

CULPEPER COUNTY



2015

Comprehensive Plan

Adopted September 1st, 2015



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“You can design and create, and build the most wonderful place in the world. But it takes people to make the dream a reality.”

– Walt Disney

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We wish to express our sincere appreciation to the many Agencies and Departments who contributed to this Plan.

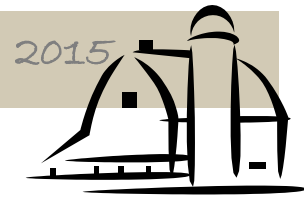


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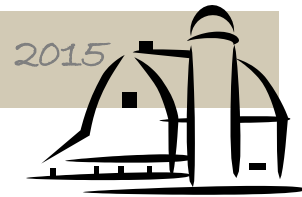
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1. INTRODUCTION

COMPREHENSIVE PLAN OVERVIEW

Culpeper County's first Comprehensive Plan was adopted by the Culpeper County Board of Supervisors on September 1, 1964 and was entitled Future Land Use Plan for the Town and County of Culpeper. The Comprehensive Plan has been amended numerous times since 1964, with the 2010 plan serving as the most recent official policy guide for the County. Since the adoption of the 1984 Comprehensive Plan, the rural nature of Culpeper County has experienced increasing pressures from population growth due to the County's central location within the Northern Virginia region and the improved highway network that serves the area. The population growth which occurred between 2000 and 2010 was unprecedented. The projections for 2015 to 2020 and beyond will be more modest, but growth will continue at rates which will place further demands on developable land in the County. Culpeper wishes to maintain its rural character and avoid becoming a bedroom community to the nearby metropolitan area around Washington, D.C. To achieve this, the County recognizes the need not only to maintain, but also to expand its economic base to support and address the needs of the citizens of the County. This Comprehensive Plan is built on concepts which originated in the 1984 Plan, and includes numerous updates since the 2005 and 2010 plans. This plan is intended to address the new challenges that will face Culpeper County over the next five to twenty years and it provides the framework that will help guide the County's decision makers to meet the goals and objectives of the citizens of Culpeper County.

PURPOSE OF THE PLAN

The Comprehensive Plan is Culpeper County's official policy guide for current and future land-use decisions. This Plan should be considered long-range in nature and should provide a picture of how Culpeper County wishes to develop over the next 5 to 20 years. As a policy document, the Comprehensive Plan provides a means for the County's citizens and decision makers to determine the best methods or strategies for achieving the goals conceptualized in this Plan.

AUTHORITY FOR THE PLAN

The Commonwealth of Virginia requires that every local governing body in the State adopt a Comprehensive Plan. Section 15.2-2223 of the Code of Virginia states in part that the local planning commission must prepare a plan which "shall be general in nature..." and "...shall show the commission's long-range recommendations for the general development of the territory covered by the plan". The Comprehensive Plan may include, but is not limited to, the designation of land-use, transportation systems, public services and facilities, historic areas and areas for renewal. In addition, the Plan must include methods of implementation such as a zoning ordinance and a capital improvements plan.

State law requires that each locality's Comprehensive Plan be reviewed by the local Planning Commission at least once every five years in order to determine how closely the Plan is being adhered to and whether or not it should be amended.

THE PLANNING PROCESS

The Culpeper County Comprehensive Plan is the result of a series of events and actions that have blended technical data and theories with community ideas. The process used in developing this plan is summarized below:

- As required by state law, the Planning Commission reviewed the 2010 Comprehensive Plan as amended and determined that the Comprehensive Plan should be updated to reflect current and projected demographic and other data, including land use.
- Information pertaining to the County's population, environment, economy, housing, transportation and land-use was collected and analyzed. The data was compiled from a variety of sources with references provided within each chapter.
- The viewpoint of the County's citizens on the issues facing Culpeper County was obtained through a series of community meetings and the standard public hearing process.
- A set of goals was developed utilizing all available data. These goals provide the current philosophy directing the official policy towards future development in Culpeper County.
- As required by State law, the Planning Commission held a public hearing on July 8th, 2015 and recommended to the Board of Supervisors that the proposed 2015 Comprehensive Plan be adopted to replace the 2010 Comprehensive Plan as amended in its entirety.
- Between 2010 and 2015, amendments to the 2010 Plan were adopted, insuring ongoing compliance with the Code of Virginia.
- The Board of Supervisors held a public hearing as required by law on September 1st, 2015. The 2015 Culpeper County Comprehensive Plan became effective on September 1st, 2015.
- The planning process does not end with the adoption of the comprehensive plan. The recommendations contained in this plan must be implemented through the methods outlined in Chapter 15 and through amendments to the Zoning Ordinance, Capital Improvements Plan and other companion documents. Ongoing review and update of this plan should also be undertaken.

“Growth is inevitable and desirable, but destruction of community character is not. The question is not whether your part of the world is going to change. The question is how.” – Edward T. McMahon, Senior Resident Fellow, Urban Land Institute and author of *Secrets of Successful Communities*

USING THIS PLAN

This plan is divided into chapters that address Culpeper County's existing demographics, economic development, the environment, agriculture, public services and facilities, housing, transportation, historic areas and existing land use and zoning. Each of these chapters contains the background information on which the Future Land Use Plan and Public Facilities and Capital Improvements chapters are based. The final chapter provides the mechanisms for the implementation of this Comprehensive Plan, as well as potential strategies and a framework for future actions.

ABOUT CULPEPER COUNTY

Culpeper County is located in the foothills of Virginia's Blue Ridge Mountains and lies entirely within the Piedmont Plateau. The County varies in landscape from open fields to forested hills, with numerous rivers and streams, all of which flow to the Rappahannock River, a tributary of the Chesapeake Bay. Culpeper County is bounded by the Rappahannock River to the northeast, the Rapidan River to the southeast and the Hughes River, Crooked Run and the Robinson Rivers to the west.

Culpeper County, situated in north-central Virginia, is a rural community with a population of 48,506 (U.S. Census Bureau 2013). Culpeper possesses a strong agricultural base and a diversity of service and production industries. As one of 95 counties in the Commonwealth of Virginia, Culpeper County encompasses 381 square miles and contains 243,840 acres. The Town of Culpeper is the county seat, located in the approximate geographic center of the County. As the only incorporated town in the County, it is the business, service and cultural center for the County.

Culpeper County is located centrally between four major localities (see Map 1.1). Washington, D.C. / Northern Virginia, located 75 miles northeast of the Town of Culpeper, is the largest of these and is responsible for most of the development pressures that face Culpeper County. The second largest nearby locality is the City of Richmond that is located 90 miles southeast of Culpeper. The two other areas that are somewhat smaller but closer to Culpeper County are Charlottesville, located 45 miles to the southwest, and Fredericksburg located 30 miles to the east. These localities are linked to Culpeper by several major primary roads including Routes 29, 15, 3, 522 and 211. Additionally, Interstate Routes 66, 64, 81, and 95 are all within a forty-mile radius of Culpeper County.

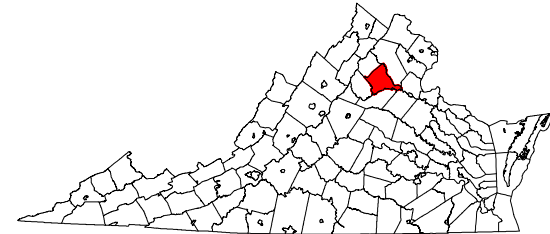
An elected seven member Board of Supervisors governs Culpeper County. One member represents each magisterial district (see Map 1.2) and each serves a four-year term of office. An appointed county administrator oversees the daily operation of the County government.

ONLINE GIS

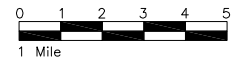
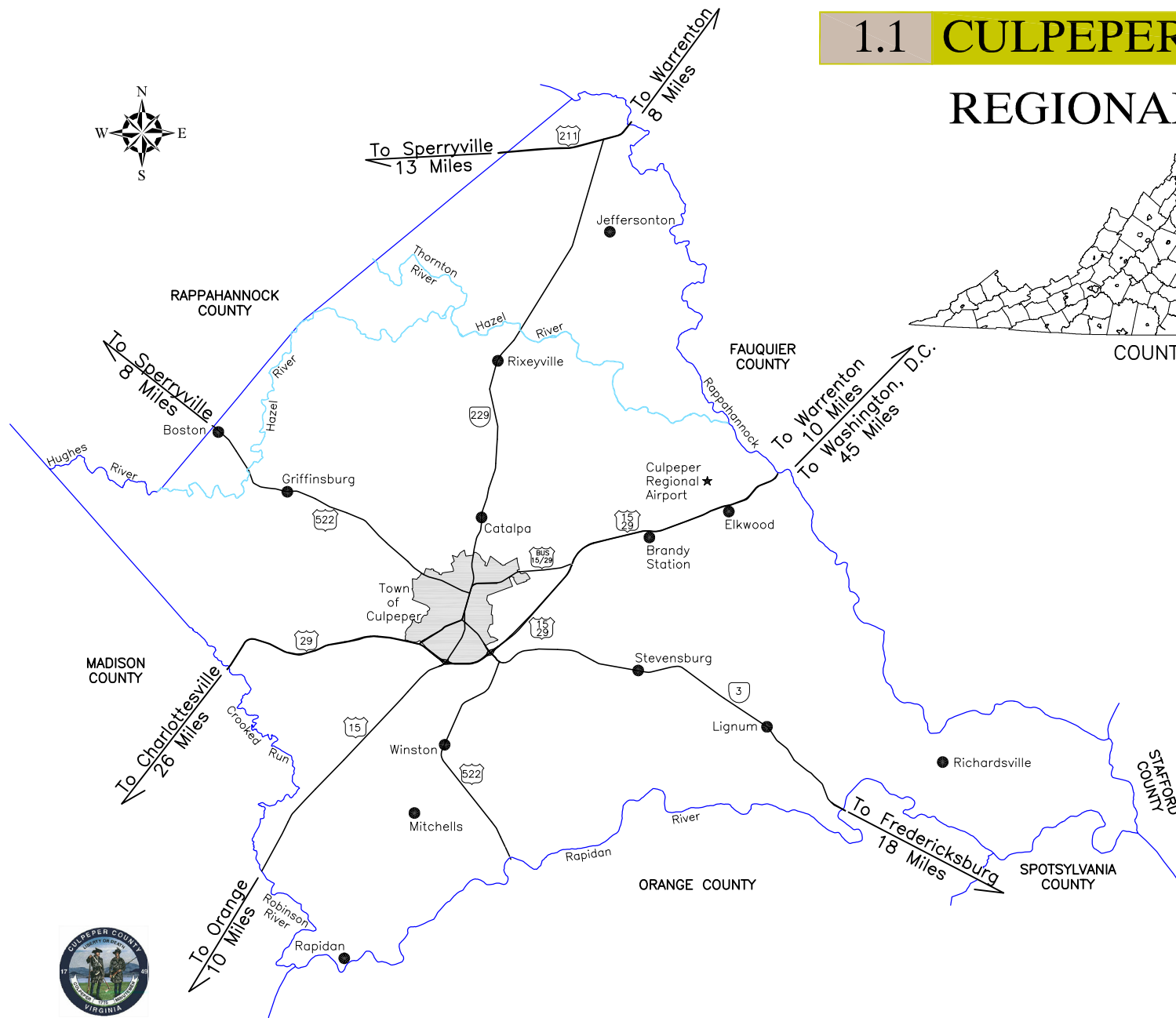
The Culpeper County Planning Department maintains extensive information for each parcel located within the County. Layers of data used for many of the maps in this plan are available for public use on the County GIS website. [Quick Link: Culpeper County Online GIS](#)

1.1 CULPEPER COUNTY

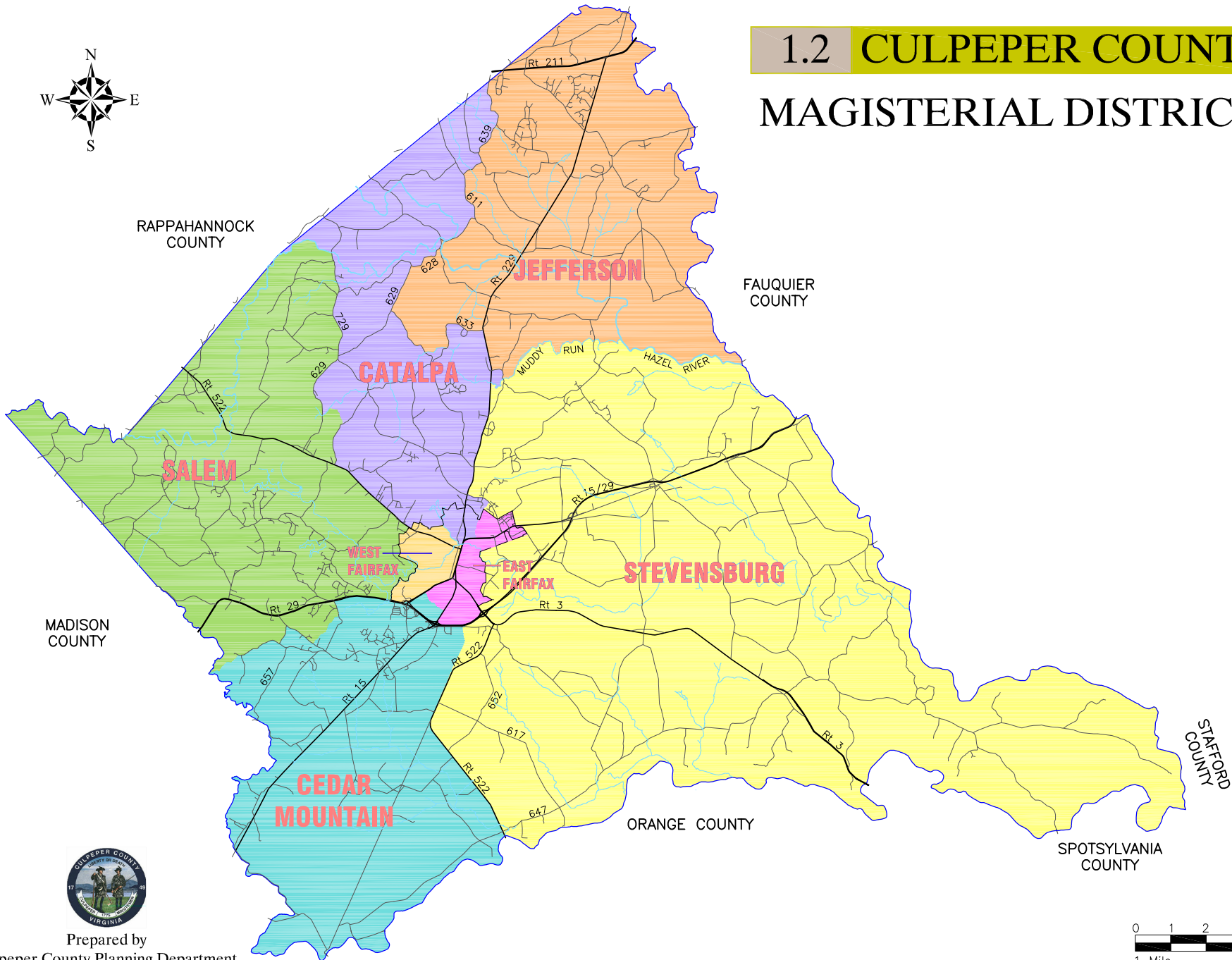
REGIONAL MAP



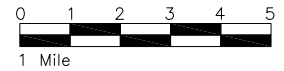
COUNTY LOCATION

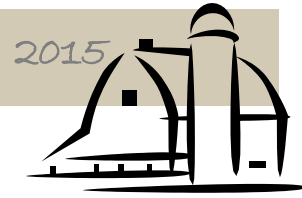


1.2 CULPEPER COUNTY MAGISTERIAL DISTRICTS



Prepared by
Culpeper County Planning Department





2. DEMOGRAPHICS

PURPOSE

Demographics is the statistical study of population trends based upon data such as housing age and size, household size and age distribution of occupants, school enrollment, density, and income. The population and demographic characteristics of Culpeper County are important because these statistics reveal much about the direction that the County should take with respect to the need for county services, recreation, education, health care, law enforcement, fire protection, emergency services, solid waste, utilities and other county-wide services. Demographic analysis provides important information to private sector decision-makers who are considering locating or expanding commercial or industrial enterprises within the county. Population and demographic changes are also important for county officials in assessing land use plans and policies and potential changes. This chapter examines the changes, which have occurred from 2000 to 2013 in terms of population growth and characteristics such as age, sex, education and race, including population projection into the future. Finally, this analysis formulates a population planning range to assess the County’s ability to provide services in an efficient and effective manner.

The United States Census Bureau provides the most up to date, Culpeper County specific demographics data available. [US Census Bureau-www.census.gov](http://www.census.gov)
Quick Link: [Culpeper County Quick Facts](#)

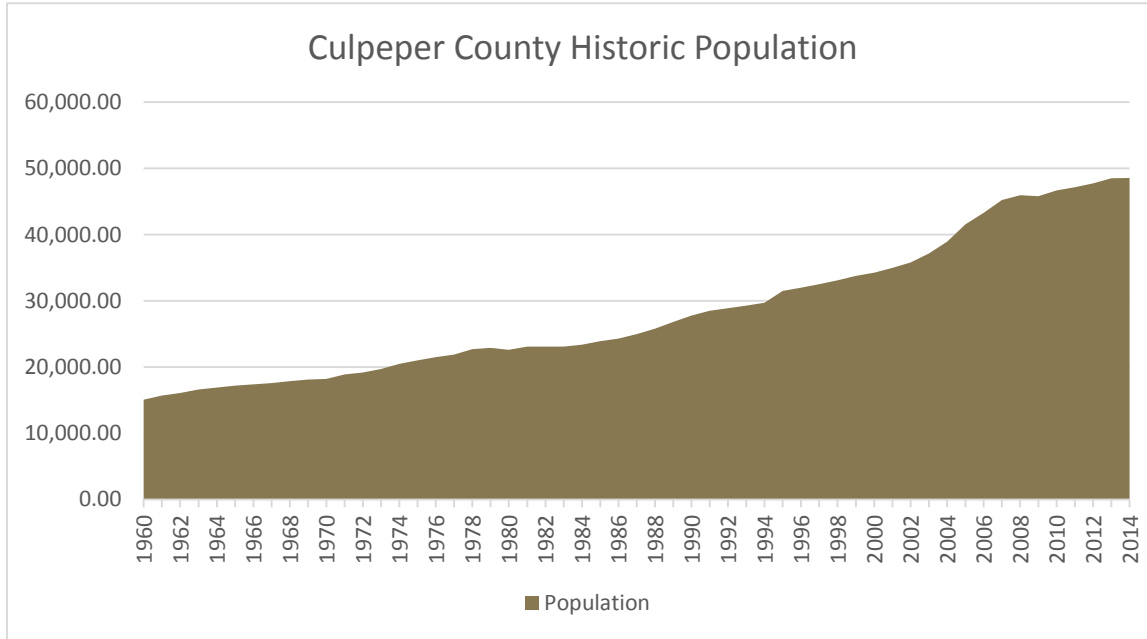
CURRENT POPULATION

TOWN & COUNTY POPULATION		2010-2013			
US CENSUS ESTIMATES	2010	2011	2012	2013	2014*
Town	16,697	16,797	16,881	17,145	
County	30,110	30,514	30,908	31,361	
Total	46,807	47,311	47,789	48,506	48,558

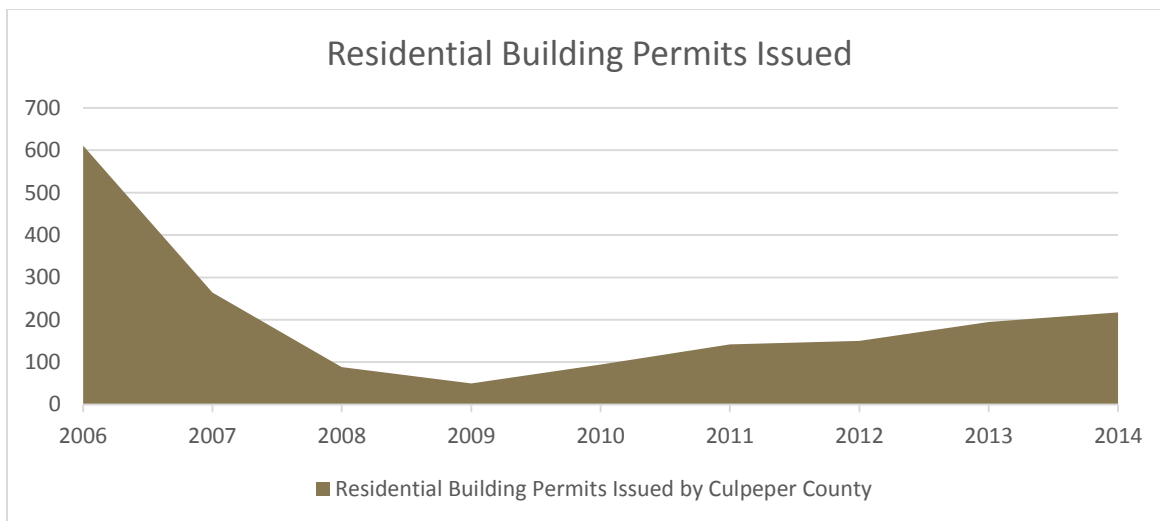
*Published on January 27, 2015 by the Weldon Cooper Center for Public Service Demographics Research Group www.coopercenter.org/demographics/

“A good decision is based on knowledge and not on numbers.” – Plato

POPULATION TRENDS



Culpeper County has historically experienced moderate yearly growth as shown on the above chart. From 1920 to 2000 the average annual growth rate was 2.3%. The most significant exception to the trend was the increased growth rate from 2000-2006 which peaked at over 6% annual growth. Population has never declined with the exception of years 2008 and 2009, when Culpeper County experienced a decrease in population from 45,975 in 2008 to 45,825 the following year. This decrease in population was due to the economic recession which lasted from early 2007 to mid-2012. Housing starts decreased significantly during this time, with only 50 residential permits issued in 2009. The chart below shows a modest growth rate in new residential construction following the recession.



POPULATION PROJECTIONS

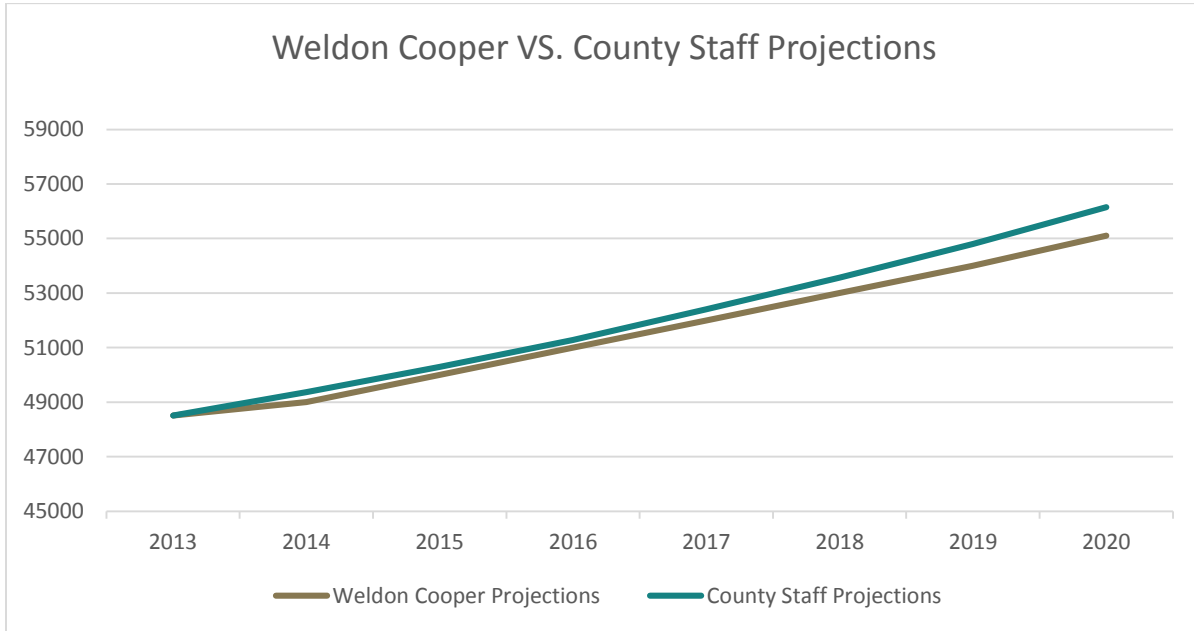
Population projections attempt to identify the expected size of the population. Projections are used to plan needed services, apply for grants, and justify public and private investments.

Three different projections (years 2020, 2030, and 2040) are presented in the following table. Under contract with the Virginia Employment Commission, the Weldon Cooper Center’s Demographics Research Group produced detailed population projections for 2020, 2030, and 2040 for Virginia, its 134 localities, 22 Planning Districts and large towns (population 5,000 or more).

CULPEPER COUNTY POPULATION PROJECTIONS				
2000	2010	2020	2030	2040
34,262	46,807	55,102	63,614	72,835

Source: Virginia Employment Commission, provided by the Weldon Cooper Center

There are many methodologies and scenarios for projecting population growth. A 2.3% growth rate in the 1990’s gave way to an annual rate of well over 4% from 2000 to 2006 in Culpeper County. From 2010 through 2014 Culpeper County has begun to experience a recovery period with a slower growth rate, between 1% and 1.9% annually. It is expected that 2015 through 2020, on average, will continue at an annual growth rate close to 2%. The long term projected growth rate for 2020-2040 is expected to average 1.5% annually.



Understanding the characteristics of the county’s population, and examining how those characteristics are changing or are expected to change over time, is vital to planning ahead for the future needs of that population.

POPULATION GROWTH

Natural Increase Versus Net Migration

Population growth occurs partly through what demographers call “natural increase”, when the number of births exceeds the number of deaths. Between 2010 and 2013, Virginia gained 128,550 citizens through natural increase.

Population also changes as a result of people moving in and out of the state. Between 2010 and 2013, Virginia netted a total of 130,831 residents from migration.

For the past four decades, the majority of population growth in Culpeper County has resulted from in-migration. Population growth resulting from in-migration is likely to continue and will most likely constitute a substantial portion of population increase. This increase derives from several factors:

1. The continuing suburbanization of the Washington, DC metropolitan Statistical Area (MSA).
2. The trend of locating major employers just outside the Washington DC, Northern Virginia MSA.
3. The increased development in the Northern Virginia Region.
4. As employment opportunities in the Washington Metropolitan area increase, and home prices increase, commuting remains a viable option.

Natural Increase Versus Net Migration	2010-2013	
	VIRGINIA	CULPEPER COUNTY
2013 Population Est.	8,260,405	48,223
2010 Population	8,001,024	46,689
Change	259,381 (3.2%)	1,534 (3.3%)
Due to Natural Increase	128,550	824
Due to Net Migration	130,831	710

*Published on January 27, 2014 by the Weldon Cooper Center for Public Service, Demographics Research Group, www.coopercenter.org/demographics/

RACIAL CHARACTERISTICS

CULPEPER COUNTY POPULATION BY RACE 2012		
RACE	ESTIMATE	PERCENT
TOTAL POPULATION	46,894	100%
White	36,090	77%
Black	7,027	15%
Hispanic or Latino	4,121	8.8%
Asian	793	1.7%
American Indian	393	0.8%
Two or more races	1,574	3.4%

Source: U.S. Census Bureau, 2008-2012 American Community Survey

POPULATION BY AGE & SEX

CULPEPER COUNTY POPULATION BY AGE & SEX 2012		
AGE AND SEX	ESTIMATE	PERCENT
TOTAL POPULATION	46,894	100%
Male	23,600	50.3%
Female	23,294	49.7%
Under 5 years	3,221	6.9%
5 to 9 years	3,674	7.8%
10 to 14 years	3,161	6.7%
15 to 19 years	3,072	6.6%
20 to 24 years	2,478	5.3%
25 to 34 years	5,929	12.6%
35 to 44 years	6,772	14.4%
45 to 54 years	7,332	15.6%
55 to 59 years	2,941	6.3%
60 to 64 years	2,677	5.7%
65 to 74 years	3,328	7.1%
75 to 84 years	1,651	3.5%
85 years and over	658	1.4%
Median age (years)	37.9	
18 years and over:	34,914	74.5%
Male	17,681	50.6%
Female	17,233	49.4%
65 years and over	5,637	12%
Male	2,598	46.1%
Female	3,039	53.9%

Source: U.S. Census Bureau, 2008-2012 American Community Survey

TOTAL PUBLIC SCHOOL ENROLLMENT

Since the 2008-2009 school year, Culpeper County Public Schools have gained 693 new students. A total growth of 9.6 percent in 5 years.

CULPEPER COUNTY PUBLIC SCHOOL ENROLLMENT AND PROJECTIONS						
2009	2010	2011	2012	2013	2014	2015
7,215	7,434	7,503	7,612	7,732	7,908	8,055

Source: Culpeper County Public Schools

*Does not reflect students in 12 preschool classes (approx. 150 students per year)

CULPEPER COUNTY SCHOOL ENROLLMENT 2012 (Public and Private)	
	ESTIMATE
TOTAL POPULATION ENROLLED	11,613
Nursery school, preschool	760
Kindergarten	794
Elementary school (grades 1-8)	5,167
High School (grades 9-12)	2,669
College or graduate school	1,973

Source: U.S. Census Bureau, 2008-2012 American Community Survey

CULPEPER COUNTY EDUCATIONAL ATTAINMENT 2012	
Population, ages 25 to 64 years	25,651
Less than high school graduate	3,612
High school graduate	8,701
Some collage or associate’s degree	7,463
Bachelor’s degree or higher	5,875

Source: U.S. Census Bureau, 2008-2012 American Community Survey

ONLINE RESOURCES

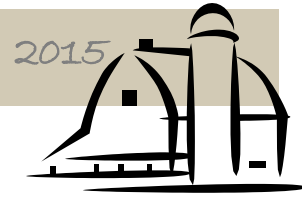
[Culpeper County Census Page](#)

[2012 American Community Survey](#)

[Families and Households- 2010 Census](#)

[Virginia Population Projections- Virginia Employment Commission](#)

[Culpeper Community Profile- Virginia Employment Commission](#)



3. ECONOMICS

PURPOSE

The economic vitality of Culpeper County is contingent on a variety of factors, including its residents, their skills, education and occupations, the businesses that are attracted to Culpeper, transportation routes, and the national economic trends that impact local economic viability. Historically, businesses and employers have located in the Town of Culpeper where the labor force and services are concentrated. Improved roads such as the Route 29 By-pass and Route 3, the increased population trends to the north and west of Town and the creation of industrial parks and expansion of the Culpeper Airport have altered that trend and partially de-centralized the workforce. In the past, many different industries have chosen to build or relocate in the County. New retail and commercial facilities have been constructed as well as technology-based businesses, a National Audio Visual Conservation library, and a community college. The recent acquisition by the University of Virginia of the Culpeper Regional Hospital will also stimulate the local economy.

WORKFORCE CHARACTERISTICS

The U. S. Census categorizes all persons 16 years of age and older as eligible to participate in the work force. The availability or capacity of the community’s labor force for employment is its participation rate. Due to infirmity, retirement, pursuit of education, lack of jobs, deferral for care of children and elderly parents and other circumstances, the participation rate is never a 100 percent.

Table 3.1

CULPEPER COUNTY EMPLOYMENT STATUS		2012
EMPLOYMENT STATUS	ESTIMATE	PERCENT
POPULATION 16 YEARS AND OLDER	36,312	100%
In labor force:	23,331	64.3%
Civilian labor force:	23,299	99.9%
Employed	21,775	93.3%
Unemployed	1,524	6.5%
Armed Forces	32	.1%
Not in labor force	12,981	35.7%

Source: U.S. Census Bureau, 2008-2012 American Community Survey

“The best way to predict the future is to create it.” - Peter F. Drucker, American management consultant, educator, and author.

LABOR FORCE

Table 3.2

CULPEPER COUNTY LABOR FORCE EDUCATION 2012		
EDUCATIONAL ATTAINMENT	ESTIMATE (IN LABOR FORCE)	EMPLOYED PERCENT
POPULATION age 25 to 64 YEARS	76.3%	72.4%
Less than high school graduate	60.6%	54.0%
High school graduate	74.5%	70.2%
Some college or associate’s degree	79.5%	75.4%
Bachelor’s degree or higher	84.6%	83.4%

Source: U.S. Census Bureau, 2008-2012 American Community Survey

The ‘out-commuters’ of Culpeper represent an important segment of the potential local labor force. These commuters would likely consider similar professions with similar wages if available in Culpeper. It is also possible that because of the cost and time of commuting, Culpeper commuters would accept similar jobs with slightly less wages – with no real impact on their net income. If the cost of transportation remains high or increases, the offset of costs for local employment would increase; thereby making jobs in Culpeper more desirable. To a potential employer investigating Culpeper as a location, the commuters represent an available and valuable source of skilled employees.

The Virginia Employment Commission provides the most up to date, Culpeper County specific employment data available.
[Virginia Employment Commission](#)
Quick Link: [Culpeper Community Profile](#)

OCCUPATIONS & EMPLOYMENT

Tables 3.3 and 3.4 illustrate the industries and employers most prominent in Culpeper County at this time. It is anticipated that growth occupations between now and 2020 will include many medical professions ranging from Pediatricians, General Practitioners, and Physicians Assistants to Medical Assistants and Home Health Aides. Physical Therapy, Mental Health, and other health related fields are expected to offer additional employment opportunities to our community. Skilled labor and construction fields such as brick and stone masons, engineers, plumbers, carpenters, and equipment operators will be other anticipated areas of job growth. See Chapter 8, Housing for additional employment forecasts by Major Sector.

Occupations expected to decline between now and 2020 include postal service workers, electronics assembly and electronics engineers, farmworkers and laborer’s, including crop, nursery, and greenhouse employees. Some of these occupations decline is due to a shift in area employers, while the majority is attributed to changing consumer needs and technological improvement.

Table 3.3

50 Largest Employers in Culpeper County 2014	
1. Culpeper County School Board	26. McClain and Co, Inc
2. UVA Culpeper Hospital	27. Bingham and Taylor Corporation
3. County of Culpeper	28. Euro Composites Corporation
4. Walmart	29. Food Lion
5. Communications Corporation of America	30. Bureau of the Census
6. Coffeewood Correctional Center	31. Target Corp
7. Rappahannock Rapidan Services Board	32. Mc Donald's
8. Childhelp	33. US Postal Service
9. Temporary Plus	34. Counseling Interventions, Inc
10. Cintas Corporation	35. Gold's Gym
11. The Rochester Corporation	36. Virginia Department of State Police
12. S.W.I.F.T.	37. Jefferson Homebuilders
13. Continental Automotive Systems	38. Rappahannock Electric Co-operative
14. VDOT	39. Kohl's Department Stores
15. Fresh Tulips USA LLC	40. Glory Days Grill
16. Virginia Department of Juvenile Justice	41. Culpeper Farmer's Co-operative (CFC, Inc)
17. Town of Culpeper	42. Randstad US LP
18. Masco Builder Cabinet Group	43. Chesapeake Bay Seafood House (Chilli's)
19. Warsaw Health Care Center	44. Hardwood Artisans
20. Merchants Grocery Company	45. Verizon Virginia LLC
21. Culpeper Baptist Retirement Home	46. J D Newman, Inc
22. Lowes' Home Centers, Inc.	47. Chick-Fil-A Culpeper Colonnade
23. Martin's Food Market	48. David M. Wolfford & Son
24. Atlantic Group, Inc	49. Environmental System Services
25. UVA Health Services Foundation	50. JC Roman Construction Company

Source: Virginia Employment Commission, Quarterly Census of Employment and Wages (QCEW), 1st Quarter (January, February, March) 2014.

Table 3.4

CULPEPER COUNTY OCCUPATION OVERVIEW 2012		
INDUSTRY	ESTIMATE	PERCENT
CIVILIAN EMPLOYED POPULATION AGE 16 YEARS AND OLDER	21,775	100%
Agriculture, forestry, fishing and hunting, and mining	452	2%
Construction	2,391	11%
Manufacturing	1,495	6.9%
Wholesale trade	685	3.1%
Retail trade	2,416	11.1%
Transportation, warehousing, and utilities	726	3.3%
Information	439	2%

Finance and insurance, real estate and rental and leasing	1,211	5.6%
Professional, scientific, management, administrative, and waste management services	3,295	15.1%
Educational services, health care and social assistance	4,591	21.1%
Arts, entertainment, recreation, accommodation and food services	1,226	5.6%
Other services, except public administration	1,049	4.8%
Public administration	1,799	8.3%

Source: U.S. Census Bureau, 2008-2012 American Community Survey

UNEMPLOYMENT

The labor force in Culpeper County consists of those employed, those temporarily laid off from a job and those actively seeking employment. In 2012 there were 21,775 Culpeper County residents in the labor force compared to 16,620 in 2000 and 14,118 in 1990. The unemployment rate has risen dramatically in Culpeper County from 1.4% in 2000 to 5.9% in 2013. Historically, Culpeper County had maintained a lower unemployment rate than the Commonwealth of Virginia until 2006 when Culpeper’s unemployment rate surpassed the state average. The Culpeper County unemployment rate has remained higher than the state average every year since 2006. In 2009, Culpeper’s unemployment rate reached a peak of 8.2%.

