

**Multimodal District Plan**  
for the  
**Herndon Transit Station Area**  
**Phase 2 Submission**



A Fairfax County,  
Virginia Publication

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## **Review/Summary of the Multimodal System Plan**

The following is an excerpt from the “Fairfax County Methodology for Developing a Multimodal System Plan”, a document that articulates how, using the DRPT Guidelines (October 2013), to create a multimodal system plan that would ultimately allow the application of VDOT’s Road Design Manual Appendix B (2) “Multimodal Design Standards for Mixed Use Centers” for certain areas within Fairfax County. The entire methodology document was included as an attachment in our previous submissions to date, however the following is provided as a summary of the process:

**Multimodal System Plan Defined:** According to DRPT, a Multimodal System Plan for a local jurisdiction is “an integrated land use and multimodal transportation plan that shows the key Multimodal Districts, Centers and Multimodal Corridors in a region and ensures that there is a connected circulation network for all travel modes. Such a plan can either be done “from scratch” or, more often, by assembling all of the existing land use and transportation plans into a unified whole.” Fairfax County has taken the later approach because the Comprehensive Plan includes recommendations for multimodal transportation components. Furthermore, the county’s Comprehensive Plan is reviewed regularly, and Plan amendments and land use studies are supported by transportation planning analysis in accordance with state and federal requirements.

**Fairfax County’s Multimodal System Plan:** The Multimodal System Plan is comprised of both countywide and activity center level components. The countywide components include a **Countywide Multimodal Corridor Map** that displays the connectivity and modes between activity centers, and a **Countywide Multimodal System Plan Map** that assembles all of the modal networks onto one map. The Multimodal Corridor Map will include supporting tables listing the roadways using DRPT classifications for each core area. The activity center level components consist of the **Multimodal District Plans for Fairfax County Activity Centers**. Each Multimodal District Plan will delineate the boundaries of where the standards apply, reclassify roadways using DRPT categories, and identify modal emphasis. They also will contain the supporting documentation for District and Core classifications for each activity center. Both the county-wide and activity center level documents and maps will be submitted to VDOT for review and approval and, collectively, will comprise the county’s Multimodal System Plan.

The Guidelines identify five steps that local jurisdictions can follow in developing a Multimodal Systems Plan. This document describes how Fairfax County approached each of the five steps.

**VDOT Submittal Process:** It was mutually determined by Fairfax County, VDOT and DRPT that the submittal process for VDOT to review and approve each Multimodal District Plan will be broken into two phases:

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*Phase I Submittal: Steps 1 – 5*

*The Phase I Submittal package includes:*

- A. *A narrative describing the Multimodal District and Center*
- B. *Calculations showing how the Activity Density Classification is derived. For the Reston Transit Station Areas, the areas planned for transit station mixed use and residential mixed use are classified as a P6 multimodal center type. According to Guidelines, this is the most urban center type in terms of planned density and intensity of land uses.*

- C. *Series of maps showing the existing and future transportation network, including pedestrian, bicycle, transit connectivity*
- D. *Chart listing DRPT functional classification of each street in the District*
- E. *Chart listing the modal emphasis (pedestrian, bicycle, transit, parking, green) for each street*

Phase II Submittal: Step 6

- A. *Cross sections for each street in the District (excluding local streets)*

*Fairfax County is to submit each application directly to VDOT who will distribute the package to VDOT staff as well as DRPT with a 60-day review window. Each Phase I application is to be submitted and approved prior to the submittal of Phase II.*

**Special Submittal Process for Reston Transit Station Areas (TSA):** *An interim process is envisioned for activity centers subject to immediate development pressure where cross-sections guidance is not a component of the Comprehensive Plan or other Board of Supervisors' adopted documents. Due to the immediate need for a Multimodal District Plan for the three Reston Transit Station Areas as a result of an influx of new development centered on the Metro Silver Line, a hybrid process was mutually agreed upon by VDOT and Fairfax County.*

*The three Multimodal Districts where this process will be used include:*

- *Wiehle-Reston East TSA*
- *Reston Town Center TSA*
- *Herndon-Monroe TSA*

Phase II Interim Submittal (Herndon)

*This alternative process will allow the county to utilize 'optimal complete street' cross sections in the interim when a large number of development applications are expected, while the final cross sections are reviewed and approved by the county. The county will recommend that all transportation modes serve as primary elements and therefore the optimal cross sections shown in the DRPT Guidelines will apply. In some cases, these optimal cross sections require a significant amount of right-of-way for wide sidewalks, on-street parking, bicycles lanes, etc. If a developer cannot meet the standard, a waiver(s) will be required.*

Phase II Final Submittal (Herndon)

*The county will work with Reston land owners, developers, and other stakeholders to develop cross sections with guidance from the DRPT guidelines. The Phase II Final Submittal will include the final roadway cross sections based on this further analysis of stakeholder input, prioritization of the modes, and right-of-way availability.*

**Summary of the Reston Transit Station Areas Submission:**

In accordance with the process outlined above, the County has completed the Phase I Submittals for the Wiehle-Reston East TSA, Reston Town Center TSA, and Herndon-Monroe TSA. VDOT has approved these Phase I Submittals and authorized us to proceed with the Phase II Submittals.

**Phase II Submittal (Herndon)** - The submission includes the following information pertaining to cross sections and dimensions for the existing roadways with the Reston Transit Station Areas:

- **Multimodal District Map** depicting the boundaries of each Transit Station Area, core area of development highlighted in pink, the  $\frac{1}{4}$  and  $\frac{1}{2}$  walksheds from the Metrorail station, and the transect zone areas with the district. This map was included in the Phase I Submittal.
- **Multimodal District Table** listing all the roadways within the district, the VDOT Functional Classification, the DRPT Classification and the Modal Emphasis included in the Phase I submissions, and the optimal dimensions for the various roadway and streetscape elements based on the DRPT Classification and taken from the corresponding DRPT Multimodal System Design Guidelines Appendix A: Corridor Matrix. The table also contains a Reference # that corresponds to a graphic depiction of the roadway and streetscape elements for each roadway as defined in the Multimodal District Table. These depictions can be found as Appendix I of this document.
- **Appendix I: Cross Sections** representing a graphic depiction of the roadway and streetscape elements for each roadway as defined in the Multimodal District Table based on DRPT Classification and the Modal Emphasis.
- **Appendix II: (DRAFT) Waiver Request Form:** In some cases, the optimal cross sections require a significant amount of right-of-way for the roadways and streetscape dimension or there are existing site constraints that would limit the dimensions for these elements. If these standards could not be met, a waiver will be required. This form was created based on the cover sheet provided on Tysons street standards waivers currently submitted by developers/land owners.

## **Multimodal District Maps & Tables:**

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The **Multimodal District Map** depicts the boundaries of each Transit Station Area, core area of development highlighted in pink, the ¼-mile and ½-mile walksheds from the Metrorail station, and the transect zone areas with the district.

The **Multimodal District Table** lists all the existing roadways within the district, the VDOT Functional Classification, the DRPT Classification and the Modal Emphasis included in the Phase I submissions, and the optimal dimensions for the various roadway and streetscape elements based on the DRPT Classification and taken from the corresponding DRPT Multimodal System Design Guidelines Appendix A: Corridor Matrix. The table also contains a Reference # that corresponds to a graphic depiction of the roadway and streetscape elements for each roadway as defined in the Multimodal District Table. These depictions can be found as Appendix I of this document.





