

# Gainesville Regional Activity Center

## Local and Regional Planning and Economic Development Goals

**Consistent with E.O. 12072, for meeting Federal space needs in urban areas, GSA will continue to give first consideration to the central business area.**

- a) Gainesville is identified as a Metropolitan Washington Council of Government Regional Activity Center. The activity centers are designated locations in the region that will accommodate the majority of the region's future growth, for both population and employment.

**GSA will consult with local officials to determine if there are any locality specific initiatives that should be given consideration when making Federal facility location decisions. At the same time, because of the size and complexity of large urban areas, including the number of Federal facilities located in these areas, some locality decisions will consider the availability of multiple competing location factors.**

- a) I-66/Route 29 Sector Plan – The Prince William County Comprehensive Plan includes a specific plan for this area with the goal of developing the Gainesville Activity Center with high-density regional employment, regional retail, mixed-use and industrial employment uses.
- b) Data Center Opportunity Zone Overlay District – A portion of the Gainesville Activity Center is designated for data center uses as well as warehouse and lab space.

**GSA will also consider the impacts of investments by other Federal, State and local agencies when planning for the location of Federal facilities. This consideration may include consultation with, among others, the Department of Commerce, the Department of Housing and Urban Development, Department of Transportation, and Environmental Protection Agency.**

- a) To support the Gainesville Activity Center, Federal, State and local investments in transportation infrastructure, transit, and utility infrastructure have been completed. These include:
  - a. I-66/Route 29 interchange improvements
  - b. Commuter Parking Lots
  - c. Transit service in the form of commuter and local bus service
  - d. Planning/feasibility studies for a future Virginia Railway Express commuter rail station

## Sustainability and Transportation Infrastructure and Plans

**GSA will consider and seek locations that are compatible with existing and planned public transit and other transportation infrastructure, with an emphasis on locating in areas that would allow for multiple commuter options that promote transportation choice, and help reduce road congestion and greenhouse gas (GHG) emissions.**

- a) The Gainesville regional activity center has multiple existing and planned commuter options available. Adjacent to I-66, Gainesville is in an ideal location to benefit from the latest I-66 improvements and for reverse commute accessibility. A reverse commute on I-66 results in a greater utilization of significant road infrastructure investment for the region.

<b>Transportation Options</b>	<b>Existing</b>	<b>Planned</b>
High Occupancy Lanes	Yes	
Express Toll Lanes	No	
Commuter Bus Service	Yes	
Regional Bus Service	Yes	
Local Bus Service	No	Yes
Commuter Rail Station(s)	No	Yes
Metro Rail Station(s)	No	
Bicycling Facilities	Yes	
Parking Facilities	Yes	

<b>Service Levels</b>	<b>Daily Service Hours</b>	<b>Frequency</b>
Commuter Rail Service	Proposed	22 trains per day (Proposed)
Commuter Bus Service	5am-6:30pm	13 round trips per day
Regional Bus Service	5am-6:40pm	6 round trips per day
Local Bus Service	Proposed	-
Light Rail	-	-
Metro Rail	-	-

**GSA's location planning and actions to identify sites for Federal facilities will consider and, where feasible be compatible with, sustainability priorities of states, local governments, and tribal communities.**

- a) Prince William County Comprehensive Plan: The Prince William County Comprehensive Plan identifies the Gainesville area as a regional employment center and using the Principles of Smart Growth as a guide seeks to focus future growth in this area.
- b) MWCOG Region Forward: Region Forward is a commitment by COG and its member governments, who together seek to create a more prosperous, accessible, livable, and sustainable metropolitan Washington. Prince William County's commitment to this vision through participation in the 2050 Coalition Compact to help the region meet its sustainability goals includes fostering and directing growth to Prince William County's Regional Activity Centers.
- c) MWCOG Regional Transportation Priorities Plan:

**GSA will consider locations that allow employees to have easy access to multiple commuter options and to businesses and services so that employees can better balance work and personal obligations, are accessible to affordable housing, and consider where existing employees reside.**

- a) The core of the Gainesville regional activity center has the long range land use designation of regional commercial center. There are four shopping centers with many stores, restaurants, and businesses available to suit both daily utilitarian and recreational needs. The Gainesville regional

activity center has a median home value 2015-2016 of \$426,392.

<b>Business and Services</b>	<b>Existing</b>	<b>Planned</b>
Retail	Yes	-
Commercial	Yes	-
Housing	Yes	-
Median Housing Value	\$426,392	-
Federal Employees	38	-

## **New and Existing Infrastructure and Resources**

**GSA’s location and planning actions will prioritize localities that have sufficient public infrastructure; including power, water, sewer, telecommunications (including access to broadband) to efficiently deliver services to meet all Federal needs.**

- a) The entire regional activity center is serviced by power, water, sewer, and telecommunications including broadband. Approximately half of the activity center is located in the Data Center Opportunity Overlay District, a district that was created for data centers and considers the high demand for power and fiber optic connectivity.

**Locations that require new infrastructure to support Federal needs will only be considered if the new infrastructure is consistent with State and local infrastructure plans.**

- a) There is significant existing infrastructure available and any new infrastructure requirements would likely be driven by special needs of a Federal agency to be located here.

**GSA will prioritize the use of previously developed but currently unused or underused locations and seek to avoid development, through agency action, of “greenfields” (undeveloped land).**

- a) The vast majority of the Gainesville regional activity center is composed of previously developed land. This location offers the opportunity for both new development and redevelopment of properties.

## **Protection of the Natural Environment**

**GSA will comply with statutes, regulations, and Executive Orders, and consider regional and local climate preparedness priorities and adaptation plans.**

- a) Comprehensive Plan Smart Growth Principles: Prince William County recognizes that smart long-range land use planning can help create sustainable transportation networks and encourage development that is environmentally and fiscally sound. Concentrating population, jobs, and infrastructure within vibrant, walkable, mixed-use centers served by transit will help ease road congestion and pollution by providing options for a range of transportation modes. This type of development will also ease development pressure on less developed or rural portions of the County. Furthermore, this type of development creates vibrant destinations with a strong sense

of place, which foster business and provide housing and job opportunities. Thus, the County seeks to follow guidance from a number of nationally recognized smart growth principles regarding the long-range development of land within its boundaries, so that open space and cultural resources are preserved, business is supported and expanded, the County's financial health is strengthened, and an exceptional quality of life is provided to County Residents.

