

13. VILLAGE AND CONVENIENCE CENTERS

INTRODUCTION

There are two planned growth areas, or village centers, established in Culpeper County in addition to the Town of Culpeper. Each of the planned village centers is unique and can be differentiated by factors such as soil type, potential for water and sewer service, access, location, appeal, etc. The purpose of this chapter is to set forth concepts which are desirable in the village centers; recognize the assets and limitations of each village center; and to create a plan and a set of guidelines for the development of each village. The village center plans and guidelines will be used to establish land use, density, and boundaries. These should insure that development is contained within the village boundaries and that development is consistent with the vision of how our villages should look and function. This plan also addresses the impacts of village development, such as school and traffic impacts, which must be considered part of any development proposal. In addition to these village centers, several convenience centers are also detailed in this chapter.

CONCEPTS FOR VILLAGE CENTERS

- Pedestrian orientation
- Safe, attractive and convenient streets and paths
- Interconnected neighborhood streets and regional transportation networks
- Parks and open space
- Neighborhood centers
- Mixture of land uses
- Mixture of housing types and affordability
- Redevelopment rather than abandonment
- Site planning that respects terrain
- Clear edges between the rural areas and the built environment
- Protection of prime agricultural soils and environmentally sensitive features, including historic resources
- Conformance with the Master Water and Sewer Plan
- Unique 'sense of place'

To maximize the benefits of villages to the County, the concepts listed above should be required, where appropriate, of development proposals located within the village and convenience centers.

Village centers ideally should have some of the ingredients which historically gave rise to small towns. They are often located at a fork of two well-traveled roads, surrounded by older farms and new residential developments. A new village should be based on the best qualities of traditional towns and

villages. They should include a range of housing types, shops, and civic buildings. Village Centers in Culpeper County should provide an alternative to strip mall and suburban sprawl forms of development.

DEVELOPMENT IMPACTS

New development carries with it many impacts, which, if not properly designed, will stress County services and result in a negative fiscal impact to the community. Village and Convenience center development should pay for itself in terms of infrastructure needs such as water and sewer service, road improvements, schools, fire and rescue, and law enforcement.

School Impacts

Residential development inevitably impacts our school system and leads to the need for new schools. All development must be fully evaluated as to its likely impact on our education infrastructure. New school sites (where appropriate) and money for school construction should be provided as part of any development commensurate with the impact anticipated from that development. School sites within village centers, which would be within walking distance for as many potential students as possible, would be especially appropriate.

Fire and Rescue/Law Enforcement

Village centers, by definition, are intended to concentrate development in a specific location. Inherent is the need for fire and rescue and law enforcement services. Culpeper County currently relies heavily on volunteer fire and rescue personnel. As the population of the County grows it will become increasingly necessary to have paid fire and rescue personnel. Equipment upgrades also create a significant expense that will require advance capitalization. An increase in personnel for the Sheriff's Office is warranted commensurate with population increases. These cost issues must be mitigated whenever possible.

Transportation Issues / Traffic Impacts

Every development proposal is reviewed for traffic impacts. Road improvements which will be necessary are determined in conjunction with the Virginia Department of Transportation (VDOT). Design should specifically incorporate village scale roads and streets. All necessary road improvements which are required as a result of new development are expected to be paid for and constructed by the developer. Other transportation issues must also be evaluated. Commuter parking lots will be required for larger village centers. Pedestrian access should be assured. Internal access and interconnection of roads are strongly encouraged to minimize the need for local traffic to utilize arterial roads, and to preserve the character and viability of the village concept. Traffic calming measures within developments should be implemented to improve safety and minimize cut-through traffic.

Water and Sewer Service

It is the goal of this Plan to have all development within village centers connected to public water and sewer. It is the responsibility of the developer to pay for the cost of any necessary water supply and wastewater processing facilities, line extensions, pump stations, etc. The use of public water and sewer is far more desirable than the use of individual wells and septic systems in terms of long-term viability and protecting the environment. The Master Water and Sewer Plan addresses groundwater supply; however, more detailed studies resulting in assurances that the adequate water is available must be required in advance of any development. Public water and sewer will not generally be available in convenience centers.

Fiscal Impacts

Every significant development proposal should include a fiscal impact study. Revenue positive results will be the goal for village development. While commercial development generally results in positive revenue for the County, residential development generally does not pay for itself. Projects which include a mix of uses and provide incentives and mitigation measures which ensure that the development ‘pays for itself’ will be the standard.

Environmental Impacts

Protection of the environment is of the utmost importance in evaluating any development proposal. Physical features such as floodplains, steep slopes, streams and rivers, etc. must be buffered and protected. Other environmental concerns include outdoor lighting impacts, tree preservation, storm water runoff, soil erosion and protection of historic resources.

VILLAGE CENTER PLANS

The following village center plans are intended to be used as a guide for the development of each village center. The plans should not be construed to imply that water and sewer or other services will necessarily become available within the Potential Service Area boundaries. Rather, the boundaries are intended to define the edge, or limit of village center development. Land use types and patterns may also vary as long as the integrity of the village center concept is maintained. The concepts for village centers which are detailed in this chapter are especially important in the core of each village.

“I love those connections that make this big old world feel like a little village.”

– Gina Bellman, Actress

CLEVENGER'S CORNER

Clevenger's Corner is generally defined as the intersection of Primary Routes 229 and 211. This area has experienced significant growth pressures over the last two decades. The demand for residential development in this area which is commutable to Northern Virginia is exemplified by South Wales, which is one of the largest single-family developments in the County. The failure to recognize this pressure for growth will result in haphazard, sprawling development which will consume more valuable farmland and clutter secondary roads. Proper planning and concentration of development in a clearly defined area will be more effective in preserving the rural character of the County.

Clevenger's Corner was the focus of a significant rezoning approved in 2005. Known as Clevenger's Village, a development in the southeast quadrant of the intersection of Routes 211 and 229, could ultimately allow for the construction of 774 dwelling units and 398,000 square feet of commercial and office development. In conjunction with that development, water and sewer facilities have been constructed with the capacity to provide and treat up to 900,000 gallons per day. A key component of the rezoning was the proffer of land to the County. Approximately 700 acres along the Rappahannock River and at the south end of the property have been proffered for ultimate County ownership. This land will accommodate multi-use trails and other potential recreational facilities as well as an elementary school site and a middle school site. The provision of neighborhood school sites, water and sewer infrastructure and significant open space which defines the edge of the village are positive aspects of the Clevenger's Village rezoning. In addition to the Clevenger's Village project, there are significant residentially zoned parcels in both the southwest quadrant of the intersection and north of Route 211. The overall Clevenger's Corner Village Center could accommodate approximately 1,000 new dwelling units (See Map 13.1).

