 | Dominant | 75 | 23 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2531 | Quercus phellos, Willow Oak | 12.8 | 13 | 0.0 | Dominant | 75 | 15 | No | ASSESSED AS STANDING DEAD. FUNGAL FRUITING BODIES PRESENT. |
| 2532* | Prunus serrulata, Japanese Flowering Cherry | 14.0 | 14 | 20.0 | Intermediate | 25 | 13 | No | IN SEVERE DECLINE. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. 75% UPPER CANOPY DIEBACK. FAIR TO POOR STRUCTURE. POOR VIGOR & VITALITY. |
| 2533 | Pinus strobus, Eastern White Pine | 11.2 | 11 | 75.0 | Codominant | 65.0 | 14 | No | VOLCANO MULCHED, BURIED ROOT COLLAR. TRUNK STEM LEAN TOWARDS T-2534. FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 2534 | Pinus strobus, Eastern White Pine | 12.7 | 13 | 75.0 | Codominant | 70.0 | 13 | No | VOLCANO MULCHED, BURIED ROOT COLLAR. V-SHAPED CODOMINANT UNION AT MID TRUNK STEM. FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 2535 | Pinus strobus, Eastern White Pine | 9.9 | 10 | 0.0 | Codominant | 75 | 6 | No | ASSESSED AS STANDING DEAD. VOLCANO MULCHED, BURIED ROOT COLLAR. |
| 2536 | Pinus strobus, Eastern White Pine | 8.6 | 9 | 75.0 | Codominant | 60.0 | 14 | No | VOLCANO MULCED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. LOWER CANOPY DEADWOOD (<1"). FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 2537 | Pinus strobus, Eastern White Pine | 11.9 | 12 | 75.0 | Codominant | 70.0 | 15 | No | VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 2538 | Pinus strobus, Eastern White Pine | 10.0 | 10 | 60.0 | Codominant | 20.0 | 14 | No | VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. LOW CANOPY DENSITY. LOWER CANOPY DEADWOOD (<1"). FAIR TO GOOD STRUCTURE. FAIR COLOR, VIGOR, & VITALITY. |
| 2539 | Pinus strobus, Eastern White Pine | 11.1 | 11 | 0.0 | Codominant | 0 | 12 | No | ASSESSED AS STANDING DEAD. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. |
| 2540 | Pinus strobus, Eastern White Pine | 11.4 | 11 | 0.0 | Codominant | 0 | 12 | No | ASSESSED AS STANDING DEAD. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. |
| 2541 | Pinus strobus, Eastern White Pine | 13.5 | 14 | 0.0 | Codominant | 0 | 14 | No | ASSESSED AS STANDING DEAD. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. |
| 2542 | Pinus strobus, Eastern White Pine | 9.3 | 9 | 0.0 | Codominant | 0 | 10 | No | ASSESSED AS STANDING DEAD. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. |
| 2543 | Pinus strobus, Eastern White Pine | 9.1 | 9 | 55.0 | Codominant | 35.0 | 12 | No | VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GOOD STRUCTURE. FAIR VIGOR & VITALITY. |
| 2544 | Pinus strobus, Eastern White Pine | 15.2 | 15 | 75.0 | Codominant | 45.0 | 15 | No | VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. EXPOSED ROOT SYSTEM W/ MOWER DAMAGE. FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 2545 | Pinus thunbergii, Japanese Black Pine | 5.6, 4.3 | 8 | 45.0 | Suppressed | 15.0 | 13 | No | VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. OUTCOMPETED BY NEIGHBORS. TWISTED STRUCTURE (TYPICAL OF SPECIES). PREVIOUSLY TOPPED. CODOMINANT UNION AT BREAST HEIGHT. FAIR TO POOR STRUCTURE. FAIR TO GOOD COLOR, VIGOR, & VITALITY. |
| 2546 | Pinus thunbergii, Japanese Black Pine | 6.9 | 8 | 68.0 | Intermediate | 15.0 | 9 | No | VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. TWISTED STRUCTURE (TYPICAL OF SPECIES). FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY. FAIR COLOR. |
| 2547 | Leyland Cypress; Cupressus × leylandi | 9, 10 | 13 | 68.0 | Intermediate | 65.0 | 9 | No | OPEN GROWN. 20% UPPER CANOPY DIEBACK. FAIR COLOR. GOOD STRUCTURE. FAIR TO GOOD VIGOR & VITALITY. |
| 2548 | Prunus serrulata, Japanese Flowering Cherry | 5.6 | 8 | 90.0 | Intermediate | 75 | 8 | No | VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2549 | Crataegus spp., Hawthorn | 5.2 | 8 | 25.0 | Intermediate | 35 | 8 | No | EXFOLIATED BARK ALONG MAIN TRUNK STEM. VOLCANO MULCHED, ELEVATED ROOT BALL. CANKER AT ROOT COLLAR, EXPOSED ROOT SYSTEM. 80% UPPER CANOPY DIEBACK. FAIR TO POOR STRUCTURE. POOR VIGOR & VITALITY. |
| 2550 | Crataegus spp., Hawthorn | 3.5 | 8 | 75.0 | Intermediate | 25 | 7 | No | NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2551 | Crataegus spp., Hawthorn | 4.6 | 8 | 75.0 | Intermediate | 25 | 7 | No | NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2552 | Acer rubrum, Red Maple | 17.1 | 17 | 75.0 | Dominant | 75 | 20 | No | GOOD STRUCTURE, VIGOR, & VITALITY. GIRDLING ROOT. EXPOSED ROOT ZONE. |
| 2553 | Acer rubrum, Red Maple | 9.0 | 9 | 63.0 | Codominant | 25 | 12 | No | GOOD VIGOR & VITALITY. FAIR TO GOOD STRUCTURE & SCAFFOLD BRANCHING. MINOR GIRDLING ROOT. |
| 2554 | Crataegus spp., Hawthorn | 5.5 | 8 | 70.0 | Intermediate | 25 | 10 | No | MINOR TRUNK STEM LEAN. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2555 | Crataegus spp., Hawthorn | 6.1 | 8 | 75.0 | Intermediate | 35 | 10 | No | NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2556 | Crataegus spp., Hawthorn | 5.9 | 8 | 75.0 | Intermediate | 50 | 10 | No | NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2557 | Crataegus spp., Hawthorn | 4.8 | 8 | 75.0 | Intermediate | 35 | 10 | No | NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2558 | Crataegus spp., Hawthorn | 5.0 | 8 | 75.0 | Intermediate | 50 | 10 | No | NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2559 | Crataegus spp., Hawthorn | 5.7 | 8 | 75.0 | Intermediate | 50 | 10 | No | NO APPARENT BIOTIC ISSUES OBSERVED. BELOW OVERHEAD UTILITY WIRES. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2560 | Acer rubrum, Red Maple | 16.1 | 16 | 75.0 | Dominant | 75 | 17 | No | GOOD STRUCTURE, VIGOR, & VITALITY. MINOR GIRDLING ROOT. |
| 2561 | Acer rubrum, Red Maple | 12.0 | 12 | 75.0 | Dominant | 75 | 17 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2562 | Acer rubrum, Red Maple | 13.5 | 14 | 68.0 | Codominant | 50 | 15 | No | STORM DAMAGED. GOOD VIGOR & VITALITY. FAIR TO GOOD STRUCTURE & SCAFFOLD BRANCHING. |
| 2563 | Acer rubrum, Red Maple | 16.6 | 17 | 63.0 | Codominant | 50 | 17 | No | CODOMINANT UNION MID TRUNK STEM W/ INCLUDED BARK. MINOR STORM DAMAGE. EXPOSED ROOT SYSTEM. GIRDLING ROOT. GOOD VIGOR & VITALITY. FAIR TO GOOD STRUCTURE. |
| 2564 | Acer rubrum, Red Maple | 11.9 | 12 | 75.0 | Codominant | 50 | 18 | No | MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY. |

| Tree No. | Species | Size | CRZ | Condition | Canopy Position | Crown Desnsity | Average Crown Radius | Invasive Species | Existing Conditions / Observations |
|---|---|---|---|---|---|---|---|---|---|
| | | *DBH (in) | R (ft) | % | | % | R (ft) | Yes/No | |
| 2565 | Acer rubrum, Red Maple | 12.0 | 12 | 75.0 | Codominant | 75 | 17 | No | MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2566 | Tilia cordata, Littleleaf Linden | 9.4 | 9 | 50.0 | Intermediate | 35 | 14 | No | VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. POOR SCAFFOLD BRANCH ATTACHMENT. SEVERE TRUNK STEM LEAN TOWARDS PARKING LOT. FAIR TO POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY. |
| 2567 | Tilia cordata, Littleleaf Linden | 10.4 | 10 | 60.0 | Intermediate | 35 | 12 | No | VOLCANO MULCH, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GIRDLING ROOT (1"). POOR SCAFFOLD BRANCH ATTACHMENT. RECENT TEAR OUT. EXPOSED HEARTWOOD. FAIR STRUCTURE & VIGOR. FAIR TO GOOD VITALITY. |
| 2568 | Tilia cordata, Littleleaf Linden | 7.7 | 8 | 45.0 | Intermediate | 25 | 12 | No | VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. SIGNS OF INTERNAL DECAY. FUNGAL FRUITING BODIES ALONG TRUNK STEM. DEAD SCAFFOLD BRANCH W/ FUNGUS. 5% UPPER CANOPY DIEBACK. POOR SCAFFOLD BRANCH ATTACHMENT. FAIR TO POOR STRUCTURE & VIGOR. FAIR VITALITY. |
| 2569 | Leyland Cypress; Cupressus × leylandi | 3.3, 3.8 | 9 | 70.0 | Codominant | 75 | 13 | No | ASYMMETRIC CANOPY. TRUNK STEM LEAN TOWARDS PARKING LOT. FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 2570 | Crataegus spp., Hawthorn | 17.5 | 17 | 60.0 | Codominant | 75 | 15 | No | SIGNIFICANT LOWER CANOPY DEADWOOD (<1"). ROOT SUCKERS AT BASE. FAIR STRUCTURE, VIGOR, VITALITY. |
| 2571 | Leyland Cypress; Cupressus × leylandi | 12.0 | 12 | 65.0 | Codominant | 60.0 | 11 | No | ASYMMETRIC CANOPY. TRUNK STEM LEAN. POOR PREVIOUS PRUNING. GOOD COLOR, VIGOR, & VITALITY. FAIR STRUCTURE. |
| 2572 | Pinus strobus, Eastern White Pine | 10.0 | 10 | 63.0 | Codominant | 95.0 | 12 | No | NO SEVERE BIOTIC ISSUES OBSERVED. MINOR CHLOROSIS. INVASIVE VINE FROM GRADE TO CANOPY. CANOPY WITH MODERATE DENSITY LEAFOUT. |
| 2573 | Pinus strobus, Eastern White Pine | 9.0 | 9 | 75.0 | Codominant | 95.0 | 10 | No | GIRDLING ROOT. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 2574 | Tilia cordata, Littleleaf Linden | 9.5 | 10 | 60.0 | Codominant | 75 | 12 | No | NO SEVERE BIOTIC ISSUES OBSERVED. GOOD VIGOR & VITALITY. FAIR / GOOD STRUCTURE THOUGH T-2574 SHOWS PREVIOUS STORM DAMAGE. MULTIPLE STEM UNION AT ~ 6-1/F UP TRUNK STEM. INCLUDED BARK AT SAID UNION IS PRONE TO FAILURE. VOLCANO MULCHED BURIED ROOT COLLAR. |
| 2575 | Tilia cordata, Littleleaf Linden | 10.5 | 11 | 50.0 | Codominant | 75 | 15 | No | NO SEVERE BIOTIC ISSUES OBSERVED. GOOD VIGOR & VITALITY. FAIR / GOOD STRUCTURE THOUGH T-2574 SHOWS PREVIOUS STORM DAMAGE. MULTIPLE STEM UNION AT ~ 6-1/F UP TRUNK STEM. INCLUDED BARK AT SAID UNION IS PRONE TO FAILURE. VOLCANO MULCHED BURIED ROOT COLLAR. |
| 2576 | Leyland Cypress; Cupressus × leylandi | 14.0 | 14 | 75.0 | Codominant | 95.0 | 12 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 2577 | Leyland Cypress; Cupressus × leylandi | 10, 8 | 13 | 75.0 | Codominant | 95.0 | 11 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 2578 | Leyland Cypress; Cupressus × leylandi | 15.0 | 15 | 75.0 | Codominant | 95.0 | 11 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 2579 | Leyland Cypress; Cupressus × leylandi | 6, 5, 3.5 | 9 | 75.0 | Codominant | 95.0 | 11 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 2580 | Leyland Cypress; Cupressus × leylandi | 14, 12, 10 | 21 | 75.0 | Dominant | 95.0 | 18 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 2581 | Leyland Cypress; Cupressus × leylandi | 18, 12 | 22 | 75.0 | Dominant | 100.0 | 20 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 2582 | Leyland Cypress; Cupressus × leylandi | MULTI STEM 4 - 15 | 16 | 75.0 | Dominant | 100.0 | 15 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 2583 | Leyland Cypress; Cupressus × leylandi | MULTI STEM 4 - 15 | 16 | 55.0 | Dominant | 100.0 | 13 (1-SIDE) | No | NO SEVERE BIOTIC ISSUES OBSERVED. GOOD COLOR, VIGOR, & VITALITY. POOR STRUCTURE. T-2583 WAS CODOM WITH A 12" STEM WHICH HAS STORM DAMAGE COLLAPSED. |
| 2584 | Prunus serrulata, Japanese Flowering Cherry | 4.0 | 8 | 75.0 | Intermediate | 25 | 8 | No | VOLUNTEER REGENERATION. GOOD VIGOR & VITALITY. FAIR TO GOOD STRUCTURE. |
| 2585 | Leyland Cypress; Cupressus × leylandi | 17, 12 | 21 | 85.0 | Dominant | 95.0 | 14 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 2586 | Leyland Cypress; Cupressus × leylandi | 13, 11 | 17 | 85.0 | Dominant | 95.0 | 14 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 2587 | Prunus serrulata, Japanese Flowering Cherry | 18.7 | 19 | 70.0 | Codominant | 75 | 17 | No | MINOR STORM DAMAGE. MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2588 | Prunus serrulata, Japanese Flowering Cherry | 17.0 | 17 | 70.0 | Codominant | 75 | 17 | No | MINOR STORM DAMAGE. MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2589 | Leyland Cypress; Cupressus × leylandi | 14.0 | 14 | 65.0 | Dominant | 95.0 | 11 | No | NO SEVERE BIOTIC ISSES OBSERVED. GOOD COLOR, VIGOR & VITALITY. FAIR / GOOD STRUCTURE. CANOPY SHOWS DIE-BACK. VOLUNTEER MULBERRY IS ROOTED AT T-2589 ROOT CROWN. |
| 2590 | Morus alba, White Mulberry | 9.0 | 9 | 50.0 | Codominant | 75 | 15 | No | GOOD VIGOR & VITALITY. FAIR TO POOR STRUCTURE. MULTI-STEM UNION AT BASE OF TRUNK STEM. |
| 2591 | Morus alba, White Mulberry | 3.5, 3.5 | 8 | 62.0 | Intermediate | 35 | 6 | Yes | GOOD VIGOR & VITALITY. FAIR TO POOR STRUCTURE. |
| 2592 | Gleditsia triacanthos, Honeylocust | 23.0 | 23 | 70.0 | Dominant | 95 | 22 | No | MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2593 | Gleditsia triacanthos, Honeylocust | 20.5 | 21 | 70.0 | Dominant | 95 | 21 | No | MINOR GIRDLING ROOT. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2594 | Crataegus spp., Hawthorn | 9, 6.7 | 11 | 40.0 | Codominant | 40.0 | 14 | No | T-2594 SHOWS SIGNIFICANT DEADWOOD & POOR STRUCTURE. TRUNK STEM WITH SAPSUCKER BORE HOLES AT MID-TRUNK STEM. |
| 2595 | Crataegus spp., Hawthorn | 12.4 | 12 | 70.0 | Codominant | 75 | 16 | No | MINOR CANOPY DEADWOOD. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2596 | Crataegus spp., Hawthorn | 15.4 | 15 | 50.0 | Codominant | 75 | 13 | No | NO SEVERE BIOTIC ISSUES OBSERVED. CANOPY DEADWOOD. INSECT BORE MID TRUNK STEM. FAIR TO GOOD VIGOR & VITALITY. FAIR TO POOR STRUCTURE. |
| 2597 | Tilia cordata, Littleleaf Linden | 12.8 | 13 | 70.0 | Codominant | 75 | 16 | No | VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLALR. V-SHAPED CODOMINANT UNION W/ VISIBLE SEAM. POORLY CALLUSED PRUNING SCARS. EXPOSED ROOT SYSTEM W/ DAMAGE. MULTIPLE GIRDLING ROOTS (2-4"). FAIR STRUCTURE. FAIR TO GOOD VIGOR. GOOD VITALITY. |
| 2598 | Tilia cordata, Littleleaf Linden | 9.2 | 9 | 28.0 | Codominant | 35 | 14 | No | VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. MINOR TRUNK STEM LEAN. POORLY CALLUSED PRUNING SCARS. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY. |
| 2599 | Crataegus spp., Hawthorn | 6.5 | 8 | 80.0 | Intermediate | 50 | 11 | No | VOLCANO MULCH, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 2600 | Gleditsia triacanthos, Honeylocust | 22.5 | 23 | 85.0 | Dominant | 95 | 25 | No | VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. MULTIPLE GIRDLING ROOTS (2-3"). MINOR UPPER CANOPY DEADWOOD & HANGERS (<1"). EXPOSED ROOT SYSTEM, MOWER DAMAGE. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 5325 | Magnolia x soulangiana, Saucer Magnolia | 5.7, 4, 3.5 | 8 | 78.0 | Intermediate | 75 | 11 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 5326 | Magnolia x soulangiana, Saucer Magnolia | 5.5, 4.8 | 8 | 78.0 | Intermediate | 75 | 12 | No | NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT AT ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY. |

| Tree No. | Species | Size | CRZ | Condition | Canopy Position | Crown Desnsity | Average Crown Radius | Invasive Species | Existing Conditions / Observations |
|---|---|---|---|---|---|---|---|---|---|
| | | *DBH (in) | R (ft) | % | | % | R (ft) | Yes/No | |
| 5327 | Magnolia x soulangiana, Saucer Magnolia | 4, 3.5, 3.5 | 8 | 78.0 | Intermediate | 75 | 11 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 5328 | Magnolia x soulangiana, Saucer Magnolia | 5, 3.5, 3.5, 3 | 8 | 78.0 | Intermediate | 75 | 10 | No | NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT AT ROOT COLLAR. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 5329 | Magnolia x soulangiana, Saucer Magnolia | 5.0 | 8 | 78.0 | Intermediate | 75 | 8 | No | NO APPARENT BIOTIC ISSUES. SINGLE STEM. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 5330 | Magnolia x soulangiana, Saucer Magnolia | 6, 4.5, 4 | 8 | 70.0 | Intermediate | 75 | 13 | No | NO SEVERE BIOTIC ISSUES OBSERVED. THE 6" STEM SHOW A 10-FT. VERTICAL CANKER. CANKER SHOWS COMPARTMENTALIZATION. MULTI CODOM STEMS AT ROOT CROWN. |
| 5331 | Magnolia x soulangiana, Saucer Magnolia | 8, 6.4 | 10 | 78.0 | Intermediate | 75 | 13 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. MULTI CODOM STEMS AT ROOT CROWN. |
| 5332 | Ilex x attenuata, Foster's Holly | 11, 8.5 | 14 | 78.0 | Codominant | 65.0 | 17 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5333 | Ilex x attenuata, Foster's Holly | 10.6 | 11 | 78.0 | Codominant | 55.0 | 12 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5334 | Ilex x attenuata, Foster's Holly | 8, 7.3 | 11 | 78.0 | Codominant | 40.0 | 8 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5335 | Ilex x attenuata, Foster's Holly | 8, 7 | 10 | 78.0 | Codominant | 35.0 | 8 | No | NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5336 | Ilex x attenuata, Foster's Holly | 8, 6 | 10 | 78.0 | Codominant | 40.0 | 11 | No | NO APPARENT BIOTIC ISSUES OBSERVED. CODOMINANT ? UP TRUNK STEM. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5337 | Ilex x attenuata, Foster's Holly | 9.2 | 9 | 78.0 | Codominant | 55.0 | 9 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5338 | Ilex x attenuata, Foster's Holly | 7.3 | 8 | 78.0 | Codominant | 60.0 | 10 | No | NO APPARENT BIOTIC ISSUES OBSERVED. SINGLE STEM. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5339 | Ilex x attenuata, Foster's Holly | 8.5, 7, 5.3 | 12 | 78.0 | Codominant | 60.0 | 10 | No | NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5340 | Ilex x attenuata, Foster's Holly | 8, 7, 6.1 | 12 | 78.0 | Codominant | 60.0 | 11 | No | NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5341 | Ilex x attenuata, Foster's Holly | 8.3, 7.9, 7 | 13 | 78.0 | Codominant | 70.0 | 11 | No | NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM W/ INCLUDED BARK. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5342 | Ilex x attenuata, Foster's Holly | 10.0 | 10 | 78.0 | Codominant | 70.0 | 9 | No | NO APPARENT BIOTIC ISSUES OBSERVED. SINGLE STEM. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5343 | Ilex x attenuata, Foster's Holly | 10.2, 8 | 13 | 70.0 | Codominant | 60.0 | 11 | No | NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT BASE OF TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 5344 | Leyland Cypress; Cupressus × leylandi | 11.2 | 11 | 85.0 | Codominant | 85.0 | 15 | No | SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5345 | Leyland Cypress; Cupressus × leylandi | 12.9 | 13 | 85.0 | Codominant | 85.0 | 15 | No | SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5346 | Pinus nigra, Austrian Pine | 8.1, 7.1 | 11 | 45.0 | Codominant | 25.0 | 10 | No | U-SHAPED CODOMINANT UNION AT LOWER TRUNK STEM, ONE STEM PREVIOUSLY TOPPED. LOW LIVE CANOPY RATIO. FAIR TO POOR STRUCTURE. GOOD COLOR. FAIR VITALITY & VIGOR. |
| 5347 | Leyland Cypress; Cupressus × leylandi | 10.2, 6.1 | 12 | 80.0 | Codominant | 85.0 | 13 | No | ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 5348 | Leyland Cypress; Cupressus × leylandi | 7.6 | 8 | 50.0 | Suppressed | 35.0 | 10 | No | OUTCOMPETED BY NEIGHBORS. LOW LIVE CANOPY RATIO. FAIR TO GOOD STRUCTURE. FAIR TO POOR VIGOR. FAIR VITALITY. GOOD COLOR. |
| 5349 | Ulmus americana, American Elm | 4.5 | 8 | 35.0 | Intermediate | 25 | 10 | No | SHOWS HISTORY OF STORM DAMAGE. FAIR TO POOR STRUCTURE, VIGOR, & VITALITY. |
| 5350* | Leyland Cypress; Cupressus × leylandi | 10.5, 6.6 | 12 | 80.0 | Codominant | 85.0 | 13 | No | CODOMINANT UNION AT BASE OF TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 5351 | Leyland Cypress; Cupressus × leylandi | 11.0 | 11 | 85.0 | Codominant | 85.0 | 13 | No | SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5352 | Leyland Cypress; Cupressus × leylandi | 10.2 | 10 | 85.0 | Codominant | 85.0 | 13 | No | SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5353 | Leyland Cypress; Cupressus × leylandi | 12.4 | 12 | 85.0 | Codominant | 85.0 | 13 | No | SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5354 | Leyland Cypress; Cupressus × leylandi | 11.4, 5.9 | 13 | 80.0 | Codominant | 85.0 | 13 | No | SLIGHTLY ASYMMETRIC CANOPY. CODOMINANT UNION AT BREAST HEIGHT. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 5355 | Ailanthus altissima, Tree-of-Heaven | 11, 8.3, 5.7, 4.4 | 16 | 68.0 | Codominant | 75 | 18 | Yes | 4-STEM UNION AT BASE OF TRUNK. 5.7" STEM W/ VINE GIRDLE. ASYMMETRIC CANOPY. LOWER CANOPY DEADWOOD (1"). GOOD VIGOR & VITALITY. |
| 5356 | Nyssa sylvatica, Blackgum | 3.4 | 8 | 70.0 | Suppressed | 25 | 6 | No | ASYMMETRIC CANOPY. JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY. |
| 5357 | Quercus palustris, Pin Oak | 5.1 | 8 | 70.0 | Codominant | 75 | 10 | No | LOW LIVE CANOPY RATIO. FAIR STRUCTURE. GOOD VIGOR & VITALITY. |
| 5358 | Prunus serotina, Black Cherry | 10.9, 9.2 | 14 | 35.0 | Codominant | 75 | 17 | No | SEVERE STORM DAMAGE. VINES EMBEDDED INTO TRUNKS STEM. U-SHAPED CODOMINANT UNION AT BASE OF TRUNK STEM. ASIATIC BITTERSWEET & JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. POOR STRUCTURE. FAIR TO POOR VIGOR & VITALITY. |
| 5359 | Nyssa sylvatica, Blackgum | 4.9 | 8 | 50.0 | Suppressed | 25 | 8 | No | ASYMMETRIC CANOPY. GROWS UNDER CANOPY OF T-5358. FAIR STRUCTURE, VIGOR, & VITALITY. |
| 5360 | Ulmus americana, American Elm | 3.5 | 8 | 65.0 | Intermediate | 25 | 8 | No | JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. FAIR TO GOOD STRUCTURE. FAIR VIGOR & VITALITY. |
| 5361 | Leyland Cypress; Cupressus × leylandi | 10.3 | 10 | 85.0 | Codominant | 85.0 | 13 | No | SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5362 | Leyland Cypress; Cupressus × leylandi | 11.0 | 11 | 85.0 | Codominant | 85.0 | 13 | No | SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5363 | Leyland Cypress; Cupressus × leylandi | 12.5 | 13 | 85.0 | Codominant | 85

| Tree No. | Species | Size | CRZ | Condition | Canopy Position | Crown Desnsity | Average Crown Radius | Invasive Species | Existing Conditions / Observations |
|---|---|---|---|---|---|---|---|---|---|
| | | *DBH (in) | R (ft) | % | | % | R (ft) | Yes/No | |
| 5364 | Leyland Cypress; Cupressus x leylandii | 13.1 | 13 | 85.0 | Codominant | 85.0 | 13 | No | SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5365 | Leyland Cypress; Cupressus x leylandii | 10.5, 8 | 13 | 80.0 | Codominant | 85.0 | 13 | No | CODOMINANT UNION AT BREAST HEIGHT. SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5366 | Leyland Cypress; Cupressus x leylandii | 11.9, 7.6 | 14 | 80.0 | Codominant | 85.0 | 13 | No | CODOMINANT UNION AT BREAST HEIGHT. SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5367 | Leyland Cypress; Cupressus x leylandii | 16.5 | 17 | 85.0 | Codominant | 85.0 | 13 | No | SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5368 | Leyland Cypress; Cupressus x leylandii | 12.3, 5.5 | 14 | 80.0 | Codominant | 85.0 | 13 | No | CODOMINANT UNION AT BREAST HEIGHT. SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5369 | Leyland Cypress; Cupressus x leylandii | 13.1 | 13 | 85.0 | Codominant | 85.0 | 13 | No | SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5370 | Leyland Cypress; Cupressus x leylandii | 12.7 | 13 | 85.0 | Codominant | 85.0 | 13 | No | SLIGHTLY ASYMMETRIC CANOPY. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5371 | Pinus strobus, Eastern White Pine | 16.3 | 16 | 45.0 | Dominant | 80.0 | 18 | No | SEVERE TRUNK STEM LEAN TOWARDS PARKING LOT. REACTION WOOD AT BASE OF TRUNK. ASYMMETRIC CANOPY. FAIR TO POOR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 5372 | Pinus virginiana, Virginia Pine | 12.6 | 13 | 55.0 | Codominant | 45.0 | 17 | No | TRUNK STEM LEAN TOWARDS PARKING LOT. ASYMMETRIC CANOPY. FAIR TO POOR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 5373* | Pyrus calleryana, Callery Pear | 25.7 | 26 | 45.0 | Codominant | - | 24 | Yes | SEVERE STORM DAMAGE. MULTIPLE DEAD & DECAYING LEADERS. ASYMMETRIC CANOPY. INDENTATION AT ROOT FLARE FROM PREVIOUS GIRDLE. POOR STRUCTURE. FAIR TO GOOD VIGOR & VITALITY. |
| 5374 | Pinus strobus, Eastern White Pine | 11.7 | 12 | 75.0 | Dominant | 45.0 | 16 | No | ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5375* | Pyrus calleryana, Callery Pear | 21.9 | 22 | 55.0 | Codominant | - | 26 | Yes | SIGNIFICANT DEADWOOD. POOR SCAFFOLD BRANCH ATTACHMENT. EPICORMIC SHOOTS. EXPOSED ROOT SYSTEM, MOWER DAMAGE. FAIR TO POOR STRUCTURE. GOOD VIGOR & VITALITY. |
| 5376* | Pinus strobus, Eastern White Pine | 6.9, 5.2 | 8 | 62.0 | Codominant | 33.0 | 12 | No | U-SHAPED CODOMINANT UNION AT BASE OF TRUNK. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GROWS THROUGH CANOPY OF T.5375. ASYMMETRIC CANOPY. MINOR TRUNK STEM LEAN. FAIR STRUCTURE. FAIR TO GOOD COLOR, VIGOR, & VITALITY. |
| 5377 | Pinus strobus, Eastern White Pine | 8.3 | 8 | 35.0 | Codominant | 5.0 | 12 | No | IN DECLINE. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. LOW LIVE CANOPY RATIO. LOWER CANOPY DEADWOOD (1"). TRUNK STEM LEAN. FAIR STRUCTURE. FAIR TO POOR COLOR, VIGOR, & VITALITY. |
| 5378 | Pinus strobus, Eastern White Pine | 13.7 | 14 | 40.0 | Dominant | 10.0 | 14 | No | IN DECLINE. MINOR MULCH VOLCANO. MULTIPLE GIRDLING ROOTS (1"). 70% UPPER CANOPY DIEBACK. GOOD STRUCTURE. FAIR TO POOR COLOR, VIGOR, & VITALITY. |
| 5379 | Pinus thunbergii, Japanese Black Pine | 11.3 | 11 | 55.0 | Intermediate | 65.0 | 13 | No | STORM DAMAGED, TOPPED. TWISTED STRUCTURE (TYPICAL OF SPECIES). POOR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 5380 | Leyland Cypress; Cupressus x leylandii | 28.0 | 28 | 88.0 | Codominant | 85.0 | 18 | No | OPEN GROWN. WINTER CREEPER FROM GRADE TO LOWER CANOPY. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 5381 | Pinus strobus, Eastern White Pine | 14.5 | 15 | 50.0 | Dominant | 20.0 | 15 | No | U-SHAPED CODOMINANT UNION MID TRUNK STEM. LOW TO MID CANOPY DEADWOOD (1"). FAIR STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5382 | Pinus virginiana, Virginia Pine | 11.3 | 11 | 50.0 | Codominant | 10.0 | 14 | No | MINOR TRUNK STEM LEAN TOWARDS BUILDING. DEAD VINES IN UPPER CANOPY. FAIR STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5383 | Pinus virginiana, Virginia Pine | 8.1 | 8 | 40.0 | Codominant | 15.0 | 13 | No | SEVERE TRUNK STEM LEAN TOWARDS BUILDING. WINTER CREEPER GROUND COVER. POOR STRUCTURE. FAIR TO GOOD COLOR, VIGOR, & VITALITY. |
| 5384 | Pinus virginiana, Virginia Pine | 12.2 | 12 | 40.0 | Codominant | 10.0 | 13 | No | SEVERE TRUNK STEM LEAN TOWARDS BUILDING. WINTER CREEPER GROUND COVER. POOR STRUCTURE, DUE TO LEAN. FAIR TO GOOD COLOR, VIGOR, & VITALITY. |
| 5385 | Pinus virginiana, Virginia Pine | 7.9 | 8 | 45.0 | Codominant | <5.0 | 8 | No | LOW LIVE CANOPY RATIO. TWISTED STRUCTURE. WINTER CREEPER GROUND COVER. FAIR TO POOR STRUCTURE. FAIR COLOR, VIGOR, & VITALITY. |
| 5386 | Quercus velutina, Black Oak | 6.0 | 8 | 75.0 | Intermediate | - | 9 | No | MINOR TRUNK STEM LEAN TOWARDS PARKING LOT. DEAD VINES THROUGHOUT UPPER CANOPY. WINTER CREEPER GROUND COVER. FAIR STRUCTURE. GOOD VIGOR & VITALITY. |
| 5387 | Pinus virginiana, Virginia Pine | 10.5 | 11 | 45.0 | Codominant | 35.0 | 12 | No | U-SHAPED CODOMINANT UNION. LOW LIVE CANOPY RATIO. WINTER CREEPER GROUND COVER. WINTER CREEPER GROUND COVER. POISON IVY FROM GRADE TO UPPER CANOPY, EMBEDDED INTO TRUNK STEM, PORTION OF VINES DEAD & DECAYING. |
| 5388 | Pinus virginiana, Virginia Pine | 13.0 | 13 | 35.0 | Codominant | <5.0 | 12 | No | OUTCOMPETED BY NEIGHBORS. WINTER CREEPER GROUND COVER. POISON IVY FROM GRADE TO UPPER CANOPY, EMBEDDED INTO TRUNK STEM, PORTION OF VINES DEAD & DECAYING. VERY POOR STRUCTURE. FAIR TO POOR VIGOR. FAIR VITALITY. FAIR TO GOOD COLOR. |
| 5389 | Pinus strobus, Eastern White Pine | 11.4 | 11 | 88.0 | Codominant | 85.0 | 11 | No | VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5390 | Pinus strobus, Eastern White Pine | 7.4 | 8 | 40.0 | Intermediate | 10.0 | 10 | No | IN DECLINE. VOLCANO MULCHED, ELEVATED ROOT BALL, BURIED ROOT COLLAR. PREVIOUSLY TOPPED. FAIR TO POOR STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5391 | Ilex x attenuata, Foster's Holly | 3.2, 3.2, 2.4 | 8 | 85.0 | Intermediate | 95.0 | 6 | No | CODOMINANT UNION AT LOWER TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 5392 | Ilex x attenuata, Foster's Holly | 5.5, 2.6 | 8 | 85.0 | Intermediate | 95.0 | 6 | No | CODOMINANT UNION AT LOWER TRUNK STEM. FAIR TO GOOD STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 5393 | Ilex x attenuata, Foster's Holly | 5.0 | 8 | 90.0 | Intermediate | 90.0 | 6 | No | NO SEVERE BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5394 | Leyland Cypress; Cupressus x leylandii | 6.8 | 8 | 95.0 | Intermediate | 90.0 | 10 | No | NO SEVERE BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5395 | Juniperus virginiana, Eastern Red Cedar | 17.7 | 18 | 65.0 | Dominant | 10.0 | 15 | No | LOW LIVE CANOPY RATIO. LOWER CANOPY DEADWOOD (1-2"). FAIR TO GOOD STRUCTURE. FAIR VIGOR & VITALITY. |
| 5396 | Diospyros virginiana, Common Persimmon | 5.2 | 8 | 35.0 | Suppressed | - | 7 | No | IN DECLINE. TRUNK STEM LEAN. STORM DAMAGED. TWISTED STRUCTURE. FAIR TO POOR STRUCTURE. VIGOR, & VITALITY. |
| 5397 | Juniperus virginiana, Eastern Red Cedar | 14.7 | 15 | 72.0 | Dominant | 50.0 | 14 | No | JAPANESE HONEYSUCKLE FROM GRADE TO MID CANOPY. ASYMMETRIC CANOPY. STORM DAMAGED. FAIR STRUCTURE. GOOD COLOR, VIGOR, & VITALITY. |
| 5398 | Quercus palustris, Pin Oak | 16.5 | 17 | 15.0 | Dominant | - | 18 | No | UPPER CANOPY DEAD & DECAYING, ONE LOWER SCAFFOLD BRANCH REMAINS ALIVE. SEVERE BARK EXFOLIATION. OPEN CAVITIES AT ROOT FLARE & MID TRUNK STEM. TRUNK STEM LEAN TOWARDS BUILDING. |
| 5399 | Quercus palustris, Pin Oak | 18.1 | 18 | 82.0 | Dominant | - | 16 | No | NO SEVERE BIOTIC ISSUES OBSERVED. FAIR TO GOOD STRUCTURE. GOOD VIGOR & VITALITY. |
| 5400 | Dead Snag | 15.5 | 16 | 0.0 | Dominant | - | - | No | ASSESSED AS STANDING DEAD. STORM DAMAGED, TOPPED. |
| 5869 | Gleditsia triacanthos, Honeylocust | 37.3 | 37 | 88.0 | Dominant | - | 29 | No | VOLCANO MULCHED, ELEVATED ROOT BALL. PAINT ON BARK SURFACE. EXPOSED ROOT SYSTEM, MOWER DAMAGE. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 5870 | Gleditsia triacanthos, Honeylocust | 21.0 | 21 | 75.0 | Dominant | - | 25 | No | MINOR STORM DAMAGE. MINOR UPPER CANOPY DEADWOOD (<1"). SLIGHTLY ASYMMETRIC CANOPY. FAIR TO GOOD STRUCTURE, VIGOR, & VITALITY. |
| 5871 | Magnolia x soulangiana, Saucer Magnolia | 8, 5.7, 5.5, 3 | 10 | 78.0 | Codominant | - | 10 | No | NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 5872 | Ilex x attenuata, Foster's Holly | 5.9, 5.3 | 8 | 78.0 | Codominant | 40.0 | 10 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5873 | Ilex x attenuata, Foster's Holly | 8.5 | 9 | 78.0 | Codominant | 45.0 | 11 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |

| Tree No. | Species | Size | CRZ | Condition | Canopy Position | Crown Density | Average Crown Radius | Invasive Species | Existing Conditions / Observations |
|---|---|---|---|---|---|---|---|---|---|
| | | *DBH (in) | R (ft) | % | | % | R (ft) | Yes/No | |
| 5874 | Ilex x attenuata, Foster's Holly | 10.0 | 10 | 78.0 | Codominant | 60.0 | 11 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5875 | Magnolia x soulangiana, Saucer Magnolia | 7, 3, 6.4 | 10 | 78.0 | Codominant | - | 10 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 5876 | Ilex x attenuata, Foster's Holly | 7.4, 7.4 | 10 | 78.0 | Codominant | 50.0 | 10 | No | NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT LOWER TRUNK STEM W/ BARK INCLUSION. |
| 5877 | Ilex x attenuata, Foster's Holly | 8.3, 7, 6.2, 5.5 | 14 | 78.0 | Codominant | 70.0 | 10 | No | NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5878 | Ilex x attenuata, Foster's Holly | 9, 6.7 | 11 | 78.0 | Codominant | 50.0 | 10 | No | NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION AT ROOT COLLAR. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5879 | Ilex x attenuata, Foster's Holly | 8.3 | 8 | 78.0 | Codominant | 40.0 | 9 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5880 | Ilex x attenuata, Foster's Holly | 7.2 | 8 | 75.0 | Codominant | 25.0 | 8 | No | NO SEVERE BIOTIC ISSUES OBSERVED. LOW TO MODERATE LIVE CANOPY RATIO. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5881 | Ilex x attenuata, Foster's Holly | 7.2, 6.5 | 10 | 78.0 | Codominant | 40.0 | 9 | No | NO SEVERE BIOTIC ISSUES OBSERVED. CODOMINANT UNION 2' UP TRUNK STEM W/ INCLUDED BARK. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5882 | Ilex x attenuata, Foster's Holly | 7.4 | 8 | 78.0 | Codominant | 40.0 | 9 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5883 | Ilex x attenuata, Foster's Holly | 8.7, 7.5 | 12 | 78.0 | Codominant | 65.0 | 10 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, COLOR, VIGOR, & VITALITY. |
| 5884 | Acer rubrum, Red Maple | 7.5 | 8 | 55.0 | Intermediate | - | 18 | No | TRUNK STEM LEAN TOWARDS FOREST EXTERIOR. ASYMMETRIC CANOPY. FAIR TO POOR STRUCTURE. GOOD VIGOR & VITALITY. |
| 5885 | Quercus stellata, Post Oak | 3.7 | 8 | 45.0 | Suppressed | - | 12 | No | APICAL LEADER DEAD & DECAYING. SCAFFOLD BRANCH ASSUMED DOMINANCE. FAIR TO POOR STRUCTURE. FAIR VIGOR & VITALITY. |
| 5886 | Magnolia x soulangiana, Saucer Magnolia | 5.7, 5.7, 5.5 | 10 | 75.0 | Codominant | - | 11 | No | NO SEVERE BIOTIC ISSUES OBSERVED. MINOR CANOPY DEADWOOD. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 5888 | Ilex x attenuata, Foster's Holly | 12, 7.5 | 14 | 78.0 | Codominant | - | 11 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |
| 5889 | Magnolia x soulangiana, Saucer Magnolia | 4, 4, 3, 3 | 8 | 78.0 | Intermediate | - | 12 | No | NO APPARENT BIOTIC ISSUES OBSERVED. GOOD STRUCTURE, VIGOR, & VITALITY. |

DBH = Diameter at Breast Height (measured 4.5 feet above ground).

CRZ = Critical Root Zone (1 foot of radius per inch of tree diameter). CRZ for trees with multiple stems are calculated based on the diameter of a tree with the basal area equal to the sum of the basal areas for all stems measured.

* = Indicates that low branching precludes trunk caliper measurement at 4.5 feet. Measurement is from smallest circumference below the lowest branching.

• The total circumference of a multi-stem tree (greater than 2-Stems) = A' + B' + C' + Sum. ...Sum = Total Aggregate Circumference of Multi Stem

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

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

Conditions Ratings are provided as percentages and are based on methods outlined in the "Guide for Plant Appraisal", 10th Edition, published by the International Society of Arboriculture.

R:\PROJECTS\8764\8764M\DATA\Landscape & Trees\[(2025.12.15) Exchange Place Tree Inventory.xls]Sheet1

PLAN PREPARED BY: NELSON P. KIRCHNER, RLA
ISA CERTIFIED ARBORIST No. MA-4720AM
SIGNATURE
DATE: 2025.12.17

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

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

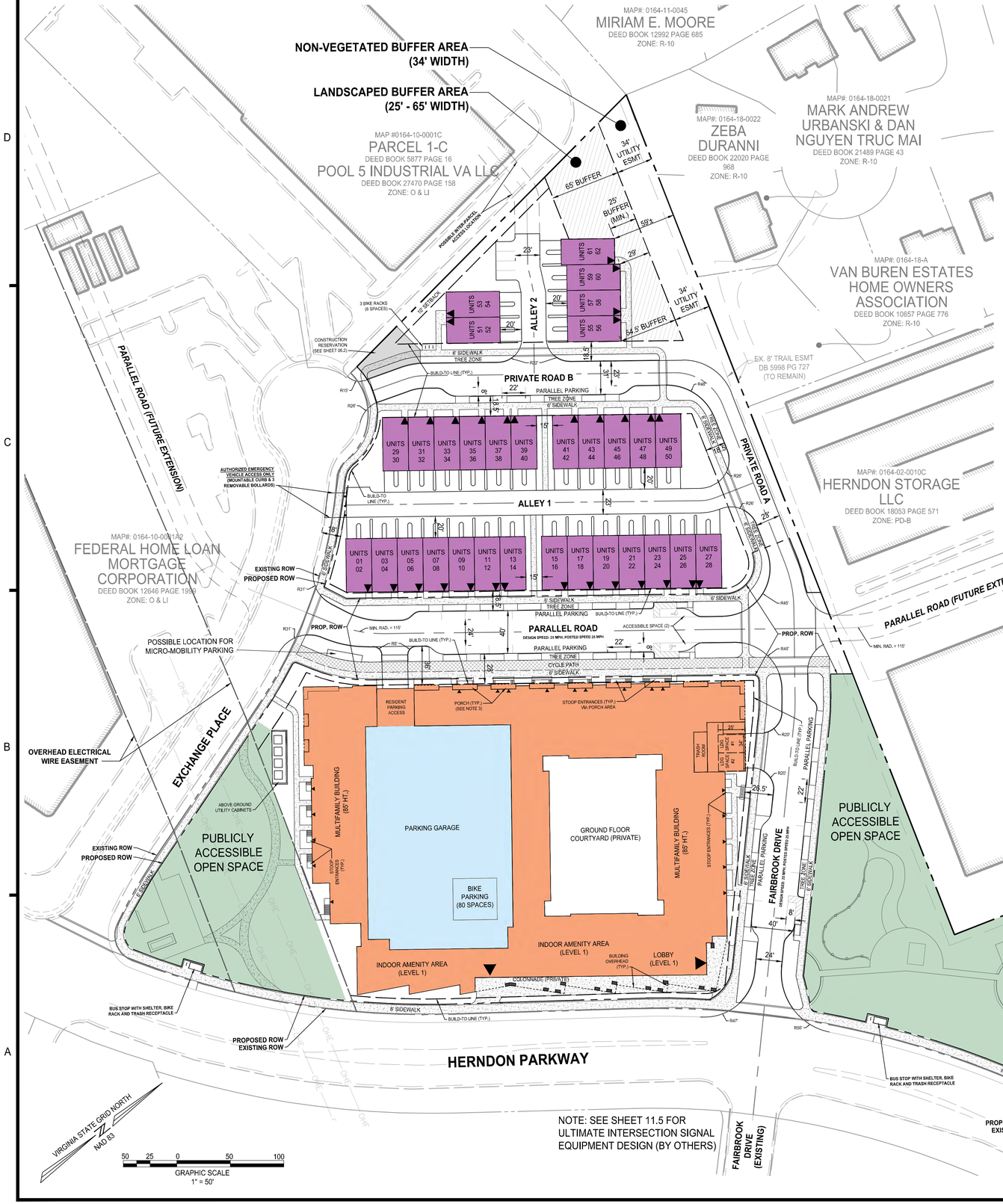
SHEET TITLE:

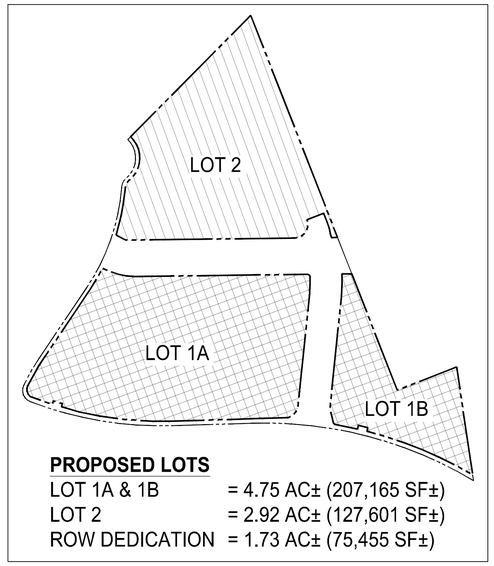
TREE INVENTORY & PRESERVATION PLAN

SHEET No.

03.4

P:\Projects\23008899.00\exchange place development plan\113159 development plan\03.1 TREE INVENTORY AND PRESERVATION PLAN.dwg, 12/30/2025 2:36:36 PM, Jason M. Allegra,



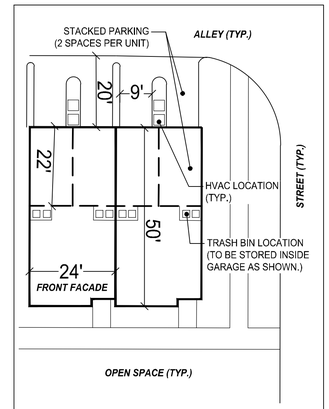




**PROPOSED LOTS**

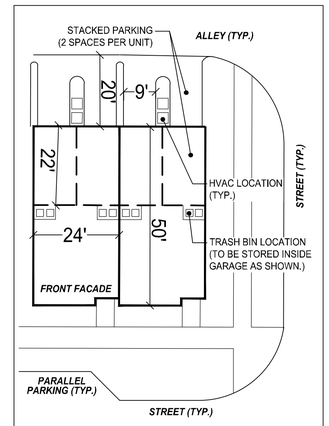
| | |
|---|---|
| LOT 1A & 1B | = 4.75 AC± (207,165 SF±) |
| LOT 2 | = 2.92 AC± (127,601 SF±) |
| ROW DEDICATION | = 1.73 AC± (75,455 SF±) |

**LEGEND:**

- MULTIFAMILY BUILDING (400 UNITS)
- PARKING GARAGE (500 SPACES *REQUIRED*)
- STACKED MULTIFAMILY / TOWNHOMES (62 UNITS)
- PUBLICLY ACCESSIBLE OPEN SPACE (± 75,000 SF / 1.72 AC)
- PRIMARY BUILDING INGRESS / EGRESS
- PROPOSED BUFFER AREA (MODIFIED - SEE SHEET 13.1)




**STACKED TOWNHOUSE LOT DETAIL (FACING OPEN SPACE)**
SCALE 1" = 20'




**STACKED TOWNHOUSE LOT DETAIL (FACING STREET)**
SCALE 1" = 20'

NOTES:
1. WHERE BUILDINGS ARE PROPOSED ADJACENT TO THE EXISTING OVERHEAD ELECTRICAL WIRE EASEMENT (DOMINION), NO PARTS OF THE BUILDING OR ITS FOOTINGS ARE PERMITTED TO ENCROACH WITHIN THE EASEMENT AREA.

2. PER THE LAYOUT SHOWN, ONE TRASH ROOM IS LOCATED WITHIN THE MULTIFAMILY BUILDING WITHIN THE LOADING BAY. ROLL-UP DOORS ARE OPERATED BY NSW TRASH PICKUP PROVIDERS PROVIDING DIRECT ACCESS TO THE TRASH ROOM FROM WITHIN THE LOADING AREA. FOR TOWNHOUSE UNITS, TRASH PICKUP SHALL BE PROVIDED BY A PRIVATE PICKUP SERVICE WHICH SHALL BE DICTATED AND REGULATED BY THE COVENANTS OF THE HOME OWNERS ASSOCIATION FOR LOT 2.

3. PORCHES ARE PERMITTED TO ENCROACH BEYOND THE BUILD-TO LINE.

4. SEE SHEET 06.2 FOR AREAS OF DEDICATION, PROPOSED ROW, AND PUBLIC ACCESS EASEMENTS.

5. ALL SIDEWALKS AND TRAILS WITHIN PUBLIC ROW OR COVERED UNDER A PUBLIC ACCESS EASEMENT SHALL BE ADA COMPLIANT.

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

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

SHEET TITLE:

CONCEPTUAL DEVELOPMENT PLAN

SHEET No.

04

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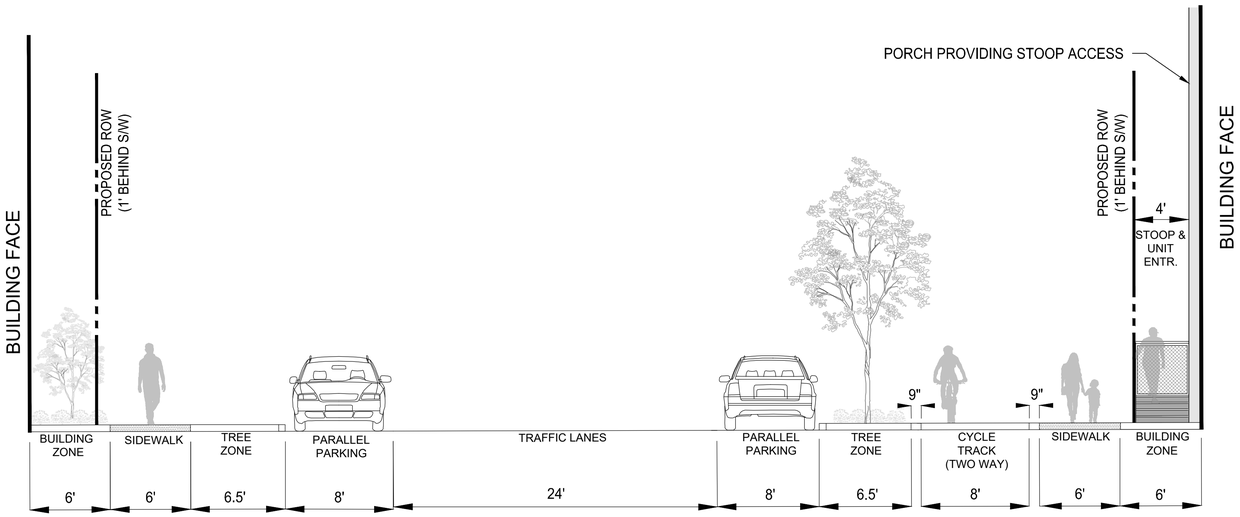


**SECTION ON PARALLEL ROAD**

STACKED TOWNHOMES

STACKED TOWNHOMES

PROP. ROW (TYP.)

**PARALLEL ROAD**

**DESIGN SPEED: 25 MPH; POSTED SPEED: 25 MPH**

SECTION

6' BUILDING ZONE
6' SIDEWALK
6.5' TREE ZONE
18.5'
8'
12.0'
12.0'
8'
PARALLEL PARKING
6.5' TREE ZONE
9.5' CYCLE TRACK
29'
6' SIDEWALK
6' BUILDING ZONE
15'

MULTIFAMILY BUILDING

VIRGINIA STATE GRID NORTH
NAD 83

15 0 15 30
GRAPHIC SCALE
1" = 15'

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DRAWING No.: 113159
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CHECKED: JA

SHEET TITLE:

STREET SECTION
PARALLEL ROAD

SHEET No.
04.1

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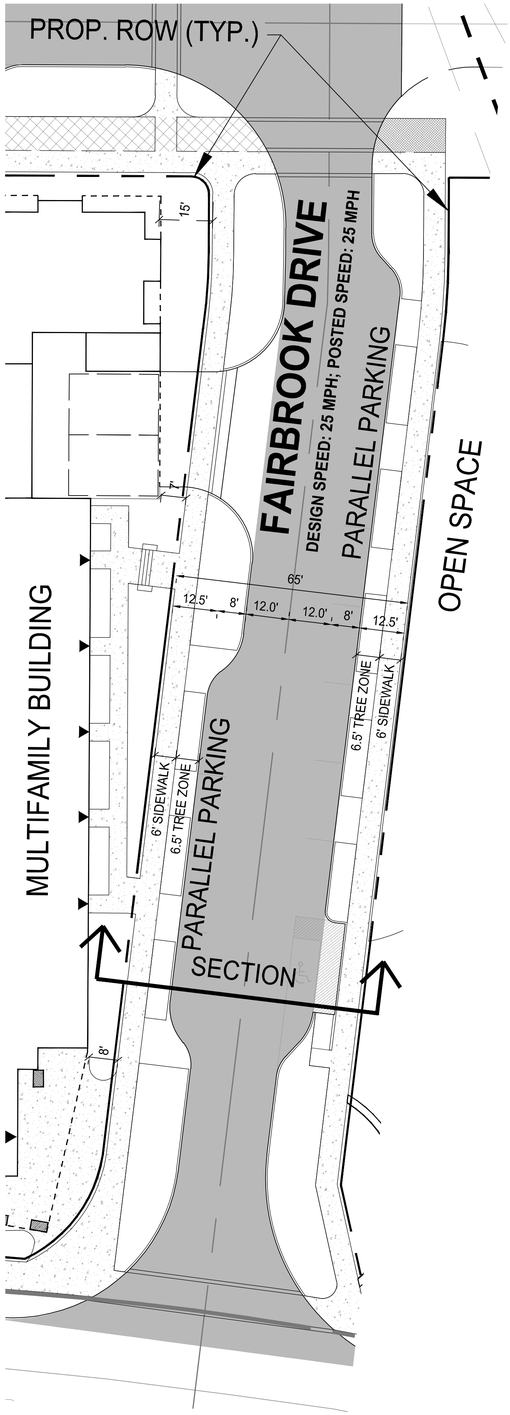


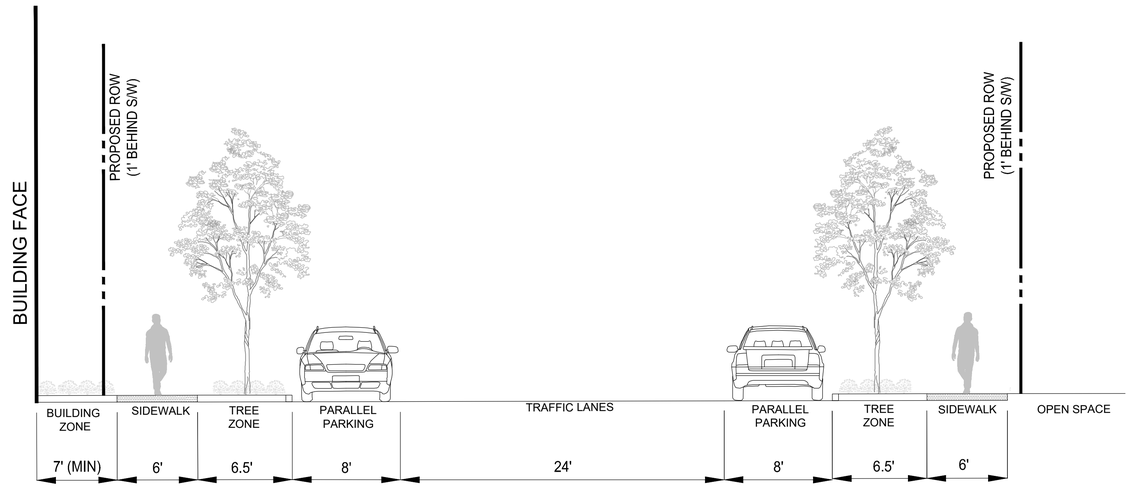


**SECTION ON FAIRBROOK DRIVE**

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Lic. No.52485
12/29/2025
PROFESSIONAL ENGINEER

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

SHEET TITLE:

STREET SECTION
FAIRBROOK
DRIVE

SHEET No.

04.2

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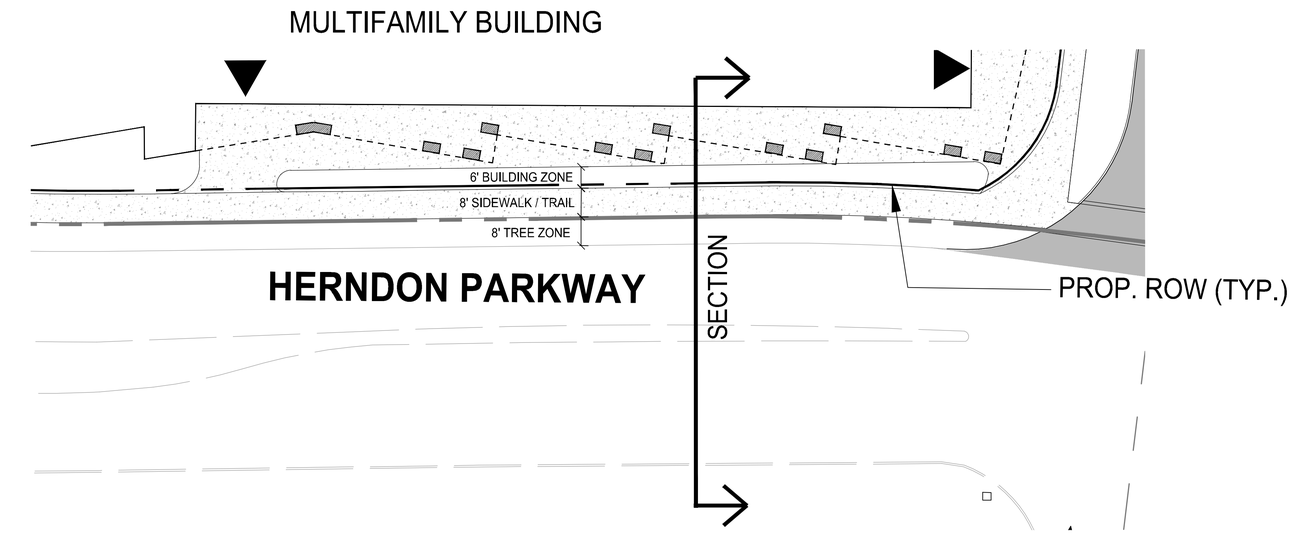


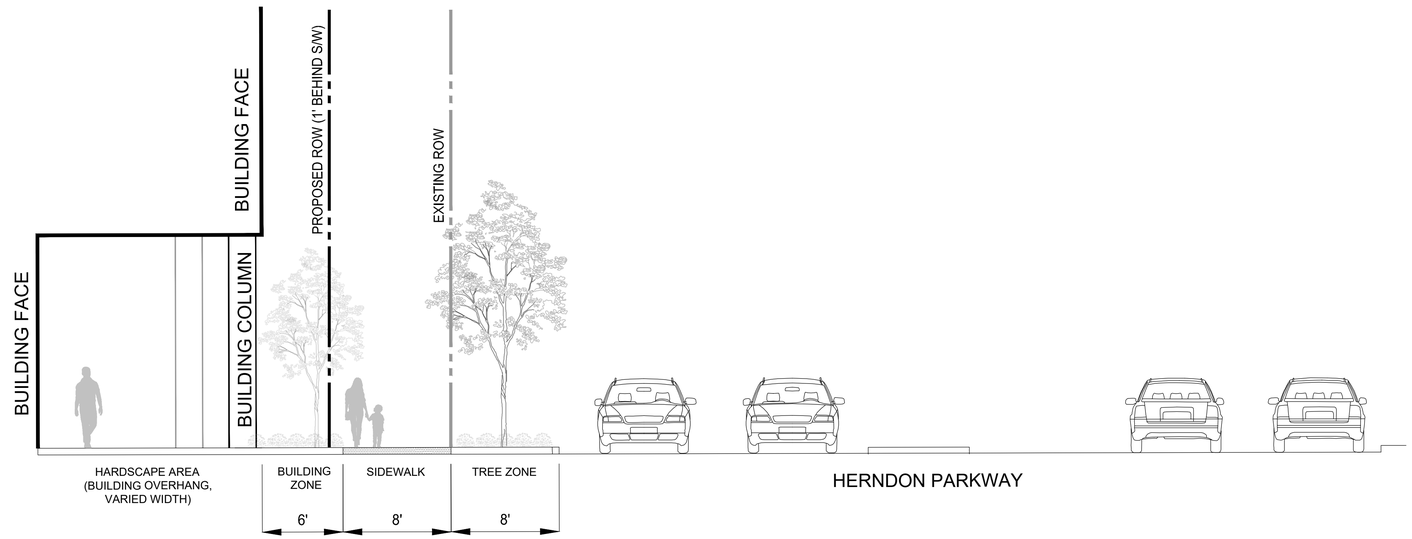


## SECTION ON HERNDON PARKWAY

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12/29/2025
PROFESSIONAL ENGINEER

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EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:

STREET SECTION
HERNDON
PARKWAY

SHEET No.

04.3

VIRGINIA STATE GRID NORTH
NAD 83

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

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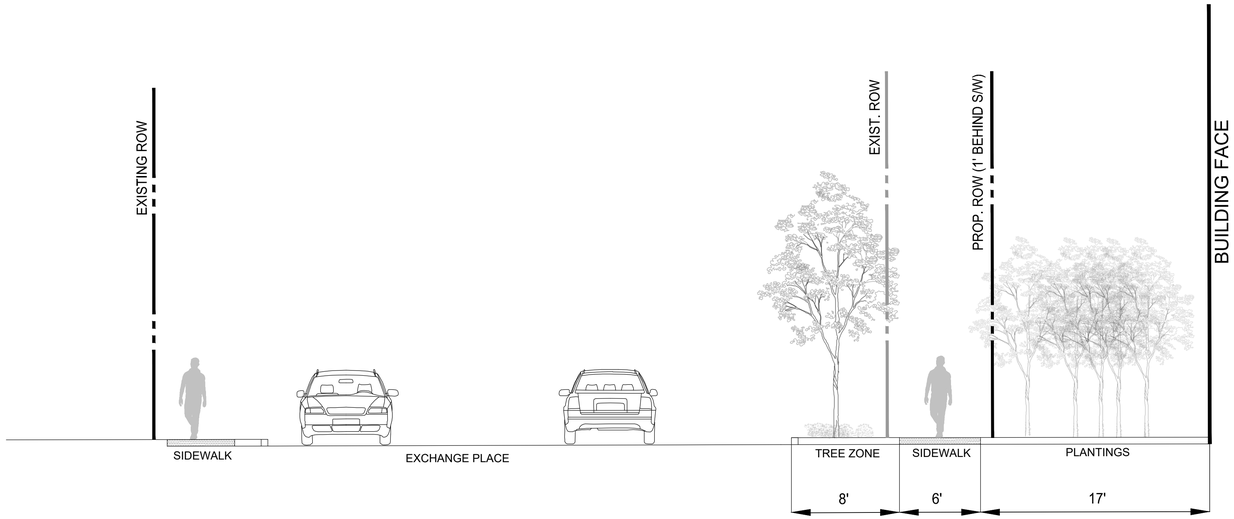
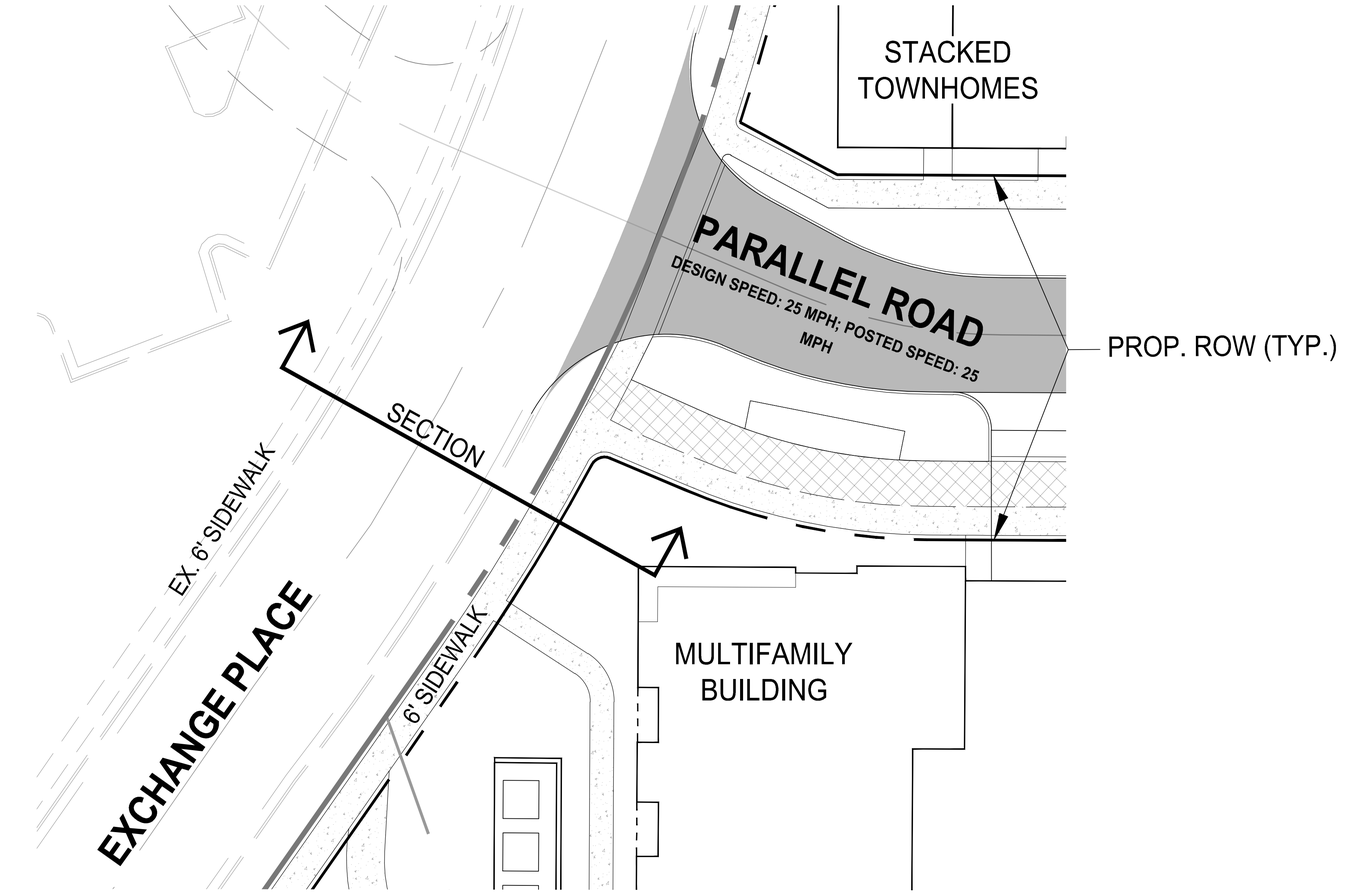



**SECTION ON EXCHANGE PLACE**




VIRGINIA STATE GRID NORTH
NAD 83

15 0 15 30
GRAPHIC SCALE
1" = 15'

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TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:

STREET SECTION
EXCHANGE
PLACE

SHEET No.