- b) Executive Order 13508 - Chesapeake Bay Protection and Preservation: The Chesapeake Bay Preservation Act (Bay Act) program is designed to improve water quality in the Chesapeake Bay and other waters of the State by requiring the use of effective land management and land use planning. At the heart of the Bay Act is the concept that land can be used and developed to minimize negative impacts on water quality. This state program helps support the efforts of EO 13508.

**GSA will consider locations that optimize climate-resilient design and management elements.**

- a) Stormwater management regulations: Virginia has recently strengthened the stormwater management regulations with stricter water quality and quantity standards.
- b) Comprehensive Plan Environment Chapter: Prince William County utilizes a sustainability approach in its planning and development policies. Prince William County embraces the environmental and economic benefits of its green infrastructure, considering emerging green technology, ensuring a multifaceted decision-making approach that balances infrastructure needs, while balancing environmental, economic, and social issues.

# **Innovation Park Regional Activity Center**

## **Local and Regional Planning and Economic Development Goals**

**Consistent with E.O. 12072, for meeting Federal space needs in urban areas, GSA will continue to give first consideration to the central business area.**

- a) Innovation Park is identified as a Metropolitan Washington Council of Government Regional Activity Center. The activity centers are designated locations in the region that will accommodate the majority of the region's future growth, for both population and employment.

**GSA will consult with local officials to determine if there are any locality specific initiatives that should be given consideration when making Federal facility location decisions. At the same time, because of the size and complexity of large urban areas, including the number of Federal facilities located in these areas, some locality decisions will consider the availability of multiple competing location factors.**

- a) Innovation Sector Plan: A major focus of this plan is to attract advanced technology uses which respond to the County's targeted industries program and enhance and support George Mason University activities. The Innovation Sector Plan also provides for a town center that is intended to accommodate retail, residential, office and hotel facilities that are necessary to create a sense of place within Innovation Park.
- b) Rezoning's and Comprehensive Plan Amendments: There are current rezoning and comprehensive plan amendment applications for mixed-use communities and a town center in Innovation Park.

**GSA will also consider the impacts of investments by other Federal, State and local agencies when planning for the location of Federal facilities. This consideration may include consultation with, among others, the Department of Commerce, the Department of Housing and Urban Development, Department of Transportation, and Environmental Protection Agency.**

- a) There are several major Federal, State, and local agencies that have facilities and campuses in Innovation Park including the George Mason University Science and Technology Campus, the Northern Virginia Community College Manassas Campus, the Federal Bureau of Investigation Regional Headquarters, the Virginia Department of Forensic Science, and the Hylton Performing Arts Center.

## **Sustainability and Transportation Infrastructure and Plans**

**GSA will consider and seek locations that are compatible with existing and planned public transit and other transportation infrastructure, with an emphasis on locating in areas that would allow for multiple commuter options that promote transportation choice, and help reduce road congestion and greenhouse gas (GHG) emissions.**

- a) Innovation Park has existing and planned commuter options available.

- b) With access to I-66 via Route 234, Innovation Park is in an ideal location to benefit from the latest I-66 improvements and for reverse commute accessibility. A reverse commute on I-66 results in a greater utilization of significant road infrastructure investment for the region.
- c) The Innovation Park activity center has a proposed VRE station along an extended Manassas Line.

<b>Transportation Options</b>	<b>Existing</b>	<b>Planned</b>
High Occupancy Lanes	Yes	-
Express Toll Lanes	Yes	-
Commuter Bus Service	No	-
Regional Bus Service	No	-
Local Bus Service	No	-
Commuter Rail Station(s)	No	Proposed
Metro Rail Station(s)	No	-
Bicycling Facilities		Proposed
Parking Facilities	No	-

<b>Service Levels</b>	<b>Daily Service Hours</b>	<b>Frequency</b>
Commuter Rail Service	Proposed	22 trains per day (Proposed)
Commuter Bus Service	-	-
Regional Bus Service	-	-
Local Bus Service	-	-
Metro Rail	-	-

**GSA’s location planning and actions to identify sites for Federal facilities will consider and, where feasible be compatible with, sustainability priorities of states, local governments, and tribal communities.**

- a) Prince William County Comprehensive Plan: Innovation Park has a planned mixed-use town center and a pedestrian friendly neighborhood as illustrated in the Innovation Park Sector Plan in the Comprehensive Plan.
- b) MWCOG Region Forward: Region Forward is a vision calling for more development in mixed-use, walkable activity centers, many of which are focused around transit stations and services.
- c) MWCOG Regional Transportation Priorities Plan: The RTPP aims to identify strategies with the greatest potential to respond to the Washington, D.C. region’s most significant transportation challenges.
- d) Virginia Railway Express System Plan 2040: The VRE System Plan 2040 provides a framework for VRE system investments and actions through 2040 to best meet regional travel needs. The system investments and service expansion recommended in the System Plan will enable VRE to carry over 40,000 new weekday trips by 2040, more than double the 19,000 daily trips carried today. Further development of Innovation Park will support the goal of increased VRE ridership and facilitate a development pattern that maximizes the benefits of increased system capacity.

**GSA will consider locations that allow employees to have easy access to multiple commuter options and to businesses and services so that employees can better balance work and personal obligations, are accessible to affordable housing, and consider where existing employees reside.**

- a) A mixed-use town center is planned for Innovation Park.