General Guidelines & Proposed Land Use Plan Clevenger's Corner

- **Total Service Area -- Approximately 1,900 Acres**
 1. Maximum Sewage Treatment Capacity: 900,000 gpd
 2. Maximum Water Usage: 600,000 gpd
- **Access:**

Clevenger's Corner is focused at the intersection of two primary roads, Route 229 and Route 211. Development occurring in the Clevenger's Corner Village Center must address the following issues:

 - The four-laning of Route 229 between Routes 621 and 211 must be contemplated. If construction of this improvement is warranted based upon traffic projections, the cost of construction shall be the responsibility of the developer(s). At a minimum, any development proposal adjacent to Route 229 must include reservation of right-of-way for the future four-laning of the road.
 - Route 211 is currently a four lane divided highway. The focus of the Clevenger's Corner village is clearly south of Route 211. Route 211 should act as a bypass to the village, and while a traffic signal at Route 229 is required, Route 211 should be preserved in order to move traffic. Route 229, even if four-laned, will necessarily pass through the center of the

village and should be designed as such. The focus of the village should be at the intersection of Route 229 and a new “Main Street” south of Route 211. The development of the area north of Route 211 should be limited primarily to existing zoning, but development of the area should be served with public water and sewer.

- Access points onto Route 229 and 211 should be minimized in order to reduce traffic congestion.
- Grade separation of Routes 229 and 211 is not desired, and as a result it is likely that one or more traffic signals will be warranted as development occurs. Additional turn lanes will also likely be required. The cost of improvements should be the responsibility of the developer(s).
- Route 211 should be bordered by a significant buffer to minimize the visual impact of development and to preserve the integrity of the village.
- No development proposal should be advanced unless all traffic issues have been addressed satisfactorily.
- Due to the commuter viability of the Clevenger’s Corner Village Center, commuter parking lots should be provided in a convenient, but not visually obtrusive location.
- Interconnection of roads in developments is crucial. By linking residential development with commercial areas internally, local traffic can avoid having to access the arterial roads, Routes 229 and 211.
- Pedestrian friendly development is desired and sidewalks are strongly encouraged. The community of Clevenger’s Corner should be walkable to a high degree. Clearly, it would be inadvisable to encourage pedestrian crossing of arterial highways, nevertheless, pedestrian traffic should be a consideration with any development proposal.
- **Public Open Space/Recreation:**
Clevenger’s Corner is anticipated to be one of the largest village centers in the County. As such, it will be important to have a significant amount of open space in order to retain the rural character that is desired as opposed to a more urban atmosphere. The village of Clevenger’s Corner should maintain at least 50% of the area as public open space and recreation. Public open space/recreation areas may include large contiguous open spaces with walking trails, environmentally sensitive areas, parks and playgrounds, community greens, etc. Golf courses would also be appropriate components contributing to the open space/recreation component. Roads are not considered to be open space. Required yards and setbacks also would not be included in calculating the amount of open space.
- **Historic Resources:**
The Clevenger’s Corner area includes several historic resources that must be protected. Directly within the proposed boundary of the village center, east of Route 229, is a home known as Rosedale that is recognized as an historic site of prime importance to Culpeper County according to the adopted Culpeper County Historic Sites Inventory. Additionally, there are significant road beds and cemeteries which relate to the County’s early history. There are several historic sites

outside of the proposed village boundary that must be protected. These include several structures at Waterloo, Rose Hill, and the village of Jeffersonton as delineated in Chapter 10 of this plan. Jeffersonton contains numerous sites identified in the Historic Sites Inventory, and may qualify for preservation as an historic district. The Jeffersonton Baptist Church is listed as a site with the potential to be listed on the National Historic Register, and several other buildings are of prime local importance. It is desirable to maintain a Jeffersonton Post Office in order to preserve the identity of this historic community.

- **Soils:**
There is only a minimal amount of prime agricultural soil within the proposed service area. Soil types appear to be adequate for construction with minimal concern related to shrink-swell potential. There are considerable amounts of prime agricultural land in the vicinity; however, this land should be protected by restricting the water and sewer service boundary to the most appropriate area.
- **Water and Sewer:**
A regional public sewage treatment facility is in place to serve Clevenger's Corner.
- **Mixed Use:**
As noted in the Village Center Concepts section of this Plan, a mixture of land uses is encouraged. Office space and even residential uses should be located above retail uses within commercial areas.
- **Density/Population:**
As a proposed village center it is anticipated that some fairly dense development, possibly including multi-family development will occur. Some areas of high-density development are desirable in order to provide a variety of housing types. It is expected, however, that high-density development will result in open space around such development.

BRANDY STATION / ELKWOOD

Brandy Station / Elkwood covers a significant area along Route 15 / 29, east of the Town of Culpeper. The location of the Airport and the Culpeper Industrial Airpark, the availability of water and sewer service, the adjacent railroad, and excellent access to Route 15 / 29, make the Elkwood area an ideal location for commercial and industrial development. The Elkwood area is projected to be a major commerce center in the County, with a large concentration of employment. The Brandy Station area contains a few commercial service businesses, but also lends itself to residential development which would be complementary to the employment area at Elkwood.

Brandy Station / Elkwood should ultimately be served by the wastewater treatment plant located in the Industrial Airpark. Groundwater supply studies in the area indicate that water is abundant and could potentially provide for the long term needs of the village center. However, development must be contingent on thorough and satisfactory water testing to ensure a sustainable potable water supply. Based upon the positive outlook for public water and sewer service for the area, significant mixed use development is envisioned for Brandy Station / Elkwood. Development will have to be sensitive to the historic resources in the area, inclusive of the Brandy Station Battlefield (See Map 13.2).

General Guidelines & Proposed Land Use Plan Brandy Station / Elkwood

- **Total Service Area -- Approximately 2,618 Acres**
 1. Water and sewer service can be provided by the Culpeper Industrial Airpark treatment plant.
 2. Groundwater development will be necessary.
- **Access:**
Route 15/29 provides excellent access to the Brandy Station/Elkwood area. Route 15/29 itself is a limited access facility which must be protected, and as such, careful secondary road access planning will be necessary. The majority of the village center is south of the railroad. The necessity of rail crossing to access Route 15/29 is an added constraint.
- **Soils:**
This area has a significant amount of prime agricultural soils. Prime agricultural soils to the north of the village center should not be encroached upon. Soils located in the core of Brandy Station have very high shrink-swell potential, thus residential development may require additional engineering considerations.
- **Historic Significance:**
The Brandy Station/Elkwood village center includes some significant historic resources which should be respected and preserved. Portions of the Brandy Station Battlefield are present within potential village limits. This should be taken into account, but should not preclude sensitive development.
- **Water and Sewer**
It is anticipated that water and sewer service for the Brandy Station / Elkwood village center will be provided by publicly-owned facilities. An existing plant serving the Airport/Airpark area is currently being replaced with a new plant which is being relocated from Greens Corner.

