

# HERNDON-MONROE COMMITTEE

*07/26/10*

## *Attendees*

Nick Bauer, TF  
Fred Costello, TF  
Paul Darmory  
Arthur Hill, TF  
John Lovaas  
Greg Riegle, TF  
Sandi Smith, Fairfax County Department of Planning & Zoning

## *Meeting Notes*

### **Open Forum**

Greg Riegle—FAR by itself is not a complete measure of density of a development.

While recommendations without any numbers would be hollow, performance goals are more important than the numerical measures. Specific densities for specific parcels may limit development flexibility.

Sandi Smith—It is not necessary for the H-M committee to get bogged down with developing specific FAR recommendations, but a range could be included if desired. Ideally, the recommendations should include rich qualitative description of the desired outcome for the station area. The County is moving away from specific FAR limits for individual parcels. The Comprehensive Plan will include some FAR recommendations, but perhaps not parcel-by-parcel.

John Lovaas—The Town Center committee is using specific FAR recommendations. Need to link FAR increases to incentive structure for features such as: mixed use, grid of streets, green construction, and connectivity.

Arthur Hill—Density is not the only issue regarding whether a proposed plan will be approved in the review process. The type and quality of the plan is paramount. The basic starting point is key. If we want developers to provide additional amenities (e.g., more open space, affordable housing), higher density (FAR) would be allowed. It would be helpful for County staff to review for the full TF the PRC and other related zoning standards. These are the standards by which projects will be judged down the road.

Paul Darmory—The committee recommendations should be sufficiently detailed and specific so that the desired end result is clear.

### **Administrative Items**

- There will not be a TF meeting in August; therefore, the Wiehle and Herndon Monroe committees will not be presenting on August 31.

## Discussion

- Development pattern at H-M station should not necessarily conform to the traditional concentric circles of density. Instead, the area of greatest density should be more linear, oriented toward the Toll Road.
- If specific density recommendations are not included in the committee recommendations, the presentation to the TF should note that numbers will be included in the Comprehensive Plan.
- The Sprint parcels are one of the keys to re-development of this station area.
- East-west access is critical. Access from Fairfax County Parkway (through the Sprint parcel, either through the middle of the parcel or adjacent to the Toll Road) is important. Access might be obtained from Monroe Street, but it is probably unrealistic to expect a roadway from Centerville Road that would carry a substantial volume of traffic to the station. Access roads will be limited by property configurations.
- Infrastructure will be needed to support the new development. The committee should include suggestions for possible access road alignments.
- Rock in the area is typically encountered 8 – 20 ft below ground surface, making sub-grade parking structures particularly expensive to construct. Above-grade structured parking will be the reality.
- Balance between residential and commercial development is needed.
- Requiring a specific residential/commercial split by parcel is not practical except for larger land units—this type of stipulation should be applied on a larger scale, linking parcels.
- In Roslyn, the plan specified that residential be constructed first or coincident with commercial development.
- The area currently has substantial commercial development; additional residential is needed to achieve balance. However, the development should also not detract from the successful existing and future commercial development.
- What happens on the south side of the Toll Road at the H-M station will be affected by what development occurs in Herndon to the north.
- This station area does not have an existing framework (like Town Center) or existing detailed plans (like Wiehle Ave.).