TOWN COUNCIL REGULAR MEETING AGENDA

Town Council Chambers
765 Lynn Street, Herndon, VA 20170

Tuesday, April 28, 2026 | 7:00 PM

1. **Call to Order**

2. **Pledge of Allegiance to the Flag of the United States of America**

3. **Presentations/Reports/Comments**

   a. Proclamation to recognize May as Asian American, Native Hawaiian, and Pacific Islander Heritage Month

   b. Proclamation to recognize May as Mental Health Awareness Month

   c. Town Manager Report

   d. Councilmember Comments

4. **Comments from the Audience**
   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.

5. **Public Hearings**

   a. Ordinance 26-O-07 to approve Development Plan – DP #24-01, 575 Herndon Parkway, a development plan in the Planned Development-Transit Oriented Core (PD-TOC) Zoning District with proffered conditions to allow the redevelopment of the site with commercial and multifamily residential uses

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

   c. Fiscal Year (FY) 2027 Proposed Budget

   i. Ordinance 26-O-08 to Levy Taxes on Real Estate and Manufactured Homes, and Other Subjects for the Fiscal Year 2027 Budget

   ii. Ordinance 26-O-09 to amend Chapter 74 (UTILITIES), Article II (Sewers and

Sewage Disposal), Division 5 (Sanitary Sewer System Rates & Charges), Section 74-262 (Schedule of Rates); and Article III (Water), Division 2 (Service), Subdivision II (In-Town Service Charges), Section 74-326 (Schedule of Charges), to increase the service and usage charges for sanitary sewer and water

iii. Ordinance 26-O-10 to amend Chapter 63 (SOLID WASTE), Section 63-8 (Schedule of fees) to recategorize type of fee and to increase rate

iv. Resolution 26-G-27 to adopt a Fiscal Planning Resolution for the Fiscal Year 2027 Budget for the Town of Herndon

v. Ordinance 26-O-11 to appropriate funds to implement the Fiscal Year 2027 Budget for the Town of Herndon, establishing the Pay Plan, and reserving on-going and Capital Funding for this Fiscal Year

d. Ordinance 26-O-12 to approve a Zoning Ordinance Text Amendment – ZOTA #25-06, to amend Chapter 78 (ZONING), to update sections for conformance with the Virginia Administrative Code regarding changes to the Chesapeake Bay Preservation Act

6. General

a. Resolution 26-G-28 to adopt the FY 2028 through FY 2032 portion of the FY 2027-FY 2032 Town of Herndon Capital Improvement Program

7. Consent

a. Ordinance 26-O-13 to amend the Fiscal Year (FY) 2026 Adopted Budget

b. Resolution 26-G-29 to Adopt the Roadway Safety Action Plan

c. Resolution 26-G-30 to initiate consideration of Zoning Ordinance Text Amendment ZOTA #26-04 to amend Chapter 78 (ZONING), Article IV (Business Districts), Section 78-40.3 (CO – Commercial Office) and Article VII (Use Regulations), Section 78-70.2 (Table of Permitted and Allowed Uses), to remove the special exception requirement for personal service uses in the CO zoning district.

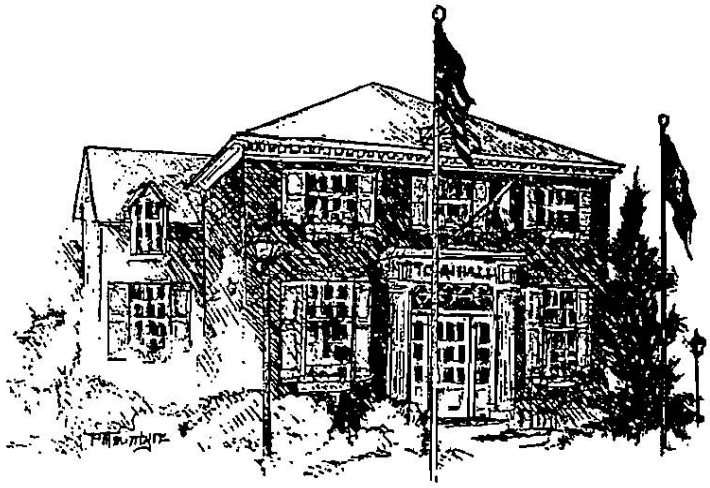
d. Resolution 26-G-31 to approve a Temporary License Agreement between the Town and JOTT, INC., to use a designated public space in the alley adjacent to Jimmy’s Old Town Tavern for outdoor seating during two events

e. Resolution 26-G-32 to approve a Temporary License Agreement between the Town and Dulles Regional Chamber of Commerce for use of town-owned property for portable toilets and an ice machine for Friday Night Live events

f. Approval of the April 7, 2026, Town Council Work Session Minutes

8. Adjournment

Interpretación en Español está disponible en esta sesión.



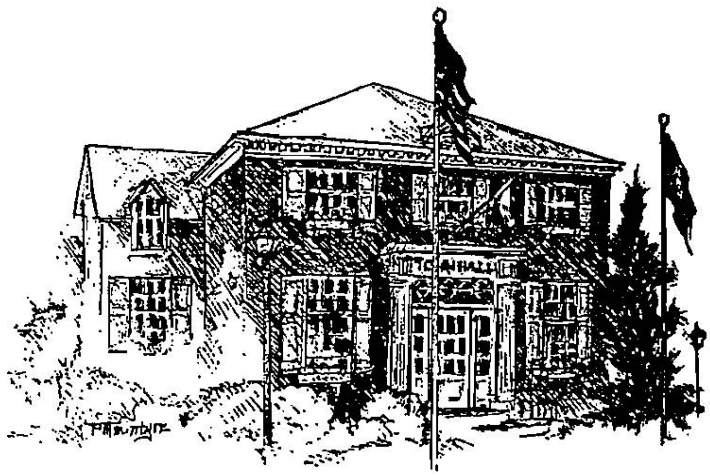
TOWN OF HERNDON, VIRGINIA
PROCLAMATION
ASIAN AMERICAN, NATIVE HAWAIIAN, AND PACIFIC ISLANDER HERITAGE MONTH
MAY 2026

Asian American, Native Hawaiian, and Pacific Islander Heritage Month provides an opportunity to recognize the diverse cultures, languages, histories, and lived experiences of Asian Americans, Native Hawaiians, and Pacific Islanders, whose roots span Asia, Hawai'i, and the Pacific Islands and whose contributions have helped shape communities across the United States.

The observance reflects a commitment to honor these communities and their enduring influence. First recognized by Congress in 1977 as a weeklong celebration, the observance was expanded in 1992 to encompass the entire month of May and was formally inclusive of Native Hawaiians beginning in 2021. May was selected to mark significant moments in American history, including the arrival of early Japanese immigrants in May 1843 and the completion of the transcontinental railroad in May 1869, a monumental achievement made possible through the labor and sacrifice of Chinese workers.

Today, Asian American and Pacific Islander communities represent the fastest-growing racial group in the United States, growing over four times as rapidly as the total U.S. population and expected to double to over 47 million by 2060. Despite rapid growth and increasing influence, these communities remain among the most understudied, underscoring the importance of intentional recognition, education, and inclusion.

Therefore, the Mayor of the Town of Herndon, together with the Herndon Town Council, hereby proclaims May 2026 as **Asian American, Native Hawaiian, and Pacific Islander Heritage Month** to honor the individuals and generations whose leadership, innovation, and perseverance have strengthened our nation and Town.



TOWN OF HERNDON, VIRGINIA
PROCLAMATION
MENTAL HEALTH AWARENESS MONTH
MAY 2026

Recognized each May, **Mental Health Awareness Month** highlights the importance of accessible, compassionate care as a cornerstone of a healthy community. It is a time to foster open conversations and reduce the stigma of seeking help. Many in the Herndon community – neighbors, coworkers, friends, and loved ones – experience mental health challenges, and it is important that they feel supported, heard, and not alone.

People of all ages and backgrounds can experience mental health challenges. By supporting teachers, community leaders, medical professionals, and by encouraging early intervention, the Town can foster a more responsive and compassionate environment. Physical and mental health are essential to overall well-being, and Herndon strives to be a place where everyone can live, learn, and work to their fullest potential. As a community, Herndon commits to being good neighbors, checking in with one another, listening without judgment, extending kindness, and supporting local programs and services.

Therefore, the Mayor of the Town of Herndon, Virginia, together with the Herndon Town Council, hereby proclaims May 2026 as **Mental Health Awareness Month** in the Town of Herndon. Together, we will continue building a community that is resilient, connected, and compassionate.

Agenda Item: **Ordinance 26-O-07 to approve Development Plan – DP #24-01, 575 Herndon Parkway, a development plan in the Planned Development-Transit Oriented Core (PD-TOC) Zoning District with proffered conditions to allow the redevelopment of the site with commercial and multifamily residential uses**

Meeting Date: April 28, 2026

Category: Public Hearings

Prepared by: Bryce Perry, Deputy Director of Community Development

Description:
This is a development plan application that, if approved, would permit the redevelopment of the property located at 575 Herndon Parkway with a mixed-use building comprised of residential multi-family and ground floor commercial land uses. A staff report has been provided that goes into detail on what is proposed with this application and includes an analysis of the proposal.

Background/Timing Impact:
The application has undergone staff review and Planning Commission review and was discussed at the Town Council work session on April 21, 2026. The applicant has recently submitted a revised generalized development plan and proffer statement that responds to final staff comments. Those revised items are included in this dispatch. For more information on the case background, see the provided staff report.

Timing Impact:
An approved generalized development plan and signed proffers run with the land in perpetuity. The Town Council has up to one year from the date of the Planning Commission recommendation to act on this application. If the Town Council finds just cause not to approve this application and denies it, another application which is substantially the same for all or a part of the same land shall not be considered for a period of one year after the date of disapproval unless a waiver of the time limit is approved by the town council, pursuant to the requirements of the zoning ordinance.

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

Fiscal Impact:
There are anticipated fiscal impacts from the project, which are analyzed and are

presented in the staff report.

Legal Impact:
An approved development plan with proffers constitutes a rezoning of the property in question and binds the future development of the property to substantial conformance with the approved generalized development plan and signed proffers.

Staff Recommendation/Next Steps:
The staff is recommending approval of this application. A draft ordinance has been provided for consideration.

Attachments:
1. DP24-01 TC Staff Report
2. DP24-01 Ordinance (Proposed)
3. DP24-01 Statement of Justification
4. DP24-01 Generalized Development Plan
5. DP24-01 Proffer Statement
6. DP24-01 Planning Commission Resolution
7. DP24-01 Traffic Impact Analysis Executive Summary
8. DP24-01 Architectural Review Board Memo
9. Legal Ad

STAFF REPORT

Date: April 28, 2026
Agenda Item: HTOC Development Plan – DP24-01, 575 Herndon Parkway
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 parcel to allow redevelopment of the site with a mixed-use building
Address	575 Herndon Parkway
Owner	Bristol Herndon Parkway, LLC
Agent	Woodfield Development Company, LLP
Zoning	PD-TOC: Planned Development Transit-Oriented Core District
Adjacent Zoning	North: O&LI; Office and Light Industrial South: I-4; industrial medium intensity (FFX CO) East: PD-TOC; Planned Development - transit-oriented core district West: PD-TOC; Planned Development - transit-oriented core district
Land Use Designation	Regional Corridor Mixed Use
Adjacent Land Use Designation	North: Regional Corridor Mixed Use South: Office, Public Facilities (FFX CO) East: Regional Corridor Mixed Use West: Regional Corridor Mixed Use
Total Site Area	4.64 acres / 202,120 square feet
Existing Use	139,200 GFA office building with surface parking lot

Location Map:



Site Description:

This parcel is located on the south side of Herndon Parkway in a through-lot configuration with the Dulles Toll Road. It has approximately 425' of frontage along the Parkway and 195' of frontage along the toll road. The parcel's elevation drops about 10' west to east. It immediately abuts the Herndon Metrorail Station, is adjacent to the current walkway from Herndon Parkway to the Metro station along its western boundary, and is about one mile to downtown Herndon. The site is improved with an office building, a surface parking lot, and small areas of parking lot and buffer landscaping. The site was developed in 1988 and has been largely vacant in recent years. Currently, access to the site is gained via two entrances off Herndon Parkway and town-built bus bays exist along the parkway frontage.

Case Background:

Case Materials. The application materials include the following items:

- Statement of Justification dated February 13, 2026
- Proffer Statement dated April 8, 2026
- Generalized Development Plan dated April 8, 2026
- Traffic Impact Analysis dated October 15, 2025
- ARB Preliminary Review Report dated February 5, 2026
- Planning Commission Resolution dated March 23, 2026

Herndon Transit-Oriented Core. This property is part of an area that was master planned in 2012 and rezoned to PD-TOC in 2013 to allow mixed use redeveloped up to 4.3 FAR with approval of a development plan.

Principal Sources of Regulation and Guidance. Redevelopment within the PD-TOC is specifically regulated under Section 78-50.8 of the Zoning Ordinance. New development is further guided by the Land Use and Transportation chapters of the 2030 Comprehensive Plan, and the Herndon Transit-Oriented Core Urban Design and Architectural Guidelines.

Staff Review. The project has undergone an extensive and iterative administrative review process by the town's development review team. 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. The materials provided to the Town Council comprise the latest submission of the project and reflect responses from the final staff review. Continued coordination between staff and the applicant to address minor tweaks meant to maximize clarity, consistency, and enforceability is typical for these types of applications, and is expected for this case up until final Town Council action.

Architectural Review Board (ARB) Evaluation. The architectural design of the project was reviewed at two ARB work sessions. A report on the ARB findings of those reviews was provided to the Planning Commission for consideration during its review. Following an approved rezoning and approved site plan, the application would return to the Architectural Review Board as an official item for the Board's formal and final review of the project's design.

Planning Commission Review. The Planning Commission reviewed this application at meetings in February and March and has provided a resolution recommending approval. The resolution

cites an acknowledgement that further refinement of the proffers for clarity, consistency, and enforceability may have been necessary prior to Town Council Review. The resolution also stated that further minor refinement of the Generalized Development Plan may occur to address the few remaining staff comments and in coordination with staff, with an understanding that those refinements will not change the substance of the project as evaluated by the Planning Commission in regard to density, layout, and general design prior to Town Council review. Both of those items have now been addressed with the application as resubmitted and presented to the Town Council.

Town Council Review. The Town Council provides the final review for rezoning applications and decides on the legislative action. If the council adopts the ordinance, a draft of which has been provided by staff, the zoning for the subject parcel would be changed to permit the land use as proposed and described in the application.

Neighborhood Meetings. The applicant held an in-person neighborhood meeting, on-location at the subject property. It was held on December 5, 2024 and approximately 15 citizens attended. The meeting was promoted with direct mailings to the following groups:

- all property owners and business owners (if different than property owners) within ¼ mile for any portion of the property (within town limits);
- all property owners and business owners within the HTOC;
- Any HOAs or POAs (commercial or residential) within ½ mile from any portion of the property.

At the meeting the applicant's team presented the specifics of the project utilizing various architectural renderings and views including a fly over of a model of the project. A one-page handout was provided summarizing the project and members of the design team were present to answer questions. Many of the questions were related to the construction and no opposition to the project was voiced.

Case Proposal:

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

Total GFA	575,130 SF
- Residential GFA	- 559,921 SF (97.4%)
- Retail/Restaurant	- 9,222 SF (1.6%)
- Commercial or Office	- 5,987 SF (1.0%)
Density	2.85 FAR

The project will be completed in a single phase with retail, restaurant, and office flex spaces, residential lobby and indoor amenity areas, residential walk-out units, and back-of-house services areas along the ground floor and all residential on the upper floors. Approximately 1,200 square feet of space along the Promenade is reserved for lease to the Town of Herndon per certain conditions as stated in the proffers.

Building Architecture
The building design utilizes a "four-sided" architectural approach with mostly masonry cladding materials and various compositions arranged to appear as smaller buildings across the block. The building would be seven stories in height with a stick-over-podium construction type. The building would wrap an above ground parking garage in addition to two internal courtyards.

Site Layout
The site is designed as a cohesive development within the context of the neighboring development of the HTOC district with shared points of access and a focus on an urban layout. The development essentially creates a new urban block with Herndon Parkway and new bus bay along the northern boundary, the completion of a new private road shared with 555 Herndon Parkway along the eastern boundary, a pedestrian-oriented corridor along the southern boundary that would serve a link of the Sugarland Run Trail, and the pedestrian-only promenade along the western boundary. All sides of the development have been designed to accommodate pedestrians with sidewalks, street trees and various site furnishings and amenities. The active ground floor uses are generally consolidated to the Herndon Parkway and promenade facades while the loading and service bays and garage access entrance are grouped along the east side of the site.

Parking
The parking garage holds 638 spaces for vehicles including accessible spaces and dedicated spaces for electric vehicle charging and for patrons of the commercial uses. Vehicle access to the site is gained from the new private road along the eastern boundary. On-street parking would also be providing on both sides of the private street. Both short-term public bicycle parking would be provided throughout the site and dedicated internal parking for building residents.

Promenade Design
The Promenade is designed to fulfill the vision established in the HTOC Design Guidelines with attention to the pedestrian experience. The design consists of an allee of trees spaced to provide shade at regular intervals along with other planter beds to break up the hardscape. Several decorative paver surface treatments would be used and designed in a manner that carries through a previous paver design employed at the approved but not yet built 593 Herndon Parkway project. The design incorporates multiple amenities, including pop-up business kiosks, various seating and lounging areas, pedestrian lighting, artwork, wayfinding signage, and other focal elements.

Bus Bays
For this development the existing Town of Herndon bus bays would be reconstructed with a new design that incorporates a larger shared user streetscape along the Herndon Parkway. There will not be any loss in number of bus stop shelters and additional amenities for transit users would be added. This would be a mixing area of transit users, pedestrians, and cyclists and the design is intended to accommodate each.

Sugarland Run Trail
The rear of the site is designed as a pedestrian corridor and the final link of the Sugarland Run Trail. In its final configuration the trail would continue through the HTOC, into Fairbrook, and connect to the existing trail north of Spring Street. It would also connect to the W&OD Trail and the trail that will eventually run from Elden Street near Worldgate Drive to the Metro Station. The design incorporates a wide hardscaped path that not only serves as a bike and pedestrian connection but also allows for emergency vehicle access and the occasional loading vehicle access by use of a mountable curb. This proposal would continue the trail off-site, on the town-owned parcel to the east to connect with the existing trail that currently goes to Van Buren Street.

Traffic Analysis
A Traffic Impact Analysis (TIA) was conducted with the following findings. The proposed redevelopment is forecasted to generate 219 AM peak hour trips and 207 PM peak hour trips. Given the subject property's location immediately adjacent to the Herndon Metrorail Station, the analysis incorporates significant non-auto mode share reductions—specifically 45% for residential uses and 25% for commercial space. 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. To mitigate local impacts, the applicant will consolidate site access to a shared eastern driveway with the adjacent 555 Herndon Parkway development. Key commitments include a signal warrant analysis for this shared entrance and a commitment to establish and operate a Transportation Demand Management (TDM) program with the goal of reduced single occupancy vehicle trips.

Modifications
The applicant is requesting six modifications as part of this case. Those requests are included in the Statement of Justification provided by the applicant. 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. Zoning Ordinance Compliance. Section 78-50.8 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-TOC Zoning District. If the development plan is approved, zoning ordinance compliance will be monitored as the project progresses through site plan, ARB, and the building permitting review processes.

2. Review Criteria Assessment. The table below includes an assessment of compliance with the standards for development plans within the PD-TOC found in Zoning Ordinance Section 78-50.8(m)(2). This section states that the applicant shall demonstrate that the proposed development furthers the purpose and intent of the PD-TOC district and the vision of the adopted comprehensive plan, documents referenced therein and the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core by addressing and achieving at a minimum the following objectives:

Section 78-50.8(m)(2) Review Criteria	**Meets or Does Not Meet**	**Explanation of Compliance/Adherence**
a. Contribute to a tiered intensity of development, with the highest intensities located closest to the Herndon Metro Station pavilion, and the Herndon Station promenade, with a mix of residential, office, retail and hotel uses and public spaces necessary to achieve a vibrant, mixed-use urban environment.	Meets	While this application is not proposing a development at the highest permitted FAR of 4.3, it is still a high-density project with its 2.85 FAR. While the neighboring 555 Herndon Parkway is currently at 2.6 FAR, its ultimate buildout to 3.7 FAR via a future office tower sets a precedent for the highest intensities to be located nearest the Metro station pavilion. This subject site complements that tiered approach by providing a residential and commercial mix that supports the 'vibrant, mixed-use urban

		environment' envisioned for the district. Furthermore, by siting ground-floor retail adjacent to the promenade, the design activates the pedestrian connection between the high-density office uses to the west and the Metro station, reinforcing the station-centric intensity hierarchy.
b. Contribute to a logical network of open space and urban parks designed as described in the Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core and Chapter 6 of the Herndon Metro Station area study to include but not be limited to the Herndon Station promenade, Herndon Parkway streetscape and cycle track, the extension of the Folly Lick Trail as an urban streetscape with multi-modal accommodations, the Metrorail Station urban development area portion of the Sugarland Run Stream Valley Trail pocket parks, common greens, civic plazas and recreational amenities for the district's residents and workforce, which reflect exemplary design in the fields of landscape architecture, urban design and public art.	Meets	The project significantly contributes to the regional open space network by completing the western section of the Herndon Station promenade, featuring high-quality amenities and an enhanced pedestrian experience. The site design also extends the Sugarland Run Trail network via a wide southern pedestrian route and integrates a shared-use path along the Herndon Parkway streetscape. These elements collectively reflect the "exemplary design" standards for landscape architecture and multi-modal accommodations defined in the Herndon Metro Station area study. The cycle track is combined into a shared use path due to the bus bays along Herndon Parkway.
c. Voluntarily address impacts to public facilities that result from the proposed development plan application, to include police protection, park and recreation services, public utilities and Fairfax County services to include fire and rescue, libraries, and schools.	Meets	The applicant has submitted proffer commitments to provide monetary contributions for impacts on offsite recreation, transportation, public safety, and Fairfax County Public Schools. Additionally, the proposal includes physical improvements to public facilities, including the Promenade, the Herndon Parkway streetscape, and the Sugarland Run Trail connection.
d. Voluntarily contribute a fair share of the necessary infrastructure improvements identified in the Herndon Metro	Meets	In alignment with the Herndon Metro Station area study, the applicant has committed to proffer payments designated for sanitary sewer improvements. This ensures the

Station area study including but not limited to the creation of the Worldgate Connector, the redesign of the Herndon Parkway, and water and sewer improvements.		development contributes its "fair share" toward the underlying utility infrastructure necessary to support the long-term growth of the Transit-Oriented Core.
e. Create and provide exemplary pedestrian, bicycle, passenger vehicle and service vehicle access.	Meets	Pedestrian circulation is prioritized via the Promenade gateway. The plan also accounts for a cycle track along Herndon Parkway and sidewalks on all sides of the building.
f. Reduce the number of single occupant vehicle trips by implementing various transportation demand management strategies, such as voluntary transit subsidies, carpool and vanpool services, employee shuttles, car sharing programs and bicycle accommodations, limiting the amount of provided parking, encouraging shared parking arrangements among appropriate uses, and permitting the inclusion of managed tandem parking space.	Meets	To reduce single-occupant vehicle trips, the applicant has proffered a comprehensive TDM program that includes transit subsidies and car/vanpool services to encourage Metrorail usage. While the onsite parking exceeds the minimum requirements, this is balanced by the integration of extensive bicycle parking throughout the building and site, further supporting the goal of rail-oriented commuting.
g. Apply the adopted Urban Design and Architectural Guidelines for the Herndon Transit-Oriented Core.	Meets	The application addresses conformance with the Herndon Transit-Oriented Core (HTOC) guidelines in detail within the submitted GDP.
h. Demonstrate how the development plan application contributes to a cohesive PD-TOC district and will permit development of adjacent parcels or landbays that are not included within the development plan application.	Meets	The design prioritizes inter-parcel connectivity by mirroring the design language of neighboring developments. The promenade and paving details integrate seamlessly with the approved plans for the western parcel, while the eastern garage access is strategically sited directly opposite the 555 Herndon Parkway entrance. This alignment creates a unified streetscape and ensures that the building's massing—specifically the western façade—is contextual with the existing legislative approvals in the immediate vicinity.
i. Reduce energy consumption and enhance the physical	Meets	The applicant has committed to obtaining green building certification, utilize low impact

environment through specified stormwater management and sustainable building techniques.		development stormwater management facilities, and provide accommodations for the electric vehicle charging.

3. 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.	Herndon Parkway Frontage (Section 78-50.8(h)(2))	Request to modify the standard utility strip, cycle track, and sidewalk configuration along Herndon Parkway to a shared use path.	The presence of an existing Town bus bay, above-grade electric utilities, and location to the Promenade makes the standard section unfeasible. The proposed twelve-foot shared-use path maintains connectivity while accommodating existing infrastructure. Staff supports this modification.
2.	Road A Streetscape (Section 78-50.8)	Reduction of the required eight-foot sidewalk to six feet along the private Road A frontage per the HTOC guidelines.	This reduction coordinates with the approved streetscape at the adjacent 555 Herndon Parkway and allows for viable outdoor seating/dining areas for ground-floor retail. Staff supports the modification.
3.	South Frontage Pedestrian Path (Section 78-50.8(h)(2))	Reduction of the required eight-foot sidewalk to five feet along the southern property line (Dulles Toll Road frontage).	The dedicated sidewalk reduction is adjacent to a 20-foot wide drive that is designed to accommodate pedestrians, delineate a cycle path, and discourage unauthorized through-traffic while maintaining fire and occasional loading access. Staff supports this modification.
4.	Electric Facilities (Section 78-50.8(j)(2))	Request to permit above-grade, screened electric transformers and switches rather than undergrounding.	Dominion Energy requires underground vaults to have direct access to a below-grade garage. As this project features an above-grade wrapped garage, undergrounding is technically unfeasible. Screening will be provided to mitigate visual impact. Staff supports this modification as proposed and in accord with eventual ARB review and approval.
5.	Loading Spaces (Section 78-100.2(d))	Provision of four (4) loading spaces instead of the required five (5).	The applicant will utilize on-site package management systems and scheduled move-in/move-out policies to reduce peak loading demand. Given the single-building nature of the site, four spaces are sufficient. Staff supports this modification.

6.	Parking Structure Landscaping (Section 78-110.5(b)(2)(d))	Reduction in the required eight-foot width and 120 SF area for internal planting islands on the garage.	To preserve structural integrity and ensure driver visibility within the wrapped garage, the applicant proposes smaller, prefabricated planters with self-contained irrigation. Staff supports this modification.

4. Comprehensive Plan Adherence. The plan aligns with the Herndon 2030 Comprehensive Plan and HTOC area plan in many ways. 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. It also builds the majority of the promenade which is expressed in the area plan as the vital open space for the HTOC and an important gateway for the town. The proposed design's attention to detail on this specific element reflects the value of the space to the development and the town and adheres to the principles and design criteria called out in the plan.

   The initial submission review raised concerns about the proposed land use mix, particularly the dominance of residential use which comprises 97% of the floor area. Throughout the submission process the concern remains: the proposal continues to allocate only a small proportion of the floor area to retail (9,222 sq. ft.) and other commercial (5,987 sq. ft.) uses. As such, the project remains predominantly residential, limiting its ability to meet the Comprehensive Plan's vision for the HTOC as a balanced, mixed-use district that fosters employment, supports transit ridership, and delivers economic vitality. Each of the first two HTOC development plans approved included an office building though, considering the current market for office, there is no expectation that either building would be built in the short term. For HTOC develop plan review to date, the policy has been to seek to achieve a balanced land use mix on each parcel. This was employed with an understanding that there would not be lot consolidation in the HTOC. With four HTOC development plans now either in review or already approved, we can start to look at land uses more collectively across the HTOC. The table below shows the land use breakdown for this project and the two previously approved projects at 555 and 593 Herndon Parkway that flank either side of the subject parcel.

Development	**Retail GFA**	**Office GFA**	**Residential GFA**
555 Herndon Parkway	5,360 SF	200,000 SF	403,000 SF
593 Herndon Parkway	9,900 SF	400,216 SF	615,325 SF
575 Herndon Parkway	9,222 SF	5,987 SF	559,921 SF
Totals	24,482 (1%)	606,203 (27.5%)	1,578,246 (71%)

   The residential heavy land use totals mirror the market conditions and a trend away from office throughout the town of Herndon and a sizable portion of the region. With the development of the Herndon 2050 Comprehensive Plan, in addition to the ongoing market study and economic development strategic plan and the upcoming early action plan for the Herndon Metro area, it is expected that the land use balance and future for office and other commercial uses in Herndon overall and in the Metro area in particular will be an important topic under evaluation.

5. Housing. The project, as proposed, does not include any rent-regulated residential units. The multifamily housing will be market rate, consisting of mostly one and two bedroom apartments with some studio and three bedroom units.

6. Design Guidelines Adherence. Staff and the ARB relied heavily on the HTOC Urban Design & Architectural guidelines in its assessment of the building and landscape architecture. These guidelines offer design direction for building mass, scale, and overall form, building materials and features, open spaces and streetscapes, signage, and the transportation network. Several changes were made to the design of the project, including changes in density and building footprint to improve conformance with the applicable guidelines. As currently proposed, the design is generally aligned with these guidelines. Staff comments on the design mirror those provided by the ARB in its report to the PC.

7. Traffic Mitigation. The 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. The findings of that analysis, which went through four reviews and revisions, concluded that the increase in trips to/from this site contributed incrementally to increased volumes at the study intersections however those increases were relatively minor compared to the trips increases yielded from the background and pipeline growth that was integrated into the modeling of this analysis. Given recent town improvements at Herndon Parkway and Spring Street intersection and also at Herndon Parkway and Van Buren Street intersection many of the capacity pressures that would be created by this and other HTOC development have been proactively addressed. Additional signals along Herndon Parkway at Sunset Business Park and Fairbrook Drive were identified in this analysis as likely necessary as more projects come online within the HTOC and the Transit-Related Growth area. Specific to this project, the only direct mitigation being recommended is a traffic signal timing adjustment at the Herndon Parkway Spring Street intersection and a new traffic signal at the project entrance, which would be confirmed with a warrant analysis during the site plan review.

   The parking provided on-site is intended to accommodate the demand for all proposed uses. The applicant, in coordination with staff, opted to provide more parking for the retail and other commercial uses with an expectation that there is a higher likelihood that users of those spaces would be traveling by car. There has not been any indication in this review that this would create any parking issues off-site.

8. 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 element is placed appropriate 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.

9. Interior Space for Town Use. The 1200SF of interior space cited in the proffers to be made available to the town would be situated mid-block along the Promenade. It would be provided rent free for ten years with options of two five-year lease renewals at a 50% market rate. This space could be used for a multitude of purposes from satellite office space, meeting space, community program space as examples. There could be an economic development use or even some support services for HPD. There is not a specific plan in place for how exactly the space will be used however the Town Manager office in coordination with staff and the Town Council will identify how best to maximize a town presence at this location. Having town space along the promenade ensures tenancy for at least one of the commercial spaces which will

help activate the promenade and give the town a dedicated base at what will become an important gateway and hub of town activity.

10. Work on Town Property. There is significant work that would occur on town property with this project. Prior to final approval of the site plan, license agreements would be required by the Town Council for this work. The work includes a new streetscape and reconstructed bus bays within the Herndon Parkway right-of-way, a constructed path from Herndon Parkway to the Metrorail station incorporated into the design of the promenade on the private property, and some reconstruction and redesign on the town parcel where the station pavilion is located including the extension of the trail westward. Furthermore, there is language in the proffers that would allow town use of the full promenade for events and programming. This work is intended to ensure an integrated and well-coordinated design for the neighborhood to maximize visual interest and a consistent experience for the pedestrians, cyclists, and transit-users traversing and visiting the area.

11. Fiscal Impact. There would be anticipated increases in tax revenue with the project as proposed, principally from real estate taxes. In 2023, when the existing office building was occupied, the value of the property was $24,170,180. Now vacant, the building is accessed at only $10 and the overall property is assessed at $8,488,800. The table below lists comparable projects and their current assessed property values to help understand how this project, if developed, 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 11830 Sunrise Valley Drive, Reston	$103,459,900	421,350 SF	385	.4 miles	2018
Aperture	$123,245,750	416,599 SF	421	600 feet	2017

11410 Reston Station Blvd. Reston					
575 Herndon Parkway	**n/a**	**575,130 SF**	**525**	**at station**	**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. There are a couple key components of this project that differ from these other projects that will likely impact the assessed value of the property at build-out. This project has 25% or more residential units and thus a significantly higher residential GFA. This would also be the only project located directly at a Metrorail station. Of note, each of these other projects also contain ground floor retail with the exception of Station on Silver and The Passport, which are entirely residential.

The town's finance department has provided a more detailed understanding 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
575 Herndon Parkway	***$ 437,903.98***	***$ 461,682.17***	***$ 482,457.87***

*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 project based on a tax rate of $0.27 per $100 of assessed value of the property. If the property existed today, it would generate approx. $437,904 in RE tax for 2025, increasing to $482,458 in 2027.

In addition to the real estate tax revenues, the commercial floor area, when occupied, would likely generate revenue from BPOL taxes. Moreover, if any of the spaces are used for restaurant uses, meals taxes would be collected. Estimating the revenue for this is more difficult given various factors and uncertainty on the type and size of business. A specific scenario was tested that looked at logical division of retail, office, and restaurant uses based on the total square footage proposed with this project and taxes incurring from existing businesses in town. That analysis yielded an estimated annual BPOL tax revenue of $9,934 for 2025 and an annual meal tax revenue of $139,386.

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 $2,150 per unit worth of on-site private recreational facilities and a contribution for off-site recreation facilities at a rate of $0.45 per square foot of residential Gross Floor Area and $0.19 per square foot of non-residential Gross Floor Area. This would total $254,854. The applicant commits to contributing $136,500 towards the construction of a new sanitary sewer line along Herndon Parkway frontage. For assisting with mitigation and management of the transportation infrastructure around the HTOC, the applicant has proffered a contribution of $1.65 per gross square foot of residential GFA and $2.75 per gross square foot of retail/restaurant and commercial GFA to the Town to address off-site transportation improvements. This would total $965,694. 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 $60 per residential unit proffered contribution to the Herndon Police Department which would total $31,500 based on the existing proposed residential unit count. 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.

12. Proffers Assessment. The applicant has committed to 36 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 worked closely with the applicant reviewing and commenting on several iterations on the proffers and the applicant has been diligent in their response to address staff concerns. Staff had a few minor comments on the previous proffer statement mostly for clarification purposes that appear to have been addressed but staff is currently verifying.

Town Council Alternatives:
The Town Council has the following alternatives available for its decision on DP#24-01:

1. Approval of the rezoning and adoption of the draft ordinance with proffered conditions
2. Approval of the rezoning and adoption of a revised ordinance with proffered conditions
3. Denial of rezoning
4. Continuance of the application to the next Town Council Regular Meeting

Staff Recommendation:
Staff recommends that the Town Council approve the rezoning and adopt the draft ordinance with proffered conditions.

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

ORDINANCE

APRIL 28, 2026

Ordinance- 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.

In adopting this Ordinance, the Town Council has considered the factors set out in 15.2-2284, Code of Virginia (1950) as amended.

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

1. The zoning of the property described below, lying in the Town of Herndon, Fairfax County, Virginia, is amended to allow commercial and multi-family residential uses as proposed in the Woodfield Development Company, LLC / McGuireWoods LLP / DCS Design / Vika Virginia, LLC/ Studio39 Landscape Architecture, P.C. Generalized Development Plan dated April 8, 2026, the Proffer Statement dated April 8, 2026 of DP #24-01, and in accordance with Section 78-50.8 and 78-155.1 of the Town of Herndon Zoning Ordinance.

   The property is shown in the above referenced Generalized Development Plan and described in the land records of Fairfax County in Deed Book 25276 on page 0750. The Fairfax County Tax Map Numbers are 0164 10 0006A and the land area is 4.6 acres.

2. This development plan shall be governed by this ordinance, the Town of Herndon Zoning Ordinance, the above referenced Proffer Statement for DP #24-01, and the above referenced Generalized Development Plan for DP #24-01. The Proffer Statement is included as an attachment to this ordinance.

3. The Town Council approves the following modifications to the zoning regulations, as allowed under Section 78-50.2(d):

   i. A modification to Section 78-50.8(h)(2) to allow a modified utility strip, cycle track, and sidewalk configuration along Herndon Parkway to a shared use path in accordance with the Generalized Development Plan for DP #24-01.

   ii. A modification to Section 78-50.8 to allow for a reduction of the required sidewalk width along the eastern private road to frontage per the HTOC

guidelines in accordance with the Generalized Development Plan for DP #24-01.

iii. A modification to Section 78-50.8(h)(2) to allow for a reduction of the required sidewalk width along the southern property line (Dulles Toll Road frontage) in accordance with the Generalized Development Plan for DP #24-01.

iv. A modification to Section 78-50.8(j)(2) to permit above-grade, screened electric transformers and switches rather than undergrounding in accordance with the Generalized Development Plan for DP #24-01.

v. A modification to Section 78-100.2(d) to allow a reduction of the required loading spaces in accordance with the Generalized Development Plan for DP #24-01.

vi. A modification to Section 78-110.5(b)(2)(d) to allow a reduction of the required minimum width and minimum area for planting islands on the garage roof in accordance with the Generalized Development Plan for DP #24-01.

4. As to the modifications set out in item C. above, the Town Council finds that such modifications will afford equal or greater assurance of meeting the goals of the zoning ordinance, Town of Herndon, Virginia, as set out in the preamble of that ordinance.

5. This ordinance shall be effective on and after its adoption.

[Insert Proffer Statement]

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

INTRODUCTION

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

LOCATION AND EXISTING CONDITIONS

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

DISCUSSION OF THE DEVELOPMENT PLAN

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

Guidelines for the HTOC.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MODIFICATIONS

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

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

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

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

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

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

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

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

5. Loading Spaces.

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

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

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

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

A. Alternative Loading Solutions

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

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

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

B. Reduced Demand for Loading Areas

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

C. Operational and Management Strategies

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

6. Parking Structure Landscape Requirements

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

a. Availability

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

b. Structural Load limitations

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

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

CONCLUSION

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

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

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

Respectfully submitted,

/LRG/

Lori R. Greenlief
Senior Land Use Planner
McGuireWoods LLP

Summary report: Litera Compare for Word 11.14.0.42 Document comparison done on 2/12/2026 2:58:49 PM	
Style name: Default Style	
Intelligent Table Comparison: Active	
Original DMS: iw://dmsus.mwllp.dom/active/212191256/1 - Final SOJ 4th submission, 10.15.docx	
Modified DMS: iw://dmsus.mwllp.dom/active/217623018/1 - Final SOJ 5th submission.docx	
Changes:	
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~~Delete~~	3
~~Move From~~	0
Move To	0
Table Insert	0
~~Table Delete~~	0
Table moves to	0
~~Table moves from~~	0
Embedded Graphics (Visio, ChemDraw, Images etc.)	0
Embedded Excel	0
Format changes	0
Total Changes:	8

575 HERNDON PARKWAY

GENERAL DEVELOPMENT PLAN

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

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



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CIVIL

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3.	C-02A	EXISTING CONDITIONS
4.	C-03	EXISTING EASEMENT OVERLAY
5.	C-03A	PROPOSED AND REMAINING EASEMENT EXHIBIT
6.	C-04	METRO CONTEXT PLAN
7.	C-05	EXISTING VEGETATION MAP
8.	C-06	NOTES AND TABULATIONS
9.	C-07	DEVELOPMENT PLAN
10.	C-07A	INTERIM DEVELOPMENT PLAN
11.	C-07B	INTERIM DEVELOPMENT PLAN
12.	C-08	VEHICULAR CIRCULATION PLAN
13.	C-08A	SIGNAGE AND MARKING PLAN
14.	C-09	UTILITIES PLAN
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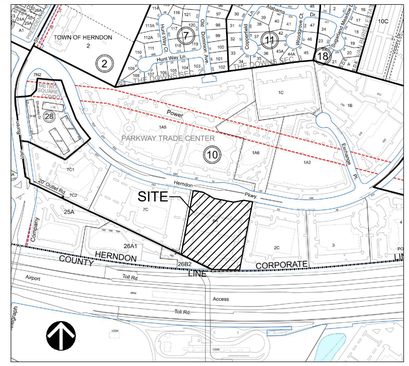

TAX MAP / VICINITY MAP
SCALE: 1" = 500'

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

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GREG RIEGLE

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THOMAS DINNENY

ENGINEER
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ROBERT COCHRAN

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DAN DOVE

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MIKE PINKOSKE

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

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

VIKA #VV7815B
SHEET C-01

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

NOTES:

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

AREA TABULATION:

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

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

LEGEND:

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

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

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

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

- SIGN POST
- WOOD POST
- IRON PIPE FOUND
- REBAR FOUND
- PKNAIL FOUND
- DRILL HOLE FOUND
- BENCHMARK
- N NORTH
- S SOUTH
- E EAST
- W WEST
- (R) RECORD INFORMATION
- (M) MEASURED INFORMATION
- X PARKING COUNT

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

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

VIKA VIRGINIA, LLC
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Tysons, VA 22102
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Our Site Set on the Future.

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V 12.00

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

TRAFFIC CONSULTANT:
VIKA

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

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

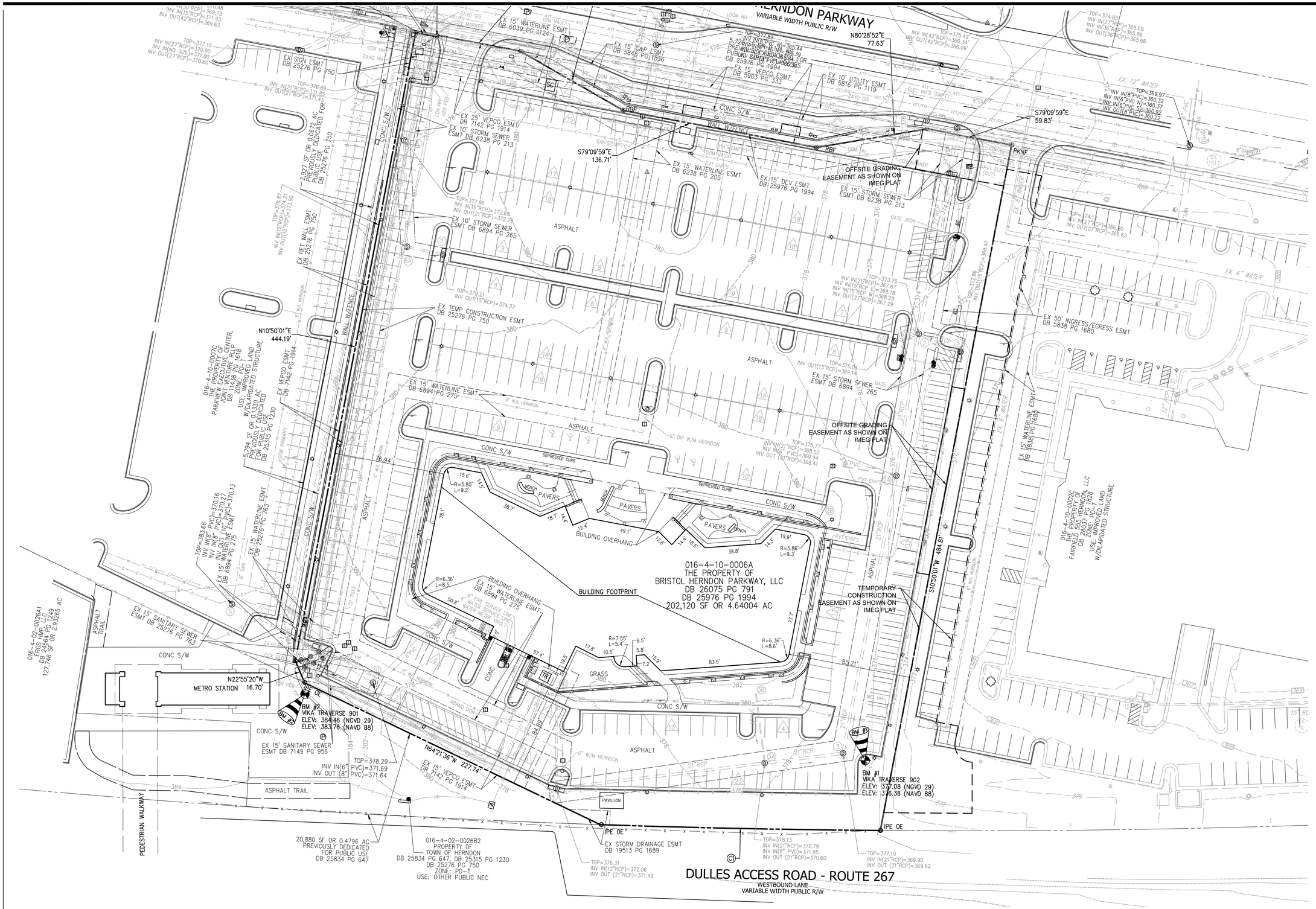
FAIRFAX COUNTY, VIRGINIA

EXISITING CONDITIONS

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

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

FILE: C:\Projects\7815\7815B\CADD\SURVEY\BASE DRAWINGS\7815B-SV.dwg USER: Johnson DATE: May 7, 2025 TIME: 2:45:24 PM LAYOUT: C-02 EX COND



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TYSONS, VA 22182

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

TRAFFIC CONSULTANT:
VIKA

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

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

EXISITING CONDITIONS

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

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

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

NOTES:

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

EASEMENT VACATION NOTE:

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

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

LEGEND:

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

HERNDON PARKWAY
VARIABLE WIDTH PUBLIC R/W

FUTURE ROW DEDICATION

PROPOSED MIXED USE BUILDING
BLDG HT: <95'±
7 STORIES
FF: 378'±

GARAGE

COURTYARD (SEE LA PLANS)

HERNDON METRO

DULLES ACCESS ROAD - ROUTE 267
WESTBOUND LANE
VARIABLE WIDTH PUBLIC R/W

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

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

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

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

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

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

TRAFFIC CONSULTANT:
VIKA

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FINAL SUBMISSION	04/08/2026

PROF

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

575 HERNDON PARKWAY

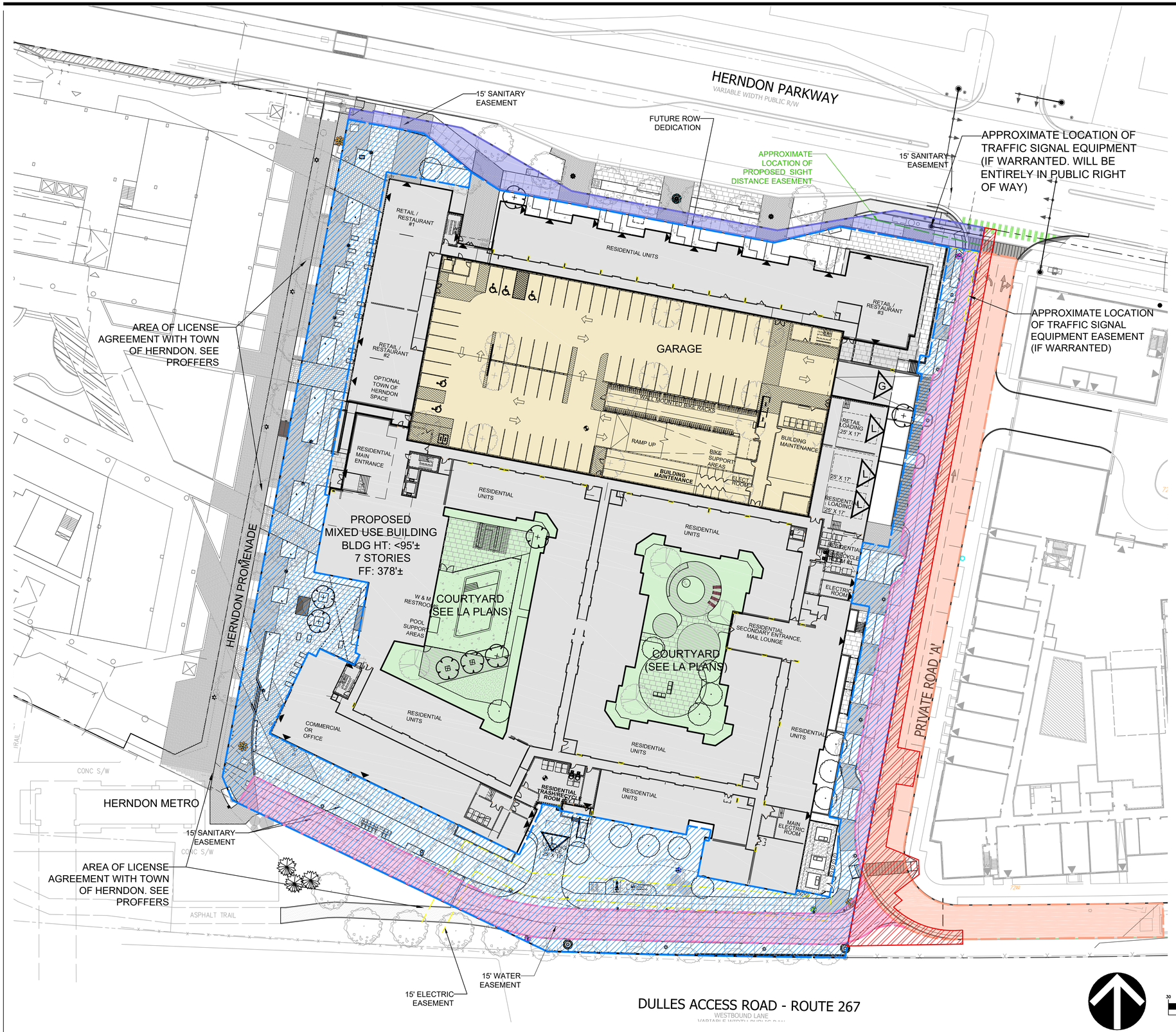
TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

EXISTING EASEMENT OVERLAY

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

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



LEGEND:

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

NOTE:

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

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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TRAFFIC CONSULTANT:
VIKA

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PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

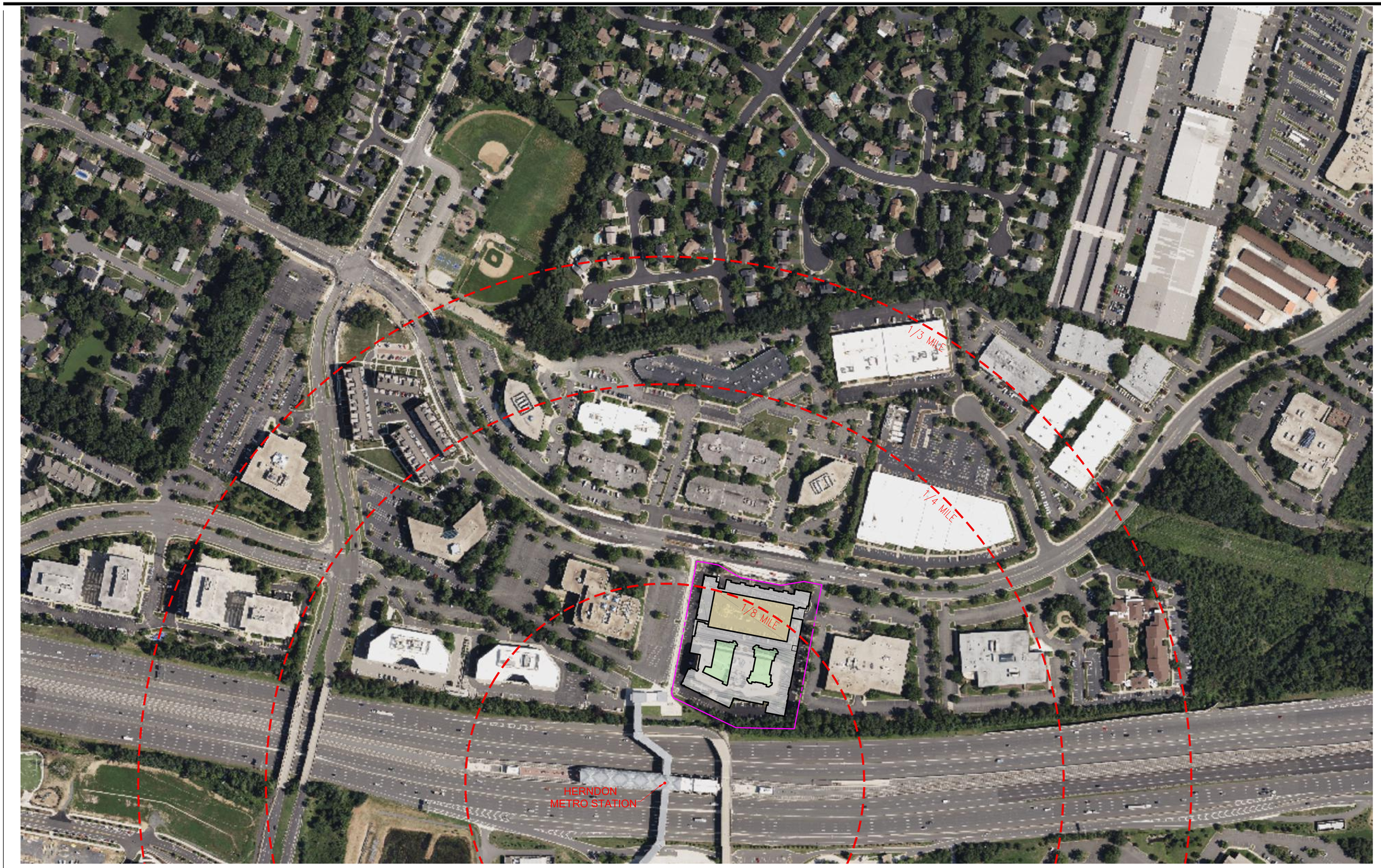
FAIRFAX COUNTY, VIRGINIA

PROPOSED AND REMAINING EASEMENT EXHIBIT

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

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

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



GRAPHIC SCALE

150 0 75 150 300 600

(IN FEET)
1 inch = 150 ft.

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ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

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

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

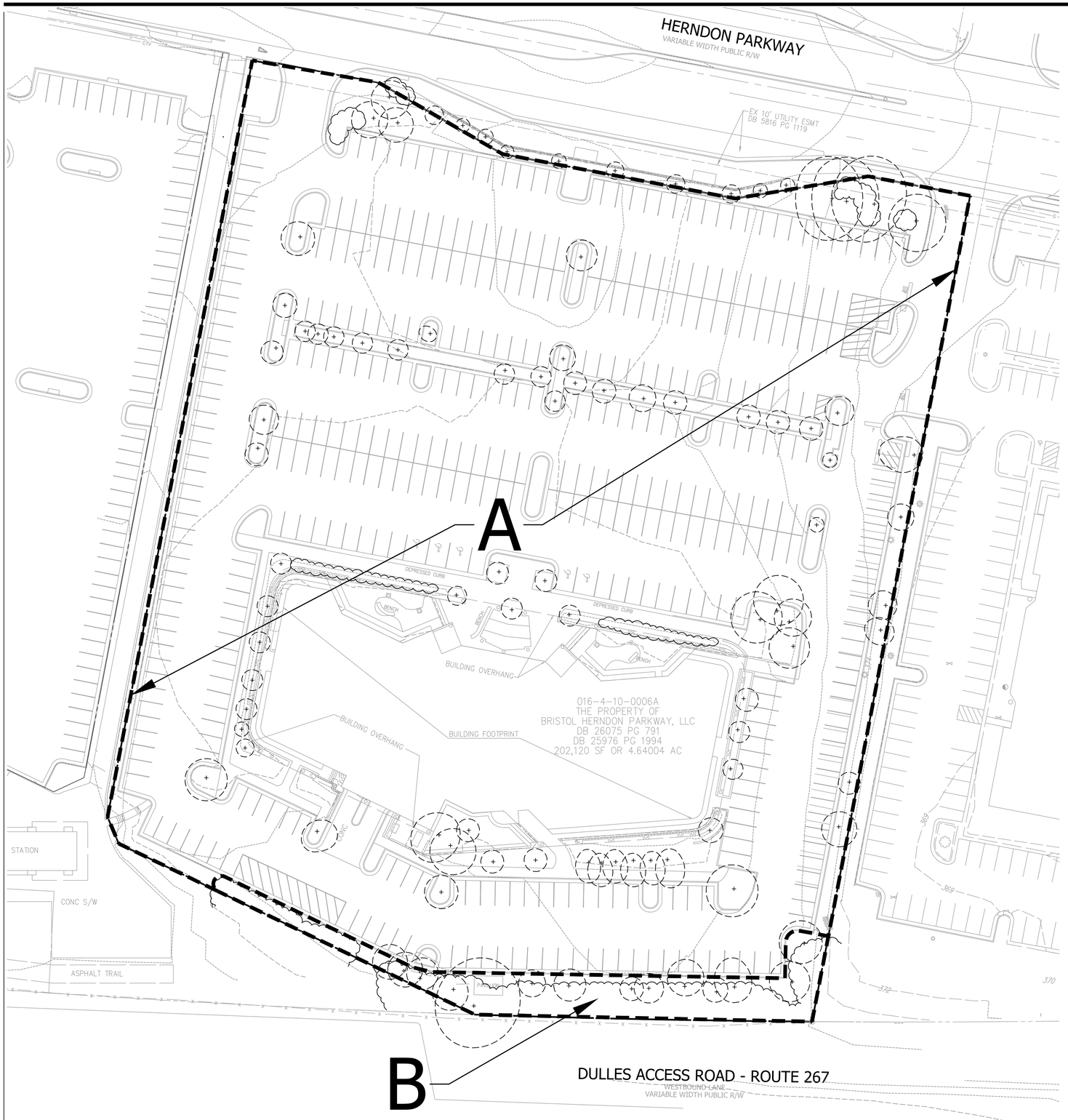
FAIRFAX COUNTY, VIRGINIA

METRO CONTEXT PLAN

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

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

LAYOUT: C-04 CONTEXT, Plotted By: Johnson



LEGEND

EXISTING TREE

EXISTING VEGETATION COVER TYPE COMMUNITY

EXISTING TREE LINE

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

EVM COVER TYPE SUMMARY TABLE

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

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

EXISTING INVASIVE VEGETATION IDENTIFIED

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

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

EXISTING VEGETATION MAP NARRATIVE

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

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

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

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

SIGNATURE_____

DATE _____

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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Tysons, VA 22102
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6416 GROVEDALE DRIVE, SUITE 100-A
ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

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PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

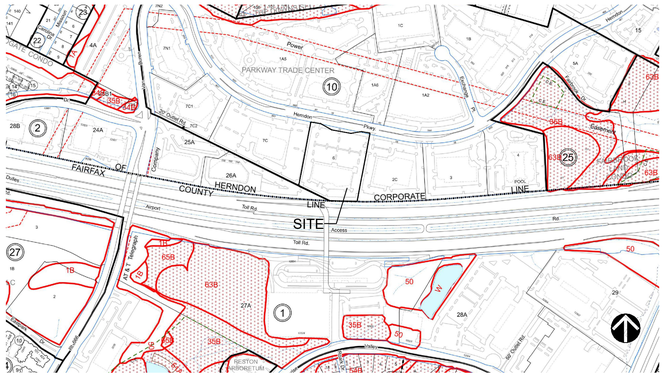
DRANESVILLE DISTRICT
FAIRFAX COUNTY, VIRGINIA

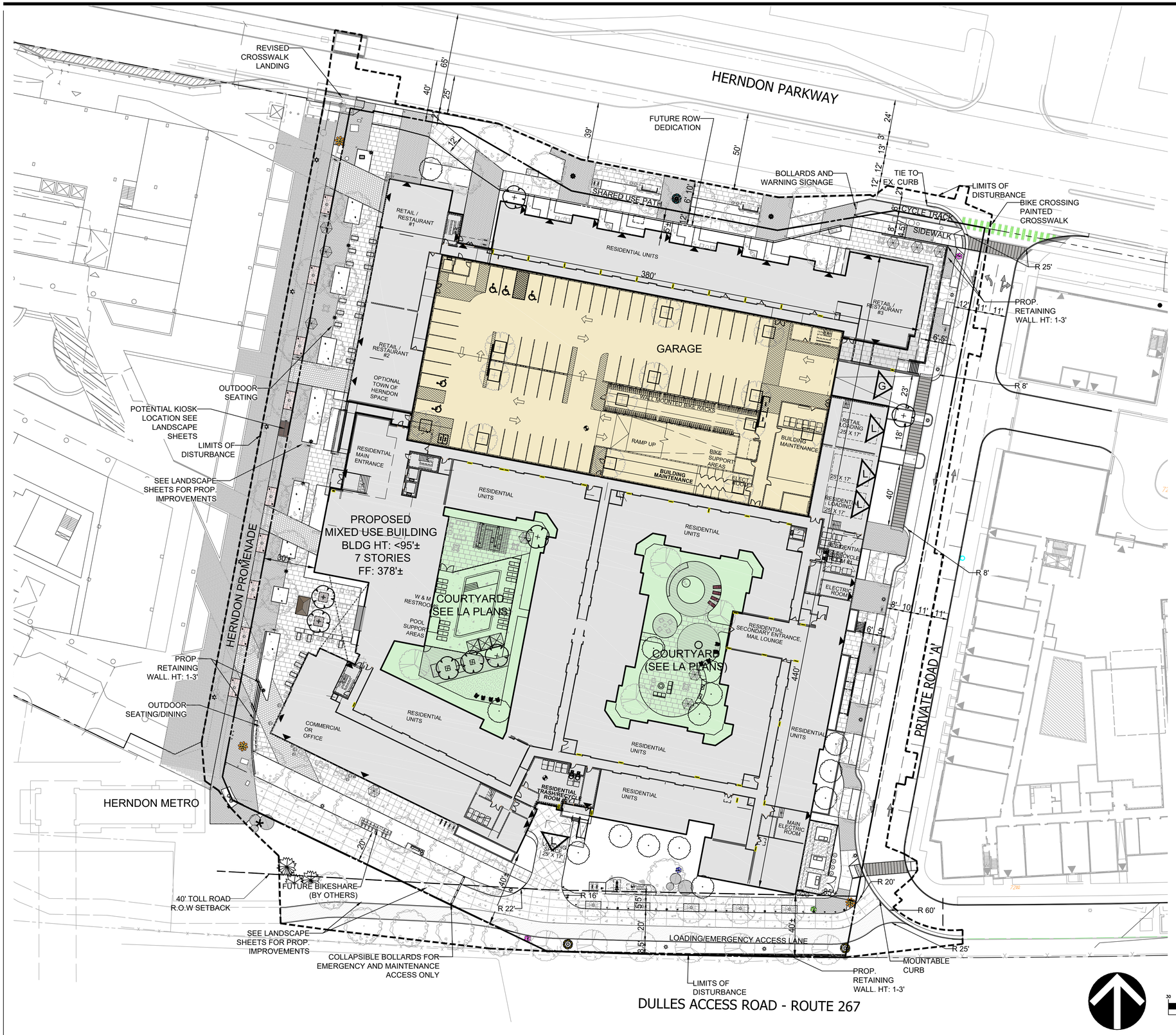
EXISTING VEGETATION MAP

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

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

LAYOUT: C-05 EVM, Plotted By: Johnson


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



LEGEND:

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

NOTES:

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

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

DEVELOPMENT PLAN

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

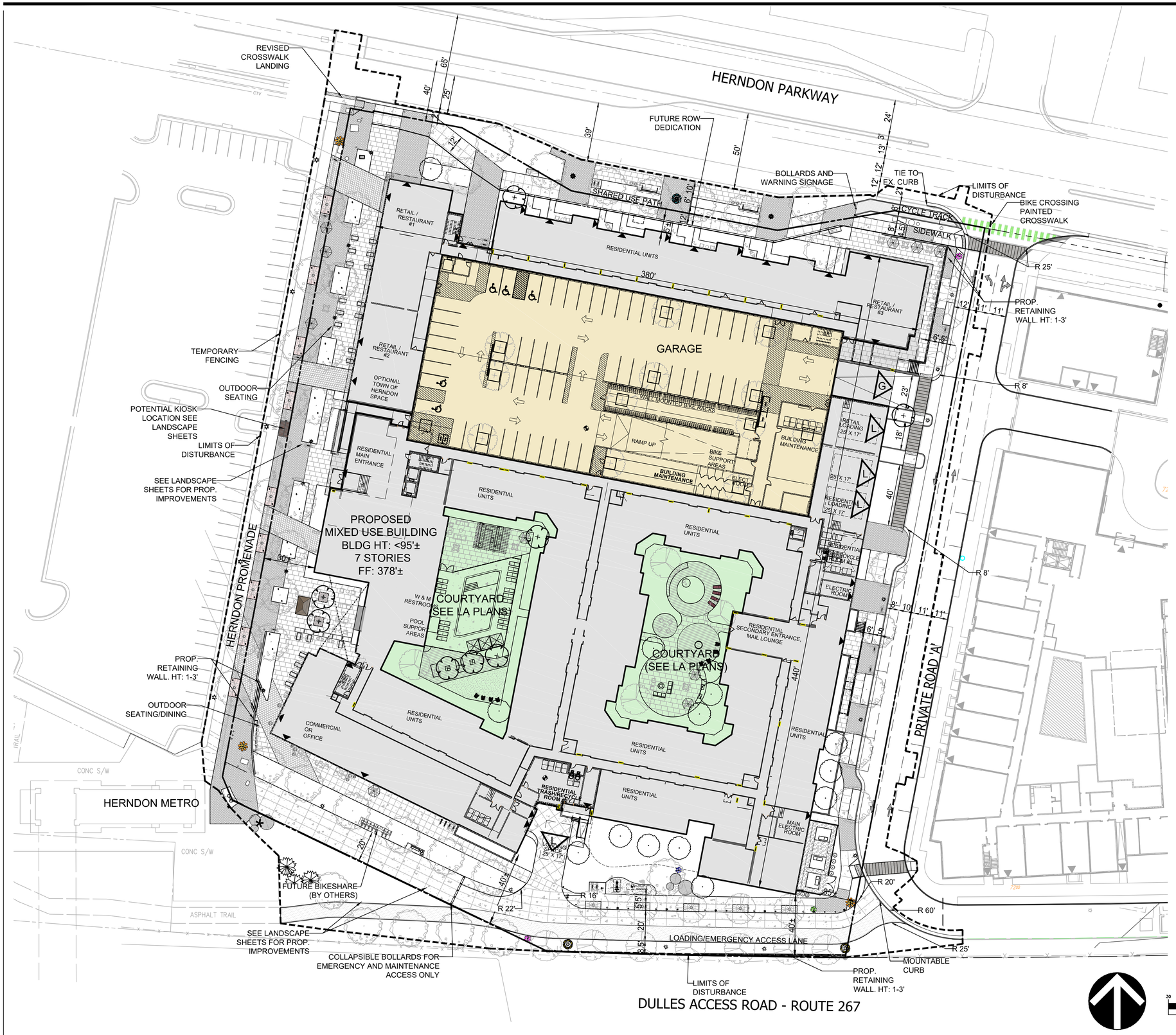
DWG. SCALE: 1' = 30'

VIKA NO. 7815B

SHEET NO. C-07

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

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



LEGEND:

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

NOTES:

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

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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TYSONS, VA 22182

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

TRAFFIC CONSULTANT:
VIKA

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

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

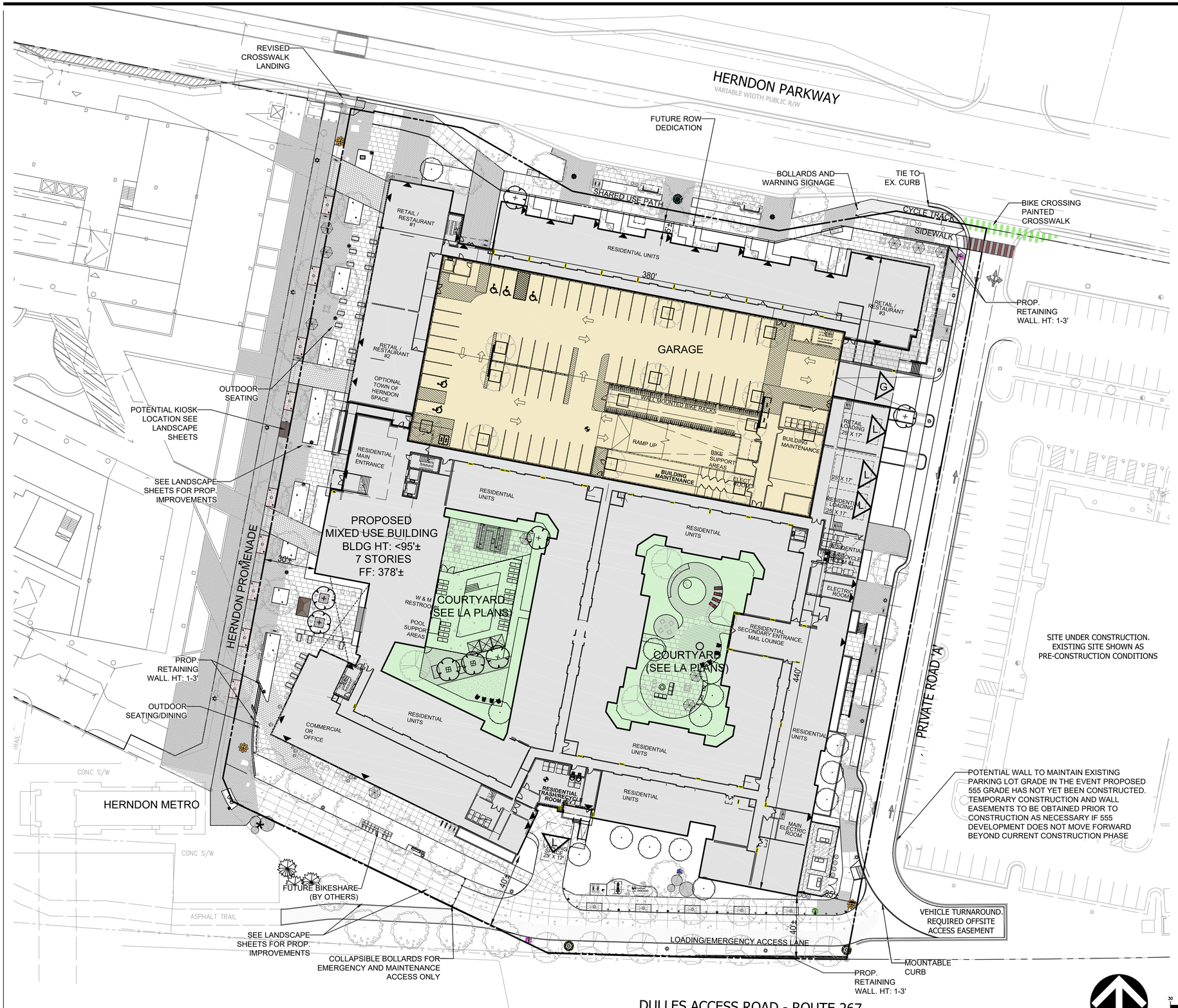
FAIRFAX COUNTY, VIRGINIA

INTERIM DEVELOPMENT PLAN

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

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

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



LEGEND:

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

NOTES:

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

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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OWNER/APPLICANT:
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700 NEW HAMPSHIRE, SUITE 709
WASHINGTON, DC 20037

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

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

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VIKA

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FINAL SUBMISSION	04/08/2026

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

INTERIM DEVELOPMENT PLAN

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

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

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

LEGEND

LOADING DOCK ACCESS (L)

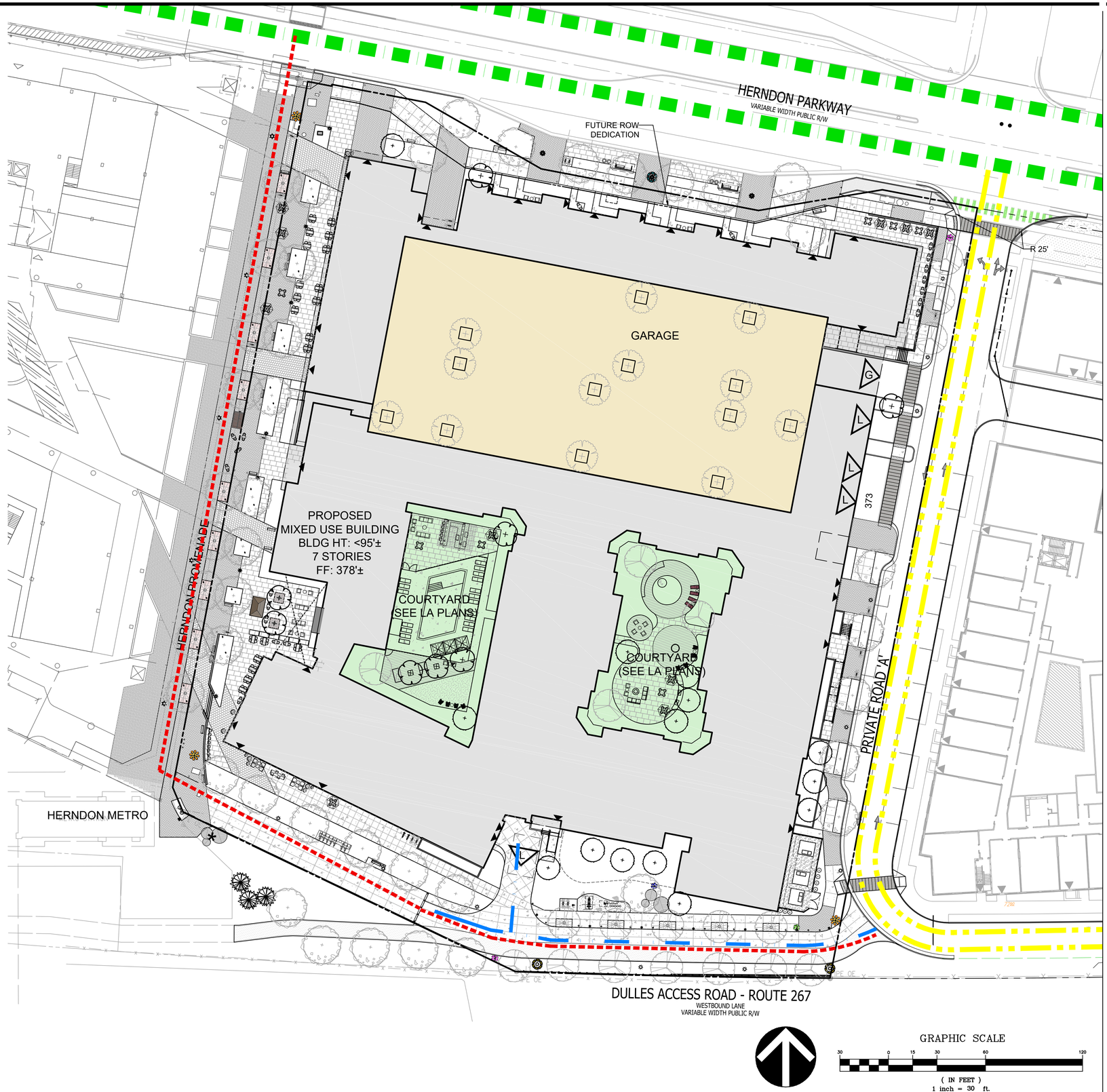
GARAGE ACCESS (G)

MINOR ARTERIAL

PRIVATE LOCAL

LOADING ACCESS

EMERGENCY FIRE ACCESS



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700 NEW HAMPSHIRE, SUITE 709
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ARCHITECT:
DCS DESIGN
8614 WESTWOOD CENTER DRIVE, SUITE 800
TYSONS, VA 22182

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

TRAFFIC CONSULTANT:
VIKA

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

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

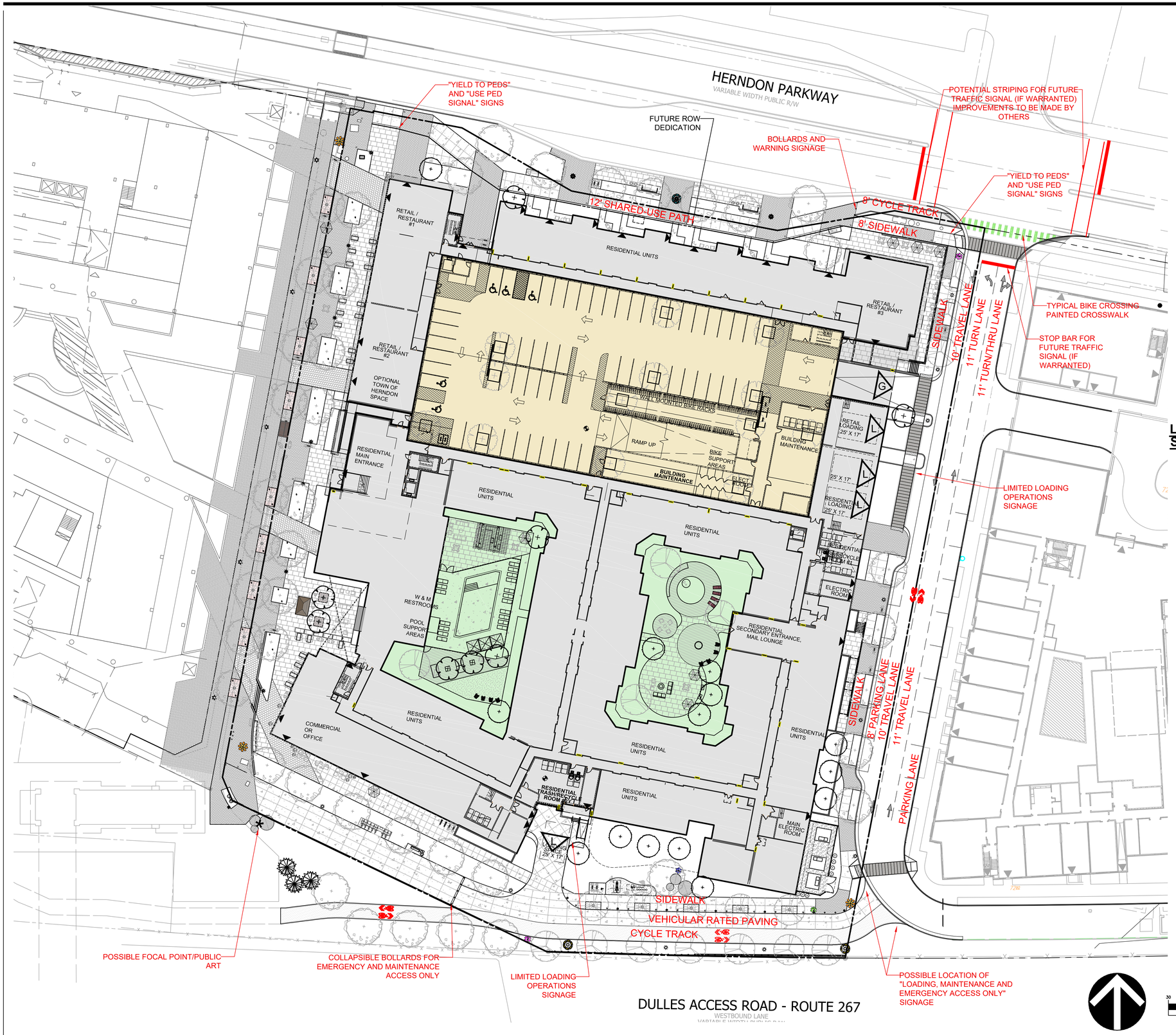
FAIRFAX COUNTY, VIRGINIA

VEHICULAR CIRCULATION PLAN

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

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

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



NOTE

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

LIMITED LOADING OPERATIONS SIGNAGE CHARACTER IMAGE



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

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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ARCHITECT:
DCS DESIGN
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TYSONS, VA 22182

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

TRAFFIC CONSULTANT:
VIKA

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

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

SIGNAGE AND MARKING PLAN

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

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

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

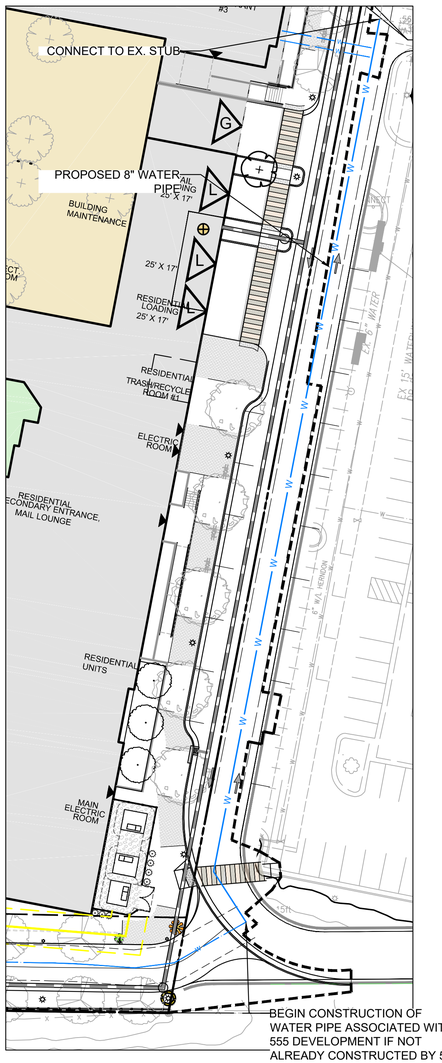
LEGEND:

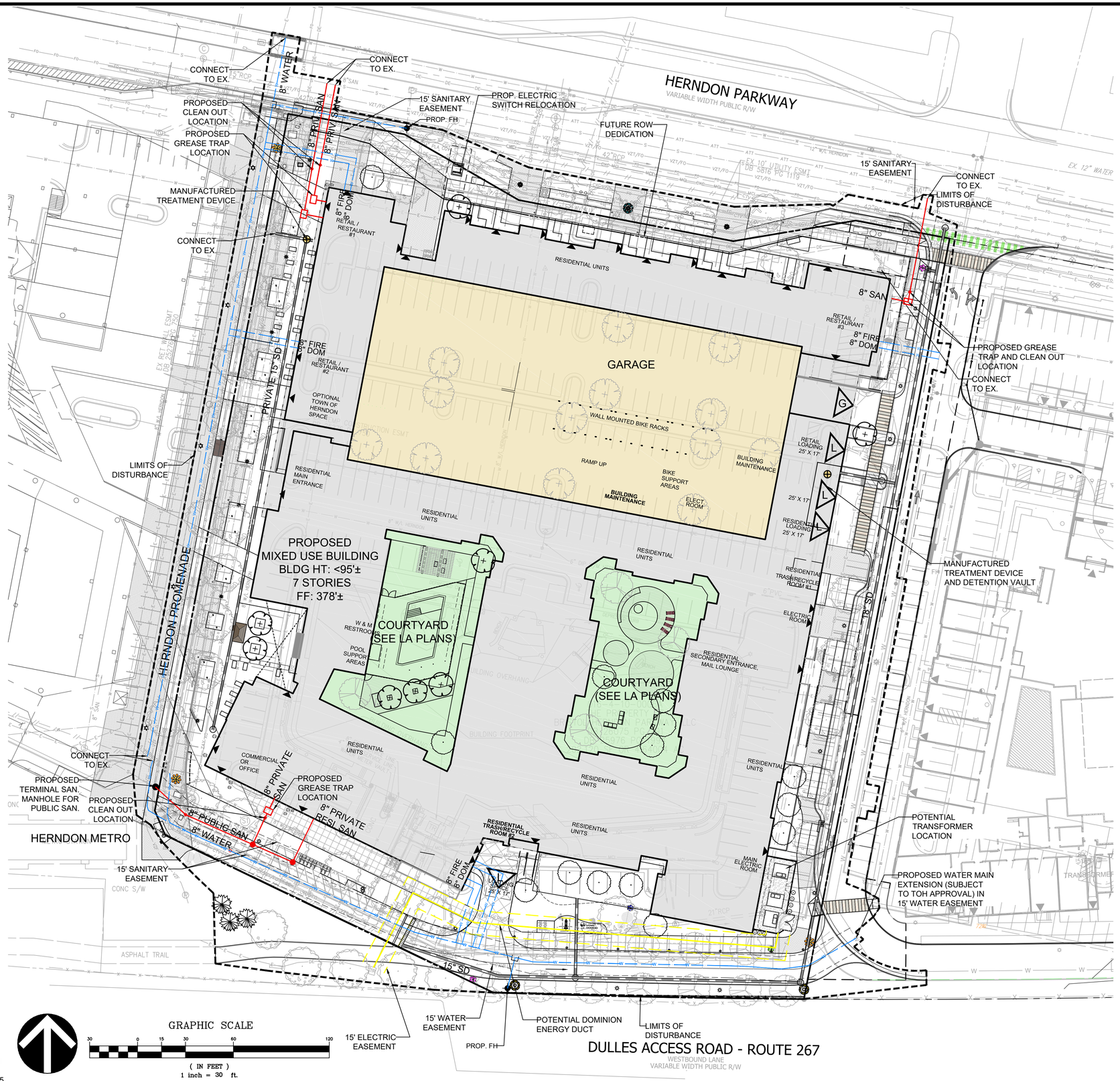
- PEDESTRIAN ACCESS
- PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
- PROPOSED FIRE HYDRANT
- PROPOSED STORM LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED WATER LINE
- LIMITS OF DISTURBANCE
- ELECTRIC DUCT

NOTE:

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

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





GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)

1 inch = 30 ft.

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

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

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

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

TRAFFIC CONSULTANT:
VIKA

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

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

UTILITY PLAN

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

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



NOTE:

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

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

VIKA VIRGINIA, LLC
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FINAL SUBMISSION	04/08/2026

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

GRADING PLAN

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

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

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



593 INTERIM GRADING NARRATIVE:

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

NOTE:

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

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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

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

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

INTERIM GRADING PLAN

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

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

LEGEND

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

BUILDING DATA

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

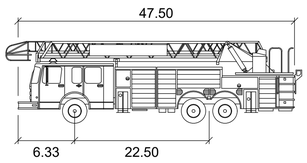
RESIDENTIAL BUILDING COVERAGE

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

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

NOTE:

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

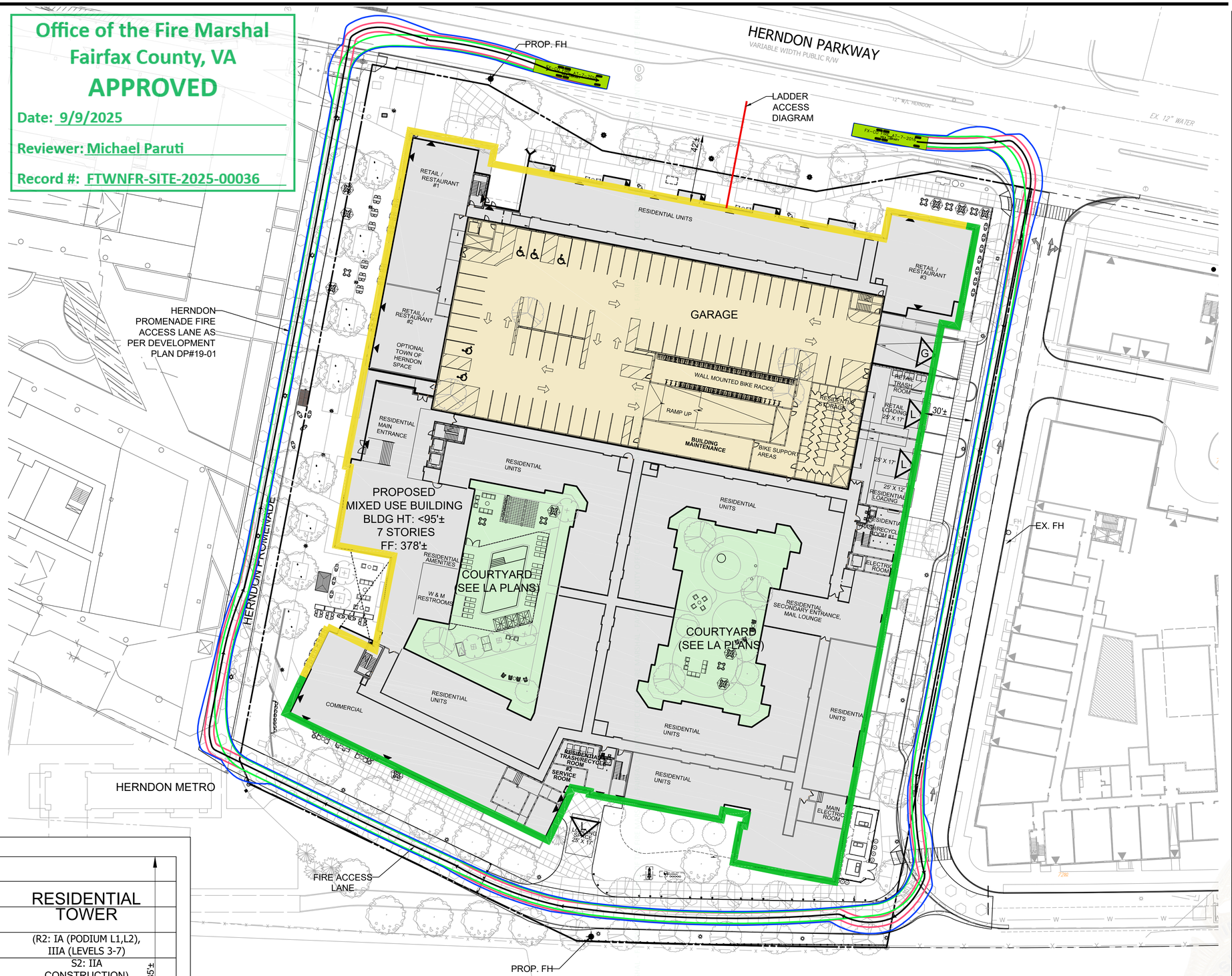


FX-CO FIRE AT-7-2016

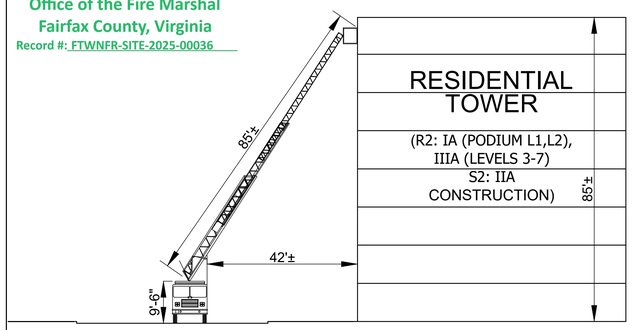
feet

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

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



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



LADDER ACCESS DIAGRAM - SCALE: 1"=20'

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

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

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

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

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

TRAFFIC CONSULTANT:
VIKA

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

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

FIRE ACCESS PLAN (ULTIMATE CONDITION)

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

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

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

LEGEND

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

BUILDING DATA

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

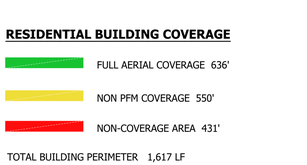
RESIDENTIAL BUILDING COVERAGE

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

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

NOTE:

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

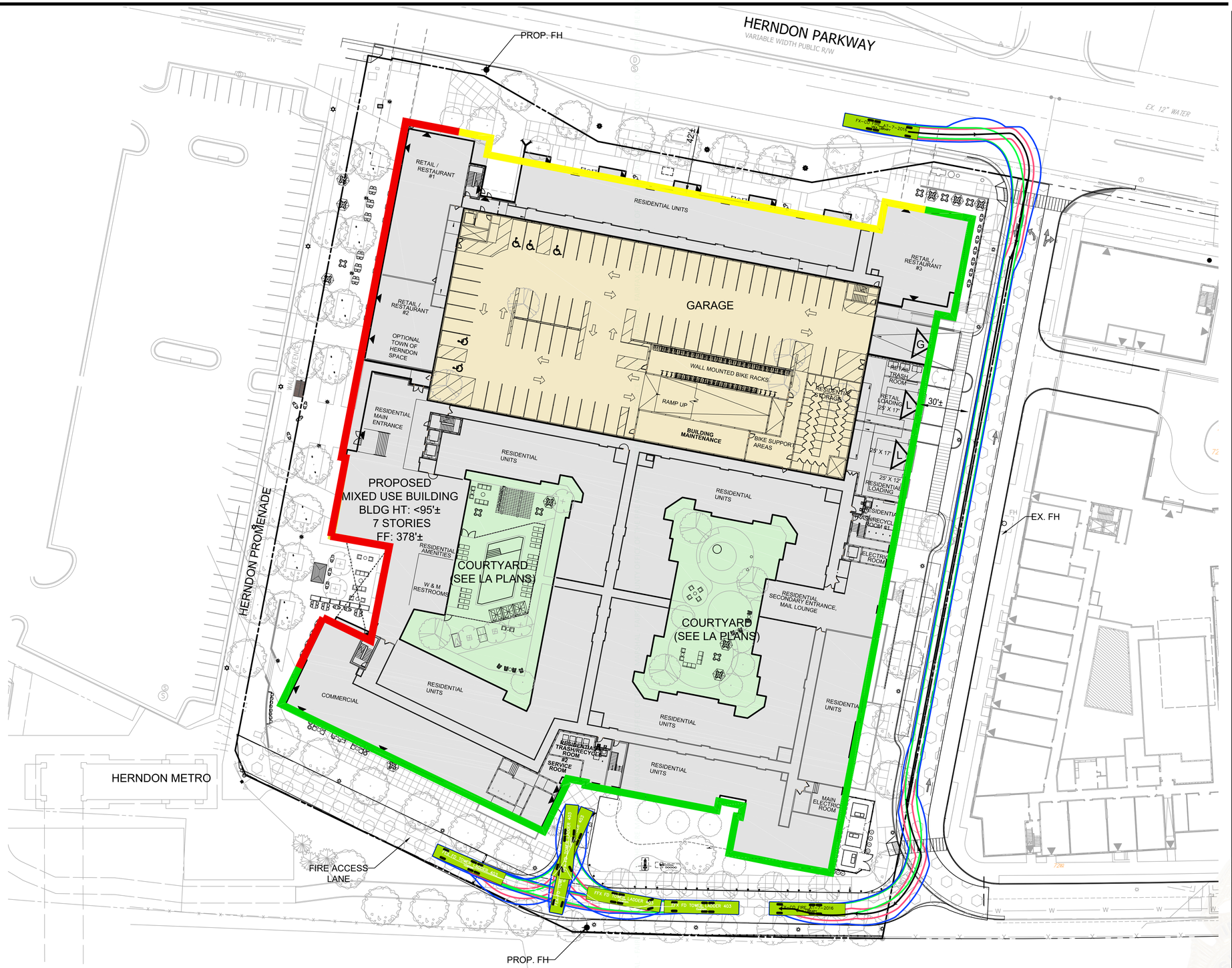


FX-CO FIRE AT-7-2016

feet

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

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



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

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ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
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RESUBMISSION	11/22/2024
RESUBMISSION	05/14/2025

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

INTERIM FIRE ACCESS PLAN (555 HERNDON PARKWAY CONSTRUCTED)

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

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

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

LEGEND

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

BUILDING DATA

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HEIGHT:	78'
USE GROUP:	S-2, R-2, A-2, M, B
BUILDING FOOTPRINT:	91,614
FULLY SPRINKLERED PER NFPA 13:	YES

RESIDENTIAL BUILDING COVERAGE

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

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

NOTE:

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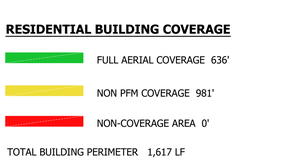
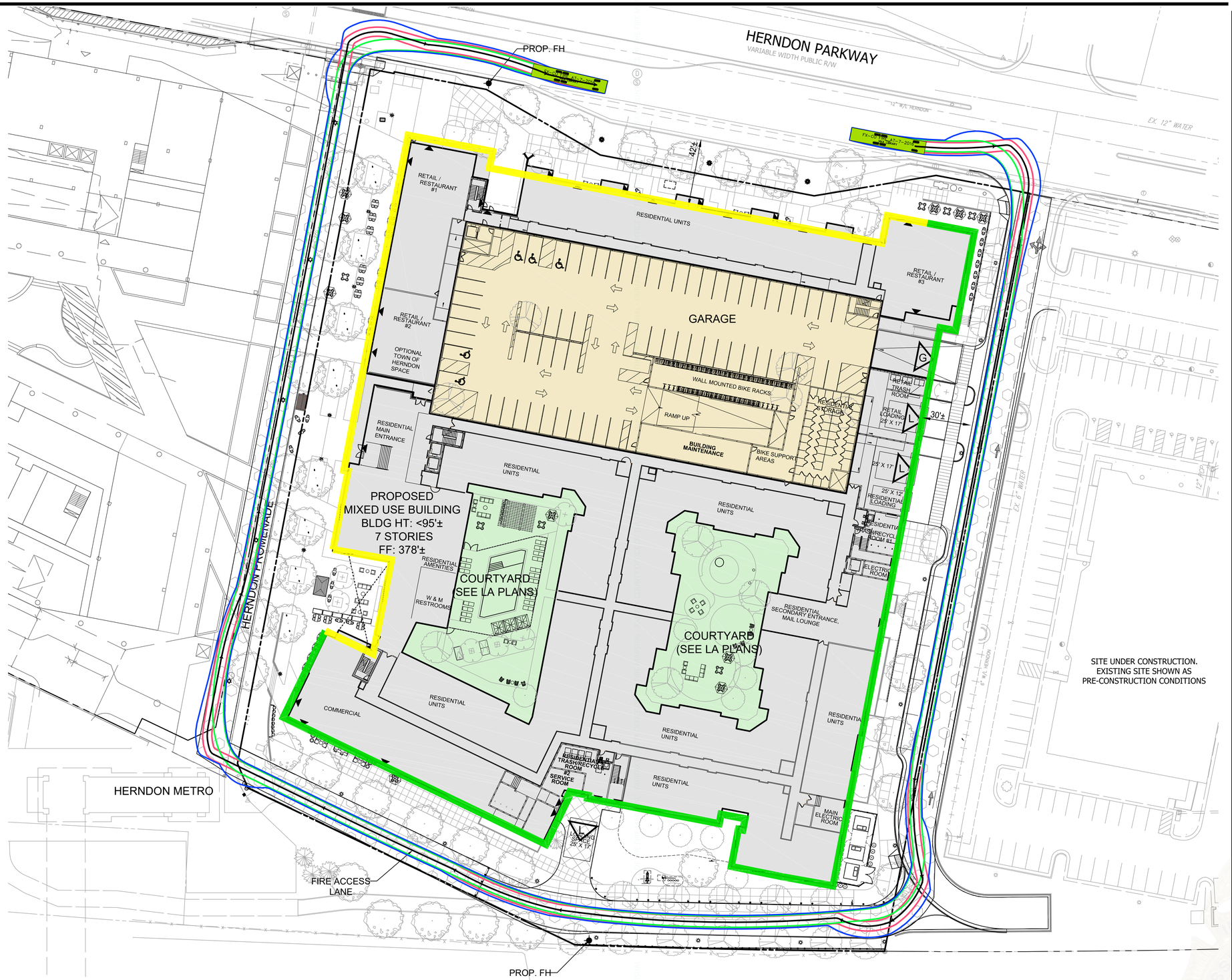


FX-CO FIRE AT-7-2016

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



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

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

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

TRAFFIC CONSULTANT:
VIKA

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

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

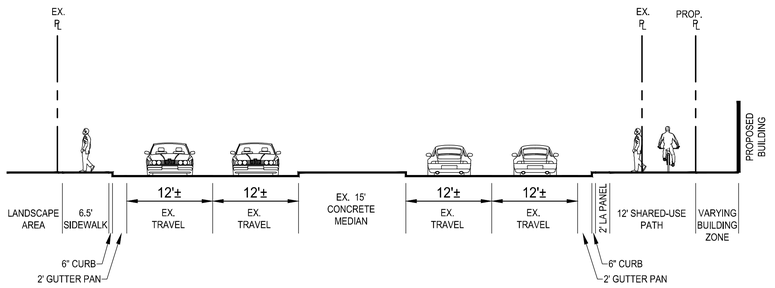
FAIRFAX COUNTY, VIRGINIA

INTERIM FIRE ACCESS PLAN (593 HERNDON PARKWAY CONSTRUCTED)

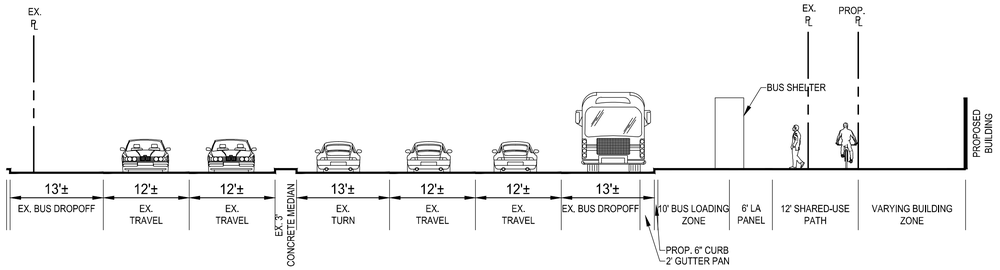
DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	1' = 30'
VIKA NO.	7815B
SHEET NO.	C-11B

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

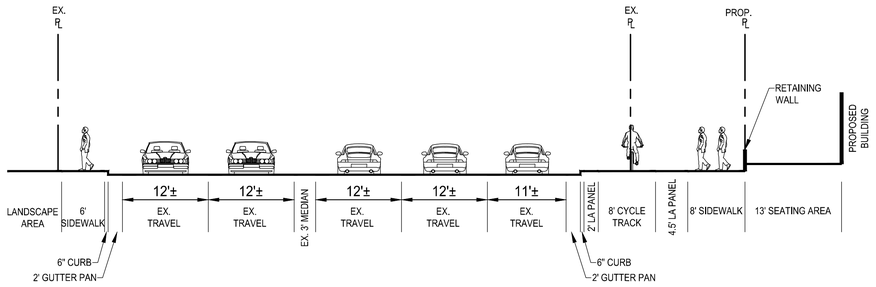
LAYOUT: C-11B FIRE ACCESS PLAN, Plotted By: johnson



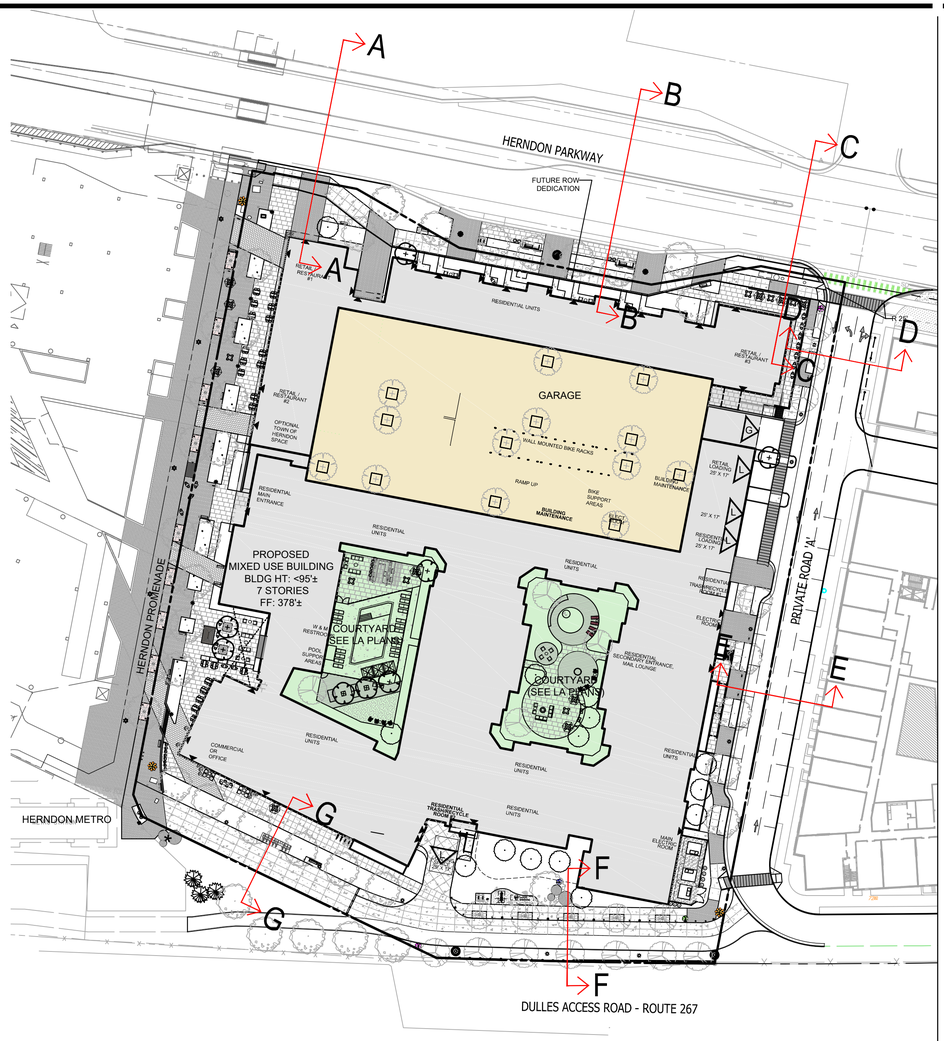
SECTION A-A **SCALE 1'=10'** **HERNDON PARKWAY**



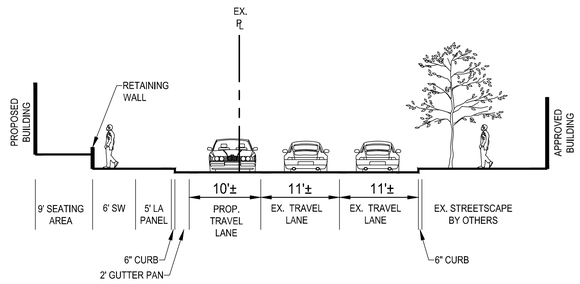
SECTION B-B **SCALE 1'=10'** **HERNDON PARKWAY**



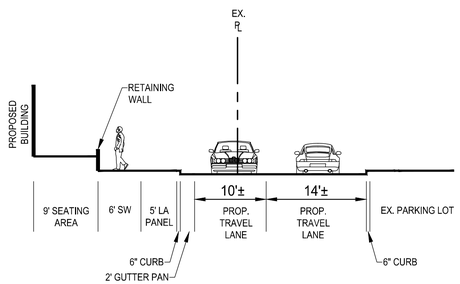
SECTION C-C **SCALE 1'=10'** **HERNDON PARKWAY**



SCALE 1'=50'



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



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

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ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

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

PROFESSIONAL SEAL



575 HERNDON PARKWAY

TOWN OF HERNDON

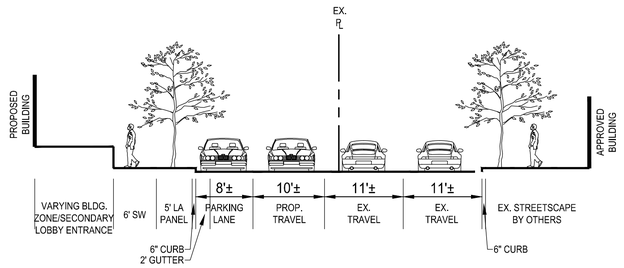
FAIRFAX COUNTY, VIRGINIA

STREET SECTIONS

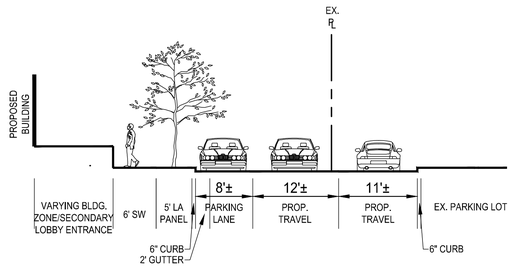
DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	AS SHOWN
VIKA NO.	7815B
SHEET NO.	C-12

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

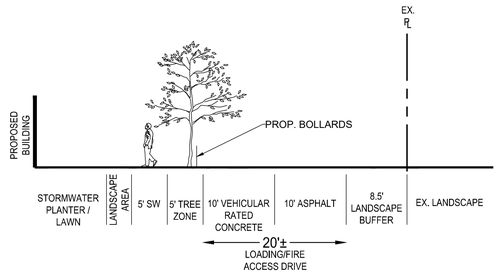
FILE: Q:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_STREET SECTIONS.dwg USER: johnson DATE: April 8, 2026 TIME: 8:24:39 AM LAYOUT: C-12 STREET SECTIONS



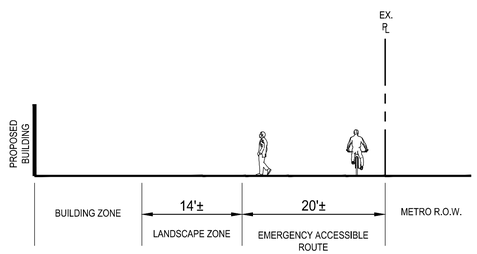
SECTION E-E **SCALE 1'=10'** **PRIVATE ROAD 'A'**



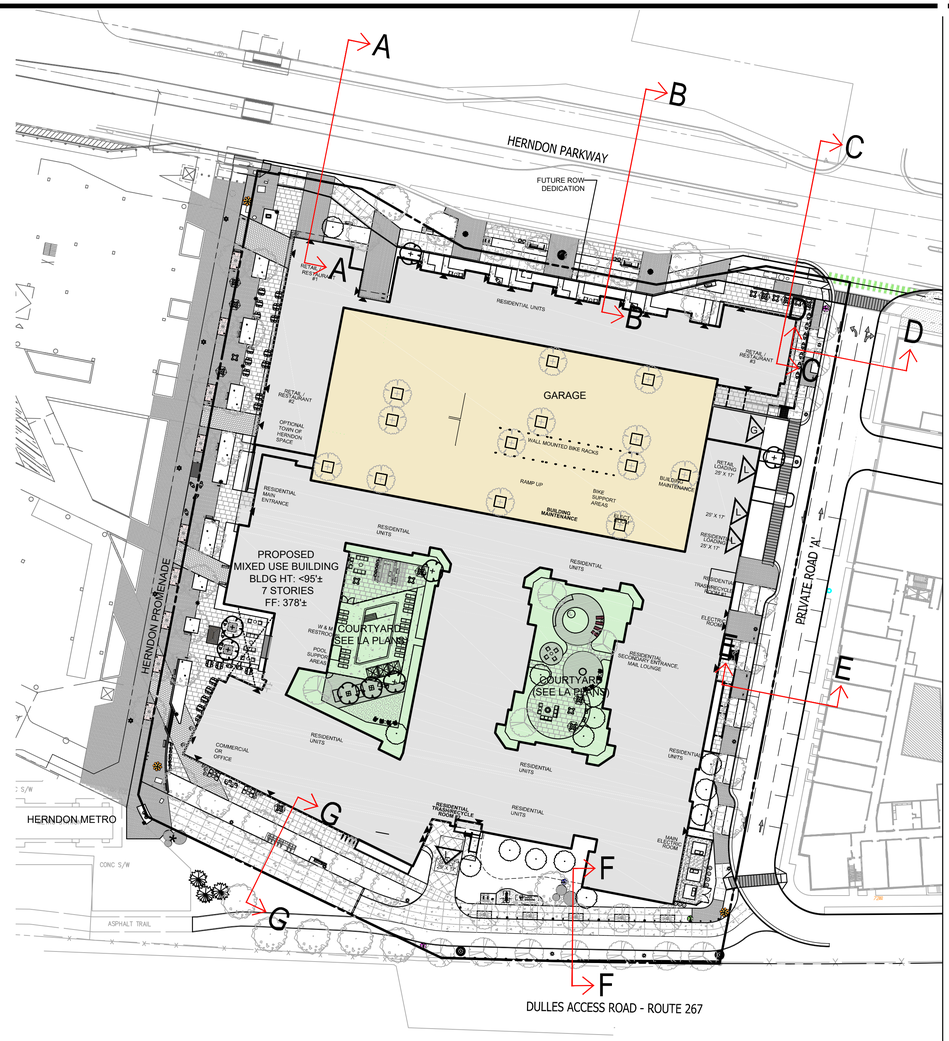
SECTION E-E INTERIM **SCALE 1'=10'** **PRIVATE ROAD 'A'**



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



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



SCALE 1'=50'

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ALEXANDRIA, VA 22310

TRAFFIC CONSULTANT:
VIKA

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PROFESSIONAL SEAL



575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

STREET SECTIONS

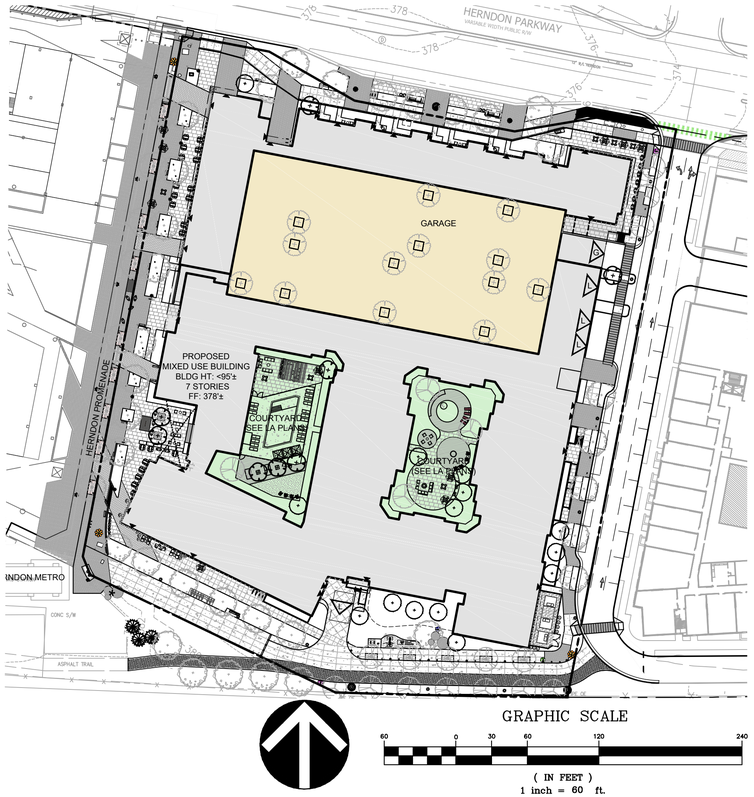
DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	AS SHOWN
VIKA NO.	7815B
SHEET NO.	C-12A

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

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



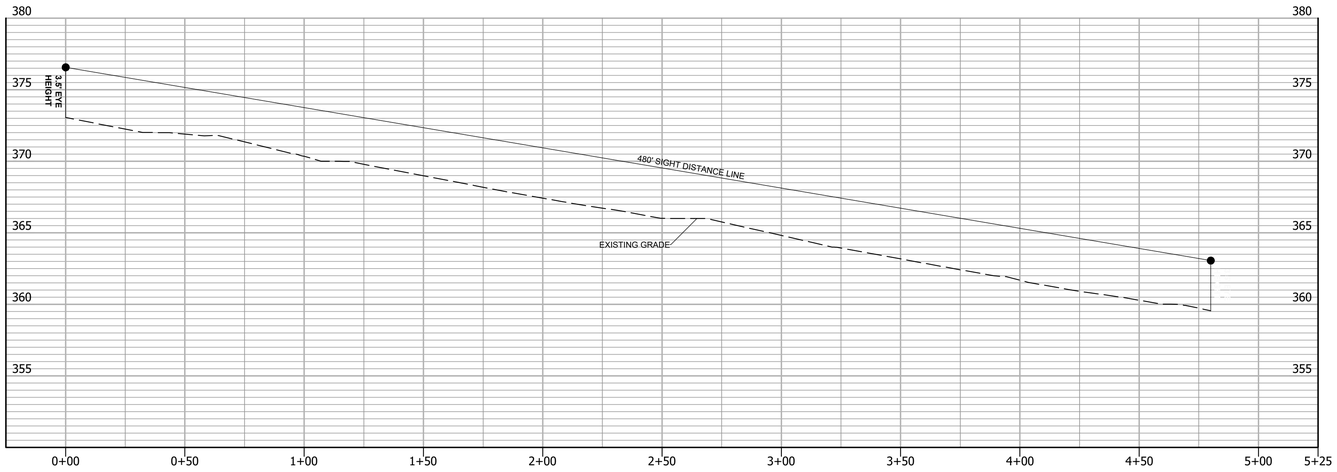
SIGHT DISTANCE EXHIBIT - SCALE 1"=50'



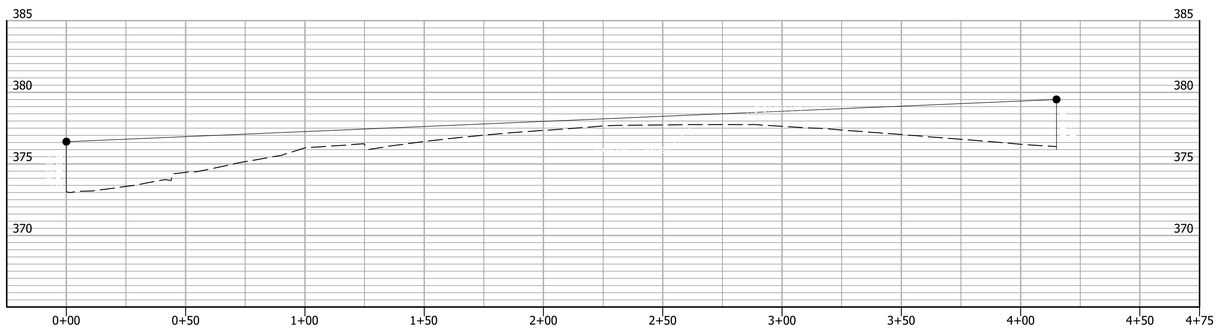
GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.



EASTBOUND SIGHT DISTANCE PROFILE - DESIGN SPEED 35 MPH



WESTBOUND SIGHT DISTANCE PROFILE - DESIGN SPEED 35 MPH

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700 NEW HAMPSHIRE, SUITE 709
WASHINGTON, DC 20037

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

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

TRAFFIC CONSULTANT:
VIKA

PLAN STATUS	DATE
FIRST SUBMISSION	05/08/2024
RESUBMISSION	11/22/2024
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FINAL SUBMISSION	04/08/2026

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

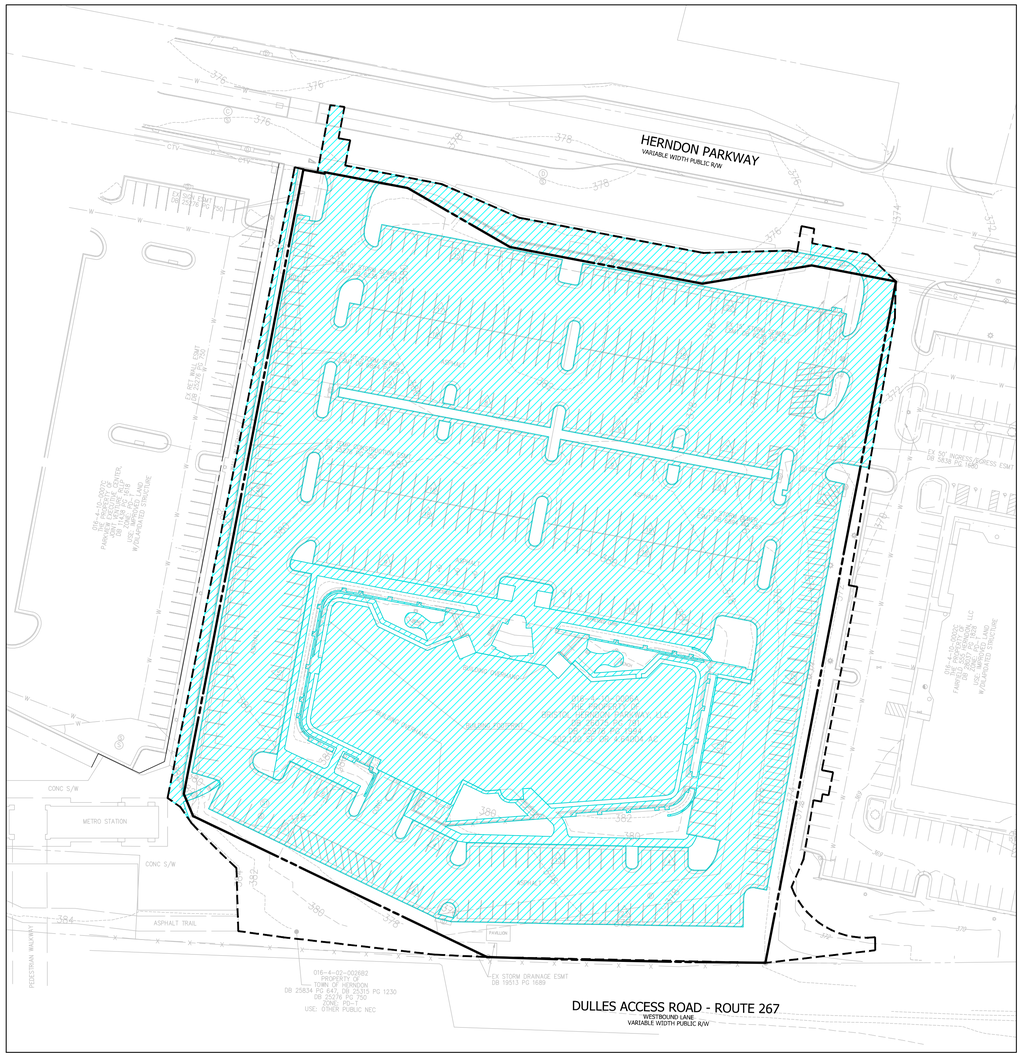
SIGHT DISTANCE EXHIBIT

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

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

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

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



LEGEND - EXISTING AREA

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

IMPERVIOUS AREA = 177,240 SF OR 4.0689 AC

PERVIOUS AREA = 48,349 SF OR 1.1099 AC



LEGEND - PROPOSED AREA

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

IMPERVIOUS AREA = 190,207 SF OR 4.3665 AC

PERVIOUS AREA = 35,382 SF OR 0.8123 AC

NORTH (VCS 83)
GRAPHIC SCALE

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

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Lic. No. 2012
AND SURVEYOR

575 HERNDON PARKWAY

TOWN OF HERNDON

DRANESVILLE DISTRICT
FAIRFAX COUNTY, VIRGINIA

PRE AND POST DEVELOPMENT STORMWATER MAP

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

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

LAYOUT: C-13, Plotted By: johnson



STORMWATER LEGEND: VERSION 1.3

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

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

SWM NARRATIVE

EXISTING CONDITION SITE NARRATIVE

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

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

PROPOSED CONDITION SITE NARRATIVE

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

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

WATER QUALITY TREATMENT (BMP) NARRATIVE

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

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

WATER QUANTITY TREATMENT (SWM) NARRATIVE

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

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

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

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

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

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

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

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

STORMWATER MANAGEMENT MAP AND NARRATIVE

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

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

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

VRRM COMPUTATIONS

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

data input cells
constant values
calculation cells
final results

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 5.18

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

Check:

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

Pre-ReDevelopment Land Cover (acres)

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

Post-Development Land Cover (acres)

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

Post-Development Requirement for Site Area

TP Load Reduction Required (lb/yr)	1.02

Nitrogen Loads (Informational Purposes Only)

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

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

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

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

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

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

LAND COVER SUMMARY -- POST DEVELOPMENT

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

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

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

Drainage Area A

VRRM 4.1, 2024

Drainage Area A Land Cover (acres)

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

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

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

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

Site Results (Water Quality Compliance) VRRM 4.1, 2024

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

Site Treatment Volume (ft^3) 15,830

Runoff Reduction Volume and TP By Drainage Area

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

Total Phosphorus

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

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

Total Nitrogen (For Information Purposes)

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

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DWG. SCALE:	1' = 30'
VIKA NO.	7815B
SHEET NO.	C-15

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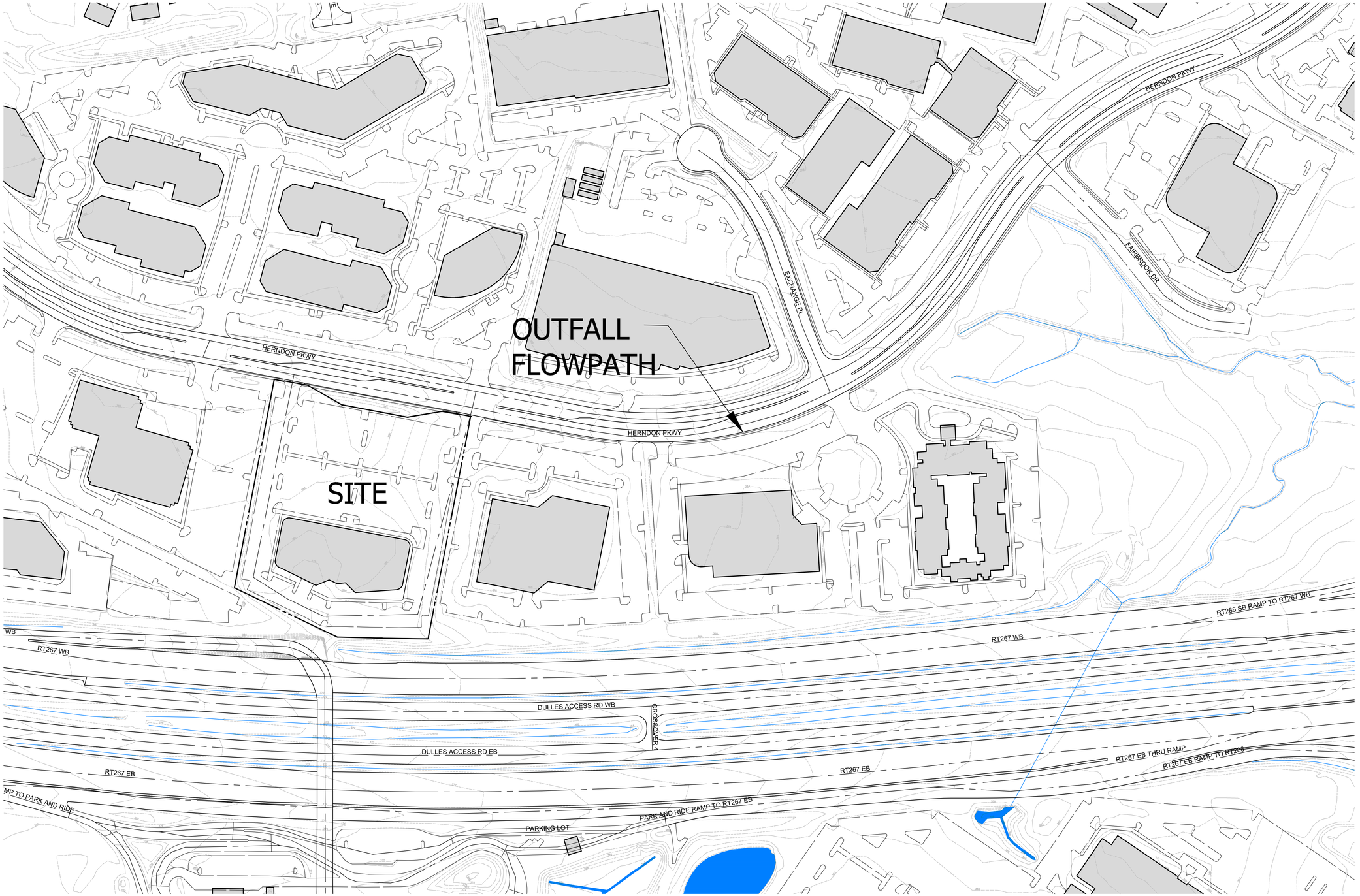
LAYOUT: C-15 SWM COMPS, Plotted By: johnson



NORTH (VCS 83)
GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100ft.