Studies performed as part of the Master Water and Sewer Plan indicate that groundwater wells could provide water supply demands of up to two million gallons per day.
- **Density/Population:**
Brandy Station / Elkwood is envisioned as a significant growth area. Historic resources and access challenges will require development to be carefully planned.

CONVENIENCE CENTER PLANS

The following convenience center plans are intended to generally outline the future land use projected for each center. Convenience centers should be compact and land use should be limited to low density residential and neighborhood commercial serving primarily residents in close proximity.

Boston

The Boston convenience center currently contains a general store and a post office surrounded by a significant amount of existing residential zoning. The Communications Corporation of America (CCA) is a significant employer which is also in close proximity. Modest amounts of additional development at this location would be appropriate. (See Map 13.3)

Catalpa

The Catalpa convenience center is located at a major crossroads—Route 685 and primary Route 229. The intersection is currently signalized. Catalpa currently contains a general store and a low intensity office use. Recent commercial zoning will additionally allow for auto repair and very limited retail and office uses. This center is located in close proximity to a significant residential development known as Northridge. Public water and sewer are in close proximity. Finally, there is a 40-acre site owned by Culpeper County which would lend itself to future uses such as offices, courts, recreation, etc. (See Map 13.4)

Germanna

The Germanna convenience center is focused at the intersection of Route 620 and primary Route 3. The area currently includes a gas station and convenience store as well as an auto repair business. Additional commercial zoning to accommodate a retail shopping center is in place but is currently undeveloped. This convenience center is located in close proximity to the Locust Grove campus of the Germanna Community College, just across the County border in Orange County. Substantial residential and commercial development are occurring in Orange County in this vicinity. Little or no residential development is expected at this convenience center location. (See Map 13.5)

Reva

The Reva convenience center currently contains a post office and a general store. In addition to this existing activity, Reva is surrounded by existing residential zoning which might lead to additional low density residential development. The intersection of Route 633 and primary Route 29 is located on a curve, and as such, access at this location is difficult. It is suggested that development at this convenience center should be modest in comparison with some of the other convenience centers identified in this Comprehensive Plan. (See Map 13.6)

Richardsville

The Richardsville convenience center includes plans for additional single family residential development. This new development along with recreational activities available and the existence of an old store and former post office location lend support to retaining the convenience center designation for this location. (See Map 13.7)

Rixeyville

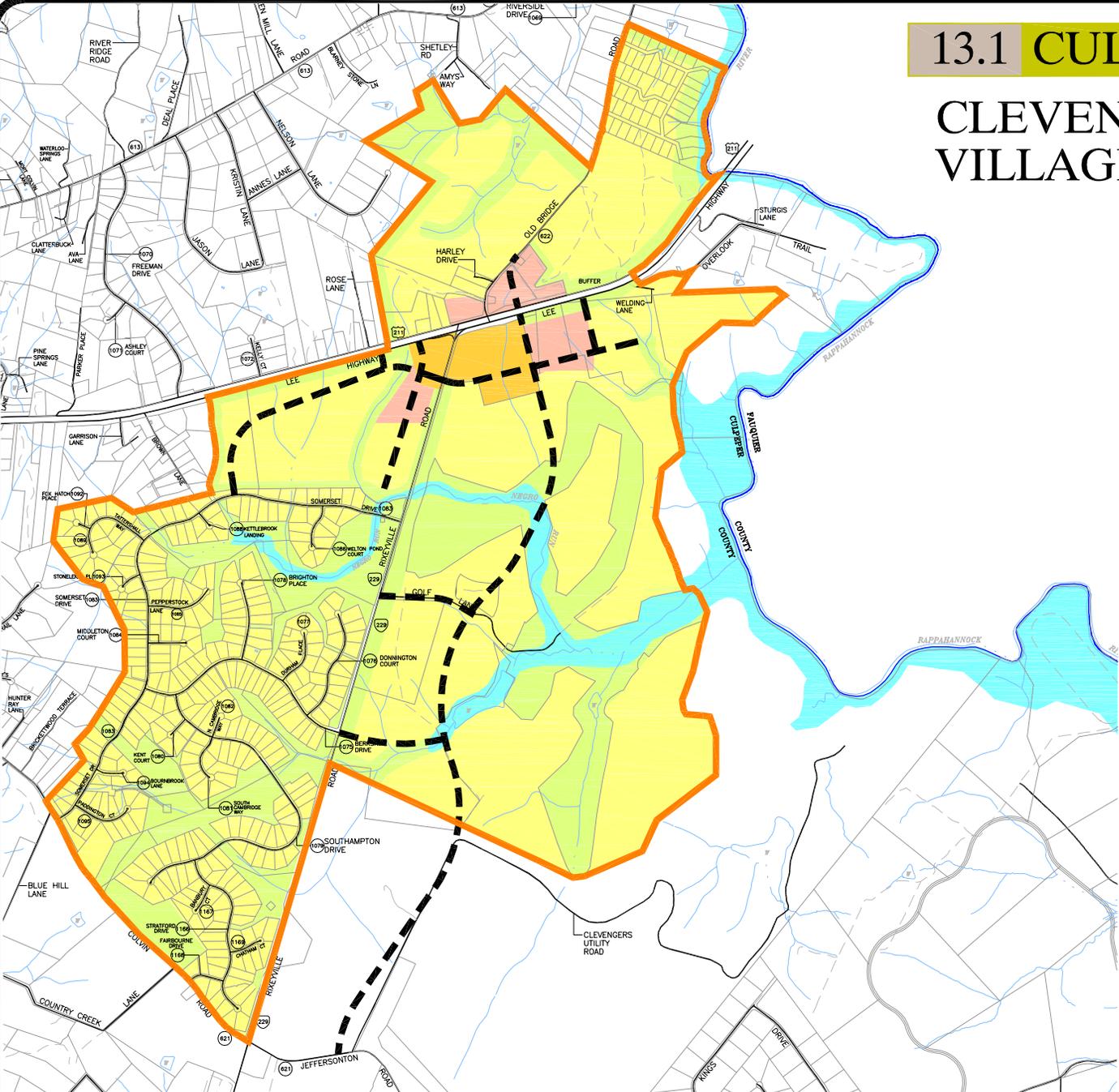
The Rixeyville convenience center currently contains a general store and a post office surrounded by a significant amount of existing residential zoning. Rixeyville is generally located at the intersection of Route 640 and primary Route 229. Route 640 west and Route 640 east are offset, which expands the size of this convenience center. Commercial development is focused at Route 640 west. Single family residential development has occurred and will continue to expand in this convenience center. (See Map 13.8)