<b>Business and Services</b>	<b>Existing</b>	<b>Planned</b>
Retail	No	Yes
Commercial	Yes	Yes
Housing	Yes (385 units)	Yes
Median Housing Value	\$349,175	-
Federal Employees	86	-

### **New and Existing Infrastructure and Resources**

**GSA’s location and planning actions will prioritize localities that have sufficient public infrastructure; including power, water, sewer, telecommunications (including access to broadband) to efficiently deliver services to meet all Federal needs.**

- a) Innovation Park is serviced by power, water, sewer, and telecommunications including broadband. Approximately half of the activity center is located in the Data Center Opportunity Overlay District, a district that was created for data centers and considers the high demand for power and fiber optic connectivity.

**Locations that require new infrastructure to support Federal needs will only be considered if the new infrastructure is consistent with State and local infrastructure plans.**

- a) There is significant existing infrastructure available and any new infrastructure requirements would likely be driven by special needs of a Federal agency.
- b) Innovation Park has large development parcels available for Federal agencies that require security setbacks or large development footprints.

**GSA will prioritize the use of previously developed but currently unused or underused locations and seek to avoid development, through agency action, of “greenfields” (undeveloped land).**

- a) Innovation Park is composed of both previously developed and undeveloped land. This location offers the opportunity for both redevelopment and new development of properties.

### **Protection of the Natural Environment**

**GSA will comply with statutes, regulations, and Executive Orders, and consider regional and local climate preparedness priorities and adaptation plans.**

- c) Comprehensive Plan Smart Growth Principles: Prince William County recognizes that smart long-range land use planning can help create sustainable transportation networks and encourage development that is environmentally and fiscally sound. Concentrating population, jobs, and infrastructure within vibrant, walkable, mixed-use centers served by transit will help ease road

congestion and pollution by providing options for a range of transportation modes. This type of development will also ease development pressure on less developed or rural portions of the County. Furthermore, this type of development creates vibrant destinations with a strong sense of place, which foster business and provide housing and job opportunities. Thus, the County seeks to follow guidance from a number of nationally recognized smart growth principles regarding the long-range development of land within its boundaries, so that open space and cultural resources are preserved, business is supported and expanded, the County's financial health is strengthened, and an exceptional quality of life is provided to County residents.

- d) Executive Order 13508 - Chesapeake Bay Protection and Preservation: The Chesapeake Bay Preservation Act (Bay Act) program is designed to improve water quality in the Chesapeake Bay and other waters of the State by requiring the use of effective land management and land use planning. At the heart of the Bay Act is the concept that land can be used and developed to minimize negative impacts on water quality. This state program helps support the efforts of EO 13508.

**GSA will consider locations that optimize climate-resilient design and management elements.**

- c) Stormwater management regulations: Virginia has recently strengthened the stormwater management regulations with stricter water quality and quantity standards.
- d) Comprehensive Plan Environment Chapter: Prince William County utilizes a sustainability approach in its planning and development policies. Prince William County embraces the environmental and economic benefits of its green infrastructure, considering emerging green technology, ensuring a multifaceted decision-making approach that balances infrastructure needs, while balancing environmental, economic, and social issues.



# North Woodbridge Regional Activity Center

## Local and Regional Planning and Economic Development Goals

**Consistent with E.O. 12072, for meeting Federal space needs in urban areas, GSA will continue to give first consideration to the central business area.**

- b) North Woodbridge is identified as a Metropolitan Washington Council of Government Regional Activity Center. The activity centers are designated locations in the region that will accommodate the majority of the region's future growth, for both population and employment.

**GSA will consult with local officials to determine if there are any locality specific initiatives that should be given consideration when making Federal facility location decisions. At the same time, because of the size and complexity of large urban areas, including the number of Federal facilities located in these areas, some locality decisions will consider the availability of multiple competing location factors.**

- a) Potomac Communities Revitalization Plan: The intent of the North Woodbridge land use plan is to capitalize on the improved transportation access to plan for a mix of higher intensity uses, including high-density residential, office and employment uses in mid- and high-rise development, as well as recreational uses, utilizing properties that have been in transition for a number of years, and integrating several disaggregated uses into a cohesive development.
- b) Potomac Communities Design Guidelines: This project serves as the foundation for the design of future development activity and land use controls along the three identified opportunity areas of U.S. Highway Route 1: North Woodbridge, Mid-Corridor, and Triangle.
- c) North Woodbridge Center of Commerce: Centers of commerce and community within Prince William County will encourage future growth to be concentrated in vibrant, safe, mixed-use centers that will accommodate a range of housing and transportation choices. These compact, walkable, and transit-friendly areas should develop with attractive design themes to foster a sense of place. Centers are generally located in areas that already have significant investment in public facilities.
- d) Redevelopment Overlay District: This is a zoning district which allows modifications to development standards to encourage redevelopment.

**GSA will also consider the impacts of investments by other Federal, State and local agencies when planning for the location of Federal facilities. This consideration may include consultation with, among others, the Department of Commerce, the Department of Housing and Urban Development, Department of Transportation, and Environmental Protection Agency.**

- b) Virginia Department of Transportation (VDOT): VDOT has recently started the Route 1 Widening Project, Phase 1, to expand the roadway from four lanes to six lanes along with other infrastructure improvements.

## Sustainability and Transportation Infrastructure and Plans

**GSA will consider and seek locations that are compatible with existing and planned public transit and other transportation infrastructure, with an emphasis on locating in areas that would allow for multiple commuter options that promote transportation choice, and help reduce road congestion and greenhouse gas (GHG) emissions.**

- a) North Woodbridge has a multitude of transportation options to choose from.
- b) I-95 passes through the North Woodbridge activity center providing high occupancy vehicle and express toll lanes. There is an exit servicing the activity center and a park and ride lot.
- c) OmniRide provides commuter bus service to several locations in the region such as Tysons and Rosslyn.
- d) There are two regional bus services, Greyhound is located at the Virginia Railway Express station and the Prince William Metro Direct provides service to the Franconia-Springfield Metro station.
- e) Local bus service, OmniLink, provides access to the Route 1 corridor.
- f) The Virginia Railway Express commuter rail station servicing the Fredericksburg Line is centrally located in North Woodbridge.
- g) A Metro rail station is planned for this location.
- h) The VRE station has bicycle facilities.
- i) The main parking facilities are the I-95 commuter lot and the parking garage at the VRE station.

