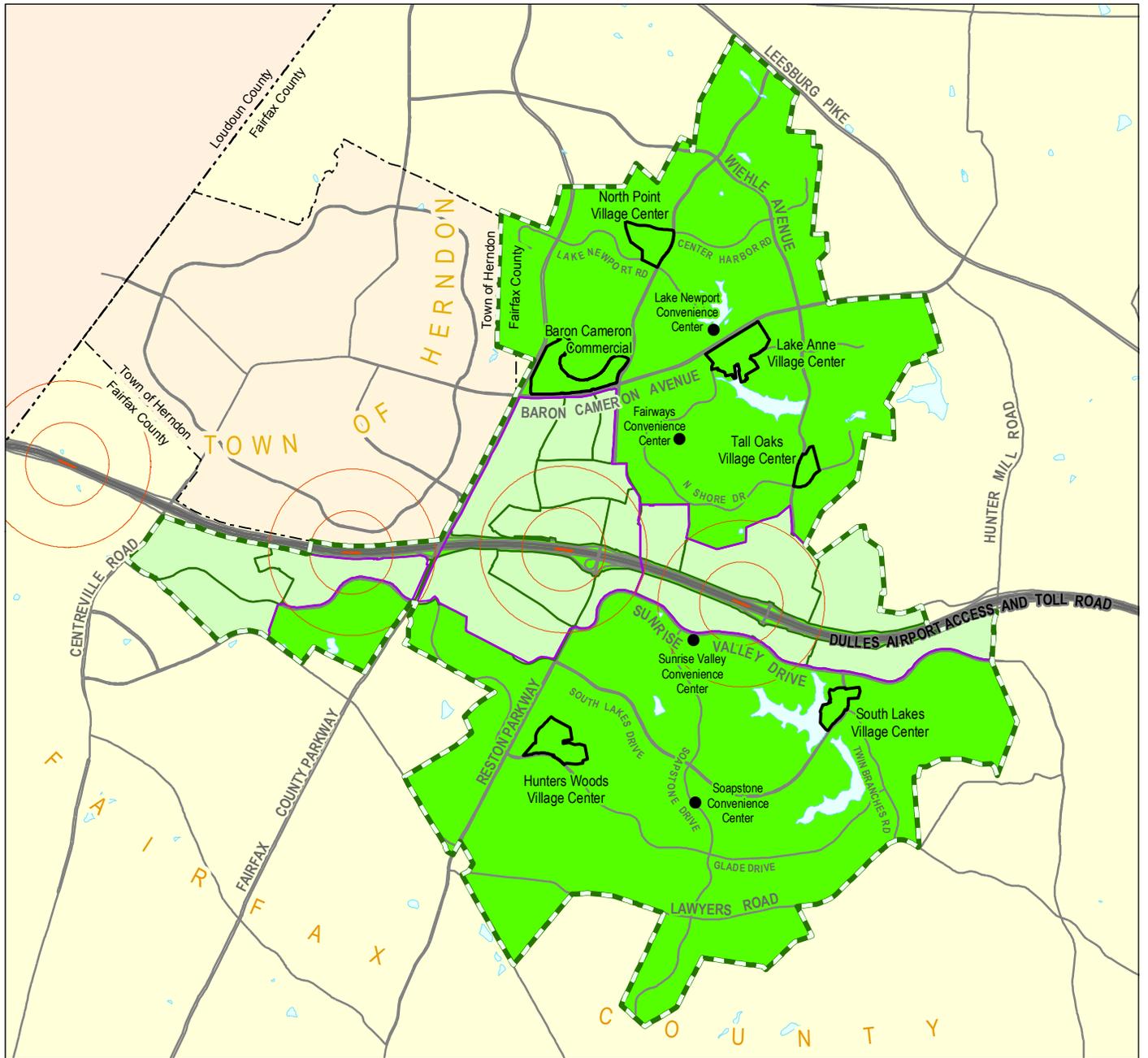


# RESTON MASTER PLAN SPECIAL STUDY: STUDY AREA PHASES



## Reston Master Plan Special Study



Map prepared by  
Dept. of Planning & Zoning  
May 2014

### Legend

Special Study Boundary

Reston Corridor Subdistricts

Reston Transit Station Areas

General Location of  
Transit Station Platforms

Circles denote 1/4 and 1/2 mile distances  
from center of station platform

### Phases for Review

PHASE I -- Reston  
Transit Station Areas

PHASE II -- Residential areas,  
Village Centers,  
Convenience Centers &  
Commercial Uses north of  
Baron Cameron Ave

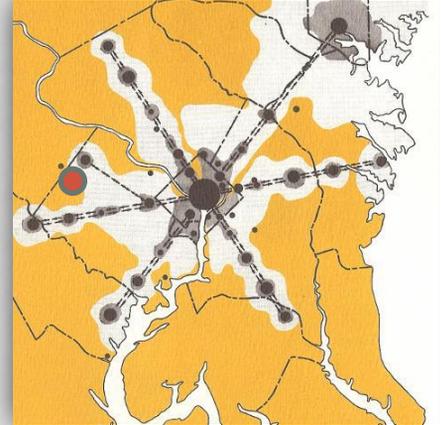
# Reston Master Plan Special Study: **Vision**

The Reston Vision was adopted during Phase I of the study. The Reston Vision applies to the wider Reston community, as well as the Transit Station Areas.

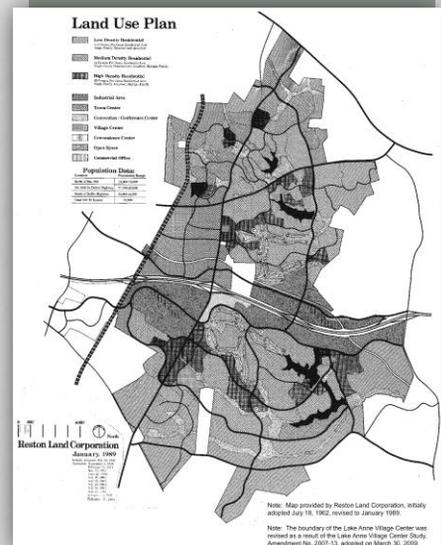
## Vision

Reston will be a complete community designed for the 21st century. An increasingly diverse residential population will have broad choices in jobs, housing, and lifestyles. To achieve this vision:

- Planning will take full advantage of the Metrorail Silver Line Extension. Metrorail will connect to the Washington Metropolitan Region and Washington Dulles International Airport, and will be complemented by improved station area connectivity, a strong local and regional bus network, complete streets that serve pedestrians, bicyclists and transit users, and a network of trails.
- The community's greatest densities will be at the three Metro station areas. A broad mix of regional retail and other attractions will be part of an enhanced urban center at the Town Center and strong local retail and a variety of amenities will characterize the other Metro station areas and village centers. To address congestion, the station areas will have an appropriate balance of residential uses and employment opportunities.
- A full range of housing choices will be provided for households of all incomes and needs.
- Employment opportunities will build upon the existing mix of international and national corporations, professional associations, centers for advanced technology, research and development companies, and local services.
- A strong institutional component will include a major hospital center, a regional government center, a new 21st Century regional public library, a major fine and performing arts center, other civic and cultural uses, and public and private educational institutions of higher learning.
- Planning will emphasize protection of natural areas and the environment and development of an array of cultural, educational, and recreational opportunities.