Stevensburg

The Stevensburg convenience center is located at the intersection of Route 663 and primary Route 3. It was formerly designated as a village center. The convenience center designation in this Comprehensive Plan reflects the fact that conservation easements have been put in place or are in progress in this area, and there are a number of historic resources in the vicinity. Stevensburg is the location of an existing post office and a general store. There is substantial industrial activity in the immediate vicinity which generates the need for convenience commercial services. Route 3 is scheduled to be widened to four lanes in the near future and efforts will be made to slow traffic as it passes through this historic community. Additional low density residential and commercial development could be accommodated at this location, but should be done with care based upon access challenges and recognition of historic resources in the area. (See Map 13.9)

13.1 CULPEPER COUNTY

CLEVINGER'S CORNER VILLAGE CENTER PLAN



LEGEND

- COMMERCIAL/OFFICE/EMPLOYMENT
- RESIDENTIAL
- OPEN SPACE/RECREATION
- MIXED USE
- APPROX. LOCATION 100 YEAR FLOOD PLAIN
- POTENTIAL SERVICE AREA BOUNDARY
- POTENTIAL ROAD ALIGNMENTS

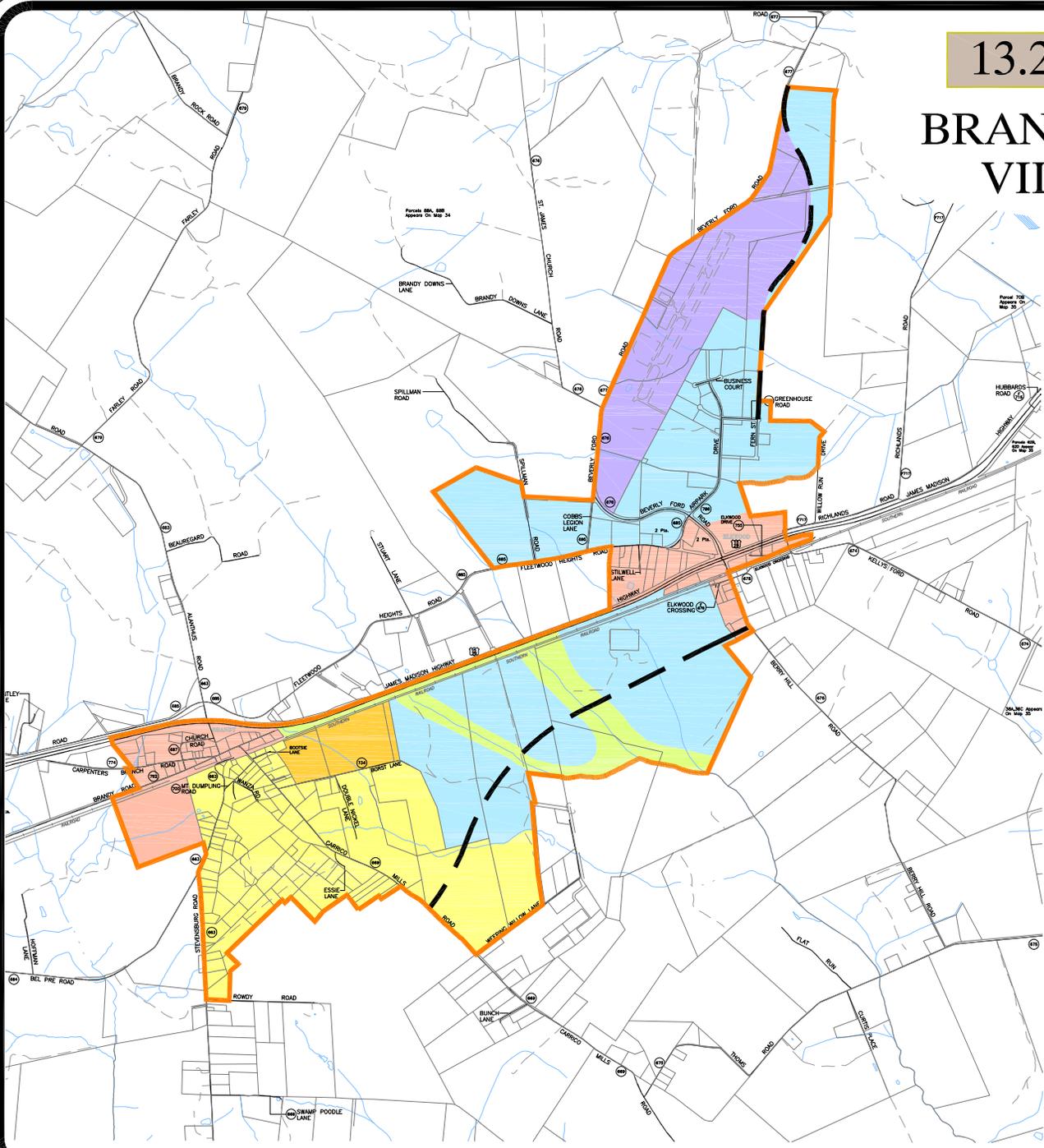


Prepared by
Culpeper County Planning Department

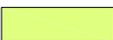


13.2 CULPEPER COUNTY

BRANDY STATION/ELKWOOD VILLAGE CENTER PLAN



LEGEND

-  COMMERCIAL/OFFICE/EMPLOYMENT
-  RESIDENTIAL
-  OPEN SPACE/RECREATION
-  MIXED USE
-  INDUSTRIAL/OFFICE
-  AIRPORT/AIRPORT EXPANSION
-  POTENTIAL ROAD ALIGNMENTS
-  POTENTIAL SERVICE AREA BOUNDARY



