TOWN OF Herndon VIRGINIA

Planning Commission
Regular Meeting

STAFF REPORT

Date: April 27, 2026
Agenda Item: Zoning Map Amendment – ZMA #24-01, 250 Exchange Place
Staff Contact: Bryce A. Perry, Deputy Director of Community Development
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Summary Information:

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

Location Map:



Site Description:

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

Case Background:

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

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

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

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

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

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

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

Case Proposal:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Staff Analysis:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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