<b>Transportation Options</b>	<b>Existing</b>	<b>Planned</b>
High Occupancy Lanes	Yes	-
Express Toll Lanes	Yes	-
Commuter Bus Service	Yes	-
Regional Bus Service	Yes	-
Local Bus Service	Yes	-
Commuter Rail Station(s)	Yes	-
Metro Rail Station(s)	No	Yes
Bicycling Facilities	Yes	-
Parking Facilities	Yes	-

<b>Service Levels</b>	<b>Daily Service Hours</b>	<b>Frequency</b>
Commuter Rail Service	5:40am-7:40pm	21 trains a day
Commuter Bus Service	5:26am-10:54pm	8 trips in AM, 12 trips in PM
Regional Bus Service	5am-9pm	Varies
Local Bus Service	6:21am-10:21pm	6 trips in AM, 8 trips in PM
Metro Rail	-	-

**GSA’s location planning and actions to identify sites for Federal facilities will consider and, where feasible be compatible with, sustainability priorities of states, local governments, and tribal communities.**

- e) Prince William County Comprehensive Plan: North Woodbridge is planned as a mixed-use town center and a pedestrian friendly neighborhood as illustrated in the North Woodbridge Study Area in the Comprehensive Plan.
- f) MWCOG Region Forward: Region Forward is a vision calling for more development in mixed-use, walkable activity centers, many of which are focused around transit stations and services.
- g) MWCOG Regional Transportation Priorities Plan: The RTPP aims to identify strategies with the greatest potential to respond to the Washington, D.C. region’s most significant transportation challenges.
- h) Virginia Railway Express System Plan 2040: The VRE System Plan 2040 provides a framework for VRE system investments and actions through 2040 to best meet regional travel needs. The system investments and service expansion recommended in the System Plan will enable VRE to carry over 40,000 new weekday trips by 2040, more than double the 19,000 daily trips carried today. Redevelopment of North Woodbridge will support the goal of increased VRE ridership and facilitate a development pattern that maximizes the benefits of increased system capacity.

**GSA will consider locations that allow employees to have easy access to multiple commuter options and to businesses and services so that employees can better balance work and personal obligations, are accessible to affordable housing, and consider where existing employees reside.**

- a) The core of the North Woodbridge regional activity center has the long range land use designation of urban mixed use. There are five shopping centers with many stores, restaurants, and businesses available to suit both daily utilitarian and recreational needs.

<b>Business and Services</b>	<b>Existing</b>	<b>Planned</b>
Retail	Yes	-
Commercial	Yes	-
Housing	Yes (4,108 units)	Yes
Median Housing Value	\$300,000	-
Federal Employees	857	-

### **New and Existing Infrastructure and Resources**

**GSA’s location and planning actions will prioritize localities that have sufficient public infrastructure; including power, water, sewer, telecommunications (including access to broadband) to efficiently deliver services to meet all Federal needs.**

- a) North Woodbridge is serviced by power, water, sewer, and telecommunications including broadband.

**Locations that require new infrastructure to support Federal needs will only be considered if the new infrastructure is consistent with State and local infrastructure plans.**

- a) There is significant existing infrastructure available and any new infrastructure requirements would likely be driven by special needs of a Federal agency.

**GSA will prioritize the use of previously developed but currently unused or underused locations and seek to avoid development, through agency action, of “greenfields” (undeveloped land).**

- a) Most of the North Woodbridge regional activity center is composed of previously developed land. This location offers the opportunity for redevelopment of vacant and underused properties.

## **Protection of the Natural Environment**

**GSA will comply with statutes, regulations, and Executive Orders, and consider regional and local climate preparedness priorities and adaptation plans.**

- e) Comprehensive Plan Smart Growth Principles: Prince William County recognizes that smart long-range land use planning can help create sustainable transportation networks and encourage development that is environmentally and fiscally sound. Concentrating population, jobs, and infrastructure within vibrant, walkable, mixed-use centers served by transit will help ease road congestion and pollution by providing options for a range of transportation modes. This type of development will also ease development pressure on less developed or rural portions of the County. Furthermore, this type of development creates vibrant destinations with a strong sense of place, which foster business and provide housing and job opportunities. Thus, the County seeks to follow guidance from a number of nationally recognized smart growth principles regarding the long-range development of land within its boundaries, so that open space and cultural resources are preserved, business is supported and expanded, the County’s financial health is strengthened, and an exceptional quality of life is provided to County residents.
- f) Executive Order 13508 - Chesapeake Bay Protection and Preservation: The Chesapeake Bay Preservation Act (Bay Act) program is designed to improve water quality in the Chesapeake Bay and other waters of the State by requiring the use of effective land management and land use planning. At the heart of the Bay Act is the concept that land can be used and developed to minimize negative impacts on water quality. This state program helps support the efforts of EO 13508.

**GSA will consider locations that optimize climate-resilient design and management elements.**

- e) Stormwater management regulations: Virginia has recently strengthened the stormwater management regulations with stricter water quality and quantity standards.
- f) Comprehensive Plan Environment Chapter: Prince William County utilizes a sustainability approach in its planning and development policies. Prince William County embraces the environmental and economic benefits of its green infrastructure, considering emerging green technology, ensuring a multifaceted decision-making approach that balances infrastructure needs, while balancing environmental, economic, and social issues.

# Potomac Shores Regional Activity Center

## Local and Regional Planning and Economic Development Goals

**Consistent with E.O. 12072, for meeting Federal space needs in urban areas, GSA will continue to give first consideration to the central business area.**

- c) Potomac Shores is identified as a Metropolitan Washington Council of Government Regional Activity Center. The activity centers are designated locations in the region that will accommodate the majority of the region's future growth, for both population and employment.