Table 3.5

Unemployment Rate by Year	2003-2013										
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Culpeper County	4.0%	3.5%	3.3%	3.2%	3.6%	4.8%	8.2%	8.1%	7.1%	6.3%	5.9%
Virginia	4.1%	3.7%	3.5%	3.0%	3.1%	4.0%	7.0%	7.1%	6.4%	5.9%	5.5%
National	6.0%	5.5%	5.1%	4.6%	4.6%	5.8%	9.3%	9.6%	8.9%	8.1%	7.4%

Unemployment Rate by Month	2013-2014												
	Jun. 13	Jul. 13	Aug. 13	Sep. 13	Oct. 13	Nov. 13	Dec. 13	Jan. 14	Feb. 14	Mar. 14	Apr. 14	Mar. 14	Apr. 14
Culpeper County	6.3%	6.0%	5.9%	5.7%	5.7%	5.3%	5.1%	5.8%	5.7%	5.8%	5.1%	5.7%	5.8%
Virginia	6.0%	5.8%	5.6%	5.4%	5.4%	5.0%	4.8%	5.3%	5.2%	5.3%	4.7%	5.3%	5.4%
National	7.8%	7.7%	7.3%	7.0%	7.0%	6.6%	6.6%	7.0%	7.0%	6.8%	5.9%	6.1%	6.3%

COMMUTING

Top 10 Places Residents are Commuting To

Fairfax County, VA	(2,238)
Fauquier County, VA	(2,171)
Prince William County, VA	(1,496)
District of Columbia, DC	(613)
Manassas City, VA	(473)
Loudoun County, VA	(460)
Orange County, VA	(459)
Arlington County, VA	(372)
Stafford County, VA	(351)
Spotsylvania County, VA	(341)

Top 10 Places Workers are Commuting From

Orange County, VA	(965)
Madison County, VA	(861)
Fauquier County, VA	(657)
Spotsylvania County, VA	(544)
Prince William County, VA	(354)
Fairfax County, VA	(325)
Loudoun County, VA	(272)
Albemarle County, VA	(263)
Rockingham County, VA	(217)
Stafford County, VA	(193)

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, 2011

The degree to which people travel to and from the County for work forms another component of the labor force: in-commuting and out-commuting. The Census showed that in 1980, 31% of Culpeper's workforce regularly left the County for employment in other communities, particularly Northern Virginia. In 2012, the percent of out-commuting had increased to 53.3%.

The 2008-2012 American Community Survey of the U.S. Census Bureau indicated that 44.3% of the County's workforce commuted into Culpeper County from surrounding communities. In 2012, 53.3% commuted out of the County, while 2.4% of Culpeper's workforce do not work in Virginia.

MEANS OF TRANSPORTATION

The means of transportation for the work force traveling to and from Culpeper County plays into the economic vitality of the County. The most common mode of transportation remains the single occupancy automobile. In 2000, there were 12,003 members of the work force who drove to and from work compared to 19,424 in 2012. In 2000, 365 persons walked to work compared to 297 in 2012; and 139 persons used other means compared to 275 in 2012.

Working from home has become a more viable option due to the increase in connectivity through advances in technology, and it is more desirable for employees who face increased cost of living and travel expenses. In 1990, only 391 persons worked from home. In 2000 that number had increased 46.5% to 573 persons. In 2012, 1,250 persons worked from home, an additional 54% increase.

While the modes have changed over recent years the mean travel time to work has decreased between 2000 and 2012, from 37.9 minutes to 34.6 minutes.

Table 3.6

CULPEPER COUNTY COMMUTING OVERVIEW		2008-2012
COMMUTING TO WORK	ESTIMATE	PERCENT
WORKERS AGE 16 YEARS AND OLDER	21,182	100%
Car, truck, or van (drove alone)	16,946	80%
Car, truck, or van (carpooled)	2,478	11.7%
Public transportation	106	0.5%
Walked	297	1.4%
Other means	275	1.3%
Worked at home	1,250	5.9%
Mean travel time to work (minutes)	34.6	

Source: U.S. Census Bureau, 2008-2012 American Community Survey

PERSONAL INCOME

Personal Income is the measure of individual income used by the United States government, particularly the Department of Commerce. The personal income figures of individuals in the United States are dependent on age, sex, race and educational characteristics. Table 3.7 details combined income and benefits by household for Culpeper County.

Table 3.7

CULPEPER COUNTY INCOME AND BENEFITS		2008-2012
INCOME AND BENEFITS	ESTIMATE	PERCENT
TOTAL FAMILY HOUSEHOLDS	15,826	100%
Less than \$10,000	475	3.0%
\$10,000 to \$14,999	743	4.7%
\$15,000 to \$24,999	1,270	8.0%
\$25,000 to \$34,999	1,146	7.2%
\$35,000 to \$49,999	2,150	13.6%
\$50,000 to \$74,999	3,179	20.1%
\$75,000 to \$99,999	2,363	14.9%
\$100,000 to \$149,999	2,882	18.2%
\$150,000 to \$199,999	1,105	7.0%
\$200,000 or more	513	3.2%
Median household income	\$65,567	
Mean household income	\$77,492	
Households with earnings	13,075	82.6%

Mean earnings	\$75,211	
Households with Social Security	4,589	29.0%
Mean Social Security income	\$16,232	
Households with retirement income	3,391	21.4%
Mean retirement income	\$30,517	
Households with Supplemental Security income	624	3.9%
Mean Supplemental Security income	\$7,884	
Households with cash public assistance income	525	3.3%
Mean cash public assistance income	\$3,713	
Households with Food Stamp benefits in the past 12 months	1,390	8.8%
NONFAMILY HOUSEHOLDS	3,985	100%
Median nonfamily income	\$39,379	
Mean nonfamily income	\$51,053	
Median earnings for workers	\$33,951	
Median earnings for male full-time, year-round workers	\$48,055	
Median earnings for female full-time, year-round workers	\$38,950	

Source: U.S. Census Bureau, 2008-2012 American Community Survey

The personal income of Culpeper County is defined as the income received by all residents of the County from all sources (less personal contributions for social security insurance). Per capita personal income is the personal income of the County divided by the total residential population of the County. Table 3.8 shows a comparison of per capita income from 1990-2012.

TABLE 3.8

Per Capita Income Comparison for Culpeper County 1990-2012									
	1990	% of U.S. Avg.	2000	% of U.S. Avg.	2007	% of U.S. Avg.	2012	% of U.S. Avg.	% Change 1990-2012
Culpeper County	\$18,426	94%	\$28,144	95%	\$32,703	85%	\$27,255	64%	48%
Virginia	\$20,527	105%	\$31,210	105%	\$41,727	108%	\$33,326	78%	62%
National	\$19,572	**	\$29,760	**	\$38,615	**	\$42,693	**	118%

Culpeper County's per capita income was \$27,255 in 2012 compared to \$32,703 in 2007. The per capita income for Virginia between 2007 and 2012 also decreased from \$41,727 to \$33,326. The per capita income for Virginia was 18.2% or \$6,071 higher than the per capita income for Culpeper County in 2012, a sharp increase from the 27.6% or \$9,024 higher state per capita income than for Culpeper County in

2007. In 2012 Virginia ranked 8th among the states in per capita income at \$33,326. Between 2007 and 2012 Virginia's per capita income decreased at a rate of 4% per year, compared to the national average which grew 2% per year, when averaged over the same period. Culpeper County's average per capita decreased 3.3% per year between 2007 and 2005. The per capita income of the United States was higher than the per capita income of Culpeper County and the State of Virginia in 2012, a change from historical trend of being lower than Virginia's per capita income.

TAX BASE

Culpeper County levies two primary types of taxes, real estate and personal property. The personal property tax has four components or rates: real and personal property of public service corporations, manufacturer's machinery and tools, and personal property which includes motor vehicles and motorcycles, large trucks, tractors and tractor trailers, boats and motors, airplanes, trailers, campers and motor homes, and business equipment (see Table 3.9).

Taxes collected make up most of the general revenue fund from which the Culpeper County operates. Additional monies are collected from State taxes such as the gasoline tax, income tax and sales tax. These funds are usually earmarked for programs such as education. In addition, the County does not directly receive money from the gasoline taxes. They are reserved for roads and/or road maintenance and administered by the Virginia Department of Transportation. Culpeper County, through the Commissioner of Revenue, administers land use value taxation. The purpose of this program is to encourage agricultural and forestal enterprises within the County and to provide a basis for tax relief for this land use. There are 144,671.88 acres of agricultural and forestal land enrolled in the land use program as of August 30, 2014. The Commissioner of Revenue also administers a real estate tax relief program for senior citizens and disabled homeowners. Both of these programs derive from Culpeper County Ordinances.

TABLE 3.9

Tax Rates for Culpeper County (assessed rate per \$100)	
Type of Tax	2014
Real Estate	\$0.83
Personal Property	\$3.50 General, \$1.50 Recreational, \$0.0001 Aircraft
Machinery & Tools	\$2.00
Merchants Capital	\$0.00
Mobile Homes	\$0.83
Public Service Corporation (real/personal)	\$0.83/\$3.50

CULPEPER REGIONAL AIRPORT

The Culpeper Regional Airport is a critical and unique component of the County's integrated transportation system and, therefore, important to economic development efforts. Culpeper Regional Airport is currently 5th in the State for general aviation basing with 130 aircraft and is 2nd in the State for general aviation traffic with approximately 68,000 operations a year. Improvements to the airport as well as future planned upgrades are likely to enhance the role of air transportation and airport facilities as key elements in attracting and maintaining major businesses in Culpeper. The completed extension of the runway from 4,000 feet to 5,000 feet allows greater use of the airport by business aircraft and, potentially, by commercial aircraft. At its expanded length, the Culpeper Regional Airport can readily support small and large corporate aircraft.

Other improvements to the airport, including repaving of existing surfaces, expanded apron areas, increased hangar space and upgrades to the navigational systems all promote the Culpeper Regional Airport as a modern air transportation facility. Future plans to modernize the terminal, the addition of restaurant facilities and the expansion of fixed based operator services will continue to enhance the value of the airport to the community.

In its improved configuration, the Culpeper Regional Airport has significantly increased its potential as a key element of the County's economic development strategy. The possibility of attracting a major aviation company or manufacturer is realistic. Surrounding land use and infrastructure development should therefore take into account the possibility of expanding airport facilities.

In the future, small regional airports such as Culpeper Regional Airport may also be important to commercial and passenger air service. As large airports experience greater congestion and delays, and the cost and time for ground transportation and parking increases, regional feeder airports become a more cost effective alternative. Similarly, airport screening and other security measures can be enhanced and made more efficient through a system of decentralized points of entry. There are ongoing discussions regarding the feasibility of establishing third tier commercial air service consisting of small aircraft connecting regional airports to hub airports. The Culpeper Regional Airport could, with certain additional improvements, participate as a regional feeder airport. Because of its central location and available facilities the Culpeper Regional Airport could also serve as a base of operations and/or maintenance facility for a regional commuter airline.

A regional hands on, mechanical education program will be established beginning in November, 2014. Through a Federal grant and partnerships with Piedmont Regional Adult and Continuing Education Programs (PRACEP), Culpeper Airport, and Orange County Schools. In its initial phase, credits will be given to GED students in Aviation Mechanics. This program can be expanded to include a certificate program and possibly a technical degree offered through Germanna's- Daniel Technical Center for Workforce Technology.

UVA CULPEPER HOSPITAL



The University of Virginia Medical Center went from partial owner of Culpeper Regional Hospital (now UVA Culpeper Hospital) to its majority proprietor in October of 2014. The partnership will benefit the local community with increased access to resources and research. The Emergency Department will be undergoing a major renovation and expansion in the near future as a result of the increased funding UVA has contributed to the hospital. The hospital has been serving the Culpeper community since 1960.

NATIONAL AUDIO-VISUAL CONSERVATION CENTER



The National Audio-Visual Conservation Center is a state-of-the-art facility where the Library of Congress acquires, preserves and provides access to the world's largest and most comprehensive collection of films, television programs, radio broadcasts, and sound recordings. In addition to preserving the collections of the Library, the Packard Campus was also designed to provide similar preservation services for other archives and libraries in both the public and private sectors. The Campus includes 415,000 square feet, more than 90 miles of shelving for collections storage, 35 climate controlled vaults for sound recording, safety film, and videotape, and 124 individual vaults for more flammable nitrate film.

For Culpeper, the indirect impact of the National Audio-Visual Conservation Center is likely to include visiting scholars, experts and commercial enterprises in the field of audio-visual preservation, as well as the general public with interest in the films and recordings. There is also the possibility that related private business interests may find proximity to a national research and preservation facility an appealing reason to locate in Culpeper.

NAP OF THE CAPITAL REGION-TERREMARK



Strategically located 60 miles from Washington D.C. in Culpeper, Va., the NAP of the Capital Region (NCR) opened in June 2008 as the most secure and technologically sophisticated datacenter campus in the eastern United States. The 30-acre campus, which can accommodate up to five, 50,000-square-foot independent datacenters and one 72,000-square-foot office building, was developed to exceed Federal standards for a data communications and hosting facility.

Each datacenter structure is a secure bunker where a professional security staff maintains and operates sophisticated surveillance systems, biometric scanners and secured areas for processing of staff, customers and visitors. This facility has the capacity to serve a variety of national communications firms.

AGRICULTURE

Agriculture is recognized as a vital part of our economy and its retention and expansion are encouraged. While Agriculture is specifically addressed in Chapter 5 of this Plan, it is important to recognize that it is an industry which is supported for numerous reasons. Agriculture helps to preserve the rural character of the County. It is a revenue positive land use and can support additional complimentary industries which rely on agricultural products.

CRAFT BREWERIES, WINE, AND FOOD

In recent years Virginia’s craft beer industry has seen a major resurgence. With over 50 breweries in the state, tourism officials have found great potential in creating destinations called “craft beer trails”. Along these picturesque and historic routes, beer enthusiasts can explore parts of the state while making stops at select breweries to sample fine crafted beer and in some cases, culinary pairings. This surge follows state legislation



passed in 2012 which changed a provision governing on-site consumption at brewery tasting rooms, and now allows the sale of pints of beer rather than just tasting samples. According to a Washington Post article published in July of 2014, the craft beer industry in Virginia has seen 75 percent growth in the number of breweries, since the law was revised.

Culpeper Renaissance Inc. has recently organized a highly successful beer festival in the historic Downtown Culpeper area called “Gnarly Hops”. It is hoped that this yearly tradition will continue to grow and promote tourism to the County.



Culpeper is also home to Belmont Farms Distillery, America's oldest legal operating copper pot whiskey distillery. The still was made in New York City in 1933, and sourced from neighboring Albemarle County. Belmont Farm has been featured in a number of travel articles as well as on the History Channel.

Old House Vineyard is another popular attraction in Culpeper County. The winery has experienced success in recent years due to its ever evolving model of community events, weddings, and wine production. They are also expanding operations to include a distillery which will produce brandy on site.

A growing number of acclaimed locally owned restaurants can also be found in Culpeper. The farm to table movement, which encourages the use of locally sources products is thriving in our area.

ECONOMIC DEVELOPMENT INCENTIVES

Culpeper County recognizes the importance of being competitive to attract new business development. To that end, local tax incentive programs have been developed to assist industry with project financing and the cost of work force training. Financial incentives have been made available to eligible businesses that invest at least \$500,000 in new capital improvements in Culpeper County. Culpeper County has also adopted a Technology Zone incentive program that reimburses business taxes based on the economic impact of new development. Other economic development incentives can be developed on a case-by-case basis tailored to the needs of a particular business prospect. Culpeper County is also the Grantee of Foreign-Trade Zone #185 and, under the Alternative Site Framework, can expedite application process for a business driven zone.

The establishment of a multi-user rail siding should be considered as a local initiative: a centralized rail siding which could be utilized by both existing and future businesses in Culpeper County as a cost-effective and advantageous alternative to long distance trucking. Such an approach could reduce local truck traffic, provide a less expensive means of moving freight for Culpeper businesses, and provide an attractive benefit to market to potential industries considering locating in Culpeper.

TECHNOLOGY ZONES

The 2005 Comprehensive Plan sought to implement a Technology Overlay Zone to attract desirable economic investment. Section 58.1 – 3850 of the Code of Virginia authorizes localities to create technology zones which are intended to encourage further investment by business and industry currently located, or which may locate in the County. In November of 2006 the Culpeper County Board of Supervisors adopted Chapter 12, Article XV of the Culpeper County Code entitled “Technology Zones”. This ordinance established technology zones within the county. Current zones now consist of the Lovers Lane Technology Zone, the McDevitt Drive Technology Zone, the Brandy Station Technology Zone, the Braggs Corner Technology and the Elkwood Technology Zone (shown on maps 3.1, 3.2, and 3.3).

Qualified technology zone businesses which voluntarily comply with the Entrance Corridor Overlay District of the Culpeper County Zoning Ordinance may be eligible to receive incentive grants established by the Technology Zone Economic Development Policy, also adopted in November of 2006.

TOURISM, ARTS, AND CULTURE



The Culpeper Tourism Office & Visitors Center is located in the historic Train Depot in Downtown Culpeper. The Depot is the site of "Reel LOVE", made from over 150 film reels donated by the Library of Congress Audio Visual Conservation Center in Culpeper. Reel LOVE highlights the emerging arts in Culpeper and the Virginia is for Lovers brand. The sculpture is the first public art installation in Culpeper and was funded by a grant from the Virginia Tourism Corporation.

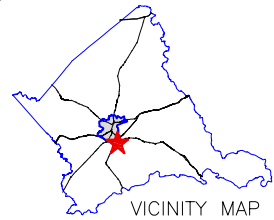
The State Theatre, located on Main Street in the Town of Culpeper, was built by State Senator Benjamin Pitts in 1938 as a vaudeville movie house, and was originally named the Pitts Theatre. After a decade of hard work and restoration efforts, the State Theatre is now a beautiful 560-seat live theatre, with a contemporary sound system, updated lobby, and expanded 35-foot stage. It also retains many restored historic elements, such as the striking neon marquee. In May of 2008, the State Theatre was placed on both the State and National Registers of Historic Places. The theatre reopened its doors in May 2013—75 years after it was built.



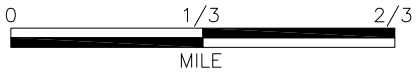
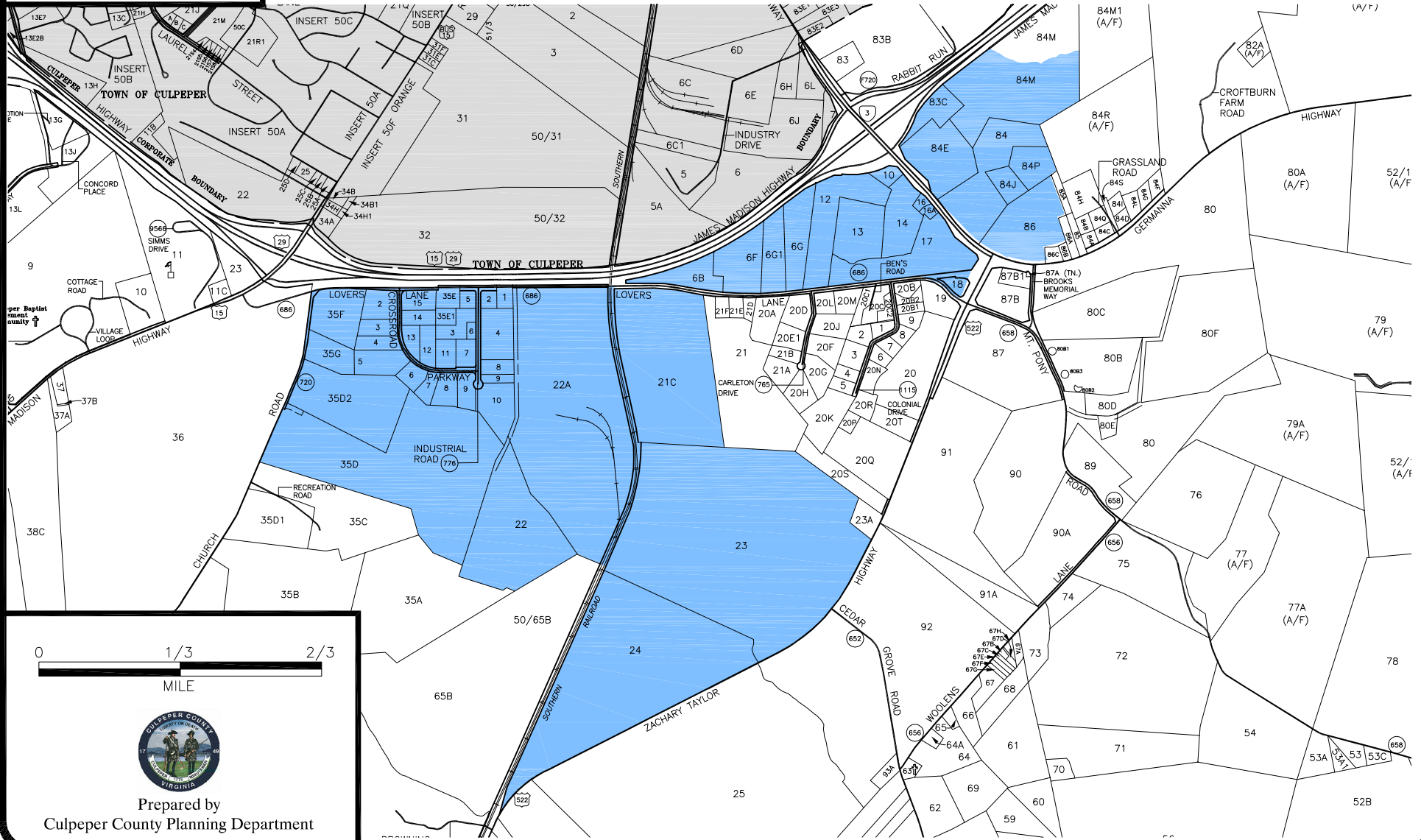
QUALITY OF LIFE

In addition to offering economic development incentives, Culpeper County understands that businesses place a high priority on the quality of life in the communities in which they locate. Culpeper was named 13th in a list of the best localities in Virginia for young families, according to a new online list by NerdWallet (April, 2015). In addition to the natural resources which are so beneficial to the community, Culpeper also provides parks and recreation programs and many other events which provide a sense of community. These events are a source of pride in the community. They bring visitors to the County and provide ample opportunity for business exposure. The following events are held annually in Culpeper County:

- CulpeperFest
- Culpeper Regional Airport Annual AirFest
- The Culpeper County Farm Tour
- Gnarly Hops Beer Festival
- Remembrance Days
- Culpeper Soap Box Derby
- Culpeper Fireman's Parade and Carnival
- Annual 4th of July Celebration and Fireworks
- Bluemont Concert Series
- Third Thursday Summer Concert Series
- Taste of Culpeper
- Downtown Trick-or-Treating
- Culpeper Downtown Open House and Tree Lighting



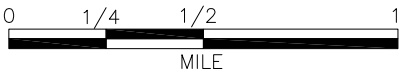
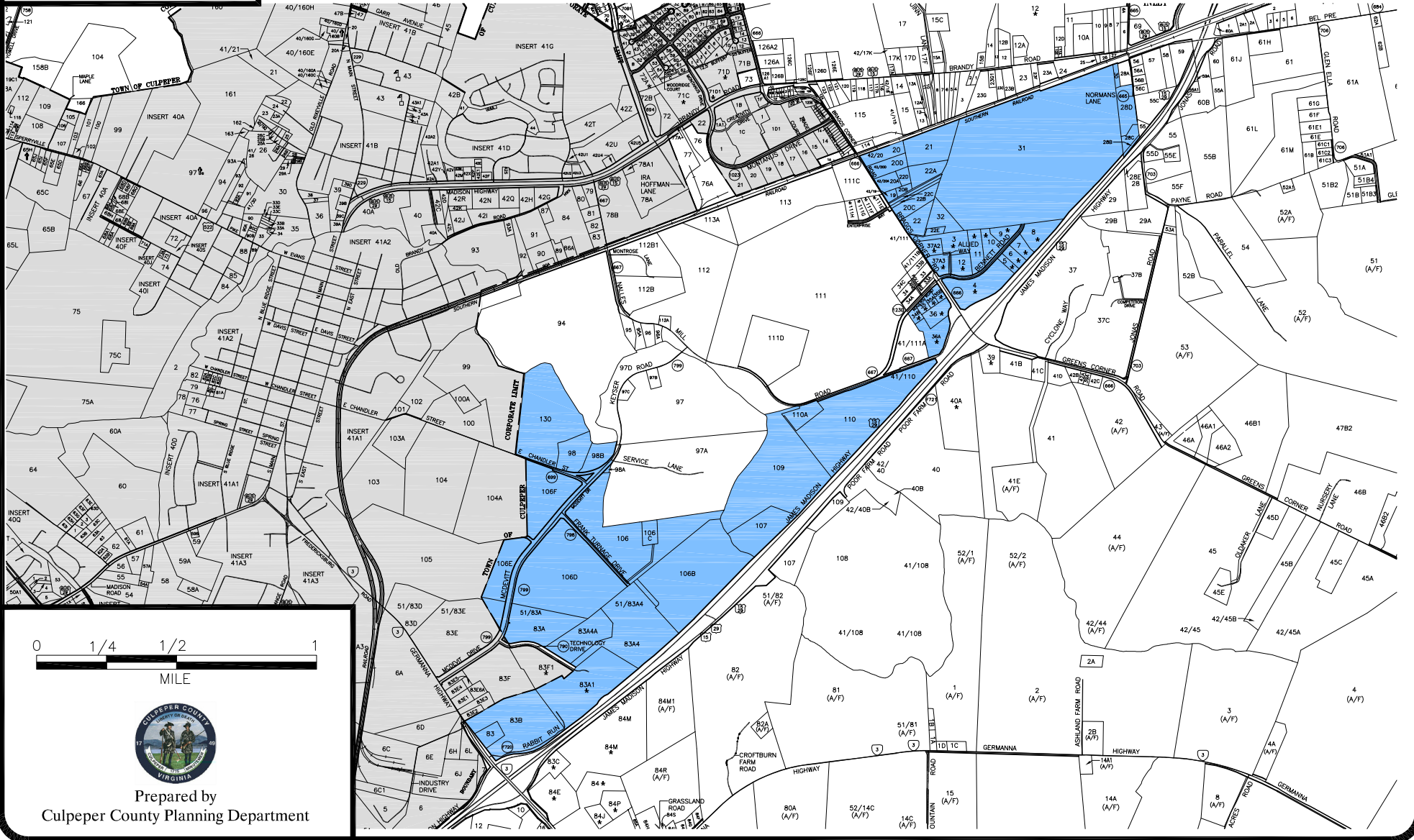
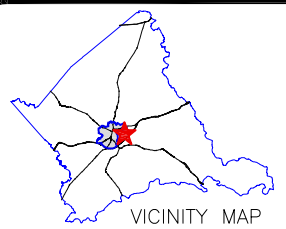
3.1 CULPEPER COUNTY LOVERS LANE TECHNOLOGY OVERLAY ZONE



Prepared by
Culpeper County Planning Department

3.2 CULPEPER COUNTY

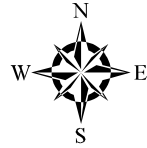
McDEVITT DRIVE & BRAGGS CORNER TECHNOLOGY OVERLAY ZONES



Prepared by
Culpeper County Planning Department

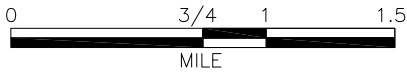
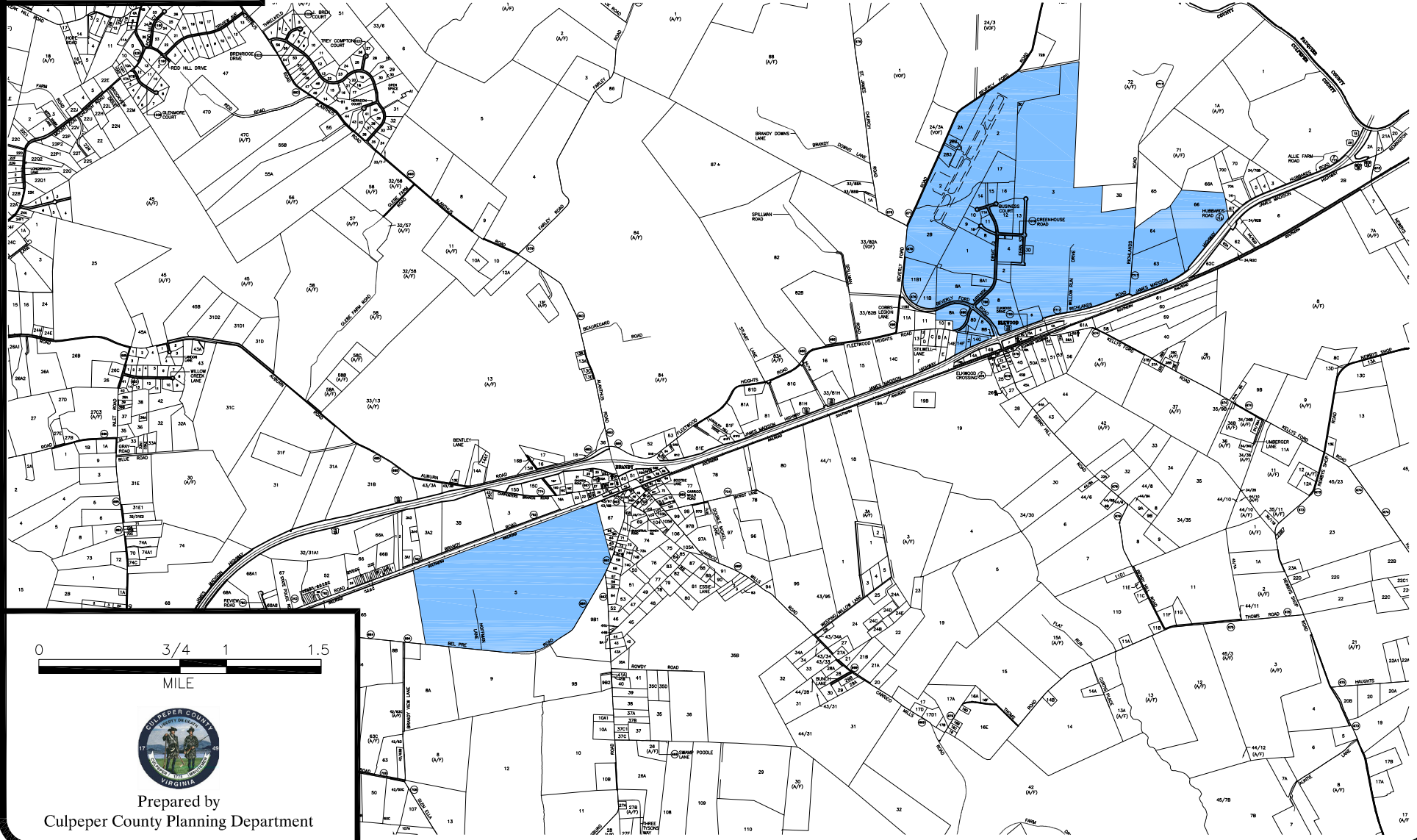


VICINITY MAP



3.3 CULPEPER COUNTY

BRANDY STATION & ELKWOOD TECHNOLOGY OVERLAY ZONES



Prepared by
Culpeper County Planning Department

ECONOMICS GOALS AND OBJECTIVES

General

GOAL: ESTABLISH AND MAINTAIN A COUNTY-WIDE ECONOMY THAT IS SELF-SUSTAINING, DIVERSE, ENVIRONMENTALLY SENSITIVE AND GEARED TOWARD QUALITY JOB AND BUSINESS OPPORTUNITIES FOR LOCAL RESIDENTS.

GOAL: ENCOURAGE NEW ECONOMIC DEVELOPMENT WHILE RETAINING EXISTING INDUSTRIES AND BUSINESSES.

OBJECTIVES:

1. Provide for a variety of commercial and industrial zones within the County and emphasize the unique attributes of each. Focus on providing necessary infrastructure, including the opportunity for rail access.
2. Maintain the current balance between the agricultural, industrial and commercial service sectors of the economy.
3. Encourage diversity within the industrial sector to prevent domination by limited sectors of the labor market and to provide a broad spectrum of employment options.
4. Capitalize on the established Foreign Trade Zone (FTZ) in Culpeper County to increase the County's attractiveness to new industry and to encourage existing industry to remain.
5. Use existing incentive programs, such as the Technology Overlay Zone to assist businesses seeking to locate in Culpeper County.
6. Participate in state and regional recruitment activities, including the attraction of foreign companies to the County.

GOAL: PROMOTE COMPATIBILITY OF INDUSTRIAL DEVELOPMENT WITH EXISTING COMMUNITY CONDITIONS.

OBJECTIVES:

1. Cluster industries and businesses of similar intensity for ease in delivery of services and efficient use of land.
2. Use public site and service improvements to attract new industry that can further other goals of this plan and complement existing industries.
3. Encourage industries that complement agriculture and use local raw farm products.

GOAL: EXPAND EMPLOYMENT OPPORTUNITIES IN CULPEPER COUNTY.

OBJECTIVES:

1. Encourage commerce that uses and requires support from the existing Culpeper County workforce.
2. Utilize the Daniel Technology Center as a tool for workforce development, instruction, and technology in order to customize training to a specific employer's needs.
3. Attract industries that fill voids in the existing job market and will offer high paying and technical employment opportunities to the existing out-commuting labor force.
4. Encourage commercial and industrial enterprises that are compatible with Culpeper's unique features.

GOAL: PROMOTE TOURISM TO CULPEPER COUNTY AND ENCOURAGE INCREASED VISITOR SPENDING, LOCAL TAX RENENUE, AWARENESS OF COUNTY TOURISM ASSETS, AND OPPORTUNITIES FOR JOB CREATION.

OBJECTIVES:

1. Market Culpeper County as a unique visitor destination through a comprehensive integrated marketing program, including a dedicated tourism website, promotional brochures, social media marketing, and print and online advertising.
2. Focus marketing on Culpeper's primary tourism assets of History and Heritage, Nature and Outdoors, Arts and Culture, Craft Beer, Wine and Moonshine, and a Revitalized Historic Downtown in identified target markets.
3. Promote local, regional, and statewide partnerships that maximize local tourism investment.
4. Promote Tourism as a major industry and a vital component of County economic development efforts.

ONLINE RESOURCES

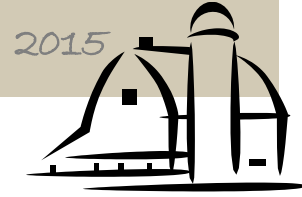
[Culpeper County Airport](#)

[Library of Congress Packard Campus](#)

[Families and Households- 2010 Census](#)

[Virginia Population Projections- Virginia Employment Commission](#)

[Culpeper Community Profile Virginia Employment Commission](#)



4. ENVIRONMENT

INTRODUCTION

In Culpeper County, the resources we use for our growing needs are plentiful, but not unlimited. The degree to which we can meet these demands depends on the ability of our environment to support them. As the County evolves we intend to preserve and conserve our natural resources through responsible planning.

SOILS

Culpeper County lies entirely within the Piedmont Plateau physiographic province. Such provinces are geologic regions with similar relief, biologic and climatic characteristics. The north, northwest and western portions of the County is known as the Piedmont Uplands and is composed of acid crystalline rock material such as granites, gneisses, basalts and arkosic sandstones. The southeastern part of the County, east of Lignum near the Rapidan-Rappahannock confluence, is a remnant part of the Piedmont Uplands composed of basic metamorphic rock such as sericite shists. The southern and central portion of the County, east of Route 15 to Lignum, is part of the Triassic Basin (an old ocean bed) and is composed of sedimentary rock such as shale and sandstone with intrusions of igneous rock. The different rock types determine the physical and chemical composition of the overlying soil types.

Many soils found within the County are suitable for agricultural and residential purposes. Soil limitations do exist in some locations; these limitations include steep slopes, susceptibility to wind and water erosion, shallow soil depths, unfavorable soil structure and workability, and permanent wetness problems that hinders farming and septic disposal. All soils require careful management and conservation practices to prevent deterioration in water quality and to maintain and improve soil quality. See Maps 4.1 for generalized soils throughout the county.

“Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it's the only thing that ever has.” - Margaret Mead, American cultural anthropologist and author.

HYDROLOGY

Surface Hydrology

The County of Culpeper lies wholly within the Rappahannock River basin. The County is drained by three major tributaries and their stream networks into the Rappahannock River. The three major tributaries are the Hazel River, which drains the northern portion of the County; Mountain Run, which drains the central portion of the County and consists of several impoundments that were designed as multi-purpose lakes; and the Rapidan River, which drains the southern portion of the County and forms the County's southern boundary. The Rappahannock River itself forms the northern and eastern boundaries of Culpeper County and the confluence of the Rappahannock and Rapidan Rivers border the southeastern tip of the County. The County is also located in the non-tidal portion of the Chesapeake Bay Watershed. Approximately 2,075 acres of Culpeper County is covered by lakes, rivers and streams.

