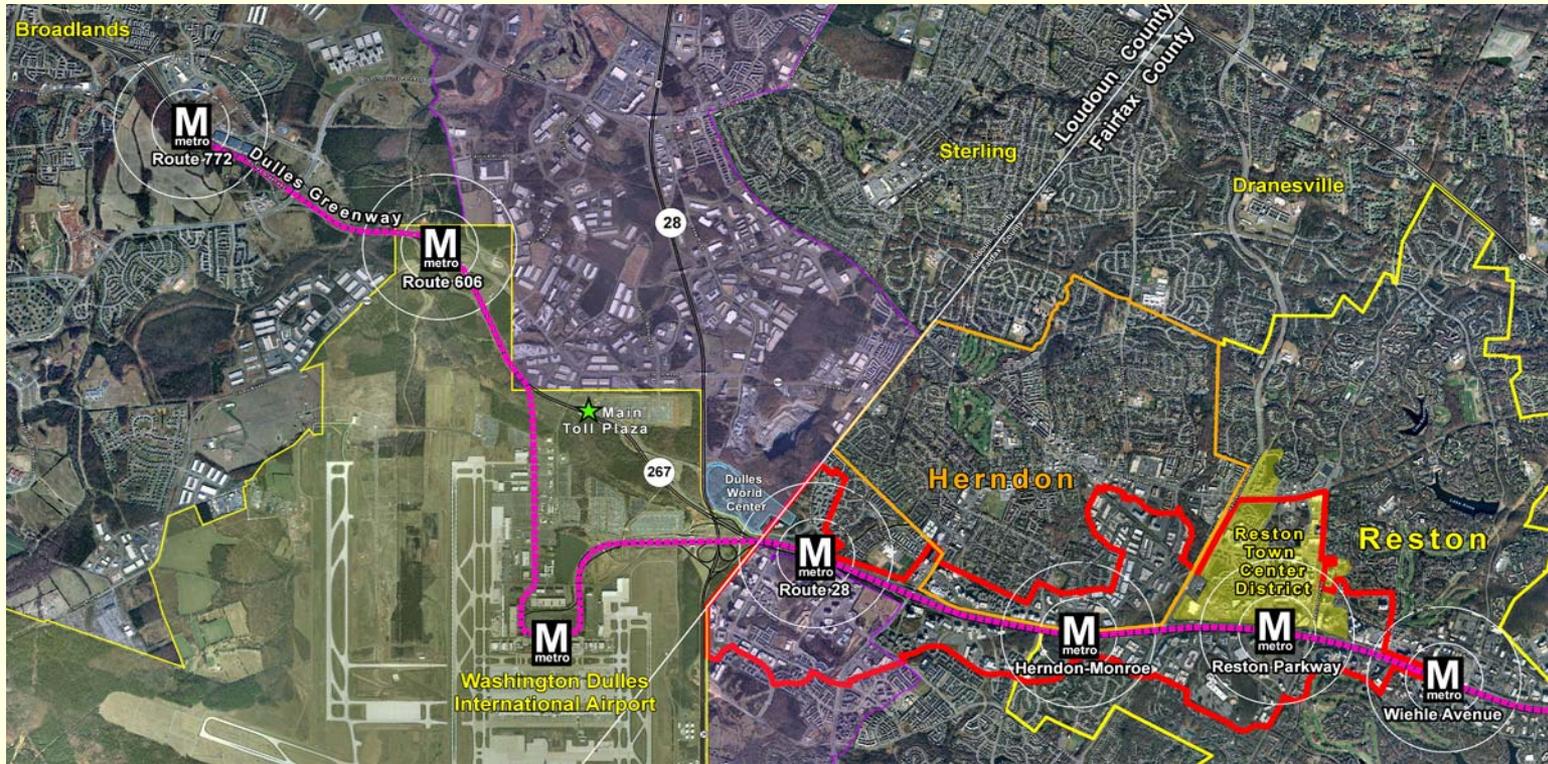