Prepared by
Culpeper County Planning Department



13.3 CULPEPER COUNTY

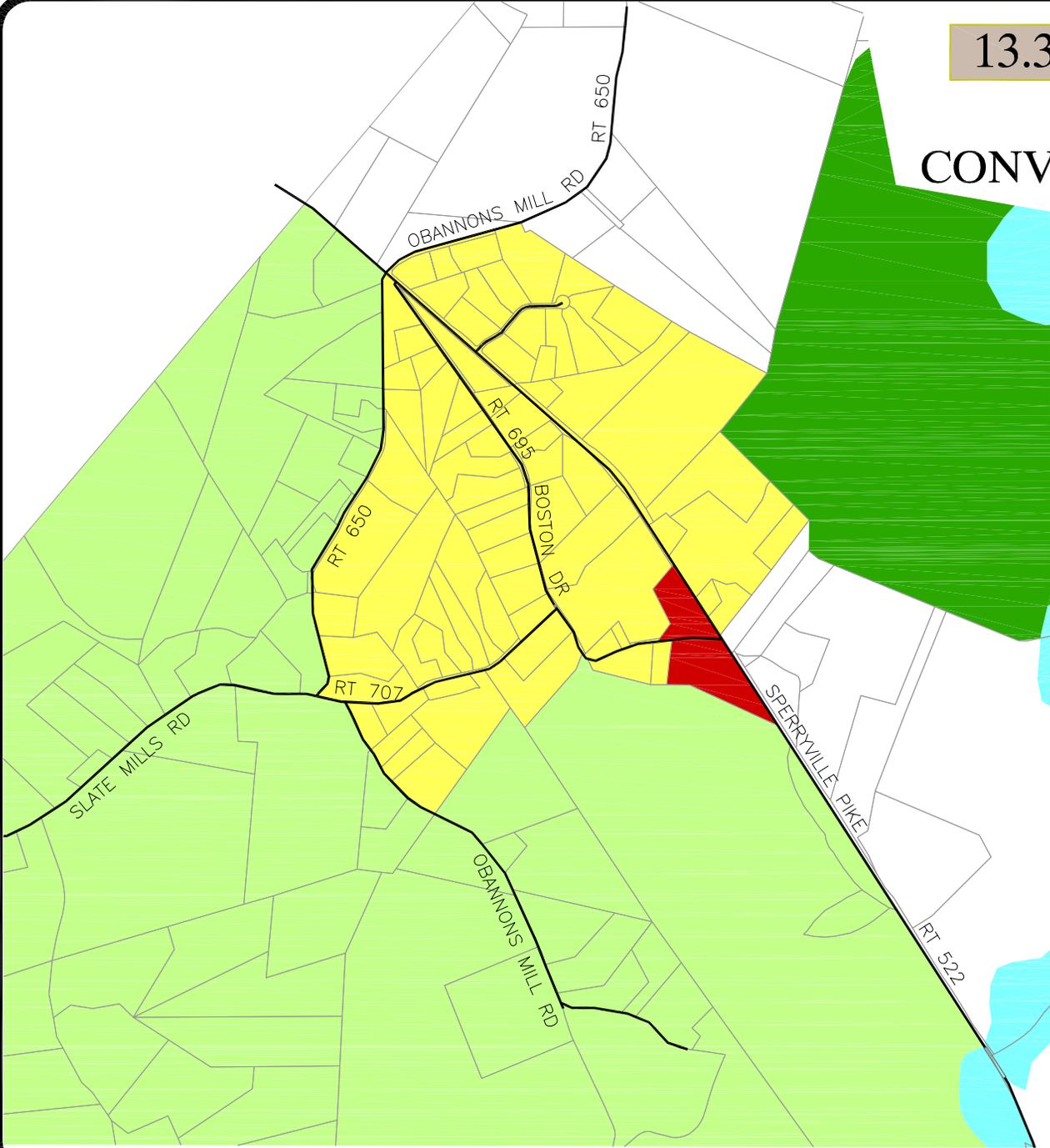
BOSTON CONVENIENCE CENTER PLAN

LEGEND

-  COMMERCIAL/OFFICE/EMPLOYMENT
-  RESIDENTIAL
-  AGRICULTURAL
-  RURAL
-  FLOODPLAIN
-  OPEN SPACE/RECREATION



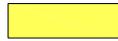
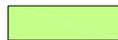
Prepared by
Culpeper County Planning Department