Above: Reston in the Washington Region



Below: Original Reston Land Use Plan

For more information, please visit [fairfaxcounty.gov/dpz/reston](http://fairfaxcounty.gov/dpz/reston)

# Reston Master Plan Special Study: **Planning Principles**

*The Reston Planning Principles were adopted during Phase I of the study. The Planning Principles apply to the wider Reston community, as well as the Transit Station Areas.*

## **Planning Principles**

Planning will consider Reston as a comprehensive unit. Development projects will be evaluated based on their ability to meet the planning principles and the particular character of each area, as well as their specific impacts on the surrounding neighborhoods. The following principles will guide development of Reston as a complete community for the 21st century.

### **1. Excellence in planning, urban design, and architecture will be community hallmarks.**

The community will continue to strive to achieve excellence in planning and urban design, architecture, gathering places such as plazas, connection with the natural environment, compatibility of uses, livability, and the integration of high-quality public art as distinguishing features of the Reston community.

### **2. Planning will provide for environmental sustainability and green technology.**

Natural resources and ecosystems, including natural areas, will be protected and restored. Adverse impacts on the environment (land, water, and air) will be minimized, and best practices will be used to protect environmentally sensitive areas. Green neighborhood and building practices will meet high standards. Tree canopy will continue to be an important component of the Reston visual experience.

### **3. Development will be phased with infrastructure.**

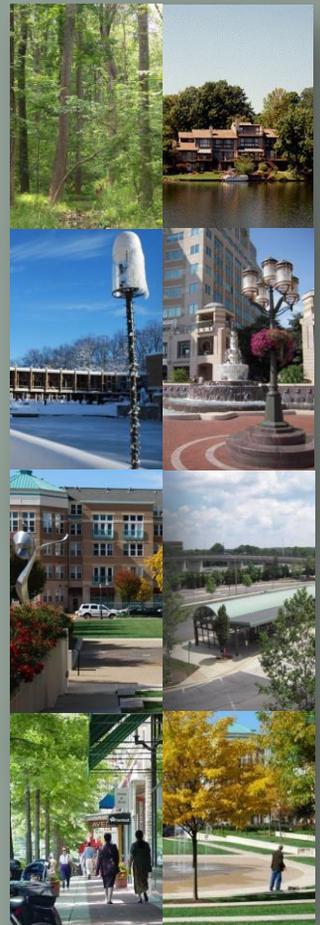
The phasing and funding of the expansion and modification of adequate transportation infrastructure and programs, and other infrastructure components such as schools, parks, and other public facilities should occur with development.

### **4. Reston will continue to offer a mix of urban and suburban life styles.**

The Metro Silver Line extension will add transit-oriented development to Reston's already diverse and unique community. In terms of emphasis:

- **The Metro Station areas** will be livable urban places, with densities that step down from the Town Center to the other station areas. The station areas will also be the areas of highest commercial and residential intensity in the community.
- **The Village Centers** are important community gathering spaces that include a mix of locally serving retail, a residential component, and employment opportunities. Redevelopment to augment and enhance the village centers will be pedestrian-oriented and provide adequate transition to surrounding neighborhoods. Convenient public transportation options should link the village centers and the transit stations.
- **Residential neighborhoods** will continue to provide a variety of housing types serving all income levels. Appropriate transitions will be provided between new development and all residential neighborhoods.

For more information,  
please visit:  
[fairfaxcounty.gov/dpz/reston](http://fairfaxcounty.gov/dpz/reston)



# Reston Master Plan Special Study: **Planning Principles**

## **5. The rail corridor will be transformed.**

Over time it will become an area with robust, livable, walkable mixed-use communities having an appropriate balance between residential and non-residential uses. Each of the transit station areas will have a distinct character to meet multiple community needs. Town Center will be a livable regional urban center and destination with the community's highest densities and major shopping and cultural features to attract visitors. Reston East and Reston West-Herndon will be urban transit neighborhoods, with special encouragement in the former for higher educational uses and special focus in the latter on its central environmental (wetlands) feature. The highest densities will be concentrated within one-quarter mile of the rail stations tapering down somewhat within one-half mile to maximize the use of rail. Residential and non-residential populations in each transit station area will be balanced to further maximize rail use and reduce dependence on automobiles. Future air rights development around the stations should be pursued to enhance development opportunities, encourage transit use, and improve north-south connectivity across the Dulles Access Road.

## **6. Reston will become a more vibrant employment center.**

From its inception, Reston has provided a place for a spectrum of companies, from local to international of varying sizes. Future development and redevelopment should continue to promote a broad range of opportunities for a robust and diverse business, advanced technology, educational, and research community.

## **7. Housing will be provided for all ages and incomes.**

Reston will accommodate people of all ages, physical abilities, and economic circumstances, and households of all sizes and stages of family life.

## **8. Connectivity and mobility will be strengthened.**

A range of high-quality transportation facilities - including roads, bridges, tunnels, sidewalks, bikeways, trails, strengthened and expanded bus and shuttle services, and Metro will link the residential community and resident workers with activity centers, employment, open spaces, parks, schools, and civic, cultural and recreational facilities. New bridges and tunnels across the Dulles Access Road near the stations are of the highest priority to ease already excessive congestion. A robust transit system, expanded pedestrian and bicycle networks, and transportation demand management strategies will also help reduce reliance on the automobile while increasing community mobility.

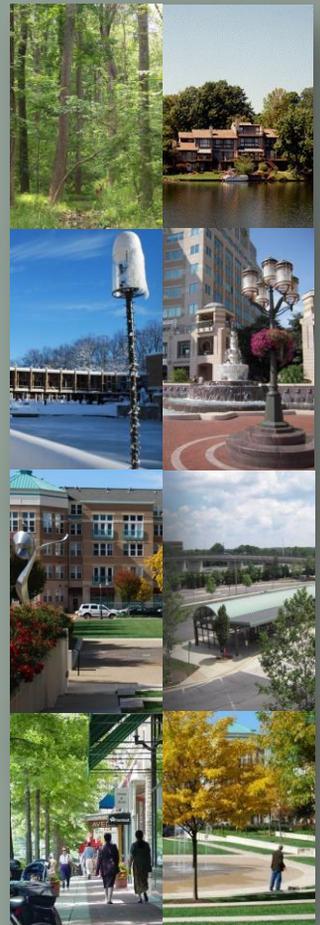
## **9. High quality public open space will be required.**

Abundant active and passive open space and a range of recreational and cultural opportunities are essential components of the high quality of life in Reston. The transit station areas and village centers should include a variety of public spaces such as a large urban central park, recreational facilities, village greens, urban plazas, pocket parks, playgrounds, and other public amenities within easy walking distance for area residents, workers, and visitors. Larger active recreation areas appropriate to Reston's residential and commercial populations should be provided outside the transit corridor.

## **10. Public participation in planning and zoning will continue to be the community's foundation.**

Local participation should remain a hallmark of the planning and zoning processes as Reston continues to evolve as a complete community for the 21st century over several decades. The cumulative impacts of development and redevelopment should be continually assessed and evaluated.