The 26 square mile portion of the Mountain Run watershed west of the Town of Culpeper contains Lake Pelham and Mountain Run Lake which serve as the primary water supply for the Town of Culpeper. These lakes are also used for recreation, including fishing and boating, although gas engines are prohibited. Mountain Run Lake was completed in 1959 with the construction of an earth fill dam approximately 700 feet long and 40 feet high structure impounds 611 acre-feet of which 531 acre-feet are reserved for water supply storage and 80-acre feet are reserved for sediment storage. The lake has a surface area of 75 acres. Lake Pelham was completed in 1972 with an earth-fill structure about 1,000 feet long and 38 feet high. There are 16,542 acres in the drainage area for Lake Pelham and the dam impounds 1,942 acre-feet of which 1,000 acre-feet are reserved for water supply and 942 acre-feet are reserved for sediment storage. Lake Pelham has a surface area of 254 acres. (Lake Pelham Watershed Management Plan, 1989 Espey, Houston & Associates) There are two additional lakes, Caynor and Merrimac, in the watershed that could be considered for future water supply. Their impoundment structures are owned and maintained by the Culpeper Soil and Water Conservation District.

The lakes west of the Town of Culpeper have proven to be an amenity, increasing growth pressures in this area thereby increasing the potential of point and non-point source pollution. To mitigate the adverse environmental impacts of this growth and associated development, the Town and County have developed a watershed management plan to protect and enhance the water quality conditions within the watershed. This plan led to the adoption of a Watershed Management District (WMD) which is detailed beginning on page 4-10. See Maps 4.2 and 4.3 for the watershed and sub-basin boundaries.

Several stream flow-gauging stations are maintained throughout the County. The U.S. Geological Survey publishes the data from these annually. Flow information coupled with water quality information can help determine the feasibility of water withdrawals or surface water impoundments along these streams and rivers.

The Virginia Department of Environmental Quality (DEQ) released the Final 305(b)/303(d) Water Quality Assessment Integrated Report (Integrated Report) in 2012. The 2012 Integrated Report is a summary of the water quality conditions in Virginia. DEQ develops and submits this report to the U.S. Environmental Protection Agency every even-numbered year. Impaired waters are listed to identify a potential risks to public health and safety. These listed waters require implementing an action plan called a Total Maximum Daily Load (TMDL) to improve water quality. A number of Culpeper County streams are

included on this impaired waters list. Land development which may further impact impaired streams should be required to take additional measures in order to prevent further degradation.

Table 4.1 lists the stream segments and the impairment of streams within Culpeper County.

Impaired Streams

Table 4.1

NAME	LOCATION	CAUSE	IMPAIRED MILES
Rappahannock River	Segment begins at the confluence with Great Run, at rivermile 154.9, and continues downstream until the confluence with the Hazel River, at rivermile 147.52.	Escherichia coli	6.81
Hughes River	Segment begins at the confluence with Kilbys Creek and continues downstream until the confluence with the Hazel River.	Escherichia coli	3.67
Popham Run	Segment begins at the confluence with Ragged Run and continues downstream until the confluence with the Hughes River.	Escherichia coli	2.42
Hazel River	Segment begins at the Route 707 bridge crossing and continues downstream until the confluence with an unnamed tributary to the Hazel River, at rivermile 16.03.	Escherichia coli	15.43
Blackwater Creek	Segment begins at the headwaters of Blackwater Creek, downstream to the confluence with the Hazel River.	Escherichia coli	8.22
Thornton River	Segment begins at the confluence with Mill Run, at rivermile 8.65, and continues downstream until the confluence with an unnamed tributary to the Thornton River, at rivermile 3.25.	Escherichia coli	5.40
Muddy Run	Segment begins at the headwaters of Muddy Run and continues downstream until the confluence with the Hazel River.	Escherichia coli	12.6
Hazel River	Segment begins at the confluence with Indian Run and continues downstream until the confluence with Muddy Run.	Escherichia coli	3.32
Indian Run	Segment begins at the confluence with an unnamed tributary to Indian Run, upstream from Route 626, and continues downstream until the confluence with the Hazel River.	Fecal Coliform	3.82
Rappahannock River	Segment begins at the confluence with Ruffans Run and continues downstream until the confluence with Tinpot Run.	Escherichia coli	2.02

Rappahannock River	Segment begins at the confluence with an unnamed tributary to the Rappahannock River, at approximately rivermile 142.5, and continues downstream until the confluence with Marsh Run.	Escherichia coli	2.83
Lake Pelham	Segment includes all of Lake Pelham.	Oxygen, Dissolved, pH	249.58 (acres)
Mountain Run Reservoir	Segment includes all of Mountain Run Reservoir.	Oxygen, Dissolved	72.75 (acres)
Mountain Run	Segment begins at the confluence with Flat Run and continues downstream until the confluence with the Rappahannock River.	Escherichia coli	7.39
Mountain Run	Segment begins at the Route 15/29 bridge crossing and continues downstream until the confluence with Jonas Run.	Benthic-Macroinvertebrate Bioassessments, PCB in Fish Tissue	19.33
Mountain Run	Segment begins at the confluence with an unnamed tributary that flows from Caymore Lake and continues downstream until Lake Pelham.	Escherichia coli	1.56
Mountain Run	Segment begins at the Route 15/29 bridge crossing and continues downstream until the confluence with Jonas Run.	Escherichia coli	6.43
Jonas Run	Segment begins at the confluence with an unnamed tributary to Jonas Run (XDZ), at approximately rivermile 3.74, and continues downstream until the confluence with Mountain Run.	Escherichia coli	3.71
Robinson River	Segment begins at the confluence with Crooked Run, and continues downstream until the confluence with the Rapidan River.	Escherichia coli	5.26
Crooked Run	Segment begins at the confluence with Little Crooked Run and continues downstream until the confluence with the Robinson River.	Escherichia coli	7.29
Cedar Run	Segment begins at the confluence with Buck Run and continues downstream until the confluence with Cabin Branch.	Escherichia coli	3.20
Rapidan River	Segment begins at the confluence with an unnamed tributary to the Rapidan River, at rivermile 34.5, approximately 0.6 rivermile downstream from Route 689, and continues downstream until the confluence with Cedar Run.	Escherichia coli	4.58
Rapidan River	Segment begins at the confluence with the Robinson River and continues downstream until the confluence with an unnamed tributary to the Rapidan River, at rivermile 36.6.	Escherichia coli	3.33

Rapidan River	Segment begins at the confluence with Wilderness Run, rivermile 7.78, and continues downstream until the confluence with Middle Run.	Escherichia coli	2.47
Rapidan River	Segment begins at the boundary of the public water supply area, approximately 1.21 rivermiles upstream from the Route 3 crossing, and continues downstream until the confluence with Lick Branch.	Escherichia coli	3.46
Brook Run	Segment begins at the confluence with an unnamed tributary to Brook Run. At Route 647, and continues downstream until the confluence with the Rapidan River.	Benthic-Macroinvertebrate Bioassessments	2.45
Hazel Run	Segment begins at the headwaters of the Hazel Run, and continues downstream to the confluence with the Rapidan River.	Escherichia coli	3.4

Ground Water

Culpeper County depends on groundwater for domestic, commercial and industrial use. Several areas adjacent to the Town of Culpeper use the Town's water system; otherwise, development is serviced by individual or community wells.

Groundwater is a vulnerable resource, the quality of which is largely determined by how people use the land. Due to Culpeper County's dependence on groundwater, it is imperative that measures are taken to protect this resource. According to the Virginia Water Control Board, the most severe threats to groundwater quality come from leaking surface impoundments used to store, treat and recycle waste products; leaking underground storage-tanks; malfunctioning septic tanks and drain fields; improper uses and inadequate design of landfills; and agricultural use of fertilizers and pesticides.

A groundwater assessment program is being developed for the County to determine the location, quantity, and quality of groundwater available in various geologic regions of the County. As groundwater resources are developed through public or private development, we will design groundwater protection programs to insure that this vital and limited resource is protected. It is essential that the County-wide groundwater study be completed and that groundwater protection ordinances be developed and implemented as groundwater systems develop. A generalized program for groundwater protection through mandatory and voluntary Best Management Practice (BMP) implementation, recycling programs for used oil and waste reduction in the landfill, household and farm hazardous waste cleanup days, and public education currently seems attainable. In addition, the protection of surface and groundwater quality and quantity must be considered each time a land use change is proposed.

FLOODPLAIN

Flood prone areas in Culpeper County occur along all major streams as designated by the Flood Hazard Map (Map 4.4) developed from the 2007 HUD Flood Hazard Boundary Maps. Approximately 17,000 acres in Culpeper County are located in the 100-year floodplain. The Development Constraints Map (Map 4.7) also shows the approximate limits of the 100-year floodplain along with topographical and soils constraints.

Land uses in the flood prone areas are subject to the provisions contained in the County's Floodplain Overlay District section of the County Zoning Ordinance. The Floodplain Overlay District outlines permitted uses, special uses, and other regulations concerning development and structures within the 100-year floodplain areas. Culpeper County is also a participant in the National Flood Insurance Program that allows for the issuance of flood insurance and disaster assistance in relevant areas.

Forests and other natural vegetation along streams and ponds are important to protect water quality. These vegetated streambanks and shorelines provide a riparian buffer that filters nutrients and sediments, provide shade that moderates water temperature, and provide habitat and food for wildlife. In addition to the County's Floodplain and Watershed Management Overlay Districts, Culpeper County encourages development to protect streams and surface water from disturbance through the use of riparian buffer setbacks under the County's Stormwater Management ordinance. For proposed development there shall be a 100-foot setback from the Hazel, Rapidan, and Rappahannock River, 50-foot setback for all other perennial streams and 25-foot setback for all intermittent streams and stormwater ponds. Culpeper County plays a vital role in protecting the water quality in the headwaters of the Rappahannock River.

WETLANDS

Wetlands are transitional zones between open water and dry land. Non-tidal wetlands, as are found within Culpeper County, often occur where water is found at or near the surface of the ground or in places where the ground is covered by shallow water ranging from a few inches to several feet. Some wetland areas are dry during certain seasons and flooding is common during the winter and spring when rivers overflow their banks. Non-tidal wetlands include freshwater marshes and ponds, shrub swamps, bottomland hardwood forests, and wooded swamps and bogs.

The U.S. Army Corps of Engineers, in cooperation with the EPA, administers wetlands through Section 404 of the Clean Water Act and has had the primary regulatory authority for preserving non-tidal wetlands in Virginia. The Corps must review any development plan that involves wetland areas, and a permit to work in a wetland or a letter indicating that a permit is not necessary must be obtained.

The Culpeper Soil and Water Conservation District provides technical assistance to manage, protect, and enhance the land and water for the benefit and enjoyment of the citizens of Culpeper.

Quick Link: [Culpeper Soil and Water Conservation District-
www.culpeperswcd.org](http://www.culpeperswcd.org)

Wetland Preservation

It is estimated that there were 220 million acres of wetlands in what is now the continental United States in 1780. In 2009, it was estimated that only 110 million acres of wetlands remained.

Wetlands perform the following functions:

- By trapping waterborne sediment and its pollutants, wetlands protect the quality of surface waters. Therefore, the preservation of wetlands will help mitigate the water quality impacts that future development will have on the streams and lakes in Culpeper County.
- Wetlands serve as a natural means of flood control; they absorb and store water during high-runoff periods, thereby reducing flood crests, and protecting life and property.
- Wetlands are critical at times of drought because they maintain critical base-flow to surface waters through the gradual release of stored flood-waters. Wetlands, therefore, can reduce the need to create the reservoirs and other water-storage facilities often constructed as a means to augment municipal water supplies.
- Some wetlands contain important, even unique, communities of wild plant and animal species. They also serve as temporary refuge for migratory birds such as ducks.
- Wetlands provide recreational venues for hunters, fishermen, and campers, as well as open spaces to buffer incompatible uses.

Wetlands are a valuable resource that must be preserved. Therefore, it will be the policy of Culpeper County to discourage the drainage or destruction of wetlands that meet the criteria as outlined in the Federal Manual for Identifying and Delineating Wetlands (or the most current federal identification and delineation policy). If such disturbance is unavoidable, the proper permits must be obtained from the Army Corps of Engineers. Innovative storm water management and Best Management Practices (BMPs) that preserve, establish and enhance wetland features are encouraged.

TOPOGRAPHY

Culpeper County topography ranges from an elevation of 1160 feet above sea level on Mitchell's Mountain to 130 feet above sea level at the junction of the Rapidan and the Rappahannock Rivers. In general, the land surface slopes southeastward from an average altitude of 600 feet above sea level in the western portion of the county to 350 feet in the southeast. The northwestern portion of the County is generally hilly to steep, the central portion of Culpeper County ranges from mostly level to rolling; and the southeastern section of the County is mostly level. There are numerous mountains designated in the County, the elevations of which are shown in Table 4.2.

Development and land disturbing activities, excluding agriculture, on 15%-25% slopes should always require grading permits with erosion and sediment controls prescribed. Additionally, drain fields

located on 15%-25% slopes should require a hydrologic report assuring that ground and surface water will be protected both on and off-site. Those areas located on 25% or greater slopes should be restricted from development and drain fields should be prohibited. See map 4.5 for the topography of Culpeper County.

TABLE 4.2 MOUNTAIN ELEVATIONS IN CULPEPER COUNTY	
MOUNTAIN	ELEVATION
Mitchells Mountain	1,160
Scott Mountain	890
Hitt Mountain	882
Bruce Mountain	850
Cedar Mountain	833
Parrish Mountain	817
Mount Pony	790
Fox Mountain	762
Buzzard Mountain	621
Fleetwood Hill	540
Sheads Mountain	540
Coles Hill	510
Hansbrough’s Ridge	470
Stony Point	410

WOODLAND FEATURES

Culpeper County has forested land in tracts that range from small privately owned wood lots to major parcels managed for commercial harvest. In addition to commercial timber opportunities, wooded areas also provide the following benefits: Watershed protection through storm water management and erosion control, aesthetic and scenic viewsheds, air pollution and noise reduction, groundwater recharge areas and recreation.

As shown on map 4.6, a large portion of the County is wooded. Retention of this acreage will help ensure that the environmental quality of the community is protected. Areas that are managed for commercial timber operations should use Best Management Practices (BMP) and should enact a reforestation plan. Areas under development should provide plans that indicate preservation of the existing woodland features and re-vegetation of areas that are denuded in order to reduce the erosion, sedimentation, and storm water runoff impacts on downstream areas. Retention of existing woodlands on slopes greater than 15% is encouraged.

LAND CAPACITY / DEVELOPMENT CONSTRAINTS

The Development Constraints Map (Map 4.7) identifies both areas that are restricted from building and those with building limitations. This is a generalized map that approximates those areas with development constraints. The map is not intended to be site specific or all-inclusive. Site-specific information should be provided for any development project that encounters areas with building restrictions.

The allowable activities in a floodplain area include agricultural uses, certain public and private recreational uses, accessory residential uses such as yards and gardens, and stormwater management facilities as long as the floodplain elevation is not altered as described in the floodplain ordinance.

Soil properties are measured in terms of depth to water table, ease with which water filters through, moisture retention capacity, stability with changes in temperature and moisture content, acidity (pH), corrosiveness and a variety of other criteria. The relative importance of each criterion varies with the contemplated use. Specifically, home sites are relied upon to provide both drinking water and to clean wastes. The areas designated as unsuitable for drain fields are those in areas where the soils have high shrink-swell potential or shallow depth to bedrock. In general, the soils with the greatest building limitations are found in the Triassic Basin.

Slope can be a limiting and restrictive development factor for buildings and grading. Disturbing moderately steep (15%-20 %) and steep slopes (>20%) can increase erosion rates and change the hydrology of the landscape. Critical slope is typically defined as a slope gradient exceeding 15 percent where erosion rates increase and groundwater flows can seep to the surface. Practical engineering judgment should be used when developing on critical slope areas and conservative use of erosion control measures is encouraged.

ALTERNATE ENERGY

Renewable energy sources like wind, solar, geothermal, hydrogen and biomass are expected to play an important role in our future. Wind is the Nation's fastest-growing sources of energy. Solar power is used to generate electricity with both thermal and photovoltaic technologies. Solar water heaters are used for water or space heating for residential, commercial, and industrial facilities. Geothermal energy is the heat from the Earth which can be used to create electricity with minimal environmental impact. Resources of geothermal energy range from shallow ground to hot water and hot rock found a few miles beneath the Earth's surface. Hydrogen is a clean energy carrier made from renewable energy resources (e.g. solar, wind, geothermal), nuclear energy, and fossil energy. The term 'biomass' means any plant derived organic matter available on a renewable basis, including dedicated energy crops and trees, agricultural food and feed crops, agricultural crop wastes and residues, wood wastes and residues, aquatic plants, animal wastes, municipal wastes, and other waste materials. Biomass is used to create fuel, electricity, and chemical resources. Examples of biofuels are ethanol and renewable diesel. Culpeper County supports the expansion and use of renewable energy sources where appropriate Countywide. As these energy sources become more common, it may be necessary to implement appropriate regulations which address changing technologies. For example, wind power can generate noise, aesthetic and other concerns that may need to be addressed.

WATERSHED PROTECTION: GENERAL

Chesapeake Bay Act

With the advent of the Chesapeake Bay Preservation Act (the Bay Act), enacted in 1988 by the State legislature, a program of watershed management was initially designed to restore the once pristine water quality afforded by the Chesapeake Bay and its fishing industries. Stringent guidelines and enforcement measures were set in place to manage tributaries leading to the Bay. These measures impact private citizenry, private industry and public policy with the goal of improving the ecology of the Bay.

The implementation of measures taken from the Bay Act may be advisable to improve water quality over time.

Stormwater Management

The Virginia Department of Conservation and Recreation oversees all stormwater regulations applicable in Culpeper County.

LAKE PELHAM AND MOUNTAIN RUN LAKE WATERSHEDS

On March 3, 1992, the Culpeper County Board of Supervisors adopted Article 8C Watershed Management District (WMD), into the Culpeper County Zoning Ordinance. The WMD is an overlay zone specific to the Mountain Run Lake - Lake Pelham Watershed. The Ordinance seeks to implement the policies that follow. The maximum densities allowable, as well as other aspects of the ordinance, differ slightly from the policies listed below. As with all of the guidelines set forth in this Comprehensive Plan, these policies are general in nature, and implementation must be undertaken with many considerations in mind, and at the discretion of the Board of Supervisors.

General Policy

1. The County seeks to outline a set of general policies (goals) and specific implementing policies (or objectives) which will protect public health and safety; and prevent water quality deterioration in the Lake Pelham watershed.
2. Any strategy to improve water quality will seek to keep costs of land use conservation and water quality enhancement below the cost of the benefits achieved for public health and safety. In considering benefits, the County will fully consider the costs to the public health from damage to the water supply and, where necessary, attempt to quantify the same.
3. In determining whether water supply quality is being maintained, the County will examine the following water quality parameters: (1) the amount of nitrogen, phosphorous, solids, and the effect on dissolved oxygen; (2) the amount and concentration of the following metals and toxins: arsenic,

cadmium, chromium, lead, mercury and zinc; (3) fecal coli form concentrations; (4) temperature; (5) tree cover distribution.

Specific or Implementation Policies

1. Because non-residential uses, particularly commercial and industrial uses, involve considerable threats of toxin and metal pollution, both from their own wastes and from heavy auto travel associated with the uses, non-residential development, other than what already exists or is planned should be limited. Non-residential uses, other than parks, schools, churches and other community facilities, and those public facilities that must locate in the Lake Pelham Watershed in order to serve development that has or is likely to locate there, shall be required to provide storm water management facilities and utilize Best Management Practices (BMPs), which insure that water quality will not be degraded.
2. The average overall density for residential development in any sub-area as set out in the LPW Management District shall not exceed the density for the full area unless adjustments are made to another sub-area which would result in the same or lesser overall impact.
3. Cluster styles of development, such as cluster subdivisions, planned residential developments, architecturally integrated developments, and planned unit developments, offer the opportunity, although not the certainty, that the development will pose the least adverse impact on the water supply. Clustering provides an opportunity to improve the use of open space for filtering and to avoid highly erodible soils or steep slopes or other areas where impacts could be difficult to control. The County acknowledges that cluster styles of development that are designed to protect the water supply are the preferred method of development in the LPW.
4. The County will require that developments using clustering demonstrate that densities are actually increasing as they move further from the lakes and primary creeks and streams, or that the developments have been specifically designed to maximize the effectiveness of local wet ponds.
5. Natural vegetated buffer areas are encouraged along intermittent streams and around stormwater ponds in order to allow soils an opportunity to filter out particles before they reach the water supply. Natural filtration is a proven way to reduce pollution in the water supply.
6. To protect the water supply the County will require natural vegetated buffer areas of at least 200 feet be provided along Lake Pelham and Mountain Run Lake; at least 100 feet shall be provided along primary creeks and streams leading into those Lakes; and at least 50 feet shall be provided along tributaries to the lakes and to those creeks and streams. Adequate mechanisms are needed in development proposals to insure that these areas remain and be maintained in a natural state.
7. At the heart of the watershed protection plan is a reliance on Low Impact Development and other Best Management Practices intended to engineer at the site and regional levels a system that will protect the water supply. The amount of runoff in the Lake Pelham Watershed is directly related to the amount of impervious surface. The quality of that runoff is directly related to the land use and intensity. The County will modify development standards to require that developments utilize Low Impact Development and other Best Management Practices. Grading is limited during development

to only that which is necessary to put roads, utilities, driveways, parking areas, principal structures, necessary accessory structures and a reasonable amount of activity space in place.

8. The Lake Pelham Watershed is susceptible to pollution from failed drain fields or highly concentrated pollutant loadings, especially in areas directly abutting Lake Pelham, or within direct storm water access. Because the principal problem anticipated in the Lake Pelham watershed is nitrification, development of public sewer is encouraged. To avoid future lake degradation, policies shall be implemented which properly restrict septic systems in the Lake Pelham area. The County shall discourage those developments in the Lake Pelham area which cannot be served by Town water and sewer, or wait for the availability of those services. Alternative methods of sewage are strongly discouraged within the Lake Pelham Watershed.
9. The County requires Erosion and Sediment Control Plans for land disturbing activities of greater than 5,000 sq. ft. in the WMD.

GREEN BUILDING CODE

The National Green Building Standard, known as ICC-700, was approved Jan. 29, 2009 as an American National Standard. The new Standard provides guidance for safe and sustainable building practices for residential construction, including both new and renovated single-family to high-rise residential buildings. This is the only “green” standard that is coordinated with the Code Council’s family of I-Codes and standards.

The International Code Council and the National Association of Home Builders developed the Standard with input from diverse stakeholders ranging from code officials and other building professionals to the entire spectrum of the “green” building community. This new standard and other programs like it provide a practical route and clear guidance towards greener residential construction. The standard also promotes homeowner education for the maintenance and operation of residential buildings in order to ensure long-term health, financial, and environmental benefits.

In 2011, the Culpeper County Building Department was among the nine winners of the “Green Government Challenge” issued by the Virginia Municipal League. The “Go Green Virginia” campaign, which began in 2007 is a competition between counties, cities, and towns who establish, implement, and adopt policies or actions that reduce energy usage and promote sustainability.

BUY LOCAL AND FARMERS MARKET

Locally marketed food doesn't have to travel far. This reduces carbon dioxide emissions and packing materials. Buying local food also helps to make farming more profitable and selling farmland for development less attractive. This ensures that family farms in the community will continue to thrive and that healthy, flavorful, plentiful food will be more available for future generations. Culpeper County strongly encourages the local food movement.

MINERAL RESOURCES

Purpose

It is important to know where mining occurred in the past, where mining is suitable in the present, and where potential mining sites may be in the future. Future mineral resource expansion can add to the tax base, provide jobs and may offer post-mining recreation sites. By recognizing the mineral resources available for Culpeper County, it becomes easier to plan for those resources that are important to the community. The most suitable areas for mineral resource mining are usually unsuitable for drainfields and agricultural uses. Specific quarry site selection requires detailed investigations, including evaluation of terrain, accessibility, rock quality, zoning and land-use ordinances, and environmental impacts.

History

Culpeper County is located within the Northern Piedmont and Blue Ridge Major Land Resource Areas (*Land Resource Regions and Major Land Resource Areas of the United States, USDA, NRCS, 1981*) and is underlain by igneous, sedimentary, and metamorphic rocks (see Map 4.8, Geology). These areas are bordered by the North Appalachian Ridge Valley to the west and the North Coastal Plain to the east.

The Triassic-Jurassic Basin, also known as the Culpeper Basin, is the dominant feature of Culpeper County's geology and stretches from the mid-eastern portion of the County diagonally to the southern tip (see Map 4.8). The rocks in this basin are Triassic-Jurassic red and brown shales, siltstones, and sandstones intruded by diabase. The types of rocks within this region include sandstone, siltstone, shale, hornfels, diabase, basalt, limited coal seams in some areas, and conglomerate. Groundwater quality in this basin is generally lower because of hardness, acidity, salinity, and iron.

Culpeper County has a varied history of mining efforts. In the mid to late 1800s, copper was found near Slaughter's mountain. The Virginia Department of Mines, Minerals and Energy has identified three mines that contain small deposits of copper: the Batna Mine, Culpeper Prospect, and Ellis Mine. Copper mineralization associated with Triassic rocks near Culpeper and Batna have been prospected but no commercial production has been established.

Gold was first found in Culpeper County around 1828. The gold deposits that were found, and may still exist today, are located in a 150 mile long by a 10 to 15 mile wide strip which runs from Montgomery County, Maryland to Appomattox County, Virginia. This linear region contains scattered occurrences of pyrite and gold. Gold ore was mined and milled at several sites in the vicinity of Richardsville in the eastern part of the County. Known gold deposits tend to be relatively low grade with low concentrations of fine flakes. In addition, soapstone has been found near Richardsville.

In the past, diabase, basalt, granitic rocks, sandstone, hornfels, and conglomerate have been quarried as sources of crushed stone. Limestone was quarried near Jennings Store for use as agricultural stone, and limestone from other parts of the County has also been burned to produce lime. Slate has been quarried and other types of rock have been used for local construction purposes. Clay materials were formerly produced for use in brick plants at Culpeper and Elkwood, and for use in the manufacture of brick and tile at Stevensburg. Sand obtained in the Hazel River area has been used for paving, masonry, concrete,

and ice control. Sand and gravel deposits suitable for construction are present along the Robinson, Rappahannock, and Rapidan Rivers.

Current Activity

According to the Virginia Department of Mines, Minerals and Energy, in 2013, there were six operating quarries in Culpeper County. The annual tonnage of granite and sandstone quarried from these operations in 2013 was 930,675 tons. These mines produce crushed stone for roadstone and concrete aggregate, and dimension stone for monuments and other architectural applications.

THE CULPEPER BASIN

The Culpeper Basin is a structural trough filled with sedimentary, metamorphic, and igneous rocks of Mesozoic age that border the eastern front of the Blue Ridge in northern Virginia. The basin extends 1,062 square miles from the Rapidan River near Madison Mills, Virginia, northeastward across the Potomac River and terminates just west of Frederick, Maryland.

The rock and mineral resources of the Culpeper basin are presently used for construction material, highway fill and building stone. The principal quarries, pits, mines, and prospects are shown on Map 4.10. Diabase is quarried for crushed aggregate and dimension stone, basalt is quarried for aggregate and crushed stone, and shale is extracted as a source of clay for brick manufacture. Future construction may require adequate quantities of crushed stone, brick clay, and aggregate at or near the surface and close to the area of use. Large reserves of some industrial materials are present, but new pits or quarries may be needed to fulfill the requirements economically before future construction commences.

CRITERIA FOR FUTURE QUARRY AND MINE LOCATIONS

Access

Transportation is an important aspect of identifying mineral resources potential. Access is extremely important to active mineral facilities. The weight and size of the vehicles required to transport material demand adequate routes. By siting these facilities along paved roadways with adequate widths, negative traffic impacts can be reduced. Where feasible, the use of railroad sidings should be encouraged. If truck traffic can be reduced through the practice of shipping freight via rail, this should be treated as a substantial benefit.

Compatible surrounding land use

The availability and location of mineral resources is important information for land-use planners, mining and quarrying industries, and the concerned public. Future availability and utilization of rock and mineral commodities depend on the decisions made by planners and other land-use decision makers. In planning for future extraction, the need to reserve adequate space for facilities, access roads, buffer zones, and corridors for high-load electrical lines should be considered.

Mineral resource extraction should be compatible with surrounding land uses. Siting facilities in agricultural or rural areas in A-1 and RA zoning districts with very low residential densities is appropriate. Large tracts of land are necessary to provide buffers from the dust, noise, and vibration associated with this industry.

Focus on environmental issues

The decision to utilize an available resource relies upon many external factors, principally economic and environmental concerns. Proper planning and regulation in advance of extraction of resources can minimize and prevent environmental disruption. Plans to extract any type of resource must be weighed against the effects of extraction on scenic values, recreational uses, surface water quality of the rivers and creeks, agricultural operations and residential quality of life.

Mineral resources can be mined only where they are found, thus planning for their potential environmentally sound extraction is the responsibility of the local government. The Culpeper Basin's southern to southeastern boundary in Culpeper County occurs along the Rapidan River. Environmental degradation may occur if proper planning and design techniques are not used. As such, all use permit applications for mineral extraction should include documentation which insures environmental protection.

Case by case consideration via conditional use permit

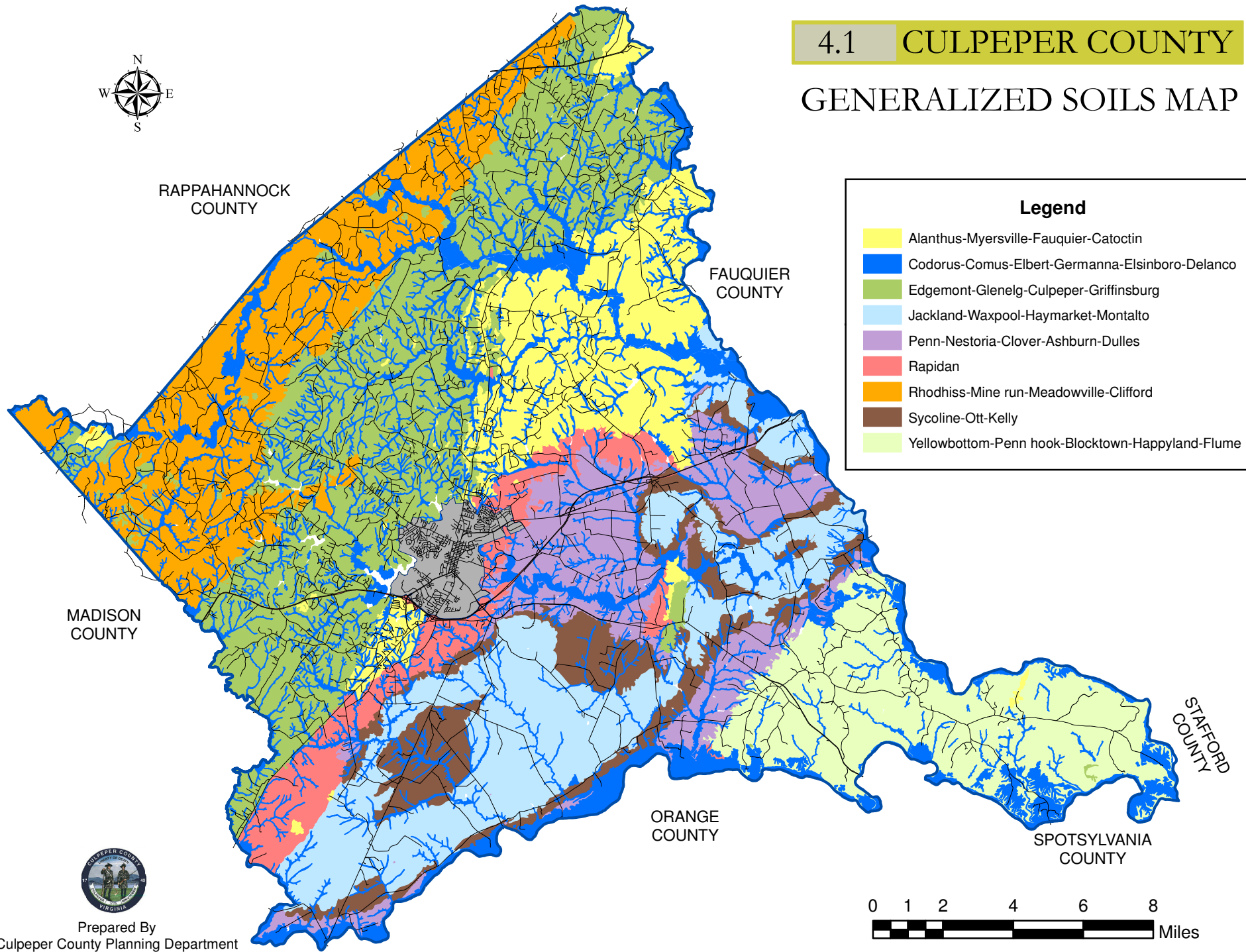
Mining, excavation, quarrying, product drilling, and all associated activities of extractive and mining operations are conditionally permitted in the Agricultural (A-1) and the Rural Area, (RA) zoning districts. Consequently, any operation of this type must apply for a conditional use permit. All applications for conditional use permits will be considered on a case by case basis by the Planning Commission and the Board of Supervisors. This process will allow for site-specific studies with proper planning and siting of the facility. Appropriate conditions should be imposed and approval should be given only when it is shown that the surrounding areas will be compatible with this type of land use, and only when the criteria outlined here have been met.

Future Mineral Resource Extraction

Map 4.11-Future Mineral Resource Extraction is intended to recognize areas where mineral resources exist, where access is adequate, where residential population is low, and where the environment can be protected. In short, it is an indicator of those areas where the County's mining and quarrying site criteria can most likely be met. It should be utilized as a guideline with more thorough study through the use permitting process, which is required for any application for permission to begin a mineral extraction operation.