04.4

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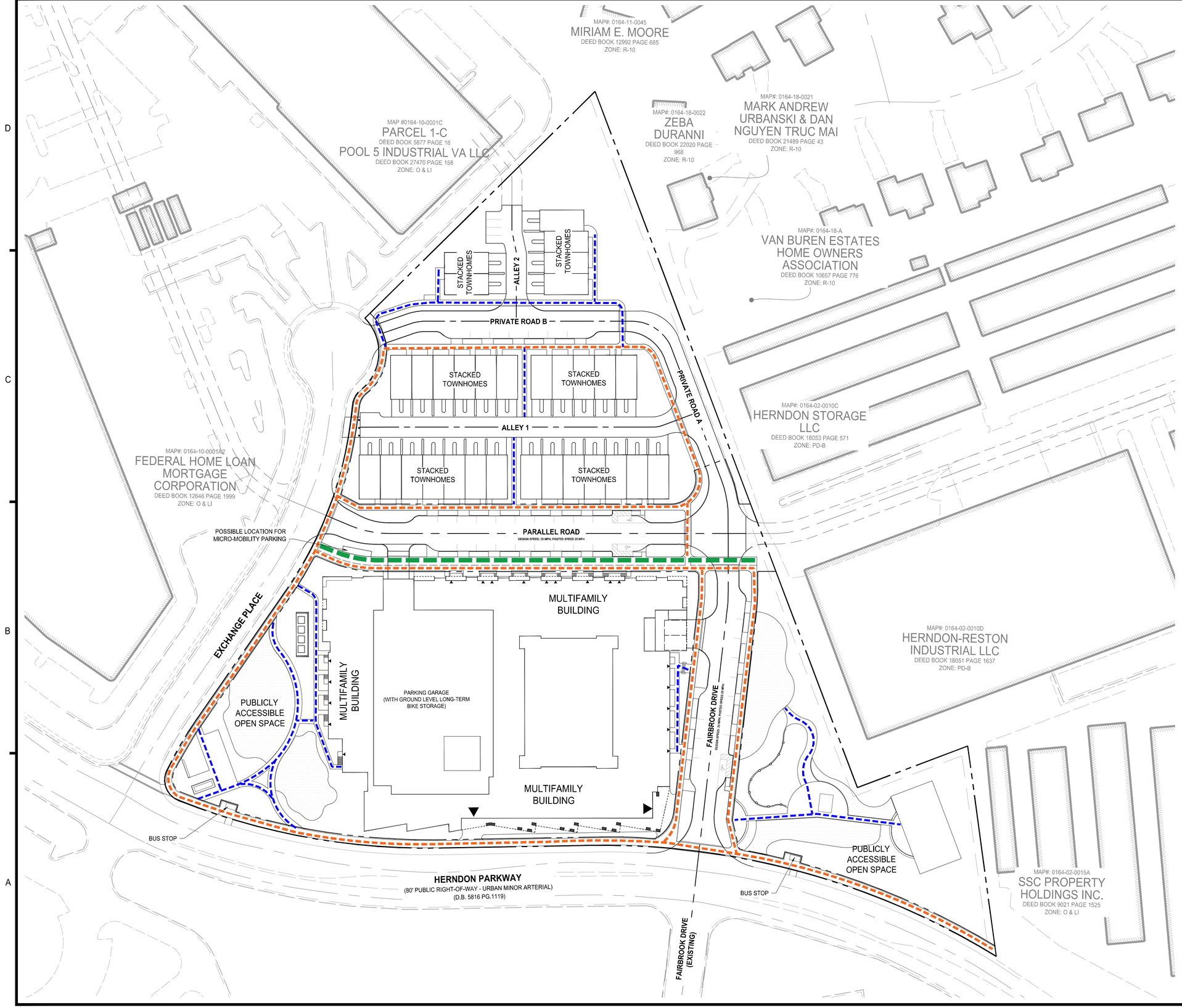


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SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

PEDESTRIAN CIRCULATION

SHEET No.

05

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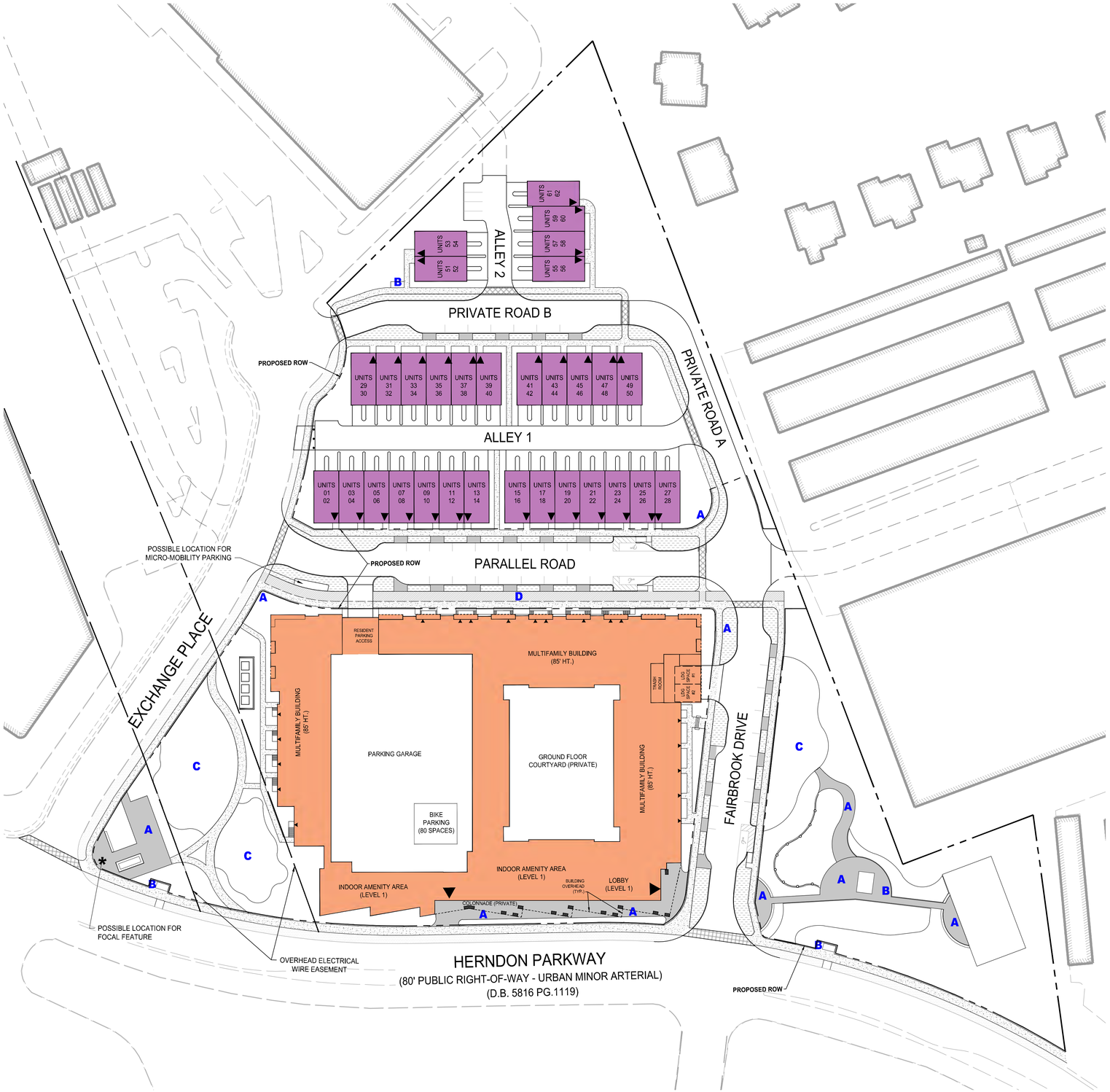


**LEGEND:**

- MULTIFAMILY BUILDING
- STACKED MULTIFAMILY / TOWNHOMES
- CONCRETE SIDEWALKS / LEADWALKS
- SPECIALTY PAVING (PAVERS, BRICKS, STAMPED CONCRETE, OR EQUAL)
- ASPHALT CYCLE TRACK WITH AT-GRADE STAMPED CONCRETE BORDER
- DECORATIVE STAMPED CROSSWALKS
- ENHANCED PLANTING AREA WITHIN STREETSCAPE (CONTAINING SMALL LOW LEVEL ORNAMENTAL PLANTINGS)
- STREET TREE VERGE WITHIN STREETSCAPE (SEE NOTE 3) (MAINTAINED LAWN AND SMALL LOW-LEVEL ORNAMENTAL PLANTINGS)

**A** POSSIBLE LOCATION FOR BENCH / GROUP SEATING

**B** POSSIBLE LOCATION FOR BIKE RACK

**C** PUBLIC LAWN

**D** CYCLE TRACK

NOTES:

1. SEE PARK AREA DETAIL PLAN (SHEET 13.2) FOR AMENITIES WITHIN THOSE AREAS. SEE LANDSCAPE OVERVIEW (SHEET 13) FOR PROPOSED LANDSCAPE PLANTINGS.

2. ALL APPLICABLE STREETSCAPE ELEMENTS SHALL BE IN ACCORDANCE WITH THE STREETSCAPE MANUAL, DEMONSTRATED AT THE TIME OF SITE PLAN.

3. "TREE VERGE WITHIN STREETSCAPE" SHOWN ON THIS PLAN ARE AREAS WITHIN DEDICATED RIGHT OF WAY ALONG EXCHANGE PLACE AND HERNDON PARKWAY, AND WOULD BE MAINTAINED BY OTHERS. CANOPY TREES IN THESE AREAS SHALL BE SPACED 35'-45' O.C.

VIRGINIA STATE GRID NORTH
NAD 83

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

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SCALE: AS SHOWN
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SHEET TITLE:

STREETSCAPE DETAIL

SHEET No.

05.1

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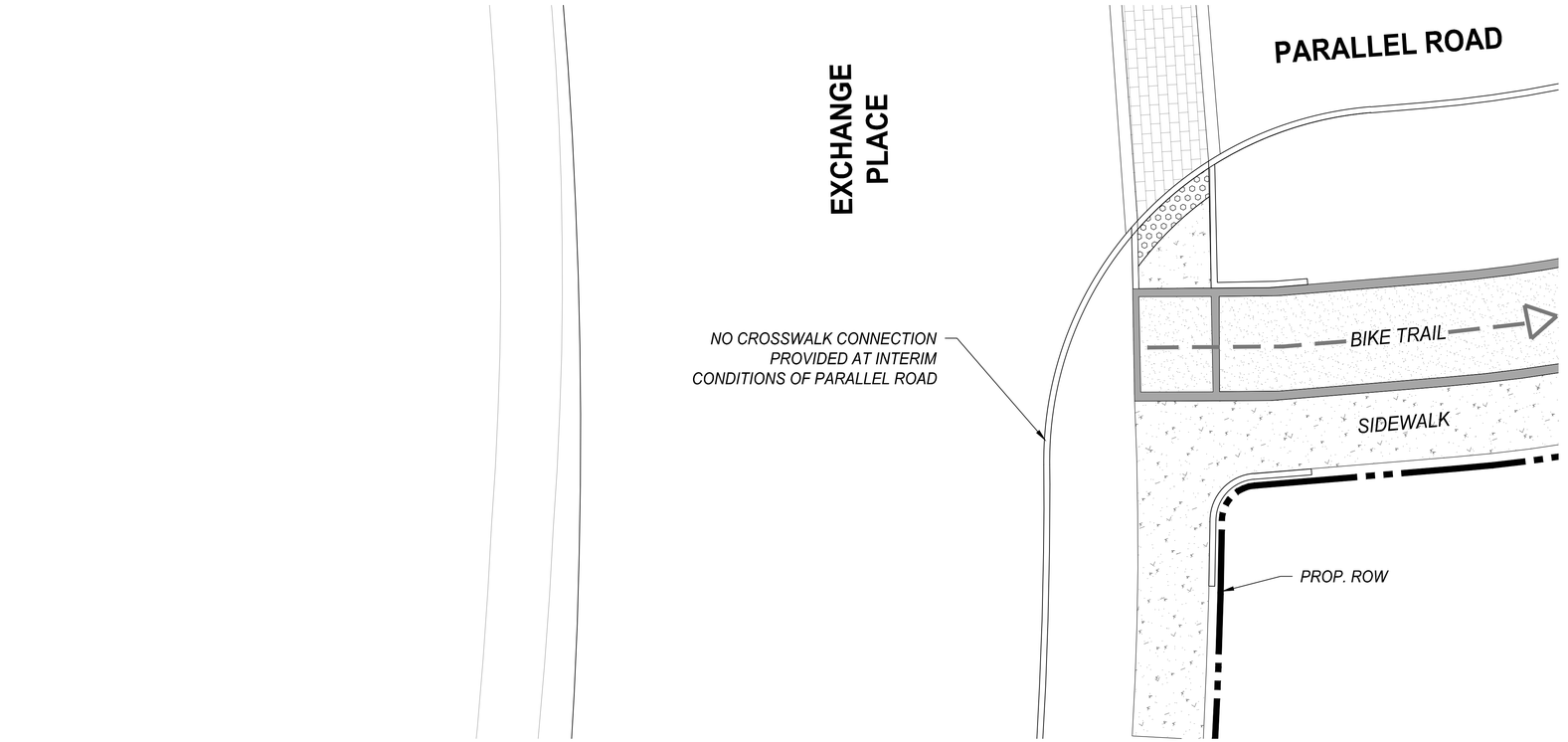
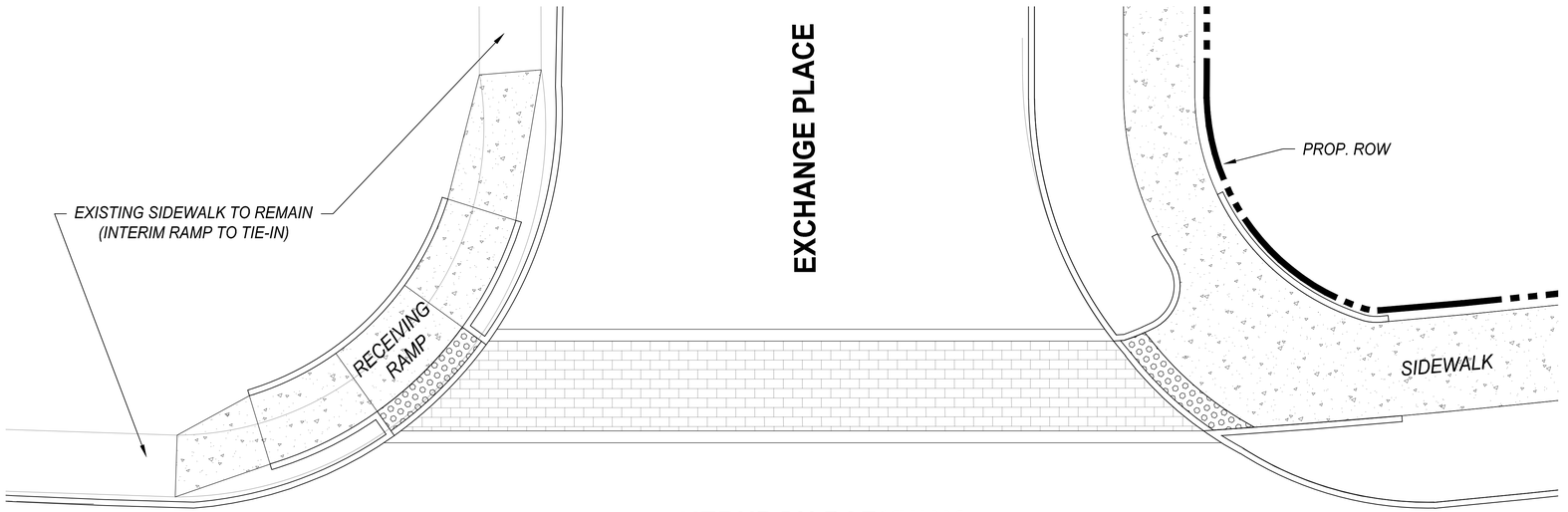



# EXCHANGE PLACE - PARALLEL ROAD INTERSECTION

INTERIM CONDITION OF CROSSWALK AND CURB RAMPS




# EXCHANGE PLACE - HERNDON PARKWAY INTERSECTION

INTERIM CONDITION OF CROSSWALK AND CURB RAMPS

*(OFF-SITE IMPROVEMENTS ARE PROPOSED WITH THIS PLAN)*

NOTE: FINAL DESIGN AND GRADING OF RAMPS AND CURBS TO BE DETERMINED AT THE TIME OF FINAL ENGINEERING. ALL RAMPS AND TRANSITIONS SHALL BE ADA COMPLIANT. OFF-SITE IMPROVEMENTS TO BE CONSTRUCTED BY OTHERS.

VIRGINIA STATE GRID NORTH
NAD 83

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

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CHECKED: JA

SHEET TITLE:

CROSSWALK INTERIM CONDITION

SHEET No.

05.2

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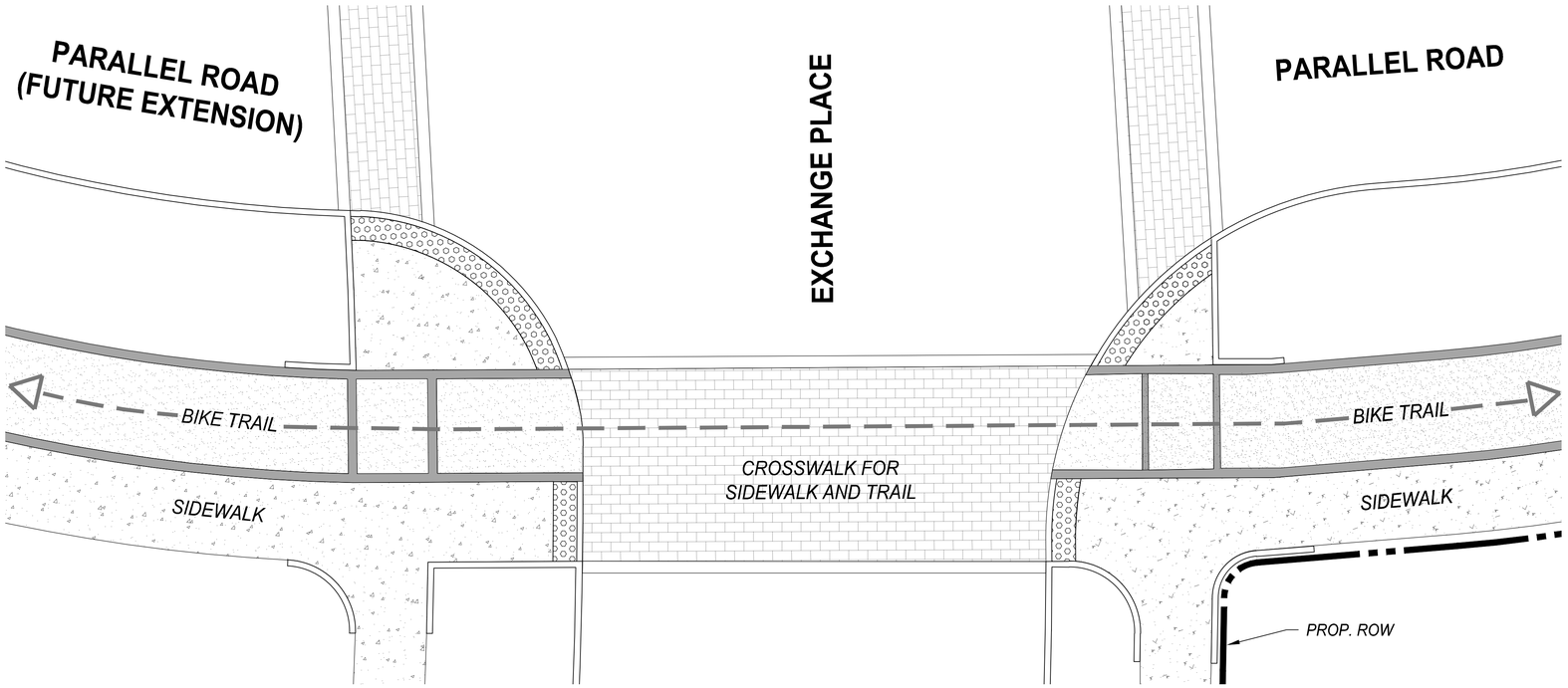
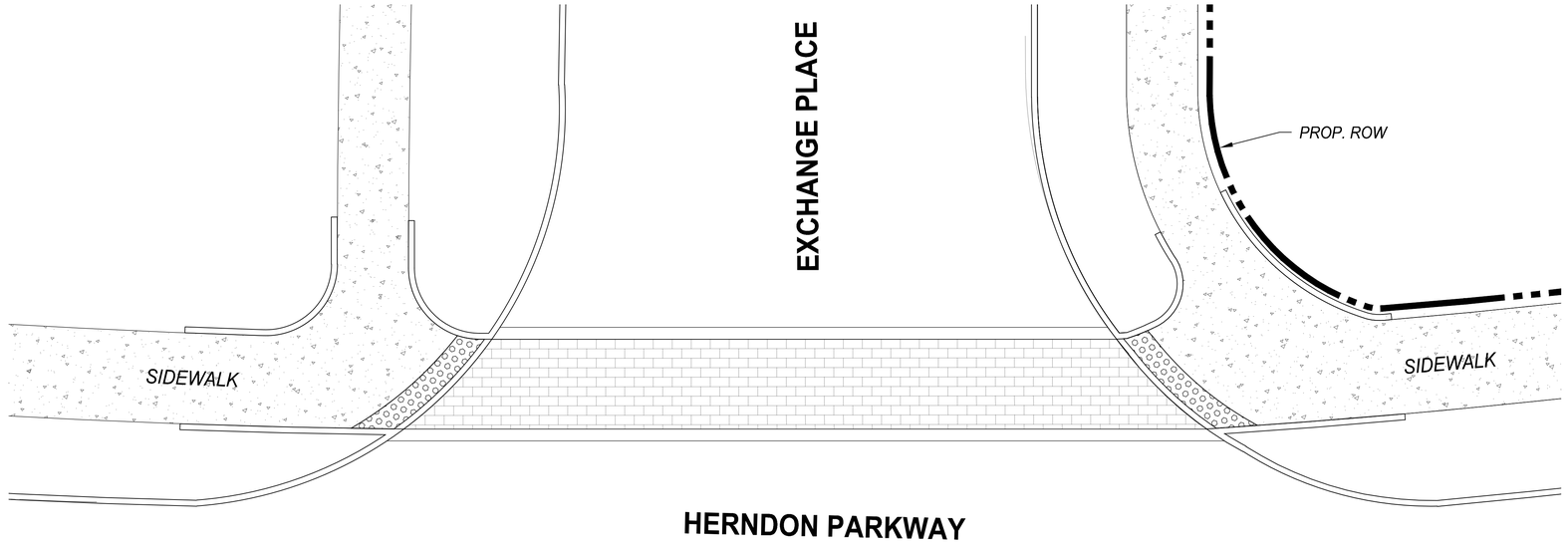



## EXCHANGE PLACE - PARALLEL ROAD INTERSECTION

ULTIMATE CONDITION OF CROSSWALK AND CURB RAMPS

*(OFF-SITE IMPROVEMENTS TO BE PROVIDED BY-OTHERS)*




## EXCHANGE PLACE - HERNDON PARKWAY INTERSECTION

ULTIMATE CONDITION OF CROSSWALK AND CURB RAMPS

*(OFF-SITE IMPROVEMENTS TO BE PROVIDED BY-OTHERS)*

NOTE: FINAL DESIGN AND GRADING OF RAMPS AND CURBS TO BE DETERMINED AT THE TIME OF FINAL ENGINEERING. ALL RAMPS AND TRANSITIONS SHALL BE ADA COMPLIANT. OFF-SITE IMPROVEMENTS TO BE CONSTRUCTED BY OTHERS.

VIRGINIA STATE GRID NORTH
NAD 83

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

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DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

CROSSWALK ULTIMATE CONDITION

SHEET No.

05.3

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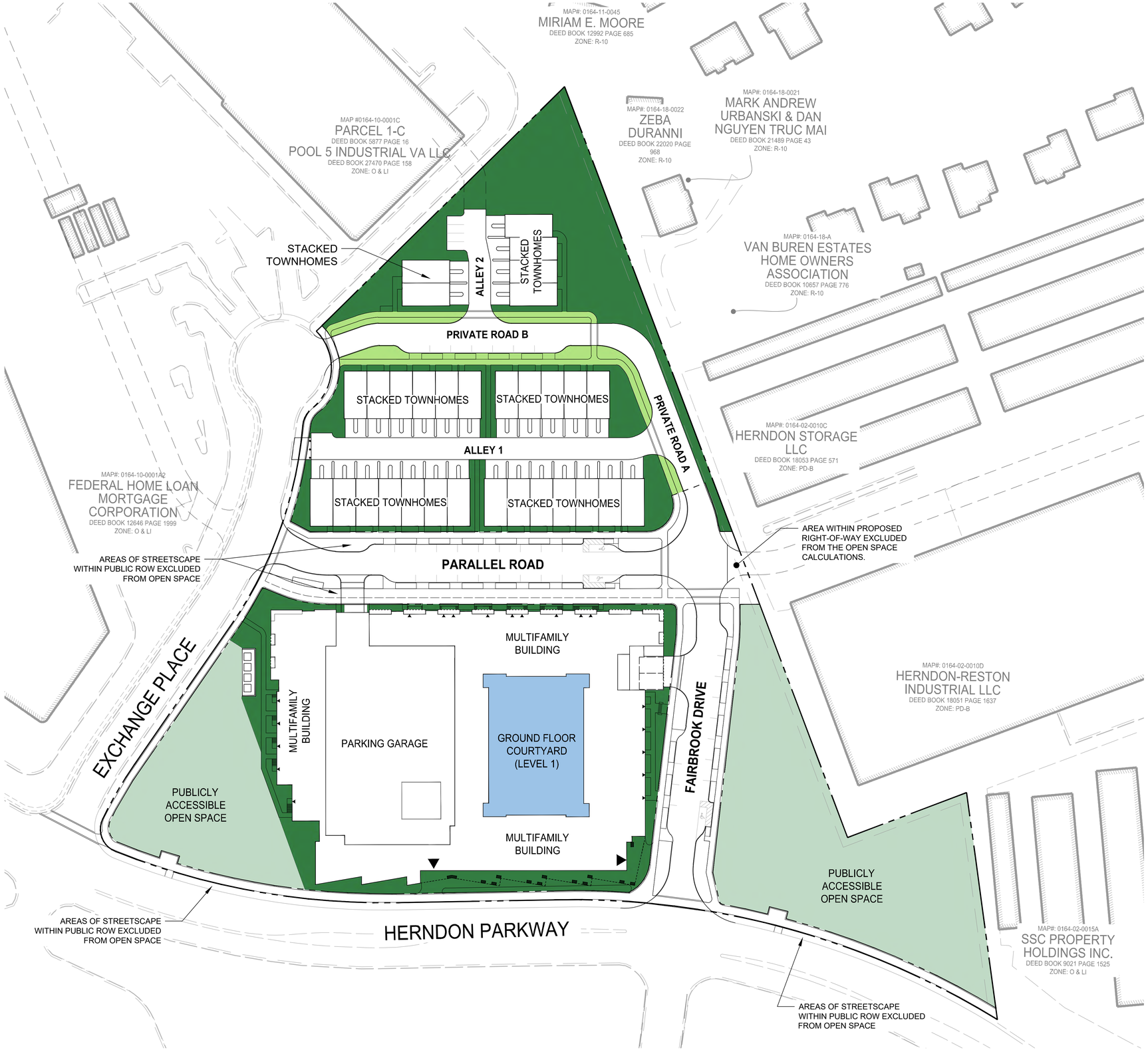


## PD-TRG1 OPEN SPACE (MULTIFAMILY) = 48%

*LOT AREA = 207,165 SF*

- PUBLICLY ACCESSIBLE OPEN SPACE (± 75,000 SF / 1.72 AC)
- PRIVATE OPEN SPACE (± 21,000 SF / 0.48 AC)
- PRIVATE GROUND FLOOR COURTYARD (AREA NOT COUNTED)

| PD-TRG1 PUBLICLY ACCESSIBLE OPEN SPACE | |
|---|---|
| REQUIRED | 31,075 SF (15%) |
| PROVIDED (TOTAL ON SITE) | 75,000 SF (36%±) |
| PROVIDED (AFTER TRANSFER TO PD-TRG2) | 55,860 SF (27%±) |

## PD-TRG2 OPEN SPACE (TOWNHOMES) = 39%

*LOT AREA = 127,601 SF*

- STREETSCAPE OPEN SPACE (WITHIN PUBLIC ACCESS ESMT) (± 9,000 SF / 0.21 AC)
- PRIVATE OPEN SPACE (± 42,000 SF / 0.96 AC)

| PD-TRG2 PUBLICLY ACCESSIBLE OPEN SPACE | |
|---|---|
| REQUIRED | 19,140 SF (15%) |
| PROVIDED (TOTAL ON SITE) | 0 SF (0%) (SEE NOTE) |
| PROVIDED (THROUGH TRANSFER TO PD-TRG2) | 19,140 SF (15%±) (SEE NOTE) |

**NOTE:**

1. THE PROPOSED PD-TRG2 DISTRICT HAS FREE AND DIRECT ACCESS TO THE PUBLIC ACCESSIBLE OPEN SPACE PROVIDED WITHIN THE PD-TRG1 AREA. THE 15% PUBLICLY ACCESSIBLE OPEN SPACE AREA REQUIRED FOR THE PD-TRG2 ZONING DISTRICT IS PROVIDED THROUGH AN OPEN SPACE TRANSFER FROM THE ADJACENT PD-TRG1 DISTRICT. THE TABULATIONS ON THIS SHEET DEMONSTRATE THAT THIS TRANSFER PROVIDES OPEN SPACE IN EXCESS OF THE 15% REQUIREMENT IN THE PD-TRG1 AFTER THIS TRANSFER.

**TOTAL OPEN SPACE = ± 147,000 SF / 3.37 AC**

***(TOTAL OPEN SPACE = ±43% OF PROPOSED TOTAL SITE AREA)***

| TOTAL PUBLIC OPEN SPACE PROVIDED | |
|---|---|
| PROVIDED (SEE NOTE) | 1.72 AC (75,000 SF) (22%) |

**NOTE:**

PROPOSED TOTAL SITE AREA (FOR LOTS 1A, 1B, AND 2) IS 334,766 SF PER SHEET 04 OF THIS PLAN SET. STREETSCAPED OPEN SPACE ALONG PRIVATE STREETS AND ALONG EXISTING RIGHTS OF WAY IS TO BE WITHIN A RECORDED PUBLIC ACCESS EASEMENT, FULLY OPEN TO THE PUBLIC, AND MAINTAINED BY THE OWNER. THIS CATEGORY OF OPEN SPACE IS NOT INCLUDED IN THE ABOVE CALCULATION OF "PUBLIC OPEN SPACE", THIS TABULATION IS PROVIDED FOR INFORMATION ONLY TO DEMONSTRATE THE PROJECT'S OVERALL COMMITMENT TO PROVIDING PUBLIC OPEN SPACE.

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JOHN L. HELMS
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12/29/2025
PROFESSIONAL ENGINEER

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DRAWN: CL
CHECKED: JA

SHEET TITLE:

OPEN SPACE PLAN

SHEET No.

06

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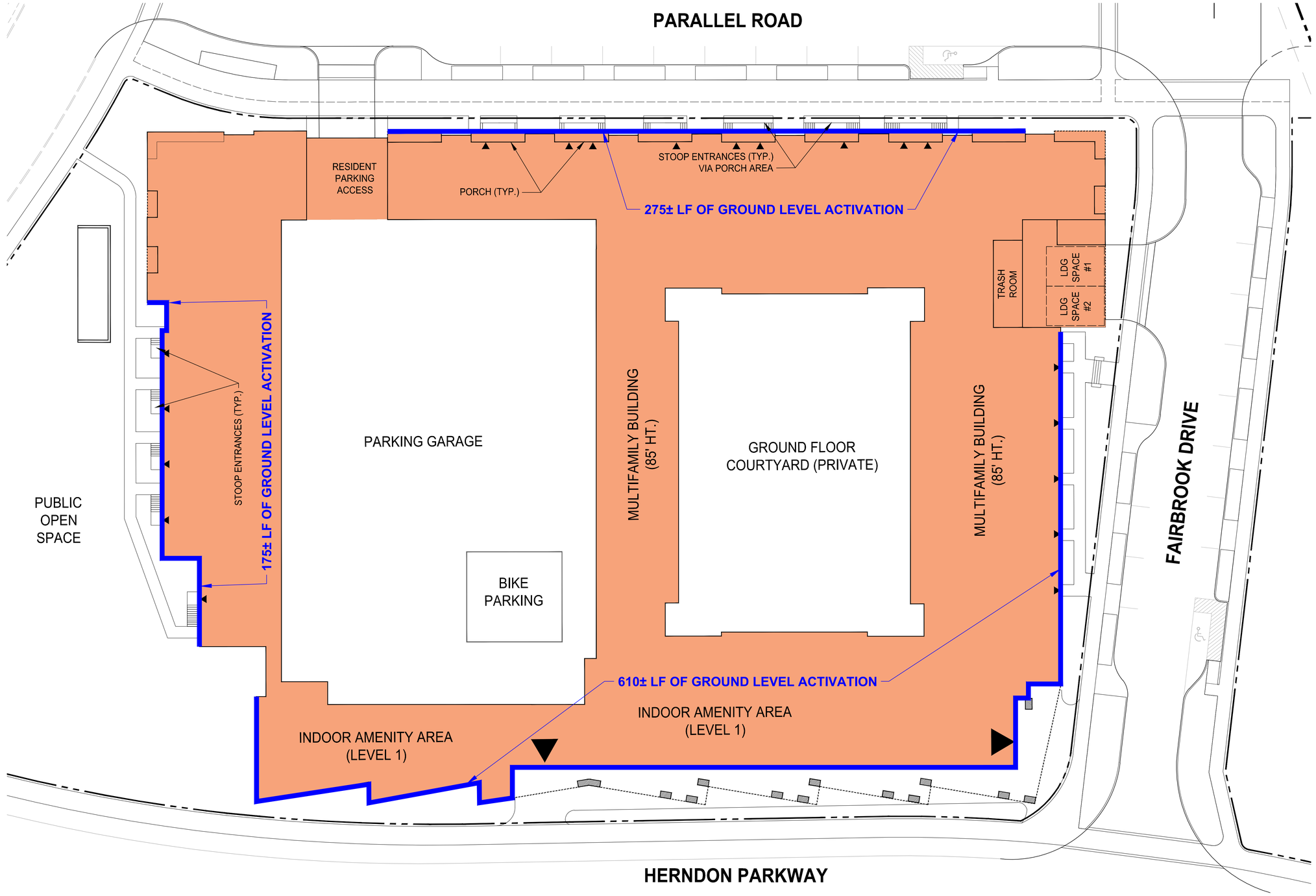



**GROUND LEVEL ACTIVATION (60% REQUIRED)**

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

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

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

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

VIRGINIA STATE GRID NORTH
NAD 83

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

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

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

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

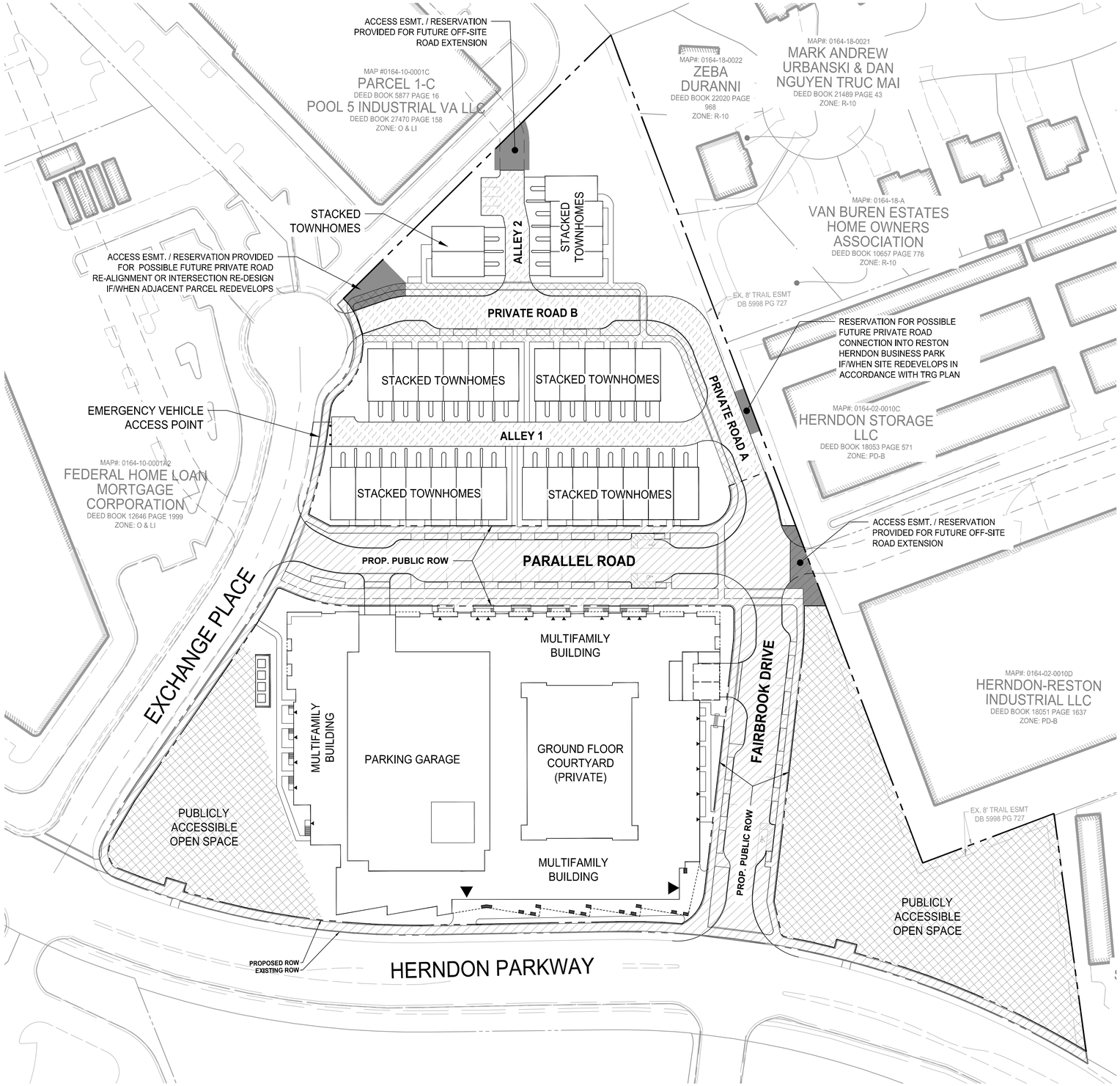
SHEET TITLE:

GROUND LEVEL ACTIVATION

SHEET No.

06.1

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




**LEGEND:**

- PUBLIC ACCESSIBLE SPACE IN EASEMENT
- PUBLIC DEDICATION AREA
- STREET UTILITY AND PUBLIC ACCESS EASEMENT AREA (EMERGENCY ACCESS EASEMENT AREA)
- ACCESS EASEMENT FOR FUTURE OFF-SITE ROAD EXTENSION

*NOTE: OPEN SPACE AREAS THAT DO NOT HAVE ONE OF THE ABOVE TYPES IDENTIFIED WOULD BE CLASSIFIED AS "PRIVATE OPEN SPACE" AND BE EITHER DEVOID OF ANY ACCESS EASEMENTS OR SUBJECT TO PRIVATE ACCESS EASEMENTS TO BE UTILIZED BY HOMEOWNERS OR TENANTS OF THE PROPERTY.*

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES
WIRE GILL LLP
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GOROVE / SLADE Transportation Planners and Engineers
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12/29/2025
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DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:

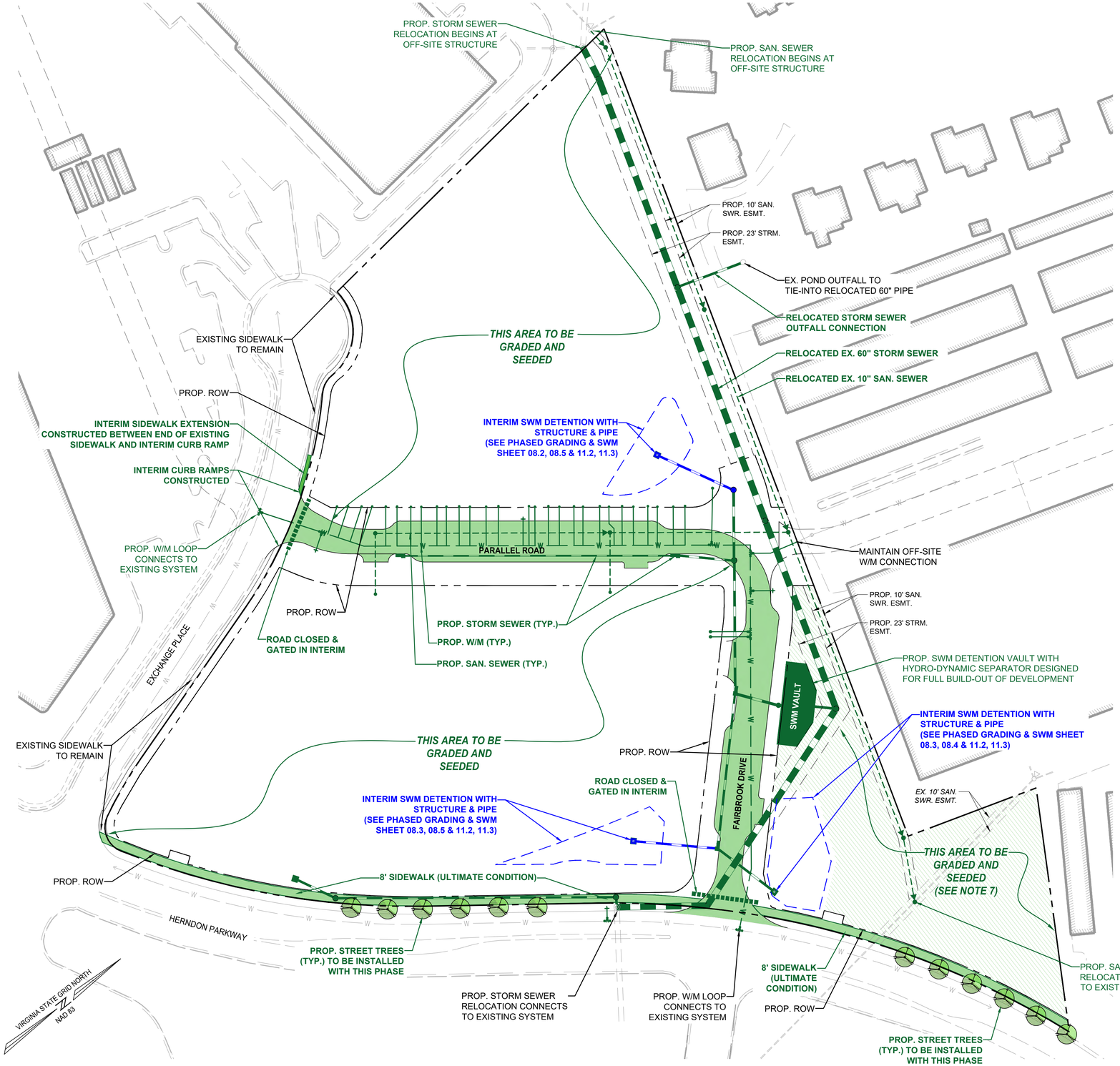
DEDICATIONS AND PUBLIC ACCESS

SHEET No.

06.2

P:\Projects\23008899.00\exchange place development plan\113159 development plan\06.2 DEDICATIONS AND PUBLIC ACCESS.dwg, 12/22/2025 2:56:35 PM, Jason M. Alagna,

# SITE WORK PHASE




**LEGEND:**

- SITE WORK PHASE
- INTERIM UTILITIES PROPOSED WITH THIS PHASE

**PHASING NOTES:**

1. THE SITE WORK PHASE CONSISTS OF THE CONSTRUCTION OF PARALLEL ROAD AND FAIRBROOK DRIVE AS WELL AS THE RELOCATION OF MAJOR ON-SITE UTILITIES (EXISTING SANITARY SEWER AND EXISTING SWM PIPE), AND INSTALLATION OF UNDERGROUND UTILITIES THAT COINCIDE WITH THE CONSTRUCTION OF THE PROPOSED PUBLIC ROADS ON-SITE.

2. AREAS OUTSIDE OF THE SITE WORK PHASE SHOWN ON THIS SHEET SHALL BE CONSTRUCTED AS THE MULTIFAMILY PHASE, OR THE STACKED TOWNHOUSE PHASE.

3. THE OWNER RESERVES THE RIGHT TO CONSTRUCT THE SITE WORK PHASE CONCURRENT WITH EITHER THE MULTIFAMILY PHASE, OR THE STACKED TOWNHOUSE PHASE

4. AS PART OF THE SITE WORK PHASE, THE OWNER WILL DEMOLISH THE EXISTING OFFICE BUILDINGS, STRUCTURES, AND IMPERVIOUS SURFACES.

5. AS A PART OF THE SITE WORK PHASE, INTERIM IMPROVEMENTS WILL BE MADE TO INCLUDE CURB RAMPS AND SIDEWALK EXTENSIONS, AS WELL AS GRADING AND SEEDING IN THE REMAINING OPEN AREAS, AS SHOWN.

6. DEMOLITION AND ABANDONMENT OF EXISTING UTILITIES TO OCCUR DURING THIS DEVELOPMENT PHASE ON THE SUBJECT PROPERTY SHALL BE PER TOWN REQUIREMENTS AND AT THEIR DIRECTION, RESULTING IN NO LOSS OF SERVICE.

7. THIS AREA TO BE SEEDED AND GRADED AND ALSO MADE AVAILABLE FOR PUBLIC USE IN THE INTERIM PERIOD BEFORE THE PARK INFRASTRUCTURE AND AMENITIES ARE INSTALLED. SEE PROFFERS.

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

EXCHANGE PLACE
DEVELOPMENT PLAN
TOWN OF HERNDON

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

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

SHEET TITLE:

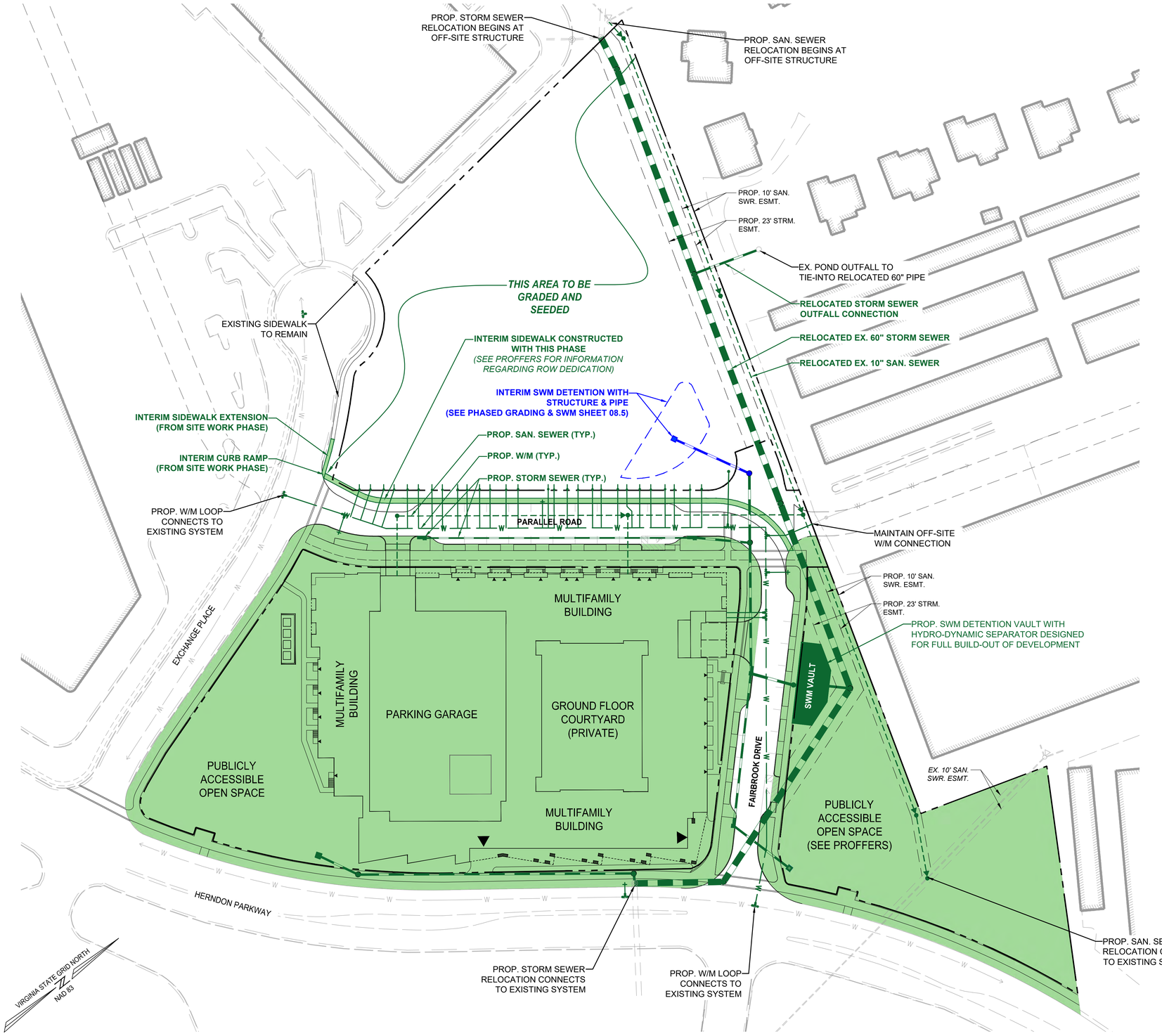
PHASING PLAN - SITE WORK

SHEET No.

06.3

P:\Projects\23008899.00\exchange place development plan\111159 development plan\06.3 SITE WORK PHASE.dwg, 12/22/2025 2:13:19 PM, Jason M. Alagna,

# MULTIFAMILY PHASE




**LEGEND:**

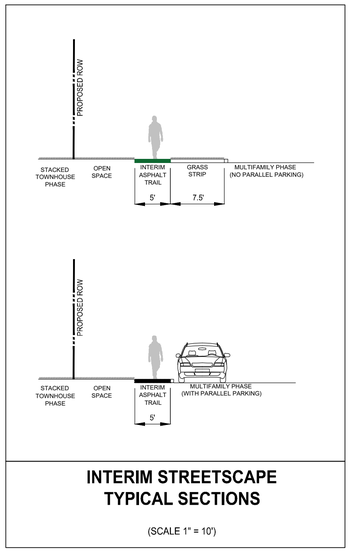
- MULTIFAMILY PHASE
- INTERIM UTILITIES PROPOSED WITH THIS PHASE

**PHASING NOTES:**

1. THE INFRASTRUCTURE IDENTIFIED ON THE SITE WORK PHASE SHEET MAY BE CONSTRUCTED CONCURRENTLY WITH THE MULTIFAMILY PHASE. (AS SHOWN ON THIS SHEET)

2. THE MULTIFAMILY PHASE MAY BE CONSTRUCTED PRIOR TO, SUBSEQUENT TO, OR CONCURRENTLY WITH THE STACKED TOWNHOUSE PHASE.

3. STREETSCAPES AND OPEN SPACE AREAS IDENTIFIED WITH THIS PHASE SHALL PROVIDE LANDSCAPING AND OTHER REQUIRED IMPROVEMENTS IN THOSE AREAS.




**INTERIM STREETSCAPE TYPICAL SECTIONS**

(SCALE 1" = 10')

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

EXCHANGE PLACE
DEVELOPMENT PLAN
TOWN OF HERNDON

| MARK | DATE | DESCRIPTION |
|---|---|---|
| 1 | 12-20-2024 | 2ND PLAN SUBMISSION |
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PROJECT No.: 23008899.00
DRAWING No.:
DATE: 06/03/2025
SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

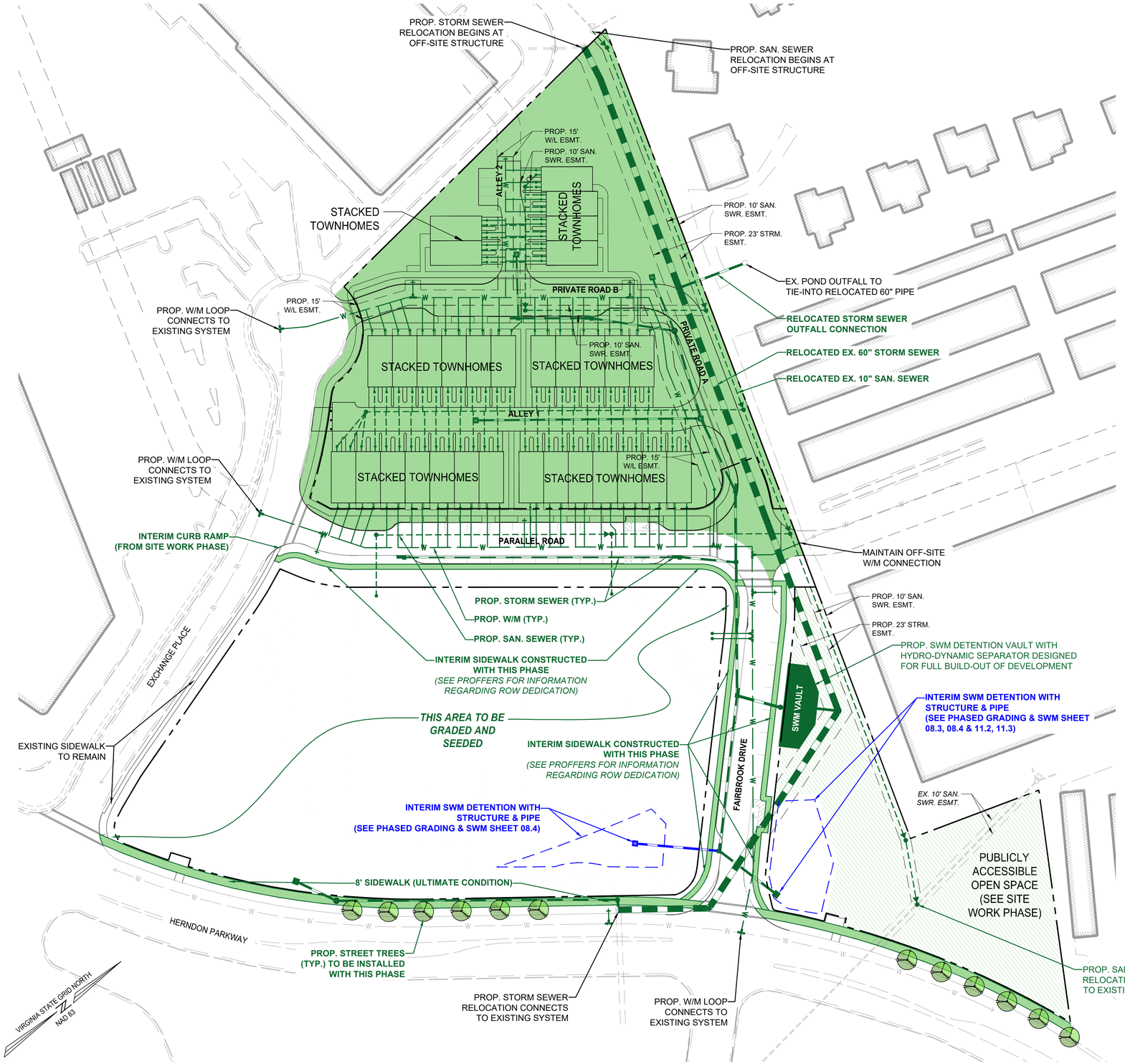
PHASING PLAN - MULTIFAMILY

SHEET No.

06.4

P:\Projects\23008899.00\exchange place development plan\111159 development plan\06.4 MULTIFAMILY PHASE.dwg, 12/22/2025 2:12:38 PM, Jason M. Allagna,

# STACKED TOWNHOUSE PHASE




**LEGEND:**

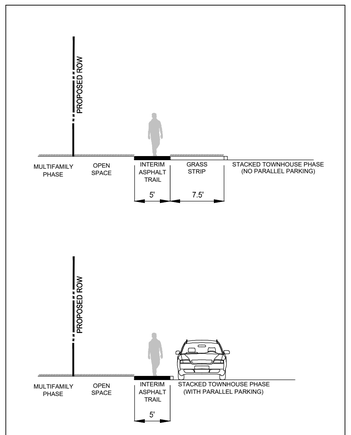
- STACKED TOWNHOUSE PHASE
- INTERIM UTILITIES PROPOSED WITH THIS PHASE

**PHASING NOTES:**

1. THE INFRASTRUCTURE IDENTIFIED ON THE SITE WORK PHASE SHEET MAY BE CONSTRUCTED CONCURRENTLY WITH THE STACKED TOWNHOUSE PHASE.

2. THE STACKED TOWNHOUSE PHASE MAY BE CONSTRUCTED PRIOR TO, SUBSEQUENT TO, OR CONCURRENTLY WITH THE MULTIFAMILY PHASE.

3. STREETSCAPES AND OPEN SPACE AREAS IDENTIFIED WITH THIS PHASE SHALL PROVIDE LANDSCAPING AND OTHER REQUIRED IMPROVEMENTS IN THOSE AREAS.




**INTERIM STREETSCAPE TYPICAL SECTIONS**

(SCALE 1" = 10')

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

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Transportation Planners and Engineers

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

EXCHANGE PLACE
DEVELOPMENT PLAN
TOWN OF HERNDON

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

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

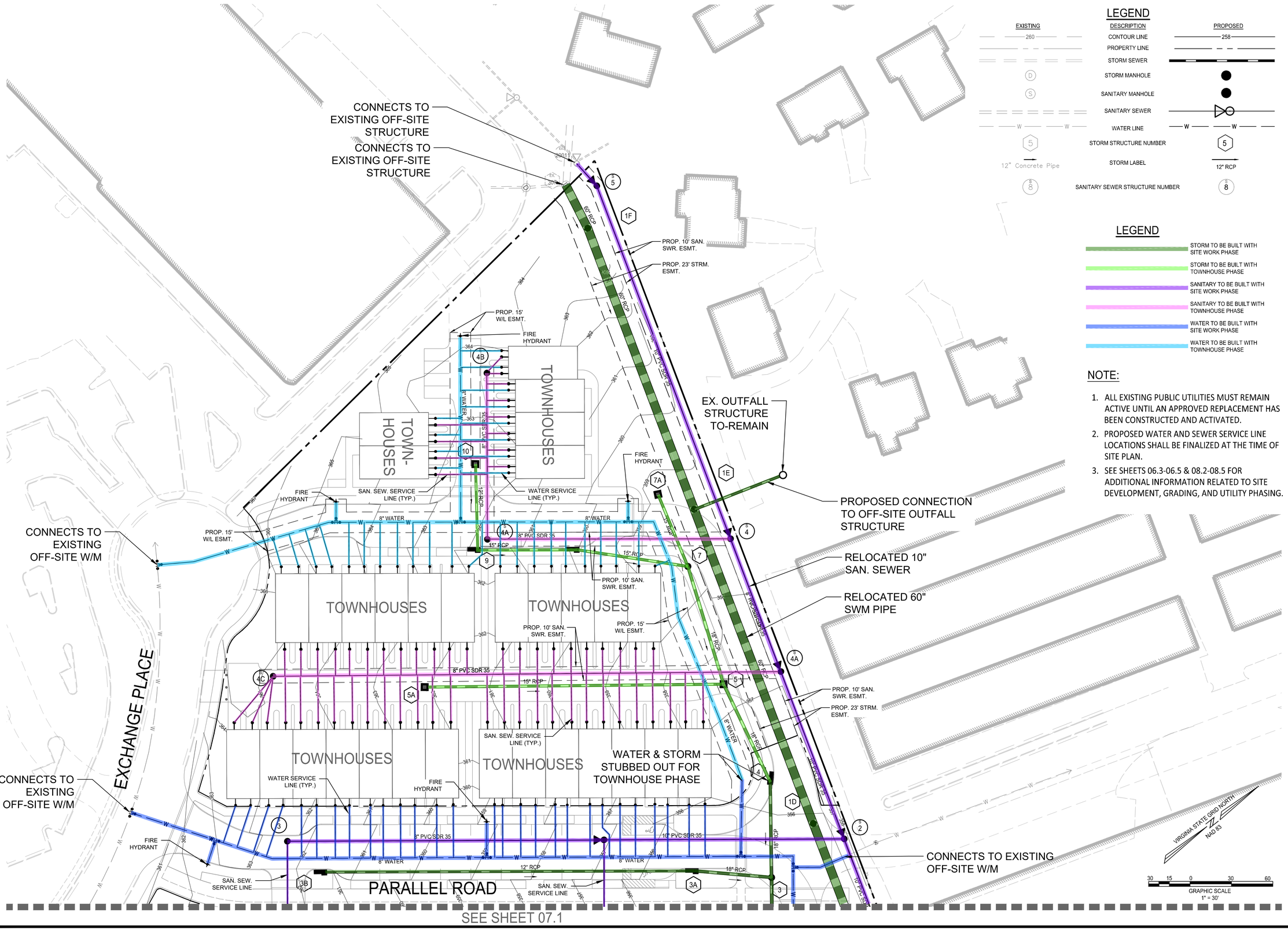
SHEET TITLE:

PHASING PLAN - TOWNHOUSES

SHEET No.

06.5

P:\Projects\23008899.00\exchange place development plan\113159 development plan\06.5 TOWNHOUSE PHASE.dwg, 12/22/2025 2:11:18 PM, Jason M. Alagna,




## LEGEND

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

## LEGEND

- STORM TO BE BUILT WITH SITE WORK PHASE
- STORM TO BE BUILT WITH TOWNHOUSE PHASE
- SANITARY TO BE BUILT WITH SITE WORK PHASE
- SANITARY TO BE BUILT WITH TOWNHOUSE PHASE
- WATER TO BE BUILT WITH SITE WORK PHASE
- WATER TO BE BUILT WITH TOWNHOUSE PHASE

## NOTE:

1. ALL EXISTING PUBLIC UTILITIES MUST REMAIN ACTIVE UNTIL AN APPROVED REPLACEMENT HAS BEEN CONSTRUCTED AND ACTIVATED.
2. PROPOSED WATER AND SEWER SERVICE LINE LOCATIONS SHALL BE FINALIZED AT THE TIME OF SITE PLAN.
3. SEE SHEETS 06.3-06.5 & 08.2-08.5 FOR ADDITIONAL INFORMATION RELATED TO SITE DEVELOPMENT, GRADING, AND UTILITY PHASING.

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/22/2025
SCALE: AS SHOWN
DESIGN: MG / ND
DRAWN: MG / ND
CHECKED: JH

SHEET TITLE:

UTILITY PLAN

SHEET No.

07

P:\Projects\23008899.00\exchange place development plan\113159 development plan\07 UTILITY PLAN.dwg, 12/22/2025 10:58:11 AM, Jason M. Alagna,

SEE SHEET 07

SAN. SEW. SERVICE LINE

SAN. SEW. SERVICE LINE

WATER SERVICE LINE (TYP.)

FIRE HYDRANT

MULTIFAMILY BUILDING

RELOCATED 10" SAN. SEWER

RELOCATED 60" SWM PIPE

U.G. SWM VAULT SIZED FOR FULL DEVELOPMENT BUILD-OUT (WITH HYDRO-DYNAMIC SEP.)

EXCHANGE PLACE

MULTIFAMILY BUILDING

PARKING GARAGE

GROUND FLOOR COURTYARD (LEVEL 1)

MULTIFAMILY BUILDING

FAIRBROOK DRIVE

VAULT

MT

PROP. 23' STRM. ESMT.

PROP. 10' SAN. SWR. ESMT.

EX. 10' SAN. SWR. ESMT.

HERNDON PARKWAY

FIRE HYDRANT

CONNECTS TO EXISTING OFF-SITE STRUCTURE

60" RCP (LOCATION TO BE CONFIRMED)

CONNECTS TO EXISTING ON-SITE STRUCTURE

SEE SHEET THIS SHEET

SEE SHEET THIS SHEET

MAP#: 0164-02-0

SSC PROP HOLDINGS

DEED BOOK 9021 P/

ZONE: O & L

## LEGEND

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

## LEGEND

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

VIRGINIA STATE GRID NORTH
NAD 83

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

## NOTE:

1. SEE SHEET 03 FOR LEGEND AND ABBREVIATIONS OF EXISTING CONDITIONS INFORMATION.
2. ALL EXISTING PUBLIC UTILITIES MUST REMAIN ACTIVE UNTIL AN APPROVED REPLACEMENT HAS BEEN CONSTRUCTED AND ACTIVATED.
3. PROPOSED WATER AND SEWER SERVICE LINE LOCATIONS SHALL BE FINALIZED AT THE TIME OF SITE PLAN.
4. THE PIPE SEGMENT DOWNSTREAM OF SANITARY MANHOLE EX. S 11120 MUST BE ANALYZED FOR CAPACITY AT FINAL SITE PLAN AND IS SUBJECT TO BE UPSIZED AS NEEDED.
5. SEE SHEETS 06.3-06.5 & 08.2-08.5 FOR ADDITIONAL INFORMATION RELATED TO SITE DEVELOPMENT, GRADING, AND UTILITY PHASING.

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/22/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: ND

SHEET TITLE:

UTILITY PLAN

SHEET No.

07.1

P:\Projects\23008899.00\exchange place development plan\113159 development plan\07 UTILITY PLAN.dwg, 12/22/2025 10:16:52 AM, Jason M. Allagna,

MAP#: 0164-11-0045
MIRIAM E. MOORE
DEED BOOK 12992 PAGE 685
ZONE: R-10

MAP#: 0164-18-0022
ZEBA DURANNI
DEED BOOK 22020 PAGE 968
ZONE: R-10

MAP#: 0164-18-0021
MARK ANDREW URBANSKI & DAN NGUYEN TRUC MAI
DEED BOOK 21489 PAGE 43
ZONE: R-10

MAP #0164-10-0001C
PARCEL 1-C
DEED BOOK 5877 PAGE 16
POOL 5 INDUSTRIAL VA LLC
DEED BOOK 27470 PAGE 158
ZONE: O & LI

MAP#: 0164-18-A
VAN BUREN ESTATES HOME OWNERS ASSOCIATION
DEED BOOK 10657 PAGE 776
ZONE: R-10

MAP#: 0164-02-0010C
HERNDON STORAGE LLC
DEED BOOK 18053 PAGE 571
ZONE: PD-B

MAP #0164-18-0001
PARCEL 1
DEED BOOK 410.221 S
DEED BOOK
DEED BOOK
HERNDON

TOWN-HOUSES
TOWNHOUSES
TOWNHOUSES
TOWNHOUSES
TOWNHOUSES
TOWNHOUSES

LIMIT OF DISTURBANCE
LIMIT OF DISTURBANCE

EXCHANGE PLACE
PARALLEL ROAD

SEE SHEET 08.1

## LEGEND

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

VIRGINIA STATE GRID NORTH
NAD 83

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

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

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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| 3 | 12-29-2025 | 4TH PLAN SUBMISSION |

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 08/23/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

GRADING PLAN

SHEET No.
08

P:\Projects\23008899.00\exchange place development plan\113159 development plan\08 GRADING PLAN.dwg, 12/22/2025 2:57:56 PM, Jason M. Alagna,

SEE SHEET 08

EXCHANGE PLACE
(52' RIGHT-OF-WAY)

MULTIFAMILY BUILDING

PARKING GARAGE

GROUND FLOOR COURTYARD (LEVEL 1)

MULTIFAMILY BUILDING

MULTIFAMILY BUILDING

FAIRBROOK DRIVE

ACCESS

SIGN

LIMIT OF DISTURBANCE

HERNDON PARKWAY
(80" RIGHT-OF-WAY)

361.53 362.13 362.29 362.16 362.02 361.38 360.70 360.06 359.49 358.91 358.35 357.79 357.23 356.58 355.94 355.59 355.24 354.95 354.65 354.35 354.06 353.77 353.49 353.20 352.92 352.63 352.35 352.06 351.70 351.41 351.17 350.84 350.05 350.75 351.00 351.23 351.51 351.76 352.04 352.41 352.78 353.23 353.84 354.40 354.96 355.52 356.07 356.60 357.14 357.68 358.56 359.58 360.28 360.80

355.61

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

LIMIT OF DISTURBANCE

SEE SHEET THIS SHEET

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

SEE SHEET THIS SHEET

LIMIT OF DISTURBANCE

MA
SSC
HOL
DEED I

VIRGINIA STATE GRID NORTH
NAD 83

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

AFG

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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| 3 | 12-29-2025 | 4TH PLAN SUBMISSION |

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/23/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

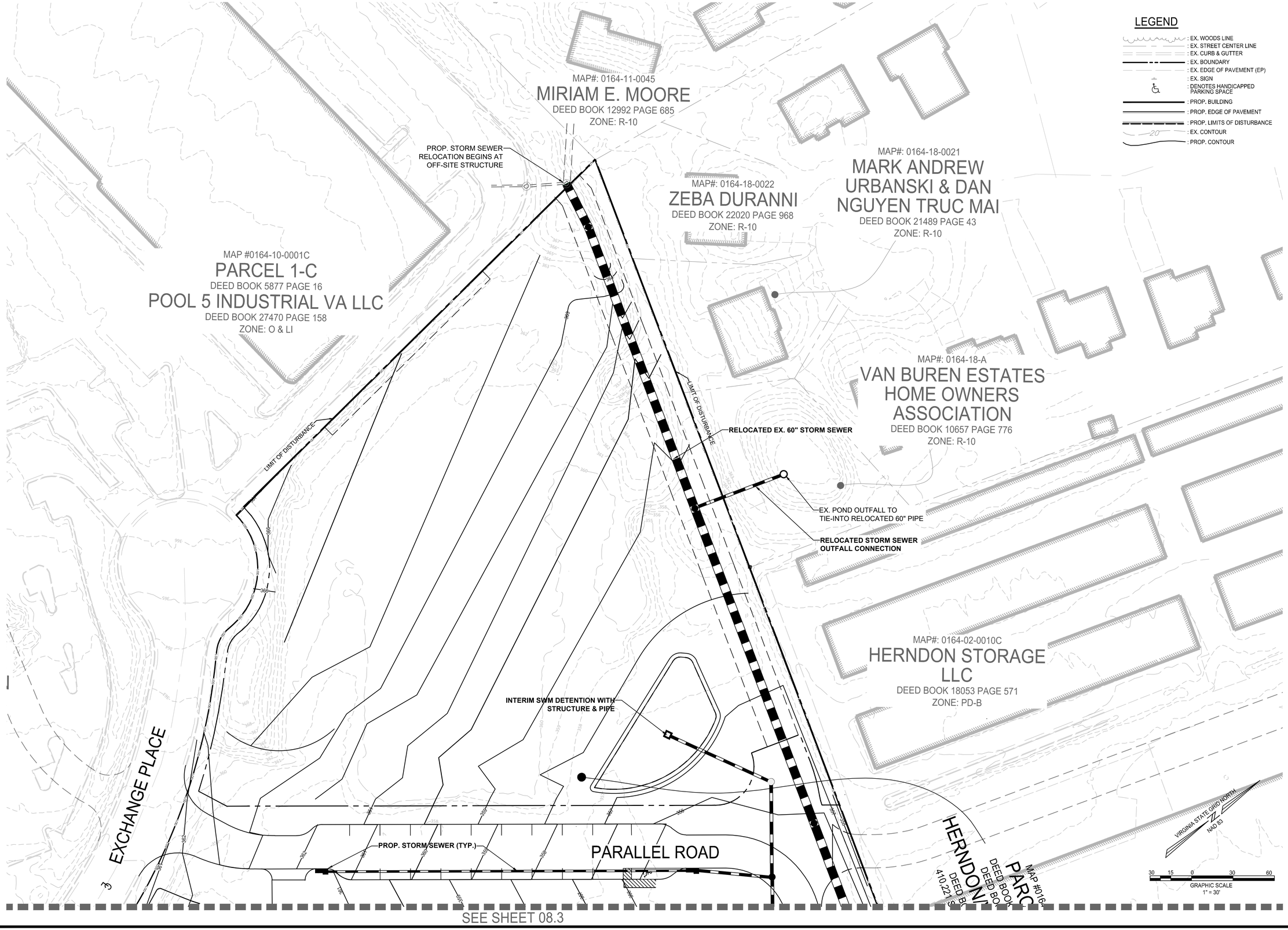
SHEET TITLE:

GRADING PLAN

SHEET No.
08.1

P:\Projects\23008899.00\exchange place development plan\113159 development plan\08 GRADING PLAN.dwg, 12/22/2025 2:58:41 PM, Jason M. Alagna,

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




LEGEND

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

DEVELOPMENT PLAN
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TOWN OF HERNDON, VIRGINIA

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PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/18/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

GRADING PLAN - SITE WORK PHASE

SHEET No.

