

INNOVATION @ PRINCE WILLIAM SCIENCE AND TECHNOLOGY PLAN

Introduction

The Innovation Sector Plan has been prepared to facilitate and enhance the continued success of the Innovation Business Park in partnership with George Mason University - Prince William Campus. Given that Innovation has developed a successful advanced technology business environment, the Innovation Sector Plan is intended to serve as a tool to bring the Innovation area to the next level of success as a business destination and economic engine.

The boundary for the Innovation Sector Plan represents a logical inclusion of both developed and undeveloped properties in terms of appropriateness for advanced technology and university-related businesses (Figure 1). In addition, the boundaries reflect existing or to be constructed physical barriers, including the Norfolk Southern Railroad line, Godwin Drive, Sudley Manor Drive, Hornbaker Road and Broad Run. The GMU Prince William Campus and Innovation Town Center occupy the central portion of the Innovation Sector Plan area. The presence of the university coupled with existing and proposed roadway and infrastructure improvements make the area extremely attractive for existing and future development in terms of prestige and accessibility. Innovation Town Center and George Mason University are the focal point for education, culture, and fitness. Successful development of the town center will serve as the catalyst for growth and investment within Innovation Prince William.

While the partnership between Prince William County and GMU has already produced substantial benefits to the County, the continued success of the partnership depends on County actions to protect and enhance Innovation's desirability as an advanced technology business setting. The Innovation Sector Plan represents an effective approach to guiding future development that will bring Innovation to the next level of success.

A major focus of this plan continues to be the attraction of desirable advanced technology uses which respond to the County's targeted industries program and enhance and support GMU activities. At the same time, this plan discourages incompatible uses which, because of their environmental effects (such as noise and traffic) and/or because of their visual appearance (such as junk yards or outdoor storage), would be detrimental to the continued success of an advanced technology business park in a university campus setting. 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 Prince William.

A critical key to the continued growth of successful public-private research partnerships is maintaining open, two-way communications between the County and GMU. The Innovation Sector Plan has established a collaborative development framework to facilitate such an open dialog.

This plan is focused on creating a coordinated development district with the town center and university as its central focus. This will allow large undeveloped and underdeveloped parcels to

be organized into a pattern of land utilization which reduces dependency on automobiles, reduces noise and other detrimental effects and coordinates a variety of uses supportive to the university and the advanced technology park. The Board of County Supervisors has designated the portion of the Innovation Sector Plan that includes the town center as a Center of Commerce. The Centers land use concept will help guide the type of development that is envisioned for the town center.

The Innovation Sector Plan is intended to provide a bridge between the general characteristics of the Comprehensive Plan and the site-specific nature of a general development and/or site plan. The recommendations and guidance provided in this plan are the direct result of a master planning study for the sector plan area prepared by the County, master planning studies prepared by GMU for GMU - Prince William Campus and preliminary engineering analyses of the study area. Support documentation for the Innovation Sector Plan includes inventories, identification and/or descriptions of methodologies, analyses, projections, impact mitigation techniques and formulation of guidelines for specific zoning tools. The results of these studies have been translated into action strategies.

The Innovation Sector Plan serves as a separate chapter of the Comprehensive Plan, and its action strategies represent additions or modifications to any previously adopted action strategies. The existing comprehensive plan components and action strategies remain applicable, but where this plan conflicts with the Comprehensive Plan, the Innovation Sector Plan applies.

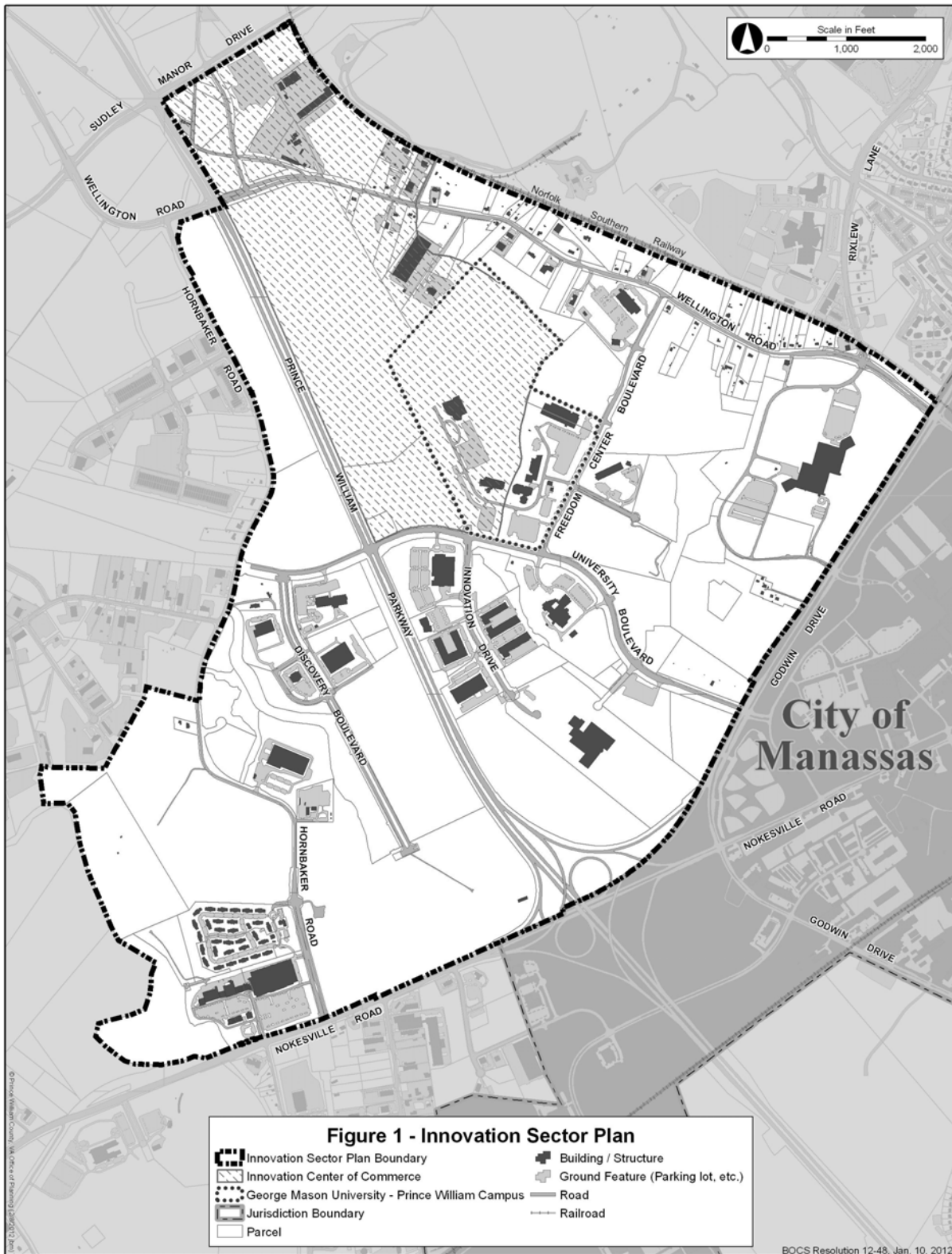
While adoption of the Innovation Sector Plan does not grant or ensure subsequent rezonings, special use permits or other development applications, it serves as the basis for determining the consistency or inconsistency of future rezoning requests for the properties which are located within the plan area.

This plan is the result of a process dating to the mid-1990s. Early actions included input from a citizen's advisory committee and a study of the area by the Urban Land Institute Advisory Service Panel completed in March 1996. As Innovation and GMU have developed over the years, additional data has been collected by consultants preparing development plans. In addition, the County has prepared a variety of environmental studies.

In April of 2004, the County commissioned preparation of a master plan for Innovation. This process involved a series of work sessions with area property owners, including GMU, in the summer and fall of 2004. The master planning process also included two information presentations to the Board of County Supervisors in October and December 2004.

In 2009, the County joined a team that investigated the development of a meaningful and connected town center for the Innovation community. Prince William County, along with George Mason University and private property owners, funded a market study and planning effort to encourage development of the future town center. These efforts were redone in 2011 to test the economic viability of the proposed town center. The Innovation Sector Plan seeks to stimulate development of the town center by introducing planning concepts and regulatory standards that are needed to assist town center growth.

Figure 1 - Sector Plan Area Boundary



This map and associated components cannot be interpreted separately from the Comprehensive Plan Text.

ECONOMIC DEVELOPMENT PLAN

INTENT

The Comprehensive Plan states the intent, goals, objectives, and action strategies supporting the Economic Development Plan for the County. The Innovation Sector Plan incorporates the economic development intent, goals, objectives, and action strategies and incorporates an additional policy that focuses specifically on the university's importance to economic development. Additional needs to further enhance the partnership between the County and GMU within Innovation will require the following policies and action strategies unique to Innovation.

POLICY

ECON-POLICY 1: Recognize Innovation and George Mason University – Prince William Campus as extraordinary resources to the community and promote and enhance the campus by attracting businesses which supplement the university's presence.

ACTION STRATEGIES:

- EC1.1** County and GMU officials will identify joint marketing opportunities to enhance the reputation of Innovation as an emerging technology center in metropolitan Washington.
- EC1.2** The County will transition from a majority land owner position to a minority land owner position in Innovation by assisting in the maturation of the Innovation Property Owners Association. The County will encourage adjacent property owners to join the Association as it assumes greater responsibility for the operation and maintenance of Innovation common areas, signage and identity programs.
- EC1.3** The County, GMU, and the Association will jointly develop and operate programs and efforts to implement the recommendations of this plan.