For more information,  
please visit:  
[fairfaxcounty.gov/dpz/reston](http://fairfaxcounty.gov/dpz/reston)

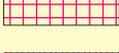
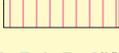


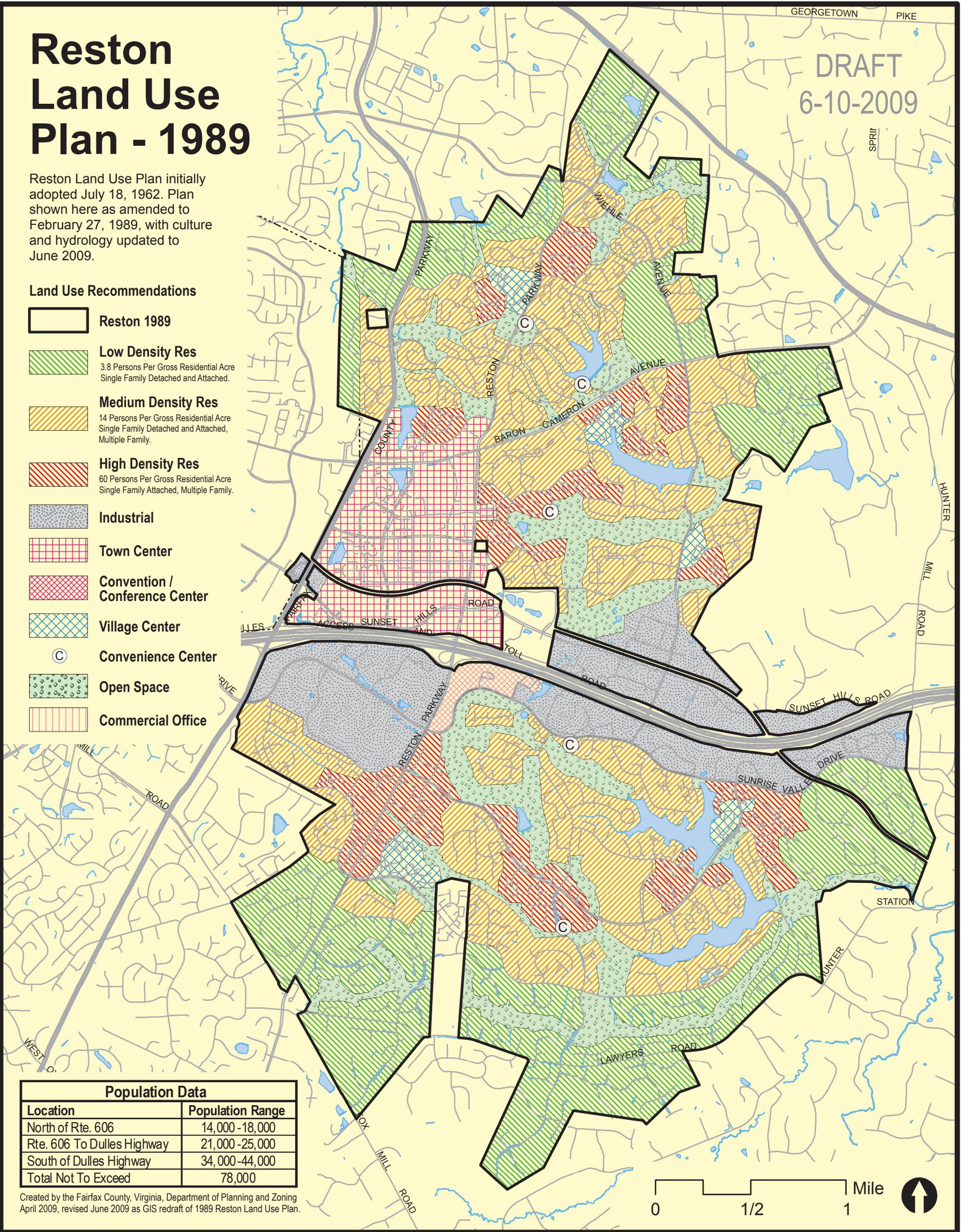
# Reston Land Use Plan - 1989

GEORGETOWN PIKE  
DRAFT  
6-10-2009  
SPRIT

Reston Land Use Plan initially adopted July 18, 1962. Plan shown here as amended to February 27, 1989, with culture and hydrology updated to June 2009.

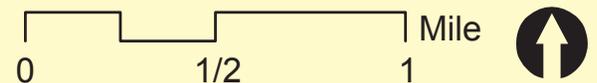
## Land Use Recommendations

-  Reston 1989
-  **Low Density Res**  
3.8 Persons Per Gross Residential Acre  
Single Family Detached and Attached.
-  **Medium Density Res**  
14 Persons Per Gross Residential Acre  
Single Family Detached and Attached,  
Multiple Family.
-  **High Density Res**  
60 Persons Per Gross Residential Acre  
Single Family Attached, Multiple Family.
-  **Industrial**
-  **Town Center**
-  **Convention / Conference Center**
-  **Village Center**
-  **Convenience Center**
-  **Open Space**
-  **Commercial Office**



Population Data	
Location	Population Range
North of Rte. 606	14,000 - 18,000
Rte. 606 To Dulles Highway	21,000 - 25,000
South of Dulles Highway	34,000 - 44,000
Total Not To Exceed	78,000

Created by the Fairfax County, Virginia, Department of Planning and Zoning April 2009, revised June 2009 as GIS redraft of 1989 Reston Land Use Plan.



