

OVERVIEW OF DRAFT HERNDON-MONROE STATION RECOMMENDATIONS

July 21, 2010

Principal Themes and Objectives

- Comprehensive redevelopment is encouraged. Allowable density/intensity is expected to be less than that envisioned at the Reston Town Center Station and likely, generally in line with that endorsed at the Wiehle Station. It is noted that, due to a number of variables, there may be proportionally less re-developable land at Herndon-Monroe when compared to Reston Town Center and/or Wiehle.
- Proposed floor area ratios should be considered above current Comprehensive Plan guidance with commensurate commitments to transportation demand management and the fulfillment of these general objectives.
- Sunrise Valley Drive should serve as a firm and well-defined “edge” for the transit oriented area and there should be no transitional or encroaching commercial or higher intensity development into the Polo Fields’ subdivision to the south.
- Relative to the orientation of density within the individual land bays, the tallest buildings and most intense development should have an orientation directly to the Dulles Toll Road.
- Sunrise Valley Drive should be established as a grand green boulevard with appropriate accommodations and amenities for pedestrians, bicycles, and vehicles. To accomplish these ends, reasonable building setbacks should be provided. Development along Sunrise Valley Drive should be designed and oriented such that loading areas and “back of the house operations” are not visible from this roadway.
- Opportunities for air rights development should be protected for the long term.
- Given the well-established amount of commercial and office development, the majority of “additive” floor area ratio should be in the form of residential and retail/amenity options.
- The focus of such retail development should be less regionally oriented than Reston Town Center and focus on providing services and amenities to existing and future residents within the general station site area. This has the added benefit of consolidating vehicle trips.

- As a general proposition, additional floor area should be accompanied by parallel commitments for pedestrian and vehicular connectivity to station sites and a collective enhancement of the pedestrian experience.

Specific Land Bay Recommendations

Land Unit C-2 Station Site

- This site is recommended for future public private partnership that would create transit oriented mixed use redevelopment opportunities at the station site. The objective is meant to be a progressive departure from the exclusive parking facilities that are currently envisioned. As part of any such redevelopment, provisions for some commuter-related parking should be retained, but in a format that co-locates or shares such parking with transit-oriented and mixed-use development. This Land Unit is appropriate for among the highest development intensity at this station with the most intense development oriented toward the Station Site and the Dulles Toll Road.

Land Unit C-3 and C-4

- These sites have significant strategic importance as a means to provide vehicular and pedestrian access to the station site as an alternative to existing access from Sunrise Valley Drive. Given their proximity to the Station Site, and the absence of any significant collector or arterial road crossings, these sites are also appropriate for among the highest development intensity at the Station Site. Given the proximity of the Polo Fields' subdivision, highest intensity should be oriented toward the Dulles Toll Road and any redevelopment should be predicated on providing the critical east/west alternative access to include, but not be limited to, a new east/west road in central portions of the property and expanding the existing ramp to allow two-way traffic. In addition, site design should establish and reinforce the recommended boulevard concepts for Sunrise Valley Drive. Achieving the highest density should be predicated on a mixed-use concept that provides services to station users and existing or future residents.

Land Unit C-1

- The designated wetlands are a focal point of this Land Unit that should be retained, permanently protected, and ultimately conveyed to or controlled by a public entity. From a land development standpoint, the wetlands should be recognized as an amenity. To that end, it is desirable for any redevelopment-oriented views toward the wetlands. Similarly, opportunities for low impact pedestrian access should be enhanced.

- This Land Unit is also critical in terms of providing access to the station site from Monroe Street at central or northern portions of the frontage to the same as an alternative to Sunrise Valley Drive. To that end, limited vehicular access may be appropriate, provided such access is oriented to the western-most portion of the wetland area and is done in an environmentally sensitive manner. Such access should only be permitted in connection with a concurrent commitment to enhance and permanently convey the wetland areas to a public entity including, but not limited to, the Reston Association. As a further incentive for permanent environmental protection, the transfer of planned FAR to other land bays that are proximate to the transit station may be appropriate.

Land Unit A-2

- The undeveloped nature of this Land Bay makes it a very attractive site for mixed-use redevelopment. Given the general proximity to the station, this Land Unit is also appropriate for among the highest planned densities at the station site, provided that reasonable and proper pedestrian access across Monroe Street can be provided. Any redevelopment of this Land Unit should also consider its role in facilitating east/west access to the station site, both from Monroe Street and from developed properties to the west.

Land Unit A-1

- While outside the traditional one-half mile radius associated with transit-oriented development, this Land Bay remains a critical component of the Station Site. The Land Bay is home to well-established and high-quality office buildings. The objective is to ensure connectivity of these established uses to the station site and, provide strategic options for redevelopment. These properties should be considered for planned FAR above the current plan, provided that the majority of the additive FAR is in the form of residential development or services and amenities.