# Herndon TSA Multimodal District



**Legend**

- Herndon Station
- Boundary of Herndon Multimodal District
- Multimodal Center
- Multimodal District outside of Center



Herndon-Monroe Transit Station Area (Page 1 of 2)

Ref. #	Name	From	To	VDOT Functional Classification	DRPT Classification	Modal Emphasis	Bldg Zone <sup>b</sup>	Sidewalk	LAP	Curb/Gutter <sup>a</sup>	Parking	Bike Lane <sup>e</sup>	Travel Lane	CG + shy OR CL Stripe	Median <sup>f</sup>
T1	Centreville Road	Sunrise Valley Drive	Dulles Toll Road	Minor Arterial	Through Corridor	Bicycle, Pedestrian, Transit, Median	15-25	14 <sup>c</sup>	7.5	2.5	--	--	11	1.5	18
	Fairfax County Parkway	Sunrise Valley Drive	Dulles Toll Road	Principal Arterial											
A2	Monroe Street	Sunrise Valley Drive	Dulles Toll Road	Minor Arterial	Avenue	Bicycle, Pedestrian, Transit, Median	8	8 (T6) 7 (T5)	7	2.5	--	5	11	1.5	18
	Sunrise Valley Drive	Centreville Rd	Fairfax County Pkwy	Minor Arterial											
A3	Fox Mill Road	Sunrise Valley Drive	Frying Pan Road	Minor Arterial	Avenue	Bicycle, Pedestrian, Transit, Parking	8	8 (T6) 7 (T5)	7	2.5	8 <sup>d</sup>	5	11	1	--
A4	Frying Pan Road	Fox Mill Road	Monroe Street	Minor Arterial	Avenue	Bicycle, Pedestrian, Median	8	8 (T6) 7 (T5)	7	2.5	--	5	11	1.5	18
L1	Corporate Park Drive	Sunrise Valley Drive	End	Local	Local	Pedestrian, Parking, Median	8	6	7	2.5	8 <sup>d</sup>	--	11	1.5	8
L2	Deer Wood Ct	Deer Wood Way	Deer Wood Way	Local	Local	Pedestrian, Parking	8	6	7	2.5	8 <sup>d</sup>	--	11	1	--
	Eastpark Drive	Corporate Park Drive	Monroe Street	Local											
	Eastpark Drive	Ferdinand Porsche Dr	Monroe Street	Local											
	Ferdinand Porsche Dr	Eastpark Drive	End	Local											
	Greg Roy Lane	Stone Fence Lane	Frying Pan Road	Local											
	Highland Crossing Drive	Corporate Park Drive	Woodland Point Ave	Local											
	Stone Fence Lane	Entirety	N/A	Local											
	Woodland Crossing Drive	Sunrise Valley Drive	East Park Drive	Local											
L3	Wood Oak Drive	Sunrise Valley Drive	End	Local	Local	Pedestrian, Median	8	6	7	2.5	--	--	11	1.5	8
	Woodland Pointe Ave	Sunrise Valley Drive	East Park Drive	Local											
L5	Avalon Bay Lane	Marcey Creek Road	Frying Pan Road	Local	Local	Pedestrian	8	6	7	2.5	--	--	11	1	--
	Birch Cove Road	Deer Wood Way	Stone Fence Lane	Local											
	Birch Run Circle	Entirety	N/A	Local											
	Black Willow Drive	Sunrise Valley Drive	End	Local											
	Cabin Creek Road	Avalon Bay Lane	Greg Roy Lane	Local											
	Coopers Branch Court	Marcey Creek Road	End	Local											
	Cypress Cove Circle	Entirety	N/A	Local											
	Cyprus Green Lane	Greg Roy Lane	Green Grass Court	Local											
	Cyprus Ridge Lane	Greg Roy Lane	Cypress Green Lane	Local											
	Deer Wood Way	Fox Hunt Lane	Stone Fence Lane	Local											
	Elm Tree Drive	Sunrise Valley Drive	End	Local											



Herndon-Monroe Transit Station Area (Page 2 of 2)

Ref. #	Name	From	To	VDOT Functional Classification	DRPT Classification	Modal Emphasis	Bldg Zone <sup>b</sup>	Sidewalk	LAP	Curb/Gutter <sup>a</sup>	Parking	Bike Lane <sup>e</sup>	Travel Lane	CG + shy OR CL Stripe	Median <sup>f</sup>
L5	Fox Hunt Lane	Fox Mill Road	End	Local	Local	Pedestrian	8	6	7	2.5	--	--	11	1	--
	Glen Echo Road	Sunrise Valley Drive	Rolling Fork Circle	Local											
	Green Grass Court	Greg Roy Lane	Cypress Green Lane	Local											
	Hickory Nut Lane	Elm Tree Drive	Birch Run Circle	Local											
	Laurel Tree Lane	Entirety	N/A	Local											
	Locust Park Drive	Sunrise Valley Drive	End	Local											
	Marcey Creek Road	Fox Mill Road	Cabin Creek Road	Local											
	Meadow Willow Circle	Entirety	N/A	Local											
	Overcup Oak Court	Elm Tree Drive	End	Local											
	Pumpkin Ash Court	Entirety	N/A	Local											
	Striped Maple Circle	Entirety	N/A	Local											
	Sycamore View Lane	Elm Tree Drive	End	Local											
	Weeping Cherry Walk	Hickory Nut Lane	Birch Run Circle	Local											
	Windy Oak Way	Fox Hunt Lane	Birch Cove Road	Local											
	Wood Crescent Circle	Entirety	N/A	Local											
	Woodland Park Road	Centreville Rd	End	Local											
Woodland Pond Lane	Sunrise Valley Drive	Park Crescent Circle	Local												

**CHART NOTES:**

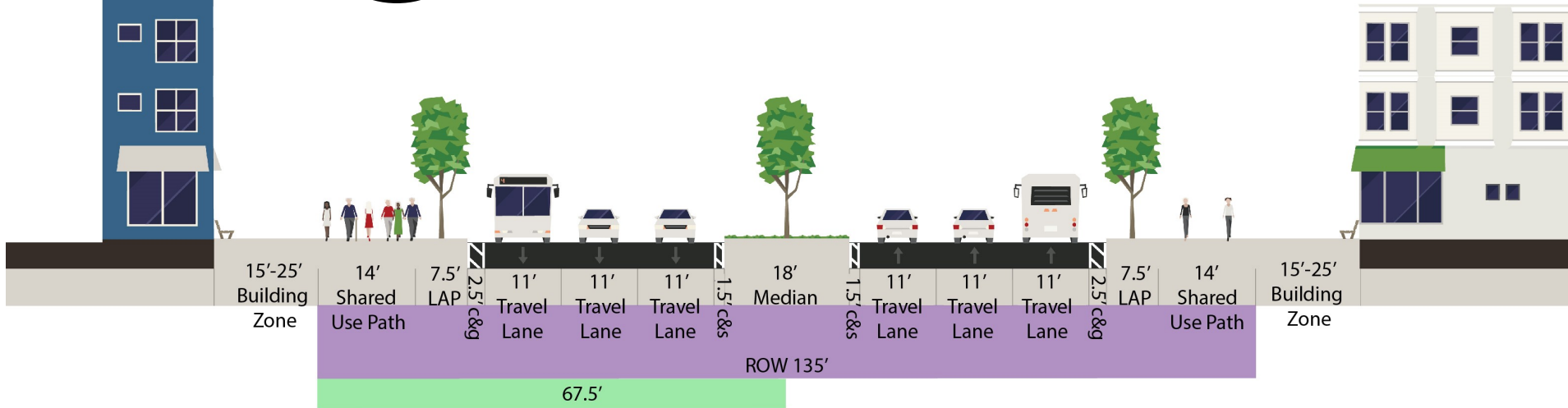
- a If curb and gutter is not provided on roadway, the standard VDOT requirements for a shoulder and ditch section should be used
- b Unless additional depth is required per the Zoning Ordinance or recommended per the Comprehensive Plan
- c Pedestrian and bike facilities are combined within a shared use path
- d Measurement is inclusive of gutter pan (2 ft) but not curb (0.5 ft); i.e., curb + gutter pan + parking lane = 8.5 ft
- e Bike lane width varies depending on if on-street parking is provided or not. Bike lane widths do not include the width of the gutter pan; dimensions provided reflect assumption for on-street parking and assume a gutter pan is provided
- f Median widths are measured from back-of-curb to back-of-curb. Median widths do not include the width of the curb or the shy distance

