

HERNDON'S OCT 25TH METRO AREA MASTER PLAN - BASIC FACTS

By Councilmember Jasbinder Singh

Lots of people are excited about metro coming to Herndon. The town staff submitted a master plan for the development of the Metro area on Oct 25th.¹ But, is it the right plan for Herndon? Consider the following:

1. ADDITIONAL POPULATION & EMPLOYMENT

The planned development, in a relatively small 110 acre area, will double the daytime employment in Herndon and will increase the population by 40%. Compare:

	Current	Increase Due to To The Plan	% Increase
Population	24,000	9,400	40
Employment	27,000	27,000	100

2. TRAFFIC UNDER HERNDON MASTER PLAN WILL BE A NIGHTMARE

Peak Hour Traffic = at least 8,000 vehicles/hr.

Max. Capacity of Herndon Parkway (with intersections) = 3000 vehicles/hr.

This data suggests that traffic jams will last for hours, people will find it difficult to catch trains from the Reston side and emergency vehicles or buses will not be able to get through, and some of the regular Pkwy traffic will be diverted through the center of the town during the peak hours. Traffic will back up at all nearby intersections for hours. Parking on neighborhood streets may also be affected significantly.

3. DENSITY OF DEVELOPMENT

Up to 15 story buildings will line up along Herndon Parkway - 1/4 mile on each side of the promenade/walkway on the Herndon side. The Plan provides for green spaces, but not for parks or playgrounds. Children from this area will have to use Herndon fields.

4. COMPARISON WITH THE RESTON TOWN CENTER (RTC):

The proposed development in Herndon will be 1.5 times as dense as RTC and less pedestrian friendly. RTC has 2.1 million sq. ft of office space; the Herndon Metro Area

¹ A few days after the plan was discussed on Oct 25th, the consultant was asked to redo the traffic and associated analyses. The staff is expected to present the revised plan to the TC during the work session on the 15th. Regardless of the changes that might be made to the Oct. 25th plan, the Facts discussed in this sheet would still provide a baseline for discussing any new plan.

will have 6.2 million sq. ft. In Herndon only one main road (Herndon Pkwy) will provide access to the area. RTC is served by 4 major roads and its parking is strategically located on the periphery.

5. FINANCIAL FEASIBILITY OF DEVELOPMENT

Using the consultant's data provided with the Plan, I have already demonstrated that much lower densities than proposed are economically feasible in the Metro area. Therefore, if we want to, we can certainly have lower densities in the area.

6. THE TIMING OF PLAN APPROVAL

Many residents are clamoring for approval now. Yet, metro will not come to Herndon at least until 2017. There is no particular reason to hurry up and approve a plan now. It may be more prudent to take a few more months to make as sound decisions as we possibly can.