TOWN OF Herndon VIRGINIA

Planning Commission
Regular Meeting

# STAFF REPORT

**Agenda Item:** **HTOC Development Plan –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.**

**Meeting Date:** **March 23, 2026**

**Staff Contact:** Bryce A. Perry, Deputy Director of Community Development
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**Summary Information:**

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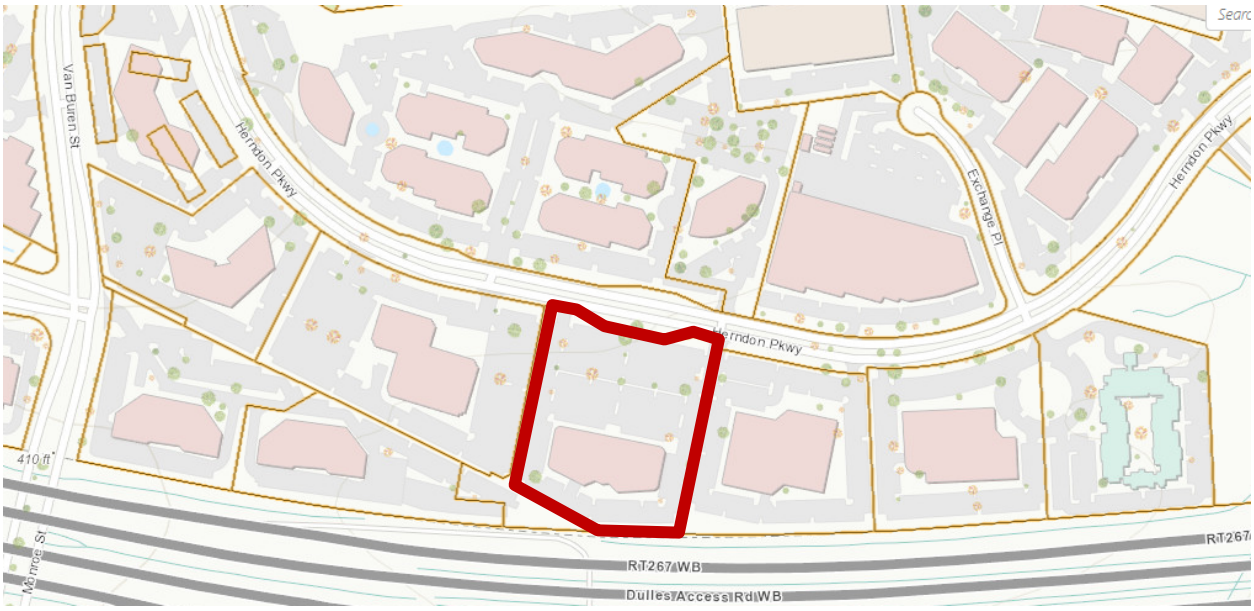
| **Applicant Request** | To rezone the subject parcel to allow redevelopment of the site with a mixed-use building |
| **Address** | 575 Herndon Parkway |
| **Owner** | Bristol Herndon Parkway, LLC |
| **Agent** | Woodfield Development Company, LLP |
| **Zoning** | PD-TOC: Planned Development Transit-Oriented Core District |
| **Adjacent Zoning** | North: O&LI; Office and light industrial<br>South: I-4; industrial medium intensity (FFX CO)<br>East: PD-TOC; Planned Development - transit-oriented core district<br>West: PD-TOC; Planned Development - transit-oriented core district |
| **Land Use Designation** | Regional Corridor Mixed Use / Metro Area Plan |
| **Adjacent Land Use Designation** | North: Regional Corridor Mixed Use / Transit Related<br>South: Office, Public Facilities (FFX CO)<br>East: Regional Corridor Mixed Use<br>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 from 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 Herndon Parkway frontage.

**Case Background:**

Case Materials. The application materials include the following items:

- Statement of Justification dated February 13, 2026
- Proffer Statement dated February 13, 2026
- Generalized Development Plan dated February 13, 2026
- Traffic Impact Analysis dated October 15, 2025
- Architectural Review Board (ARB) Preliminary Review Report dated February 5, 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, the Herndon Metro Area Plan (adopted 2012) and the Herndon Transit-Oriented Core Urban Design and Architectural Guidelines.

Staff Review. The town's development review team has reviewed five submissions of this application. The Planning Commission is reviewing the fifth submission. Coordination between staff and the applicant remains ongoing with an expectation that the dialogue and minor refinements to the proposal will continue 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, for consideration by the Planning Commission, has been issued.