LONG-RANGE LAND USE PLAN

INTENT

The Comprehensive Plan states the intent, goals, objectives, and action strategies supporting the Long-Range Land Use Plan for the County. The Innovation Sector Plan incorporates the Long-Range Land Use Plan intent, goals, objectives, and action strategies. Additional needs to further enhance the partnership between County and GMU within the sector plan area will require the following additional policies and action strategies unique to Innovation.

POLICIES

LU-POLICY 1: Encourage development within Innovation consistent with the subdistricts provided herein. Discourage uses that do not implement the intent of the Long-Range Land Use Plan, Innovation Sector Plan, and Center of Commerce Overlay.

ACTION STRATEGIES:

- LU1.1** The Innovation Sector Plan Area Boundary (Figure 1) defines the boundary of the subject area of Innovation. The sector plan area has been delineated to support and protect the presence of the university and to encourage economic development opportunities within the sector plan area.
- LU1.2** Innovation is designated as Regional Employment Center (REC), Environmental Resource (ER), County Registered Historic Site (CRHS) and Public Land (PL) on the County Long-Range Land Use Plan Map. The Board of County Supervisors has recognized the area of Innovation at the northwest quadrant of the intersection of University Boulevard and Route 234 as a Center of Commerce.
- LU1.3** The Innovation Land Use Plan (Figure 2) shall serve as a guide for the relationship of the broad array of uses which are allowed. The Land Use Plan shall be a guide to the adjacency of uses and the total overall development. The Land Use Plan shall serve as a guide for the development of Innovation, while preserving environmentally and culturally sensitive areas.
- LU1.4** Innovation has been designated a Technology Overlay District (TeOD) in the Zoning Ordinance to enhance and protect the setting for the university and to facilitate the attraction and retention of advanced technology companies that will complement the university.
- LU1.5** The TeOD governs and encourages development consistent with the Innovation Sector Plan. The Land Use Plan (Figure 2) describes the subdistricts within the TeOD.
- LU1.6** While acknowledging that the Land Use Plan accommodates retail and lodging uses in the town center and convenience retail areas, Innovation is intended to

- accommodate “primary employment uses.” The term “primary employment uses,” as used herein, refers to those activities designed to provide basic or primary employment opportunities which include, but are not limited to: R&D, office, light manufacturing, university-related business, and other non-retail developments normally associated with the REC. Retail uses are not primary employment uses. At the time of rezoning, the applicant shall identify the potential primary employment uses that may ultimately be developed in the subject parcel for County approval.
- LU1.7** Innovation contains a land use framework that enables owners of smaller properties to coordinate and consolidate with adjacent property owners to create parcels able to accommodate land uses and companies targeted for Innovation.
- LU1.8** Certain interim uses, as defined in the TeOD, may be permitted within Innovation.
- LU1.9** The uses permitted by the underlying zoning and the TeOD north of Wellington Road between the roadway and the railroad tracks, shall remain until such time as the landowners discontinue existing uses, or seek to rezone their properties for other uses.
- LU1.10** Encourage adaptive reuse of the Birkett and Thomasson barns in a manner that complements the economic development goals of the Innovation Sector Plan. Consider proposals that preserve the barns while supporting the overall goals for Innovation, regardless of the subdistrict planning designation. If necessary, waive relevant standards and regulations to accommodate appropriate adaptive reuse of the barns.

LU-POLICY 2: The Innovation Town Center and George Mason University campus are integral parts of the Innovation Sector Plan. Encourage development of the town center consistent with the Center of Commerce designation and as described in the TM subdistrict and the Community Design section of the sector plan.

ACTION STRATEGIES:

- LU2.1** Continue to work closely with George Mason University as the Prince William campus develops. The campus plan for GMU is recognized as a key component in the development of Innovation as a vibrant and successful economic development, cultural and educational center. The County and GMU should develop continuous and collaborative efforts to ensure strong connections between the two plans.
- LU2.2** The Innovation Town Center is within the designated Innovation Center of Commerce. The Centers Goal and Centers Policies and Action Strategies within the Long-Range Land Use chapter should be implemented throughout the Center of Commerce, especially with reference to intensity of development, residential density, structured parking, and pedestrian connectivity.

- LU2.3** Continuously review the subdistricts and TeOD standards to achieve a balance between the ease of use for potential developers and property owners and the overall goals of Innovation.
- LU2.4** Evaluate, with participation from the development community, the use of a form-based code within the TM subdistrict.
- LU2.5** For residential projects, include an analysis of the affordability of dwelling units, in order to demonstrate that the dwelling units could reasonably accommodate students or employees within the area.
- LU2.6** As part of rezonings or special use permits required to develop the town center within the TM subdistrict, require an infrastructure phasing plan for critical infrastructure including stormwater management, roads, water and sewer, structured parking and streetscaping. The plan should include a timeline, predetermined triggers, and phasing for improvements.

INNOVATION LAND USE PLAN - SUBDISTRICTS

The Land Use Plan serves as a guide to the physical development of Innovation. The plan is implemented by the Technology Overlay District (TeOD) in the Zoning Ordinance. The Land Use Plan can only be interpreted in conjunction with the rest of the Innovation Sector Plan.

The Land Use Plan Map together with a general description of the classifications and overlays reflected thereon provides general guidance in determining the level of consistency between a development request and these classes of uses.

The Innovation Sector Plan seeks to implement the Centers Goal to promote a distinct Center of Commerce. The Innovation Center of Commerce includes the TM, CE, CO, CH, and CT subdistricts. This land use overlay is intended to be a planned urban center where a variety of activities with a regional draw allows people to work, shop, dine, live, and enjoy entertainment. The town center is planned to be located adjacent to the George Mason campus in the TM subdistrict. With the university campus already in existence, the design of the town center will seek to incorporate the innovative design elements of the university while implementing the Centers of Commerce policies in order to transition to a high intensity office, retail, lodging, and residential town center.

Non-Residential Development

Non-residential development within the Innovation Sector Plan area shall not exceed 22,800,000 GSF maximum. Ranges shall be allocated as follows;

- Center of Commerce Uses (TM, CH, & CO): 3,200,000 GSF minimum to 6,400,000 GSF maximum.

- Employment Center Uses (HO, EH, EO, EL, EM, & ED): 9,400,000 GSF minimum to 15,700,000 GSF maximum.
- Support Commercial Uses (CR): 300,000 GSF minimum to 700,000 GSF maximum.
- Public Facility Uses: As needed.

Development within the TM, CE, CO, CH, and CT subdistricts should follow the goals, policies and action strategies within the Long Range Land Use Plan related to Centers of Commerce. Uses shall be distributed within the Innovation Center of Commerce subdistricts shown on the Land Use Plan (Figure 2) and are further defined as follows:

TM - Town Center Mixed Use: Development within the TM subdistrict should reflect the urban design characteristics identified in the Community Design section of the Innovation Prince William Plan.

- Preferred Land Use Character: Urban feel, vertical use integration, high/mid-rise buildings, structured, surface and on-street parking, and urban open space.
- Preferred Uses: Office, retail, lodging with meeting space, public facilities, multi-family housing (owned) and multi-family housing (leased).
- Preferred Density Range: 0.75 FAR minimum to 1.25 FAR maximum (based on land bay areas shown in Figure 2 – Land Use Plan).
- Preferred Building Height Range: 75 - 125 feet.
- Encourage the construction of between 400 and 1100 multi-family units within the Town Center Mixed Use land use classification to support the development of the town center. The number of dwelling units will be determined as part of a rezoning or special use permit for the Town Center Mixed Use area.

CH – Commerce Office/R&D High Profile:

- Preferred Land Use Character: High image, semi-urban feel, high/mid-rise buildings, structure and surface parking, semi-urban open space.
- Preferred Uses: Office, office-oriented R&D, labs.
- Preferred Density Range: 0.50 FAR minimum to 1.00 FAR maximum (based on land bay areas shown in Figure 2 – Land Use Plan).
- Preferred Building Height Range: 60 - 90 feet.
- Land Use and Zoning Compatibility – PMD, PBD, and O(H).

CO – Commerce Office/R&D:

- Preferred Land Use Character: Semi-urban feel, mid-rise buildings, structured and surface parking, and semi-urban open space.
- Preferred Uses: Office, office-oriented R&D, labs.
- Preferred Density Range: 0.37 FAR minimum to 0.87 FAR maximum (based on land bay areas shown in Figure 2 – Land Use Plan).
- Preferred Building Height Range: 45 - 90 feet.
- Land Use and Zoning Compatibility – PMD, PBD, and O(M).

Employment Center Uses shall be distributed within the Employment Center subdistricts shown on the Land Use Plan (Figure 2) and are further defined as follows:

HO – Higher Education Office/R&D:

- Preferred Land Use Character: Suburban feel, low-rise buildings, structured and surface parking, and suburban open space.
- Preferred Uses: University-related office, office-oriented R&D, labs.
- Preferred Density Range: 0.30 FAR minimum to 0.50 FAR maximum (based on land bay areas shown in Figure 2 – Land Use Plan).
- Preferred Building Height Range: 45 - 60 feet.
- Land Use and Zoning Compatibility – PMD, PBD, and O(L).

EH – Employment Center Office/R&D High Profile:

- Preferred Land Use Character: High image, suburban feel, mid/low-rise buildings, structured and surface parking, and suburban open space.
- Preferred Uses: Office, office-oriented R&D, labs.
- Preferred Density Range: 0.30 FAR minimum to 0.50 FAR maximum (based on land bay areas shown in Figure 2 – Land Use Plan).
- Preferred Building Height Range: 45 - 90 feet.
- Land Use and Zoning Compatibility – PMD, PBD, and O(L).