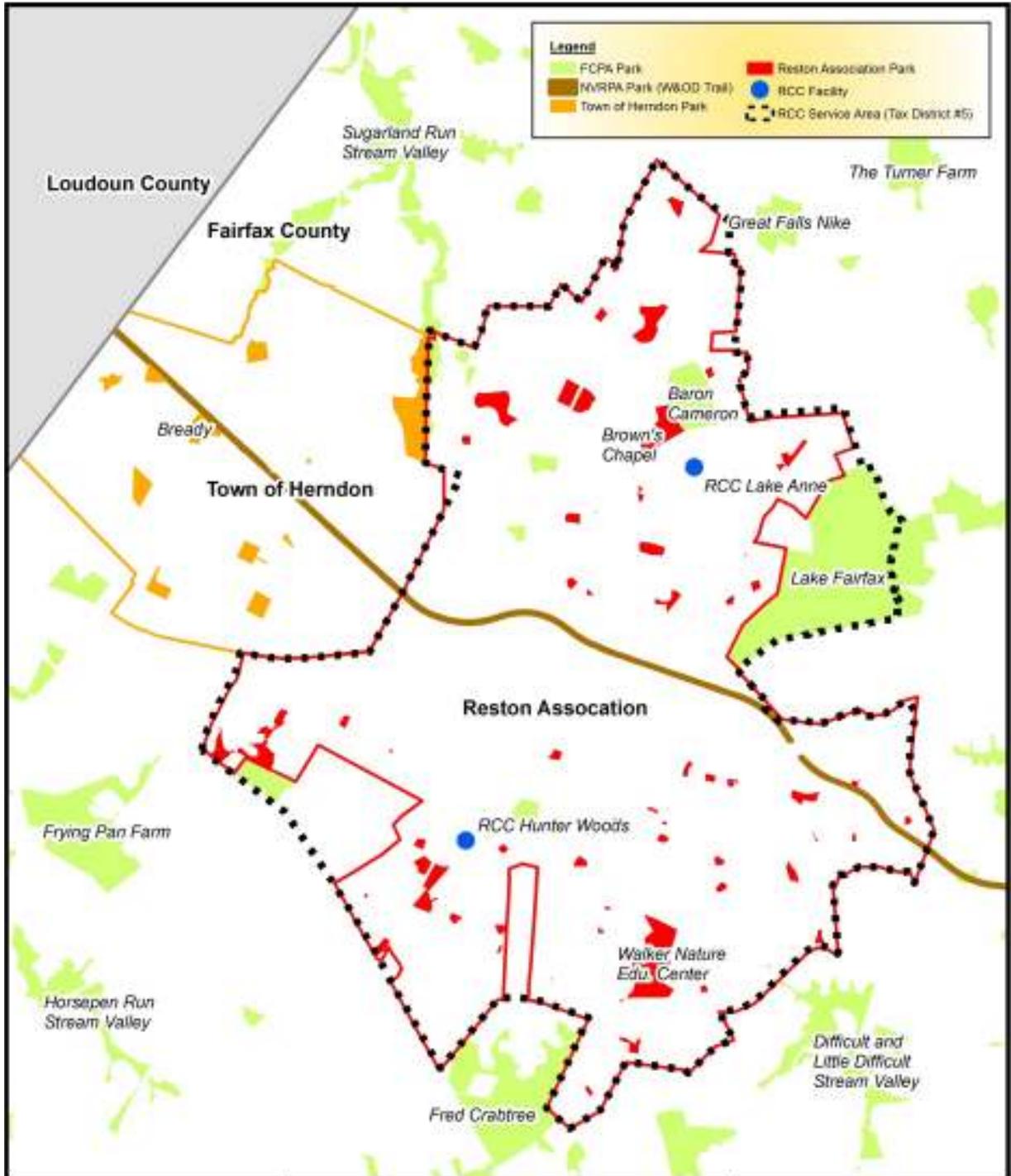
# RESTON MASTER PLAN SPECIAL STUDY: VILLAGE CENTERS



**F. PARK AND RECREATION PROVIDERS AND NEEDS**

The Reston area is served with multiple park and recreation providers that together serve diverse park and recreation needs, as shown in Figure 8 and described below.

Figure 8: Reston Area Park System Map



- Fairfax County Park Authority (FCPA) offers a wide-range of park and recreational opportunities, including Baron Cameron District Park, Lake Fairfax District Park, and a few local parks.
- Reston Association (RA) is Virginia’s first planned community and one of the largest community associations in the United States, covering approximately 12 square miles. RA maintains and operates a vast array of recreational facilities, including 15 pools, 48 tennis courts, 55 miles of paved pathways, ballfields, playgrounds, multipurpose courts, picnic areas, garden plots and a variety of rental facilities for public meetings and gatherings. In addition, RA seeks to protect Reston’s natural beauty and environment though maintaining over 1,300 acres of open space, including 4 lakes, 3 ponds, streams, wetlands, forests, and meadows.
- Reston Community Center (RCC), a Fairfax County agency funded by tax revenues of Small District #5 and governed by a nine-member Board of Governors, was established in 1979 through special tax assessment funding to provide a wide variety of leisure-time, recreational, cultural, and aquatics programs and venues. In particular, RCC maintains and operates community centers in Hunters Woods and Lake Anne Village Center.
- Town of Herndon is the third largest town in the Commonwealth of Virginia with a population of about 23,000 residents. Herndon offers a variety of neighborhood-oriented parks and recreational facilities that primarily serve local residents.
- Northern Virginia Regional Park Authority focuses on regional park and recreation needs, as well as the protection of regional natural resources, such as woods, meadows, lakes and streams.

In a collaborative effort, a list of core park and recreation facility needs have been identified for the Reston area, which includes:

- Trails
- Local Parkland
- Playgrounds
- Sports courts
- Athletic fields
- Dog exercise areas and parks
- Memorial Garden of Reflection (outdoor)
- Public art
- Indoor aquatic facility
- Indoor tennis facility
- Indoor performance center