4.1 CULPEPER COUNTY

GENERALIZED SOILS MAP



Legend

- Alanthus-Myersville-Fauquier-Catoctin
- Codorus-Comus-Elbert-Germanna-Elsinboro-Delanco
- Edgemont-Glenelg-Culpeper-Griffinsburg
- Jackland-Waxpool-Haymarket-Montalto
- Penn-Nestoria-Clover-Ashburn-Dulles
- Rapidan
- Rhodhiss-Mine run-Meadowville-Clifford
- Sycoline-Ott-Kelly
- Yellowbottom-Penn hook-Blocktown-Happyland-Flume

RAPPAHANNOCK COUNTY

FAUQUIER COUNTY

MADISON COUNTY

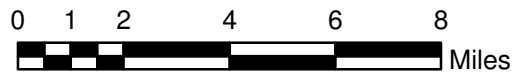
ORANGE COUNTY

SPOTSYLVANIA COUNTY

STAFFORD COUNTY

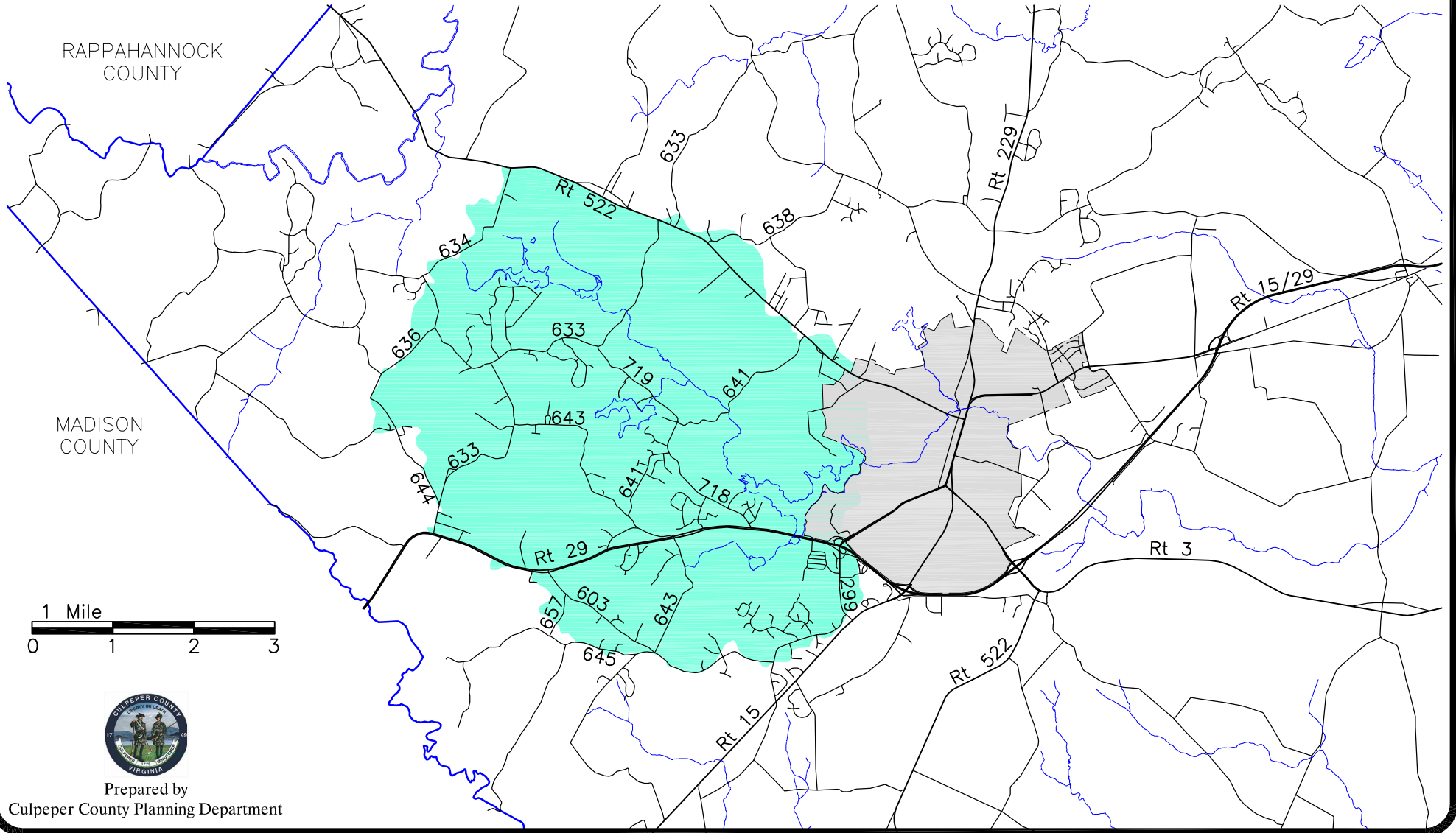
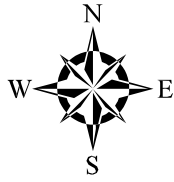


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4.2 CULPEPER COUNTY

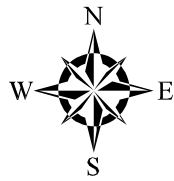
WATERSHED MANAGEMENT DISTRICT



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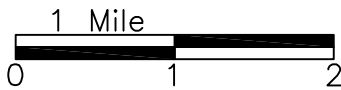
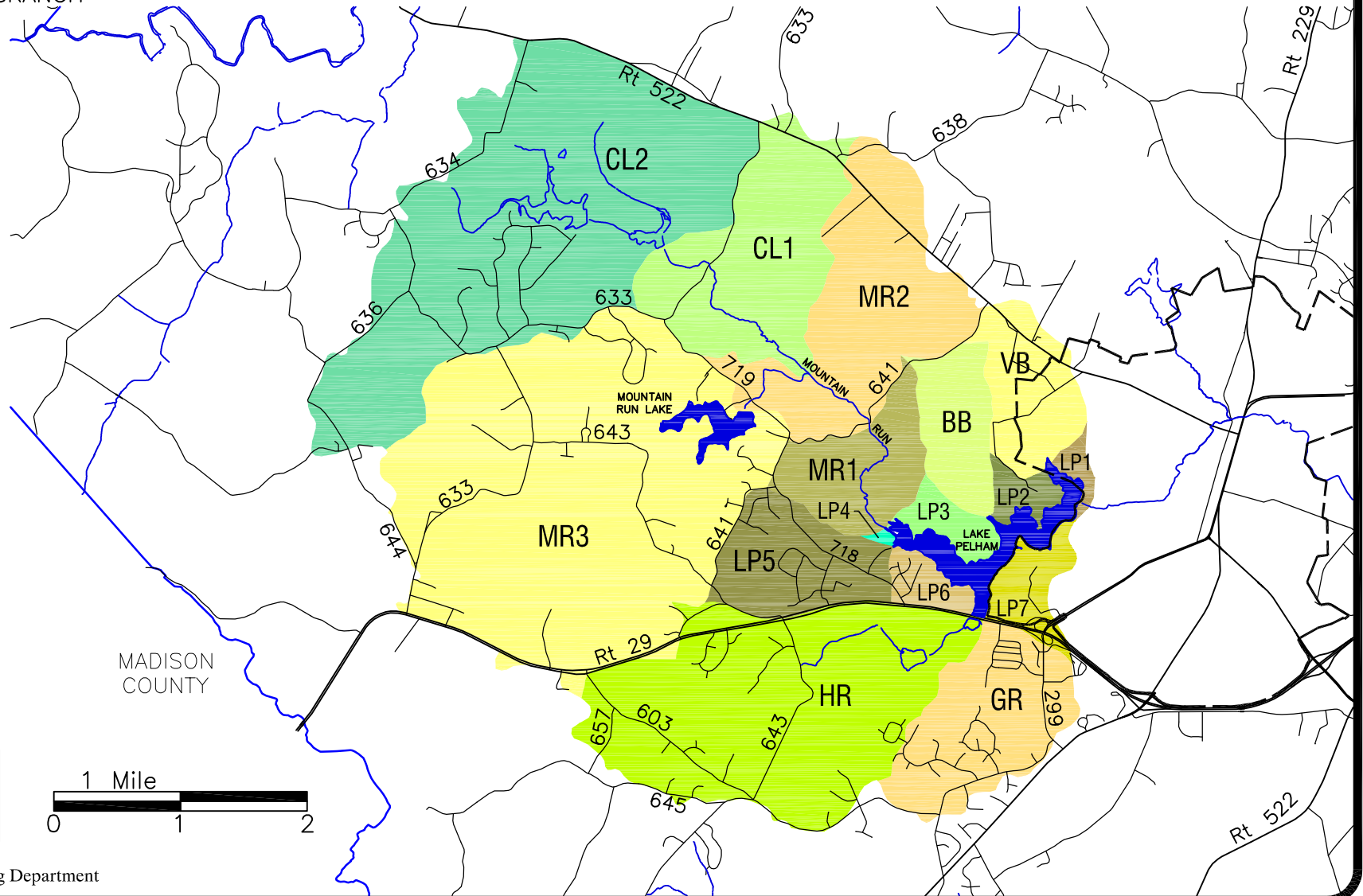
DRAINAGE SUB-AREA DESIGNATION

- BB—BOND BRANCH
- CL—CAYNOR LAKE
- GR—GAINES RUN
- HR—HUNGRY RUN
- LP—LAKE PELHAM
- MR—MOUNTAIN RUN
- VB—VAUGHN BRANCH



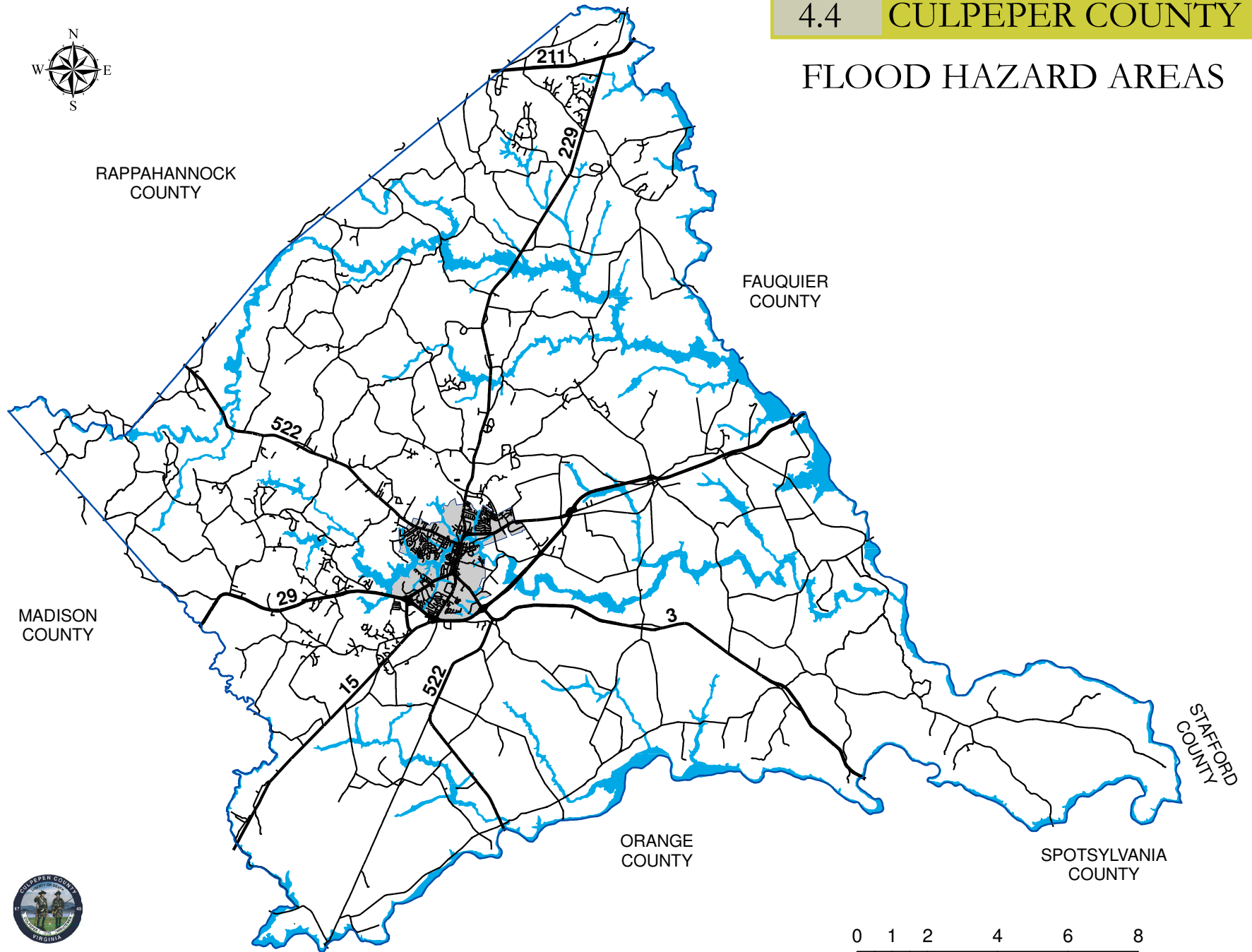
4.3 CULPEPER COUNTY

LAKE PELHAM & MOUNTAIN RUN LAKE
DRAINAGE SUB-AREA DESIGNATIONS



4.4 CULPEPER COUNTY

FLOOD HAZARD AREAS



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0 1 2 4 6 8
Miles

4.5 CULPEPER COUNTY

TOPOGRAPHY



RAPPAHANNOCK
COUNTY

FAUQUIER
COUNTY

ELEVATION LEGEND

- 100-350
- 400-450
- 500-550
- 600-700
- 750-1050

MADISON
COUNTY

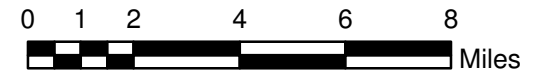
ORANGE
COUNTY

SPOTSYLVANIA
COUNTY

STAFFORD
COUNTY

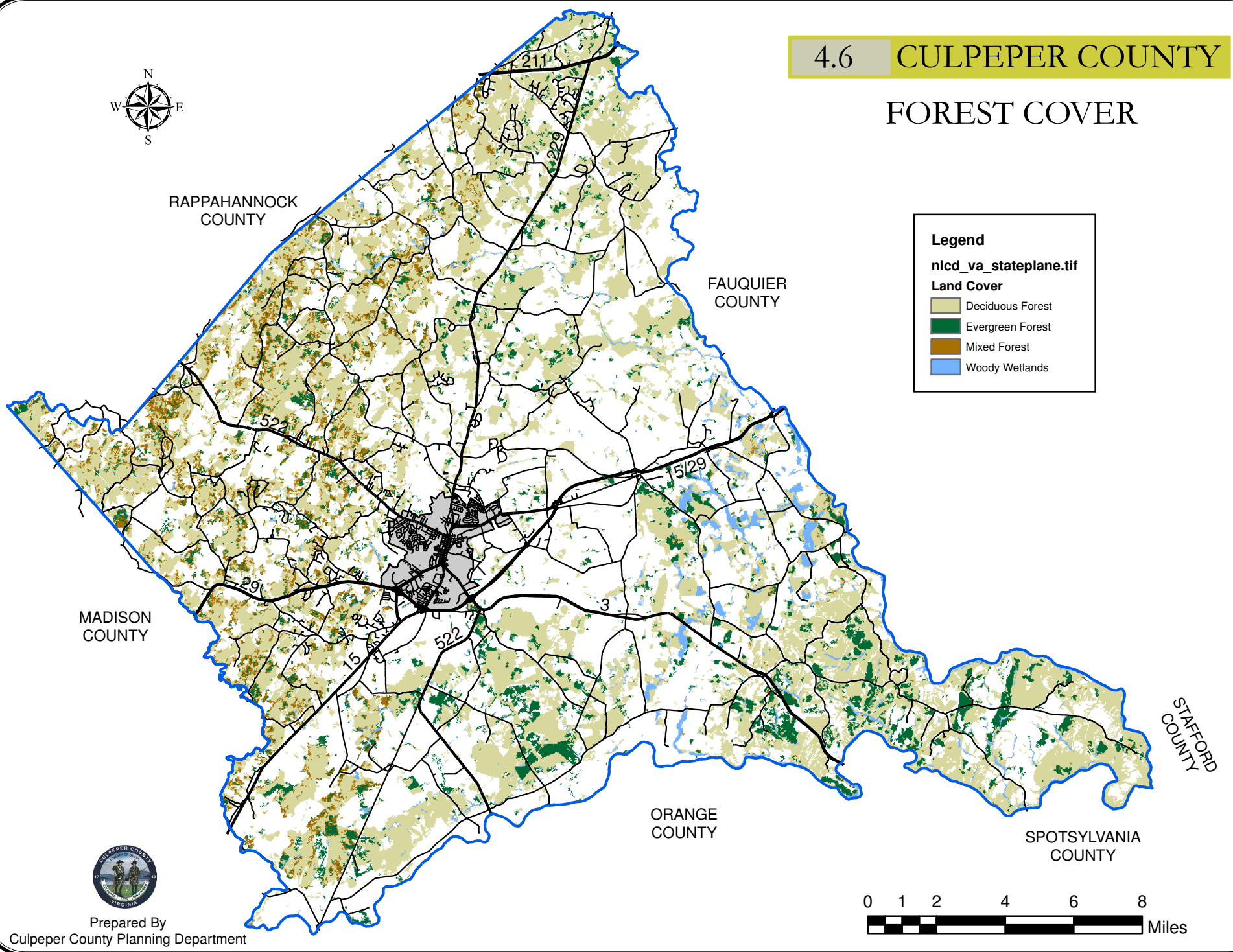


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4.6 CULPEPER COUNTY

FOREST COVER



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4.7 CULPEPER COUNTY

DEVELOPMENT CONSTRAINTS



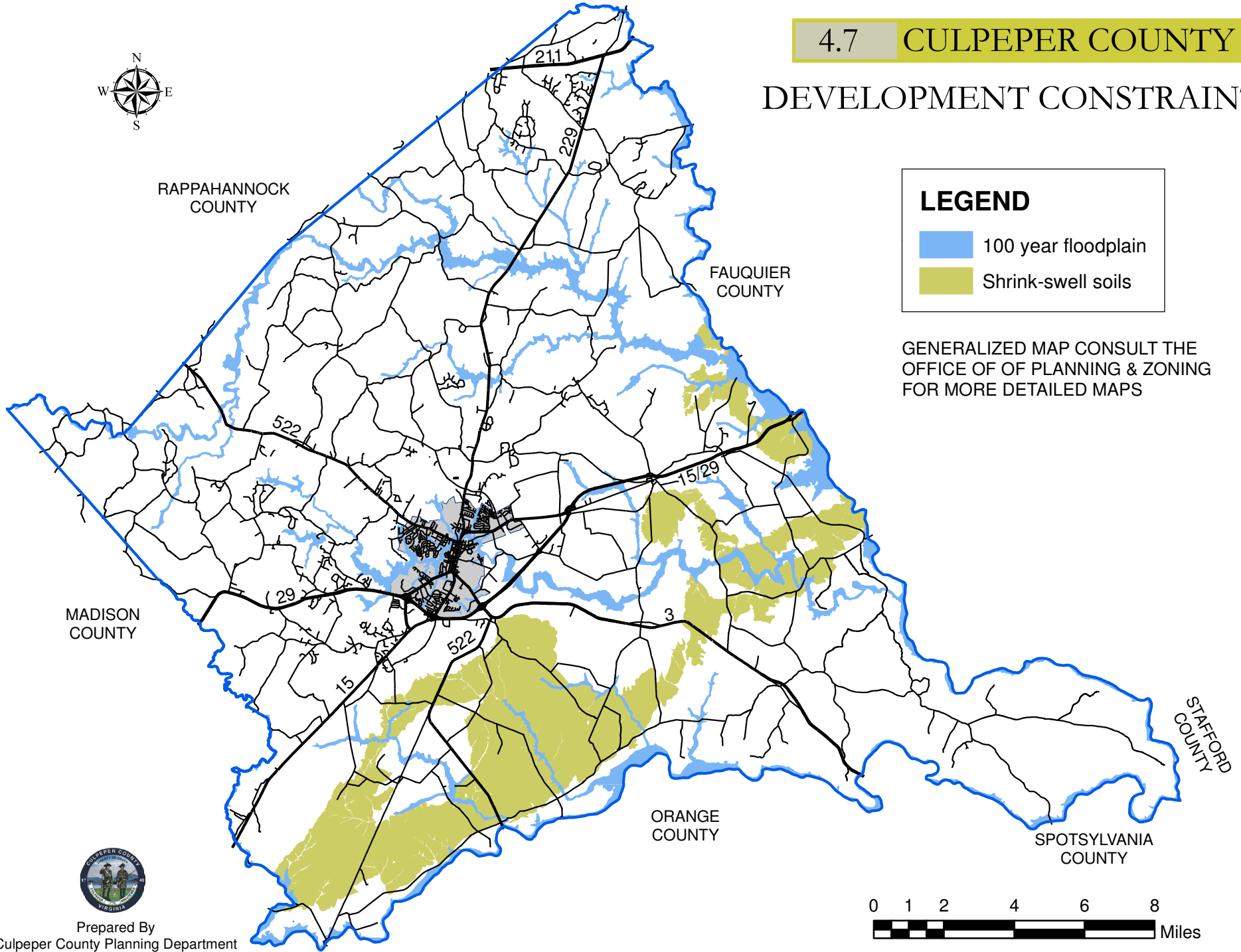
RAPPAHANNOCK COUNTY

FAUQUIER COUNTY

LEGEND

-  100 year floodplain
-  Shrink-swell soils

GENERALIZED MAP CONSULT THE OFFICE OF OF PLANNING & ZONING FOR MORE DETAILED MAPS



MADISON COUNTY

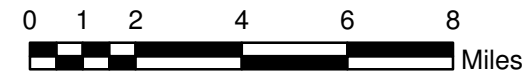
STAFFORD COUNTY

ORANGE COUNTY

SPOTSYLVANIA COUNTY



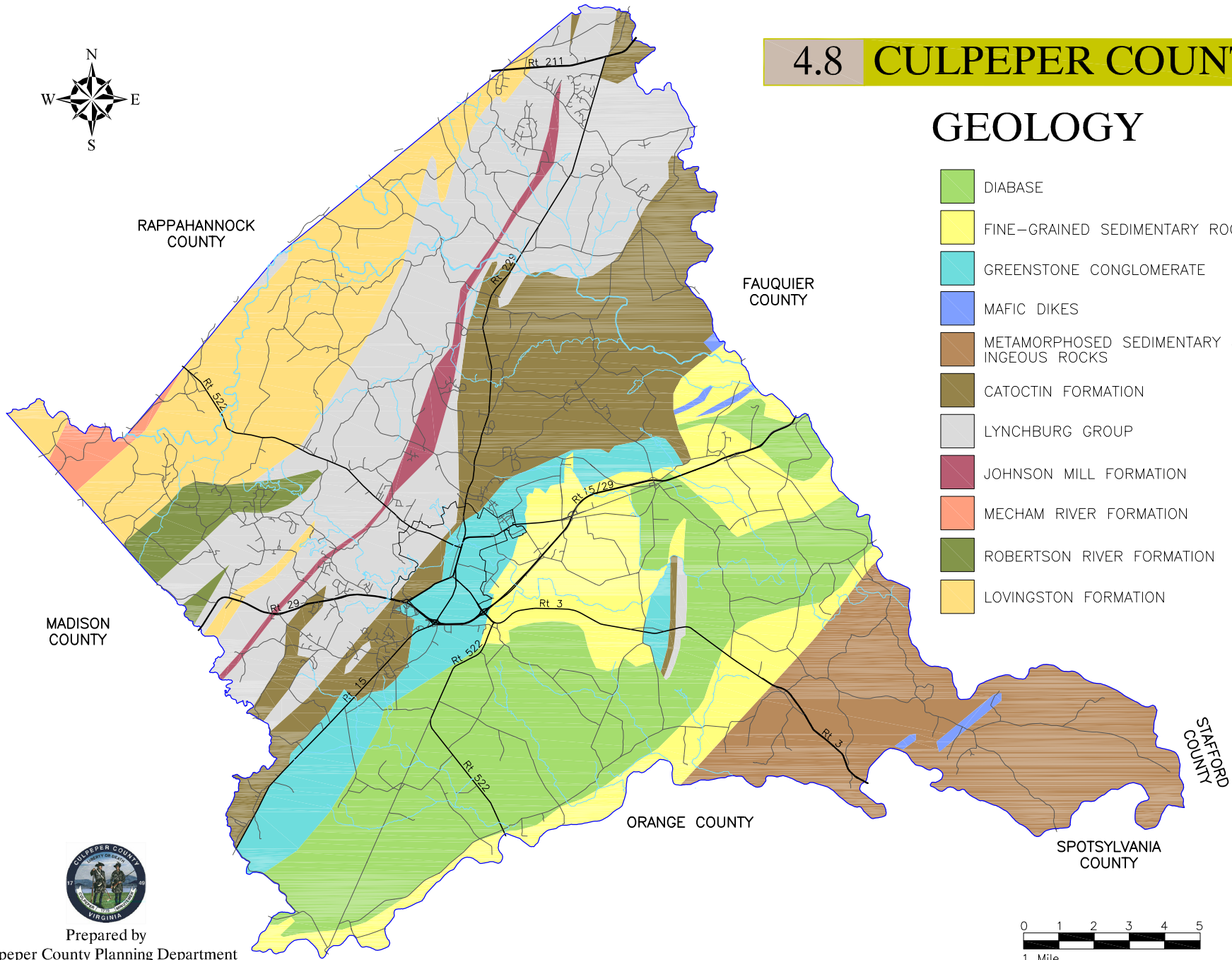
Prepared By
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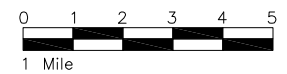
4.8 CULPEPER COUNTY

GEOLOGY

- DIABASE
- FINE-GRAINED SEDIMENTARY ROCKS
- GREENSTONE CONGLOMERATE
- MAFIC DIKES
- METAMORPHOSED SEDIMENTARY & INGENOUS ROCKS
- CATOCTIN FORMATION
- LYNCHBURG GROUP
- JOHNSON MILL FORMATION
- MECHAM RIVER FORMATION
- ROBERTSON RIVER FORMATION
- LOVINGSTON FORMATION

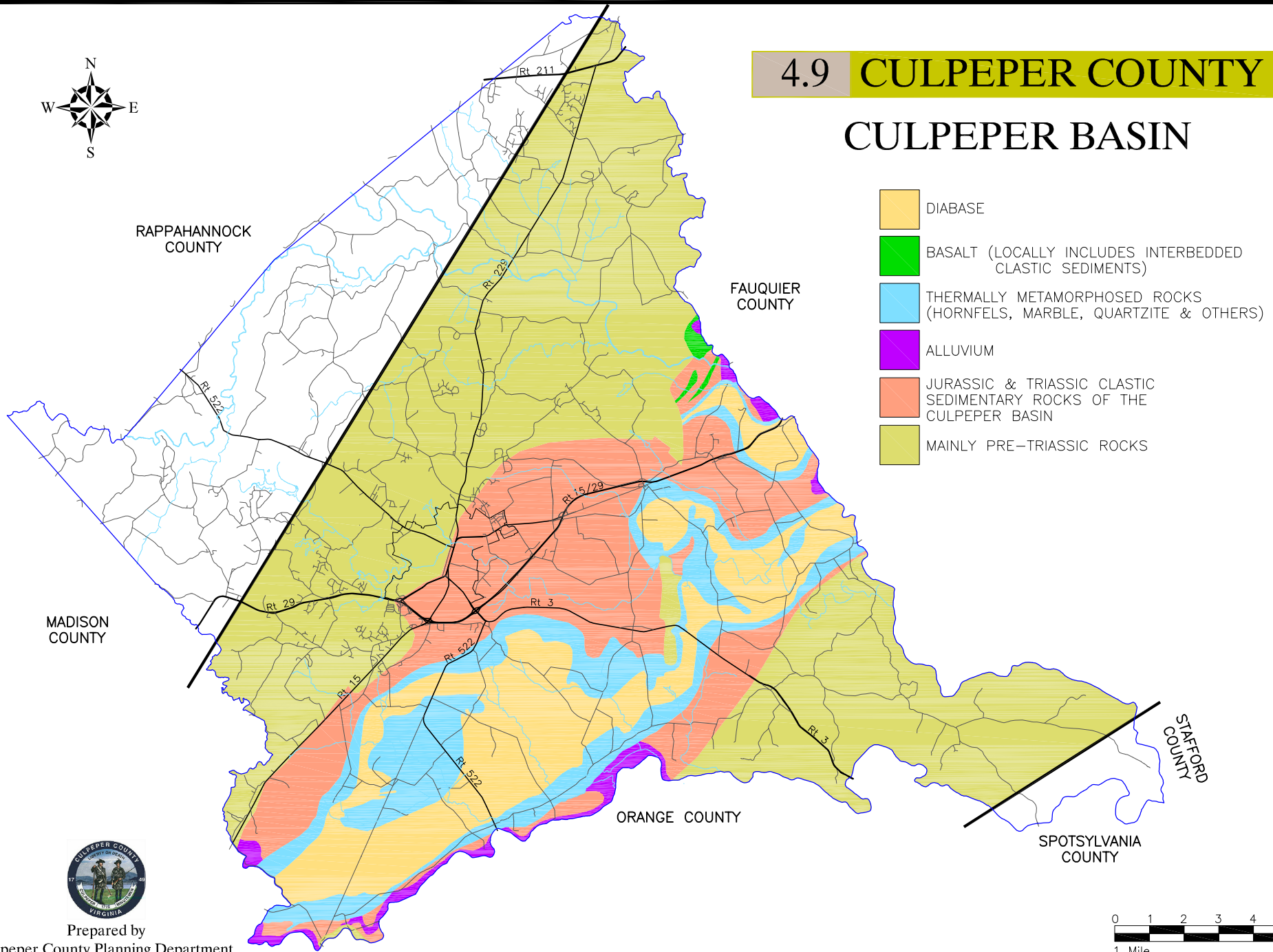


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4.9 CULPEPER COUNTY

CULPEPER BASIN

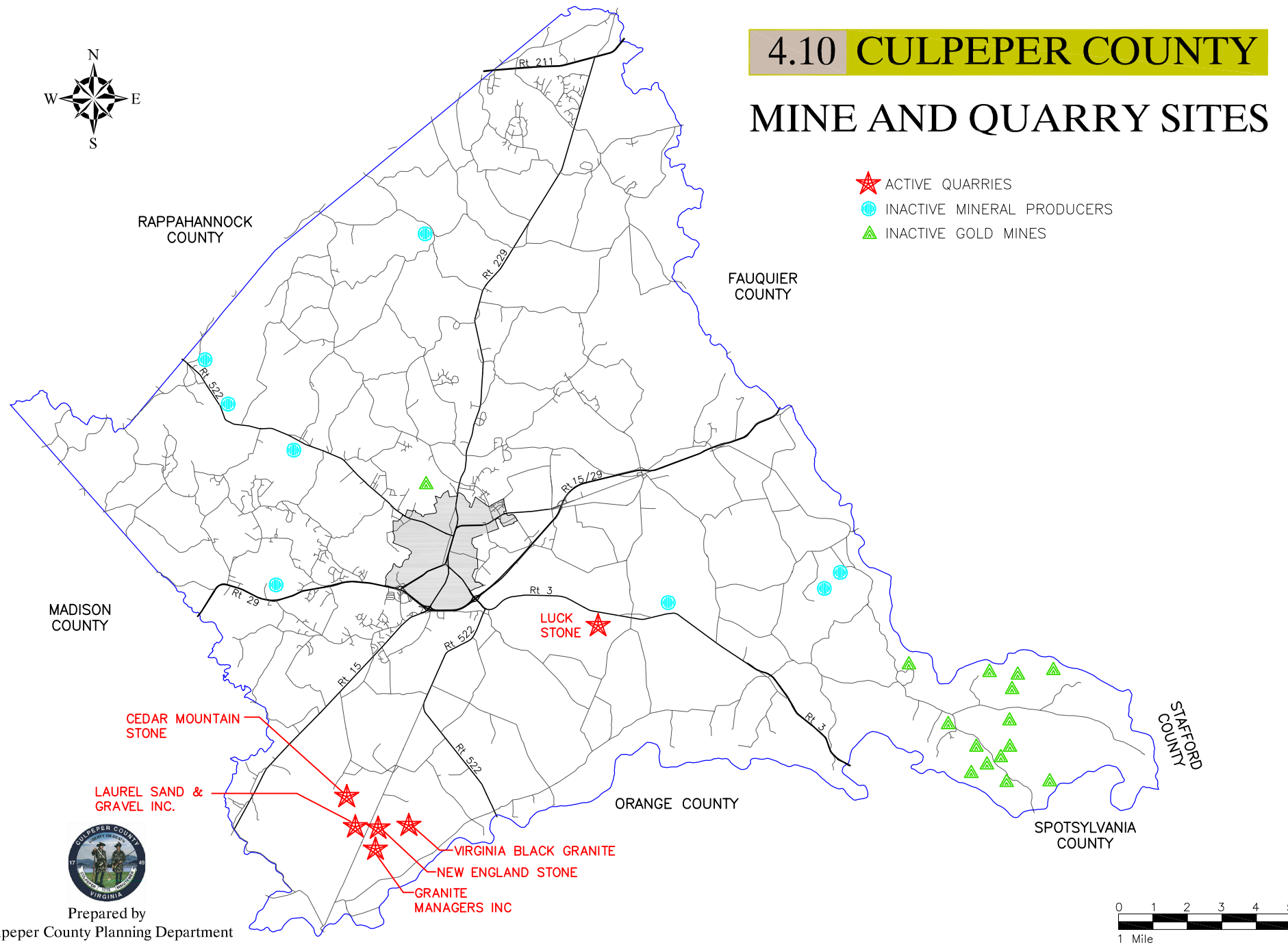


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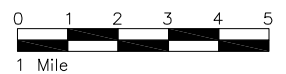
4.10 CULPEPER COUNTY

MINE AND QUARRY SITES

- ★ ACTIVE QUARRIES
- INACTIVE MINERAL PRODUCERS
- ▲ INACTIVE GOLD MINES



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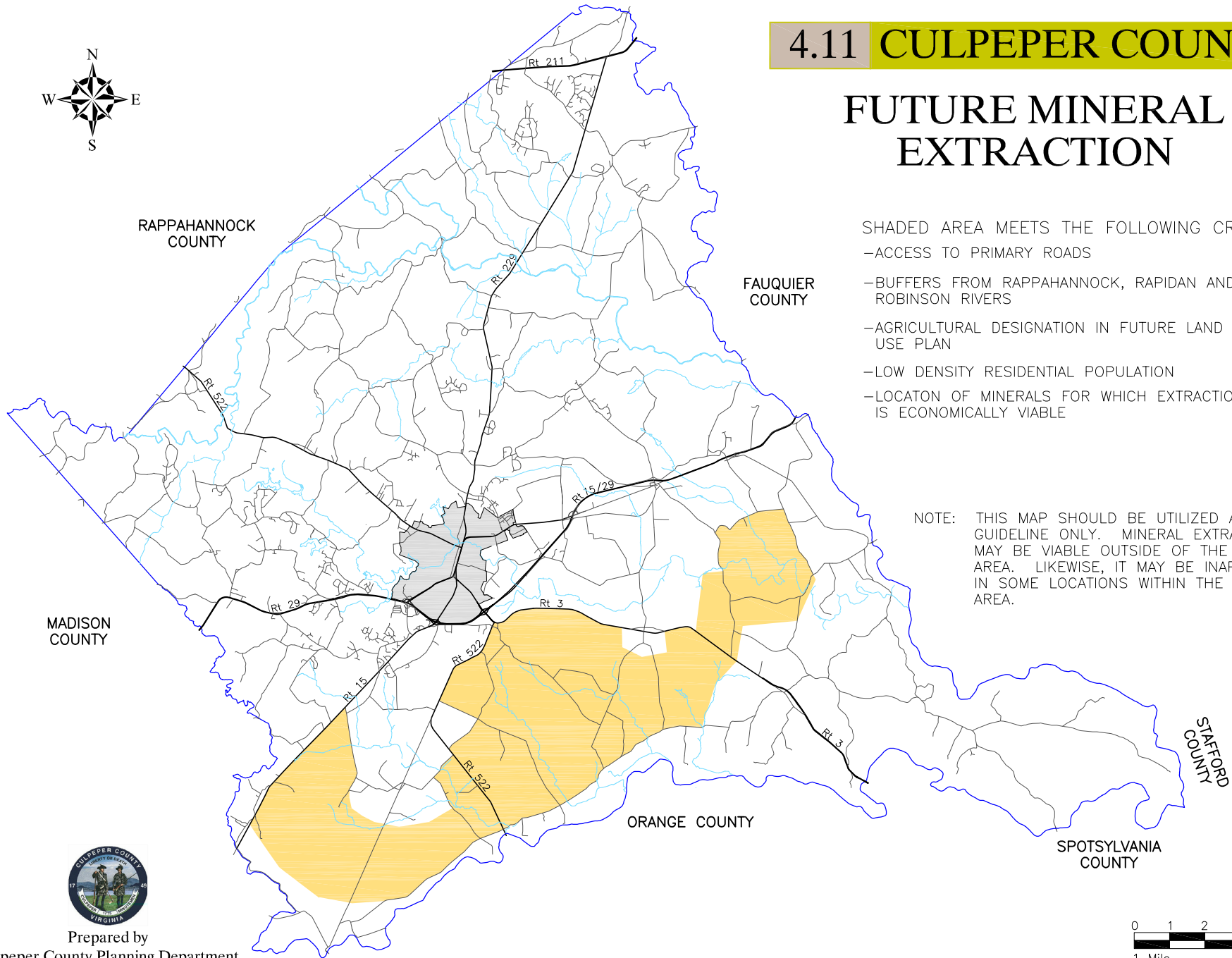
4.11 CULPEPER COUNTY

FUTURE MINERAL EXTRACTION

SHADED AREA MEETS THE FOLLOWING CRITERIA:

- ACCESS TO PRIMARY ROADS
- BUFFERS FROM RAPPAHANNOCK, RAPIDAN AND ROBINSON RIVERS
- AGRICULTURAL DESIGNATION IN FUTURE LAND USE PLAN
- LOW DENSITY RESIDENTIAL POPULATION
- LOCATON OF MINERALS FOR WHICH EXTRACTION IS ECONOMICALLY VIABLE

NOTE: THIS MAP SHOULD BE UTILIZED AS A GUIDELINE ONLY. MINERAL EXTRACTION MAY BE VIABLE OUTSIDE OF THE SHADED AREA. LIKEWISE, IT MAY BE INAPPROPRIATE IN SOME LOCATIONS WITHIN THE SHADED AREA.



RAPPAHANNOCK COUNTY

FAUQUIER COUNTY

MADISON COUNTY

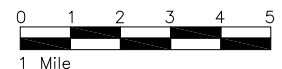
ORANGE COUNTY

STAFFORD COUNTY

SPOTSYLVANIA COUNTY



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ENVIRONMENT GOALS AND OBJECTIVES

General

GOAL: PRESERVE AND IMPROVE THE QUALITY OF THE COUNTY'S SOIL, WATER, AIR, FORESTS AND FARMLAND.

GOAL: PROTECT ENVIRONMENTALLY SENSITIVE AREAS FROM DEVELOPMENT.

OBJECTIVES:

1. Require development to meet the highest standards in erosion and sediment control and storm water management.
2. Utilize groundwater studies to minimize excessive and inappropriate ground water withdrawals.
3. Require an impact assessment from any use that proposes to introduce hazardous wastes into the atmosphere, soil or water as a condition of review and approval.
4. Encourage preservation of forested lands and waterways that provide long-term environmental benefits to water quality, recreation, tourism, general aesthetics, and which reduces air and noise pollution.
5. Prohibit new construction in flood hazard areas.
6. Support and promote the preservation of significant wetlands as identified by Federal Government guidelines.
7. Identify prime farmland and promote public policies designed for its preservation and general conservation.

GOAL: MAINTAIN THE RURAL CHARACTER OF CULPEPER COUNTY.

OBJECTIVES:

1. Manage land-consumptive development through policies and development incentives which support rural characteristics.
2. Encourage residential and commercial development within the designated village centers where it can be economically and conveniently served by public facilities.
3. Encourage the effective maintenance of open space by restricting strip development and offering cluster alternatives in its place.