EO – Employment Center Office/R&D:

- Preferred Land Use Character: Suburban feel, low-rise buildings, structured and surface parking, and suburban open space.
- Preferred Uses: Office, office-oriented R&D, labs.
- Preferred Density Range: 0.30 FAR minimum to 0.50 FAR maximum (based on land bay areas shown in Figure 2 – Land Use Plan).
- Preferred Building Height Range: 30 - 90 feet.
- Land Use and Zoning Compatibility – PMD, PBD, and O(L).

EL – Employment Center R&D/Light Manufacturing:

- Preferred Land Use Character: Suburban feel, low-rise buildings, structured and surface parking, and suburban open space.
- Preferred Uses: Industrially-oriented R&D, flexible-use space (mix of office, R&D labs, assembly, and/or storage), light manufacturing, office-oriented R&D, office.
- Preferred Density Range: 0.30 FAR minimum to 0.50 FAR maximum (based on land bay areas shown in Figure 2 – Land Use Plan).
- Preferred Building Height Range: 30 - 75 feet.
- Land Use and Zoning Compatibility – PMD, PBD, M-2 and O(F).

EM – Employment Center R&D/Manufacturing:

- Preferred Land Use Character: Suburban feel, mid/low-rise buildings, structured and surface parking, and suburban open space.
- Preferred Uses: Industrially-oriented R&D, manufacturing, light manufacturing, office-oriented R&D, office.
- Preferred Density Range: 0.30 FAR minimum to 0.50 FAR maximum (based on land bay areas shown in Figure 2 – Land Use Plan).
- Preferred Building Height Range: 30 - 90 feet.
- Land Use and Zoning Compatibility – PMD, PBD, and M-2.

ED – Employment Center Data Center:

- Preferred Land Use Character: Suburban feel, mid/low-rise buildings, structured and surface parking, and suburban open space.
- Preferred Uses: Data center, office (integral to primary use).
- Preferred Density Range: 0.30 FAR minimum to 0.50 FAR maximum (based on land bay areas shown in Figure 2 – Conceptual Land Use Plan).
- Preferred Building Height Range: 30 - 75 feet.
- Land Use and Zoning Compatibility – PMD, PBD, and O(M).

Support Commercial uses shall be distributed within the Support Commercial subdistricts shown on the Land Use Plan (Figure 2) and are further defined as follows:

CR – Commercial/Retail:

- Preferred Land Use Character: Suburban feel, low/mid-rise buildings, structured and surface parking, and suburban open space.
- Preferred Uses: Retail, hotel, professional office.
- Preferred Density Range: 0.20 FAR minimum to 0.40 FAR maximum (based on land bay areas shown in Figure 2 – Land Use Plan).
- Preferred Building Height Range: 30 - 70 feet.

Existing residential development**RM – Residential Multi-family:**

- Intended to accommodate for existing residential uses.
- Preferred uses: Multi-family residential.
- Land Use and Zoning Compatibility – R-6, R-16, R-30, and PMR.
- Expansion of the RM subdistrict is discouraged.

Public Facility uses shall be distributed within subdistrict shown on the Land Use Plan (Figure 2) and are further defined as follows:

CT – Commerce Transit Station:

- Preferred Land Use Character: Semi-urban feel, mid/low-rise buildings, structured and surface parking, and semi-urban open space.
- Preferred Uses: Transit-oriented facilities.

PF – Public Facilities:

- Preferred Land Use Character: Suburban feel, low-rise buildings, structured and surface parking, and suburban open space.
- Preferred Uses: Police station.
- Land Use and Zoning Compatibility – PMD, PBD, and B-1.

OS – Open Space:

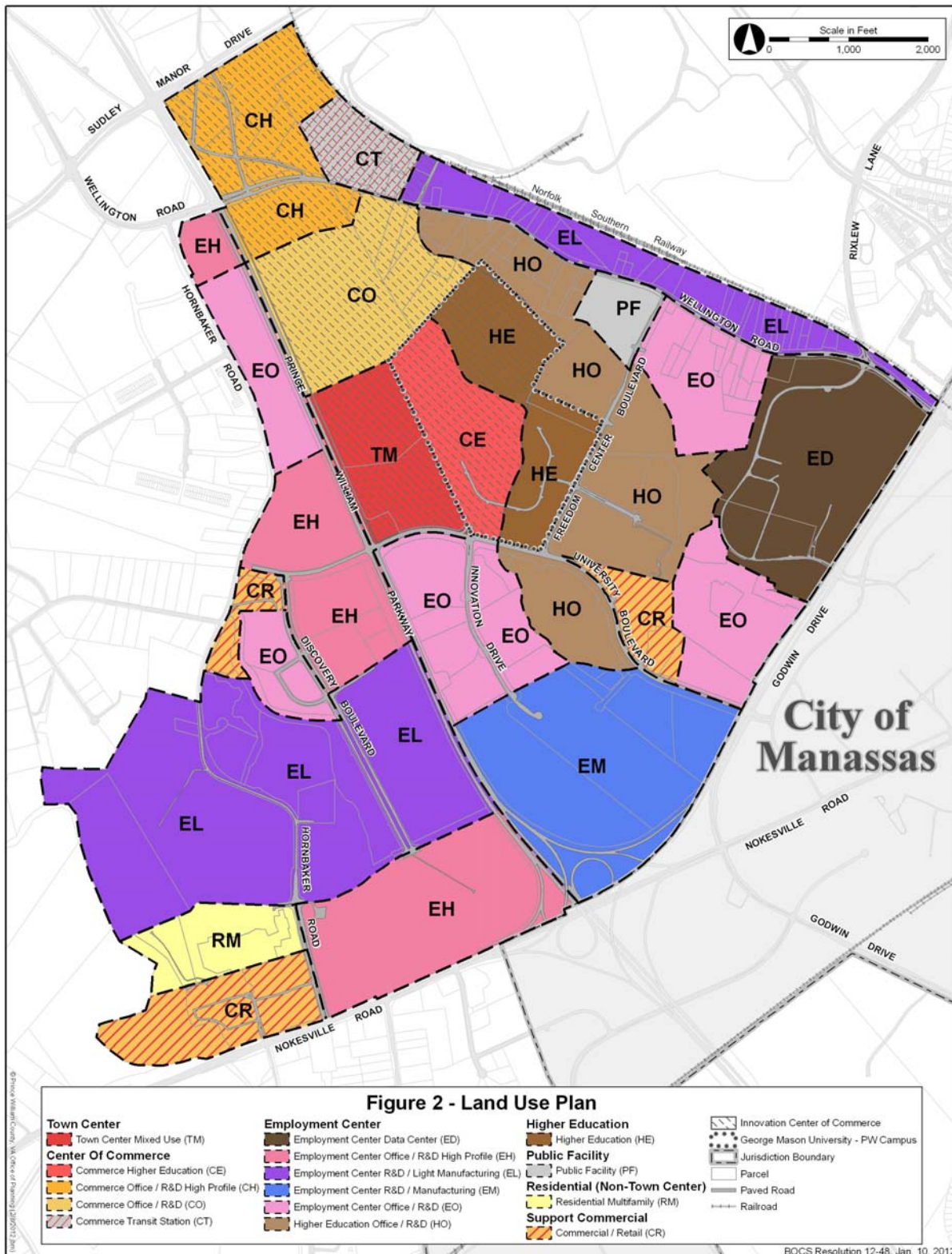
- Preferred Land Use Character: Preserved and enhanced existing open space, Innovation identity image.
- Preferred Uses: Innovation identity, recreation.
- Open Space Parcelization: In general, common open space within Innovation shall be parcelized and shall be held in common ownership by the Innovation Property Owners Association.

LAND USE DESIGNATION AND ZONING DISTRICT COMPATIBILITY MATRIX

The land use designation and zoning compatibility matrix is intended to assist applicants and staff in choosing a zoning district compatible with a specific subdistrict of a parcel.

| | | Subdistricts | | | | | | | | | | | | |
|------------------|------|--|----|----|----|----|----|----|----|----|----|----|----|----|
| | | TM | CH | CO | HO | EH | EO | EL | EM | ED | CR | CT | RM | TS |
| Zoning Districts | B-1 | | | | | | | | | | ● | | | |
| | O(L) | | | | ● | ● | ● | | | ● | | | | |
| | O(M) | | | ● | | | | | | ● | | | | |
| | O(H) | | ● | | | | | | | | | | | |
| | O(F) | | | | | | | ● | | | | | | |
| | M-2 | | | | | | | ● | ● | | | | | |
| | PBD | | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | |
| | PMD | ●* | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | |
| | R-16 | | | | | | | | | | | | ● | |
| | | * - Requires approval of a town center special use permit. | | | | | | | | | | | | |

Figure 2 - Land Use Plan



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COMMUNITY DESIGN PLAN

INTENT

The Comprehensive Plan states the intent, goals, policies, and action strategies supporting the Community Design Plan for the County. The Innovation Sector Plan incorporates the Community Design Plan's intent, goals, policies, and action strategies. Additional needs to further enhance the partnership between the County and GMU within the sector plan area will require the following additional action strategies unique to the Innovation Sector Plan.

ACTION STRATEGIES:

- DES1.1** Develop a clear hierarchy of land use character and scale within the sector plan area to provide an organizational concept to guide future development (Figure 3).
- DES1.2** Encourage development of a mixed-use “town center” in the TM subdistrict to provide a central gathering place for GMU students/faculty, Innovation employees, and the community at large (Figure 4). Encourage development at the high end of the density and intensity range for residential, mixed use buildings, and mid- to high-rise office.
- DES1.3** Work with GMU to identify opportunities for mutual County/GMU benefits from a town center. Investigate mutually beneficial town center uses, including retail, office, lodging, and housing.
- DES1.4** Encourage development in the town center that is consistent with the layout shown in the town center sketch plan (Figure 4). The core of the town center shall have multiple blocks laid out in a grid design. Encourage quality design that complements the existing Hylton Performing Arts Center and the George Mason campus.
- DES1.5** The nature of the streets in the town center should be designed to permit use phasing and flexibility for future integration of mixed uses.
- DES1.6** Uses within the town center should be grouped around street function as suggested in Figure 5.
- DES1.7** Develop a pattern of lot sizes incorporating smaller lots close the town center and progressively larger lots radiating out from the town center to ensure a smooth and orderly scale transition from place to place in the sector plan area.
- DES1.8** Within the town center, develop appropriate streets and streetscapes as suggested in figure 5.
- DES1.9** Within the town center, design buildings as suggested in figure 6.