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

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

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

TRAFFIC CONSULTANT:
VIKA

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

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

DRANESVILLE DISTRICT
FAIRFAX COUNTY, VIRGINIA

ADEQUATE OUTFALL MAP

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

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

LAYOUT: C-16, Plotted By: Johnson

ZONING ORDINANCE MODIFICATIONS

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

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



GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

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OWNER/APPLICANT:
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700 NEW HAMPSHIRE, SUITE 709
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ARCHITECT:
DCS DESIGN
8614 WESTWOOD CENTER DRIVE, SUITE 800
TYSONS, VA 22182

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

TRAFFIC CONSULTANT:
VIKA

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

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

ZONING MODIFICATIONS

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

DWG. SCALE: 1' = 40'
VIKA NO. 7815B
SHEET NO. C-17

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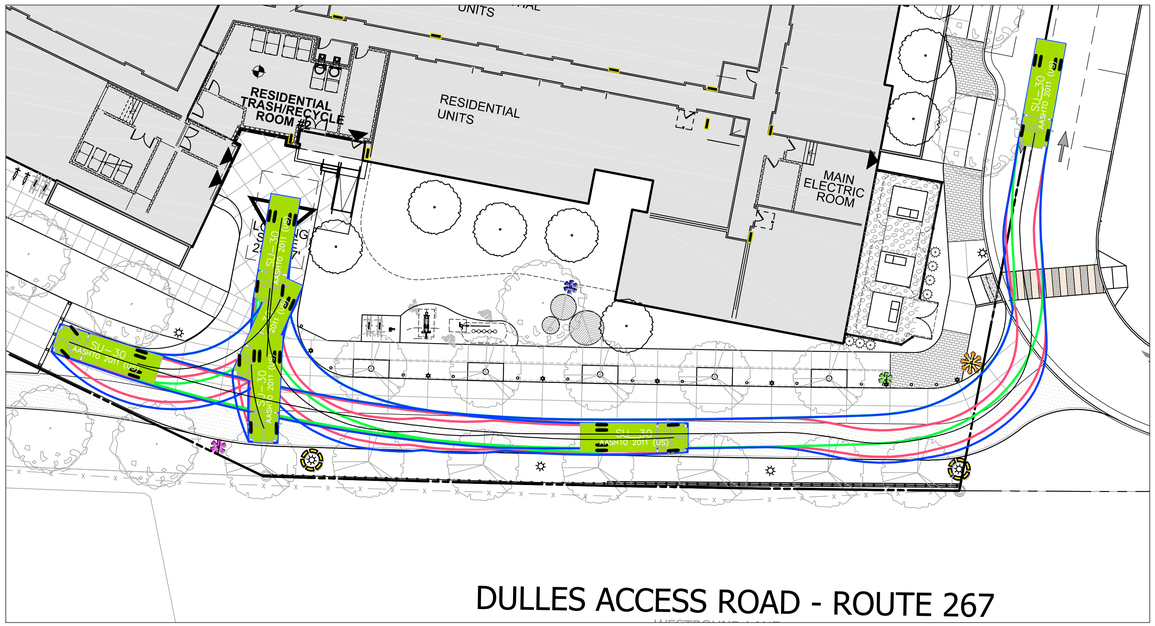
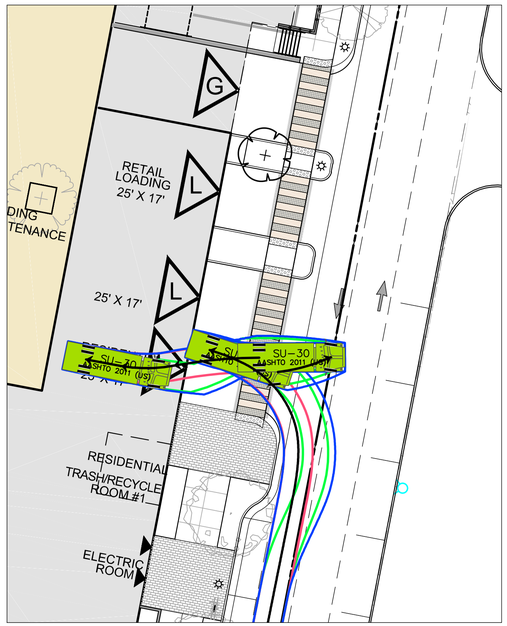
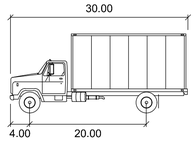
LAYOUT: C-17 MODIFICATIONS, Plotted By: Johnson



COMMERCIAL LOADING SCALE: 1"=20'

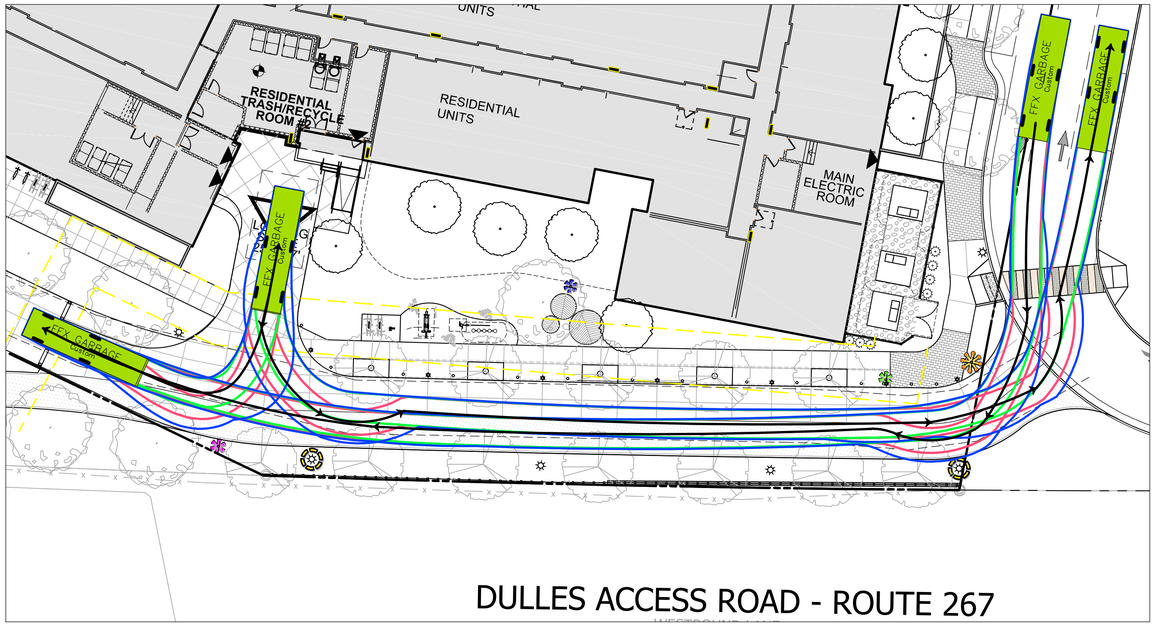


RETAIL LOADING SCALE: 1"=20'

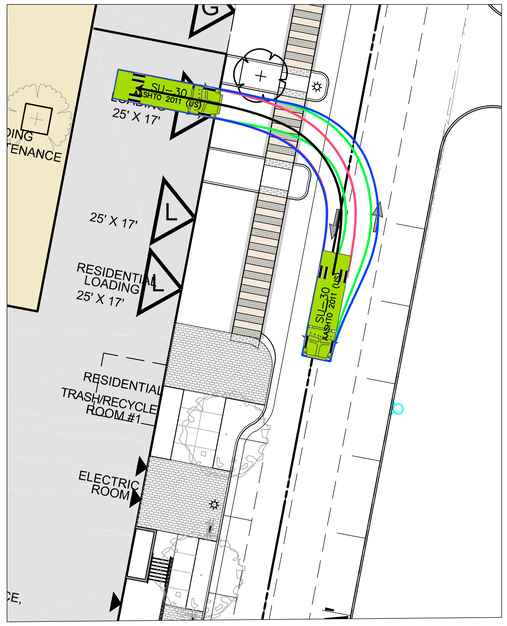


SU-30

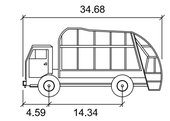
	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8



GARBAGE SCALE: 1"=20'



RESIDENTIAL LOADING SCALE: 1"=20'



FFX GARBAGE

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

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ALEXANDRIA, VA 22310

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VIKA

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

PROFESSIONAL SEAL

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

575 HERNDON PARKWAY

TOWN OF HERNDON

FAIRFAX COUNTY, VIRGINIA

AUTOTURN EXHIBIT

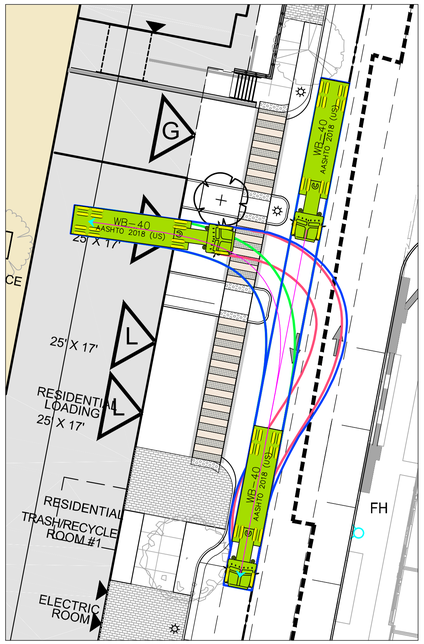
DRAWN BY:	
DESIGNED BY:	
DATE ISSUED:	05/08/2024
DWG. SCALE:	AS SHOWN
VIKA NO.	7815B
SHEET NO.	C-18

FILE: Q:\Projects\7815\7815B\CADD\PLANNING\PLANNING DRAWINGS\7815D_AUTOTURN_SU30_SD.dwg USER: johnson DATE: April 8, 2026 TIME: 8:32:47 AM LAYOUT: C-18 AUTOTURN

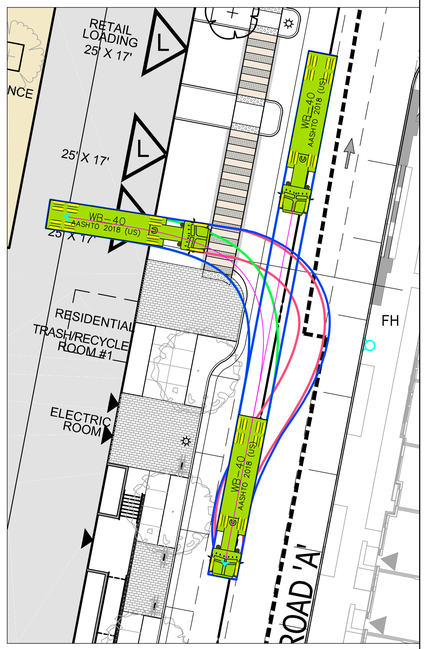
LAYOUT: C-18 AUTOTURN, Plotted By: johnson



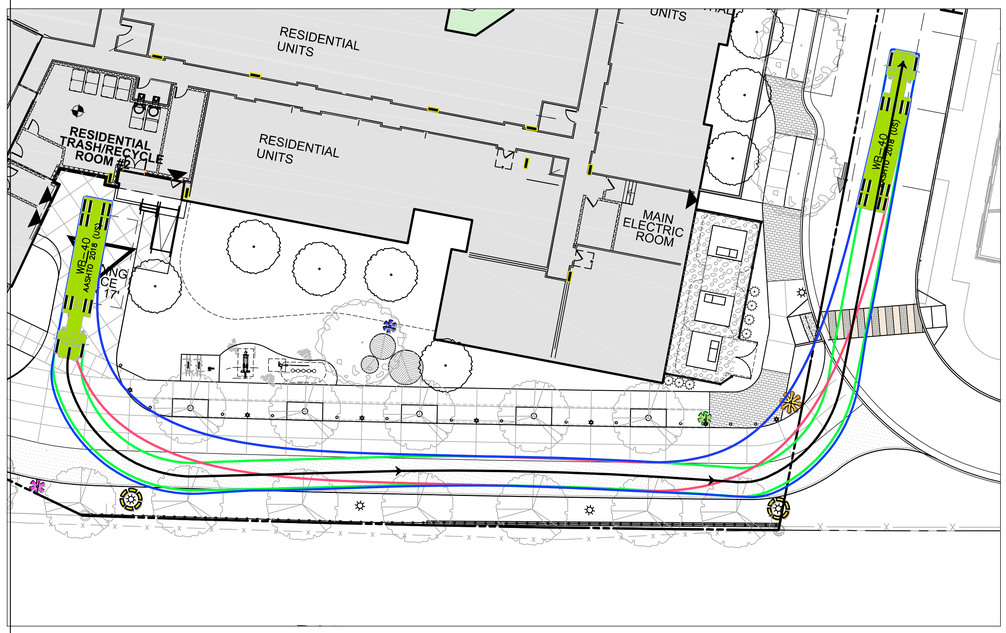
COMMERCIAL AND ADDITIONAL RESIDENTIAL LOADING - ENTER SCALE: 1"=20'



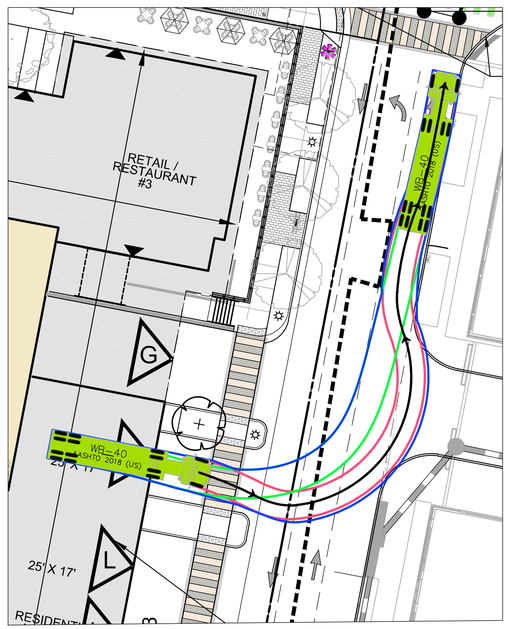
RETAIL LOADING - ENTER SCALE: 1"=20'



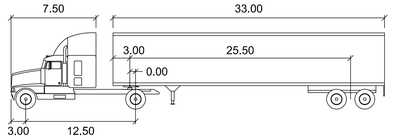
RESIDENTIAL LOADING - ENTER
SCALE: 1"=20'



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



RESIDENTIAL LOADING - EXIT SCALE: 1"=20'



WB-40

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

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DCS DESIGN
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TRAFFIC CONSULTANT:
VIKA

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

PROFESSIONAL SEAL



575 HERNDON PARKWAY

TOWN OF HERNDON

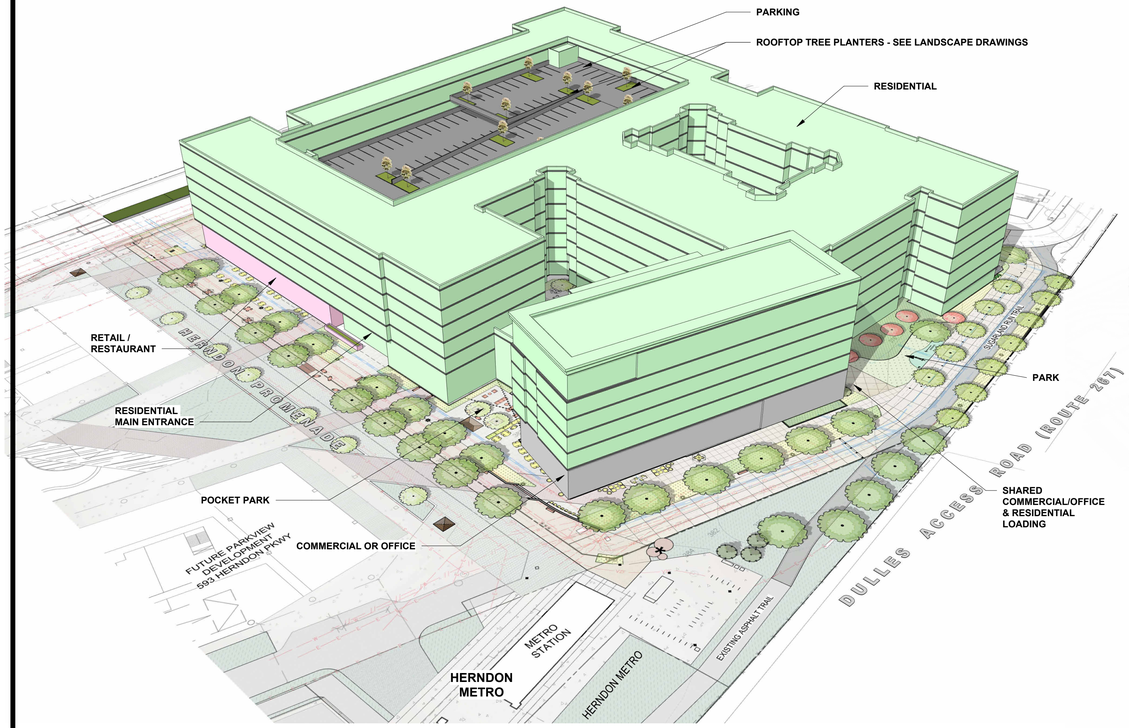
FAIRFAX COUNTY, VIRGINIA

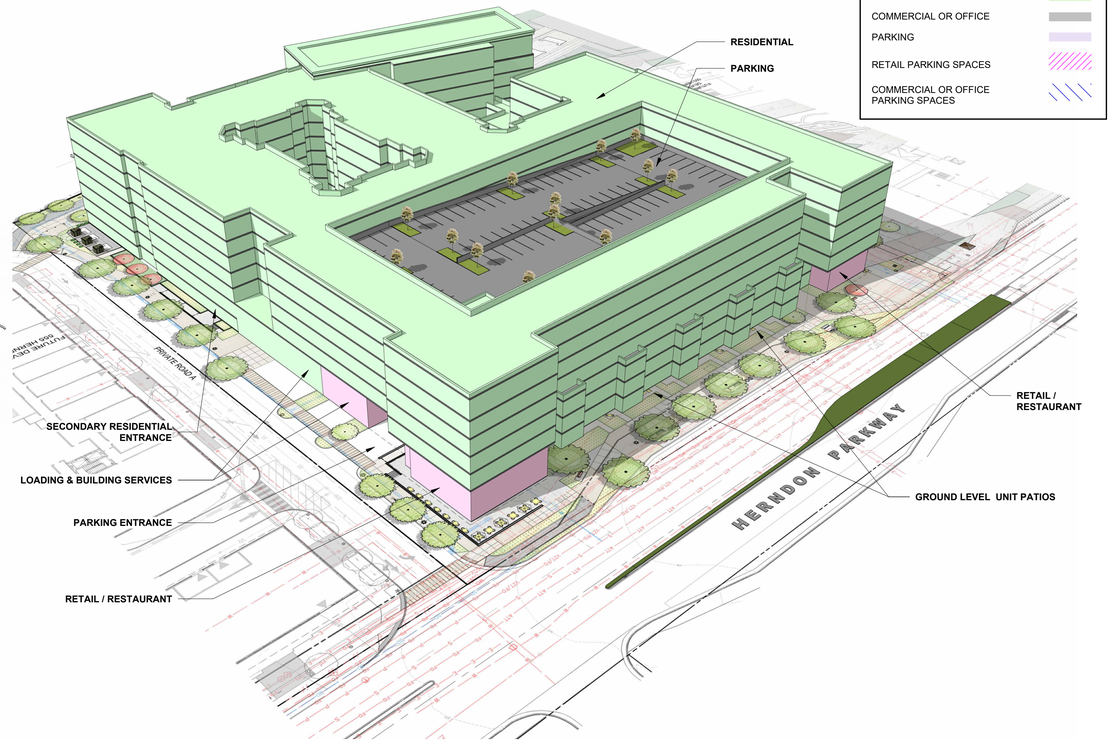
AUTOTURN EXHIBIT

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

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

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





LEGEND

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

BUILDING AREAS

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

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

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

BUILDING USES

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

VEHICLE PARKING

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

* Accessible spaces included in total number of parking spaces.

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

BICYCLE PARKING

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

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

LOADING

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

GENERAL NOTES:

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

dcs DESIGN

DAVIS CARTER SCOTT Ltd

Architecture
Interior Architecture
Land Planning

8614 Westwood Center Dr.
Suite 800
Tysons, Virginia 22182

P 703.556.9275
F 703.821.6976
www.dcsdesign.com

WOODFIELD DEVELOPMENT

BRISTOL HERNDON PARKWAY LLC

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

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

ISSUE DATE

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

REVISION DATE

PROJECT TITLE

575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE

TABULATIONS

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

DRAWING NUMBER

A - 4.0

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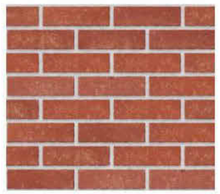
Autodesk Docs://323248.00 - HERNDON PARKWAY/323248.00 - Herndon Parkway.rvt
4/7/2026 4:16:42 PM



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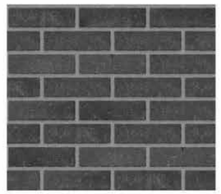

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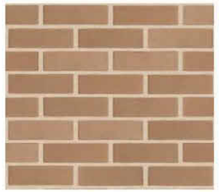

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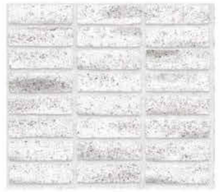


5



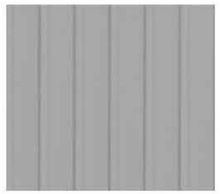
6



7



8



9



10



11



12

13

14



15

LOADING OVERHEAD DOORS - PRECEDENT IMAGES





16

EXTERIOR FINISHES LEGEND

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

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WOODFIELD DEVELOPMENT

BRISTOL HERNDON PARKWAY LLC

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

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ISSUE DATE

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REVISION DATE

PROJECT TITLE

575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE

ILLUSTRATIVE EXTERIOR FINISHES AND PRECEDENT IMAGES

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

DRAWING NUMBER

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HERNDON MURAL:

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





WALL MURAL

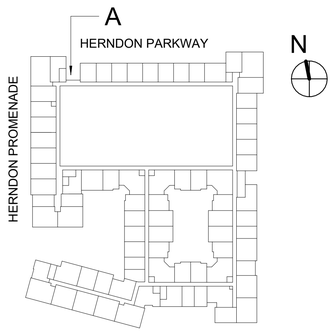
HERNDON IDENTITY - PRECEDENT IMAGES



HERNDON FIRE STATION



ICON IN TOWN OF HERNDON



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ILLUSTRATIVE HERNDON MURAL

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4 PERSPECTIVE VIEW



2 PERSPECTIVE VIEW



1 PERSPECTIVE VIEW



3 PERSPECTIVE VIEW

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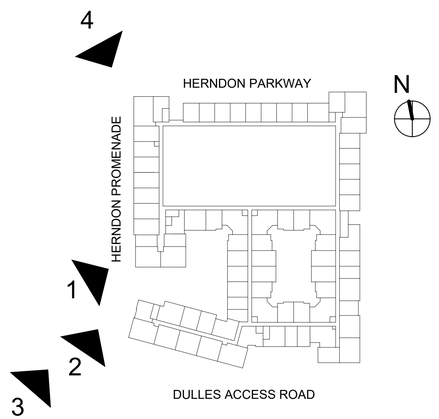

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PROJECT NO. 323248

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PERSPECTIVE VIEWS

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4 PERSPECTIVE VIEW



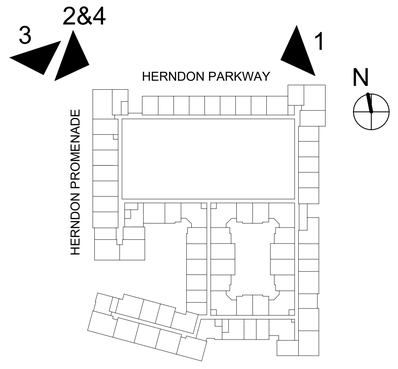
2 PERSPECTIVE VIEW



1 PERSPECTIVE VIEW



3 PERSPECTIVE VIEW



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QC CHECKED BY	KS
QA REVIEWED BY	KS

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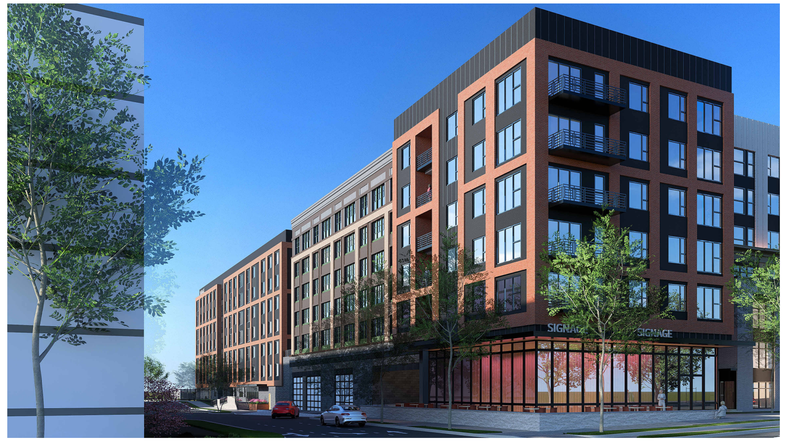
4 PERSPECTIVE VIEW



2 PERSPECTIVE VIEW



1 PERSPECTIVE VIEW



3 PERSPECTIVE VIEW

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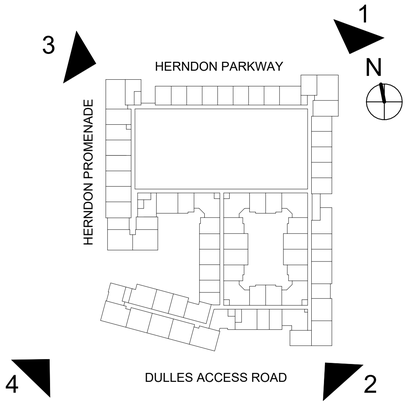

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PERSPECTIVE VIEWS

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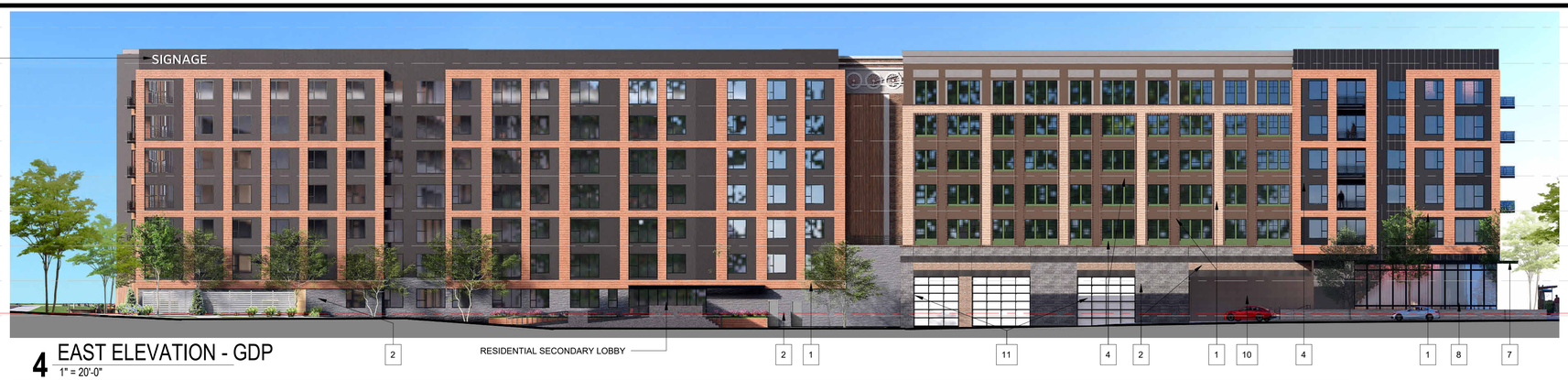
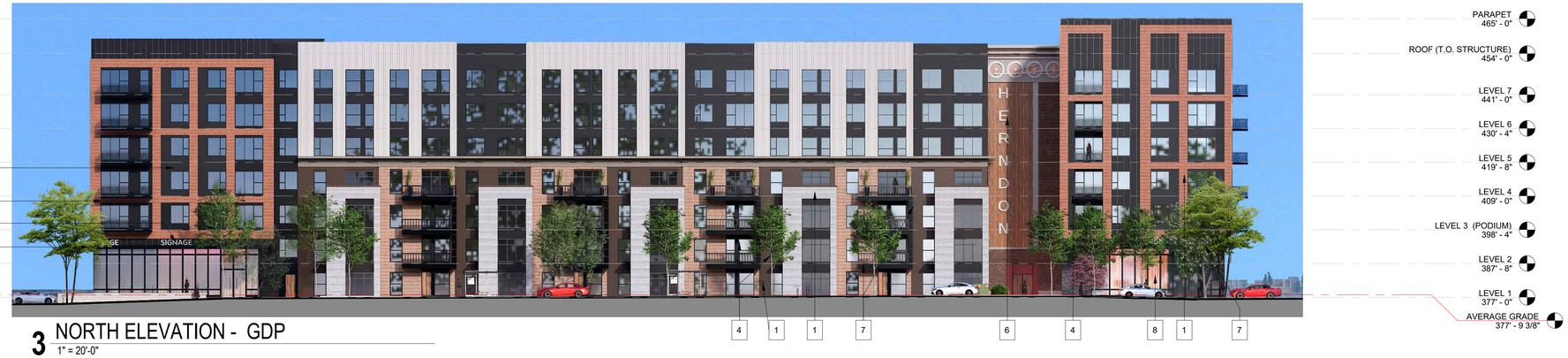


4 EAST ELEVATION - GDP

1" = 20'-0"



3 NORTH ELEVATION - GDP

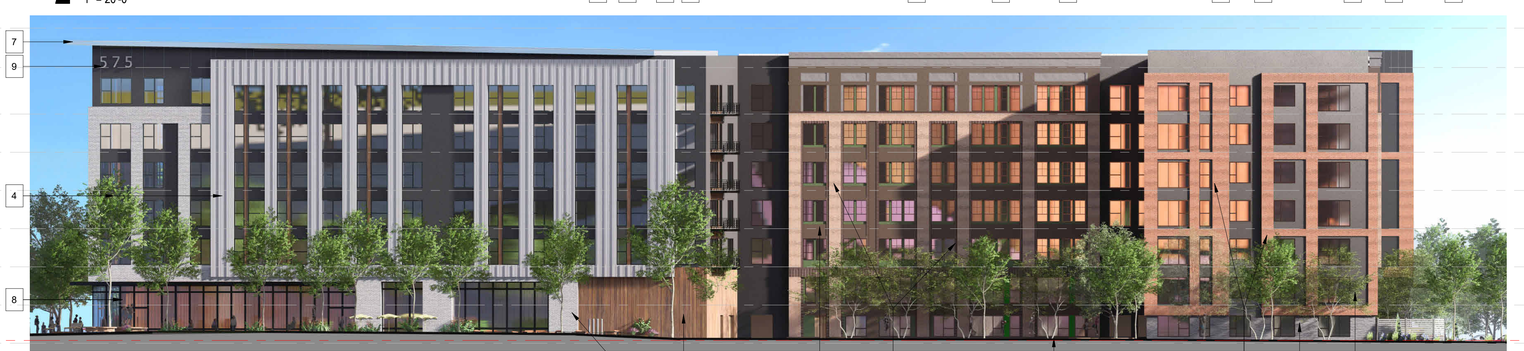
1" = 20'-0"



2 WEST ELEVATION - GDP

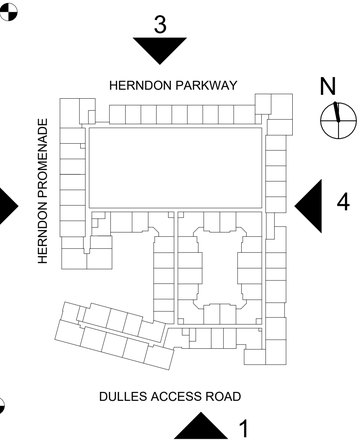
1" = 20'-0"

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



1 SOUTH ELEVATION - GDP

1" = 20'-0"



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ARCHITECT
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TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE

ELEVATION VIEWS

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

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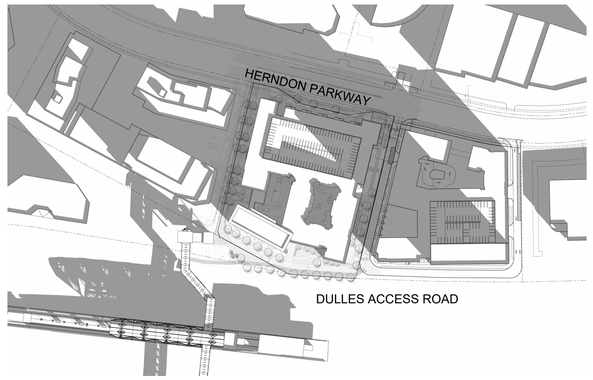

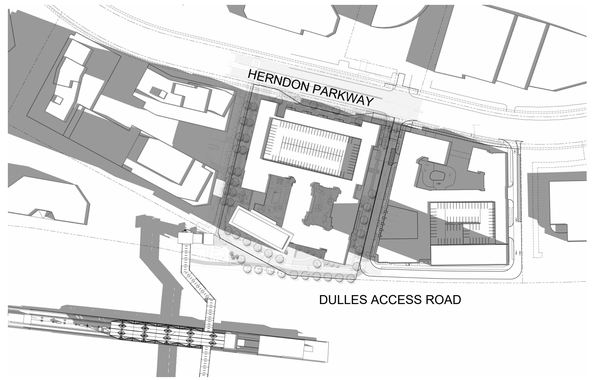

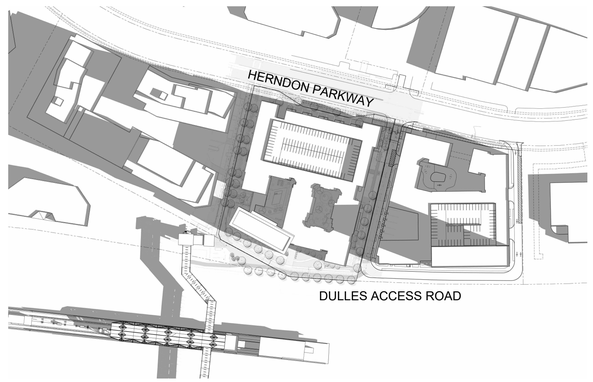

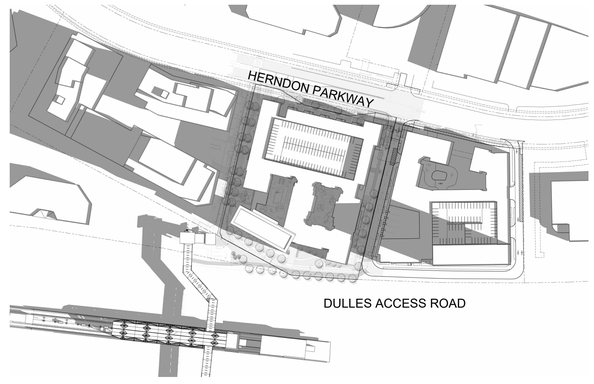

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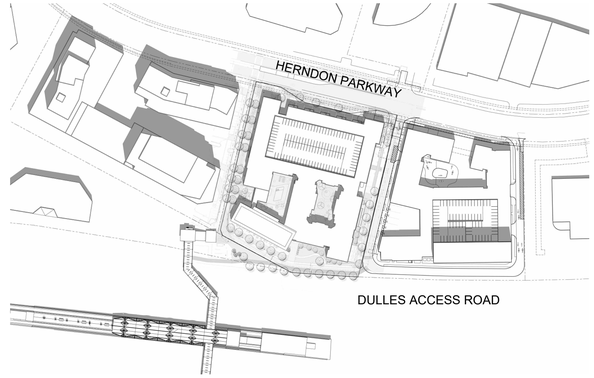

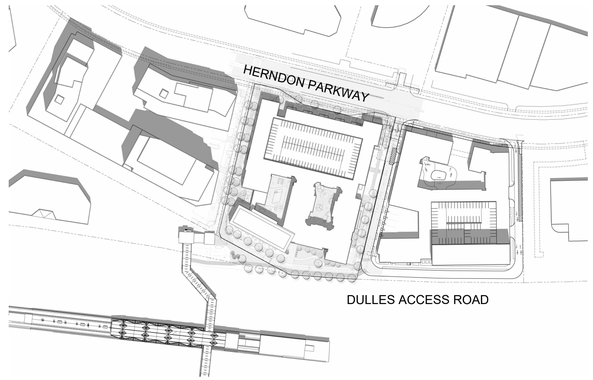

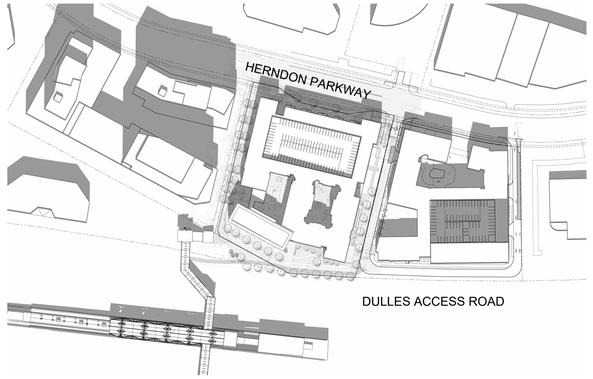

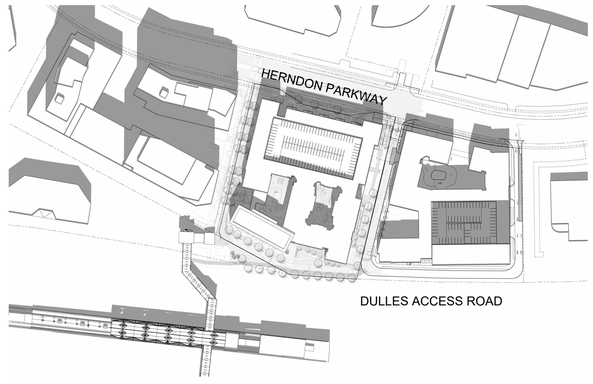

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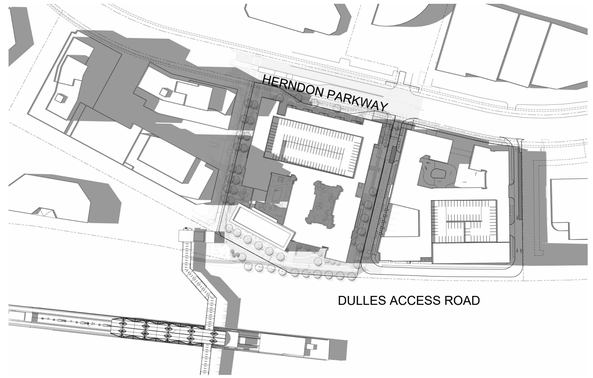

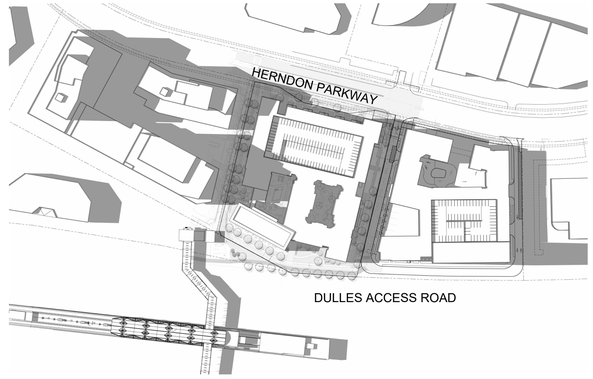

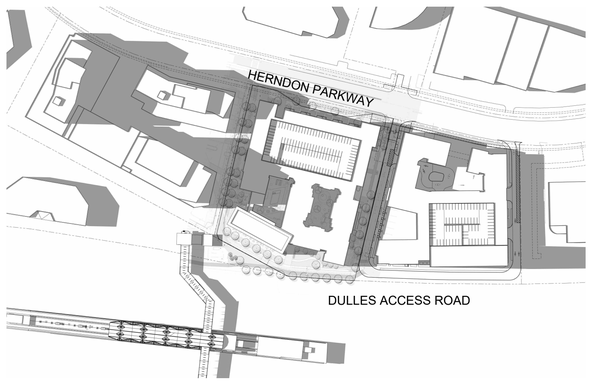

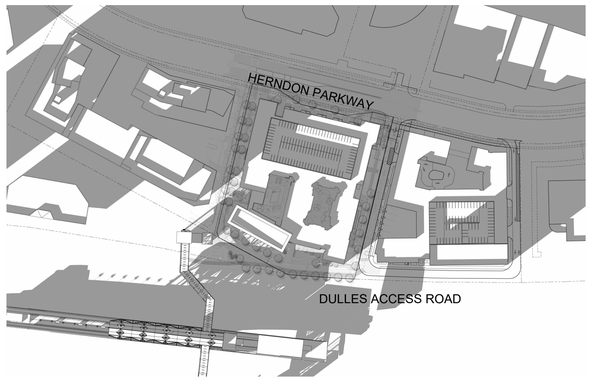

SPRING - 03/21

SUMMER - 06/21

FALL - 09/21

WINTER - 12/21

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FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE

SHADOW ANALYSIS

DRAWN BY	AM
QC CHECKED BY	KS
QA REVIEWED BY	KS

DRAWING NUMBER

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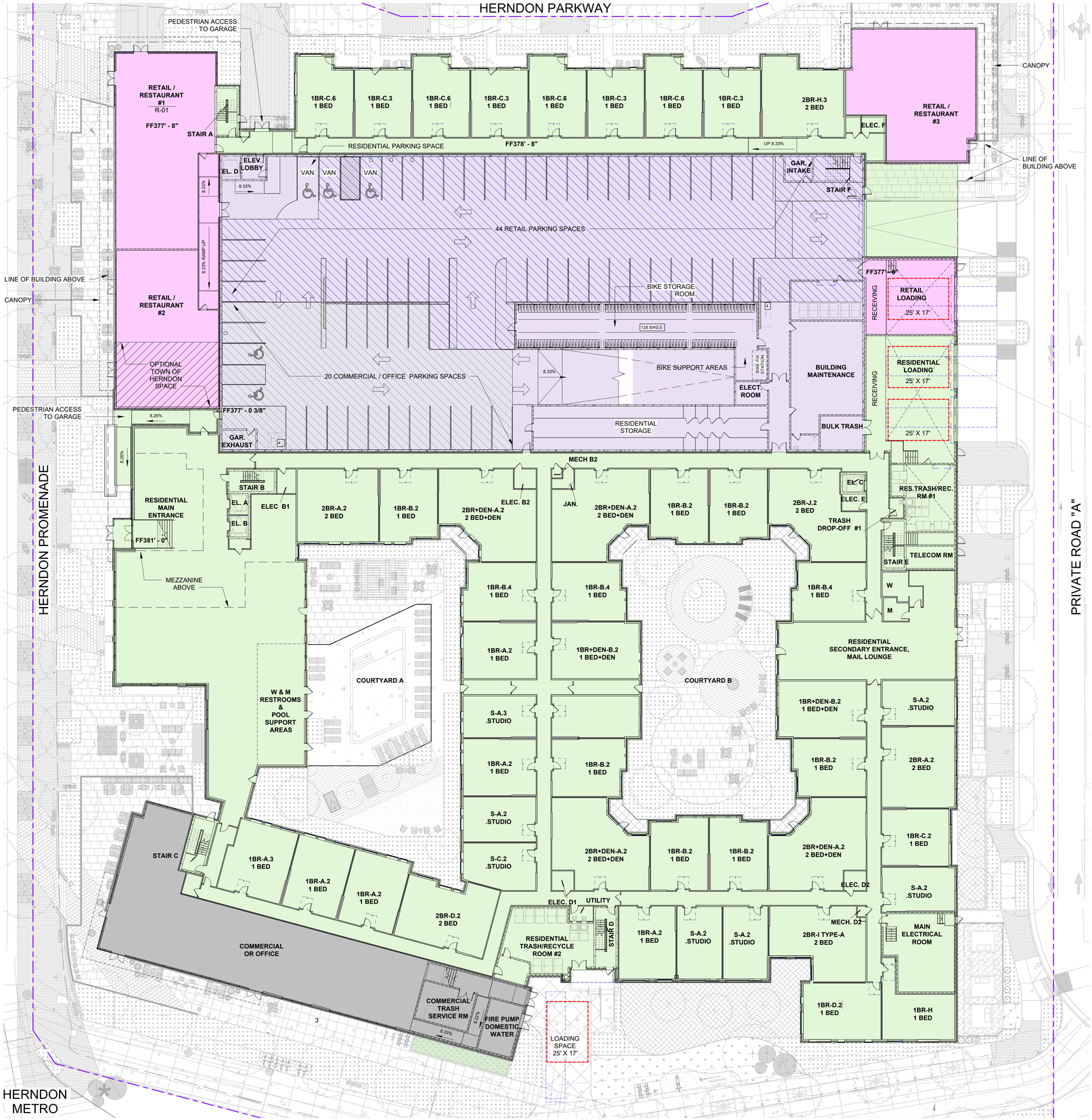


BIKE PARKING PROVIDED

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

GENERAL NOTES

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

NOTES:

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

TOTAL PARKING PROVIDED

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

PARKING SPACE DIMENSIONS:

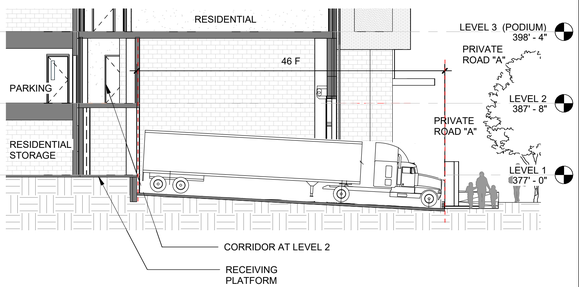
90°	8'-6" X 18'-0"
PARALLEL	8'-0" X 22' 0"

LOADING SPACE DIMENSIONS:

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

PARKING COUNT_LEVEL 1

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



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

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

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

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WOODFIELD DEVELOPMENT

BRISTOL HERNDON PARKWAY LLC

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

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FINAL SUBMISSION	04/08/2026

REVISION DATE

PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 1

DRAWN BY	AK, KS
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QA REVIEWED BY	KS

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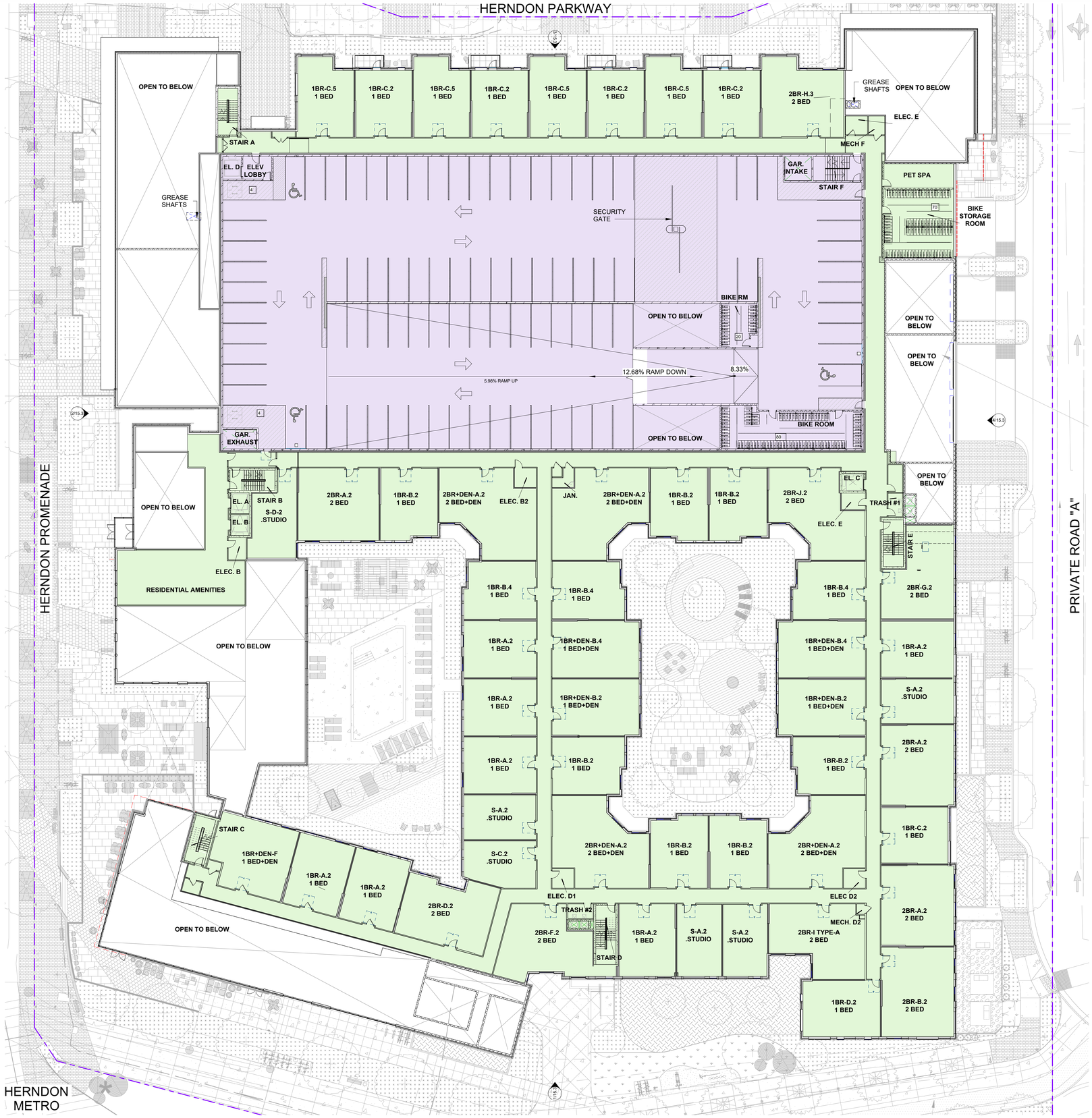

BIKE PARKING PROVIDED

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

GENERAL NOTES

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

NOTES:

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PARKING COUNT_LEVEL 2

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

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

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

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PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 2

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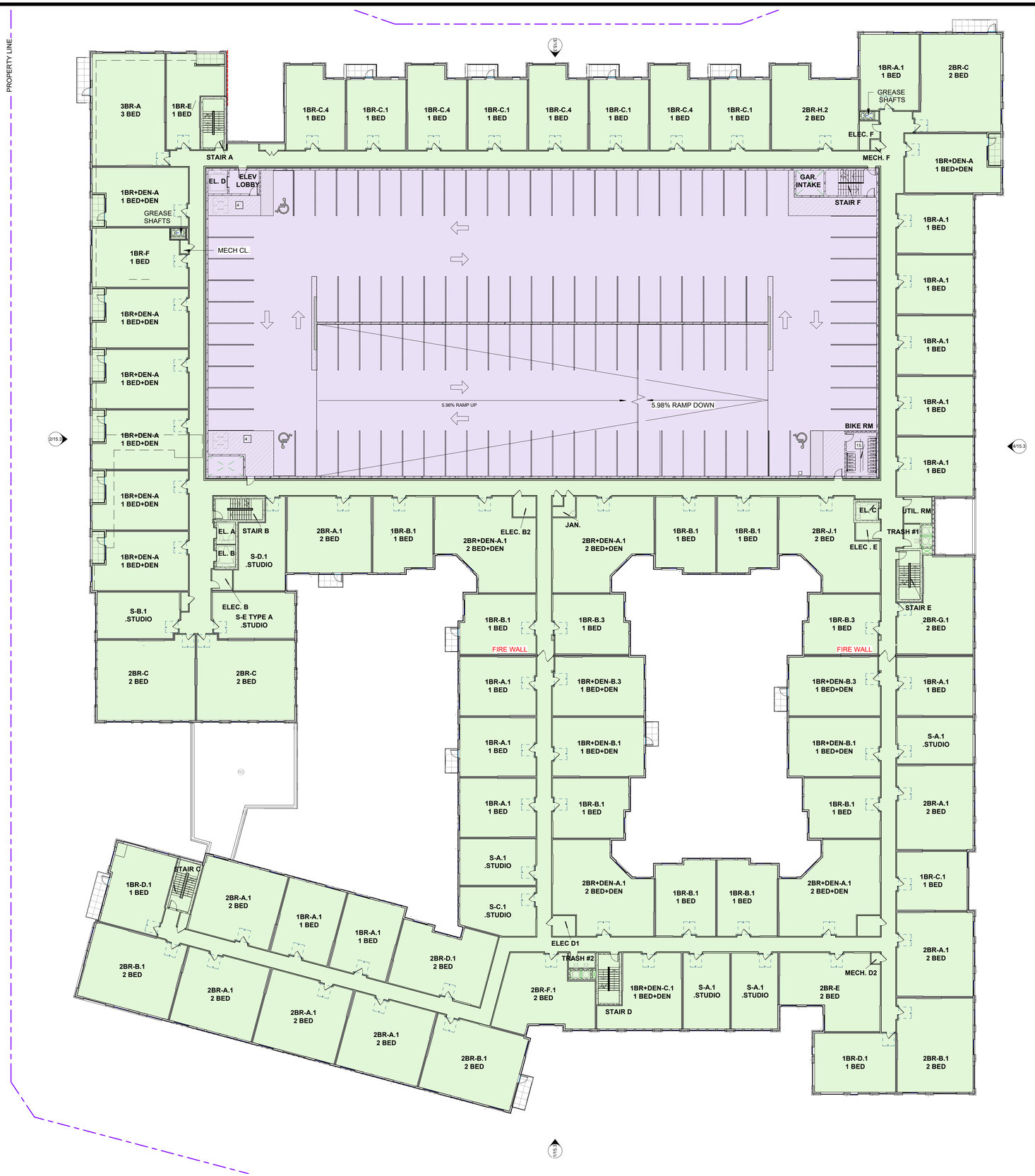

BIKE PARKING PROVIDED

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

GENERAL NOTES

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

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PARKING COUNT_LEVEL 3

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

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

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

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PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 3

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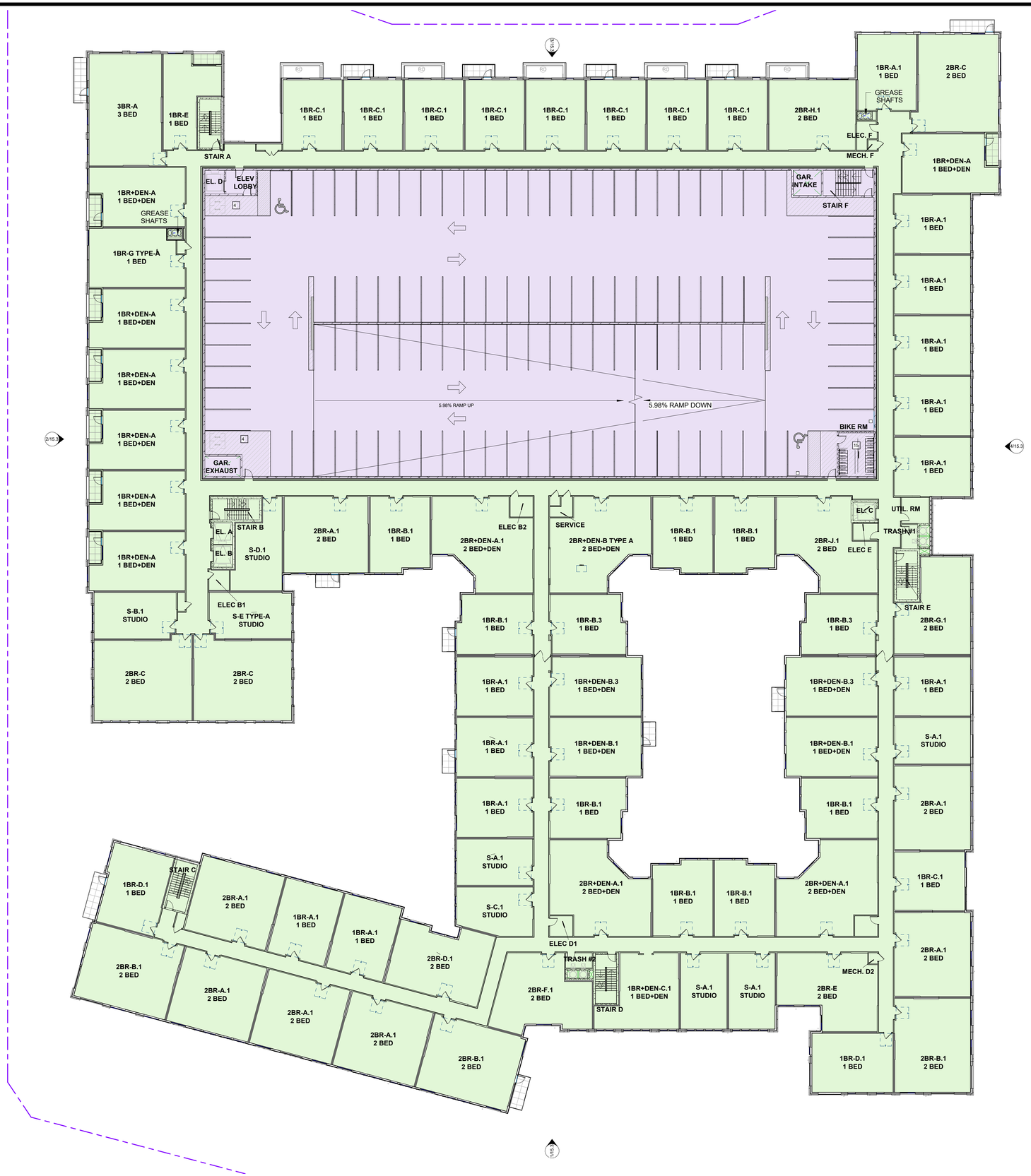

BIKE PARKING PROVIDED

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

GENERAL NOTES

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

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PARKING COUNT_LEVEL 5

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

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

N

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

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PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 4

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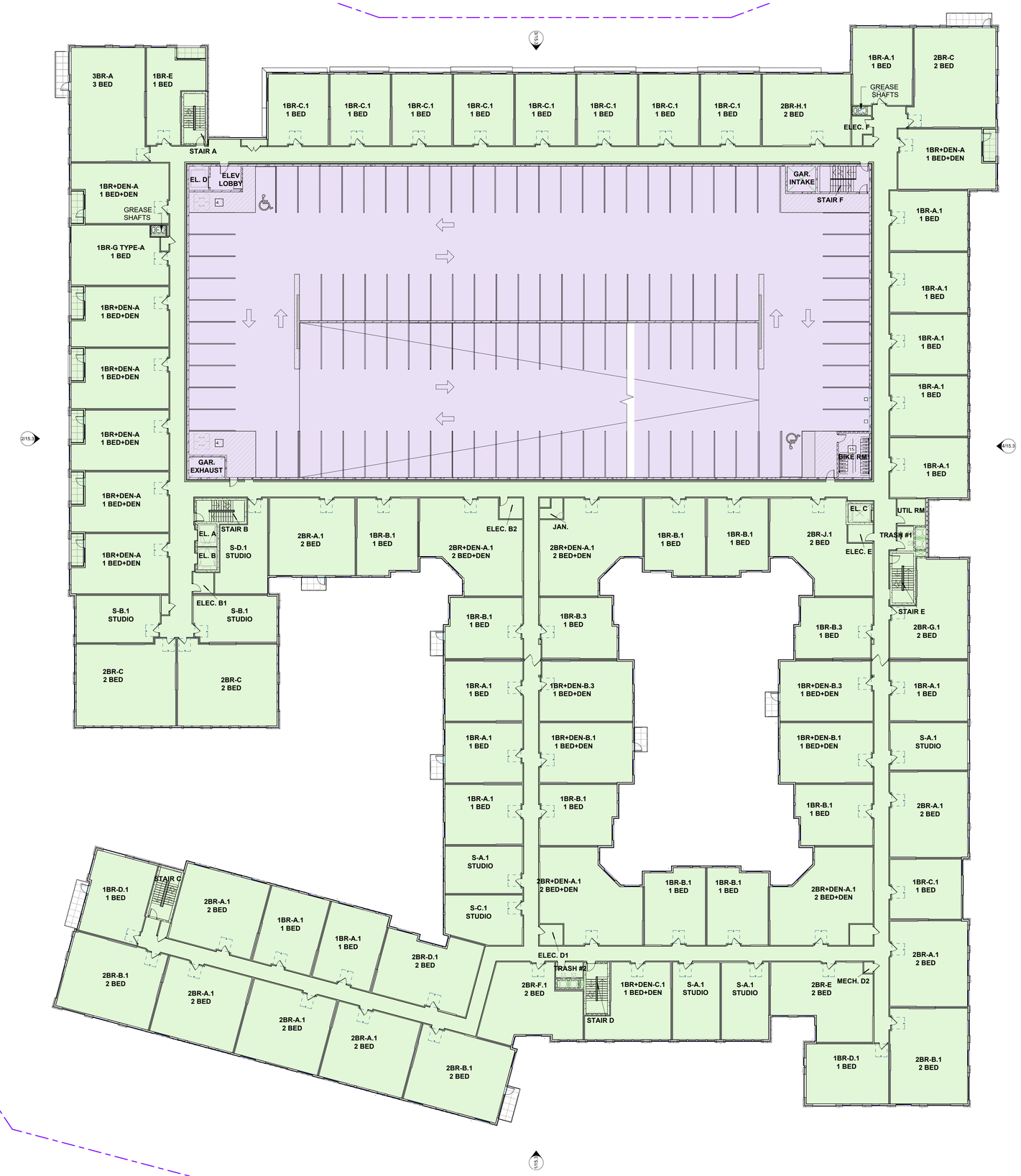

BIKE PARKING PROVIDED

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

GENERAL NOTES

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

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PARKING COUNT_LEVEL 5

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

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

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

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PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 5

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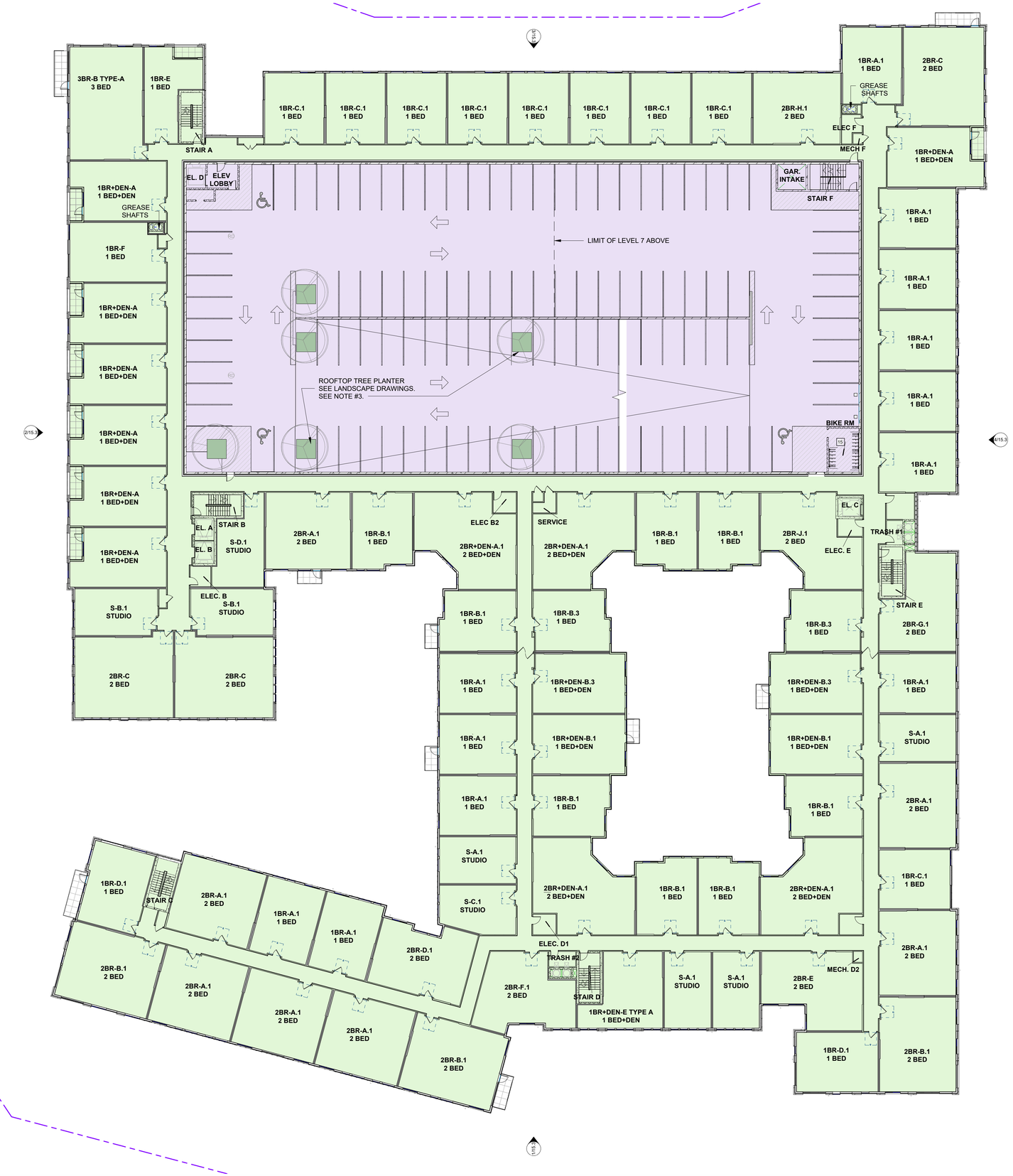

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RETAIL PARKING	
COMMERCIAL OR OFFICE PARKING	
PLANTERS	
FUTURE BIKE ROOMS	

NOTES:

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BIKE PARKING PROVIDED

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

PARKING COUNT_LEVEL 6

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

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

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

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575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 6

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430' 4"	LEVEL 6	15
441' 0"	LEVEL 7	0
TOTAL BIKE SPACES		**398**

PARKING COUNT_LEVEL 7

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

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

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

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TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
ILLUSTRATIVE PARKING LEVEL 7

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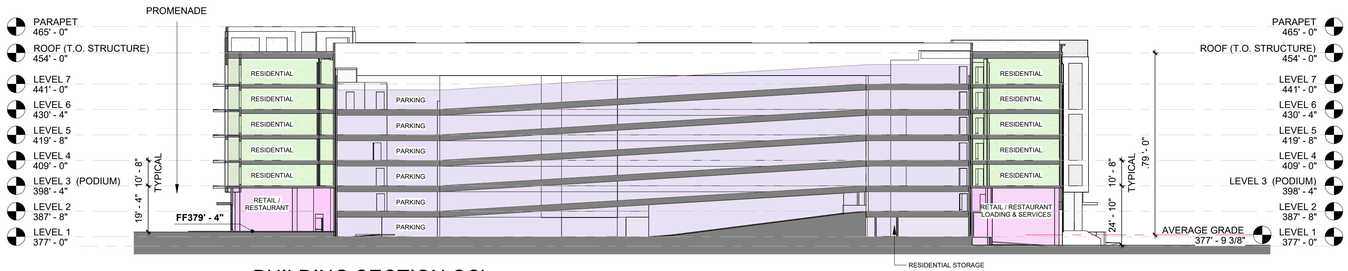
5 BUILDING SECTION EE'
1" = 30'-0"



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



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



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



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

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

GENERAL NOTES

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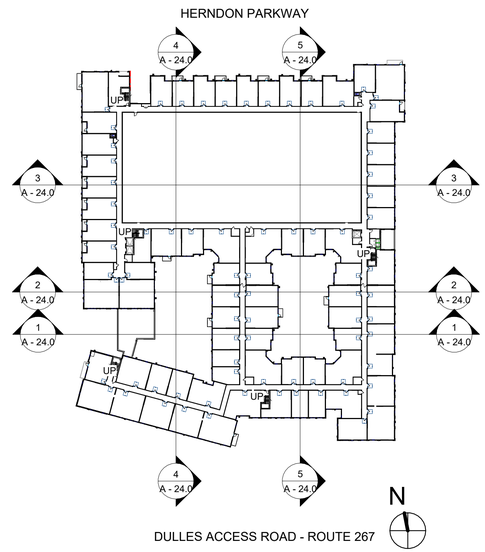

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0' 10' 20' 40' 80' 120'

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BRISTOL HERNDON PARKWAY LLC

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

PRINT DATE 4/7/2026 4:15:57 PM

ISSUE DATE

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

REVISION DATE

PROJECT TITLE
575 HERNDON PARKWAY

575 HERNDON PARKWAY,
TOWN OF HERNDON
FAIRFAX COUNTY, VIRGINIA

PROJECT NO. 323248

DRAWING TITLE
BUILDING SECTIONS

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

DRAWING NUMBER
A - 24.0

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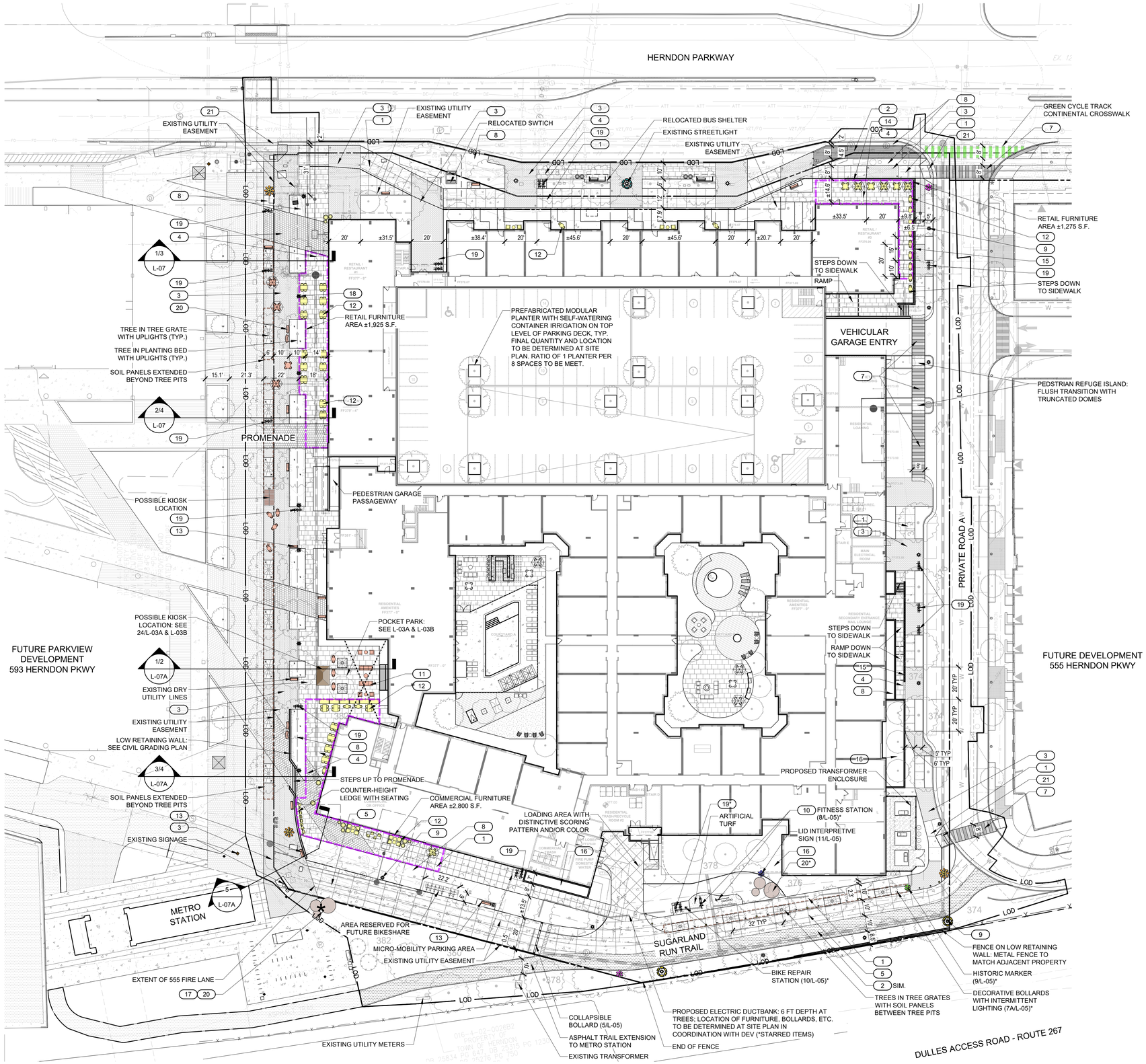
HARDSCAPE LEGEND

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

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

SIGNAGE LEGEND

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



575 HERNDON PARKWAY

575 HERNDON PARKWAY
HERNDON, VA
TOWN OF HERNDON

CLIENT

BRISTOL HERNDON PARKWAY, LLC

STUDIO39
LANDSCAPE ARCHITECTURE, P.C.