Figure 15: Conceptual Development Plan for Baron Cameron Park

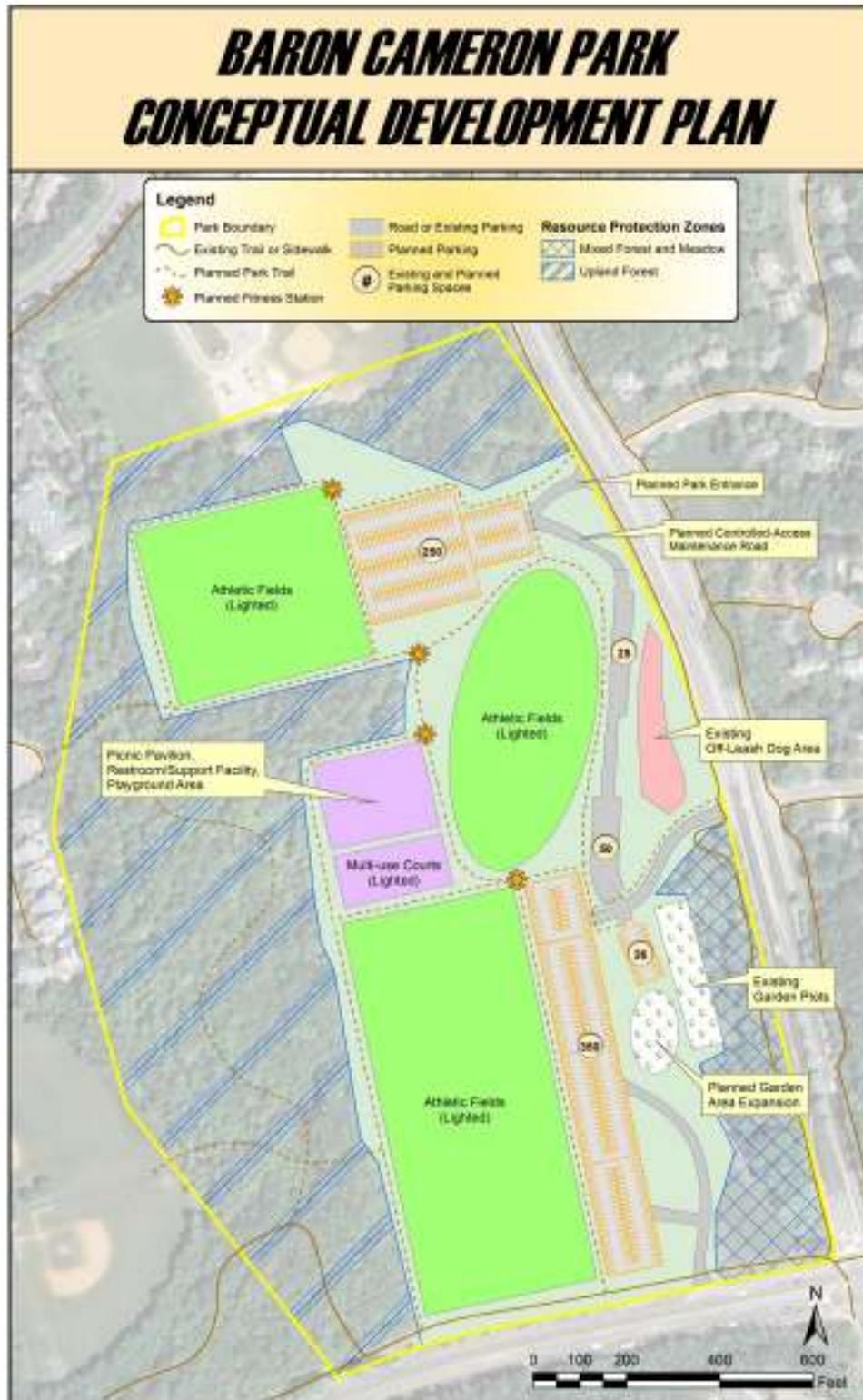
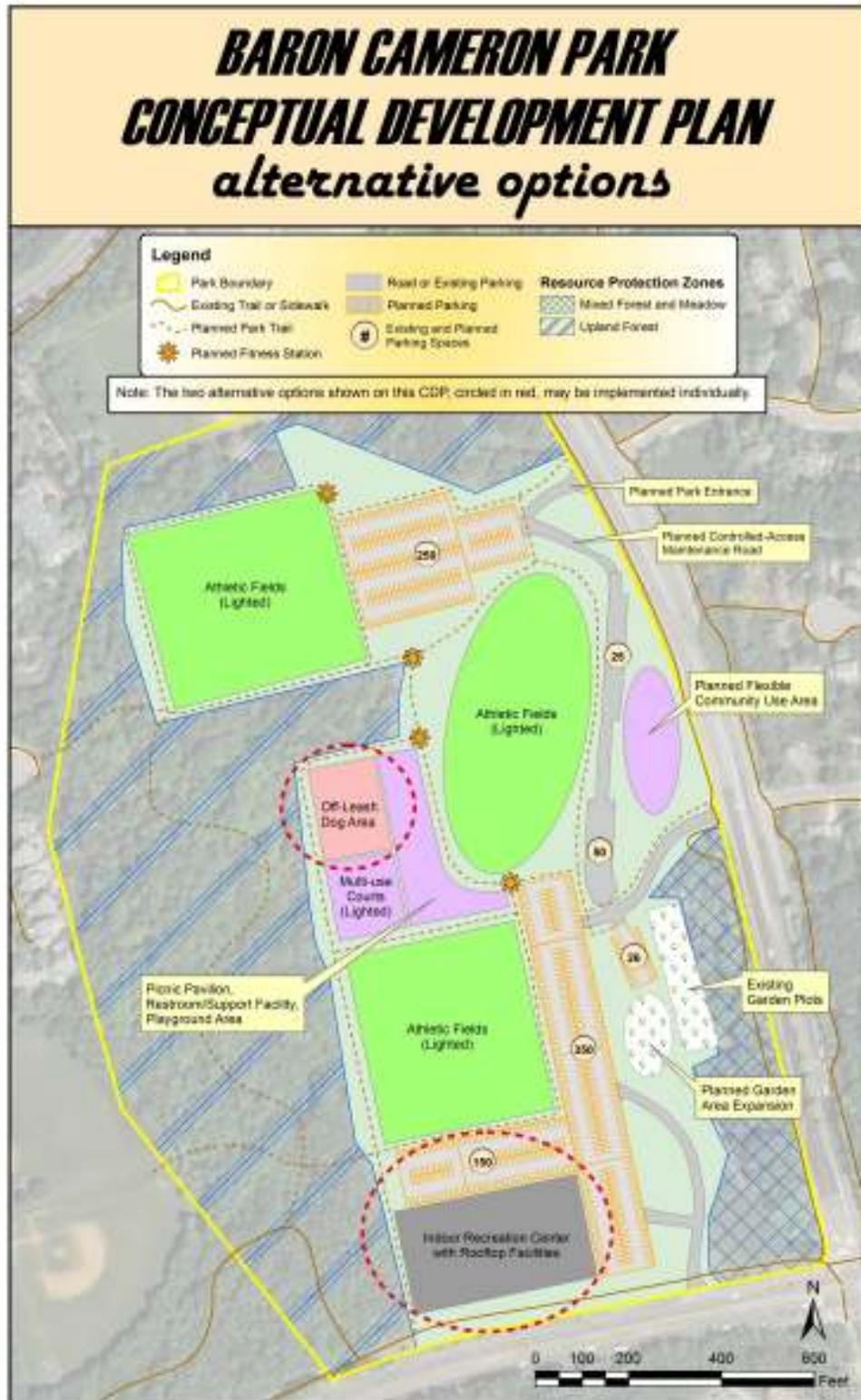


Figure 16: Conceptual Development Plan Alternative Options for Baron Cameron Park



# Bike Sharing

Reston Bike Share Feasibility Study  
Public Open House  
January 29, 2014



# Reston Bike Share Feasibility Study

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Fairfax County Department of Transportation was awarded technical assistance through the Transportation/Land Use Connections (TLC) program funded by the [National Capital Region] Transportation Planning Board (TPB) of the Metropolitan Washington Council of Governments (MWCOCG) to examine the feasibility of bike sharing for Reston



# Reston Bike Share Feasibility Study

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- Study got underway in November '13 and will take 6-7 months
- Tonight's Open House is one element of the ongoing study
- Study being conducted with assistance of Alta Planning + Design



# What is Bike Sharing?

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A network of bicycles distributed around an area that allow short, one-way trips from one location to another.

A cost-effective mobility option for trips too far to walk, but not long enough to take transit or drive.

A relatively inexpensive and quick implementation extension to local public transportation offerings

Think of it as another form of transit

# Bike Sharing Benefits

- Readily implemented and low cost
- Adds critical links to network
- Increases reach of transit
- Handy, fast transportation
- Improves local access options
- Vibrant, healthy community service
- Environmentally friendly



# This Evening's Open House

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Public invited to:

- Learn about bike sharing and study
- Provide ideas and suggestions
- Express interests and concerns



# Local System: Capital Bikeshare (CaBi)

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- 300+ stations / 2,500 bikes and expanding
- 6 million trips since Sept. '10
- Owned/managed: District of Columbia, Arlington Co., City of Alexandria, Montgomery Co.
- Operated by Alta Bicycle Share
- Capital funding: federal, state, and local funding, Crystal City BID, TDM, Proffers
- Operations include maintenance, rebalancing, warehouse, tools and equipment: partially funded by user fees

# Bike Features

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- Bike Design & Operation:
  - Sturdy and comfortable
  - Slow speed (3-5 gears) and stable
  - Robust and reflective tires
  - Warning bell
  - Front and rear light activated by pedaling
  - Bikes regularly serviced and maintained
- Bike safety messaging:
  - On kiosk /map-frame
  - On bicycle (handlebar stem)
  - Website links/mobile app



# How System Fits Together



Map Frame

Solar Panel

Bikes

Kiosk

Docks



# Current CaBi Membership and Fees

---

Membership: Join for a day, 3 days, a month, a year

- 24-hour (\$7)
- 3-day (\$15)
- Daily key (\$10+\$7 per day)
- Monthly (\$25)
- Annual key (\$75)
- Annual key installment plan (\$7/month)