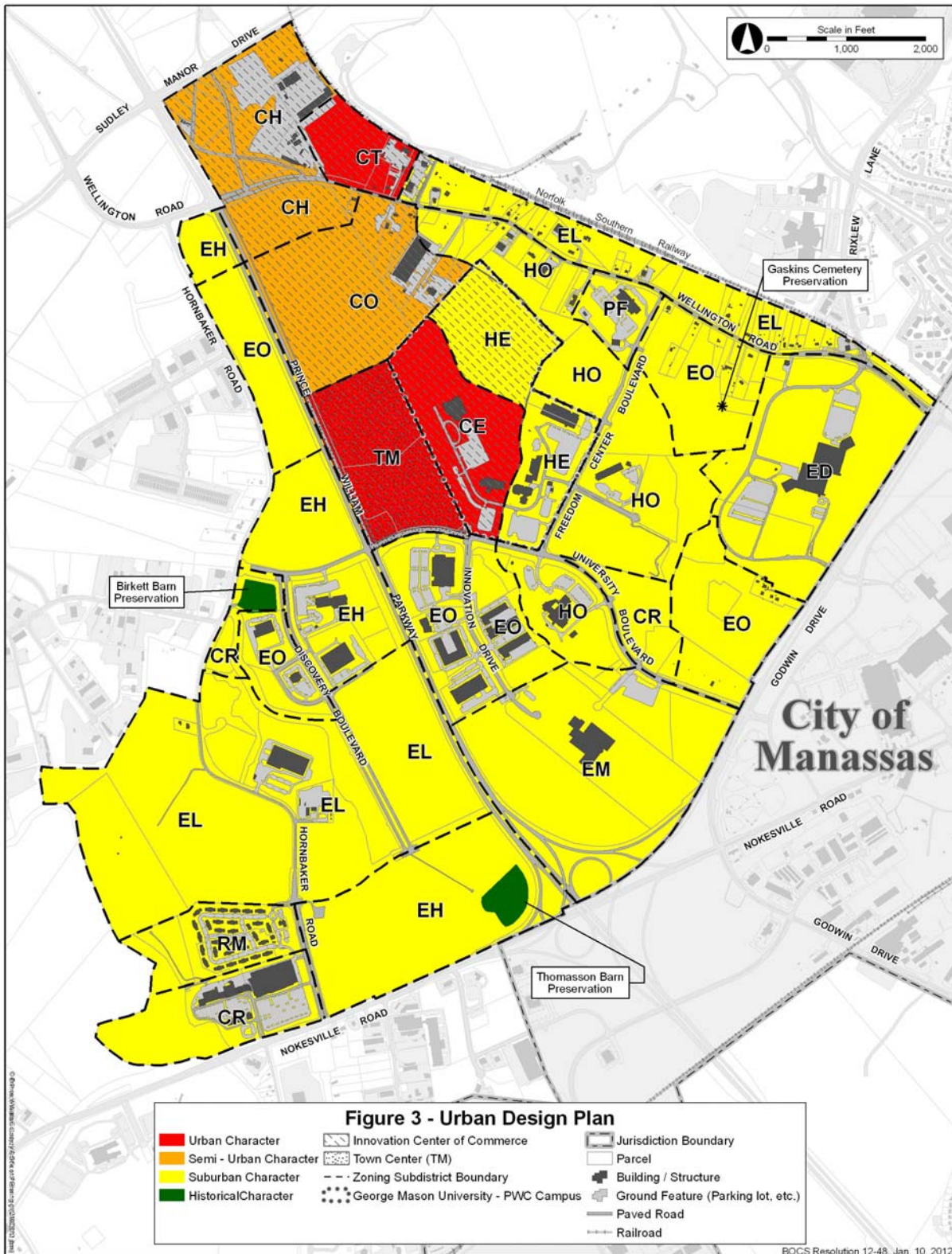
DES1.10 Open, off-street parking areas shall have interior landscape areas as follows:

- Open, off-street parking areas between fifty thousand (50,000) and one hundred forty-nine thousand nine hundred ninety-nine (149,999) square feet (approximately one hundred twenty-five (125) to three hundred seventy-five (375) parking spaces) shall contain interior planting strips or islands comprising at least seven (7) percent of the total parking area.
- Open, off-street parking areas greater than one hundred fifty thousand (150,000) square feet (more than three hundred seventy-five (375) parking spaces) shall contain interior planting strips or islands comprising at least nine (9) percent of the total parking area.
- One-half (1/2) of the interior open, off-street parking area landscaping shall be reasonably dispersed throughout the open, off-street parking area in islands which are a minimum dimension of ten (10) feet by thirty-six (36) feet. The other half of the required landscaped area shall be concentrated in twenty-five (25) foot wide strips which separate parking areas into pods containing no more than one hundred (100) spaces.

DES1.11 Per Article VII of the Zoning Ordinance, the Planning Director may require submission of a general description of the architectural character and elements proposed, consistent with the style, materials, color, and basic design of existing buildings in the TeOD.

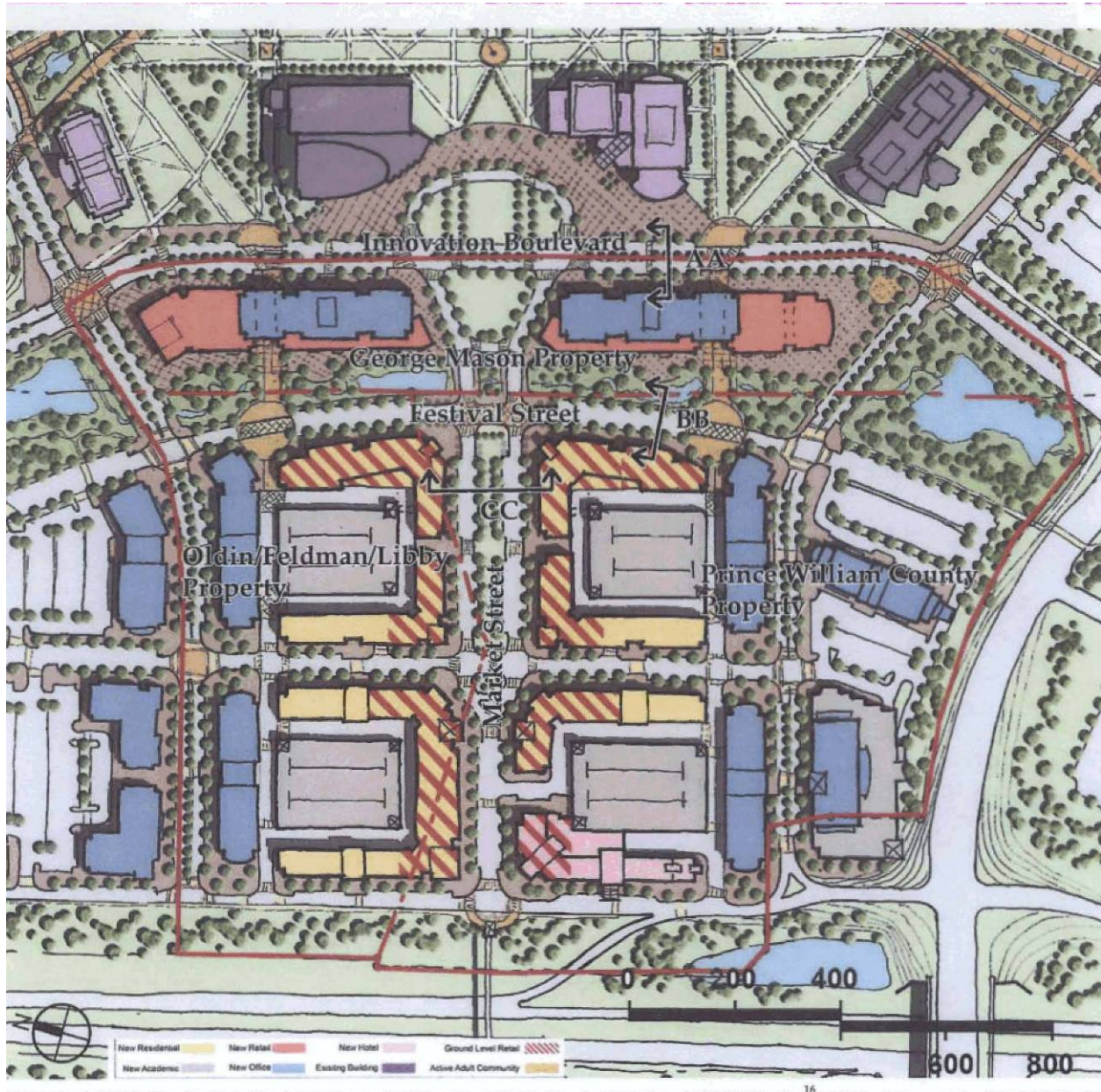
DES1.12 A streetscape plan which demonstrates how the proposed site design will be consistent with the design and landscape features of other development in the TeOD, including but not limited to planting concepts in the building and parking lot setback area adjacent to the street, street median landscaping, street lighting, parking lot screen berming and planting, non-motorized access layout, and signage.