**GSA will consult with local officials to determine if there are any locality specific initiatives that should be given consideration when making Federal facility location decisions. At the same time, because of the size and complexity of large urban areas, including the number of Federal facilities located in these areas, some locality decisions will consider the availability of multiple competing location factors.**

- e) Potomac Communities Revitalization Plan: The overarching intent of the Potomac Communities Revitalization Plan is to provide the framework for the entire community to work together to achieve the vision of a premier residential, business and visitor location on the Potomac River.
- f) Potomac Communities Design Guidelines: This project serves as the foundation for the design of future development activity and land use controls along the three identified opportunity areas of U.S. Highway Route 1: North Woodbridge, Mid-Corridor, and Triangle.

**GSA will also consider the impacts of investments by other Federal, State and local agencies when planning for the location of Federal facilities. This consideration may include consultation with, among others, the Department of Commerce, the Department of Housing and Urban Development, Department of Transportation, and Environmental Protection Agency.**

- c) Not applicable.

## Sustainability and Transportation Infrastructure and Plans

**GSA will consider and seek locations that are compatible with existing and planned public transit and other transportation infrastructure, with an emphasis on locating in areas that would allow for multiple commuter options that promote transportation choice, and help reduce road congestion and greenhouse gas (GHG) emissions.**

- a) Potomac Shores has multiple existing and planned commuter options available.
- b) I-95 passes adjacent to the Potomac Shores activity center providing high occupancy vehicle and express toll lanes. There is an exit servicing the activity center and a park and ride lot.
- c) Potomac Shores is ideally located for I-95 reverse commute accessibility. A reverse commute on I-95 results in a greater utilization of significant road infrastructure investment for the region.
- d) The Potomac and Rappahannock Transportation Commission (PRTC) provides commuter bus service adjacent to Potomac Shores.
- e) Local bus service, OmniLink, provides access to the Route 1 corridor.

- f) A Virginia Railway Express commuter rail station is planned for the Potomac Shores town center.
- g) Commuter parking is available adjacent to the activity center off from the I-95 exit.

Transportation Options	Existing	Planned
High Occupancy Lanes	Yes	-
Express Toll Lanes	Yes	-
Commuter Bus Service	Yes	-
Regional Bus Service	No	-
Local Bus Service	Yes	-
Commuter Rail Station(s)	No	Proposed
Metro Rail Station(s)	No	-
Bicycling Facilities	-	Proposed
Parking Facilities	Yes	Yes

Service Levels	Daily Service Hours	Frequency
Commuter Rail Service	Proposed	TBD
Commuter Bus Service	5:13am-6:40pm	4 trips in AM, 5 trips in PM
Regional Bus Service	-	-
Local Bus Service	5:54am-10:01pm	6 trips in the AM, 7 trips in the PM
Metro Rail	-	-

**GSA’s location planning and actions to identify sites for Federal facilities will consider and, where feasible be compatible with, sustainability priorities of states, local governments, and tribal communities.**

- i) Prince William County Comprehensive Plan: Potomac Shores is planned as a mixed-use town center and a pedestrian friendly neighborhood.
- j) MWCOG Region Forward: Region Forward is a vision calling for more development in mixed-use, walkable activity centers, many of which are focused around transit stations and services.
- k) MWCOG Regional Transportation Priorities Plan: The RTPP aims to identify strategies with the greatest potential to respond to the Washington, D.C. region’s most significant transportation challenges.
- l) Virginia Railway Express System Plan 2040: The VRE System Plan 2040 provides a framework for VRE system investments and actions through 2040 to best meet regional travel needs. The system investments and service expansion recommended in the System Plan will enable VRE to carry over 40,000 new weekday trips by 2040, more than double the 19,000 daily trips carried today. Continued development of Potomac Shores will support the goal of increased VRE ridership and facilitate a development pattern that maximizes the benefits of increased system capacity.

**GSA will consider locations that allow employees to have easy access to multiple commuter options and to businesses and services so that employees can better balance work and personal obligations, are accessible to affordable housing, and consider where existing employees reside.**

- b) A mixed-use town center is planned for Potomac Shores.

- c) There are existing retail businesses along the Route 1 corridor at River Heritage Road, which provides the main access route from I-95/Route 1 to the activity center.

<b>Business and Services</b>	<b>Existing</b>	<b>Planned</b>
Retail	Yes	Yes
Commercial	Yes	Yes
Housing	Yes (5,279 units)	Yes
Median Housing Value	\$300,000	-
Federal Employees	1,066	-

### **New and Existing Infrastructure and Resources**

**GSA’s location and planning actions will prioritize localities that have sufficient public infrastructure; including power, water, sewer, telecommunications (including access to broadband) to efficiently deliver services to meet all Federal needs.**

- b) Potomac Shores is serviced by power, water, sewer, and telecommunications including broadband.

**Locations that require new infrastructure to support Federal needs will only be considered if the new infrastructure is consistent with State and local infrastructure plans.**

- b) There is significant existing infrastructure available and any new infrastructure requirements would likely be driven by special needs of a Federal agency.
- c) Potomac Shores has large development parcels available for Federal agencies that require security setbacks.

**GSA will prioritize the use of previously developed but currently unused or underused locations and seek to avoid development, through agency action, of “greenfields” (undeveloped land).**

- a) The vast majority of the Potomac Shores regional activity center is composed of undeveloped land. This location offers the opportunity for new development, especially facilities with a large development footprint.