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

SEAL/SIGNATURE

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

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

ORIENTATION AND SCALE

N

SCALE: 1"=30'-0"

0 15 30 60

SHEET TITLE

HARDSCAPE PLAN

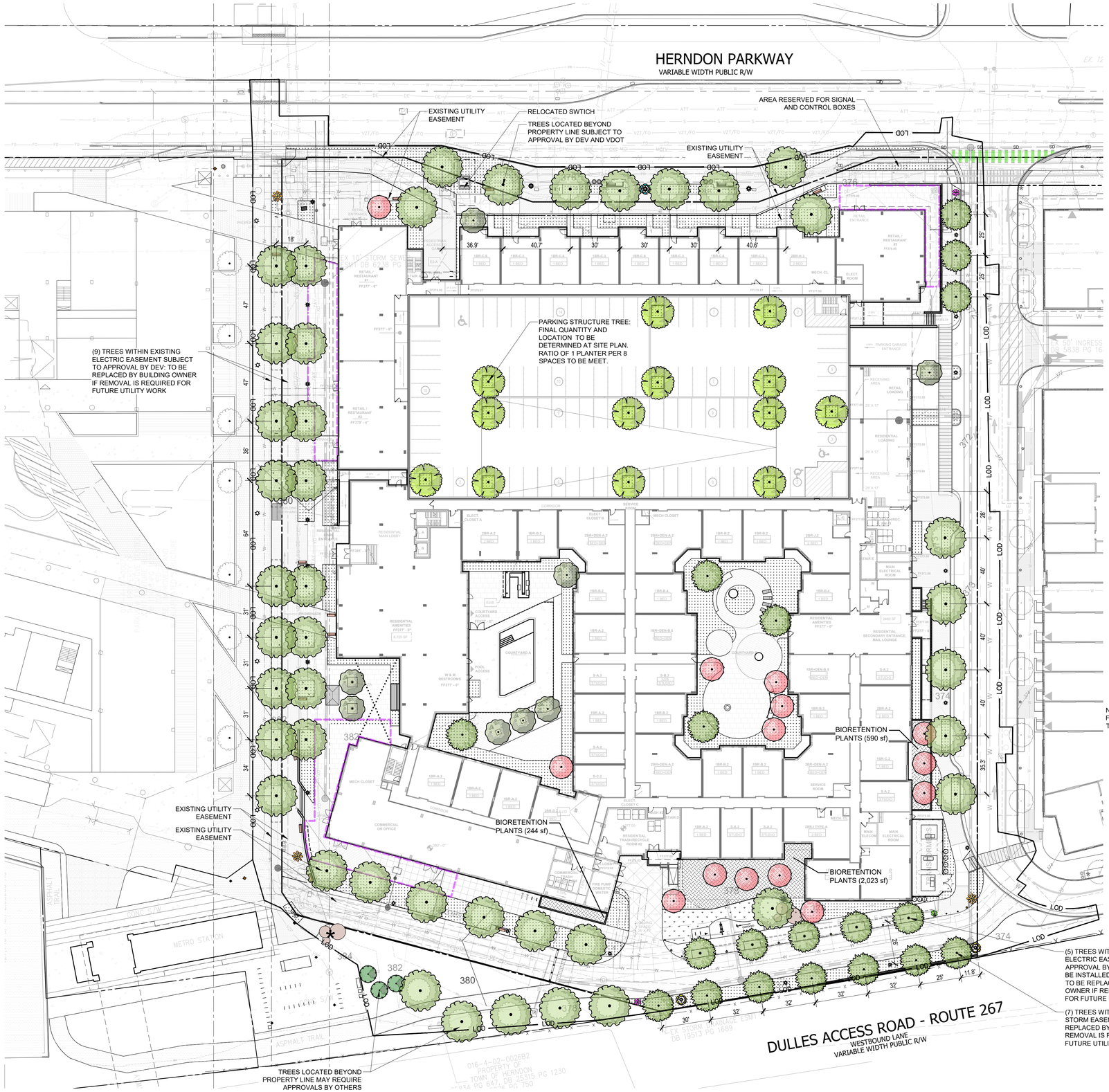
SHEET NUMBER

L-01

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION

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



RECOMMENDED PLANT LIST

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

Promenade	18
Courtyard	-
Site	13
Offsite	12

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

Garage	13

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

Promenade	-
Courtyard	4
Site	15
Offsite	-

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

Promenade	-
Courtyard	5
Site	9
Offsite	-

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

Promenade	-
Courtyard	4
Site	4
Offsite	-

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

Promenade	-
Courtyard	-
Site	-
Offsite	3

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

BIORETENTION PLANTS — 2,921 sf
Shrubs, Perennials, Ornamental Grasses, and Groundcovers suitable for planting in rain gardens and bioretention areas; Full specimens, healthy, vigorous, well-rooted and established
Amsonia hubrichtii / Threadleaf Bluestar
Asclepias tuberosa / Butterfly Milkweed
Carex pensylvanica / Pennsylvania Sedge
Chasmanthium latifolium / Wood Oats
Echinacea purpurea / Purple Coneflower
Eupatorium purpureum 'Little Joe' / Dwarf Joe-Pye Weed
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Schizachyrium scoparium 'Standing Ovation' / Little Bluestem Grass
Solidago rugosa 'Golden Fleece' / Autumn Goldenrod
Sporobolus heterolepis / Prairie Dropseed

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

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

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

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

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SEAL/SIGNATURE

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JOSEPH J. PLUMPE
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04.08.2026
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CONTACT:	S. SCOCOZZO
DRAWN:	SS
APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

N

SCALE: 1"=30'-0"

0 15 30 60

SHEET TITLE

LANDSCAPE PLAN

SHEET NUMBER

L-02

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION

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HARDSCAPE LEGEND		HARDSCAPE LEGEND	
#	DESCRIPTION	#	DESCRIPTION
1	STANDARD CONCRETE SIDEWALK	12	FUTURE TENANT FURNITURE: SHOWN FOR ILLUSTRATION ONLY
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5	VEHICULAR RATED SPECIALTY CONCRETE PAVING	16	STORMWATER MANAGEMENT PLANTER
6	VEHICULAR RATED UNIT PAVING	17	POSSIBLE FOCAL POINT/PUBLIC ART
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8	PLANTING AREA	19	BIKE RACK
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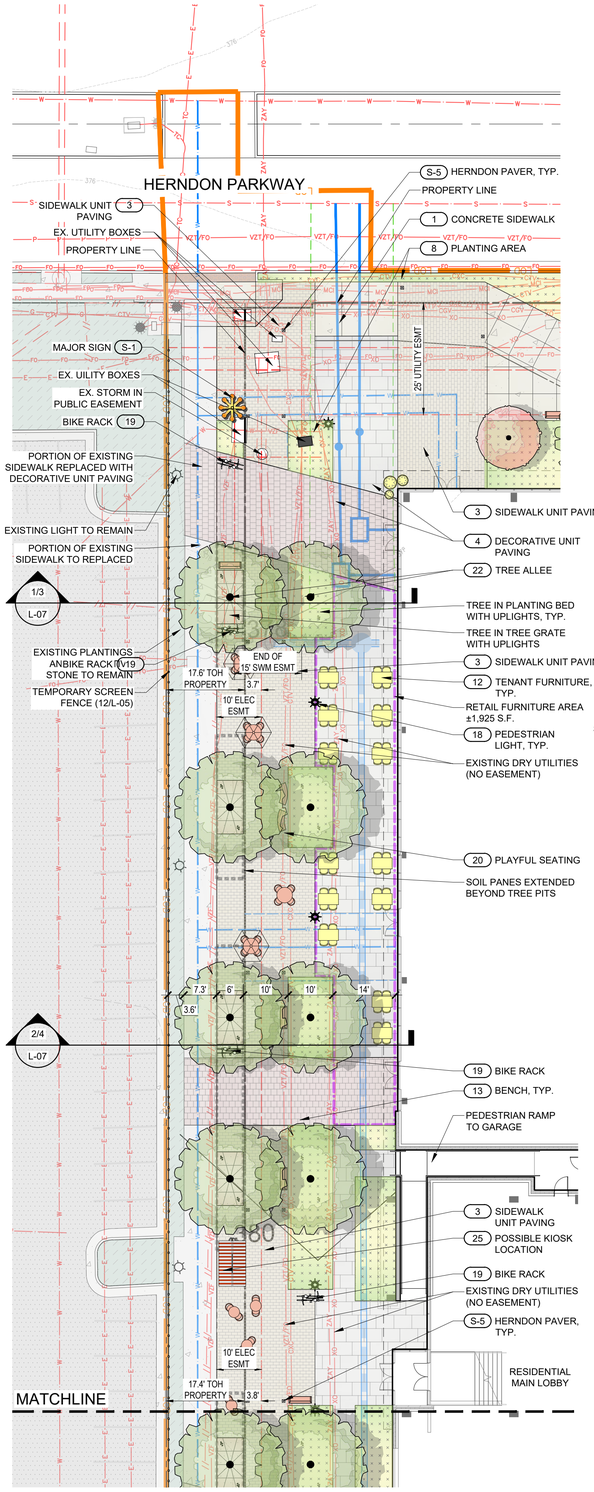
4 DECORATIVE UNIT PAVING

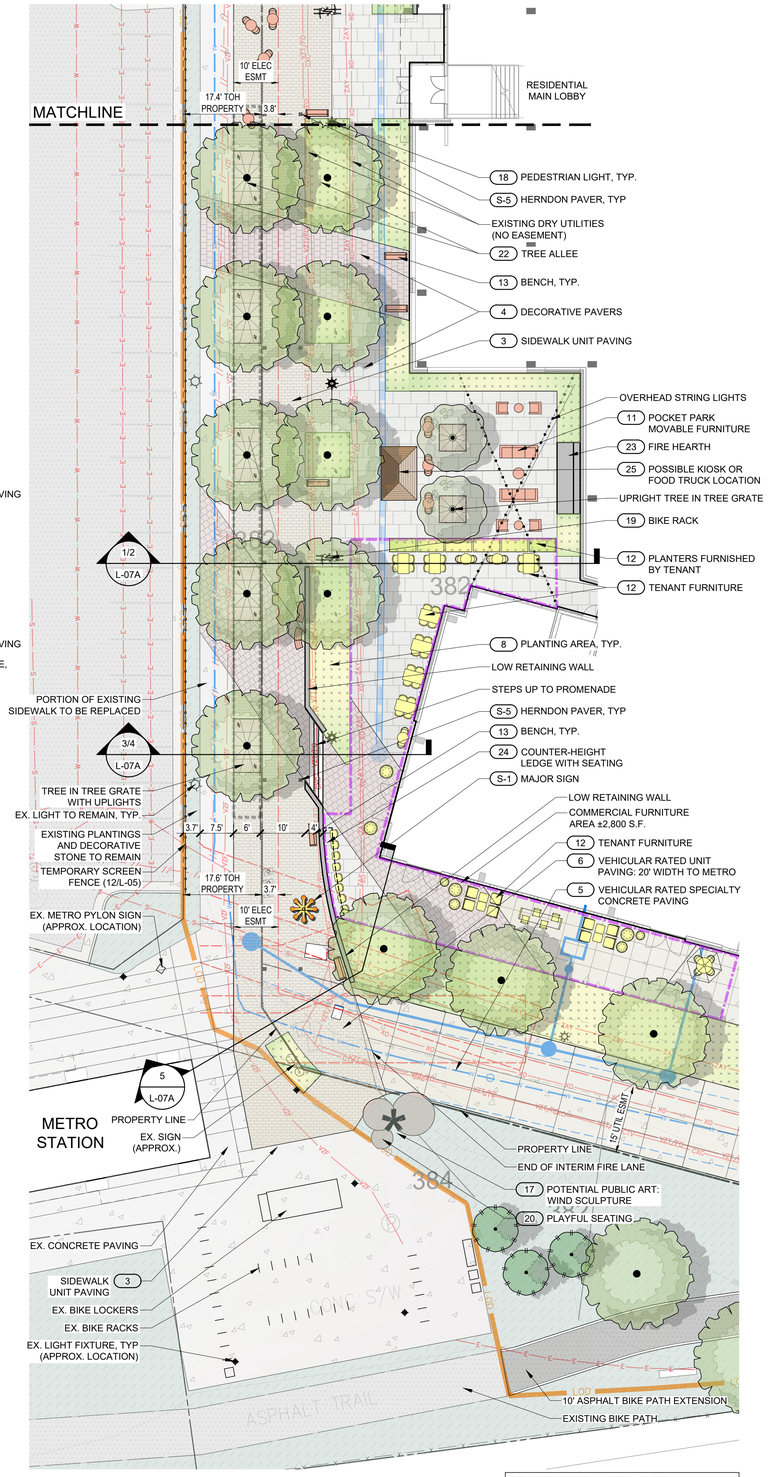


5 VEHICULAR RATED SPECIALTY CONCRETE PAVING



17 PUBLIC ART: WIND SCULPTURE



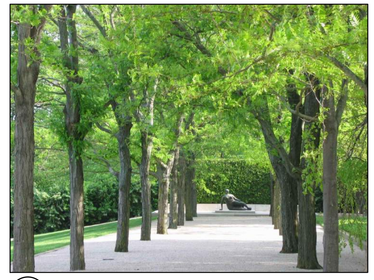


PROMENADE LANDSCAPE	
TOTAL PROMENADE AREA	17,895 SF
TOTAL LANDSCAPE AREA PROVIDED	3,461 SF
PERCENTAGE OF LANDSCAPE IN PROMENADE	19.3%

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



20 PLAYFUL SEATING



22 TREE ALLEE



23 FIRE HEARTH



24 COUNTER-HEIGHT LEDGE WITH SEATING



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

575 HERNDON PARKWAY

575 HERNDON PARKWAY
HERNDON, VA
TOWN OF HERNDON

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SEAL/SIGNATURE

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

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

ORIENTATION AND SCALE

N

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

0 8 16 32

SHEET TITLE

INTERIM PROMENADE PLAN

SHEET NUMBER

L-03A

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION

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

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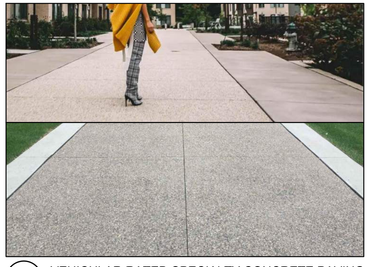
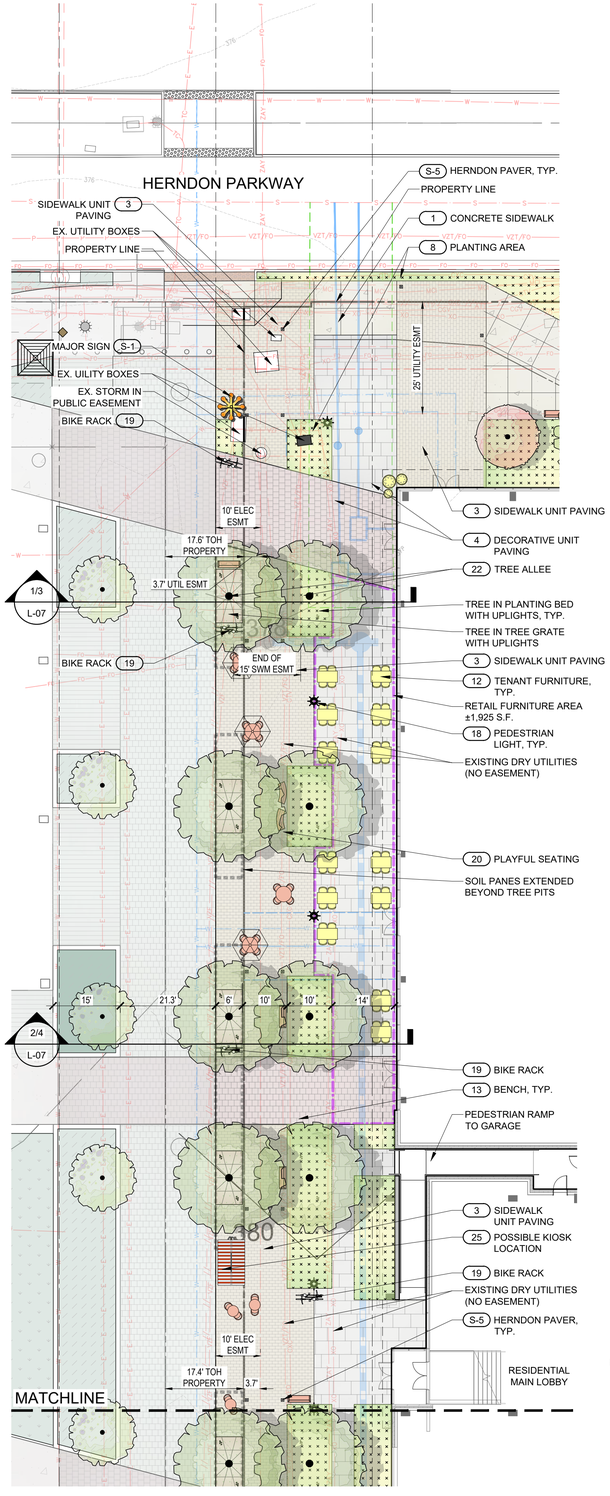
4 DECORATIVE UNIT PAVING



5 VEHICULAR RATED SPECIALTY CONCRETE PAVING



17 PUBLIC ART: WIND SCULPTURE



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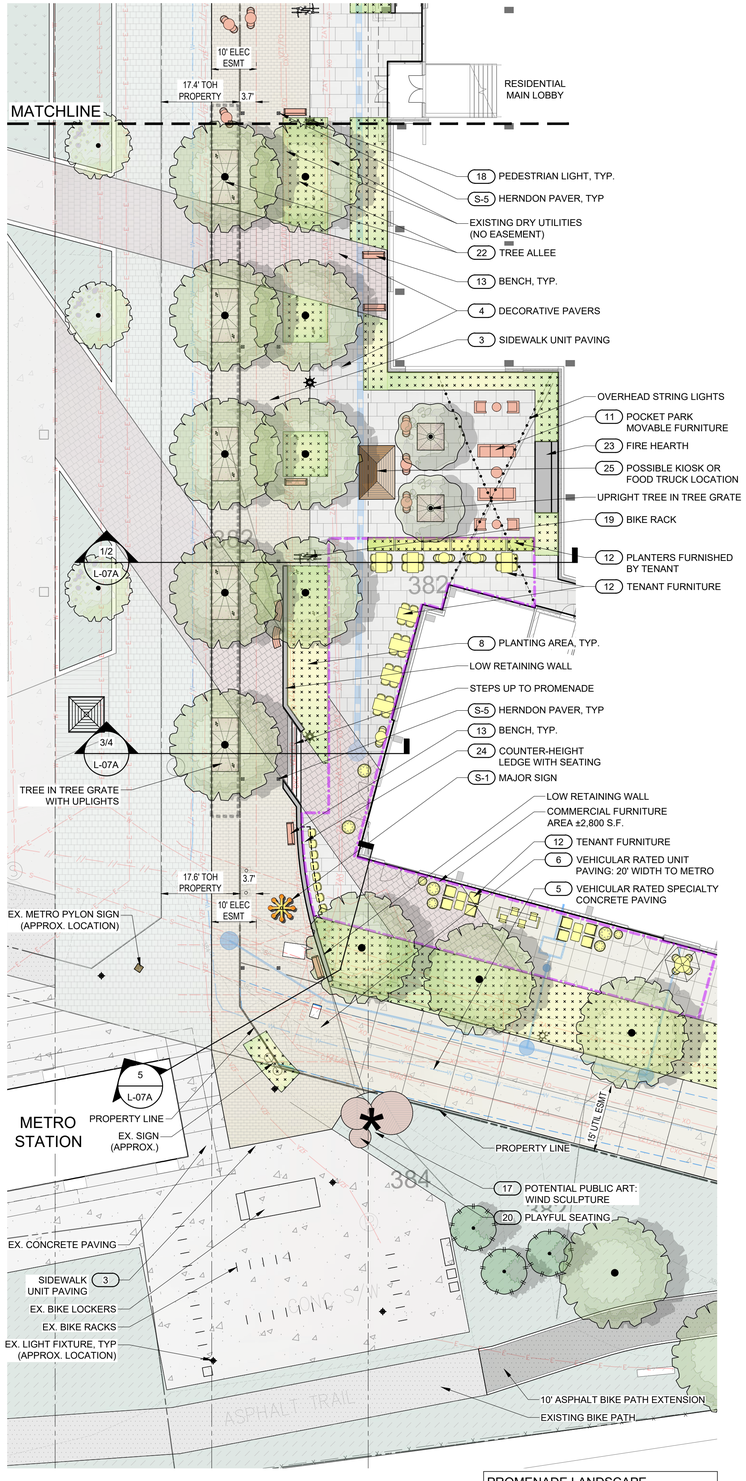

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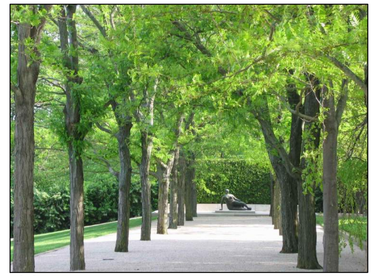
20 PLAYFUL SEATING



22 TREE ALLEE



23 FIRE HEARTH



24 COUNTER-HEIGHT LEDGE WITH SEATING



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APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

N

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

0 8 16 32

SHEET TITLE

ULTIMATE PROMENADE PLAN

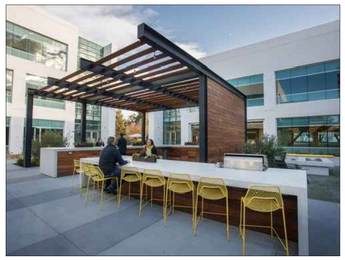
SHEET NUMBER

L-03B

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION

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



OUTDOOR KITCHEN WITH GRILL STATIONS, BAR SEATING, & TV



DINING AREA



CURVED BENCH BUILT INTO WALL





SELF-CONTAINED WATER FEATURE FOR AMBIENT NOISE



FIRE PIT WITH SEATING



CHAISE LOUNGE SEATING

STATEMENT PLANTS IN OVERSIZED POTS



POOL WITH SUN SHELF

GLASS POOL FENCE

COLUMNAR, NARROW TREES



GAME TABLES



QUIET SEATING AREAS SURROUNDED BY PLANTS

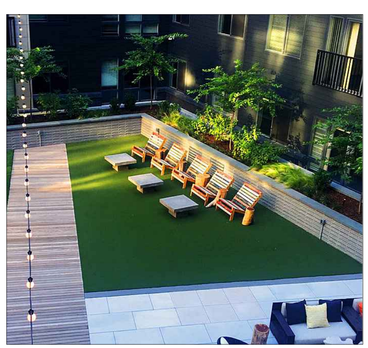




GRILL STATIONS



FLOWERING TREES WITH UPLIGHTING



ARTIFICIAL TURF LAWN WITH LAWN GAMES AND LOUNGE SEATING

NOTE: THIS PLAN FOR ILLUSTRATIVE PURPOSES ONLY

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

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

ISSUE DATE

FIRST SUBMISSION	05.08.2024
SECOND SUBMISSION	11.22.2024
THIRD SUBMISSION	05.14.2025
FOURTH SUBMISSION	10.15.2025
FIFTH SUBMISSION	02.13.2026
FINAL SUBMISSION	04.08.2026

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

ORIENTATION AND SCALE

N

SCALE: 1"=30'-0"

0 15 30 60

SHEET TITLE

PRIVATE COURTYARDS

SHEET NUMBER

L-04

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION



BENCH

MANUFACTURER:
FORMS + SURFACES

MODEL: CORDIA BENCH

OPTIONS: FREE-STADNING BACKED BENCH WITH ALUMINUM SLATS

TEXTURED POWDERCOATED FINISH: SLATE SLATS, ARGENTO FRAME

OR APPROVED EQUAL

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



BIKE RACK

MANUFACTURER:
FORMS + SURFACES

MODEL: TWIST

TEXTURED POWDERCOATED FINISH: SLATE

OR APPROVED EQUAL

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



LITTER & RECYCLING BINS

MANUFACTURER:
FORMS + SURFACES

MODEL: UBRAN RENAISSANCE

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

LITTER OPTIONS: SIDE OPENING, BLACK POWDERCOAT

RECYCLING OPTIONS: CUSTOM RECYCLING SIDE OPENING, AZURE POWDERCOAT

OR APPROVED EQUAL

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



CONCEPT IMAGES

SIDEWALK PAVERS

MANUFACTURER: GLEN GERY

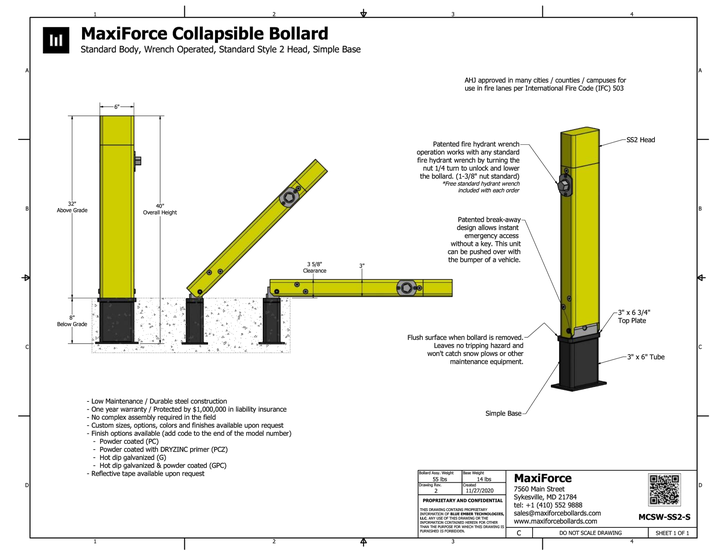
MODEL: 4 x 8 STRAIGHT EDGE CLAY PAVER

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

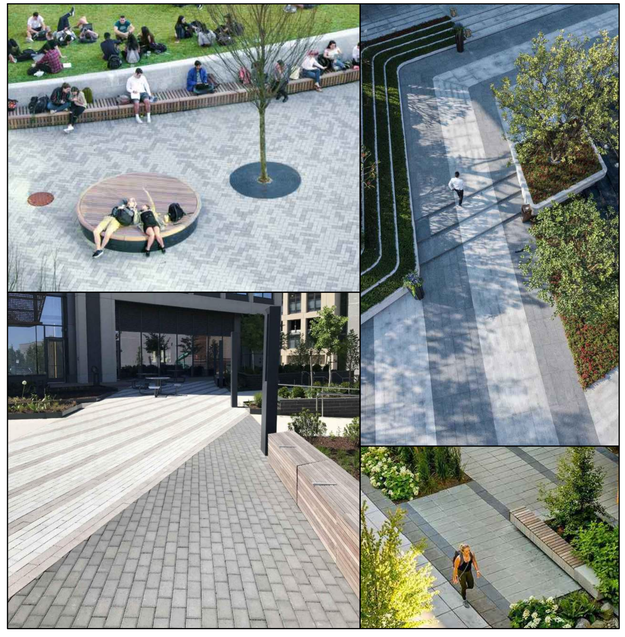
PATTERN: RUNNING BOND PERPENDICULAR TO SIDEWALK

OR APPROVED EQUAL

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



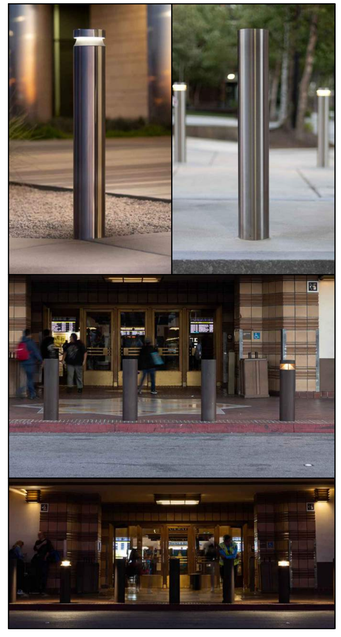
5 L-05 **COLLAPSIBLE BOLLARD** PRODUCT INFORMATION
Scale: NTS



6 L-05 **DECORATIVE PAVERS**
EXAMPLE



7 L-05 **PEDESTRIAN LIGHTING**
EXAMPLE



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



8 L-05 **FITNESS STATION**
EXAMPLE



9 L-05 **HISTORIC MARKER**
EXAMPLE



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



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



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

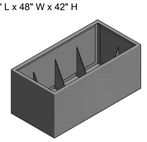
EXAMPLE 1:
STREETLIFE SHRUBTUB
STEEL
91" W x 91" L x 35" H



STUB-PL-52310-90
230x230x90 cm, 1.4,4 m³ | 91"x91"x35", 4.135 lb ft



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





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

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

575 HERNDON PARKWAY
575 HERNDON PARKWAY
HERNDON, VA
TOWN OF HERNDON

CLIENT
BRISTOL HERNDON PARKWAY, LLC

STUDIO39
LANDSCAPE ARCHITECTURE, P.C.
5810 KINGSTOWNE CENTER DRIVE
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SEAL/SIGNATURE

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

ORIENTATION AND SCALE

N

SCALE: NTS

SHEET TITLE

PUBLIC REALM AMENITIES

SHEET NUMBER

L-05

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION

P:\2024\24009 575 Herndon Parkway\6.0 CAD Files\CURRENT PHASE\L-05 PUBLIC REALM AMENITIES.dwg



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DRAWN:	SS
APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

N

SCALE: 1"=30'-0"

0 15 30 60

SHEET TITLE

RENDERED PLAN

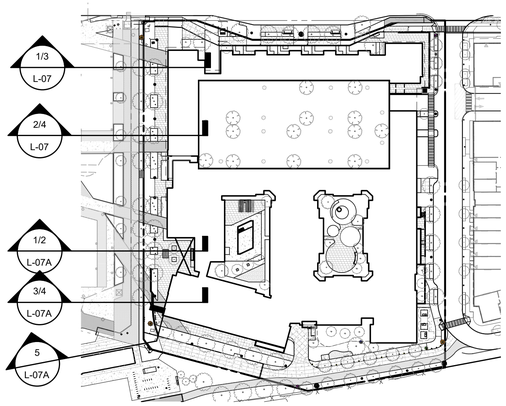
SHEET NUMBER

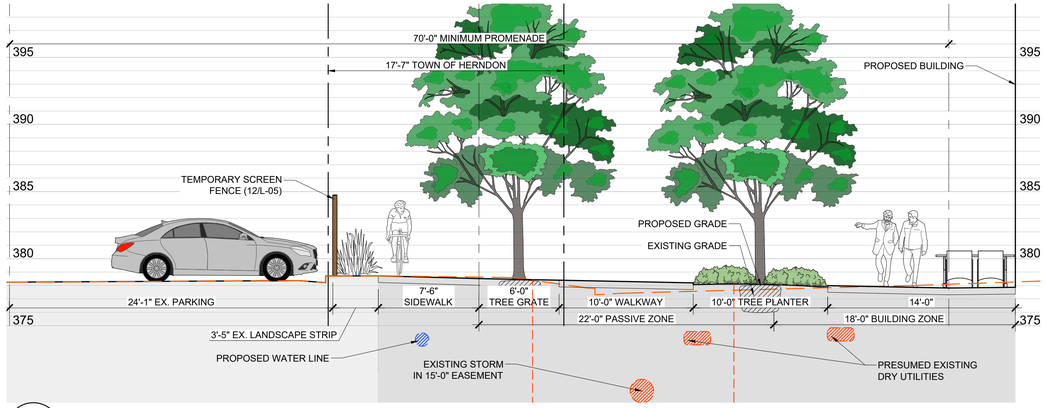
L-06

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION

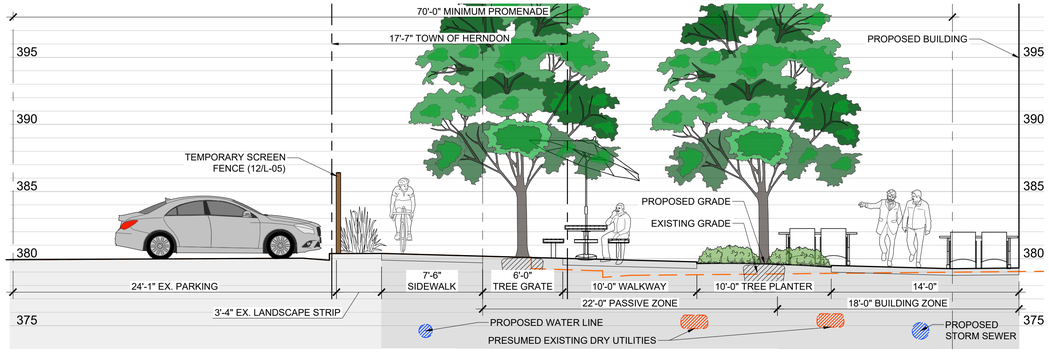
P:\2024\24002 575 Herndon Parkway\6.0 CAD Files\CURRENT PHASE\L-06 RENDERED PLAN WITH COMMENT KEY.dwg





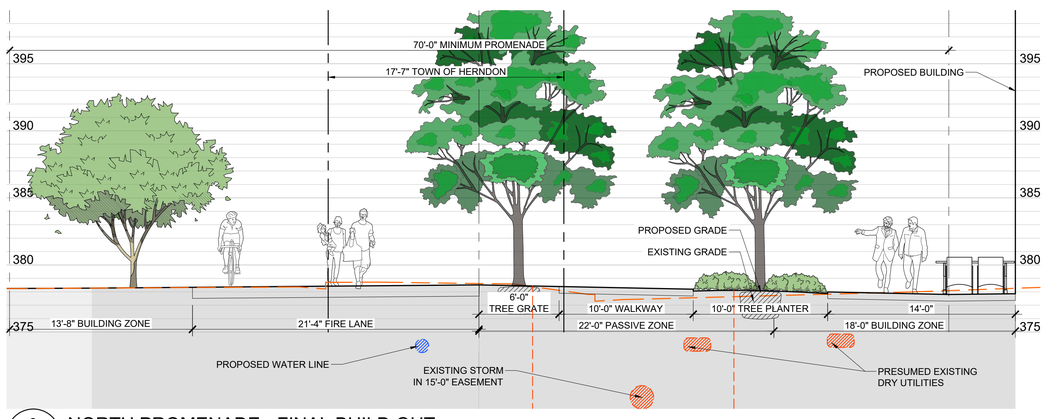
1 L-07 **NORTH PROMENADE - INTERIM** SECTION

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



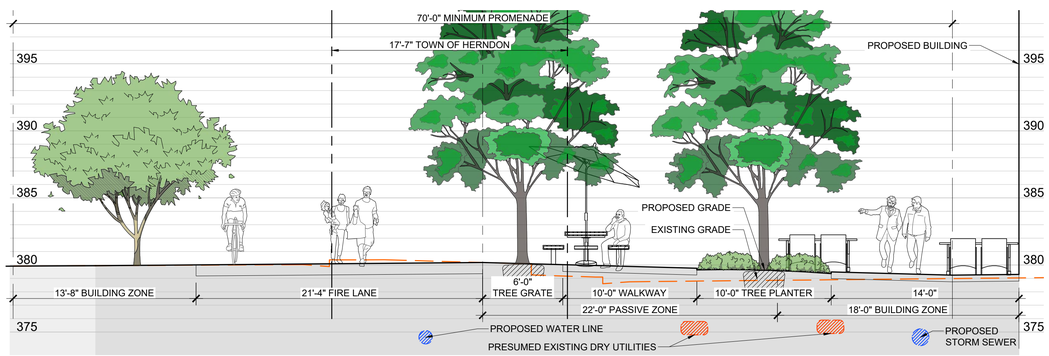
2 L-07 **CENTRAL PROMENADE - INTERIM** SECTION

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



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

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



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

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

575 HERNDON PARKWAY

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TOWN OF HERNDON

CLIENT

BRISTOL HERNDON PARKWAY, LLC

STUDIO39
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ALEXANDRIA, VA 22315-5711
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04.08.2026
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PROJECT NUMBER:	24002
CONTACT:	S. SCOCOZZO
DRAWN:	SS
APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

SHEET TITLE

SITE SECTIONS

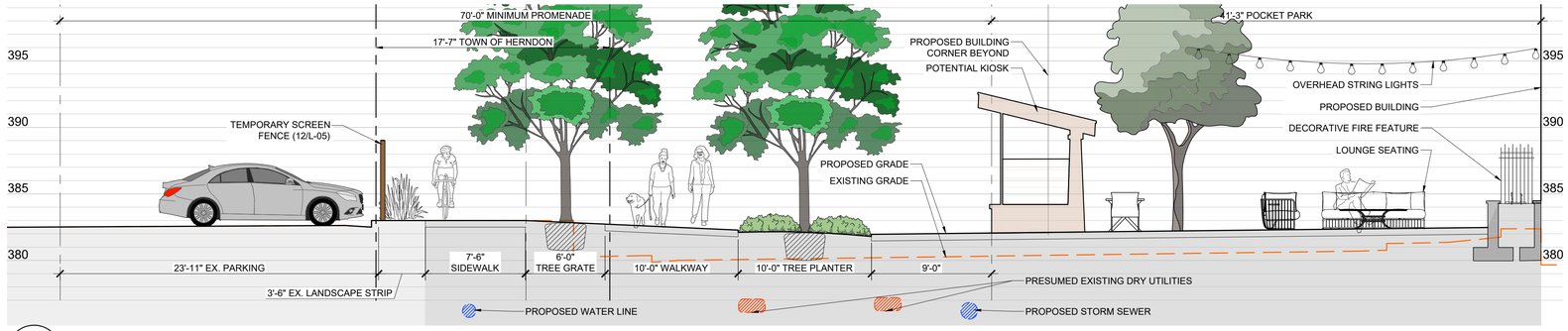
SHEET NUMBER

L-07

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION

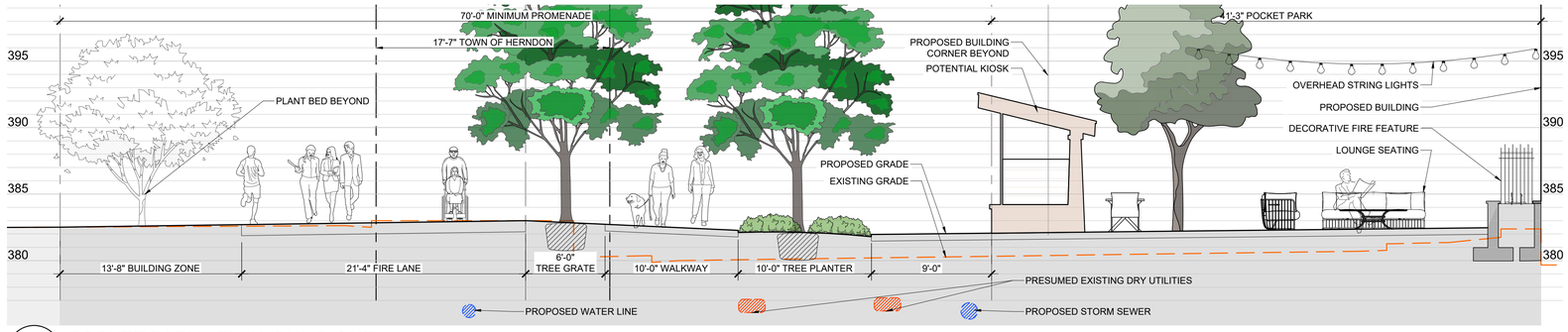
P:\2024\24002 575 Herndon Parkway\6.0 CAD Files\CURRENT PHASE\L-07 SITE SECTIONS.dwg



1 / L-07A POCKET PARK - INTERIM

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

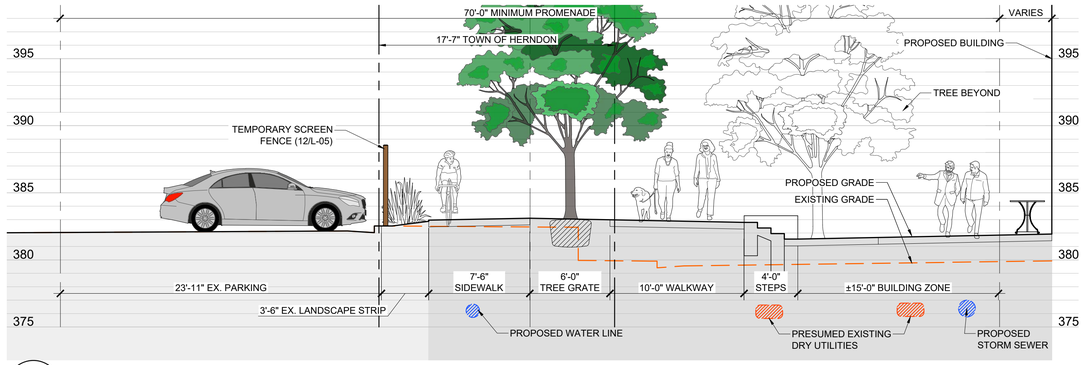
SECTION



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

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

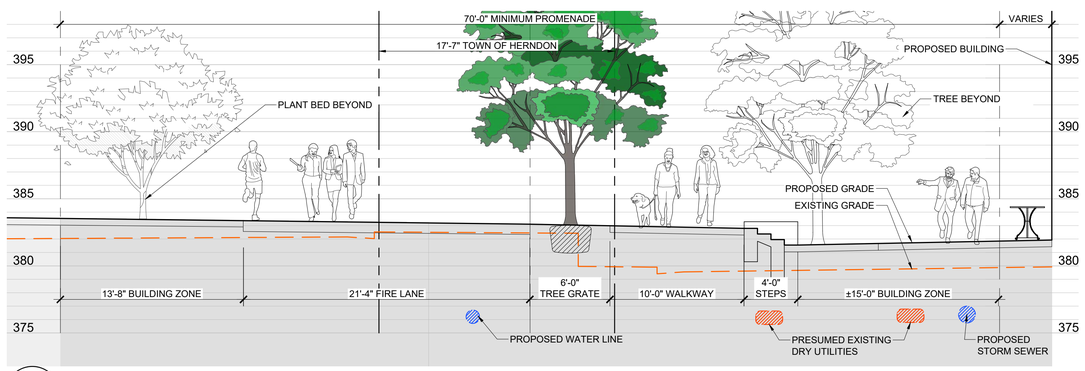
SECTION



3 / L-07A SOUTH PROMENADE - INTERIM

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

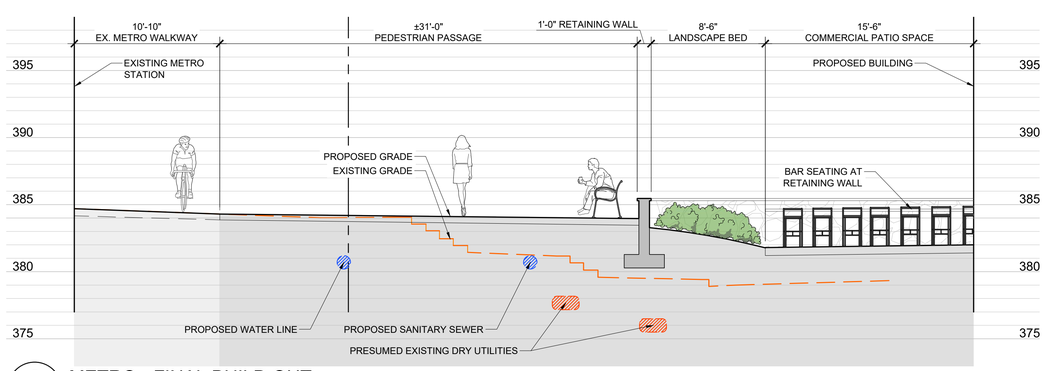
SECTION



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

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

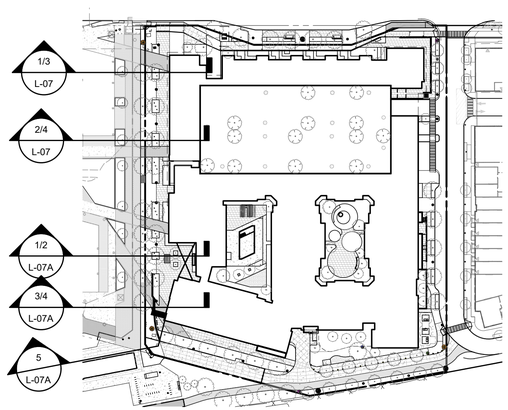
SECTION



5 / L-07A METRO - FINAL BUILD OUT

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

SECTION



575 HERNDON PARKWAY

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HERNDON, VA
TOWN OF HERNDON

CLIENT

BRISTOL HERNDON PARKWAY, LLC

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04.08.2026
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PROJECT NUMBER:	24002
CONTACT:	S. SCOCOZZO
DRAWN:	SS
APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

SHEET TITLE

SITE SECTIONS

SHEET NUMBER

L-07A

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION

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

*EXISTING METRO PYLON SIGN (APPROX. LOCATION)



EXISTING PHOTO

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



CONCEPT IMAGE

*BIKE DISMOUNT SIGN PER ADJACENT GDP (BY OTHERS)

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



CONCEPT IMAGE

*INFORMATION KIOSK LOCATION PER ADJACENT GDP (BY OTHERS)



CONCEPT IMAGE

*EXISTING METRO PYLON SIGN (APPROX. LOCATION)



EXISTING PHOTO

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



EXISTING PHOTO

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

HERNDON PARKWAY

(S-5) TYP.

(S-4)

TYP. (S-5)

(S-3)

(S-1)

BIKE DISMOUNT SIGN LOCATION

WALL MURAL TBD: SEE ARCH DWGS.

PROMENADE

FUTURE PARKVIEW DEVELOPMENT 593 HERNDON PKWY

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

(S-5) TYP.

BIKE DISMOUNT SIGN LOCATION - OPTION 1

BIKE DISMOUNT SIGN LOCATION - OPTION 2

METRO STATION

EXISTING ASPHALT TRAIL

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

(S-1) OR (S-2)

(S-7)

(S-6)

SUGARLAND RUN TRAIL

(S-2) OR (S-3)

DULLES ACCESS ROAD ROUTE 267

PRIVATE ROAD A

FUTURE DEVELOPMENT 555 HERNDON PKWY

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



CONCEPT IMAGE

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

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



CONCEPT IMAGE

PROPOSED FEATURES

S-1 MAJOR WAYFINDING SIGNAGE



S-2 STREETLIGHT SIGNAGE



S-3 MINOR WAYFINDING SIGNAGE



S-4 STREETLIGHT PEDESTRIAN SIGNAGE



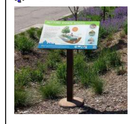
S-5 HERNDON PAVERS



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



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



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

575 HERNDON PARKWAY

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HERNDON, VA
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DRAWN:	SS
APPROVED/CHECKED:	DD

ORIENTATION AND SCALE

N

SCALE: 1"=30'-0"

0 15 30 60

SHEET TITLE

HERNDON IDENTITY, WAYFINDING, & SIGNAGE PLAN

SHEET NUMBER

L-08

GENERAL DEVELOPMENT PLAN
FINAL SUBMISSION

NOT RELEASED FOR CONSTRUCTION

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

Proffer Statement

Bristol Herndon Parkway LLC

Development Plan # DP24-01

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

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

GENERAL

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

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

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

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

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

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

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

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

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

approval.

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

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

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

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

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

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

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

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

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

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

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

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

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

TRANSPORTATION

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

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

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

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

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

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

The TDM Work Plan shall incorporate the following elements:

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

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

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

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

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

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

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

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

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

ENVIRONMENT

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

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

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

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

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

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

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

CONTRIBUTIONS

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

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

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

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

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

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

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

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

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

36. Escalation. All monetary contributions required by these proffers, with the exception of the proffer relating to the public school contribution, shall escalate on a yearly basis from the base year of 2026 and change effective each January 1 thereafter, based on the Consumer Price Index as published by the Bureau of Labor Statistics, the U. S. Department of Labor for the Washington-Baltimore, MD-VA-DC-WV Consolidated Metropolitan Statistical Area (the "CPI"), as permitted by Virginia State Code Section 15.2-2303.3.

Successors and Assigns

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

Counterparts

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

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

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

By: _____

Name: _____

Title: _____

COMMONWEALTH OF _____

CITY/COUNTY OF_____, to-wit:

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

_____

Notary Public

Notary Registration No: _____

My Commission Expires:_____

TOWN OF HERNDON, VIRGINIA
PLANNING COMMISSION

RESOLUTION

MARCH 23, 2026

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

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

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

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

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

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

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

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

A Copy – Teste:

Margie C. Tacci
Deputy Town Clerk

TOWN OF HERNDON, VIRGINIA 1879

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

Votes

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

575 Herndon Parkway

Traffic Impact Study

Herndon, VA

May 8, 2024

Updated – November 22, 2024

Updated – May 14, 2025

Updated – October 15, 2025

Prepared by:

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Michael R. Pinkoske, PTP
Thomas Hazzard
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575 HERNDON PARKWAY

EXECUTIVE SUMMARY

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

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

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

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

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

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

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

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

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

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

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

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

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

TOWN OF Herndon VIRGINIA

MEMORANDUM

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

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

Date: **February 5, 2026**

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

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

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

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

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

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

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

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

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

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

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

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

Town of Herndon, Virginia
Notice of Public Hearing

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

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

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

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

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

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

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

Amanda Morrow Kertz, Town Clerk

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

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

Meeting Date: April 28, 2026

Category: Public Hearings

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

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

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

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

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

On March 23, 2026, the Planning Commission recommended that the special exception with conditions be approved based upon the finding that the proposed use meets the

purpose and intent of the Zoning Ordinance.

If approved by the Town Council, the special exception will enable the applicant to proceed with obtaining the necessary permits and to operate the proposed business.

Strategic Focus Area:
Environmental and Economic Sustainability

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

Legal Impact:

The Zoning Ordinance permits personal service uses, including hair salons, subject to approval of a Special Exception by the Town Council in accordance with Section 78-40.3. If approved, the special exception will enable the applicant to proceed with obtaining all necessary permits required to operate the proposed hair salon.

Staff Recommendation/Next Steps:
Staff recommends that the Town Council approves SE #26-01 with conditions.

Attachments:
1. Staff Report
2. Resolution (Proposed)
3. Plan Layout
4. Presentation
5. Legal Ad

STAFF REPORT

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

Meeting Date: **April 28, 2026**

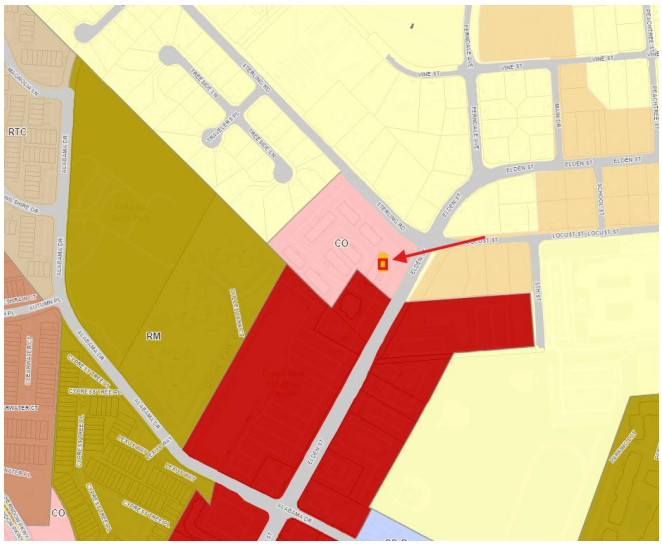
Staff Contact: Fadrique Iglesias, Community Planner
fadrique.iglesias@herndon-va.gov (703) 787-7380
David Stromberg, AICP, Zoning Administrator
david.stromberg@herndon-va.gov (703) 787-7380

Summary Information:

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

Location Map:





Background & Site Description:

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

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

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

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

Case Details & Proposal:

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

The business will operate as a small hair salon and cosmetology service establishment with three stylist stations. Each station will include a mirror, salon chair, and standard salon equipment such as blow dryers, styling irons, and other hair treatment tools. The three stations are proposed within the rooms labeled Office #1, Office #2, and the room identified as “Sloped Ceiling.” Hair cutting and hair coloring services will be conducted at these stations. The 1,081-square-foot suite will also include a waiting area (Office #3) and a dedicated color/wash station (Office #4), allowing for an organized flow of appointments and client movement within the space.

Proposed Hours of Operations:

The applicants’ proposed business hours are:

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

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

Sunday: Closed

Staff Analysis:

Zoning Ordinance Compliance

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

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

Special exceptions may be approved if they comply with the applicable standards. Staff evaluated the criteria for review of special exceptions as outlined in Zoning Ordinance Section 78-155.3(e)(1).

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)(1)**
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 Commercial Office (CO) Zoning District.
c. Does not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use.	Meets with conditions	The proposed uses are generally compatible with the site / neighborhood. This proposed project does not alter the intensity of use of the site and does not disproportionately increase the number of users or vehicular traffic on the site during limited business hours.

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

Comprehensive Plan Adherence

The proposal is consistent with the Herndon 2030 Comprehensive Plan Neighborhood Conservation Land Use Policies and encourages uses that provide a variety of goods and services as well as promote economic development that helps increase employment and add to the community tax base. Most particularly, the proposal aligns with Land Use Policies for Business Corridor #1 and #3 (Herndon 2030 Comprehensive Plan, pages III-11 through III-12[2]). The site is also designated Tier 1 – North End Transitional in the South Elden Area Plan. The plan does not recommend changes to the existing densities and uses to Tier 1 areas.

Parking

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

Analysis of Conditions

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

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

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

[2] Herndon 2030 Comprehensive Plan (ibid.)

Fiscal Impact:

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

Planning Commission Recommendation

This case was reviewed by the Planning Commission during the March 9 work session and the March 23 public hearing. During these meetings, the Commission and staff discussed several aspects of the proposal, including the use of office areas within the space, the number of occupants permitted, and applicable parking requirements. Staff provided additional information on total parking availability at the time of the public hearing. Planning Commission members also inquired about the potential for allowing similar personal service uses within the Dulles condominium office complex by right in the future.

Following discussion, the Planning Commission voted 7–0 to recommend approval of Special Exception SE #26-01.

Town Council Alternatives:

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

1. Recommendation for approval.
2. Recommendation for approval with conditions.
3. Recommendation for denial.
4. Continuance of the application to May 26, 2026, Town Council public hearing or a later specified meeting date.

Staff Recommendation:

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

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

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

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

RESOLUTION

APRIL 28, 2026

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

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

On March 23, 2026, the Planning Commission recommended that the special exception with conditions be approved based upon the finding that the proposed use meets the purpose and intent of the Zoning Ordinance.

The Town Council has reviewed this application and has held a public hearing in accordance with the provisions of §15.2-2204 of the State Code and recommended that the application be approved with conditions based upon the finding that the amended conditions still meet the purpose and intent of the Zoning Ordinance, in particular Section 78-155.3(f)(3).

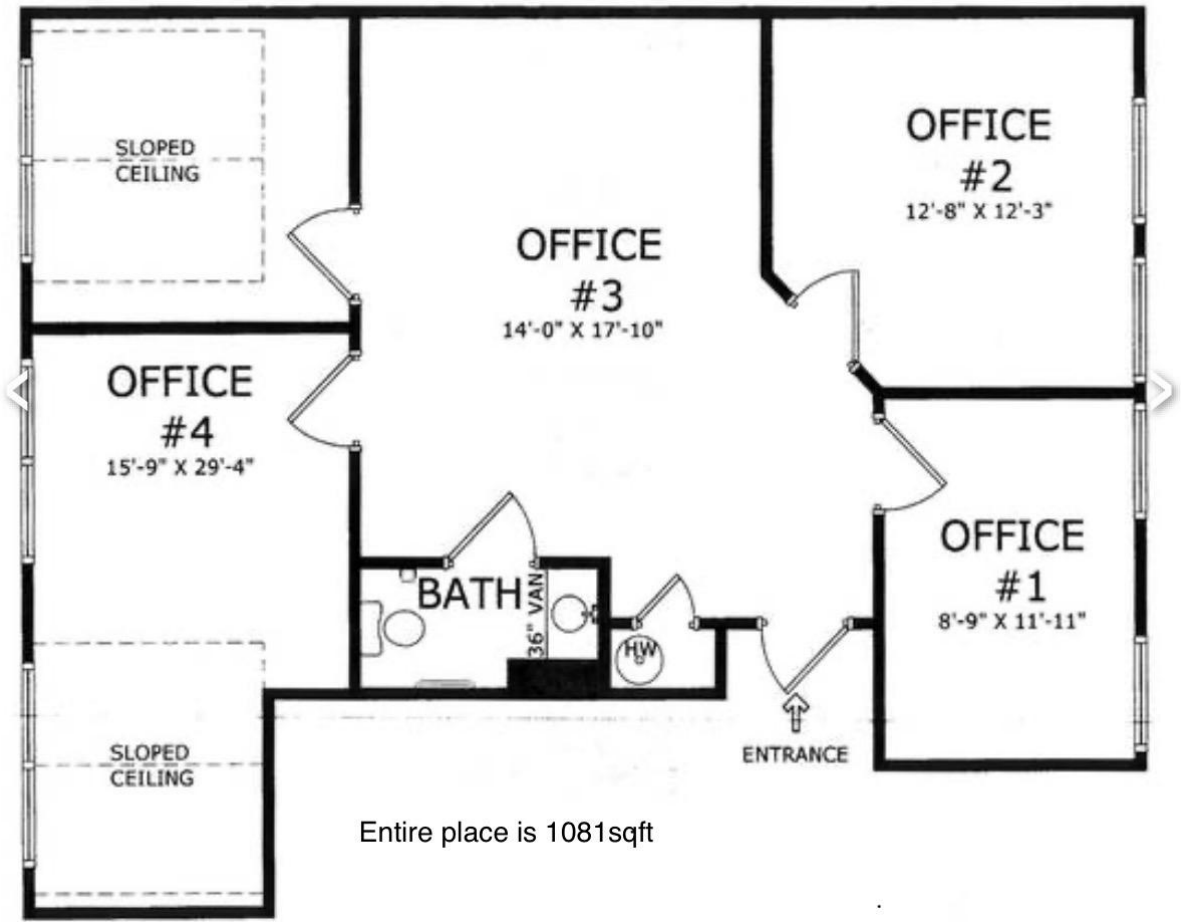
THEREFORE, BE IT RESOLVED by the Town Council of the Town of Herndon, Virginia that:

1. Special Exception SE #26-01 is approved, which shall not run with the land, and in accordance with the conditions set forth below to achieve compliance with the standards found in Section 78-155.3:

a. Substantial Conformity. Substantial conformance with the submitted application and plan submitted by applicant on January 30, 2026.