Figure 3 – Urban Design



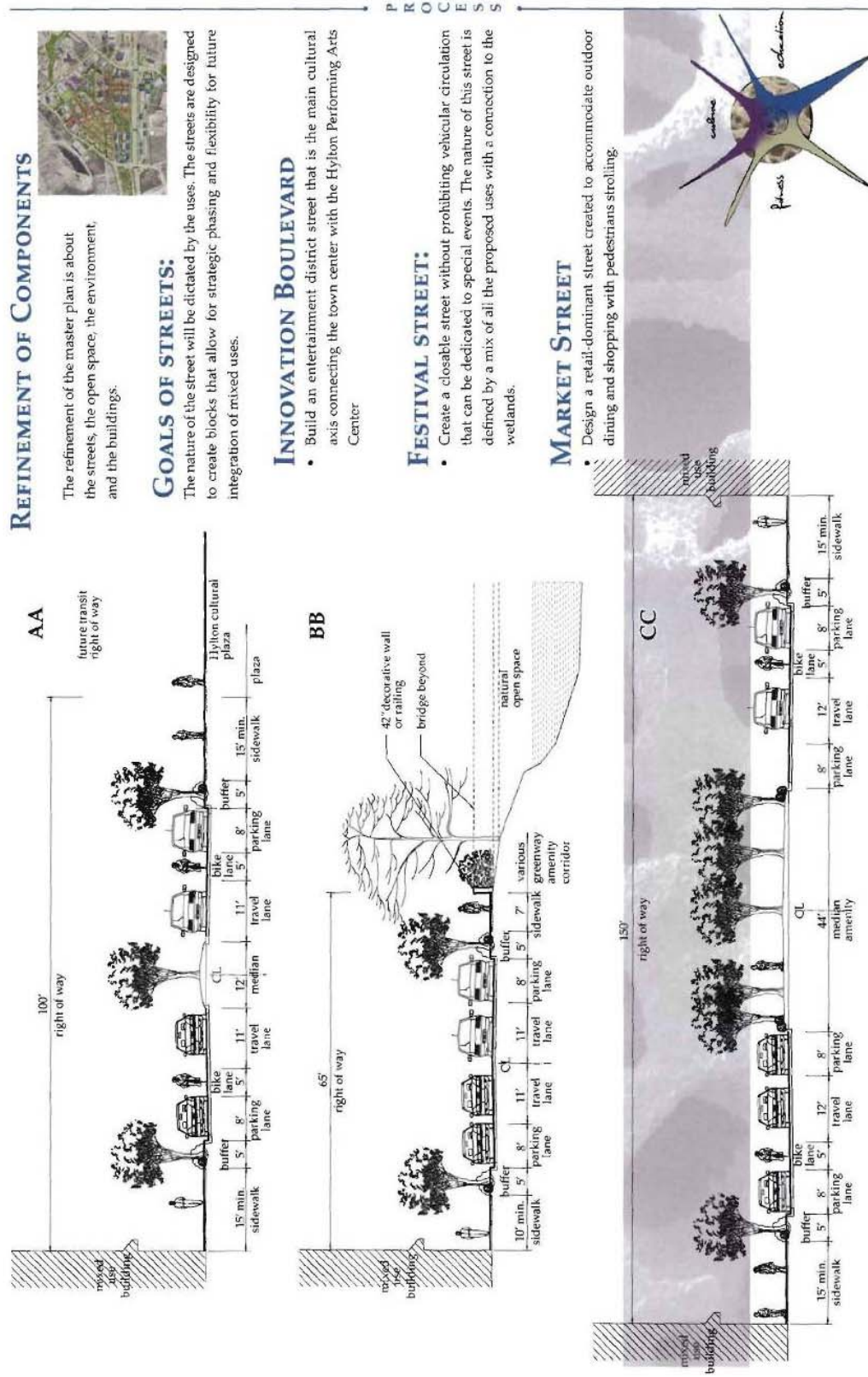
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Figure 4 - Town Center Sketch Plan



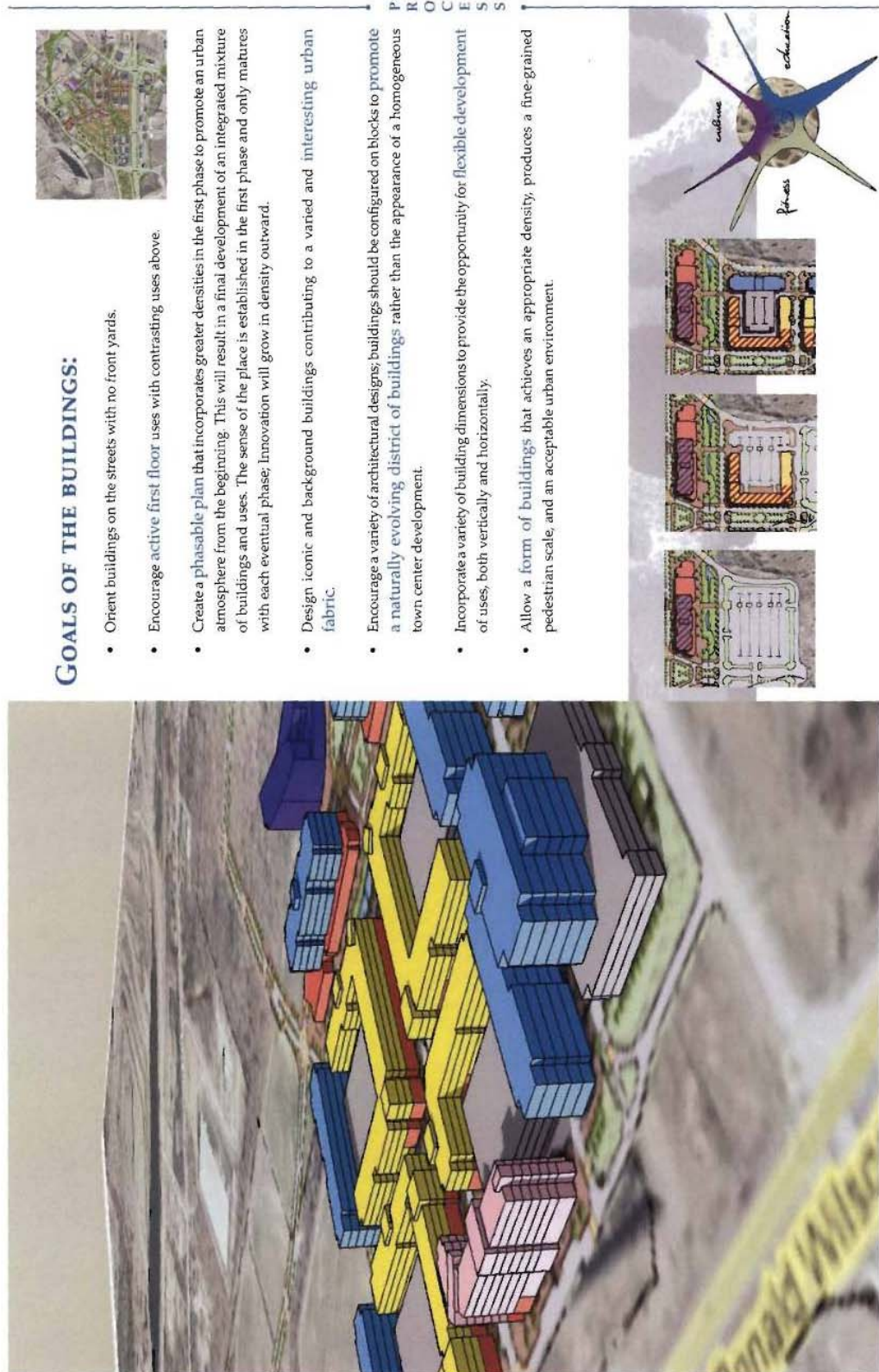
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Figure 5 - Town Center Streetscape



This graphic and associated components cannot be interpreted separately from the Comprehensive Plan Text.

Figure 6 - Town Center Building Form



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ENVIRONMENTAL PLAN

INTENT

The Comprehensive Plan states the intent, goals, policies, and action strategies supporting the Environmental Plan for the County. The Innovation Sector Plan incorporates the Environmental Plan's intent, goals, policies, and action strategies. Additional needs to further enhance the partnership between the County and GMU within the sector plan area will require the following additional action strategies unique to the Innovation Sector Plan.

ACTION STRATEGIES:

- EN1.1** Applicants are encouraged to utilize innovative and protective erosion control techniques to control erosion during the construction process throughout the Innovation Sector Plan area. Monitoring of the effectiveness of erosion and sediment control devices shall be the joint responsibility of the applicant and the County during construction with an emphasis on inspection to provide protection of offsite areas from runoff sedimentation.
- EN1.2** The university and all applicants will work with the County to formulate a conceptual stormwater management plan that will include participation in the development of a regional stormwater management program utilizing shared facilities, if permitted, and providing for on-going monitoring and treatment in the quantity and quality of runoff.
- EN1.3** At the time of rezoning, all applicants will suggest roadway alignments which are sensitive to natural and critical environmental features. Exact alignments will be determined at the site/subdivision level of review.
- EN1.4** Within the town center, design stormwater management solutions that minimize the need for additional regional stormwater capacity. Development within the watersheds of planned regional storm water management facilities shall participate in the regional storm water management system. Developments outside of the watersheds of planned regional storm water management facilities shall study the use of nonstructural systems such as bioretention areas as alternatives to dry ponds.
- EN1.5** In order to minimize impervious area, the university and adjacent uses, if appropriate, will consider joint use or shared parking facilities and will make use of pervious paving surfaces wherever feasible while retaining the pleasant aesthetics.
- EN1.6** Woodland strips and buffers of existing trees along proposed roadways shall be preserved to the maximum extent possible based upon accepted engineering practices and road design.
- EN1.7** Within the town center, an urban style green corridor along streams is encouraged in lieu of conventional buffers.