4. Encourage the design of subdivisions that provide adequate open space commensurate with the number and need of prospective residents and the County viewsapes.
5. Limit the extension of infrastructure improvements into agricultural and natural resource areas.
6. Ensure capital improvements are implemented in a manner which will enhance the quality and character of the rural nature of the County of Culpeper.

GOAL: PROTECT WATER RESOURCES AND WATER QUALITY FROM DETERIORATION FROM ALL SOURCES OF POLLUTION.

OBJECTIVES:

1. Provide technical assistance to farmers and property owners through the SWCD to reduce soil erosion; implement the Virginia Agricultural Best Management Practices (BMP) Cost Share Program and other strategies that minimize impacts on both surface and ground water quality from fertilizers, pesticides, soil erosion and other related pollutants.
2. Recommend to forest land owners, through the Virginia Extension Agent, that they develop a forest conservation plan which addresses timber stand improvements, utilization of damaged timber, sound harvesting techniques, pest control and reforestation practices.
3. Ensure that municipal waste is properly treated before being discharged. Limit or prohibit the use of individual septic systems in development areas and require wastewater pre-treatment and/or testing for businesses and industries.
4. Ensure informed decisions on rezoning applications, by requiring information concerning water quantity and quality, prime farm and forest land, urban and agricultural BMPs and storm water management.
5. Require both above ground and below ground storage tanks to have containment measures to prevent contamination of surface and groundwater due to leaks and spills.

GOAL: PROVIDE FOR A GREATER SUPPLY OF SUBSURFACE WATER FOR THE INDIVIDUAL RURAL USERS THAT ARE DEPENDENT UPON WELLS.

OBJECTIVES:

1. Inventory present water needs and supplies; locate water supply sources; and assess future needs and supplies.
2. Ensure that tests indicate clearly adequate groundwater resources as growth occurs in rural areas.

3. Encourage ground water testing and hydro-geologic studies.
4. Prevent local pollution of groundwater through the use of BMPs; the establishment of recycling programs for used oil; sponsoring household and farm hazardous waste cleanup days, and implementing public education programs.
5. Encourage the Virginia Department of Health (VDH) to assist owners of existing community and non-community wells to treat secondary contaminants such as iron and manganese.

GOAL: ENCOURAGE WATER SUPPLY PROTECTION AND FLOOD PREVENTION.

OBJECTIVES:

1. Consistent with federal and Virginia law, develop a public policy regarding water quality. This should include drinking water, effluent discharge, as well as underground water sources for agriculture, residential, commercial and industrial development.
2. Encourage the development of educational programs in the school systems to teach conservation, wise use of resources, and environmental awareness.

ONLINE RESOURCES

[Culpeper Regional Water Supply Plan](#)

[Soils Data](#)

[Culpeper Soil and Water Conservation District](#)

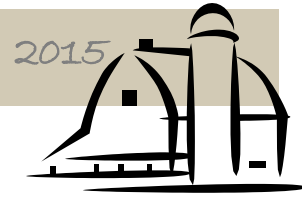
[Stream Flows](#)

[Virginia Stormwater Management Program \(VSMP\)](#)

[Department of Environmental Quality](#)

[DEQ Impaired Streams List](#)

[Regional Planning District 9](#)
www.rrregion.org



5. AGRICULTURE

PURPOSE

Farming and Agriculture are primary sources of income and employment in Culpeper County, as they have been for most of its history. Farming has increased in the past five years after numerous years of decline. There are a growing number of beginning farmers, inspired by consumer demand for fresh, healthy, local foods in Virginia. In 2007 45.7% or 111,370 acres were being farmed, in 2012 that number had increased to 51.8% or 126,395 acres. The total number of active farms in Culpeper County increased from 667 in 2007 to 731 in 2012. Many of these farms are smaller in size than in the past as the popularity of “boutique” farms and “farmettes” increases.

AGRICULTURAL PROFILE OF THE COUNTY

The USDA Census of Agriculture, taken every five years, is a complete count of U.S. farms and ranches and the people who operate them. The Census looks at land use and ownership, operator characteristics, production practices, income and expenditures, and many other areas. The data and comparisons presented below are based on the 2007 Census of Agriculture and the 2012 Census of Agriculture.

CULPEPER COUNTY AGRICULTURE		2012	
	2012	2007	PERCENT CHANGE
Total Number of Farms	731	667	+10%
Land in Farms	126,395 acres	111,370 acres	+13%
Average Size of Farm	173 acres	167 acres	+4%
Market Value of Production	\$42,788,000	\$27,137,000	+58%
Crop Sales	\$25,645,000	\$12,796,000	+100%
Livestock Sales	\$17,143,000	\$14,341,000	+20%
Average Per Farm	\$58,534	\$40,685	+44%
Government Payments	\$1,059,000	\$376,000	+182%
Average Per Farm	\$9,993	\$3,244	+208%

Source: U.S. Dept. of Agriculture, 2012 Census of Agriculture

As a major industry, agriculture is an integral component of the County’s economy. Maintaining the continued vitality of agriculture is necessary to achieve and preserve a balanced tax base and a diverse, healthy economy benefiting all of the citizens of the County. Agriculture is also an important part of the County’s cultural heritage, having existed, and flourished, in Culpeper for more than three centuries.

2012 STATEWIDE RANKINGS FOR CULPEPER COUNTY		
MARKET VALUE OF AGRICULTURAL PRODUCTS SOLD	Value/Quantity	Rank
Total Value of Agricultural Products sold	\$42,788,000	23
Value of crops including nursery and greenhouse	\$25,645,000	16
Value of livestock, poultry, and their products	\$17,143,000	30
VALUE OF SALES BY COMMODITY GROUP		
Grains, oilseeds, dry beans, and dry peas	\$12,119,000	21
Vegetables, melons, potatoes, and sweet potatoes	\$448,000	24
Fruits, tree nuts, and berries	\$127,000	41
Nursery, greenhouse, floriculture, and sod	\$10,248,000	6
Cut Christmas trees and short rotation woody crops	\$43,000	30
Other crops and hay	\$2,662,000	20
Poultry and eggs	\$88,000	40
Cattle and calves	\$8,384,000	25
Milk and other dairy products from cows	\$7,190,000	8
Hogs and pigs	\$74,000	29
Sheep, goats, and their products	\$115,000	29
Horses, ponies, mules, burros, and donkeys	\$1,038,000	6
Other animals and animal products	\$253,000	10
TOP LIVESTOCK INVENTORY ITEMS (number)		
Cattle and calves	26,161	23
Layers	3,825	24
Horses and ponies	2,772	5
Broilers and other meat-type chickens	2,470	23
Sheep and lambs	836	27
TOP CROP ITEMS (acres)		
Forage-land used for hay, silage, and greenchop	29,327	13
Corn for grain	7,144	19
Soybeans for beans	9,132	25
Corn for silage	2,022	15

COMMUNITY SERVICES

The local Virginia Cooperative Extension office offers a wide variety of services for the Culpeper farming community including financial planning and analysis, budgeting, farm tenure arrangements, agricultural computer applications, marketing, farm tax management and estate planning, agricultural policy, and farm labor management. In addition to those services, the extension office also offers pesticide safety training, soil testing and fertilization recommendations, insect, disease and weed identification and control measures, pesticide testing, forage testing, plant and feed toxicology, and manure testing.

The USDA provides leadership on food, agriculture, natural resources, rural development, nutrition, and related issues based on sound public policy, the best available science, and efficient management.

Quick Link: [United States Department of Agriculture-www.usda.gov](http://www.usda.gov)

AGRICULTURAL AND FORESTAL DISTRICTS

Agricultural and Forestal Districts are established under guidelines set forth by the Code of Virginia, §15.2-4300, to protect agricultural and forestal lands. Districts are initiated by local landowners on a voluntary basis. There are 46,296 (as of October 3, 2014) acres of land in fifteen Agricultural and Forestal Districts in Culpeper County (see map 5.2) representing 18.99% of total County land. The newest Agricultural and Forestal District, Point of Fork, was created in June 2007.

CULPEPER COUNTY AGRICULTURAL AND FORESTAL DISTRICTS		
DISTRICT	ACREAGE	EXPIRATION DATE
Alum Springs	1,236.66	June 2020
Brandy Station	6,686.85	August 2020
Brandywine	2,526.63	August 2020
Catalpa	2,357.60	August 2020
Colchester Farm	428.25	March 2017
Crooked Run	249.17	January 2018
Deatherage Run	6,472.46	August 2020
Hazel River	465.97	August 2020
Horseshoe Farm	4,225.79	September 2022
Point of Fork	290.58	June 2023
Raccoon Ford	1,068.64	August 2020
Remington/ Kelly's Ford	3,670.05	June 2021
Rillhurst Farms	1,188.44	November 2016
Stevensburg	13,197.42	August 2020
Waterford Run	2,231.49	August 2020
TOTAL ACREAGE	46,296	

Agricultural and Forestal Districts allow the County to protect and encourage the development and improvement of its agricultural and forestal lands for the production of food and other agricultural and forestal products. The preservation of agricultural and forestland is a major instrument to provide support to the local agricultural economy. Agricultural land uses preserve open space, enhance watershed protection, complement public recreation and ecotourism and insure other environmental benefits.

Agricultural and Forestal Districts identify the areas where significant commitments have been made to agricultural production. Prime agricultural soils (map 5.1), are soils that have the potential for high agricultural and forestal production. Soils information coupled with the site assessment portion of the Land Evaluation Site Assessment (LESA) system equation that identifies the social and economic viability of existing agriculture and the location of those areas in agricultural districts provides the County with a tool to identify significant agricultural areas.

The LESA system was developed by the U.S. Soil Conservation Service to help localities protect valuable farmland. LESA involves the evaluation of land in two parts: 1) soil suitability for agricultural and forestal purposes, and 2) site assessment. Local representatives determine the site assessment factors. These factors are given point values; with maximum points assigned when on-site conditions support the

continuation of agricultural use. The maximum points possible for site assessment is 350. This information, combined with the presence of a significant agricultural score of 260 or greater and with 30% or more of the site containing significant soils, makes a site very desirable for retention in agricultural or forestal land use.

Once an Agricultural and Forestal District is formed, it must be reviewed periodically. State code requires that the review period be set at a minimum of every 4 years but not to exceed more than every 10 years. In Culpeper County, each of the fifteen districts was established with an eight-year review cycle. Benefits include protection from nuisance complaints, assurance of continued qualification for land use taxation, and protection from condemnation without the Board of Supervisors' approval.

Despite the growth that has occurred in Culpeper, enrollment in Agricultural and Forestal Districts only decreased minimally. This is most likely due to the eight-year cycle of each district and the public hearing process required in order to withdraw prematurely from a District. In 2010 there were 49,484.51 acres enrolled in Agricultural and Forestal Districts in Culpeper County. Currently there are 46,296 acres enrolled. This represents a 6.4% decrease in enrollment over the past five years.

LAND USE TAXATION

Land use taxation provides tax relief to farm and forest enterprises that meet the minimum acreage requirements detailed in Section 58.1-3230 of the Code of Virginia and provided for in Article II, Section 12-14 of the Culpeper County Code. Approximately 144,671.88 (August 30, 2014) acres of agriculture and forestland are currently enrolled in the program.

PROTECTION OF PRIME AGRICULTURAL LANDS

The current zoning regulations which govern the A-1 and RA districts provide for limited development on lot sizes of five and three acres, respectively. It is a recommendation of this Plan that development be encouraged in areas where there is adequate infrastructure to serve it, thereby preserving agricultural land to the greatest extent possible.

“Cultivators of the earth are the most valuable citizens. They are the most vigorous, the most independent, the most virtuous, and they are tied to their country and wedded to its liberty and interests by the most lasting bonds.” - Thomas Jefferson

CONSERVATION EASEMENTS

There are more than 15,000 acres of privately conserved land in the County (see map 5.3). A conservation easement is a simple legal agreement between a landowner and a government agency or a non-profit conservation organization that places permanent limits on the future development of the property in order to protect the conservation values of the land. The easement terms are negotiated between the landowner and a public agency or a qualified conservation organization. Except for rights explicitly given up in the easement document, the landowner continues to own, use and control the land. An easement is a particularly useful tool for ensuring protection of Culpeper’s agricultural lands because easements are in perpetuity: It applies not only to the current landowner, but also all subsequent owners of the property.

PURCHASE OF DEVELOPMENT RIGHTS

In September of 2007 the Culpeper County Board of Supervisors adopted Appendix D of the Zoning Ordinance entitled “Agricultural Lands Preservation”. This appendix established a countywide agricultural reserve program by which the County is able to acquire the development rights on eligible parcels of farmland. The purpose of this ordinance is to promote and encourage the preservation of farmland, environmentally sensitive resources, and open space in the rural portion of the County by means that are voluntary, rather than regulatory. As funding is made available, this program will allow the purchase of agricultural land preservation easements from qualifying land owners. The purchase of development rights permits the landowner to continue agricultural use of the property while extinguishing their right to develop the property further.

FARM RETAIL



Croftburn Market and Moving Meadows are two local farms that have recently expanded to a direct sales retail location. Traditionally, retail was only an option at participating local farms as well as farmers markets. Due to a recent increase in demand for locally sourced foods, local farm retail is a growing and thriving business model.



SMALL SCALE FARMING

Urban agriculture is on the rise in cities across the United States, due in part to consumers' increased interest in buying local and sustainably-produced foods. Small scale or “backyard” farming is encouraged in Culpeper County. In May of 2013 the County Zoning Ordinance was revised in order to allow a greater number of residents the opportunity to keep hogs and poultry for personal use.

CARVER-PIEDMONT AGRICULTURAL INSTITUTE

The Carver-Piedmont Agricultural Institute received funds from the Virginia Building Collaborative Communities Grant in January, 2015. The former George Washington Carver Regional High School could potentially serve as a multi-use food processing facility and a regional agricultural education, research and training facility. Possible areas of study are large plot agronomic studies in grains and forages, vegetables and fruits for local markets and the Greens Industry including greenhouse and nursery production, sedum, green roof crop, Christmas trees, turf and cut flowers. The Institute hopes to form partnerships with Germanna Community College, Virginia State University and other schools in the surrounding counties. A regional institute will benefit local agricultural producers, food banks, businesses and residents while providing agricultural and job training opportunities.

REGIONAL FOOD SYSTEM PLAN

Culpeper County recently participated in the development of a Regional Food System Plan led by the Rappahannock-Regional Commission. The goal of this effort is to strengthen the local food economy, so more local dollars can be retained within the region, while promoting citizens' health, encouraging preservation of local farmland and enhancing farmers' quality of life. An economic analysis, stakeholder interviews, focus group meetings, and a producer survey were conducted to document the conditions in the region's farm and food economy as well as stakeholder's challenges and resource needs. Recommended projects include facilities, policy changes, education and marketing programs, and opportunities for private investment, all of which address core obstacles found by the economic analysis.

ONLINE RESOURCES

[Soils Data](#)

[Culpeper Soil and Water Conservation District](#)

[Department of Environmental Quality](#)

[Rappahannock Rapidan Regional Planning District](#)

[Department of Agriculture](#)

[Virginia Cooperative Extension](#)

[PEC Conservation Easements Program](#)

[Old Dominion Land Conservancy](#)

[DCR Virginia Outdoor Land Conservation Program](#)

[Department of Historic Resources Easement Program](#)

5.1 CULPEPER COUNTY

PRIME AGRICULTURAL SOILS



RAPPAHANNOCK COUNTY

FAUQUIER COUNTY

Legend

- Prime farmland
- Farmland of statewide importance

Quick Fact:

51.8% or 126,395 acres were being farmed in Culpeper County in 2012.

MADISON COUNTY

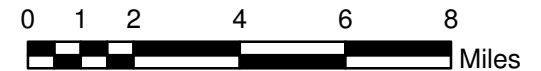
ORANGE COUNTY

SPOTSYLVANIA COUNTY

STAFFORD COUNTY


















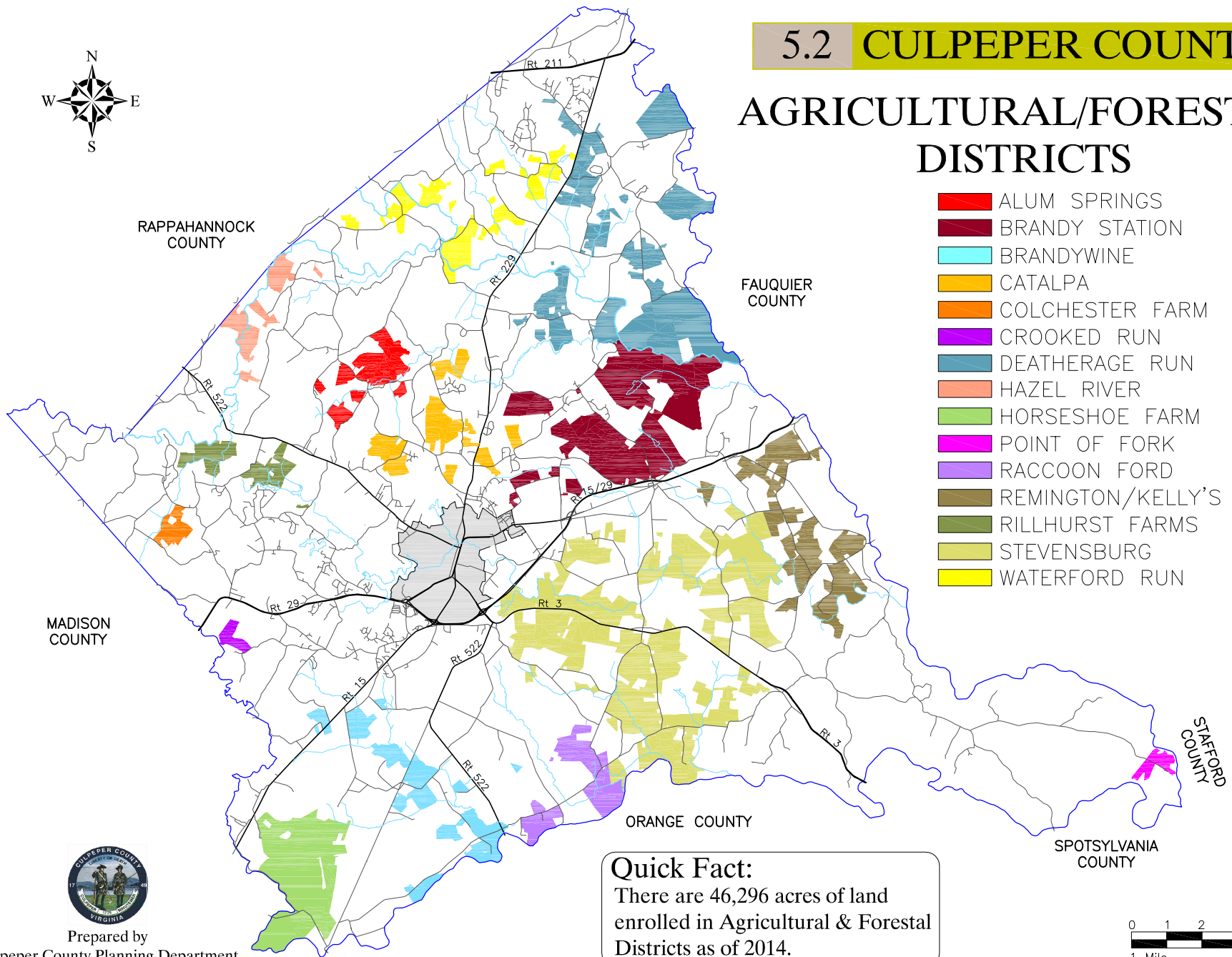
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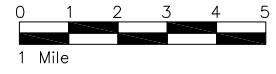
5.2 CULPEPER COUNTY

AGRICULTURAL/FORESTAL DISTRICTS

-  ALUM SPRINGS
-  BRANDY STATION
-  BRANDYWINE
-  CATALPA
-  COLCHESTER FARM
-  CROOKED RUN
-  DEATHERAGE RUN
-  HAZEL RIVER
-  HORSESHOE FARM
-  POINT OF FORK
-  RACCOON FORD
-  REMINGTON/KELLY'S FORD
-  RILLHURST FARMS
-  STEVENSBURG
-  WATERFORD RUN



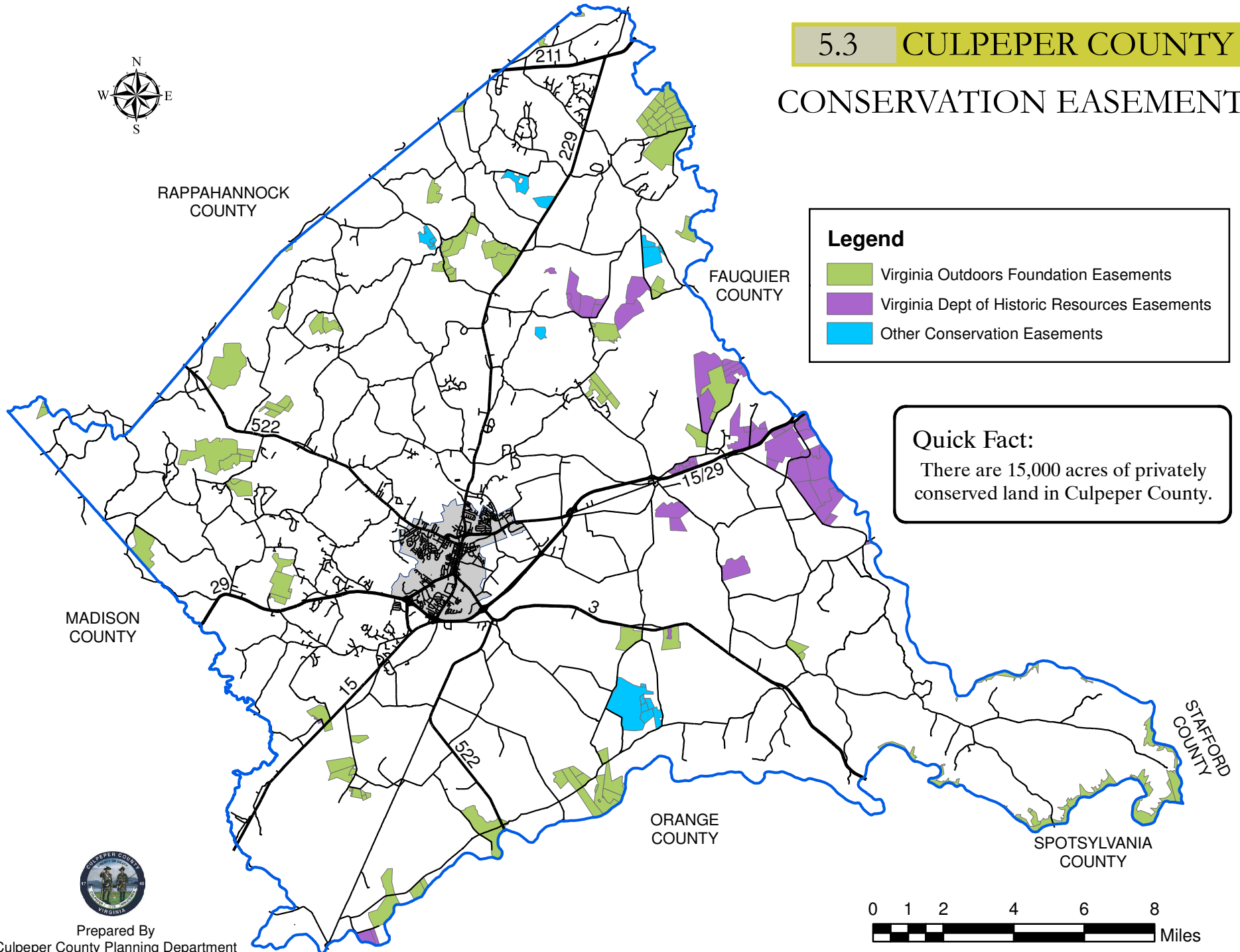
Quick Fact:
There are 46,296 acres of land enrolled in Agricultural & Forestal Districts as of 2014.



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5.3 CULPEPER COUNTY

CONSERVATION EASEMENTS



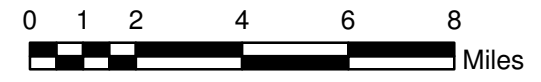
Legend

- Virginia Outdoors Foundation Easements
- Virginia Dept of Historic Resources Easements
- Other Conservation Easements

Quick Fact:
There are 15,000 acres of privately conserved land in Culpeper County.



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AGRICULTURE GOALS AND OBJECTIVES

General

GOAL: MAINTAIN AGRICULTURE AS A SIGNIFICANT PORTION OF THE COUNTY'S ECONOMIC BASE.

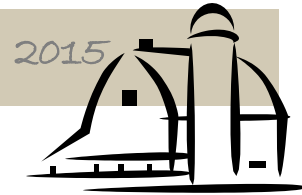
OBJECTIVES:

1. Encourage the continued use of prime agricultural land for farm and agricultural uses.
2. Maintain monetary incentives to encourage continued agricultural production. Programs such as Land Use taxation serve to encourage agricultural use and to provide incentives to maintain open and forested lands which do not generate demand for services.
3. Work with the appropriate state and local agencies to promote agriculture and forestry and expand markets for Culpeper County agricultural and forestal products.
4. Encourage the development of agricultural and forestal support businesses and industries within the County which complement and support agriculture.
5. Encourage education programs focused on helping those interested in or new to farming.

GOAL: PROTECT, PROMOTE AND ENHANCE AGRICULTURE AND FORESTRY AS A LAND USE.

OBJECTIVES:

1. Maintain and encourage continued enrollment of land in Agricultural and Forestal Districts.
2. Protect farming operations from encroachment of incompatible land uses.
3. Structure plans and ordinances to ensure appropriate development of lands adjoining agricultural areas.
4. Weigh the value of land use and policy decisions on agriculture.
5. Encourage landowners to convert marginal pasture or cropland to forestland.
6. Encourage woodland landowners to develop and use a woodland conservation plan which addresses timber stand improvement, utilization of damaged timber, sound harvesting techniques, pest control and reforestation.
7. Encourage landowners to utilize the forestry practices offered in the Chesapeake Bay Cost Share Program.



6. PUBLIC FACILITIES PLAN

INTRODUCTION

Economic and population growth require a significant increase of public services. More population means demand for more schools and recreational facilities. Economic growth requires expanded utilities, improved fire and rescue protection and coordination with the business community.

The County's public facilities must be carefully coordinated with land use and transportation plans to integrate the provision of services with anticipated growth, revenues, and available funding. Levels of service within different areas of the County will vary. Wherever possible, current and future needs should be addressed through existing facilities. Where this is not possible, new facilities should be planned. By identifying where public schools, water and sewer lines, fire and rescue stations, and other improvements should be constructed, the County can encourage development in appropriate areas and discourage development in inappropriate areas. Coordination of County land use, transportation and public facilities development is critical in providing equitable, efficient, and cost effective government services for current and future County residents.

Created through coordination with other County departments, the *Public Facilities Plan* recommends the general timing and location of future County facilities based on desired service levels. The Plan is designed to function as a needs assessment supporting the establishment of specific project priorities through the annual Capital Improvement Program. A comprehensive approach integrates facility needs, siting criteria, and design issues with adopted land use plans and other planning concerns. The Plan will guide the acquisition of public facility sites through the rezoning process and advance purchase or optioning. The Public Facilities Plan does not address funding availability, debt capacity, or other financial concerns; nor does it address facility components, equipment, building design, and numerous other factors best left to the expertise of the operating departments. In addition, the location recommendations are general and should not be interpreted as site specific.

This plan is one element of the Culpeper County Comprehensive Plan. As with all components of the Comprehensive Plan, it is intended to function as a guide for decision-makers; flexibility is required when fundamental conditions change or analysis based on new data reaches differing conclusions. The Comprehensive Plan and each of its components should be reviewed and, if necessary, updated periodically based on new data and analysis.

Growth Management

The adoption of the Public Facilities Plan as a component of the County's Comprehensive Plan will provide an important implementation tool for the County's overall growth management strategy. Articulated through the recommendations of the Comprehensive Plan, this strategy encourages sustainable and orderly growth in designated areas of the County while supporting the overall needs and reasonable aspirations of the community.

A key aspect of this growth management strategy involves the appropriate timing and location of future land development. Map 6.1 divides the county into distinct analysis zones, identifies an estimated mid-2010 population in each zone, and highlights areas planned for residential development. The mapped zones also provide a population figure for those under 18 years of age, which may assist in school planning.

The highlighted development areas encompass areas with known concentrations of residential development.

Capital Improvements Program

The County's annual Capital Improvement Program (CIP) addresses short-term facility planning. The CIP proposes a specific schedule for acquisition, development, enhancement or replacement of public facilities over a five (5) year period. It shows the arrangement of selected projects in priority order, and establishes cost estimates and anticipated funding sources. The Public Facilities Plan is far more general in nature.

General Evaluation Criteria

An evaluation of existing public facilities and a determination of needs for future facilities involves several related criteria. These criteria cannot be absolute or static because particular needs and existing conditions vary greatly throughout the County, and may change over time.

1) Location

Location must be considered in relation to various elements of the Comprehensive Plan, such as existing and future population distribution, zoning, major transportation arteries, topography, and utilities. A centralized location is required for facilities that provide services to intermittent visitors where a time and distance factor is not critical. Decentralized locations are desirable for facilities that serve day-to-day needs of citizens and where a time and distance factor becomes more important.

2) Accessibility

Sites should be accessible to major transportation routes providing the best possible access to the greatest number of citizens expected to use the facility.

3) Proximity to Related and Supporting Facilities

There are advantages to the grouping of related facilities within one complex or area. Convenience to the public is thereby enhanced, operational economy is achieved, and less land is required to provide shared facilities such as parking. Some facilities are also more effective when located adjacent to a business district or shopping center, thereby assuring the greatest convenience to the largest number of people. Public facilities should not be located in the very heart of the retail core, but preferably near the periphery of the commercial concentrations.

4) Condition and Obsolescence Assessment

The present state of repair for particular facilities needs to be considered. Building space arrangements and special mechanical equipment requirements to meet the functional needs of the facility must be considered. The operational efficiency of the facility and its possible adaptation to change or enlargement are factors that must be reviewed to determine the relative obsolescence of the building plan. Poor condition and high levels of obsolescence may indicate a need for replacement.

5) Capacity in Relation to Present and Future Utilization

The current level of performance of any particular service or function must be related to optimum present and future utilization. Increased demands for services will typically require increased staff and equipment resources with a corresponding need for additional space and expansion potential.

6) Site Adequacy

The site for each building should be adequate for: (a) the space needs of the building and any probable future additions, (b) parking space for vehicles of both visitors and employees, and (c) sufficient landscaped open space for a functional and pleasing appearance, and for appropriate environmental protection.

7) Architectural Quality

A measure of usefulness is also contained in the building's ability, by its appearance and arrangement, to inspire higher civic achievement in those who see it or in those who work within its confines. An architecturally attractive building is a reflection of cultural pride and a credit to the County citizens.

8) Environmental Sensitivity

Public facilities should incorporate green building techniques in both site development and building design. Leadership in Energy and Environmental Design (LEED) Certification should be sought for any public project where it is feasible (see Chapter 4).

9) Support of Adopted Planning Policies

Proposed projects should support adopted County policies and plans. Without reference to an overall framework for development of the County, projects can be inconsistent and counterproductive. If a project appears justified, even though it is not consistent with adopted policies, then a change in policy may be warranted, and should be proposed and reviewed through the planning process.

10) Cost Efficiency

New projects should be shown to be cost-effective in technical design and/or justified by the public benefits outweighing the public costs. This allows the maximum use of existing capacity or services, with potential expansion when justified by the costs as well as need.

"Let us think of education as the means of developing our greatest abilities, because in each of us there is a private hope and dream which, fulfilled, can be translated into benefit for everyone and greater strength for our nation." - John F. Kennedy

PUBLIC SCHOOLS

Introduction

The Culpeper County Public School System offers a comprehensive program for grades pre-K-12. The instructional program offers a range of fine arts, career and technical programs. English as a second language, special education and alternative education programs also serve the diverse population of students. The school system receives funds through Federal Budget Program Titles I A and D, and Workforce (Carl Perkins), II A and D, III, IV A and B, and VI B. These funds are used in accordance with guidelines of each Title Program.

The Culpeper County Public School System has six elementary schools, grades pre-K-5; two middle schools, grades 6-8; and two high schools, grades 9-12. The following charts display the design capacities of the existing County schools, and the projected enrollment. It is important to note that the ‘design capacity’ and the ‘program capacity’ of our schools are different parameters and yield different numbers. Special programs such as Title I and special education allow for fewer students in a classroom than other programs. Computer labs, art rooms, career and technical education rooms and fine art rooms are examples of spaces that are designed for the success of specific programs. It is typical for the program capacity of a school to be significantly less than the design capacity, particularly in the higher grades. The table below shows Virginia Department of Education Capacity (VDOE), which is essentially design capacity.

Table 6.1

FUTURE SCHOOL CAPACITY			
School	2014-2015 Enrollment	VDOE Capacity	Theoretical Availability
A.G. Richardson	543	650	107
Emerald Hill	707	800	93
Farmington	626	651	25
Pearl Sample	570	650	80
Sycamore Park	623	650	27
Yowell	670	650	-20
Sub –Total Elementary	3,739	4,051	312
Floyd T. Binns	735	800	65
Culpeper Middle	1,070	1,100	30
Culpeper High	1,116.5	1,500	383.5
Eastern View High	1,244.5	1,800	555.5
Sub-Total Secondary	4,166	5,200	1,034
Total All Schools	7,905*	9,251	1,346

*Totals for October, 2014. This count does not include preschoolers (147 students for 2014), which would increase enrollment to **8,052**.

Future Expectations

Long-range planning must not be overlooked in the effort to keep pace with the immediate needs in an expanding system. While an overall population estimate and distribution pattern may prove to be accurate in the long-term, the actual timing of development in a given area may be difficult to predict. Because of this and the limits of funding, school administrators tend to avoid acquiring new school sites until actual residential development is underway. However, using a long-range plan as a guide to site acquisition in advance of development would likely not result in a significant fiscal loss to the public since the property can almost always be sold at a profit or utilized for an alternate use. Acquiring strategically located sites for facilities as far in advance as possible is advisable. Projected enrollments by grade are listed in Table 6.2. The Weldon Cooper Demographics Research Group used grade-progression ratios which capture the school enrollment patterns of a cohort of children as they move forward in time and progress from grade to grade. Historical and current fall membership counts obtained from the Virginia Department of Education as well as birth data obtained from the Virginia Center for Health Statistics were also used in these enrollment projections.

Table 6.2

CULPEPER COUNTY SCHOOL ENROLLMENT PROJECTION							
School Year	*14-15	15-16	16-17	17-18	18-19	19-20	5 Year Change
Kindergarten	598	587	573	616	570	586	(12)
1 Grade	650	603	594	581	622	576	(74)
2 Grade	667	654	616	599	588	631	(36)
3 Grade	641	677	666	623	608	596	(45)
4 Grade	562	638	673	652	616	600	38
5 Grade	634	552	625	658	639	603	(31)
6 Grade	559	633	550	619	654	635	76
7 Grade	621	560	636	552	621	656	35
8 Grade	623	628	569	640	558	628	5
9 Grade	706	675	685	623	698	609	(97)
10 Grade	610	666	637	646	588	658	48
11 Grade	536	569	619	591	601	546	10
12 Grade	524	533	565	619	588	598	74
TOTAL K-12	7,931	7,974	8,008	8,017	7,950	7,925	(6)

*current school year

FACILITY DESIGN AND LOCATION STANDARDS

Location Criteria

The goal of the school system is to provide the highest quality education possible for students in the County, in the most cost-effective manner. The following objectives should be considered when locating future schools:

- Provide new facilities to adequately and equitably serve all areas of the County. Schedule school construction to relieve overcrowding and respond to new growth when it occurs.
- Provide up-to-date learning facilities including advanced computers and related technology improvements commensurate with at least the state-wide averages.
- Coordinate school site planning and development as well as the use of existing facilities with the Parks and Recreation Department in order to provide coordinated community recreational facilities.
- Obtain optimal locations and minimize costs through the advance acquisition of suitable sites as identified by County's Comprehensive Plan.
- Provide locations for new schools that minimize travel distance for current and future students.
- Elementary and middle schools should be located within residential neighborhoods; site design should minimize impacts of the recreational areas on adjacent residences. These schools should be located in the community in areas of concentrated growth.
- High Schools should not be located within residential neighborhoods. They should be located along collector roads and streets, avoiding access through residential neighborhoods. Where adjacent to neighborhoods, active recreational areas and parking lots should be oriented away from the neighborhoods, toward more intense uses. Sports facilities and their parking areas should be buffered from existing nearby homes. High schools should generally be centralized near the Town of Culpeper in close enough proximity to each other to allow for some sharing of faculty and facilities.

Target Areas for Potential Future School Sites

Map 6.2 designates target areas for future school sites. These are general in nature. They are based on the location of proffered sites, road access, proximity to projected growth areas, and the location of existing schools. The site location of future schools should be undertaken on a case-by-case basis using the target areas and the recommendations of this Plan as a guideline. Location of a new school outside of the target areas shall not be precluded by this Plan.