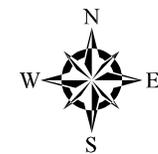


13.4 CULPEPER COUNTY

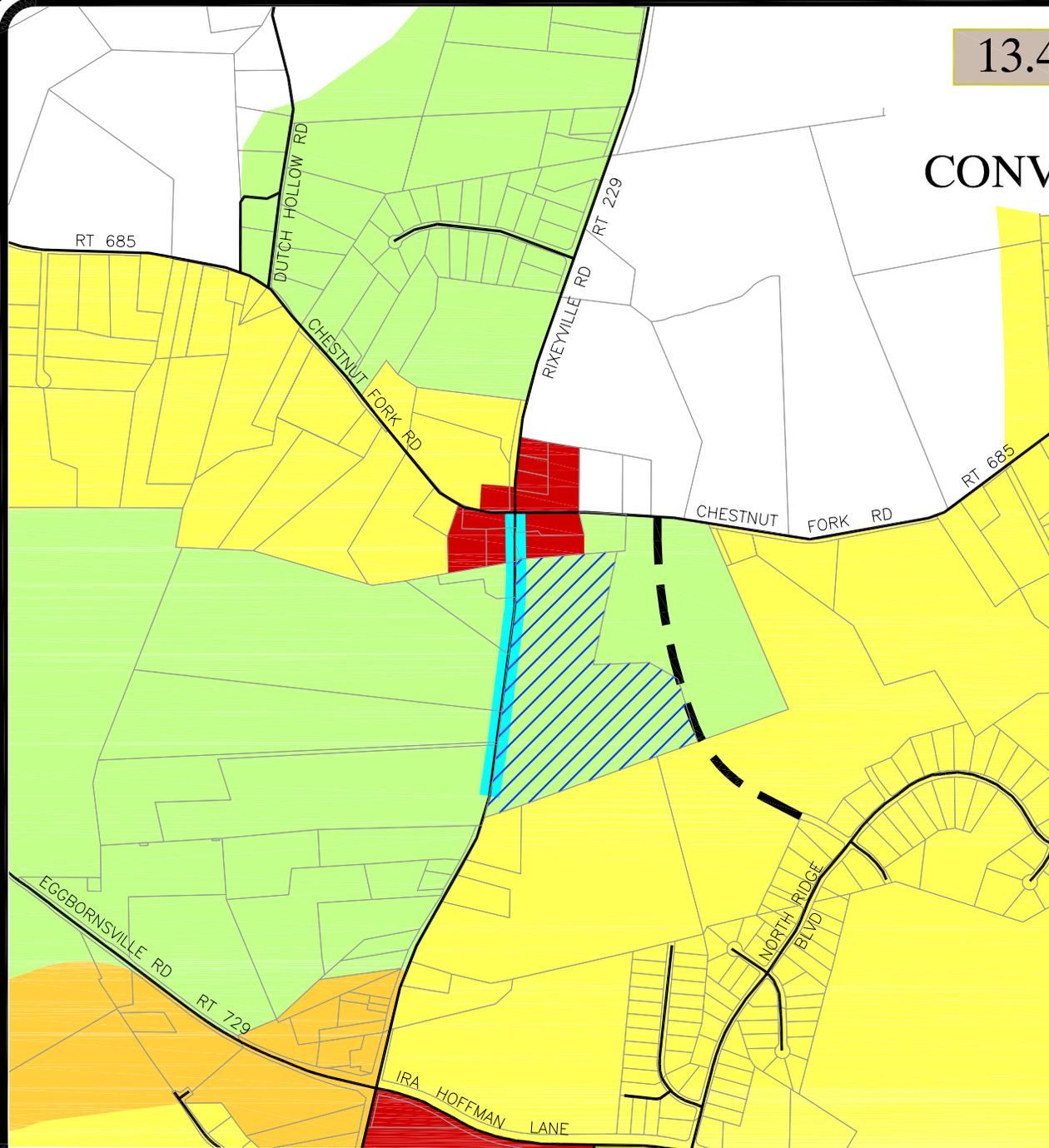
CATALPA CONVENIENCE CENTER PLAN

LEGEND

-  COMMERCIAL/OFFICE/EMPLOYMENT
-  RESIDENTIAL
-  RURAL
-  AGRICULTURAL
-  INSTITUTIONAL
-  MIXED USE
-  POTENTIAL ROAD ALIGNMENTS
-  FUTURE 4-LANE



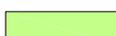
Prepared by
Culpeper County Planning Department



13.5 CULPEPER COUNTY

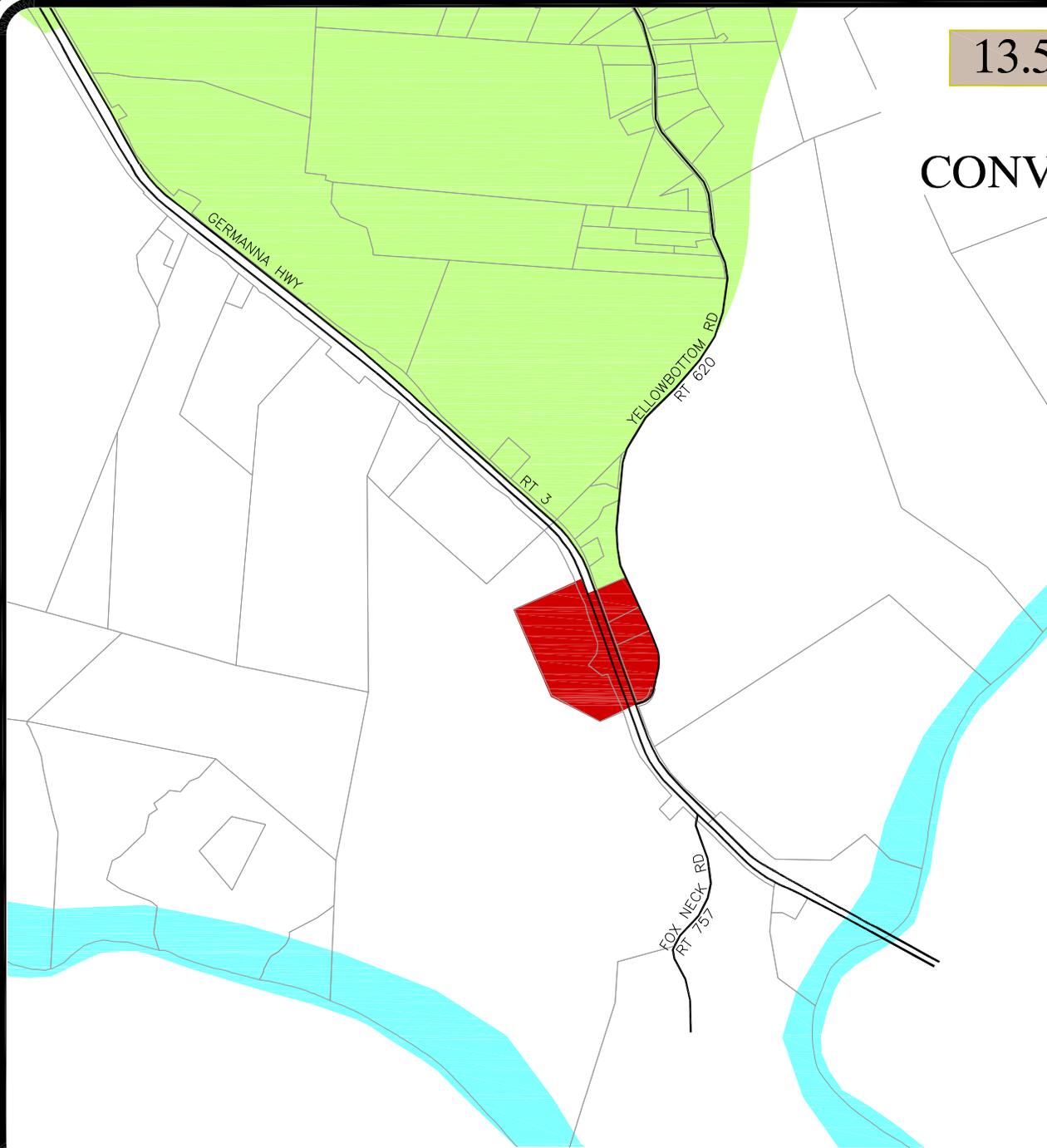
GERMANNA CONVENIENCE CENTER PLAN

LEGEND

-  COMMERCIAL/OFFICE/EMPLOYMENT
-  AGRICULTURAL
-  RURAL
-  FLOODPLAIN



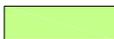
Prepared by
Culpeper County Planning Department