### **Protection of the Natural Environment**

**GSA will comply with statutes, regulations, and Executive Orders, and consider regional and local climate preparedness priorities and adaptation plans.**

- g) Comprehensive Plan Smart Growth Principles: Prince William County recognizes that smart long-range land use planning can help create sustainable transportation networks and encourage development that is environmentally and fiscally sound. Concentrating population, jobs, and infrastructure within vibrant, walkable, mixed-use centers served by transit will help ease road congestion and pollution by providing options for a range of transportation modes. This type of development will also ease development pressure on less developed or rural portions of the County. Furthermore, this type of development creates vibrant destinations with a strong sense

of place, which foster business and provide housing and job opportunities. Thus, the County seeks to follow guidance from a number of nationally recognized smart growth principles regarding the long-range development of land within its boundaries, so that open space and cultural resources are preserved, business is supported and expanded, the County's financial health is strengthened, and an exceptional quality of life is provided to County residents.

- h) Executive Order 13508 - Chesapeake Bay Protection and Preservation: The Chesapeake Bay Preservation Act (Bay Act) program is designed to improve water quality in the Chesapeake Bay and other waters of the State by requiring the use of effective land management and land use planning. At the heart of the Bay Act is the concept that land can be used and developed to minimize negative impacts on water quality. This state program helps support the efforts of EO 13508.

**GSA will consider locations that optimize climate-resilient design and management elements.**

- g) Stormwater management regulations: Virginia has recently strengthened the stormwater management regulations with stricter water quality and quantity standards.

Comprehensive Plan Environment Chapter: Prince William County utilizes a sustainability approach in its planning and development policies. Prince William County embraces the environmental and economic benefits of its green infrastructure, considering emerging green technology, ensuring a multifaceted decision-making approach that balances infrastructure needs, while balancing environmental, economic, and social issues.



# Potomac Town Center Regional Activity Center

## Local and Regional Planning and Economic Development Goals

**Consistent with E.O. 12072, for meeting Federal space needs in urban areas, GSA will continue to give first consideration to the central business area.**

- d) Potomac Town Center is identified as a Metropolitan Washington Council of Government Regional Activity Center. The activity centers are designated locations in the region that will accommodate the majority of the region's future growth, for both population and employment.

**GSA will consult with local officials to determine if there are any locality specific initiatives that should be given consideration when making Federal facility location decisions. At the same time, because of the size and complexity of large urban areas, including the number of Federal facilities located in these areas, some locality decisions will consider the availability of multiple competing location factors.**

- a) Potomac Communities Revitalization Plan: This plan serves as a separate chapter of the Comprehensive Plan and supports the revitalization and redevelopment efforts of Potomac Communities to encourage facelifts and urban renewal.

## Sustainability and Transportation Infrastructure and Plans

**GSA will consider and seek locations that are compatible with existing and planned public transit and other transportation infrastructure, with an emphasis on locating in areas that would allow for multiple commuter options that promote transportation choice, and help reduce road congestion and greenhouse gas (GHG) emissions.**

- j) Potomac Town Center Regional Activity Center has a multitude of transportation options to choose from.
- k) I-95 passes through the Potomac Town Center Regional Activity Center providing high occupancy vehicle and express toll lanes. There is an exit servicing the activity center and several park and ride lots.
- l) There are two commuter bus services available, the Prince William Metro Direct to the Franconia-Springfield Metro station and OmniRide to Washington, DC and Northern Virginia.
- m) There is a PRTC (Potomac and Rappahannock Transportation Commission) Transit Center that offers six different local, regional, and commuter bus services.
- n) Several local bus services provide access to the Route 1 corridor.
- o) A Metro rail station is planned for this location (at Potomac Mills).
- p) There are two major parking facilities, one near the Potomac Mills Mall (with a capacity of 275 cars) and another near the PRTC Transit Center (with a capacity of 145 cars). Bike amenities exist in the PRTC Transit Center parking lot.

<b>Transportation Options</b>	<b>Existing</b>	<b>Planned</b>
High Occupancy Lanes	Yes	-
Express Toll Lanes	Yes	-
Commuter Bus Service	Yes	-
Regional Bus Service	Yes	-
Local Bus Service	Yes	-
Commuter Rail Station(s)	No	-
Metro Rail Station(s)	No	Yes
Bicycling Facilities	Yes	-
Parking Facilities	Yes	-

<b>Service Levels</b>	<b>Daily Service Hours</b>	<b>Frequency</b>
Commuter Rail Service	N/A	-
Commuter Bus Service- OmniRide	4:25 AM to 11:05 AM 12:10 PM to 8:02 PM	Mon-Thurs: Every 10 Mins. Fridays: Every 20 mins.
Regional Bus Service- Metro Direct	5:10 AM to 11:35AM 12:20 PM to 10:40 PM	9 trips in the AM 13 trips in the PM
Local Bus Service- OmniLink and Cross County Connector	Approximately 5:30 AM to 10:00 PM (Varies)	10 trips in the AM 12 trips in the PM (Varies)
Light Rail	N/A	-
Metro Rail	N/A	-

**GSA’s location planning and actions to identify sites for Federal facilities will consider and, where feasible be compatible with, sustainability priorities of states, local governments, and tribal communities.**

- a) Prince William County Comprehensive Plan: The Potomac Town Center is planned to promote mixed-use development and a pedestrian friendly environment as provided in the Potomac Communities Chapter of the Comprehensive Plan.
- b) MWCOG Region Forward: Region Forward is a vision calling for more development in mixed-use, walkable activity centers, many of which are focused around transit stations and services.
- c) MWCOG Regional Transportation Priorities Plan: The RTPP aims to identify strategies with the greatest potential to respond to the Washington, D.C. region’s most significant transportation challenges.

**GSA will consider locations that allow employees to have easy access to multiple commuter options and to businesses and services so that employees can better balance work and personal obligations, are accessible to affordable housing, and consider where existing employees reside.**

- a) Many resources are available at the Potomac Town Center Activity Center. Major shopping centers such as the Potomac Mills, Potomac Festival, Market at Optiz Crossing, and Stonebridge at Potomac Town Center exist along with a PRTC Transit center that offers a diverse array of transportation options. The activity center also allows an easy access to multiple businesses,

restaurants, and public resources, such as the Potomac Community Library and the Northern Virginia Community College campus.