Short-Term Needs: 2015-2018

Based on student population projections and given the existing design and program capacities of schools, the following are considerations for elementary, middle and high school facilities. It is anticipated that these projects will meet the needs of the school division into the future as far as 2015 – 2018. However, additional analysis of alternatives will be needed to meet the projected needs beyond FY 2018.

2015-2018 SHORT TERM NEEDS

Elementary Schools & Middle Schools

- **Begin site acquisition process (including consideration of developing existing proffered and/or County-owned sites)**
- **Address various maintenance issues such as roof replacement at certain schools and replacement of heating and cooling system components at certain schools.**

High Schools

- **Athletic field upgrades at both High Schools, primarily CCHS**

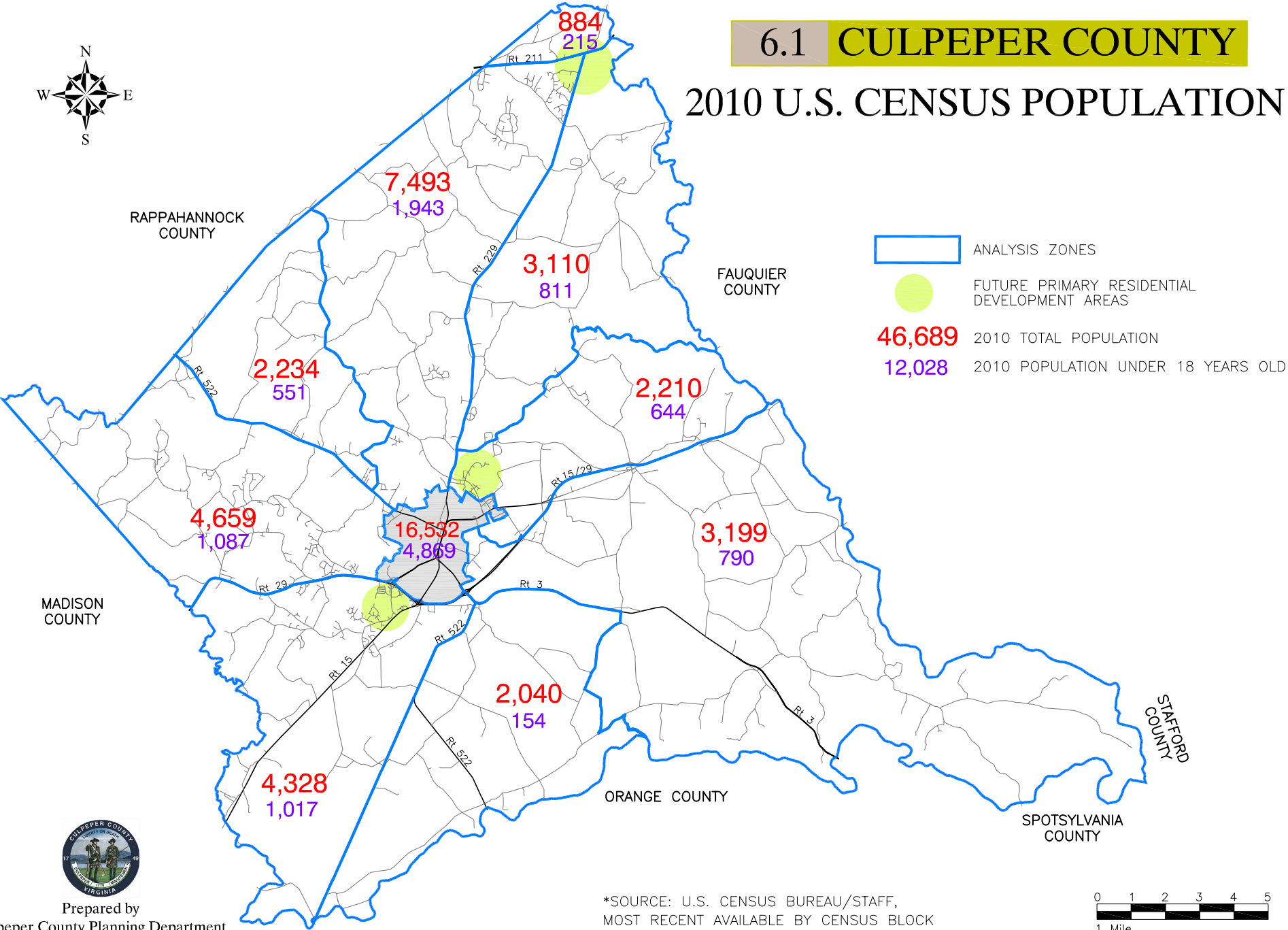
Long-Term Needs

Student Population growth is not anticipated to increase at a significant rate in the next five years. If growth necessitates the construction of new schools, consideration should be given to the Clevenger's Corner area, as a proffered elementary school site is already available at that location and a middle school site may be available in the future. Sites close to Town, with access to utilities, and in close proximity to areas where the majority of students reside are also desirable.

The renovation of Culpeper Middle School and Sycamore Park Elementary School are projected to be necessary sometime after 2020.

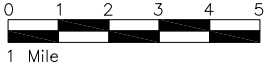
6.1 CULPEPER COUNTY

2010 U.S. CENSUS POPULATION*



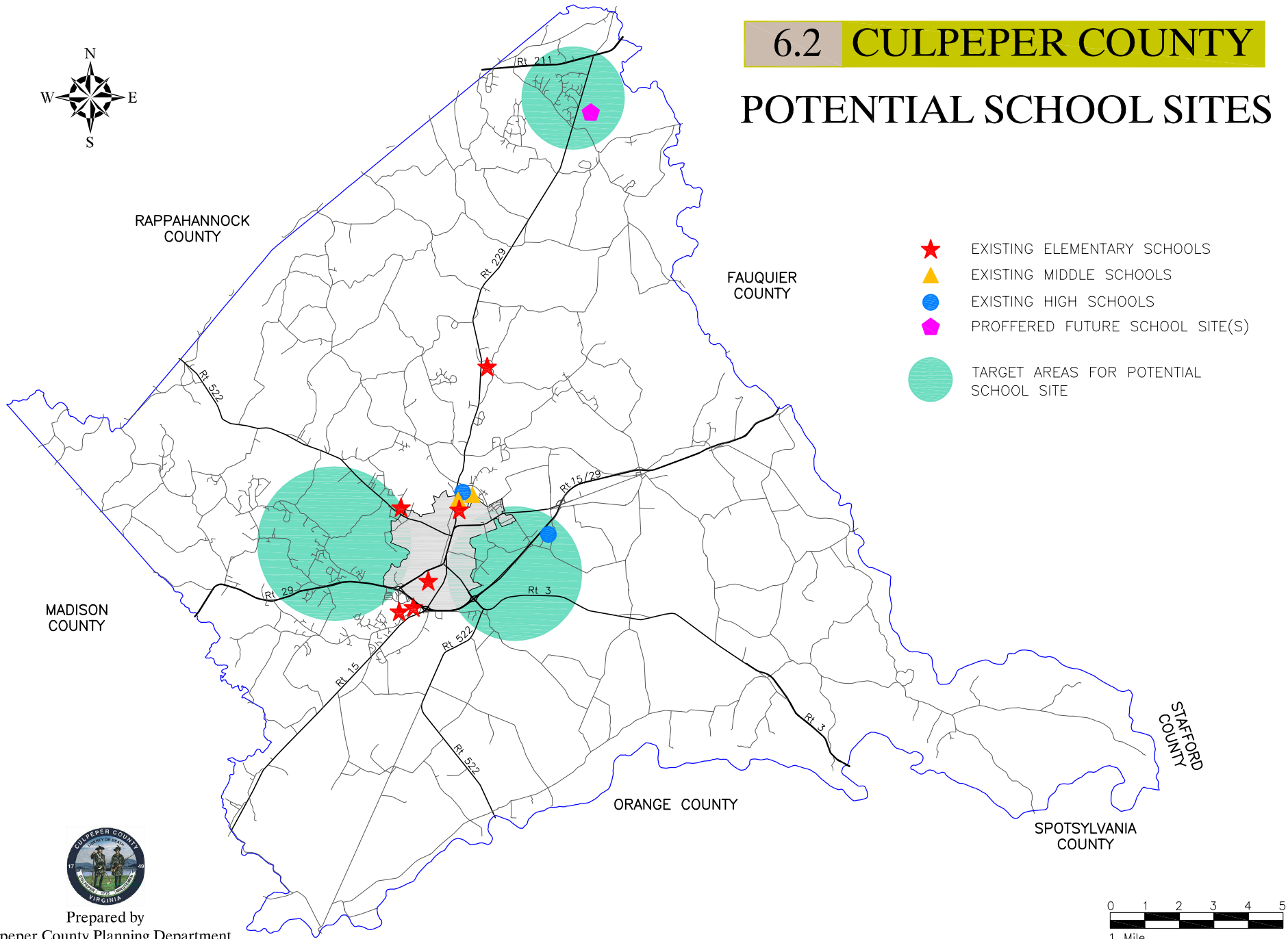
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*SOURCE: U.S. CENSUS BUREAU/STAFF,
MOST RECENT AVAILABLE BY CENSUS BLOCK



6.2 CULPEPER COUNTY

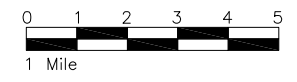
POTENTIAL SCHOOL SITES



- ★ EXISTING ELEMENTARY SCHOOLS
- ▲ EXISTING MIDDLE SCHOOLS
- EXISTING HIGH SCHOOLS
- ◆ PROFFERED FUTURE SCHOOL SITE(S)
- TARGET AREAS FOR POTENTIAL SCHOOL SITE



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FIRE AND RESCUE

Introduction

Fire protection and emergency medical services are indispensable services for every County resident. This section of the Comprehensive Plan integrates planning for fire and rescue services with public facilities throughout the County in order to provide effective and efficient fire protection and emergency medical response. This plan, in part, will provide the basis for the Capital Improvements Plan adopted each year by the County Board of Supervisors.

Fire and Rescue Services are provided to the residents of Culpeper County through a system comprised of both volunteer and career personnel. There are ten volunteer organizations providing services to the County; the Culpeper County Volunteer Fire Department, the Brandy Station Volunteer Fire Department, the Richardsville Volunteer Fire and Rescue Company, the Salem Volunteer Fire and Rescue Company, the Little Fork Volunteer Fire and Rescue Company, the Rapidan Volunteer Fire and Rescue Company, the Culpeper Volunteer Rescue Squad and the Reva Volunteer Fire and Rescue Company. The Amissville Company in Rappahannock County and The Remington Company in Fauquier County also provide coverage in Culpeper. There are approximately 594 volunteer members spread among these agencies, of which approximately 361 are active operational volunteers. Each of these agencies has its own officers to oversee the operations of their respective organization. The volunteers are the primary providers of fire and rescue coverage. The majority of the members work regular full-time jobs resulting in limited availability of volunteers for weekday coverage.

Existing Facilities

Currently, there are nine Fire and/or Rescue Companies operating throughout the County. The response area for each station varies in size due to population density and location within the County. The specific stations are listed in the following table.

Table 6.3

CULPEPER COUNTY EXISTING FACILITIES	
Facility	Type
Culpeper- Company 1	Fire
Brandy Station- Company 2	Fire
Richardsville- Company 6	Fire & Rescue
Salem- Company 8	Fire & Rescue
Little Fork- Company 9	Fire & Rescue
Rapidan – Company 10	Fire
Culpeper- Company 11	Rescue
Culpeper EMS 12	Rescue
Reva- Company 16	Fire & Rescue
Amissville	Fire & Rescue
Remington	Fire & Rescue

Culpeper County maintains mutual aid agreements with Fauquier, Madison, Orange and Rappahannock Counties. The Department of Fire, Rescue and Emergency Services also seeks to reduce demand for fire and rescue services through a proactive fire prevention and safety program. The program includes numerous public education activities as well as a fire safety inspection program. Inspections are provided for the public school system as well as for commercial and industrial businesses.

Table 6.4

NUMBER OF DISPATCHED CALLS BY COMPANY						2008-2013
Facility	2008	2009	2010	2011	2012	2013
Culpeper	3,299	3,907	3,793	4,071	4,058	4,058
Brandy Station	435	607	497	629	531	545
Amissville	120	188	171	183	165	166
Richardsville	161	265	263	248	287	239
Salem	480	663	604	566	527	643
Little Fork	324	418	415	485	492	463
Rapidan	224	98	88	79	76	82
Reva	266	459	490	524	528	537
Total	5,309	6,605	6,321	6,785	6,664	6,733

As shown in Table 6.4, the total number of emergency response calls in 2013 was 6,733. Over the past six years, the number of calls has averaged 6,403 per year county-wide.

Table 6.5

FIRE AND RESCUE CALL PROJECTIONS		2020-2040	
Year	2020	2030	2040
Total Calls	7,714	8,906	10,197
Population	55,102	63,614	72,835

The total number of emergency response calls is expected to continue to increase. This is based primarily on population increases continuing throughout the period. This increase may require additional stations and manpower to maintain or improve the current level of service. Twenty career personnel and one training coordinator staff the Culpeper Rescue Squad twenty-four hours a day, seven days a week, every day of the year to supplement the volunteer EMS response. It is projected that by 2020, a total of up to 40 career providers may be needed for full coverage. The anticipated increase in senior population will place a greater demand on our public safety providers. Any development proposals focused on senior housing should be expected to mitigate these impacts.

The primary indicator of level of service in regard to fire protection is response time. Currently, no empirical data is available for Culpeper County in terms of average response time. The current level of service is measured by distance from the various stations whether the station is fire or rescue only or a joint use location through 2020.

Location Criteria

The following criteria should be used in determining appropriate sites for additional stations to provide a consistent level of service across the County:

- Locate stations at points with fast, easy access to a major arterial. Possible sites should be located near two major arterials that offer both east-west and north-south travel.
- Locate new fire/rescue stations near village centers where possible based upon key site planning considerations such as access, safety and response time.
- Reduce response areas to a 3-mile radius for facilities within the areas of highest population density.
- Response areas in less populated areas should be a 5-mile radius.

Short Term 2015 - 2020

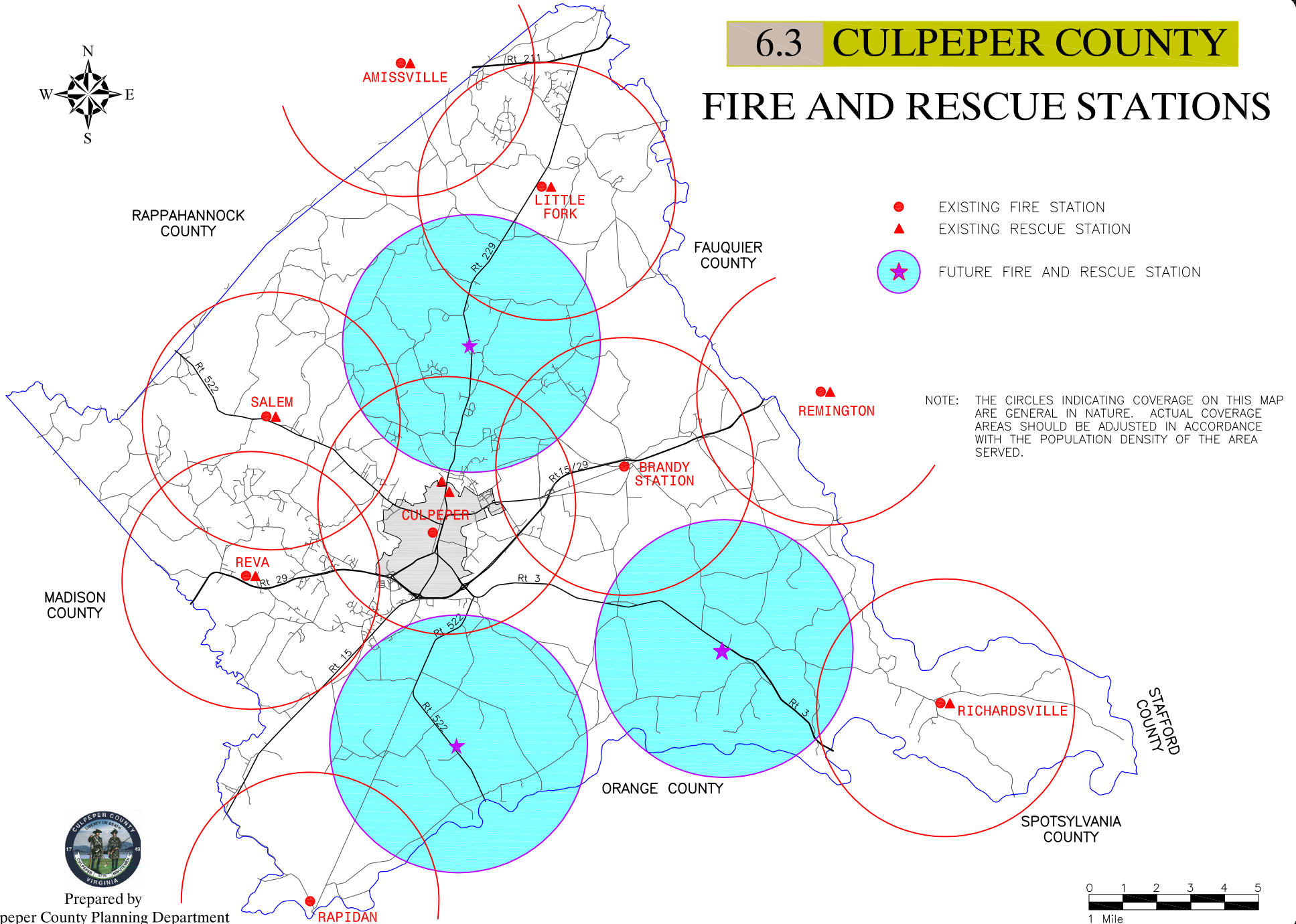
- Begin to plan for, and consider land acquisition for future fire and rescue stations.
- Continue to evaluate the need for career personnel and increase existing staff as needed.
- Begin developing plans for a fire and rescue training center.

Long Term 2020 and beyond

- Reduce coverage areas to a 3-mile radius in village centers.
- Add new fire and rescue facilities as needed to accommodate smaller area coverage requirements and to keep the number of calls at each facility within a reasonable capacity.

6.3 CULPEPER COUNTY

FIRE AND RESCUE STATIONS



OTHER PUBLIC FACILITY NEEDS

New County Government Offices

Culpeper County is currently facing a shortage of space for many of the necessary governmental functions. Space requirements for future administrative offices and courts will have to be addressed.

Regional Jail

A major capital cost facing the County will be the need for a new jail facility. With rising population, problems such as increased crime and the attendant need for more jail space are inevitable.

Libraries

In August 2014 the Culpeper County Library completed a 1,500 square-foot addition. The project was funded with more than \$350,000 in donations to the libraries capital improvement fund. The 17-year-old library is used by an average 4,800 people per week. It is likely that the community could support one or more branch libraries in the future. Current library activity is summarized in table below.

Table 6.6

CULPEPER COUNTY LIBRARY STATISTICS		2010-2014			
	2010	2011	2012	2013	2014
Circulation	504,933	495,941	493,176	471,441	479,865
Program Attendance	9,597	8,477	10,583	9,519	9,150
Patrons	260,485	241,582	224,778	227,354	220,072
Registration	21,810	24,624	24,624	22,969	20,533
Volunteer Hours	4,448	6,318	6,699	7,179	7,382
Meeting Room Use	582	502	550	571	591
Conference Room Use	480	428	537	556	573
Study Room Use	1,849	1,676	1,652	1,490	1,625
Computer Users	43,200	39,671	36,592	37,385	33,501

Both the Culpeper County Government and Culpeper County Schools websites are updated frequently regarding services currently offered and future development plans.

Quick Link: [Culpeper County Government](#)

Quick Link: [Culpeper County Schools](#)

PARKS AND RECREATION

Introduction

As Culpeper County continues to grow, the significance of parks and recreation planning, acquisition and development increases. The County's Department of Parks and Recreation is responsible for operating and maintaining all County parks and recreation programs. The Department also supports a number of organized activities including baseball, softball, soccer, lacrosse and football teams, cheerleading squads, and a variety of classes and programs.

Non-County Owned Facilities

Culpeper County is fortunate to have the Phelps Wildlife Management Area which encompasses 343 acres within the County to serve some passive recreation needs. The Town of Culpeper owns and operates two major park facilities – Yowell Meadow Park and Mountain Run Lake Park. Mountain Run Lake and Lake Pelham serve as valuable recreational resources. Boating and fishing are popular in these lakes as well as in the Rappahannock and Rapidan Rivers. These two rivers combine to make up over 80 miles of Culpeper County's borders. The Cedar Mountain and Brandy Station Battlefields are privately owned, however they are accessible to the public; and trails as well as interpretive historic markers can be found at both sites.

Recreational Facilities

Neighborhood Parks

Neighborhood parks (5-20 acres) provide for limited recreational activities convenient to subdivisions and rural areas. These parks are family-oriented and generally include features such as playgrounds, courts, trails, and open space. The service area for neighborhood parks is a radius of approximately 1-3 miles.

Community Parks

Community Parks are larger recreation areas (20-50 acres) that provide a wide range of activities; e.g., sport fields, tennis courts, multi-use courts, open play fields, picnic areas, shelters, playgrounds, trail systems, restrooms and parking. The service area of community parks is a radius of approximately 3-7 miles depending upon the degree of suburbanization or rural character of the community it serves. When possible, community parks should be located near village center areas, with convenient transportation access.

A multitude of activities can be provided by this type of recreational facility. A community center is often the focal point of the park. Organized activities and supervised play are administered from this point. Their location depends on the natural terrain and vehicular access. Existing natural qualities, topography, water features, trees, etc., should be preserved as natural buffers between activity areas, as well as to protect the recreational environment from surrounding incompatible influences. These natural elements also should be used to provide a space for more passive forms of recreation such as pedestrian trails, picnics and fishing.

In a rural setting, community parks often take the place of the neighborhood park. They can serve a widely dispersed population better than two or three smaller sites. Community parks, along with neighborhood parks, should meet the majority of the recreational needs of the community.

School-Community Use Parks

School-community use parks are similar to community parks in that they provide sports fields, playgrounds, multi-purpose courts, multi-purpose rooms, restrooms and parking. They may have been increased in size expressly to allow for passive as well as expanded active recreation facilities. They are designed to be jointly operated by the school system and parks and recreation department. The service areas and facility designs are generally comparable to community parks.

While the Culpeper County School Board's primary mission is to provide for the education of Culpeper school children, an inherent part of the education system is physical fitness. To this end, the School Board provides multi-purpose rooms, gymnasiums, playgrounds, sport fields, tennis courts, etc. on school grounds. Allowing the use of its lands and facilities by the community through the Parks and Recreation Department affords County residents park and recreation opportunities. School-community use park areas range in size from 1-10 acres at elementary schools, 5-40 acres at middle schools, and 15-100 acres at high schools.

District Parks

District Parks are large (usually 50-150 acres) parks that serve a wide geographic area of the County and provide a diverse mix of facilities such as swimming pools and recreation centers as well as the multiple facilities found within community or school-community use parks. The service area of district parks is up to a 15-mile radius, depending on the level of suburbanization or rural character.

District parks should be located near the center of their service area. They should be on or near a major collector street providing good access to the facility. The site should also be accessible by pedestrians and bicycles.

Special Use Parks

Special use parks are recreation areas that serve the entire county. Generally, they provide for unique activities such as skateboarding or golf, etc. They may include amphitheaters, or other facilities generally not offered by the other park categories. These may exist independently or may be developed in combination with other parks.

Greenways

Greenways are established to protect, preserve, and maintain existing natural and cultural corridors; to link population centers with recreational, educational and business areas and other populations centers; and to provide recreational and non-motorized transportation opportunities along these corridors by using natural features (ridge lines, steep slopes), utility rights-of-way, abandoned railroad rights-of-way, and watercourses (streams, rivers, canals, etc.). Depending on the location, greenways can range from rugged terrain with scenic views and extensive vegetation to open, level meadows. The greenway can be a separate entity or a portion of any of the other park categories. Greenways can be any length, preferably longer than one mile, typically 75-100 feet or wider.

Standards

Parkland Per Capita

Utilizing a general guideline of acres of parkland per 1,000 population helps to balance site size with the population in the service area. This generally insures adequate and equal service across the County regardless of varying population densities within suburban and rural areas.

It is necessary to distinguish active and/or developable park areas from passive and/or less developable park areas. This Plan encourages both active and passive areas within each park for the overall enjoyment of the citizens. In addition, passive areas within County owned parks help to manage critical open space and environmentally sensitive lands throughout the County.

Parkland Acquisition Standards

The following table summarizes the five basic park categories in Culpeper County and their associated open space standards.

Table 6.7

CULPEPER COUNTY PARK STANDARDS		
Type	Size (Acres)	Service Area
Neighborhood*	5-20 Acres	1 - 3 Miles
Community	20-50 Acres	3 - 7 Miles
School-Community Use	Variable Acres **	3 - 7 Miles
District	50-150 Acres	5 - 15 Miles
Special Use	Unspecified	County Wide

*The Neighborhood Park Standard is intended to serve as a guide for new residential developments or for determining Community and/or School-Community Use park needs.

**School-Community Use acres are only those acres on school sites designated for recreational use. In addition, acreage and facilities should be in proportion to the school age population they serve.

Recreation Facilities Planning Standards

The following table sets forth standards for current and future needs for specific recreational amenities. Current needs are based upon a population of 48,506; 2020 needs are based on a projected population of 55,102. The National Recreation and Parks Association (NRPA) is widely respected and is the source for the standards in the second column below. The needs columns are based on the slightly different Virginia standards.

Table 6.8 RECREATION FACILITIES PLANNING STANDARDS AND INVENTORY/ NEEDS ANALYSIS (Per 1000 Population)

Amenities	NRPA	State	Culpeper	Inventory*	Current Needs	2020
Baseball (Youth)	1: 5,000	1: 6,000	1: 4,000	11	+1	+3
Baseball (Teen)	1: 5,000	1: 6,000	1: 4,000	3	+9	+11
Softball	1: 5,000	1: 3,000	1: 4,000	4	+8	+10
Football	1: 20,000	1: 10,000	1: 10,000	7	+0	+0
Soccer	1: 10,000	1: 10,000	1: 8,000	8	+0	+0
Basketball	1: 5,000	1: 5,000	1: 5,000	7	+3	+4
Swimming Pool**	1: 20,000	1: 20,000	1: 20,000	0	+2	+3
Trails	-	2mi: 1,000	2mi: 1,000	6.575 mi	+90 mi	+103 mi
Tennis	1: 2,000	1: 2,000	1: 2,000	14	+10	+13
Skateboard Park	-	-	1: 30,000	1	+1	+1
Playgrounds	-	-	1: 5,000	18	+0	+0
Shelters	-	-	1: 8,000	8	+0	+0

* Inventory = Town & County

** Olympic size pool

Inventory of Existing Recreation Facilities

Galbreath-Marshall Park

1401 Old Fredericksburg Road, Culpeper VA 22701
9 acres – Neighborhood Park

Presently, the park has a multi-use ball field and a half-court basketball court. A new roadway to the park is being planned along with a parking lot. Future plans include an interconnecting multi-purpose trail, picnic shelter, playground, and renovated multi-purpose ball field.

Spilman Park

3543 Colvin Road, Amissville VA 20106
27 acres – Community Park

This park offers the community both active and passive recreational opportunities. The park includes a large picnic shelter, ball field, walking trails, preschool playground, and historic interpretive panel. Future plans include expansion of the multi-use trail system and parking lot.



Culpeper Sports Complex

16358 Competition Drive, Culpeper VA 22701
59 acres – District Park

Opened in 2005, the Culpeper Sports Complex receives over 80,000 visitors per year. Fields available include 3 football/lacrosse fields, 4 little league baseball fields, 2 girls softball fields, a youth baseball field and 6 large soccer fields (that accommodate various size configurations according to need). Practice areas are also available within the complex facility.

The Culpeper Recreation Foundation, Inc. a 501 (C) (3) tax exempt organization, has been instrumental in providing funds for the betterment of the County park system. With the Foundation's support, several structures have been built at the complex and funding has been provided for various safety improvements.

The Complex offers individuals with special needs a Five Senses Garden. This is a therapeutic garden divided into five sensory sections relating to the loss of sight, taste, touch, smell and sound. A 2.24 mile multi-use trail and a horse shoe pitching court are also available. Future plans include playgrounds, picnic shelters, expanded multi-use trails and an environmental study area.

Lenn Park

18063 Stevensburg Road, Culpeper VA 22701
85 acres – Special Use or Community Park

Donated to the County by the Lenn family for recreational purposes, the park includes two adult softball fields, an amphitheater, a pavilion with indoor activity room, picnic shelters, two playgrounds, multi-use trails, creel catch and release fishing and a radio-controlled air plane field. Future plans include extension of the multi-use trails and additional small picnic shelters.

Laurel Valley Park

10372 Carol Anne and Andrews Landing, Culpeper VA 22701
Approximately 250 acres – Special Use Park

Home of the Culpeper Soap Box Derby and undeveloped park space. This future park would be located on the closed cells of a former County landfill operation. Future plans include a multi-use trail, skateboard park, dog park, and the conversion of the former animal shelter building into a picnic shelter and maintenance shed.

***Duncan-Luttrell Park***

Korea Road
31 acres – Community Park

Currently undeveloped. This property features frontage along the Hazel River. The site has potential for hiking trails, picnic shelters, a canoe launch area and preschool and youth playgrounds, but no plan of development is currently in place.

Kirkpatrick Park

Kirkpatrick Lane, Lignum VA, 22726
7.9 acres – Neighborhood Park

Currently undeveloped. Future plans include a small multi-use ball field, shelter, playground, multi-use trail, and a parking lot.

Linda Kite-Cutler Memorial Park

Rixeyville Road, Culpeper VA 22701
3 acres – Neighborhood Park

Currently undeveloped. Future plans could include a small dog park and picnic grove.

TOWN / COUNTY AND SCHOOLS COORDINATION

Both the County and Town should consider pooling resources for closely related projects that will service both localities, prioritize them and implement them accordingly. Future discussions should focus on the construction of a full-service community center. The facility should include a family swimming pool, competition pool, activity rooms, and gymnasium along with other amenities to benefit the entire County of Culpeper.

The County Parks and Recreation Department should continue to strengthen its cooperative relationship with the school system in the design, development, use and maintenance of school recreational facilities. This relationship is critical in the overall delivery of parks and recreation services and facilities countywide. Elementary, middle and high schools provide recreation space for after school and weekend community use. The availability of schools for recreational use should be looked at closely and on an ongoing basis for additional community-use opportunities. Schools represent a significant portion of publicly-owned available acres and indoor recreational facilities.

MULTI-USE AND PEDESTRIAN TRAIL FACILITIES

Four locations have been identified in this Chapter with near-term potential for multi-use trails, three of which could include equine use. Those three locations are Laurel Valley, Clevenger's Village and the County-owned property known as "Culpeper Horse Park". Map 6.6 shows the location of existing and future trail facilities. Multi-use trails should be considered to have a high priority relative to implementation of parks and recreation facilities. These are not the only three locations appropriate for multi-use trail development. However, they appear to have the most immediate potential based upon current County ownership or anticipated County ownership.

MULTI-USE TRAILS AND BIKE ROUTE PLAN

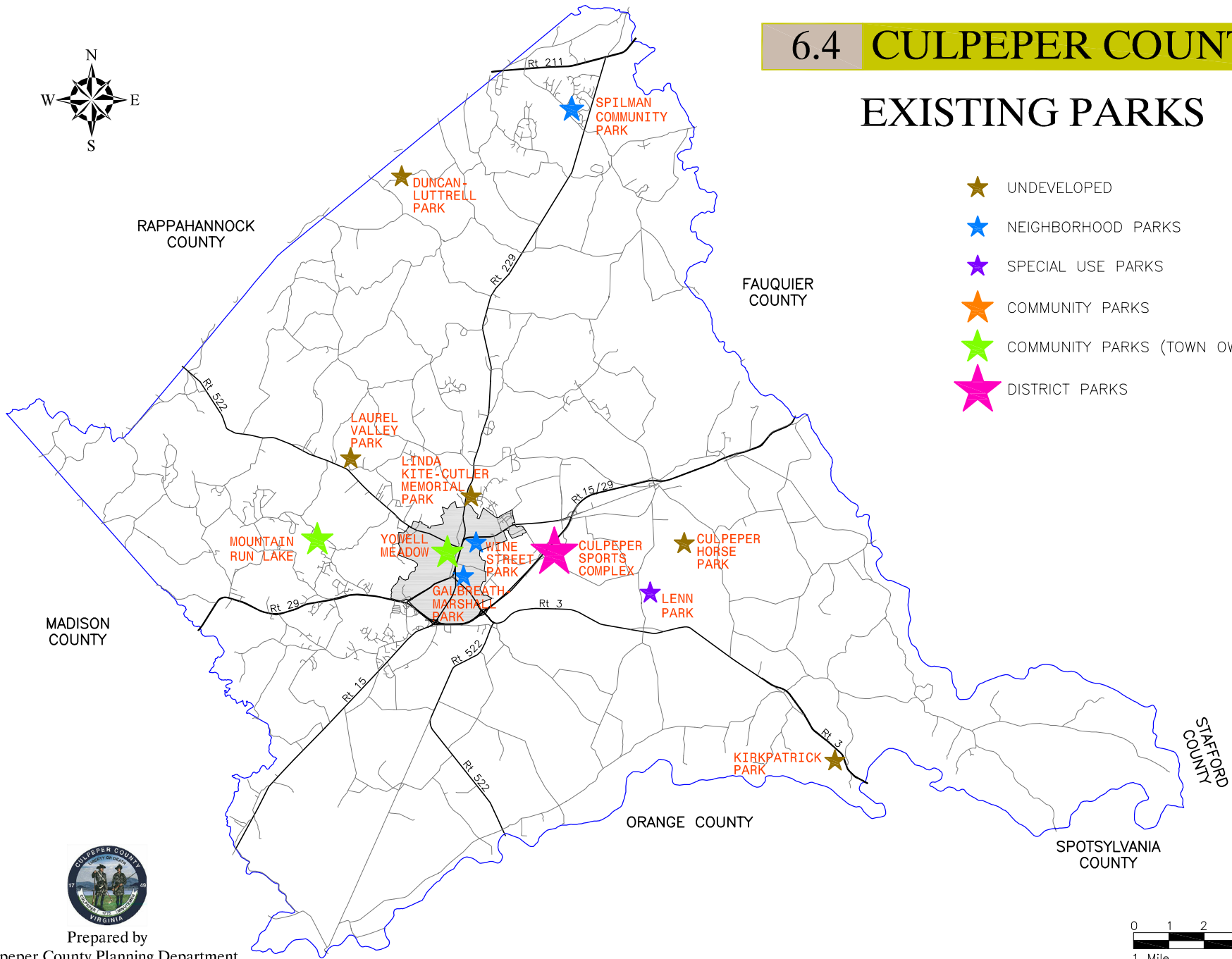
There are numerous recreational sites, development projects, and privately held properties in Culpeper County which could lend themselves to multi-use and bike trail development as components. The successful implementation of these facilities will depend on a number of factors. In County parks, funding may be a significant constraint, and grant funds should be pursued diligently. Private dedications of easements and donations could also be a key in developing facilities. There are large tracts of land, the Cedar Mountain and Brandy Station Battlefields for example, which are ideal for trail development and which would promote tourism, but these would require the acquisition of easements. In large land developments, trail facilities should be sought for implementation through proffers or other voluntary agreements between the County and the developers.

It should be noted that the bike routes in this chapter and in the adopted Culpeper County Bicycle Study are primarily located along and on roads, linking destinations throughout the County. Ideally, bike paths are physically separated from traffic lanes. Equine and multi-use trails are recommended primarily in parks and on rural property through the use of easements, where interaction with automobile traffic will be limited.