## **Appendix I: Cross Sections**

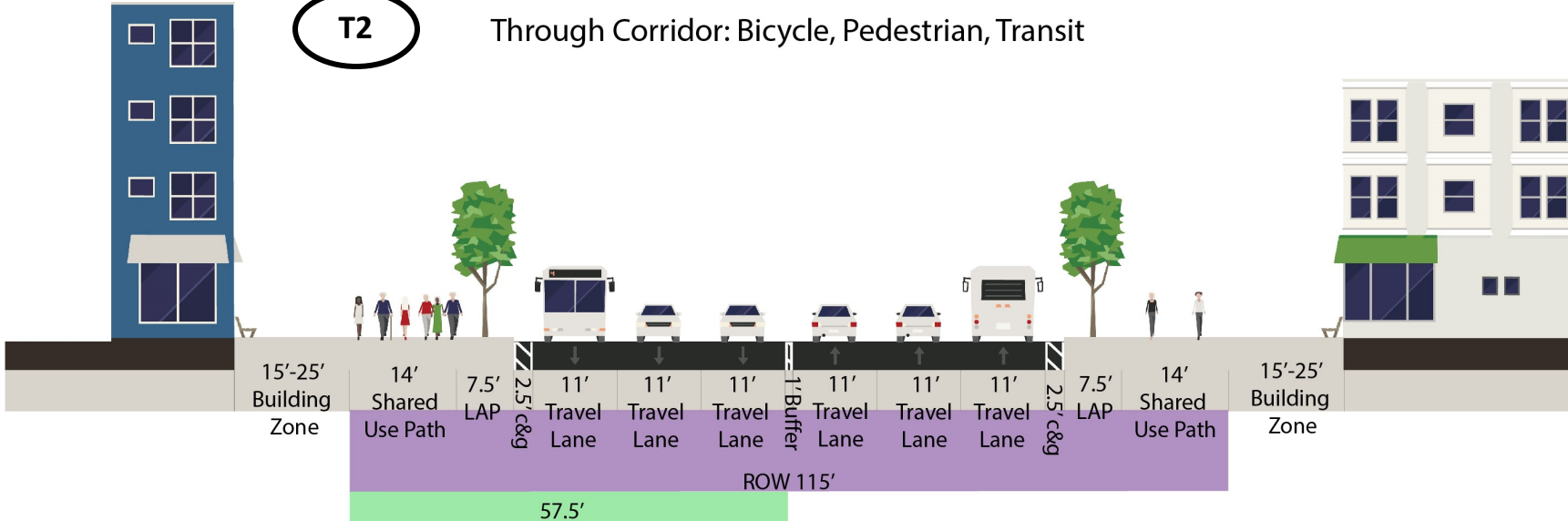
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The following **Cross Sections** represent a graphic depiction of the roadway and streetscape elements for each roadway as defined in the Multimodal District Tables for the Wiehle-Reston East, Reston Town Center, and Herndon-Monroe Transit Station Areas. The cross sections are based on the DRPT Classification and the Modal Emphasis.

**T1** Through Corridor: Bicycle, Pedestrian, Transit, Median



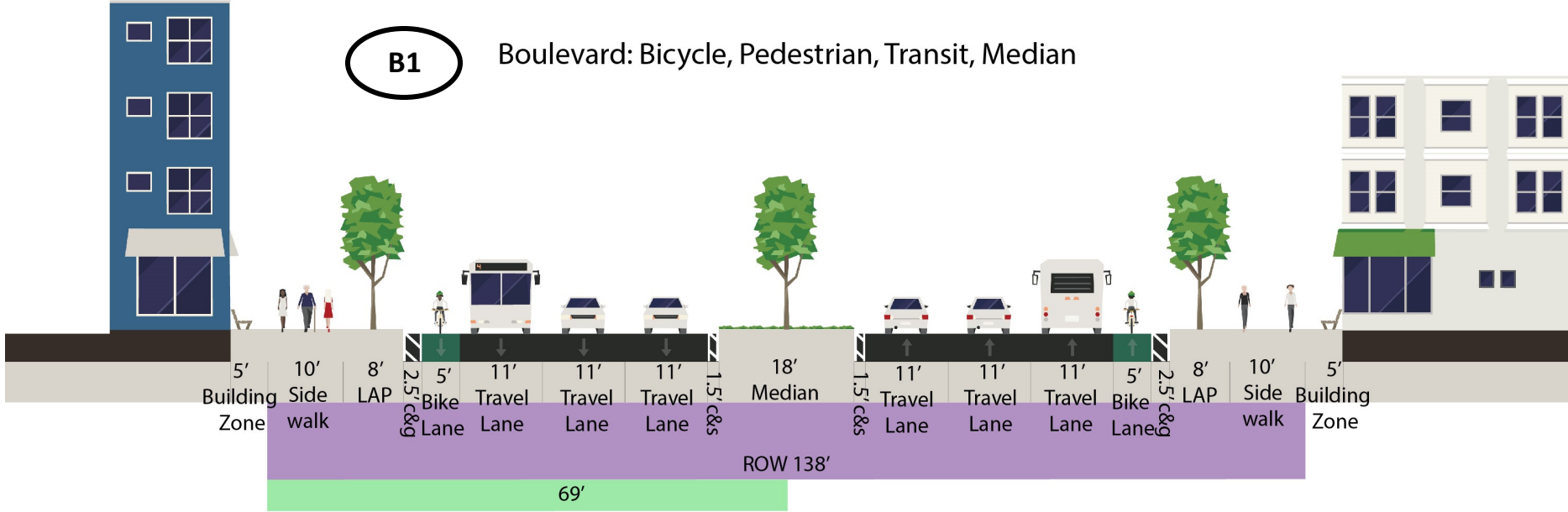
**T2** Through Corridor: Bicycle, Pedestrian, Transit