Fees: Charge for riding

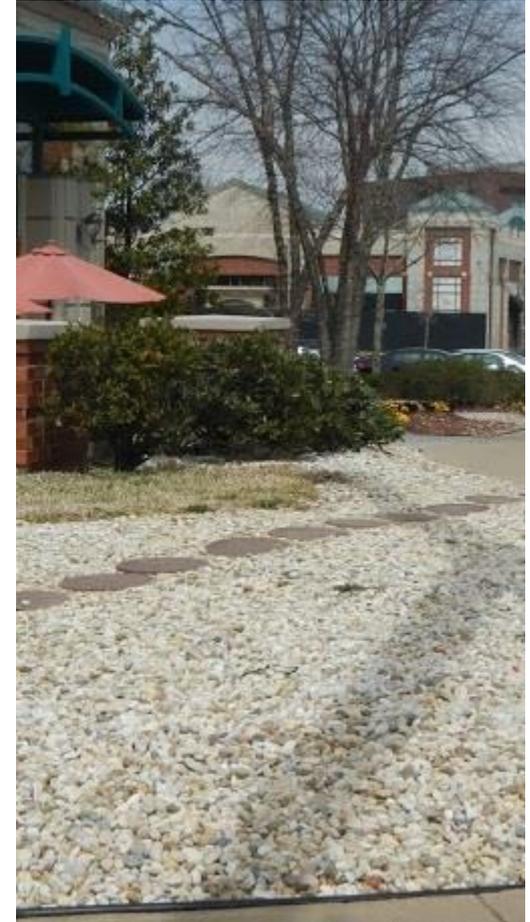
- First 30 minutes free to encourage use
- Graduated fees for subsequent half hours to encourage bike return and turnover



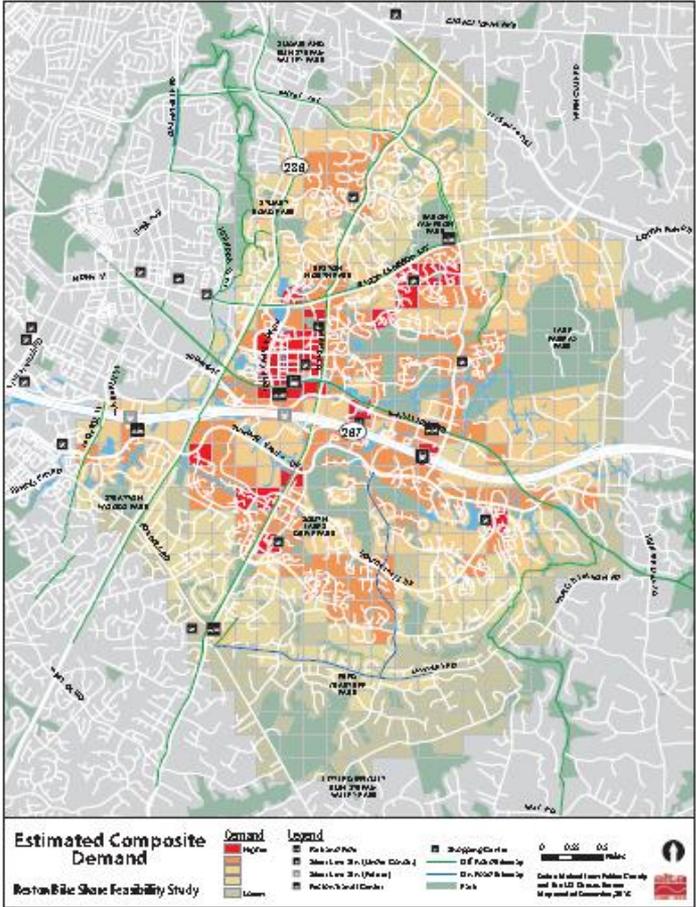
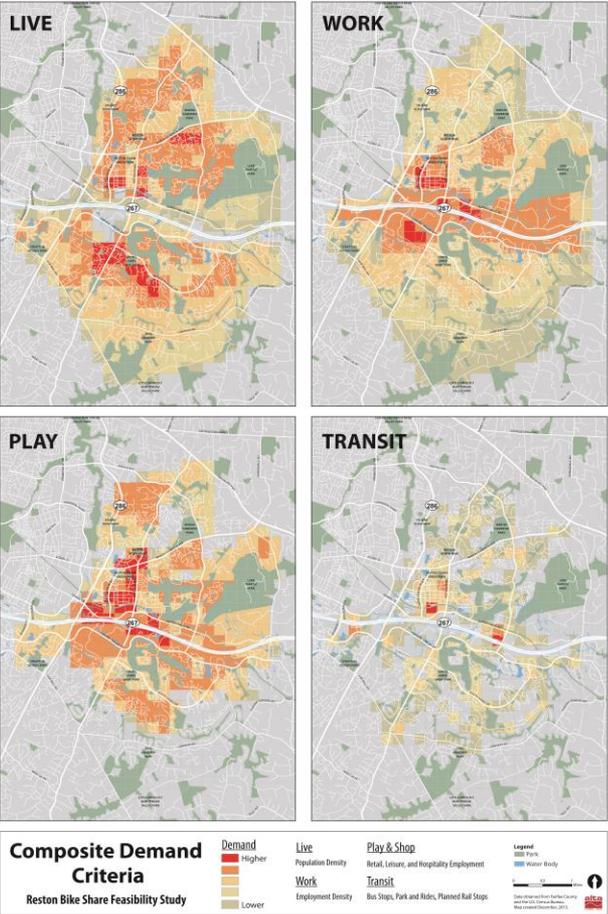
# Community Checklist

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- Residents, commuters, business travelers, tourists, day-trippers
- Land use and key destinations
- Buses and Metro
- Biking network
- Topography
- Weather
- Safety and facilities
- Policy and Political Environment

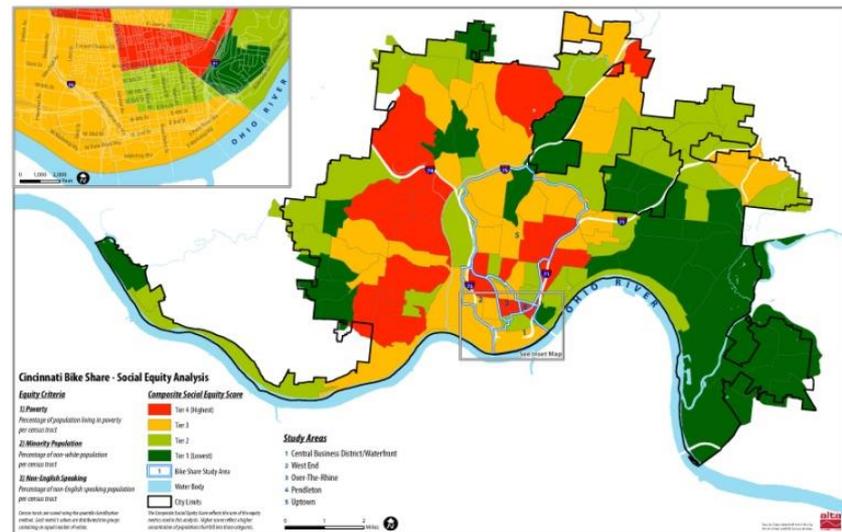


# Looking at Demand



# Social Equity

- Consider under-served in defining coverage area
- Grants and funding for expansion into lower-demand but underserved communities
- Overcome access barriers (credit card guarantor programs, reduced price membership for users, language)
- Outreach and education
- Job opportunities



# Locating Stations

## “Suggest a Station” Crowdsourcing Map

**Legend**

County Suggested	Off Street Trails	Approved
Community Suggested	Bike Lanes & Sharrows	Pending
Existing Bikeshare Locations	On Street Routes	Pending Other

**Location**

**Instructions**

1. Zoom to the location where you want to suggest a station and click on the map to drop a pin. Add your comments and click Submit to publish your comment and the location suggestion.
2. To comment on someone else's suggestion click on that location pin and share your opinion by toggling the Like/Dislike buttons and filling in your comments. Click Submit to publish your comment.
3. Repeat. You can suggest and comment on as many locations as you like!