6.4 CULPEPER COUNTY

EXISTING PARKS

- ★ UNDEVELOPED
- ★ NEIGHBORHOOD PARKS
- ★ SPECIAL USE PARKS
- ★ COMMUNITY PARKS
- ★ COMMUNITY PARKS (TOWN OWNED)
- ★ DISTRICT PARKS



RAPPAHANNOCK COUNTY

FAUQUIER COUNTY

MADISON COUNTY

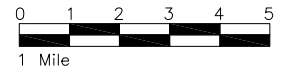
ORANGE COUNTY

SPOTSYLVANIA COUNTY

STAFFORD COUNTY






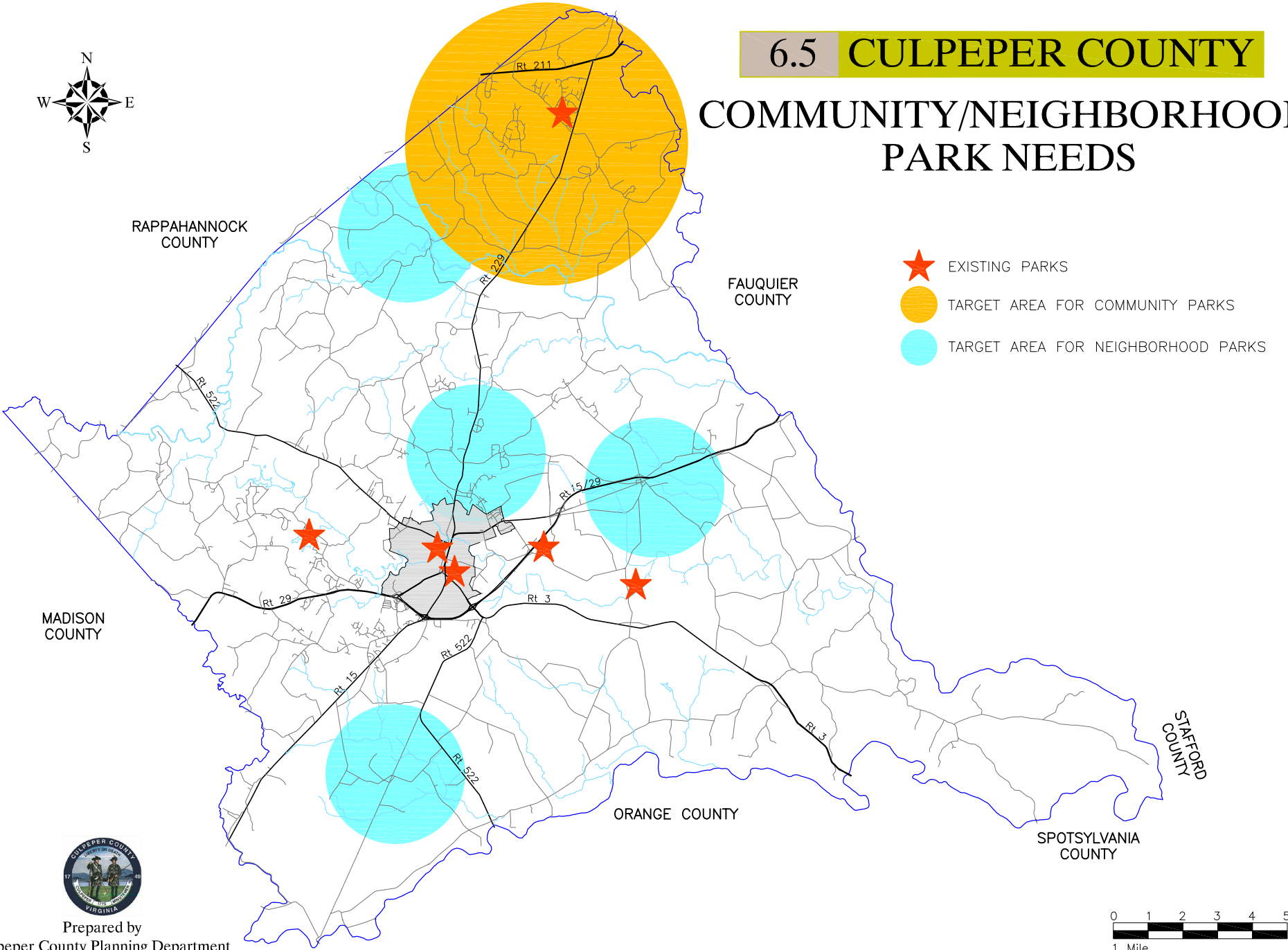
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Culpeper County Planning Department



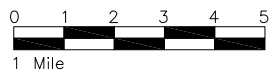
6.5 CULPEPER COUNTY

COMMUNITY/NEIGHBORHOOD PARK NEEDS

-  EXISTING PARKS
-  TARGET AREA FOR COMMUNITY PARKS
-  TARGET AREA FOR NEIGHBORHOOD PARKS

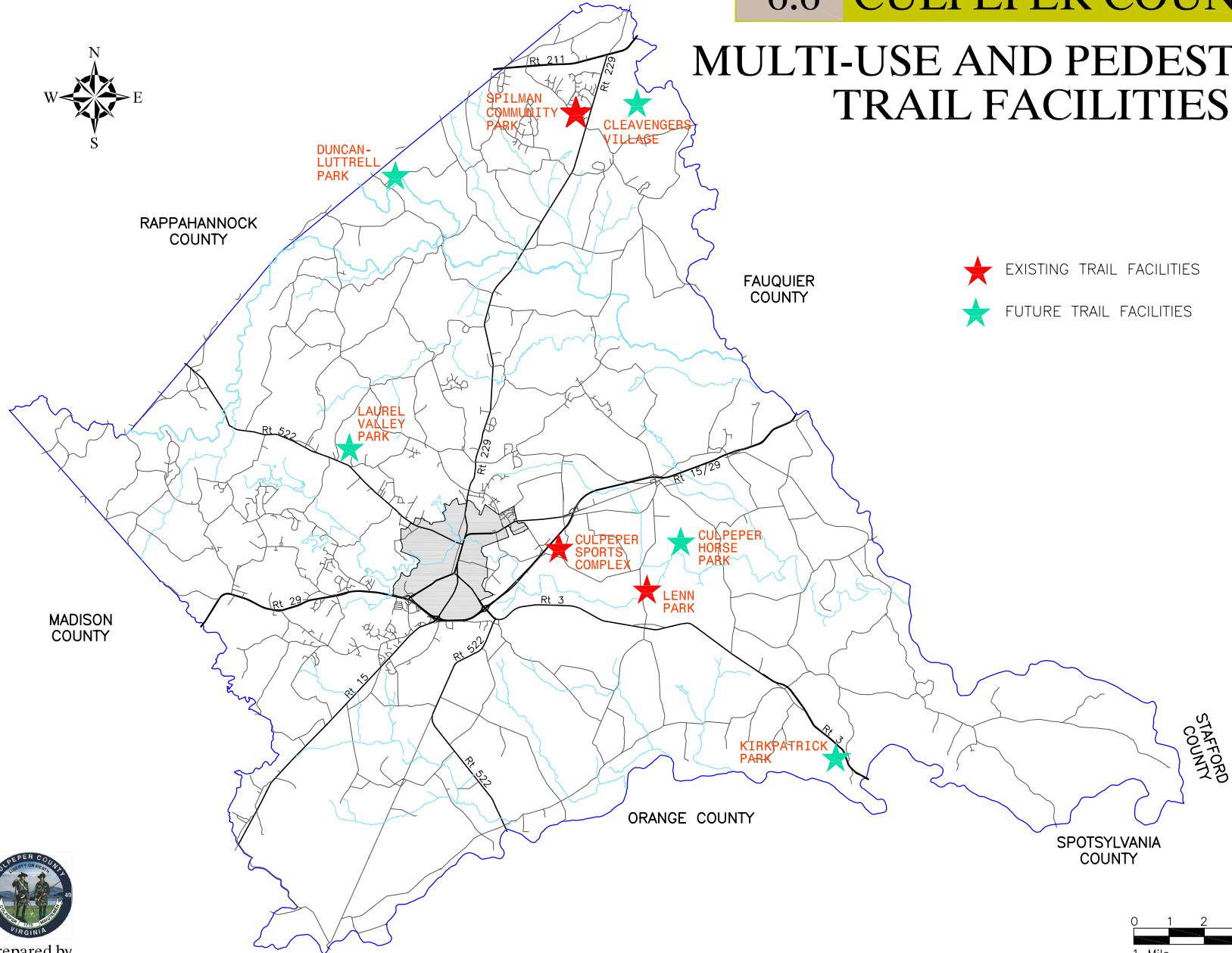


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6.6 CULPEPER COUNTY

MULTI-USE AND PEDESTRIAN TRAIL FACILITIES



6.7 CULPEPER COUNTY

BIKE ROUTE NETWORK



RAPPAHANNOCK COUNTY








FAUQUIER COUNTY

MADISON COUNTY

ORANGE COUNTY

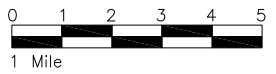
STAFFORD COUNTY

SPOTSYLVANIA COUNTY

-  SHARED USE PATH (SCENIC)
-  BICYCLE LANE (COMMUTER)
-  SIGNED SHARED ROADWAY (SCENIC)
-  SIGNED SHARED ROADWAY (COMMUTER)
-  SIGNED SHARED ROADWAY (GRAVEL, TO BE PAVED)
-  BICYCLE LANE (FUTURE ROAD-COMMUTER)
-  CONNECTIONS FROM TOWN OF CULPEPER PLAN



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PUBLIC FACILITIES PLAN GOALS AND OBJECTIVES

Public Facilities

GOAL: PLAN FOR FUTURE LOCATIONS AND EXPANSION OF PUBLIC FACILITIES.

OBJECTIVES:

1. Locate new facilities in order to provide convenient service to the greatest number of residents consistent with contiguous land uses.
2. Use the Comprehensive Plan as a general guide for the County Capital Improvements Program.
3. Ensure equitable distribution of public facilities between established and newly developing areas of Culpeper County. Consider existing facility maintenance or replacement needs in already developed areas of the county.
4. Mitigate the impact of public facilities on adjacent planned and existing land uses.
5. Acquire sites for future public facilities as soon as possible, ideally obtaining property for facilities well in advance of the need to build.
6. Determine whether proposed public facilities are substantially in accordance with the Comprehensive Plan, as required by state law.

Education

GOAL: PLAN FOR EDUCATIONAL BUILDING SPACE NEEDS.

OBJECTIVES:

1. Plan for growth of student population. In reviewing development proposals, take into account projected capacity of the schools. Plan for new and renovated facilities to adequately address future needs.
2. Plan well in advance to replace or upgrade obsolete or inadequate facilities and reflect such plans in the County C.I.P.
3. Where feasible develop multiple use locations (e.g., joint park/ school sites).

GOAL: PROVIDE OPPORTUNITIES FOR THE PERSONAL DEVELOPMENT OF COUNTY RESIDENTS.

OBJECTIVES:

1. Expand the multipurpose use of public school facilities to support a variety of community interests.
2. Support efforts to assist the disadvantaged citizens of the County.
3. Support the Town and County Public Library.
4. Attract post-secondary institutions to locate within the County of Culpeper.
5. Support work force development by existing employers.
6. Promote technical and trade schools as education options.

Fire and Rescue

GOAL: MAINTAIN AND IMPROVE PUBLIC SAFETY THROUGH EMERGENCY SERVICES COUNTY-WIDE.

OBJECTIVES:

1. Strive to reduce emergency response time to all parts of the County.
2. Upgrade all existing and future stations to include Advanced Life Support rescue capability and equipment.
3. Update intra-county and Mutual Aid Agreements to ensure close coordination of services in the County and surrounding areas and to avoid unnecessary duplication of services.
4. Reinforce the County commitment to volunteerism through coordination with the public schools, formal recognition of volunteer efforts in the community, establishment of a program of community education about volunteer services, and provision of incentives for volunteers.
5. Coordinate future facilities and services with planned growth. Consider using future Fire and Rescue Stations for additional community uses.

Law Enforcement

GOAL: ENSURE THE PROTECTION OF THE HEALTH AND SAFETY OF THOSE RESIDING IN, WORKING IN, OR VISITING CULPEPER COUNTY.

OBJECTIVES:

1. Expand the capabilities and improve the responsiveness of civil defense in providing overall coordination of emergency services in disaster situations.
2. Improve and consolidate the communication capabilities of police, fire and rescue services in and around Culpeper County.
3. Provide adequate facilities for incarceration as required by the Virginia Department of Corrections.

Parks and Recreation

GOAL: EXPAND RECREATIONAL OPPORTUNITIES AND FACILITIES FOR ALL CITIZENS OF ALL AGES, INCLUDING THOSE THAT FALL UNDER THE AMERICANS WITH DISABILITIES ACT (ADA) GUIDELINES.

OBJECTIVES:

1. Create and plan a wide range of quality classes and programs for residents of all ages and abilities.
2. Make reasonable efforts to provide persons with disabilities accessibility to parks, open space and facilities for leisure opportunities.
3. Foster partnerships with internal County departments, social and civic organizations, and other local, county and state governments in providing recreational opportunities.

GOAL: IDENTIFY PROSPECTIVE SITES IN THE COUNTY FOR FUTURE RECREATION FACILITIES, TO INCLUDE NEW LAND, EITHER BY COUNTY ACQUISITION OR OFFERED AS PART OF A DEVELOPMENT APPROVAL AND EXISTING ALLIED INSTITUTIONS.

OBJECTIVES:

1. Engage the public in developing a plan identifying prospective sites and establishing facility needs in the County through public hearings and workshops.
2. Protect and enhance open space corridors in residential areas.

3. Design and sequentially implement a plan for the ultimate conversion of the landfill site to recreational use.

GOAL: ESTABLISH RIVER AND BIKE TRAILS RECOMMENDED BY THE 2013 VIRGINIA OUTDOOR PLAN, AND EXPAND TRAIL SYSTEMS THROUGHOUT THE COUNTY.

OBJECTIVES:

1. Encourage and enhance the use of scenic road segments where appropriate in support of the Commonwealth of Virginia's Scenic Trails/Roads Program.
2. Provide comprehensive trail guides, signage and public outreach for the public.
3. Manage rivers in the County as water trails with public access.
4. Expand water-related opportunities in County rivers.
5. Include bicycle and pedestrian facilities in road improvement projects.

Multi-use Trails

GOAL: PROVIDE TRAIL FACILITIES WHICH PROMOTE HORSEBACK RIDING AND WALKING FOR PRIMARILY RECREATIONAL PURPOSES.

OBJECTIVES:

1. Identify and provide trails within County parks and on open lands through the use of easements.
2. Identify and provide trail routes which connect historic resources, parks and other destinations when feasible.
3. Design facilities for maximum safety such that motor vehicles do not conflict with pedestrians and horses.
4. Design facilities such that they do not conflict with adjacent land uses.

GOAL: PROMOTE TOURISM THROUGH UNIQUE TRAIL RIDING AND RECREATIONAL OPPORTUNITIES.

OBJECTIVES:

1. Develop trails near historically significant areas which emphasize historic attractions and other recreational and tourist oriented opportunities in the vicinity of the trail.

- 2. Link existing lodging and restaurants to trail promotion.

Bike Routes

GOAL: PROVIDE A NETWORK OF BICYCLE AND PEDESTRIAN FACILITIES WHICH PROMOTE BICYCLING AND WALKING FOR BOTH TRANSPORTATION AND RECREATION PURPOSES.

OBJECTIVES:

- 1. Identify and provide connections to attractive recreational destinations throughout the Town and County.
- 2. Identify and provide connections between concentrated areas of employment or shopping and residential communities.
- 3. Provide connections to all Culpeper County public schools.

GOAL: ENSURE THAT BICYCLE AND PEDESTRIAN FACILITIES EMPHASIZE SAFETY.

OBJECTIVES:

- 1. Design facilities for maximum safety where bicycles and motor vehicles share the road.
- 2. Design facilities appropriate to the skill levels of the projected users.
- 3. Design facilities that primarily avoid vehicles for maximum safety.
- 4. Include emergency vehicle access points in trail site plans.

GOAL: COORDINATE THE DEVELOPMENT OF BICYCLE AND PEDESTRIAN FACILITIES WITH THE TOWN AND COUNTY OF CULPEPER.

OBJECTIVES:

- 1. Ensure coordination between the location and sequence of construction of facilities in the Town and County.
- 2. Identify and pursue grant opportunities for the implementation of facilities that benefits both the Town and County.



ONLINE RESOURCES

[Culpeper County Library](#)

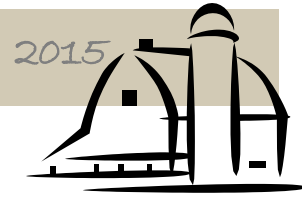
[Town of Culpeper Parks](#)

[Culpeper County Parks and Recreation](#)

[Soap Box Derby of Culpeper](#)

[Virginia Outdoors Plan](#)

[Chester F. Phelps Wildlife Management Area](#)



7. PUBLIC SERVICES & UTILITIES

WATER AND SEWER SERVICES

The Culpeper County Master Water and Sewer Plan (hereby incorporated by reference) addresses future plans for water and sewer infrastructure. Individual sections of the Plan address the critical growth areas around the Town of Culpeper, identified as Town Environs; the village centers of Brandy Station/Elkwood, Clevenger’s Corner, and Mitchells, all of which have some existing services. The County’s currently adopted Water and Sewer Service area around the Town Environs is depicted on Map 7.1. Anticipated service areas for each village center can be found in Chapter 13 of this Plan. The service area for Mitchells is found on Map 7.2 and the Brandy Station/Elkwood service area is shown on Map 7.3.

SANITARY SEWER FACILITIES

There are numerous sewage treatment plants, of varying sizes, located within Culpeper County. The Table below lists those treatment plants that generally serve commercial or industrial sites or major residential developments (see Table 7.1 and Map 7.5). The majority of County residences and businesses rely on individual septic systems and, in a few cases package treatment plants.

Table 7.1

WASTEWATER TREATMENT PLANTS (WWTP)	
1) Town of Culpeper	5) Coffeewood Correctional Facility
2) County of Culpeper (Culpeper County Air Park)	6) Salvation Army (Camp Happyland)
3) Emerald Hill Elementary School	7) American Security Council
4) County of Culpeper (Clevenger’s Corner)	

The largest sewage treatment plant in Culpeper County is the Town of Culpeper’s located east of the Town limits that discharges into Mountain Run, a tributary of the Rappahannock River. With the recent upgrade, it has a capacity of 6.0 million gallons per day (mgd). This plant predominantly serves the Town of Culpeper, but provides treatment for a number of residences and businesses located beyond Town limits.

Digested sludge can be disposed of through land application on agricultural land. State Law allows the Town and other localities to spread such biosolids on agricultural land in the County.

The County of Culpeper owns and operates the Culpeper County Industrial Airpark Wastewater Treatment Plant, and the Clevenger’s Corner Wastewater Treatment Plant.

Industrial Airpark

The Culpeper County Industrial Airpark wastewater treatment plant has discharge authorization by Virginia Pollution Discharge Elimination System (VPDES). The existing hydraulic design capacity for the Culpeper County Industrial Airpark wastewater treatment plant is 25,000 gallons per day (gpd). However, the VPDES permit is written so the County can expand the wastewater plant up to 300,000 gpd without requiring re-issuance of the permit. The existing extended aeration package plant at the Airpark waste water treatment plant was built in 1998 and is being replaced in 2015 with a 100,000 gpd advanced wastewater treatment plant that formerly served the Greens Corner Area.

Emerald Hill Elementary

The Culpeper County School Board owns an extended aeration wastewater treatment plant at the Emerald Hill Elementary School, with a permitted design flow rate of 10,000 GPD. This plant is located on Route 229 approximately eight miles north of the town of Culpeper. The County of Culpeper operates the wastewater plant on behalf of the School Board. The facility serves the school with a population of approximately 700 students. The plant discharges into Muddy Run.

Clevenger's Corner

The Clevenger's Corner Wastewater Treatment Plant is located 13 miles north of the Culpeper Town Limits on Clevenger's Utility Road, just south of the intersection of Routes 211 and 229. The new plant has a design capacity of 900,000 GPD and will serve the existing South Wales subdivision and the Clevenger's Corner Service Area. It is a five stage Bardenpho treatment system designed to meet strict nitrogen and phosphorus limits as it discharges into the Rappahannock River, a tributary of the Chesapeake Bay.

Coffeewood- Mitchells Sewer Service Area

Coffeewood Correctional Facility, located in Mitchells, Virginia is a medium security prison complex with a separate juvenile detention facility. The Virginia Department of Corrections provides the County with 20,000 GPD of treatment capacity for off-site use. At this location the County used a Community Development Block Grant (CDBG) to assist with funding a small diameter force main grinder pump sewer system (See Map 7.2). The primary goal of the sewer system is to provide sewer service for low to moderate income (LMI) households and residences with failing septic systems. A secondary goal is to provide sewer service to other existing residential, commercial or institutional structures, at risk of failing septic systems due to poor soils in the area. Other residences and structures within the limited service area, which do not qualify as LMI households, will be allowed to connect to the system. The County intends to minimize public health problems associated with failing or failed septic systems in the limited service area. It does not act as a public utility providing sewer service to the general public. New construction is not eligible for sewer service. Non-LMI households, which elect to connect to the system, have to pay for onsite improvements and service connections at their expense.

WATER FACILITIES

Most of the County depends on groundwater to provide for its water needs. The vast majority of residents and businesses rely on individual wells for their water supply. There are approximately 51 community (residential) and non-community (business) public water systems of varying sizes within the County (Table 7.2).

Table 7.2

PUBLIC WATER SUPPLIES (COMMUNITY AND NON-COMMUNITY)	
1) Ashmore Acres	29) Hazel River
2) Bailey’s Trailer Park	30) Heritage Estates
3) Blue Ridge Growers	31) Inn at Kelly’s Ford
4) Boston Water and Sewer	32) Kavanaugh Meads
5) Brenridge Subdivision	33) Library of Congress Packard Campus
6) Camp Happyland	34) Merrimac South
7) Camp Red Arrow	35) Mountain View Trailer Park
8) Catalpa Subdivision	36) Norman Acres Subdivision
9) Cedar Mountain Campground	37) Northtown Village
10) Cedarbrooke Subdivision	38) Our Fathers House
11) Childhelp	39) Overlook Heights I & II
12) Churchill Subdivision	40) Pelham Manor
13) Clairmont Manor	41) Ponderosa Mobile Home Park
14) Clevenger’s Village	42) Randle Ridge
15) Coffeewood Correctional Center	43) RRCSB
16) Communications Corp of America	44) South Wales Golf Course
17) Culpeper Community Complex Waterworks	45) Springwood Subdivision
18) Culpeper Industrial Airpark	46) Town of Culpeper
19) Culpeper Mobile Home Park	47) VA State Police- 2 nd Division HQ
20) D-22 Waterworks	48) Westlakes Subdivision
21) Dove Hill Waterworks	49) Westover Estates
22) Dutch Hollow Subdivision	50) Westview Trailer Park
23) Emerald Hill Elementary School	51) Wildwood Forest
24) Erinbrook	
25) Fairview Acres	
26) Forest View Subdivision	
27) Gibson Mills Subdivision	
28) Glendale Subdivision	

Town of Culpeper

The Town of Culpeper is the largest public water supplier in the County of Culpeper. The Town's water is provided by Lake Pelham and Mountain Run Lake. Raw water is withdrawn from Lake Pelham through an 18-inch gravity line to the Culpeper water treatment plant located within the Town's corporate limits. The safe yield from both lakes combined is 4.0 million gallons per day (mgd). The Town of Culpeper is developing a groundwater well system that will be online in 2015 and can provide an additional 3.0 mgd of water capacity.

Industrial Airpark

The Culpeper County Industrial Airpark water system consists of two groundwater wells with yields of 120gpm and 114gpm, respectively. The wells are provided with over 50 feet of 6-inch diameter steel casings with total depths of 220 feet and 295 feet. The Virginia Waterworks Regulations require groundwater systems to be capable of supplying the daily water demands with the largest well out of service. By this definition, the rated capacity of the Airpark water system is 299,520 gallons per day (gpd).

The Culpeper County Industrial Airpark water storage system consists of a 300,000-gallon ground storage reservoir with a fire pump having a rated capacity of 2,000 gpm and 12-inch diameter mains. In addition, a 5,000-gallon hydro-pneumatic tank pressurizes the distribution system. The average daily water consumption over the last 12 months is 5,445 gpd.

Clevenger's Corner

The Clevenger's Corner Water Utility System includes four new groundwater wells and two existing wells, a 750,000 gallon elevated water storage tank, and a water treatment plant capable of treating 854,000 GPD. Also included is a water distribution system to serve the existing South Wales subdivision and the Clevenger's Corner Service Area. The water plant began operating in December 2010. It currently serves approximately 354 customers primarily in the South Wales subdivision.

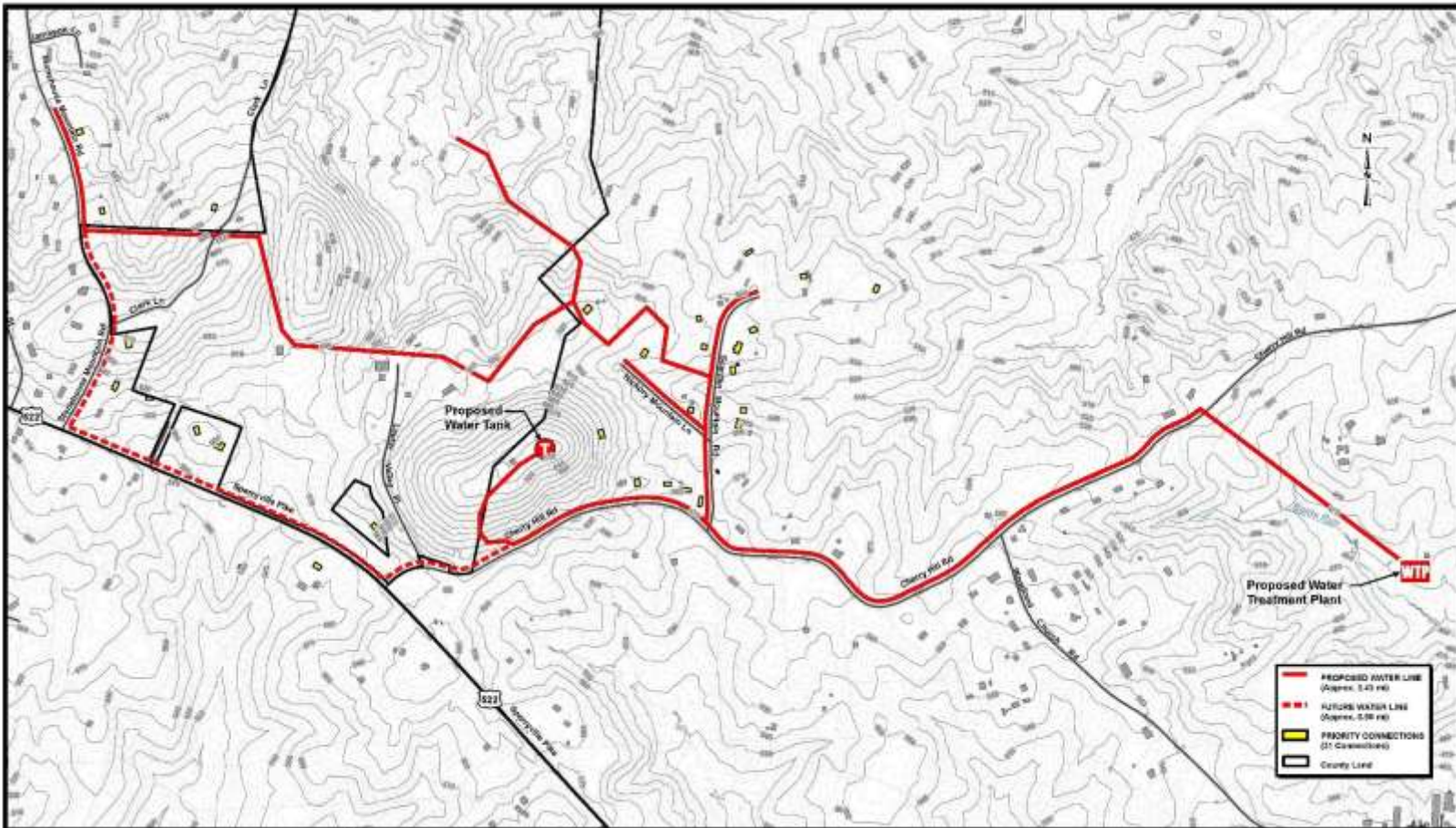
The water treatment plant uses aeration, filters, and chemical treatment to remove contaminants from the well water. Storage includes a raw water contact tank at the beginning of the treatment process and a finished water contact tank where the treated (chlorinated) water is held before being pumped to the elevated storage tank for distribution. Processed wastes such as filter backwash water, etc, are sent to the Clevenger's Corner wastewater treatment plant.

Both the Culpeper County Environmental Services and Town of Culpeper Environmental Services websites contain information regarding services currently offered and future development plans. **Quick Link:** [Culpeper County Environmental Services](#)

Quick Link: [Town of Culpeper Environmental Services](#)

CHERRY HILL WATER SYSTEM

The County of Culpeper awarded a contract in 2014 to develop a public water supply system to serve residences near the former County Landfill. The County drilled and pump-tested a public water supply well off Route 638 and is in the process of preparing a Preliminary Engineering Report as a basis for designing the water system. The Preliminary Engineering Report for the Cherry Hill Water system will be submitted to the Virginia Department of Health in 2015. The current well has a sustainable yield of 90 gallons per minute (gpm), enough to support approximately 100 homes. Consideration will be given to adding a secondary backup well and to construct the water treatment and distribution system over several years. The goal is to have two public water supply wells serving approximately one hundred homes in the vicinity of the former landfill. The system will include two well houses, centralized water treatment, if necessary, a ground storage tank and approximately 3 miles of water line.



FUTURE SURFACE WATER IMPOUNDMENTS

Culpeper County, exclusive of the incorporated Town of Culpeper, currently depends almost entirely on groundwater to meet its water needs. The County recognizes that while groundwater is expected to serve our needs even in the village center areas for the foreseeable future, it must plan for long-term water needs. The engineering firm of Wiley & Wilson was contracted to prepare a report entitled "Culpeper County Reservoir Study," which was completed in 2001. This report is hereby incorporated into the Culpeper County Comprehensive Plan by reference.

Thirteen sites were selected and evaluated regarding volume, dam height, location, and conflicts with historic areas and major utilities. The four most promising sites are presented in the report. Further study by the staff and by the Public Works Committee of the Board of Supervisors has led to the conclusion that the most feasible surface water impoundment site is along Muddy Run, just east of Route 229. This site is identified as Site #10 in the report (Map 7.4).

Care should be taken to limit development in the area in order to protect the ability to implement this reservoir should it be necessary in the future. All of the reservoirs identified in the Wiley & Wilson report should be considered when making land use decisions.

SOLID WASTE

Culpeper County's Department of Waste Management was created in 1991 and is responsible for the development and implementation of waste management programs. The County opened the Laurel Valley Landfill in 1978 (Permit No. 251) and closed it in November 1998. The closed landfill is located on a 330-acre site, where approximately 56 acres were used for landfill operations. The landfill is unlined. The County will continue to monitor the environmental effects of the unlined facility for the next thirty years.

The County received a permit from the Department of Environmental Quality to construct a new lined landfill (Permit No. 590), but chose to build a solid waste transfer station on the property instead. This solid waste transfer station is the only municipal solid waste disposal facility in the County. Culpeper County owns the facility, but Republic Inc. (Republic) operates the facility, which serves both Town and County residents. Republic transports and disposes the municipal solid waste at their Old Dominion Landfill in Henrico County. The County has the option to extend the contract with Republic Inc. until 2023.

Solid waste is collected by public (Town of Culpeper) and private haulers and disposed at the Culpeper County Solid Waste Transfer Station, located at Routes 522 and 638, approximately 2.3 miles northwest of the Town Limits (see Map 7.5). The Town provides regular collection services within the Town limits and a number of private companies serve County residents through individual arrangements. The bulk of solid waste in the County is collected by the individual residents and brought to the County Solid Waste Transfer Station or to the two residential convenience centers located at the Transfer Station entrance and Lignum. The County's Recycling Centers, where segregated recyclables are collected, are located at the Solid Waste Transfer Station and Lignum Residential Convenience Center.

A private Material Recovery Facility located on Business Route 29 accepts municipal solid waste from public companies under contract, but is not open to the general public. The facility recovers and processes recyclable material such as wood, paper, cardboard, plastic, concrete and metals from the waste stream and landfills the remaining waste material at commercial landfills around Virginia.

ELECTRICITY

Electricity is supplied by Virginia Electric Power and distributed throughout the County by the Town of Culpeper, Rappahannock Electric Cooperative and Dominion Virginia Power. Three primary high voltage transmission lines exist in Culpeper County (see Map 7.5).

One line crosses the northern part of the County. Another extends from the Rapidan River at Route 522 northeast to the Rappahannock River south of the 29 Bypass. The third line branches south of Stevensburg and extends west crossing Routes 3 and 29, terminating in the Town of Culpeper.

The development of future electrical transmission lines should be limited while meeting electrical demands of the County. Expansion within existing transmission line corridors must be the first option pursued. In any instance where new or expanded transmission lines are proposed, utility providers shall notify the County at least six (6) months prior to filing with the State Corporation Commission (SCC). Citizens shall be likewise notified in a manner that insures that proposals are clear and there is adequate time for review and comment. Following comment by the Board and citizens, all potential options considered shall be presented to the Board for additional review and comment prior to filing with the SCC. Article 8E-13-2 of Appendix A of the Culpeper County Code, pursuant to Section 15.2-4313 of the Code of Virginia, must be consulted and complied with whenever land acquisition by a public utility will have an impact upon any agricultural and forestal district properties.

NATURAL GAS

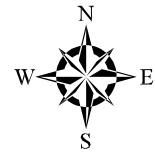
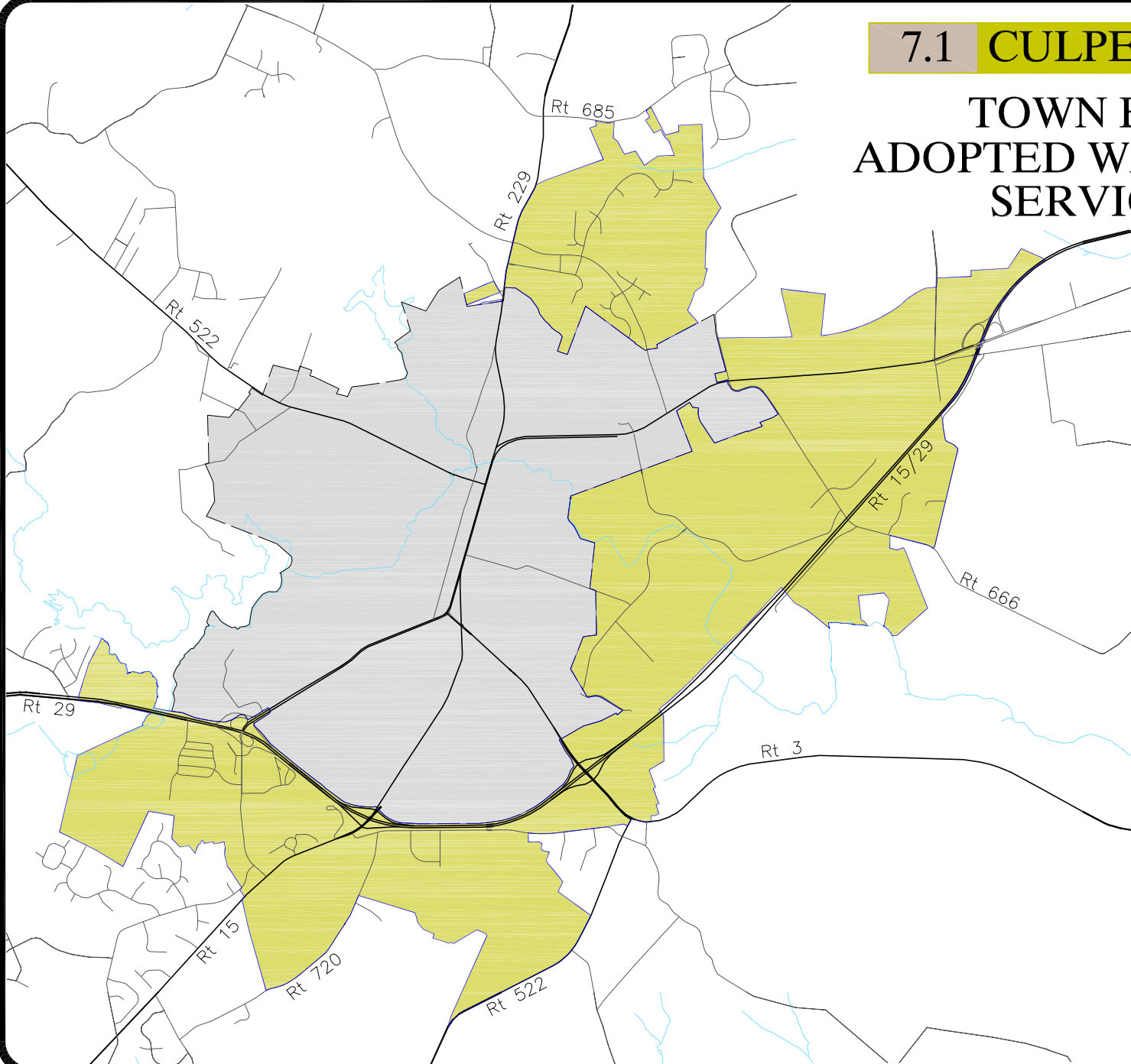
Natural gas is supplied by Amerigas and Columbia Gas. Amerigas has approximately 54 miles of pipelines and distribution lines within the Town and County. Columbia Gas has several miles of pipelines and distribution lines in the County. The pipelines are 20 inches in diameter with service lines generally between 1-2 inches in diameter.

Approximately twenty miles of Amerigas transmission line extend from Crooked Run North of Route 29, northeast across Route 522 at the intersection of Route 638, to Route 229 south of Route 633, to the Rappahannock River, south of Route 802. A third pipeline extends from the Amerigas pipeline at the intersection of Routes 3 and 699 and runs east along the north side of Route 3 and the Rapidan River to Ely's Ford.