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

The plan for the layout is for there to be 3 stations. The stations include a mirror, a salon chair, and hair treatment equipment. This is what it will look like (attached picture). I plan to put a station in office #1, #2 and the room that mirrors office #2 that reads “sloped ceiling”. The entire place is 1081 sq. ft. so we have plenty of space for a waiting room that is labeled office #3 and a color/ wash station that’s labeled office #4. Everything is planned for efficient and easy flow for our appointments. As far as hair color and haircutting services are concerned, they will be provided in the three offices I mentioned earlier.



Special Exception (SE) #26-01 1020 Elden Street Personal Service Use (Hair Salon)

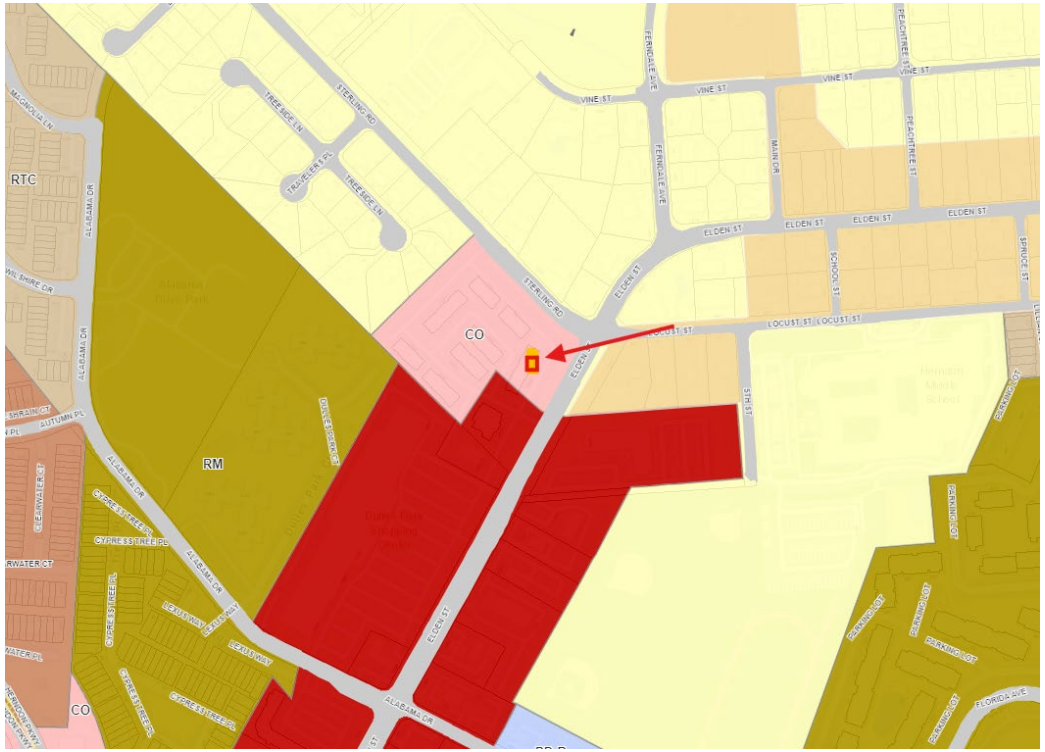
Town Council Public Hearing
April 28, 2026

Fadrique Iglesias
Community Planner

Aerial Photograph



Zoning Map and 2030 Comprehensive Plan Land Use Map





Proposed Special Exception

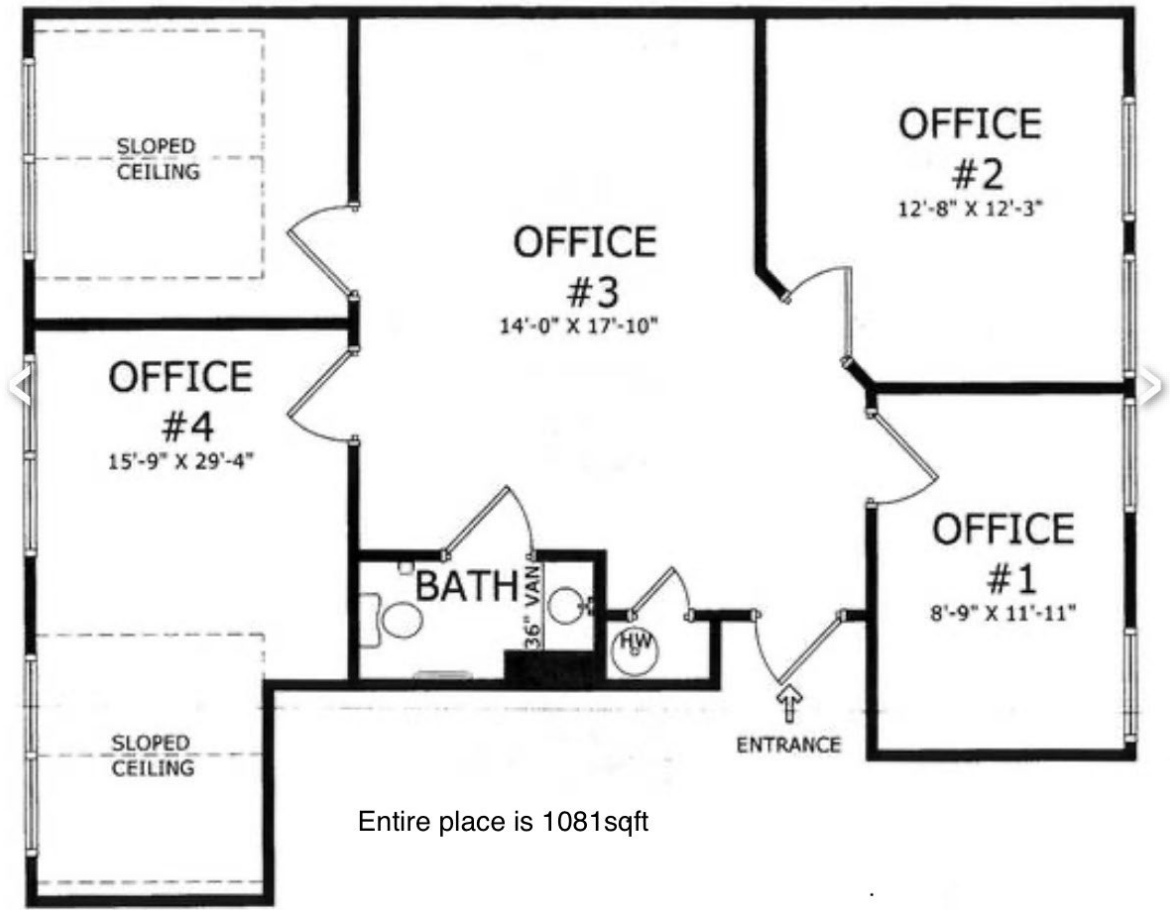
- Development Context: Part of the Crossroads of Dulles Office Park, an eight-building office condominium complex with a freestanding restaurant; original site plan approved in 1986.
- In 2018, Town Council approved SE #17-08 allowing a personal service use in the same building (Suite 206), with no reported complaints.
- Additional Context: Several Special Exceptions have been approved within the property over the past decade, indicating an established pattern of similar approvals.
- Personal Services and Retail Sales Uses: 1 parking space per 200 sq. ft. of floor area.

TABLE 78-100.2(a): MINIMUM OFF-STREET PARKING STANDARDS FOR R-15, R-10, RTC, RM, CS, CO, O&LI, PD-R, PD-B, PD-W, PD-UR ZONING DISTRICTS

Proposed Operations

Case Details & Proposal:

- The applicant proposes to operate a personal service use consisting of hair salon and cosmetology services.
- Unit 205: 4 rooms, a bathroom, and a waiting area.
- The applicant anticipates a total of 3 employees working across the 4 rooms and an estimated 6–12 clients per day
- **Proposed Hours of Operations:**
  - Monday–Friday: 9:00 AM – 6:00 PM
  - Saturday: 9:00 AM – 3:00 PM
  - Sunday: Closed



Each station will include a mirror, salon chair, and standard salon equipment (blow dryers, styling irons, and other hair treatment tools). The three stations are proposed within the rooms labeled Office #1, Office #2, and the room identified as "Sloped Ceiling." Haircutting and hair coloring services will be conducted at these stations.

Staff Analysis and Impact

- Zoning Ordinance compliance & Comprehensive Plan adherence
  - Purpose and intent of the CO Zoning District
- By-right uses versus special exception uses
- Use compatibility
- Parking analysis
- Potential impacts
- What conditions may mitigate and/or manage impacts

The following **alternatives are available to the Town Council** for its decision on SE #26-01:

- Recommendation for approval
- Recommendation for approval with conditions
- Recommendation for denial
- Continuance of the application to the May 26, 2026, Town Council Public Hearing or a later specified meeting date

Special Exception Conditions

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

Recommendations

- Staff recommend the Town Council approve the Special Exception with conditions.

The Planning Commission voted 7–0 to recommend approval of the special exception (Resolution 26-PC-005).

Several personal service uses have been operating nearby since 2017 without negative impacts to the surrounding neighborhood.

Town of Herndon, Virginia
Notice of Public Hearing

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

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

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

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

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

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

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

Amanda Morrow Kertz, Town Clerk

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

Town Council Regular Meeting
Agenda Item 5.c.

Agenda Item: **Fiscal Year (FY) 2027 Proposed Budget**

Meeting Date: April 28, 2026

Category: Public Hearings

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

Description:
This item is the presentation of the Town Manager's proposed Fiscal Year (FY) 2027 Budget for the Town of Herndon. The governmental funds include the General Fund, Stormwater Management Fund, American Rescue Plan Act (ARPA) Fund and Capital Projects Fund. The proprietary funds budgeted include the enterprise funds for Water and Sewer Services, the Chestnut Grove Cemetery and the Centennial Golf Course. The FY 2027 Budget includes the FY 2027 portion of the Capital Improvement Program. This is the second public hearing for the FY 2027 Budget.

Background/Timing Impact:
In accordance with Section 4.2 of the Town Code, the Town Manager has submitted a proposed FY 2027 Budget. The Town Manager presented, reviewed and discussed the FY 2027 Budget at Town Council Work Sessions on March 3, March 10, March 24, with ongoing follow-up through April 7. A public hearing was held on April 14, with the second public hearing scheduled for April 28, 2026. The public hearings will include a summary presentation of the FY 2027 budget and any associated resolutions and ordinances required to adopt the budget and proposed changes to taxes and fees.

The proposed budget for all funds totals $99.8 million. Below is a breakdown of the proposed budget by fund:

General Fund	$48.9M
Stormwater Management Fund	$3.0M
ARPA Fund	$1.8M
Capital Projects Fund	$11.7M
Water and Sewer Fund	$29.6M
Golf Course Fund	$3.6M
Chestnut Grove Cemetery Fund	$1.1M

The proposed budget reflects the impacts and challenges of environmental factors, including inflation and imposed costs. In addition, it is important to recognize that the town has aging infrastructure and facilities, which are balanced with demands of committed spend in-progress, new development and limited revenue growth.

Highlights from the Proposed Budget include:

- Continued investment in technology transformation, enhanced Wi-Fi connectivity, and expanded digital media support
- Expanded economic development activities
- Personnel cost increases of 3.75 percent
- Revised Solid Waste program to achieve better cost recovery of increasing landfill and other third-party costs
- Continued small business support via collaboration with George Mason University on the Mason Enterprise Center
- Real Estate Tax levy remains at $0.27 per $100 of assessed value
- Continued translation services and additional community events
- Closure of the ARPA Fund once appropriated spending is complete
- Capital project spending across all funds; debt service for anticipated bond issuance to fund identified projects including the ESPC project
- Proposed increases to Water and Sewer rates as well as rates at the Golf Course

Timing Impact:
Impacts of the adopted budget begin with the start of the next fiscal year: July 1, 2026. In addition, per the agreement with Fairfax County for Real Estate Tax bill processing, tax rates must be communicated to them no later than May 1, 2026.

Strategic Focus Area:
Strong Fiscal Stewardship

Fiscal Impact:
The FY 2027 budget as proposed is 4.3% higher than the FY 2026 Adopted Budget. The General Fund revenues include the impact of the increases in the Solid Waste Fees ($0.3M). The Water and Sewer rate increases are expected to result in incremental revenue of $1.4M for the Water and Sewer Fund. The Capital Improvement Program includes $30.6M in capital spending for FY 2027 across all funds.

Legal Impact:
Section 4.2 of the Town Code requires submission of the Budget, Town Code Sec. 30-36 pertains to the levy for real estate. Changes to Water and Sewer Services and Collection Rates require Ordinances updating the specific rates defined in the Town Code.

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

Attachments:

1. FY27 Property Tax Equalization Legal Ad
2. FY27 Budget Water & Sewer Legal Ad
3. FY27 Budget Legal Ad
4. Presentation

NOTICE OF PROPOSED REAL PROPERTY TAX INCREASE

The Town of Herndon, Virginia, proposes to increase property tax levies.

1. Assessment Increase: Total assessed value of real property, excluding additional assessments due to new construction or improvements to property, exceeds last year's total assessed value of real property by 1.04 percent.

2. Lowered Rate Necessary to Offset Increased Assessment: The tax rate which would levy the same amount of real estate tax as last year, when multiplied by the new total assessed value of real estate with the exclusions mentioned in Section 58.1-3321(A), Code of Virginia, would be $0.2672 per $100 of assessed value. This rate will be known as the "lowered tax rate."

3. Effective Rate Increase: The Town of Herndon, Virginia proposes to adopt a tax rate of $0.2700 per $100 of assessed value. The difference between the lowered tax rate (as described in paragraph 2 above) and the proposed tax rate would be $0.0028 per $100 of assessed value, or 1.04 percent. This difference will be known as the "effective tax rate increase."

Individual property taxes may, however, increase at a percentage greater than or less than the above percentage.

4. Proposed Total Budget Increase: Based on the proposed real property tax rate and changes in other revenues, the total budget of the Town of Herndon, Virginia, will exceed the FY 2026 total adopted budget by 4.3 percent.

The Town Council of the Town of Herndon, Virginia, will hold public hearings on Tuesday, April 14, and Tuesday, April 28, 2026 at 7:00 p.m. in the Herndon Council Chambers Building, located at 765 Lynn Street, Herndon, and work sessions on Tuesday, April 7, and Tuesday, April 21, 2026, at 7:00 p.m. in the Herndon Council Chambers Building, located at 765 Lynn Street, Herndon.

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

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

Amanda Morrow Kertz, Town Clerk

Note to Publisher:
Publish on March 27, 2026

Town of Herndon, Virginia
Notice of Public Hearing

Notice is hereby given that the **Town Council** of the Town of Herndon, Virginia, will hold public hearings on Tuesday, April 14 and Tuesday, April 28, 2026, at 7:00 p.m. in the Herndon Council Chambers Building, located at 765 Lynn Street, Herndon on the following item.

Ordinance, to amend Chapter 74 (UTILITIES), Article II (Sewers & Sewage Disposal), Division 5 (Sanitary Sewer System Rates & Charges), Section 74-262 (Schedule of Rates); and Article III (Water), Division 2 (Service), Subdivision II (In-Town Service Charges), Section 74-326 (Schedule of Charges), to increase the service and usage charges for sanitary sewer and water, effective for meter readings taken on or after July 1, 2026.

The dollar amount of the proposed changes are as follows:

Sanitary Sewer Usage Charges:

The rate schedule for sanitary sewer service shall be determined on the basis of water consumed and shall be charged at the rate of ~~**$9.64**~~ **$10.42** per 1,000 gallons of water used, except as otherwise provided in this division.

Quarterly Sewer Charges:

A service charge per bill rendered shall be assessed for all metered water service as follows:

Quarterly Billing	
Meter Size (inches)	***Charge***
5/8	~~**$15.95**~~ **$19.94**
3/4	~~**$22.04**~~ **$27.53**
1	~~**$34.20**~~ **$42.75**
1 1/2	~~**$64.62**~~ **$80.78**
2	~~**$101.12**~~ **$126.42**
3	~~**$198.47**~~ **$248.11**
4	~~**$307.99**~~ **$385.02**
6	~~**$612.19**~~ **$765.28**

Water Usage Charges:

The water usage charge shall be ~~$4.79~~ $5.63 per 1,000 gallons, based on the consumption of water as measured by readings of the water meter serving the property.

Quarterly Water Charges:

A service charge per bill rendered shall be assessed for all metered water service as follows:

Quarterly Billing	
Meter Size (inches)	***Charge***
5/8	~~$21.24~~ $27.61
3/4	~~$31.86~~ $41.41
1	~~$53.06~~ $68.99
1 1/2	~~$106.17~~ $138.02
2	~~$169.84~~ $220.80
3	~~$339.73~~ $441.63
4	~~$530.83~~ $690.06
6	~~$1,061.64~~ $1,380.10

All water consumed during the peak use periods in excess of the average consumption of the preceding two winter quarter billing periods shall be charged an additional amount of ~~$8.15~~ $9.58 per 1,000 gallons. This peak use period charge shall be applied in addition to the base water usage charge in subsection (a) above.

Sections 15.2-2122 and 15.2-2143, Code of Virginia (1950), as amended, grant to the Town the legal authority for enactment of such proposed levy, fee or increase.

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

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

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

Amanda Morrow Kertz, Town Clerk

Note to Publisher:
Publish on March 27/April 3, 2026
Courtesy copy published on April 10, 2026

Town of Herndon, Virginia
Notice of Public Hearing

Notice is hereby given that the **Town Council** of the Town of Herndon, Virginia will hold public hearings on Tuesday, April 14, and Tuesday, April 28, 2026 at 7:00 p.m. in the Herndon Council Chambers Building, located at 765 Lynn Street, Herndon, to receive public comment on the proposed Fiscal Year (FY) 2027 Budget.

The proposed total FY 2027 budget as submitted to the Town Council is $99,830,973. The budget includes the FY 2027 portion of the Capital Improvement Program (CIP). A brief synopsis of the proposed budget follows:

BUDGET SUMMARY			
	FY 2026 Adopted	**FY 2027 Proposed**	**Increase/ (Decrease)**
General Fund	$50,438,225	$48,937,823	-3.0%
Water and Sewer Fund	$27,681,005	$29,615,205	7.0%
Capital Projects Fund	$5,940,627	$11,664,014	96.3%
Golf Course Fund	$5,112,528	$3,644,537	-28.7%
Stormwater Management Fund	$4,261,811	$3,021,349	-29.1%
Chestnut Grove Cemetery Fund	$2,304,251	$1,102,592	-52.1%
American Rescue Plan Act Fund	$0	$1,845,453	-
Total Expenditures – All Funds	**$95,738,447**	**$99,830,973**	**4.3%**

As part of the budget adoption process, the Town of Herndon is considering an increase to the Solid Waste Fee currently charged at $21 per quarter. The proposed rate for FY 2027 is $30 per quarter.

All other taxes and licenses previously enacted and imposed by the town are proposed to be levied at the same rate, except as provided by other ordinances adopted by the town council in this budget cycle, or to make such levies at such rate as the town council may determine at such hearing.

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

The full budget document is available for public inspection in the Town Manager's office located at 777 Lynn Street, Herndon, Virginia, during normal business hours (Monday – Friday, 8:00 a.m. – 5:00 p.m.) and on the town's website, www.herndon-va.gov.

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Amanda Morrow Kertz, Town Clerk

Note to Publisher:
Publish on March 27/April 3, 2026
Courtesy copy published on April 10, 2026

FY 2027 Proposed Budget:

Town Council Regular Sessions
April 14 and April 28, 2026

Dan Hoffman
Town Manager

Marjorie Sloan
Director of Finance

TOWN OF Herndon
LIVE DIFFERENTLY.

Agenda

- FY27 Proposed Budget
  - Fund Summaries and Priorities
  - General Fund Summary
  - Real Estate Tax
  - Proposed Rates
  - Water and Sewer Rates

FY 2027 Proposed Budget: **Summary**

BUDGET SUMMARY				
In Thousands	FY 2026 Adopted	FY 2027 Proposed	Increase/ (Decrease)	
			$	%
General Fund	$ 50,438	$ 48,938	$ (1,500)	-3.0%
Water and Sewer Fund	27,681	29,615	1,934	7.0%
Chestnut Grove Cemetery Fund	2,304	1,103	(1,202)	-52.1%
Golf Course Fund	5,113	3,645	(1,468)	-28.7%
Capital Projects Fund	5,941	11,664	5,723	96.3%
Stormwater Management Fund	4,262	3,021	(1,240)	-29.1%
American Rescue Plan Act (ARPA)	-	1,845	1,845	
Total Expenditures - All Funds	**$ 95,738**	**$ 99,831**	**$ 4,093**	**4.3%**

FY 2027 Proposed Budget: **General Fund Summary**

General Fund Summary						
In Thousands						
General Fund	FY 2024 Actual	FY 2025 Actual	FY 2026 Adopted Budget	**FY 2027 Proposed Budget**	**Increase/ (Decrease)**	
					$	**%**
Revenue & Resources:						
General Property Taxes	$ 13,931	$ 14,053	$ 15,294	$ 15,826	$ 532	3.5%
Other Local Taxes	18,692	17,766	19,867	19,131	(736)	-3.7%
Program Revenues	3,490	4,323	3,855	4,671	816	21.2%
Use of Money/Property	2,332	2,079	2,048	1,373	(675)	-32.9%
Intergovernmental	5,105	5,126	5,445	5,355	(90)	-1.7%
Use of Fund Bal & Other	650	852	3,929	2,581	(1,348)	-34.3%
Total	**44,201**	**44,198**	**50,438**	**48,938**	**(1,500)**	**-3.0%**
Expenditures:						
Personnel	29,020	30,741	33,285	33,605	320	1.0%
Operations & Maintenance	9,387	10,553	11,616	12,129	513	4.4%
Debt Service	1,515	1,354	1,315	1,600	285	21.7%
Transfers	250	-	1,324	870	(454)	-34.3%
Capital Expenditures	951	2,234	2,899	734	(2,165)	-74.7%
Total	**41,123**	**44,882**	**50,438**	**48,938**	**(1,500)**	**-3.0%**
Net Change in Fund Bal	**$ 3,078**	**$ (683)**	**$ -**	**$ -**	**$ -**	

FY 2027 Proposed Budget: **Average Residential Tax Bill**

No proposed increase to Herndon's Real Estate Tax rate; remains $0.27 per $100 of assessed value.

Proposed FY 2027 Average Residential Tax Bill - $1,591



FY 2027 Proposed Budget: **Proposed rates**

- Real Estate Tax – no increase
- Meals Tax – no increase

- **Resolutions and Ordinances for consideration include:**
  - Solid Waste Fee
  - Golf Fees
  - Water and Sewer Rates

Water – FY 2027 Proposed rates

Quarterly Service Charge

Meter Size (1)	Current FY 2026	Proposed FY 2027	Projected FY 2028	Projected FY 2029	Projected FY 2030	Projected FY2031
5/8”	$21.24	$27.61	$35.90	$46.67	$48.65	$50.72
% Change YOY		**30%**	**30%**	**30%**	**4.25%**	**4.25%**

Quarterly Billing	
Meter (in.)	$
5/8	$27.61
3/4	$41.41
1	$68.99
1 1/2	$138.02
2	$220.80
3	$441.63
4	$690.06
6	$1,380.10

Volumetric Rates

Rate per 1,000 gal.	Current FY 2026	Proposed FY 2027	Projected FY 2028	Projected FY 2029	Projected FY 2030	Projected FY 2031
Base Rate	$4.79	$5.63	$6.62	$7.78	$8.24	$8.74
Peak Rate (2)	$8.15	$9.58	$11.26	$13.23	$14.02	$14.86
% Change YOY		**17.5%**	**17.5%**	**18%**	**6%**	**6%**

Fiscal Impact of proposed increase

Total	**$856,066**
Avg household/yr	**$65.80**

1) *Service charges for larger meter sizes are escalated at the same rate.*

2) *Peak Rate charged for usage in excess of the average consumption of the preceding two winter quarters. Charge is in addition to base water usage for bills issued June-Nov*

Sewer – FY 2027 Proposed rates

Quarterly Service Charge

Meter Size (1)	Current FY 2026	Proposed FY 2027	Projected FY 2028	Projected FY 2029	Projected FY 2030	Projected FY 2031
5/8”	$15.95	$19.94	$24.92	$24.92	$32.48	$33.86
% Change YOY		**25%**	**25%**	**25%**	**4.25%**	**4.25%**

Quarterly Billing	
Meter (in.)	$
5/8	$19.94
3/4	$27.53
1	$42.75
1 1/2	$80.78
2	$126.42
3	$248.11
4	$385.02
6	$765.28

Volumetric Rates

Rate per 1,000 gal.	Current FY 2026	Proposed FY 2027	Projected FY 2028	Projected FY 2029	Projected FY 2030	Projected FY 2031
Base Rate	$9.64	$10.42	$11.98	$13.78	$14.88	$16.07
% Change YOY		**8%**	**15%**	**15%**	**8%**	**8%**

Fiscal Impact of proposed increase

Total	**$511,947**
Avg household/yr	**$53.40**

1) *Service charges for larger meter sizes are escalated at the same rate.*

Town Council Regular Meeting
Agenda Item 5.c.i.

Agenda Item: **Ordinance 26-O-08 to Levy Taxes on Real Estate and Manufactured Homes, and Other Subjects for the Fiscal Year 2027 Budget**

Meeting Date: April 28, 2026

Category: Public Hearings

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

Description:
The proposed ordinance approves the levy of taxes for Fiscal Year (FY) 2027 related to real estate, manufactured homes and other subjects.

Background/Timing Impact:
The proposed ordinance, in accordance with Section 30-36 of the Town Code, fixes and orders the levy for real estate and manufactured homes at $0.2700 per $100 of assessed value for FY 2027. This rate reflects no change from the previous rate of FY 2026. The notice for public hearing on the property tax levy was duly advertised in the Fairfax County Times newspaper in the March 27, 2026, edition.

Real estate assessed values increased 3.11% (5.43% increase for residential properties, partially offset by a decrease of 1.00% for commercial properties). Including the impact of the increased assessed value, the incremental impact of the average residential property (assessed at $589K) is $77 annually. The effective date for this ordinance is July 1, 2026.

Timing Impact:
Impacts of the adopted budget begin with the start of the next fiscal year on July 1, 2026. In addition, per the agreement with Fairfax County for Real Estate Tax bill processing, tax rates must be communicated to them no later than May 1, 2026.

Strategic Focus Area:
Strong Fiscal Stewardship

Fiscal Impact:
Based on the increase in assessed value combined with property growth, revenues from the real estate tax are budgeted to increase by $472K over FY 2026.

Legal Impact:

Section 4.2 of the Town Code requires submission of the Budget, Town Code Sec. 30-36 pertains to the levy for real estate.

Staff Recommendation/Next Steps:
Staff recommends adoption of the proposed ordinance.

Attachments:
1. Ordinance (Proposed)

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

ORDINANCE

APRIL 28, 2026

Ordinance- to Levy Taxes on Real Estate and Manufactured Homes, and Other Subjects for the Fiscal Year 2027 Budget.

BE IT ORDAINED by the Town Council of the Town of Herndon, Virginia that the Town Council fixes and orders the tax levies for the fiscal year beginning July 1, 2026, and ending June 30, 2027, as follows:

1. Real Estate: **$.2700** on each $100.00 of the valuation of real estate and improvements to the Town.

2. Personal Property and Merchants' Capital: **$.00** on each $100.00 of the valuation of tangible personal property classified by Section 58.1-3503 and 58.1-3510 of the Code of Virginia.

3. Vehicles Used as Manufactured Homes and Offices: **$.2700** on each $100.00 of the valuation of vehicles without motive power, used or designed to be used as manufactured homes as classified by Section 58.1-3506(A), paragraph 10, of the Code of Virginia.

4. Farm Machinery, Farm Tools, and Farm Livestock: **$.00** on each $100.00 of the valuation of farm machinery, farm tools and farm livestock as classified by Section 58.1-3505 of the Code of Virginia.

5. Machinery and Tools: **$.00** on each $100.00 of the valuation of machinery and tools classified by Section 58.1-3507 of the Code of Virginia.

6. Other Classifications of Tangible Personal Property: **$.00** on each $100.00 of the valuation of tangible personal property as classified by Section 58.1-3506 [except for Section 58.1-3506(A), paragraph 10] of the Code of Virginia.

7. Miscellaneous Levies: Except as provided above and other ordinances adopted by the Town Council in this budget cycle all other taxes and licenses previously enacted by the town are imposed and levy made to the same extent and at the same rate as during the Fiscal Year 2026.

Agenda Item: **Ordinance 26-O-09 to amend Chapter 74 (UTILITIES), Article II (Sewers and Sewage Disposal), Division 5 (Sanitary Sewer System Rates & Charges), Section 74-262 (Schedule of Rates); and Article III (Water), Division 2 (Service), Subdivision II (In-Town Service Charges), Section 74-326 (Schedule of Charges), to increase the service and usage charges for sanitary sewer and water**

Meeting Date: April 28, 2026

Category: Public Hearings

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

Description:
In support of the Fiscal Year (FY) 2027 budget, this ordinance will set Water and Sewer Services rates for FY 2027.

Background/Timing Impact:
As part of the FY 2027 budget process, the water and sewer rates model was updated, resulting in the proposed Water and Sewer Services rates for FY 2027. Increased rates are critical to meet the operating and investment needs of the water and sewer system over the next six years. The FY 2027 rates are increased from the current rates as follows:

Water Quarterly Service Charge	30%
Water volumetric rates, Base and Peak	17.5%
Sewer Quarterly Service Charge	25%
Sewer Volumetric Rates	8%

With adoption of these rates, the average household (based on 12,000 gal/Qtr.) would be impacted $119.20 annually ($65.80 Water and $53.40 Sewer Services). The town's Water and Sewer Services rates remain the lowest in the region. The notices for public hearing were duly advertised in the Fairfax County Times Newspapers on March 27, April 3 and April 10, 2026.

Timing Impact
Impacts of the adopted budget and associated rate increases begin with the start of the next fiscal year on July 1, 2026.

Strategic Focus Area:
Strong Fiscal Stewardship

Fiscal Impact:
The Water and Sewer Services rates increases are expected to result in incremental revenue of $1.4M for the Water and Sewer Fund.

Legal Impact:
Changes to Water and Sewer Services rates require an ordinance updating the specific rates defined in the Town Code.

Staff Recommendation/Next Steps:
Staff recommends adoption of the proposed ordinance.

Attachments:
1. FY 2027 Budget Water and Sewer Ordinance (Proposed)

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

ORDINANCE

APRIL 28, 2026

Ordinance- to amend Chapter 74 (UTILITIES), Article II (Sewers and Sewage Disposal), Division 5 (Sanitary Sewer System Rates & Charges), Section 74-262 (Schedule of Rates); and Article III (Water), Division 2 (Service), Subdivision II (In-Town Service Charges), Section 74-326 (Schedule of Charges), to increase the service and usage charges for sanitary sewer and water.

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 74 (UTILITIES)

Article II. Sewers and Sewage Disposal.

Division 5. Sanitary Sewer System Rates and Charges.

Sec. 74-262. – Schedule of Rates.

(a) The rate schedule for sanitary sewer service shall be determined on the basis of water consumed and shall be charged at the rate of ~~$9.64~~ **$10.42** per 1,000 gallons of water used, except as otherwise provided in this division.

***

(f) A service charge per bill rendered shall be assessed for all metered water service as follows:

Quarterly Billing

Meter Size (inches)	Charge
5/8	~~$15.95~~ **$19.94**
¾	~~$22.04~~ **$27.53**
1	~~$34.20~~ **$42.75**
1 1/2	~~$64.62~~ **$80.78**
2	~~$101.12~~ **$126.42**
3	~~$198.47~~ **$248.11**
4	~~$307.99~~ **$385.02**

26-O-09

6	~~$612.19~~ **$765.28**

Article III. Water.

Division 2. Service.

Subdivision II. In-Town Service Charges

Sec. 74-326. – Schedule of Charges.

1. The water usage charge shall be ~~**$4.79**~~ **$5.63** per 1,000 gallons, based on the consumption of water as measured by readings of the water meter serving the property.

2. A service charge per bill rendered shall be assessed for all metered water service as follows:

Quarterly Billing

Meter Size (inches)	Charge
5/8	~~$21.24~~ **$27.61**
¾	~~$31.86~~ **$41.41**
1	~~$53.06~~ **$68.99**
1 1/2	~~$106.17~~ **$138.02**
2	~~$169.84~~ **$220.80**
3	~~$339.73~~ **$441.63**
4	~~$530.83~~ **$690.06**
6	~~$1,061.64~~ **$1,380.10**

(c) All water consumed during the peak use periods in excess of the average consumption of the preceding two winter quarter billing periods shall be charged an additional amount of ~~**$8.15**~~ **$9.58** per 1,000 gallons. This peak use period charge shall be applied in addition to the base water usage charge in subsection (a) above.

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2. This ordinance shall be effective for all meter readings taken on or after July 1, 2026.

Town Council Regular Meeting
Agenda Item 5.c.iii.

Agenda Item: **Ordinance 26-O-10 to amend Chapter 63 (SOLID WASTE), Section 63-8 (Schedule of fees) to recategorize type of fee and to increase rate**

Meeting Date: April 28, 2026

Category: Public Hearings

Prepared by: Tammy Chastain, Acting Director of Public Works, Lesa Yeatts, Town Attorney, Marjorie Sloan, Finance Director

Description:
Ordinance to amend Chapter 63 (SOLID WASTE), Section 63-8 (Schedule of fees) to increase the quarterly rate, and to establish a separate rate for specifically identified multi-family properties.

Background/Timing Impact:
The cost to collect and process trash, either in the county's landfill or in the Waste to Energy facility continues to increase annually. For Fiscal Year (FY) 2027, Fairfax County is proposing to increase the trash charges from $90/ton to $98/ton. On average, the Town collects approximately 400 tons of trash per month from town residents. For FY27, the Town is proposing to raise the Residential Solid Waste Fee from $21 per quarter to $30 per quarter. The proposed rate increase will ensure recovery of the town's external costs related to trash and recycling. The fee increase was advertised in the Fairfax County Times newspaper published on March 27, April 3, and April 10, 2026.

In addition, the town is proposing to establish a Multi-family Solid Waste Fee for units of specifically identified multi-family properties. For these properties, the town has specific trash collection contracts in place. The proposed Multi-family Solid Waste Fee rate for FY 2027 is $51 per quarter. Impacted properties are:

- Jefferson Mews
- Lifestyle Condos
- Town of Herndon Brighton
- Town of Herndon Worldgate Crescent
- Metro Square Herndon

Timing Impact
Impacts of the adopted budget and associated rate increases begin with the start of the next fiscal year on July 1, 2026.

Strategic Focus Area:
Strong Fiscal Stewardship

Fiscal Impact:
Based on the proposed rates, annual revenue from the Solid Waste fees is expected to increase by $303K over FY 2026.

Legal Impact:
Changes to the Solid Waste Fee require an ordinance updating the specific rates defined in the Town Code.

Staff Recommendation/Next Steps:
Staff recommends adoption of the ordinance.

Attachments:
1. FY 2027 Budget Solid Waste Ordinance (Proposed)

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

ORDINANCE

APRIL 28, 2026

Ordinance- to amend Chapter 63 (SOLID WASTE), Section 63-8 (Schedule of fees) to recategorize type of fee and to increase rate.

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 63 (SOLID WASTE)

Sec. 63-8 – Schedule of fees.

***

(b) *Miscellaneous fees*. The town council establishes and imposes the following fees:

(1) Collection (per quarter) .....~~$21.00~~ **$30.00**
This fee includes collection of both MSW and recyclables and shall not be prorated or refundable and shall be payable with and under the same terms as water bill payments.

(2) Multi-family Collection (per quarter) $51.00
This per unit fee is applicable for multi-family properties as listed and includes collection of both MSW and recyclables and shall not be prorated or refundable and shall be payable with and under the same terms as water bill payments. The listed properties subject to the Multi-family Collection Fee are:
Jefferson Mews (501 Florida Ave.)
Lifestyle Condos (605 Center St.)
Town of Herndon Brighton (129-1 Alton Sq.)
Town of Herndon Worldgate Crescent (12917 Alton Sq.)
and Metro Square Herndon (1 Silverway Dr.)

~~*(2)*~~ ***(3)*** *Special collection*.

a. Bulk items, furniture, excessive volume of MSW, recyclables, white goods, and the like .....$60.00 per each three cubic yards or portion

thereof up to nine cubic yards and not exceeding weight limits set in section 63-6(a).

b. Bulk items, furniture, excessive volumes of MSW, recyclables, white goods, and the like in excess of nine cubic yards, and not exceeding weight limits set in section 63-6(a) may be collected at the sole discretion of the authorized agent. Upon receipt of a written request for a special collection, a written estimate will be provided.

~~*(3)*~~ ***(4)*** *Condominium association fees for bulk or multi items for special collection*. Fees will be assessed according to the special collection fee schedule in subsection (b) above. .....

2. This ordinance shall be effective on and after July 1, 2026.

Agenda Item: **Resolution 26-G-27 to adopt a Fiscal Planning Resolution for the Fiscal Year 2027 Budget for the Town of Herndon**

Meeting Date: April 28, 2026

Category: Public Hearings

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

Description:
This resolution is to adopt the proposed budget and the FY 2027 portion of the Capital Improvement Program for fiscal planning purposes during the Fiscal Year (FY) 2027 for the Town of Herndon.

Background/Timing Impact:
In accordance with the requirements outlined in the Code of Virginia § 15.2-2503, 15.2-2506, and 58.1-3321, the Town Manager submitted the proposed budget for Fiscal Year (FY) 2027 to the Town Council by April 1, and properly advertised the public hearings on the proposed budget. The notices for the public hearing were duly advertised in the Fairfax County Times newspaper in the March 27 and April 3, 2026, editions, with a courtesy copy published in the April 10, 2026, edition.

Timing Impact
Impacts of the adopted budget begin with the start of the next fiscal year on July 1, 2026.

Strategic Focus Area:
Strong Fiscal Stewardship

Fiscal Impact:
Fiscal impact occurs at July 1, 2026, at the start of FY 2027.

Legal Impact:
Section 4.2 of the Town Code requires submission of the budget.

Staff Recommendation/Next Steps:
Staff recommends adoption of the resolution.

Attachments:
1. Resolution (Proposed)

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

RESOLUTION

APRIL 28, 2026

Resolution- to adopt a Fiscal Planning Resolution for the Fiscal Year 2027 Budget for the Town of Herndon.

Pursuant to the requirements outlined by Code of Virginia § 15.2-2503, 15.2-2506, and 58.1-3321, the Town Manager of the Town of Herndon, Virginia has submitted to the Town Council of the Town of Herndon, a proposed budget by April 1, and the town properly advertised the April 14, and April 28, 2026 public hearings on the proposed budget.

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

1. For the purposes of fiscal planning during the Fiscal Year 2027 for the Town of Herndon, Virginia, the budget prepared by the Town Manager, as set out in the "Proposed FY 2027 Budget," on file in the office of the Town Manager, is adopted.

26-G-27

Town Council Regular Meeting
Agenda Item 5.c.v.

Agenda Item: **Ordinance 26-O-11 to appropriate funds to implement the Fiscal Year 2027 Budget for the Town of Herndon, establishing the Pay Plan, and reserving on-going and Capital Funding for this Fiscal Year**

Meeting Date: April 28, 2026

Category: Public Hearings

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

Description:
The proposed ordinance is to appropriate the funds to implement the Fiscal Year 2027 Budget, establishing the Pay Plan, and reserving ongoing and capital funding for this fiscal year.

Background/Timing Impact:
All town expenditures are subject to the appropriation of funds by the Town Council. The town must adopt a structurally balanced annual budget by July 1 of each fiscal year. A structurally balanced budget is defined as one in which total recurring revenues and other financing sources are equal to total anticipated recurring expenditures. The proposed Budget for FY 2027 was submitted by the Town Manager, advertised as required, published on the website, and public hearings were conducted on April 14 and 28, 2026.

Timing Impact
Impacts of the adopted budget begin with the start of the next fiscal year on July 1, 2026.

Strategic Focus Area:
Strong Fiscal Stewardship

Fiscal Impact:
Fiscal impact occurs on July 1, 2026, at the start of FY 2027.

Legal Impact:
Section 4.2 of the Town Code requires submission of the Budget. State requirements are outlined in the Code of Virginia § 15.2-2503, 15.2-2506, and 58.1-3321.

Staff Recommendation/Next Steps:

Staff recommends adoption of the proposed ordinance.

Attachments:

1. Ordinance (Proposed)

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

ORDINANCE

APRIL 28, 2026

Ordinance- to appropriate funds to implement the Fiscal Year 2027 Budget for the Town of Herndon, establishing the Pay Plan, and reserving ongoing and Capital Funding for this Fiscal Year.

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

1. There is appropriated and authorized for expenditure during the Fiscal Year 2027 such sums as appear in the Fiscal Planning Budget for the Fiscal Year 2027 as set out in "Proposed Fiscal Year 2027 Annual Budget" dated April 1, 2026, on file in the office of the Town Manager, and as may be subsequently modified by the Town Council.

2. No money shall be withdrawn from the treasury of the town and no obligation for expenditure of money can be incurred, except in accordance with the Fiscal Planning Budget, or with supplemental appropriations as may be made by the Town Council.

3. The town advertised the public hearing at least once in The Fairfax County Times newspaper and held a public hearing on the proposed budget at least seven days prior to approval of the proposed budget.

4. The Fiscal Year 2027 proposed schedule of salaries, set out in the Fiscal Planning Budget, are adopted effective July 1, 2026.

5. The Town Council may award to the Town Manager and the Town Attorney bonuses as provided for in the Fiscal Planning Budget for Fiscal Year 2027 for exceptional services rendered. Any such bonuses shall not become a part of these officers' annual salary.

6. The Town Council reserves, encumbers, and appropriates for Fiscal Year 2026 funding for capital and on-going projects, for which funds were previously appropriated. The Town Manager as of July 1, 2026, shall take the appropriate accounting steps to reserve and encumber these funds as of that date for Fiscal Year 2027 and to report to the Mayor and Town Council in this regard.

Town Council Regular Meeting
Agenda Item 5.d.

Agenda Item: **Ordinance 26-O-12 to approve a Zoning Ordinance Text Amendment – ZOTA #25-06, to amend Chapter 78 (ZONING), to update sections for conformance with the Virginia Administrative Code regarding changes to the Chesapeake Bay Preservation Act**

Meeting Date: April 28, 2026

Category: Public Hearings

Prepared by: David Stromberg, Zoning Administrator, Aaron Zoellick, Zoning Services Specialist

Description:
This Zoning Ordinance Text Amendment will update sections for conformance with the Virginia Administrative Code, and make other housekeeping amendments. Updates to the zoning ordinance include:

Sec. 78-60.4(l)(6). Requires a resiliency assessment for any proposed land development during the plan of development or other project review process in the RPA.
Sec. 78-60.4(m)(6). Establishes requirements for adaptation measurements located within the RPA.
Sec. 78-60.4(l)(3). Language has been added that calls for the preservation of mature trees in the RMA and RPA.
Sec. 78-180. Updates definitions as required by the Virginia Administrative Code and updates definitions to align with best practices.

Background/Timing Impact:
In September 2021, the Virginia Department of Environmental Quality (DEQ) adopted a new section of the Chesapeake Bay Preservation Area Designation and Management Regulations (9 VAC25-830-155) to incorporate criteria for addressing resilience and adaptation when reviewing proposed development in Chesapeake Bay Preservation Areas. Staff initiated a review of the Herndon Zoning Ordinance after DEQ issued Guidance Memo No. 25-2004 to assist localities in implementing the changes in their local codes. The Planning Commission recommended approval of ZOTA #25-06 at their March 23, 2026, regular meeting.

Timing Impact:
This ordinance will be effective on and after its adoption.

Strategic Focus Area:
Environmental and Economic Sustainability

Good Governance

Fiscal Impact:
There is no fiscal impact for this item.

Legal Impact:
Adoption of this Zoning Ordinance Text Amendment will align the Herndon Zoning Ordinance with changes made to the Virginia Administrative Code.

Staff Recommendation/Next Steps:
Adopt Zoning Ordinance Text Amendment (ZOTA) #25-06, as presented.

Attachments:
1. Ordinance (Proposed)
2. Legal Ad

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

ORDINANCE

APRIL 28, 2026

Ordinance- **to amend Chapter 78 (ZONING), ART. VI (Overlay Districts), by amending Section 78-60.4 (Chesapeake Bay Preservation Area Overlay (CBPAO)); and Article XVIII (Definitions), by amending Section 78-180 (Definitions), to update sections for conformance with the Virginia Administrative Code regarding changes to the Chesapeake Bay Preservation Act.**

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

1. The following sections or provisions of Chapter 78, (ZONING) of the Herndon Town Code (2000) is amended and ordained as follows.

CHAPTER 78 (ZONING)

ARTICLE VI. – OVERLAY DISTRICTS -

Sec. 78-60.4. - Chesapeake Bay Preservation Area Overlay (CBPAO).

(a) *Purpose and intent*. The Chesapeake Bay Preservation Area (CBPAO) overlay district is established ~~under the authority provided in Code of Virginia, § 15.2-2280, and following, and~~ to implement the requirements of Code of Virginia, § 62.1-44.15:67 **– 62.1-44.15:79** ~~et seq., and to:~~ **and the Chesapeake Bay Preservation Area Designation and Management Regulations (Regulations) (9 VAC 25-830-10 et seq.) promulgated thereunder.**

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(3) Restore ~~all other~~ state waters to a condition or quality that will permit all reasonable public uses and supports ~~the~~ propagation and growth of all aquatic life**,** ~~within a balanced ecosystem;~~ **including game fish, which might reasonably be expected to inhabit them;**

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(5) Prevent ~~increase of nonpoint pollution;~~ **further increase of water pollution;**

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(b) *Findings*. The following statements describe the significance of the Chesapeake Bay to the town:

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(2) ~~The Chesapeake Bay waters have been degraded significantly by many sources of pollution including nonpoint source pollution from land uses and development. The lands within the town are valuable in assisting the preservation of the bay. Some display intrinsic water quality value due to the ecological processes they perform and also display ecological benefits by providing water quality maintenance and flood and erosion control. Only with proper management can development and use occur without damage to Chesapeake Bay waters.~~ **The waters of the Chesapeake Bay watershed have been degraded significantly by numerous sources of pollution, including nonpoint source pollution from land development. These waters are worthy of protection from further degradation. Certain lands adjacent to shorelines, and river and stream banks have an intrinsic water quality value due to the ecological and biological processes they perform. With proper management, they offer significant ecological benefits by providing water quality maintenance, wildlife habitat, and pollution control, as well as flood and shoreline erosion control. These lands, designated by the town as Chesapeake Bay Preservation Areas (CBPA), shall be developed in such manner as to protect the quality of water in the Bay.**

(3) ~~The lands designated by the town council as Chesapeake Bay Preservation Areas are those lands which, due to the degradation of bay waters and the passage of the Chesapeake Bay Preservation Act, need to be protected from destruction and damage through improper development and use practices to protect the quality of bay waters.~~ **The performance standards established by this Ordinance provide the means to minimize the potential for erosion and sedimentation, reduce land application of nutrients and toxins, and maximize rainwater infiltration. Indigenous ground cover, especially woody vegetation, is effective in holding soil in place and preventing site erosion. Existing riparian buffers and other vegetation filter stormwater runoff. By minimizing impervious cover, rainwater infiltration is enhanced, and stormwater runoff is reduced.**

(c) *Applicability*. The Chesapeake Bay Preservation Area Overlay district shall apply to all ~~land in Chesapeake Bay Preservation Areas (CBPAs,) which shall include land that meets the designation criteria in section 70-60.4(f) and shall therefore be subject to the provisions of section 78-60.4.~~ **lands designated as Chesapeake Bay Preservation Areas within**

the town. Such lands are designated as Chesapeake Preservation Areas and are depicted on the Chesapeake Bay Preservation Area Map.

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1. Perennial flow determinations for site-specific evaluations shall be performed using one of the protocols acceptable to the Virginia Department of Environmental Quality as referred to in the document adopted by the Commonwealth of Virginia entitled *Determinations of Water Bodies with Perennial Flow Guidance on the Chesapeake Bay Preservation Area Designation and Management Regulations.* For nontidal wetlands connected by surface flow and contiguous to perennial streams, the *Eastern Mountains and Piedmont Regional Supplement to the 1987 USACOE Wetlands Delineation Manual and the Resource Protection Areas: Nontidal Wetlands Guidance on the Chesapeake Bay Preservation Area Designation and Management Regulations* adopted by the Commonwealth of Virginia, should be consulted.

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(2) *Land disturbance of more than 5,000 square feet in RPA*. For land disturbance in the RPA that exceeds 5,000 square feet, the following requirements shall be met:

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c. ~~RPA boundary delineation studies shall be submitted on standard-size sheets of 243× 363 at a scale of 13 = 502 or larger;~~ ~~and~~ **Reserved.**

***

(l) *General performance criteria for land disturbance in Chesapeake Bay Preservation Areas*. To attain the water quality objectives set forth in the statement of intent, uses, development, and redevelopment of land in CBPAs, (RMAs and RPAs) shall meet and maintain the performance criteria set forth in this section.

(3) *Indigenous vegetation*. Indigenous vegetation shall be preserved to the maximum extent practicable consistent with the proposed use(s) or development. To preserve indigenous vegetation to the maximum extent practicable consistent with the proposed use(s) or development:

a. Mature trees shall be protected during development and only removed where necessary, including to provide for the proposed use or development;

b. All trees located outside the area of land disturbance with a DBH of four inches or more shall be preserved; and

c. Clearing within the area of land disturbance shall be limited to that necessary to provide for the intended use of the property and all appurtenances, a single access during construction, positive site drainage, water quality BMPs, and the installation of utilities. Such clearing limits shall be subject to review and approval by the reviewing authority.

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(6) *Resiliency assessment required.* A resiliency assessment shall be required for any proposed land development during the plan of development or other project review process in the RPA.

~~(6)~~**(7)** *Evidence of required permits*. The developer shall provide evidence to the town, prior to commencing grading or other on-site land disturbing activities, that any wetlands or similar permit required by federal, Virginia or local laws or regulations have been properly obtained.

~~(7)~~**(8)** *Development in IDA*. If the development is located within the IDA:

a. Vegetation shall be provided to the extent possible to assist in re-establishing vegetation within a 100-foot wide buffer area along any streams on the site or adjacent to the site in order to maximize water quality protection, pollutant removal and water resource conservation.

b. The zoning administrator may waive the requirement for the re-establishment of vegetation within the RPA buffer within the IDA, in accordance with section 78-60.4(p), administrative waivers of requirements for CBPAs (RMAs and RPAs).

(m) *Additional development criteria for resource protection areas*. The following additional criteria shall apply to development in the RPA.

(1) *100-foot buffer*. Establishment of a 100-foot buffer area is required, and it shall be the landward component of the RPA as set forth in section 78-60.4(f)(1). Notwithstanding permitted uses, encroachments, and vegetation clearing, as set forth in this section,

the 100-foot buffer shall not be reduced in width. In addition, the following criteria apply:

a. To minimize the adverse effects of human activities on the other components of the RPA, state waters and aquatic life, this 100-foot wide buffer that is effective in retarding runoff, preventing erosion, and filtering nonpoint source pollution from runoff shall be retained if present, established where it does not exist, and adequately maintained thereafter. **The planting of trees shall be incorporated into the reestablishment of the 100-foot buffer, as appropriate to site conditions and in such a manner to maximize the buffer function. Inclusion of native species in tree planting is preferred.** This 100-foot wide buffer is the same one referred to in (1) above; and

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c. The 100-foot RPA buffer may be encroached upon under the following circumstances:

1. If the requirements result in the loss of a buildable area for new homes or new principal structures on lots recorded before October 1, 1989, the zoning administrator may grant encroachments into the buffer area provided that:

***

(c) Where practical, a vegetated area that maximizes water quality protection, mitigates the effects of the buffer encroachment, and equals the area of the buffer encroachment shall be established elsewhere on the lot. **Where established, such vegetated area shall include the planting of trees as appropriate to site conditions. Inclusion of native species in tree planting is preferred**; and

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(2) *Buffer area management*. To maintain the functional value of the buffer area, indigenous vegetation may be removed, if approved by the zoning administrator, to provide for reasonable sight lines, access paths, general woodlot management, and BMPs, including BMPs that prevent upland erosion and concentrated flows of stormwater, as follows:

a. **Where the removal of trees within the buffer area is proposed, mature trees shall be preserved and trimmed or pruned in lieu of removal as site conditions permit and**

removal should be limited to the fewest number of trees feasible. Where tree planting for mitigation, conservation landscaping, or for buffer reestablishment is proposed, inclusion of native species in tree planting is preferred;

~~a.~~**b.** Trees may be pruned or ~~removed only~~**thinned** as necessary to provide for sight lines ~~and~~ **,** vistas**, and access paths,** provided that, where removed, they shall be replaced with other vegetation that is equally effective in retarding runoff, preventing erosion and filtering nonpoint source pollution from runoff.

1. When trees are proposed for removal to provide for sight lines, vistas, and access paths they shall be replaced with trees as appropriate to site conditions and in such a manner as to maximize the buffer function and to protect the quality of state waters. The boundaries of this area shall be determined in a manner acceptable to the zoning administrator and be based on identified vantage points.

~~b.~~**c.** Any path shall be constructed and surfaced to control erosion effectively;

~~c.~~**d.** Dead, diseased or dying trees or shrubbery and noxious weeds may be removed and thinning of trees may be allowed pursuant to sound horticulture practice as prescribed by the town's community forester; and

~~d.~~**e.** For stream restoration projects, trees and woody vegetation may be removed, necessary control techniques employed, and appropriate vegetation established to protect or stabilize the stream in accordance with the best available technical advice and applicable permit conditions or requirements.

~~e.~~**f.** Use of fertilizers, herbicides or pesticides shall be minimized in the buffer area.

***

(6) Adaptation measures proposed for location within the Resource Protection Area shall meet the following conditions:

a. The selected adaptation measure shall be a nature based solution that uses environmental processes, natural systems, or natural features identified as being appropriate for existing site conditions.

b. An identified adaptation measure shall be selected from one of the following sources: Chesapeake Bay program approved BMP list, the Virginia Stormwater BMP Clearinghouse, the VRMC Tidal Wetlands Guidelines, or be a project that is eligible for funding by the Virginia Community Flood Preparedness Fund Grant.

1. Adaption measures should consist of trees, vegetation, stone or enhance existing natural elements.

c. Adaptation measures approved for use in the RPA shall be designed, installed, and maintained in accordance with the applicable specifications for the selected adaptation measure.

d. Adaptation measures should be placed channelward of the proposed development whenever possible and should maximize the preservation of mature trees and other natural vegetation to minimize adverse impacts to the RPA and to maximize water quality benefits.

e. The use of fill as a component of an adaptation measure may be permitted, provided it meets the following conditions:

1. The grading and slope by the use of fill shall be no greater than necessary based upon the project specifications and implemented in a manner that minimizes the impact of run-off.

(a) Slopes should be equal to or less than 10% to support water quality conditions, including infiltration.

(b) Slopes less than or equal to 5% or that convey sheet flow of velocities less than one and one half (1.5) feet/second are preferred, to reduce runoff and tidal wave energies.

(c) Slopes greater than the above may be necessary based upon certain site conditions and adaptation measure specifications. In such instances, submittal of additional calculations and engineering plans, and assessments of the impacts of the use of fill on existing vegetation, wetland migration and water movement, both landward and channelward, in support of the proposed slope shall be required.

2. Fill shall have the necessary biogeochemical characteristics, including sufficient organic content, to

support the growth of vegetation and adequate permeability to allow infiltration consistent with project specifications. The applicant shall:

(a) Provide documentation specifying the proposed depth, extent, and type of fill material proposed for use.

(b) Provide documentation that the proposed soils are compliant with the requirements governing the use of lightly contaminated soil consistent with the Virginia Solid Waste Management Regulations or permitting requirements for upland placement of dredge soil, if applicable.

(c) Provide documentation that the newly placed fill is revegetated with multi-strata vegetation inclusive of canopy and understory trees, shrubs, and ground cover consistent with the guidance found in the Buffer Manual. Inclusion of native species is encouraged.

(d) Ensure that the fill area is vegetatively stabilized within seven (7) days.

3. The use of fill shall not exacerbate stormwater run-off, and lateral flow onto adjacent properties shall be controlled.

(a) Appropriate erosion and sediment control and stormwater management measures shall be incorporated into the design specifications, including the establishment of positive and proper drainage.

(b) If the adaptation measure triggers separate stormwaters management requirements, then these criteria should be considered in conjunction with those requirements.

(c) Larger scale adaptation measures may require the use of stormwater calculations to ensure these criteria are met.

(d) Any impacts on the management of stormwater upland of the Resource Protection Area created by the use of fill shall be mitigated, as necessary.

4. The use of fill for any adaptation measure shall not negatively impact septic systems and drainfields located within the RPA. Where present, the proximity of the adaptation measure using fill should be considered such that the fill will not interfere with the proper function or maintenance of either of these features.

5. The use of fill shall be consistent with any applicable local, state, or federal floodplain requirements. The applicant shall provide documentation to verify that proposed adaptation measures do not conflict with any constraints or requirements of floodplain management or flood control provision, including the federal floodplain management regulations found in Title 44 CFR Part 60. The allowance of fill under these provisions does not negate those independent requirements.

f. The preservation of existing natural vegetation shall be maximized, including mature trees, and land disturbance consistent with design specifications shall be minimized.

g. Adaptation measures shall comply with all federal, state, and local requirements, including any required permits and conditions such as the need for a Water Quality Impact Assessment.

h. Nothing in these provisions shall be construed to authorize approval or allowance of an adaptation measure in contravention of floodplain management requirements, including Sec. 78-60.2.

(7) Buffer requirements for Intensely Developed Areas.

Where the zoning administrator has determined that buffers are to be established, they shall be designed in accordance with the standards established in the *Buffer Manual*. When considering the reestablishment of a buffer within an Intensely Developed Area, the zoning administrator shall encourage the planting of trees, including native species, as a component of such buffer reestablishment measure.

***

(o) Resiliency assessment

(1) Submittal of a resiliency assessment that considers the potential impacts of sea level rise, storm surge, and flooding on buffer function in light of a proposed RPA encroachment is required

during the review of a plan of development or other review process. Such an assessment is to be based upon the RPA as delineated at the time of the proposed land development and is required in addition to all other requirements of this and other local ordinances. At a minimum the resiliency assessment should contain the following information:

(a) A scaled drawing or aerial image of the proposed project that includes the RPA boundary, required setbacks, existing topography, and a graphic depiction of the anticipated impacts of sea level rise, flooding, and storm surge on the parcel and the proposed project, based upon a review of approved models and forecasts, to include the following:

1. For sea level rise, use the 2017 National Oceanographic and Atmospheric Administration (NOAA) Intermediate High scenario projection curve on the project site. Sea level rise data can be accessed on the AdaptVA website, maintained by the Virginia Institute of Marine Science (VIMS). When determining potential sea-level rise impacts, the applicant should use the model to identify both the extent of anticipated inland migration, as well as the water depth.

2. For storm surge, use the most up to date NOAA hydrodynamic Sea, Lake, and Overland Surges Hurricanes (SLOSH) model on the project site. Storm surge data can be accessed on the AdaptVA website.

3. For flooding, use the most up to date Special Flood Hazard Area and the Limit of Moderate Wave Action (LiMWA) model on the project site according to the Virginia Flood Risk Information System (VFRIS) model in conjunction with the requirements of Section 78-60.2 (Floodplain Overlay). VFRIS includes the Flood Insurance Rate Maps, flood insurance studies, and associated models produced by the Federal Emergency Management Agency, and is available on the Virginia Department of Conservation and Recreation (DCR) website. When identifying flooding impacts, the applicant may rely on existing use and application of the relevant Special Flood Hazard Area. This data is also accessible on the AdaptVA website.

4. The anticipated impacts shall be based upon a thirty (30) year timeframe, unless the applicant demonstrates that the lifespan of the project proposed for development is less than thirty (30) years based upon the information in 2(b) as approved by the zoning administrator. Where a lifespan of

less than 30 years is proposed, the applicant shall provide documentation of proposed building materials, anticipated quality of construction, design specifications, and other materials or information in support of a predicted lifespan of less than 30 years for the project.

(b). A report that analyzes the result of the data and graphic research, and provides the following information:

1. Define the intended service life of the proposed structure(s).

2. Identification of any proposed impact directly from proposed impervious cover or structures in the RPA and the extent of such impact.

3. Identification of extent of impact on the current buffer area including impacts to existing vegetation from the landward movement of water and vegetative migration.

4. Describe the extent to which anticipated impacts can be or have been mitigated by altering the location design, size, or orientation of proposed structures or impervious cover, by preserving and/or supplementing existing buffer areas as provided for in Section 108 of this Ordinance, and/or by considering other limiting site conditions including required setbacks and parcel size, and/or by proposing an adaptation measure in accordance with the provisions of Section 78-60.4(n).

5. Identification of the utilization of existing local programs that already take potential impacts into account through the building permit or site design review processes, such as freeboard requirements enacted through the Floodplain Overlay district.

(c). Apply the results of the resiliency assessment to the proposed development. The zoning administrator will review the [narrative report or form from(b)] along with the water quality impact assessment and determine whether the anticipated impacts necessitate an alteration or conditions to the proposed project or implementation of an adaptation measure for approval.

1. In considering whether a requirement for project alteration or adaptation measure is appropriate, the zoning administrator will ensure that the proposed alteration or

adaptation measure is practical, achievable, and necessary to mitigate the identified impact.

2. Where possible, consideration will be given to modifying the proposed development size or location, such that the extent of land disturbance or impervious cover can be reduced to avoid or minimize the area or areas of the parcel that the assessment indicates will be impacted.

3. If the resiliency assessment reveals that impacts on the parcel can be addressed by structural design or siting alterations, then supplemental information on the potential alterations shall be provided for consideration by the zoning administrator. Supplemental information may include additional sketches or plans, including plan and section views, building specifications, and other supporting materials.

4. Approval may be conditioned on the implementation of the proposed alterations, conditions, or adaptation measure.

5. The resiliency assessment may also indicate that no alterations, conditions, or adaptation measures are required, in which case the applicant may proceed through the remainder of the approval process.

(d). Identify conditions, alterations, or adaptation measures for the proposed development. Should an impact from sea-level rise, storm surge, or flooding be identified that exceeds available design alterations, approval of the proposed project should then be conditioned with the requirement for an adaptation measure and the following information provided:

1. Describe the proposed adaptation measure(s) for the site from one of the sources listed in Section 78-60.4(o)(1) of this Ordinance and submit documentation of the proposed adaptation measure and its suitability for use on the site, such as design specifications, construction methods and materials that will provide shoreline stabilization until vegetation is established, and a proposed maintenance plan.

2. Describe how the selected adaptation measure meets the requirement for being a nature-based solution.

3. Describe how the selected adaptation measure(s) comply with applicable regulatory or permitting requirements. Submit a water quality impact assessment pursuant to

Section 78-60.4(n) and a site plan pursuant to Article XV, detailing the proposed placement of the adaptation measure, existing and proposed topography and vegetation, proposed limits of clearing and grading, and mitigation for the area of land disturbance within the RPA, including photographs, and final inspection is required upon completion of installation.