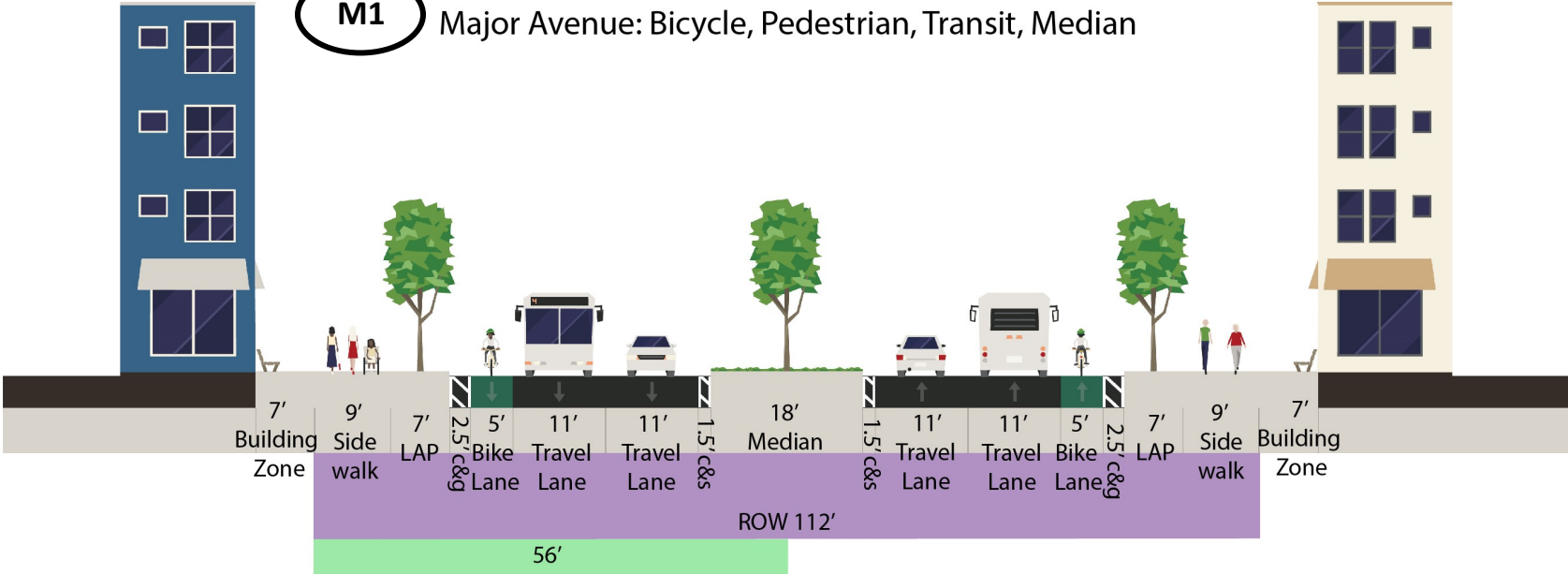
**B1**

Boulevard: Bicycle, Pedestrian, Transit, Median



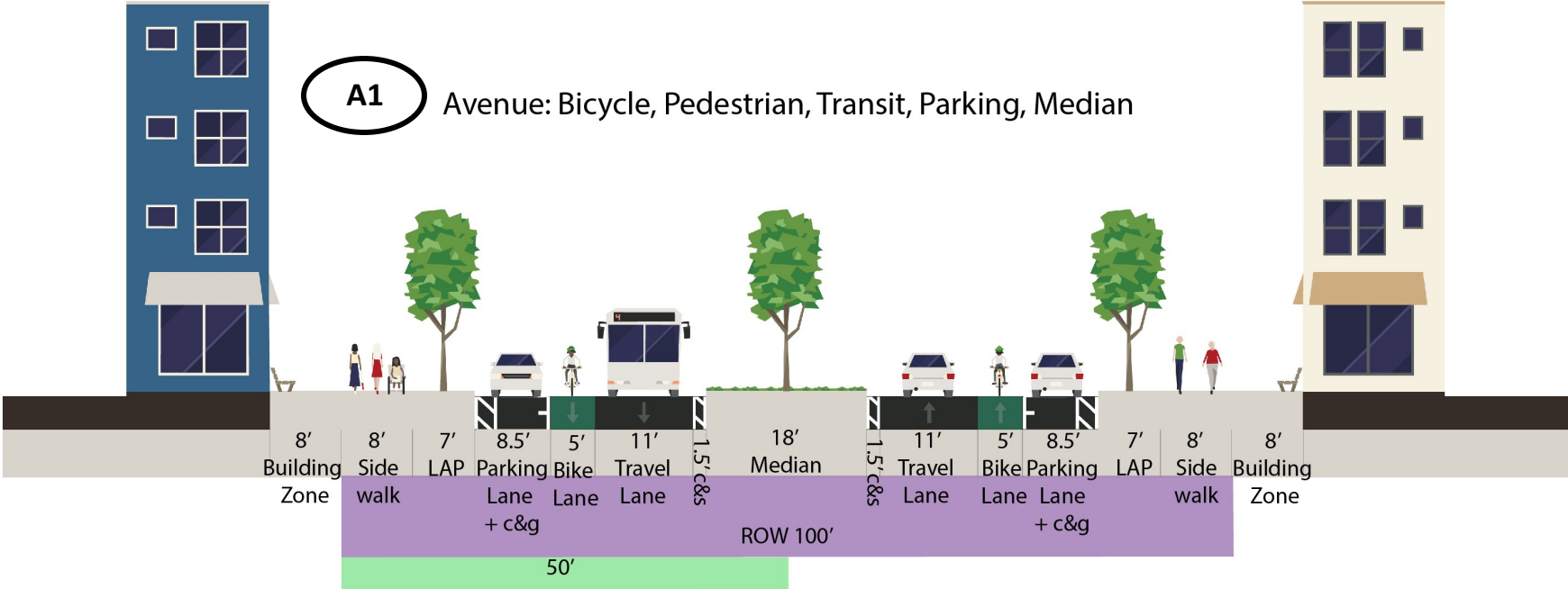
**M1**

Major Avenue: Bicycle, Pedestrian, Transit, Median