**Your input** (Click here to logon)

**Comments**

# Station Placements

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In-street



Plaza



Sidewalk

# Public Input Questions

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- Where should bike share stations be installed?
- How would you use bike share in daily life?
- What areas and services should bike share serve?



# Thank you

---

## QUESTIONS:

Adam Lind

[Adam.Lind@fairfaxcounty.gov](mailto:Adam.Lind@fairfaxcounty.gov)

Fionnuala Quinn

[FionnualaQuinn@altaplanning.com](mailto:FionnualaQuinn@altaplanning.com)



# Reston

## VIRGINIA

- OPEN SPACE/PARKLAND
- RESIDENTIAL
- SCHOOL
- RETAIL
- URBAN CORE
- TOWN CENTER DISTRICT
- RESTON/DULLES CORRIDOR
- GOLF COURSE
- HARD SURFACE PATH
- NATURAL SURFACE TRAIL
- FUTURE PATH
- ON ROAD BIKE LANES
- CROSS COUNTY TRAIL
- STREAM
- R.A. AMENITIES (SEE KEY TO RIGHT)
- BOAT ACCESS
- UNDERPASS
- RESTON PUBLIC ART (SEE KEY TO RIGHT)
- PLACES OF WORSHIP
- METRO STATION



### Reston Association Amenities

Lighted Facilities  
 Seasonal Restrooms

MAP KEY	GRID COORDINATES	AMENITY NAME	POOL	TENNIS	PICNIC AREA/PAVILION	BASKETBALL COURTS	COMMUNITY ROOM	BALL FIELD/PLAY MEADOW	TOT LOT	GARDEN PLOT	RESTROOMS	WATER FOUNTAIN
1	E4	Autumnwood Park	•	•	•	•	•	•	•	•	•	•
2	I10	Barton Hill Rec Area	•	•	•	•	•	•	•	•	•	•
3	H6	Bentana Rec Area	•	•	•	•	•	•	•	•	•	•
4	D11	Bordeaux Rec Area	•	•	•	•	•	•	•	•	•	•
5	H9	Boston Ridge Play Field	•	•	•	•	•	•	•	•	•	•
6	G4	Brown's Chapel Park	•	•	•	•	•	•	•	•	•	•
7	G1	Butler Pond Gazebo	•	•	•	•	•	•	•	•	•	•
8	H11	Cabots Point Rec Area	•	•	•	•	•	•	•	•	•	•
9	F12	Charlestown Tot Lot	•	•	•	•	•	•	•	•	•	•
10	B9	Colts Brook Rec Area	•	•	•	•	•	•	•	•	•	•
11	D11	Colts Neck Rec Area	•	•	•	•	•	•	•	•	•	•
12	F3	Deer Forest Rec Area	•	•	•	•	•	•	•	•	•	•
13	D10	Dogwood Pool	•	•	•	•	•	•	•	•	•	•
14	G12	Fire Ring Pavilion	•	•	•	•	•	•	•	•	•	•
15	C12	Fox Mill Soccer Field	•	•	•	•	•	•	•	•	•	•
16	C11	Freetown Tot Lot	•	•	•	•	•	•	•	•	•	•
17	G12	Glade Rec Area	•	•	•	•	•	•	•	•	•	•
18	G10	Glencourse Rec Area	•	•	•	•	•	•	•	•	•	•
19	G7	Golf Course Island Rec Area	•	•	•	•	•	•	•	•	•	•
20	C9	The Greens Rec Area	•	•	•	•	•	•	•	•	•	•
21	K10	Hawk Ridge Rec Area	•	•	•	•	•	•	•	•	•	•
22	G6	Hook Road Rec Area	•	•	•	•	•	•	•	•	•	•
23	I12	Howland Tot Lot	•	•	•	•	•	•	•	•	•	•
24	E10	Hunters Woods Ball Field	•	•	•	•	•	•	•	•	•	•
25	D11	Hunters Woods Park	•	•	•	•	•	•	•	•	•	•
26	E10	Hunters Woods Rec Area	•	•	•	•	•	•	•	•	•	•
27	H12	Hunting Horn Rec Area	•	•	•	•	•	•	•	•	•	•
28	F7	Ivy Oak Rec Area	•	•	•	•	•	•	•	•	•	•
29	H6	Lake Anne Garden Plot	•	•	•	•	•	•	•	•	•	•
30	H5	Lake Anne Park	•	•	•	•	•	•	•	•	•	•
31	I11	Lake Audubon Pool	•	•	•	•	•	•	•	•	•	•
32	F4	Lake Newport Rec Area	•	•	•	•	•	•	•	•	•	•
33	F4	Lake Newport Soccer Field	•	•	•	•	•	•	•	•	•	•
34	G5	Lake Newport Tennis	•	•	•	•	•	•	•	•	•	•
35	H9	Lake Thoreau Pool	•	•	•	•	•	•	•	•	•	•
36	H4	Longwood Grove Rec Area	•	•	•	•	•	•	•	•	•	•
37	J10	Midsummer Play Field	•	•	•	•	•	•	•	•	•	•
38	F9	Norbridge Rec Area	•	•	•	•	•	•	•	•	•	•
39	G3	North Hills Park	•	•	•	•	•	•	•	•	•	•
40	G5	North Shore Rec Area	•	•	•	•	•	•	•	•	•	•
41	F11	Old Trail Tot Lot	•	•	•	•	•	•	•	•	•	•
42	H11	Old Westbury Rec Area	•	•	•	•	•	•	•	•	•	•
43	B9	Polo Fields Rec Area	•	•	•	•	•	•	•	•	•	•
44	G10	Purple Beech Rec Area	•	•	•	•	•	•	•	•	•	•
45	H12	Quartermaster Soccer Field	•	•	•	•	•	•	•	•	•	•
46	G10	Ridge Heights Pool	•	•	•	•	•	•	•	•	•	•
47	G13	Running Cedar Rec Area	•	•	•	•	•	•	•	•	•	•
48	C9	Sanibel Tot Lot	•	•	•	•	•	•	•	•	•	•
49	F11	Shadowwood Rec Area	•	•	•	•	•	•	•	•	•	•
50	F11	Soapstone North Rec Area	•	•	•	•	•	•	•	•	•	•
51	F14	Soapstone South Rec Area	•	•	•	•	•	•	•	•	•	•
52	E12	Steeplechase Rec Area	•	•	•	•	•	•	•	•	•	•
53	J9	Sunrise Valley Rec Area	•	•	•	•	•	•	•	•	•	•
54	H7	Tall Oaks Pool	•	•	•	•	•	•	•	•	•	•
55	H7	Tall Oaks Play Field	•	•	•	•	•	•	•	•	•	•
56	F7	Temporary Road Rec Area	•	•	•	•	•	•	•	•	•	•
57	A9	Tourmaster Rec Area	•	•	•	•	•	•	•	•	•	•
58	E11	Triple Crown Rec Area	•	•	•	•	•	•	•	•	•	•
59	I12	Twin Branches Rec Area	•	•	•	•	•	•	•	•	•	•
60	I5	Uplands Rec Area	•	•	•	•	•	•	•	•	•	•
61	H9	Upper Lake Tennis	•	•	•	•	•	•	•	•	•	•
62	F6	Vantage Hill Tot Lot	•	•	•	•	•	•	•	•	•	•
63	F6	Wainwright Rec Area	•	•	•	•	•	•	•	•	•	•
64	G12	Walker Nature Center	•	•	•	•	•	•	•	•	•	•
65	D5	Walnut Branch Rec Area	•	•	•	•	•	•	•	•	•	•
66	I10	Wildier Point Tot Lot	•	•	•	•	•	•	•	•	•	•
67	I5	Cedar Ridge Garden Plot	•	•	•	•	•	•	•	•	•	•