(e) The resiliency assessment may be submitted as a standalone document as part of the plan of development process or it may be submitted as part of a water quality impact assessment pursuant to Section 78-60.4(n) for those projects disturbing less than 2,500-square feet.

***

CHAPTER 78 (ZONING)

ARTICLE XVIII. – DEFINITIONS-

***

Accessory structure. **Accessory structures include, but are not limited to, detached garages, gazebos, free-standing decks, storage buildings or tool sheds, accessory dwelling units, and similar forms of land development that are incidental and subordinate to the principal structure. In-ground pools, patios, terraces, tennis courts, synthetic turf, and other impermeable landings that do not permit infiltration to groundwater are considered accessory uses of land, not structures.**

***

Adaptation measure. **A project, practice, or approach to mitigate or address an impact of climate change including sea-level rise, storm surge, and flooding including increased or recurrent flooding.**

***

Applicant. **Any person submitting any application required or permitted pursuant to any of the provisions of this Chapter, and any person on whose behalf such an application is submitted.**

***

Base flood elevation (BFE). ~~The Federal Emergency Management Agency designated 100-year water surface elevation.~~ **The elevation of surface water**

resulting from a flood that has a 1 percent chance of equaling or exceeding that level in any given year. The BFE is shown on the Flood Insurance Rate Map (FIRM).

***

Best management practices or BMP. ~~Schedules of activities, prohibitions of practices, maintenance procedures, and other management practices, including both structural and nonstructural practices, to prevent or reduce the pollution of surface waters and groundwater systems from the impacts of land-disturbing activities.~~ **A practice, or combination of practices, determined by a state or designated area-wide planning agency to be the most effective practicable means of preventing or reducing the amount of pollution generated by nonpoint sources to a level compatible with water quality goal**s.**

***

Caliper. ~~A horticultural method of measuring the diameter of a tree trunk for the purpose of determining size. The caliper of the trunk is measured six inches above the ground for trees up to and including four inches in diameter, 12 inches above the ground for trees greater than four inches up to 12 inches in diameter, and at breast height (four and one-half feet) for trees greater than 12 inches in diameter.~~ **The diameter of a tree measured six (6) inches above existing grade.**

Canopy tree. A tree ~~which has an expected height at maturity greater than 30 feet and which produces significant shade because it has a crown that is oval, round, vase-shaped, or umbrella-shaped. See also "tree canopy."~~ **that typically reaches 35 feet in height or taller when mature.**

***

Chesapeake Bay Preservation Area (CBPA). Any land designated by the town pursuant to **§ 9 VAC 25-830-70 to 110 of the Regulations and Section 62.1-44.15:74 of the Bay Act.** ~~part III of the Chesapeake Bay Preservation Area Designation and Management Regulations, § 9 VAC 10-20-10 et seq., and Code of Virginia § 10.1-2107.~~ A CBPA shall consist of the resource protection area (RPA) and the resource management area (RMA). The abbreviated "CBPA" and "CBPAO~~D~~" (Chesapeake Bay Preservation Area Overlay ~~district~~) shall be used interchangeably where the context does not indicate otherwise.

***

Construction footprint. **The area of all impervious cover created by development or redevelopment of land, including, but not limited to,**

buildings, roads, driveways, parking areas and sidewalks, and inclusive of any land disturbed for the construction of such improvements.

***

Critical root zone. ~~An underground area extending laterally in all four cardinal directions from the base of a tree's trunk to a distance typically 1½ times larger than the perimeter of the tree's drip-line.~~ **The area of soil surrounding a tree trunk where the minimum amount of roots considered essential for tree health are located. Critical root zone is generally defined as a radius of one foot per inch of trunk diameter at breast height (DBH).**

***

Daylighted stream. **A stream that had been previously diverted into an underground drainage system, has been redirected into an above ground channel using natural channel design concepts as defined in Va. Code §62.1-44.15:51, and where the adjacent lands would meet the criteria for being designated as a Resource Protection Area, as defined in this ordinance.**

***

Dripline. **Outermost circumference of a tree's canopy.**

***

***Fill*. Material such as sand, soil, gravel, or crushed stone which is placed in an area, often to adjust elevation or create land contouring.**

***

Land disturbance or ~~*Ll*~~*and disturbing activity*. ~~Any land change which may result in soil erosion from water or wind or the movement of sediments into state waters or onto lands in the town including, but not limited to, clearing, grading, excavating, transporting and filling of land. The term shall not include:~~ **A man-made change to the land surface that may result in soil erosion or has the potential to change its runoff characteristics, including but not limited to construction activity such as clearing, grading, excavating, or filling of land. For land disturbance exemptions refer to Sec. 26-324.**

~~(1) Minor land disturbing activities such as home gardens and individual home landscaping, repairs and maintenance work of less than 2,500 square feet;~~

~~(2) Individual service connections;~~

~~(3) Installation, maintenance or repair of any underground public utility lines when such activity occurs in an existing hard-surfaced road, street or sidewalk, provided that such land disturbing activity is confined to the area of the road, street or sidewalk which is hard-surfaced;~~

~~(4) Septic tank lines or drainage fields unless included in an overall plan for land disturbing activity relating to construction of the building to be served by the septic tank system;~~

~~(5) Surface or deep mining;~~

~~(6) Exploration or drilling for oil and gas including the well site, roads, feederlines and off-site disposal areas;~~

~~(7) Tilling, planting or harvesting of agricultural, horticultural or forest crops or livestock feed-lot operations; including agricultural engineering operations as follows: the construction of terraces, terrace outlets, check dams, desilting basins, dikes, ponds not required to comply with the Dam Safety Act, Code of Virginia, § 10.1-604, ditches, strip cropping, lister furrowing, contour cultivating, contour furrowing, land drainage and land irrigation;~~

~~(8) Installation of fence and signposts or telephone and electric poles and other kinds of posts or poles;~~

~~(9) Emergency work to protect life, limb or property, and emergency repairs; provided, however, that if the land disturbing activity would have required an approved erosion and sediment control plan, if the activity were not an emergency, then the land area disturbed shall be shaped and stabilized in accordance with the requirements of the town; and~~

~~(10) Repair or rebuilding of the tracks, rights-of-way, bridges, communication facilities and other related structures and facilities of a railroad company.~~

***

Mature tree. **A canopy tree with a diameter at breast height (DBH) of 12 inches or greater or an understory tree with a DBH of four (4) inches or greater.**

***

Nature-based solution. **An approach that reduces the impacts of sea-level rise, flooding, and storm events through the use of environmental processes and natural systems.**

***

Nonpoint source pollution. ~~Pollution consisting of constituents such as sediment, nutrients, and organic and toxic substances from diffuse sources, such as runoff from agriculture and urban land development and use.~~ **Pollution such as sediment, nitrogen, phosphorous, hydrocarbons, heavy metals, and toxics whose sources cannot be pinpointed but rather are washed from the land surface in a diffuse manner by stormwater.**

***

Paved surface. Ground surface or structures above the ground covered with clay-fired bricks, concrete recast paver units (including but not limited to grasscrete), poured concrete, blacktop, or other asphaltic or rubber mixture which may include sand or gravel as an ingredient and which creates a hard surface. A graded surface or a surface covered with rolled stone or loose gravel is **an impervious surface, but** not a paved surface. See also "impervious surface."

***

Public road. For purposes of the Chesapeake Bay preservation overlay district, public streets or public rights-of-way in the town and publicly owned roads designed and constructed in accordance with water quality protection criteria at least as stringent as requirements applicable to the Virginia Department of Transportation, including regulations promulgated pursuant to ~~(i) the Erosion and Sediment Control Law (Code of Virginia, § 10.1-560 et seq.) and (ii) the Virginia Stormwater Management Act (Code of Virginia, § 10.1-603.1 et seq.)~~ **the Virginia Erosion and Stormwater Management Act (Va. Code §62.1-44.15:24 et seq.**

***

Resource management area (RMA). ~~Lands that if improperly used or developed, have the potential for causing significant water quality degradation or for diminishing the functional value of the resource protection area. RMA is further described in Herndon Town Code section 78-60.4, Chesapeake Bay overlay district.~~ **That component of the Chesapeake Bay Preservation Area not classified as a Resource Protection Area. Resource Management Areas include land types which, if improperly used or developed, have the potential for causing significant water quality degradation or for diminishing the functional value of a Resource Protection Area.**

Resource Management Areas shall be provided contiguous to the entire inland boundary of the Resource Protection Area.

Resource protection area (RPA). That component of the Chesapeake Bay Preservation Area ~~CBPA~~ comprised of lands adjacent to water bodies with perennial flow that have an intrinsic water quality value due to the ecological and biological process they perform or are sensitive to impacts which may result in significant degradation to the quality of state waters. The elements of an RPA are set out in Herndon Town Code section 78-60.4.

***

Understory tree. A tree that ~~has an expected height at maturity no greater than 30 feet~~ **typically reaches 12 to 35 feet in height when mature.**

***

Water body with perennial flow. ~~A body of water flowing in a natural or open man-made channel year-round, except during periods of drought. The term "water body with perennial flow" includes perennial streams, estuaries and tidal embayments. A perennial stream means any stream that is both perennial and so depicted on the map of Chesapeake Bay Preservation Areas, adopted by the town council. Lakes and ponds that form the source of a perennial stream, or through which the perennial stream flows, are part of the perennial stream. The width of the perennial stream may be measured from either (i) top-of-bank to top-of-bank on the opposite side of the stream of (ii) from Ordinary High-Water Mark (OHWM) to the OHWM on the opposite side of the stream, as defined by 33 CFR Part 328.3(e), as determined by the zoning administrator. Ponds or lakes are to be measured from the limits of the normal water level. Generally, the water table is located above the streambed for most of the year and groundwater is the primary source for stream flow.~~ **A body of water that flows in a natural or manmade channel year-round during a year of normal precipitation. This includes, but is not limited to streams, estuaries, and tidal embayments, and may include drainage ditches or channels constructed in wetlands or from former natural drainageways, which convey perennial flow. Lakes and ponds, into, out of, or through which a perennial stream flows are part of the perennial stream. Generally, the water table is located above the streambed for most of the year and groundwater is the primary source for stream flow.**

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

Town of Herndon, Virginia
Notice of Public Hearing

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

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

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

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

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

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

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

Amanda Morrow Kertz, Town Clerk

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

Town Council Regular Meeting
Agenda Item 6.a.

Agenda Item: **Resolution 26-G-28 to adopt the FY 2028 through FY 2032 portion of the FY 2027-FY 2032 Town of Herndon Capital Improvement Program**

Meeting Date: April 28, 2026

Category: General

Prepared by: John Irish, Deputy Director of Public Works, John Verdin, Capital Projects Program Manager

Description:
This resolution adopts the FY 2028 through FY 2032 portion of the FY 2027-FY 2032 CIP.

Background/Timing Impact:
The Capital Improvement Program (CIP) is a financial planning document that establishes a six-year schedule for capital improvements. It serves as a companion policy document to the Town of Herndon 2030 Comprehensive Plan and the town's Annual Operating Budget. The focus of this action concerns the FY 2028 through FY 2032 CIP, as the first year of the CIP (FY 2027) is included in the FY 2027 Adopted Budget. The CIP document includes all six years and thus is referred to as the FY 2027 through FY 2032 CIP. Along with the FY 2027 Budget, the CIP is published on the town's website.

As required by the Code of Virginia, the Planning Commission held a public hearing on the proposed CIP on February 23, 2026. The Planning Commission adopted Resolution 26-PC-003 recommending approval of the proposed CIP to the Town Manager.

Timing Impact:
The Capital Improvement Program (CIP) undergoes an annual review to ensure alignment with the Town's strategic priorities and resource availability. Preparation of the CIP is coordinated with the development of the proposed annual budget, with funding for the first year included in the adopted budget. At this time, staff is requesting Town Council adoption of the remaining five years of the CIP. This adoption supports long-term planning efforts and allows staff sufficient time to continue the annual review and project prioritization process in preparation for the next budget cycle.

Strategic Focus Area:
Strong Fiscal Stewardship

Fiscal Impact:
The FY 2027 Capital Improvement Program is part of the FY 2027 proposed budget. Impact will occur after adoption by the Town Council in FY 2027, which begins on July 1, 2026. The proposed FY 2027-2032 CIP will require expenditures of $31,179,014 for 22 projects in FY 2027 and $270,432,658 for 38 projects over the six-year CIP schedule. The CIP anticipates the issuance of $34,600,000 in general obligation bonds, $38,000,000 ($25M - Sewer Capacity and $13M - Sewer Conveyance) in Water and Sewer bonds, and anticipates the town will receive $90,802,819 in grants from various federal, regional, and state sources, and $6,840,214 in amended revenues, capital reserves, and proffers over the six-year CIP schedule. The CIP also includes five multi-modal transportation projects with an estimated cost of $15.2 million ($15,206,010) that have no funding source at this time. These projects are included for planning purposes only and will not move forward unless and until project funding is identified.

Legal Impact:
The Capital Improvement Program is developed in accordance with Section IV, Budget Management - Capital Budget, of the town's Financial Policy Guidelines.

Staff Recommendation/Next Steps:
Staff recommends adoption of the proposed resolution.

Attachments:
1. Resolution (Proposed)
2. Presentation

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

RESOLUTION

APRIL 28, 2026

Resolution- to adopt the FY 2028 through FY 2032 portion of the FY 2027-FY 2032 Town of Herndon Capital Improvement Program.

The Capital Improvement Program (CIP) is a financial planning document that establishes a six-year schedule for public improvements. It serves as a companion policy document to the Town of Herndon 2030 Comprehensive Plan and the town's Annual Operating Budget. The focus of this action concerns the FY 2028 through FY 2032 CIP, as the first year of the CIP (FY 2027) is adopted with the Annual Operating Budget. The CIP document includes all six years and thus is referred to as the FY 2027 through FY 2032 CIP.

As mandated by the Code of Virginia, the proposed CIP was reviewed by the Planning Commission during a public hearing. The Commission's adopted Resolution 26-PC-003 dated February 23, 2026 provides the Commission's recommendation to the Town Manager.

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

1. The Town Council approves and adopts the FY 2028 through FY 2032 portion of the FY 2027 - FY 2032 Town of Herndon Capital Improvement Program.

26-G-28

FY 2027 – FY 2032 Capital Improvements Plan

Town Manager's Proposal

Town Council Meeting

April 28, 2026

John Irish, Deputy Director of Public Works Engineering

Agenda

Intro
- Definition and Purpose of CIP
- Alignment with 2030 Comprehensive Plan

FY27
- Highlighting New projects

FY27 - 32
- Plan Overview
- Costs and Funding Sources
- Financial Impact Considerations

Recap
- Summary

Definition and Purpose

- The Capital Improvements Plan (CIP) is a financial planning document with a six-year schedule for a variety of public facilities and improvements throughout the Town.

- The first year of the CIP becomes part of the annual operating budget.

- Beyond the first year (the budget year) the CIP is a plan and a general commitment to support major project phases from concept through design and construction. Complete project funding for some projects has not been identified yet.

- CIP projects support the 2024 -2029 Town Council's Strategic Plan's goals.

Alignment with the Comprehensive Plan

- Projects should support the intent and implementation of the 2030 Comprehensive Plan.
- The 2030 Comprehensive Plan includes planning guidance for significant improvements in town infrastructure and facilities that may require issuance of general obligation bonds.
- Major infrastructure CIP projects are necessary to support development and/or redevelopment per the Comprehensive Plan.

New FY27 – FY32 Projects

- **Bready Park Tennis Court Year-Round Conversion - $270,000**
  Reduce the impact of inclement weather on programming
  FY2027 Design and Partial Construction - General Funds/Proffers
- **Racquet Ball Courts Renovations - $1,600,000**
  Eliminating an unhealthy environment
  FY2027 Design and Construction – General Obligation Bonds
- **HCC Roof Replacement - $1,600,000**
  Protects a key public facility from water damage and service disruptions in coordination with Energy Conservation Project
  FY2028 – Unfunded
- **Salt Storage - $1,200,000**
  Addresses deteriorating structure and brine production and MS4 Requirements
  FY2029 Design / FY2030 Construction - Unfunded
- **Generator Upgrades - $825,000**
  HPD, HMC. And Town Shop
  FY2027 Design / FY2028 Construction – Unfunded
- **Pump Station for Irrigation (Golf)- $375,000**
  Improving system control, efficiency, and troubleshooting.
  FY2027 Design and Construction $375,000 - Enterprise Funds

FY27 – FY32 Plan Costs Overview

	#	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	Total
Multimodal Transportation	9	4,619,014	13,120,266	30,050,741	46,382,923	9,380,062	8,216,037	**$111,769,043**
Government Facilities Infrastructure	12	6,675,000	4,155,000	11,595,000	1,625,000	300,000	6,750,000	**$31,100000**
Stormwater Management	2	2,075,000	910,000	1,325,000	2,400,000	350,000	350,000	**$7,410,000**
Parks and Recreation	6	370,000	2,566,615	549,000	230,000	1,869,000	975,000	**$6,559,615**
Sub Total FY2027		**13,739,014**				**Total General Government Funds**		**156,838,658**
Water and Sewer Fund	7	15,190,000	56,262,000	23,856,000	7,955,000	4,741,000	3,340,000	**$111,344,000**
Golf Fund	1	350,000	-	-	-	-	-	**$350,000**
Cemetery Fund	1	1,900,000	-	-	-	-	-	**$1,900,000**
Sub Total FY2027		**17,440,000**					**Total Enterprise Funds**	**113,594,000**
Total	**38**	**$31,179,014**	**$77,013,881**	**$67,375,741**	**$58,592,923**	**$16,640,062**	**$19,631,037**	**$270,432,658**

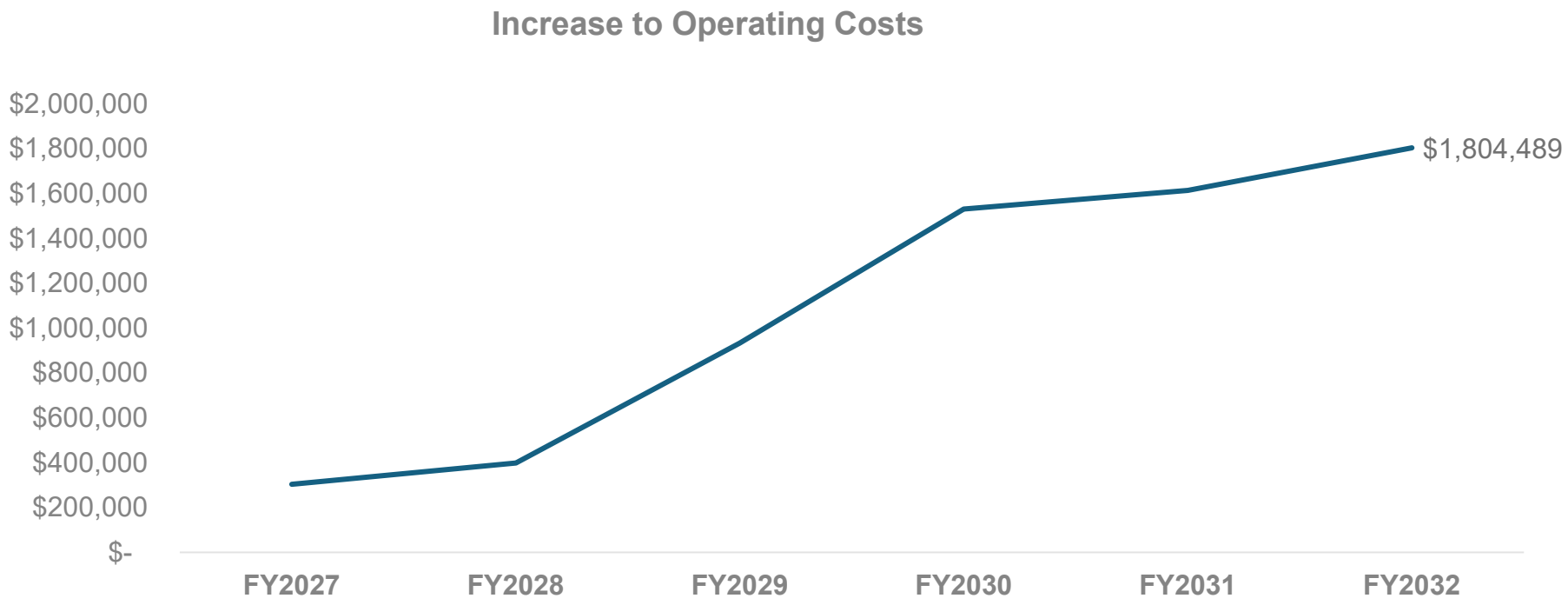
Details on pages 12&13

Proposed FY27–FY32 CIP Funding Source

	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	Total
Enterprise Funds	17,440,000	31,262,000	23,856,000	7,955,000	4,741,000	3,340,000	**$75,994,000**
VDOT/NVTA/Fed/State	4,068,800	12,665,264	28,380,743	28,628,265	2,675,910	6,973,837	**$83,392,819**
W&S Bonds	-	25,000,000	-	-	-	-	**$38,000,000**
Unfunded	-	3,436,615	2,849,000	7,019,658	8,573,152	2,717,200	**$24,645,625**
Capital Reserve Funds	577,214	960,000	270,000	-	50,000	-	**$1,857,214**
G.O. Bonds	6,600,000	-	10,000,000	12,000,000	-	6,000,000	**$34,600,000**
Fairfax County Stormwater Revenue	2,075,000	910,000	1,325,000	2,400,000	350,000	350,000	**$7,410,000**
General Fund	293,000	2,780,000	695,000	590,000	250,000	250,000	**$4,858,000**
Recreation Cash Proffers	125,000	-	-	-	-	-	**$125,000**
Total	**$31,179,014**	**$77,013,879**	**$67,375,743**	**$58,592,923**	**$16,640,062**	**$19,631,737**	**$270,432,658**

Details on pages 14,15,&16

Financial Impact of FY27 – FY32 CIP



Summary

- Projects consistent with Town's 2030 Comprehensive Plan and Town Council's FY2024 – FY 2029 Strategic Plan .
- The CIP adheres to the Town's Fiscal Policies.
- Future funding will need to be identified for some multimodal transportation projects.
- This proposed CIP will require debt financing to complete all projects listed.

Questions/Comments?

Appendix

FY2027-FY2032 CIP Capital Costs – General Government

	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	Budgeted Years
General Government							
Multimodal Transportation and Enhancements							
Central Elden Walkability Improvements	$ 422,000	$ 1,245,000	$ 990,000	$ -	$ -	$ -	$ 2,657,000
East Elden Street Improvements and Widening	$ -	$ 9,852,995	$ 23,745,532	$ 31,094,568	$ -	$ -	$ 64,693,095
Ferndale Ave. Improvements	$ 270,000	$ 235,000	$ -	$ -	$ -	$ -	$ 505,000
Herndon Parkway at Sunset Park Drive Intersection	$ 832,214	$ -	$ 1,741,422	$ 2,100,000	$ 2,321,573	$ -	$ 6,995,209
Locust Street ADA Sidewalk Improvements	$ 533,000	$ -	$ 1,326,516	$ 5,522,865	$ -	$ -	$ 7,382,381
Monroe Street Sidewalk Extension	$ 68,000	$ 120,000	$ 580,000	$ 1,365,000	$ 490,000	$ 1,242,200	$ 3,865,200
Sterling Road Multimodal Improvements	$ -	$ -	$ -	$ 128,000	$ 496,000	$ 862,000	$ 1,486,000
South Elden St (Herndon Parkway to Sterling Rd	$ 2,393,800	$ 1,567,271	$ 1,567,271	$ 6,072,490	$ 6,072,489	$ 6,111,837	$ 23,785,158
Wayfinding & Identification Signage	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ -	$ -	$ 400,000
Total Multimodal Transportation and Enhancements	**$ 4,619,014**	**$ 13,120,266**	**$ 30,050,741**	**$ 46,382,923**	**$ 9,380,062**	**$ 8,216,037**	**$ 111,769,043**
Government Facilities Infrastructure							
1481 Sterling Road's Future Determination	$ 75,000	$ 750,000	$ -	$ -	$ -	$ -	$ 825,000
Generator Upgrades	$ -	$ 75,000	$ 750,000	$ -	$ -	$ -	$ 825,000
Herndon Community Center Roof Replacement	$ -	$ 1,600,000	$ -	$ -	$ -	$ -	$ 1,600,000
Police Radio Consoles	$ -	$ 30,000	$ 325,000	$ -	$ -	$ -	$ 355,000
Police Security Gate (Rear Access)	$ -	$ 550,000	$ -	$ -	$ -	$ -	$ 550,000
Racquetball Courts Renovation	$ 1,600,000	$ -	$ -	$ -	$ -	$ -	$ 1,600,000
Runnymede Park-Atkins House Demolition	$ -	$ -	$ 25,000	$ 175,000	$ -	$ -	$ 200,000
Salt Storage	$ -	$ -	$ 120,000	$ 1,200,000	$ -	$ -	$ 1,320,000
Sidewalks, Trails and Bicycle Facilities	$ -	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 1,250,000
Town Hall Square & Depot Improvements	$ -	$ 650,000	$ 125,000	$ -	$ -	$ -	$ 775,000
Town Wide Energy Conservation	$ 5,000,000	$ -	$ 10,000,000	$ -	$ -	$ 6,000,000	$ 21,000,000
Town-wide Security Improvements	$ -	$ 250,000	$ -	$ -	$ 50,000	$ 500,000	$ 800,000
Total General Government Infrastructure	**$ 6,675,000**	**$ 4,155,000**	**$ 11,595,000**	**$ 1,625,000**	**$ 300,000**	**$ 6,750,000**	**$ 31,100,000**
Parks & Recreation							
Bready Park Tennis Bubble Year-Round Conversion	$ 270,000	$ -	$ -	$ -	$ -		$ 270,000
Herndon Community Center Life Cycle Projects	$ 50,000	$ 500,000	$ -	$ -	$ -	$ 350,000	$ 900,000
Park Equipment Replacement Program	$ -	$ 525,000	$ 449,000	$ -	$ -	$ 400,000	$ 1,374,000
Runnymede Park Passive Environmental Education	$ 50,000	$ 520,000	$ -	$ -	$ -	$ -	$ 570,000
Sports Field and Park Improvements	$ -	$ 1,021,615	$ 100,000	$ 150,000	$ 1,425,000	$ -	$ 2,696,615
W&OD Trail Lighting	$ -	$ -	$ -	$ 80,000	$ 444,000	$ 225,000	$ 749,000
Total Parks & Recreation	**$ 370,000**	**$ 2,566,615**	**$ 549,000**	**$ 230,000**	**$ 1,869,000**	**$ 975,000**	**$ 6,559,615**
Stormwater Management							
Stormwater Facility Repair	$ 825,000	$ 560,000	$ 975,000	$ -	$ -	$ -	$ 2,360,000
Stream Restoration Program	$ 1,250,000	$ 350,000	$ 350,000	$ 2,400,000	$ 350,000	$ 350,000	$ 5,050,000
Total Stormwater	**$ 2,075,000**	**$ 910,000**	**$ 1,325,000**	**$ 2,400,000**	**$ 350,000**	**$ 350,000**	**$ 7,410,000**
Total General Government Projects	**$ 13,689,014**	**$ 20,801,881**	**$ 43,519,741**	**$ 50,637,923**	**$ 11,899,062**	**$ 16,291,037**	**$ 156,838,658**

FY2027-FY2032 CIP Capital Costs – Enterprise

	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	Budgeted Years
Enterprise Fund Projects							
Cemetery							
Chestnut Grove Cemetery	$ 1,900,000	$ -	$ -	$ -	$ -	$ -	$ 1,900,000
Total Cemetery	**$ 1,900,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,900,000**
Golf Course							
Pump station for Irrigation System	$ 350,000	$ -	$ -	$ -	$ -	$ -	$ 350,000
Total Golf Course	**$ 350,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 350,000**
Sewer Service & Maintenance							
Sewer System Conveyance	$ -	$ 13,000,000	$ -	$ -	$ -	$ -	$ 13,000,000
Sewer Main Relining and Manhole Rehab Program	$ 500,000	$ 600,000	$ 700,000	$ 800,000	$ 900,000	$ 500,000	$ 4,000,000
Sewer Capacity Purchase	$ -	$ 25,000,000	$ -	$ -	$ -	$ -	$ 25,000,000
Sewer - Major Vehicles/Equipment	$ 80,000	$ 350,000	$ -	$ -	$ -	$ -	$ 430,000
Total Sewer Service & Maintenance	**$ 580,000**	**$ 38,950,000**	**$ 700,000**	**$ 800,000**	**$ 900,000**	**$ 500,000**	**$ 42,430,000**
Water Supply & Maintenance							
Water Utility Master Plan Improvements	$ 9,407,000	$ 8,050,000	$ 16,150,000	$ 2,200,000	$ -	$ -	$ 35,807,000
Water - Major Vehicles/Equipment	$ 461,000	$ 500,000	$ -	$ -	$ -	$ -	$ 961,000
General Water Maintenance and Replacement	$ 4,742,000	$ 8,762,000	$ 7,006,000	$ 4,955,000	$ 3,841,000	$ 2,840,000	$ 32,146,000
Total Water Supply & Maintenance	**$ 14,610,000**	**$ 17,312,000**	**$ 23,156,000**	**$ 7,155,000**	**$ 3,841,000**	**$ 2,840,000**	**$ 68,914,000**
Total Water & Sewer Enterprise Fund	**$ 15,190,000**	**$ 56,262,000**	**$ 23,856,000**	**$ 7,955,000**	**$ 4,741,000**	**$ 3,340,000**	$ 111,344,000
Total Capital Costs	**$ 31,179,014**	**$ 77,013,881**	**$ 67,375,741**	**$ 58,592,923**	**$ 16,640,062**	**$ 19,631,037**	**$ 270,432,658**

FY2027-FY2032 CIP Funding Sources

	Request Title	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	Total Budgeted
General Fund								
	Wayfinding & Identification Signage	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ -	$ -	$ 400,000
	Herndon Community Center Life Cycle Projects	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
	Monroe Street Sidewalk Extension	$ 68,000	$ -	$ 20,000	$ 65,000	$ -	$ -	$ 153,000
	Town-wide Security Improvements	$ -	$ 250,000	$ -	$ -	$ -	$ -	$ 250,000
	1481 Sterling Road's Future Determination	$ 75,000	$ -	$ -	$ -	$ -	$ -	$ 75,000
	Runnymede Park-Atkins House Demolition	$ -	$ -	$ -	$ 175,000	$ -	$ -	$ 175,000
	Herndon Community Center Roof Replacement	$ -	$ 1,600,000	$ -	$ -	$ -	$ -	$ 1,600,000
	Police Security Gate (Rear Access)	$ -	$ 550,000	$ -	$ -	$ -	$ -	$ 550,000
	Police Radio Consoles	$ -	$ 30,000	$ 325,000	$ -	$ -	$ -	$ 355,000
	Sidewalks, Trails and Bicycle Facilities	$ -	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 1,250,000
Total General Fund		**$ 293,000**	**$ 2,780,000**	**$ 695,000**	**$ 590,000**	**$ 250,000**	**$ 250,000**	**$ 4,858,000**
Capital Reserve Funds								
	Bready Park Tennis Bubble Year-Round Conversion	$ 195,000	$ -	$ -	$ -	$ -	$ -	$ 195,000
	Town Hall Square & Depot Improvements	$ -	$ 650,000	$ 125,000	$ -	$ -	$ -	$ 775,000
	Salt Storage	$ -	$ -	$ 120,000	$ -	$ -	$ -	$ 120,000
	Generator Upgrades	$ -	$ 75,000	$ -	$ -	$ -	$ -	$ 75,000
	Town-wide Security Improvements	$ -	$ -	$ -	$ -	$ 50,000	$ -	$ 50,000
	Runnymede Park-Atkins House Demolition	$ -	$ -	$ 25,000	$ -	$ -	$ -	$ 25,000
	Herndon Parkway at Sunset Park Drive Intersection	$ 112,214	$ -	$ -	$ -	$ -	$ -	$ 112,214
	Ferndale Ave. Improvements	$ 270,000	$ 235,000	$ -	$ -	$ -	$ -	$ 505,000
Total Capital Reserve Funds		**$ 577,214**	**$ 960,000**	**$ 270,000**	**$ -**	**$ 50,000**	**$ -**	**$ 1,857,214**
Recreation Cash Proffers								
	Bready Park Tennis Bubble Year-Round Conversion	$ 75,000	$ -	$ -	$ -	$ -	$ -	$ 75,000
	Runnymede Park Passive Environmental Education	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
Total Recreation Cash Proffers		**$ 125,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 125,000**
G.O. Bonds								
	East Elden Street Improvements and Widening	$ -	$ -	$ -	$ 12,000,000	$ -	$ -	$ 12,000,000
	Town Wide Energy Conservation Program	$ 5,000,000	$ -	$ 10,000,000	$ -	$ -	$ 6,000,000	$ 21,000,000
	Racquetball Court Renovation	$ 1,600,000	$ -	$ -	$ -	$ -	$ -	$ 1,600,000
Total G.O. Bonds		**$ 6,600,000**	**$ -**	**$ 10,000,000**	**$ 12,000,000**	**$ -**	**$ 6,000,000**	**$ 34,600,000**

FY2027-FY2032 CIP Funding Sources (continued)

	Request Title	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	Total Budgeted
Multi-Modal Transportation								
	Central Elden Walkability Improvements	$ -	$ 106,000	$ -	$ -	$ -	$ -	$ 106,000
Total NVTA -Local 30% Revenue (HB2313 Local))		**$ -**	**$ 106,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 106,000**
	East Elden Street Improvements and Widening	$ -	$ -	$ 3,000,000	$ 7,400,000	$ -	$ -	$ 10,400,000
Total NVTA -Regional 70% Revenue (HB2313 Regional)		**$ -**	**$ -**	**$ 3,000,000**	**$ 7,400,000**	**$ -**	**$ -**	**$ 10,400,000**
	East Elden Street Improvements and Widening	$ -	$ 3,022,498	$ 3,704,503	$ 10,650,568	$ -	$ -	$ 17,377,569
	South Elden Street (Herndon Parkway to Sterling Road	$ -	$ -	$ -	$ 3,892,580	$ -	$ -	$ 3,892,580
	Herndon Parkway at Sunset Park Drive Intersection	$ 720,000	$ -	$ 1,741,422	$ 1,036,631	$ -	$ -	$ 3,498,053
	Locust Street ADA Sidewalk Improvements	$ 533,000	$ -	$ 1,326,516	$ 1,796,576	$ -	$ -	$ 3,656,092
Total Revenue Sharing (Local match) - VDOT Funding Program		**$ 1,253,000**	**$ 3,022,498**	**$ 6,772,441**	**$ 17,376,355**	**$ -**	**$ -**	**$ 28,424,294**
	East Elden Street Improvements and Widening	$ -	$ -	$ 4,000	$ 1,044,000	$ -	$ -	$ 1,048,000
	Sterling Road Multi-Modal Improvements	$ -	$ -	$ -	$ 128,000	$ 496,000	$ 862,000	$ 1,486,000
Total RSTP - NVTA Funding		**$ -**	**$ -**	**$ 4,000**	**$ 1,172,000**	**$ 496,000**	**$ 862,000**	**$ 2,534,000**
	Central Elden Walkability Improvements	$ 422,000	$ 1,139,000	$ -	$ -	$ -	$ -	$ 1,561,000
Total Community Project Funding / 20% Match		**$ 422,000**	**$ 1,139,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,561,000**
	Locust Street ADA Sidewalk Improvements	$ -	$ -	$ -	$ 500,000	$ -	$ -	$ 500,000
Total Congestion Mitigation and Air Quality (CMAQ) - NVTA		**$ -**	**$ -**	**$ -**	**$ 500,000**	**$ -**	**$ -**	**$ 500,000**
	East Elden Street Improvements and Widening	$ -	$ 6,830,495	$ 17,037,031	$ -	$ -	$ -	$ 23,867,526
Total SmartScale - HP (State) - VDOT Funding Program		$ -	**$ 6,830,495**	**$ 17,037,031**	**$ -**	**$ -**	**$ -**	**$ 23,867,526**
	South Elden Street (Herndon Parkway to Sterling Road	$ 2,393,800	$ 1,567,271	$ 1,567,271	$ 2,179,910	$ 2,179,910	$ 6,111,837	$ 15,999,999
Total SmartScale - District Program - VDOT Funding Program		**$ 2,393,800**	**$ 1,567,271**	**$ 1,567,271**	**$ 2,179,910**	**$ 2,179,910**	**$ 6,111,837**	**$ 15,999,999**
	Total Multi-Modal Transportation	**$ 4,068,800**	**$ 12,665,264**	**$ 28,380,743**	**$ 28,628,265**	**$ 2,675,910**	**$ 6,973,837**	**$ 83,392,819**
Fairfax County Stormwater Tax Revenue								
	Stormwater Facility Repair	$ 825,000	$ 560,000	$ 975,000	$ -	$ -	$ -	$ 2,360,000
	Stream Restoration Program	$ 1,250,000	$ 350,000	$ 350,000	$ 2,400,000	$ 350,000	$ 350,000	$ 5,050,000
Total Fairfax County Stormwater Tax Revenue		**$ 2,075,000**	**$ 910,000**	**$ 1,325,000**	**$ 2,400,000**	**$ 350,000**	**$ 350,000**	**$ 7,410,000**

FY2027-FY2032 CIP Funding Sources (continued)

	Request Title	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	Total Budgeted
Unfunded								
	W&OD Trail Lighting	$ -	$ -	$ -	$ 80,000	$ 444,000	$ 225,000	$ 749,000
	Sports Field and Park Improvements	$ -	$ 1,021,615	$ 100,000	$ 150,000	$ 1,425,000	$ -	$ 2,696,615
	Runnymede Park Passive Environmental Education	$ -	$ 520,000	$ -	$ -	$ -	$ -	$ 570,000
	Park Equipment Replacement Program	$ -	$ 525,000	$ 449,000	$ -	$ -	$ 400,000	$ 1,374,000
	Herndon Community Center Life Cycle Projects	$ -	$ 500,000	$ -	$ -	$ -	$ 350,000	$ 850,000
	Monroe Street Sidewalk Extension	$ -	$ 120,000	$ 560,000	$ 1,300,000	$ 490,000	$ 1,242,200	$ 3,712,200
	Central Elden Walkability Improvements	$ -	$ -	$ 990,000	$ -	$ -	$ -	$ 990,000
	South Elden Street (Herndon Parkway to Sterling Road	$ -	$ -	$ -	$ -	$ 3,892,579	$ -	$ 3,892,579
	Salt Storage	$ -	$ -	$ -	$ 1,200,000	$ -	$ -	$ 1,200,000
	Generator Upgrades	$ -	$ -	$ 750,000	$ -	$ -	$ -	$ 750,000
	Town-wide Security Improvements	$ -	$ -	$ -	$ -	$ -	$ 500,000	$ 500,000
	1481 Sterling Road's Future Determination	$ -	$ 750,000	$ -	$ -	$ -	$ -	$ 750,000
	Herndon Parkway at Sunset Park Drive Intersection	$ -	$ -	$ -	$ 1,063,369	$ 2,321,573	$ -	$ 3,384,942
	Locust Street ADA Sidewalk Improvements	$ -	$ -	$ -	$ 3,226,289	$ -	$ -	$ 3,226,289
Total Unfunded		**$ -**	**$ 3,486,615**	**$ 2,849,000**	**$ 7,019,658**	**$ 8,573,152**	**$ 2,717,200**	**$ 24,645,625**
	Total General Government	**$ 13,689,014**	**$ 20,751,879**	**$ 43,519,743**	**$ 50,637,923**	**$ 11,899,062**	**$ 16,291,037**	**$ 156,838,658**
Enterprise Funds								
	Chestnut Grove Cemetery	$ 1,900,000	$ -	$ -	$ -	$ -	$ -	$ 1,900,000
	Carts Barn Replacement	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Water Utility Master Plan Improvements	$ 9,407,000	$ 8,050,000	$ 16,150,000	$ 2,200,000	$ -	$ -	$ 35,807,000
	Water - Major Vehicles/Equipment	$ 461,000	$ 500,000	$ -	$ -	$ -	$ -	$ 961,000
	Sewer Main Relining and Manhole Rehab Program	$ 500,000	$ 600,000	$ 700,000	$ 800,000	$ 900,000	$ 500,000	$ 4,000,000
	Sewer - Major Vehicles/Equipment	$ 80,000	$ 350,000	$ -	$ -	$ -	$ -	$ 430,000
	General Water Maintenance and Replacement	$ 4,742,000	$ 8,762,000	$ 7,006,000	$ 4,955,000	$ 3,841,000	$ 2,840,000	$ 32,146,000
	Pump station for irrigation system	$ 350,000	$ -	$ -	$ -	$ -	$ -	$ 350,000
Total Enterprise Funds		**$ 17,840,000**	**$ 18,262,000**	**$ 23,856,000**	**$ 7,955,000**	**$ 4,741,000**	**$ 3,340,000**	**$ 75,994,000**
Revenue Bonds/Water & Sewer								
	Sewer Capacity Purchase/ Sewer Conveyance	$ -	$ 38,000,000	$ -	$ -	$ -	$ -	$ 38,000,000
Total Revenue Bonds/Water & Sewer		**$ -**	**$ 38,000,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 38,000,000**
Total Funding Source		**$ 31,179,014**	**$ 77,013,879**	**$ 67,375,743**	**$ 58,592,923**	**$ 16,640,062**	**$ 19,631,037**	**$ 270,432,658**

Agenda Item: **Ordinance 26-O-13 to amend the Fiscal Year (FY) 2026 Adopted Budget**

Meeting Date: April 28, 2026

Category: Consent

Prepared by: Marjorie Sloan, Finance Director, Maria Lee, Budget Manager

Description:
Staff is proposing Amendment 4 to the FY 2026 Adopted Budget. The proposed amendment impacts the General Fund.

Background/Timing Impact:
1. Herndon Police Department
Appropriate $37,339 in the General Fund to support the Herndon Police Department (HPD). This budget amendment funds several necessary security and facility improvements within the Police Department totaling $37,339. Improvements include infilling glass and openings on an interior wall in the HPD Evidence Room to better secure property and evidence ($8,900); replacing the physical door in the Real Time Crime Center with a glass door and adding a proxy reader and lock to enhance access control ($21,439); and associated other carpet and repairs ($7,000). The expenditure increases are fully funded by Fire and Public Safety Proffers. The Fire and Public Safety Proffers currently have a sufficient balance and no additional General Fund revenue is required.

Timing Impact
Spending anticipated during FY 2026 upon approval of the ordinance.

Strategic Focus Area:
Strong Fiscal Stewardship

Fiscal Impact:
The net impact on the overall budget is $37,339, funded by the Fire and Public Safety Proffers. Details of the revenue/expense impact can be found in Attachment A.

Legal Impact:
Virginia Code § 15.2-2507 allows localities to amend their adopted budget. The total amount of the amendment is less than 1% of the aggregate expenditures in the currently adopted budget, and therefore falls below the threshold that triggers the

statutory public notice and hearing requirements.

Staff Recommendation/Next Steps:
Recommend approval to amend the Fiscal Year (FY) 2026 Adopted Budget for the General Fund.

Attachments:
1. Ordinance (Proposed)
2. Attachment A (Budget Amendment 4)

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

ORDINANCE

APRIL 28, 2026

Ordinance- to amend the Fiscal Year (FY) 2026 Adopted Budget for the General Fund.

In adopting this ordinance, the Town Council has considered the Town Manager's recommended budget modifications as described in Attachment A, FY 2026 Budget Amendment Number 4.

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

1. The financial adjustments to the FY 2026 budget, as described in Attachment A, FY 2026 Budget Amendment Number 4 to this ordinance, are approved.

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

26-O-13

TOWN OF HERNDON, VIRGINIA

FY 2026

BUDGET AMENDMENT NUMBER 4

The following appropriations and funding sources are proposed for amendment:

GENERAL FUND

Expenditure Appropriations	Amount	Revenue Source	Amount
HPD security and facility improvements	$37,339	Fire and Public Safety Proffers	$37,339
Total	**$37,339**		**$37,339**

Town Council Regular Meeting
Agenda Item 7.b.

Agenda Item: **Resolution 26-G-29 to Adopt the Roadway Safety Action Plan**

Meeting Date: April 28, 2026

Category: Consent

Prepared by: Mike Shindledecker, Transportation Engineer

Description:
This resolution formally adopts the Town of Herndon Roadway Safety Action Plan.

Background/Timing Impact:
The Roadway Safety Action Plan process kicked off in June 2025. As a precursor to this project, the Town Council of Herndon resolved to apply for a grant under the Safe Streets and Roads for All (SS4A) Program of the United States Department of Transportation (USDOT) under Resolution 24-G-17 on March 26, 2024. The town was successful in its application and executed a grant agreement with the Federal Highway Administration effective January 8, 2025. The town subsequently retained the services of a consulting firm in June 2025 to aid in the development of the Safety Action Plan.

The SS4A program supports the USDOT National Roadway Safety Strategy and goal of zero roadway deaths using a “Safe System Approach”. Funds are awarded on a competitive basis to support planning, infrastructural, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.

Actions preceding this resolution consist of:

- The initial request to Town Council to approve a grant application was presented on March 26, 2024: https://herndonva.portal.civicclerk.com/event/18/overview
- An update on the Roadway Safety Action Plan was presented with approval for contract award May 27, 2025: https://herndonva.portal.civicclerk.com/event/581/overview
- Town Council identified draft goals and timeline during work session on August 6, 2025: https://herndonva.portal.civicclerk.com/event/581/overview
- The draft Roadway Safety Action Plan was presented to Town Council during a joint work session with the Town's Planning Commission on February 17, 2026.
- The town's Planning Commission resolved to support adoption of the Roadway Safety Action Plan on March 23, 2026.
- The town's Pedestrian and Bicycle Advisory Committee issued a memorandum

supporting adoption of the Roadway Safety Action Plan on March 25, 2026.

The final Roadway Safety Action Plan is now complete following nearly nine months of public engagement and technical analysis. The second and final round of public engagement occurred in February 2026 where key stakeholders and the broader community provided comments on the draft plan. This final version incorporates community comments and sets a formal path toward achieving a goal of zero traffic deaths or serious injuries within 12 years.

Timing Impact:
The Roadway Safety Action Plan commits the town to the goal of eliminating roadway fatalities and serious injuries by 2038.

Strategic Focus Area:
Secure and Interconnected Community
Thriving Community

Fiscal Impact:
The adoption of the Roadway Safety Action Plan will not obligate town funds, though two fiscal impacts may precipitate from adoption in future fiscal years. The plan outlines that town staff anticipate submitting grant applications following adoption of the plan which may obligate funds pending award, and execution of the Roadway Safety Action Plan will incur both capital and programmatic costs in future fiscal years.

Legal Impact:
This item does not have a direct legal impact. Elements of the draft Roadway Safety Action Plan include recommendations for new and modified town ordinance(s).

Staff Recommendation/Next Steps:
Staff recommends adoption of the Town of Herndon Roadway Safety Action Plan.

Attachments:
1. Resolution (Proposed)
2. Herndon Roadway Safety Action Plan 2026

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

RESOLUTION

APRIL 28, 2026

Resolution- to Adopt the Town of Herndon Roadway Safety Action Plan.

Traffic deaths and injuries on our streets are unacceptable. With this in mind, the Town's 2029 Strategic Plan establishes a goal for a convenient and safe interconnected multimodal network. This goal should be achieved through supporting a shift in user mode choice, a focus on developing a thriving community, and with strategies that support economic development. The Town Council seeks to use a Vision Zero framework with application of the Safe Systems approach: Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care.

With the above goals and basis of strategy, the Town of Herndon prepared the Roadway Safety Action Plan. The plan is based on data, formulated using community input, and prioritized considering feasibility. The result is a list of infrastructure and programmatic actions to eliminate fatalities and serious injuries on town roads by 2038.

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

1. The Town will adopt a goal to eliminate all traffic deaths and serious injuries on town roadways by 2038; and

2. Furthermore, the Town of Herndon Roadway Safety Action Plan is adopted.

26-G-29

TOWN OF HERNDON

Roadway Safety Action Plan



APRIL 2026

TOWN OF Herndon





ACKNOWLEDGMENTS

Mayor & Town Council

- Mayor Keven LeBlanc
- Vice Mayor Clark Hedrick
- Councilmember Naila Alam
- Councilmember Cesar del Aguila
- Councilmember Kelvin Garcia
- Councilmember Michael T. Lloyd
- Councilmember Alex Reyes

Planning Commission

Pedestrian and Bicycle Advisory Committee

Traffic Engineering Improvement Committee

- Scott Robinson, Director of Public Works
- John Irish, Deputy Director of Public Works, Engineering
- Captain Chad Findley, Herndon Police Department
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Available online at www.herndon-va.gov/rsap

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PHOTO SOURCES
Cover: Kittelson & Associates, Inc.
Left: Town of Herndon



1. INTRODUCTION

Move ***differently.***

Move ***safely.***

Move Herndon forward.

PHOTO SOURCE
Fadrique Iglesias

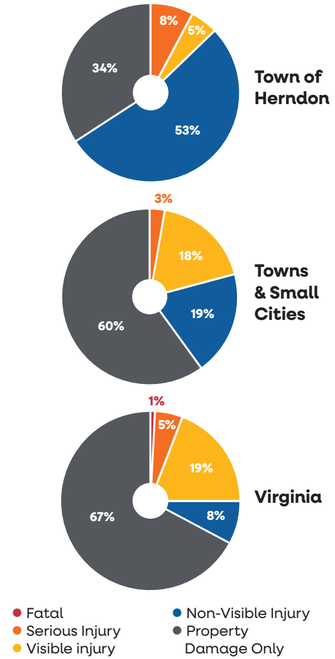
The Time to Plan a Safer Future is Today

Herndon has one of the highest rates of severe crashes in the state compared to similar Virginia communities, though we've been fortunate that traffic death rates are comparatively low. Our population and density are both poised to rise with new development transforming the area around the Metro. As we prepare our 2050 Comprehensive Plan, it's important that we resolve the transportation safety issues we have now and avoid introducing new ones. This Roadway Safety Action Plan (RSAP) will ensure Herndon's transformation into a thriving, interconnected place.

About the Roadway Safety Action Plan

The Town of Herndon developed this plan to make our streets safer for everyone—whether you walk, bike, roll, drive, or take transit. Funded by the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program, the RSAP will guide safety investments to reduce and eventually eliminate serious traffic injuries and deaths.

Five-Year Severity Comparison 2018-2022



The RSAP coordinates with the transportation chapter of the Comprehensive Plan. Together, these two documents will help the Town identify and prioritize road safety projects as they develop capital improvement plans, strategic plans, and network master plans.

The team analyzed crash data and consulted the community to map safety challenges around Herndon and prioritize safety improvements where they're needed most. The plan is built around USDOT's Safe System Approach—a holistic framework to make places safer for people.

The RSAP is part of the Town's broader commitment to planning for Herndon's future, including the ongoing 2050 Comprehensive Plan, the Market Study and Economic Development Strategy, the Urban Forest Master Plan, and numerous housing and small area plans.

The RSAP embodies the Secure and Interconnected Community and Thriving Community strategic focus areas in the 2050 Comprehensive Plan. Actions under the RSAP will help us improve quality of life, support economic development, and provide more options for travel in Herndon.



Strategies include...



ENGINEERING
Safer crosswalks and intersections or improved bike and pedestrian infrastructure



EDUCATION
Communications campaigns or other efforts focused on sharing the rules of the road



ENFORCEMENT
Using speed cameras or otherwise ticketing traffic law violations



EVALUATION
Tracking progress on plan implementation or analyzing before/after crash data

Making the Most of Available Resources

The RSAP uses a data-driven framework to help the Town of Herndon prioritize our capital projects and programmatic spending to align with community goals. It makes us more competitive for grant funding.

The plan also explains how we will improve processes and make the most of emerging technologies to enhance safety and connectivity in our community. A better-connected and better-informed community is a safer community.

Our Vision Zero Goal: Eliminating Fatalities and Serious Injuries within 12 Years

Adoption of this RSAP represents the Town's firm commitment to eliminating Herndon's roadway fatalities and serious injuries within the next 12 years. The RSAP was assembled with this goal in mind. To support our 12-year goal, the Town has developed objectives, strategies, and metrics of success.



Goal: Eliminate Fatalities and Serious Injuries within 12 years.

Objective 1:

Implement transportation safety improvements on Town facilities.

Strategy 1A

Department of Public Works (DPW) designs and implements the 23 projects on the High Injury Network. Department of Community Development (CD) leverages state and national funding.

Metrics of success

1. Identify funding for approximately three projects per year starting in 2026.
2. Construct approximately three projects per year starting in 2029.

Strategy 1B

DPW evaluates all Town signals for appropriate clearance intervals and signal equipment, making this a task for every traffic study.

Metrics of success

1. Develop a worksheet/checklist for evaluating signals by 2027.
2. Maintain and update a database of Town signal checks.
3. Check and upgrade (as needed) half of Town signals by 2032.

Strategy 1C

DPW reviews signing and pavement marking for any deficiencies as a part of regular maintenance activities, such as repaving or sidewalk repair. This also includes reviewing bus stop locations to confirm crosswalks are provided nearby.

Metrics of success

1. Develop a pre-maintenance checklist and post-maintenance checklist for evaluating signing and pavement markings by 2027.
2. Complete pre-maintenance and post-maintenance evaluations for all projects starting by 2028.

Strategy 1D

CD and DPW designs and implements gateway[1] or placemaking treatments for roadways crossing the Town boundary.

Metrics of success

1. Develop the standard gateway treatment for roadways crossing the Town boundary by 2028.
2. Construct at least five gateway treatments by 2035.
3. Construct all seven gateway treatments by 2037.

1. A gateway treatment marks a transition to a slower-speed street. https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/gateway/

Objective 2:

Improve Town processes and plans regarding data collection and analysis.

Strategy 2A

Herndon Police Department (HPD) collects non-reportable crashes with police dispatch logs and/or other community-reported data with support from DPW.

Metrics of success

1. Establish a standard operating procedure document for collecting and analyzing log data by 2027.
2. Incorporate number of pedestrian and bicycle dispatch calls into yearly reporting and tracking by 2028.
3. Identify alternative pedestrian and bicycle crash data sources by 2030.

Strategy 2B

DPW evaluates recently completed projects.

Metrics of success

1. Evaluate projects constructed since 2023 by 2027.
2. Continue project evaluations as soon as one full year of crash data is available.
3. Complete yearly RSAP progress evaluation.

Strategy 2C

DPW updates the Town ADA Transition Plan.

Metrics of success

1. Complete update to ADA Transition Plan by 2027.
2. Collect Townwide infrastructure data by 2027.
3. Develop and initiate progress tracking by 2028.

Strategy 2D

DPW incorporates innovative analysis methods for safer Complete Streets.

Metrics of success:

1. Test at least one method with the Corridor Safety Audit by 2028.
2. Identify at least one method and develop guidance by 2029.
3. Incorporate at least one method into standard analyses for designing High Injury Network projects by 2030.
4. Develop staff training on multimodal safety.



What is a Complete Street?

Complete Streets can be safely accessed by people of all ages and abilities, whether on foot, riding bikes, driving a car, or taking the bus. Learn more from **Smart Growth America**.

Objective 3:

Incorporate roadway safety into Town communications.

Strategy 3A

Communications and Economic Development leads educational outreach for seasonal roadway safety and active transportation tips, including responsible use of micromobility devices and crosswalks.

Metrics of success

1. Develop a seasonal messaging calendar by 2027.
2. Complete seasonal messaging each year, starting in 2028.

Strategy 3B

Distribute educational materials to new and existing residents with water bills as well as to larger businesses, apartment building managers, schools, and community groups.

Metrics of success

1. Develop educational materials to distribute to residents by 2028, as well as non-paper messaging such as billboards or virtual engagement.
2. Regularly distribute educational materials when residents sign up for water service, starting in 2029.

Strategy 3C

CD and DPW installs a traffic garden to promote pedestrian and bicycle safety for children, as well as other educational outreach.

Metrics of success

1. Complete at least one traffic garden activity by 2033.
2. Collect attendance at traffic garden, aiming for 500 participants.
3. Identify community groups for outreach as well as future safety education opportunities.

Strategy 3D

Communications and Economic Development with support from HPD coordinates with the Washington Regional Alcohol Program.

Metrics of success

1. Become a member of the WRAP by 2030.
2. Work with alcohol-serving establishments to discourage drunk driving, starting by 2030.

Objective 4:

Implement new measures authorized by law.

Strategy 4A

HPD supports and uses Automated Traffic Enforcement, with support from DPW.

Metrics of success

1. Pass ordinance by 2026 to allow use of red light running cameras.
2. Install at least one red light running camera by 2027.
3. Complete evaluation(s) of red light camera by 2029.

Strategy 4B

DPW works with Town Council to determine where lowered speed limits may be appropriate across town, alongside design elements to self-enforce new speed limits.

Metrics of success

1. Incorporate use and justification of 20 mph zone into Town Standards for Traffic Calming and Crosswalks by 2032.
2. Pass ordinance by 2030 to allow for use of 20 MPH speed limit in Town.
3. Complete evaluation(s) of any reduced speed deployments after one year following deployment.





How did we arrive at this 12-year goal?

The RSAP goal is rooted in research and stakeholder collaboration. Learn more in Appendix A: Document Review & Goal Setting Technical Memo.

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2. HERNDON TODAY

Herndon Lives and Moves Differently

With its historic character, abundant green space, and thriving community spirit, Herndon is not just any northern Virginia town. Only 22 miles from downtown Washington, D.C., Herndon has no freeways or highways within Town limits. The highest speed limit in town is 35 mph, significantly lower than the highest limit in surrounding areas.

Herndon's unique mix of land uses, transportation system, and people require a set of safety strategies tailored to our community's specific needs. To develop these strategies, we needed a thorough understanding of the current state of Herndon's transportation safety today—where crashes are happening, what's causing them, and who is involved. This will enable us to target our efforts where they are most needed.

The team analyzed the five most recent years of available Virginia Department of Motor Vehicles Traffic Records Electronic Data System (TREDS) crash data (2019-2023), 10 years of data specific to crashes involving pedestrians and cyclists (2013-2023), and other sources.[1] This analysis helped the team identify safety challenges and develop a High Injury Network (HIN) map highlighting the roadway segments and intersections where fatal and serious-injury crashes are happening.

Take a deeper dive

Explore the full data and our analysis in

Appendix B: Existing Conditions Technical Memo

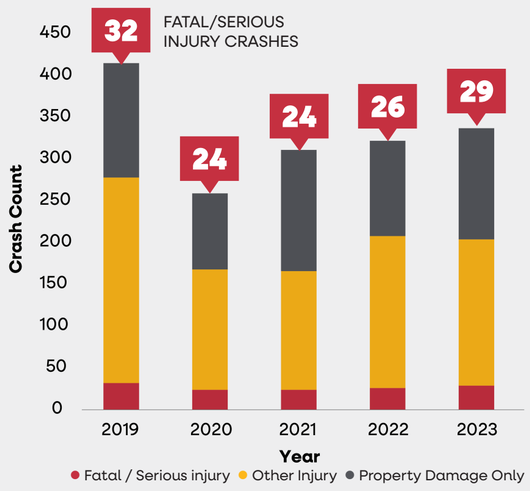
1. For a complete listing of data sources, see Appendix B: Existing Conditions.

Key Roadway Safety Findings

CRASHES ARE LOWER THAN THE RECENT HIGH IN 2019, BUT RISING

Though crashes have been rising since 2020, they have yet to reach pre-pandemic levels. This means Herndon has an opportunity to initiate safety interventions before crashes rebound to 2019 levels. In 2023, there were 29 fatal and serious-injury crashes in Herndon.

Crashes by Year and Severity



HERNDON DIFFERS FROM THE REST OF VIRGINIA IN SOME IMPORTANT WAYS

While road deaths are low, Herndon has a higher rate of crashes that cause injury. Crashes at intersections are also high compared to VDOT's Northern Virginia District as a whole. This is not unexpected, given Herndon's urban nature and more-closely-spaced intersections. More unique is the higher rate of roadway departure crashes. This crash type is more common in rural areas with curving roadways and higher speeds.

Incidents involving aging road users and young drivers make up a high percentage of crashes in Herndon and happen at a slightly higher rate than in the Northern Virginia District as a whole. Education may be the best way to reach these community members.

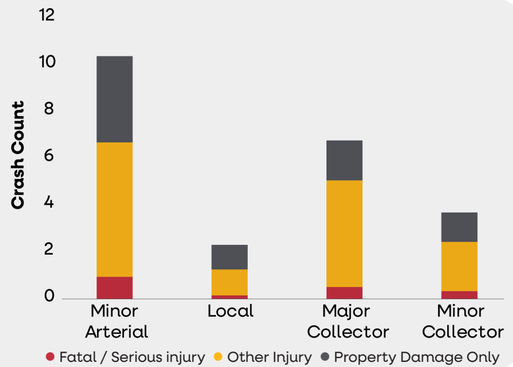
Crashes by Virginia Strategic Highway Safety Plan (SHSP) Emphasis Area

Emphasis Area	VDOT Northern Virginia District	Town of Herndon
Pedestrians	2%	2%
Bicyclists	1%	0%
Motorcyclists	1%	0%
Young Drivers	10%	11%
Aging Road Users	10%	12%
Impaired Driving	16%	6%
Heavy Vehicles	4%	3%
Occupant Protection	2%	2%
Roadway Departure	6%	10%
Intersections	34%	50%
Speeding	14%	3%

MINOR ARTERIALS SEE THE HIGHEST CRASH RATES

Most crashes occurred on minor arterials, like Elden Street and Herndon Parkway. Roadways like these historically prioritize vehicular traffic demand, though often at the expense of safety, multimodal accommodations, and placemaking.

Crashes per Mile by Functional Classification



MOST CRASHES HAPPEN ON ROADS WITH LOWER SPEED LIMITS

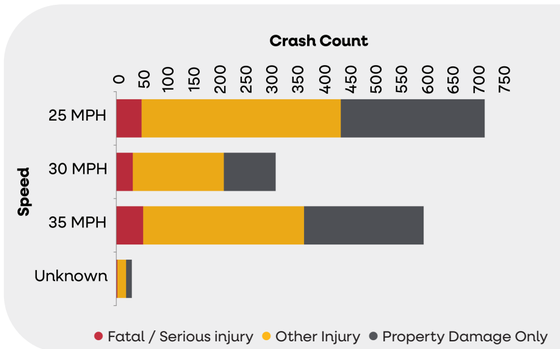
Minor arterials such as Elden Street have high crash rates, indicating where there is a high concentration of both traffic volume and crashes in town. However, a significant number of crashes are dispersed throughout town on neighborhood streets with 25 mph speed limits. Many other agencies in urban areas are targeting design speeds of 20 mph for these types of roads. This change has desirable outcomes for pedestrians and bicyclists, but also benefits motorists by allowing them more reaction time.



What is Design Speed?

Design speed is the highest speed a road was designed to accommodate safely and comfortably. Altering roadway design to look and feel like people should drive a certain way can very effectively slow traffic.

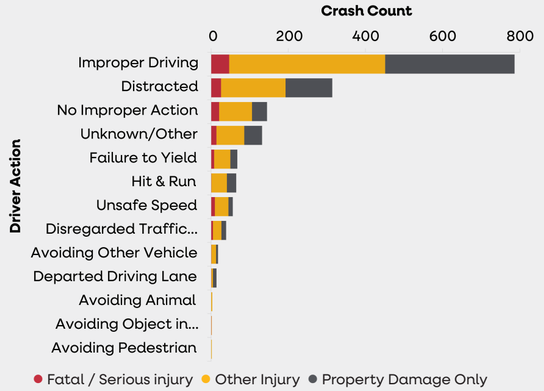
Crashes by Max Posted Speed Limit and Severity



"IMPROPER DRIVING" ACCOUNTS FOR MOST CRASHES

Crash data shows the highest number of crashes are caused by improper driving, but it is not clear what actions constitute improper driving. Conversations with Herndon Police Department suggest this may include speeding. For an officer to code a crash with "unsafe speed" as a contributing factor, there must be evidence or admission of speeding. This likely leads to underreporting speeding behavior.

