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

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 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 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 Design Team has revised the loading and service areas to increase the total number of loading spaces to four (4) from three (3). 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/

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