

Ms. Patty Nicoson
Chair, Reston Master Plan Special Study Task Force
Department of Planning & Zoning
Planning Division, Suite 730
10255 Government Center Parkway
Fairfax, VA 22035-5505

March 11, 2011

Dear Ms. Nicoson:

During its meeting of March 10, 2011, Reston Association's Board of Directors unanimously voted to support the principles of the Polo Fields Home Owners Association regarding parking, traffic, and access associated with the Metro stop planned at the current Herndon-Monroe Park & Ride and related transit oriented development.

The Polo Fields Homeowners Association (HOA) represents the interests of the Polo Fields Community, which is comprised of approximately 400 single family homes in the Reston Master Plan and is located directly across Sunrise Valley Drive from the future "Herndon-Monroe" metro station and future associated proposed transit oriented development. The Polo Fields community has a vested interest in all related issues and consequent impacts of the development process and has put forth the following positions with regard to the future development of the station area:

1. **"Herndon-Monroe" Parking Garage Capacity** – Parking at the "Herndon-Monroe" stop on the Reston side of the Toll Road should be limited to the present 1700 spaces. Increased parking in Reston is unwarranted, undesirable, and troublesome for the efficiency of the area's public roads system. Increasing capacity on the Reston side will increase the traffic burden on local roads and through neighborhoods by concentrating even more traffic in an area that Fairfax County has already determined cannot handle further congestion.
2. **Parking Garage Access** – Private vehicle access to the "Herndon-Monroe" station should be supported by access roads from Fairfax County Parkway (FCP) and Monroe Street (MS) since (as Fairfax County readily admits) the intersections on Sunrise Valley Drive around this station are presently overburdened and cannot handle the additional congestion anticipated in the future. The roads would run parallel and close to the Dulles Toll Road. These access roads will require traffic lights and additional infrastructure that will support the vehicles seeking metro access. This will relieve existing traffic congestion on Sunrise Valley Drive and provide for the anticipated future capacity of this traffic artery into Reston.

- a. FCP Access Road – The current traffic-light intersection on FCP that supports Eastbound DTR access on and off of FCP is a perfect place to anchor a two-way road that would be in the location of the current DTR off ramp to FCR.
 - b. MS Access Road – A new intersection will be required to anchor a road that would support a two-way roadway to the garage. While being sensitive to the wetlands (the Sunrise Valley Nature Park wetlands), a road should be developed.
3. **Limiting Access From Sunrise Valley Drive** – The current access road from Sunrise Valley should be designated to handle only the anticipated increase in public transportation that will bring riders to the station. Passenger vehicles should be limited to the other access roads.
 4. **Bus Capacity and Routes to the “Herndon Monroe” Site** - To facilitate desired ridership levels, public transportation access via buses should be increased.
 5. **Herndon Parking Facilities and Access** – The township of Herndon should be engaged to provide public parking and significant commuter access. Absent a Herndon parking facility and significant commuter access via a legitimate public transportation hub and a “kiss and ride” lot (i.e. if Reston bears the burden of associated parking and traffic), (1) the name of the metro station stop should NOT include “Herndon”; and (2) there should be no pedestrian bridge from Herndon across the Toll Road. These options are two levers of influence that can strengthen Fairfax County and the Airport Authority’s hand in these discussions.
 6. **Increased Parking Capacity at Rt. 28 Stop** - The metro stop at Rt. 28 has the roadway infrastructure to support a larger parking facility than is currently planned. That stop should see a higher parking capacity based on the ridership that has proximity and road capacity to that stop.

Your consideration of these positions as delineated by the Polo Fields HOA is appreciated. Please contact me at 703-476-9181 or via email at kathleendriscollmckee@gmail.com, if you have questions, comments or would like to further discuss this request.

On Behalf of the Board of Directors of the Reston Association,



Kathleen Driscoll McKee
President

cc: Hon. Catherine M. Hudgins, Hunter Mill District Representative, Fairfax County Board of Supervisors
Metropolitan Washington Airports Authority
Polo Fields Homeowners Association