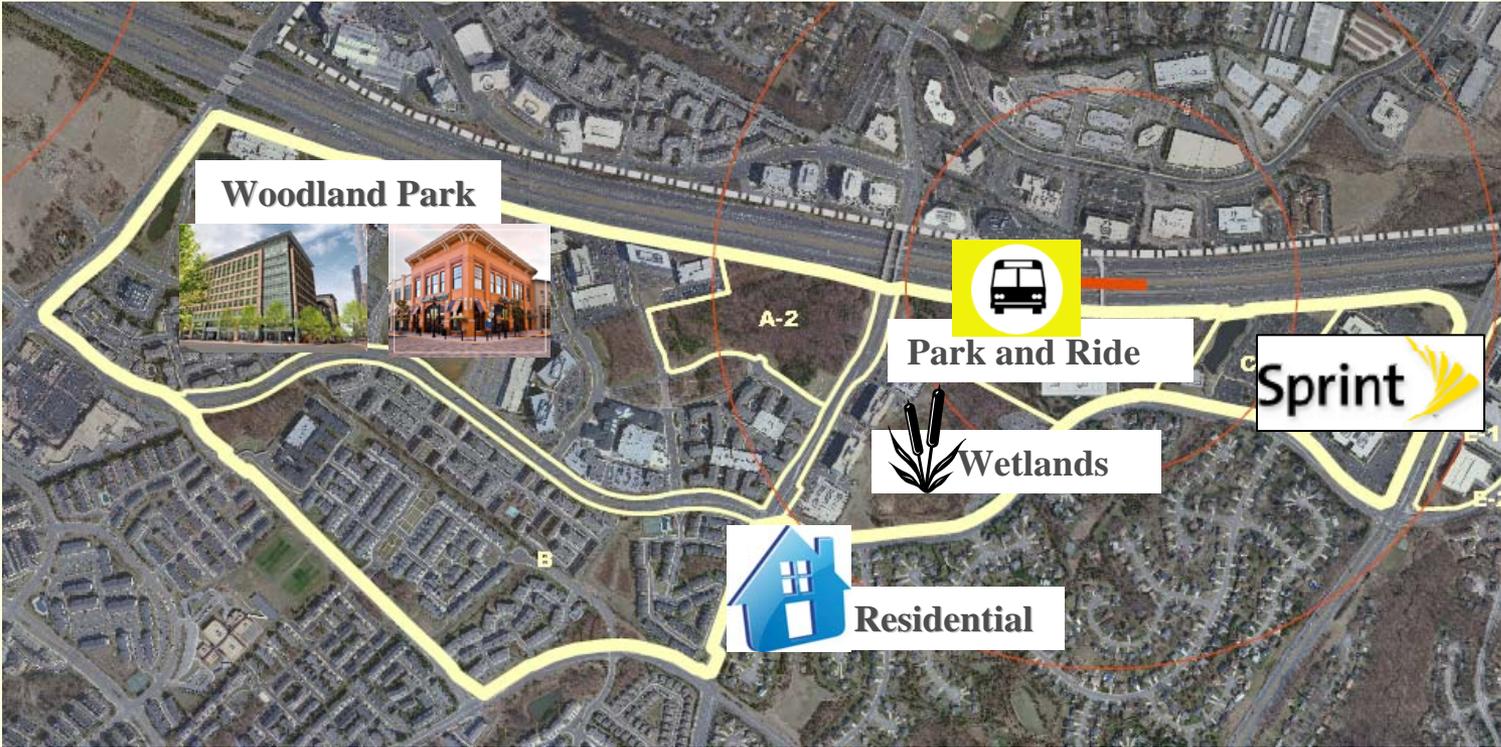