<b>Business and Services</b>	<b>Existing</b>	<b>Planned</b>
Retail	Yes	-
Commercial	Yes	-
Housing	Yes (2,322 units)	Yes
Median Housing Value	\$283,111.06	-
Federal Employees	687	-

### **New and Existing Infrastructure and Resources**

**GSA’s location and planning actions will prioritize localities that have sufficient public infrastructure; including power, water, sewer, telecommunications (including access to broadband) to efficiently deliver services to meet all Federal needs.**

- a) Potomac Town Center is serviced by power, water, sewer, and telecommunications including broadband.

**Locations that require new infrastructure to support Federal needs will only be considered if the new infrastructure is consistent with State and local infrastructure plans.**

- a) There is significant existing infrastructure available and any new infrastructure requirements would likely be driven by special needs of a Federal agency.

**GSA will prioritize the use of previously developed but currently unused or underused locations and seek to avoid development, through agency action, of “greenfields” (undeveloped land).**

- a) The vast majority of the Potomac Town Center is composed of previously developed land. This location offers the opportunity for both new development and redevelopment of properties.

### **Protection of the Natural Environment**

**GSA will comply with statutes, regulations, and Executive Orders, and consider regional and local climate preparedness priorities and adaptation plans.**

- i) Comprehensive Plan Smart Growth Principles: Prince William County recognizes that smart long-range land use planning can help create sustainable transportation networks and encourage development that is environmentally and fiscally sound. Concentrating population, jobs, and infrastructure within vibrant, walkable, mixed-use centers served by transit will help ease road congestion and pollution by providing options for a range of transportation modes. This type of development will also ease development pressure on less developed or rural portions of the County. Furthermore, this type of development creates vibrant destinations with a strong sense of place, which foster business and provide housing and job opportunities. Thus, the County seeks to follow guidance from a number of nationally recognized smart growth principles

regarding the long-range development of land within its boundaries, so that open space and cultural resources are preserved, business is supported and expanded, the County's financial health is strengthened, and an exceptional quality of life is provided to County Residents.

- j) Executive Order 13508 - Chesapeake Bay Protection and Preservation: The Chesapeake Bay Preservation Act (Bay Act) program is designed to improve water quality in the Chesapeake Bay and other waters of the State by requiring the use of effective land management and land use planning. At the heart of the Bay Act is the concept that land can be used and developed to minimize negative impacts on water quality. This state program helps support the efforts of EO 13508.

**GSA will consider locations that optimize climate-resilient design and management elements.**

- h) Stormwater management regulations: Virginia has recently strengthened the stormwater management regulations with stricter water quality and quantity standards.

Comprehensive Plan Environment Chapter: Prince William County utilizes a sustainability approach in its planning and development policies. Prince William County embraces the environmental and economic benefits of its green infrastructure, considering emerging green technology, ensuring a multifaceted decision-making approach that balances infrastructure needs, while balancing environmental, economic, and social issues.

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# Yorkshire Regional Activity Center

## Local and Regional Planning and Economic Development Goals

**Consistent with E.O. 12072, for meeting Federal space needs in urban areas, GSA will continue to give first consideration to the central business area.**

- e) Yorkshire is identified as a Metropolitan Washington Council of Government Regional Activity Center. The activity centers are designated locations in the region that will accommodate the majority of the region's future growth, for both population and employment.

**GSA will consult with local officials to determine if there are any locality specific initiatives that should be given consideration when making Federal facility location decisions. At the same time, because of the size and complexity of large urban areas, including the number of Federal facilities located in these areas, some locality decisions will consider the availability of multiple competing location factors.**

- a) Special plans and considerations for Yorkshire: Yorkshire Center Study Area
- b) Comprehensive Plan designation of Yorkshire as being located in a Centers of Community Overlay area:
- c) The Yorkshire Center Study area identifies the following:
  - Prince William County has embarked on an effort to encourage the development of mixed-use, walkable community nodes through its Center of Community overlay district planning. The County is also encouraging integration of these nodes with mass transit systems. In doing so, the County will bring its policies in line with the principals of smart growth and will help to reduce auto-dependency in the Metropolitan Washington region.
  - The area already has a quite diverse mix of land uses, including residential, retail, wholesale/supply, auto sales and service, industrial, office, institutional, civic, and some limited mixed-use buildings. There is also a significant amount of vacant and underutilized land in the corridor. The presence of underutilized land is a distraction at present, but potentially an asset for infill development and redevelopment in the study area.
  - The Yorkshire area is potentially competitive for a variety of land uses, including mixed-use development. The character of land use along Route 28 shifts dramatically from a park-like "airport corporate" boulevard through Fairfax County to the Manassas urban town center node. Yorkshire lies between these two extremes, with an older, strip rural/suburban highway character. There is the opportunity to create a new "intermediate" node between Fairfax County and Manassas as envisioned by the Center of Community concept.

## Sustainability and Transportation Infrastructure and Plans

**GSA will consider and seek locations that are compatible with existing and planned public transit and other transportation infrastructure, with an emphasis on locating in areas that would allow for multiple commuter options that promote transportation choice, and help reduce road congestion and greenhouse gas (GHG) emissions.**

- a) Yorkshire has a multitude of transportation options to choose from.
- b) I-28 passes through the Yorkshire activity center. Overall, Route 28 provides Yorkshire with excellent access to the regional market, particularly the Dulles Corridor and I-66. Traffic along Route 28 provides exposure and visibility for retail activities, with ADT of 17,400 -22,100 in 2005 projected to increase to 24,100 - 35,000 by 2030. The Yorkshire area is proximate to high-income communities in Centreville and Manassas, and is located within a short commute of major employment nodes and Dulles International Airport.
- c) Local bus service (OmniLink) provides access from Route 28 to cross county locations. There are two commuter bus services available, the Manassas Metro Direct to the Tyson Corner area and the OmniRide providing commuter service to the Pentagon and downtown Washington.
- d) The Virginia Railway Express (VRE) commuter rail station servicing the Manassas Line is located in Manassas Park.
- e) The VRE station has bicycle facilities.
- f) There is a park and ride free surface parking lot existing at the Manassas Park VRE Station.
- g) Prince William County has recognized the need for pedestrian improvements along Centerville Road. The County's comprehensive plan does call for a 10' trail to be constructed on one side of Centerville Road and a 5' sidewalk on the other side. Prince William County also requires that all new traffic signals include pedestrian crossing signals.