13.6 CULPEPER COUNTY

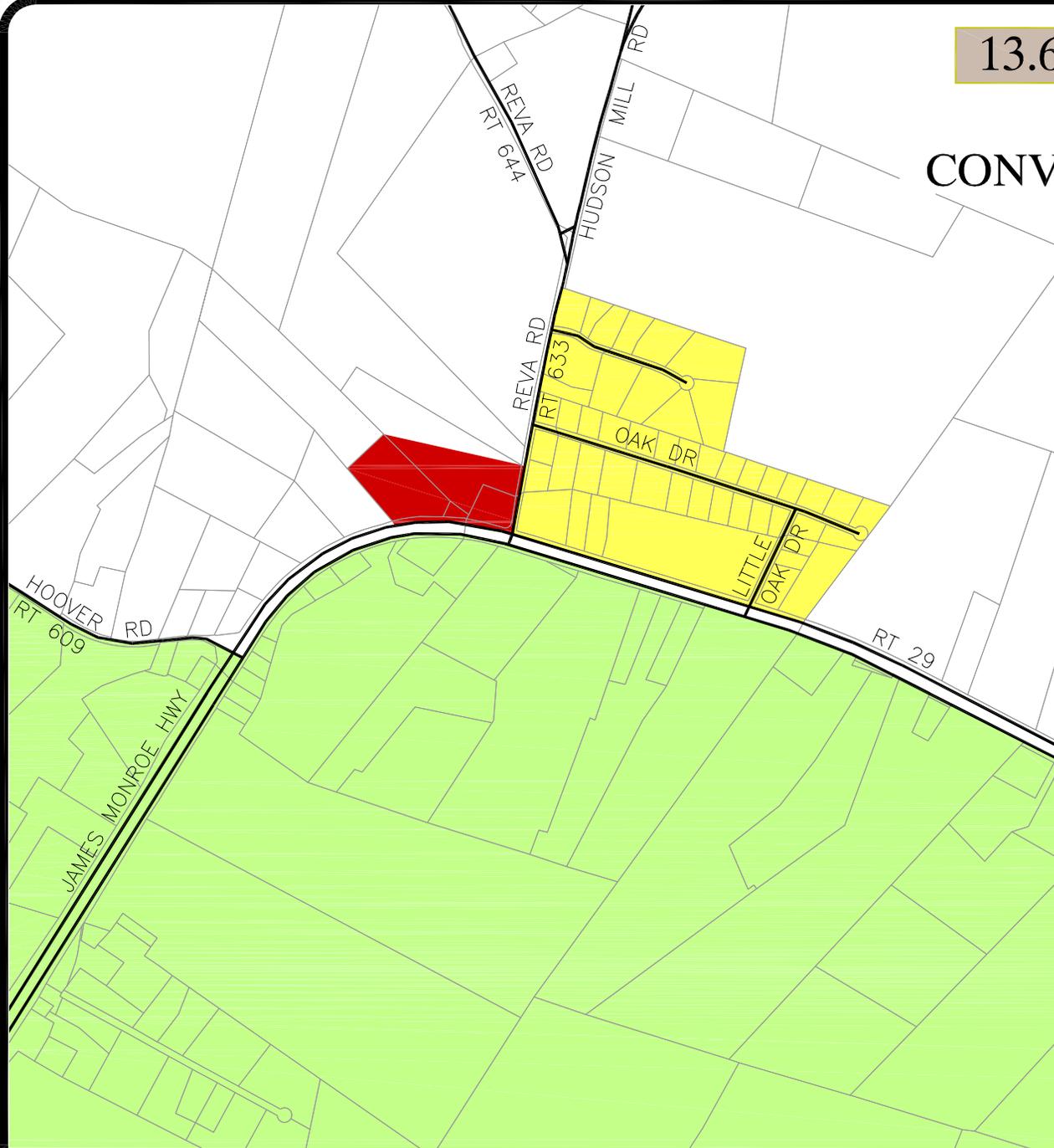
REVA CONVENIENCE CENTER PLAN

LEGEND

-  COMMERCIAL/OFFICE/EMPLOYMENT
-  RESIDENTIAL
-  RURAL
-  AGRICULTURAL



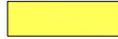
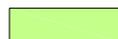
Prepared by
Culpeper County Planning Department