All Crashes by Driver Action and Severity



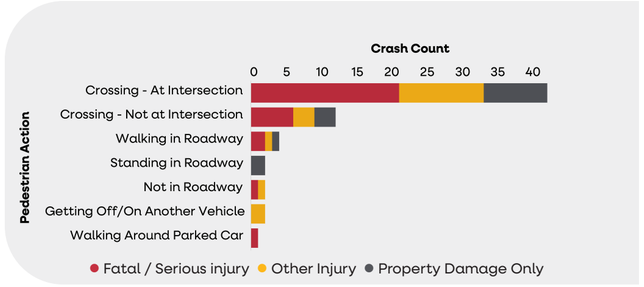
MOST CRASHES INVOLVING PEDESTRIANS HAPPEN AT INTERSECTIONS

Though most pedestrians involved in crashes are crossing at an intersection, data for location-specific crosswalk information was not available. For example, unsignalized crosswalks may be inadequate compared to current standards (missing striping, poor curb ramps, etc.). Conditions such as these may contribute to crashes.

Signal timing may also be a factor, either by delaying crossings or not allowing enough time for a safe crossing. Young children or elderly people may require longer crossing time. People using mobility devices, such as wheelchairs or walkers, may also need more time. Best practice regarding these pedestrian accommodations has changed over the last several years, likely requiring townwide review of current equipment.

For the five years of data analyzed, pedestrian and bicycle crashes made up 17 percent of fatalities and serious-injury crashes while census data indicates only 5.5 percent of Herndon commuters walked or biked to work. The prevalence of pedestrian crashes at intersections suggests that Herndon may need more pedestrian-friendly intersections.

Crashes by Pedestrian Action



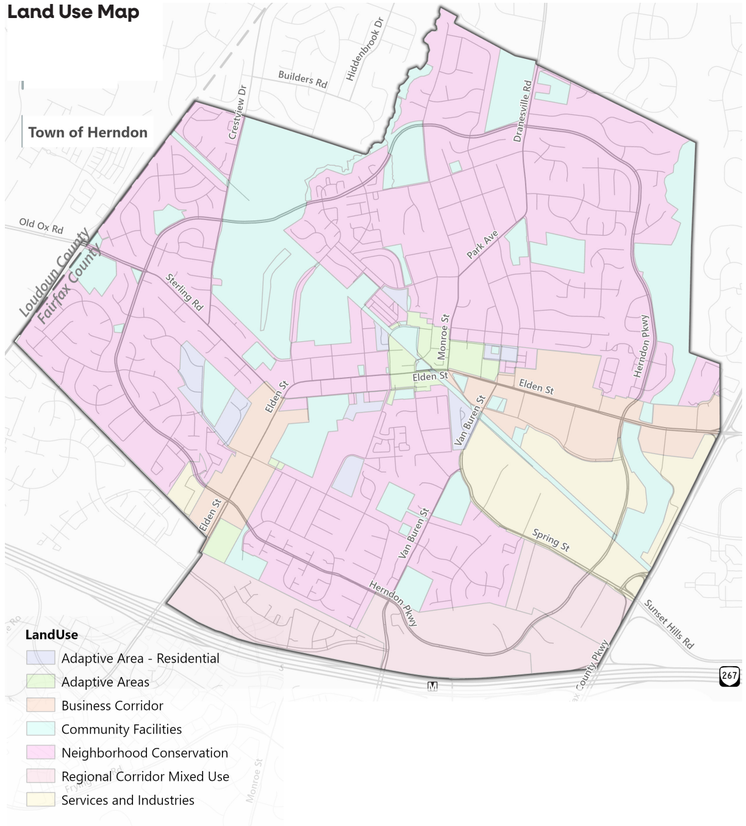
BUSINESS CORRIDOR AREAS LEAD CRASH RATES IN HERNDON

While most of Herndon is comprised of single-family residential land use and most crashes have happened in these areas, the business corridor area has had the highest concentration of crashes (95.67 crashes per mile, compared to 16.04 crashes per mile in single-family residential areas).

Elden Street has especially high crash rates and serves most of the commercial areas of Town. Given that it has an intersection with the W&OD Trail and runs through concentrated activity areas, it is important to consider multimodal safety for this road.

What is an adaptive area?
A zoning designation that allows for redevelopment, higher densities, and mixed-use development.

Land Use Map



High Injury NetworkS HIGHLIGHT HOT SPOTS

A High Injury Network maps roadway segments and intersections with heightened crash frequency and severity, assigning more weight to more severe crashes. Knowing where crashes are happening helps us prioritize our safety efforts, allowing us to make the most of limited resources.

The project team developed three separate maps for Herndon: one including crashes at the roadway segment level, one showing crashes involving bicyclists and pedestrians, and one including all crashes at intersections.

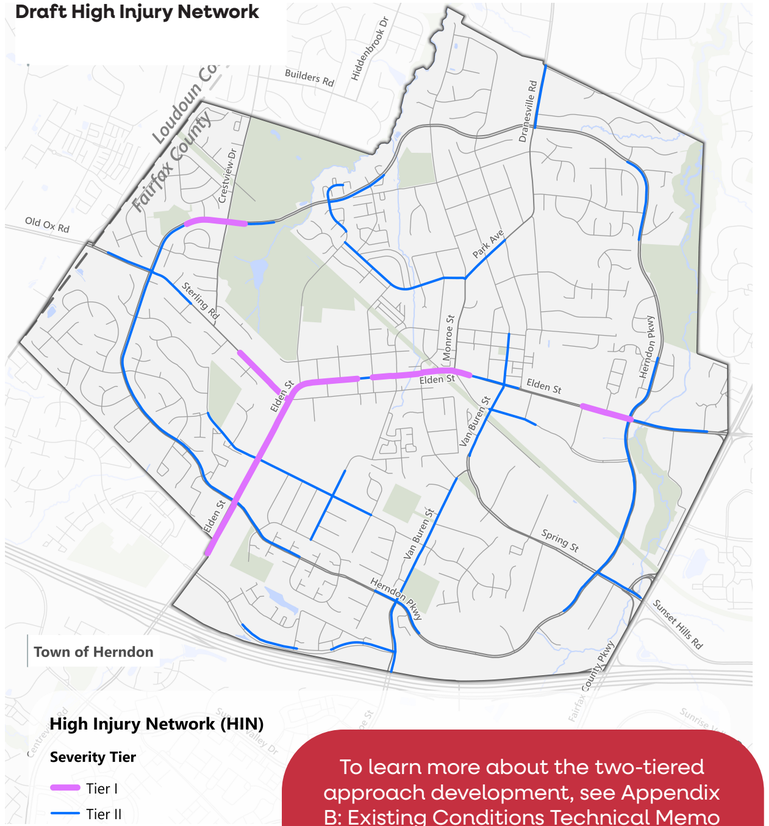
The maps each divide Herndon's high-crash locations into two tiers, with Tier I representing locations with the most frequent and most severe crashes.

Crashes at the Segment Level

Crash data highlights Elden Street throughout most of the Town. Other locations of interest include a segment of Sterling Road and one segment of Herndon Parkway in Tier I.

Notable roadways in Tier II include long stretches of Herndon Parkway and Alabama Drive, and additional portions of Sterling Road.

Draft High Injury Network

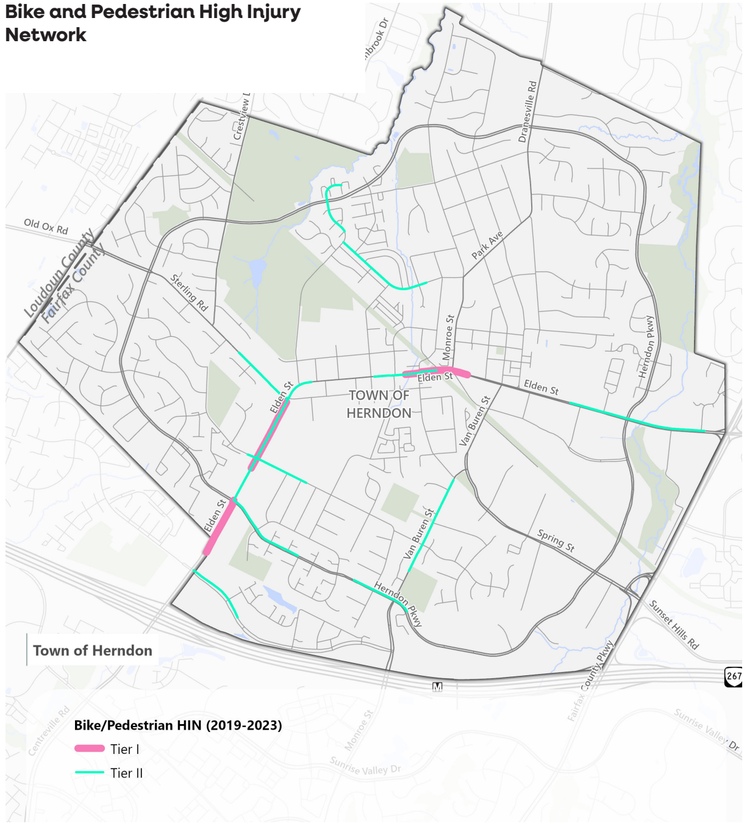


To learn more about the two-tiered approach development, see Appendix B: Existing Conditions Technical Memo

Crashes involving Bicyclists and Pedestrians

Many of the locations with high rates of crashes involving pedestrians and bicyclists overlap with the overall map. Only a few new segments are represented here: the west end of Worldgate Drive, Herndon Parkway east of Elden Street/Centreville Road, and Ferndale Avenue.

Bike and Pedestrian High Injury Network

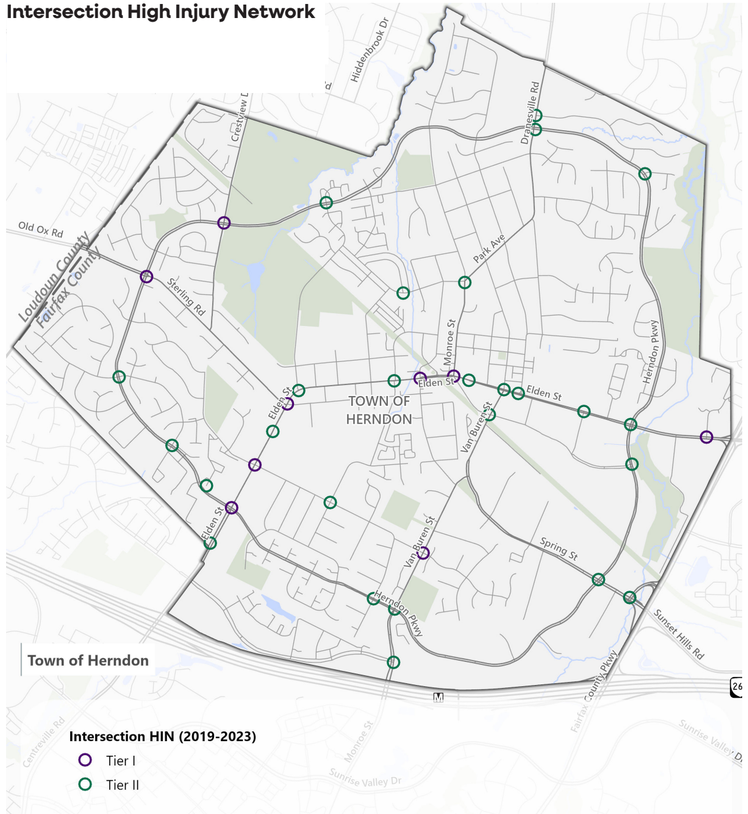


Crashes Focused at Intersections

Elden Street has several intersections that rank as Tier I or Tier II locations for safety countermeasures. Several intersections on Herndon Parkway are also identified. Other locations include:

- Worldgate Drive/Van Buren Street
- Van Buren Street/Alabama Drive
- Van Buren Street/Monroe Street/Grove Street
- Florida Avenue/Alabama Drive
- Spring Street/Sunset Hills Road/Fairfax County Parkway ramps
- Park Avenue/Branch Drive
- Monroe Street/Park Avenue
- Dranesville Road/Old Hunt Way

Intersection High Injury Network



EQUITY ANALYSIS

Prioritizing equity as Herndon builds its future is vital to helping all community members travel safely. The project team analyzed the latest five-year data on age, disability, race, median income, and vehicle access for all of Herndon's census tracts. These demographic factors can indicate higher susceptibility to injury in crashes; longer commutes; greater reliance on transit, walking, and biking; and increased traffic exposure.

Town of Herndon Census Data (2023 Five-Year Estimate)*

Location	Under 19 Years	Over 65 Years	Disability	Racial Minority	Median Income	No Vehicle	Non-Auto Commuter
National Average	25%	17%	13%	37%	$78,538	8%	7%
Fairfax County	26%	15%	8%	49%	$150,113	8%	9%
Herndon tract 4808.01 (north side of town)	22%	8%	7%	68%	$156,953	4%	9%
Herndon tract 4808.02 (east side of town)	31%	10%	9%	40%	$166,213	3%	8%
Herndon tract 4809.01 (west side of town)	30%	15%	11%	70%	$141,250	5%	11%
Herndon tract 4809.02 (southeast side of town)	24%	10%	6%	54%	$161,458	2%	8%
Herndon tract 4809.03 (southwest side of town)	22%	8%	7%	69%	$105,873	5%	11%

* American Commuter Survey (ACS) data tables used include DP05 (Demographic and Housing Characteristics), B18101 (Sex by Age by Disability Status), S1903 (Median Income in the Past 12 Months), B08201 (Household Size by Vehicles Available), and B08137 (Means of Transportation to Work by Tenure). "Non-Auto Commute" calculated from table B08137 includes commuters who take public transportation, walk, bike, or ride a motorcycle/taxicab.



People **under the age of 19** can be more susceptible to injury when a crash occurs.



People **with disabilities** can also be more susceptible to injury and may have mobility needs that should be accommodated on public streets.



Minority populations often face risks in traffic safety, notably increased travel distances and reliance on walking and biking as a means of transportation.



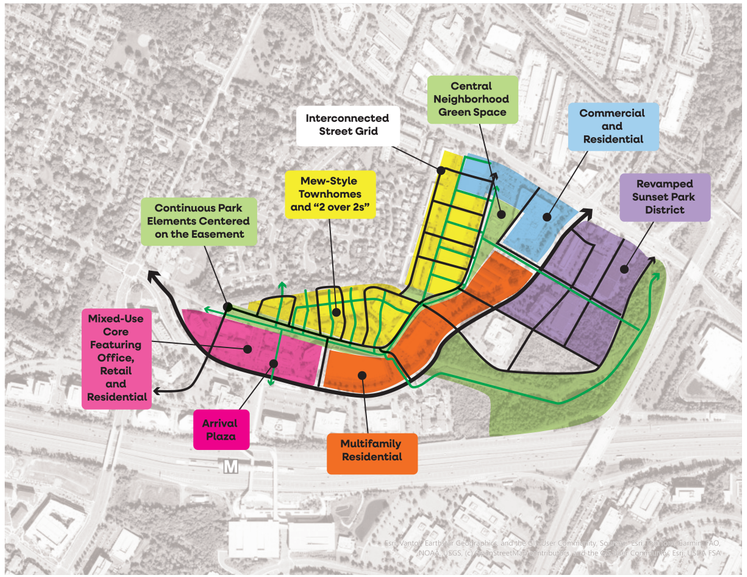
Lower-income communities may have greater exposure to traffic incidents with longer commutes and greater reliance on non-auto modes of transportation.



3. OUR FUTURE

Herndon is expected to grow significantly in coming decades consistent with regional growth along the Dulles corridor and Metrorail Silver Line. As previously noted, the Town has adopted several small area plans and is in the midst of creating a new Comprehensive Plan, economic development strategic plan, and new small area plans over the next year, which are expected to support continued growth and transformation to the suburban land use forms currently defining the town. This will be a unique and opportune time to ensure transportation policy and new transportation connections are identified, prioritized, designed, built, and assessed with user safety as a consequential factor.

Herndon's Planned Transit-Related Growth Area



More People Can Mean More Vulnerability

The vision of a thriving urban core with more people finding alternatives to driving alone comes with responsibilities. As indicated in Chapter 2: Herndon Today, only 5.5 percent of Herndon commuters walked or biked to work between 2013 and 2023, but pedestrian and bicycle crashes made up 17 percent of fatalities and serious-injury crashes.

Safe, connected facilities are important if we want to prevent a rise in severe crashes involving these vulnerable road users, along with people using mobility devices like wheelchairs or riding scooters or e-bikes. The RSAP can help the Town evaluate development impacts on safe travel for people traveling in these ways.

The RSAP and the Comprehensive Plan Combine to Solve the Safety Puzzle

Herndon's RSAP is intended to work hand in hand with our Comprehensive Plan, setting up a balance between convenience, connectivity, and safety that will support the evolution of Herndon's downtown to a more walkable, bikeable, transit-friendly place.



The Comprehensive Plan guides long-term policy and development as the town grows and changes. It encompasses land use, transportation, housing, economic development, natural resources, and public services and infrastructure. The RSAP lays a safety foundation to support the Comprehensive Plan, keeping road safety a priority in future public infrastructure decisions. The engagement data collected for the RSAP will be shared with the Comprehensive Plan team to align both plans with community needs.

PHOTO SOURCE: Town of Herndon/Mike Bevels

Anticipated Challenges and Opportunities

This plan is not just about reacting to what's happening now. It accounts for both transportation changes that are already happening and those that are still on the horizon, ensuring the Town is informed, prepared, and adaptable.

WHAT'S HAPPENING NOW

The amount of property damage that requires law enforcement to report a crash to the Department of Motor Vehicles rose from $1,500 to $3,000 in 2025 with the passage of Virginia HB 2256. Crashes that involve pedestrians and bicyclists, which usually involve less costly property damage, could go unreported, making safety treatments for these road users seem less essential than they are. Shaping Herndon's reporting requirements to counteract underreporting may be key to maintaining accurate data, which is the foundation for effective change.

The legislative environment around traffic safety is also changing in promising ways. Recent Virginia laws allow the use of additional safety treatments, such as red-light cameras, speed cameras, and lower speed limits. Embracing these opportunities can open doors for safety improvements to get on the streets as soon as possible.

EMERGING TECHNOLOGIES

E-Bikes and E-Scooters

Herndon continuously adapts its strategies to keep pace with evolving technology. In recent years, e-bikes and e-scooters have skyrocketed in popularity, raising policy questions about where riders are allowed and what regulations should apply to use of these vehicles. Enhancing public education and engagement to target e-bike and e-scooter riders can improve safety and consistency.

The Town will also continue to coordinate with state leadership and neighboring jurisdictions on regulation of e-bikes and e-scooters. This includes monitoring HB1120, which may lead to statewide legislation on e-bicycle, e-scooter, moped, and personal assistive mobility device safety

Automated and Connected Automated Vehicle Technologies

Motorized vehicles are also changing rapidly, with increasing driver assist features like blind spot detection and lane-keeping assist as well as a rise in autonomous vehicle (AV) capabilities. Preparing roadway infrastructure before AVs and Connected AVs (CAVs)—which communicate with other vehicles and infrastructure—become the norm is essential for a smooth transition. This can involve updating pavement markings, signs, and lighting, which also bolsters safety for human drivers.

Catching Crashes Before They Can Happen

The downside of crash data is that it highlights dangerous roadway segments and intersections only after severe crashes have happened. New technologies can log and analyze near-misses—encounters between road users that narrowly miss becoming crashes. Collecting this near-miss data can help the Town target dangerous locations for transportation safety improvements before deaths and injuries can happen. Herndon has opportunities to take advantage of this new technology with its Miovision signals, which can capture this data at additional cost.

New treatments to discourage distracted driving were also mentioned during the public engagement process, including trailers that can detect when phones are in use. This treatment may also be worth monitoring as an emerging technology until more data on its effectiveness is available.

Herndon's future is taking shape right now!

Learn more about the 2050 Comprehensive Plan.



4. WHAT WE HEARD FROM THE COMMUNITY

Herndon residents and visitors played a vital role in the development of this plan. Their feedback helped the project team understand people's safety issues and develop strategies and countermeasures that help address them. The focus of our outreach efforts was gathering information from people's lived experiences while raising roadway safety awareness.

The first round of public input in Fall 2025 introduced the RSAP effort and invited community members to identify locations throughout Herndon where they feel safety measures are needed. The project team used this input to develop its recommendations. The second round in Winter 2026 will present the recommendations for public comment and confirmation.

Take a deeper dive

Learn more about the outreach process in Appendix C: Public Engagement Round 1 Technical Memo and Appendix D: Public Engagement Round 2 Technical Memo.

Engagement Timeline

2024

SUMMER 2024
Safe Streets for All federal grant award

2025

SUMMER 2025
Project Kickoff
Project planning and coordination begins

FALL 2025
(Aug-Sep)
Round 1 Public Engagement
Community input on safety concerns, goals, and needs

2026

WINTER 2026
(Feb)
Round 2 Public Engagement
Review of crash analysis, safety strategies, and draft plan

SPRING 2026
(April)
Final Plan Presentation
Town Council public meeting and RSAP adoption

Public Engagement by the Numbers

451
PROJECT FLYERS DISTRIBUTED

251
MICROSOFT FEEDBACK FORMS

28,676
PAID SOCIAL MEDIA IMPRESSIONS

19,686
PAID SOCIAL MEDIA REACH (USERS)

¡sí! yes!

Estimated Engagements at Bilingual Pop-Ups:

~600
ENGLISH

170
SPANISH

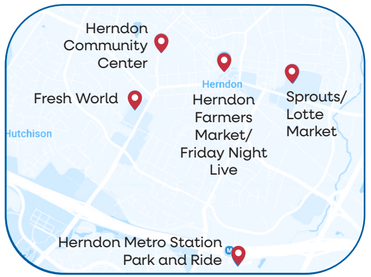
554
MAPPED COMMENTS

585
PAID SOCIAL MEDIA CLICKS

How We Reached Out

- **English/Spanish project flyers –** Informational flyers were developed to promote the project, explaining what the RSAP is, why it matters, what is the project's timeline, and ways for the public to get involved.
- **Website –** Content for the project website was developed to give an overview of the project and serve as a landing page for other project materials.
- **Social media and newsletters –** Content for social media posts, including Facebook, Instagram, and X, were developed along with a calendar for making these posts. Newsletter copy was also included.
- **Community Toolkit –** Copy developed for social media posts and newsletters was refined to create a "Community Toolkit" that make it easy for partners, organizations, and community leaders to spread the word about the RSAP. This included a one-pager explaining the purpose of the toolkit, community partner talking points, e-newsletter/ email content, and social media content.
- **Interactive Comment Map –** A web-based tool was developed to allow community members to map their comments and concerns. This tool was promoted on the above informational materials.
- **Online Feedback Form –** An online feedback form was used to collect community members' feedback on more general roadway concerns not specific to a location.
- **Pop-Up Events –** Rather than hosting traditional meetings at the town hall, Herndon took the RSAP to the public, hosting eight pop-up events between August 2025 and September 2025. From mobile phones to the market to the Metro, the project team engaged Herndon residents of all ages and backgrounds.

Pop-Up Event Locations

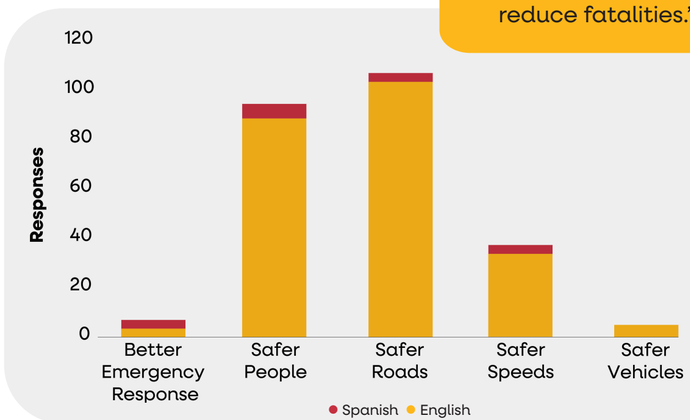


- **Paid Social Media promotion -** The Town used copy from materials developed for social media to promote the project with paid advertisements through Meta, which reaches users on Facebook, Instagram, and other websites and mobile applications. These were targeted to users within a three-mile radius from the center of Town. Advertisements began on September 11th and were active until approximately October 2nd.
- **Public Focus Groups –** In Round 2, the project team will hold several online listening sessions with the public to gather feedback on the draft safety action plan.

What We Learned

There were 251 responses to the online feedback form. Respondents were asked, "What do you think is the most important way to make Herndon's roads safer and help prevent serious traffic crashes and deaths?" As the chart below shows, the majority of respondents indicated that designing safer roads is most important, followed closely by encouraging people to make safer choices.

Feedback Form Responses



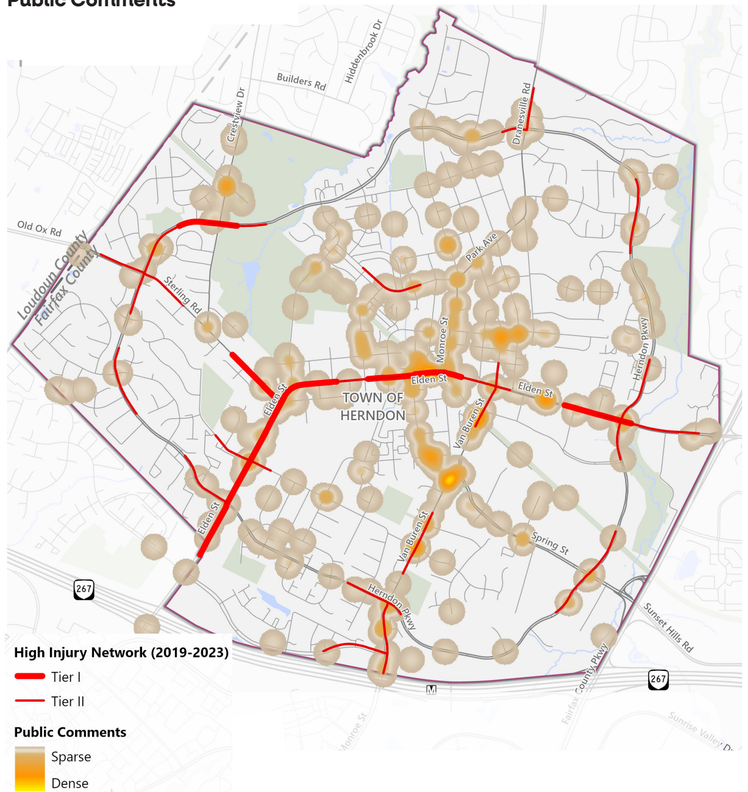
"You can't control people (by making them safer, more attentive drivers, stopping speeders or making them purchase safer cars), so the only realistic option is to control the street design."

"People and their behavior are the causes of these incidents. Modifying their behavior will reduce fatalities."

Between map and feedback form responses, we received over 800 comments from community members. The following figure overlays comment "hotspots" on top of the High Injury Network map. This visualizes the overlap between high-crash locations and locations that drew the most public comments.

All comments were considered regardless of whether they were on the HIN. Community concerns will be considered as background information in the Town's 2050 Comprehensive Plan rewrite ensuring that all voices are heard and community needs have a path towards resolution.

Public Comments



Traffic Signals

Respondents shared locations where they have experienced signal timing issues, long waits, detection issues, malfunctioning equipment, or places where they would like to see a signal added or removed.

> *"Consider piloting smart crosswalks or traffic signals that adapt to pedestrian and vehicle flow."*

Crosswalks

Comments covered concerns related to marked/unmarked crossings, signalized and unsignalized locations, pedestrian signals, push buttons, and visibility.

> *"I wish there were more crosswalks on Herndon parkway that are not lights. There are a few where I see people waiting to cross and the closest one is really out of the way."*

> *"It is not uncommon to see pedestrians holding in the middle of the road with no median because they misjudged and only crossed 2 lanes of traffic."*

Sidewalks

Comments included notes on issues like missing, narrow, and uneven sidewalks or curb ramps.

> *"Too many sidewalks end abruptly and do not feed into anything."*

> *"This road is too narrow for both bicycles and cars to use safely. The sidewalks are also very narrow with steep dropoffs on the sides."*

Visibility

Comments highlighted the need to trim or manage shrubbery and vegetation that blocks sight lines at intersections and crossings, as this contributes to safety hazards for all users.

> *"Street parking is getting out of control on some streets. You can't see at intersections because a large white construction van is parked on every corner."*

General Pedestrian And Cyclist Safety

Comments included mention of unsafe conditions like blind corners or highly uncomfortable environments, especially for pedestrians and bicyclists.

> *"My child just started kindergarten at Herndon ES and we live just over a mile away from the school. I would love to bike my child to school but it doesn't feel like there is a comfortably safe way to do that."*

> *"We can improve the safety, health, and economic resilience of our community by making our streets more pedestrian and bike friendly."*

Stop Signs

Comments included requests for stop signs and observations on the frequency of violations.

> *"Many areas have stop signs and speed tables to slow traffic. Why hasn't anything been done to slow traffic on our street?"*

> *"There are too many bicyclists who do not follow traffic laws, especially at stop signs."*

Biking (including trail users)

Comments included mentions ofpeople walking or bicycling, including trail users.

> *"Finish building quality, separated, bicycle routes between Metro and downtown, shopping areas."*

> *"Creating continual bike lanes on major arterial roads. Ensuring that bike trails managed by the Town seamlessly connect to those managed by Fairfax County."*

Speeding

Comments included concerns on vehicles speeding, suggestions for speed humps, speed cameras, and other enforcement.

> *"I think an increased use of faux cobblestone or traffic calming paint designs can be useful at problematic intersections in order to help influence drivers to slow down at those locations."*

> *"There is an increase in people speeding through neighborhoods, which have a lot of pedestrian traffic, including a lot of children and elderly."*

Enforcement

Comments included interest in more police presence, ticketing, and red-light cameras, as well as addressing distracted driving.

> *"I think it would be helpful to enforce/educate those who jaywalk."*

> *"More police presence to catch speeders."*

> *"There should be more consistency in the rules concerning speed limits and right turns on red."*

Lighting (streetlights/dark conditions)

Comments included requests for streetlights and concerns about nighttime visibility.

> *"Better lighting for sidewalk and paths would be huge!"*

Roundabouts

Some comments made mention of the benefits of roundabouts and traffic circles in calming traffic.

> *"Roundabouts force slower speeds and yielding. More intersections with this feature mean less intersections with lights and stop signs for people to run through."*

> *"Many intersections in Herndon that would benefit from traffic circles, which have been shown to be much safer. New, cheaper "mini roundabouts" make it easy for municipalities to install traffic circles."*

> *"Roundabouts would help in several places, such as Van Buren St. & Spring St."*

Right Turn On Red

Some comments noted concerns about vehicles turning right during red lights, or not coming to a full stop before turning.

> *"The biggest safety issues in Herndon are running through stop signs, ignoring no-right-turn-on red signs, and making left turns without checking for pedestrians."*

> *"Autos running right on red are a hazard to pedestrians."*

Accessibility

Some comments noted concerns about wheelchair/stroller access and designing infrastructure that accommodates those with a disability or mobility needs.

> *"We have too many rough sidewalks and way too dark of streets to walk after dark...strollers and walkers get caught on them and someone is going to get seriously injured."*

How the Public Shaped our Plan

Public opinion informed every step of this process. Engagement in the fall helped us develop a toolkit of engineering countermeasures that address key safety themes, verify High Injury Network results, and prioritize infrastructure projects.

As the RSAP's success rests on shared responsibility for roadway safety, the team was thoughtful about the second round of engagement in the winter. The team hosted two listening sessions with members of the public, conducted a work session with Town Council and Planning Commission, met with nearby agency partners, and posted the draft plan online for those wishing to provide detailed feedback. Feedback helped us refine our recommendations and the RSAP to make sure the plan is clear, concise, and has buy-in from the community and stakeholders.





5. STRATEGIES AND ACTION

Data review and public input drove the development of strategies and projects to address safety issues on Herndon's roadways. The RSAP team developed a toolkit of safety countermeasures to improve transportation infrastructure, identified program and policy strategies to supplement them, and prioritized the planned actions based on the best available data. These strategies are divided into engineering and non-engineering.

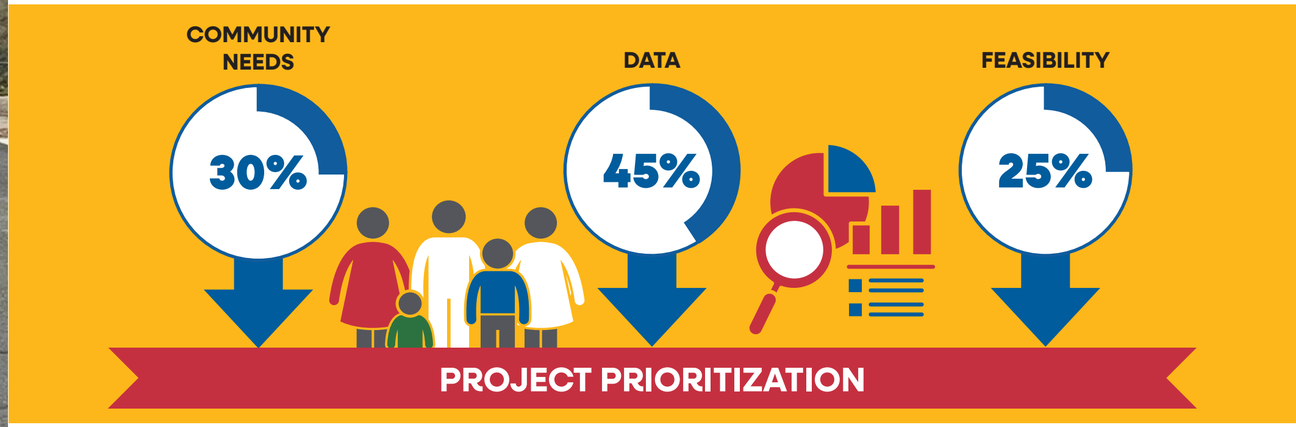
Project Ranking Categories

Engineering Strategies

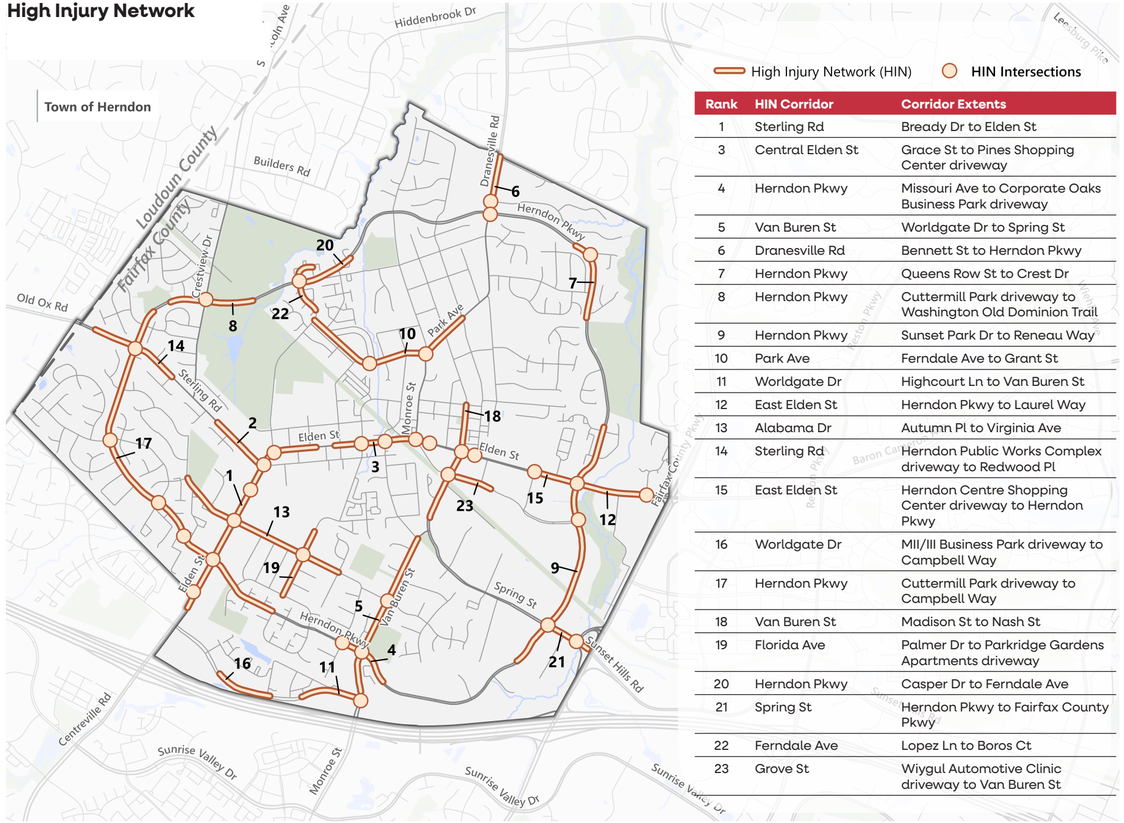
We invite you to review our project map, which shows where priority safety countermeasures should be deployed across Herndon. Projects are ranked based on their performance in three different categories: community needs, data, and feasibility.

Calculating these rankings involved weighing multiple factors. Community needs included public comments, priority census tracts, and community amenities. Data considerations included the High Injury Network evaluation while feasibility evaluated overlapping planned projects and VDOT priority overlaps. For more information, see Appendix E: Countermeasures and Strategies.

More detail on strategies and actions is included in Appendix E: Countermeasures and Strategies.



High Injury Network



Rank	HIN Corridor	Corridor Extents
1	Sterling Rd	Bready Dr to Elden St
3	Central Elden St	Grace St to Pines Shopping Center driveway
4	Herndon Pkwy	Missouri Ave to Corporate Oaks Business Park driveway
5	Van Buren St	Worldgate Dr to Spring St
6	Dranesville Rd	Bennett St to Herndon Pkwy
7	Herndon Pkwy	Queens Row St to Crest Dr
8	Herndon Pkwy	Cuttermill Park driveway to Washington Old Dominion Trail
9	Herndon Pkwy	Sunset Park Dr to Reneau Way
10	Park Ave	Ferndale Ave to Grant St
11	Worldgate Dr	Highcourt Ln to Van Buren St
12	East Elden St	Herndon Pkwy to Laurel Way
13	Alabama Dr	Autumn Pl to Virginia Ave
14	Sterling Rd	Herndon Public Works Complex driveway to Redwood Pl
15	East Elden St	Herndon Centre Shopping Center driveway to Herndon Pkwy
16	Worldgate Dr	MII/III Business Park driveway to Campbell Way
17	Herndon Pkwy	Cuttermill Park driveway to Campbell Way
18	Van Buren St	Madison St to Nash St
19	Florida Ave	Palmer Dr to Parkridge Gardens Apartments driveway
20	Herndon Pkwy	Casper Dr to Ferndale Ave
21	Spring St	Herndon Pkwy to Fairfax County Pkwy
22	Ferndale Ave	Lopez Ln to Boros Ct
23	Grove St	Wiygul Automotive Clinic driveway to Van Buren St

★ Included in the Capital Improvement Plan

SOUTH ELDEN ST – DULLES GLEN APARTMENTS DRIVEWAY TO SPRUCE ST



HIN Ped/Bike HIN HIN Intersections

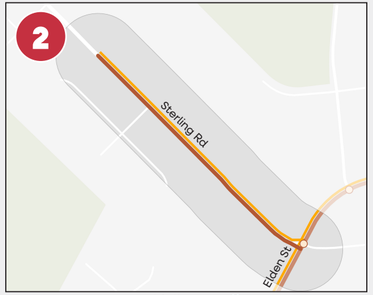
ISSUES	POTENTIAL COUNTERMEASURES
• Confirm planned corridor improvements address safety (South Elden Street Corridor Improvement Project) • Implement right turn on red restrictions • Implement leading pedestrian interval	• Incorporate left-turn phasing/prohibitions. • Reduce cycle length • Install high-visibility crosswalks • Improve signal visibility • Install street lighting

How did we arrive at these scores? Learn more in Appendix E: Countermeasures and Strategies.

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
40.2	16.9	15.0	72.1	$$$

★ Included in the Capital Improvement Plan

STERLING RD – TRAVELERS PL TO ELDEN ST



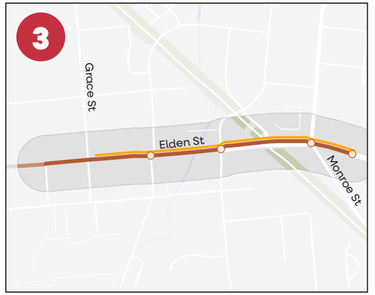
HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• No crosswalks between Herndon Pkwy & Elden St (2/3 mile) • Straight 3-lane section contributes to poor speed control	• Advance shared-use path/multimodal accommodation projects • Implement right turn on red restrictions • Incorporate left-turn phasing/prohibitions.

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
35.4	16.1	15.0	66.5	$$

★ Included in the Capital Improvement Plan

CENTRAL ELDEN ST – GRACE ST TO PINES SHOPPING CENTER DRIVEWAY

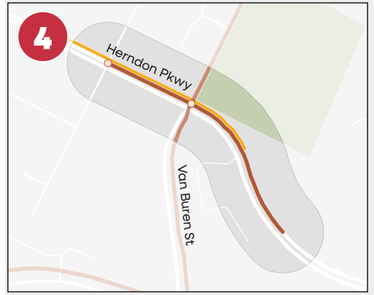


HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• Access management issues east of Monroe St • Non-compliant/ missing ADA ramps	• Implement right turn on red restrictions • Incorporate left-turn phasing/prohibitions. • Reduce cycle length • Implement leading pedestrian intervals

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
43.6	21.9	0.0	65.5	$

HERNDON PKWY – MISSOURI AVE TO CORPORATE OAKS BUSINESS PARK DRIVEWAY



HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• Limited speed control on west leg	• Corridor study • Add median island for pedestrian crossing

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
26.1	21.6	10.0	57.7	$$

VAN BUREN ST – WORLDGATE DR TO SPRING ST

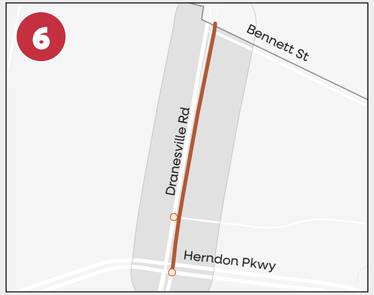


HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• One approach with missing crosswalk at Worldgate Dr • No high-visibility crosswalk • Slip lane at Herndon Pkwy, crosswalk restriping needed • Narrow buffered bike lane from Herndon Pkwy to Austin Ln	• Install object markers along road edge, adding bike lanes, and improving sidewalks • Implement right turn on red restrictions • Assess bicycle lane and streetscape project effectiveness

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
19.9	19.7	15.0	54.5	$$

DRANESVILLE RD – BENNETT ST TO HERNDON PKWY



HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• Crosswalk restriping needed at Herndon Pkwy • Signage could be improved at driveways • Speed limit sign size visibility issues	• Continue bike lane feasibility analysis • Implement right turn on red restrictions • Incorporate left-turn phasing/prohibitions. • Explore operational alternatives for roundabout at Dranesville/Herndon Pkwy

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
19.8	12.1	15.0	46.9	$$$

HERNDON PKWY – QUEENS ROW ST TO CREST DR



HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• No high-visibility crosswalks • No crossing at Herndon Pkwy & Crest Dr • Potential to add curb extensions to Cavendish St	• Corridor study • Install rectangular rapid flashing beacon (RRFB) • Add median island for pedestrian crossing • Incorporate left-turn phasing/prohibitions.

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
13.2	20.0	10.0	43.2	$$$

HERNDON PKWY – CUTTERMILL PARK DRIVEWAY TO WASHINGTON & OLD DOMINION TRAIL

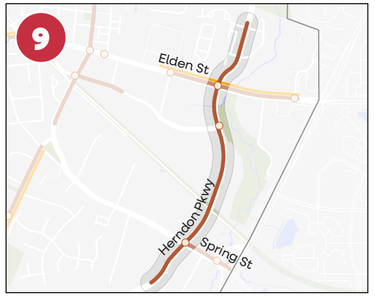


HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• Limited pedestrian facilities - sidewalk next to guardrail provides limited comfort and narrow buffer with road • No speed control • Lighting near tie-in to W&OD Trail is dark. Consider checking lighting coverage of existing cobra head placement.	• Corridor study • Incorporate left-turn phasing/prohibitions. • Add median island for pedestrian crossing • Implement right turn on red restrictions

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
18.6	13.1	10.0	41.6	$$

HERNDON PKWY – SUNSET PARK DR TO RENEAU WAY



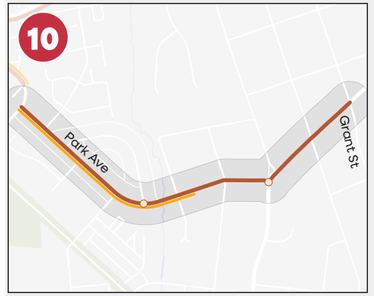
HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• Unsignalized left turn lane • No high-visibility crosswalks • Unsignalized crosswalk at the intersection with the W&OD • One unsignalized crosswalk and bus stop with striping at Herndon Pkwy & Reneau Way • Speed limit change is located at a bus stop	• Corridor study • Add median island for pedestrian crossing • Install rectangular rapid flashing beacon (RRFB) • Implement right turn on red restrictions • Incorporate left-turn phasing/prohibitions. • Reduce cycle length • Remove turn lanes (northbound right) • Install speed feedback signs

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
13.4	11.9	15.0	40.3	$$

Included in the Capital Improvement Plan

PARK AVE – FERNDALE AVE TO GRANT ST



HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• Wide lanes west of Station Street • No crosswalk at Branch St • Missing curb cut at Grace St • Many driveways • Sidewalk ends at Park Ave & Monroe St • Very long crosswalk across Grant St	• Advance planned projects to adjust curb radii and improve markings/advanced signage; restripe road with chicane from Ferndale Ave to Monroe St and add pedestrian crossings, parking lane lines, and relocated bus stops • Add median for pedestrian crossing • Neighborhood traffic circle • Install speed feedback signs

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
12.0	22.2	5.0	39.2	$

WORLDGATE DR – HIGHCOURT LN TO VAN BUREN ST



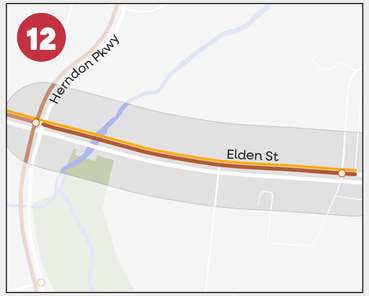
HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• No crosswalks between Wiltshire Ct & Van Buren St (2/3 mile) • No crosswalk markings on side streets • Uncontrolled right-turn lanes • Multilane uncontrolled crossings on curve with sight distance obstructions (at ShorePoint)	• Add median for pedestrian crossing • Install bike lanes • Implement road diet • Remove slip lanes or modify to reduce turning speeds

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
12.2	11.0	15.0	38.2	$$

Included in the Capital Improvement Plan

EAST ELDEN ST – HERNDON PKWY TO LAUREL WAY



HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• Uncontrolled driveway with no crosswalk • Western approach at Laurel Way missing crosswalk • Long crossing distance on westbound approach at Herndon Parkway	• Add median island for pedestrian crossing • Incorporate left-turn phasing/prohibitions. • Implement right turn on red restrictions • Reduce cycle length • Install speed feedback signs

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
20.8	7.2	5.0	33.0	$$

Included in the Capital Improvement Plan

ALABAMA DR – AUTUMN PL TO VIRGINIA AVE



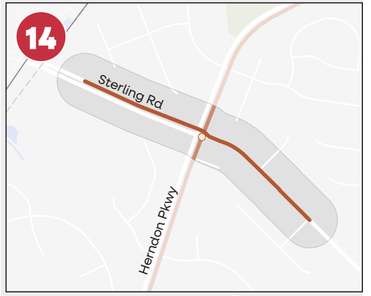
HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• Side streets with no crosswalks or stop signs • No high-visibility crosswalk at Elden St • Non-ADA accessible curb cuts	• Implement leading pedestrian interval • Add raised pedestrian crossing • Incorporate left-turn phasing/prohibitions. • Implement right turn on red restrictions • Reduce cycle length • Install neighborhood traffic circle • Consolidate closely-spaced driveways

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
19.2	13.1	0.0	32.3	$$

Included in the Capital Improvement Plan

STERLING RD – HERNDON PUBLIC WORKS COMPLEX DRIVEWAY TO REDWOOD PL



HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• Uncontrolled left turn • No crossing on Sterling Rd for 2/3 mile (Herndon Parkway to Elden St)	• Advance shared-use path/multimodal project • Add median island for pedestrian crossing • Implement right turn on red restrictions • Incorporate left-turn phasing/prohibitions. • Install speed feedback signs

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
15.0	10.7	5.0	30.7	$

Included in the Capital Improvement Plan

EAST ELDEN ST – HERNDON CENTRE SHOPPING CENTER DRIVEWAY TO HERNDON PKWY



HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• Excessive crossing exposure at Herndon Pkwy • Should check pedestrian timings	• Add median island for pedestrian crossing • Incorporate left-turn phasing/prohibitions. • Implement right turn on red restrictions • Reduce cycle length • Consolidate closely-spaced driveways

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
18.0	11.9	0.0	29.9	$$

WORLDGATE DR – MII/III BUSINESS PARK DRIVEWAY TO ALTON SQ



HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• Multilane uncontrolled crossing on curve with sight distance obstructions (at Everfox near bus stop) • No crosswalks between Wiltshire Ct & Van Buren (2/3 mile) • No crosswalk markings on side streets • Uncontrolled right-turn lanes • Excessive crosswalk lengths at Wiltshire Ct	• Add median island for pedestrian crossing • Install bike lanes • Implement road diet

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
8.8	10.6	10.0	29.4	$$

HERNDON PKWY – CUTTERMILL PARK DRIVEWAY TO CAMPBELL WAY



HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• Narrow sidewalks for entire segment • Pedestrian facilities may be insufficient • No high-visibility crosswalk at Sterling, Summerfield Dr, Early Fall Ct, Elden St • Multiple bus stops without curb cuts • Signage for southbound traffic at Early Fall Ct is fairly worn • Residents experience high vehicle speeds	• Continue coordination with Loudoun County Route 606 Multimodal Corridor projects • Corridor study • Add median for pedestrian crossing • Install rectangular rapid flashing beacon (RRFB) • Implement right turn on red restrictions • Incorporate left-turn phasing/prohibitions. • Reduce cycle length

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
10.5	13.3	5.0	28.8	$$

VAN BUREN ST – MADISON ST TO NASH ST



HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• No high-visibility crosswalk at Elden St • Key connection from the W&OD to the Town's bike/pedestrian network	• Implement right turn on red restrictions • Reduce cycle length • Incorporate left-turn phasing/prohibitions. • Consolidate closely-spaced driveways

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
12.0	15.3	0.0	27.2	$$

FLORIDA AVE – PALMER DR TO PARKRIDGE GARDENS APARTMENTS DRIVEWAY

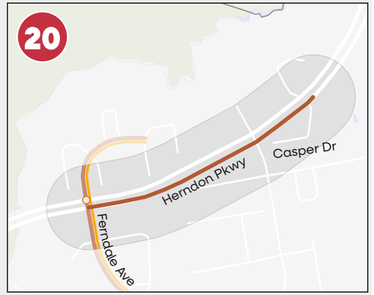


HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• Wide empty streets • Residential character, no crossings or lighting	• Add raised pedestrian crossing • Prohibit on-street parking

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
7.4	13.3	0.0	20.7	$$

HERNDON PKWY – CASPER DR TO FERNDALE AVE



HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• No high-visibility crosswalk at Cavalier Dr • Already has speed feedback sign & raised median	• Corridor study • Add median island for pedestrian crossing • Incorporate left-turn phasing/prohibitions

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
18.3	0.0	0.0	18.3	$$$

SPRING ST – HERNDON PKWY TO FAIRFAX COUNTY PKWY



HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• Excessive crossing exposure • No ped refuges at Herndon Pkwy	• Install median island for pedestrian crossing • Remove or modify slip lane • Reduce intersection skew • Install speed feedback signs

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
15.3	0.0	0.0	15.3	$$$

★ Included in the Capital Improvement Plan

FERNDALE AVE – LOPEZ LN TO BOROS CT



HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• Unmarked or missing crosswalks • Speed limit signs not present for speed awareness along the curve • Potential obstructed sight lines	• Add median island for pedestrian crossing • Incorporate left-turn phasing/prohibitions

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
5.3	1.6	5.0	11.9	$$

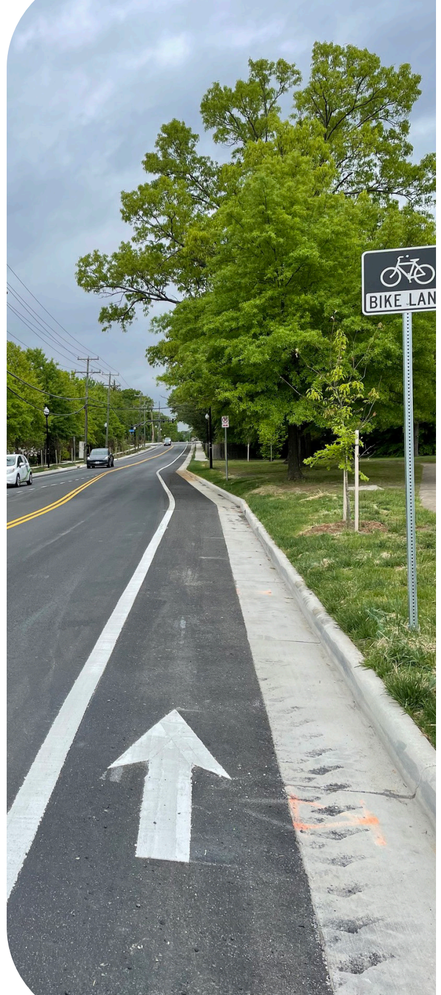
GROVE ST – WIYGUL AUTOMOTIVE CLINIC DRIVEWAY TO VAN BUREN ST



HIN Ped/Bike HIN HIN Intersections

ISSUES	POTENTIAL COUNTERMEASURES
• No left arrow is needed at Van Buren St, looks like many turns happening at the same time	• Incorporate left-turn phasing/prohibitions • Implement right turn on red restrictions • Reduce cycle length • Implement road diet • Consolidate closely-spaced driveways

DATA SCORE	COMMUNITY SCORE	FEASIBILITY SCORE	TOTAL SCORE	COST
11.8	0.0	0.0	11.8	$



Non-Engineering Strategies

Policy and program improvements, enforcement strategies, and focused educational efforts supplement the engineering countermeasures planned for specific locations. For more information on non-engineering countermeasures, see Appendix E: Countermeasures and Strategies.

COLLECT NON-REPORTABLE CRASHES WITH POLICE DISPATCH LOGS

In 2025, the passage of Virginia HB 2256 increased the minimum property damage amount that requires mandatory police reports from $1,500 to $3,000. Pedestrian and bicycle crashes are historically underreported and excluding crashes that do not meet the minimum property damage amount may result in even greater underreporting of crashes involving vulnerable road users. Future safety analysis should cross-reference police dispatch logs with crash reports to identify crashes where police were dispatched but the minimum property damage amount was not met. Alternatively, video technology deployments with the Town's traffic signal system modernization may provide alternative avenues for data gathering.

HPD and DPW will work together to identify the best methods of both collecting and analyzing data – making sure that safety solutions incorporate best practices from multiple disciplines.

EVALUATE RECENTLY-COMPLETED PROJECTS

Performance-based programming directs resources to projects that are developed to achieve goals and objectives and establishes a clear relationship between transportation investments and expected performance outcomes. Key to this is evaluating projects after they have been constructed to determine if treatments are effectively achieving goals. Several locations identified within the High Injury Network have recently had projects completed and would be ideal candidates to evaluate effectiveness.

To effectively assess a project, it is ideal to have at least one full year of before-implementation data and one full year of after-implementation data to compare conditions. There have been approximately 10 relevant projects that have been completed on or near the High Injury Network since 2023.

Post-project reporting will occur alongside annual reporting to the Roadway Safety Action Plan.

INNOVATIVE ANALYSIS METHODS FOR SAFER COMPLETE STREETS

Implementing some safety improvements may come with trade-offs to vehicular capacity or convenience, project cost, or preferences from businesses and the public. Infrastructure improvements will be explored further with engineering analysis and stakeholder engagement. Therefore, it is important that the engineering analysis methods used for these processes are current with nationwide best practices and do not overly rely on peak hour capacity analyses. Analysis methods that better capture priorities for safer Complete Streets include:

- *NCHRP Report 1036: Roadway Cross-Section Reallocation (24-hour capacity framework)*
- *NCHRP Report 948: Pedestrian and Bicycle Safety at Alternative and Other Intersections and Interchanges* (20 flags methodology for pedestrians and bicyclists)
- Capacity Analysis for Planning of Junctions Tool (CAP-X for comparing multiple types of intersection forms)
- Safety Performance for Intersection Control Evaluation Tool (SPICE for comparing multiple types of intersection forms and their safety features)



- Life Cycle Cost Estimation Tool for Intersection Designs
- Bicycle Level of Traffic Stress
- Pedestrian Level of Traffic Stress

EDUCATIONAL OUTREACH FOR SEASONAL ROADWAY SAFETY

Educational campaigns are a cornerstone of a successful RSAP, aimed at addressing human errors that can compound and contribute to roadway crashes. Campaigns can include broadcast and outdoor advertising, media relations, digital media, and outreach events to reinforce a culture of roadway safety. Key to developing this culture is a regular schedule of touchpoints around roadway safety that can naturally follow the seasons of the year.

The Town would benefit from a coordinated messaging calendar around roadway safety, potentially touching on the following topics as "evergreen" material each year:

- Spring: Trail users and e-bikes
- Summer: Impaired driving
- Fall: Visibility of pedestrians and cyclists
- Winter: Driving in inclement weather

The Metropolitan Washington Council of Governments Street Smart program has resources on its website that would support development of materials for communications campaigns. The Washington Regional Alcohol Program (WRAP) also offers materials on its website, specifically around the SoberRide program that provides vouchers to discourage drinking and driving.

Communications from different Town departments and representatives may also address roadway safety. Designating a single lead to manage communications and coordinate as needed will ensure messages to residents and visitors are clear.

EDUCATIONAL MATERIALS FOR NEW RESIDENTS

During the first work session with Town Council, the team discussed residents new to Herndon may also be interacting with transportation systems in the United States for the first time. Rules and best practices related to traveling on public streets may therefore be new and different for some residents. Providing materials that highlight key safety tips may help to orient roadway users.

For the town, the best way to distribute this information is when residents sign up for water utility service. The Street Smart program has a flyer on its website that outlines safety tips by mode, with a version also available in Spanish.

COORDINATE WITH THE WASHINGTON REGIONAL ALCOHOL PROGRAM (WRAP)

The Washington Regional Alcohol Program (WRAP) is a public-private partnership working to prevent drunk driving and underage drinking in the Washington metropolitan region. Programs include youth outreach, adult outreach, alcohol awareness for students, advocacy, public education, events, and SoberRide. Members include representatives from municipal police departments, hospitals, car insurance agencies, alcohol-serving establishments and wholesalers, automobile dealerships, marketing and communications businesses, U.S. courts and law firms, municipal public schools, and more.

INSTALL A TRAFFIC GARDEN TO PROMOTE PEDESTRIAN AND BICYCLE SAFETY FOR CHILDREN

A traffic garden is a set of small-sized streets with scaled-down traffic features designed to allow our youngest street users to experience transportation in a more approachable way. Traffic gardens can also be designed with a focus on pedestrian and bicycle safety to equip school-age children with the knowledge and behaviors to walk and bike safety in environments with potential traffic hazards. Research shows that

experiential programs that provide children with the opportunity to learn and practice safe behaviors are most effective at teaching traffic safety skills.

The One Traffic Garden at a Time toolkit outlines the steps to develop a traffic garden, including planning for type of garden and funding, site selection, design and supplies, installation, and launch. Budgeting for a traffic garden can vary from a few thousand dollars or tens of thousands of dollars. The toolkit provides examples of funding sources and grants used for these projects, including some in Virginia.

SUPPORT AND USE AUTOMATED TRAFFIC ENFORCEMENT

Automated Traffic Enforcement (ATE) is a technology that helps enforce speed limits and red light running in tandem with traditional speed management strategies. ATE systems monitor speeds, capture violations, and records images of violator vehicles and license plates to issue citations to speeding vehicles.

Virginia law allows the Town to install red light cameras at up to 10 intersections, with traffic safety studies required to justify camera installation. The Commonwealth also allows the use of speed cameras in school zones and work zones as of 2020.

REDUCE STATUTORY SPEED LIMITS

Speed limits are established based on roadway design and operations, surrounding land use, environmental conditions, and vulnerable roadway users. Default speed limits are often set by legislation. In recent years, agencies in passed local legislation that allow speeds down to 15 or 20 MPH for specific streets.

In Virginia, the General Assembly has passed legislation that has expanded the ability of localities to lower speeds. Locally this has included a pilot program for Fairfax County, City of Falls Church, and City of Alexandria. The District of Columbia has also piloted lower speed residential streets. This change yields many desirable outcomes for pedestrians and bicyclists but also has benefits for motorists in improving the cone of vision and reaction time.

Next Steps

The Town has already been invested in a safer Herndon for many years. With the Herndon Safety Action Plan, we now have a clear vision and goals and a list of actions we can take to realize them. We have also increased our eligibility for the funding we need to make all this happen. Our commitment to safety is clear and more trackable than ever before.

This plan includes metrics of success the Town will use to see if our actions are working. Linked to the objectives and strategies shown in the Safety Action Plan's first chapter, these metrics form a step-by-step roadmap to our goal of zero traffic deaths and serious injuries.

Evaluating our Progress

The Town of Herndon is committed to regularly updating the public on our progress toward meeting the RSAP's overarching goal and objectives. The Department of Public Works will coordinate implementing the recommendations, tracking progress over time, and reporting progress to the public. To that end, we are developing an implementation tracking dashboard and other tools. Updates can be viewed at www.herndon-va.gov/rsap

Find out more about what's happening on our streets! Details on planned projects and programs can be found in Appendix E: Countermeasures and Strategies Technical Memo.



2026

- Identify funding for approximately three projects per year.
- Incorporate engineering strategies into the Herndon 2050 Comprehensive Plan to align capital projects with community goals
- Publish Consolidated Design Manual
- Complete standard operating procedure document for collecting and analyzing log data.
- Pass ordinance to allow use of redlight running cameras.

Recently Approved!

2027

- Develop a worksheet/checklist for evaluating signals.
- Complete evaluation of three projects constructed in 2023.
- Install at least one red light running camera.
- Develop a pre-maintenance and post-maintenance checklist for evaluating signing and pavement markings.
- Complete update to ADA Transition Plan.
- Collect Townwide infrastructure data with ADA Transition Plan.
- Develop seasonal messaging calendar.
- Incorporate number of pedestrian and bicycle dispatch calls into yearly reporting and tracking.

2028

- Confirm the standard gateway treatment for roadways crossing the Town boundary.
- Develop and initiate ADA Transition Plan progress tracking.
- Test at least one innovative analysis method with the Corridor Safety Audit.
- Develop educational materials to distribute to new residents.

2029

- Construct approximately three projects per year.
- Complete evaluations of red light running camera(s).
- Identify at least one innovative analysis method to use regularly and develop guidance.

Some steps can be taken sooner as staff and volunteer time allows.

2030

- Become a member of WRAP.

2031

2032

- Check and upgrade (as needed) all Town signals

2033

- Complete at least one traffic garden activity. Collect attendance (targeting 500).

2034

2035

- At least five gateway treatments completed.

2036

2037

- All seven gateway treatments completed.

Goal: Eliminate Fatalities and Serious Injuries by 2038.



6. CONCLUSION

Herndon's Roadway Safety Action Plan is a big step toward achieving the Town's goal of zero fatalities and serious injuries on our roadways within the next 12 years. Knowing which projects need to be funded first and which will have the most impact is key to making a difference that will be felt by everyone who lives, works, and spends time in Herndon.

This plan is not the end of a process—it is the beginning of implementation. The actions outlined in this plan commit the Town to competing for funding and delivering near-term improvements to create a safer, more connected community for all.

For roads to be truly safe for everyone, everyone needs to pitch in. Keep up to date as we implement this plan by visiting us at www.herndon-va.gov/rsap to follow our development of a dashboard, sign up for alerts, and look out for opportunities to get involved.

MOVE DIFFERENTLY.

TOWN OF Herndon

Town Council Regular Meeting
Agenda Item 7.c.