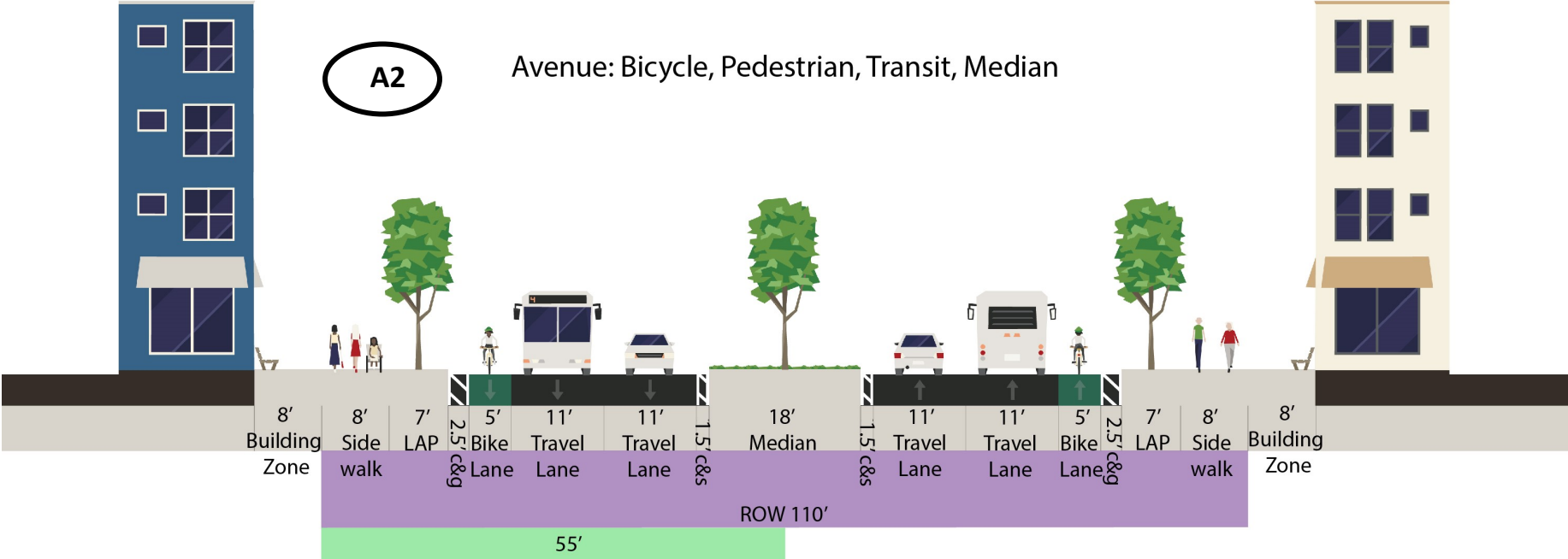
**A1**

Avenue: Bicycle, Pedestrian, Transit, Parking, Median



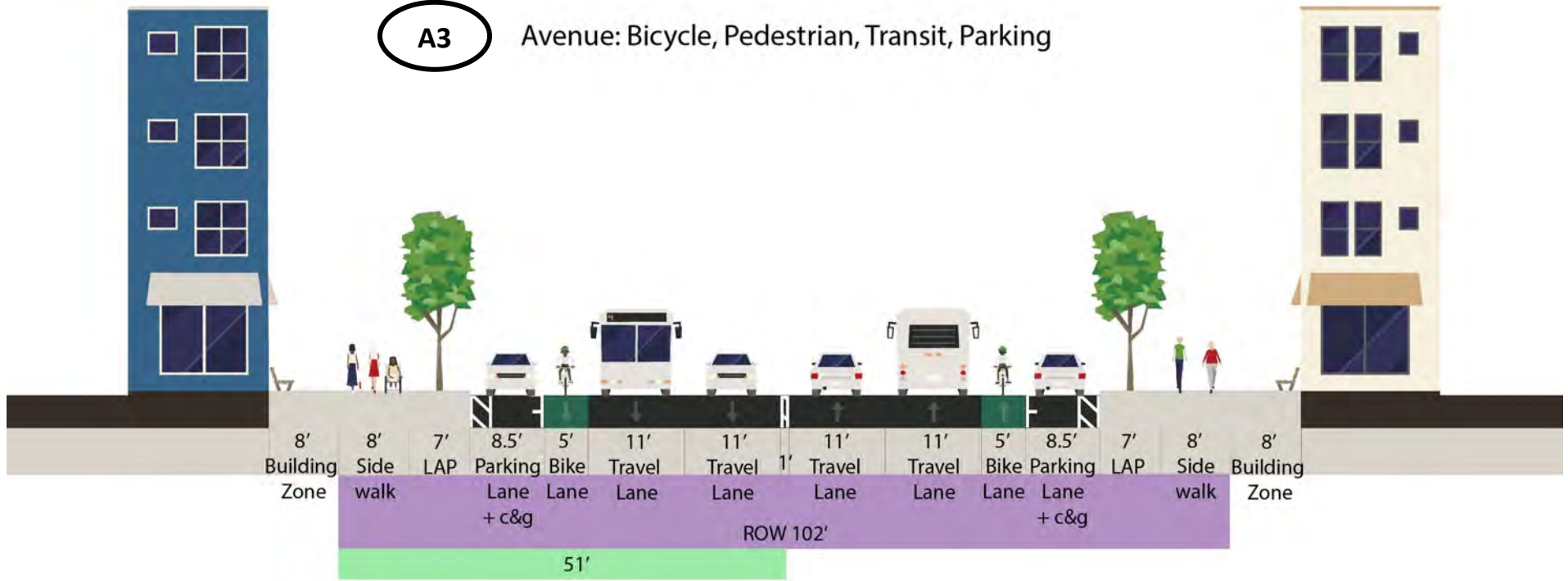
**A2**

Avenue: Bicycle, Pedestrian, Transit, Median