08.2

P:\Projects\23008899.00\exchange place development plan\113159 development plan\08.2 PH 1 GRADING PLAN.dwg, 12/22/2025 3:00:07 PM, Jason M. Alagna,

SEE SHEET 08.2

EXCHANGE PLACE
(52' RIGHT-OF-WAY)

LIMIT OF DISTURBANCE

PROP. STORM SEWER (TYP.)

INTERIM SWM DETENTION WITH STRUCTURE & PIPE

FAIRBROOK DRIVE

LIMIT OF DISTURBANCE

RELOCATED EX. 60" STORM SEWER

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

INTERIM SWM DETENTION WITH STRUCTURE & PIPE

SIGN

LIMIT OF DISTURBANCE

HERNDON PARKWAY
(80" RIGHT-OF-WAY)

PROP. STORM SEWER RELOCATION CONNECTS TO EXISTING SYSTEM

1.8%

SEE SHEET THIS SHEET

MAP#: 0164-10-0001B
PARCEL 1-B
DEED BOOK 5816 PAGE 1119
DEED BOOK 5877 PAGE 16
IVAN BUREN LLC
BOOK 2564A PAGE 639
SQ. FT. OR 9.4174 ACRES
ZONE: OL&I

MAP#: (
IHERNDC
INDUST
DEED BOOK
ZO

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

SEE SHEET THIS SHEET

LIMIT OF DISTURBANCE

MA
SSC
HOL
DEED I

VIRGINIA STATE GRID NORTH
NAD 83

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

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/18/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

GRADING PLAN - SITE WORK PHASE

SHEET No.
08.3

P:\Projects\23008899.00\exchange place development plan\113159 development plan\08.2 PH 1 GRADING PLAN.dwg, 12/22/2025 3:01:08 PM, Jason M. Alagna,

NOTE: SEE SHEET 11.3 FOR VRRM SWM COMPUTATIONS FOR THIS INTERIM PHASE OF DEVELOPMENT

MAP#: 0164-11-0045
MIRIAM E. MOORE
DEED BOOK 12992 PAGE 685
ZONE: R-10

MAP#: 0164-18-0022
ZEBA DURANNI
DEED BOOK 22020 PAGE 968
ZONE: R-10

MAP#: 0164-18-0021
MARK ANDREW URBANSKI & DAN NGUYEN TRUC MAI
DEED BOOK 21489 PAGE 43
ZONE: R-10

MAP #0164-10-0001C
PARCEL 1-C
DEED BOOK 5877 PAGE 16
POOL 5 INDUSTRIAL VA LLC
DEED BOOK 27470 PAGE 158
ZONE: O & LI

MAP#: 0164-18-A
VAN BUREN ESTATES HOME OWNERS ASSOCIATION
DEED BOOK 10657 PAGE 776
ZONE: R-10

MAP#: 0164-02-0010C
HERNDON STORAGE LLC
DEED BOOK 18053 PAGE 571
ZONE: PD-B

PROP. STORM SEWER RELOCATION BEGINS AT OFF-SITE STRUCTURE

LIMIT OF DISTURBANCE

LIMIT OF DISTURBANCE

RELOCATED EX. 60" STORM SEWER

EX. POND OUTFALL TO TIE-INTO RELOCATED 60" PIPE

RELOCATED STORM SEWER OUTFALL CONNECTION

INTERIM SWM DETENTION WITH STRUCTURE & PIPE

EXCHANGE PLACE

PARALLEL ROAD

PROP. STORM SEWER (TYP.)

HERNDON PARC
DEED BOOK
DEED BO
DEED B
410.22

MAP #016

SEE SHEET 08.1

LEGEND

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

VIRGINIA STATE GRID NORTH
NAD 83

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

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

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

| MARK | DATE | DESCRIPTION |
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PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/18/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

GRADING PLAN - MULTIFAMILY PHASE

SHEET No.

08.4

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SEE SHEET 08

EXCHANGE PLACE
(52' RIGHT-OF-WAY)

LIMIT OF DISTURBANCE

PROP. STORM SEWER (TYP.)

INTERIM SWM DETENTION WITH STRUCTURE & PIPE

FAIRBROOK DRIVE

RELOCATED EX. 60" STORM SEWER

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

LIMIT OF DISTURBANCE

SIGN

HERNDON PARKWAY
(80" RIGHT-OF-WAY)

PROP. STORM SEWER RELOCATION CONNECTS TO EXISTING SYSTEM

MAP#: 0164-10-0001B
PARCEL 1-B
DEED BOOK 5818 PAGE 1119
DEED BOOK 5877 PAGE 16
IVAN BUREN LLC
DEED BOOK 2564 PAGE 639
ZONE: OL&I

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

SEE SHEET THIS SHEET

SEE SHEET THIS SHEET

LIMIT OF DISTURBANCE

1.8%

VIRGINIA STATE GRID NORTH
NAD 83

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

NOTE: SEE SHEET 11.4 FOR VRRM SWM COMPUTATIONS FOR THIS INTERIM PHASE OF DEVELOPMENT

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

| MARK | DATE | DESCRIPTION |
|---|---|---|
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| 2 | 06-27-2025 | 3RD PLAN SUBMISSION |
| 3 | 12-29-2025 | 4TH PLAN SUBMISSION |

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 06/23/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

GRADING PLAN - TOWNHOUSE PHASE

SHEET No.
08.5

P:\Projects\23008899.00\exchange place development plan\113159 development plan\08.5 TEMP TH PHASE GRADING PLAN.dwg, 12/22/2023 3:10:05 PM, Jason M. Alagna,

ROONEY PROPERTIES

WIRE GILL LLP

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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|---|---|---|
| 1 | 12-20-2024 | 2ND PLAN SUBMISSION |
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| 3 | 12-29-2025 | 4TH PLAN SUBMISSION |

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/18/2024
SCALE: AS SHOWN
DESIGN: ND
DRAWN: ND
CHECKED: JH

SHEET TITLE:

SWM PRE-DEVELOPMENT PLAN

SHEET No.

09

VIRGINIA STATE GRID NORTH
NAD 83

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

P:\Project\\23008899.00\exchange place development plan\113159 development plan\09 SWM PRE-DEVELOPMENT PLAN.dwg, 12/22/2025 3:11:47 PM, Jason M. Alagna,

## EXISTING CONDITION SITE NARRATIVE

THIS DEVELOPMENT CONSISTS OF APPROXIMATELY 9.24 ACRES OF LAND SITUATED ON HERNDON PARKWAY AT EXCHANGE PLACE IN THE TOWN OF HERNDON. THE PROPERTY IS BOUNDED BY RESIDENTIAL WAREHOUSE AND OFFICES TO THE NORTH AND EAST, HERNDON PARKWAY TO THE SOUTH, AND EXCHANGE PLACE TO THE WEST, THE PROPERTY CURRENTLY CONSISTS OF EXISTING OFFICE BUILDINGS WITH SURFACE PARKING.

REVIEW OF EXISTING TOPOGRAPHY INDICATES THAT THE PROPERTY SLOPES PREDOMINANTLY FROM THE NORTH TO THE SOUTH TOWARDS HERNDON PARKWAY. THE EXISTING STORMWATER IS COLLECTED ON SITE AND JOINS A CLOSED CONDUIT SYSTEM IN HERNDON PARKWAY. THE STORMWATER FLOWS INTO AN EXISTING FLOODPLAIN SOUTH OF HERNDON PKWY. ALL ADJACENT PROPERTIES FOLLOW A SIMILAR DRAINAGE PATTERN, WITH THEIR RESPECTIVE STORMWATER BEING CONVEYED TO THE CLOSED CONDUIT SYSTEM IN HERNDON PARKWAY.

THERE ARE NO RESOURCE PROTECTION AREAS ON THIS PROPERTY.

## PROPOSED CONDITION SITE NARRATIVE

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

THE DEVELOPMENT AND ASSOCIATED PROGRAM WILL PROVIDE A TWO OVER TWO DWELLINGS WITH ATTACHED GARAGES, AND MULTI-FAMILY BUILDING WITH GARAGE, AND THE POTENTIAL FOR A FUTURE OFFICE TOWER.

TO COMPLY WITH THE CHESAPEAKE BAY ACT (CBA), THE PROJECT WILL PROVIDE WATER QUALITY TREATMENT THROUGH THE USE OF A MANUFACTURED TREATMENT DEVICE LOCATED PRIOR TO THE STORMWATER VAULT.

## WATER QUANTITY NARRATIVE

THE EXISTING MANAGED TURF AREA IS 3.54 ACRES. THE EXISTING IMPERVIOUS AREA IS 5.88 ACRES. EXISTING BYPASS IS 0.66 ACRES. THE EXISTING CN VALUE PER VRRM CALCULATION IS 87. THE PROPOSED MANAGED TURF AREA IS 3.22 ACRES, OF WHICH 1.92 ACERS WILL DRAIN TO THE VAULT. THE PROPOSED IMPERVIOUS AREA IS 6.20 ACRES, OF WHICH 4.65 ACERS WILL DRAIN TO THE VAULT. THE REMAINDER OF THE SITE WHICH IS 2.85 ACRES DRAINS DIRECTLY TO THE EXISTING 11085. THE PROPOSED CN VALUE PER VRRM CALCULATION IS 91. WATER QUANTITY SHALL BE MANAGED BY A PROPOSED VAULT. THE VAULT WILL DRAIN TO AN EXISTING STORM PIPE. SEE SHEET 11 FOR SWM COMPUTATIONS, VAULT HYDROGRAPHS, VAULT DETAILS, AND ENERGY BALANCE EQUATION.

## WATER QUALITY TREATMENT (BMP) NARRATIVE

THE WATER QUALITY REQUIREMENT FOR THIS PROJECT HAS BEEN MET THROUGH THE USE OF A MANUFACTURED TREATMENT DEVICE. THIS DEVICE TREATS 6.57 ACRES AND IS LOCATED BEFORE THE STORMWATER MANAGEMENT VAULT. THIS DEVICE TREATS THE TOTAL REQUIRED PHOSPHORUS AS SHOWN ON THE PRELIMINARY VRRM ON SHEET 10. IF DURING THE FINAL ENGINEERING, ADDITIONAL TREATMENT IS NECESSARY, FACILITIES AND DEVICES FROM THE DEQ HANDBOOK WILL BE CONSIDERED TO MAKE UP ANY DEFICIENCIES.

NOTE:

1. SEE SHEET 07-07.1 FOR THE PROPOSED UTILITY SCHEDULE.
2. THE SWM SYSTEM AND BMP PRACTICES PROPOSED ON THE SITE PLAN WILL MEET ALL STATE AND LOCAL TOWN OF HERNDON SWM REQUIREMENTS FOR BOTH ONSITE AND OFFSITE DISTURBED AREA.
3. ALL PROPOSED SWM FACILITIES WILL BE PROVIDED ON SITE AND WILL BE PRIVATELY MAINTAINED.
4. TWO LOCATIONS ON THIS PLAN HAVE BEEN IDENTIFIED AS POSSIBLE LOCATIONS FOR LID BMP DEVICES. THESE DEVICES SHALL BE OUTDOOR AND VISIBLE IN NATURE. SIZE AND TYPE OF DEVICE TO BE DETERMINED AT THE TIME OF SITE PLAN AND FINAL ENGINEERING.

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

| MARK | DATE | DESCRIPTION |
|---|---|---|
| 1 | 12-20-2024 | 2ND PLAN SUBMISSION |
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PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/15/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

SWM POST-DEVELOPMENT PLAN

SHEET No.

10

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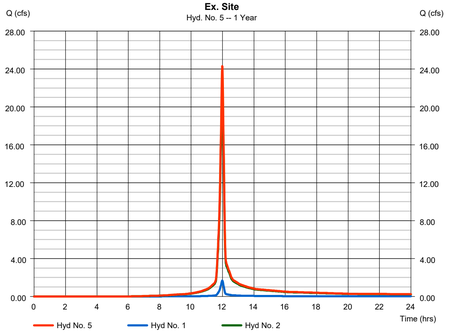
## Hydrograph Report

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

**Hyd. No. 5**

Ex. Site

| | | | |
|---|---|---|---|
| Hydrograph type | = Combine | Peak discharge | = 24.31 cfs |
| Storm frequency | = 1 yrs | Time to peak | = 11.98 hrs |
| Time interval | = 1 min | Hyd. volume | = 56,000 cuft |
| Inflow hyds. | = 1, 2 | Contrib. drain. area | = 9.420 ac |



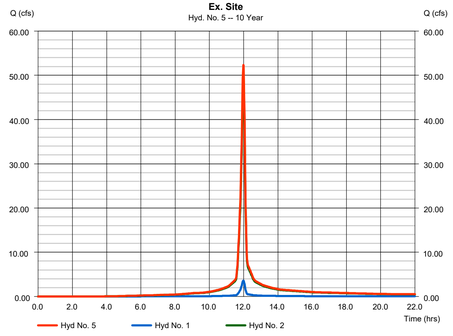

## Hydrograph Report

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

**Hyd. No. 5**

Ex. Site

| | | | |
|---|---|---|---|
| Hydrograph type | = Combine | Peak discharge | = 52.35 cfs |
| Storm frequency | = 10 yrs | Time to peak | = 11.98 hrs |
| Time interval | = 1 min | Hyd. volume | = 125,892 cuft |
| Inflow hyds. | = 1, 2 | Contrib. drain. area | = 9.420 ac |



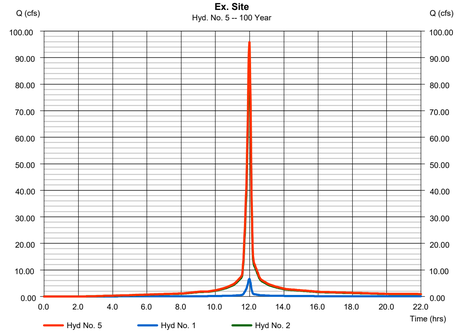

## Hydrograph Report

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

**Hyd. No. 5**

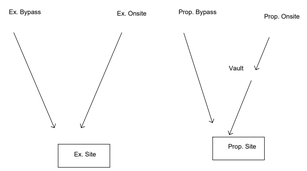
Ex. Site

| | | | |
|---|---|---|---|
| Hydrograph type | = Combine | Peak discharge | = 95.87 cfs |
| Storm frequency | = 100 yrs | Time to peak | = 11.98 hrs |
| Time interval | = 1 min | Hyd. volume | = 240,156 cuft |
| Inflow hyds. | = 1, 2 | Contrib. drain. area | = 9.420 ac |




## Watershed Model Schematic

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2022




Legend

| Hyd. | Origin | Description |
|---|---|---|
| 1 | SCS Runoff | Ex. Bypass |
| 2 | SCS Runoff | Ex. Onsite |
| 3 | SCS Runoff | Prop. Bypass |
| 4 | SCS Runoff | Prop. Onsite |
| 5 | Combine | Ex. Site |
| 6 | Reservoir | Vault |
| 7 | Combine | Prop. Site |

Project: P:\Projects\23008899.00\EXCHANGE PLACE DEVELOPMENT PLAN\113159 DEVELOPMENT PLAN\11 SWM COMPUTATIONS\DESIGN\ENGR\pond



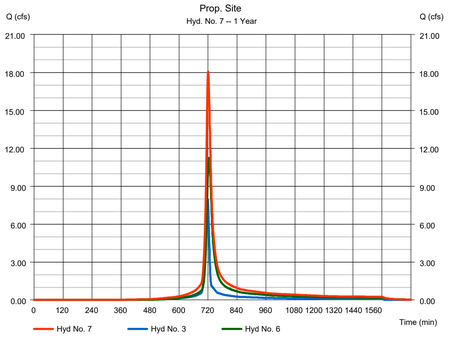
## Hydrograph Report

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

Hyd. No. 7

Prop. Site

| | | | |
|---|---|---|---|
| Hydrograph type | = Combine | Peak discharge | = 18.07 cfs |
| Storm frequency | = 1 yrs | Time to peak | = 721 min |
| Time interval | = 1 min | Hyd. volume | = 57,744 cuft |
| Inflow hyds. | = 3, 6 | Contrib. drain. area | = 2.850 ac |





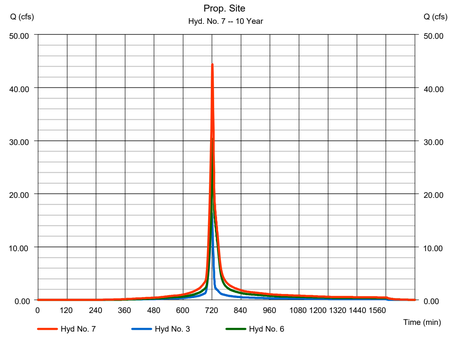

## Hydrograph Report

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

Hyd. No. 7

Prop. Site

| | | | |
|---|---|---|---|
| Hydrograph type | = Combine | Peak discharge | = 44.43 cfs |
| Storm frequency | = 10 yrs | Time to peak | = 722 min |
| Time interval | = 1 min | Hyd. volume | = 128,073 cuft |
| Inflow hyds. | = 3, 6 | Contrib. drain. area | = 2.850 ac |





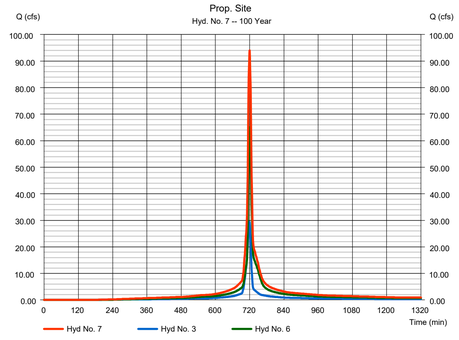

## Hydrograph Report

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

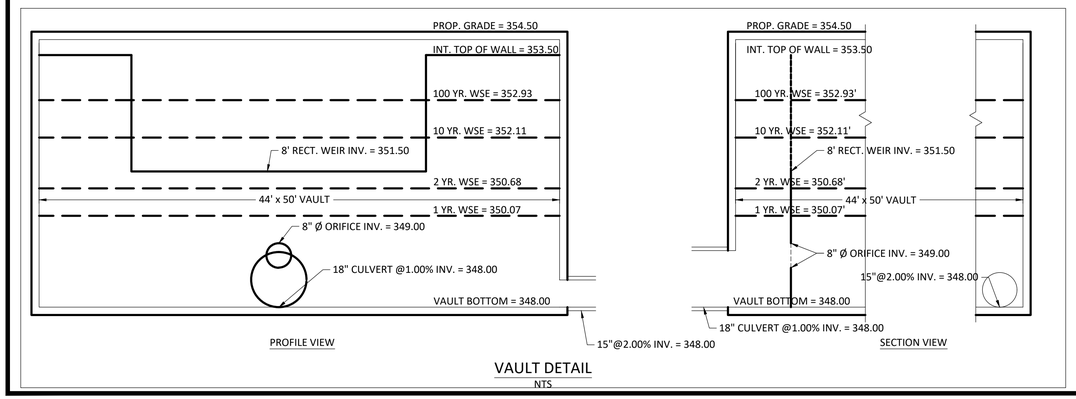
Hyd. No. 7

Prop. Site

| | | | |
|---|---|---|---|
| Hydrograph type | = Combine | Peak discharge | = 94.03 cfs |
| Storm frequency | = 100 yrs | Time to peak | = 720 min |
| Time interval | = 1 min | Hyd. volume | = 242,610 cuft |
| Inflow hyds. | = 3, 6 | Contrib. drain. area | = 2.850 ac |




| Exchange Place | | |
|---|---|---|
| 1/26/2024 | | |
| Norman Dixon | | |
| | | |
| Channel Protection ( 1 year storm) | | |
| | | |
| Q pre-developed | 24.31 | **cfs** |
| RV pre-developed | 56000 | **cuft** |
| **Q developed** | 18.07 | **cfs** |
| RV developed | 57744 | **cuft** |
| **Improvement Factor** | **0.8** | |
| | | |
| | | |
| **(I.F. * (Q pre * RV pre)** | **18.86** | |
| **RV developed** | | |
| | | |
| **Is Q dev < ((I.F. * (Q pre * RV pre)/ Q dev) + Q offsite** | **YES** | |
| | | |
| | | |
| Flood Protection ( 10 year storm) | | |
| | | |
| Q pre-developed | 52.35 | **cfs** |
| RV pre-developed | 125892 | **cuft** |
| **Q developed** | 44.43 | **cfs** |
| RV developed | 128073 | **cuft** |
| | | |
| | | |
| **(I.F. * (Q pre * RV pre)** | **51.46** | |
| **RV developed** | | |
| | | |
| **Is Q dev < ( (Q pre * RV pre)/ Q dev) + Q offsite** | **YES** | |




VAULT DETAIL

NTS

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

| MARK | DATE | DESCRIPTION |
|---|---|---|
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PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/18/2024
SCALE: N/A
DESIGN: ND
DRAWN: ND
CHECKED: JH

SHEET TITLE:

SWM COMPUTATIONS, HYDROGRAPHS, & VAULT DETAILS

SHEET No.

11

P:\Projects\23008899.00\exchange place development plan\113159 development plan\11 SWM COMPUTATIONS.dwg, 12/22/2025 3:13:27 PM, Jason M. Alagna,

PRELIMINARY VRRM

| | |
|---|---|
| Project Name: | Exchange Place |
| Date: | 1/19/2024 |
| Linear Development Project? | No |

CLEAR ALL

data input cells
constant values
calculation cells
final results

## Site Information

## Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 9.42

| | |
|---|---|
| *Maximum reduction required:* | *20%* |
| *The site's net increase in impervious cover (acres) is:* | *0.32* |
| *Post-Development TP Load Reduction for Site (lb/yr):* | *3.48* |

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

**Pre-ReDevelopment Land Cover (acres)**

| | A Soils | B Soils | C Soils | D Soils | Totals |
|---|---|---|---|---|---|
| **Forest/Open Space (acres)** -- undisturbed forest/open space | | | | | 0.00 |
| **Managed Turf (acres)** -- disturbed, graded for yards or other turf to be mowed/managed | | | | 3.54 | 3.54 |
| **Impervious Cover (acres)** | | | | 5.88 | 5.88 |
| | | | | | 9.42 |

**Post-Development Land Cover (acres)**

| | A Soils | B Soils | C Soils | D Soils | Totals |
|---|---|---|---|---|---|
| **Forest/Open Space (acres)** -- undisturbed, protected forest/open space or reforested land | | | | | 0.00 |
| **Managed Turf (acres)** -- disturbed, graded for yards or other turf to be mowed/managed | | | | 3.22 | 3.22 |
| **Impervious Cover (acres)** | | | | 6.20 | 6.20 |
| **Area Check** | OK. | OK. | OK. | OK. | 9.42 |

**Constants**

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

**Runoff Coefficients (Rv)**

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

**LAND COVER SUMMARY -- PRE-REDEVELOPMENT**

| *Land Cover Summary-Pre* | | |
|---|---|---|
| **Pre-ReDevelopment** | **Listed** | **Adjusted[1]** |
| Forest/Open Space Cover (acres) | 0.00 | 0.00 |
| Weighted Rv(forest) | 0.00 | 0.00 |
| % Forest | 0% | 0% |
| Managed Turf Cover (acres) | 3.54 | 3.22 |
| Weighted Rv(turf) | 0.25 | 0.25 |
| % Managed Turf | 38% | 35% |
| Impervious Cover (acres) | 5.88 | 5.88 |
| Rv(impervious) | 0.95 | 0.95 |
| % Impervious | 62% | 65% |
| **Total Site Area (acres)** | **9.42** | **9.10** |
| **Site Rv** | **0.69** | **0.70** |

**LAND COVER SUMMARY -- POST DEVELOPMENT**

| *Land Cover Summary-Post (Final)* | |
|---|---|
| **Post ReDev. & New Impervious** | |
| Forest/Open Space Cover (acres) | 0.00 |
| Weighted Rv(forest) | 0.00 |
| % Forest | 0% |
| Managed Turf Cover (acres) | 3.22 |
| Weighted Rv (turf) | 0.25 |
| % Managed Turf | 34% |
| Impervious Cover (acres) | 6.20 |
| Rv(impervious) | 0.95 |
| % Impervious | 66% |
| **Final Site Area (acres)** | **9.42** |
| **Final Post Dev Site Rv** | **0.71** |

| *Land Cover Summary-Post* | |
|---|---|
| **Post-ReDevelopment** | |
| Forest/Open Space Cover (acres) | 0.00 |
| Weighted Rv(forest) | 0.00 |
| % Forest | 0% |
| Managed Turf Cover (acres) | 3.22 |
| Weighted Rv (turf) | 0.25 |
| % Managed Turf | 35% |
| ReDev. Impervious Cover (acres) | 5.88 |
| Rv(impervious) | 0.95 |
| % Impervious | 65% |
| **Total ReDev. Site Area (acres)** | **9.10** |
| **ReDev Site Rv** | **0.70** |

| *Land Cover Summary-Post* | |
|---|---|
| **Post-Development New Impervious** | |
| New Impervious Cover (acres) | 0.32 |
| Rv(impervious) | 0.95 |

**Treatment Volume and Nutrient Load**

| | | |
|---|---|---|
| **Pre-ReDevelopment Treatment Volume (acre-ft)** | 0.5393 | 0.5326 |
| **Pre-ReDevelopment Treatment Volume (cubic feet)** | 23,490 | 23,199 |
| **Pre-ReDevelopment TP Load (lb/yr)** | **14.76** | **14.58** |
| Pre-ReDevelopment TP Load per acre (lb/acre/yr) | 1.57 | 1.60 |
| Baseline TP Load (lb/yr) (0.41 lbs/acre/yr applied to pre-redevelopment area excluding pervious land proposed for new impervious cover) | | 3.73 |

**Treatment Volume and Nutrient Load**

| | | |
|---|---|---|
| **Final Post-Development Treatment Volume (acre-ft)** | 0.5579 | |
| **Final Post-Development Treatment Volume (cubic feet)** | 24,303 | |
| **Final Post-Development TP Load (lb/yr)** | **15.27** | |
| Final Post-Development TP Load per acre (lb/acre/yr) | 1.62 | |

**Treatment Volume and Nutrient Load**

| | | |
|---|---|---|
| **Post-ReDevelopment Treatment Volume (acre-ft)** | 0.5326 | |
| **Post-ReDevelopment Treatment Volume (cubic feet)** | 23,199 | |
| **Post-ReDevelopment Load (TP) (lb/yr)*** | **14.58** | |
| Post-ReDevelopment TP Load per acre (lb/acre/yr) | 1.60 | |
| **Max. Reduction Required (Below Pre-ReDevelopment Load)** | 20% | |
| **TP Load Reduction Required for Redeveloped Area (lb/yr)** | **2.92** | |

**Treatment Volume and Nutrient Load**

| | | |
|---|---|---|
| **Post-Development Treatment Volume (acre-ft)** | 0.0253 | |
| **Post-Development Treatment Volume (cubic feet)** | 1,104 | |
| **Post-Development TP Load (lb/yr)** | **0.69** | |
| **TP Load Reduction Required for New Impervious Area (lb/yr)** | **0.56** | |

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

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

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

**Post-Development Requirement for Site Area**

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

**Nitrogen Loads (Informational Purposes Only)**

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

## Drainage Area A

**Drainage Area A Land Cover (acres)**

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

CLEAR BMP AREAS

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

**Stormwater Best Management Practices (RR = Runoff Reduction)**

--Select from dropdown lists--

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

## Site Results (Water Quality Compliance)

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

Site Treatment Volume (ft³) 24,303

**Runoff Reduction Volume and TP By Drainage Area**

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

**Total Phosphorus**

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

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

**Total Nitrogen (For Information Purposes)**

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

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

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

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

SHEET TITLE:

SWM COMPUTATIONS - OVERALL

SHEET No.

11.1

P:\Projects\23008899.00\exchange place development plan\113159 development plan\11.1 SWM COMPUTATIONS.dwg, 12/22/2025 3:15:00 PM, Jason M. Alagna,

PRELIMINARY VRRM

Project Name: EXCHANGE PLACE - SITE WORK PHASE
Date: 12/15/2025
Linear Development Project? No

CLEAR ALL

data input cells
constant values
calculation cells
final results

## Site Information

### Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 9.42

| | |
|---|---|
| *Maximum reduction required:* | 20% |
| *The site's net increase in impervious cover (acres) is:* | 0 |
| *Post-Development TP Load Reduction for Site (lb/yr):* | -5.29 |

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

*TP LOAD REDUCTION NOT REQUIRED*

**Pre-ReDevelopment Land Cover (acres)**

| | A Soils | B Soils | C Soils | D Soils | Totals |
|---|---|---|---|---|---|
| **Forest/Open Space (acres)** -- undisturbed forest/open space | | | | | 0.00 |
| **Managed Turf (acres)** -- disturbed, graded for yards or other turf to be mowed/managed | | | | 3.54 | 3.54 |
| **Impervious Cover (acres)** | | | | 5.88 | 5.88 |
| | | | | | 9.42 |

**Post-Development Land Cover (acres)**

| | A Soils | B Soils | C Soils | D Soils | Totals |
|---|---|---|---|---|---|
| **Forest/Open Space (acres)** -- undisturbed, protected forest/open space or reforested land | | | | | 0.00 |
| **Managed Turf (acres)** -- disturbed, graded for yards or other turf to be mowed/managed | | | | 8.70 | 8.70 |
| **Impervious Cover (acres)** | | | | 0.72 | 0.72 |
| **Area Check** | OK. | OK. | OK. | OK. | 9.42 |

**Constants**

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

**Runoff Coefficients (Rv)**

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

**LAND COVER SUMMARY -- PRE-REDEVELOPMENT**

| *Land Cover Summary-Pre* | | |
|---|---|---|
| **Pre-ReDevelopment** | **Listed** | **Adjusted[1]** |
| Forest/Open Space Cover (acres) | 0.00 | 0.00 |
| Weighted Rv(forest) | 0.00 | 0.00 |
| % Forest | 0% | 0% |
| Managed Turf Cover (acres) | 3.54 | 3.54 |
| Weighted Rv(turf) | 0.25 | 0.25 |
| % Managed Turf | 38% | 38% |
| Impervious Cover (acres) | 5.88 | 5.88 |
| Rv(impervious) | 0.95 | 0.95 |
| % Impervious | 62% | 62% |
| **Total Site Area (acres)** | **9.42** | **9.42** |
| **Site Rv** | **0.69** | **0.69** |

Treatment Volume and Nutrient Load

| | | |
|---|---|---|
| Pre-ReDevelopment Treatment Volume (acre-ft) | 0.5393 | 0.5393 |
| Pre-ReDevelopment Treatment Volume (cubic feet) | 23,490 | 23,490 |
| **Pre-ReDevelopment TP Load (lb/yr)** | **14.76** | **14.76** |
| Pre-ReDevelopment TP Load per acre (lb/acre/yr) | 1.57 | 1.57 |
| Baseline TP Load (lb/yr) (0.41 lbs/acre/yr applied to pre-redevelopment area excluding pervious land proposed for new impervious cover) | | 3.86 |

**LAND COVER SUMMARY -- POST DEVELOPMENT**

| *Land Cover Summary-Post (Final)* | |
|---|---|
| **Post ReDev. & New Impervious** | |
| Forest/Open Space Cover (acres) | 0.00 |
| Weighted Rv(forest) | 0.00 |
| % Forest | 0% |
| Managed Turf Cover (acres) | 8.70 |
| Weighted Rv (turf) | 0.25 |
| % Managed Turf | 92% |
| Impervious Cover (acres) | 0.72 |
| Rv(impervious) | 0.95 |
| % Impervious | 8% |
| **Final Site Area (acres)** | **9.42** |
| **Final Post Dev Site Rv** | **0.30** |

| *Land Cover Summary-Post* | |
|---|---|
| **Post-ReDevelopment** | |
| Forest/Open Space Cover (acres) | 0.00 |
| Weighted Rv(forest) | 0.00 |
| % Forest | 0% |
| Managed Turf Cover (acres) | 8.70 |
| Weighted Rv (turf) | 0.25 |
| % Managed Turf | 92% |
| ReDev. Impervious Cover (acres) | 0.72 |
| Rv(impervious) | 0.95 |
| % Impervious | 8% |
| **Total ReDev. Site Area (acres)** | **9.42** |
| **ReDev Site Rv** | **0.30** |

| *Land Cover Summary-Post* | |
|---|---|
| **Post-Development New Impervious** | |
| New Impervious Cover (acres) | 0.00 |
| Rv(impervious) | -- |

Treatment Volume and Nutrient Load

| | | | | | | |
|---|---|---|---|---|---|---|
| Final Post-Development Treatment Volume (acre-ft) | 0.2383 | Post-ReDevelopment Treatment Volume (acre-ft) | 0.2383 | Post-Development Treatment Volume (acre-ft) | -- |
| Final Post-Development Treatment Volume (cubic feet) | 10,378 | Post-ReDevelopment Treatment Volume (cubic feet) | 10,378 | Post-Development Treatment Volume (cubic feet) | -- |
| **Final Post-Development TP Load (lb/yr)** | **6.52** | **Post-ReDevelopment Load (TP) (lb/yr)*** | **6.52** | **Post-Development TP Load (lb/yr)** | **--** |
| Final Post-Development TP Load per acre (lb/acre/yr) | 0.69 | Post-ReDevelopment TP Load per acre (lb/acre/yr) | 0.69 | | |
| | | **Max. Reduction Required (Below Pre-ReDevelopment Load)** | 20% | | |
| | | **TP Load Reduction Required for Redeveloped Area (lb/yr)** | **-5.29** | **TP Load Reduction Required for New Impervious Area (lb/yr)** | **0** |

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

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

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

**Post-Development Requirement for Site Area**

| | | | |
|---|---|---|---|
| **TP Load Reduction Required (lb/yr)** | **-5.29** | ** | *TP LOAD REDUCTION NOT REQUIRED* |

**Nitrogen Loads (Informational Purposes Only)**

| | | | |
|---|---|---|---|
| Pre-ReDevelopment TN Load (lb/yr) | 105.58 | Final Post-Development TN Load (Post-ReDevelopment & New Impervious) (lb/yr) | 46.65 |

## Drainage Area A

**Drainage Area A Land Cover (acres)**

| | A Soils | B Soils | C Soils | D Soils | Totals | Land Cover Rv |
|---|---|---|---|---|---|---|
| Forest/Open Space (acres) | | | | | 0.00 | 0.00 |
| Managed Turf (acres) | | | | 8.70 | 8.70 | 0.25 |
| Impervious Cover (acres) | | | | 0.72 | 0.72 | 0.95 |
| | | | | Total | 9.42 | |

CLEAR BMP AREAS

| | |
|---|---|
| Total Phosphorus Available for Removal in D.A. A (lb/yr) | 6.52 |
| Post Development Treatment Volume in D.A. A (ft³) | 10,378 |

**Stormwater Best Management Practices (RR = Runoff Reduction)**

--Select from dropdown lists--

| Practice | Runoff Reduction Credit (%) | Managed Turf Credit Area (acres) | Impervious Cover Credit Area (acres) | Volume from Upstream Practice (ft³) | Runoff Reduction (ft³) | Remaining Runoff Volume (ft³) | Total BMP Treatment Volume (ft³) | Phosphorus Removal Efficiency (%) | Phosphorus Load from Upstream Practices (lb) | Untreated Phosphorus Load to Practice (lb) | Phosphorus Removed By Practice (lb) | Remaining Phosphorus Load (lb) | Downstream Practice to be Employed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **6. Bioretention (RR)** | | | | | | | | | | | | | |
| 6.a. Bioretention #1 or Micro-Bioretention #1 or Urban Bioretention (Spec #9) | 40 | 8.70 | | 0 | 3,158 | 4,737 | 7,895 | 25 | 0.00 | 4.95 | 2.73 | 2.23 | 14.b. MTD - Filtering |
| **14. Manufactured Treatment Devices (no RR)** | | | | | | | | | | | | | |
| 14.a. Manufactured Treatment Device-Hydrodynamic | 0 | | | 0 | 0 | 0 | 0 | 20 | 0.00 | 0.00 | 0.00 | 0.00 | |
| 14.b. Manufactured Treatment Device-Filtering | 0 | | 0.72 | 4,737 | 0 | 7,220 | 7,220 | 60 | 2.23 | 1.56 | 2.27 | 1.52 | |
| 14.c. Manufactured Treatment Device-Generic | 0 | | | 0 | 0 | 0 | 0 | 20 | 0.00 | 0.00 | 0.00 | 0.00 | |

### Site Results (Water Quality Compliance)

| Area Checks | D.A. A | D.A. B | D.A. C | D.A. D | D.A. E | AREA CHECK |
|---|---|---|---|---|---|---|
| FOREST/OPEN SPACE (ac) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | OK. |
| IMPERVIOUS COVER (ac) | 0.72 | 0.00 | 0.00 | 0.00 | 0.00 | OK. |
| IMPERVIOUS COVER TREATED (ac) | 0.72 | 0.00 | 0.00 | 0.00 | 0.00 | OK. |
| MANAGED TURF AREA (ac) | 8.70 | 0.00 | 0.00 | 0.00 | 0.00 | OK. |
| MANAGED TURF AREA TREATED (ac) | 8.70 | 0.00 | 0.00 | 0.00 | 0.00 | OK. |
| AREA CHECK | OK. | OK. | OK. | OK. | OK. | |

Site Treatment Volume (ft³): 10,378

**Runoff Reduction Volume and TP By Drainage Area**

| | D.A. A | D.A. B | D.A. C | D.A. D | D.A. E | TOTAL |
|---|---|---|---|---|---|---|
| RUNOFF REDUCTION VOLUME ACHIEVED (ft³) | 3,158 | 0 | 0 | 0 | 0 | 3,158 |
| TP LOAD AVAILABLE FOR REMOVAL (lb/yr) | 6.52 | 0.00 | 0.00 | 0.00 | 0.00 | 6.52 |
| TP LOAD REDUCTION ACHIEVED (lb/yr) | 5.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.00 |
| TP LOAD REMAINING (lb/yr) | 1.52 | 0.00 | 0.00 | 0.00 | 0.00 | 1.52 |
| NITROGEN LOAD REDUCTION ACHIEVED (lb/yr) | 22.69 | 0.00 | 0.00 | 0.00 | 0.00 | 22.69 |

**Total Phosphorus**

| | |
|---|---|
| FINAL POST-DEVELOPMENT TP LOAD (lb/yr) | 6.52 |
| TP LOAD REDUCTION REQUIRED (lb/yr) | -5.29 |
| TP LOAD REDUCTION ACHIEVED (lb/yr) | 5.00 |
| TP LOAD REMAINING (lb/yr): | 1.52 |
| REMAINING TP LOAD REDUCTION REQUIRED (lb/yr): | 0.00 ** |

** TARGET TP REDUCTION EXCEEDED BY 10.28 LB/YEAR **

**Total Nitrogen (For Information Purposes)**

| | |
|---|---|
| POST-DEVELOPMENT LOAD (lb/yr) | 46.65 |
| NITROGEN LOAD REDUCTION ACHIEVED (lb/yr) | 22.69 |
| REMAINING POST-DEVELOPMENT NITROGEN LOAD (lb/yr) | 23.96 |

**IMPORTANT NOTE**: "EXISTING CONDITIONS" FOR THE REDEVELOPMENT CALCULATIONS SHOWN ON THIS SHEET ARE BASED ON THE *CURRENT* (YEAR 2025) CONDITIONS OF THE SITE AS THIS DEVELOPMENT PLAN IS BEING PREPARED, INCLUDING ALL EXISTING BUILDINGS, PARKING LOTS, AND INFRASTRUCTURE.

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

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

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

SHEET TITLE:

SWM CALCULATIONS - SITE WORK PHASE

SHEET No.

11.2

P:\Projects\23008899.00\exchange place development plan\113159 development plan\11.1 SWM COMPUTATIONS.dwg, 12/22/2025 3:15:53 PM, Jason M. Alagna,

PRELIMINARY VRRM

| | |
|---|---|
| Project Name: | EXCHANGE PLACE - MULTIFAMILY PHASE |
| Date: | 12/15/2025 |
| Linear Development Project? | No |

CLEAR ALL

data input cells
constant values
calculation cells
final results

## Site Information

### Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 9.42

| | |
|---|---|
| *Maximum reduction required:* | *20%* |
| *The site's net increase in impervious cover (acres) is:* | *0* |
| *Post-Development TP Load Reduction for Site (lb/yr):* | *0.91* |

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

**Pre-ReDevelopment Land Cover (acres)**

| | A Soils | B Soils | C Soils | D Soils | Totals |
|---|---|---|---|---|---|
| **Forest/Open Space (acres)** -- undisturbed forest/open space | | | | | 0.00 |
| **Managed Turf (acres)** -- disturbed, graded for yards or other turf to be mowed/managed | | | | 3.54 | 3.54 |
| **Impervious Cover (acres)** | | | | 5.88 | 5.88 |
| | | | | | 9.42 |

**Post-Development Land Cover (acres)**

| | A Soils | B Soils | C Soils | D Soils | Totals |
|---|---|---|---|---|---|
| **Forest/Open Space (acres)** -- undisturbed, protected forest/open space or reforested land | | | | | 0.00 |
| **Managed Turf (acres)** -- disturbed, graded for yards or other turf to be mowed/managed | | | | 4.82 | 4.82 |
| **Impervious Cover (acres)** | | | | 4.60 | 4.60 |
| **Area Check** | **OK.** | **OK.** | **OK.** | **OK.** | 9.42 |

**Constants**

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

**Runoff Coefficients (Rv)**

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

**LAND COVER SUMMARY -- PRE-REDEVELOPMENT**

| *Land Cover Summary-Pre* | | |
|---|---|---|
| **Pre-ReDevelopment** | **Listed** | **Adjusted[1]** |
| Forest/Open Space Cover (acres) | 0.00 | 0.00 |
| Weighted Rv(forest) | 0.00 | 0.00 |
| % Forest | 0% | 0% |
| Managed Turf Cover (acres) | 3.54 | 3.54 |
| Weighted Rv(turf) | 0.25 | 0.25 |
| % Managed Turf | 38% | 38% |
| Impervious Cover (acres) | 5.88 | 5.88 |
| Rv(impervious) | 0.95 | 0.95 |
| % Impervious | 62% | 62% |
| **Total Site Area (acres)** | **9.42** | **9.42** |
| **Site Rv** | **0.69** | **0.69** |
| **Treatment Volume and Nutrient Load** | | |
| **Pre-ReDevelopment Treatment Volume (acre-ft)** | 0.5393 | 0.5393 |
| **Pre-ReDevelopment Treatment Volume (cubic feet)** | 23,490 | 23,490 |
| **Pre-ReDevelopment TP Load (lb/yr)** | **14.76** | **14.76** |
| Pre-ReDevelopment TP Load per acre (lb/acre/yr) | 1.57 | 1.57 |
| Baseline TP Load (lb/yr) (0.41 lbs/acre/yr applied to pre-redevelopment area excluding pervious land proposed for new impervious cover) | | 3.86 |

**LAND COVER SUMMARY -- POST DEVELOPMENT**

| *Land Cover Summary-Post (Final)* | |
|---|---|
| **Post ReDev. & New Impervious** | |
| Forest/Open Space Cover (acres) | 0.00 |
| Weighted Rv(forest) | 0.00 |
| % Forest | 0% |
| Managed Turf Cover (acres) | 4.82 |
| Weighted Rv (turf) | 0.25 |
| % Managed Turf | 51% |
| Impervious Cover (acres) | 4.60 |
| Rv(impervious) | 0.95 |
| % Impervious | 49% |
| **Final Site Area (acres)** | **9.42** |
| **Final Post Dev Site Rv** | **0.59** |

| *Land Cover Summary-Post* | |
|---|---|
| **Post-ReDevelopment** | |
| Forest/Open Space Cover (acres) | 0.00 |
| Weighted Rv(forest) | 0.00 |
| % Forest | 0% |
| Managed Turf Cover (acres) | 4.82 |
| Weighted Rv (turf) | 0.25 |
| % Managed Turf | 51% |
| ReDev. Impervious Cover (acres) | 4.60 |
| Rv(impervious) | 0.95 |
| % Impervious | 49% |
| **Total ReDev. Site Area (acres)** | **9.42** |
| **ReDev Site Rv** | **0.59** |

| *Land Cover Summary-Post* | |
|---|---|
| **Post-Development New Impervious** | |
| New Impervious Cover (acres) | 0.00 |
| Rv(impervious) | -- |

**Treatment Volume and Nutrient Load**

| | | | |
|---|---|---|---|
| **Final Post-Development Treatment Volume (acre-ft)** | 0.4646 | **Post-ReDevelopment Treatment Volume (acre-ft)** | 0.4646 | **Post-Development Treatment Volume (acre-ft)** | -- |
| **Final Post-Development Treatment Volume (cubic feet)** | 20,237 | **Post-ReDevelopment Treatment Volume (cubic feet)** | 20,237 | **Post-Development Treatment Volume (cubic feet)** | -- |
| **Final Post-Development TP Load (lb/yr)** | **12.72** | **Post-ReDevelopment Load (TP) (lb/yr)*** | **12.72** | **Post-Development TP Load (lb/yr)** | -- |
| Final Post-Development TP Load per acre (lb/acre/yr) | 1.35 | Post-ReDevelopment TP Load per acre (lb/acre/yr) | 1.35 | | |
| | | **Max. Reduction Required (Below Pre-ReDevelopment Load)** | 20% | | |
| | | **TP Load Reduction Required for Redeveloped Area (lb/yr)** | **0.91** | **TP Load Reduction Required for New Impervious Area (lb/yr)** | **0** |

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

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

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

**Post-Development Requirement for Site Area**

| | |
|---|---|
| **TP Load Reduction Required (lb/yr)** | **0.91** |

**Nitrogen Loads (Informational Purposes Only)**

| | | | |
|---|---|---|---|
| Pre-ReDevelopment TN Load (lb/yr) | 105.58 | Final Post-Development TN Load (Post-ReDevelopment & New Impervious) (lb/yr) | 90.96 |

## Drainage Area A

**Drainage Area A Land Cover (acres)**

| | A Soils | B Soils | C Soils | D Soils | Totals | Land Cover Rv |
|---|---|---|---|---|---|---|
| Forest/Open Space (acres) | | | | | 0.00 | 0.00 |
| Managed Turf (acres) | | | | 4.82 | 4.82 | 0.25 |
| Impervious Cover (acres) | | | | 4.60 | 4.60 | 0.95 |
| | | | | Total | 9.42 | |

CLEAR BMP AREAS

| | |
|---|---|
| Total Phosphorus Available for Removal in D.A. A (lb/yr) | 12.72 |
| Post Development Treatment Volume in D.A. A (ft³) | 20,237 |

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

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **6. Bioretention (RR)** | | | | | | | | | | | | | |
| 6.a. Bioretention #1 or Micro-Bioretention #1 or Urban Bioretention (Spec #9) | 40 | 4.82 | | 0 | 1,750 | 2,624 | 4,374 | 25 | 0.00 | 2.75 | 1.51 | 1.24 | 14.b. MTD - Filtering |
| **14. Manufactured Treatment Devices (no RR)** | | | | | | | | | | | | | |
| 14.a. Manufactured Treatment Device-Hydrodynamic | 0 | | | 0 | 0 | 0 | 0 | 20 | 0.00 | 0.00 | 0.00 | 0.00 | |
| 14.b. Manufactured Treatment Device-Filtering | 0 | | 4.60 | 2,624 | 0 | 18,488 | 18,488 | 60 | 1.24 | 9.96 | 6.71 | 4.48 | |
| 14.c. Manufactured Treatment Device-Generic | 0 | | | 0 | 0 | 0 | 0 | 20 | 0.00 | 0.00 | 0.00 | 0.00 | |

## Site Results (Water Quality Compliance)

| Area Checks | D.A. A | D.A. B | D.A. C | D.A. D | D.A. E | AREA CHECK |
|---|---|---|---|---|---|---|
| FOREST/OPEN SPACE (ac) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | OK. |
| IMPERVIOUS COVER (ac) | 4.60 | 0.00 | 0.00 | 0.00 | 0.00 | OK. |
| IMPERVIOUS COVER TREATED (ac) | 4.60 | 0.00 | 0.00 | 0.00 | 0.00 | OK. |
| MANAGED TURF AREA (ac) | 4.82 | 0.00 | 0.00 | 0.00 | 0.00 | OK. |
| MANAGED TURF AREA TREATED (ac) | 4.82 | 0.00 | 0.00 | 0.00 | 0.00 | OK. |
| AREA CHECK | OK. | OK. | OK. | OK. | OK. | |

Site Treatment Volume (ft³) 20,237

**Runoff Reduction Volume and TP By Drainage Area**

| | D.A. A | D.A. B | D.A. C | D.A. D | D.A. E | TOTAL |
|---|---|---|---|---|---|---|
| RUNOFF REDUCTION VOLUME ACHIEVED (ft³) | 1,750 | 0 | 0 | 0 | 0 | 1,750 |
| TP LOAD AVAILABLE FOR REMOVAL (lb/yr) | 12.72 | 0.00 | 0.00 | 0.00 | 0.00 | 12.72 |
| TP LOAD REDUCTION ACHIEVED (lb/yr) | 8.22 | 0.00 | 0.00 | 0.00 | 0.00 | 8.22 |
| TP LOAD REMAINING (lb/yr) | 4.49 | 0.00 | 0.00 | 0.00 | 0.00 | 4.49 |
| NITROGEN LOAD REDUCTION ACHIEVED (lb/yr) | 12.57 | 0.00 | 0.00 | 0.00 | 0.00 | 12.57 |

**Total Phosphorus**

| | |
|---|---|
| FINAL POST-DEVELOPMENT TP LOAD (lb/yr) | 12.72 |
| TP LOAD REDUCTION REQUIRED (lb/yr) | 0.91 |
| TP LOAD REDUCTION ACHIEVED (lb/yr) | 8.22 |
| TP LOAD REMAINING (lb/yr): | 4.49 |
| REMAINING TP LOAD REDUCTION REQUIRED (lb/yr): | 0.00 ** |

** TARGET TP REDUCTION EXCEEDED BY 7.32 LB/YEAR **

**Total Nitrogen (For Information Purposes)**

| | |
|---|---|
| POST-DEVELOPMENT LOAD (lb/yr) | 90.96 |
| NITROGEN LOAD REDUCTION ACHIEVED (lb/yr) | 12.57 |
| REMAINING POST-DEVELOPMENT NITROGEN LOAD (lb/yr) | 78.39 |

**IMPORTANT NOTE**: "EXISTING CONDITIONS" FOR THE REDEVELOPMENT CALCULATIONS SHOWN ON THIS SHEET ARE BASED ON THE *CURRENT* (YEAR 2025) CONDITIONS OF THE SITE AS THIS DEVELOPMENT PLAN IS BEING PREPARED, INCLUDING ALL EXISTING BUILDINGS, PARKING LOTS, AND INFRASTRUCTURE.

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

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

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

SHEET TITLE:
SWM CALCULATIONS - MULTIFAMILY PHASE

SHEET No.
11.3

P:\Projects\23008899.00\exchange place development plan\113159 development plan\11-1 SWM COMPUTATIONS.dwg, 12/22/2025 3:16:31 PM, Jason M. Alagna,

PRELIMINARY VRRM

| | |
|---|---|
| Project Name: | EXCHANGE PLACE - TOWNHOUSE PHASE |
| Date: | 12/15/2025 |
| Linear Development Project? | No |

CLEAR ALL

data input cells
constant values
calculation cells
final results

## Site Information

## Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 9.42

| | |
|---|---|
| *Maximum reduction required:* | *20%* |
| *The site's net increase in impervious cover (acres) is:* | *0* |
| *Post-Development TP Load Reduction for Site (lb/yr):* | *2.30* |

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

**Pre-ReDevelopment Land Cover (acres)**

| | A Soils | B Soils | C Soils | D Soils | Totals |
|---|---|---|---|---|---|
| **Forest/Open Space (acres)** -- undisturbed forest/open space | | | | | 0.00 |
| **Managed Turf (acres)** -- disturbed, graded for yards or other turf to be mowed/managed | | | | 3.54 | 3.54 |
| **Impervious Cover (acres)** | | | | 5.88 | 5.88 |
| | | | | | 9.42 |

**Post-Development Land Cover (acres)**

| | A Soils | B Soils | C Soils | D Soils | Totals |
|---|---|---|---|---|---|
| **Forest/Open Space (acres)** -- undisturbed, protected forest/open space or reforested land | | | | | 0.00 |
| **Managed Turf (acres)** -- disturbed, graded for yards or other turf to be mowed/managed | | | | 3.95 | 3.95 |
| **Impervious Cover (acres)** | | | | 5.47 | 5.47 |
| **Area Check** | **OK.** | **OK.** | **OK.** | **OK.** | 9.42 |

**Constants**

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

**Runoff Coefficients (Rv)**

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

**LAND COVER SUMMARY -- PRE-REDEVELOPMENT**

| *Land Cover Summary-Pre* | | |
|---|---|---|
| **Pre-ReDevelopment** | **Listed** | **Adjusted[1]** |
| Forest/Open Space Cover (acres) | 0.00 | 0.00 |
| Weighted Rv(forest) | 0.00 | 0.00 |
| % Forest | 0% | 0% |
| Managed Turf Cover (acres) | 3.54 | 3.54 |
| Weighted Rv(turf) | 0.25 | 0.25 |
| % Managed Turf | 38% | 38% |
| Impervious Cover (acres) | 5.88 | 5.88 |
| Rv(impervious) | 0.95 | 0.95 |
| % Impervious | 62% | 62% |
| **Total Site Area (acres)** | **9.42** | **9.42** |
| **Site Rv** | **0.69** | **0.69** |

Treatment Volume and Nutrient Load

| | | |
|---|---|---|
| Pre-ReDevelopment Treatment Volume (acre-ft) | 0.5393 | 0.5393 |
| Pre-ReDevelopment Treatment Volume (cubic feet) | 23,490 | 23,490 |
| **Pre-ReDevelopment TP Load (lb/yr)** | **14.76** | **14.76** |
| Pre-ReDevelopment TP Load per acre (lb/acre/yr) | 1.57 | 1.57 |
| Baseline TP Load (lb/yr) (0.41 lbs/acre/yr applied to pre-redevelopment area excluding pervious land proposed for new impervious cover) | | 3.86 |

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

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

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

**LAND COVER SUMMARY -- POST DEVELOPMENT**

| *Land Cover Summary-Post (Final)* | |
|---|---|
| **Post ReDev. & New Impervious** | |
| Forest/Open Space Cover (acres) | 0.00 |
| Weighted Rv(forest) | 0.00 |
| % Forest | 0% |
| Managed Turf Cover (acres) | 3.95 |
| Weighted Rv (turf) | 0.25 |
| % Managed Turf | 42% |
| Impervious Cover (acres) | 5.47 |
| Rv(impervious) | 0.95 |
| % Impervious | 58% |
| **Final Site Area (acres)** | **9.42** |
| **Final Post Dev Site Rv** | **0.66** |

| *Land Cover Summary-Post* | |
|---|---|
| **Post-ReDevelopment** | |
| Forest/Open Space Cover (acres) | 0.00 |
| Weighted Rv(forest) | 0.00 |
| % Forest | 0% |
| Managed Turf Cover (acres) | 3.95 |
| Weighted Rv (turf) | 0.25 |
| % Managed Turf | 42% |
| ReDev. Impervious Cover (acres) | 5.47 |
| Rv(impervious) | 0.95 |
| % Impervious | 58% |
| **Total ReDev. Site Area (acres)** | **9.42** |
| **ReDev Site Rv** | **0.66** |

| *Land Cover Summary-Post* | |
|---|---|
| **Post-Development New Impervious** | |
| New Impervious Cover (acres) | 0.00 |
| Rv(impervious) | -- |

Treatment Volume and Nutrient Load

| | | | | | |
|---|---|---|---|---|---|
| Final Post-Development Treatment Volume (acre-ft) | 0.5153 | Post-ReDevelopment Treatment Volume (acre-ft) | 0.5153 | Post-Development Treatment Volume (acre-ft) | -- |
| Final Post-Development Treatment Volume (cubic feet) | 22,448 | Post-ReDevelopment Treatment Volume (cubic feet) | 22,448 | Post-Development Treatment Volume (cubic feet) | -- |
| **Final Post-Development TP Load (lb/yr)** | **14.10** | Post-ReDevelopment Load (TP) (lb/yr)* | **14.10** | Post-Development TP Load (lb/yr) | -- |
| Final Post-Development TP Load per acre (lb/acre/yr) | 1.50 | Post-ReDevelopment TP Load per acre (lb/acre/yr) | 1.50 | | |
| | | Max. Reduction Required (Below Pre-ReDevelopment Load) | 20% | | |
| | | **TP Load Reduction Required for Redeveloped Area (lb/yr)** | **2.30** | **TP Load Reduction Required for New Impervious Area (lb/yr)** | **0** |

**Post-Development Requirement for Site Area**

| | |
|---|---|
| **TP Load Reduction Required (lb/yr)** | **2.30** |

**Nitrogen Loads (Informational Purposes Only)**

| | | | |
|---|---|---|---|
| Pre-ReDevelopment TN Load (lb/yr) | 105.58 | Final Post-Development TN Load (Post-ReDevelopment & New Impervious) (lb/yr) | 100.90 |

## Drainage Area A

**Drainage Area A Land Cover (acres)**

| | A Soils | B Soils | C Soils | D Soils | Totals | Land Cover Rv |
|---|---|---|---|---|---|---|
| Forest/Open Space (acres) | | | | | 0.00 | 0.00 |
| Managed Turf (acres) | | | | 3.95 | 3.95 | 0.25 |
| Impervious Cover (acres) | | | | 5.47 | 5.47 | 0.95 |
| | | | | Total | 9.42 | |

CLEAR BMP AREAS

| | |
|---|---|
| Total Phosphorus Available for Removal in D.A. A (lb/yr) | 14.10 |
| Post Development Treatment Volume in D.A. A (ft³) | 22,448 |

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

| Practice | Runoff Reduction Credit (%) | Managed Turf Credit Area (acres) | Impervious Cover Credit Area (acres) | Volume from Upstream Practice (ft³) | Runoff Reduction (ft³) | Remaining Runoff Volume (ft³) | Total BMP Treatment Volume (ft³) | Phosphorus Removal Efficiency (%) | Phosphorus Load from Upstream Practices (lb) | Untreated Phosphorus Load to Practice (lb) | Phosphorus Removed By Practice (lb) | Remaining Phosphorus Load (lb) | Downstream Practice to be Employed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **6. Bioretention (RR)** | | | | | | | | | | | | | |
| 6.a. Bioretention #1 or Micro-Bioretention #1 or Urban Bioretention (Spec #9) | 40 | 3.23 | | 0 | 1,172 | 1,759 | 2,931 | 25 | 0.00 | 1.84 | 1.01 | 0.83 | 14.b. MTD - Filtering |
| **14. Manufactured Treatment Devices (no RR)** | | | | | | | | | | | | | |
| 14.a. Manufactured Treatment Device-Hydrodynamic | 0 | | | 0 | 0 | 0 | 0 | 20 | 0.00 | 0.00 | 0.00 | 0.00 | |
| 14.b. Manufactured Treatment Device-Filtering | 0 | | 5.47 | 1,759 | 0 | 20,622 | 20,622 | 60 | 0.83 | 11.84 | 7.60 | 5.07 | |
| 14.c. Manufactured Treatment Device-Generic | 0 | | | 0 | 0 | 0 | 0 | 20 | 0.00 | 0.00 | 0.00 | 0.00 | |

## Site Results (Water Quality Compliance)

| Area Checks | D.A. A | D.A. B | D.A. C | D.A. D | D.A. E | AREA CHECK |
|---|---|---|---|---|---|---|
| FOREST/OPEN SPACE (ac) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | OK. |
| IMPERVIOUS COVER (ac) | 5.47 | 0.00 | 0.00 | 0.00 | 0.00 | OK. |
| IMPERVIOUS COVER TREATED (ac) | 5.47 | 0.00 | 0.00 | 0.00 | 0.00 | OK. |
| MANAGED TURF AREA (ac) | 3.95 | 0.00 | 0.00 | 0.00 | 0.00 | OK. |
| MANAGED TURF AREA TREATED (ac) | 3.23 | 0.00 | 0.00 | 0.00 | 0.00 | OK. |
| AREA CHECK | OK. | OK. | OK. | OK. | OK. | |

Site Treatment Volume (ft³) 22,448

**Runoff Reduction Volume and TP By Drainage Area**

| | D.A. A | D.A. B | D.A. C | D.A. D | D.A. E | TOTAL |
|---|---|---|---|---|---|---|
| RUNOFF REDUCTION VOLUME ACHIEVED (ft³) | 1,172 | 0 | 0 | 0 | 0 | 1,172 |
| TP LOAD AVAILABLE FOR REMOVAL (lb/yr) | 14.10 | 0.00 | 0.00 | 0.00 | 0.00 | 14.10 |
| TP LOAD REDUCTION ACHIEVED (lb/yr) | 8.61 | 0.00 | 0.00 | 0.00 | 0.00 | 8.61 |
| TP LOAD REMAINING (lb/yr) | 5.49 | 0.00 | 0.00 | 0.00 | 0.00 | 5.49 |
| NITROGEN LOAD REDUCTION ACHIEVED (lb/yr) | 8.42 | 0.00 | 0.00 | 0.00 | 0.00 | 8.42 |

**Total Phosphorus**

| | |
|---|---|
| FINAL POST-DEVELOPMENT TP LOAD (lb/yr) | 14.10 |
| TP LOAD REDUCTION REQUIRED (lb/yr) | 2.30 |
| TP LOAD REDUCTION ACHIEVED (lb/yr) | 8.61 |
| TP LOAD REMAINING (lb/yr): | 5.49 |
| REMAINING TP LOAD REDUCTION REQUIRED (lb/yr): | 0.00 ** |

** TARGET TP REDUCTION EXCEEDED BY 6.31 LB/YEAR **

**Total Nitrogen (For Information Purposes)**

| | |
|---|---|
| POST-DEVELOPMENT LOAD (lb/yr) | 100.90 |
| NITROGEN LOAD REDUCTION ACHIEVED (lb/yr) | 8.42 |
| REMAINING POST-DEVELOPMENT NITROGEN LOAD (lb/yr) | 92.48 |

**IMPORTANT NOTE**: "EXISTING CONDITIONS" FOR THE REDEVELOPMENT CALCULATIONS SHOWN ON THIS SHEET ARE BASED ON THE *CURRENT* (YEAR 2025) CONDITIONS OF THE SITE AS THIS DEVELOPMENT PLAN IS BEING PREPARED, INCLUDING ALL EXISTING BUILDINGS, PARKING LOTS, AND INFRASTRUCTURE.

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

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

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

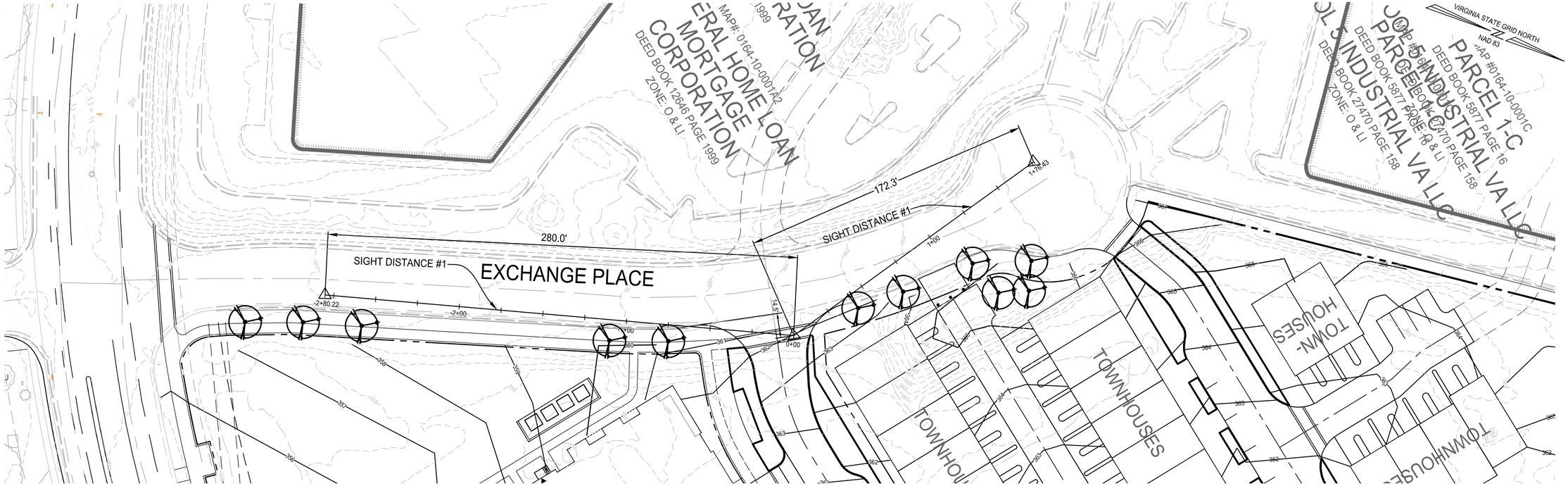
SHEET TITLE:

SWM CALCULATIONS - TOWNHOUSE PHASE

SHEET No.

