

OVERVIEW OF HERNDON-MONROE STATION RECOMMENDATIONS

Principal Objectives

The Herndon-Monroe Subcommittee is pleased to forward these draft recommendations. The Subcommittee reserves the right to further refine these recommendations and to deal more directly with issues of planned FAR in individual land bays, as the overall Task Force process evolves.

Vision and General Themes

1. 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.
2. Currently, one of the predominant themes of this station area has been as a major office destination, attracting major corporate and government users. The office users have been drawn by factors such as well planned and maintained office parks, high quality mid rise office buildings, attractive frontage on the Dulles Toll Road, quick and easy access to Dulles Airport, Access to nearby hotels and restaurants, and proximity to secure, underground fiber optic cable running along the Toll Road. Major employers include BAE, Booz Allen, Computer Associates, Sprint/Nextel, Volkswagen North America, National Rural Telecom Cooperative, Scitor, Juniper Networks and many others.
3. Care should be taken to continue to enhance the area relative to attraction of this type of office employer, by maintaining the upscale and professional character of the landscaping and architecture, providing ample retail amenities, including hotel, and providing residential structures which are in character with a first class, modern employment center. Additional growth opportunities in office should be encouraged as well, provided that the same are designed and located to promote convenient access to the station site.
4. To increase “walkability” and transit usage, collectively new development in and around the station site should include additional residential and retail/amenity options.
5. Essential to future considerations are possible actions that may be taken by the Town of Herndon with regard to access and development as a result of the establishment of the Herndon-Monroe Transit Station Area.

6. With regard to meeting the total vision and objectives for the corridor, neither the Herndon Monroe site nor other Transit Station Areas should be considered in isolation.
7. Any subsequent revising to the recommendations for this Transit Station by the larger Task Force should be coordinated with and reviewed by this Subcommittee.
8. Opportunities for air rights development should be protected for the long term.
9. 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.
10. Due to the County's current noise policies and regulations, the Dulles Toll Road and the Metrorail pose a potential constraint on new residential development otherwise consistent with the guidance in this report. Consistent with the intent of the County's noise policy, new residential development should be permitted in areas impacted by noise provided the development demonstrates mitigation of noise to DNL 45 DBA in residential units and to DNL 65 DBA in outdoor recreational areas.

Access

11. With Transit Station access and parcel inter-connectivity problematic, increased FAR and du/acre densities above those currently approved within the Comprehensive Plan should be considered, allocated, and matched against commitments to solve access, parcel inter-connectivity, and Transportation Demand Management objectives.
12. Access to the transit station from both Monroe Street and the Fairfax County Parkway is fundamental to and redevelopment of Land Unit A-2, C-2/C-3 and C-1.
13. Connectivity between the major employment centers and the metro station needs to be created and enhanced to encourage maximum utilization of the Metro Rail by the "employee" population. Where walking is prohibitive, a well designed and reliable shuttle system needs to be implemented. Interparcel connectivity to encourage an efficient system is encouraged.
14. As a general proposition, additional density should be accompanied by parallel commitments for pedestrian and vehicular connectivity to the Transit Station Area and a collective enhancement of the pedestrian experience.

Building Placement and Transitions to Existing Development

15. 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.
16. Relative to the orientation of density within the individual land bays, the tallest buildings and most intense development should be located close to the Dulles Toll Road.
17. View corridors between the Toll Road and the office buildings are an important factor for the office users, particularly those who warrant signage on the Toll Road. Locating the largest office buildings with Toll Road frontage will provide the most value to the ultimate user and thence, enhance the tax base, while also serving as a buffer for future and existing residential projects.
18. 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.

Specific Land Bay Recommendations

Land Unit C-2 Station Site

19. The current number of parking spots are acceptable, and a doubling of the parking capacity is not recommended. 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. Reflective of “area wide” recommendations, redevelopment at C-2 will require additional access from Monroe Street and Fairfax County Parkway. This Land Unit is appropriate for among the highest development intensity at this station with the most intense development located near the Station Site and the Dulles Toll Road.

Land Unit C-3 and C-4

20. These sites are in single ownership and are logical candidates for redevelopment. The 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.
21. Given the proximity of the Polo Fields' subdivision, highest intensity should be close to the Dulles Toll Road and any redevelopment should be predicated on providing the critical east/west alternative access from Fairfax County Parkway, possibly by way of a new east/west road in central portions of the property and/or expanding the existing Dulles Toll Road exit 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

22. 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 through the site are possible, and should be planned and developed with the assistance and guidance of the Reston Association and environmental knowledgeable consultants.
23. The current occupants of the site operate a highly secured facility in two highly built-out, modern mid-rise buildings doing work for the federal government. Setbacks and security issues may work in parallel with the wetland preservation concepts. Access to the transit station should respect and respond to these issues of security and wetlands preservation.
24. This Land Unit has potential to provide much needed access to the station site from Monroe Street at central or northern portions of the frontage 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 such as the Reston Association. As a further incentive for permanent environmental protection, the transfer of currently planned FAR to other land bays that are proximate to the transit station may be appropriate.

Land Unit A-2

25. This parcel is in the hands of a single owner and provides an opportunity for “ground up transit oriented development” which will take advantage of proximity to the station. Development of the site needs to enhance the character of the adjacent office parks and shall set standards for the highest quality architecture and landscaping. Office use is encouraged closest to the Toll Road, with other uses integrated. Flexibility of use and height is encouraged on this parcel.
26. 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

27. This parcel contains some of the highest value tax base in the area and needs to maintain attractiveness for large scale corporate users. Additional development is encouraged and owners can be incentivized to improve parcel connectivity and to infill with retail amenities serving both the office and nearby residential population. Pedestrian experience needs to be improved to encourage Metro rail usage, although shuttle service will also be needed. Additional multifamily development is appropriate but care needs to be taken to maintain character which has attracted the corporate tax base. Continuity of the high quality architecture and landscaping is important

Assignment of Density

28. Actual density should be determined through the rezoning process with appropriate input from County Staff and community stakeholders. Realizing the above the current Comprehensive Plan ranges should be subject to a demonstration that the project and the associated density:
 - a) Facilitates transit oriented development.
 - b) Contributes to the trip reduction goals of the adopted Comprehensive Plan.
 - c) Exhibits quality in design.

- d) Is consistent with the stated Objectives of this text as they relate to vision, access, design, stable neighborhood protection and environmental protection.

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