- EN1.8** As part of a rezoning or special use permit, include measures and procedures for the handling of hazardous materials and methods for monitoring for chemical and petroleum leaks. The procedures shall include a contingency plan, acceptable to the Department of Fire and Rescue, to address requirements for notification of public agencies, responsibilities for cleanup, and containment of water from fire fighting or run-off in the event of a discharge or release of hazardous materials.

CULTURAL RESOURCES PLAN

INTENT

The Comprehensive Plan states the intent, goals, policies, and action strategies supporting the Cultural Resources Plan for the County. The Innovation Sector Plan incorporates the Cultural Resources Plan's intent, goals, policies, and action strategies. Additional needs to further enhance the partnership between the County and GMU within the sector plan area will require the following additional action strategies unique to the Innovation Sector Plan.

ACTION STRATEGIES:

CR1.1 Preserve and investigate reuse potentials for the Thomasson Barn near the Prince William Parkway / Nokesville Road interchange and the Birkett Barn near the University Boulevard / Hornbaker Road intersection.

CR1.2 Maintain the Gaskins Cemetery located south of Wellington Road.

PARKS, OPEN SPACE AND TRAILS PLAN

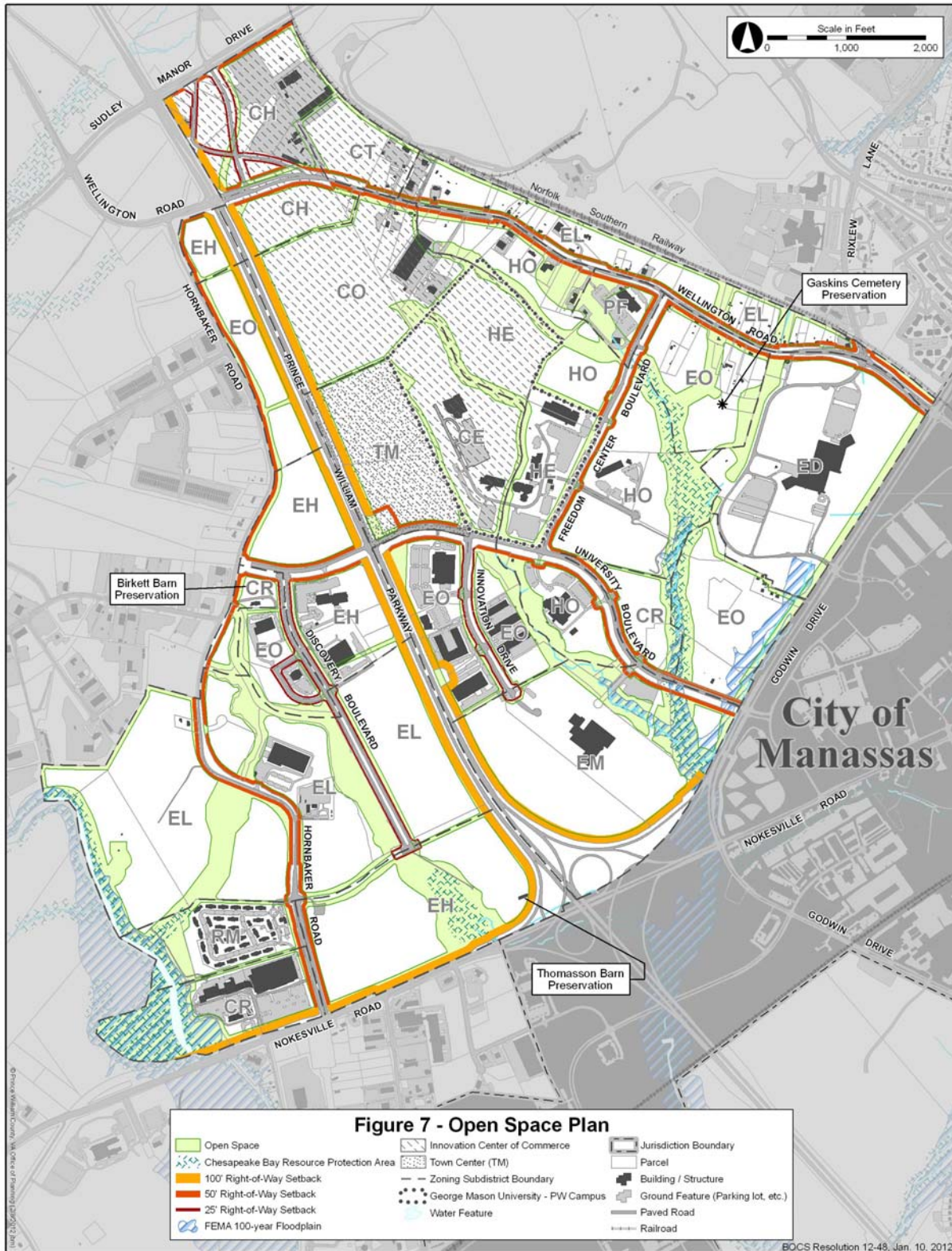
INTENT

The Comprehensive Plan states the intent, goals, policies, and action strategies supporting the Parks, Open Space and Trails Plan for the County. The Innovation Sector Plan incorporates the Parks, Open Space and Trails Plan intent, goals, policies, and action strategies. Additional needs to further enhance the partnership between the County and GMU within the sector plan area will require the following additional action strategies unique to the Innovation Sector Plan.

ACTION STRATEGIES:

- POS1.1** The campus will incorporate greenways, trails, and natural open space areas into the overall campus plan. The trail system will be integrated with the Innovation trail network including, bicycle/pedestrian trails and non-motorized trails along greenways, natural open spaces, transportation corridors, and appropriate utility easements.
- POS1.2** All development throughout the sector plan area will be required to commit to incorporate greenways, trails, and natural open space areas into an overall trails plan as shown in Figures 7 and 9.
- POS1.3** During the rezoning process, nonresidential development will commit to provide or contribute to the provision of recreational open space facilities including but not limited to nature trails, soccer fields, or softball fields.
- POS1.4** Active outdoor recreation facilities which are provided within the sector plan area in association with private development are encouraged to be made available to the public on weekends and when not in use by the employees.

Figure 7- Open Space Plan



This map and associated components cannot be interpreted separately from the Comprehensive Plan.

TRANSPORTATION PLAN

INTENT

The Comprehensive Plan states the intent, goals, policies, and action strategies supporting the transportation plan for the County. The Innovation Sector Plan incorporates the transportation plan intent, goals, policies, and action strategies. Additional needs to further enhance the partnership between the County and GMU within the Innovation Sector Plan area will require the following additional action strategies unique to the Innovation Sector Plan.

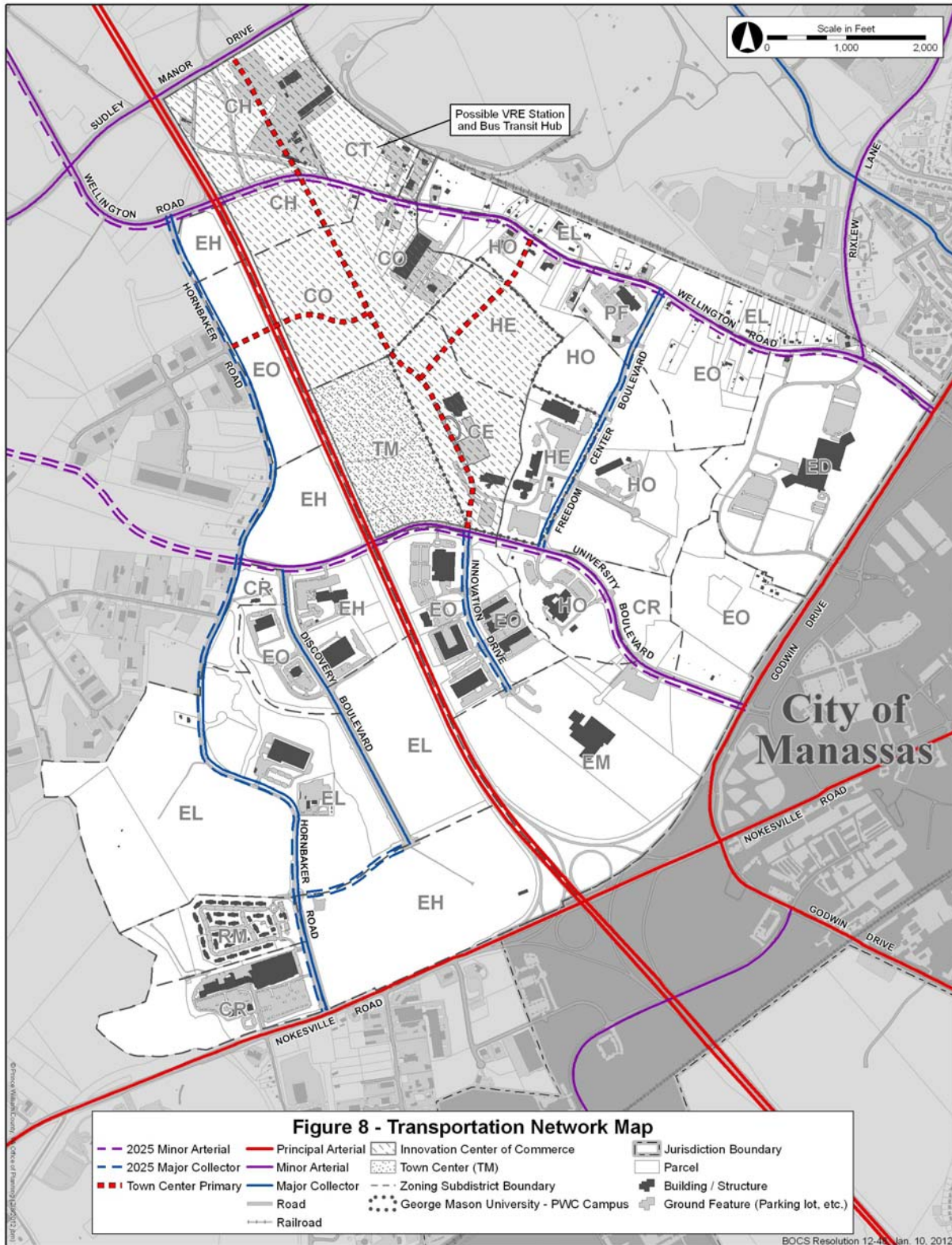
ACTION STRATEGIES:

- TR1.1** The character of the Innovation Town Center layout and street design is that of a traditional downtown street pattern in support of the proposed Innovation town center. Innovation Boulevard (Innovation Main Street N/S connector) shall connect University Boulevard in the south and Wellington Road in the north via a northwesterly route through the town center. As such, Innovation Boulevard may not meet functionality goals of LOS “D” or better. In this event, an applicant project impacting the functionality of Innovation Boulevard shall employ traffic mitigation measures such as a Traffic Demand Management Plan (TDMP). For development projects within the town center, transit, traffic, and pedestrian movement within the entire town center street network should be considered in the TDMP. The town center street layout should implement the grid pattern provided in the Community Design section of the Innovation Sector Plan (Figure 4).
- TR1.2** Market Street will stretch from east to west through the town center and connect the George Mason University campus and Innovation Town Center. Market Street shall utilize the Complete Streets concept for walkable town centers as described in RD Policy 2 of the Transportation chapter of the Comprehensive Plan.
- TR1.3** Identify phasing strategies for developers to construct structured parking along with retail, office, and residential development. Encourage shared parking between uses.
- TR1.4** Development within the TM subdistrict should reflect the streets design, streetscapes, and parking as suggested in Figure 5 or as described in the Action Strategies of the Community Design Policy 2 of the Comprehensive Plan.
- TR1.5** Successful development of the town center may require direct access to the Prince William Parkway, which is a limited access highway. These proposed connections are subject to approval by relevant state and federal agencies. Vehicular and pedestrian connections between the town center and Hornbaker Road may also be necessary to facilitate access to and from the town center.
- TR1.6** Open, off-street parking areas for buildings greater than two hundred thousand (200,000) square feet in overlay zone subdistricts designated for town center use or employment center use, shall reserve and designate five (5) percent of the parking

- TR1.7** For public roads, each applicant for rezoning, special use permit, or site plan shall dedicate the necessary right-of-way for the roads shown in the Transportation Network Map (Figure 8) as those roads abut or cross the applicant project's property. The widths of the designated rights-of-way are listed below. Such commitment to dedication shall occur as early as at the time of rezoning.
- TR1.8** For private roads in the Town Center, each applicant for rezonings, special use permit, or site plan shall design and construct these roads consistent with Figure 5 or the Complete Streets concept within the DCSM.
- TR1.9** Update the Thoroughfare Plan in the Transportation chapter to revise the description and functionality of the North/South Connector Road (MA-19) to provide a more Complete Street design to complement the town center's planned street grid.
- TR1.10** The applicant shall commit to funding construction improvements to the roadway network required by the applicant project's TIA and as specified below:
- The County reserves the right to request that the applicant provide right-of-way and/or construction of interparcel connections between the applicant's parcel and adjacent parcels.
 - At the time of rezoning, special use permit, or site plan, affected applicants shall commit to providing required right-of-way for future grade separated interchanges at the Prince William Parkway / Sudley Manor intersection and at the Prince William Parkway / University Boulevard intersection. In addition, affected applicants shall provide required right-of-way for additional grade separated intersections within the Innovation Sector Plan area if demonstrated necessary by the TIA, but not currently anticipated.
- TR1.11** County staff will work with the Innovation Property Owners Association to prepare a transportation demand management plan (TDMP), with the objective of providing alternative commuting options to reduce traffic congestion and air emissions. At the time of rezoning and/or special use permit approval, applicants shall commit to participate in the TDMP, prepared by the County and the Innovation Property Owners Association, which defines an ongoing effort to reduce the impact of planned development on traffic congestion and air emissions. The TDMP shall be consistent with Appendix C of the Transportation chapter of the Comprehensive Plan.
- TR1.12** Each applicant will be responsible for any signals warranted as a result of the applicant's project.

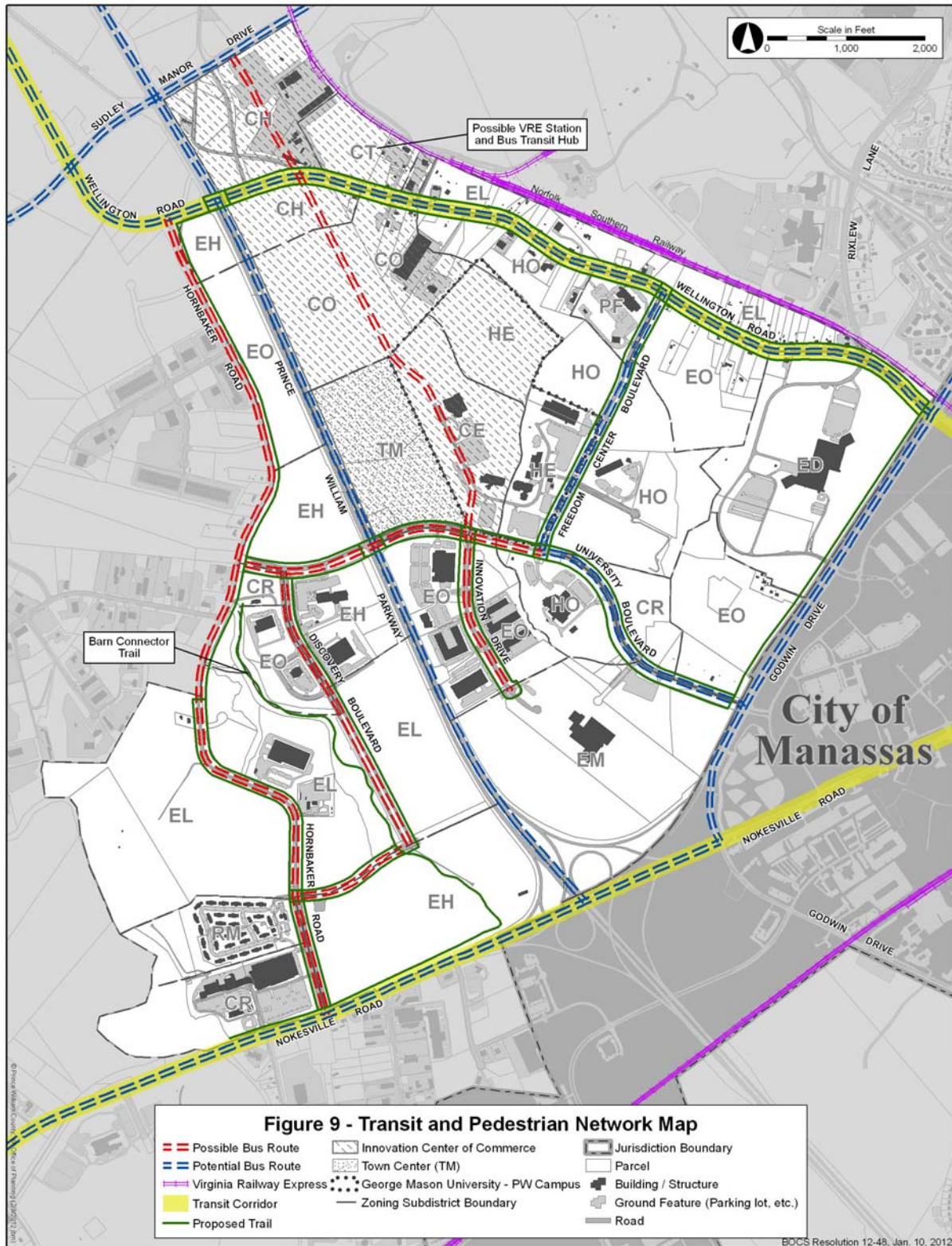
- TR1.13** Each applicant for rezoning, special use permit, or site plan will provide facilities for, and commitments toward, the phased construction and/or funding for non-motorized transportation facilities and features such as, but not limited to, pedestrian/bike paths, bicycle parking, and bicycle lockers.
- TR1.14** County staff will coordinate with Virginia Railway Express (VRE) and Potomac & Rappahannock Transportation Commission (PRTC) to develop a plan for the incorporation of transit facilities and services within Innovation Prince William.
- TR1.15** Figure 2 of the land use plan shows the possible location for the Innovation VRE station. The final location will be determined upon the completion of the necessary environmental and location studies.

Figure 8 - Transportation Network Map



This map and associated components cannot be interpreted separately from the Comprehensive Plan Text.

Figure 9 - Transit & Pedestrian Network Map



This map and associated components cannot be interpreted separately from the Comprehensive Plan Text.

