

The TSAs together make up the county's second largest office market and, given their proximity to Washington Dulles International Airport and the excellent regional access provided by the Metro's Silver Line and the DAAR, are appropriate for a variety of residential and employment land uses.

Each TSA has within it a core area that has been designated for Transit-Oriented Development (TOD). These TOD areas or districts are adjacent to the future rail stations and are planned to transition to a more urban form and include a complementary mix of uses at higher development intensities than that planned for the other areas in the TSAs.

The planning objectives for these TOD districts are to create a transit-focused neighborhood within ½ mile of the transit station that will encourage pedestrian activity to enliven the area throughout the day and evening and where the emphasis will be on creating places and connections that are safe, comfortable and attractive for pedestrians and bicyclists. These objectives will result in the evolution of the existing commercial areas along the DAAR, including those formerly designated as the Reston Center for Industry and Government¹, into truly viable pedestrian-oriented neighborhoods.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development's policy direction focuses employment growth into designated Mixed-Use Centers. The Concept identifies these three future Metro stations (Reston Town Center, Wiehle-Reston East and Herndon) as Transit Station Areas along the Dulles Corridor. The purpose of the Transit Station Area designation is to optimize development opportunities associated with the availability of mass transit while maintaining the stability of existing land uses outside of the Transit Station Areas. Transit Station Areas allow a mixture of residential, office, retail and other commercial uses and may provide opportunities for joint public-private development.

PLANNING HISTORY

The Reston community was planned and has developed as one of the nation's landmark new towns. The Reston Master Plan was initially adopted in July 1962 and specified locations for residential, recreational, and civic uses as well as an employment center in the geographic center of the community. The Reston Master Plan, comprised of a Land Use Map, Community Facilities Map and Transportation Map, is incorporated by reference into the Fairfax County Comprehensive Plan and has continued to serve as a general guide for development within Reston from 1962 to the present day.

In 1991, the Reston-Herndon Suburban Center was established as part of the Fairfax Planning Horizons process, a major revision of the policy and land use recommendations of the county's Comprehensive Plan. Suburban centers are designed to be employment centers along major arterial roads and to encourage a mix of office, hotel, support retail and residential uses in a low to medium-intensity setting with designated core areas of higher intensity and a more urban form. The Reston-Herndon Suburban Center developed over time with primarily office uses in traditional suburban office parks stretched along the length of the DAAR west of Hunter

¹ The Reston Center for Industry and Government consisted of commercially and industrially zoned properties that were planned for office and R&D use and where covenants on the land limited retail use and prohibited residential and hotel uses. These covenants were voluntarily terminated by landowners in 2011.