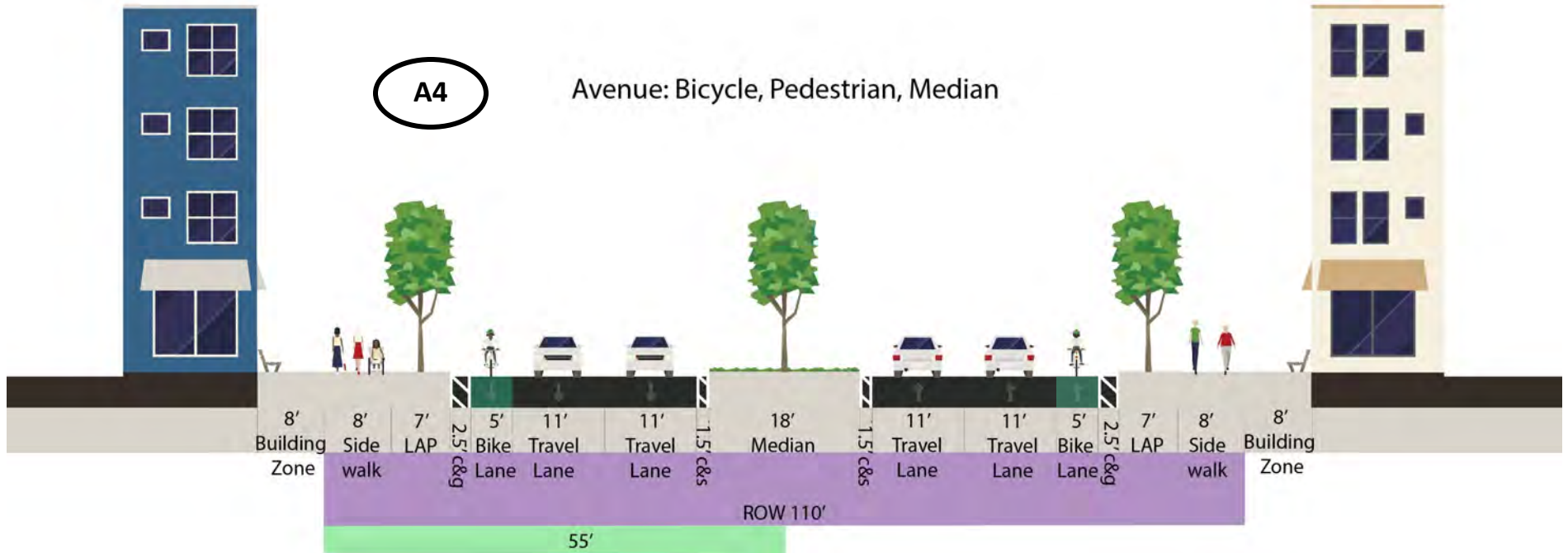
**A3**

Avenue: Bicycle, Pedestrian, Transit, Parking



**A4**

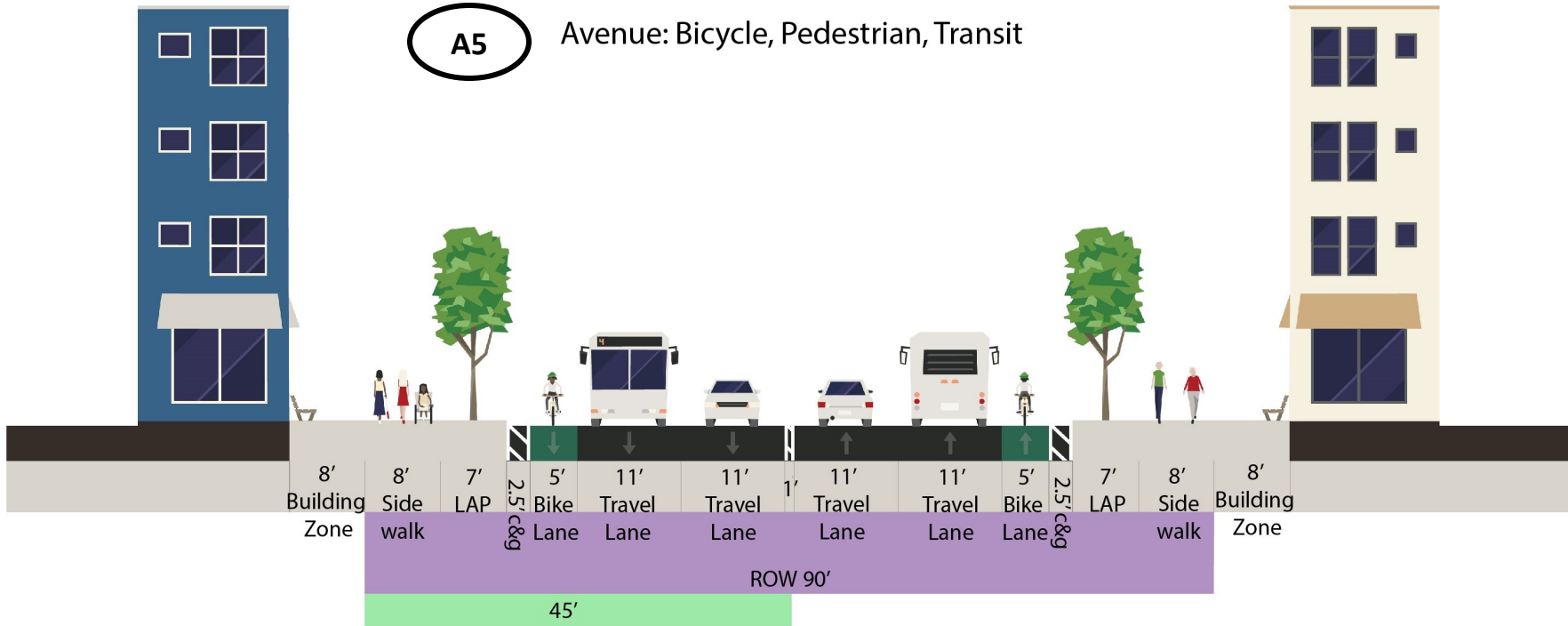