Transportation Options	Existing	Planned
High Occupancy Lanes	No	
Express Toll Lanes	No	
Commuter Bus Service	Yes	
Regional Bus Service	Yes	
Local Bus Service	Yes	
Commuter Rail Station(s)	Yes -VRE	
Metro Rail Station(s)	no	
Bicycling Facilities	Yes	
Parking Facilities	Yes	Yes*

- **Centreville Road at Orchard Bridge**

Service Levels	Daily Service Hours	Frequency
Commuter Rail Service- VRE	5:18 am – 7:52pm	14 trains per day
Commuter Bus Service- OmniRide	4:41 am – 7:19 pm 1:32 pm – 8:57pm	11 trips in the am 13 trips in the pm

Regional Bus Service- Metro Direct to Tysons	4:10 am – 9:40 am 4:35 pm – 8:35 pm	8 trips in the am 8 trips in the pm
Local Bus Service- OmniLink	5:34am – 11:00 am 12:10 pm – 7:50 pm	6 trips in the am 7 trips in the pm
Metro Rail	-	-

**GSA’s location planning and actions to identify sites for Federal facilities will consider and, where feasible be compatible with, sustainability priorities of states, local governments, and tribal communities.**

- m) Prince William County Comprehensive Plan: Yorkshire is planned as a Community Study Area and is predominately planned for General Commercial along the Route 28 corridor with a Commercial Employment Center designation on the north end of the Route 28 corridor. The Yorkshire Revitalization Strategy Study—a Mixed Use Center of Community was prepared for Prince William County and the Metropolitan Washington Council of Governments in December of 2008 and serves as a guide for future growth and development.
- n) MWCOC Region Forward: Region Forward is a vision calling for more development in mixed-use, walkable activity centers, many of which are focused around transit stations and services.
- o) MWCOC Regional Transportation Priorities Plan: The RTPP aims to identify strategies with the greatest potential to respond to the Washington, D.C. region’s most significant transportation challenges.
- p) Virginia Railway Express System Plan 2040: The VRE System Plan 2040 provides a framework for VRE system investments and actions through 2040 to best meet regional travel needs. The system investments and service expansion recommended in the System Plan will enable VRE to carry over 40,000 new weekday trips by 2040, more than double the 19,000 daily trips carried today. Redevelopment of Yorkshire will support the goal of increased VRE ridership and facilitate a development pattern that maximizes the benefits of increased system capacity.

**GSA will consider locations that allow employees to have easy access to multiple commuter options and to businesses and services so that employees can better balance work and personal obligations, are accessible to affordable housing, and consider where existing employees reside.**

- a) Brief description of resources available in Yorkshire.

<b>Business and Services</b>	<b>Existing</b>	<b>Planned</b>
Retail	Yes	-
Commercial	Yes	-
Housing	Yes (2,106 units)	Yes
Median Housing Value	\$261,260	-
Federal Employees	164	-

## **New and Existing Infrastructure and Resources**

**GSA's location and planning actions will prioritize localities that have sufficient public infrastructure; including power, water, sewer, telecommunications (including access to broadband) to efficiently deliver services to meet all Federal needs.**

- a) Yorkshire is serviced by power, water, sewer, and telecommunications including broadband.

**Locations that require new infrastructure to support Federal needs will only be considered if the new infrastructure is consistent with State and local infrastructure plans.**

- a) There is significant existing infrastructure available and any new infrastructure requirements would likely be driven by special needs of a Federal agency.

**GSA will prioritize the use of previously developed but currently unused or underused locations and seek to avoid development, through agency action, of "greenfields" (undeveloped land).**

- a) The vast majority of Yorkshire is composed of previously developed land. This location offers the opportunity for both new developments on vacant properties and redevelopment of underused properties.

## **Protection of the Natural Environment**

**GSA will comply with statutes, regulations, and Executive Orders, and consider regional and local climate preparedness priorities and adaptation plans.**

- k) Comprehensive Plan Smart Growth Principles: Prince William County recognizes that smart long-range land use planning can help create sustainable transportation networks and encourage development that is environmentally and fiscally sound. Concentrating population, jobs, and infrastructure within vibrant, walkable, mixed-use centers served by transit will help ease road congestion and pollution by providing options for a range of transportation modes. This type of development will also ease development pressure on less developed or rural portions of the County. Furthermore, this type of development creates vibrant destinations with a strong sense of place, which foster business and provide housing and job opportunities. Thus, the County seeks to follow guidance from a number of nationally recognized smart growth principles regarding the long-range development of land within its boundaries, so that open space and cultural resources are preserved, business is supported and expanded, the County's financial health is strengthened, and an exceptional quality of life is provided to County Residents.
- l) Executive Order 13508 - Chesapeake Bay Protection and Preservation: The Chesapeake Bay Preservation Act (Bay Act) program is designed to improve water quality in the Chesapeake Bay and other waters of the State by requiring the use of effective land management and land use planning. At the heart of the Bay Act is the concept that land can be used and developed to minimize negative impacts on water quality. This state program helps support the efforts of EO 13508.

**GSA will consider locations that optimize climate-resilient design and management elements.**



- i) Stormwater management regulations: Virginia has recently strengthened the stormwater management regulations with stricter water quality and quantity standards.

Comprehensive Plan Environment Chapter: Prince William County utilizes a sustainability approach in its planning and development policies. Prince William County embraces the environmental and economic benefits of its green infrastructure, considering emerging green technology, ensuring a multifaceted decision-making approach that balances infrastructure needs, while balancing environmental, economic, and social issues.

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