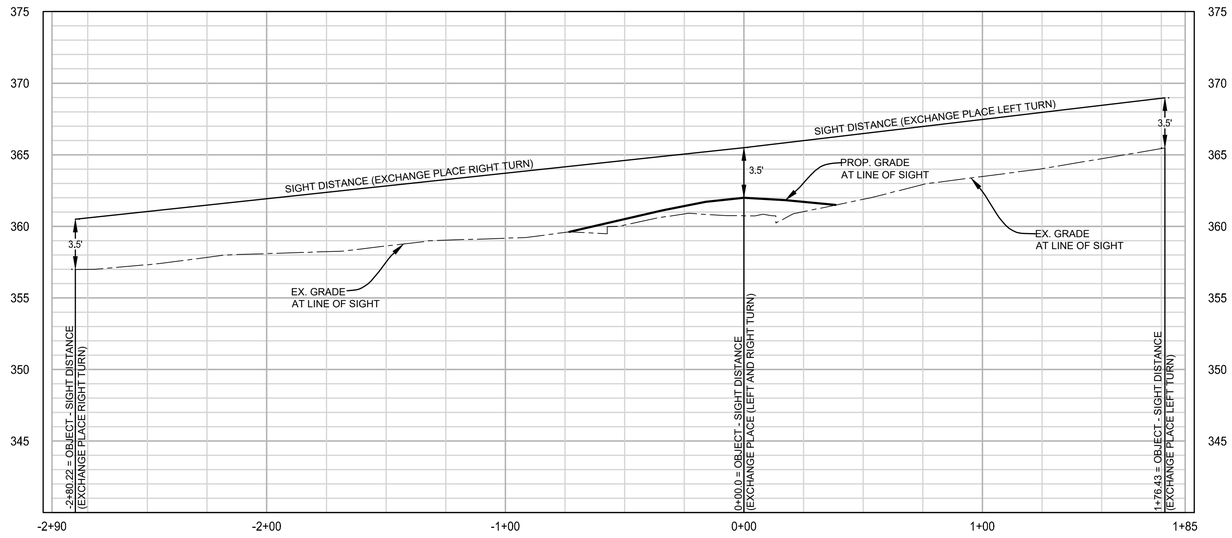
11.4

P:\Projects\23008899.00\exchange place development plan\113159 development plan\11.1 SWM COMPUTATIONS.dwg, 12/22/2025 3:16:49 PM, Jason M. Alagna,




PLAN
SCALE: 1" = 30'

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




SIGHT DISTANCE #1
HORIZONTAL SCALE: 1" = 30'
VERTICAL SCALE: 1" = 5'

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

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

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

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

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

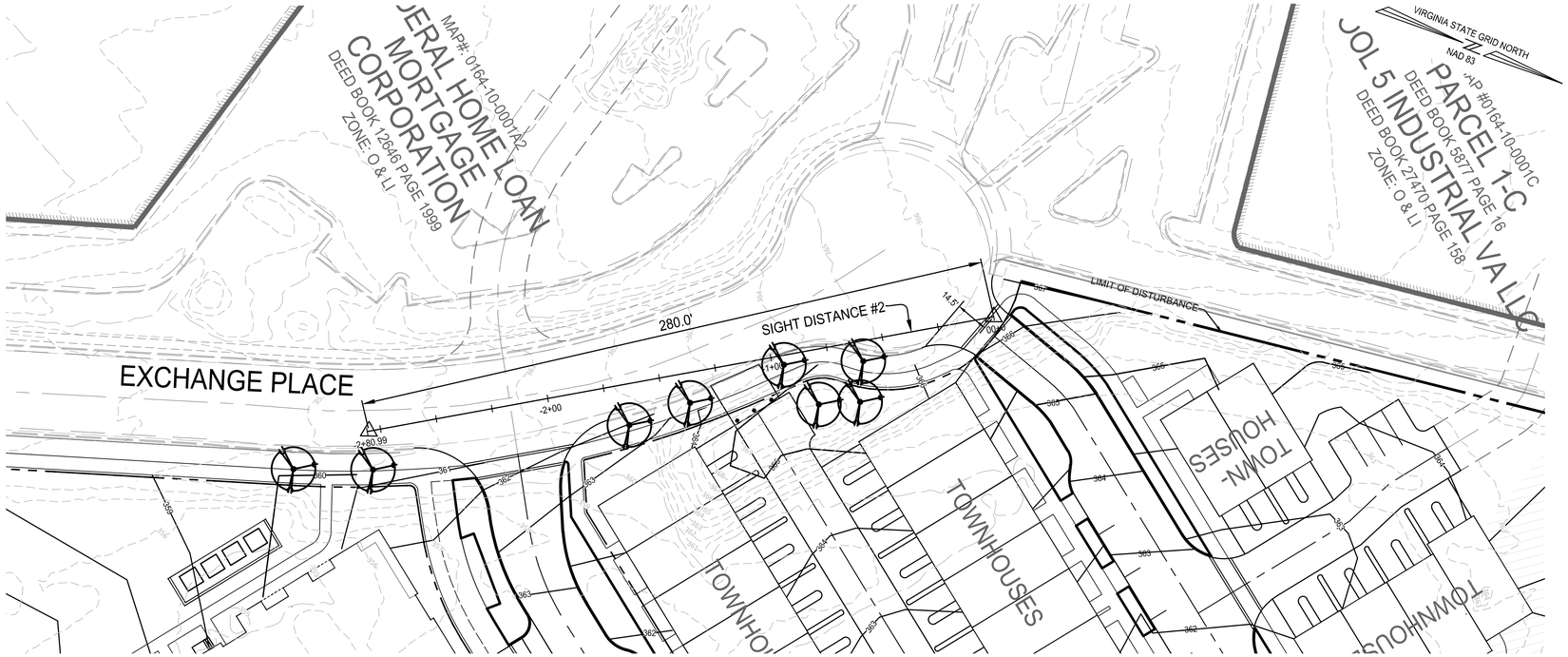
PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/15/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

SIGHT DISTANCE

SHEET No.
11.5

P:\Projects\23008899.00\exchange place development plan\113159 development plan\11.5 SIGHT DISTANCE.dwg, 12/23/2025 9:55:48 AM, Jason M. Aiagno,

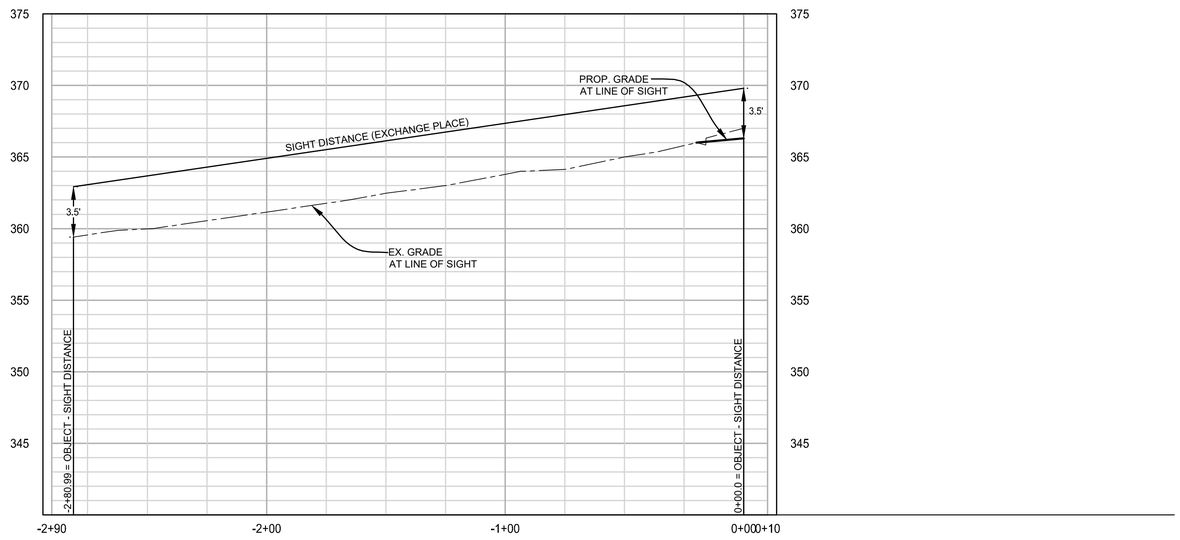



PLAN

SCALE: 1" = 30'

30 15 0 30 60

GRAPHIC SCALE
1" = 30'




## SIGHT DISTANCE #2

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

5 2.5 0 5 10

VERTICAL GRAPHIC SCALE
1" = 5'

30 15 0 30 60

HORIZONTAL GRAPHIC SCALE
1" = 30'

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/15/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

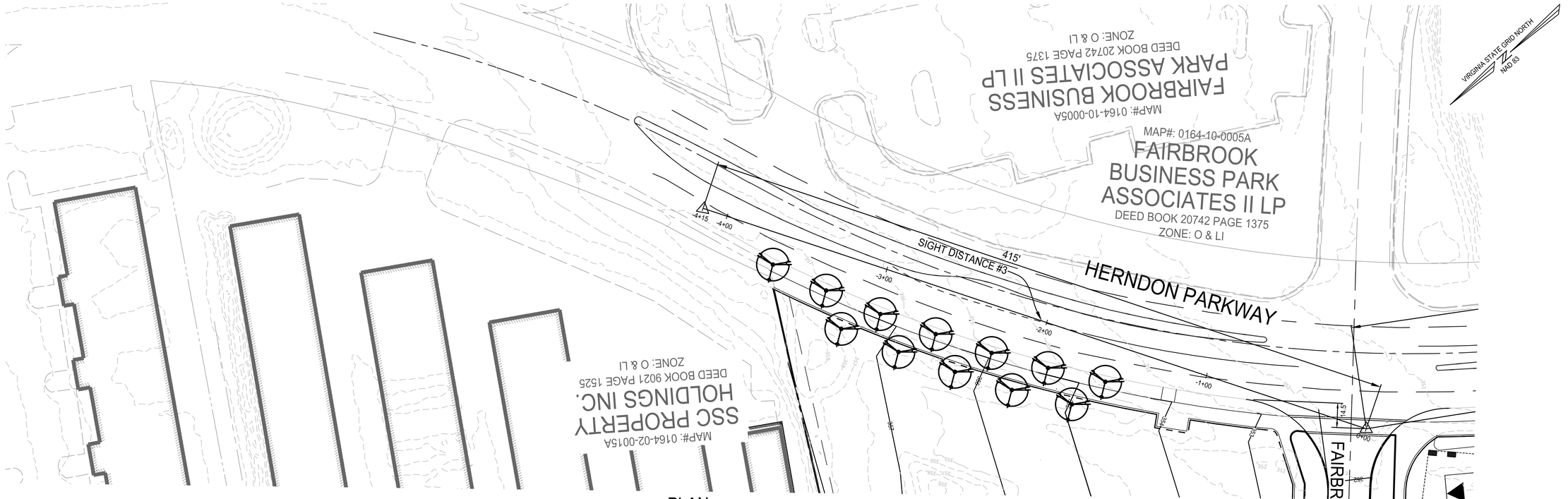
SHEET TITLE:

SIGHT DISTANCE

SHEET No.

11.6

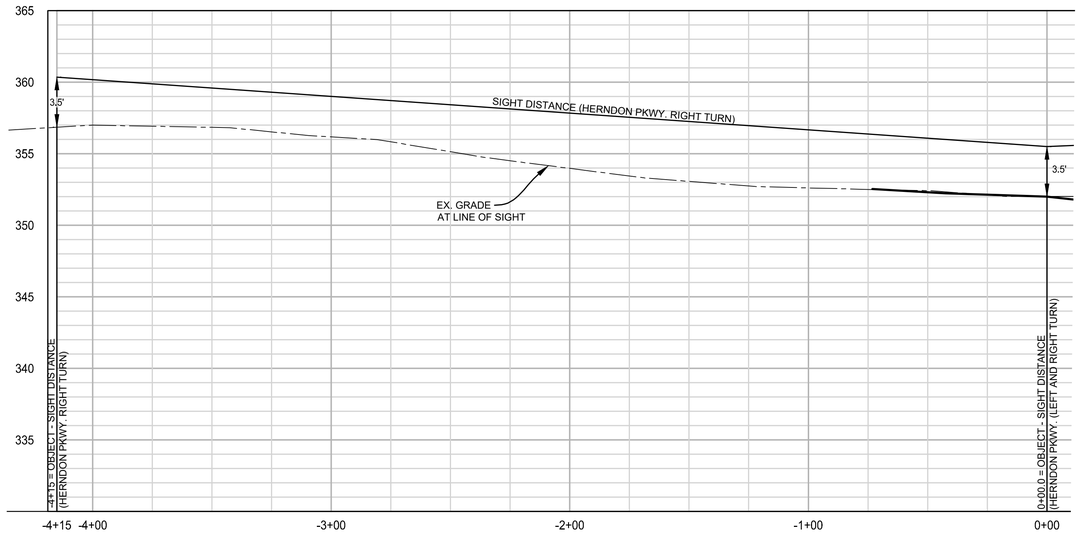
P:\Projects\23008899.00\exchange place development plan\113159 development plan\11.5 SIGHT DISTANCE.dwg, 12/23/2025 9:59:41 AM, Jason M. Aragna,




PLAN

SCALE: 1" = 30'

GRAPHIC SCALE
1" = 30'




## SIGHT DISTANCE #3

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

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

VERTICAL GRAPHIC SCALE
1" = 5'

HORIZONTAL GRAPHIC SCALE
1" = 30'

ROONEY PROPERTIES

WIRE GILL LLP

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Transportation Planners and Engineers

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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
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12/29/2025
PROFESSIONAL ENGINEER

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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|---|---|---|
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| 3 | 12-29-2025 | 4TH PLAN SUBMISSION |

PROJECT No.: 23008899.00
DRAWING No.: 113159
DATE: 12/15/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

SHEET TITLE:

SIGHT DISTANCE

SHEET No.

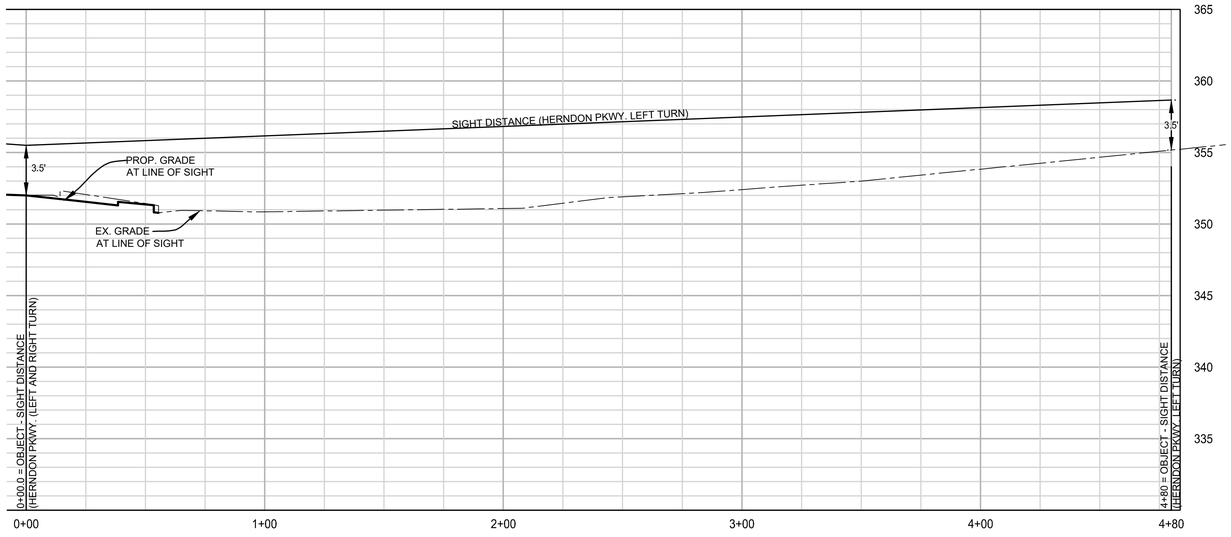
11.7

P:\Projects\23008899.00\exchange place development plan\113159 development plan\11.5 SIGHT DISTANCE.dwg, 12/23/2025 10:05:49 AM, Jason M. Alagna,

PLAN

SCALE: 1" = 30'

GRAPHIC SCALE
1" = 30'




## SIGHT DISTANCE #3

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

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

VERTICAL GRAPHIC SCALE
1" = 5'

HORIZONTAL GRAPHIC SCALE
1" = 30'

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

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
12/29/2025
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DRAWING No.: 113159
DATE: 12/15/2025
SCALE: AS SHOWN
DESIGN: MG
DRAWN: MG
CHECKED: JH

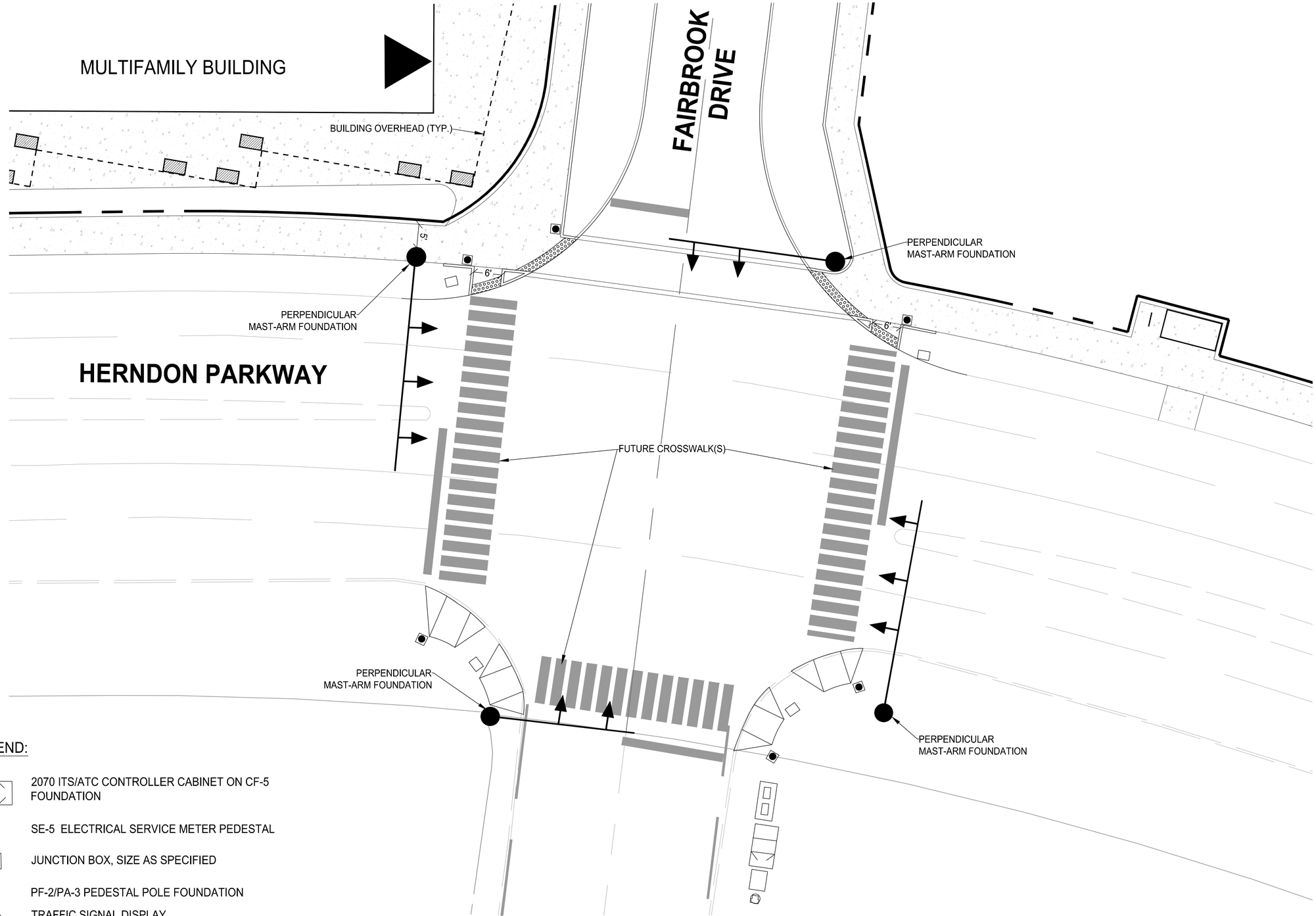
SHEET TITLE:

SIGHT DISTANCE

SHEET No.

11.8

P:\Projects\23008899.00\exchange place development plan\113159 development plan\11.5 SIGHT DISTANCE.dwg, 12/23/2025 10:06:28 AM, Jason M. Alagna,




## LEGEND:

- 2070 ITS/ATC CONTROLLER CABINET ON CF-5 FOUNDATION
- SE-5 ELECTRICAL SERVICE METER PEDESTAL
- JUNCTION BOX, SIZE AS SPECIFIED
- PF-2/PA-3 PEDESTAL POLE FOUNDATION
- TRAFFIC SIGNAL DISPLAY
- MAST ARM POLE & FOUNDATION

**NOTE:** THIS SHEET FOR ILLUSTRATIVE PURPOSES ONLY. A SIGNAL AT THIS LOCATION IS NOT WARRANTED WITH THIS DEVELOPMENT PLAN AND IS NOT PROPOSED. THE ARRANGEMENT OF THE SIGNAL POLES, ASSOCIATED CROSSING EQUIPMENT, AND PEDESTRIAN RAMPS SHOWN HERE ARE IN THEIR ULTIMATE CONDITION WITH A SIGNAL INSTALLED IN ORDER TO DEMONSTRATE THAT THE PROPOSED DEVELOPMENT PLAN SCHEME DOES NOT PRECLUDE THE DESIGN AND INSTALL OF A SIGNAL AT A LATER TIME.

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES

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mv+a

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

SHEET TITLE:

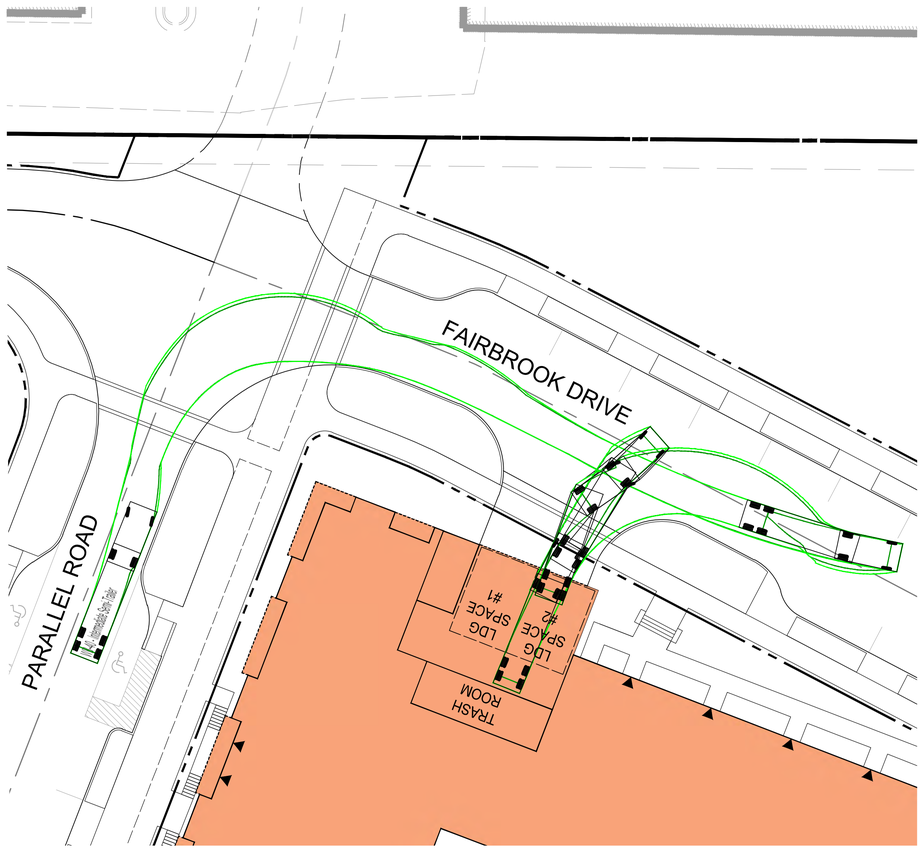
SIGNAL EQUIPMENT EXHIBIT

SHEET No.

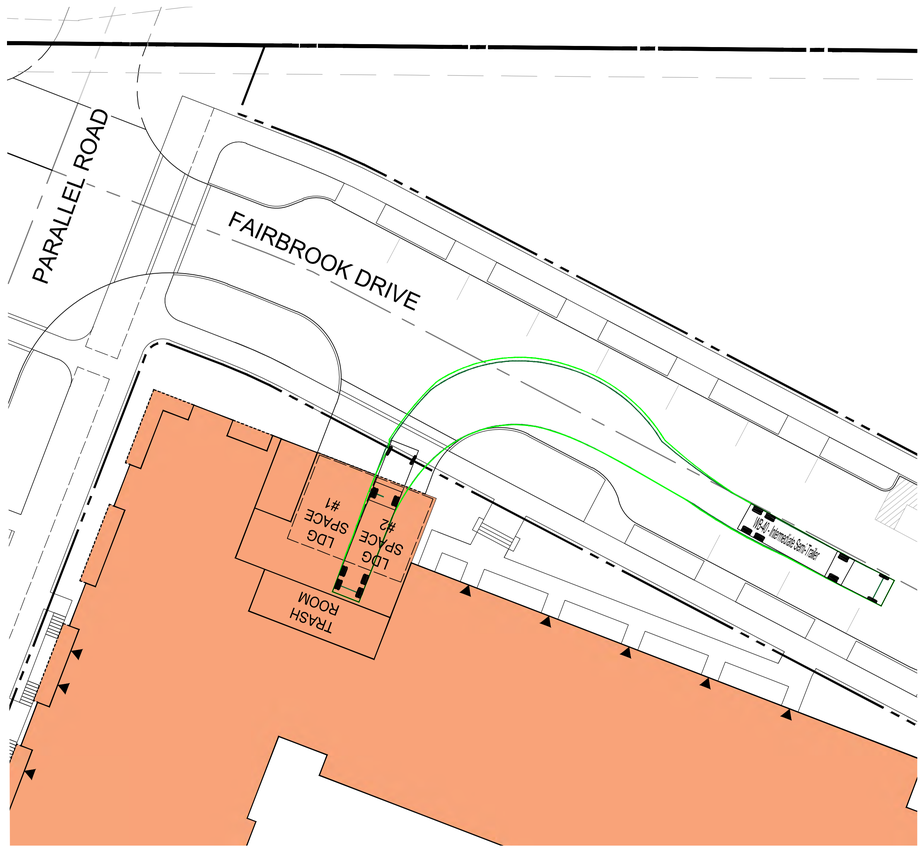
11.9

P:\Projects\23008899.00\exchange place development plan\113159 development plan\11 3 SIGNAL EQUIPMENT EXHIBIT.dwg, 12/23/2025 11:06:13 AM, Jason M. Alagna,

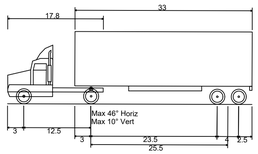
## WB-40 TRAILER BACKING INTO LOADING AREA




## WB-40 TRAILER EXITING LOADING AREA




## WB-40 TRUCK DETAIL




| | |
|---|---|
| WB-40 - Intermediate Semi-Trailer | |
| Overall Length | 45.499ft |
| Overall Width | 8.000ft |
| Overall Body Height | 13.500ft |
| Min Body Ground Clearance | 1.334ft |
| Track Width | 8.000ft |
| Lock-to-lock time | 4.00s |
| Max Steering Angle (Virtual) | 20.30° |

## LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

20 10 0 20 40

GRAPHIC SCALE
1" = 20'

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

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

SHEET TITLE:

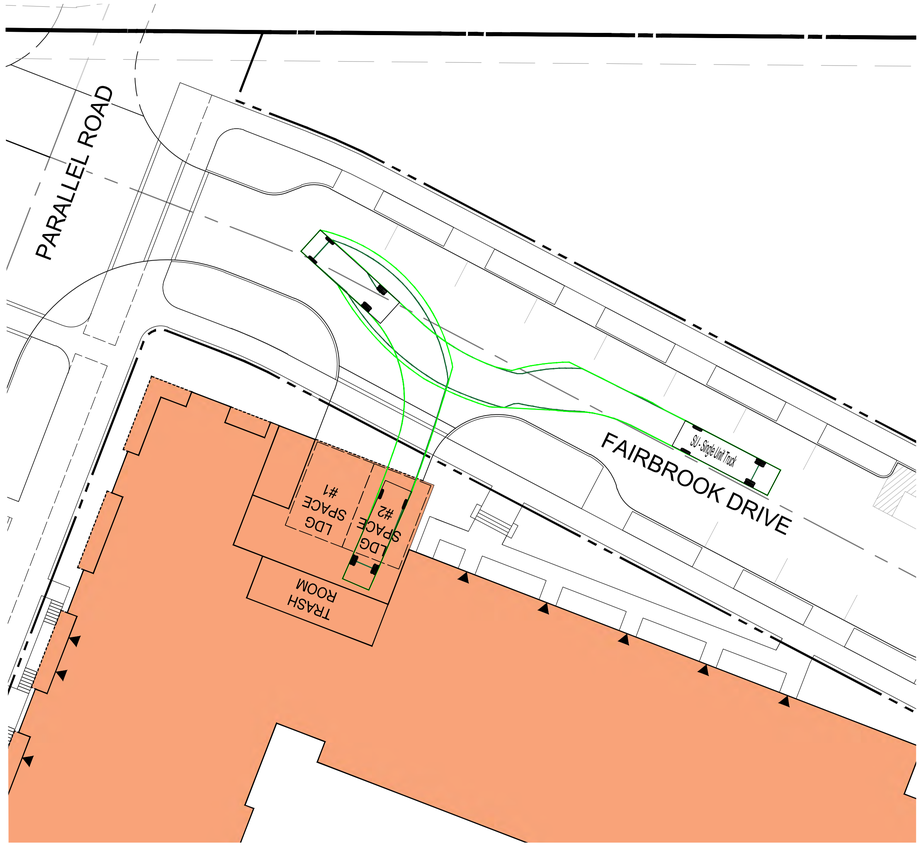
AUTOTURN EXHIBIT 1

SHEET No.

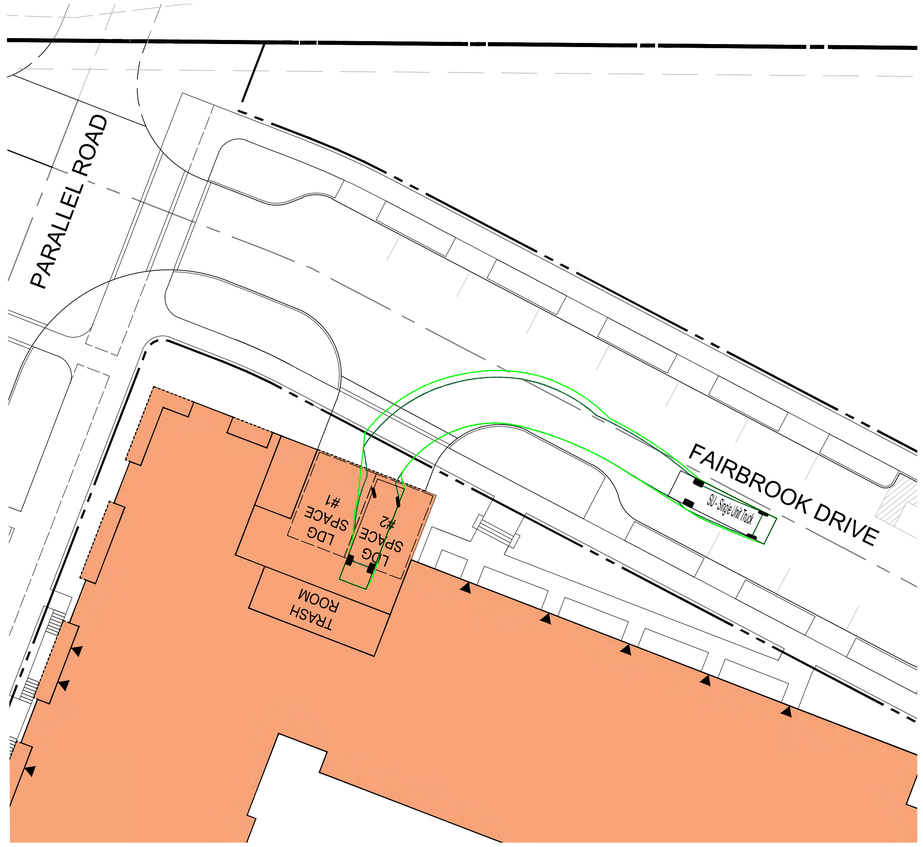
12

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 3:42:50 PM, Jason M. Alagna,

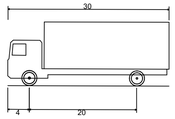
## TRASH TRUCK BACKING INTO LOADING AREA




## TRASH TRUCK EXITING LOADING AREA




## TRASH TRUCK (SU-30) DETAIL




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

## LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

20 10 0 20 40

GRAPHIC SCALE
1" = 20'

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
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12/29/2025
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DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:

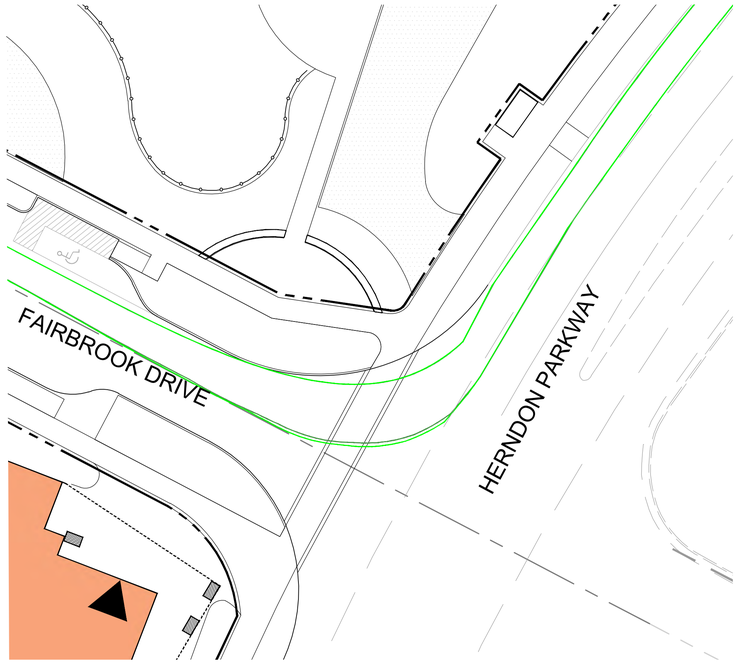
AUTOTURN EXHIBIT 2

SHEET No.

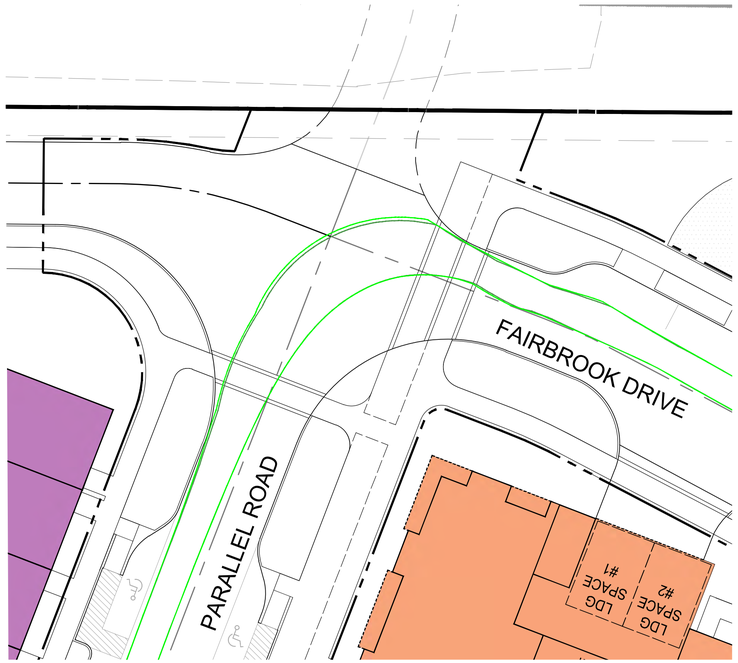
12.1

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 3:44:22 PM, Jason M. Alagna,

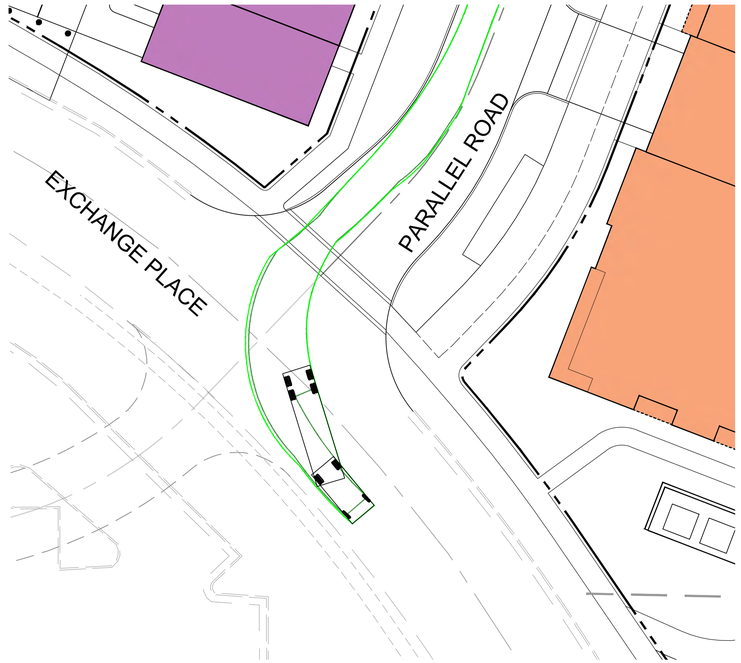
WB-40 TRAILER ENTERING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



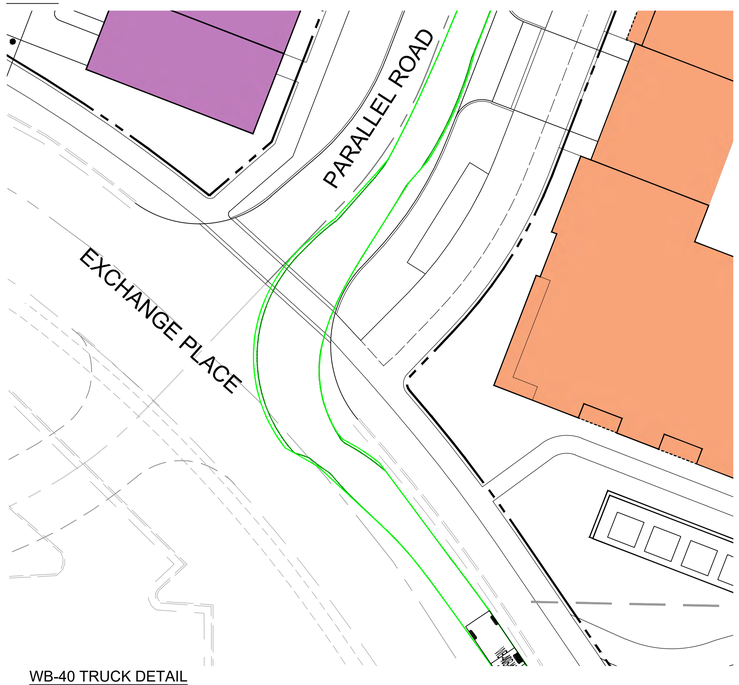

WB-40 TRAILER INTERNAL LEFT TURN FROM FAIRBROOK DRIVE TO PARALLEL ROAD



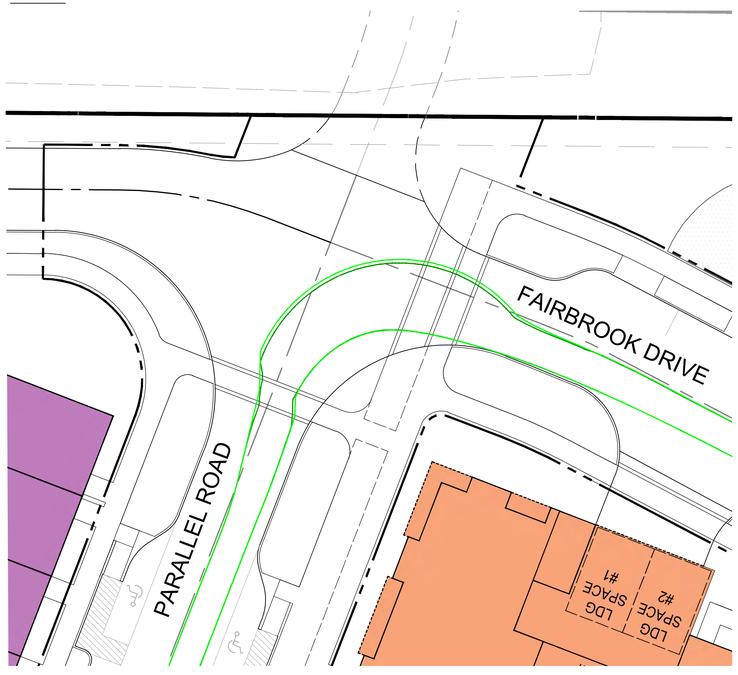

WB-40 TRAILER EXITING LEFT TURN FROM PARALLEL ROAD TO EXCHANGE PLACE



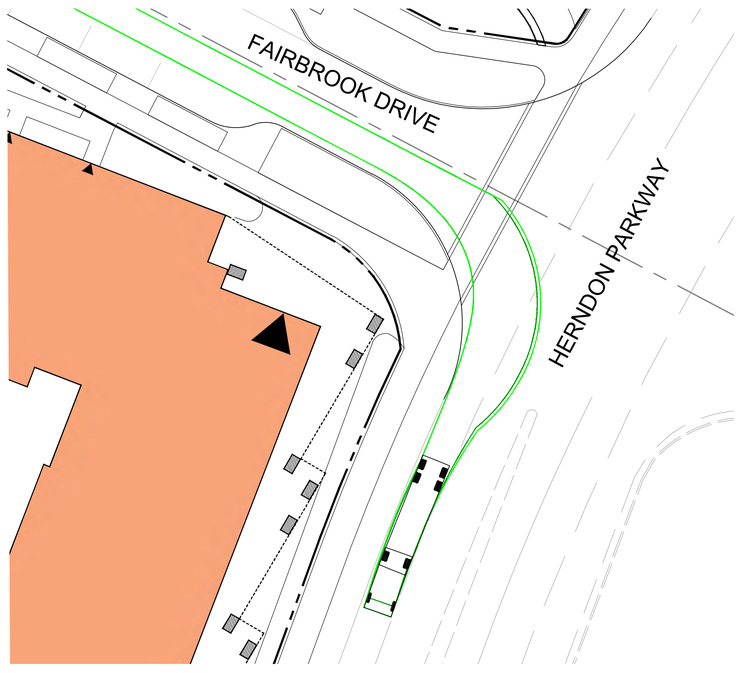

WB-40 TRAILER ENTERING RIGHT TURN FROM EXCHANGE PLACE TO PARALLEL ROAD



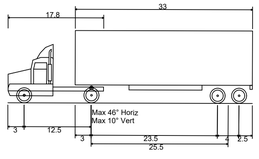

WB-40 TRAILER INTERNAL RIGHT TURN FROM PARALLEL ROAD TO FAIRBROOK DRIVE




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




WB-40 TRUCK DETAIL




| WB-40 - Intermediate Semi-Trailer | |
|---|---|
| Overall Length | 45.499ft |
| Overall Width | 8.000ft |
| Overall Body Height | 13.500ft |
| Min Body Ground Clearance | 1.334ft |
| Track Width | 8.000ft |
| Lock-to-lock time | 4.00s |
| Max Steering Angle (Virtual) | 20.30° |

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

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

SHEET TITLE:

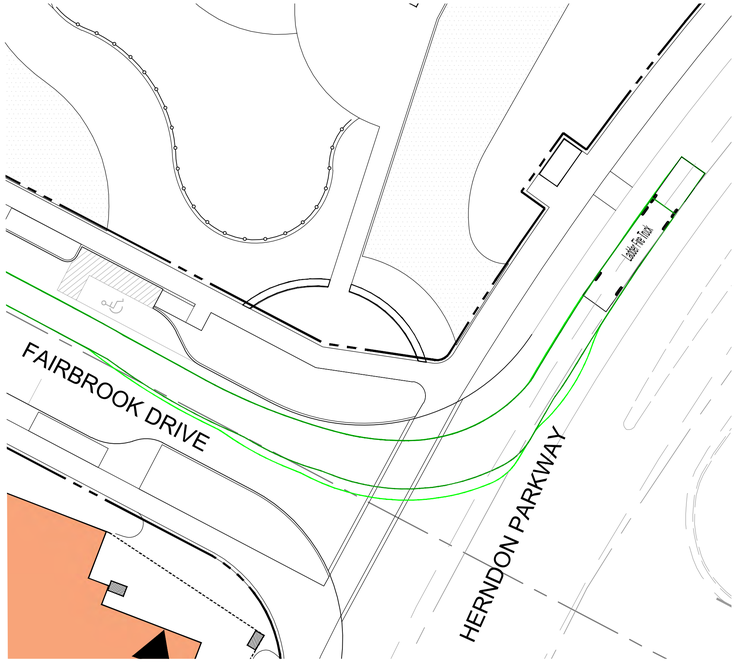
AUTOTURN EXHIBIT 3

SHEET No.

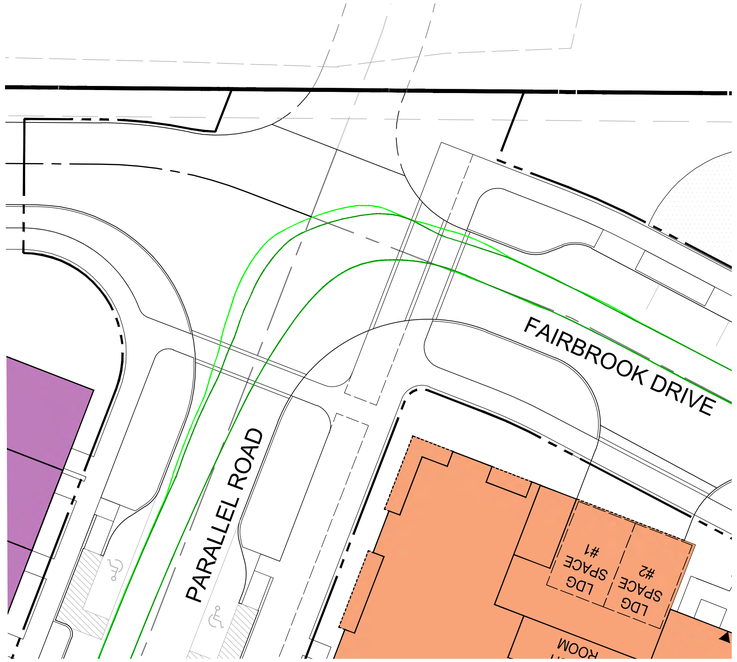
12.2

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 3:47:16 PM, Jason M. Allagna,

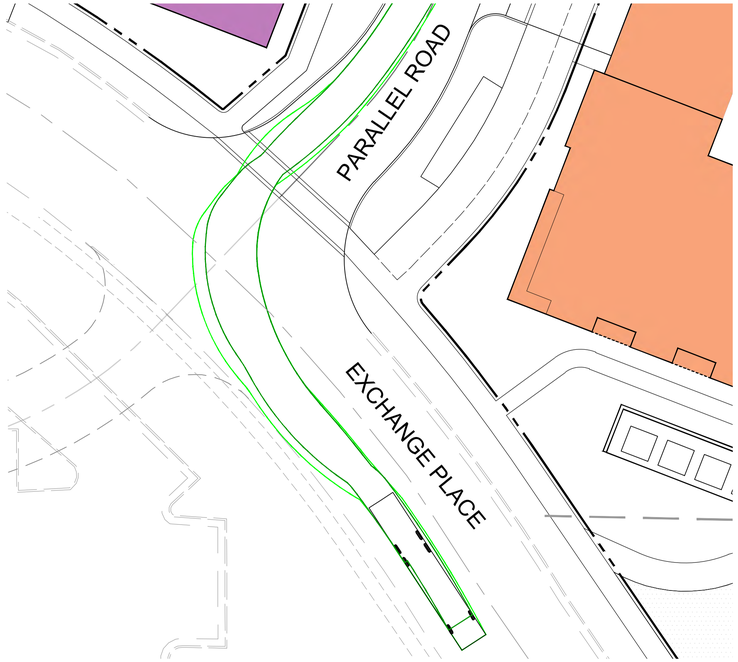
FIRE APPARATUS ENTERING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



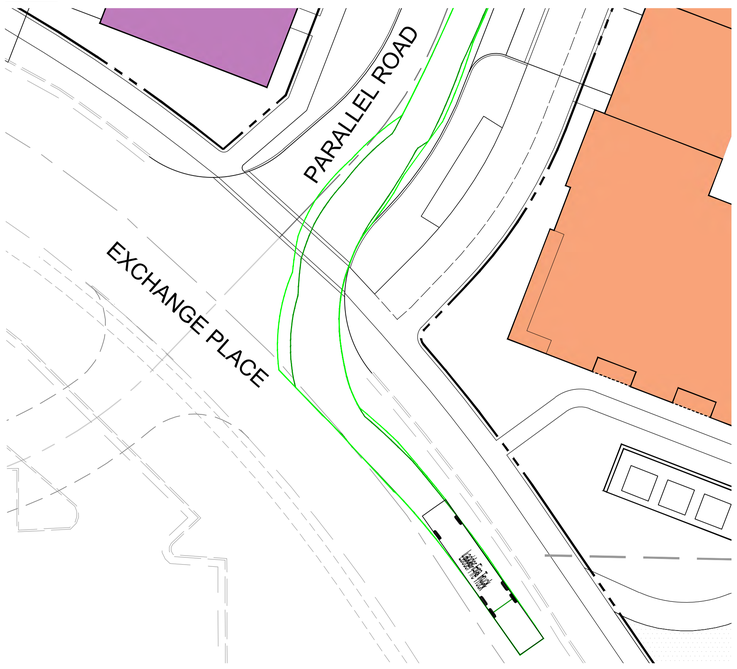

FIRE APPARATUS INTERNAL LEFT TURN FROM FAIRBROOK DRIVE TO PARALLEL ROAD



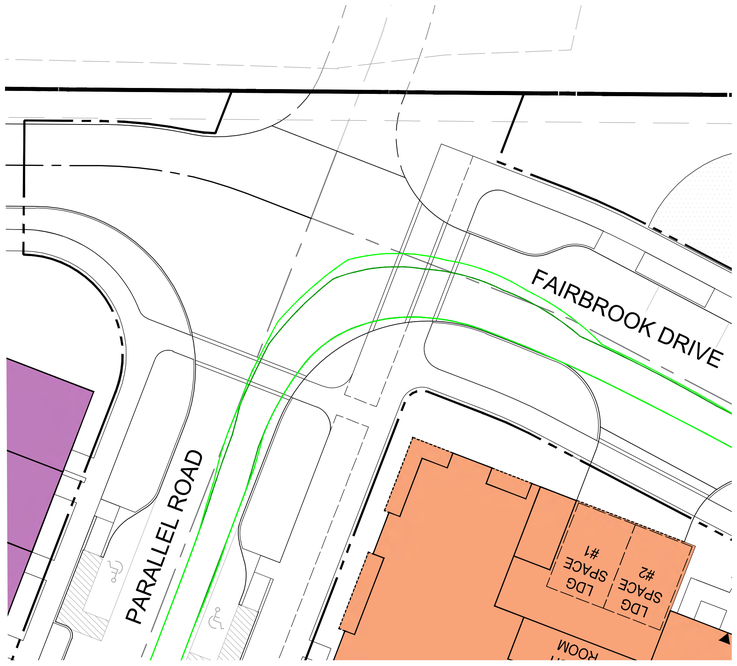

FIRE APPARATUS EXITING LEFT TURN FROM PARALLEL ROAD TO EXCHANGE PLACE



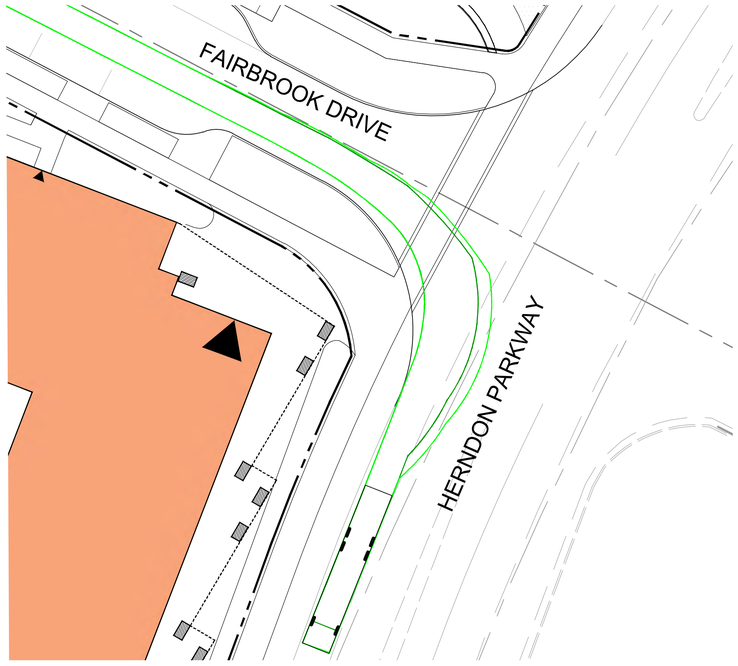

FIRE APPARATUS ENTERING RIGHT TURN FROM EXCHANGE PLACE TO PARALLEL ROAD



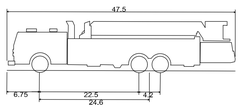

FIRE APPARATUS INTERNAL RIGHT TURN FROM PARALLEL ROAD TO FAIRBROOK DRIVE




FIRE APPARATUS EXITING RIGHT TURN FROM HERNDON PARKWAY INTO SITE




LADDER TRUCK DETAIL




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

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

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IMEG

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

SHEET TITLE:

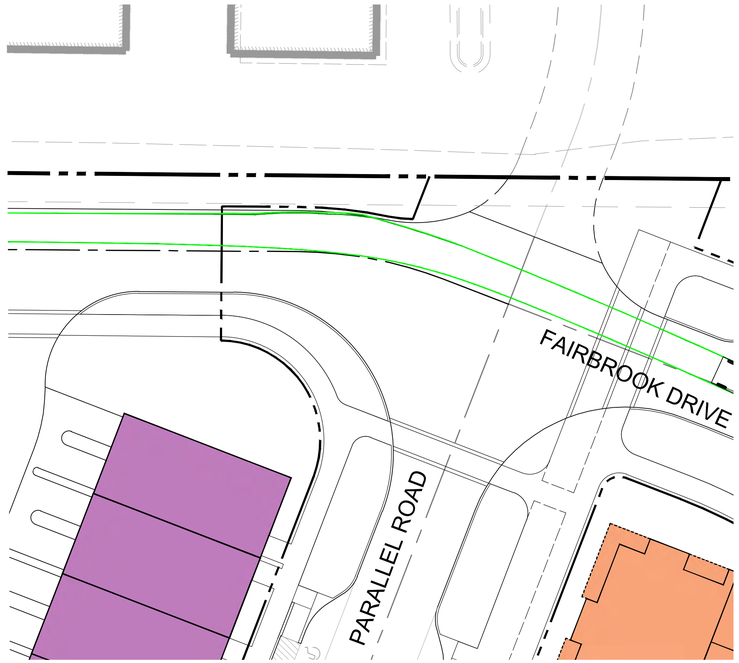
AUTOTURN EXHIBIT 4

SHEET No.

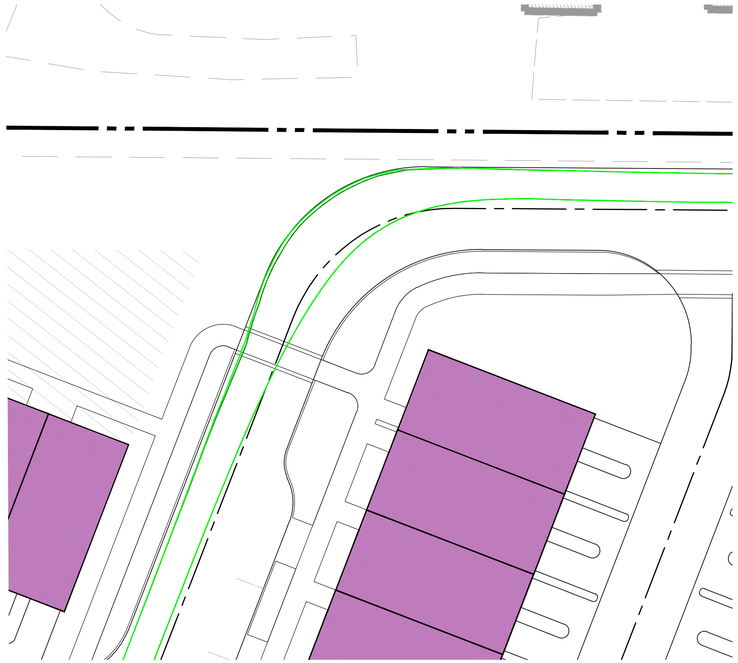
12.3

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 3:49:58 PM, Jason M. Alagna,

WB-40 TRAILER ENTERING TOWNHOME ALLEYWAYS




WB-40 TRAILER INTERNAL LEFT TURN TOWARDS EXCHANGE PLACE



WB-40 TRAILER EXITING LEFT TURN TO EXCHANGE PLACE

WB-40 TRAILER ENTERING TOWNHOME ALLEYWAYS FROM EXCHANGE PLACE



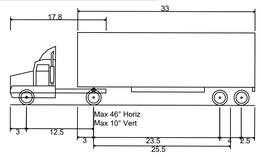

WB-40 TRAILER INTERNAL RIGHT TURN TOWARDS FAIRBROOK DRIVE



WB-40 TRAILER INTERNAL RIGHT TURN TOWARDS FAIRBROOK DRIVE




WB-40 TRUCK DETAIL




| | |
|---|---|
| WB-40 - Intermediate Semi-Trailer | |
| Overall Length | 45.499ft |
| Overall Width | 8.000ft |
| Overall Body Height | 13.500ft |
| Min Body Ground Clearance | 1.334ft |
| Track Width | 8.000ft |
| Lock-to-lock time | 4.00s |
| Max Steering Angle (Virtual) | 20.30° |

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

20 10 0 20 40

GRAPHIC SCALE
1" = 20'

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

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

SHEET TITLE:

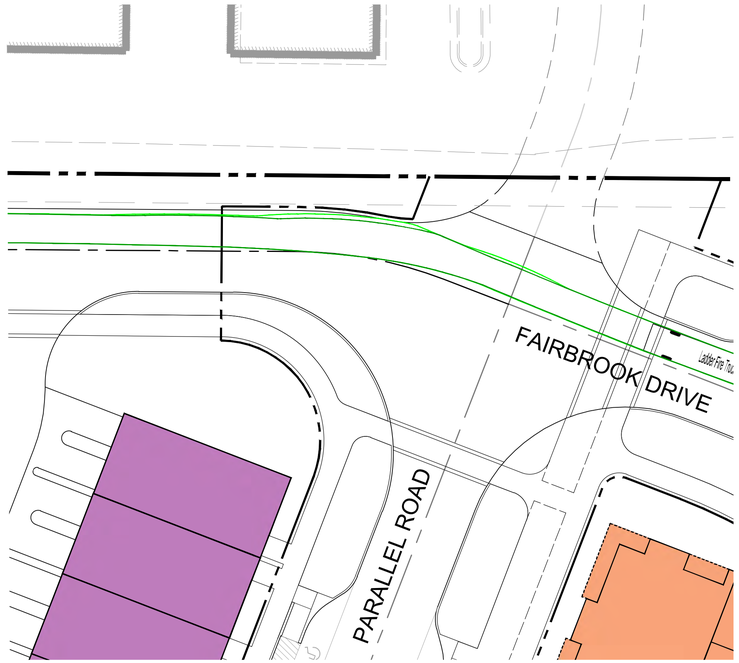
AUTOTURN EXHIBIT 5

SHEET No.

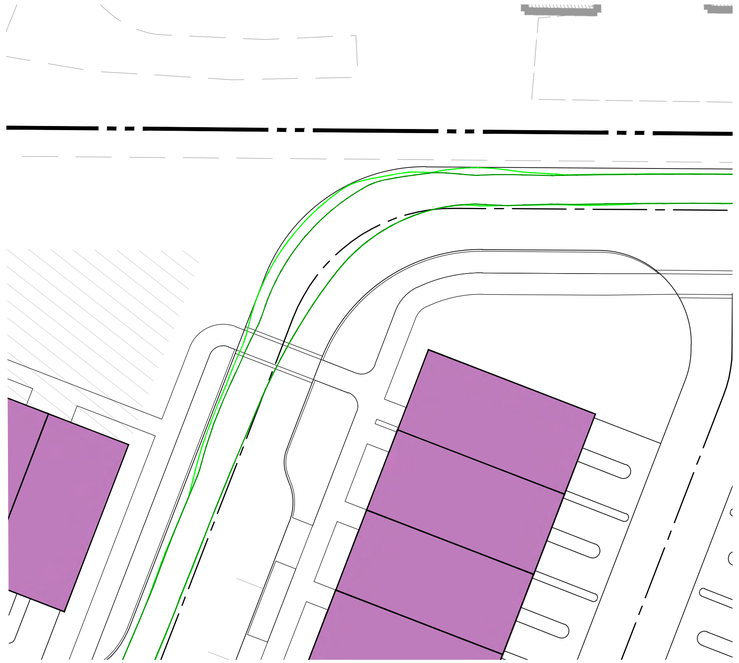
12.4

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 3:52:11 PM, Jason M. Alagna,

## FIRE APPARATUS ENTERING TOWNHOME ALLEYWAYS



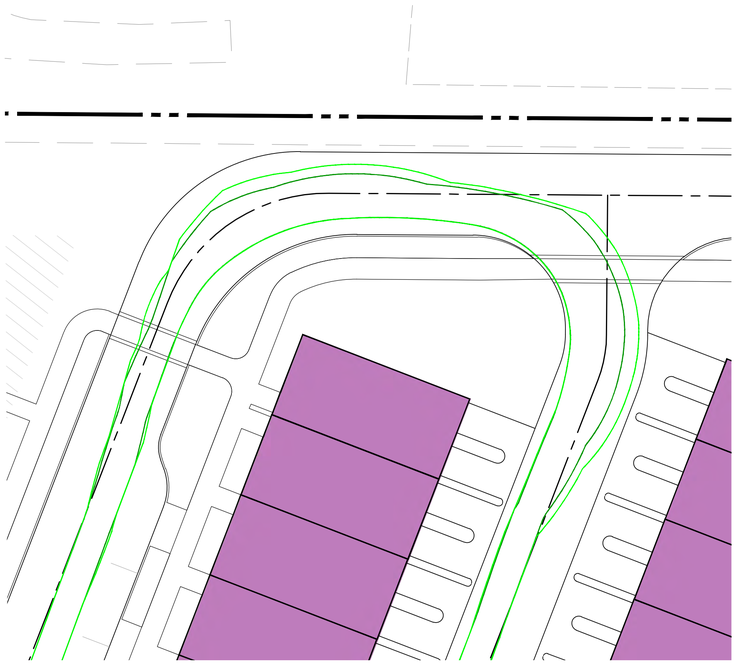

## FIRE APPARATUS INTERNAL LEFT TURN TOWARDS EXCHANGE PLACE



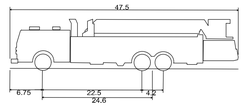
## FIRE APPARATUS EXITING LEFT TURN TO EXCHANGE PLACE

## FIRE APPARATUS ENTERING TOWNHOME ALLEYWAYS FROM EXCHANGE PLACE

## FIRE APPARATUS DOUBLE INTERNAL RIGHT TURN TOWARDS ALLEYWAY



## LADDER TRUCK DETAIL

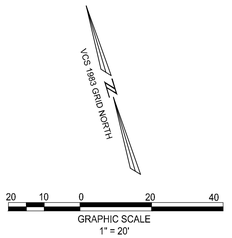



| | |
|---|---|
| Ladder Fire Truck | |
| Overall Length | 47.500ft |
| Overall Width | 8.000ft |
| Overall Body Height | 1.400ft |
| Min Body Ground Clearance | 1.400ft |
| Track Width | 8.000ft |
| Lock-to-lock time | 4.00s |
| Wall to Wall Turning Radius | 45.250ft |

## LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH




ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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DATE: 06/03/2024
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DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

AUTOTURN EXHIBIT 6

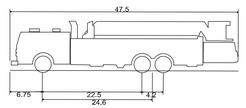
SHEET No.

12.5

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 3:55:19 PM, Jason M. Alagna,

FIRE APPARATUS TRAVERSING INTERNAL TOWNHOUSE ALLEYS THROUGH EXCHANGE PLACE ENTRANCE

LADDER TRUCK DETAIL




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

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VIRGINIA STATE GRID NORTH
NAD 83

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

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DRAWING No.: 113159
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SCALE: AS SHOWN
DESIGN: CL
DRAWN: CL
CHECKED: JA

SHEET TITLE:

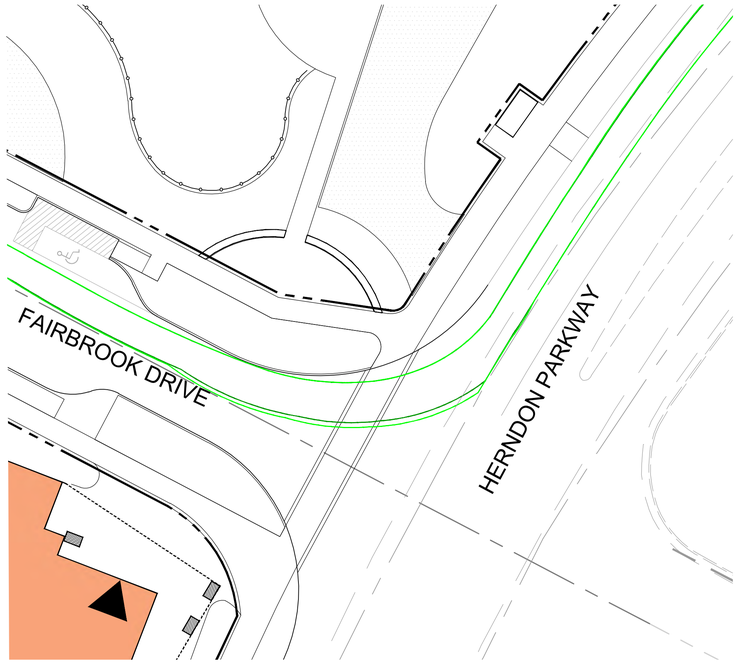
AUTOTURN EXHIBIT 7

SHEET No.

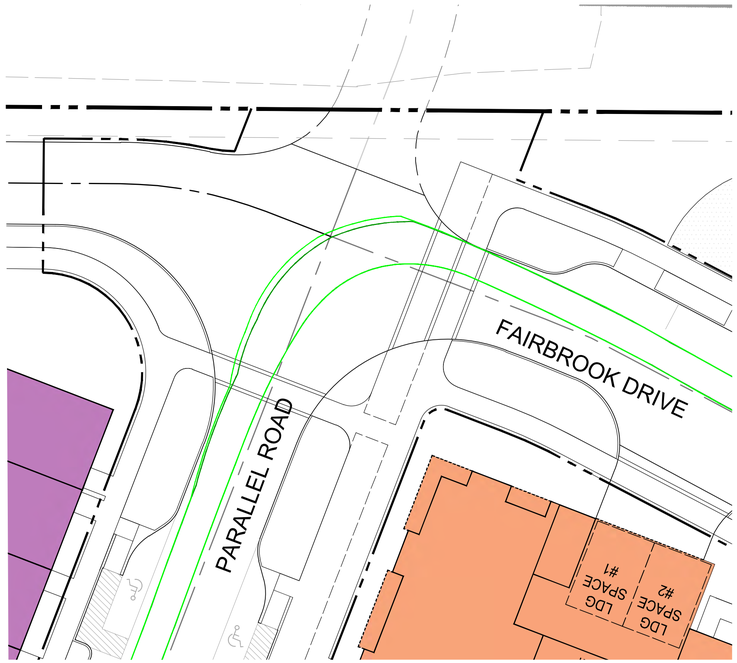
12.6

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 3:58:44 PM, Jason M. Alagna,

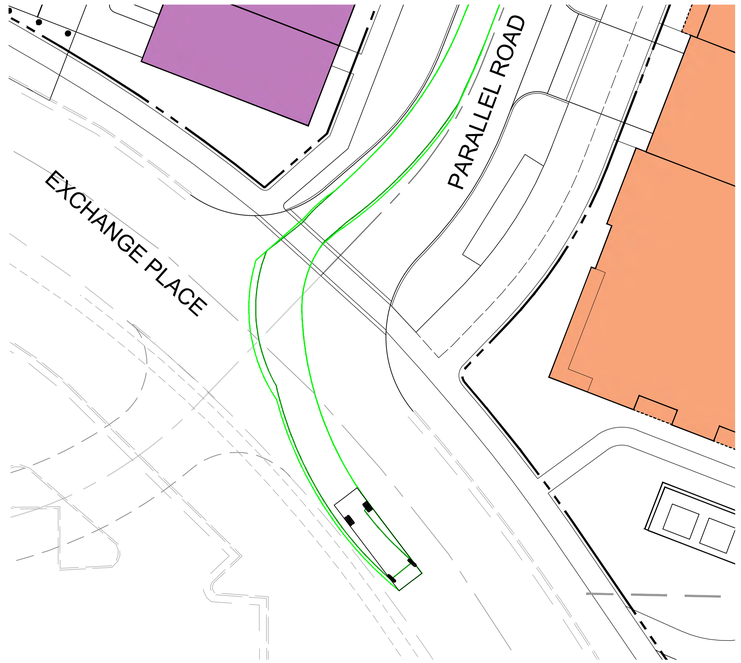
TRASH TRUCK ENTERING RIGHT TURN FROM HERNDON PARKWAY INTO SITE



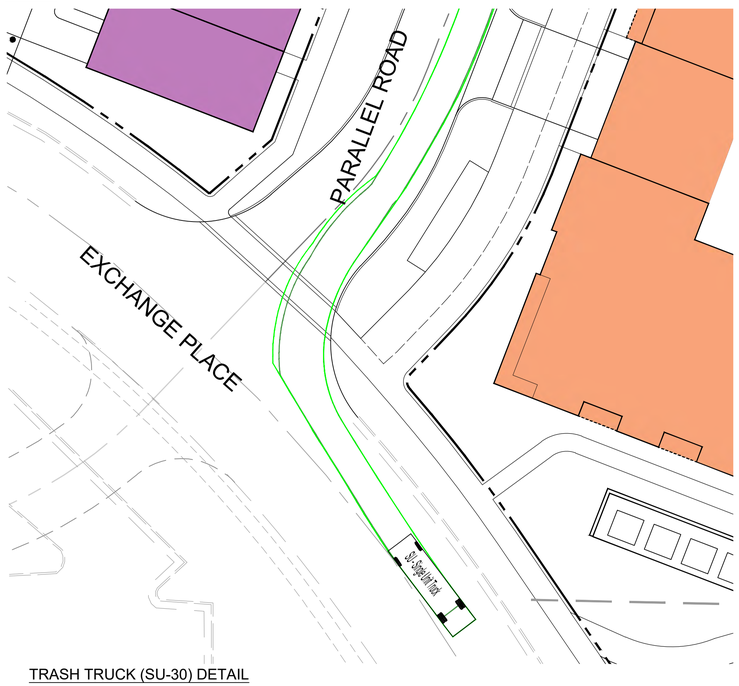

TRASH TRUCK INTERNAL LEFT TURN FROM FAIRBROOK DRIVE TO PARALLEL ROAD



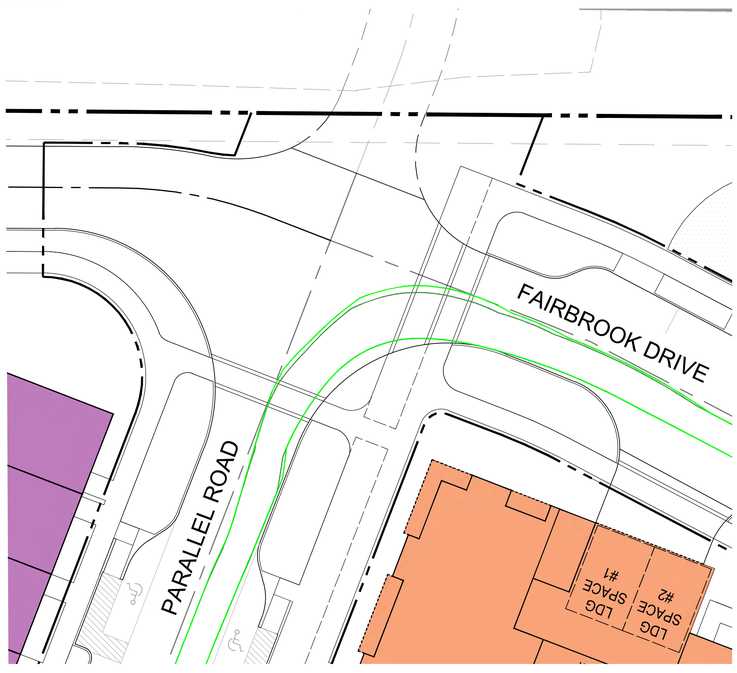

TRASH TRUCK EXITING LEFT TURN FROM PARK DRIVE TO EXCHANGE PLACE



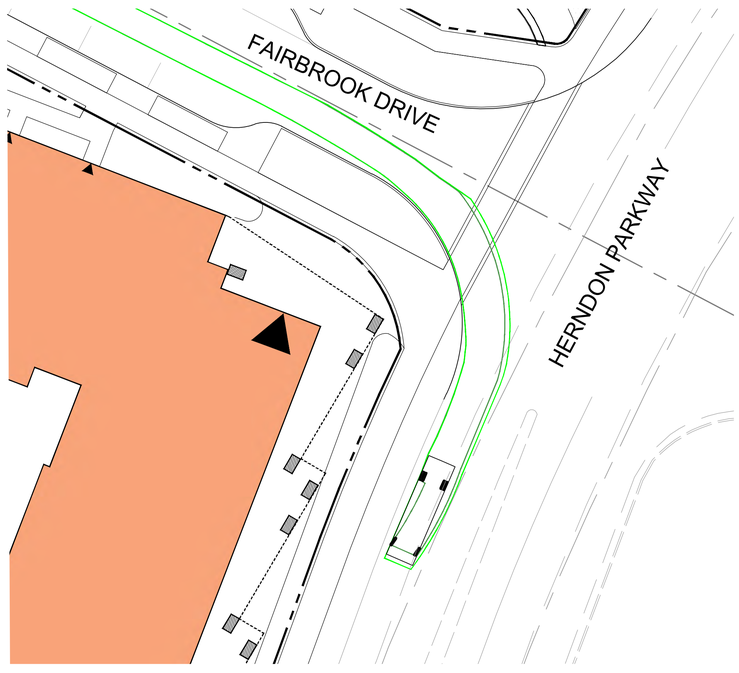

TRASH TRUCK ENTERING RIGHT TURN FROM EXCHANGE PLACE TO PARALLEL ROAD



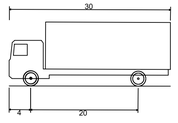

TRASH TRUCK INTERNAL RIGHT TURN FROM PARALLEL ROAD TO FAIRBROOK DRIVE




TRASH TRUCK EXITING RIGHT TURN FROM HERNDON PARKWAY INTO SITE




TRASH TRUCK (SU-30) DETAIL




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

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

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

ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
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12/29/2025
PROFESSIONAL ENGINEER

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DRAWN: CL
CHECKED: JA

SHEET TITLE:

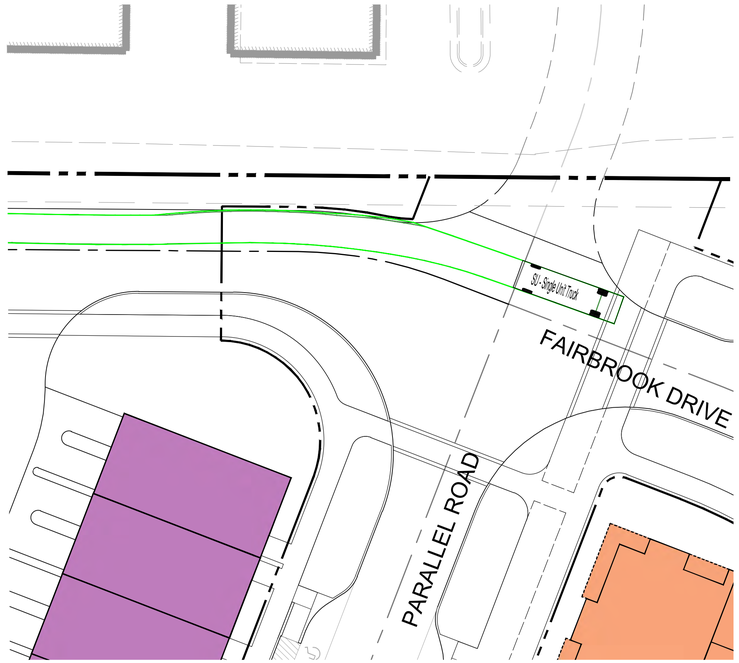
AUTOTURN EXHIBIT 8

SHEET No.

