

HERNDON-MONROE COMMITTEE

07/13/10

Attendees

Nick Bauer, TF
John Bowman, TF
John Carter, TF
Fred Costello, TF
Paul Darmory
Rick Hamilton
Richard A. Lambert, Jr., Fairfax County Department of Planning & Zoning
John Lovaas
Patty Nicoson, TF
Greg Riegle, TF
Gerald Volloy, TF

Meeting Notes

Open Forum

Greg Riegle—Sprint’s presentation does not substantially change the development prospects. Their comments are consistent with any self-interested landowner.
John Bowman—The best immediate development prospects are in A2. Significant incentives would be needed in A1 to move toward mixed use and a street grid. Traffic calming measures in Polo Fields would be appropriate.
Jerry Volloy—Access to the station needs to be solved to relieve traffic pressure on Sunrise Valley Drive. Herndon needs to solve development issues, especially the touch-down point.
Rick Hamilton—Should the committee’s recommendations be constrained by cost considerations? The committee should raise questions without pre-supposing the conclusions. Answers should not be dictated by costs; economics may change in the future. However, some options, such as changing the station location, are so unrealistic as to be pointless to propose.

Administrative

- Two additional H-M committee meetings were scheduled:
 - Monday, July 26, 2010: 8:00 – 9:30 AM, RCC Lake Anne
 - Monday, August 16, 2010: 8:00 – 9:30 AM, RCC Hunters Woods
- Draft of the H-M committee’s written recommendations are due to County staff by August 9, 2010. Presentation of the results will be made at the Task Force meeting on 8/31.

Discussion

- Constraints in this area include:

- Limited access to station area.
- Built environment with most construction less than 10 – 15 years old.
- No developers pushing for re-development.
- Parking structure on C2, with plans to double capacity.
- On the other hand, these constraints may result in a delay in re-development, which could, conversely, be an opportunity.
- Opportunity for public-private partnership development on C2. Increased density and greater access would be needed to make such a venture a success.
- Opportunity for Sunrise Valley Drive (and Sunset Hills) to be developed into a grand boulevard, with attractive plantings, trees, art, and other amenities. This would increase the visual appeal and walking opportunities, link the Reston stations, and provide a buffer between the development to the north and the existing residential neighborhoods to the south.
- Sunrise Valley Drive should be a hard line for development (urban edge), with clear protections for the residential communities to the south.
- Committee needs to set basic goals (e.g., balance of jobs and residential units, not burdening Polo Fields, general statements regarding land uses, building heights, and density), without providing specific numerical goals for density, etc. Such numerical goals will be a part of the larger Task Force discussion.
- New access routes to the station from both Monroe Street and Fairfax County Parkway are needed. Various alignments are possible; the Committee should state the goal and some possible solutions without dictating the final outcome.
 - Monroe Street: From existing curb cut, between the buildings to the edge of the wetlands area, then north towards C2; intersection closer to the bridge over Rt. 267 (may require configuration of the bridge) and runs north of the existing buildings; right turn only for southbound traffic that then loops under the bridge and the proceeds adjacent to Rt. 267 toward the station.
 - Fairfax County Parkway: expanding existing ramp from Rt. 267 to allow for 2-way traffic; adding new intersection (most likely right in/right out) onto a new street through the center of C3/C4.
- Wetlands: Committee would support the possibility of some encroachment on the buffer area to provide access to the station in exchange for permanent preservation (e.g., convey property to Reston Association).
- C3/C4: Committee would support increased density (focused toward Rt. 267) in exchange for access to the station from Fairfax County Parkway, etc.
- A1/A2: Encourage street grid, TOD (recognizing that incentives may not be adequate, at least in the near term, to warrant re-configuration of existing buildings).
- Additions to FAR should be residential or amenities/services serving the TOD.
- Services should be oriented toward residents and workers in the vicinity of the station. Not necessarily trying to draw in people from outside the area, at least not those arriving by car.
- Height is not necessarily a negative feature, but should be part of quality design that does not adversely affect the Polo Fields neighborhood (aesthetics, light, noise, etc.). Concessions regarding building height need to be in exchange for *quality* open space and amenities.