Herndon-Monroe Metro Station



Character of Area



Vision

1. Capitalize on and compliment established Class A Office.

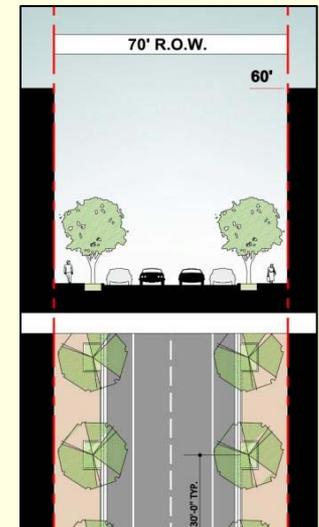


2. Balance redevelopment with responsible environmental protection and exemplary design.

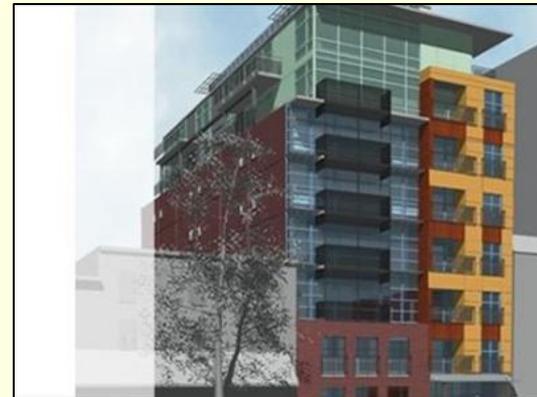
- Preserve designated wetlands.



- Green boulevard edge.



3. Incorporate residential for added balance between jobs and housing.



-
4. Consider density above current Plan to provide incentives to achieve objectives and necessary infrastructure.



5. Less dense than Reston Parkway/Town center with more local serving retail.

General Themes

- Improved access to the station site is critical.
- Increase “walkability” and transit usage with retail/amenity options for residential.
- Need to consider this station as part of the “total vision” for entire corridor to include Town of Herndon.
- Keep air rights options for the longer term.

Access

- Access is a challenge and creating alternatives to Sunrise Valley Drive is a priority.
- Increased FAR and densities above current Plan should be considered to solve access, parcel inter-connectivity, and Transportation Demand Management objectives.
- Connectivity between the major employment centers should include consideration of:
 1. Shuttle system.
 2. Inter-parcel connectivity.

Building Placement and Transitions to Existing Development

- Sunrise Valley Drive should serve as a firm and well-defined “edge” for the transit oriented area.
- Sunrise Valley Drive should be established as a grand green boulevard with appropriate amenities for pedestrians, bicycles, and vehicles.
- The tallest buildings and most intense development should be located close to the Dulles Toll Road

Specific Land Bay Recommendations

Land Unit C-2 Station Site

- A doubling of the parking capacity is not recommended.
- Encourage future public private partnership that would create transit oriented mixed-use redevelopment opportunities at the station site.
- Co-location or sharing of parking with transit-oriented and mixed-use development is encouraged.
- This Land Unit is appropriate for the highest development intensity at this station with the most intense development located near the station site and the Dulles Toll Road.

Specific Land Bay Recommendations

Land Unit C-3 and C-4

- These sites are in single ownership and are logical candidates for redevelopment.
- Given the proximity of the Polo Fields' subdivision, highest intensity should be closest to the Dulles Toll Road.
- Site design should establish and reinforce the recommended east/west access boulevard concepts for Sunrise Valley Drive.
- Redevelopment should encourage additional east/west access.
- Given their proximity to the station site, and the absence of any significant collector or arterial road crossings, these sites are also appropriate for the highest development intensity at the station site.

Specific Land Bay Recommendations

Land Unit C-1

- The designated wetlands should be retained, permanently protected, and ultimately conveyed to or controlled by a public entity.
- There is potential to provide much needed access to the station site from Monroe Street as an alternative to Sunrise Valley Drive.
- Such access should be oriented to the western-most portion of the wetland area and be done in an environmentally sensitive manner.
- Any 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.

Specific Land Bay Recommendations

Land Unit A-2

- 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.
- Development should create opportunities for east/west access from Monroe Street and from developed properties to the west.
- Given the general proximity to the station, this Land Unit is also appropriate for the highest planned densities at the station site, subject to reasonable pedestrian access.