Avenue: Bicycle, Pedestrian, Median





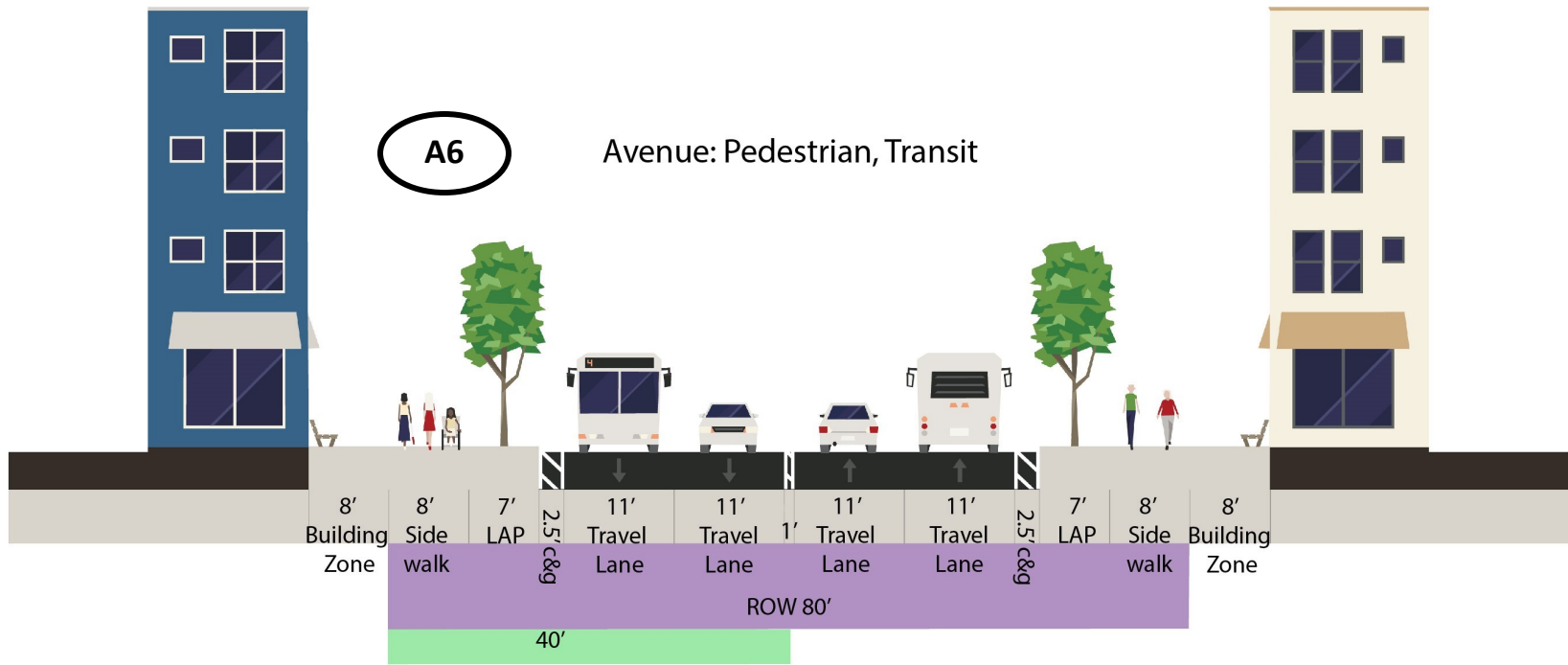
**A5**

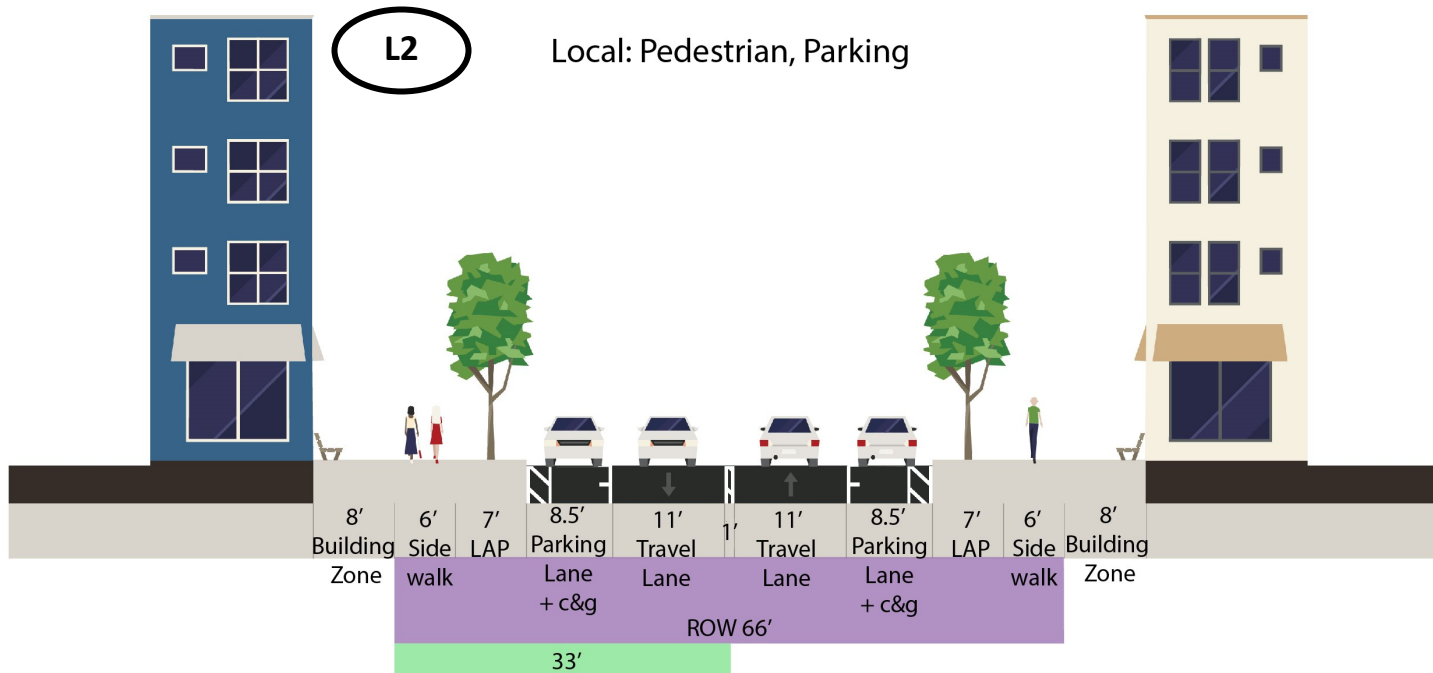
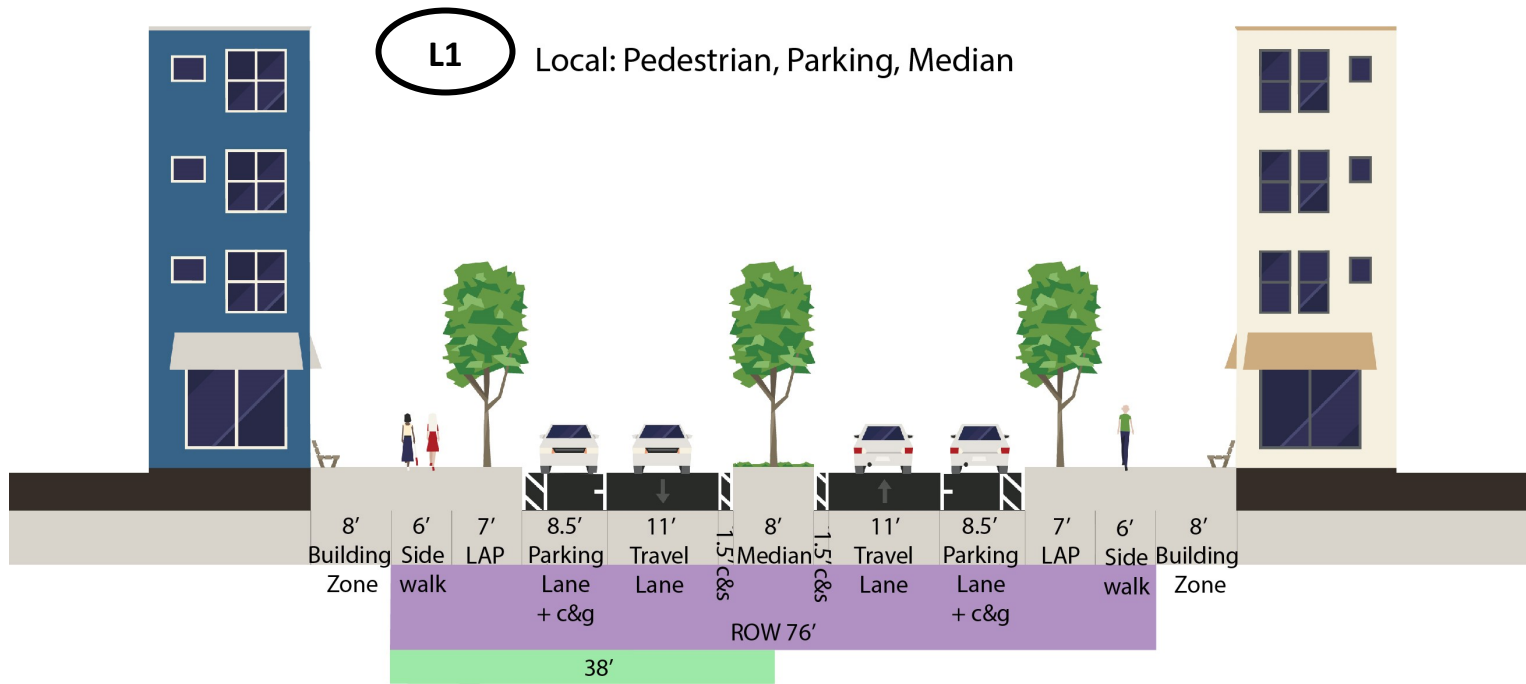
Avenue: Bicycle, Pedestrian, Transit