POTABLE WATER PLAN

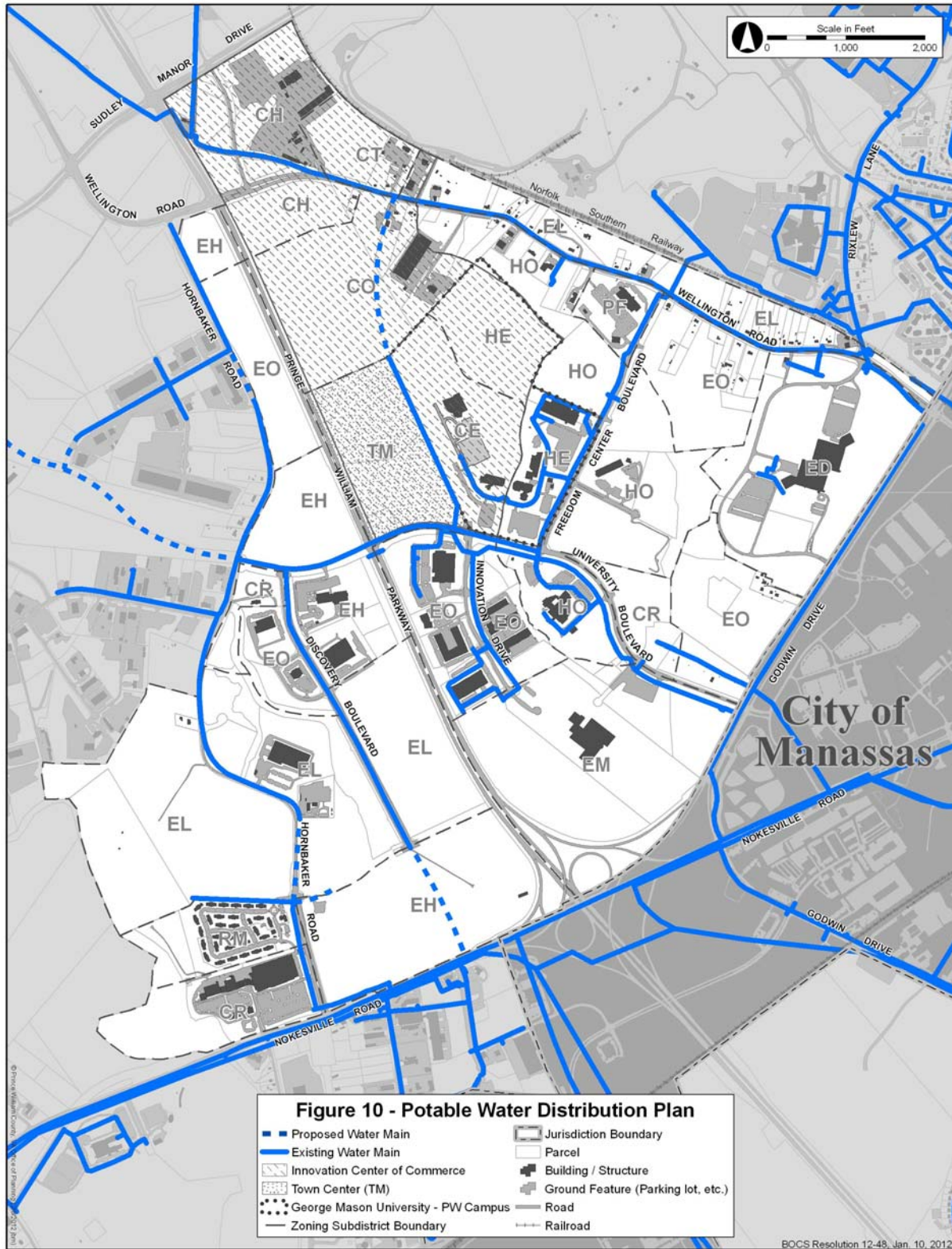
INTENT

The Comprehensive Plan states the intent, goals, policies, and action strategies supporting the Potable Water Plan for the County. The Innovation Sector Plan incorporates the Potable Water Plan intent, goals, policies, and action strategies. Additional needs to further enhance the partnership between the County and GMU within the sector plan area will require the following additional action strategies unique to the Innovation Sector Plan.

ACTION STRATEGIES

- POT1.1** County staff will prepare a study to assess the ability of the existing water supply system to serve land use densities shown in the Long-Range Land Use Plan section of this Innovation Sector plan on a case-by-case basis as high quantity users apply.
- POT1.2** All future development will size the expansions and extensions of public water facilities necessary to serve the demands created by the development as reflected by this plan.
- POT1.3** The general or approximate location, character, and extent of utility improvements are shown on the Potable Water Distribution Plan Map (Figure 10).
- POT1.4** All development will be phased in a manner consistent with the availability of adequate water facility capacity to accommodate the need.
- POT1.5** All new development will be required to connect to public water. Existing development will not be required to connect unless to remedy a public health problem identified by the Health Department.

Figure 10- Potable Water Distribution Plan



This map and associated components cannot be interpreted separately from the Comprehensive Plan Text.

SEWER PLAN

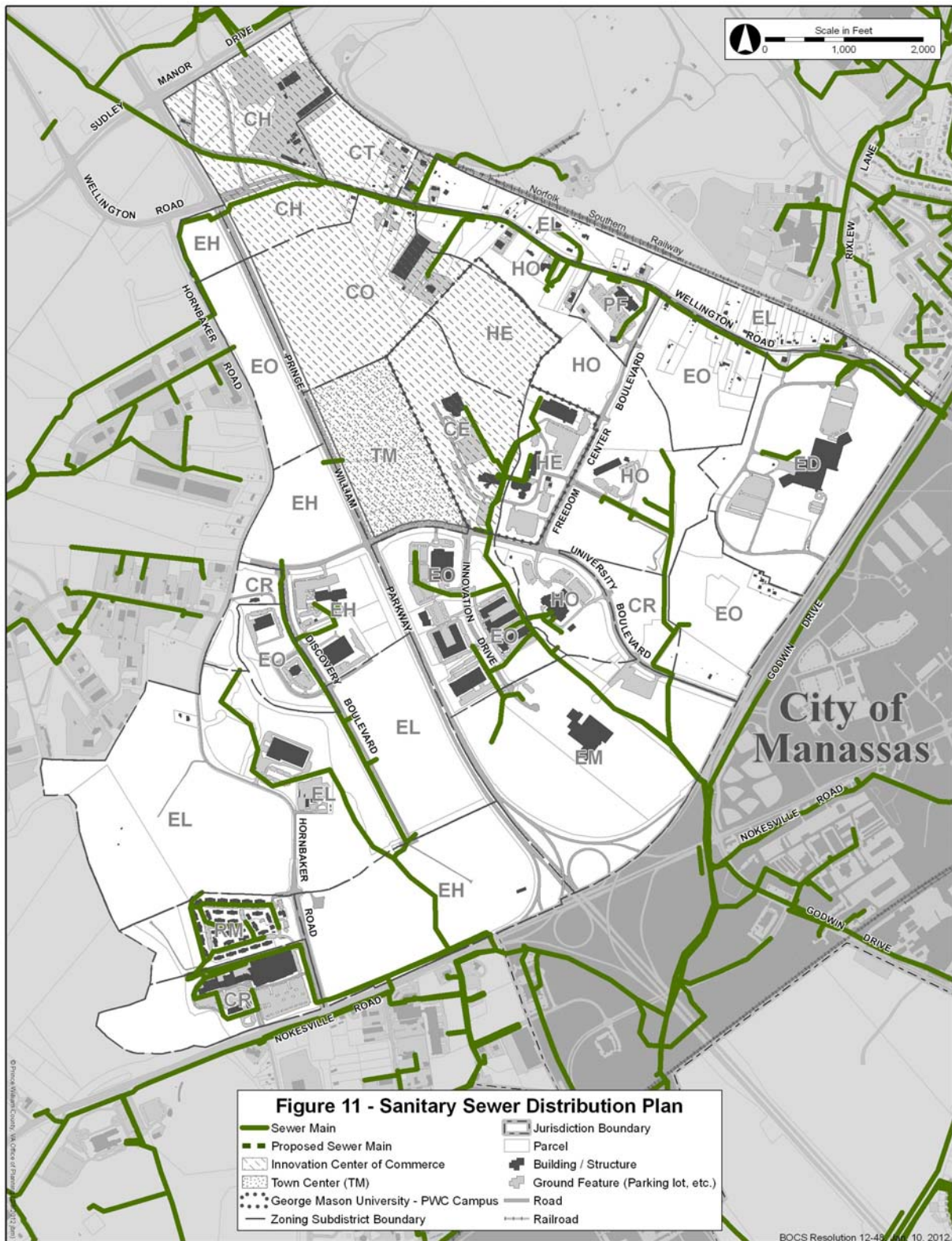
INTENT

The Comprehensive Plan states the intent, goals, policies, and action strategies supporting the sewer plan for the County. The Innovation Sector Plan incorporates the Sewer Plan intent, goals, policies, and action strategies. Additional needs to further enhance the partnership between the County and GMU within the Innovation Sector Plan area will require the following additional action strategies unique to the Innovation Sector Plan.

ACTION STRATEGIES:

- SEW1.1** County staff will prepare a study to assess the ability of the existing sanitary sewer system to serve land use densities shown in the Long-Range Land Use Plan section of this Innovation Sector plan on a case-by-case basis as high quantity users apply.
- SEW1.2** All future development will size the expansions and extensions of public sewer facilities necessary to serve the demands created by the development as reflected by this plan.
- SEW1.3** The general or approximate location, character, and extent of public sewer improvements are shown on the Sanitary Sewer Distribution Plan (Figure 11).
- SEW1.4** All development will be phased in a manner consistent with the availability of adequate sewer facility capacity to accommodate the need.
- SEW1.5** All new development will be required to connect to public sewer. Existing development will not be required to connect unless to remedy a public health problem identified by the Health Department.
- SEW1.6** Where feasible, force mains will be kept within or parallel to public streets or gravity sewers to minimize disturbed areas. Gravity sewers shall be designed in such a manner to minimize or eliminate excessive depth.

Figure 11 - Sanitary Sewer Distribution Plan



This map and associated components cannot be interpreted separately from the Comprehensive Plan Text.