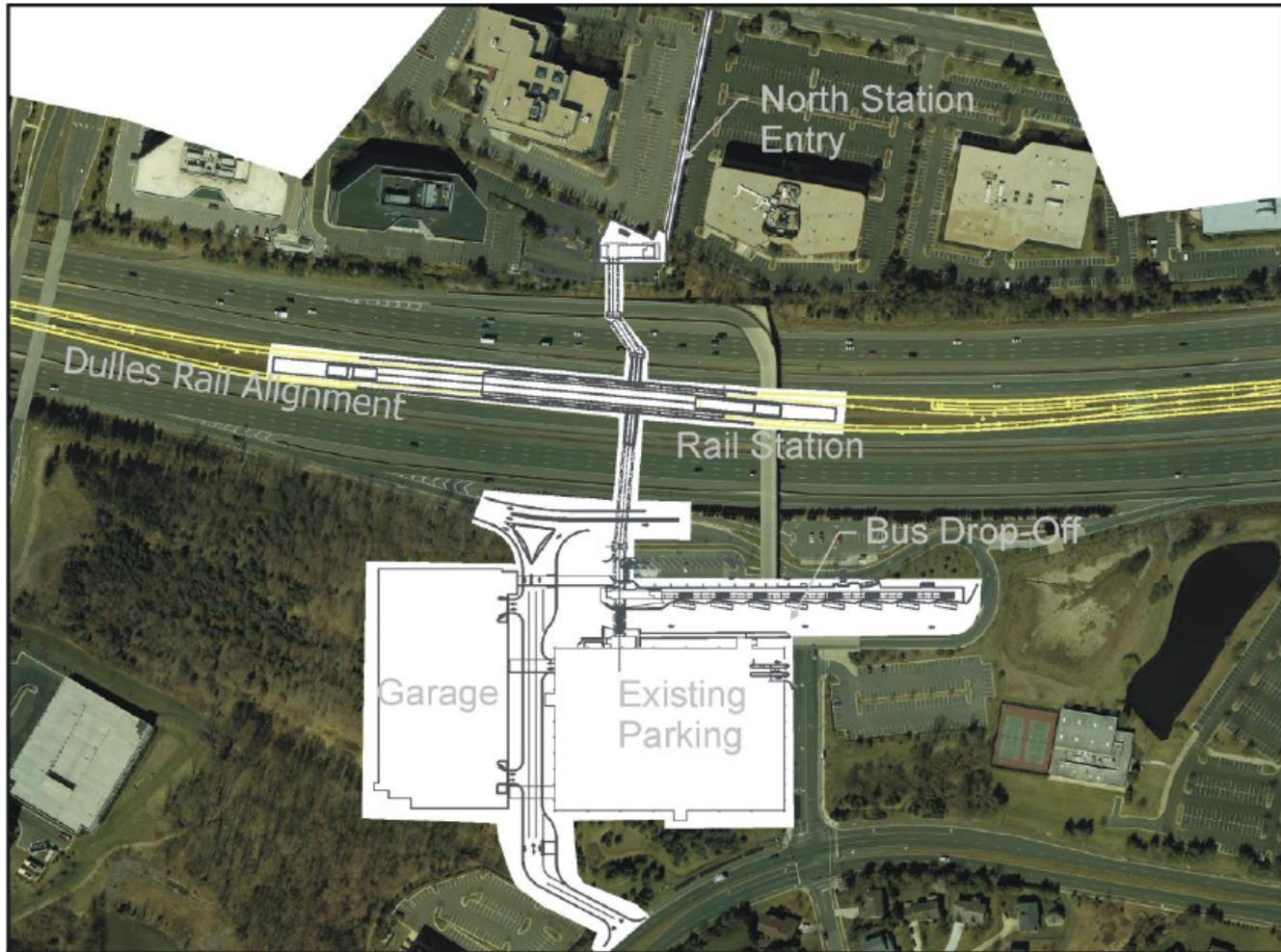
Specific Land Bay Recommendations

Land Unit A-1

- 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 should be used as an incentive to owners to improve parcel connectivity and to infill with amenities.
- Pedestrian experience needs to be improved to encourage Metro rail usage, although shuttle service will also be needed.
- Additional multifamily development is appropriate but must be properly integrated.

Next Steps

- Subcommittee feels strongly that additional committee review of more specific density recommendations will be needed as the Task Force process evolves.
- Should be a mechanism to incorporate comments from the Town of Herndon.
- Needs to be a mechanism for further evaluation of the plan at a defined point once rail is operational.



Herndon Monroe Station
Current Plan (August 2010)



Land Units