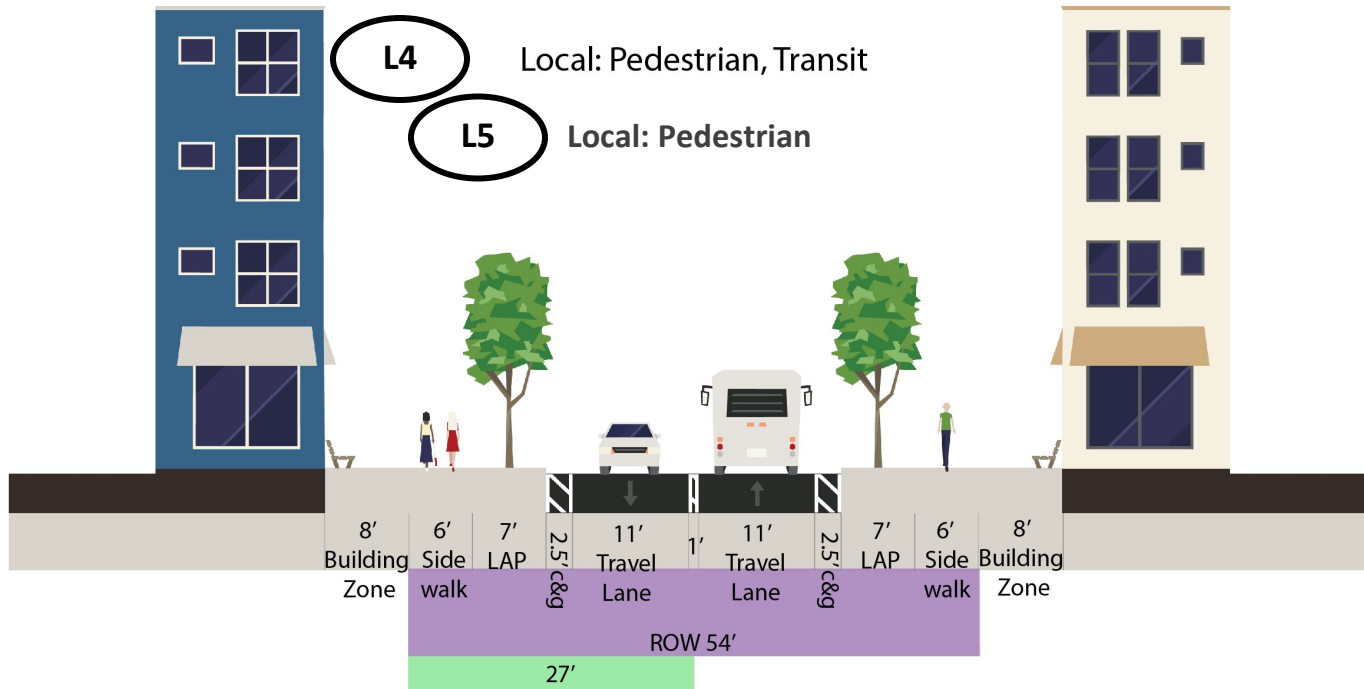
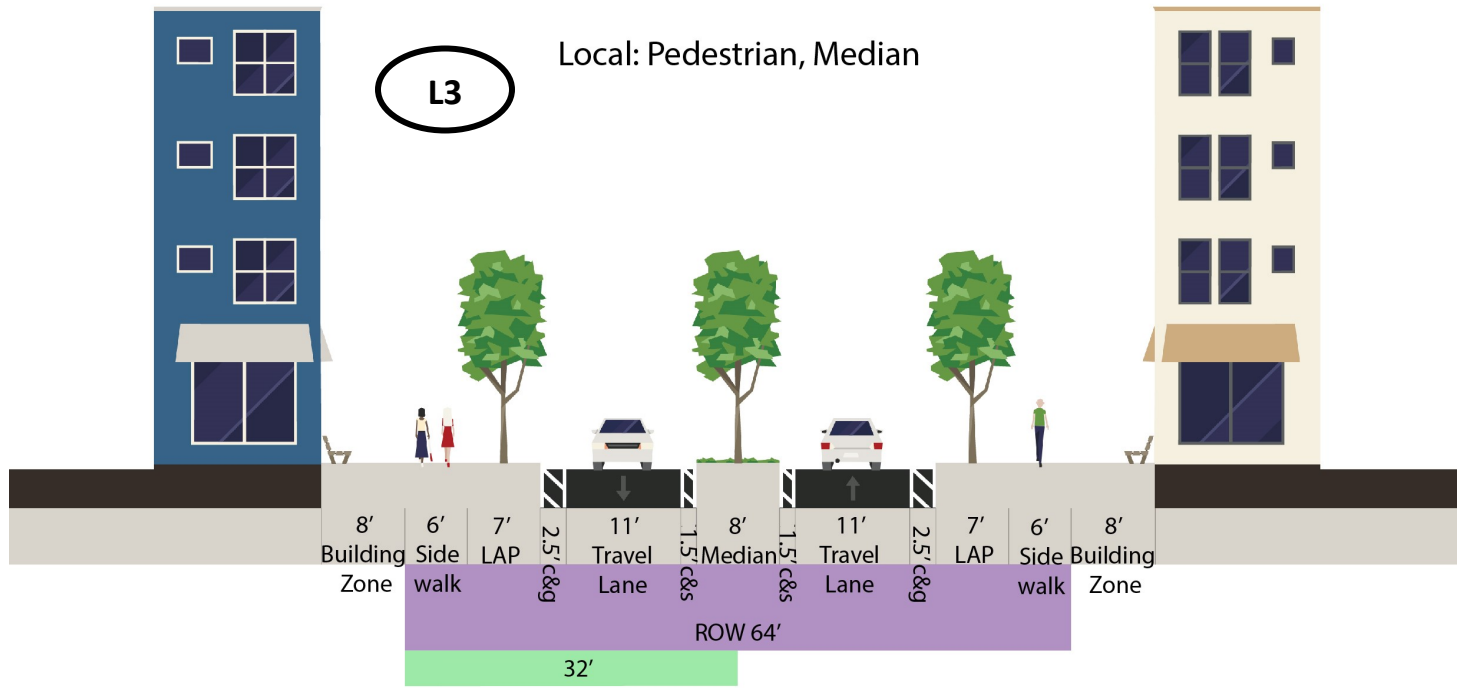


**A6**

Avenue: Pedestrian, Transit









## **Appendix II: DRAFT Waiver Form**

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In some cases, the optimal cross sections require a significant amount of right-of-way for the roadways and streetscape dimension or there are existing site constraints that would limit the dimensions for these elements. If these standards could not be met, a waiver will be required. This draft form was created based on the cover sheet provided on Tysons street standards waivers currently submitted by developers/land owners.

DEPARTMENT OF TRANSPORTATION  
LOCATION AND DESIGN/STRUCTURE & BRIDGE  
DESIGN WAIVER REQUEST  
FOR MULTIMODAL DESIGN STANDARDS FOR MIXED-USE URBAN CENTERS

(See IIM-LD-227 for additional instructions)

To: \_\_\_\_\_ Date: \_\_\_\_\_  
District L & D Engineer

From: \_\_\_\_\_ Funding Source: \_\_\_\_\_  
Project Designer

State Project Number: \_\_\_\_\_ Federal Project Number: \_\_\_\_\_

County/City: \_\_\_\_\_ District: \_\_\_\_\_

Project Description/Locality Project Number: \_\_\_\_\_  
From: \_\_\_\_\_ UPC: \_\_\_\_\_  
To: \_\_\_\_\_

VDOT Functional Classification: \_\_\_\_\_

Multimodal Corridor Type: \_\_\_\_\_

VDOT Optimal Standard: \_\_\_\_\_ VDOT Minimum Standard: \_\_\_\_\_

A Design Waiver is requested for the following:

- |  |  |                                |
|--|--|--------------------------------|
| <input type="checkbox"/> Sidewalk Element    | <input type="checkbox"/> Turning Radius              | <input type="checkbox"/> Other |
| <input type="checkbox"/> Bicycle Element     | (Effective and Actual)                               |                                |
| <input type="checkbox"/> Travel Lane Element | <input type="checkbox"/> Intersection Sight Distance |                                |
| <input type="checkbox"/> Parking Element     |  |                                |
| <input type="checkbox"/> Amenity Element     |  |                                |

Design Waiver request must address the following:

- Established design criteria versus proposed and existing criteria
- Reason the appropriate design criteria cannot be met
- Justification for the proposed criteria
- Any background information which documents, supports or justifies the request
- Any mitigation that will be provided to further support or justify the request
- Cost to meet standard versus project cost

Attach all supporting documentation to this exhibit including crash history (past three years).

Recommend for Approval by: \_\_\_\_\_

Date: \_\_\_\_\_

Drop-down Selection

by: \_\_\_\_\_  
District L & D Engineer

Date: \_\_\_\_\_

cc: Appropriate Assistant State Location and Design Engineer  
Project Manager  
State Geometric Design Engineer  
Transportation Land Use Director  
District Planner