13.7 CULPEPER COUNTY

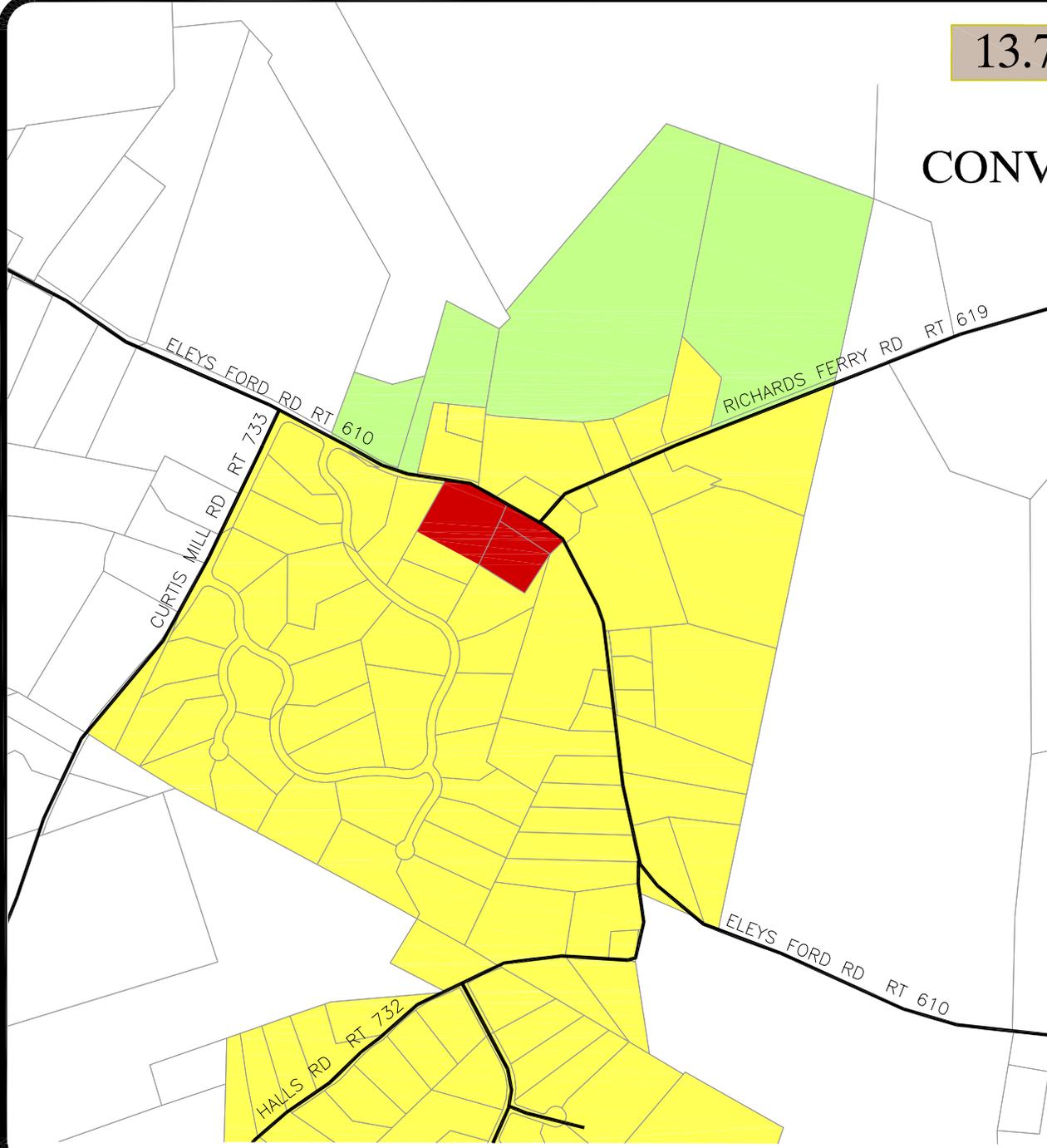
RICHARDSVILLE CONVENIENCE CENTER PLAN

LEGEND

-  COMMERCIAL/OFFICE/EMPLOYMENT
-  RESIDENTIAL
-  AGRICULTURAL
-  RURAL



Prepared by
Culpeper County Planning Department



13.8 CULPEPER COUNTY

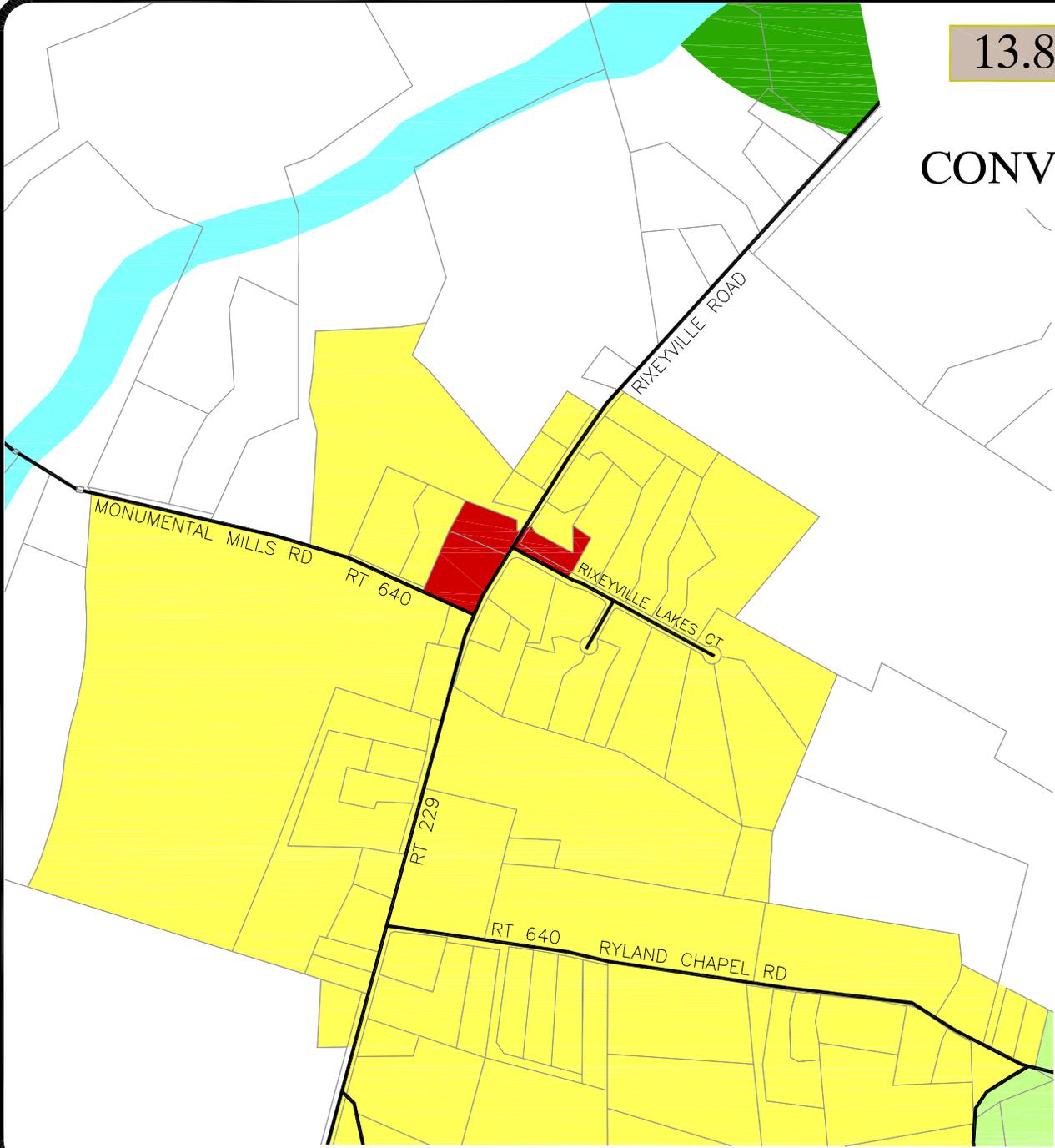
RIXEYVILLE CONVENIENCE CENTER PLAN

LEGEND

-  COMMERCIAL/OFFICE/EMPLOYMENT
-  RESIDENTIAL
-  AGRICULTURAL
-  RURAL
-  FLOODPLAIN
-  OPEN SPACE/RECREATION



Prepared by
Culpeper County Planning Department

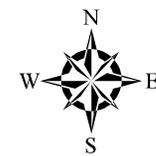


13.9 CULPEPER COUNTY

STEVENSBURG CONVENIENCE CENTER PLAN

LEGEND

-  COMMERCIAL/OFFICE/EMPLOYMENT
-  RESIDENTIAL
-  AGRICULTURAL
-  INDUSTRIAL/OFFICE
-  OPEN SPACE/RECREATION
-  FLOODPLAIN
-  PROPOSED WIDENING TO 4-LANES



Prepared by
Culpeper County Planning Department