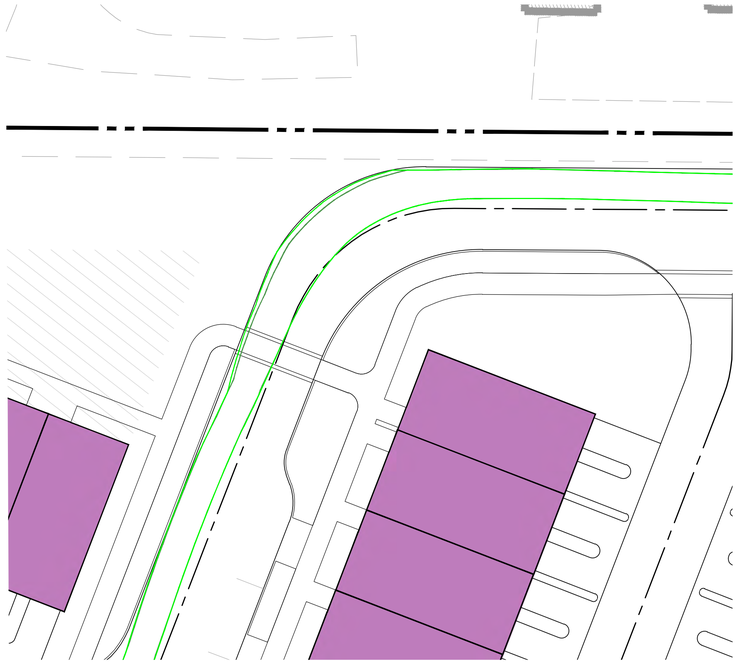
12.7

P:\Projects\23008899.00\exchange place development plan\113159 development plan\12 AUTOTURN EXHIBIT.dwg, 12/22/2025 4:01:26 PM, Jason M. Allagna,

TRASH TRUCK ENTERING TOWNHOME ALLEYWAYS



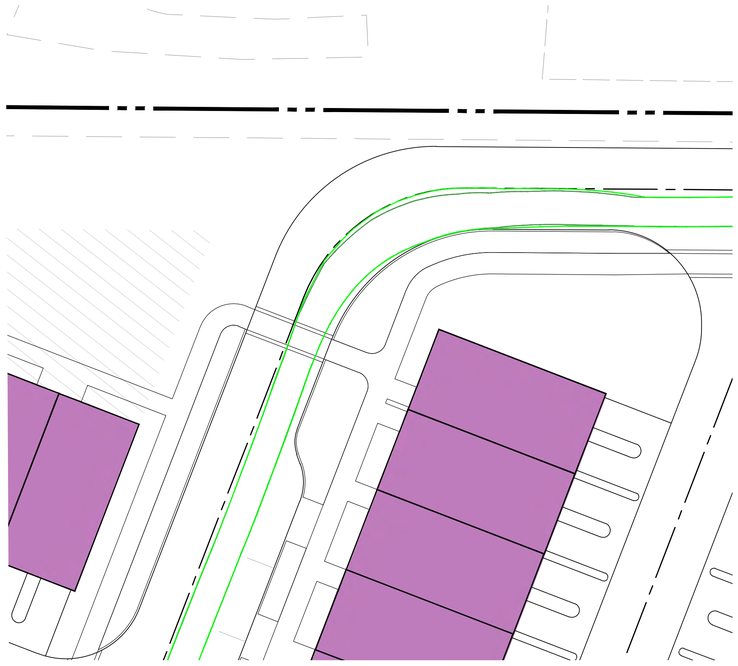

TRASH TRUCK INTERNAL LEFT TURN TOWARDS EXCHANGE PLACE



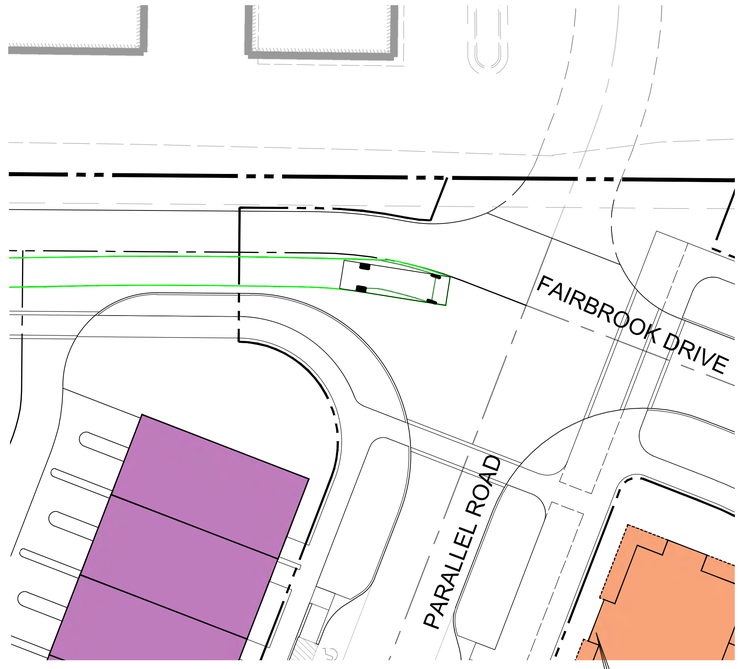
TRASH TRUCK EXITING LEFT TURN TO EXCHANGE PLACE

TRASH TRUCK ENTERING TOWNHOME ALLEYWAYS FROM EXCHANGE PLACE

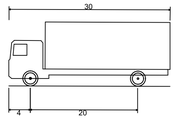
TRASH TRUCK INTERNAL RIGHT TURN TOWARDS FAIRBROOK DRIVE



TRASH TRUCK INTERNAL RIGHT TURN TOWARDS FAIRBROOK DRIVE




TRASH TRUCK (SU-30) DETAIL




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

LEGEND

PATH OF VEHICLE WHEELS

VEHICLE BODY SWEPT PATH

VCS 1983 GRID NORTH

20 10 0 20 40

GRAPHIC SCALE
1" = 20'

ROONEY PROPERTIES

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CHECKED: JA

SHEET TITLE:

AUTOTURN EXHIBIT 9

SHEET No.

12.8

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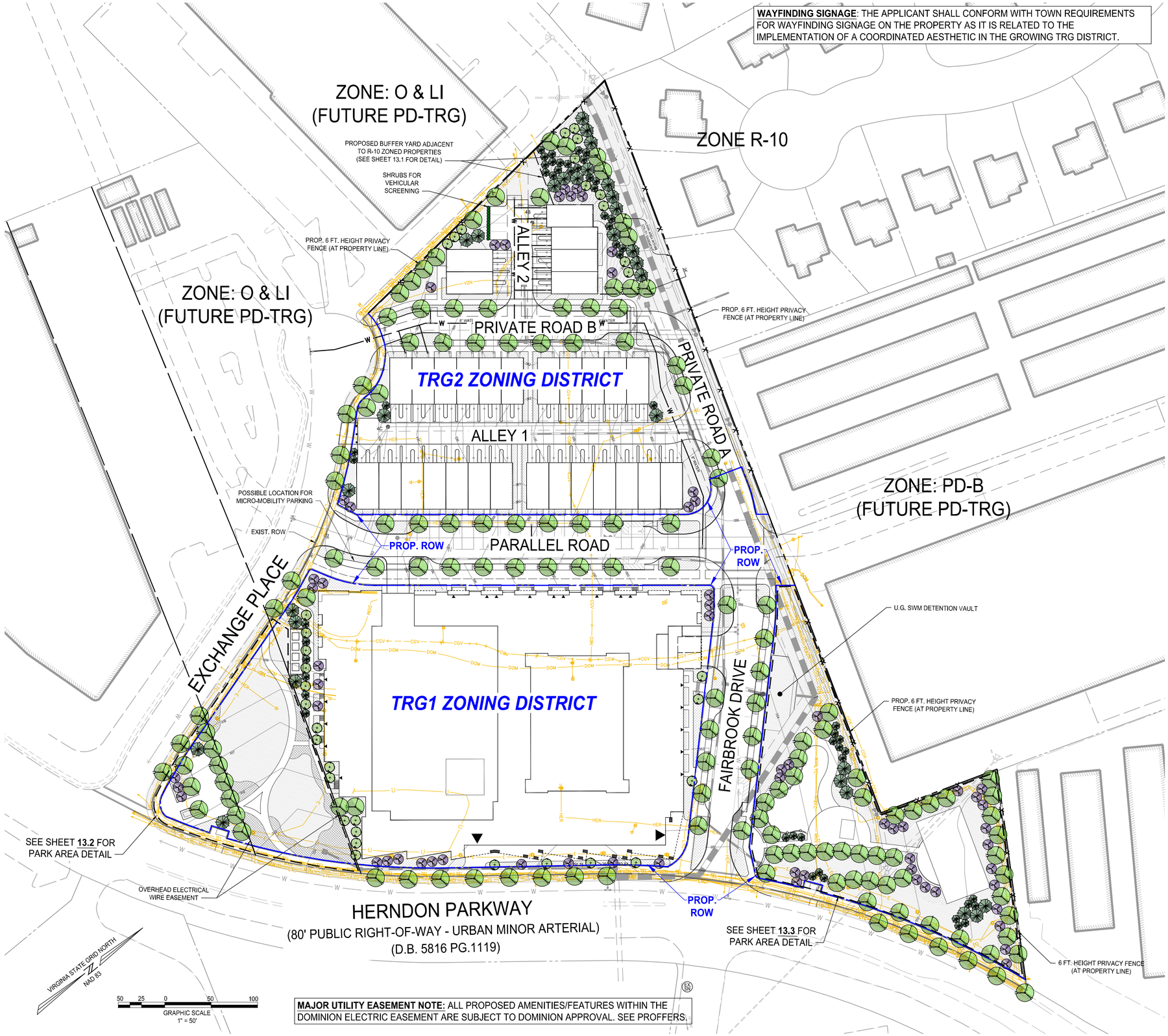


**WAYFINDING SIGNAGE**: THE APPLICANT SHALL CONFORM WITH TOWN REQUIREMENTS FOR WAYFINDING SIGNAGE ON THE PROPERTY AS IT IS RELATED TO THE IMPLEMENTATION OF A COORDINATED AESTHETIC IN THE GROWING TRG DISTRICT.

**MAJOR UTILITY EASEMENT NOTE:** ALL PROPOSED AMENITIES/FEATURES WITHIN THE DOMINION ELECTRIC EASEMENT ARE SUBJECT TO DOMINION APPROVAL. SEE PROFFERS.

## PLANT PALATE

**CANOPY TREES - LARGE**
- *ACER RUBRUM*
- *FAGUS GRANDIFOLIA*
- *NYSSA SYLVATICA*
- *PLATANUS OCCIDENTALIS*
- *QUERCUS COCCINEA*
- *QUERCUS PALUSTRIS*
- *TILIA AMERICANA*
- *ULMUS AMERICANA*

**CANOPY TREES - SMALL / FASTIGIATE**
- *ACER RUBRUM* 'ARMSTRONG'
- CARPINUS BETULUS 'FASTIGIATA'
- CELTIS OCCIDENTALIS
- FAGUS SYLVATICA
- LIRIODENDRON TULIPIFERA 'FASTIGIATA'
- MAGNOLIA MACROPHYLLA
- QUERCUS ROBUR 'FASTIGIATA'

**ORNAMENTAL & UNDERSTORY TREES**
- *AMELANCHIER ARBOREA*
- *CARPINUS CAROLINIANA*
- *CERCIS CANADENSIS*
- *CORNUS FLORIDA*
- *HALESIA DIPTERA*
- *MAGNOLIA VIRGINIANA*
- *PRUNUS VIRGINIANA*

**EVERGREEN TREES - LARGE**
- *MAGNOLIA GRANDIFLORA*
- *PICEA GLAUCA*
- *PICEA PUNGENS*
- *PINUS ECHINATA*
- *PINUS TAEDA*
- *PINUS STROBUS*

**EVERGREEN TREES - SMALL**
- *CHAMAECYPARIS THYOIDES*
- *JUNIPERUS VIRGINIANA*
- *THUJA OCCIDENTALIS*

LAWN AREA / REPLICA TURF

SHRUB PLANTINGS, GROUNDCOVER AND ENHANCED PLANTING AREA

PLANTINGS PERMITTED WITHIN ELECTRIC EASEMENT (MEADOW MIX OF FLOWERS AND GRASSES)

**NOTES:**

1. STREET TREES ON INTERNAL STREETS ARE 35' O.C. TREE SPACING ALONG HERNDON PARKWAY RANGES DO TO EXISTING EASEMENTS AND SIGHT DISTANCE REQUIREMENTS.

2. THE PLANT SPECIES DEPICTED IN THIS PLANT PALATE ARE FOR INFORMATION ONLY AND INTENDED TO DEMONSTRATE THE POSSIBLE PLANT TYPES TO BE USED ON THE PROPERTY. FINAL PLANT SPECIES SHALL BE DETERMINED AT THE TIME OF SITE PLAN, PER PROFFERS.

3. STREET TREES MAY BE LIMBED UP TO A HEIGHT OF 5', IN COORDINATION WITH THE TOWN ARBORIST, FOR THE PURPOSES OF MEETING SIGHT DISTANCE REQUIREMENTS.

4. TREES WITHIN PUBLIC ROW DO NOT COUNT TOWARDS LANDSCAPE REQUIREMENTS. TREES WITHIN THE PROPOSED ROW THAT ARE IN THE VICINITY OF UNDERGROUND UTILITIES OR WITHIN 5' OF PUBLIC SIDEWALKS SHALL BE INSTALLED WITH ROOT BARRIERS TO PROTECT ADJACENT INFRASTRUCTURE. LOCATION AND SPECIFICATION OF ROOT BARRIER DESIGN TO BE DETERMINED AT THE TIME OF FINAL ENGINEERING. THE OWNER OF THE PROPERTY SHALL BE RESPONSIBLE FOR REPLACEMENT OF VEGETATION THAT IS REMOVED DUE TO THE MAINTENANCE OR REPAIR OF UNDERGROUND UTILITIES.

5. EXISTING DRY UTILITIES WITHIN THE PROJECT AREA ARE SHOWN ON THIS SHEET IN THE COLOR ORANGE FOR REFERENCE ONLY. NO PROPOSED DRY UTILITY DESIGN IS INCLUDED IN THIS PLAN.

## SITE PLANTING REQUIREMENTS:

**STACKED MULTIFAMILY - TRG2 ZONING DISTRICT**
SEC 78-110.3 REQUIREMENT:
*12 CANOPY TREES + 7 EVERGREEN TREES PER ACRE*
*1 SHRUB PER EACH 5 FEET OF OUTER BUILDING PERIMETER*

SITE AREA = 2.92 AC. ±
TOTAL OUTER BUILDING PERIMETER = 1,144 LF

TREES REQUIRED = 35 CANOPY TREES, 20 EVERGREEN TREES
SHRUBS REQUIRED FOR BUILDING PERIMETER = 229 SHRUBS
SHRUBS REQUIRED FOR VEHICULAR SCREENING = 12 SHRUBS (36" HT. EVERGREEN)

TREES PROVIDED = 35 CANOPY TREES, 47 EVERGREEN TREES
SHRUBS PROVIDED FOR BUILDING PERIMETER= 248 SHRUBS MIN. (4 PER MIN UNIT PAIR)
SHRUBS PROVIDED FOR VEHICULAR SCREENING = 12 SHRUBS (36" HT. EVERGREEN)

**MULTIFAMILY CONDOMINIUM - TRG1 ZONING DISTRICT**
SEC 78-110.3 REQUIREMENT:
*12 CANOPY TREES + 7 EVERGREEN TREES PER ACRE*
*1 SHRUB PER EACH 5 FEET OF OUTER BUILDING PERIMETER*

SITE AREA = 4.75 AC± (SITE AREA INCLUDES TWO PARK AREAS)
TOTAL OUTER BUILDING PERIMETER = 1,380 LF

TREES REQUIRED = 57 CANOPY TREES, 33 EVERGREEN TREES
SHRUBS REQUIRED = 276 SHRUBS

TREES PROVIDED = 57 CANOPY TREES, 35 EVERGREEN TREES
SHRUBS PROVIDED = 276 SHRUBS MIN.

**NARRATIVE**

STACKED TOWNHOMES:
SITE AREA FOR CALCULATIONS BASED ON PROPOSED LOT AREA OF LOT 2 (2.92± ACRES). AREA EXCLUDES ROW DEDICATIONS, AND TREES LOCATED WITHIN ROW ARE NOT COUNTED TOWARDS REQUIREMENTS. NO BUFFER PLANTINGS ARE LOCATED WITHIN UTILITY EASEMENTS. SHRUB PLANTINGS ASSUMES 4 SHRUBS PROVIDED PER UNIT PAIR (SHRUBS NOT LOCATED INDIVIDUALLY ON THIS PLAN, EXCEPT FOR THOSE REQURIED TO MEET VEHICLE SCREENING REQUIREMENTS).

MULTIFAMILY CONDOMINIUM:
SITE AREA BASED ON PROPOSED LOT AREA OF LOTS 1A AND 1B (4.75± ACRES) AREA EXCLUDES ROW DEDICATIONS, AND TREES LOCATED WITHIN ROW ARE NOT COUNTED TOWARDS REQUIREMENTS. SHRUB PLANTINGS ARE ASSUMED TO BE LOCATED AROUND THE PERIMETER OF THE BUILDING ALONG ITS FACADE. (SHRUBS NOT LOCATED INDIVIDUALLY ON THIS PLAN).

ROONEY PROPERTIES
WIRE GILL LLP
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Transportation Planners and Engineers
IMEG

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

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

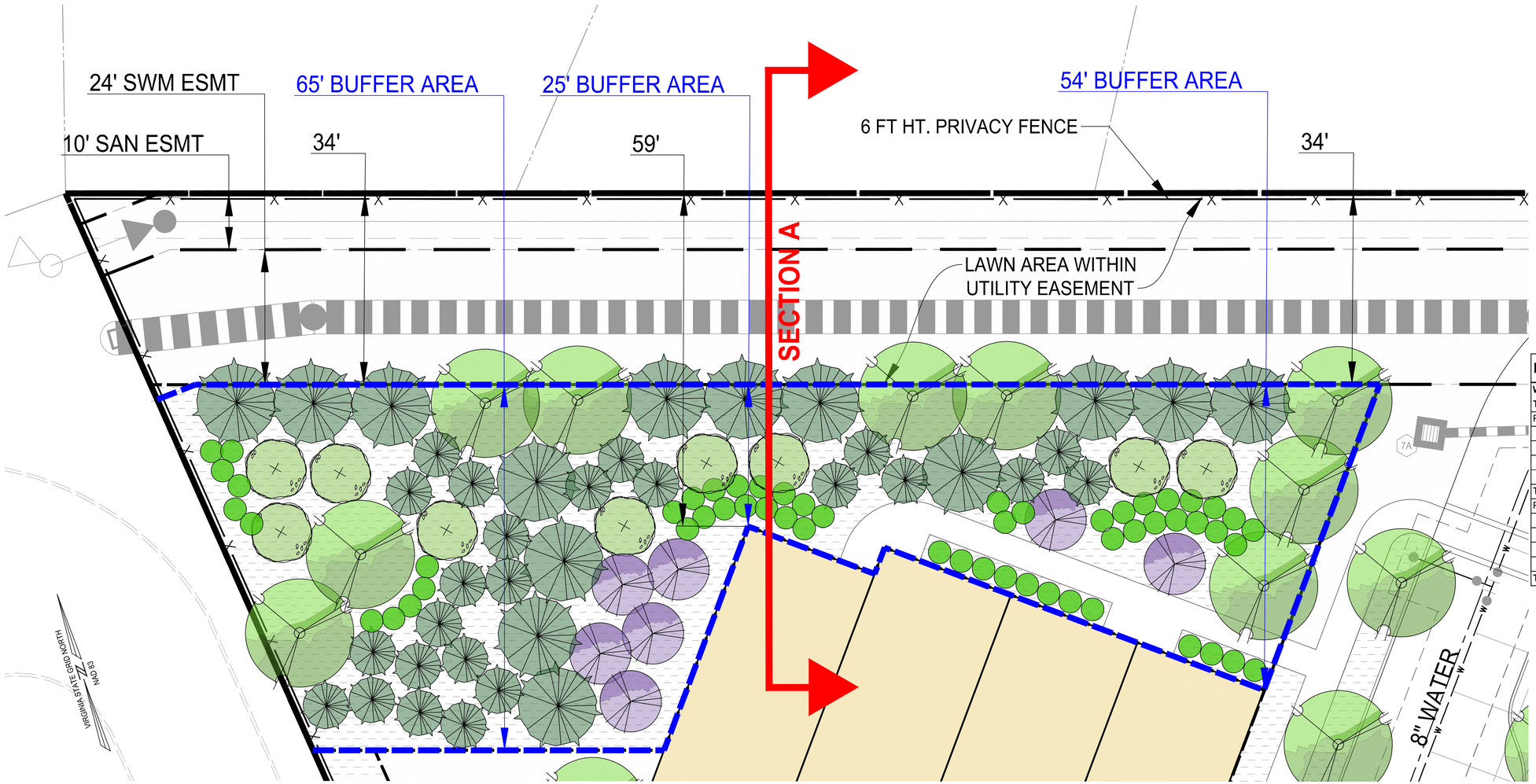
SHEET TITLE:

LANDSCAPE OVERVIEW

SHEET No.

13

P:\Projects\23008899.00\exchange place development plan\113159 development plan\13 LANDSCAPE OVERVIEW.dwg, 12/22/2025 4:07:51 PM, Jason M. Alagna,




PLAN LEGEND

- CANOPY TREE - LARGE (TYP.)
- CANOPY TREE - SMALL / FASTIGIATE (TYP.)
- ORNAMENTAL & UNDERSTORY TREE (TYP.)
- EVERGREEN TREE - LARGE (TYP.)
- EVERGREEN TREE - SMALL (TYP.)
- 3' HT. SHRUB (TYP.)
- LAWN AREA (TYP.)
- POSSIBLE SHRUB PLANTINGS, GROUNDCOVER, AND ENHANCED PLANTING AREA (TYP.)

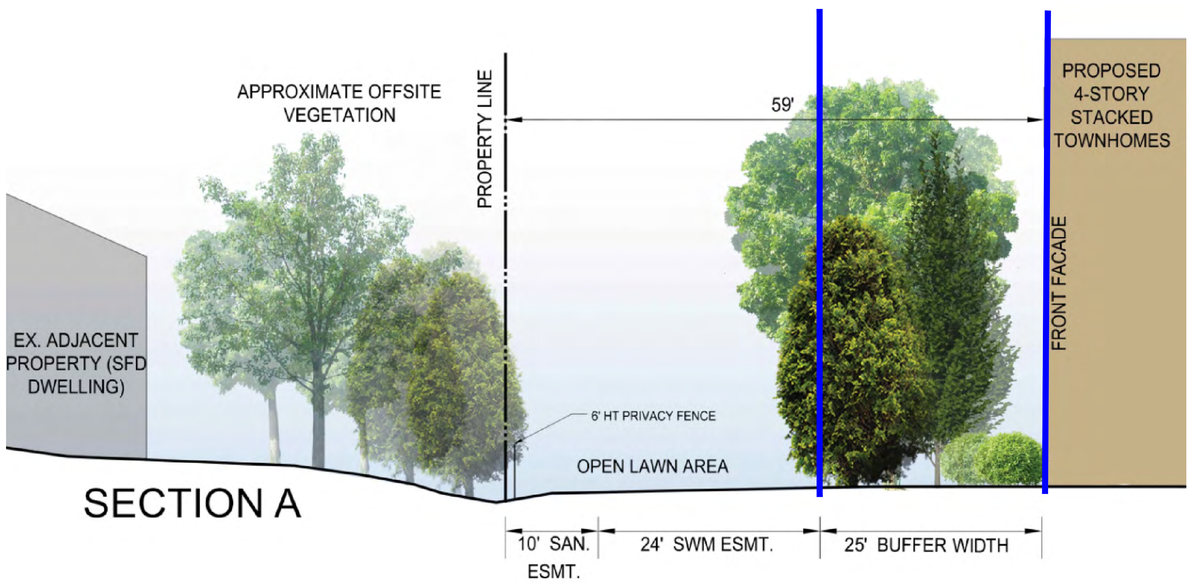
NOTE: SEE SHEET 13 FOR SAMPLE PLANT SPECIES FOR EACH CATEGORY SHOWN IN THIS LEGEND.

**LANDSCAPE AREA**

| | |
|---|---|
| **WIDTH (FT):** VARIES REQUIRED: VARIES | |
| **TOTAL LENGTH** 182 | |
| PLANTINGS REQUIRED | |
| CANOPY TREE (1 PER 20 LF) | 9 |
| EVERGREEN TREE (1 PER 10 LF) | 18 |
| ORNAMENTAL TREE (1 PER 20 LF) | 9 |
| EVERGREEN SHRUBS (3 PER 10 LF) | 55 |
| **TOTAL # OF PLANTS REQUIRED** | **91** |
| PLANTINGS PROVIDED | |
| CANOPY TREE | 9 |
| EVERGREEN TREE | 19 |
| ORNAMENTAL TREE | 35 |
| EVERGREEN SHRUBS | 56 |
| **TOTAL # OF PLANTS PROVIDED** | **119** |

**IMPORTANT LANDSCAPE BUFFER NOTES:**

1. UTILITY EASEMENTS COMPRISE THE FIRST 34' OF WIDTH OF THE PROPOSED SETBACK
   1.1. NO WOODY VEGETATION IS PROPOSED WITHIN THE UTILITY EASEMENT AREA.
2. THE MINIMUM BUILDING SETBACK FROM PROPERTY LINE IS 59'
3. THE MINIMUM PLANTING WIDTH OF THE BUFFER IS 25' AT THE PINCH POINT
   3.1. THIS OCCURS WHERE THE BUILDING IS 59' FROM THE PROPERTY LINE, AND IS ONLY THIS NARROW FOR A VERY SMALL PERCENTAGE OF THE BUFFER YARD.
4. THE MAXIMUM PLANTING WIDTH OF THE BUFFER YARD IS 65'.
5. THE AVERAGE BUFFER WIDTH IS APPROXIMATELY 47'
6. EXTENSIVE USE OF EVERGREEN TREES, AND DECIDUOUS VEGETATION OF VARIOUS HEIGHTS IS USED TO FACILITATE YEAR-ROUND SCREENING ALONG THIS PROPERTY BOUNDARY
7. BUFFER IS ON THE NORTHERN EXPOSURE OF THE BUILDING, THEREFORE DENSE BUFFER WILL NOT OVERLY SHADE PROPOSED UNITS.
   7.1. 34' EASEMENT AREA PROVIDES ENOUGH SETBACK THAT PROPOSED BUFFER ALSO SHOULD NOT SHADE OUT NEIGHBORING PROPERTIES TO THE NORTH.
8. SITE LAYOUT RESPECTS THE REQUIRED 10' SETBACK ALONG THE WESTERN PROPERTY BOUNDARY, AND EXCEEDS THE REQUIRED 50' TRG2 BUILDING SETBACK

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SHEET TITLE:

LANDSCAPE BUFFER DETAIL

SHEET No.

13.1

P:\Projects\23008899.00\exchange place development plan\113159 development plan\13.1 LANDSCAPE BUFFER DETAIL.dwg, 12/22/2025 4:08:58 PM, Jason M. Alagna,

# PARK AREA DETAIL PLAN

VIRGINIA STATE GRID NORTH
NAD 83

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

**DETAIL PLAN LEGEND**

- **A** - SEAT WALLS AND RAISED PLANTERS
- **B** - BUS STOP SHELTER WITH REFUSE RECEPTACLE AND BIKE RACK
- **C** - SCORED CONCRETE WALKWAYS WITHIN PUBLIC PARK
- **D** - BUFFER LANDSCAPING CREATING EDGE TO PARK SPACE ADJACENT TO ROADS
- **E** - SEATING AREA WITH BENCHES, TABLES, OR MOVEABLE FURNITURE
- **F** - PLAY LAWN AREAS FOR GATHERING, RECREATION AND FLEXIBLE SPACE
- **G** - PUBLIC CONCRETE SIDEWALKS
- **H** - PRIVATE LEAD WALK
- **J** - MEADOW AND NATURALISTIC PLANTINGS WITHIN DOMINION EASEMENT
- **K** - POTENTIAL MICRO-MOBILITY STATION
- **L** - POTENTIAL FOCAL FEATURE, ARTWORK, OR IN-GROUND DETAILING

**IMPORTANT NOTE:** ALL PROPOSED AMENITIES/FEATURES WITHIN THE DOMINION ELECTRIC EASEMENT ARE SUBJECT TO DOMINION APPROVAL. SEE PROFFERS.

# PARK AREA PRECEDENT IMAGERY

## CORNER PARK:

THE CORNER PARK AREA IS A PUBLIC-FACING POCKET PARK WITH AMPLE SEATING PROVIDED BY BOTH PRIMARY SEATING (BENCHES) AND SECONDARY SEATING IN THE FORM OF OF SEAT WALLS AND RAISED PLANTERS.

THE GEOMETRY AND DESIGN OF THE PARK IS INTENDED TO BE INVITING, CLEARLY CONVEYING THAT THIS IS A PUBLIC SPACE, AND ENCOURAGING INTERACTION WITH THOSE SEEKING A PLACE TO RECREATE OR JUST A PASSERBY WHO FINDS THE SPACE INTRIGUING.

THIS PARK INCLUDES LUSH LANDSCAPING PROVIDING A SHADY REFUGE ALONG A BUSY STREET. THE SPACE IS INTENDED TO FUNCTION AS THE FRONT DOOR INTO THE BROAD OPEN AREA AT THE CENTER OF THE PUBLIC PARK, AS WELL AS TO THE GREATER PARK NETWORK.

## GATHERING SPACE:

THE GATHERING SPACE IS CONCEALED WITHIN THE CORNER PARK AREA AND IS SURROUNDED BY LUSH LANDSCAPING AND TALL TREES TO PROVIDE SHADE AND A SENSE OF ENCLOSURE.

THIS SPACE IS INTENDED TO BE FLEXIBLE AND COULD INCLUDE MOVEABLE FURNITURE, PICNIC TABLES, OR EVEN VERSATILE URBAN FURNITURE SUCH AS DINING TABLES WHICH MAY BE USED TO PLAY PING-PONG.

THIS AREA, THOUGH MORE INTIMATE IN NATURE, IS SIZED TO ACCOMMODATE SMALL NEIGHBORHOOD GATHERINGS AND IS PRIMED TO BECOME A GREAT MEETING SPOT THAT IS RECOGNIZABLE AND INVITING FOR THOSE WANTING TO DWELL.

## FOCAL FEATURE:

THE FOCAL FEATURE IS LOCATED AT THE MOST PROMINENT CORNER OF THIS PROJECT. AT THE CORNER OF EXCHANGE PLACE AND HERNDON PARKWAY, THE INTENT IS TO PROVIDE AN ART ELEMENT THAT IS UNIQUELY HERNDON TO IDENTIFY THIS PARK.

THIS FOCAL FEATURE MAY BE VERTICAL, OR AN ELEMENT OF INTEREST ALONG THE GROUND-PLANE. THIS COMPONENT OF THE PARK IS ENVISIONED AS AN ART INSTALLATION FROM A LOCAL SOURCE OR A DEDICATED PIECE THAT IS REFLECTIVE OF THE TOWN'S CULTURE.

THE FOCAL FEATURE MAY PRESENT AS A PIECE OF SCULPTURE OR 3-D ART INSTALLATION, AN INTRICATE PAVING PATTERN SUCH AS A LABYRINTH, OR EVEN A PIECE OF ART EMBEDDED INTO THE GROUND AND INCORPORATED INTO THE PARK'S DESIGN LANGUAGE.

## PLAY LAWN WITH MEADOW:

THE FOUNDATIONAL ELEMENT OF THIS PARK IS ITS BROAD OPEN LAWN AREAS THAT ARE FLEXIBLE IN NATURE AND OPEN TO THE PUBLIC TO USE AS THEY PLEASE.

THE LAWNS ARE BISECTED BY A TRAIL AND BORDERED BY A PAIR OF SIDEWALKS. THE PROPOSED NETWORK OF TRAILS MAKES TRAVERSING THE SITE EFFICIENT, AND ENSURES THAT THE LAWN AREAS ARE ACCESSIBLE TO ALL USERS.

NATURE IS BROUGHT ONTO THE SITE BY THE INSTALLATION OF MEADOW AND WILDFLOWER PATCHES BORDERING MUCH OF THE LAWN AREAS. THESE WOULD BE BOTH BEAUTIFUL AND BENEFICIAL TO LOCAL WILDLIFE AND POLLINATOR SPECIES, WHICH COULD BE EXPLAINED IN SELF-GUIDED EDUCATIONAL SIGNAGE THAT MAY BE INCLUDE WITHIN THE PARK .

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SHEET TITLE:

PARK AREA DETAIL

SHEET No.

13.2

P:\Projects\23008899.00\exchange place development plan\113159 development plan\13.2 PARK AREA DETAIL.dwg, 12/22/2025 2:05:02 PM, Jason M. Allagna,

# PARK AREA DETAIL PLAN

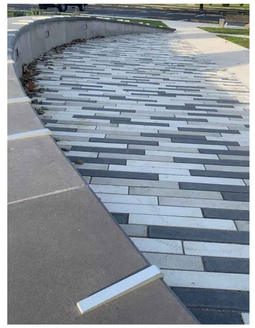
VIRGINIA STATE GRID NORTH
NAD 83

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

**DETAIL PLAN LEGEND**

- **A** - SCORED CONCRETE HARDSCAPE GATHERING AREAS WITHIN PUBLIC PARK
- **B** - SEAT WALLS ENCLOSING GATHERING SPACES
- **C** - BUS STOP SHELTER WITH REFUSE RECEPTACLE AND BIKE RACK
- **D** - PLAY LAWN AREAS FOR GATHERING, RECREATION AND FLEXIBLE SPACE
- **E** - PLAYGROUND AREA WITH SEATING
- **F** - COMBINATION SPORTS COURT (BASKETBALL, PICKLE BALL, AND/OR EQUIVALENT)
- **G** - SHADE STRUCTURE IN GATHERING AREA WITH PICNIC TABLES
- **H** - PARK BUFFER PLANTINGS

# PARK AREA PRECEDENT IMAGERY



## SEATING AREA(S):

THESE SEMI-CIRCULAR AREAS ARE DESIGNED TO PROVIDE COMFORTABLE, CONVENIENT AND FLEXIBLE SEATING AREAS WITHIN THE LARGER PARK SPACE. AMPLE SEATING IS PROVIDED BY BOTH PRIMARY SEATING (BENCHES) AND SECONDARY SEATING WITH SEAT WALLS BORDERING THE SPACE.

THE SEATING AREA ALONG THE RIGHT-OF-WAY ACTS AS THE ENTRY TO THIS PARK SPACE, AND PROVIDES A VISIBLE AND WELCOMING ENTRYWAY INTO THE PUBLIC SPACES INTERNAL TO THE PARK.

THE SEATING AREA INTERNAL TO THE SITE ACTS AS A NECESSARY STAGING AND SEATING AREA ADJACENT TO THE SPORTS COURT. BOTH ONLOOKERS AND PEOPLE PLAYING ON THE COURTS WOULD FIND THIS SPACE CONVENIENT FOR TAKING A REST, SETTING UP CHAIRS, OR FINDING A SPOT TO DROP YOUR BAG WHILE YOU PLAY BALL.

## GATHERING SPACE:

THIS GATHERING SPACE IS AT THE HEART OF THIS PARK AND IS DESIGNED TO BE FLEXIBLE AND ACCOMMODATING TO VARIOUS TYPES OF USERS. THE LARGE HARDSCAPE AREA WOULD HAVE A SHADE STRUCTURE, WHICH COULD CONTAIN PICNIC TABLES, OUTDOOR GRILLS, AND/OR TRASH RECEPTACLES TO ENCOURAGE GATHERINGS LARGE AND SMALL.

THE OPEN HARDSCAPE AREA COULD CONTAIN ADDITIONAL SEATING OPPORTUNITIES, INCLUDING MOVEABLE FURNITURE AND DINING TABLES. LARGE TREES AROUND THE HARDSCAPE PROVIDE AMPLE SHADE AND ENCLOSURE TO THIS SPACE MAKING IT FEEL COMFORTABLE AND WELCOMING.

THE GATHERING SPACE IS PROXIMATE TO BOTH THE PLAY GROUND, PLAY LAWN, AND SPORTS COURT AREAS, MAKING IT THE IDEAL HOME BASE FOR FAMILIES AND VISITORS TO OBSERVE AND ENJOY THE ACTIVITIES OCCURRING THROUGHOUT THE PARK.

## SPORTS COURT:

THE SPORTS COURT WILL BE PAVED WITH A VIBRANT PLAY-SAFE MATERIAL AND STRIPED IN A WAY THAT WOULD PERMIT THE USE VARIOUS DIFFERENT ORGANIZED BALL SPORTS, SUCH AS A COMBINATION OF BASKETBALL AND PICKLEBALL AS SHOWN IN THIS PLAN.

THE SPORTS COURT IS LOCATED IN THE FAR CORNER OF THE PARK TO ENSURE THAT BALL SPORTS CAN TAKE PLACE WITHOUT INTERFERING WITH OTHER USERS AND ACTIVITIES IN THE PARK. ADDITIONALLY, THE LOCATION OF THE SPORTS COURT AND THE DENSE BUFFERING AROUND IT WILL HELP PREVENT BALLS FROM ROLLING AWAY WITHOUT HAVING A COMPLETELY FENCED IN AREA, WHICH WOULD IN-TURN PROVIDE A MORE NATURALISTIC PLAY SPACE.

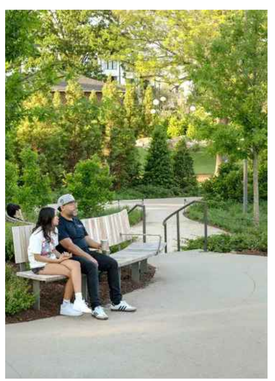
THE SPORTS COURT IS PROXIMATE TO THE SEMI-CIRCULAR SEATING AREA TO ENSURE THAT THIS SPACE IS HIGHLY FLEXIBLE AND CAN ACCOMMODATE EVENTS AND OTHER ACTIVITIES THAT COULD UTILIZE THE BROAD PAVED AREA OF THE COURT.

## PLAY GROUND:

THE PLAYGROUND AREA WILL BE PAVED WITH A VIBRANT PLAY-SAFE MATERIAL THAT COULD INCLUDE COLORFUL MOTIFS AND IMAGERY. THE PLAY AREA WOULD BE PROXIMATE TO BENCH SEATING AND THE CENTRAL GATHERING SPACE TO ENSURE THAT PARENTS AND GUARDIANS HAVE A CHOICE OF PLACES TO DWELL WHILE VISITING THE PARK WITH CHILDREN.

THE PLAY SPACE COULD INCLUDE EQUIPMENT THAT IS USEABLE FOR A BROAD RANGE OF AGE GROUPS, AND COULD INCORPORATE IN-GROUND TOPOGRAPHIC PLAY FEATURES. THE PLAY AREA IS CONNECTED TO BOTH THE GATHERING SPACE AND THE PLAY LAWN AREA BY A HARDSCAPE AREA THAT WOULD PROVIDE SEATING AND EXTRA SPACE TO GIVE OPPORTUNITIES FOR PLAY, AS WELL AS PRACTICAL FUNCTIONALITY SUCH AS SPACE FOR STROLLER PARKING, AND AREAS FOR TRASH RECEPTACLES AND WATER FOUNTAINS.

THE PLAY SPACE IS BOUNDED BY LUSH LANDSCAPING TO PROVIDE SHADE AND ENCLOSURE, AND A FENCE ALONG THE BORDERS OF THE PARK MAY BE PROVIDED FOR ADDITIONAL SAFETY.



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SHEET TITLE:

PARK AREA DETAIL

SHEET No.

13.3

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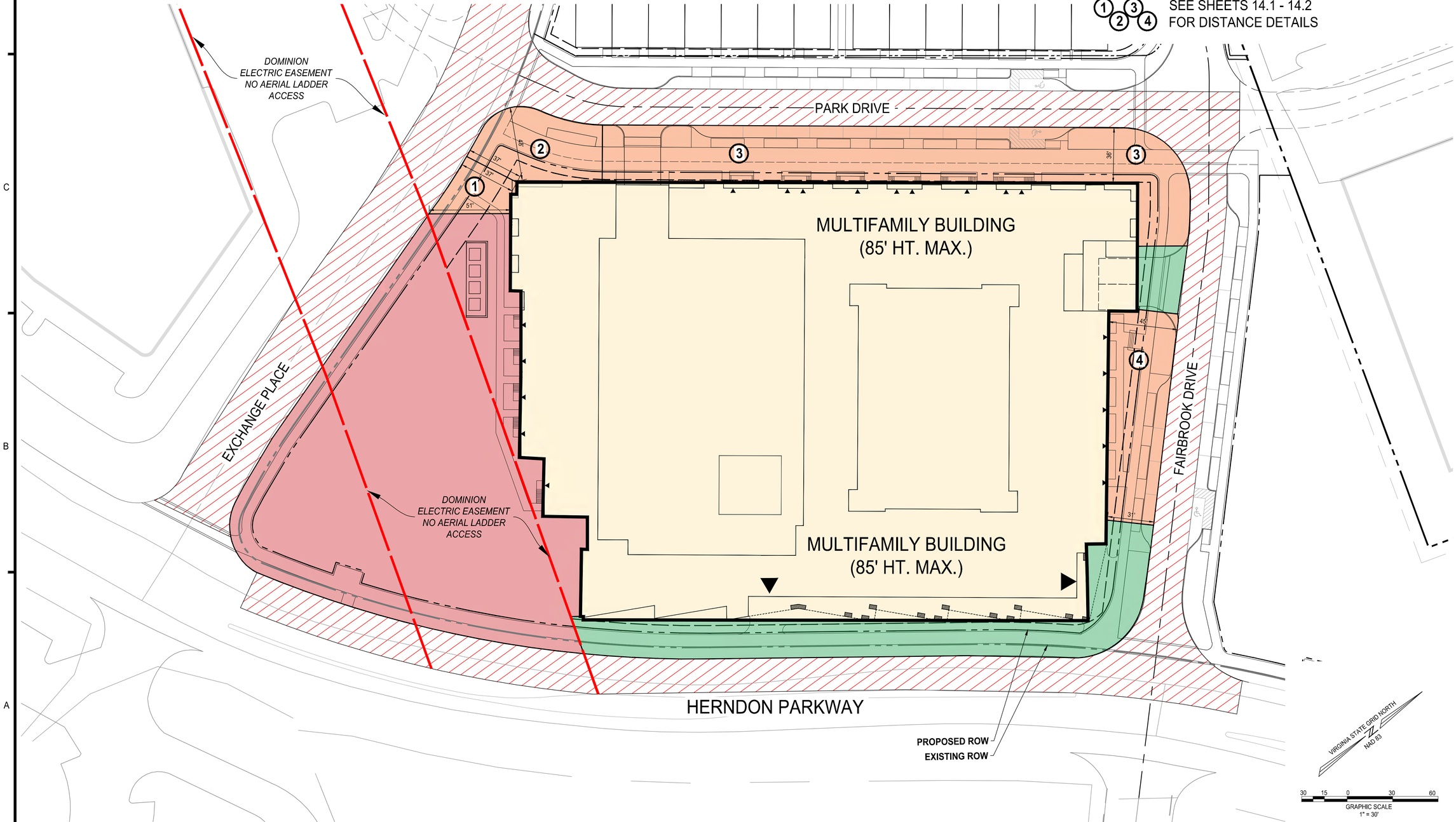
NOTE: SEE SHEET 06.2 FOR AREAS OF
EMERGENCY ACCESS EASEMENT ON PROPERTY

## LEGEND

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

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SHEET TITLE:

FIRE MARSHALL EMEGENCY ACCESS EXHIBIT

SHEET No.
14

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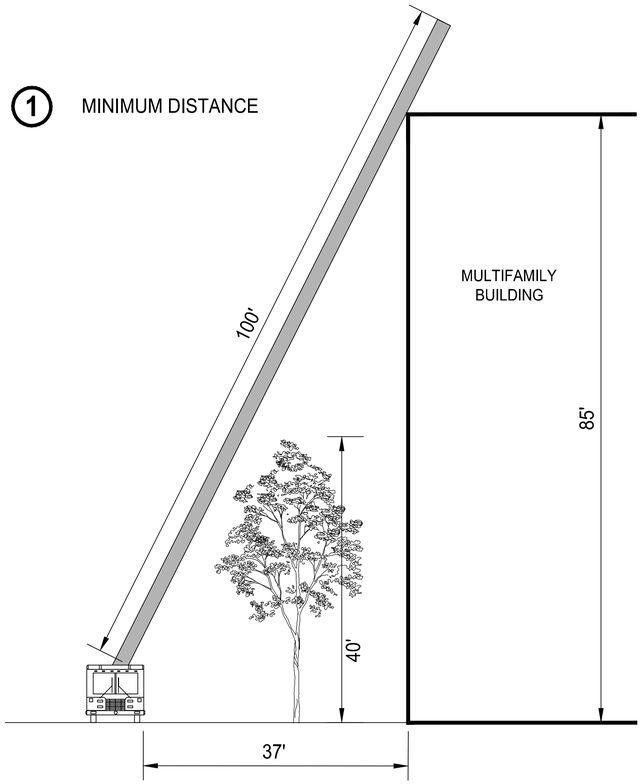


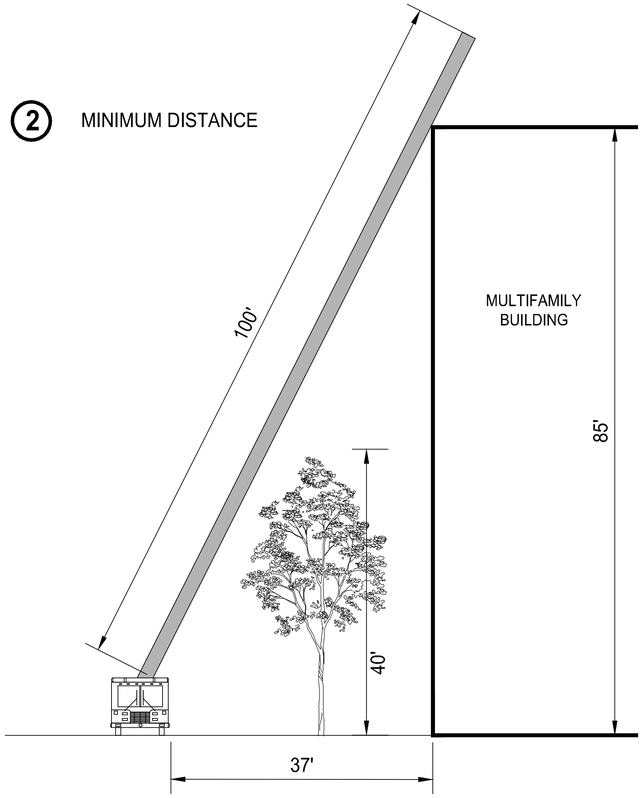


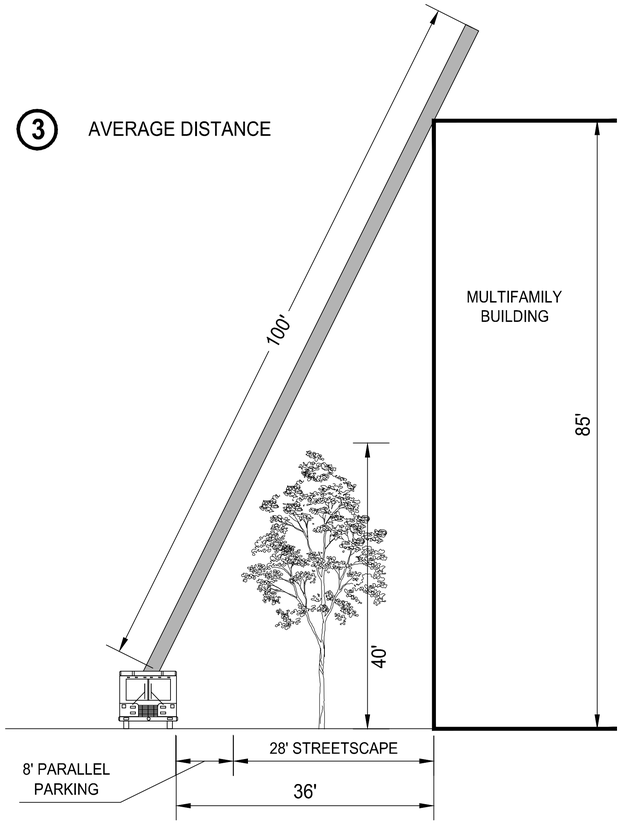


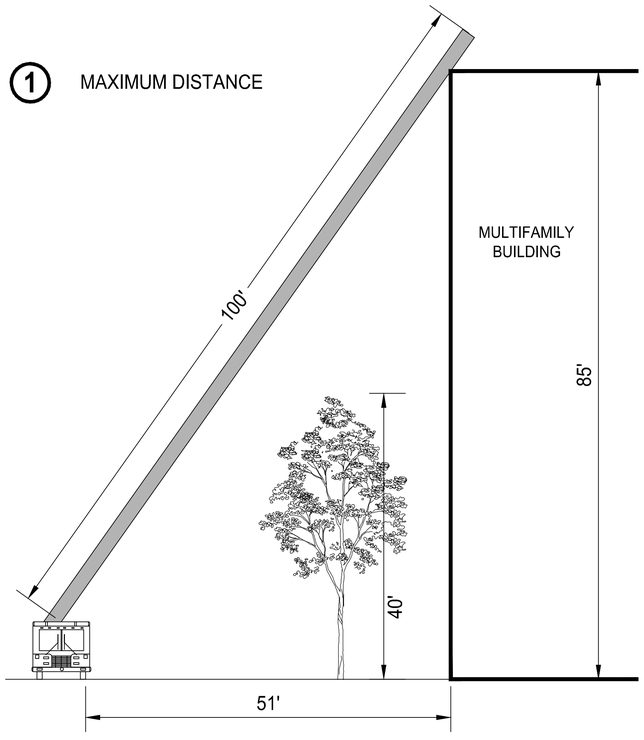


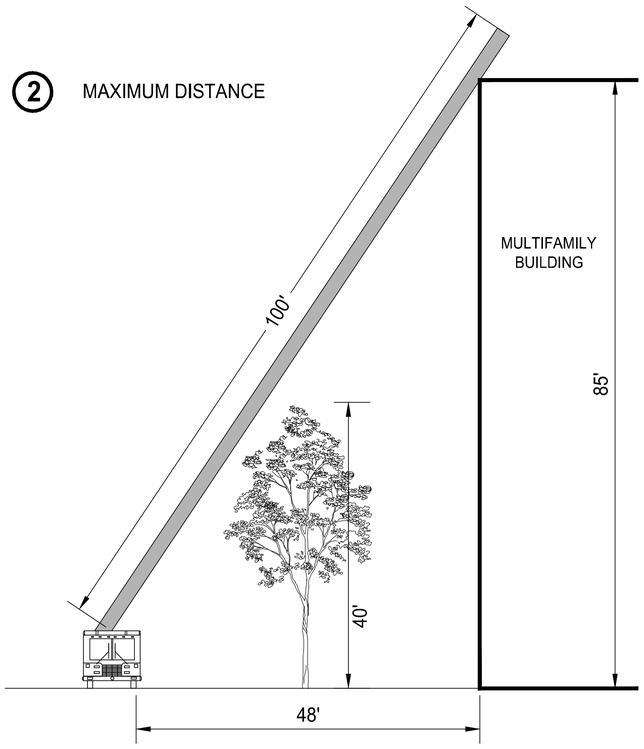


**NOTE:**
STREET TREES WILL BE PROVIDED AT AN APPROXIMATE ON-CENTER SPACING OF 35'±.

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SHEET TITLE:

TRUCK ACCESS DETAILS

SHEET No.

14.1

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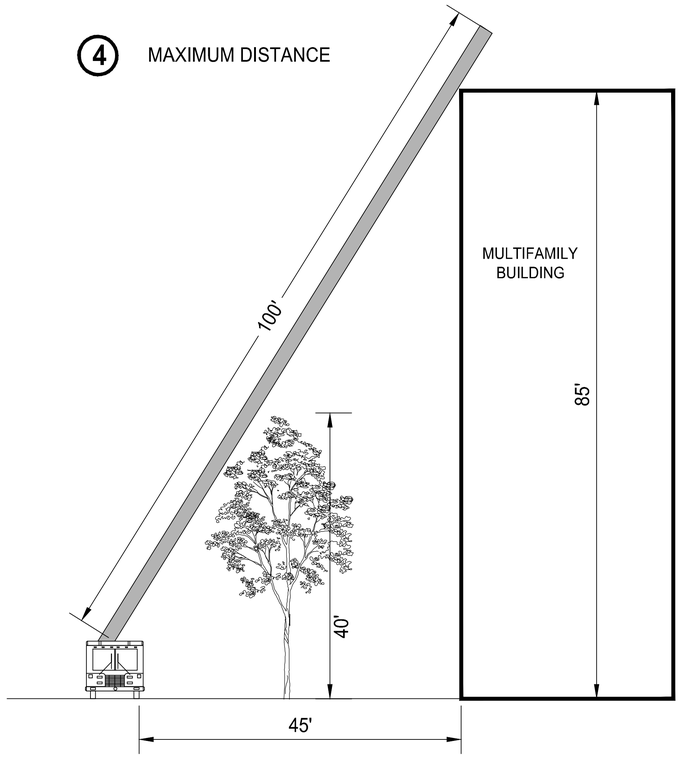


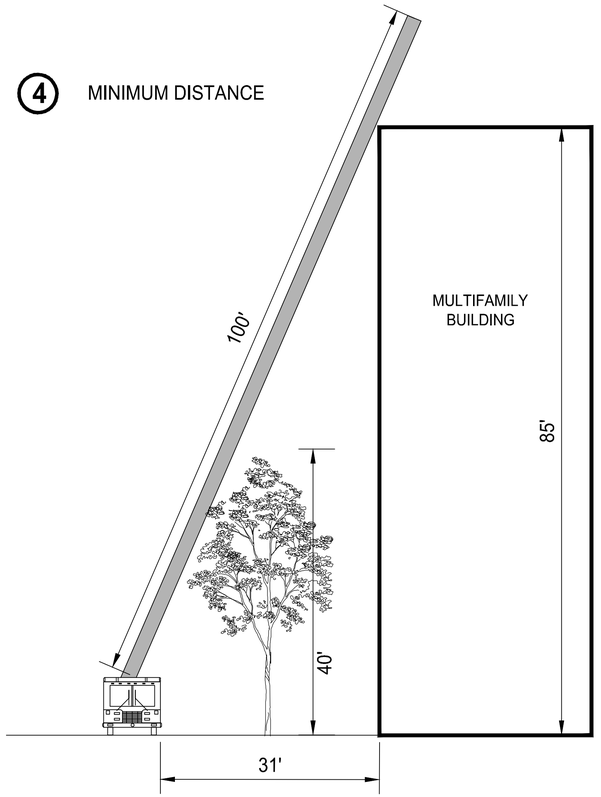


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TRUCK ACCESS DETAILS

SHEET No.

14.2

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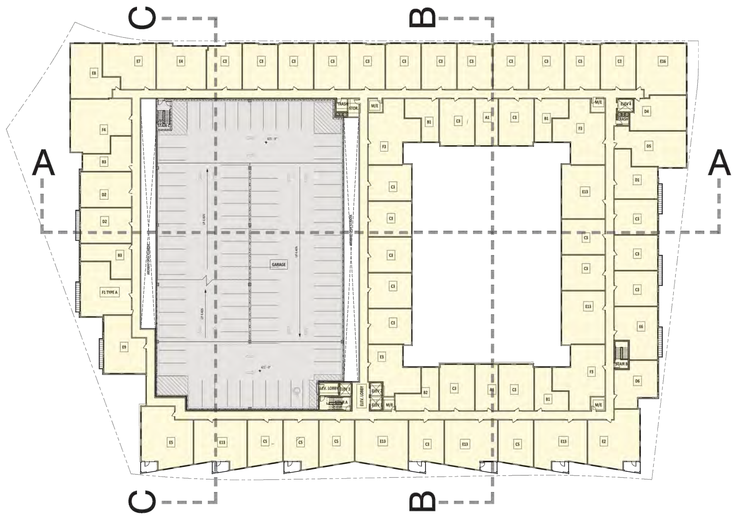
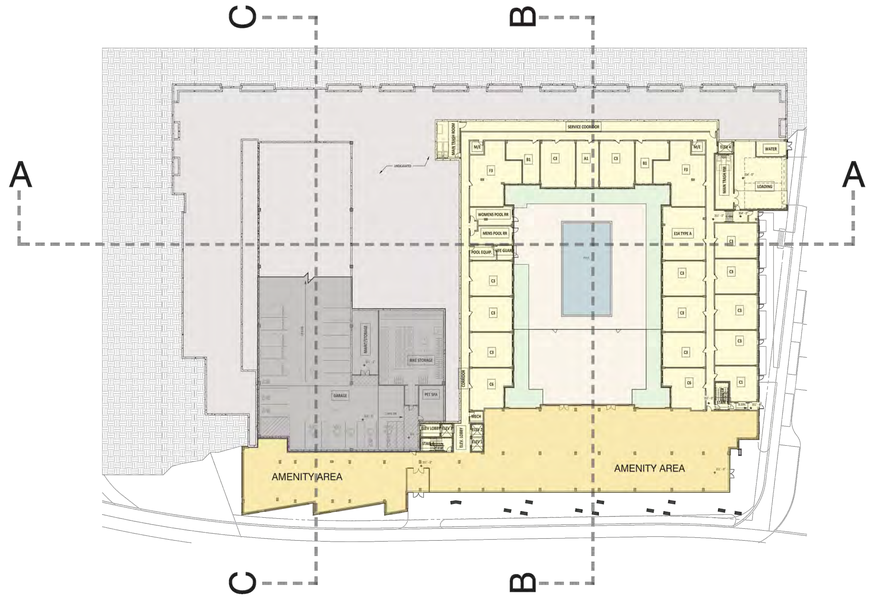


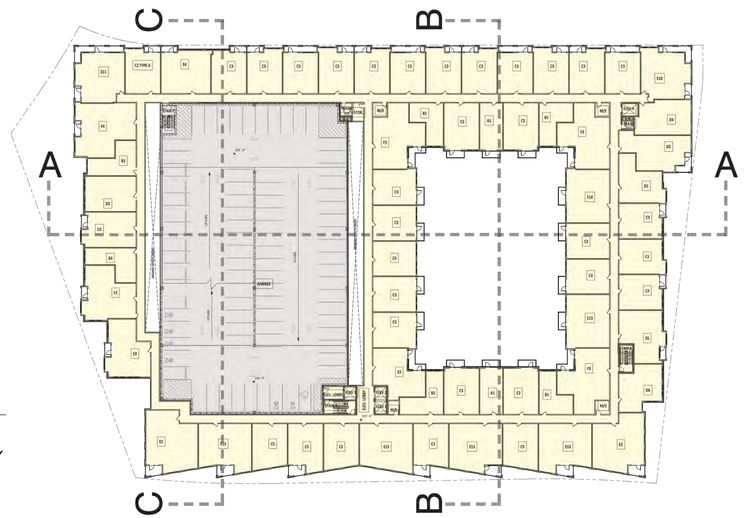

04 TYPICAL PLAN - LEVELS 6 & 7

SCALE: 1" = 50'-0"




01 COURTYARD LEVEL PLAN

SCALE: 1" = 50'-0"

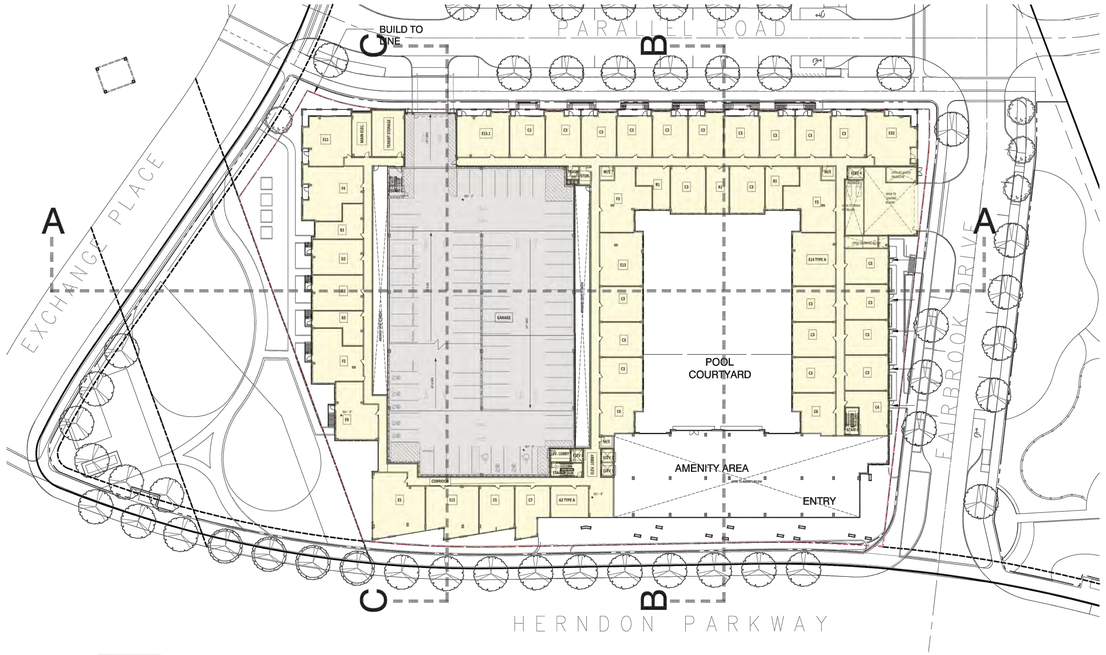



LEGEND

- RESIDENTIAL
- RESID. AMENITY
- STRUCT. PKG

03 TYPICAL PLAN - LEVELS 3-5

SCALE: 1" = 50'-0"




02 **LEVEL 02 PLAN**

SCALE: 1" = 50'-0"

ROONEY PROPERTIES

WIRE GILL LLP

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GOROVE / SLADE Transportation Planners and Engineers

IMEG

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

DEVELOPMENT PLAN
EXCHANGE PLACE
TOWN OF HERNDON, VIRGINIA

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

SHEET TITLE:

ARCHITECTURAL BUILDING PLAN

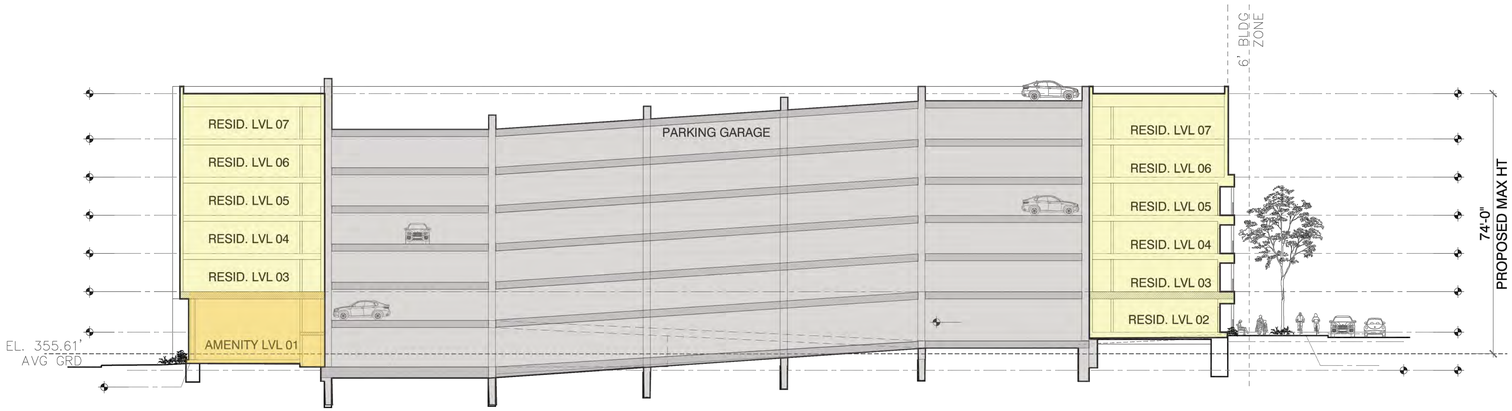
SHEET No.

15

P:\Projects\23008899.00\exchange place development plan\113159 development plan\15 ARCHITECTURAL BUILDING PLAN.dwg, 12/29/2025 3:23:15 PM, Jason M. Alagna,

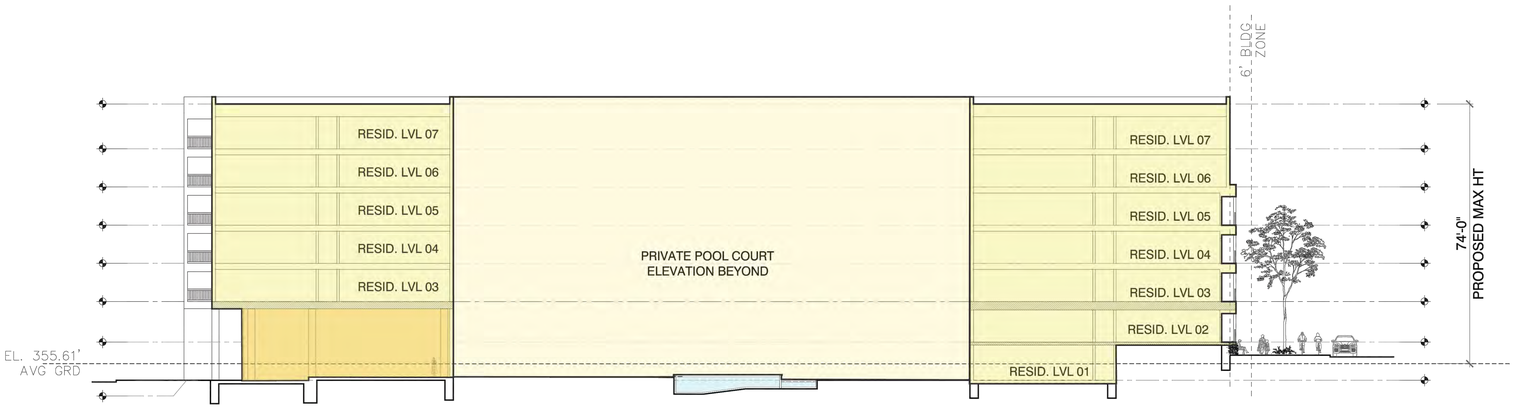
LEGEND

- RESIDENTIAL
- RESID. AMENITY
- STRUCT. PKG



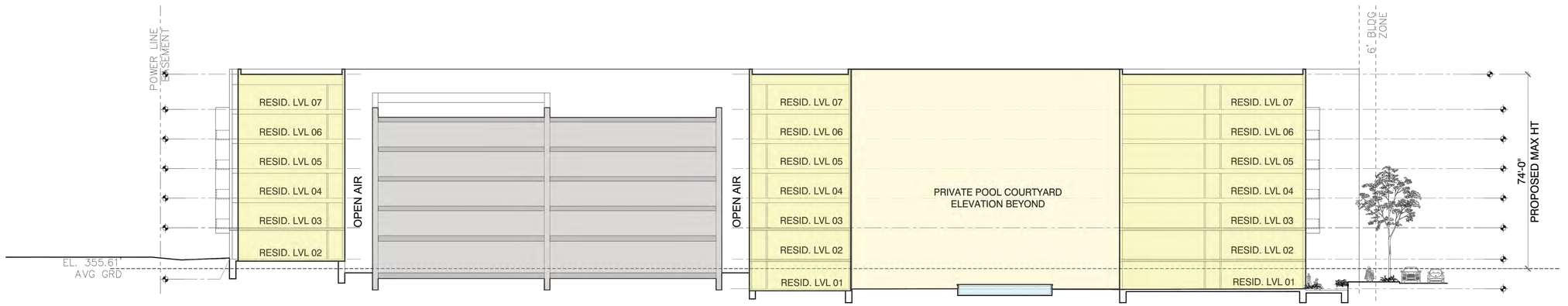

03 SITE / BUILDING SECTION C

SCALE: 1" = 20'-0"




02 SITE / BUILDING SECTION B

SCALE: 1" = 20'-0"




01 SITE / BUILDING SECTION A

SCALE: 1" = 20'-0"

ROONEY PROPERTIES

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12/29/2025
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DRAWING No.: 113159
DATE: 06/03/2024
SCALE: AS SHOWN
DESIGN: MVA
DRAWN: MVA
CHECKED: MVA

SHEET TITLE:

ARCHITECTURAL BUILDING SECTIONS

SHEET No.