Agenda Item: **Resolution 26-G-30 to initiate consideration of Zoning Ordinance Text Amendment ZOTA #26-04 to amend Chapter 78 (ZONING), Article IV (Business Districts), Section 78-40.3 (CO – Commercial Office) and Article VII (Use Regulations), Section 78-70.2 (Table of Permitted and Allowed Uses), to remove the special exception requirement for personal service uses in the CO zoning district.**

Meeting Date: April 28, 2026

Category: Consent

Prepared by: David Stromberg, Zoning Administrator

Description:
This zoning ordinance text amendment will remove the special exception requirement for general personal services uses in the CO, Commercial Office, zoning district. Land uses in the zoning ordinance are organized into groups called "use categories" which then list specific "use types." Article VII (Use Regulations) contains the "Table of permitted and allowed uses," which contains the full list of use categories and use types, as well as all zoning districts. This table provides every type of classified use that could potentially be allowed within the town and provides for comparison of uses between zoning districts. The table identifies which uses are allowed by-right, which uses are allowed by special exception, which uses are allowed subject to the proffers of a rezoning application, and which uses are prohibited for each zoning district in the town. Each zoning district also contains a simplified use table that lists only the uses allowed by-right, by special exception, or by proffered rezoning (planned development districts only). Implementing this text amendment requires a change to both the full use table and the CO district use table.

Hair, tanning, personal care, esthetician, and manicure/pedicure businesses all fall into the "personal services, general" use type. This use type is allowed by-right in the CC, Central Commercial, CS, Commercial Services, and most PD-B, Planned Development - Business, zoning districts. Review and approval of a by-right use is administrative and consists of obtaining a ZAP (Zoning Appropriateness Permit) and a business license and typically takes 2-4 business days. Review and approval of a special exception use typically takes four to five months to allow for legal advertisements and public hearings of the planning commission and town council. Special exception review also utilizes more staff members and more staff time than administrative review.

Background/Timing Impact:
One of the recommendations of the Small Business Process Improvement Committee is to, "Conduct a comprehensive review of the zoning ordinance use tables and Special

Exception process, with the goal of expanding by-right uses in appropriate zoning districts and streamlining approval pathways for commonly approved uses, thereby reducing regulatory barriers for small businesses." This ZOTA is one of potentially multiple amendments to further this goal.

Strategic Focus Area:
Environmental and Economic Sustainability

Fiscal Impact:
If adopted, this zoning ordinance text amendment will result in shorter review times allowing for approved businesses to obtain a business license and pay BPOL (business, professional, and occupational license) fees.

Legal Impact:
Adoption of this initiating resolution will refer the Zoning Ordinance Text Amendment to the Planning Commission to be discussed at a public hearing, followed by a public hearing of the town council.

Staff Recommendation/Next Steps:
Approve the initiating resolution.

Attachments:
1. Draft Ordinance
2. Resolution (Proposed)

TOWN OF HERNDON, VIRGINIA

TOWN COUNCIL

ORDINANCE

_____, 2026

Ordinance- to adopt Zoning Ordinance Text Amendment ZOTA #26-04 to amend Chapter 78 (ZONING), Article IV (Business Districts), Section 78-40.3 (CO – Commercial Office) and Article VII (Use Regulations), Section 78-70.2 (Table of Permitted and Allowed Uses), to remove the special exception requirement for personal service uses in the CO zoning district.

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 IV – BUSINESS DISTRICTS

***

Sec. 78-40.3 – CO – Commercial office district.

***

(3) Table of Permitted uses in the CO district.

Table 78-40.3(c)(3): Principal Permitted and Allowed Uses CO
KEY: P = Use Permitted By Right; S=Use Allowed Subject to Special Exception Approval;
Uses may be subject to use specific standards as noted in the last column

USE CATEGORY	USE TYPE	CO	See Supplemental Regulations
	***		

DRAFT

Personal Services and Retail Sales	Animal Hospital, Kennel, Pet Daycare, Animal Shelter, and Veterinary Clinic	S	§78-71.10
	Artist's Studio or Gallery	P	§78-71.10
	Dry-Cleaning/Laundry, Laundromats	S	§78-71.10
	Financial Institution	P	§78-71.10
	Health Care Facility	P	§78-71.10
	Health Care Laboratory	P	§78-71.10
	Mailing and Packing Service	S	§78-71.10
	Personal Services, General	~~S~~P	§78-71.10
	Pharmacy	P	§78-71.10
	Product Repair and Services	S	§78-71.10
	Retail Sales	S	§78-71.10
	School of Special Instruction	S	§78-71.10
	Other Personal Services and Retail Sales Uses	S	§78-71.10
Commercial Utilities	***		

Article VII. – USE REGULATIONS

***

Sec. 78-70.2 – Table of permitted and allowed uses

***

	Residential Districts	Business Districts	Planned Development District	Supp'l Reqs.

DRAFT

USE CATEGORY	USE TYPE	R15	R10	R TC	RM	CC	CS	CO	O& LI	PD-R	PD-B	PD-TD PD-D	PD-UR	PD-TOC PD-W	See Section
Offices	***														
	Animal Hospital, Kennel, Pet Daycare, Animal Shelter, and Veterinary Clinic						P	S	S	Z	Z			**	§78-71.10
	Artist's Studio or Gallery					P	P	P	P	Z	Z	Z*		**	§78-71.10
	Dry-Cleaning/Laundry, Laundromats					S	P	S	P	Z	Z	Z*		**	§78-71.10
	Durable Goods Sales						P		S		Z			**	§78-71.10
Personal Services and Retail Sales	Financial Institution					P	P	P	P		Z	Z*		**	§78-71.10
	Funeral Home					P								**	§78-71.10
	Health Care Facility					P	P	P	P	Z	Z	Z*		**	§78-71.10
	Health Care Laboratory					P	P	P	P		Z			**	§78-71.10

DRAFT

	Mailing and Packing Service					S	P	S	P		Z	Z*		**	§78-71.10
	Personal Services, General					P	P	~~S~~ **P**		Z	Z	Z*		**	§78-71.10
	Pharmacy					P	P	P			Z	Z*		**	§78-71.10
	Product Repair and Services					P	P	S	P		Z	Z*		**	§78-71.10
	Retail Sales					P	P	S			Z	Z*	Z	**	§78-71.10
	School of Special Instruction					S	P	S	P	Z	Z	Z*		**	§78-71.10
	Other Personal Services and Retail Sales Uses					P	P	S			Z	Z*	**	§78-71.10	
Vehicle Sales and Services	***														

***

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

DRAFT

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

RESOLUTION

APRIL 28, 2026

Resolution- to initiate consideration of a Zoning Ordinance Text Amendment ZOTA #26-04 to amend Chapter 78 (ZONING), Article IV (Business Districts), Section 78-40.3 (CO – Commercial Office) and Article VII (Use Regulations), Section 78-70.2 (Table of Permitted and Allowed Uses), to remove the special exception requirement for personal service uses in the CO zoning district.

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

1. The Town Council initiates an amendment to Chapter 78 (ZONING), Article IV (Business Districts), Section 78-40.3 (CO – Commercial Office), and Article VII (Use Regulations), Section 78-70.2 (Table of Permitted and Allowed Uses), to remove the special exception requirement for personal service uses in the CO zoning district.

2. The public necessity, convenience, general welfare, and good zoning practice require the Town Council's consideration of this proposed amendment.

3. The amendment is referred to the Planning Commission for its consideration, public hearing, and recommendation in accordance with Va. Code §15.2-2285(B) and Town Code Sec. 78-155.2(d).

26-G-30

Town Council Regular Meeting
Agenda Item 7.d.

Agenda Item: **Resolution 26-G-31 to approve a Temporary License Agreement between the Town and JOTT, INC., to use a designated public space in the alley adjacent to Jimmy's Old Town Tavern for outdoor seating during two events**

Meeting Date: April 28, 2026

Category: Consent

Prepared by: David Stromberg, Zoning Administrator, Lesa Yeatts, Town Attorney

Description:
Resolution approving a Temporary License Agreement granting Jimmy's Old Town Tavern use of town-owned public property for outdoor seating during events in May and September.

Background/Timing Impact:
The applicant, Jimmy's Old Town Tavern, is requesting authorization to use a designated town-owned public alley space located between 689 and 681 Spring Street for outdoor seating during two events. The events will be held from 8:00 a.m. to 10:00 p.m. on May 24, 2026, and from 8:00 a.m. to 10:00 p.m. on September 6, 2026. The applicant has been approved for Temporary Use Permits by the Zoning Administrator pursuant to Section 78-90.2 of the Town of Herndon Zoning Ordinance.

This resolution authorizes the mayor to sign the necessary license agreement to permit Jimmy's Old Town Tavern to utilize the town's property for these events.

Strategic Focus Area:
Thriving Community

Fiscal Impact:
There is no fiscal impact for this item.

Legal Impact:
Virginia state code requires town council approval for agreements regarding the use of town-owned property.

Staff Recommendation/Next Steps:
Staff recommends approval of the Resolution as proposed.

Attachments:

1. Resolution (Proposed)
2. AGREEMENT - JOTT May and September 2026_Signed
3. Exhibit A -TUP-May 2026
4. Exhibit B-TUP-Sept 2026

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

RESOLUTION

APRIL 28, 2026

Resolution- **to approve a Temporary License Agreement between the Town and JOTT, INC., to use a designated public space in the alley adjacent to Jimmy's Old Town Tavern for outdoor seating during two events.**

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

1. The temporary license agreement dated April 28, 2026, between the Town of Herndon and JOTT, INC., d/b/a Jimmy's Old Town Tavern (Jimmy's) is approved.

2. The license allows Jimmy's to use designated public alley space adjacent to Jimmy's for outdoor seating during two events on May 24, 2026, and September 6, 2026.

3. The license agreement may contain other terms agreed to by the mayor and is on file in the office of the Town Attorney. The mayor is authorized to sign and deliver this temporary license agreement and any other instrument necessary to evidence or effectuate this agreement.

26-G-31

TEMPORARY LICENSE AGREEMENT

This Agreement ("Agreement") is made this 28th day of April 2026 by and between JOTT, INC. d/b/a Jimmy's Old Town Tavern ("Jimmy's) and the TOWN OF HERNDON, VIRGINIA, ("Town").

WHEREAS Jimmy's represents that they have a Temporary Use Permits to conduct events in the Town of Herndon on May 24, 2026 as represented in "Exhibit A" and on September 6, 2026 as represented in "Exhibit B" attached hereto ("Permits") and that Jimmy's would like to use the Town's property behind Jimmy's Old Town Tavern Restaurant as shown on the Permits and known as the "Alley";

WHEREAS the Town desires to permit the use of the Alley by Jimmy's on the dates as described in the Permits (on May 24, 2026 and September 6, 2026, only).

Now therefore the parties agree as follows:

1. The Town hereby grants Jimmy's authorization to temporarily use the Alley for purposes described in the Permits.

2. Jimmy's shall comply with the terms of the Permits, this License, and all applicable town, state and federal laws and regulations obtaining and maintaining at all times any other permit(s) required under applicable law for this use.

3. The parties expressly agree and contract that there shall be no fee for the use of the Town property on this occasion only.

4. The permission to use the property granted by this agreement is nonexclusive in nature, and the Town reserves the right to make concurrent use of the Property.

5. Jimmy's hereby assumes all risk of damage by reason of its occupation of the Alley caused by any defects therein or activity occurring thereon, whether caused by the negligence of the Town, its officers, agents, or employees, or otherwise, and Jimmy's hereby agrees to hold harmless and indemnify the Town, its officers, agents and employees, from and against any such liability for such damage or injury to the extent permitted under the laws of the Commonwealth of Virginia.

6. Jimmy's shall secure, provide and maintain insurance to protect the Town of such type and in such amount as is described below naming the Town as an additional insured. This Agreement shall not take effect until evidence of insurance is provided to the Town and the Town gives Jimmy's written confirmation that the type and amount of insurance is accepted.

Insurance limits shall not be less than the following amounts:

Liability - Coverage totaling $5,000.000.00. All policies shall be endorsed to name the Town of Herndon as an additional insured.

The insurance required hereunder shall be maintained in effect during the duration of this Agreement. Insurance Policy(s) shall contain a valid provision or endorsement that the policy may not be canceled, terminated, changed or modified without giving thirty (30) calendar days advance written notice thereof to the Town.

7. Termination: The Town may terminate this Agreement upon 24 hours notice to Jimmy's for cause.

8. This Agreement, having been executed in the Commonwealth of Virginia, the construction and performance thereof or any dispute shall be governed by the laws of Virginia. Venue shall be proper in the County of Fairfax, Virginia.

9. This Agreement contains the entire and only agreement between the parties, and it supersedes and merges all pre-existing agreements. Any representations, understandings, promises and any conditions not expressly incorporated herein shall not be binding upon either party or their respective successors in interest.

JOTT, INC.

d/b/a Jimmy's Old Town Tavern

By James Cirrito
James Cirrito (Apr 23, 2026 09:55:24 EDT)
James C. Cirrito, President

TOWN OF HERNDON, VIRGINIA

By_____
Keven J. LeBlanc, Jr., Mayor

APPROVED AS TO FORM:

Lesa J. Yeatts
Lesa J. Yeatts, Town Attorney

TUP26-003 **EXHIBIT A**

July 2018

RECEIVED ON
APR 02 2026
DEPARTMENT OF COMMUNITY DEVELOPMENT

TOWN OF Herndon VIRGINIA

Department of Community Development
777 Lynn Street
Herndon, Virginia 20170-4602

APPLICATION FOR APPROVAL OF A TEMPORARY USE SITE PLAN AND ASSOCIATED ZONING INSPECTION PERMIT (TEMPORARY USE PERMIT)

(Not all temporary uses require a permit. See § 78-90.1 of the Herndon Town Code.)

Submittal of this form with **original signatures is required.** ***PLEASE PRINT OR TYPE*** *(Unless otherwise indicated.)*

Name of Business or Organization: Jimmy's Old Town Tavern

Street Address of the Subject Property (including apt/suite #): 697 Spring St. Herndon VA 20170

Please describe the requested activity, proposed dates and daily hours of operation. Add more sheets if necessary. Outdoor Dining May 24, 2026, 8am - 10pm

Lot Area (site area) Proposed for the Temporary Use: Alley behind Jimmy's/Former Robert's Carpet Lot

Are any site alterations or any alterations to the building's exterior or interior planned or underway in connection with this use (or were any alterations done)? ■ No □ Yes Please describe :

Name of Contact for the Temporary Use (Applicant): Jimmy Cirrito

Address of Permanent Residence: 9254 Matthew Dr. Manassas Park, VA 20111

Jimcirrito@aol.com
E-mail address

703-470-4014
Telephone # for duration of temporary use

The undersigned hereby applies for a Temporary Use Permit under the provisions of § 78-90.3 and § 78-90.4 of the Herndon Town Code.

I hereby affirm and certify that:

- *The information provided on this form is true and correct to the best of my knowledge.*
- *The requirements associated with this application under § 78-90.3 and § 78-90.4 of the Herndon Town Code have been read and are understood.*
- *The use and occupancy of buildings and/or the use of land noted above is in conformance with all provisions of the Town of Herndon, Virginia Zoning Ordinance regulations to the best of my knowledge.*
- *The site shall be returned within 48 hours to its condition prior to the establishment of the temporary use.*

James C. Cirrito — 4-1-2026

Signature of Contact (Applicant) **Date**

APPLICATION FOR APPROVAL OF A TEMPORARY USE SITE PLAN AND ASSOCIATED ZONING INSPECTION PERMIT (TEMPORARY USE PERMIT) - continued

Name and Title of Property Owner (Applicant): Jimmy Cirrito JMK 12 LLC

Mailing Address: same

E-mail address | Telephone

TO BE SUBMITTED WITH THIS APPLICATION

X A letter signed by the owner or owner's agent consenting to the application for the Temporary Use Permit;

X A Site Plan prepared in accordance with § 78-155.6(4) and showing the area of proposed activity with signage, display areas, illumination, vehicular entrances to the site (location, type and size), parking area associated with the temporary use (location, layout, and surface material);

X The detailed description of the proposed temporary activity requested above should include an analysis of any noise that may not comply with the noise provisions in the Herndon Town Code;

X Sample signage to be used;

N/A A statement from the landowner(s) authorizing an agent to act on their behalf (if applicable);

N/A If a pre-application conference took place, a statement indicating the date and time a pre-application conference was held with the Town, as well as a list of participants in the conference;

N/A A list of proposed vendors to include security firms, food trucks, portable toilet providers, or any other vendors that will be onsite during the event.

AUTHORIZATION STEP ONE. SITE IMPROVEMENTS ONLY (verification of Site Plan approval)

The applicant is authorized to proceed to **make the site improvements** for the purposes of conducting the temporary use described above.

04/22/2026

Signature and Authorization of Zoning Administrator

AUTHORIZATION STEP TWO: AUTHORIZATION TO BEGIN OPERATION OF THE TEMPORARY USE (Temporary Use Permit/Zoning Inspection Permit)

The applicant has completed the site improvements and the applicant is authorized to **begin operation of the temporary use**.

This Permit is effective beginning _____ for _____ days.

Signature of Zoning Inspector

APPLICATION FOR APPROVAL OF A TEMPORARY USE SITE PLAN AND ASSOCIATED ZONING INSPECTION PERMIT (TEMPORARY USE PERMIT) - continued

For Office Use Only:

STEP ONE (Site Plan)	Received by: Lisa W	Fee paid for **Temporary Use Site Plan*** application: $50.00	Date: 4/15/26	Case No.: TUP26-003
	Use permitted by Town Code Section:			
	Tax Map Reference: 0162 02 0086A		Zoning District: CC	
	Business and Occupational License #:		Status of Taxes: ☑ Paid ☐ Delinquent	
STEP TWO (ZIP)	Received by:	Fee paid for **Zoning Inspection Permit/Temporary Use Permit**:		Date:
**Note: no application fee is required for uses of less than 90 consecutive days in duration.*				

Distribution after approval:	Applicant	Community Development	Fire Department	Finance

Printable page

MAP #: 0162 02 0086A
JMK 12 LLC

695 SPRING ST

Owner

Name	JMK 12 LLC,
Mailing Address	697 SPRING ST HERNDON VA 20170
Book	27812
Page	1619

Parcel

Property Location	695 SPRING ST HERNDON VA 20170 5125
Map #	0162 02 0086A
Tax District	HT000
District Name	DRANESVILLE TOWN OF HERNDON TRANSPORT
Land Use Code	Specialty Center
Land Area (acreage)	
Land Area (SQFT)	6,583
Zoning Description	CC(Central Comm District)
Utilities	WATER CONNECTED SEWER CONNECTED GAS NOT AVAILABLE
County Inventory of Historic Sites	YES
County Historic Overlay District	NO For further information about the Fairfax County Historic Overlay Districts, CLICK HERE For properties within the towns of Herndon, Vienna or Clifton please contact the town to determine if the property is within a town historic district.
Street/Road	PAVED
Site Description	COMMERCIAL RANK #1

Stub Number

411379913

Legal Description

Legal Description	SPRING STREET ELDEN SPRING STS LT 86A

Printable page

MAP #: 0162 02 0086A
JMK 12 LLC

695 SPRING ST

Stub Number

411379913

Summary of 2025 Taxes

Year	General Fund Net Taxes	Special Tax District	Service Charges	Interest	Penalty	Other Charges	Amount Paid	Balance Due
2025 1ST HALF DUE	$8,813.14	$3,364.31	$.00	$.00	$.00	$.00	-$12,177.45	$.00
2025 2ND HALF DUE	$8,813.14	$3,364.30	$.00	$.00	$.00	$.00	-$12,177.44	$.00
Total:	$17,626.28	$6,728.61	$.00	$.00	$.00	$.00	-$24,354.89	$.00

Prepays and Refunds

Prepays	$.00
Pending Refunds	$.00
GRAND TOTAL	$.00

Source: Fairfax County Department
of Tax Administration, Real Estate Division.

RECEIVED ON

APR 02 2026

DEPARTMENT OF
COMMUNITY DEVELOPMENT

April 1, 2026

David Stromberg

Zoning Department

Town of Herndon

777 Lynn Street
Herndon VA 20170-0427

Re: Temporary Use Permit for the Extension of Retail Sales, Sunday, May 24, 2026.

Dear Mr. Stromberg,

This letter serves as a Request/Application for permission for Jimmy's Old Town Tavern, 697 Spring Street, to have the Town of Herndon issue a Temporary Use Permit for the Extension of Outdoor Retail Sales per The Town of Herndon Zoning Ordinance, Division 3. Temporary Uses; Sec.78-1392 Item (3) and Sec. 78-1395 Item (3) Outdoor Retail Sales Events & Sec. 78-1395 Item (4). Additional Permits for Temporary Use inclusive of Sunday, May 24, 2026 from 8AM to 10:00PM.

Enclosed please find the following:

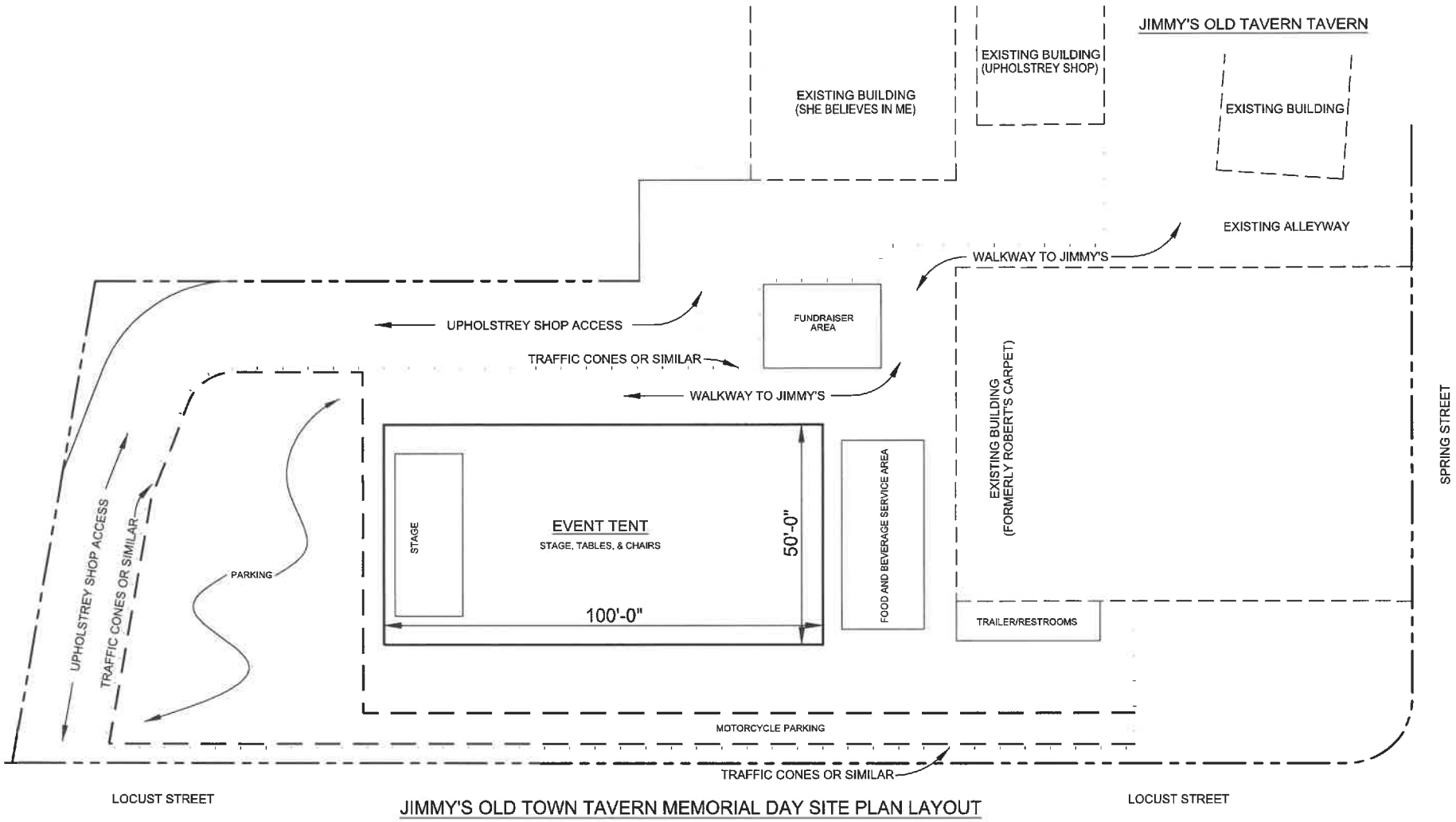
- Drawing of the proposed area
- Letter to the ABC Board of Virginia requesting an extension of license privileges.

If you have any questions, please contact me at 703-470-4014.

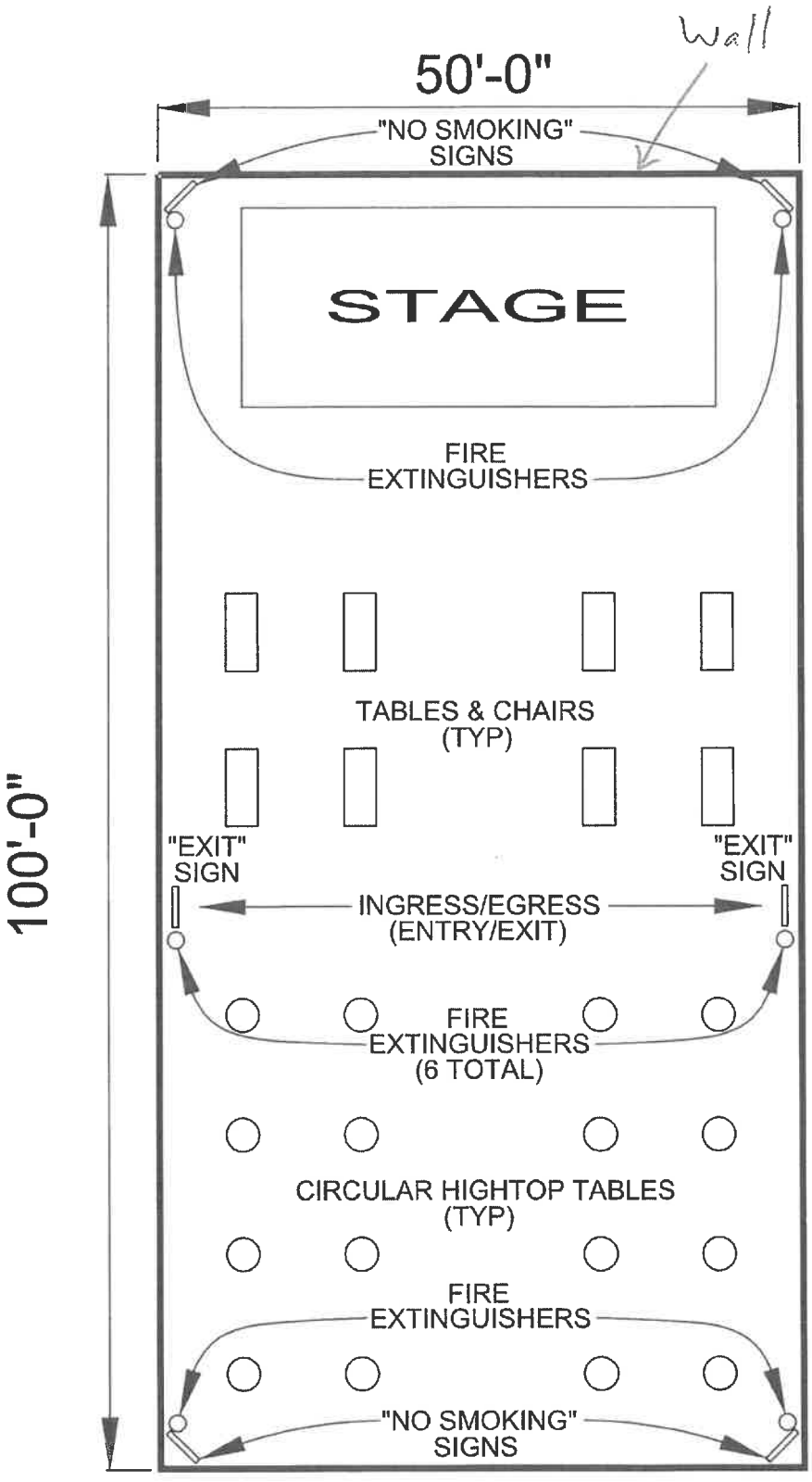
Sincerely,

James C. Cirrito

James C. Cirrito
Owner
Jimmy's Old Town Tavern



JIMMY'S OLD TOWN TAVERN MEMORIAL DAY SITE PLAN LAYOUT



OCCUPANCY - 150

EVENT TENT INTERIOR LAYOUT

NO ALCOHOL PAST THIS POINT

JIMMY'S
Old Town Tavern

COPY

April 1, 2026

Special Agent, Kenneth Chang
Bureau of Law Enforcement
Commonwealth of Virginia
Department of Alcoholic Beverage Control
Alexandria Regional Office
6308 Grovedale Drive
Alexandria VA 22310

Re: Request for Extension of License Privileges for outdoor Event, Sunday, May 24, 2026.

Dear Special Agent Kenneth Chang:

This letter serves as a Request for Permission for JOTT, Inc., trading as Jimmy's Old Town Tavern, License 75822, to extend its license privileges to the alleyway, et al, shown on the enclosed sketch for the following date and time span:

Sunday, May 24, 2026, from 8:00AM to 10:00 PM

Enclosed please find the following:
- Drawing of the proposed area.
- Application to the Town of Herndon for this event.

The license is obligated to ensure full compliance with the ABC laws and all other laws and regulations and is cognizant of criminal action that could be taken toward those involved and administrative action taken toward the license held by JOTT, Inc.

If you have any questions, please contact me at 703-470-4014.

Sincerely,

James C. Cirrito

James Cirrito
Owner
Jimmy's Old Town Tavern

April 1, 2026

Town of Herndon
Dept. of Community Development
777 Lynn Street
Herndon VA 20170

Re: Temporary Use Permit for the Extension of Retail Sales for Outdoor Event, May 24, 2026.

Dear TOH:

Relative to your request, I hereby give my permission for my business neighbor, Jimmy's Old Town Tavern, to provide an outdoor event on May 24, 2026. The location shall be in the parking area behind and adjoining our businesses. The purpose of this event is to provide and sell food and beverages as an extension of the existing retail business known as Jimmy's Old Town Tavern.

Sincerely,

Khurram Afzal, Owner
681 Spring Street
Herndon, VA 20170

Date: 04.06.26

TUP26-004 **EXHIBIT B**

July 2018

RECEIVED ON
APR 02 2026
DEPARTMENT OF COMMUNITY DEVELOPMENT

TOWN OF Herndon VIRGINIA

Department of Community Development
777 Lynn Street
Herndon, Virginia 20170-4602

APPLICATION FOR APPROVAL OF A TEMPORARY USE SITE PLAN AND ASSOCIATED ZONING INSPECTION PERMIT (TEMPORARY USE PERMIT)

(Not all temporary uses require a permit. See § 78-90.1 of the Herndon Town Code.)

Submittal of this form with **original signatures is required.** ***PLEASE PRINT OR TYPE*** *(Unless otherwise indicated.)*

Name of Business or Organization: Jimmy's Old Town Tavern

Street Address of the Subject Property (including apt/suite #): 697 Spring St. Herndon VA 20170

Please describe the requested activity, proposed dates and daily hours of operation. Add more sheets if necessary. Outdoor Dining May September 6, 2026, 8am - 10pm

Lot Area (site area) Proposed for the Temporary Use: Alley behind Jimmy's/Former Robert's Carpet Lot

Are any site alterations or any alterations to the building's exterior or interior planned or underway in connection with this use (or were any alterations done)? ■ No □ Yes Please describe :

Name of Contact for the Temporary Use (Applicant): Jimmy Cirrito

Address of Permanent Residence: 9254 Matthew Dr. Manassas Park, VA 20111

Jimcirrito@aol.com
E-mail address

703-470-4014
Telephone # for duration of temporary use

The undersigned hereby applies for a Temporary Use Permit under the provisions of § 78-90.3 and § 78-90.4 of the Herndon Town Code.

I hereby affirm and certify that:

- *The information provided on this form is true and correct to the best of my knowledge.*
- *The requirements associated with this application under § 78-90.3 and § 78-90.4 of the Herndon Town Code have been read and are understood.*
- *The use and occupancy of buildings and/or the use of land noted above is in conformance with all provisions of the Town of Herndon, Virginia Zoning Ordinance regulations to the best of my knowledge.*
- *The site shall be returned within 48 hours to its condition prior to the establishment of the temporary use.*

James C. Cirrito 4-1-2026

Signature of Contact (Applicant) **Date**

APPLICATION FOR APPROVAL OF A TEMPORARY USE SITE PLAN AND ASSOCIATED ZONING INSPECTION PERMIT (TEMPORARY USE PERMIT) - continued

Name and Title of Property Owner (Applicant): Jimmy Cirrito JMK 12 LLC

Mailing Address: same

E-mail address | Telephone

TO BE SUBMITTED WITH THIS APPLICATION

X A letter signed by the owner or owner's agent consenting to the application for the Temporary Use Permit;

X A Site Plan prepared in accordance with § 78-155.6(4) and showing the area of proposed activity with signage, display areas, illumination, vehicular entrances to the site (location, type and size), parking area associated with the temporary use (location, layout, and surface material);

X The detailed description of the proposed temporary activity requested above should include an analysis of any noise that may not comply with the noise provisions in the Herndon Town Code;

X Sample signage to be used;

N/A A statement from the landowner(s) authorizing an agent to act on their behalf (if applicable);

N/A If a pre-application conference took place, a statement indicating the date and time a pre-application conference was held with the Town, as well as a list of participants in the conference;

N/A A list of proposed vendors to include security firms, food trucks, portable toilet providers, or any other vendors that will be onsite during the event.

AUTHORIZATION STEP ONE. SITE IMPROVEMENTS ONLY (verification of Site Plan approval)

The applicant is authorized to proceed to **make the site improvements** for the purposes of conducting the temporary use described above.

04/22/2026

Signature and Authorization of Zoning Administrator

AUTHORIZATION STEP TWO: AUTHORIZATION TO BEGIN OPERATION OF THE TEMPORARY USE (Temporary Use Permit/Zoning Inspection Permit)

The applicant has completed the site improvements and the applicant is authorized to **begin operation of the temporary use.**

This Permit is effective beginning _____ for _____ days.

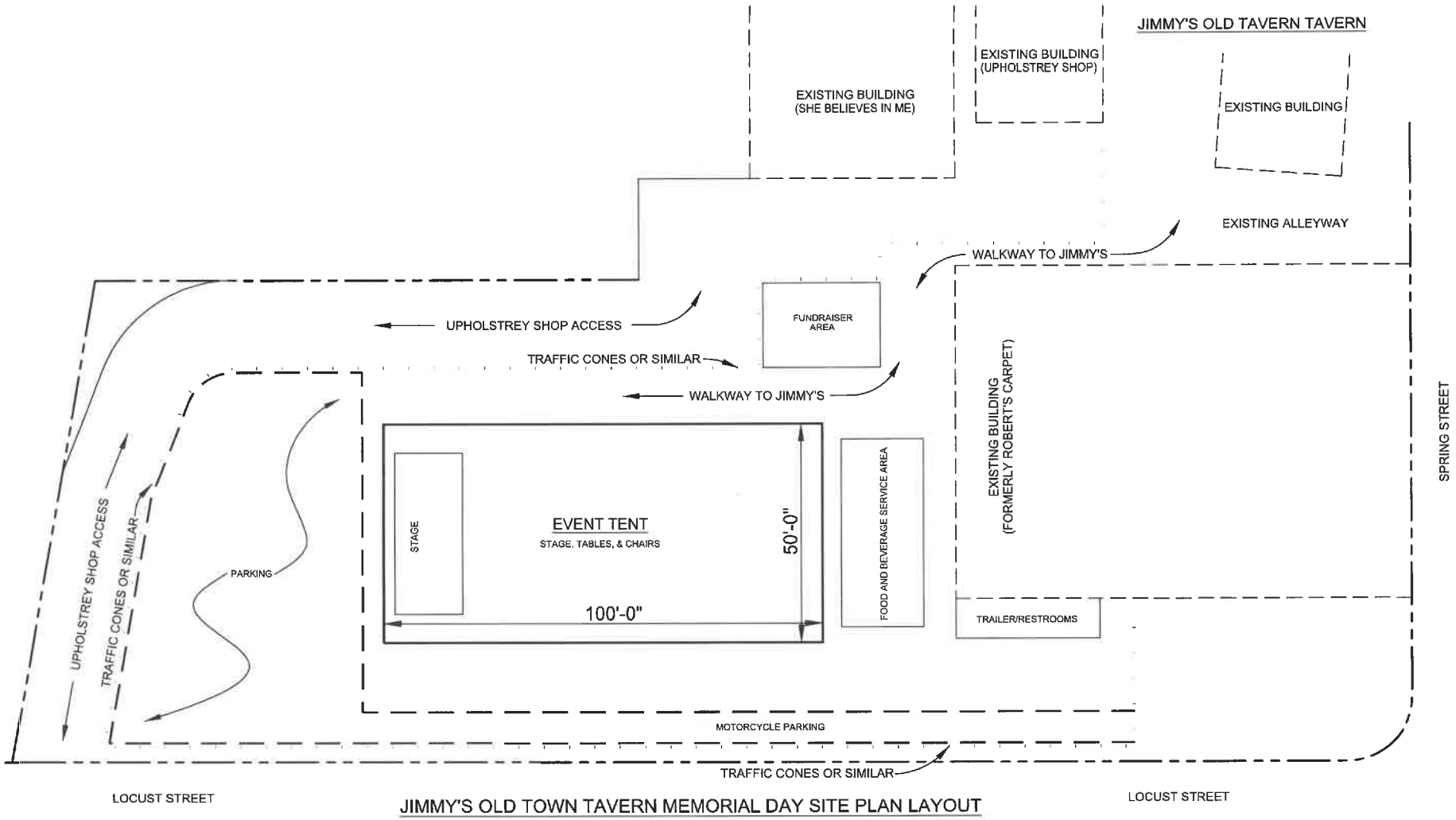
Signature of Zoning Inspector

APPLICATION FOR APPROVAL OF A TEMPORARY USE SITE PLAN AND ASSOCIATED ZONING INSPECTION PERMIT (TEMPORARY USE PERMIT) - continued

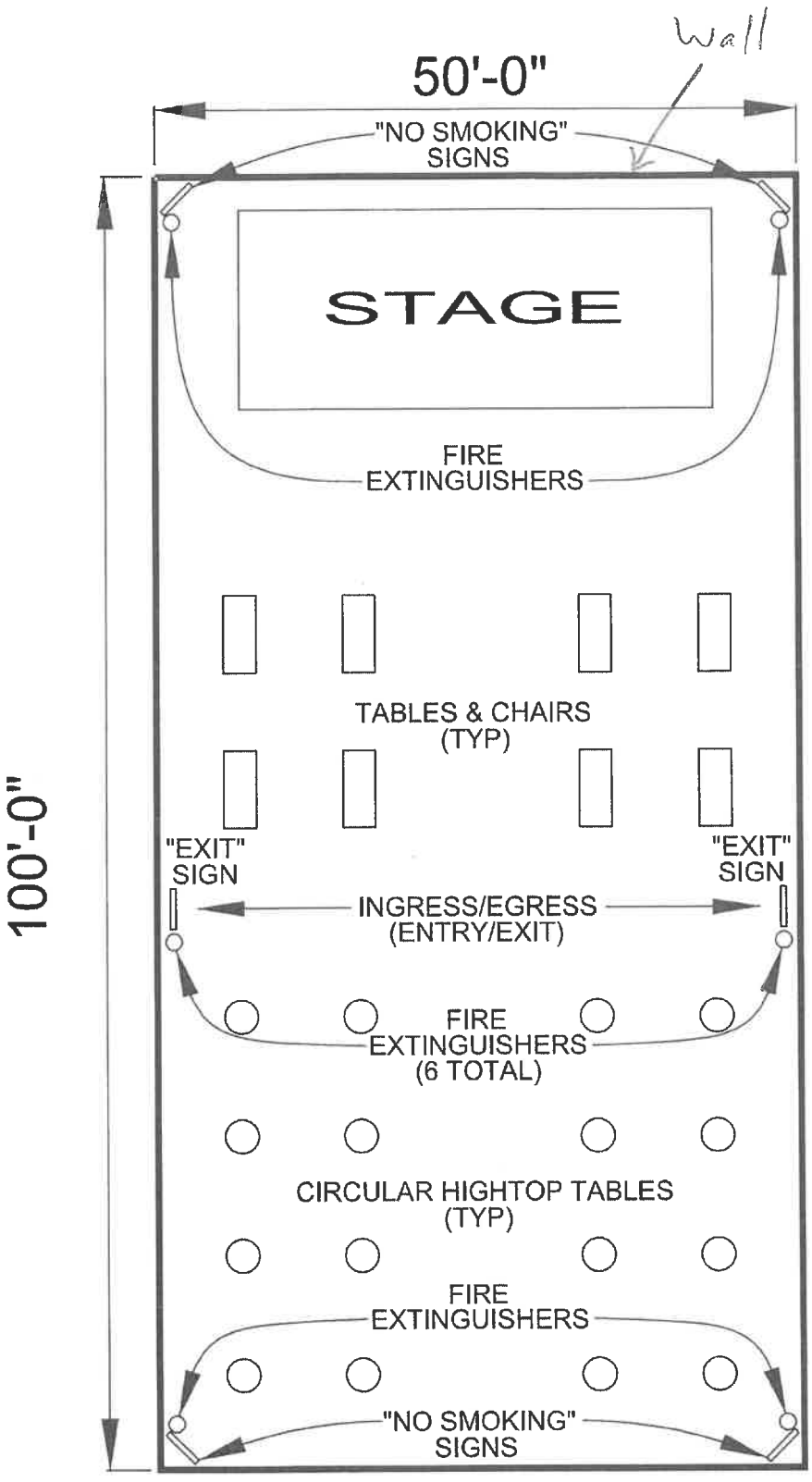
For Office Use Only:

STEP ONE (Site Plan)	Received by: Lisa W	Fee paid for **Temporary Use Site Plan*** application: $50.00	Date: 4/15/26	Case No.: TUP26.004
	Use permitted by Town Code Section:			
	Tax Map Reference: 0162 02 0086A		Zoning District: CC	
	Business and Occupational License #:		Status of Taxes: ☒ Paid ☐ Delinquent	
STEP TWO (ZIP)	Received by:	Fee paid for **Zoning Inspection Permit/Temporary Use Permit**:		Date:
**Note: no application fee is required for uses of less than 90 consecutive days in duration.*				

Distribution after approval:	Applicant	Community Development	Fire Department	Finance



JIMMY'S OLD TOWN TAVERN MEMORIAL DAY SITE PLAN LAYOUT



OCCUPANCY - 150

EVENT TENT INTERIOR LAYOUT

NO ALCOHOL PAST THIS POINT

JIMMY'S
Old Town Tavern

RECEIVED ON
APR 02 2026
DEPARTMENT OF
COMMUNITY DEVELOPMENT

April 1, 2026

David Stromberg

Zoning Department

Town of Herndon

777 Lynn Street
Herndon VA 20170-0427

Re: Temporary Use Permit for the Extension of Retail Sales, Sunday, September 6, 2026

Dear Mr. Stromberg,

This letter serves as a Request/Application for permission for Jimmy's Old Town Tavern, 697 Spring Street, to have the Town of Herndon issue a Temporary Use Permit for the Extension of Outdoor Retail Sales per The Town of Herndon Zoning Ordinance, Division 3. Temporary Uses; Sec.78-1392 Item (3) and Sec. 78-1395 Item (3) Outdoor Retail Sales Events & Sec. 78-1395 Item (4). Additional Permits for Temporary Use inclusive of Sunday, September 6, 2026 from 8:00AM to 10:00PM. Television sound will be amplified.

Enclosed please find the following:

- Drawing of the proposed area
- Letter to the ABC Board of Virginia requesting an extension of license privileges.

If you have any questions, please contact me at 703-470-4014.

Sincerely,

James C. Cirrito

James C. Cirrito
Owner
Jimmy's Old Town Tavern

JIMMY'S
Old Town Tavern

April 1, 2026

Copy

Special Agent, Kenneth Chang
Bureau of Law Enforcement
Commonwealth of Virginia
Department of Alcoholic Beverage Control
Alexandria Regional Office
6308 Grovedale Drive
Alexandria VA 22310

Re: Request for Extension of License Privileges for outdoor Event, Sunday, September 6, 2026.

Dear Special Agent Kenneth Chang:

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Sunday, September 6, 2026, from 8:00AM to 10:00 PM

Enclosed please find the following:

- Drawing of the proposed area.
- Application to the Town of Herndon for this event.

The license is obligated to ensure full compliance with the ABC laws and all other laws and regulations and is cognizant of criminal action that could be taken toward those involved and administrative action taken toward the license held by JOTT, Inc.

If you have any questions, please contact me at 703-470-4014.

Sincerely,

James C. Cirrito

James Cirrito
Owner
Jimmy's Old Town Tavern

Printable page

MAP #: 0162 02 0086A
JMK 12 LLC

695 SPRING ST

Owner

Name	JMK 12 LLC,
Mailing Address	697 SPRING ST HERNDON VA 20170
Book	27812
Page	1619

Parcel

Property Location	695 SPRING ST HERNDON VA 20170 5125
Map #	0162 02 0086A
Tax District	HT000
District Name	DRANESVILLE TOWN OF HERNDON TRANSPORT
Land Use Code	Specialty Center
Land Area (acreage)	
Land Area (SQFT)	6,583
Zoning Description	CC(Central Comm District)
Utilities	WATER CONNECTED SEWER CONNECTED GAS NOT AVAILABLE
County Inventory of Historic Sites	YES
County Historic Overlay District	NO For further information about the Fairfax County Historic Overlay Districts, CLICK HERE For properties within the towns of Herndon, Vienna or Clifton please contact the town to determine if the property is within a town historic district.
Street/Road	PAVED
Site Description	COMMERCIAL RANK #1

Stub Number

411379913

Legal Description

Legal Description	SPRING STREET ELDEN SPRING STS LT 86A

Printable page

MAP #: 0162 02 0086A
JMK 12 LLC 695 SPRING ST

Stub Number

411379913

Summary of 2025 Taxes

Year	General Fund Net Taxes	Special Tax District	Service Charges	Interest	Penalty	Other Charges	Amount Paid	Balance Due
2025 1ST HALF DUE	$8,813.14	$3,364.31	$.00	$.00	$.00	$.00	-$12,177.45	$.00
2025 2ND HALF DUE	$8,813.14	$3,364.30	$.00	$.00	$.00	$.00	-$12,177.44	$.00
Total:	$17,626.28	$6,728.61	$.00	$.00	$.00	$.00	-$24,354.89	$.00

Prepays and Refunds

Prepays	$.00
Pending Refunds	$.00
GRAND TOTAL	$.00

Source: Fairfax County Department
of Tax Administration, Real Estate Division.

April 1, 2026

Town of Herndon
Dept. of Community Development
777 Lynn Street
Herndon VA 20170

Re: Temporary Use Permit for the Extension of Retail Sales for Outdoor Event, September 6, 2026.

Dear TOH:

Relative to your request, I hereby give my permission for my business neighbor, Jimmy's Old Town Tavern, to provide an outdoor event on September 6, 2026. The location shall be in the parking area behind and adjoining our businesses. The purpose of this event is to provide and sell food and beverages as an extension of the existing retail business known as Jimmy's Old Town Tavern.

Sincerely,

Khurram Afzal, Owner
681 Spring Street
Herndon, VA 20170

Date: 04-06-26

Town Council Regular Meeting
Agenda Item 7.e.

Agenda Item: **Resolution 26-G-32 to approve a Temporary License Agreement between the Town and Dulles Regional Chamber of Commerce for use of town-owned property for portable toilets and an ice machine for Friday Night Live events**

Meeting Date: April 28, 2026

Category: Consent

Prepared by: Lesa Yeatts, Town Attorney

Description:
The proposed Resolution approves a temporary license agreement for the placement of portable toilets and an ice cooler machine for Friday Night Live events.

Background/Timing Impact:
This Temporary License Agreement grants permission to the Chamber to use town-owned property in the Herndon Municipal Center parking lot for placement of portable toilets and in the Herndon Municipal Center parking garage for placement of an ice cooler machine for Friday Night Live events.

The portable toilets and ice cooler machine will be in place beginning on May 22, 2026, through September 4, 2026.

Strategic Focus Area:
Thriving Community
Good Governance

Fiscal Impact:
There is no fiscal impact for this item.

Legal Impact:
The Virginia state code requires Town Council approval for agreements regarding the use of town-owned property.

Staff Recommendation/Next Steps:
Staff recommends approval of the resolution as proposed.

Attachments:
1. Resolution (Proposed)

2. License Agreement - FNL 2026

TOWN OF HERNDON, VIRGINIA
TOWN COUNCIL

RESOLUTION

APRIL 28, 2026

Resolution- to approve a Temporary License Agreement between the Town and Dulles Regional Chamber of Commerce for use of town-owned property for portable toilets and an ice machine for Friday Night Live events.

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

1. The temporary license agreement dated April 28, 2026, between the Town of Herndon ("Town") as licensor and Dulles Regional Chamber of Commerce ("Chamber") as licensee is approved. The license allows the Chamber to use designated town-owned property in the Herndon Municipal Center parking lot for placement of portable toilets and designated town-owned property in the Herndon Municipal Center parking garage for placement of an ice cooler machine for Friday Night Live events on May 22, 29, June 5, 12, 19, 26, July 3, 10, 17, 24, 31, August 7, 14, 21, 28, and September 4 of 2026.

2. The mayor is authorized to sign and deliver this license agreement and any other instrument to evidence or support the license agreement.

26-G-32

TEMPORARY LICENSE AGREEMENT

This Agreement ("Agreement") is made this 28th day of April 2026 by and between DULLES REGIONAL CHAMBER OF COMMERCE, a Virginia corporation ("Chamber") and the TOWN OF HERNDON, VIRGINIA, a municipal corporation ("Town").

WHEREAS Chamber represents that they have a Special Event Contract to conduct Friday Night Live events in the Town of Herndon on May 22, 29, June 5, 12, 19, 26, July 3, 10, 17, 24, 31, August 7, 14, 21, 28, and September 4 of 2026 and that Chamber desires to use the Town's property for placement of portable toilets ("portalets") and an ice cooler machine;

WHEREAS the Town desires to permit the use of the Town's property for placement of portalets and an ice cooler machine on these dates.

Now therefore, the parties agree as follows:

1. The Town hereby grants Chamber authorization to temporarily use Town-owned property for placement of portalets in a place designated by the Town in the Herndon Municipal Center parking lot and an ice cooler machine in a location designated by the Town in the Herndon Municipal Center parking garage.

2. Chamber shall comply with the terms of the License and all applicable town, state and federal laws and regulations obtaining and maintaining at all times any other permit(s) required under applicable law for this use.

3. The parties expressly agree and contract that there shall be no fee for the use of the Town property for this purpose on these dates.

4. The permission to use the property granted by this agreement is nonexclusive in nature, and the Town reserves the right to make concurrent use of the Property.

5. Chamber hereby assumes all risk of damage by reason of its occupation of the Town's property caused by any defects therein or activity occurring thereon, and Chamber hereby agrees to hold harmless and indemnify the Town, its officers, agents and employees, from and against any such liability for such damage or injury to the extent permitted under the laws of the Commonwealth of Virginia.

6. Chamber shall secure, provide and maintain insurance to protect the Town of such type and in such amount as is described below naming the Town as an additional insured. This Agreement shall not take effect until evidence of insurance is provided to the Town and the Town gives Chamber written confirmation that the type and amount of insurance is accepted.

Insurance limits shall not be less than the following amounts:

Commercial General Liability – Combined single limit of at least $1,000,000 per occurrence and $2,000,000 general aggregate. Policy shall be endorsed to name the Town as an additional insured.

The insurance required hereunder shall be maintained in effect during the duration of this Agreement. Insurance Policy(s) shall contain a valid provision or endorsement that the policy may not be canceled, terminated, changed or modified without giving thirty (30) calendar days advance written notice thereof to the Town.

7. The ice machine shall have a latching and locking system that is a permanently attached feature of the cooler and maintained in good condition. The locking system must maintain the appliance's air seal. The ice machine shall be properly locked whenever the ice machine is not supervised.

8. Portalets shall be secured in such a manner as to maximize their safe use while also minimizing risk of tip over. In the case of a tip over, the Chamber will be responsible for any spill clean-up and mitigation. The Chamber shall make every reasonable effort to ensure that portable toilets are serviced in a timely manner.

9. Termination: The Town may terminate this Agreement upon 24 hours' notice to Chamber for cause.

- The ice machine must be removed no later than 2 weeks after termination or by September 18, 2026.

- In any event, all equipment shall be removed from town property by September 18, 2026.

- In the event equipment is not removed by September 18, 2026, Town will remove the property and Chamber will be responsible for the cost of removal.

10. This Agreement, having been executed in the Commonwealth of Virginia, the construction and performance thereof or any dispute shall be governed by the laws of Virginia. Venue shall be proper in the County of Fairfax, Virginia.

11. This Agreement contains the entire and only agreement between the parties and it supersedes and merges all pre-existing agreements. Any representations, understandings, promises and any conditions not expressly incorporated herein shall not be binding upon either party or their respective successors in interest.

DULLES REGIONAL CHAMBER OF COMMERCE

DocuSigned by:
By David Hillelsohn
7D9B711F43B6441...
David Hillelsohn, Chairman of the Board

APPROVED AS TO FORM:

Lesa J. Yeatts

Lesa J. Yeatts, Town Attorney

TOWN OF HERNDON, VIRGINIA

Keven J. LeBlanc, Jr., Mayor

Town Council Regular Meeting
Agenda Item 7.f.

Agenda Item: **Approval of the April 7, 2026, Town Council Work Session Minutes**

Meeting Date: April 28, 2026

Category: Consent

Prepared by: Amanda Kertz, Town Clerk

Description:
This is a request for the Approval of the April 7, 2026, Town Council Work Session Minutes.

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

Strategic Focus Area:
Good Governance

Fiscal Impact:
N/A

Legal Impact:
Code of Virginia Section 2.2-3707 outlines the requirements for the recording of minutes for the governing body.

Staff Recommendation/Next Steps:
Recommend approval as presented.

Attachments:
1. Draft Minutes

TOWN OF Herndon VIRGINIA

HERNDON TOWN COUNCIL
Work Session Minutes
Tuesday, April 7, 2026

1. Call to Order

Mayor LeBlanc called the April 7, 2026, Town Council meeting to order at 7:00 p.m. in the Herndon Council Chambers Building, 765 Lynn Street, Herndon, Virginia. In attendance were: Mayor Keven LeBlanc; Vice Mayor Clark Hedrick; and Councilmembers Cesar del Aguila, Kelvin Garcia (arrived at 7:02 p.m.), Michael T. Lloyd, and Alex Reyes.

Councilmember Naila Alam was absent.

Staff present at the meeting: Dan Hoffman, Town Manager; Lesa Yeatts, Town Attorney; Kirstyn Barr Jovanovich, Deputy Town Manager; Brent Heavner, Chief Communications Officer; Marjorie Sloan, Director of Finance; John Irish, Deputy Director of Public Works; and Amanda Kertz, Town Clerk.

Determination of a Quorum

Mayor LeBlanc determined there was a quorum of five Councilmembers present. Councilmember Alam was absent, and Councilmember Garcia had not yet arrived.

Mayor Announcements

Mayor LeBlanc extended his best wishes to the community for those celebrating various holidays during the spring season.

Comments and Disclosures for the Record

Mayor LeBlanc asked Amanda Kertz, Town Clerk, if she received comments for the record or signed disclosure declarations from Council.

Ms. Kertz stated that comments were entered into the record on items 2(a) FY 2027-2032 Town of Herndon Capital Improvement Plan, and 2(b) FY 2027 Proposed Budget Follow Up.

The Town Clerk did not receive additional public comments or disclosures on any other items listed on the meeting agenda.

2. Discussion

DRAFT

a. FY 2027 - FY 2032 Town of Herndon Capital Improvement Plan

Mayor LeBlanc recognized John Irish, Deputy Director of Public Works, who presented the staff report on the FY 2027–2032 Capital Improvement Plan (CIP). Mr. Irish stated that the CIP is a financial planning document outlining a six-year schedule of capital projects and that only FY 2027 projects are fully funded, with the out-year projects representing planned commitments subject to change. He reviewed the proposed projects, costs, and funding sources, noting alignment with the Town's Comprehensive Plan and fiscal policies. Mr. Irish outlined the new projects listed on the CIP including:

1. Bready Park Tennis Court Year-Round Conversion (FY 2027).
2. Racquetball Court Renovations (FY 2027), including facility and roof-related improvements.
3. Herndon Community Center Roof Replacement (FY 2028), coordinated with energy-related upgrades.
4. Salt Storage Facility Improvements (FY 2029–2030) to meet MS-4 compliance requirements.
5. Emergency Generator Upgrades (FY 2027–FY 2028) at critical Town facilities.
6. Golf Course Irrigation Pump Station (FY 2027, Enterprise Fund).

Mr. Irish provided an overview of total project costs, noting the CIP totals approximately $31 million, with funding from General and Enterprise Funds, as well as external grants. He stated that while grant funding supports many multimodal transportation projects, debt service will be required to support portions of the CIP.

There was discussion among the Council and staff on this item, including:

1. Financial impact of projects listed in the out-years, including alignment of projected revenues with capital and operating expenditures.
2. Conservative assumptions in cost projections and the potential for increased costs over time.
3. Use of grant funding, emphasis on identifying projects as grant-funded only when funding is reasonably certain.
4. Clarification of CIP funding sources, presentation of costs, and consistency between summary materials and detailed documents.
5. Consideration of population growth and its effect on long-term capital costs and per capita impacts.

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6. Status of the Herndon Community Center, including roof replacement, prior expansion concepts, and ongoing master planning efforts.
7. Energy-related improvements, including potential savings and feasibility of solar installations.
8. Facility conditions driving project costs, including roof and HVAC issues associated with the racquetball courts and community center.
9. Regulatory requirements, including the need for improved salt storage to comply with environmental standards.

During the discussion, Mr. Irish was asked to provide the following information either at the regular meeting where this item is presented, or in the near future:

1. Additional information about how future revenue projections align with CIP expenditures (Councilmember del Aguila).
2. More detailed calculations of projected energy savings (Mayor LeBlanc).
3. Update the funding sources slide in the presentation to reflect project funding more clearly. Mr. Irish noted that the full CIP document, including detailed funding sources, is available on the Town's website and in the appendix (Vice Mayor Hedrick).
4. Analysis of per capita metrics or projected population growth in evaluating CIP costs (Councilmember Lloyd).
5. Information about current grant availability for solar and energy-related improvements (Vice Mayor Hedrick).

b. FY 2027 Proposed Budget Follow Up

Mayor LeBlanc recognized Marjorie Sloan, Finance Director, who presented the staff report. Town Manager Dan Hoffman stated that staff would provide a summary of the proposed budget and noted that there were no decision points for the evening. He stated that the upcoming public hearings on April 14 and April 28 would provide an opportunity for public comment.

Ms. Sloan stated that the presentation serves as a preview of the materials to be presented at the public hearing on April 14 and is intended as a summary and introduction for residents. She reviewed key elements of the proposed FY 2027 budget, including an overall growth rate of approximately 4.3 percent. She outlined the General Fund summary, including revenues and expenditures, and noted that the apparent decrease in the General Fund is largely due to shifts in capital funding rather than reductions in services. Ms. Sloan discussed the Town's priorities included in the budget, including information technology initiatives, workforce recruitment and retention, community outreach, debt service, and translation and interpretation services. She also noted continued work on the Comprehensive Plan, small area plans, and related planning efforts.

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Ms. Sloan stated that there are no proposed increases to the real estate or meals tax rates. She noted that proposed ordinances and resolutions include adjustments to solid waste fees, water and sewer rates, and golf course fees. She presented the proposed water and sewer rates and reviewed the year-over-year increases, noting that the rates are based on updated multi-year financial modeling and anticipated capital needs.

Mr. Hoffman reiterated that the upcoming public hearing is intended for public input and encouraged Councilmembers to submit questions to staff in advance of the hearing.

There was discussion between the Council and staff on the following:

1. Structure and presentation of budget materials for the upcoming public hearing.
2. Anticipated public engagement and the role of the public hearing in receiving feedback.
3. Timing for Council review and submission of questions to staff prior to the public hearing.

Responding to Councilmember Lloyd, Mr. Hoffman indicated that he could address questions submitted by Councilmembers over the next week in advance of the public hearing.

3. Roundtable

Councilmember Reyes: stated that he was married the previous week. Members of the Council offered their congratulations.

Councilmember Lloyd: provided comments regarding current international events, expressing concern and empathy for individuals with family and friends in affected regions and for those impacted by ongoing conflict.

Councilmember del Aguila: thanked Councilmember Lloyd for his comments.

Councilmember del Aguila stated that the Pedestrian and Bicycle Advisory Committee (PBAC), a group of which he serves as the Council Liaison, recently met and were interested in recommending a pilot micromobility program to the Town Council. He noted that the program could include placement of devices in strategic locations throughout the Town and may impact future budgets. He stated that he was encouraged by the PBAC's discussion regarding long-term transportation planning.

Mayor LeBlanc stated that he would follow up with Councilmember del Aguila regarding the PBAC recommendations.

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Councilmember Garcia: stated that he has received inquiries from residents regarding employment opportunities for youth, including summer jobs within the community.

Vice Mayor Hedrick: stated that at a recent Northern Virginia Transportation Authority Planning Coordination Advisory Committee (NVTA-PCAC) meeting, projects were evaluated for funding over a multi-year period. He noted that the Town has one project among several regional submissions and that it ranked highly on certain metrics. He stated that the evaluation process is complex and includes a public comment component, and he encouraged public engagement. He noted that additional information would be provided as the process continues.

Mayor LeBlanc: stated that he serves as the Town's representative to the Northern Virginia Regional Commission (NVRC) and on its executive board. He advised that the NVRC is evaluating priorities and shifting focus to address current regional challenges, including workforce impacts and emerging technologies. He stated that discussions include topics like artificial intelligence and housing, and that the Commission is working to identify opportunities to support localities through shared resources and coordination.

Dan Hoffman, Town Manager: no comments.

4. Closed Meeting

a. A closed meeting pursuant to the Code of Virginia Section 2.2-3711(A)(8), consultation with legal counsel regarding specific legal matters requiring the provision of legal advice by such counsel, relating to pending tax litigation.

Mayor LeBlanc stated that the Council needed to go into a closed meeting and that the appropriate meeting notices were provided in accordance with state law. The closed meeting was held in the Hoover Conference Room in the Herndon Council Chambers Building, 765 Lynn Street, Herndon, Virginia.

Councilmember del Aguila moved that the Council convene in a closed meeting to discuss the following as permitted by Code of Virginia Section 2.2-3711(A)(8), consultation with legal counsel regarding specific legal matters requiring the provision of legal advice by such counsel, relating to pending tax litigation. Vice Mayor Hedrick seconded the motion, which carried by a 6-0 roll call vote. The vote was: Councilmembers del Aguila, Garcia, Lloyd, Reyes, Vice Mayor Hedrick, Mayor LeBlanc voting "Aye." Councilmember Alam was absent.

At 7:59 p.m. Mayor LeBlanc called a brief recess, and at 8:04 p.m., the closed meeting reconvened in the Hoover Conference Room, all members present, with Mayor LeBlanc presiding.

Councilmember Garcia moved to come out of the closed meeting. Motion

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seconded by Councilmember Reyes and carried by a 6-0 roll call vote. The vote was: Councilmembers del Aguila, Garcia, Lloyd, Reyes, Vice Mayor Hedrick, Mayor LeBlanc voting “Aye.” Councilmember Alam was absent.

The Council came out of closed meeting at 8:20 p.m.

Councilmember Reyes moved to certify that, to the best of each member's knowledge, in the closed meeting just concluded, nothing was discussed except the matter or matters (1) specifically identified in the motion to convene in closed meeting and (2) lawfully permitted to be discussed in a closed meeting under the provisions of the Virginia Freedom of Information Act as cited in that motion. Motion seconded by Councilmember Garcia and carried by a 6-0 roll call vote. The vote was: Councilmembers del Aguila, Garcia, Lloyd, Reyes, Vice Mayor Hedrick, Mayor LeBlanc voting “Aye.” Councilmember Alam was absent.

Aye: 6
Nay: 0
Absent: 1

5. Adjournment

There being no further business, Mayor LeBlanc adjourned the April 7, 2026 Town Council Work Session at 8:21 p.m.

Amanda E.M. Kertz
Town Clerk

Minutes approved by Town Council : _____

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