Planning Commission Review. The Planning Commission's role in the review of this HTOC Development Plan, as with all rezoning applications, 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, and 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. In future years, failure to adhere to the proffered conditions would result in in zoning enforcement actions.

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.

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| 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, and 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 stick-over-podium construction. The building wraps an aboveground 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 link of the Sugarland Run Trail. In its final configuration the trail would continue through the HTOC, into Fairbrook, and connect with the W&OD Trail via the existing trail north of Spring Street. 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. Reviewing Agencies. 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. That is the case with this application. Staff will be issuing a few remaining comments to the applicant prior to the March 23, 2026 Planning Commission regular meeting. Those comments are not expected to have an impact on the overall land use program, density, or site layout as currently proposed.

2. Zoning Ordinance Compliance. This plan is largely governed by Section 78-50.8 of the zoning ordinance which includes dimensional standards, principal and accessory land use allowances, open space provisions, site planning standards, and building design standards. If the development plan is approved, zoning ordinance compliance will be monitored as the project progresses through site plan, ARB, and building permitting review processes. 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 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** |
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| a. Contribute to a tiered intensity of development, with the highest intensities located closest to the Herndon Metro Station pavilion, and the | 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 |

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| 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. | | 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 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. | 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 | 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, |

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| services, public utilities and Fairfax County services to include fire and rescue, libraries, and schools. | | 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 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. | 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 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 within the submitted GDP. The ARB has performed preliminary review and a memo summarizing their comments has been provided to the Planning Commission. |
| h. Demonstrate how the development plan application | Meets | The design prioritizes inter-parcel connectivity by mirroring the design |

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| 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. | | 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 environment through specified stormwater management and sustainable building techniques. | Meets | The applicant has committed to obtaining green building certification, utilize low impact development stormwater managements facilities, and provide accommodations for the electric vehicle charging. |

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 |
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| 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 12' 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 8' sidewalk to 6' 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 8' sidewalk to 5' along the southern property line (Dulles Toll Road frontage). | The dedicated sidewalk reduction is adjacent to a 20' 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 | Dominion Energy requires underground vaults to have direct access to a below-grade garage. As |

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| | | switches rather than undergrounding. | 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 have been determined to be sufficient. Staff supports this modification. |
| 6. | Parking Structure Landscaping (Section 78-110.5(b)(2)(d)) | Reduction in the required 8' 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. |

5. 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 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 this concern has remained: 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. The policy has been to achieve a balanced land use mix on each parcel. This was employed once it was determined that there wouldn't be lot consolidation in 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. The zoning ordinance does not require, nor does the comprehensive plan state that each parcel must include a "fair share" of office and residential uses.

| 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. 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.

6. Design Guidelines Adherence. Staff and the ARB relied heavily on the HTOC Urban Design & Architectural guidelines in their 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 trip 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. If a traffic signal is necessary, the applicant will install it with proffered off-site transportation funding.

   The parking provided on-site is intended to accommodate the demand for all proposed uses. The applicant has 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 elements are placed appropriate to avoid conflicts with easements. This has been a major area of review given the numerous easements necessary and constraints of the site. There is one remaining easement location matter that is being worked out between the staff and the applicant on the southern portion of the site that may require some adjustments to the proposed storm sewer design. Other than that issue, all previous staff comments on this topic have been addressed and can be addressed with the site plan review.

9. Fiscal Impact. There would be anticipated tax revenue changes from this site with the project as proposed, principally from real estate taxes. In 2023, when the existing office building still had tenants, the value of the property was $24,170,180. With no longer any occupancy, the building is now 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 as a way to help understand how 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* 11830 Sunrise Valley Drive, Reston | $103,459,900 | 421,350 SF | 385 | .4 miles | 2018 |
| *Aperture* 11410 Reston Station Blvd. | $123,245,750 | 416,599 SF | 421 | 600 feet | 2017 |

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| 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, multi-family 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 built-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. Each of these other projects also contain ground floor retail with the exception of Station on Silver, the Ian and The Passport, which are entirely residential. Analysis of the potential real estate tax revenue is on-going however based on the information collected to date, it is estimated that between $300,000 and $500,000 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.

In addition to the real estate tax revenues, the commercial floor area, when occupied, would likely generate revenue from BPOL taxes. Moreover, if the any of the spaces are used for restaurant uses, meals taxes would be collected.

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.

10. 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 has a few 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:**
A draft resolution has been provided for consideration by the Planning Commission. This resolution includes a recommendation for approval of the project with noted findings.