16

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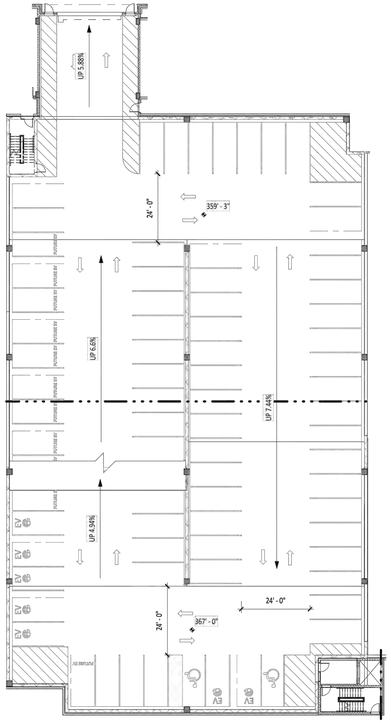
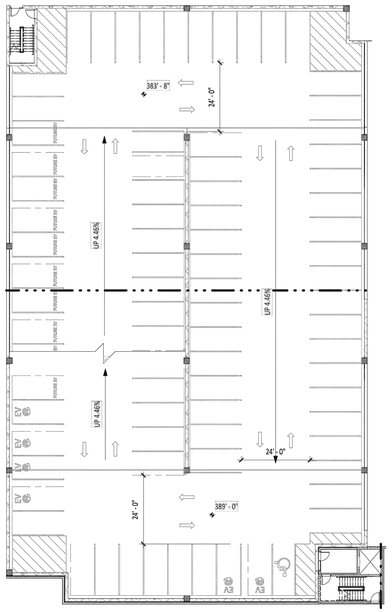
| PARKING SPACE TABULATION | | | | | | | |
|---|---|---|---|---|---|---|---|
| PARKING CATEGORY | STANDARD | COMPACT | ADA | ADA VAN | TOTAL | EV BREAKDOWN EV | EV BREAKDOWN FUTURE |
| RESIDENTIAL | 523 | 0 | 10 | 3 | 535 | 26 | 54 |
| TOTAL PARKING SPACES | 523 | 0 | 10 | 3 | 535 | 26 | 54 |

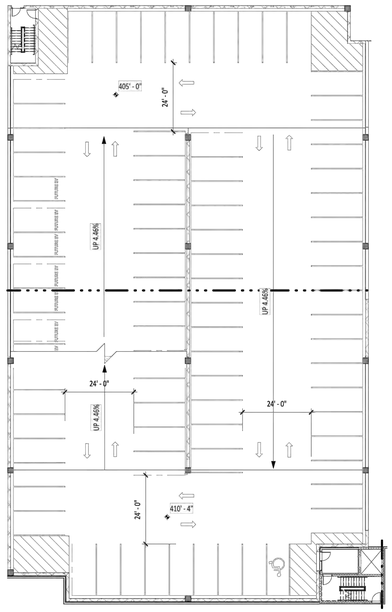
REFER TO SHEET A032 FOR PARKING SIGNAGE SCHEDULE



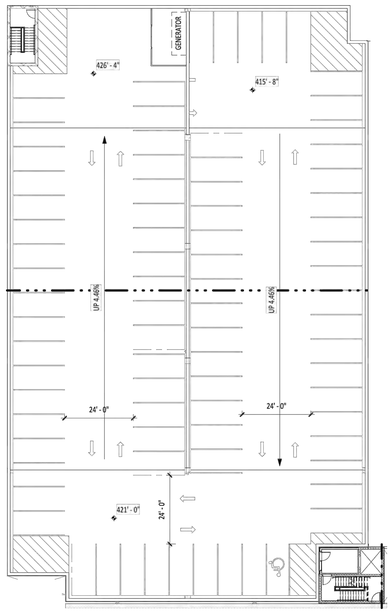

2 PARKING PLAN - LEVEL 2
EP01 SCALE 1"=25'-0"



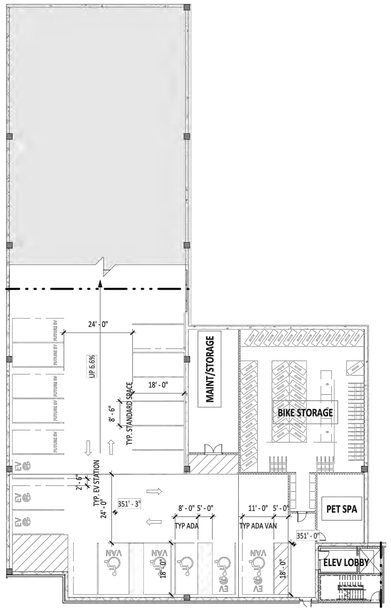

4 PARKING PLAN - LEVEL 4
EP01 SCALE 1"=25'-0"



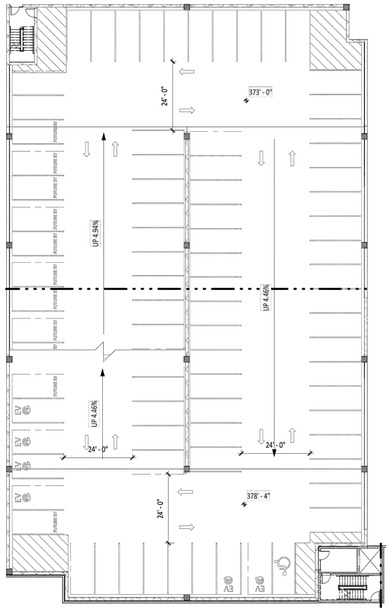

6 PARKING PLAN - LEVEL 6
EP01 SCALE 1"=25'-0"



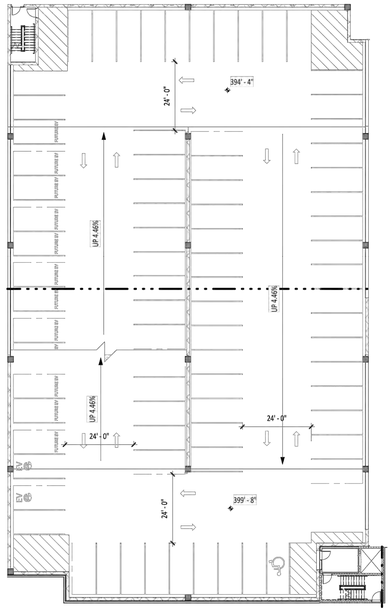

8 PARKING PLAN - ROOF
EP01 SCALE 1"=25'-0"



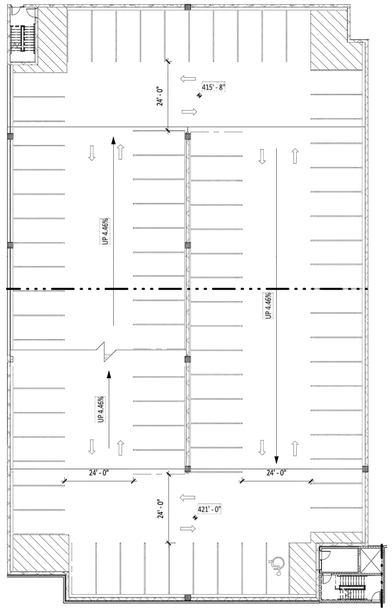

1 PARKING PLAN - LEVEL 1
EP01 SCALE 1"=25'-0"




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




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




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

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

ROONEY PROPERTIES

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

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

SHEET TITLE:

PARKING GARAGE DETAIL

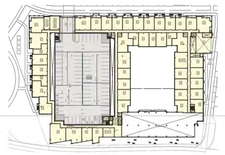
SHEET No.

17

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

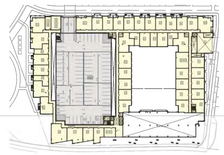
**03** EXCHANGE PLACE ELEVATION

SCALE:1”= 30’-0”



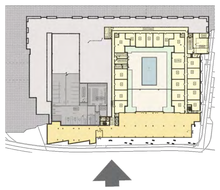
**04** PARALLEL ROAD ELEVATION

SCALE:1”= 30’-0”



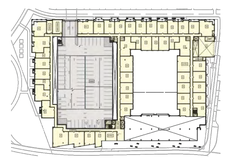
**01** HERNDON PARKWAY ELEVATION

SCALE:1”= 30’-0”



**02** FAIRBROOK DRIVE ELEVATION

SCALE:1”= 30’-0”



ROONEY PROPERTIES

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Transportation Planners and Engineers

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JOHN L. HELMS
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12/29/2025
PROFESSIONAL ENGINEER

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CHECKED: MVA

SHEET TITLE:

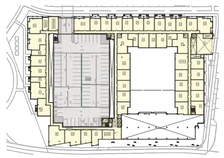
ARCHITECTURAL ELEVATIONS

SHEET No.

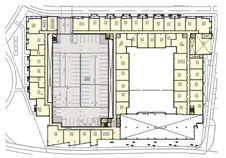
18

P:\Projects\23008899.00\exchange place development plan\113159 development plan\18 ARCHITECTURAL ELEVATIONS.dwg, 12/29/2025 3:33:42 PM, Jason M. Alagna,

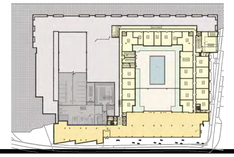
## 03 NE CORNER LOOKING WEST



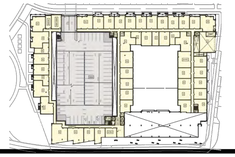
## 04 NW CORNER LOOKING EAST



## 01 SE CORNER LOOKING WEST - HERNDON PARKWAY



## 02 SW CORNER LOOKING EAST - HERNDON PARKWAY



ROONEY PROPERTIES

WIRE GILL LLP

mv+a

GOROVE / SLADE
Transportation Planners and Engineers

IMEG

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

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SCALE: AS SHOWN
DESIGN: MVA
DRAWN: MVA
CHECKED: MVA

SHEET TITLE:

ARCHITECTURAL PERSPECTIVES

SHEET No.

19

P:\Projects\23008899.00\exchange place development plan\113159 development plan\19 ARCHITECTURAL PERSPECTIVES.dwg, 12/29/2025 3:35:11 PM, Jason M. Alagna,

ROONEY PROPERTIES

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

SHEET TITLE:

TOWNHOUSE FACADE KEY MAP

SHEET No.

20

P:\Projects\23008899.00\exchange place development plan\113159 development plan\20 ARCHITECTURAL FRONTAGE DETAILS.dwg, 12/22/2023 4:18:25 PM, Jason M. Alagna,

# EXCHANGE PLACE REDEVELOPMENT

24-01
STACKED TOWNHOUSE DESIGN STANDARDS
250 EXCHANGE PLACE
HERNDON, VA 20170

December 2025
18074.00

ROONEY
PROPERTIES

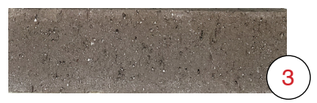
mv+a

# Exchange Place

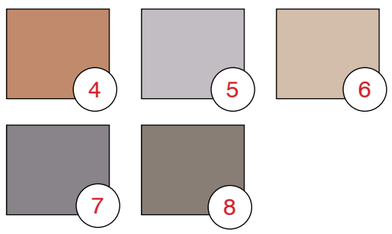
## A. Architectural Style

**1.0** Overall building Design must relate to the multifamily building across Parallel Street by utilizing similar or complimentary materials, colors, details, and architectural elements and/or embellishments that produce a design aesthetic that is compatible. The resulting goal of the design is the appearance or impression of a sympathetic design aesthetic.

MF SAMPLE BRICK




MF SAMPLE COMPOSITE SIDING




**GENERAL DOCUMENT NOTE:**
Some images used on this and proceeding pages are used to illustrate specific details and material guidelines. The entirety of the building design in those images may not meet all of the requirements outlined in these Standards. For fully compliant examples, refer to page 14.

ARTICULATION AT THE STREET LEVEL

Articulated Individual Residential Stoops & Foundation Plantings

OVERALL ARCHITECTURAL EXPRESSIONS OF SCALE

Changes In Plane, Materials and Color that help to articulate individual units, provide a residential scale and to provide interest to the pedestrian experience along the street.

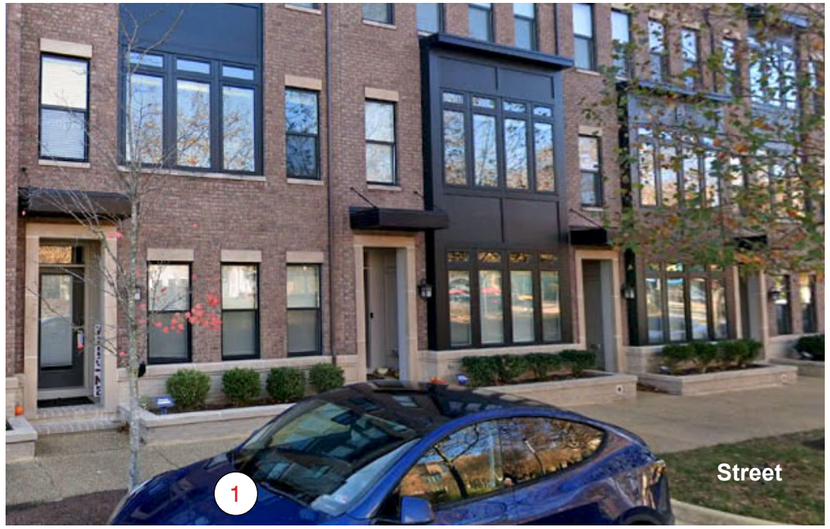
OVERALL ARCHITECTURAL EXPRESSION OF PROPORTION, RHYTHM AND BALANCE

Regular Rhythm of articulated massing (projecting bays A-B & recesses C-D), window openings and materials with layered details & subtle Color changes across the facade that give an overall impression of a quiet balance

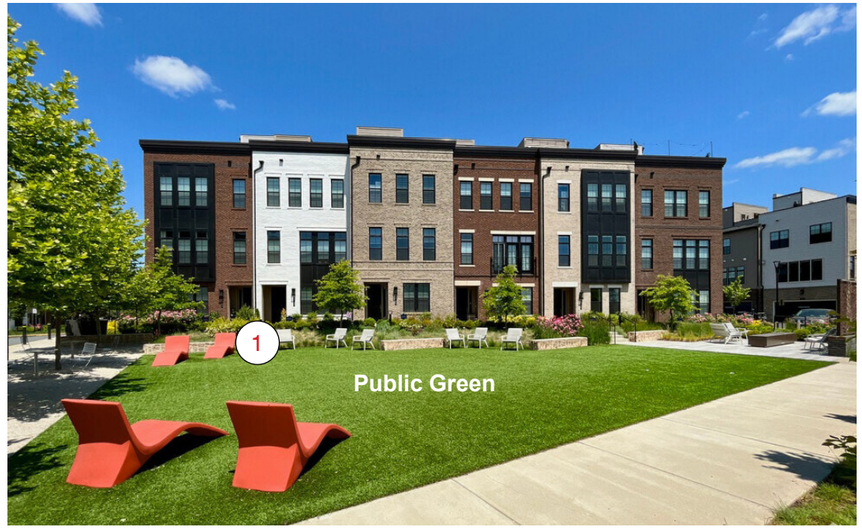
# Exchange Place

## B. Building / Row Orientation

**1.0** Primary entrances must face an addressable street or a path within an open space.



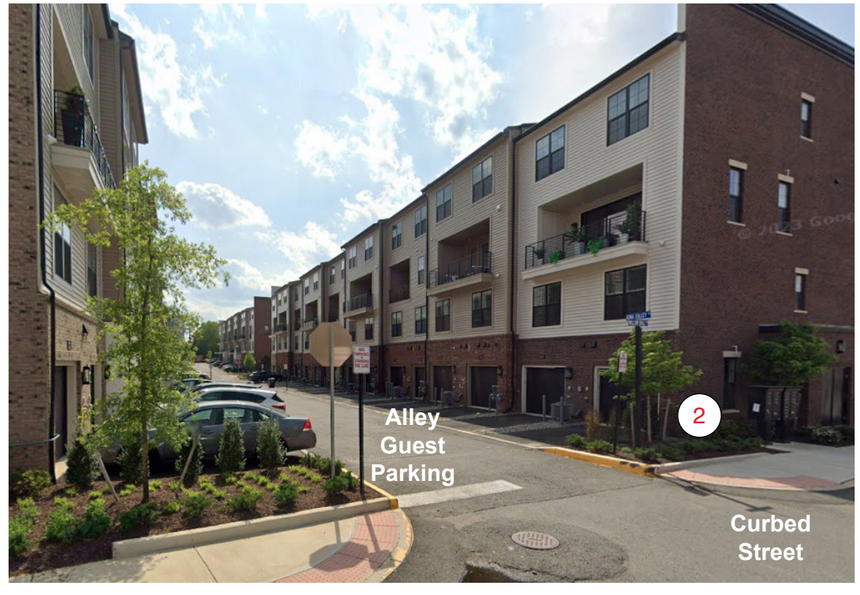

1 STREET FRONTING UNIT ENTRY
Foundation planting and stoop define the threshold between public & private realms




1 GREEN-WAY FRONTING UNIT ENTRY
Foundation planting and stoops define entries connected to a common path

**2.0** Unit garages must be alley accessed.

2 ALLEY ACCESSED INDIVIDUAL GARAGES & GUEST PARKING
Secondary private parking clearly defined with landscaping and curbs



# Exchange Place

## C. Building Configuration

### 1.0 Roof

**1.1** All units within a connected row must utilize a single roof configuration type selected from the list below:

1.a a. Flat with a parapet

1.b b. Shed or side facing gable roof concealed by a parapet at the front and the sides

1.c c. Side facing gable

1.d d. Or individual front facing gables

**1.2** Dormers and intersecting gables are permitted in combination with a main gabled roof. Dormers must be proportioned to compliment the overall design of the facade and the row.

**1.3** All sloped roofs with slopes 6:12 or less must be concealed by a parapet at Primary and Secondary elevations.

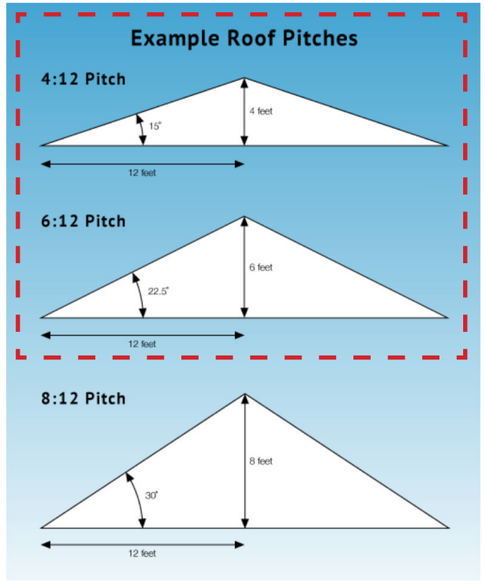
**1.4** All gable roofs exposed at the primary and secondary elevations must be a minimum 8:12 pitch.

**1.5** Sloped roofs pitched greater than 6:12 and less than 8:12 are prohibited.

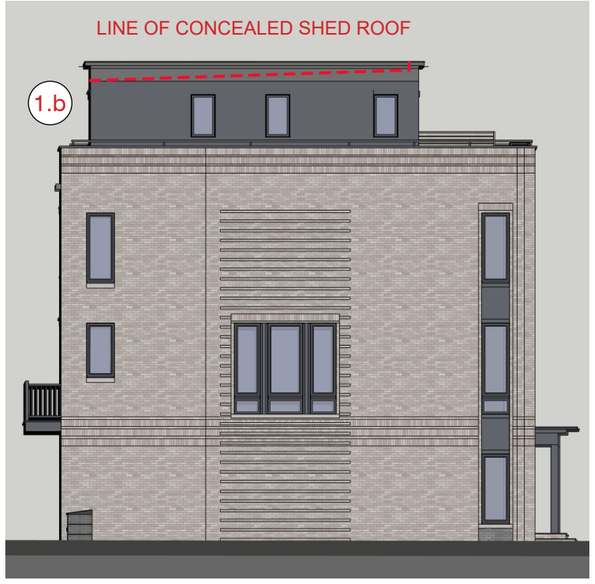
1c SIDE FACING GABLE ROOF
Includes front facing secondary gables identifying individual units

1.2 MAIN GABLED ROOF w/ DORMERS
Gabled dormer shown on left; two types of hipped dormers on the right

1a FLAT ROOF with PARAPET
Shed style roof is concealed by the parapet at front & side (shed at back is exposed)




1.3 GABLE ROOF SLOPE DIAGRAMS
All gables less than 6:12 slope must be concealed by a parapet




1.3 LOW SLOPED ROOF BEHIND PARAPET
Shed style roof is concealed by the parapet at front & side (shed roof slope at back is exposed)

1d INDIVIDUAL FRONT FACING GABLES
Used here along with changes in facade color to emphasize and identify individual units

## C. Building Configuration

### 2.0 Row Presentation

**2.1** One of two strategies must be used to organize the facade presentation of a connected row of units.

**2.2** As a single building with individual unit entries

- This strategy presents the entire row facade as a single unified design element. Architectural details, materials and colors are used across the entire facade to articulate and emphasize the full width of the facade and to make a single unified composition.

**2.3** As a row of individual townhouse units with individual entries.

- This strategy seeks to break the row facade into a series of individualized unit facades. Architectural details, materials and colors are used to articulate one unit from another. While individuality is the goal, a facade design harmony must be achieved through common architectural details like a single window style and trim color or a common masonry detail used on all.

**2.4** Both facade configurations cannot be used in the same row.

**2.5** Strive for a single slab elevation per row. If elevation breaks are required, breaks must happen at regular intervals in groups of two units or more. However, for a row with an odd number of units only, a slab elevation break may occur after a single unit but only once in a row.

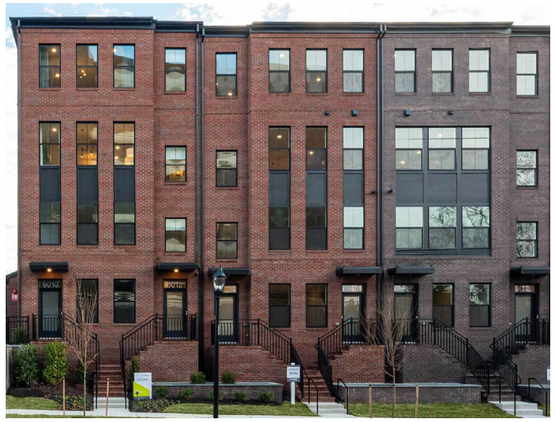
SINGLE BUILDING

SINGLE BUILDING

2.2

A unified facade across the full building is achieved using a single facade field material in a single color with supporting architectural details like window trim, door surrounds, balcony rails and articulated window groupings in a contrasting but uniform color; architectural elements like window size and patterning are repeated to create a single balanced and cohesive facade design. The individual entries and stoops are the main signifiers of the individual units. Provide enough interest or variety in the architectural detailing so that the overall impression is not monotonous.

SLAB ELEVATION CHANGES

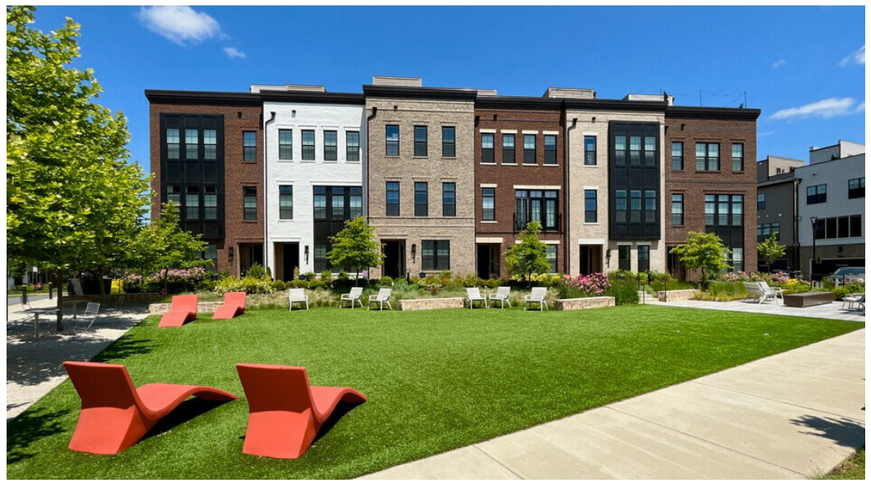


2.5

Slab breaks are made at regular intervals with unit groups of at least 2 units. A break after a single unit is allowed a single time for a row with an odd number of units. Above, a break occurs after one unit at the left followed by a group of two at the same elevation and so on.

INDIVIDUAL UNITS

INDIVIDUAL UNITS



2.3

The row facade is articulated as individual facades assembled as a whole. Each unit facade design appears unique in order to emphasize unit individuality. The unit facades are defined by field material and color differences, window sizes and configurations as well as the use of different architectural features like bay windows, patio doors with balcony rails. Dormers and front facing gables are possible details that can help differentiate one unit from another. While the emphasis is on individuality, the set of architectural elements used to compose the facades must have unifying elements like color or field material and must work in harmony with each other.

# Exchange Place

## D. Facade Design *

### 1.0 Composition

### 1.1 Vertical Organizing Strategy

**1.1.1** Vertically, both the individual unit facades and the building / row must organize all facades to signify a vertical tripartite design strategy indicating base, body and top.

**1.1.2** Each section must be delineated. Some obvious strategies could be:

(a) a. Change of material types - stone-to-brick, brick-to-siding

(b) b. Change of color using the same materials

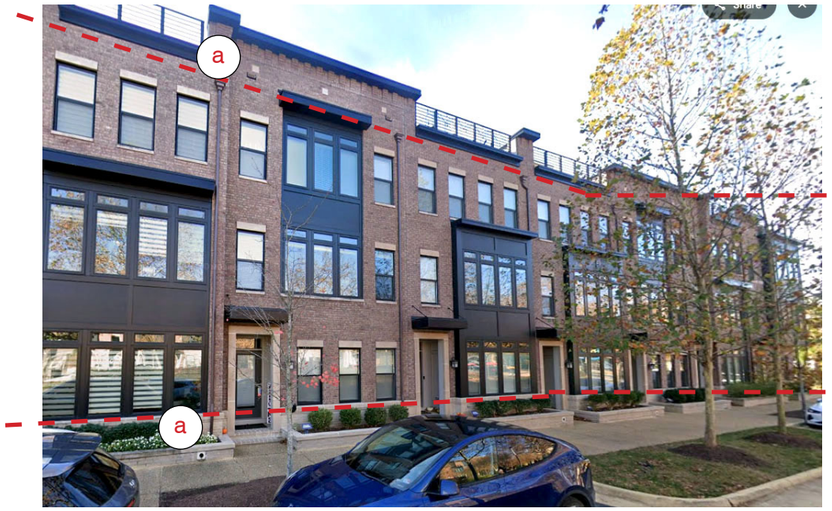
(c) c. Belt course or banding in a contrasting color / material or with an alternate brick coursing - soldier rows vs running bond

**1.1.3** While more subtle delineation strategies could include:

(d) d. All strategies listed above but using a monochromatic material and / or color scheme

(e) e. Using a uniform color with changes in mortar color or masonry surface texture

*** GENERAL DESIGN NOTE:**
The successful facade design will conform to a traditional or contemporary design style. Refer to page 14 for compliant examples.




VERTICAL DIVISIONS WITH A SMALL BASE & TOP

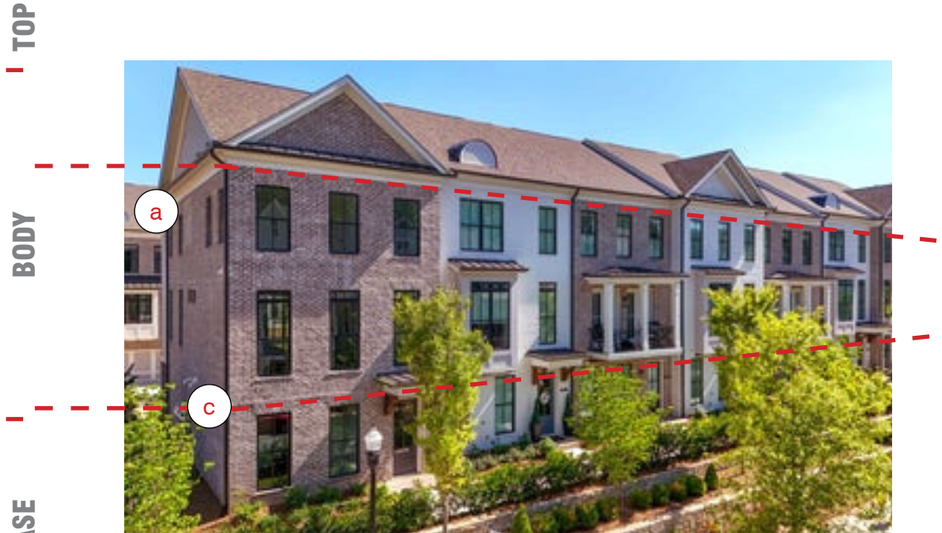
A monochrome brick & mortar color for the large body portion of the facade; material changes indicate the smaller cast stone base and the metal cornice “cap”

VERTICAL DIVISIONS WITH COLOR & COURSING CONTRASTS

Two masonry colors with different coursing separate the base from the body; the top is indicated by the cornice on the front but includes the roof at the end condition

VERTICAL DIVISIONS WITH MONOCHROME UNIT ELEVATIONS

A single brick & mortar color per unit; contrasting colors and brick coursing indicate the base while material changes indicate the “cap”




VERTICAL DIVISIONS WITH BELT COURSES IN MONOCHROME BRICK

A single brick & mortar color; simple belt coursing indicate section changes

## D. Facade Design

### 1.0 Composition

**1.2** Horizontal Organizing Strategy

**1.2.1** The overall design of all facades of a connected row must appear proportionally organized and balanced in detail, color, materiality, glazing and architectural elements. The presentation must not feel “busy”, “crowded” or disorganized.

**1.2.2** Organizing strategies include:

(a) a. Symmetry - a mirroring of unit facade types at the center of the row

(b) b. Repeating or alternating pattern - a regular recognizable pattern of individual facade types

(c) c. Bookends - the ends of the rows have the same facade mirrored to contain the row between

(b) REPEATING PATTERN OF FACADES - 3 TYPES W/ DETAIL OPTIONS

(c) Three unit facade designs are repeated to create an ordered pattern; roof lines, masonry colors and details are mixed to create individual variations for each unit; the minimal selection of architectural features and palette contribute to the overall unity of the facade

(a) SYMMETRICALLY MIRRORED FACADE - 3 UNIT FACADE TYPES

(c) Row is mirrored around the center unit of an odd numbered unit string; all units have the same materials and color scheme; some variations in door location and window configuration provide subtle variety and interest

(a) SYMMETRICALLY MIRRORED FACADE - 4 UNIT FACADE TYPES

(c) Row is mirrored at the center of an evenly numbered unit string; similar but different architectural window groupings in different volumetric forms are used to differentiate the unit facades; all units have the same material palette and color scheme which unifies the facade

# Exchange Place

## D. Facade Design

- *See Finish Allocation Diagram p.15*

**2.0 Materials**

**2.1** Palette - Material Types and Colors

- Ref **A 1.0, p. 2**

**2.**1.1 The Primary and Secondary facade **field** material (dominant) **must** include brick, stone, cast stone or other modular masonry materials (not including cementicious fiber board).

**2.**1.2 Primary and Secondary facade **field** materials **may** include wood, metal panel, and composite or wood siding (installed horizontally, vertically, plank or panel). These materials must be perceived as a **accent** design component subordinate to the field material over the full facade of a row.

**2.**1.3 Tertiary facade materials must include any of the materials listed for Primary and Secondary facades.

**2.**1.4 Primary and Secondary facades are limited to up to (3) **field** masonry types or colors across a full facade row.

**2.**1.5 Primary and Secondary facades are limited to (3) architectural feature materials and colors as **accents** to the **field** materials across a full facade row.

**2.**1.6 Tertiary facades are limited to (1) **field** masonry material, (2) **accent** materials as supporting design components and (3) colors overall.

**2.**1.7 Window trims, frames and cornice colors must compliment the overall color composition for the building row.

**2.**1.8 Vinyl and aluminum siding are prohibited on all facades

1.4 (3) BRICK COLORS w/ (1) ADDITIONAL MATERIAL AT BAYS & WINDOW GROUPS

1.1 Three brick colors are used as the **field** color / material for each unit. Brick belt courses in contrasting brick colors within the palette are used to delineate the Base, Body & Top and to provide visual interest

1.2 2 BRICK COLORS & 2 SECONDARY MATERIALS

1.5 The constrained 3 color palette unifies the facade design. The two contrasting brick colors to help to define the architectural bay rhythm at the ground. The use of cementicious cladding on the single story bays in a contrasting color provides architectural interest

1.1 bays in a contrasting color provides architectural interest

1.4 2 BRICK COLORS; 2 SECONDARY MATERIALS & 1 ACCENT MATERIAL

1.5 The two brick colors define the Base and the Body of the elevation. The **accent** features - cast stone headers & sills, cornice, canopy, railings and bays - are shown in two materials and two colors. All of the metal elements are dark bronze while all of the cast stone elements are matched to Brick #1

1.1 of the cast stone elements are matched to Brick #1

## D. Facade Design

### 2.0 Materials

### 2.2 Materials Coverage

**2.2.1** The wall surface area of all Primary facades must meet a minimum 50% masonry (brick or stone) coverage and all Secondary facades must meet a minimum of 30% brick or stone coverage. Tertiary facades must meet a masonry coverage minimum of 15%.

**2.2.2** The sum is calculated using the collective facade and window areas of an entire row.

**2.2.3** The base of all Primary, Secondary, and tertiary facades, must be clad in cast stone, stone or brick.

**2.2.4** Masonry Coverage Calculation:

- The wall surface area includes any exposed exterior wall from ground floor to eave or top of parapet minus openings
- Openings include doors, single windows dimensioned to the wall cladding; mulled windows to the exterior wall cladding; window groupings include mulling trims between windows.

**2.2.5** Masonry Coverage Ratio Formula

$$\frac{\text{TTL Masonry Surface}}{\text{TTL Wall Surface}} \text{ (100) = Masonry Coverage \%}$$

TTL Wall Area - TTL Opening Area = TTL Wall Surface

TTL Masonry Wall Area - Opening Area within Masonry Area = TTL Masonry Surface

**2.2.6** Any remaining exposed wall surface on the primary, secondary and tertiary facades will include permitted materials from the list of materials. Ref D 2.1

**2.2.7** Round result to nearest whole number.

**Sample Calculations:**

**Primary Facade Calculation**
Across a Row (A+B)

TTL Wall Area = 1689 sf
TTL Opening Area = 530.2 sf
TTL Wall Surface = 1193 sf

TTL Masonry Surface Area = 801 sf

Masonry Coverage Ratio= 67%

**Secondary Facade Calculation**

TTL Wall Area = 1409.5 sf
TTL Opening Area = 142.6 sf
TTL Wall Surface = 1266.9 sf

TTL Masonry Surface Area = 421.3 sf

Masonry Coverage Ratio= 33.2%

**Tertiary Facade Calculation**

TTL Wall Area = 915.3 sf
TTL Opening Area = 260.4 sf
TTL Wall Surface = 655 sf

TTL Masonry Surface Area = 112.8 sf

Masonry Coverage Ratio= 17.2%

**Sample Masonry Coverage Calculations**

# Exchange Place

## D. Facade Design

### 2.0 Materials

### 2.3 Materials & Color Transitions

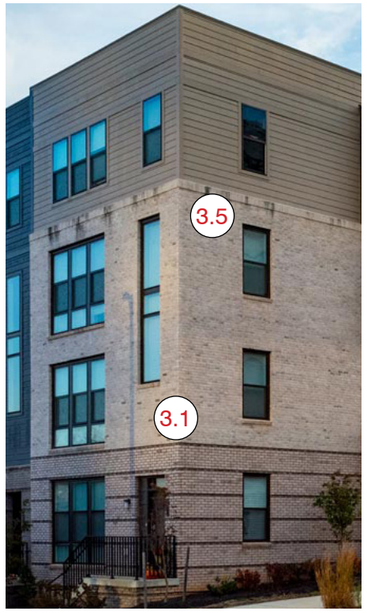
**2.3.1** Changes in materials - material transitions - must not take place at an outside corner.

**2.3.2** A material type must wrap an outside corner and extend for at least 10FT along the facade length before transitioning to another material in the same plane.

**2.3.3** The vertical line of a material transition cannot intersect an opening or an architectural feature like a bay window or a balcony. A transition must be made 2FT before or after the edge of the opening or feature.

**2.3.4** Materials may transition at an inside corner - one wall material type will finish at an inside corner and another material may begin on the next wall surface of the corner.

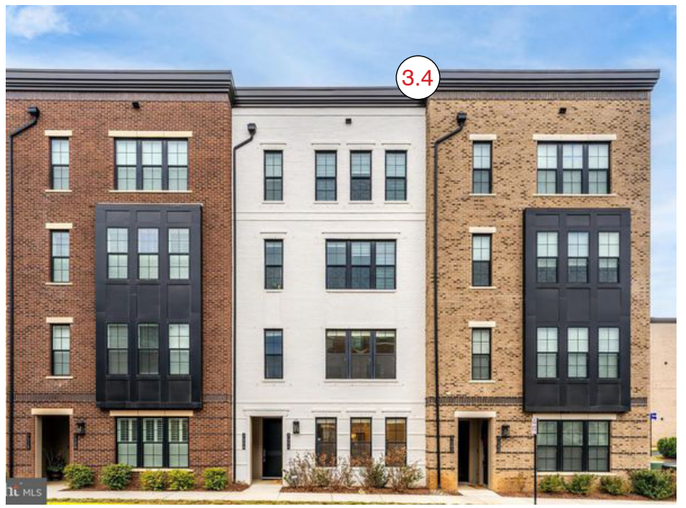
**2.3.5** The horizontal line of a material transition may not intersect an opening.




3.2 Outside corner brick and siding wrap at end facade

3.1 Outside corner brick wrap and transition a different color brick at an inside corner

3.2 Outside corner brick wrap and transition to siding




All materials turn the outside corner and extend at least 2ft or 2ft beyond openings; horizontal transition is extended at least 2ft above the openings

All materials turn the outside corner and extend at least 2ft or 2ft beyond openings; horizontal transition is extended at least 2ft above the openings

## D. Facade Design

### 2.0 Materials

### 2.4 Transparency

**2.4.1** Each Primary facade of each unit must meet a minimum of 25% transparency measured from the finished floor of the lowest level to the top of the eave line OR to top of parapet. Faces of front facing gables or dormers are not included in total wall area.

**2.4.2** Each Secondary facades of each unit must meet a minimum 10% transparency measured from the finished floor of the lowest level to the top of the eave line OR to top of parapet.

**2.4.3** Each Tertiary facades of each unit must meet a minimum 25% transparency measured from the finished floor of the lowest level to the top of the eave line OR to top of parapet.

**2.4.4 The calculation applies to individual facades but can be calculated using the collective facade surface and window areas of a single side of an entire row.**

**2.4.5** Transparency Calculation:

- The wall surface area includes any exposed exterior wall from ground floor to eave or top of parapet minus openings.
- Openings include doors, single windows dimensioned to the wall cladding; mulled windows to the exterior wall cladding; window groupings include mulling trims between windows; garage doors.

**2.4.6** Transparency Ratio Formula

$$\frac{\text{TTL Opening Area}}{\text{TTL Wall Area}} \text{ (100) = Transparency \%}$$

**2.4.7** Round result to nearest whole number.

**Sample Calculations:**

**Primary Facade Calculation**

**UNIT A**

TTL Wall Area = 792.0 sf
TTL Opening Area = 248.0 sf

**Transparency Ratio= 31%**

**UNIT B**

TTL Wall Area = 897.0 sf
TTL Opening Area = 282.2 sf

**Transparency Ratio= 32%**

**FACADE ROW (A+B)**

TTL Wall Area = 1689.0 sf
TTL Opening Area = 530.2 sf

**Transparency Ratio= 31.4%**

**Secondary Facade Calculation**

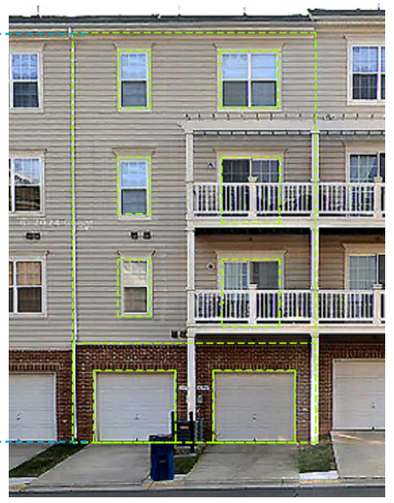
TTL Wall Area = 1409.5 sf
TTL Opening Area = 142.6 sf

**Transparency Ratio= 10.1%**

**Tertiary Facade Calculation**

TTL Wall Area = 915.3 sf
TTL Opening Area = 260.4 sf

**Transparency Ratio= 28.4%**



**Sample Transparency Calculations**

# Exchange Place

## D. Facade Design

### 3.0 Architectural Features & Details

**3.1** Primary and Secondary facades **must use one architectural feature**: a bay window, an inset door, a window grouping, patio doors with a balcony or balconette, a canopy or a dormer. Tertiary facades are not required to include architectural features. Features may be clad in a contrasting material or color that compliments the overall facade design.

**3.2** Primary and Secondary facades **must use enhanced brick detailing** including brick infills, belt courses, pilasters, banding, decorative patterns other than running bond - rowlocks, soldier courses, rustication, pulled brick rows - and changes in mortar color; matching or contrasting to the brick color. Secondary and Tertiary facades may utilize blind windows as well as the other enhanced brick detailing listed above.

**3.3 Primary facade brick surfaces** must not extend horizontally more than 10 FT and **Secondary facade brick surfaces** must not extend horizontally more than 20FT, without a window, a blind window (secondary facades only), a decorative brick pattern or a change in material or color;

**3.4** A **bay window** projects at least 12 inches beyond the facade. Enclosed volumes that project less than 12 inches are considered window groupings. (2) story bay windows that include the 4th level are prohibited.

**3.5 All unit entries** must include entry lighting, decorative unit numbers and a stoop and / or a path connected to a common sidewalk

**3.6 All units / rows must include a planting zone** along the Primary facade; the planting zoning at Primary facades will frame the entry path or stoop.

**3.7 All entry doors must include overhead weather protection like**

- A recessed entry door
- A recessed vestibule
- A projecting canopy

**3.8** Other material details could include:

- Changes in installation pattern: lap siding, board and batten, ship-lap, panel
- Changes in color within the same material: color blocking (area of solid color), banding, belt courses, headers and sills, cornices

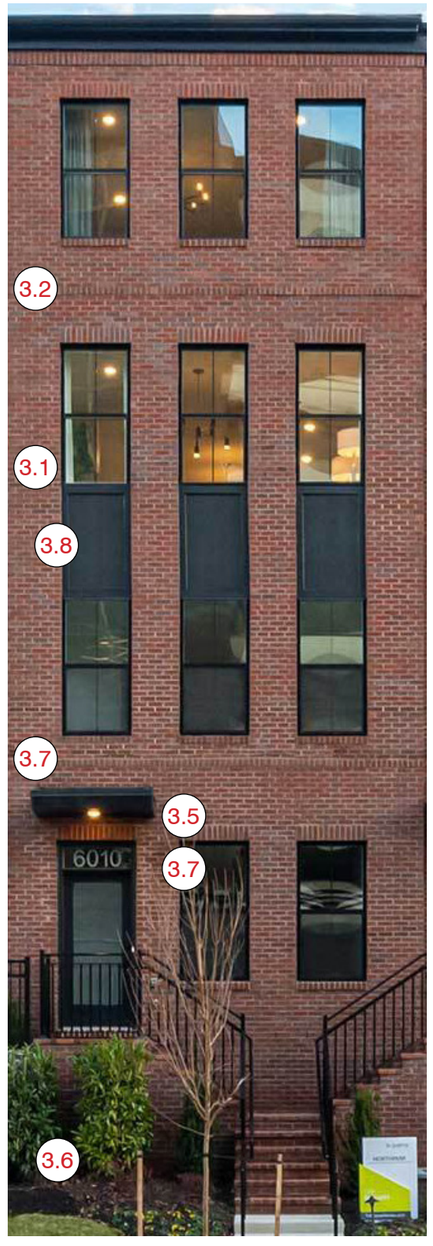
3.3 Blind window example

3.8 Approved siding types including correct trim details

Architectural features - window grouping, recessed entry. Enhanced brick detailing - pulled brick band, decorative brick pattern, alternating color brick coursing. No expanse of brick greater than 10FT. Entry framed by planting zone

3.0 Dormers; patio doors with balcony; covered entry; front facing secondary gable; single story bay (For two story bays, see examples on this page and on pg 10)

Example of a 2 story bay window & recessed window groupings - with decorative metal surround and with siding surrounds; materials defined by color - (1) brick color & (1) color for all decorative metal




Simple details in a monochrome palette; contrasting mortar & single color metal

# Exchange Place

## D. Facade Design

### 3.0 Architectural Features & Details

**3.9 All units must include personal access to the outdoors.** Patio or sliding doors with a julliette balcony, a projecting or inset balcony and a roof terrace all meet this requirement.

**3.10 Window type** must compliment the selected architectural style:

(a) a. **Traditional style window types** include single or double hung, casement, transoms above and fixed picture windows.

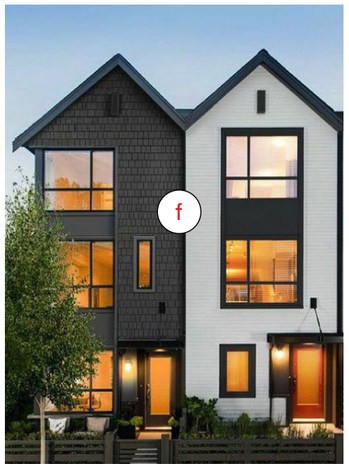
(b) b. **Traditional muntin/lite patterns** include one over one; 2, 3, 4, 6 & 9 divisions over one; and equal number of divisions at the top and bottom in proportions where the height is taller than the width.

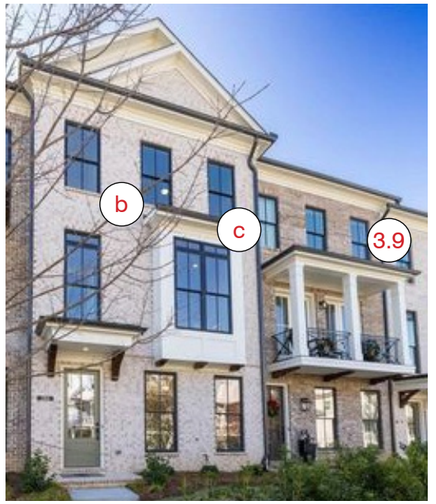
(c) c. **Traditional window groupings** included single, double, triple and quadruple sets of the window types listed above. Groupings are sets of windows of the same size, windows of different widths but the same height arranged in hierarchical patterns. Sometimes, a combination of two heights in a symmetrical group is used.

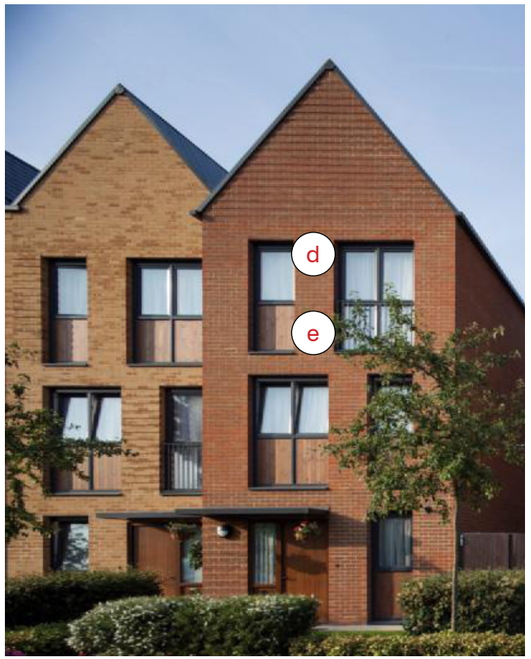
(d) d. **Contemporary style window types** include single or double hung, casement, awning, hopper, sliders, transom top or bottom and fixed windows.

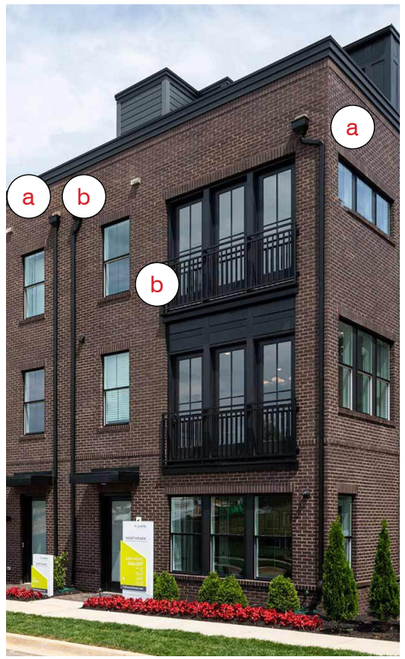
(e) e. **Contemporary style windows do not include muntin/lite divisions** and have proportions that are geometric but not restrained to height and width requirements.

(f) f. **Contemporary window grouping patterns** include vertical or horizontal symmetry, can include asymmetrically arranged groups of even and odd numbered units with or without a functional section







# Exchange Place

## D. Facade Design

### 3.0 Architectural Features & Details

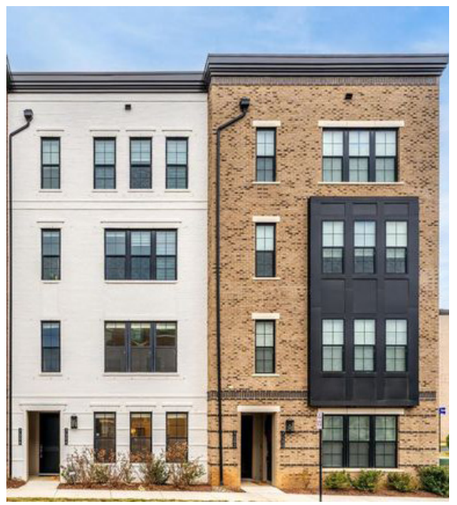
**3.11** All decorative details must compliment the selected architectural Style

**3.12** Traditional or Contemporary architectural aesthetic styles are appropriate. A selected aesthetic must be consistent throughout the stacked townhouse phase of the project.

**3.13** Classical / Neoclassical or Colonial elements like columns, pediments and balustrades are prohibited

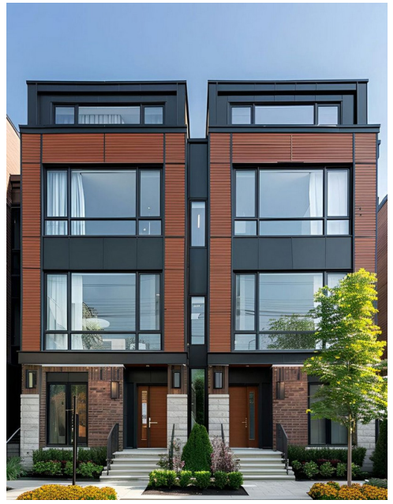
11 Traditional Architectural Style

11 Traditional Architectural Style



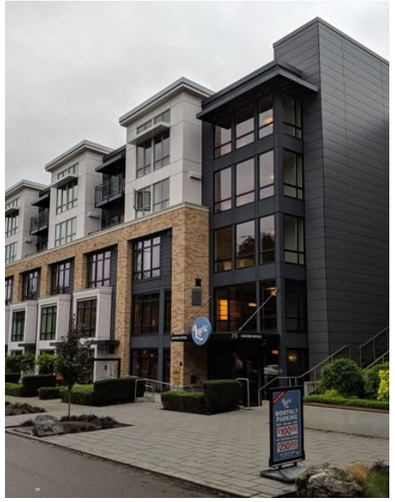
11 Traditional Architectural Style

11 Contemporary Architectural Style



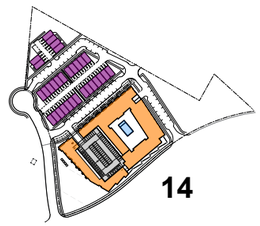
11 Contemporary Architectural Style

11 Contemporary Architectural Style



11 Contemporary Architectural Style

* Note:
These example images comply with the standards outlined in this document. Some images used on previous pages are used to illustrate specific details and material guidelines. The entirety of the building design in those images may not meet all of the requirements outlined in these Standards.



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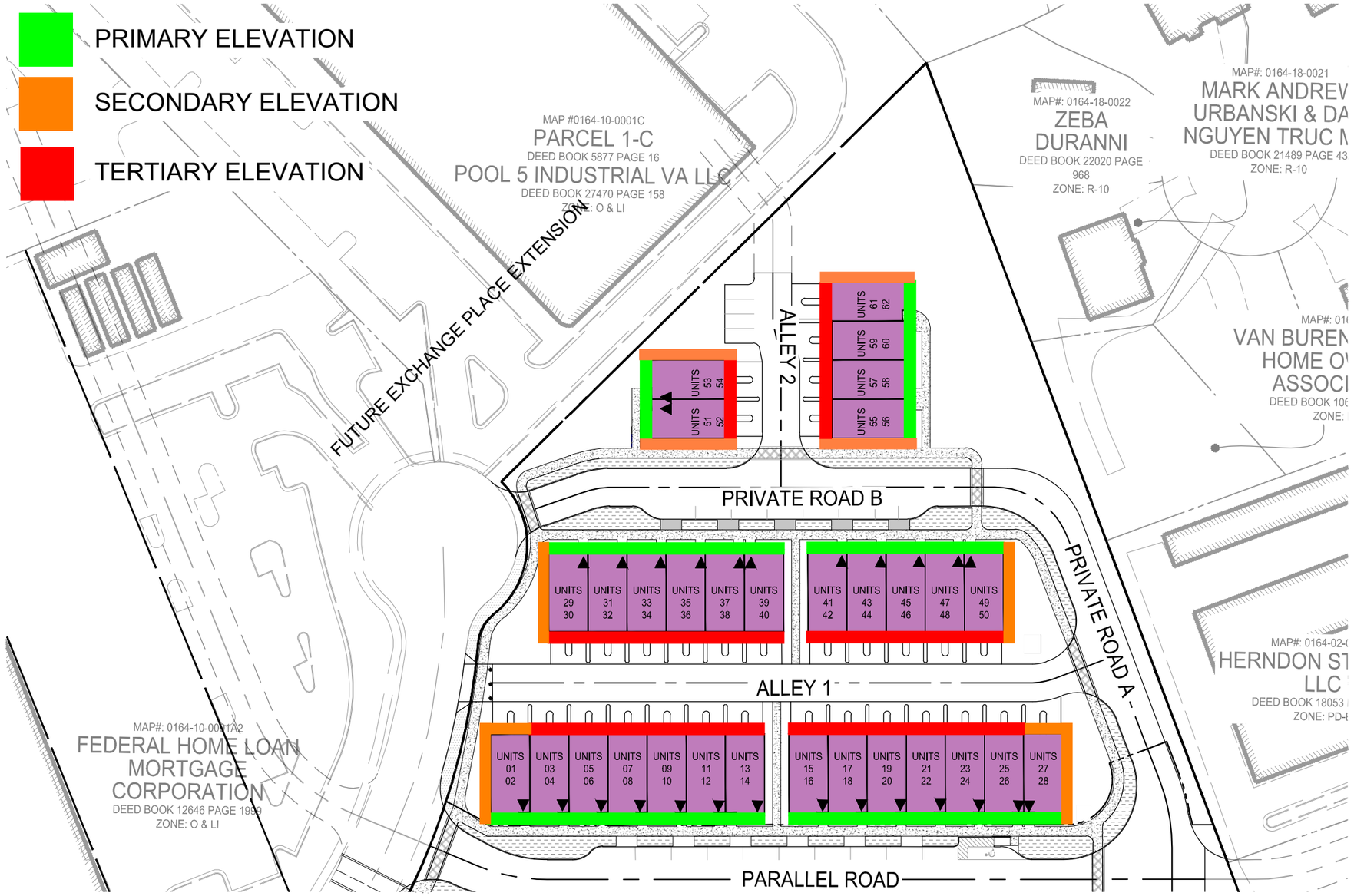


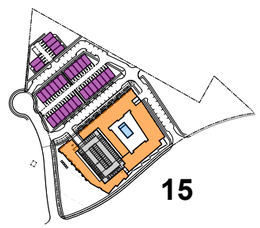

Transportation Impact Study

# Exchange Place

Town of Herndon, Virginia

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

**Prepared for:**

Rooney Properties
3300 Washington Boulevard, Suite 220
Arlington, VA 22201

GOROVE SLADE
Transportation Planners and Engineers

**Prepared by:**

GOROVE SLADE
Transportation Planners and Engineers

4114 Legato Road, Suite 650, Fairfax, VA 22033

703.787.9595

1140 Connecticut Ave NW, Suite 1010, Washington, DC 20036

225 Reinekers Lane, Suite 750, Alexandria, VA 22314

4951 Lake Brook Drive, Suite 250, Glen Allen, VA 23060

4550 Montgomery Avenue, Suite 400, Bethesda, MD 20814

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# Executive Summary

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

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

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

## *Site Location and Study Area*

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

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

The study intersections are as follows:

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

## *Description of Proposed Development*

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

## *Principal Findings and Conclusions*

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

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

*TIS Components*

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

*Infrastructure*

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

*Non-Single Occupancy Vehicle (SOV) Elements*

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

*Analysis Results*

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

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

*Proposed Mitigation*

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

*Preliminary Signal Warrant Analysis – Herndon Parkway and Fairbrook Drive*

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

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

*Potential Mitigations – Herndon Parkway and Sunset District*

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

# Introduction

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

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

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

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

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

# Background Information: Proposed Development (Site and Nearby)

## *Description of the Existing Site*

### *Site Location*

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

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

**Figure 1: Site Location**

### *Description of the Parcel*

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

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

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

The parcel map is shown in Figure 2.

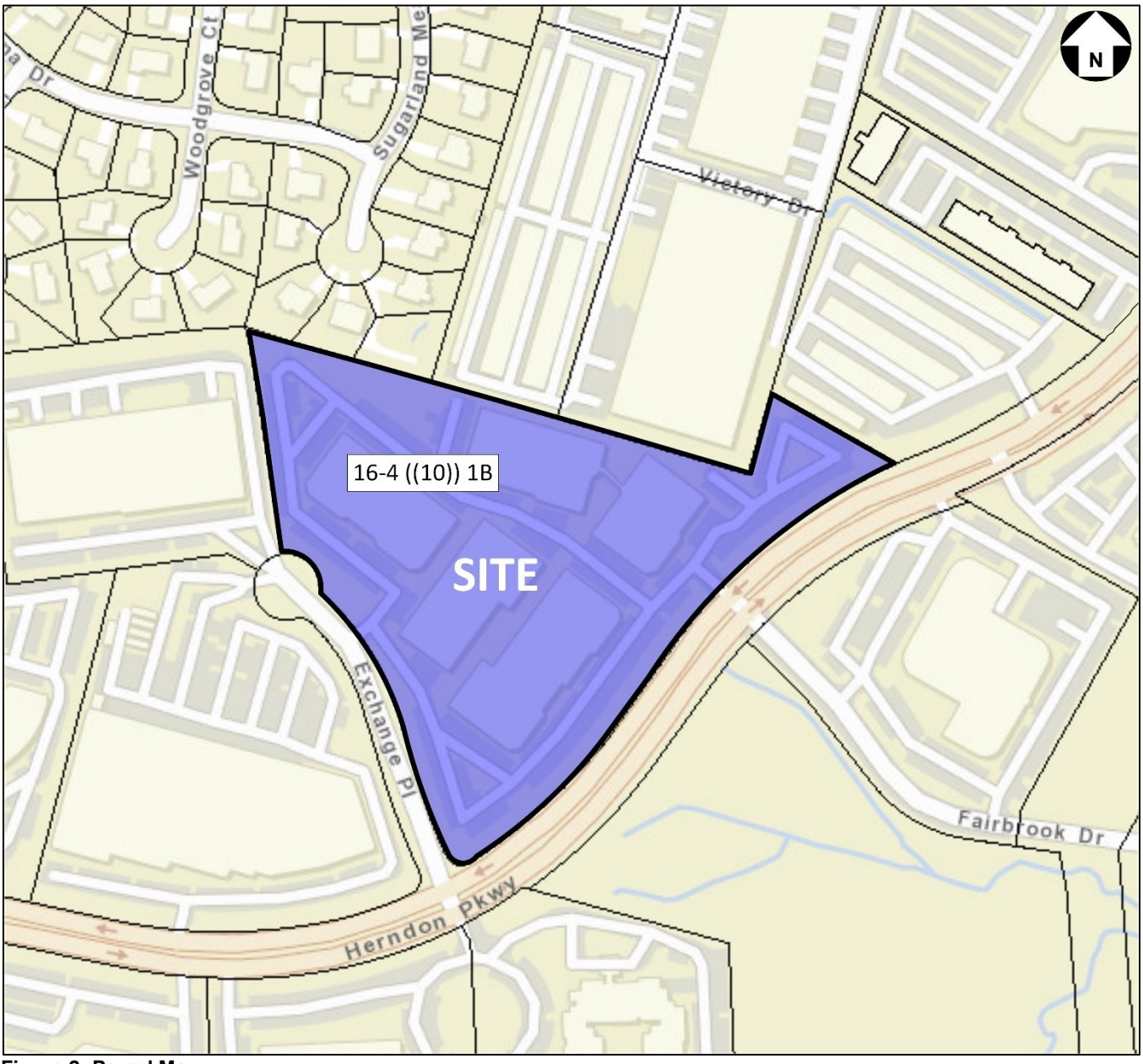



**Figure 2: Parcel Map**

### *Location within Jurisdiction and Region*

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

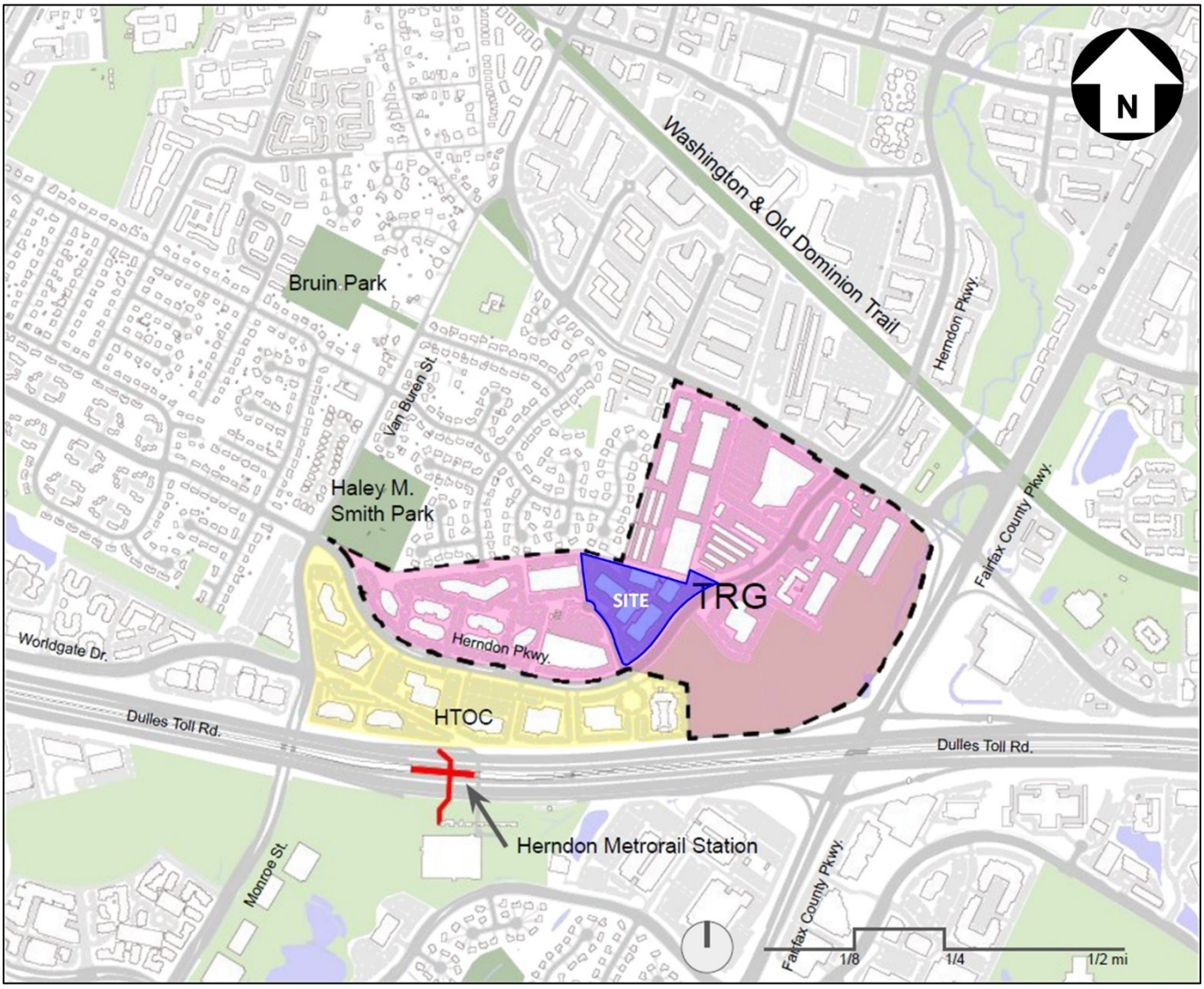



**Figure 3: Jurisdiction Location (Source: Town of Herndon)**

## *Transit-Related Small Area Plan Recommendations*

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

The land use plan is shown in Figure 4.