### Area Map



# Herndon Metrorail Stations Access Management Study



## Want to Walk or Bike to Metro?



**Come hear the results of our public survey!** Join us to learn about planned bike and pedestrian facility improvements designed to provide access to and from the future **Silver Line Metrorail Stations** in Herndon. Survey results, from our public outreach efforts, will be presented.



To learn more, visit [www.hmsams.com](http://www.hmsams.com) or attend the upcoming public workshop:

**Wed., June 18, 2014**

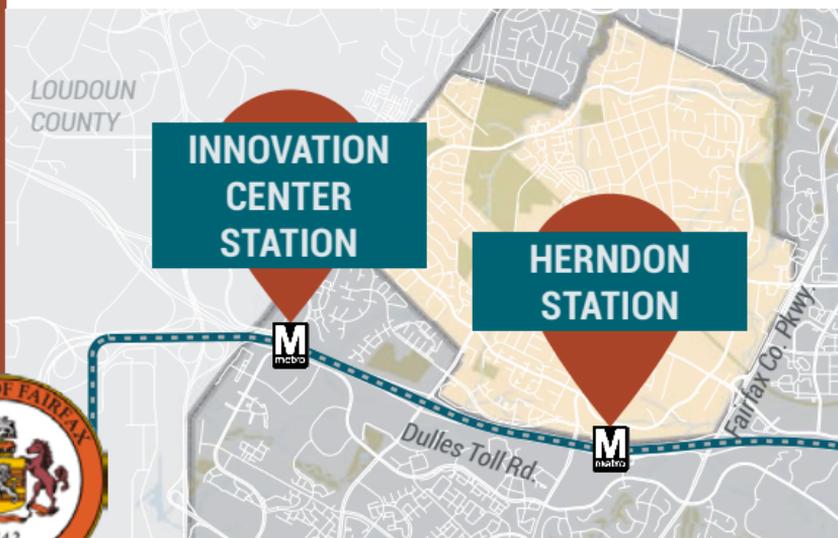
6:45 p.m. to 9:00 p.m.

McNair Elementary School 2499

Thomas Jefferson Dr.

Herndon, VA 20171

[www.hmsams.com](http://www.hmsams.com)



Fairfax County is committed to nondiscrimination on the basis of disability in all county programs, services, and activities. Reasonable accommodations will be provided upon request. For information, call the Department of Transportation at (703) 877-5600, TTY 711.



# Estudio de Gestión de Acceso a las Estaciones del Metro



## Quiere caminar o ir en bicicleta al Metro?



Venga a oír los resultados de nuestra encuesta pública! Únase a nosotros para conocer las mejoras programadas a las instalaciones para bicicletas y peatones que han sido diseñadas para proveer acceso hacia y desde las futuras Estaciones del Metro de la Línea Plata en Herndon. Se presentarán los resultados de las encuestas que se llevaron a cabo como parte de nuestros esfuerzos de participación pública.

Para involucrarse y conocer más, visite [www.hmsams.com](http://www.hmsams.com) o asista a uno de los siguientes talleres de trabajo públicos:

### Miércoles 18 de Junio del 2014

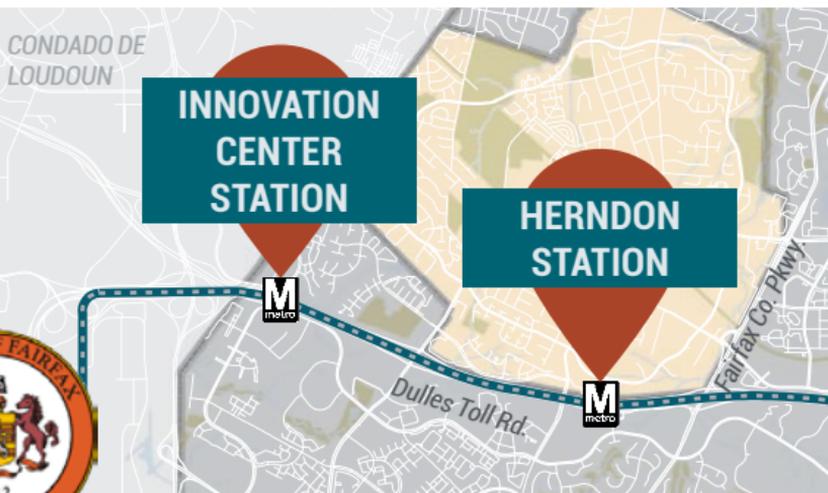
6:45 p.m. to 9:00 p.m.

McNair Elementary School 2499

Thomas Jefferson Dr.

Herndon, VA 20171

[www.hmsams.com](http://www.hmsams.com)



El Condado de Fairfax se compromete a la no discriminación por motivos de discapacidad en todos los programas, servicios y actividades del condado. Se proporcionarán comodidades razonables si se solicitan. Para información, llame al Departamento de Transporte al (703) 877-5600, TTY 711.



# Reston Phase II Transportation

## Related Studies:

Transportation Development Plan:  
[www.fairfaxcounty.gov/fcdot/tdp.htm](http://www.fairfaxcounty.gov/fcdot/tdp.htm)

Herndon Metrorail Stations Access Management Study:  
[www.hmsams.com](http://www.hmsams.com)

Reston Metrorail Access Group (RMAG):  
[www.fairfaxcounty.gov/fcdot/sam\\_study.htm](http://www.fairfaxcounty.gov/fcdot/sam_study.htm)

Reston Area Metrorail Station Access Improvement  
Projects:  
[www.fairfaxcounty.gov/fcdot/silverline/restonimp.htm](http://www.fairfaxcounty.gov/fcdot/silverline/restonimp.htm)

VDRPT Multimodal Design Guidelines:  
[www.drpt.virginia.gov/activities/MultimodalSystemDesignGuidelines.aspx](http://www.drpt.virginia.gov/activities/MultimodalSystemDesignGuidelines.aspx)

Soapstone Connector Feasibility Study:  
[www.fairfaxcounty.gov/fcdot/soapstoneconnector.htm](http://www.fairfaxcounty.gov/fcdot/soapstoneconnector.htm)