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

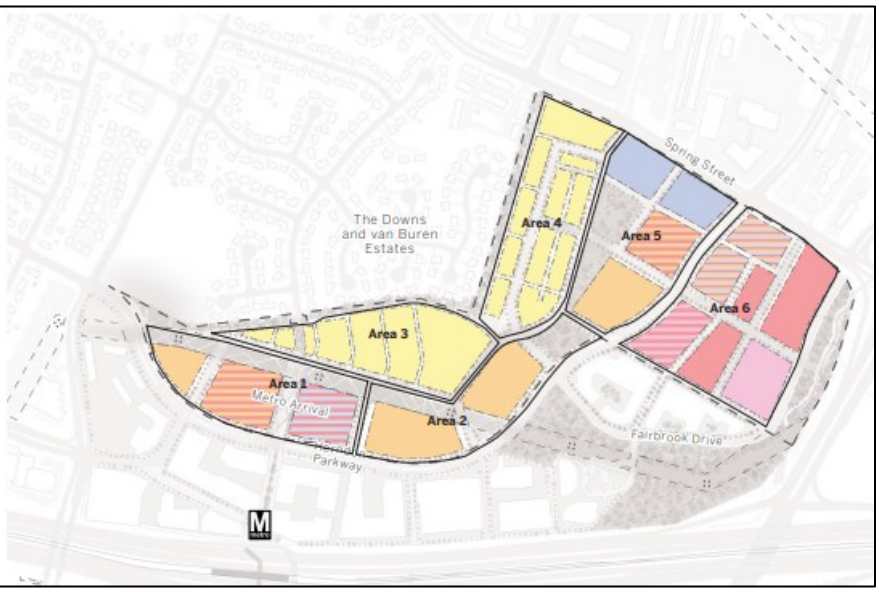



**Figure 4: Transit-Related Growth Area Land Use Plan**

### *Zoning for the Site and Nearby Uses*

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

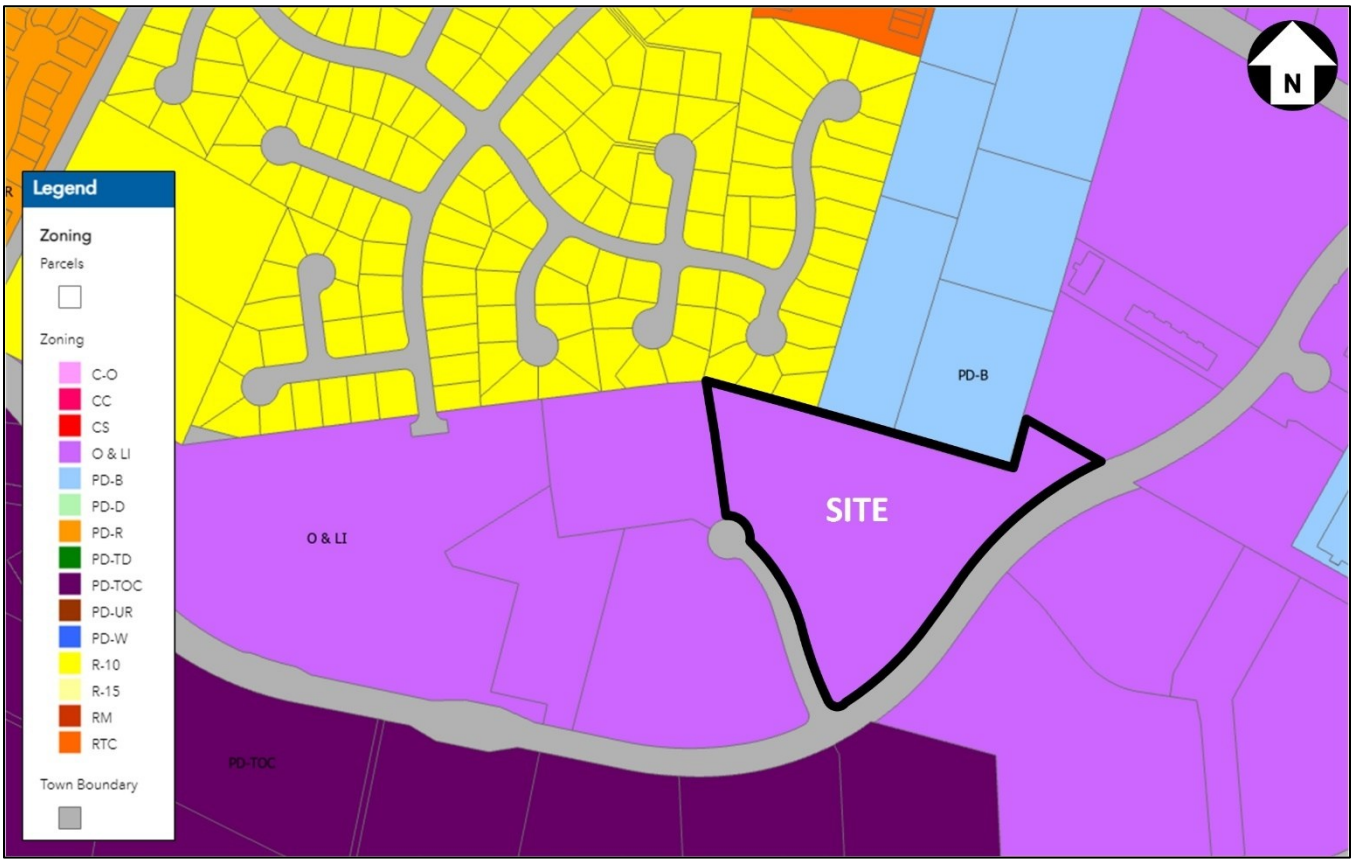



**Figure 5: Zoning Map**

## *Description of Geometric Scope and Limits of the Study Area*

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

### *Existing Roadways*

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

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

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

The vehicular study area includes the following existing intersections:

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

## *Planned Future Transportation Improvements*

### *Herndon Metrorail Station Access Improvement Projects*

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

### *East Spring Street Improvements Project*

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

### *Worldgate Drive Extension*

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

### *Transit Improvements*

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

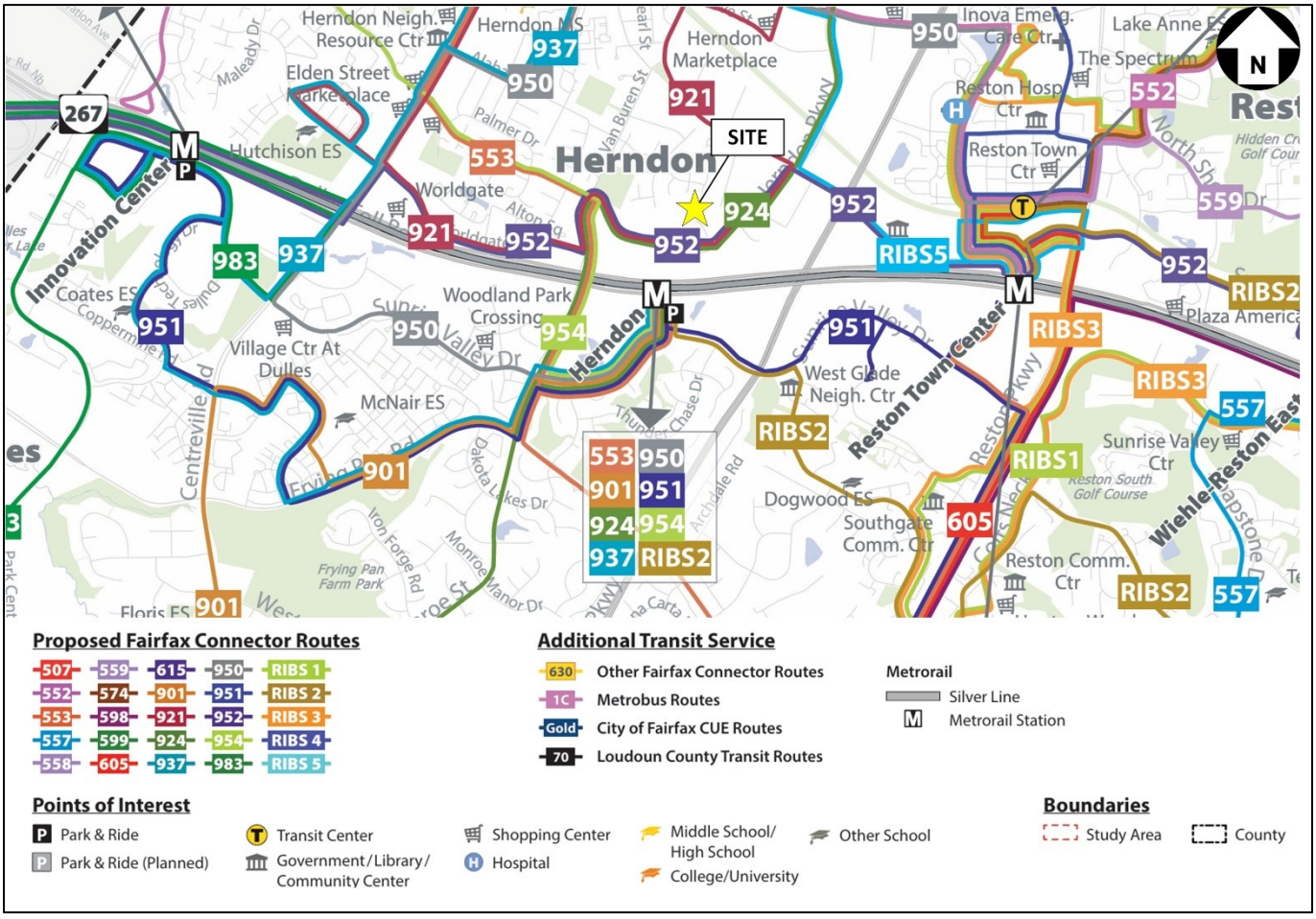



**Figure 6: Fairfax Connector Transit Strategic Plan (Source: FCDOT)**

### *Bicycle and Pedestrian Improvements*

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

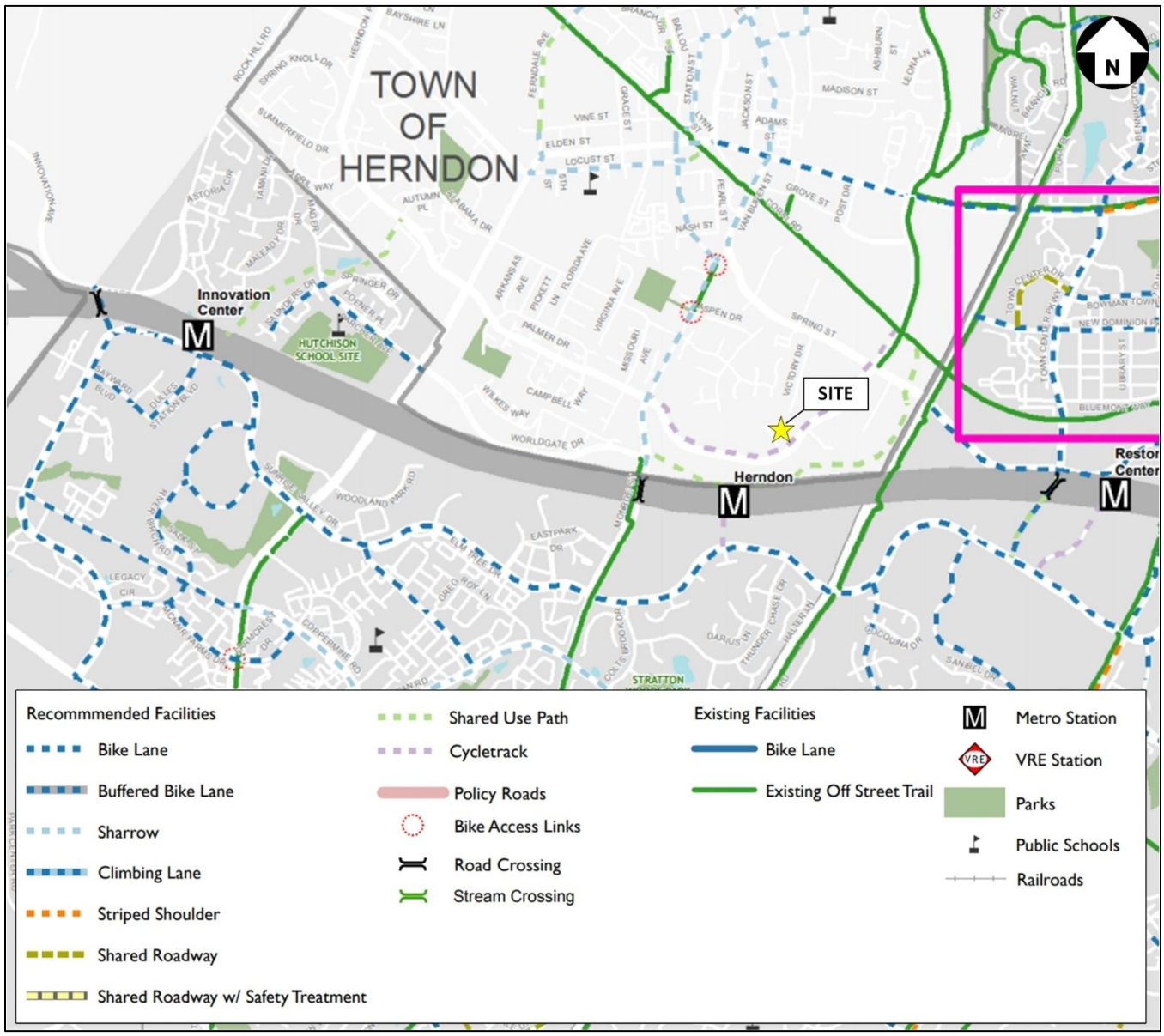



**Figure 7: Recommended Bicycle Facilities (Source: Fairfax County Bicycle Master Plan)**

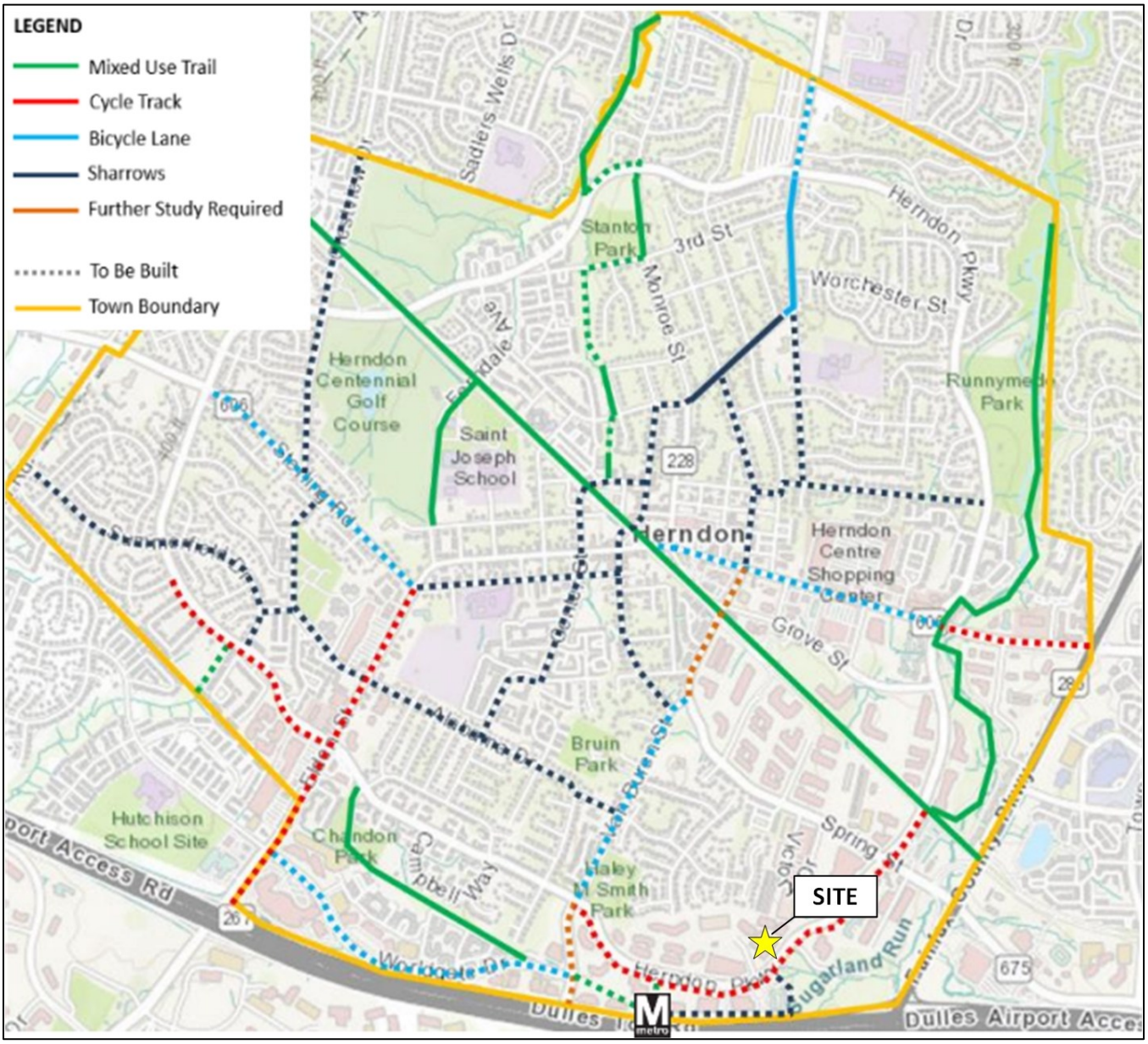



**Figure 8: Recommended Bicycle Facilities (Source: Town of Herndon Bicycle Network Master Plan)**

# Existing Conditions (2024)

## *Existing Transit Service*

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

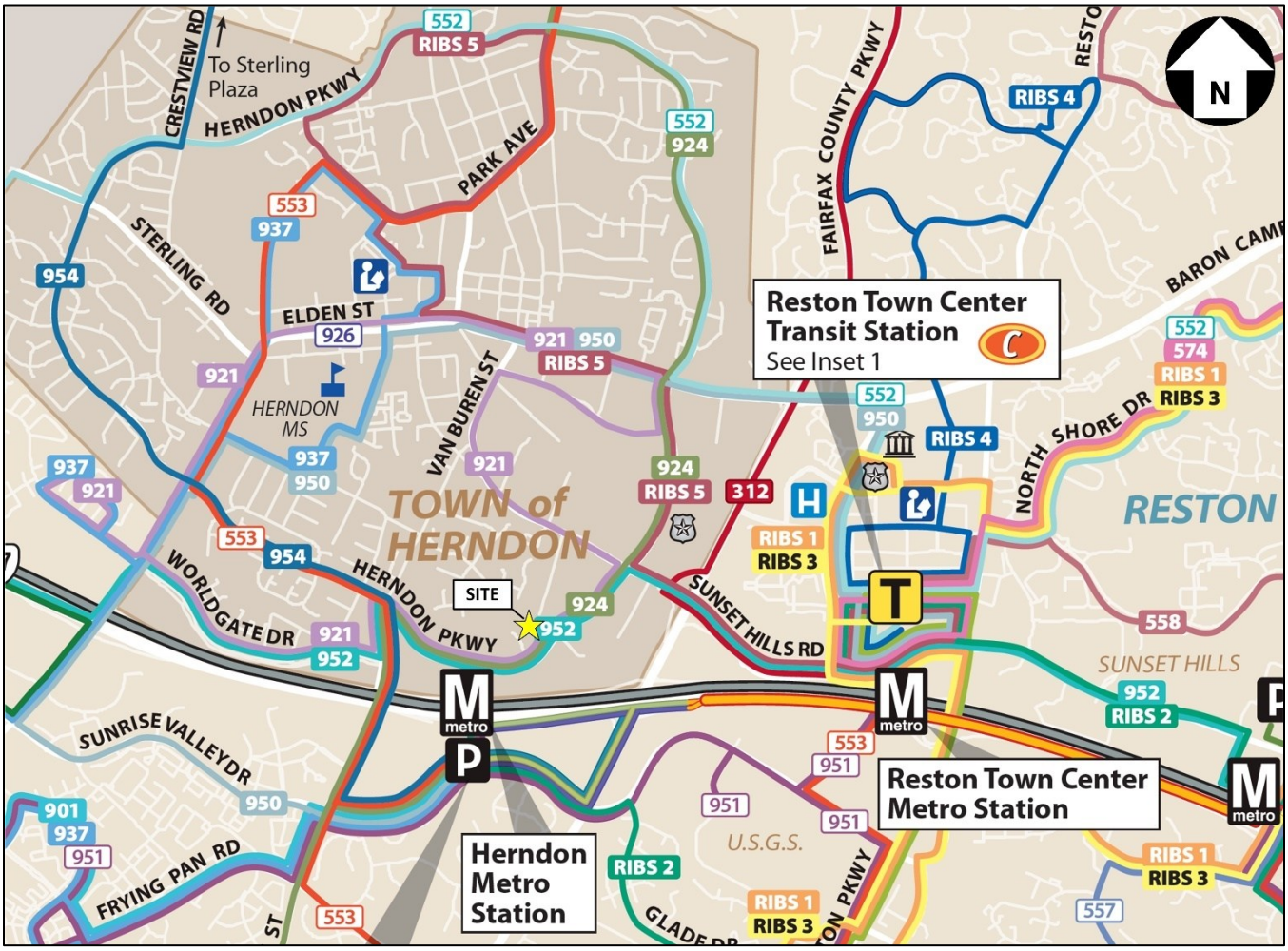



**Figure 9: Existing Transit Service (Source: Fairfax Connector)**

### *Existing Bicycle and Pedestrian Facilities*

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

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

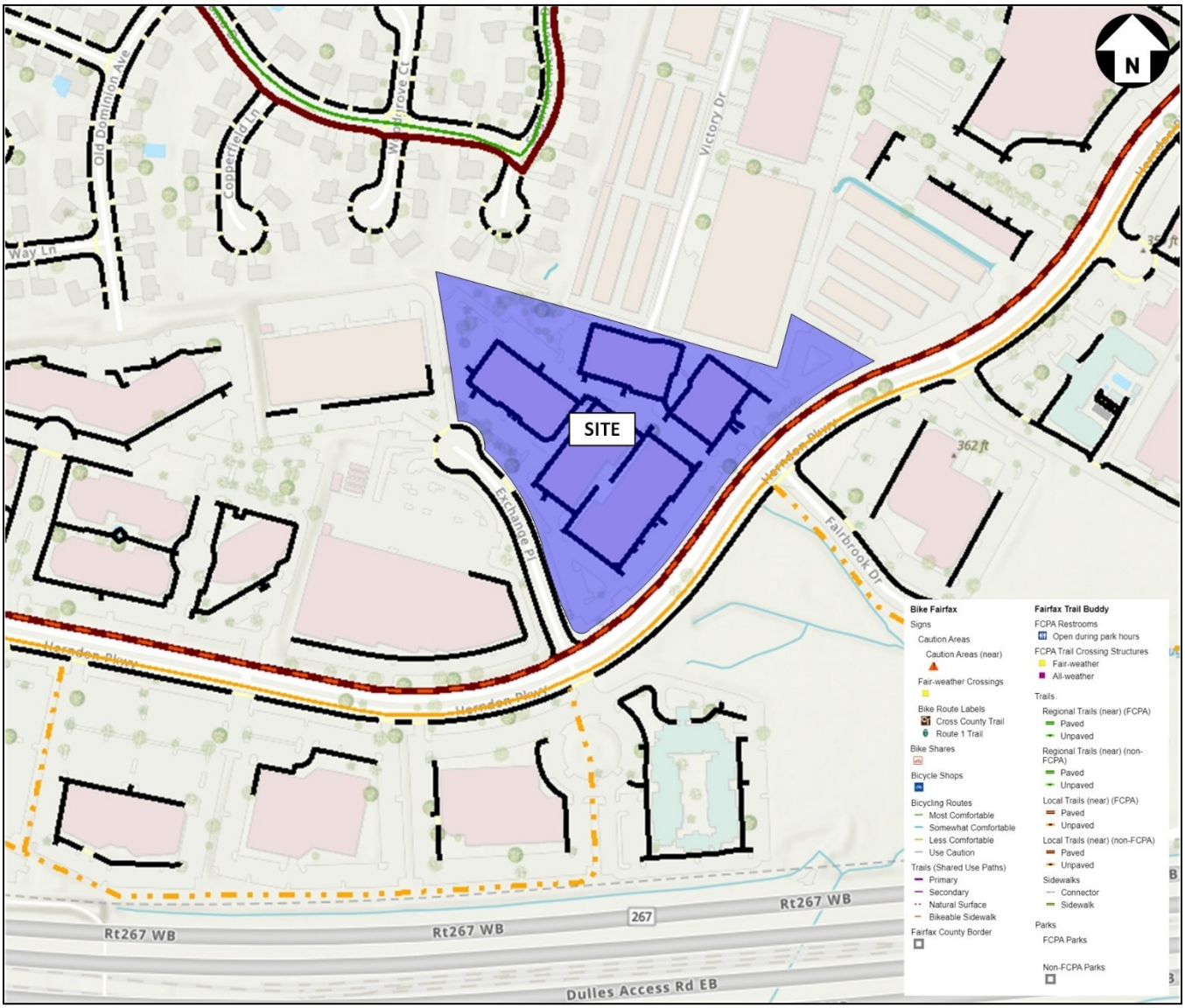



**Figure 10: Bicycle and Trail Network (Source: Bike Fairfax Interactive Map)**

## *Existing Roadway Network*

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

**Table 1: Existing Roadway Network**

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

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

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

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

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

### *Historical Crash Data*

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

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

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

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

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

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

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

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

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

### *Existing Traffic Volumes*

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

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

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

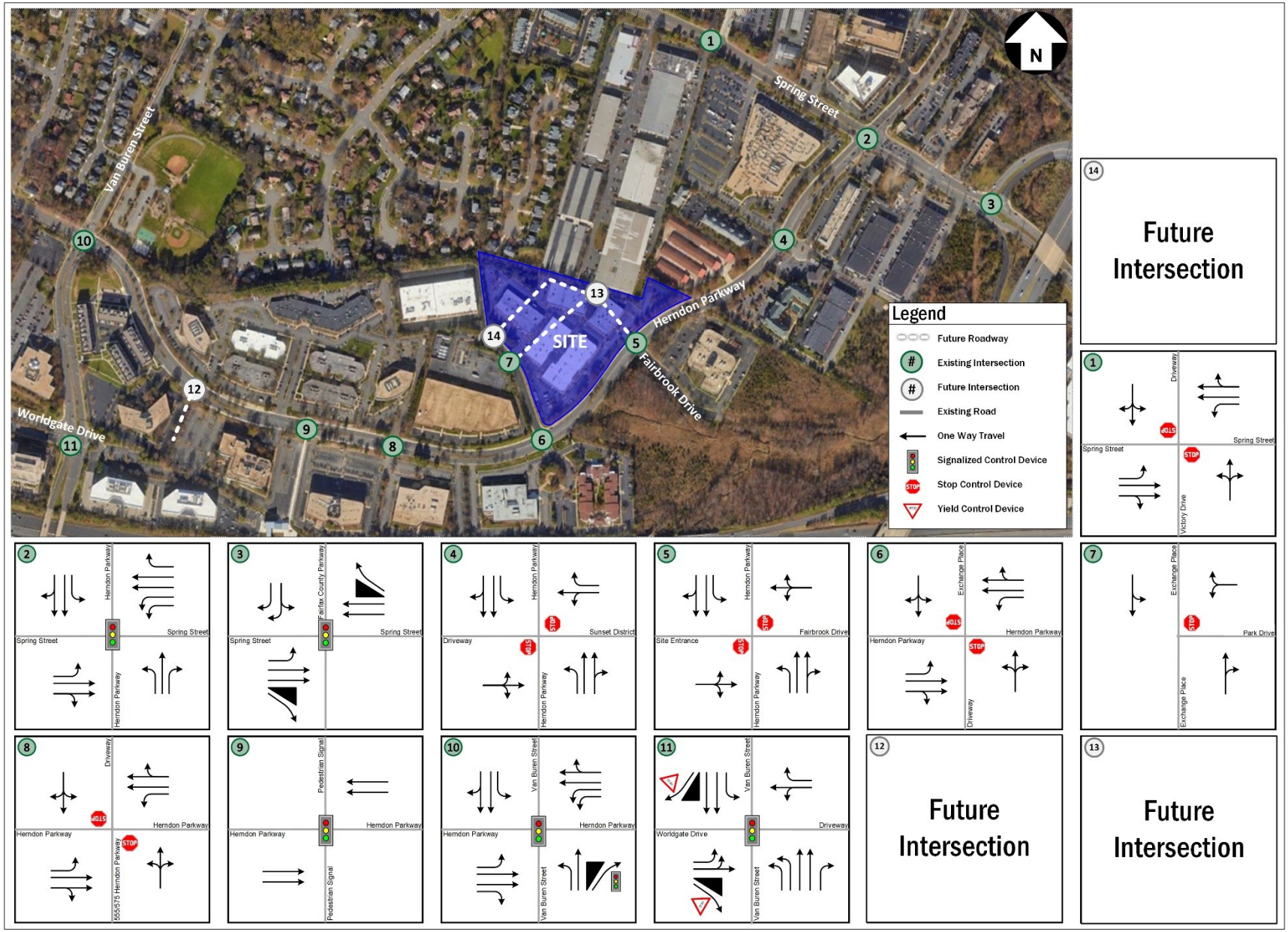



**Figure 11: Existing (2024) Lane Configuration**

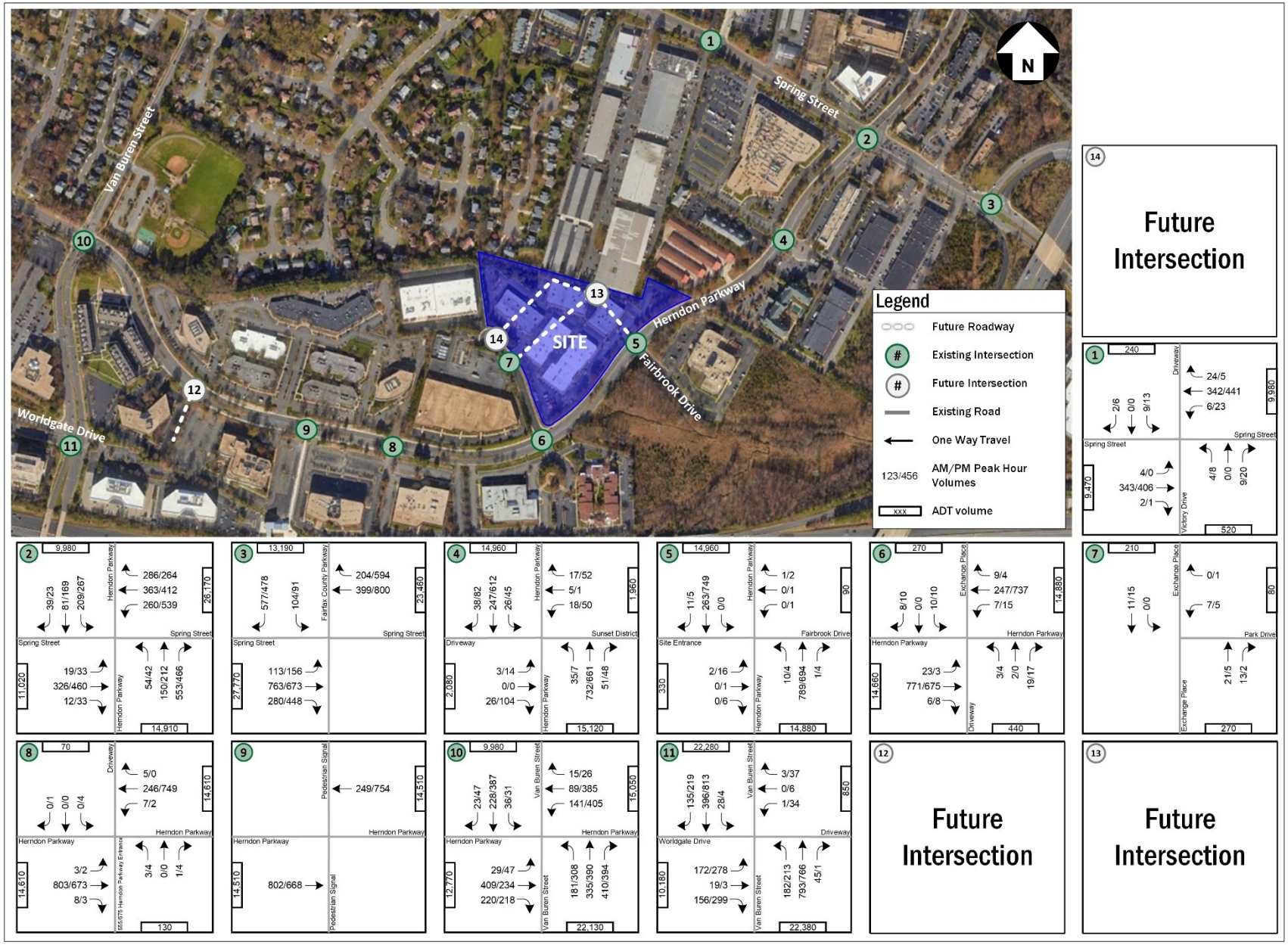



**Figure 12: Existing (2024) Traffic Volumes**

### *Existing (2024) Intersection Capacity Analysis*

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

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

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

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

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

**Table 3: SimTraffic Analysis Input Parameters**

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

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

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

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

**Table 4: Existing (2024) Intersection Capacity Analysis Results**

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

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

*NOTES:*

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

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

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

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

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

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

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

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

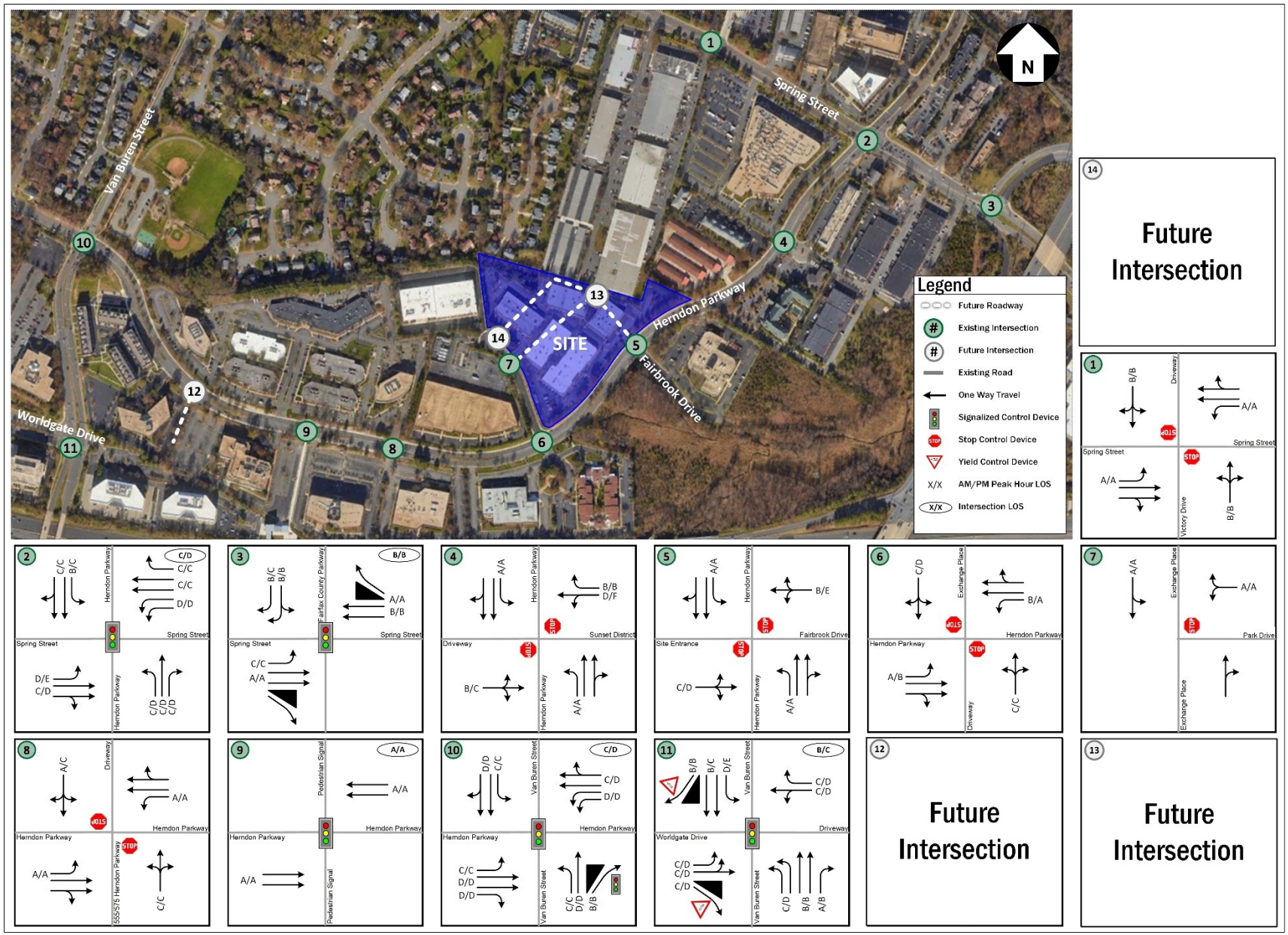



**Figure 13: Existing (2024) Levels of Service and Lane Configuration**

# Future Conditions without Development (2027)

## *Future without Development (2027) Traffic Volumes*

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

## *Regional Growth*

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

**Table 5: Historical Growth Rate**

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

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

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

### *Approved Background Developments*

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

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

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

**Figure 15: Background Development Locations**

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

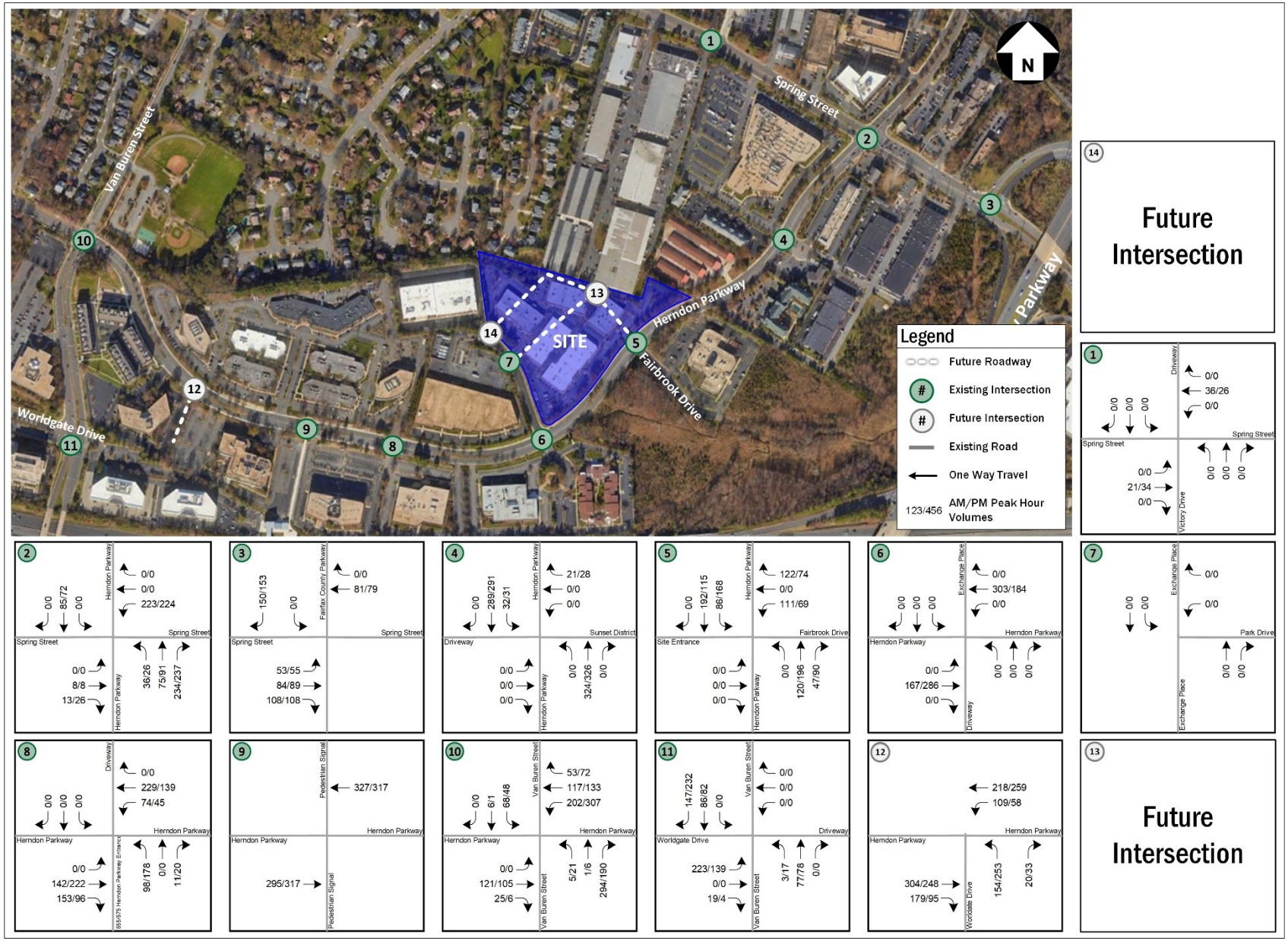



**Figure 16: Background Development Total Traffic Volumes (2027)**

## *Planned Future Transportation Improvements*

### *Herndon Metrorail Station Access Improvement Projects*

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

### *East Spring Street Improvements Project*

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

### *Worldgate Drive Extension*

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

### *Transit Improvements*

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

## *Future without Development Traffic Volumes*

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

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

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

**Figure 17: Future without Development (2027) Lane Configuration**

**Figure 18: Future without Development (2027) Traffic Volumes**

### *Future without Development (2027) Intersection Capacity Analysis*

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

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

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

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

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

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

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

*NOTES:*

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

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

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

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

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

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

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

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

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

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

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

# Future Conditions with Development (2027)

## *Site Description*

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

## *Site Access*

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

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

A conceptual development plan is shown in Figure 20.

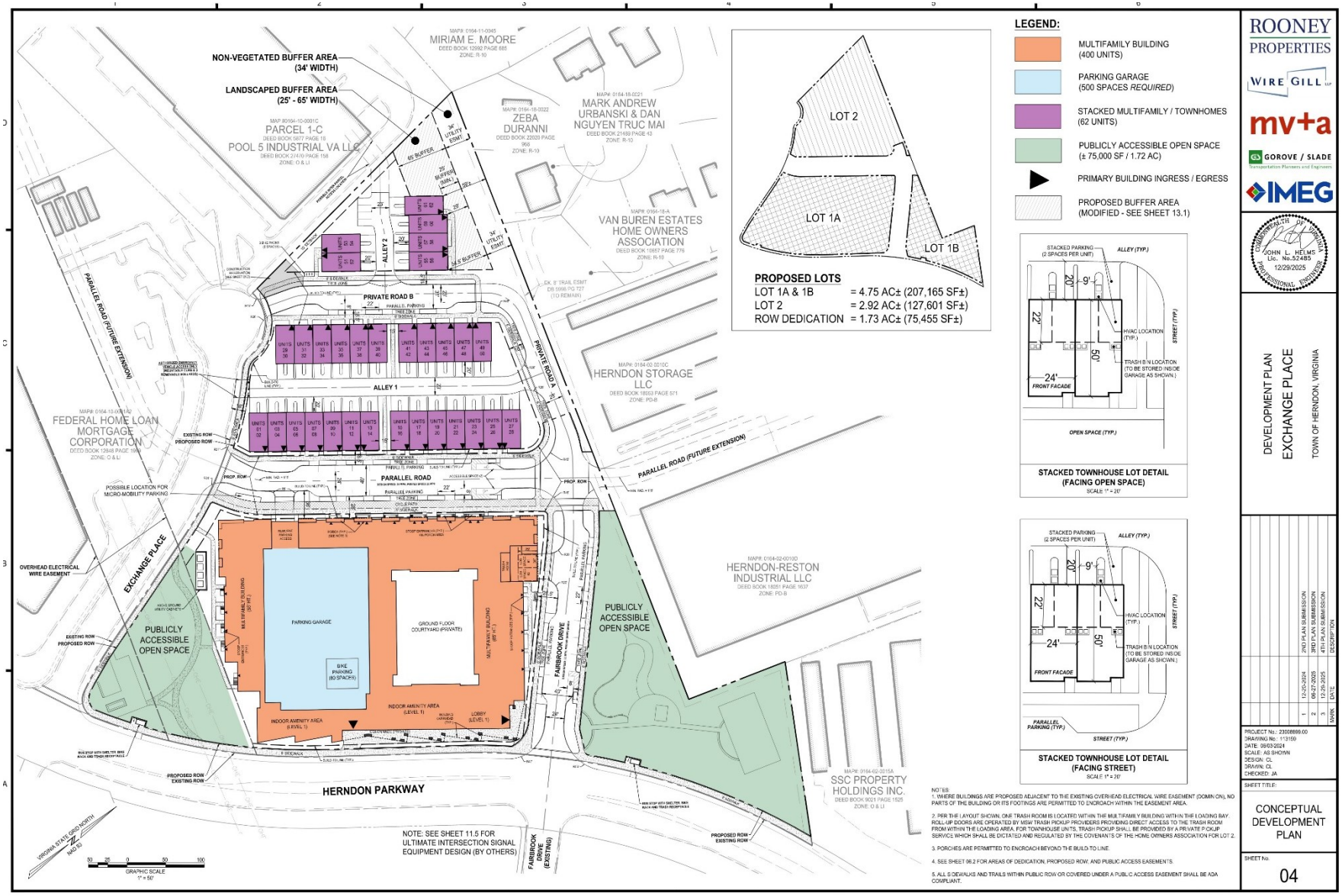



**Figure 20: Conceptual Development Plan (Prepared by IMEG)**

## *Transportation Demand Management Plan*

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

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

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

## *Site Generated Volumes*

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

**Table 7: Trip Generation**

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

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

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

### *Site Trip Distribution and Assignment*

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

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

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

**Table 8: Directional Distribution Table**

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

**Figure 21: Site Trip Distribution**

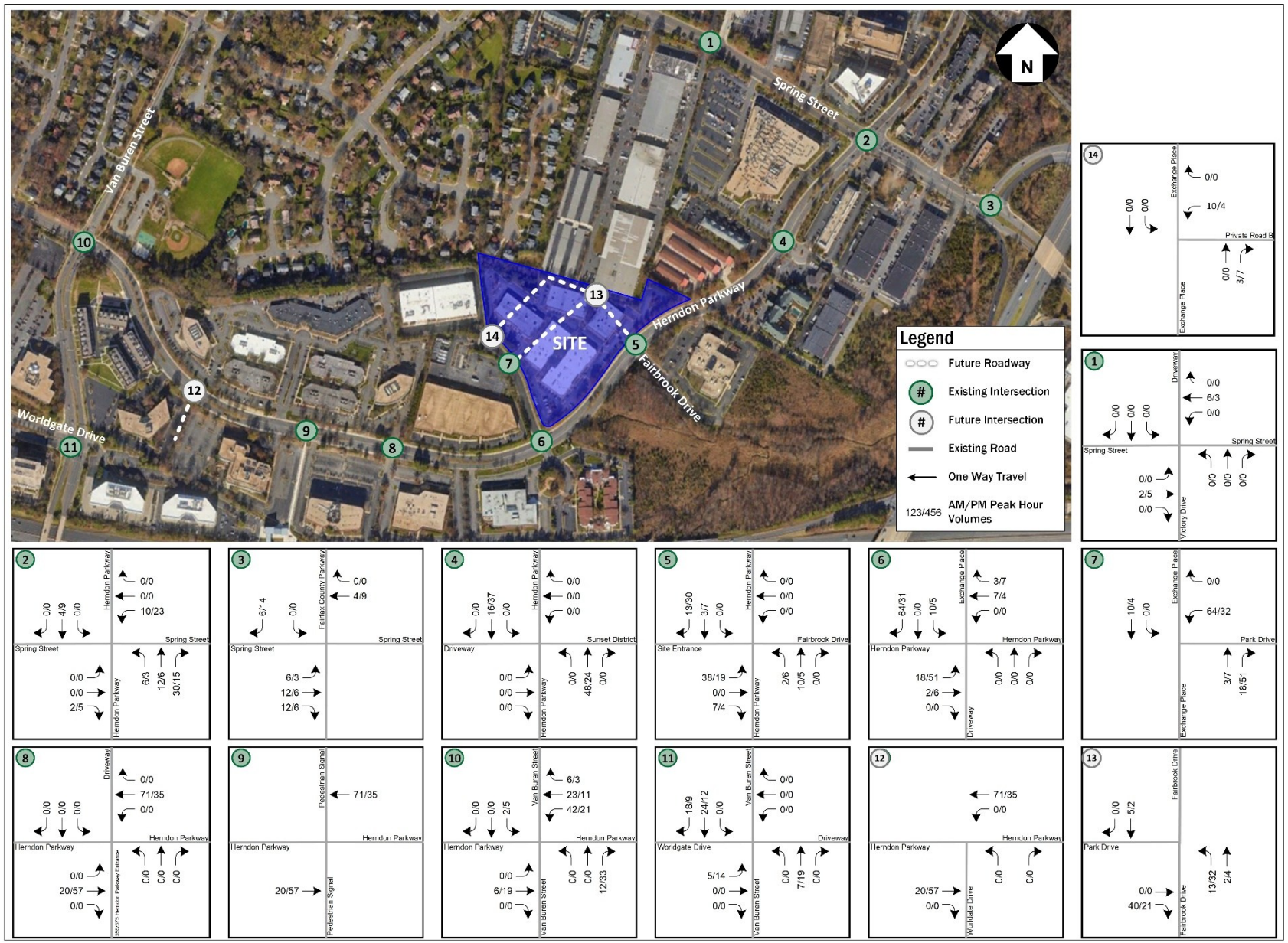



**Figure 22: Site Trips (2027)**

**Figure 23: Removed Trips**

### *Future with Development (2027) Traffic Volumes*

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

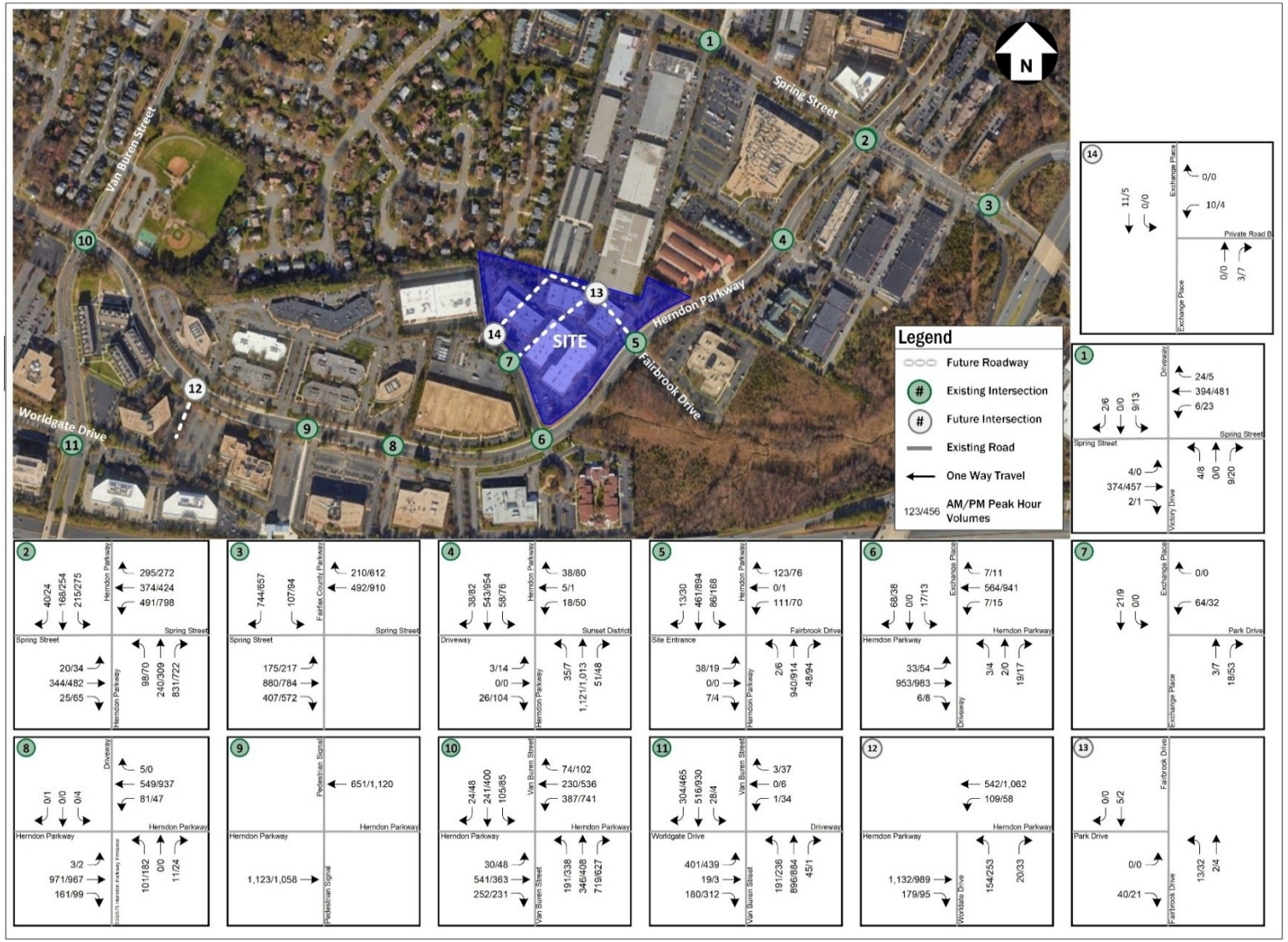



**Figure 24: Future with Development (2027) Traffic Volumes**

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

### *Future with Development (2027) Intersection Capacity Analysis*

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

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

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

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

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

*NOTES:*

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

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

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

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

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

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

- Intersection #2: Herndon Parkway and Spring Street

- Intersection #10: Herndon Parkway and Van Buren Street

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

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

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

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

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

### *Preliminary Signal Warrant Analysis – Herndon Parkway and Fairbrook Drive*

The Fairbrook Business Park approval includes the following proffer condition:

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

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

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

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

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

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

**Table 10: Preliminary Signal Warrant Analysis Summary**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### *Potential Mitigations*

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

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

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

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

*NOTES:*

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

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

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

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

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

# Future Conditions with Development (2027) with 575 Herndon Parkway

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

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

## *575 Herndon Parkway Site Generated Volumes*

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

**Table 16: 575 Herndon Parkway Site Trip Generation with Reductions**

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

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

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

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

**Figure 26: 575 Herndon Parkway Site Trips (2027)**

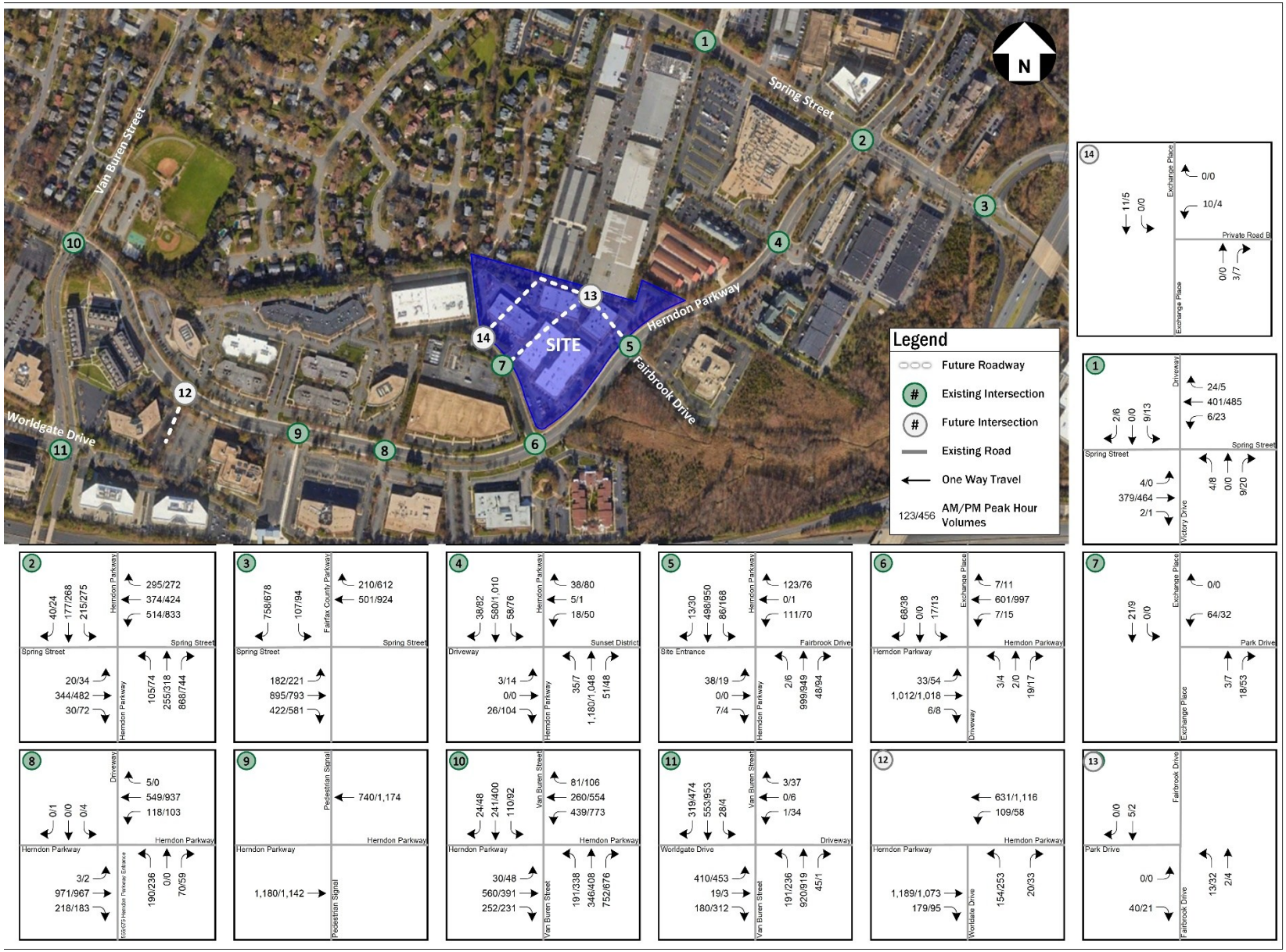



**Figure 27: Future with Development (2027) with 575 Herndon Parkway Traffic Volumes**

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

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

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

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

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

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

*NOTES:*

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

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

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

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

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

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

- Intersection #2: Herndon Parkway and Spring Street

- Intersection #10: Herndon Parkway and Van Buren Street

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

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

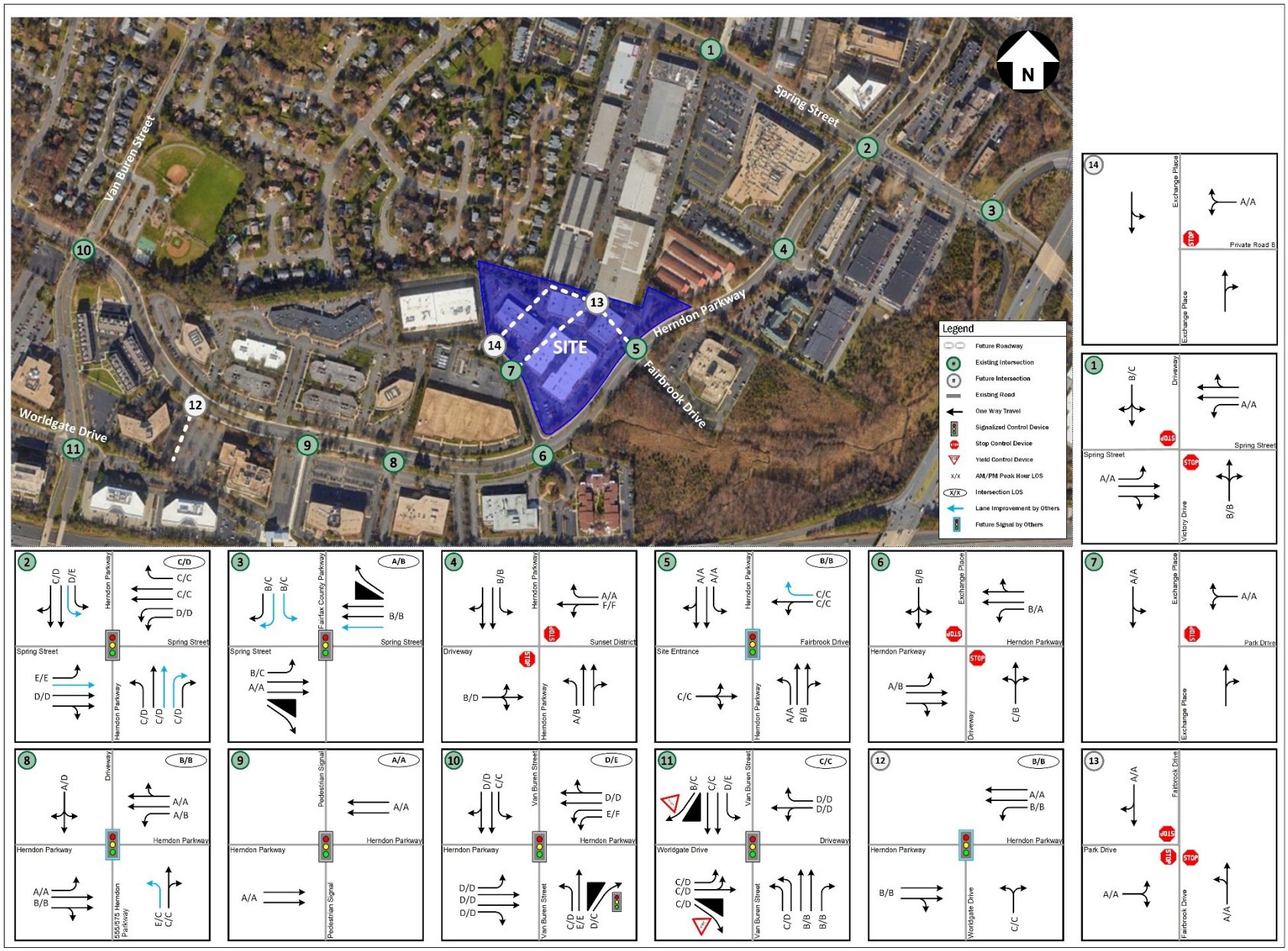



**Figure 28: Future with Development (2027) with 575 Herndon Parkway Levels of Service and Lane Configuration**

## Intersection Analysis Summary

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

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

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

**Table 18: LOS and Delay Comparison**

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

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

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

## Table 19: Queue Comparison

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

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

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

## Access Management Standards

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

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

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

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

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

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

**Notes to Table 2-2:**

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

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

**Figure 29: Intersection Spacing**

## Conclusions

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

*TIS Components*

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

*Infrastructure*

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

*Non-SOV Elements*

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

*Analysis Results*

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

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

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

*Proposed Mitigation*

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

*Preliminary Signal Warrant Analysis – Herndon Parkway and Fairbrook Drive*

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

*Potential Mitigations – Herndon Parkway and Sunset District*

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

**Town of Herndon, Virginia**
**Notice of Public Hearing**

Notice is hereby given that the Planning Commission of the Town of Herndon, Virginia, will hold a public hearing on Monday, April 27, 2026, at 7:00 p.m. in the Herndon Council Chambers Building, located at 765 Lynn Street, Herndon, on the following items:

**ZONING MAP AMENDMENT – ZMA #24-01, 250 Exchange Place**, a zoning map amendment from O&LI, Office & Light Industrial district, to PD-TRG1 & PD-TRG2, Planned Development—Transit Related Growth mixed use, medium density residential, and office and Planned development—low density residential and low impact commercial zoning districts with proffered conditions to allow the redevelopment of the site with single family attached and multi-family residential uses. The parcel area 410,221 square feet (SF) is currently improved with five one-story office buildings and a surface parking lot. The proposed redevelopment requires demolition of all existing improvements. New uses proposed include 400 multi-family residential units in a seven-story residential building located in the PD-TRG1 zoning district and 62 stacked townhouse units within the PD-TRG2 zoning district. The project proposes a density of 1.49 floor area ratio (FAR). Parking for the development would be provided on-site in a parking garage for the multi-family building as well as garage, driveway, and surface parking for the townhouse units. The site would also be improved with two public streets, publicly-accessible private streets, sidewalks and streetscapes, and would construct two publicly accessible open spaces. The property is designated as Regional Corridor Mixed Use in the Comprehensive Plan and is located in the Transit Related Growth small area plan. The application includes requests for the following zoning modifications: landscape requirements for parking structures (Section 78-51.2(I)(1)); non-standard private amenity space width (Section 78-51.2(f)(4)); non-standard building setback (Section 78-51.3(f)(5)); non-standard landscaped area (Section 78-51.3(j)(1). The property is located on the northeast corner of Herndon Parkway and Exchange Place. Fairfax County Tax Map Reference Number: 0164-10-0001B. Applicant: Rooney Properties LLC. Agent: Ken Wire, Wire Gill LLP. Property Owner: Herndon Van Buren, LLC.

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

**ZONING ORDINANCE TEXT AMENDMENT – ZOTA #26-02** to amend Chapter 78 (ZONING), Article VIII (Accessory Uses), by amending Section 78-80.4 (Standards for Specific Accessory Uses and Structures by Use Type), and amending Article XVIII (Definitions) to update the provisions regarding caretaker and security guard residences and to add a definition of caretaker and security residence.

**APPLICATION FOR A SPECIAL EXCEPTION – SE #26-02, 1001 Jeff Ryan Drive,** to consider a special exception to permit a home-based child daycare use within the R-10, Residential single-family district. The proposed use will increase the maximum number of children enrolled per day from 7 to 12. The property is zoned R-10, Residential single-family district. The property is designated in the Herndon 2030 Comprehensive Plan as "Neighborhood Conservation." The 21,625 square-foot lot is located on the northwest corner of Herndon Parkway and Sterling Road. Fairfax County Tax Map Reference Number: 0103 14 0073. Applicant and owner: Sarita Del Pilar Abad Moretti.

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. Individuals may also submit comments to planning.commission@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.

Amanda Morrow Kertz, Town Clerk

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

# Planning Commission Regular Meeting
## Agenda Item 4.b.

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

**Meeting Date:** April 27, 2026

**Category:** Public Hearings

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

**Description:**
The application is to consider a special exception to permit a home-based child daycare use within the R-10, Residential single-family district. The proposed use will increase the maximum number of children enrolled per day from 7 to 12, increase the number of nonresident employees from one to two, and increase the maximum area of the daycare from 1,000 square feet to 1,103 square feet. The property is zoned R-10, Residential single-family district. The property is designated in the Herndon 2030 Comprehensive Plan as "Neighborhood Conservation." The 21,625 square-foot lot is located on the northwest corner of Herndon Parkway and Sterling Road.

**Background/Timing Impact:**
**Update from the work session:**

During the Planning Commission working session, the Commission's discussion focused primarily on safety concerns related to the property—specifically, the condition of the perimeter fence. Several members noted that the fence appeared to be in a deteriorated condition and expressed concern about the potential risk of children leaving the property. This matter is also addressed under the Code of Virginia (8VAC20-800-500, Outdoor Play Area and Equipment) and the Town Zoning Ordinance (Sec. 78-80.5(b)(3), Play Area), which requires that outdoor play areas be enclosed by a non-climbable barrier at least four feet in height when located near potential hazards. Additionally, members of the Planning Commission suggested installing an interior barrier within the property to further prevent children from accessing potentially hazardous areas.

Based on these concerns, the fence will need to be repaired or replaced, if deemed deficient upon inspection, in order for the daycare operation to proceed. Ms. Moretti indicated that she is working over the next few days to verify and demonstrate the good condition and functionality of the fence, but that she does not want to install a second,

interior fence.

A document submitted by the property owner to the Department of Public Works has been included as an attachment. This complaint outlines concerns the property owner has regarding the property.

Staff is recommending the Planning Commission continue this item to the May 18th Planning Commission regular session to resolve the fencing requirement and additional concerns raised by the planning commission. Ms. Moretti has not initiated operations of the proposed home-based childcare within the Town and continues to operate her business in Sterling.

**Fiscal Impact:**
Taxes can be collected on home-based businesses.

**Legal Impact:**
Pursuant to Section 78-153.2(i)(2) of the zoning ordinance, the Planning Commission has the option of continuing the public hearing to a date certain.

**Staff Recommendation/Next Steps:**
Continue the public hearing to May 18, 2026.

**Attachments:**
1. Staff Report
2. 1001 Jeff Ryan Dr SE26-02 Plan and Plat
3. Draft Resolution Approval (Proposed)
4. Draft Resolution Denial (Proposed)
5. 1001 Jeff Ryan Drive Complaint
6. Legal Ad

# STAFF REPORT

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

**Meeting Date:** **April 27, 2026**

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

**Summary Information:**

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

**Location Map:**

**Background & Site Description:**

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

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

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

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

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

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

**Case Details & Proposal:**

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

**Proposed Operations:**

The home-based childcare operation is proposed to take place in the basement level of the dwelling, within an area of approximately 1,103 square feet. Access to the childcare area will be provided through the main entrance of the home, with internal stairs leading to the basement. The basement includes one bathroom and a kitchen. At this time, Ms. Moretti is the sole primary caregiver and plans to work with two assistants.

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

**Staff Analysis:**

Zoning Ordinance Compliance

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

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

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

| | | |
|---|---|---|
| the level of service on the Town's transportation network would occur and whether or not the proposed use is designed to ensure safe ingress and egress onto the site and safe road conditions on and around the site. | | |
| k. Results in development that is adequately served by public facilities (roads, potable water and sewage, schools, parks, police, and fire and emergency medical facilities). | Not Applicable | No physical alterations of the structure are expected and thus not subject to this criterion. |
| l. If infill and redevelopment is consistent with the redevelopment criteria and other applicable guidelines as stated in the Herndon 2030 Comprehensive Plan (adopted August 12, 2008), as amended. | Not Applicable | No physical alterations of the structure are expected and thus not subject to this criterion. |
| m. If located in the floodplain overlay district, meets floodplain overlay standards. | Not Applicable | The building is not located within the FPO. |

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

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

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

Comprehensive Plan Adherence

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

Parking

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

Analysis of Conditions

Staff are recommending seven conditions for this special exception, listed in the following conditions analysis table, consistent with previously approved special exceptions. Staff believe these conditions provide reasonable ways in which the existing childcare use can be expanded while properly mitigating potential impacts, as well as achieving the purpose and intent of the applicable zoning district.

| # | Condition | Covered by language in the Zoning Code | Reason for Condition |
|---|---|---|---|
| **1** | Substantial conformance with the submitted application and plan submitted by applicant on February 25, 2026, and for the purpose of daycare use only. | No | The site shall be developed and maintained in substantial conformance with a submitted special exception plan that is 33 percent or less of the gross floor area and in conformance with section 78-80.5 of the zoning ordinance |
| **2** | Hours of Operation | Yes | 6 a.m. until 9:00 p.m., in conformance with section 78-80.5 of the zoning ordinance |
| **3** | Number of Permitted Children | No | The total number of children present on site for home-based child daycare use shall not exceed 12 enrolled. The ratio of employees to children as required by the state shall be maintained. |
| **4** | On-Site play area | No | When playing outside all children shall be within the fenced playground area. |
| **5** | Child Drop-off and Pick-up. | No | Child drop-off and pick-up are preferred to occur in the driveway. Double parking on Jeff Ryan Drive is prohibited. |
| **6** | Employees and Parking | No | Employees shall not park in the driveway. |
| **7** | Signage. | No | No signage shall be permitted. |

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

**Fiscal Impact:**

The Town can collect taxes from home-based businesses.

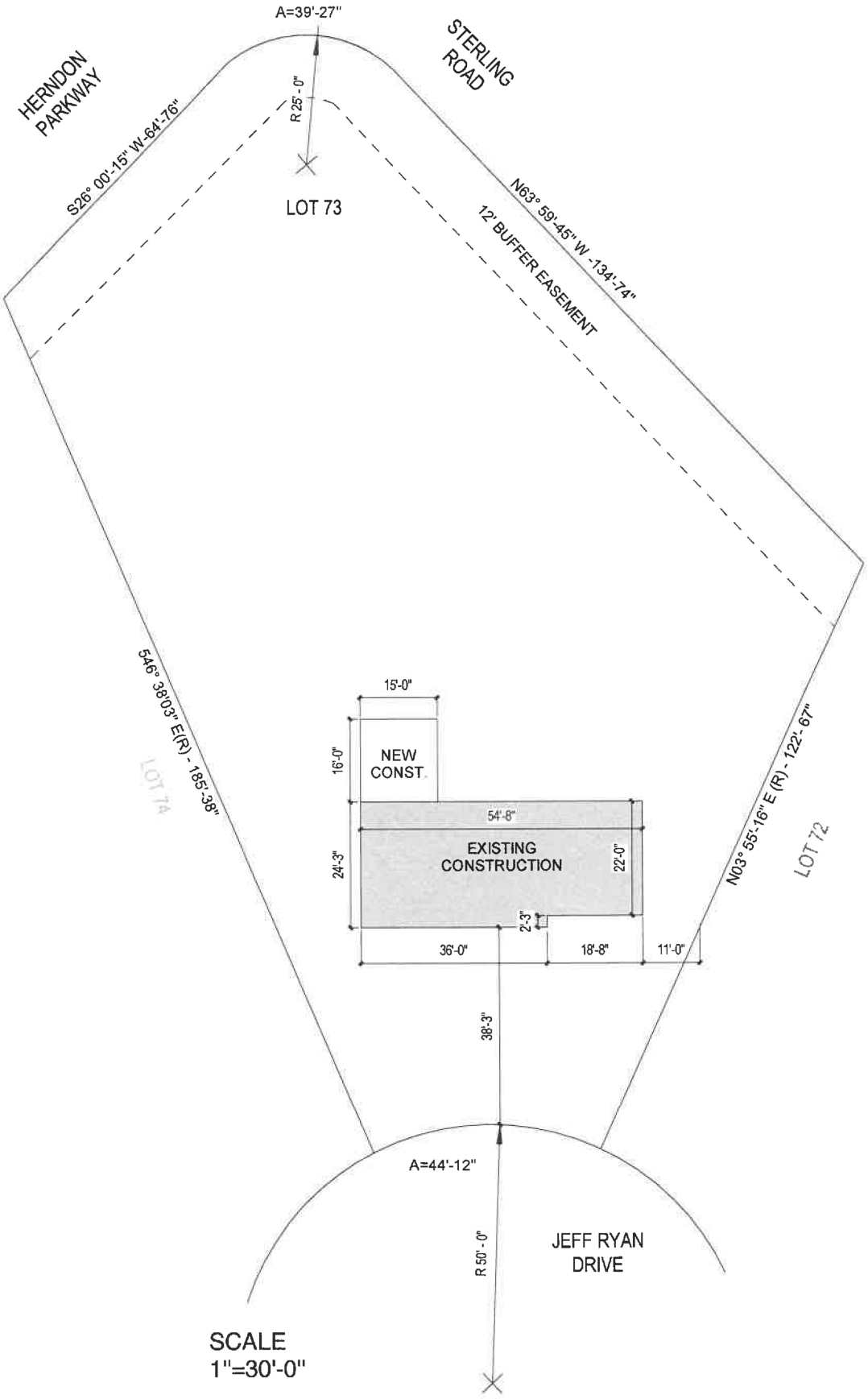
**Planning Commission Alternatives:**

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

1. Recommendation for approval.
2. Recommendation for denial. The daycare continues its operations with seven children as a by-right use.
3. Continuance of the application to May 18, 2026.

**Staff Recommendation:**

Staff recommends that the Planning Commission continue the application to the May 18, 2026, regular meeting.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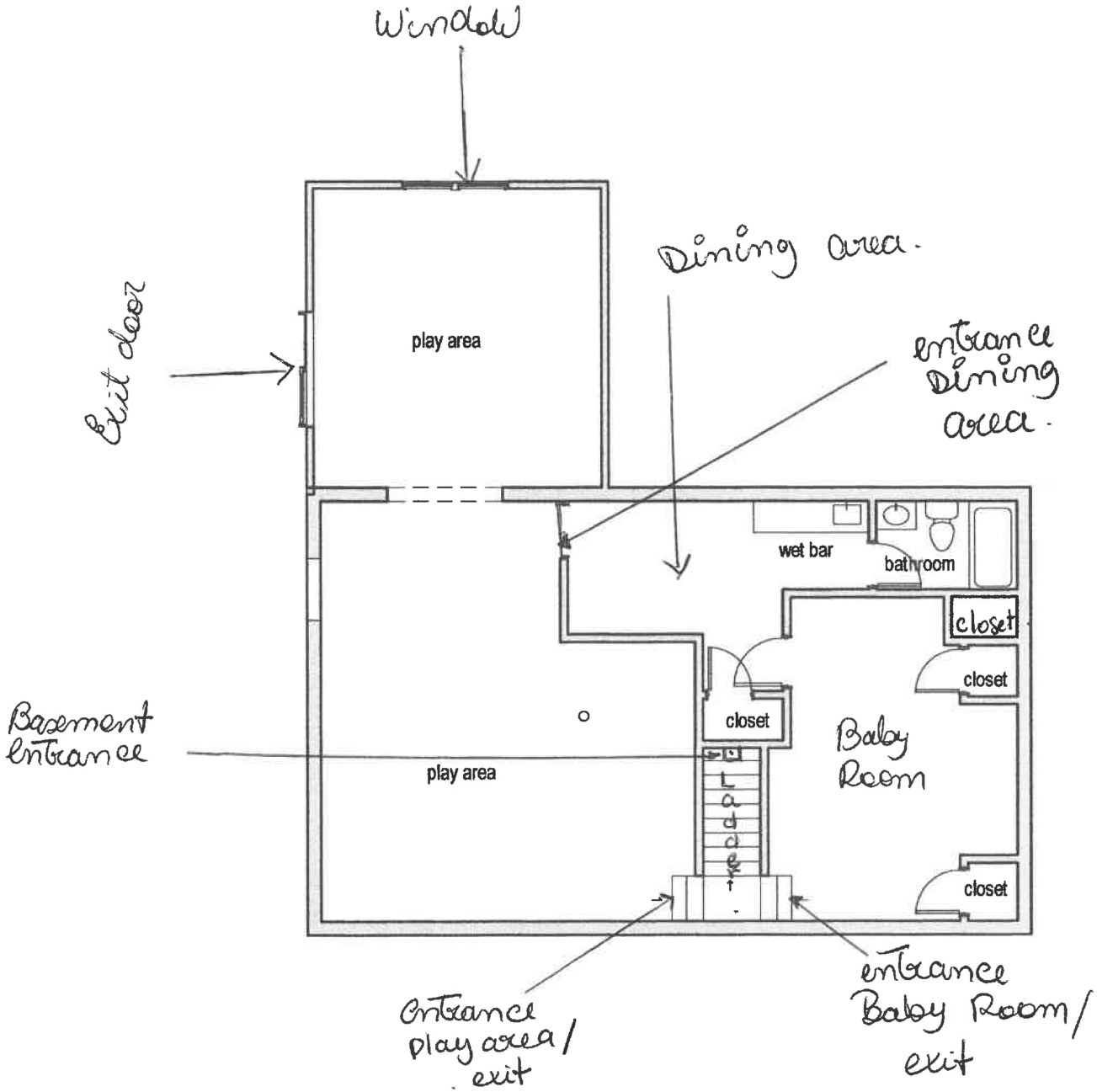
HERNDON PARKWAY
STERLING ROAD
R 25' - 0"
S26° 00'-15" W-64'-76"
LOT 73
N63° 59'-45" W -134'-74"
12' BUFFER EASEMENT
546° 38'03" E(R) - 185'-38"
LOT 74
15'-0"
16'-0"
NEW CONST.
54'-8"
EXISTING CONSTRUCTION
24'-3"
22'-0"
2'-3"
36'-0"
18'-8"
11'-0"
N03° 55'-16" E (R) - 122'- 67"
LOT 72
38'-3"
A=44'-12"
R 50' - 0"
JEFF RYAN DRIVE
SCALE
1"=30'-0"

# Basement Plan for Daycare



**TOWN OF HERNDON, VIRGINIA**
**PLANNING COMMISSION**

**RESOLUTION**

**APRIL 27, 2026**

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

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

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

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

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

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

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

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

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

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

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

g. Signage. No signage shall be permitted.

**TOWN OF HERNDON, VIRGINIA**
**PLANNING COMMISSION**

**RESOLUTION**

**APRIL 27, 2026**

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

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

The Planning Commission has reviewed this application and held a public hearing in accordance with the provisions of §15.2-2204 of the State Code and recommends that the application be denied based upon the finding that the conditions have not met the purpose and intent of the Zoning Ordinance, in particular Section 78-155.3(e)(1) and Section 78-80.5(b)(3)b.

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

1. The Planning Commission recommends denial of Special Exception SE #26-02, based on the finding that the application does not satisfy the standards set forth in Section 78-155.3(e)(1) of the Zoning Ordinance, including concerns related to the adequacy and safety of the proposed outdoor play area and compliance with applicable requirements.

**To TOWN OF HERNDON - DEPARTMENT OF PUBLIC WORKS Office:**

We are Sarita Abad Moretti and Deyvis Placencia Elguera, owners of the property located at 1001 Jeff Ryan Drive located in Herndon, in the State of Virginia, with ZIP 20170. Firstly, the back of the property in question crosses directly with the Sterling RD and Herndon Pkwy intersection, being a main avenue with high traffic of heavy vehicles (trucks, cranes, and more) and light vehicles (cars, trucks and more) and unknown pedestrians.

Second, since the date we purchased the property in question, we have had multiple safety problems due to the number of traffic accidents that occur, especially on weekends (sometimes we observe Fairfax police officers intervening in accidents, incidents and arrests), interventions and arrests made at the mentioned location (Sterling RD and Herndon Pkwy).

Third, Our Fence measures 6 ft high, is an old structure, broken and worn by time, presenting a weak and dangerous appearance for our safety in the mentioned address. My family, especially my children, cannot enjoy our patio safely, because we are afraid that an accident will occur or that a drunk vehicle will invade or that a dangerous person will enter our property and we will have consequences to regret. The most dangerous possibility being death or abduction of one of my relatives or children because it is an old and damaged structure, there is no security.

Fourth, our neighbor specifically at the address 1003 Jeff Ryan Drive has a fence that is 10 ft high, strong and resistant against fire, accidents and prevents dangerous people from entering, observing the property and having dangerous intentions with his family, this fence was place on MY NEIGHBORS' PROPERTY BY THE TOWN OF HERNDON, COUNTY, AND IT IS THE SAME COUNTY THAT PROVIDES IT MAINTENANCE through a company specialized in fencing.

Fifth, We have been requesting on several occasions that The Town of Herndon, County, specifically the Department of Public Works, take the pertinent and immediate actions, because we have the right to peace and security, represented and granted by the County in collaboration with the Police and Fire Department. In this case, we make the formal request through this very important letter, attaching photos of the waste found every weekend that is thrown by unknown people on our property, a map of the location where the property ends, additional photos of the fence that was placed for our neighbor by The Town of Herndon, County, a photo of the company that maintains the mentioned neighbor's fence, photos of the barrier that is placed on Sterling RD that is damaged by the accidents that occur and to date has not been repaired. We attach reports from the Herndon police found on the same Herndon Town page. We

would like to mention additionally that the TOWN OF HERNDON POLICE kindly sent us a link where we were able to observe through statistics that HERNDON PKWY AVENUE that crosses with STERLING RD on our property presents a high degree of dangerous incidents on a weekly basis such as DRUNK DRIVING, ACCIDENTS, OR INVASION TO THE PROPERTY, the same ones that we will attach to this letter.

An immediate response is requested from the DIRECTORS OF OUR COUNTY and that it orders whoever it corresponds to PROVIDE US WITH A SOLUTION FOR OUR PROPERTY because it is of an URGENT nature.

Thank you in advance for the attention and action given to this letter,

We say goodbye,

**SARITA ABAD MORETTI**

PHONE: 5712359730
CORREO: abad_moretti@yahoo.es

**DEYVIS PLACENCIA ELGUERA**

PHONE: 5712359743
CORREO: d.placenciae@outlook.com

**PROPERTY OWNERS**

**1001 JEFF RYAN DRIVE**

**HERNDON - 20170**

## SECTION I: MAJOR INCIDENTS

**Burglary-Commerical** **1/7/2025** **300-blk Elden St** **2025-00079**

Security footage showed that at a 2:23 on Tuesday morning (1/7/2025), the suspect entered the back of the business. There was no sign of forced entry and the suspect left with an undisclosed amount of cash. The case is under investigation.

## SECTION II: INCIDENTS BY DISTRICTS

**DRANESVILLE**

| DATE | CASE | OFFENSE | BLK | STREET |
|---|---|---|---|---|
| 1/8/25 10:16 | 2025-00085 | LARCENY FROM BUILDING | 700 | LYNN ST |
| 1/10/25 17:53 | 2025-00109 | DESTRUCTION OF PROPERTY | 600 | ELDEN ST |
| 1/10/25 21:52 | 2025-00112 | TRESPASS-BANNED | 700 | GRANT ST |
| 1/11/25 12:03 | 2025-00116 | DRUNKENESS | 1000 | CHARLTON PL |
| 1/12/25 1:45 | 2025-00125 | ASSAULT | 600 | DULLES PARK CT |

**DULLES**

| DATE | CASE | OFFENSE | BLK | STREET |
|---|---|---|---|---|
| 1/6/25 19:59 | 2025-00066 | ASSAULT | 1000 | NICKLAUS CT |
| 1/6/25 23:22 | 2025-00067 | DISORDERLY CONDUCT | 1100 | ELDEN ST |
| 1/7/25 9:49 | 2025-00071 | TRESPASS-BANNED | 1000 | ELDEN ST |
| 1/8/25 8:34 | 2025-00084 | ASSAULT | 1400 | CUTTERMILL CT |
| 1/8/25 14:50 | 2025-00090 | LARCENY-SHOPLIFTING | 1000 | ELDEN ST |
| 1/9/25 19:54 | 2025-00103 | DESTRUCTION OF PROPERTY | 1000 | ELDEN ST |
| 1/10/25 16:04 | 2025-00108 | LARCENY FROM VEHICLE | 900 | BRANCH DR |
| 1/11/25 17:17 | 2025-00120 | LARCENY-SHOPLIFTING | 1200 | ELDEN ST |
| 1/11/25 20:11 | 2025-00121 | SUSPICIOUS EVENT | 1200 | CYPRESS TREE PL |
| 1/11/25 23:36 | 2025-00123 | DRIVING WHILE INTOXICATED | | WORLDGATE DR/ELDEN ST |
| 1/11/25 23:39 | 2025-00124 | DRIVING WHILE INTOXICATED | | STERLING DR/ROCK HILL RD |
| 1/12/25 9:11 | 2025-00127 | DESTRUCTION OF PROPERTY | 1100 | ELDEN ST |
| 1/12/25 10:28 | 2025-00129 | FALSE ID TO LAW ENFORCEMENT | 1100 | ELDEN ST |
| 1/12/25 19:03 | 2025-00136 | PROPERTY DAMAGE | 1000 | ELDEN ST |
| 1/12/25 19:03 | 2025-00137 | DISORDERLY CONDUCT | 1000 | ELDEN ST |
| 1/12/25 21:20 | 2025-00139 | ASSAULT | 500 | ASPEN DR |
| 1/12/25 23:14 | 2025-00143 | TRESPASS-BANNED | 1200 | ELDEN ST |

entrance to Our Urbanization

Sterling Avenue & another corner where 1400 VA 606

**METRO**

| DATE | CASE | OFFENSE | BLK | STREET |
|---|---|---|---|---|
| 1/6/25 2:24 | 2025-00061 | ASSAULT | 700 | ELDEN ST |
| 1/7/25 9:26 | 2025-00070 | FRAUD-INTERNET/PHONE | 600 | MERLINS LN |
| 1/7/25 13:21 | 2025-00079 | BURGLARY-COMMERCIAL | 300 | ELDEN ST |
| 1/8/25 12:56 | 2025-00087 | LARCENY-ALL OTHER | 100 | ELDEN ST |
| 1/8/25 15:39 | 2025-00091 | ASSAULT | 700 | HICKORY CT |
| 1/10/25 19:19 | 2025-00111 | DRUNKENESS | 200 | ELDEN ST |
| 1/11/25 14:19 | 2025-00117 | ASSAULT | 300 | ELDEN ST |
| 1/12/25 0:01 | 2025-00126 | ASSAULT | 800 | PARK AVE |

## SECTION I: MAJOR INCIDENTS

**No major incidents to note.**

## SECTION II: INCIDENTS BY DISTRICTS

**DRANESVILLE**

| DATE | CASE | OFFENSE | BLK | STREET |
|---|---|---|---|---|
| 12/4/24 14:10 | 2024-04870 | DESTRUCTION OF PROPERTY | 700 | CENTER ST |
| 12/6/24 15:04 | 2024-04889 | ASSAULT | 800 | STATION ST |
| 12/7/24 19:01 | 2024-04911 | LARCENY-ALL OTHER | 1000 | JEFF RYAN DR |

Unknown persons entering our neighbor's yard

**DULLES**

| DATE | CASE | OFFENSE | BLK | STREET |
|---|---|---|---|---|
| 12/2/24 14:55 | 2024-04843 | LARCENY-SHOPLIFTING | 1100 | ELDEN ST |
| 12/2/24 18:17 | 2024-04844 | FRAUD-INTERNET/PHONE | 1100 | AUTUMNHAZE CT |
| 12/2/24 19:21 | 2024-04846 | ASSAULT | 1200 | BOND ST |
| 12/3/24 17:28 | 2024-04856 | LARCENY OF VEHICLE PARTS | 500 | JAMES CIRONE WAY |
| 12/3/24 20:20 | 2024-04859 | TRESPASS-BANNED | 1200 | ELDEN ST |
| 12/4/24 14:30 | 2024-04871 | ASSAULT | 1500 | SNOWFLAKE CT |
| 12/5/24 10:53 | 2024-04876 | VEHICLE TAMPERING | 400 | SUGARLAND MEADOW DR |
| 12/5/24 20:31 | 2024-04882 | TRESPASS-BANNED | 1100 | ELDEN ST |
| 12/5/24 22:58 | 2024-04885 | DRUNKENNESS | 1200 | ELDEN ST |
| 12/6/24 18:04 | 2024-04894 | TRESPASS-BANNED | 1000 | ELDEN ST |
| 12/6/24 18:37 | 2024-04895 | DISORDERLY CONDUCT | 1100 | ELDEN ST |
| 12/6/24 21:31 | 2024-04898 | DRUNKENNESS | 1100 | ELDEN ST |
| 12/7/24 10:09 | 2024-04904 | UNLAWFUL ENTRY | 1100 | CYPRESS TREE PL |
| 12/7/24 18:47 | 2024-04910 | DISORDERLY CONDUCT | 900 | ALABAMA DR |
| 12/7/24 21:05 | 2024-04912 | LARCENY-SHOPLIFTING | 1200 | ELDEN ST |
| 12/7/24 21:19 | 2024-04913 | LARCENY-SHOPLIFTING | 1000 | ELDEN ST |
| 12/7/24 21:46 | 2024-04915 | LARCENY-PICK POCKET | 1100 | ELDEN ST |
| 12/8/24 1:35 | 2024-04920 | ASSAULT | 1200 | ELDEN ST |
| 12/8/24 19:34 | 2024-04929 | INTIMIDATION/THREATS | 900 | BRANCH DR |
| 12/8/24 21:52 | 2024-04930 | PROPERTY LOST FOUND | 1100 | ELDEN ST |

**METRO**

| DATE | CASE | OFFENSE | BLK | STREET |
|---|---|---|---|---|
| 12/2/24 9:39 | 2024-04838 | PROPERTY DAMAGE | 100 | HERNDON MILL CIR |
| 12/2/24 13:24 | 2024-04840 | DISORDERLY CONDUCT | 400 | ELDEN ST |
| 12/2/24 13:53 | 2024-04841 | LARCENY OF VEHICLE PARTS | 400 | ELDEN ST |
| 12/3/24 11:51 | 2024-04850 | OBTAINING DRUGS BY FRAUD | 600 | ELDEN ST |
| 12/4/24 23:50 | 2024-04873 | VEHICLE TAMPERING | 300 | OLD DOMINION AVE |
| 12/5/24 8:23 | 2024-04875 | LARCENY FROM VEHICLE | 400 | ARKANSAS AVE |
| 12/5/24 15:58 | 2024-04878 | LARCENY FROM VEHICLE | 600 | HERNDON PKWY |
| 12/6/24 15:37 | 2024-04890 | FRAUD-INTERNET/PHONE | 500 | FLORIDA AVE |

# SECTION I: MAJOR INCIDENTS

**Burglary-Commercial** **9/10/2024** **100-blk Elden St** **2024-003667**

The business' manager arrived in the morning to find the front glass door broken. An undisclosed amount of cash, electronic equipment, and business products were taken. The case is under investigation.

# SECTION II: INCIDENTS BY DISTRICTS

**DRANESVILLE**

| DATE | CASE | OFFENSE | BLK | STREET |
|---|---|---|---|---|
| 9/10/24 16:06 | 2024-03668 | DRUNKENNESS | 900 | HERNDON PKWY |
| 9/10/24 22:59 | 2024-03671 | DISORDERLY CONDUCT | 700 | ELDEN ST |
| 9/12/24 15:42 | 2024-03696 | LARCENY FROM VEHICLE | 1100 | AUTUMNHAZE CT |
| 9/13/24 13:37 | 2024-03706 | LARCENY-ALL OTHER | 1100 | HERNDON PKWY |
| 9/13/24 21:41 | 2024-03712 | ASSAULT | 700 | ELDEN ST |
| 9/14/24 11:35 | 2024-03721 | DESTRUCTION OF PROPERTY | 1100 | CASPER DR |
| 9/15/24 3:22 | 2024-03733 | DESTRUCTION OF PROPERTY | 700 | ELDEN ST |

**DULLES**

| DATE | CASE | OFFENSE | BLK | STREET |
|---|---|---|---|---|
| 9/9/24 17:28 | 2024-03659 | FRAUD- VIA COMPUTER | 1300 | LOPP CT |
| 9/12/24 12:33 | 2024-03690 | DRUNKENESS | 1000 | ELDEN ST |
| 9/12/24 20:58 | 2024-03699 | INTIMIDATION/THREATS | 800 | MOSBY HOLLOW DR |
| 9/13/24 12:04 | 2024-03704 | FRAUD-FALSE PRETENSES | 1200 | SUMMERFIELD DR |
| 9/14/24 17:23 | 2024-03729 | ASSAULT | 1200 | AUTUMN PL |

**METRO**

| DATE | CASE | OFFENSE | BLK | STREET |
|---|---|---|---|---|
| 9/10/24 11:12 | 2024-03667 | BURGLARY- COMMERCIAL | 100 | ELDEN ST |
| 9/10/24 22:35 | 2024-03670 | DESTRUCTION OF PROPERTY | 400 | ELDEN ST |
| 9/10/24 22:42 | 2024-03672 | DRIVING WHILE INTOXICATED | | STERLING RD/HERNDON PKWY |
| 9/12/24 6:19 | 2024-03687 | DRUNKENESS | 1200 | ELDEN ST |
| 9/14/24 9:01 | 2024-03716 | DESTRUCTION OF PROPERTY | | THIRD ST/STANTON PARK CT |
| 9/15/24 4:13 | 2024-03734 | VEHICLE TAMPERING | 1400 | OAK TRAIL CT |

**WORLDGATE**

| DATE | CASE | OFFENSE | BLK | STREET |
|---|---|---|---|---|
| 9/9/24 17:36 | 2024-03658 | LARCENY OF VEHICLE PARTS | 12900 | ALTON SQ |
| 9/11/24 0:15 | 2024-03673 | WARRANT-OTHER AGENCY | 12900 | ALTON SQ |
| 9/12/24 13:16 | 2024-03692 | ASSAULT | 900 | FERNDALE AVE |
| 9/14/24 20:30 | 2024-03730 | PROTECTION ORDER VIOLATION | 200 | MISSOURI AVE |

# SECTION I: MAJOR INCIDENTS

**Sex Offenses** **07/02/2024** **700-blk Birch St** **2024-02756**

Josias Nahun Menjivar Portillo, 34, of Herndon, VA, was arrested and charged with Indecent Liberties with a Child Under 15 and Use of Electronic Means to Solicit Child in Sex Crime. The victim became known to him after meeting each other in a park. Menjivar Portillo was taken to the Fairfax County Adult Detention Center where he was held on a $2000 secured bond.

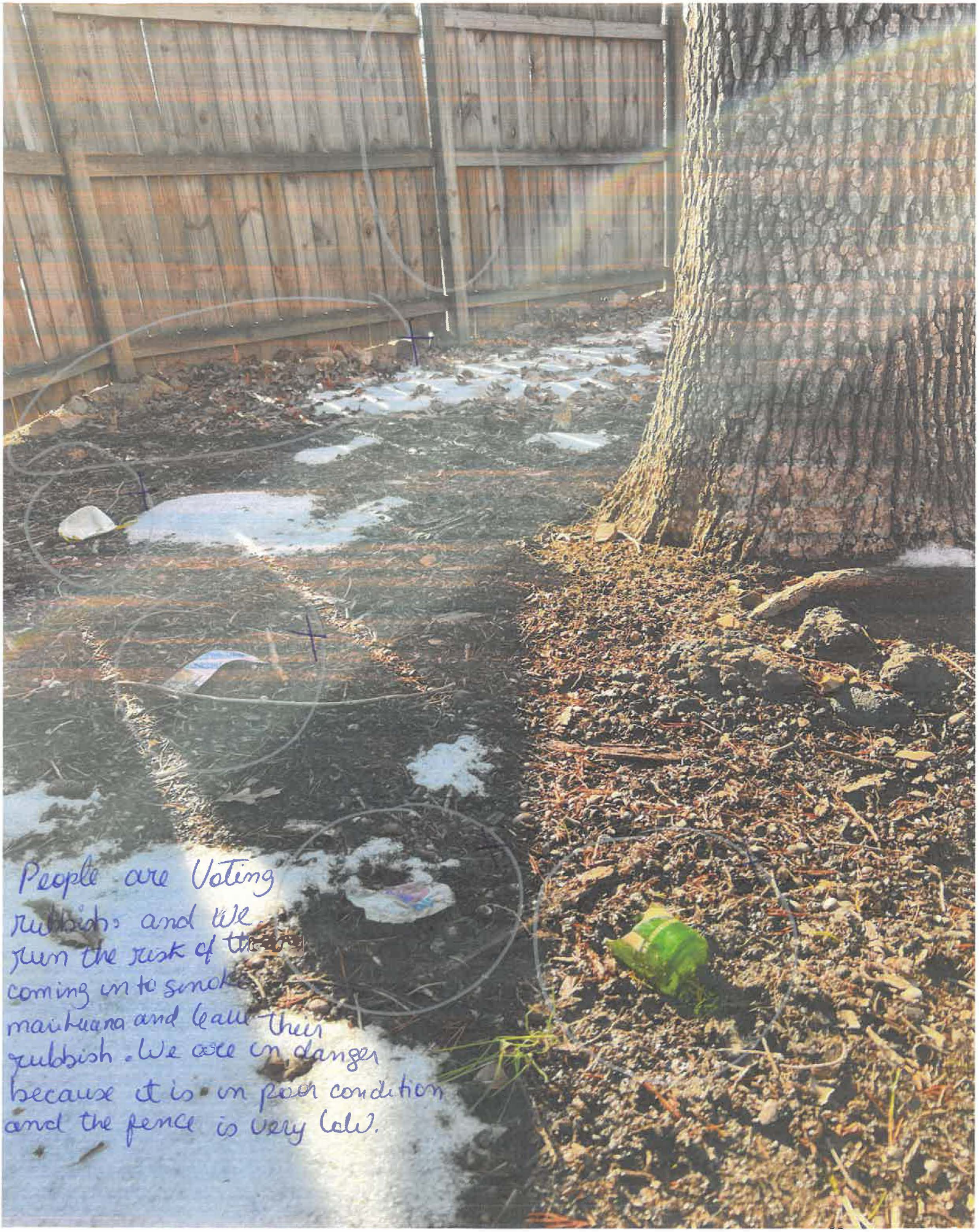
# SECTION II: INCIDENTS BY DISTRICTS

**DRANESVILLE**

| DATE | CASE | OFFENSE | BLK | STREET |
|---|---|---|---|---|
| 8/20/24 20:56 | 202403415 | ASSAULT | 700 | DRANESVILLE RD |
| 8/21/24 6:38 | 202403416 | LARCENY FROM VEHICLE | 900 | BALLOU ST |
| 8/21/24 14:44 | 202403421 | LARCENY-SHOPLIFTING | 700 | CENTER ST |
| 8/22/24 14:06 | 202403428 | TRESPASS-BANNED | 700 | CENTER ST |
| 8/22/24 21:30 | 202403440 | WEAPONS VIOLATION | 1000 | KNIGHT LN |
| 8/23/24 16:19 | 202403450 | ASSAULT | 800 | GRACE ST |
| 8/24/24 17:03 | 202403458 | LARCENY-SHOPLIFTING | 600 | ELDEN ST |
| 8/29/24 21:27 | 202403509 | DISORDERLY CONDUCT | 400 | ELDEN ST |
| 8/30/24 9:38 | 202403515 | INTIMIDATION/THREATS | 800 | VAN BUREN ST |
| 8/31/24 2:03 | 202403532 | DESTRUCTION OF PROPERTY | 100 | ELDEN ST |
| 8/31/24 8:19 | 202403535 | STOLEN VEHICLE | 900 | FERNDALE AVE |
| 9/1/24 17:10 | 202403545 | TRESPASSING | 600 | SPRING ST |

**DULLES**

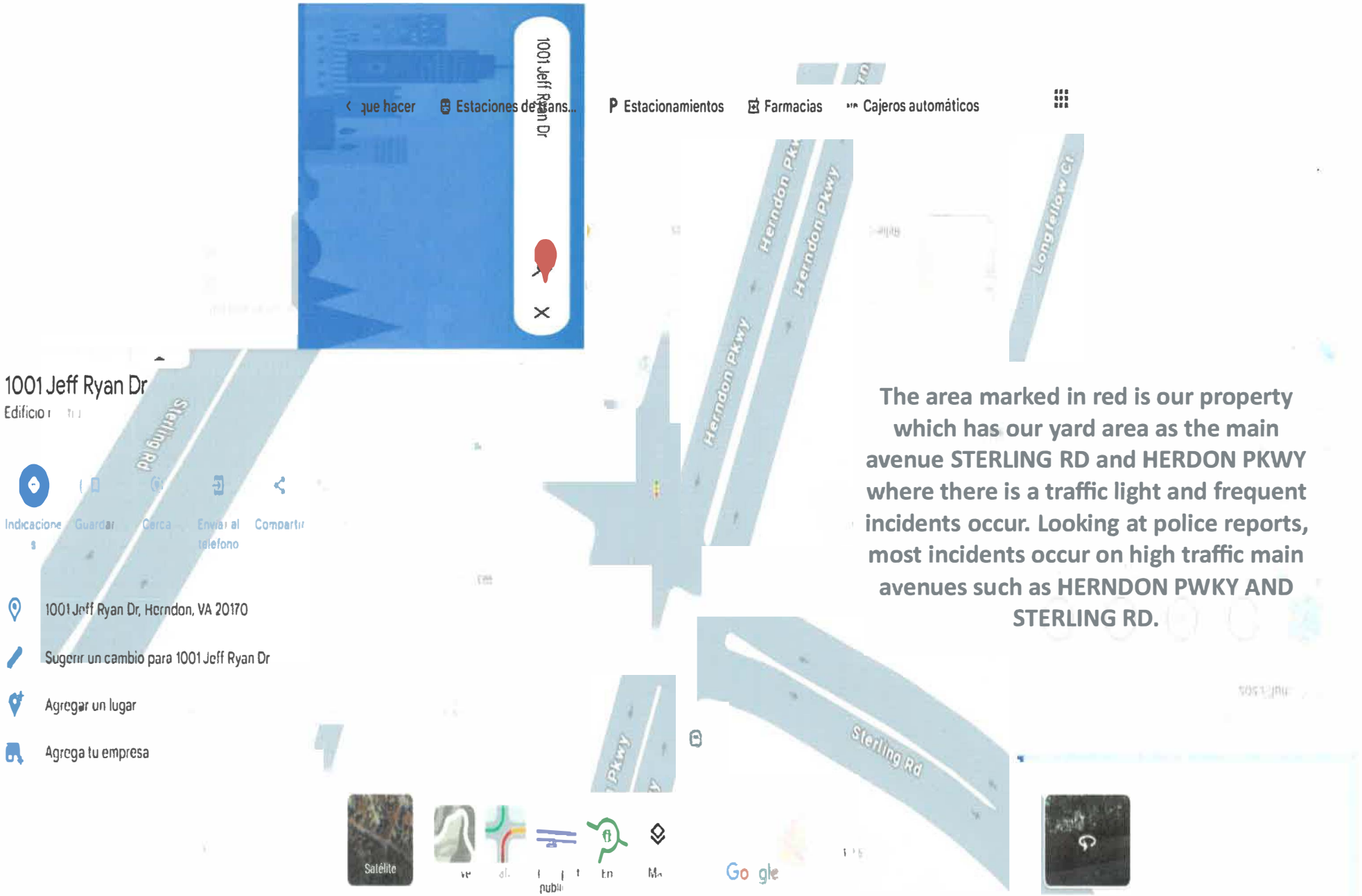
| DATE | CASE | OFFENSE | BLK | STREET |
|---|---|---|---|---|
| 8/19/24 2:15 | 202403392 | ASSAULT | 1100 | ELDEN ST |
| 8/19/24 12:04 | 202403396 | FRAUD | 1200 | WILSHIRE DR |
| 8/22/24 15:10 | 202403429 | LARCENY | 1200 | ELDEN ST |
| 8/22/24 18:59 | 202403435 | DRUNKENESS | | ELDEN ST/CENTER ST |
| 8/23/24 11:18 | 202403443 | LARCENY FROM VEHICLE | 1000 | ELDEN ST |
| 8/25/24 22:36 | 202403466 | TRESPASS | 100 | ELDEN ST |
| 8/26/24 7:46 | 202403469 | LARCENY FROM VEHICLE | 2100 | RAVEN TOWER CT |
| 8/26/24 17:35 | 202403475 | TRESPASS-BANNED | 400 | ELDEN ST |
| 8/27/24 19:12 | 202403485 | ASSAULT | 1400 | STERLING RD |
| 8/28/24 22:19 | 202403500 | DRIVING WHILE INTOXICATED | | HERNDON PKWY/SILVERWAY DR |
| 8/29/24 17:30 | 202403507 | PROPERTY DAMAGE | 600 | ELDEN ST |
| 8/30/24 15:45 | 202403519 | LARCENY-SHOPLIFTING | 1200 | ELDEN ST |
| 8/30/24 16:12 | 202403525 | DRUNKENESS | 1100 | ELDEN ST |
| 8/30/24 16:12 | 202403520 | TRESPASS-BANNED | 1100 | ELDEN ST |
| 8/31/24 1:04 | 202403531 | ASSAULT | 700 | ELDEN ST |
| 9/1/24 21:50 | 202403546 | LIQUOR LAW VIOLATION | 1100 | ELDEN ST |
| 9/1/24 23:28 | 202403547 | ASSAULT | 1100 | CYPRESS TREE PL |


People are Voting
rubbish and We
run the risk of th
coming in to smok
marihuana and leave their
rubbish. We are in danger
because it is in poor condition
and the fence is very low.

Here you can see my neighbor's fence, brand new and strong, and the deteriorated and dangerous state of my fence.

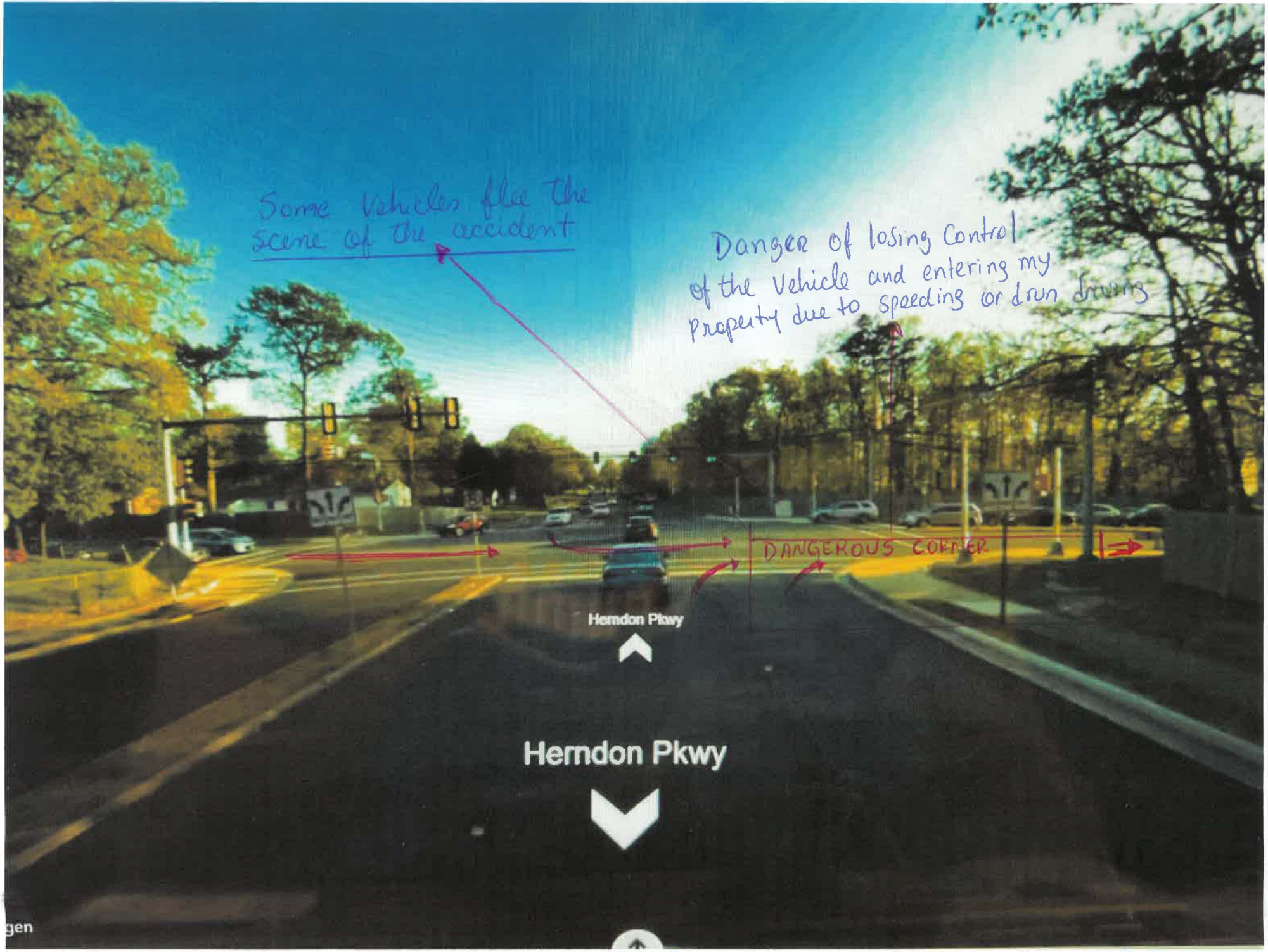
My Neighbor ANA Carolina Siqueira de castro Coutinho
N°cell 4159372869

Our fence is broken and We put stones to avoid any danger because they can throw garbage on those sides.

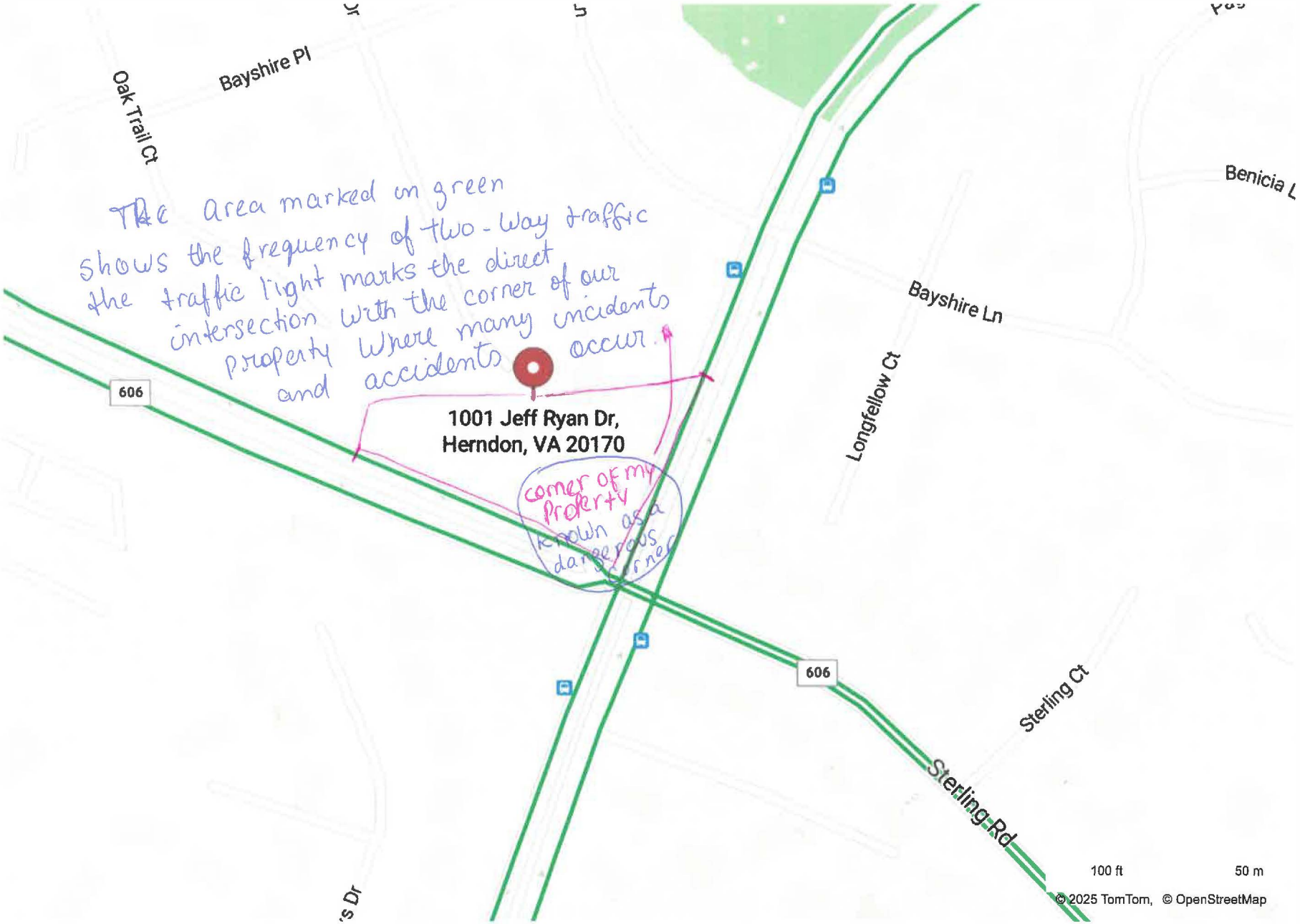



The area marked in red is our property which has our yard area as the main avenue STERLING RD and HERDON PKWY where there is a traffic light and frequent incidents occur. Looking at police reports, most incidents occur on high traffic main avenues such as HERNDON PWKY AND STERLING RD.

*Figure 1*


Some Vehicles flee the scene of the accident
Danger of losing Control of the Vehicle and entering my Property due to speeding or drun drivers
DANGEROUS CORNER
Herndon Pkwy
Herndon Pkwy

All the fence material is deteriorated and easily breaks and comes out




The area marked in green shows the frequency of two-way traffic the traffic light marks the direct intersection with the corner of our property where many incidents and accidents occur.

corner of my property known as a dangerous corner

1.- This information will be sent to the e-mail address mentioned above.

Department Of Public Works

TOWN OF
Herndon
DEPARTMENT OF PUBLIC WORKS

777 Lynn Street
Herndon, VA 20170-4602

(703) 435-6853

publicworks@herndon-va.gov
herndon-va.gov

2.- Thanks to the Police department for their Work and Support in the requested information

Herndon
HERNDON POLICE DEPARTMENT

**POLICE COMMUNICATIONS**
Non-Emergency Number: 703-435-6846

**POLICE RECORDS**
Email: herndonpd.records@herndon-va.gov

**Herndon Police Department**
20 de septiembre de 2023 ·

FINAL: All lanes are now open at Herndon Pkwy and Sterling Rd. One person was transported to the hospital with non-life-threatening injuries. Thank you for your patience.

TRAFFIC ALERT: Both lanes of inner loop of Herndon Pkwy at Sterling Rd are closed for an accident. Avoid the area. Updates as an available. #HerndonPD

29 1 2

Me gusta Comentar Enviar Compartir

Más relevantes

Comentar como Pilarcita A Moretti

FAIRFAX COUNTY

# Pedestrian seriously hurt in Herndon crash

by:
Posted: Jul 23, 2024 / 10:47 PM EDT
Updated: Jul 24, 2024 / 10:46 AM EDT

SHARE

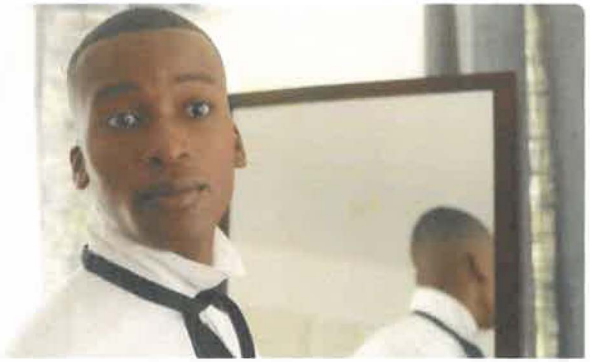
FAIRFAX COUNTY, Va. (DC News Now) — The Herndon Police Department (HPD) said a man was seriously hurt after he was hit by a car on Tuesday night.

In a post made just after 10:30 p.m. on X, police said the crash happened on Sterling Road near Herndon Parkway.

**DC agency lays out transportation plans for 2024-2025 school year; Some still skeptical**

The man who was hit was taken to the hospital with life-threatening injuries. As of Wednesday morning, police said he was in stable condition.

ADVERTISEMENT



**Western Maryland Scenic Railroad**

Last evening's Murder Mystery Dinner Train kicked off another great 2025 season of dinner trains!

During winter months, our Murder Mystery Dinner Train and Allegheny Mountain Dinner Trains will alternate Friday evening departures!

Whether you want dinner with a show, or an exclusive candlelit... [+]

**2-DAY FORECAST**

Current Tonight Tomorrow

Police said the driver remained at the scene, as police investigated the crash.

HPD told DC News Now that no charges will be filed against the driver.

All lanes of Sterling Road leaving town were closed starting at Herndon Parkway but opened to traffic around 3 a.m.

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TRENDING STORIES

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4 ACPD: One dead after crash involving at least 4 cars
5 Deputies search for missing 86-year-old man
6 Trump ending telework leaves some feeling skeptical
7 What's Going Around: How to treat frostbite
8 53 people detained by ICE in West Virginia
9 Magic Johnson 'incredibly proud' of Commanders
10 Andy McCauley handed 2 life sentences for murder ...

EVENTS

Next story in 5

Cancel

# RE: request



request 4 Yahoo/Bandeja ...

**Sarita del Pilar Abad Mor** mié, 22 ene a las 12:27

**De:**
abad_moretti@yahoo.es
**Para:**
Herndonpd.FOIA@herndonva.gov

Good afternoon:
I am hereby introducing myself, I am Sarita Abad, owner of the property with address 1001 Jeff Ryanh Drive – Herndon. I am expressing my desire to obtain a report of incidents and accidents that occur on the street where my property ends (Herndon Pkwy and Steling RD). The reason is that I am requesting the Municipality of Herndon, specifically the PUBLIC WORKS department, to provide me with security on the fence that I have because on many occasions there are accidents, robberies, incidents and we are afraid that they will enter my property because we have a weak fence that separates my property, where my children and my family play. The Municipality of Herndon required me to obtain the police report of accidents or incidents that occur on Herndon Pkwy and Steling RD. (I have attached a Google Maps map for further illustration, the red dot is my address). Please, I hope you can help me, as this is a prevention request to avoid an accident that I may regret on my property.

**473628808_... .jpg**
498.9kB

RE: request

De: Siles, Blanca (blanca.siles@herndon-va.gov)

Para: abad_moretti@yahoo.es

Fecha: miércoles, 22 de enero de 2025, 15:15 GMT-5

Señora Sarita,

Como hablamos hoy por llamada telefónica, le estamos proveyendo el enlace del sitio web para localizar accidentes en su vecindario.

https://www.treds.virginia.gov/Mapping/Map/CrashesByJurisdiction

También le adjunto copia del reporte para la semana de enero 21, 2025 y el enlace del sitio web para obtener todos los reportes ("Weekly Crime Report"):
https://www.herndon-va.gov/departments/public-safety/public-information/weekly-crime-report

Sinceramente,

Blanca Siles
FOIA Records Specialist
Herndon Police Department
397 Herndon Parkway
Herndon, VA 20170
blanca.siles@herndon-va.gov
703.435.6891
www.herndon-va.gov

Herndon
HERNDON POLICE DEPARTMENT

**From:** Sarita del Pilar Abad Moretti <abad_moretti@yahoo.es>
**Sent:** Wednesday, January 22, 2025 2:54 PM
**To:** Siles, Blanca <blanca.siles@herndon-va.gov>
**Subject:** Re: request

**Town of Herndon, Virginia**
**Notice of Public Hearing**

Notice is hereby given that the Planning Commission of the Town of Herndon, Virginia, will hold a public hearing on Monday, April 27, 2026, at 7:00 p.m. in the Herndon Council Chambers Building, located at 765 Lynn Street, Herndon, on the following items:

**ZONING MAP AMENDMENT – ZMA #24-01, 250 Exchange Place**, a zoning map amendment from O&LI, Office & Light Industrial district, to PD-TRG1 & PD-TRG2, Planned Development—Transit Related Growth mixed use, medium density residential, and office and Planned development—low density residential and low impact commercial zoning districts with proffered conditions to allow the redevelopment of the site with single family attached and multi-family residential uses. The parcel area 410,221 square feet (SF) is currently improved with five one-story office buildings and a surface parking lot. The proposed redevelopment requires demolition of all existing improvements. New uses proposed include 400 multi-family residential units in a seven-story residential building located in the PD-TRG1 zoning district and 62 stacked townhouse units within the PD-TRG2 zoning district. The project proposes a density of 1.49 floor area ratio (FAR). Parking for the development would be provided on-site in a parking garage for the multi-family building as well as garage, driveway, and surface parking for the townhouse units. The site would also be improved with two public streets, publicly-accessible private streets, sidewalks and streetscapes, and would construct two publicly accessible open spaces. The property is designated as Regional Corridor Mixed Use in the Comprehensive Plan and is located in the Transit Related Growth small area plan. The application includes requests for the following zoning modifications: landscape requirements for parking structures (Section 78-51.2(l)(1)); non-standard private amenity space width (Section 78-51.2(f)(4)); non-standard building setback (Section 78-51.3(f)(5)); non-standard landscaped area (Section 78-51.3(j)(1). The property is located on the northeast corner of Herndon Parkway and Exchange Place. Fairfax County Tax Map Reference Number: 0164-10-0001B. Applicant: Rooney Properties LLC. Agent: Ken Wire, Wire Gill LLP. Property Owner: Herndon Van Buren, LLC.

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

**ZONING ORDINANCE TEXT AMENDMENT – ZOTA #26-02** to amend Chapter 78 (ZONING), Article VIII (Accessory Uses), by amending Section 78-80.4 (Standards for Specific Accessory Uses and Structures by Use Type), and amending Article XVIII (Definitions) to update the provisions regarding caretaker and security guard residences and to add a definition of caretaker and security residence.

**APPLICATION FOR A SPECIAL EXCEPTION – SE #26-02, 1001 Jeff Ryan Drive,** to consider a special exception to permit a home-based child daycare use within the R-10, Residential single-family district. The proposed use will increase the maximum number of children enrolled per day from 7 to 12. The property is zoned R-10, Residential single-family district. The property is designated in the Herndon 2030 Comprehensive Plan as "Neighborhood Conservation." The 21,625 square-foot lot is located on the northwest corner of Herndon Parkway and Sterling Road. Fairfax County Tax Map Reference Number: 0103 14 0073. Applicant and owner: Sarita Del Pilar Abad Moretti.

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. Individuals may also submit comments to planning.commission@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.

Amanda Morrow Kertz, Town Clerk

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

# Planning Commission Regular Meeting
## Agenda Item 4.c.

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

**Meeting Date:** April 27, 2026

**Category:** Public Hearings

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

**Description:**
This zoning ordinance text amendment (ZOTA) will establish sign standards for the Planned Development – Transit Oriented Core (PD-TOC) zoning district. Property owners that develop in PD-TOC are currently unable to obtain any sign permits and the town cannot issue any sign permits in the PD-TOC zoning district until an amendment is adopted. This ZOTA will also update the existing sign standards in the Transit Related Growth districts. Additionally, staff drafted minor updates to the sections on prohibited signs and general standards for all signs related to the inclusion of the HTOC standards in Article XIV. Staff relied on guidance found in the *Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core* (638949943148500000) to develop the proposed sign standards for the HTOC.

**Background/Timing Impact:**
The Town of Herndon initiated the Planned Development - Transit-Oriented Core (PD-TOC) zoning district in 2017. This area is also referred to as the Herndon Transit-Oriented Core (HTOC) in associated planning documents.

*Work Session Discussion:*
The following is a summary of the Planning Commission's comments during the April 13, 2026, work session and additional information related to those comments:

- The Commission requested that property owners impacted by the ZOTA be notified of the proposed changes.
    - The only legal notification for a ZOTA is the legal advertisement in the newspaper. There is no requirement for property owner notification with a

ZOTA. ZOTA #26-01 updates the existing Sec. 78-141.8 tables to create sign standards for properties within the PD-TOC as the Zoning Ordinance does not currently have standards to allow the installation of signage in this district. Staff has determined that there are not substantial changes to the sign standards within the Transit Related Growth Area (TRG) proposed in this ZOTA. Therefore, staff has sent letters notifying commercial property and business owners within the PD-TOC of the proposed new standards for that zoning district.

- The Planning Commission asked whether moving LED displays are permitted and staff confirmed that they are prohibited in the Town of Herndon Zoning Ordinance.
    - Adding provisions to allow for moving LED displays in town is beyond the scope of this ZOTA as initiated by Town Council in February 2026. This may be considered under a future and separate ZOTA initiation.
- The Planning Commission asked for additional context related to Fairfax County's standards for LED signs and other signage within their metro corridor.
    - Town of Herndon staff has included a townwide limit of 100 nits for electronic displays during nighttime hours as part of the proposed language for ZOTA #26-01. This is consistent with the nit levels allowed within or adjacent to most residential districts within Fairfax County. For more information, please refer to the Fairfax County Zoning Ordinance Subsection 7101.1.A(4) (Document Viewer | Zoning Ordinance).
    - Staff updated the proposed ZOTA language pertaining to nit limits to clarify the limit is for electronic displays during nighttime (see below for additional information).
    - The zoning districts adjacent to the Reston Town Center and Wiehle-Reston East are a mix of Planned Units and Industrial. The zoning districts adjacent to the Innovation Center metro stop are a mix of Residential, Planned Units, and Industrial. The Fairfax County Zoning Ordinance does not provide sign specific guidance for individual zoning districts beyond dividing them into standards for either residential districts or commercial and industrial districts. For more information, please refer to the Fairfax County Zoning Ordinance Article 7 (Document Viewer | Zoning Ordinance).
    - Regulations for signs for zoning districts with a P (planned) designation and some with a C (commercial) or I (industrial) designation can be modified with a special exception. For more information, please refer to the Fairfax County Zoning Ordinance Subsection 7102 (Document Viewer | Zoning Ordinance).
- The commission requested that staff consider increasing the limit on the number of tower signs per building.
    - In consideration of similar developments adjacent to the Town of Herndon along the Dulles Toll Road, staff are recommending an increase to two tower signs allowed per building, but no more than one per elevation (see below for additional information).
- The Planning Commission asked whether "1st floor" or "ground floor" should be

referenced in the tables associated with Sec. 78-141.8.
    - For consistency with the existing tables in other sections of Article XIV, staff has changed the proposed language to use the term “ground floor” throughout (see below for additional information).
- The commission asked if the language for the allowable maximum width of Canopy Signs could be changed to state they can be no larger than 90% the width of the associated canopy.
    - Staff has made this change for clarity (see below for additional information).

*Changes made to the proposed ZOTA language since the Work Session discussion:*

- Sec. 78-140.6(d)(3) updated to read: *All electronic display signage is limited to a maximum of 100 nits between dusk and dawn* (Lines 53-54).
- The allowable number of Tower Signs was updated to read: *Up to 2 per building with no more than 1 per elevation on properties abutting the Dulles Toll Road* (Line 66).
- *1st floor* changed to read *ground floor* throughout (Lines 61 and 67)
- Canopy Sign width changed to read: *Maximum width 90% the total width of the canopy* (Line 61).

**Fiscal Impact:**
If adopted by the Town Council, this ordinance will permit review and approval of signage in the PD-TOC, which will allow businesses and residential developments to successfully operate, adding to the town's tax base.

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

**Staff Recommendation/Next Steps:**
Staff recommends approval of the proposed ZOTA language.

**Attachments:**
1. Ordinance (Proposed Language)
2. Legal Ad

**TOWN OF HERNDON, VIRGINIA**

**TOWN COUNCIL**

**ORDINANCE**

**_____, 2026**

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

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

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

**CHAPTER 78 (ZONING)**

**ARTICLE XIV. – Signs -**

**Sec. 78-140.4. - Prohibited signs.**

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

***

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

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

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

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

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

**(3) All electronic display signage is limited to a maximum of 100 nits between dusk and dawn.**

***

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

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

| Type | Sign Band | Awning Sign | Canopy Sign |
|---|---|---|---|
| *Number* | 1 per establishment **frontage and/or vehicular entrance, pedestrian entrance, or service bay** | 1 per establishment **and 1 per pedestrian entrance** | 1 per establishment and 1 per **pedestrian** ~~lobby~~ entrance |
| *Size* | 1 square foot of sign area for every 1 foot of establishment**, separate vehicle or pedestrian entrance, or service bay;** linear frontage **not to exceed 80% width of frontage, calculated independent of each** | **Maximum** 10**%** ~~percent~~ of awning area (top and valence); maximum 10-inch lettering **height** | **Maximum** 25 square feet; **Maximum width 90% the total width of the canopy; Maximum 18-inch letter height** |

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

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

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

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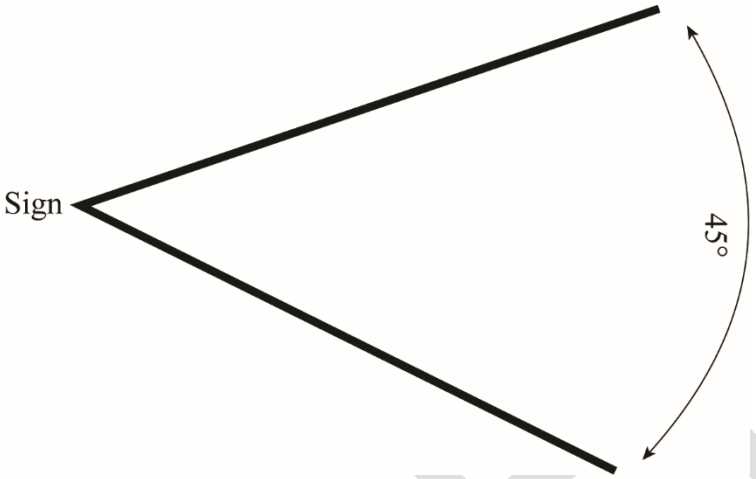


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65 *Maximum Multi-faced Sign Angle*

66

| **Type** | **~~Monument Sign~~ Freestanding Sign (Primary)** | **~~Parapet Sign~~** | **Freestanding Sign (Secondary)** | **~~Tower~~ Parapet Sign** | **Tower Sign** | **~~Freestanding (non-monument)~~** |
|---|---|---|---|---|---|---|
| *Number* | ~~1 per street frontage~~ **1 per block frontage** | ~~1 per building~~ | **2 per block frontage** | 1 per building ~~when building is minimum 80 feet in height~~ **and only on buildings of 60 feet or taller** | **Up to 2 per building with no more than 1 per elevation on properties abutting the Dulles Toll Road** | ~~1 per street frontage~~ |
| *Size* | Maximum ~~36 square feet~~ **32 square feet** per sign | ~~Maximum 60 square feet~~ | **Maximum 18 square feet per sign, vertical orientation, scaled for** | Maximum 150 square feet | **250 square feet maximum per sign when building is a minimum of 14 stories or** | ~~Maximum 18 square feet~~ |

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

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| **Type** | **Plaque** | **Projecting Banner Sign** | **A-Frame Sign (Sandwich Board)** |
|---|---|---|---|
| ***Number*** | **1 per business** | **Unlimited number; Limited to 1** | **Unlimited** |

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

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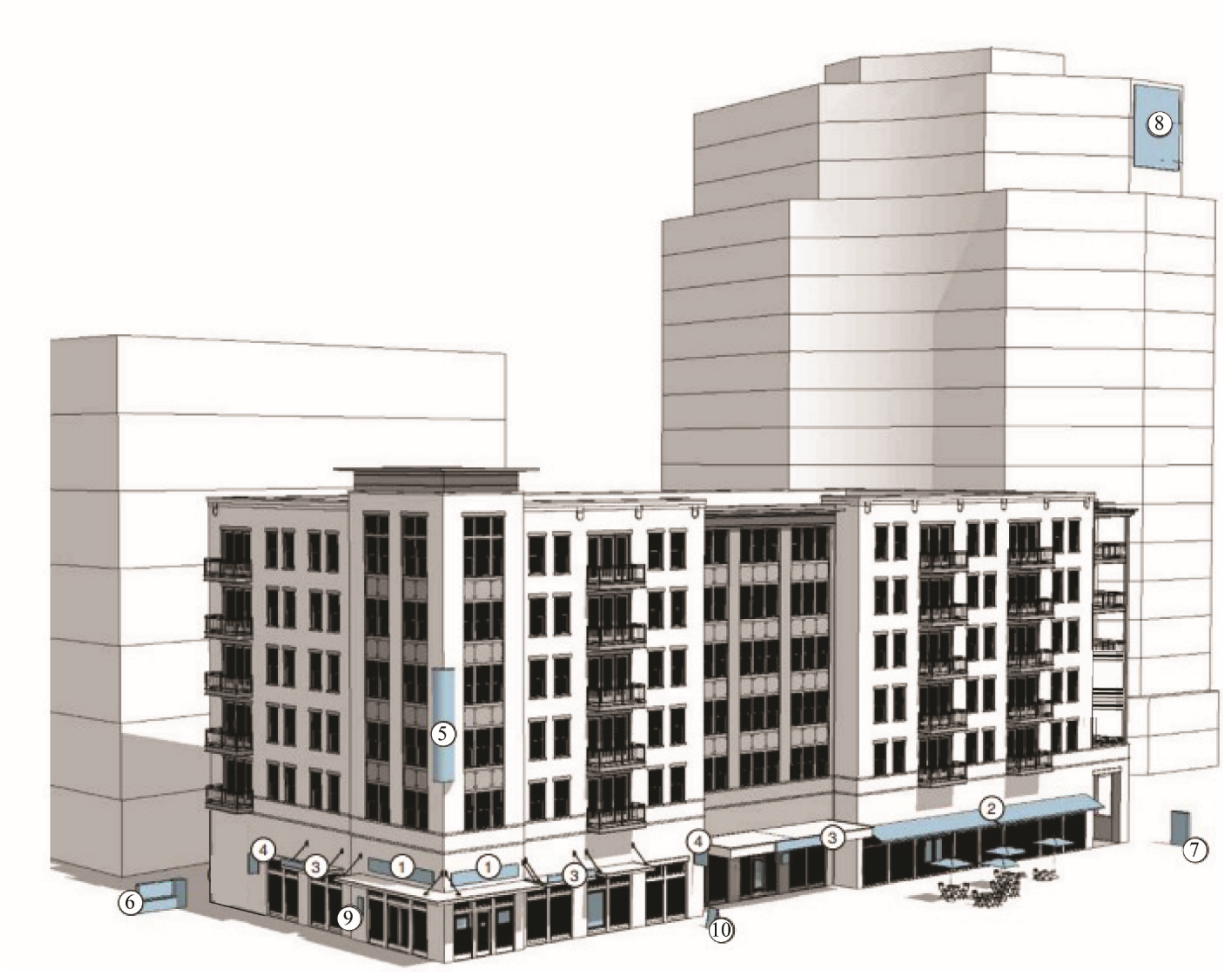


1. Sign Band
2. Awning Sign
3. Canopy Sign
4. Projecting Sign
5. Blade Sign
6. Freestanding Sign (Primary)
7. Freestanding Sign (Secondary)
8. Tower Sign
9. Plaque
10. A-Frame Sign

**Parapet Sign and Projecting Banner Sign not pictured*

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

***

**CHAPTER 78 (ZONING)**

**ARTICLE XVIII. – DEFINITIONS-**

***

**Sec. 78-180. - Definitions.**

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

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

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

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

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

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

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

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

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

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**Town of Herndon, Virginia**
**Notice of Public Hearing**

Notice is hereby given that the Planning Commission of the Town of Herndon, Virginia, will hold a public hearing on Monday, April 27, 2026, at 7:00 p.m. in the Herndon Council Chambers Building, located at 765 Lynn Street, Herndon, on the following items:

**ZONING MAP AMENDMENT – ZMA #24-01, 250 Exchange Place**, a zoning map amendment from O&LI, Office & Light Industrial district, to PD-TRG1 & PD-TRG2, Planned Development—Transit Related Growth mixed use, medium density residential, and office and Planned development—low density residential and low impact commercial zoning districts with proffered conditions to allow the redevelopment of the site with single family attached and multi-family residential uses. The parcel area 410,221 square feet (SF) is currently improved with five one-story office buildings and a surface parking lot. The proposed redevelopment requires demolition of all existing improvements. New uses proposed include 400 multi-family residential units in a seven-story residential building located in the PD-TRG1 zoning district and 62 stacked townhouse units within the PD-TRG2 zoning district. The project proposes a density of 1.49 floor area ratio (FAR). Parking for the development would be provided on-site in a parking garage for the multi-family building as well as garage, driveway, and surface parking for the townhouse units. The site would also be improved with two public streets, publicly-accessible private streets, sidewalks and streetscapes, and would construct two publicly accessible open spaces. The property is designated as Regional Corridor Mixed Use in the Comprehensive Plan and is located in the Transit Related Growth small area plan. The application includes requests for the following zoning modifications: landscape requirements for parking structures (Section 78-51.2(I)(1)); non-standard private amenity space width (Section 78-51.2(f)(4)); non-standard building setback (Section 78-51.3(f)(5)); non-standard landscaped area (Section 78-51.3(j)(1). The property is located on the northeast corner of Herndon Parkway and Exchange Place. Fairfax County Tax Map Reference Number: 0164-10-0001B. Applicant: Rooney Properties LLC. Agent: Ken Wire, Wire Gill LLP. Property Owner: Herndon Van Buren, LLC.

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

**ZONING ORDINANCE TEXT AMENDMENT – ZOTA #26-02** to amend Chapter 78 (ZONING), Article VIII (Accessory Uses), by amending Section 78-80.4 (Standards for Specific Accessory Uses and Structures by Use Type), and amending Article XVIII (Definitions) to update the provisions regarding caretaker and security guard residences and to add a definition of caretaker and security residence.

**APPLICATION FOR A SPECIAL EXCEPTION – SE #26-02, 1001 Jeff Ryan Drive,** to consider a special exception to permit a home-based child daycare use within the R-10, Residential single-family district. The proposed use will increase the maximum number of children enrolled per day from 7 to 12. The property is zoned R-10, Residential single-family district. The property is designated in the Herndon 2030 Comprehensive Plan as "Neighborhood Conservation." The 21,625 square-foot lot is located on the northwest corner of Herndon Parkway and Sterling Road. Fairfax County Tax Map Reference Number: 0103 14 0073. Applicant and owner: Sarita Del Pilar Abad Moretti.

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. Individuals may also submit comments to planning.commission@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.

Amanda Morrow Kertz, Town Clerk

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

# Planning Commission
# Regular Meeting
# Agenda Item 4.d.

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

**Meeting Date:** April 27, 2026

**Category:** Public Hearings

**Prepared by:** David Stromberg, Zoning Administrator

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

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

Staff is proposing alternative language that would increase the allowable are for caretaker units from 1,000 square feet. Staff was originally proposing an increase to 1,400 square feet, but has changed the draft to allow a maximum of 1,500 square feet, based on feedback from the planning commission at the work session. Staff is not recommending any special exception review. When considering the size of principal uses that will have a caretaker residence are typically between 60,000 to 100,000 square feet, the increase to the size of a caretaker unit is a De Minimis issue. Staff is actively trying to limit special exception review to larger projects with a higher potential to impact adjacent properties because this level of review consumes a significant amount of staff resources and results in delayed approvals for property owners. Surrounding localities do not regulate the size of caretaker units or have a special exception review.

**Background/Timing Impact:**
The applicant submitted this zoning ordinance text amendment application on February 12, 2026. This application is associated with Special Exception SE #25-02 to expand an existing self-service storage facility located at 250 Spring Street. This zoning ordinance text amendment must be approved prior to SE #25-02. Special Exception SE #25-02 is undergoing staff review and will be coming before the Commission at a later date.

**Fiscal Impact:**
N/A

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

**Staff Recommendation/Next Steps:**
Recommendation that the Commission recommend approval of the staff proposed language.

**Attachments:**
1. Ordinance (Proposed Language)
2. Applicant's Statement of Justification
3. Applicant's Proposed Language
4. Legal Ad

**TOWN OF HERNDON, VIRGINIA**

**TOWN COUNCIL**

**ORDINANCE**

**_____, 2026**

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

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

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

## CHAPTER 78 (ZONING)

### Article VIII. – ACCESSORY USES

***

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

**Table 78-80.2(c): TABLE OF PERMITTED AND ALLOWED ACCESSORY USES & STRUCTURES**
**KEY: P=Use Permitted By Right; S=Use Allowed Subject to Special Exception Approval;**
**Z=Use Allowed Subject to Zoning Map Amendment Approval**

**Notes:** 1. A blank cell means the use is prohibited in the district; 2. Uses may be subject to use specific standards noted in the last column.
** For Permitted Accessory Uses in PD-TOC see section 78-50.8; For Accessory Uses Permitted and Allowed in PD-W see section 78-50.9

| | **Residential Districts** | | | | **Business Districts** | | | | **Planned Development District** | | | | | **Supp'l Reqs.** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ACCESSORY USE** | R 15 | R 10 | R TC | RM | CC | CS | CO | O& LI | PD-R | PD-B | PD-TD PD-D | PD-UR | PD-TOC PD->W, PD-TRG1 | See Section |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | PD-TRG2 | |
| *** | | | | | | | | | | | | | | |
| Caretaker, ~~or~~ Security Guard's~~,~~ **or manager** Residence | | | | | | P | | P | | | | | ** | §78-80.4(h) |

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

***

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

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

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

(3) *Size limit.* It shall not exceed ~~1,000~~ **1,500** square feet in area.

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

***

**Sec. 78-180. – Definitions.**

***

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

***

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

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

February 12, 2026

## I. Background

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

## II. Request

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

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

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

## III. Standards for Zoning Ordinance Text Amendments

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

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

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

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

Sincerely,

Ken Wire

WIRE GILL LLP

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

February 12, 2026

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

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

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

Regards,

Kenneth W. Wire

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

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

**Town of Herndon, Virginia**
**Notice of Public Hearing**

Notice is hereby given that the Planning Commission of the Town of Herndon, Virginia, will hold a public hearing on Monday, April 27, 2026, at 7:00 p.m. in the Herndon Council Chambers Building, located at 765 Lynn Street, Herndon, on the following items:

**ZONING MAP AMENDMENT – ZMA #24-01, 250 Exchange Place**, a zoning map amendment from O&LI, Office & Light Industrial district, to PD-TRG1 & PD-TRG2, Planned Development—Transit Related Growth mixed use, medium density residential, and office and Planned development—low density residential and low impact commercial zoning districts with proffered conditions to allow the redevelopment of the site with single family attached and multi-family residential uses. The parcel area 410,221 square feet (SF) is currently improved with five one-story office buildings and a surface parking lot. The proposed redevelopment requires demolition of all existing improvements. New uses proposed include 400 multi-family residential units in a seven-story residential building located in the PD-TRG1 zoning district and 62 stacked townhouse units within the PD-TRG2 zoning district. The project proposes a density of 1.49 floor area ratio (FAR). Parking for the development would be provided on-site in a parking garage for the multi-family building as well as garage, driveway, and surface parking for the townhouse units. The site would also be improved with two public streets, publicly-accessible private streets, sidewalks and streetscapes, and would construct two publicly accessible open spaces. The property is designated as Regional Corridor Mixed Use in the Comprehensive Plan and is located in the Transit Related Growth small area plan. The application includes requests for the following zoning modifications: landscape requirements for parking structures (Section 78-51.2(I)(1)); non-standard private amenity space width (Section 78-51.2(f)(4)); non-standard building setback (Section 78-51.3(f)(5)); non-standard landscaped area (Section 78-51.3(j)(1). The property is located on the northeast corner of Herndon Parkway and Exchange Place. Fairfax County Tax Map Reference Number: 0164-10-0001B. Applicant: Rooney Properties LLC. Agent: Ken Wire, Wire Gill LLP. Property Owner: Herndon Van Buren, LLC.

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

**ZONING ORDINANCE TEXT AMENDMENT – ZOTA #26-02** to amend Chapter 78 (ZONING), Article VIII (Accessory Uses), by amending Section 78-80.4 (Standards for Specific Accessory Uses and Structures by Use Type), and amending Article XVIII (Definitions) to update the provisions regarding caretaker and security guard residences and to add a definition of caretaker and security residence.

**APPLICATION FOR A SPECIAL EXCEPTION – SE #26-02, 1001 Jeff Ryan Drive,** to consider a special exception to permit a home-based child daycare use within the R-10, Residential single-family district. The proposed use will increase the maximum number of children enrolled per day from 7 to 12. The property is zoned R-10, Residential single-family district. The property is designated in the Herndon 2030 Comprehensive Plan as "Neighborhood Conservation." The 21,625 square-foot lot is located on the northwest corner of Herndon Parkway and Sterling Road. Fairfax County Tax Map Reference Number: 0103 14 0073. Applicant and owner: Sarita Del Pilar Abad Moretti.

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. Individuals may also submit comments to planning.commission@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.

Amanda Morrow Kertz, Town Clerk

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