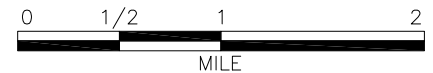
A third company, Transcontinental (Transco) Gas Corporation has approximately 9 miles of pipeline running through the County with no service available at this time. Located in the southeastern part of the County, the pipeline extends from the Rapidan River at Potato Run, northeast across Route 3, and the Rappahannock River north of Kelly's Ford. Three pipelines between 30-36 inches in diameter exist within a utility easement averaging 40 feet in width (Map 7.5).

7.1 CULPEPER COUNTY

TOWN ENVIRONS ADOPTED WATER & SEWER SERVICES AREA

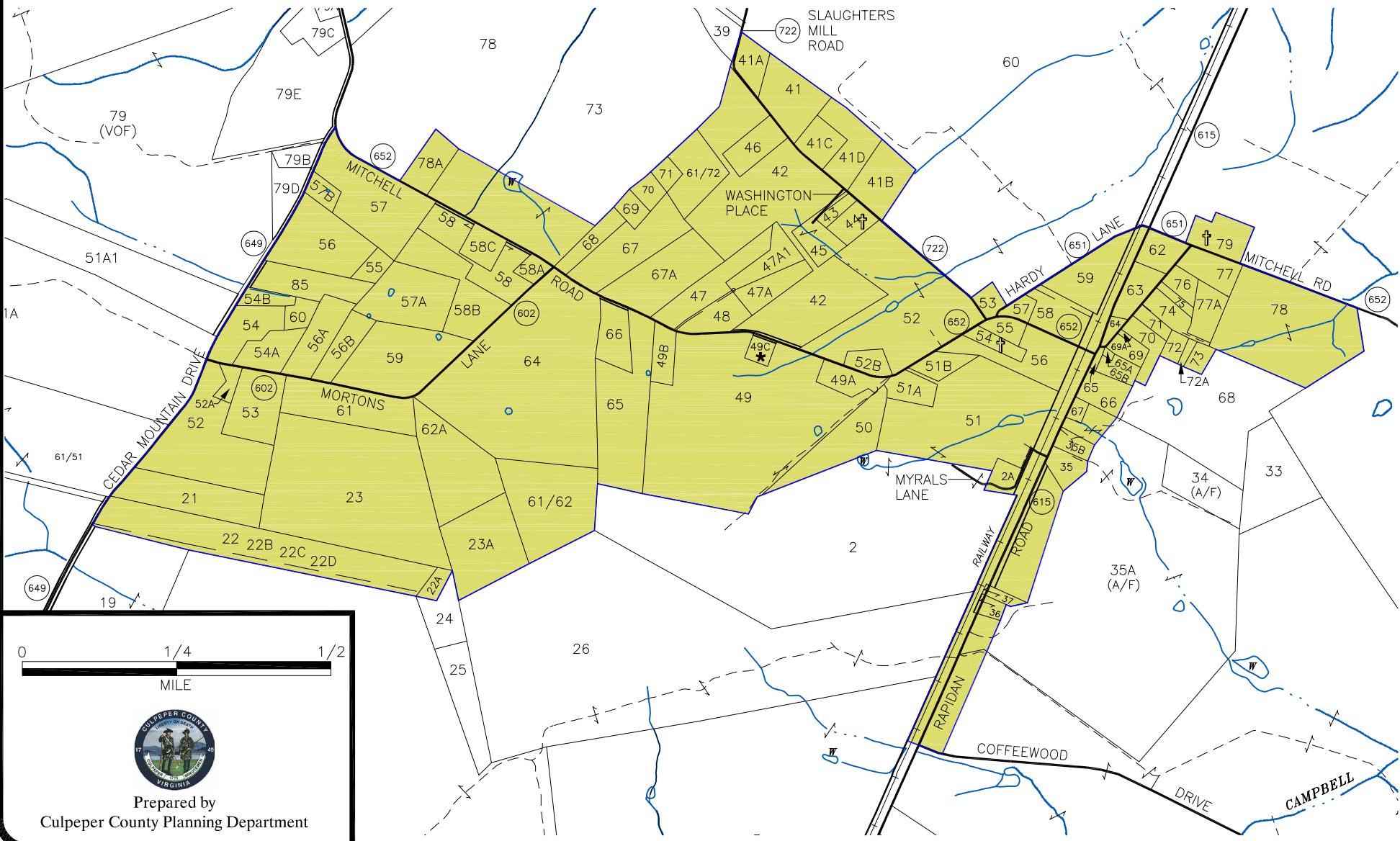


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7.2 CULPEPER COUNTY

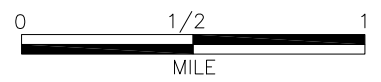
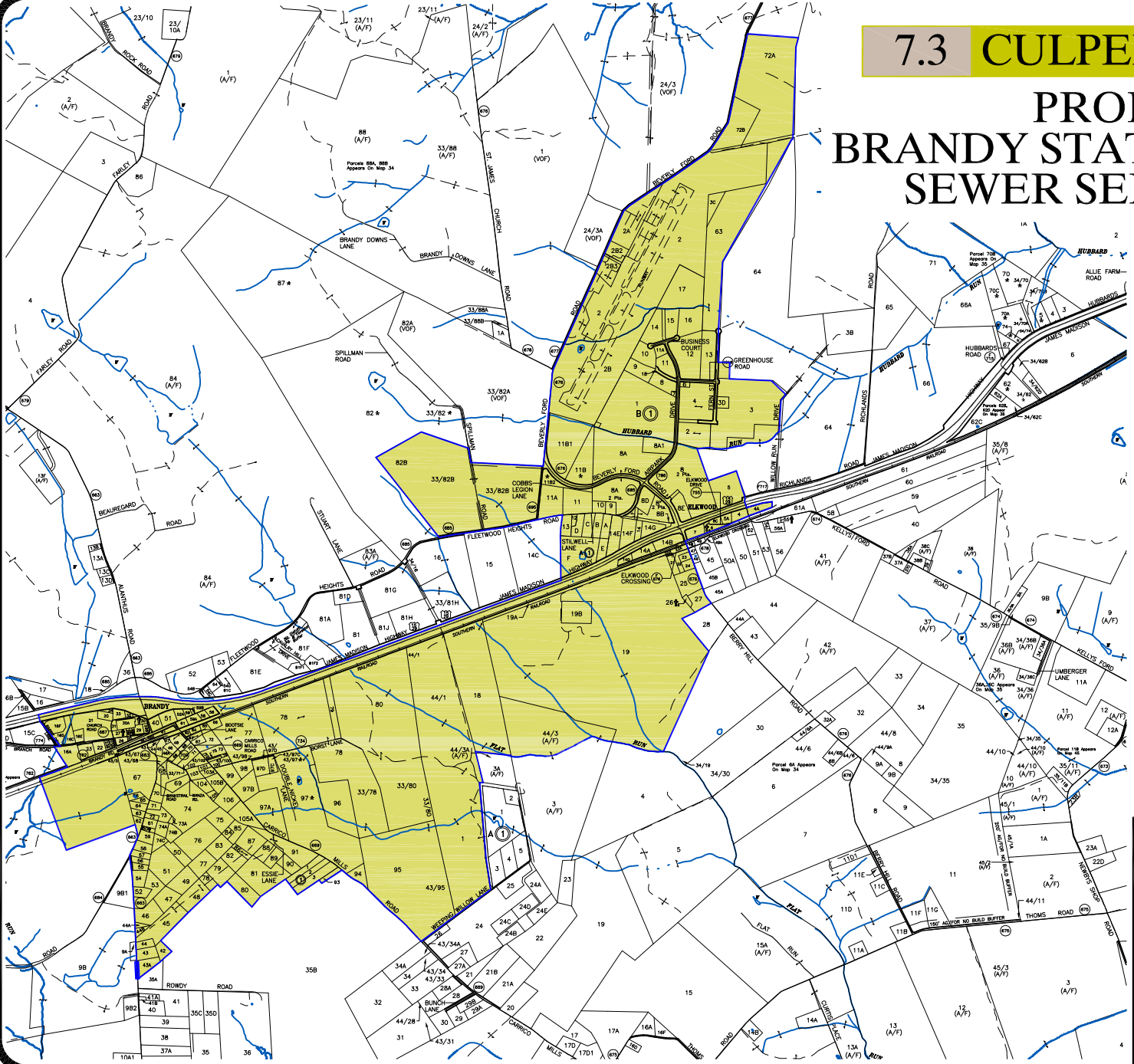
MITCHELLS SEWER SERVICE AREA



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7.3 CULPEPER COUNTY

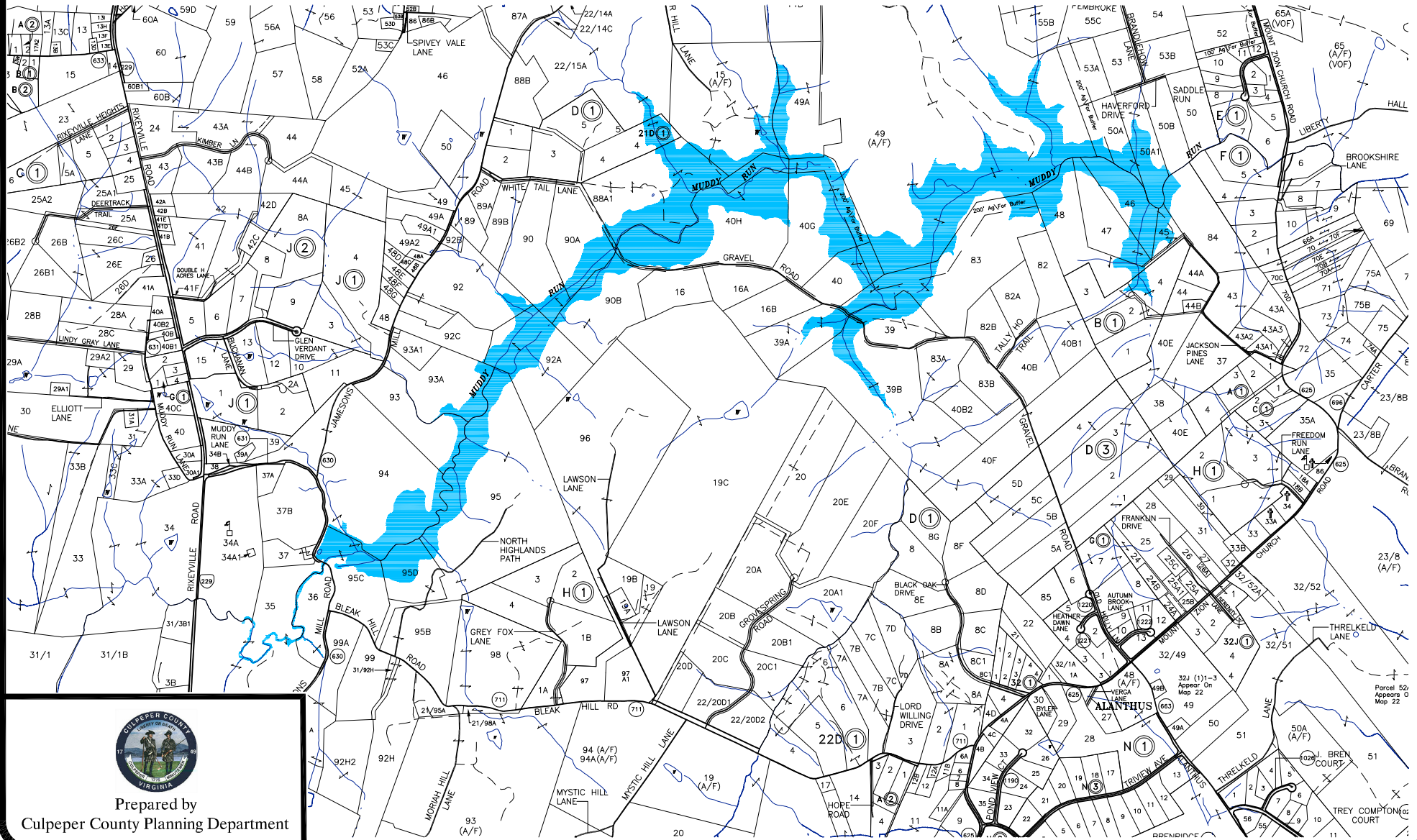
PROPOSED BRANDY STATION/ELKWOOD SEWER SERVICE AREA



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7.4 CULPEPER COUNTY FUTURE WATER SURFACE IMPOUNDMENT

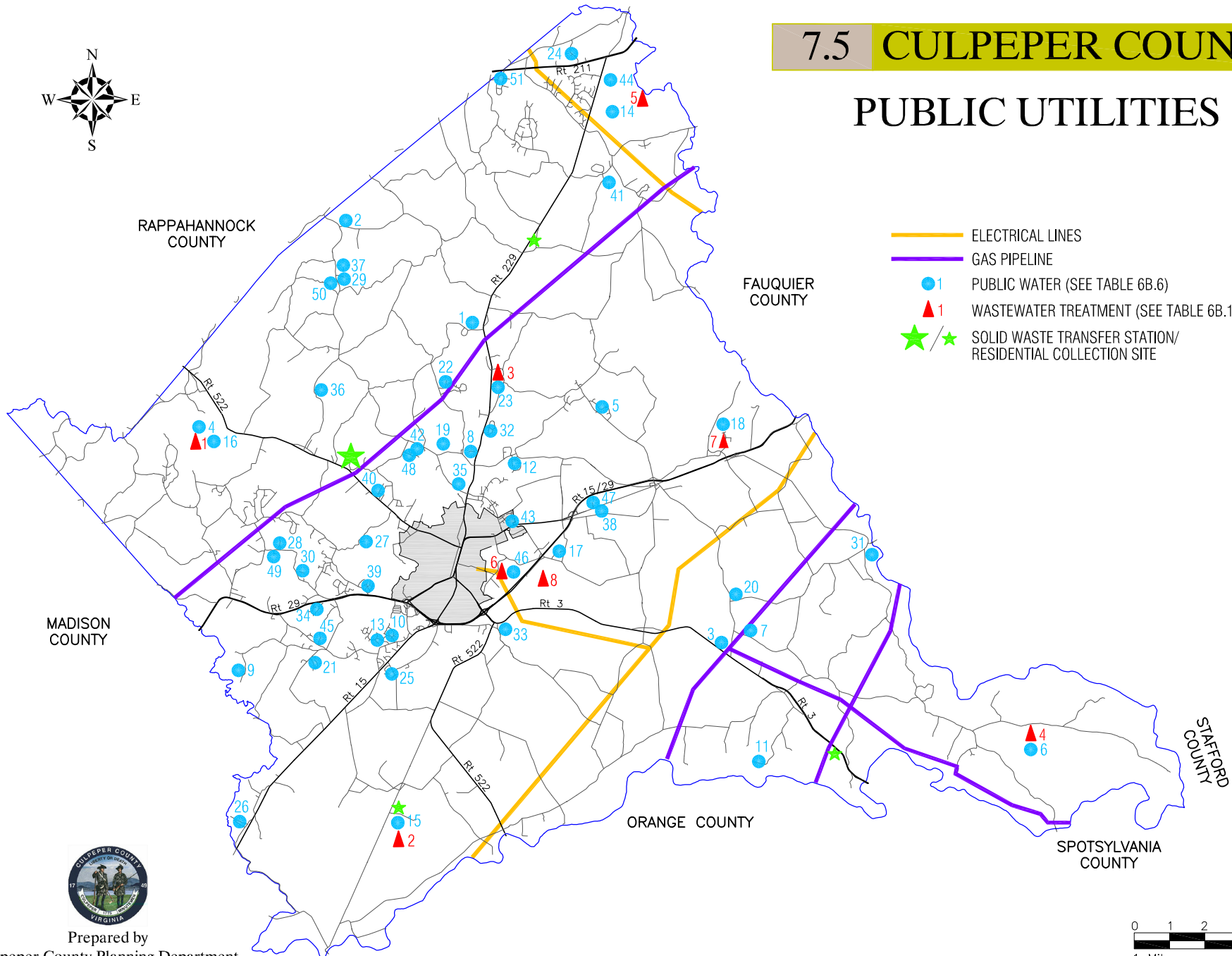


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7.5 CULPEPER COUNTY

PUBLIC UTILITIES

-  ELECTRICAL LINES
-  GAS PIPELINE
-  PUBLIC WATER (SEE TABLE 6B.6)
-  WASTEWATER TREATMENT (SEE TABLE 6B.1)
-  SOLID WASTE TRANSFER STATION/
RESIDENTIAL COLLECTION SITE



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0 1 2 3 4 5
1 Mile

WIRELESS TECHNOLOGY PLAN

INTRODUCTION

Wireless communication provides a valued service to Culpeper County residents. However, this technology must be implemented in a way that is sensitive to the physical and visual characteristics of the County. The goals, objectives and policies for a Wireless Communications Technology Plan are intended to provide a framework for evaluating telecommunications proposals under the County's development review process set forth in the Culpeper County Zoning Ordinance.

Culpeper County fully supports efforts to make broadband communications available county-wide. Co-location of equipment on existing structures is encouraged when possible and is preferable to construction of new towers. There are four Culpeper County-owned emergency communications towers potentially available for co-location and several private structures with co-location opportunities available. The Culpeper County Zoning Ordinance requires engineering studies for all proposed facilities to show propagation coverage area and suitability of the facilities for future co-location of multiple additional antennas. New tower applications are subject to a public hearing process.

2016 CULPEPER BROADBAND PLAN

In the spring of 2016, Culpeper County and the Town of Culpeper were awarded a Virginia Department of Housing and Community Development (VHCD) grant to assess current and future broadband needs, evaluate current broadband service offerings, costs, and availability in the town and the county, identify public/private partnership opportunities with service providers, assess market demand, and recommend a comprehensive list of strategies to improve broadband connectivity.

Broadband has become critical infrastructure for communities. Routine activities of both residents and businesses now often require internet access. Schools continue to expand the use of internet-enabled learning resources, and children in households with inadequate internet service are at a severe disadvantage. In Culpeper County and the Town of Culpeper, the large number of people trying to use the internet for educational activities and job-related work indicates that the internet access in the area has become critical to community and economic development. The availability of affordable and adequate broadband has already begun to influence both business location decisions and home-buying decisions.

CO-LOCATION OPPORTUNITIES

Presently, numerous existing or approved structures capable of supporting antennas are in place throughout the County. Co-location opportunities exist on many of these sites.

Dominion Virginia Power

Dominion Virginia Power Company has several large power transmission corridors that cross the County in which power mounts could be added to serve as telecommunications facilities. These corridors offer many opportunities for co-location of transmission towers and communications antennas. Dominion Virginia Power has worked closely with the telecommunications industry in facilitating co-location of transmission towers and communication antennas, as well as, co-location within their right-of-way. The use of existing infrastructure should continue to be encouraged.

Public Sites

Governmental sites within the County that may be appropriate for siting commercial wireless communications facilities include selected fire stations, libraries, the former landfill, post offices, emergency communications sites, water tanks and other public facilities. These facilities are often large enough to allow sufficient separation from surrounding residential uses or are located adjacent to industrial land use. Even on these sites, steps must be taken to minimize impact on surrounding properties.

Buildings

Antennas can be mounted on the roofs or sides of buildings. While most buildings in the County are less than 35' tall, there are some taller structures could be used for co-location opportunities provided that the antenna(s) are not visible from the road or are camouflaged with radio frequency transparent materials. Farm silos offer such opportunities.

Churches

Many churches in the County present the wireless provider with the potential for locating antennas inside existing steeples. Steeples may also be built to screen antennas arrays. The church community may welcome this type of proposal, because it could potentially generate additional revenue.

EXISTING TOWER SITE SUMMARY

Table 7.3 lists existing antenna sites throughout Culpeper County. Sites are identified by a Case Number, Structure Owner or Carrier, physical address, the amount of serviceable co-location positions (Slots) available, and Tower Type.

Only those structures where co-location is feasible are identified on the list. Structures that are not capable of supporting additional equipment are not included. Additionally, structures that may have available slots but are not available for commercial applications, such as military structures, are also excluded from this list.

TABLE 7.3 EXISTING STRUCTURES FOR COLOCATION

Tower#	OWNER	ADDRESS	SLOTS	TYPE
Culp- 2001	Telecom CNSLT	Germanna Highway	1	Lattice SS
Culp- 2002	Alltel	706 US Avenue	3	Monopole
Culp- 2003	Bell Atlantic Mobile Systems (BAMS)	412 East Piedmont Street	1	Lattice SS
Culp- 2004	Cellular One	15544 Braggs Corner Road	1	Lattice SS
Culp- 2005	State Police	15123 State Police Road	6	Guyed Lattice
Culp- 2006	BAMS	12282 Mt. Zion Church Road	1	Lattice SS
Culp- 2007	WCVA-FM 103.1	515 Radio Lane	2	Guyed Lattice
Culp-2008	Culpeper Water Tower	608 Overlock Street	1	Water Tower
Culp-2010	Sprint	1399 Old Bridge Road	2	Lattice SS
Culp-2011	Community Wireless	19067 Industrial Road	3	Monopole
Culp-2012	Community Wireless	19621 Church Road	3	Monopole
Culp-2013	Sprint	10222 James Monroe Highway	2	Monopole
Culp-2014	Culpeper Water Tower	15399 St. Jameson Road	1	Water Tower
Culp-2016	Culpeper Fire Tower	Eleys Ford Road	1	Lattice SS
Culp-2017	SBA	13360 Newbys Shop Road	3	Lattice SS
Culp-2018	Alltel	19513 Brandy Road	1	Monopole
Culp-2019	Culpeper Regional Hospital	501 Sunset Lane	1	Roof Guyed Tower
Culp-2021	Alltel	9075 Monumental Mills Road	1	Monopole
Culp-2022	Alltel	17345 Chris Crossing	1	Lattice SS
Culp-2023	AT&T Cable	16084 Gibson Mill Road	1	Guyed Tower
Culp-2025	FAA/Two-way Tower (2 Towers)	19247 The Mountain Road	1	Guyed & Lattice SS
Culp-2026	Community Wireless	8604 General Winder Road	6	Monopole
Culp-2027	National Communication Towers, LLC	18250 Germanna Highway	6	Monopole
Culp-2201	Culpeper County	21598 Jacobs Ford Road	3	Guyed Lattice
Culp-2202	Culpeper County	10419 Cherry Hill Road	4	Guyed Lattice
Culp-2203	Culpeper County	16682 Oak Shade Road	5	Guyed Lattice
Culp-2204	Culpeper County	11488 Rockforest Lane	5	Guyed Lattice
Culp-2206	Clevenger's Water Tower	18512 Clevengers Utility Road	3	Water Tower
Culp-2028	National Communication Towers, LLC	22799 Zachary Taylor Highway	6	Monopole
Culp-2030	Rappahannock Electric Cooperative	13252 Cedar Run Church Road	3	Lattice SS
Culp-2031	Milestone Communications	18327 Madison Road	6	Monopole
Approved tower sites which have not been constructed				
Culp-2032	Community Wireless	Twin Lakes Lane	4	Lattice SS
Culp-2207	Culpeper County	Cherry Hill Road	6	Monopole or Lattice
Culp-2029	Verizon Wireless	Alum Springs Road	2	Monopole

CULPEPER COUNTY COVERAGE MAPS

According to the Virginia Office of Telework Promotion and Broadband Assistance,

“Broadband networks are the first enabling technology since electricity to fundamentally impact society to such a great extent that it is now viewed in economic development circles as *critical infrastructure*. Access to broadband provides communities with the foundation necessary for economic growth and a sustainable quality of life. At present, too many communities – both urban and rural – are not afforded access to affordable, reliable broadband telecommunications, and hence are deprived of their ability to participate in enhanced social, education, occupation, healthcare, and economic development opportunities. It is critical that all Virginia communities have equal and affordable access to broadband telecommunications.”

Map 7.7 shows the estimated wired technology coverage area within Culpeper County. The information was gathered through a statewide survey and utilizes U.S. Census tracts to show both wired and wireless options currently available. Census Tracts which include any coverage have been shown as fully covered, although that is not necessarily the reality. As such, there are areas within the County reflected on Map 7.7 which continue to lack coverage.

As demand for wireless service increases, additional broadband infrastructure will be needed to provide 100% coverage throughout the County. Wired technology coverage infrastructure throughout the County is currently limited to the more densely populated areas. Additional wired service is encouraged throughout underserved areas within Culpeper County.

WIRED TECHNOLOGY

The town and the county have excellent access to long haul carriers (Map 7.8), including MBC (Mid-Atlantic Broadband), Zayo, and Intellifiber. Zayo is a Tier One national Internet provider, and Paetec is another large long haul provider with assets from North Carolina through New England and into the Midwest. Access to the facilities and commodity pricing of these two companies is an important advantage in the county. MBC is a Virginia-based open access fiber provider that brings additional large and medium-sized internet and telecom providers into the county.

While Culpeper is within close proximity to major carriers, sufficient wired internet access is limited to businesses, schools, and select number of dense neighborhoods. The desire for fiber internet access among residents is high.

Residential fiber networks allow employees to work from their home. Findings suggest that if all Americans had fiber to the home, this would lead to a 5 percent reduction in gasoline use, a 4 percent reduction in carbon dioxide emissions, \$5 billion in lower road expenditures, and 1.5 billion commute hours recaptured (Culpeper County Broadband Plan, 2016).

BROADBAND FOR EMERGENCY SERVICES

Next Generation 911

For more than 40 years, the 911 system has served the needs of the public in emergencies. Rapidly changing technology and the evolution of mobile communication has made it necessary to improve upon traditionally deployed 911 systems. Next Generation 911 is a nationwide program that will enhance the 911 system to create a faster, more flexible, resilient, and scalable system that allows 911 to keep up with communication technology used by the public. Next Generation 911 is an internet protocol (IP) -based system that allows digital information (e.g., voice, photos, videos, text messages) to flow seamlessly from the public, through the 911 network, and on to emergency responders. Implementing Next Generation 911 will require extensive coordination to plan and deploy a continually evolving system of hardware, software, standards, policies, protocols and training.

FirstNet Network

The First Responder Network Authority (“FirstNet”) is an independent authority within the U.S. Department of Commerce. FirstNet was established by Congress in 2012 to deliver a nationwide broadband network dedicated to public safety.

Today, in emergencies and at large events, heavy public use can lead to wireless communications networks becoming overloaded and inaccessible. In those instances, public safety users are treated the same as any other commercial or enterprise user, and communications can be limited due to congestion and capacity issues. With the FirstNet Network, public safety will get a dedicated connection that provides highly secure communications. It will deliver specialized features to public safety that are not available on wireless networks today – such as priority access, more network capacity, and a resilient, hardened connection.

The FirstNet Network will help improve response times for public safety and personal security for responders nationwide. FirstNet will also enable advanced border communications for public safety entities.

POTENTIAL AREAS OF PUBLIC INVESTMENT

Airport/Airpark

The Culpeper Regional Airport is a critical and unique component of the County's integrated transportation system and, therefore, important to economic development efforts. Future plans to modernize the terminal, the addition of restaurant facilities and the expansion of fixed based operator services will continue to enhance the value of the airport to the community. The Culpeper Industrial Airpark is home to many businesses and is located adjacent to the airport. Internet connectivity is varied depending on the user and could benefit from being streamlined into a single approach. Investing in internet infrastructure that would serve both existing and future users within this area should be considered.

Historic District of the Town of Culpeper

Downtown Culpeper is home to an eclectic mix of retail, offices, residential, restaurants, and cultural tenants. A number of wired internet options currently exist in town. As demand increases for internet connectivity a project to upgrade the current internet resources may be considered.

Carver-Piedmont Agricultural Institute

Government and Education facilities throughout Culpeper require secure, reliable internet connections. The Carver-Piedmont Agricultural Institute may be a candidate for grant funding in order to facilitate the extension of internet service to this facility.

Other Economic Development Opportunities

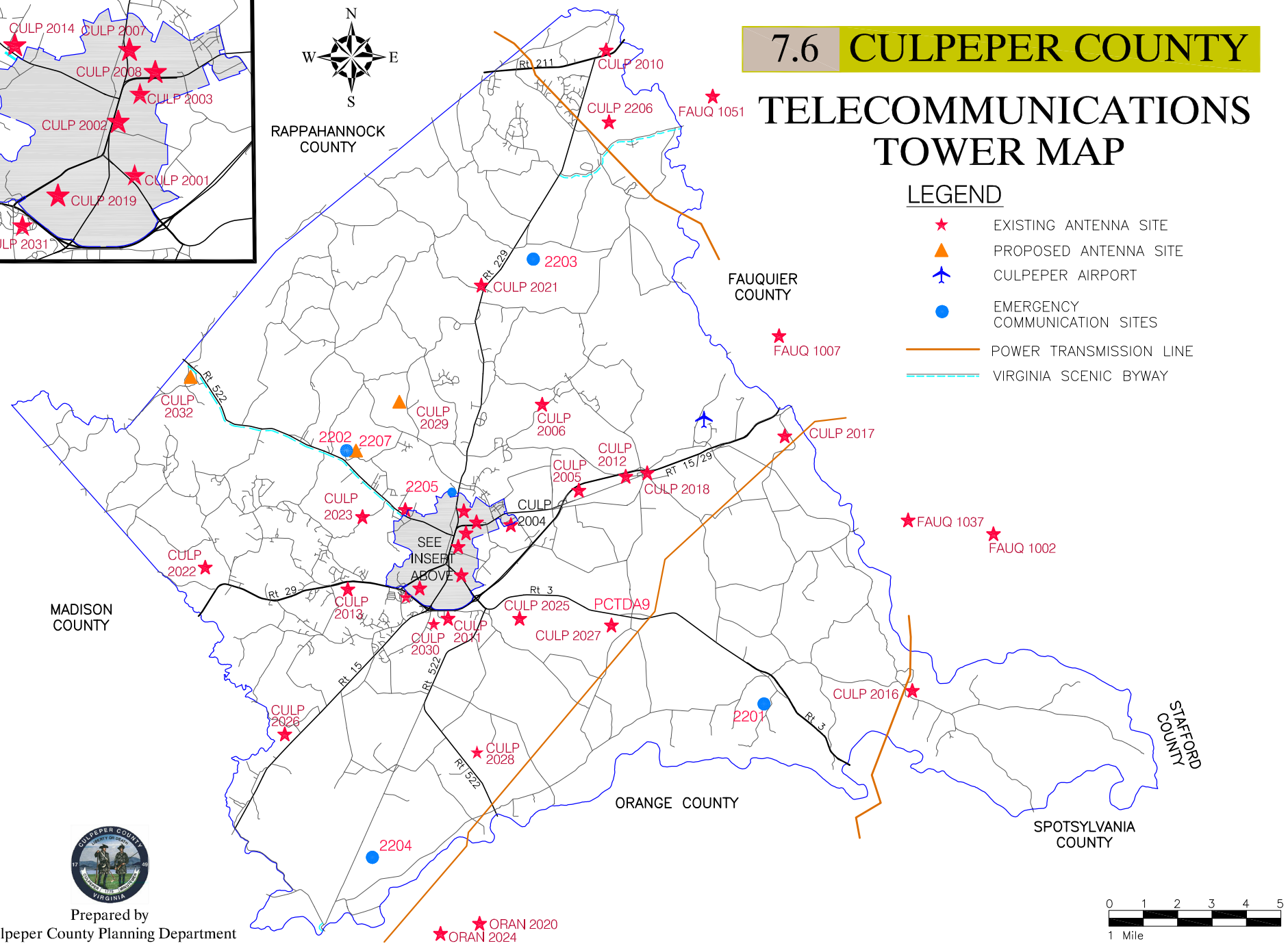
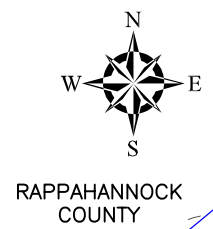
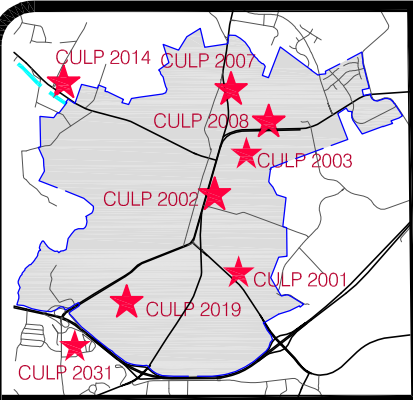
A number of potential tourism related projects in Culpeper County depend upon reliable internet connectivity. Cost-share initiatives for providing internet connectivity, in order to increase tourism, may be considered when no other option for internet connectivity exists.

7.6 CULPEPER COUNTY

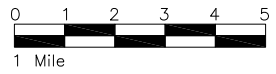
TELECOMMUNICATIONS TOWER MAP

LEGEND

- ★ EXISTING ANTENNA SITE
- ▲ PROPOSED ANTENNA SITE
- ✈ CULPEPER AIRPORT
- EMERGENCY COMMUNICATION SITES
- POWER TRANSMISSION LINE
- - - VIRGINIA SCENIC BYWAY



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7.7 CULPEPER COUNTY

WIRED TECHNOLOGY COVERAGE



RAPPAHANNOCK COUNTY

FAUQUIER COUNTY




MADISON COUNTY

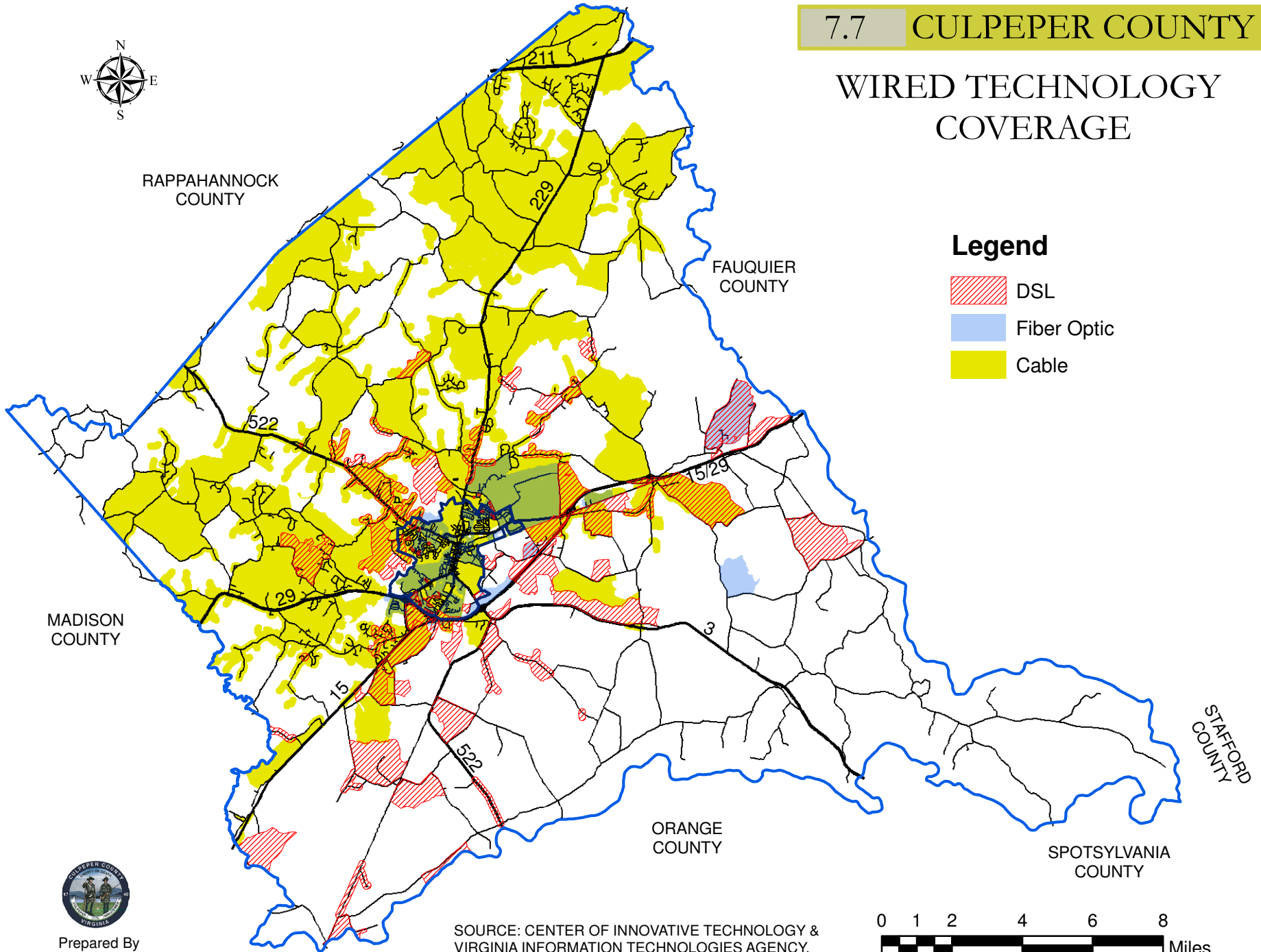
STAFFORD COUNTY

ORANGE COUNTY

SPOTSYLVANIA COUNTY

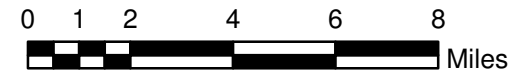
Legend

-  DSL
-  Fiber Optic
-  Cable



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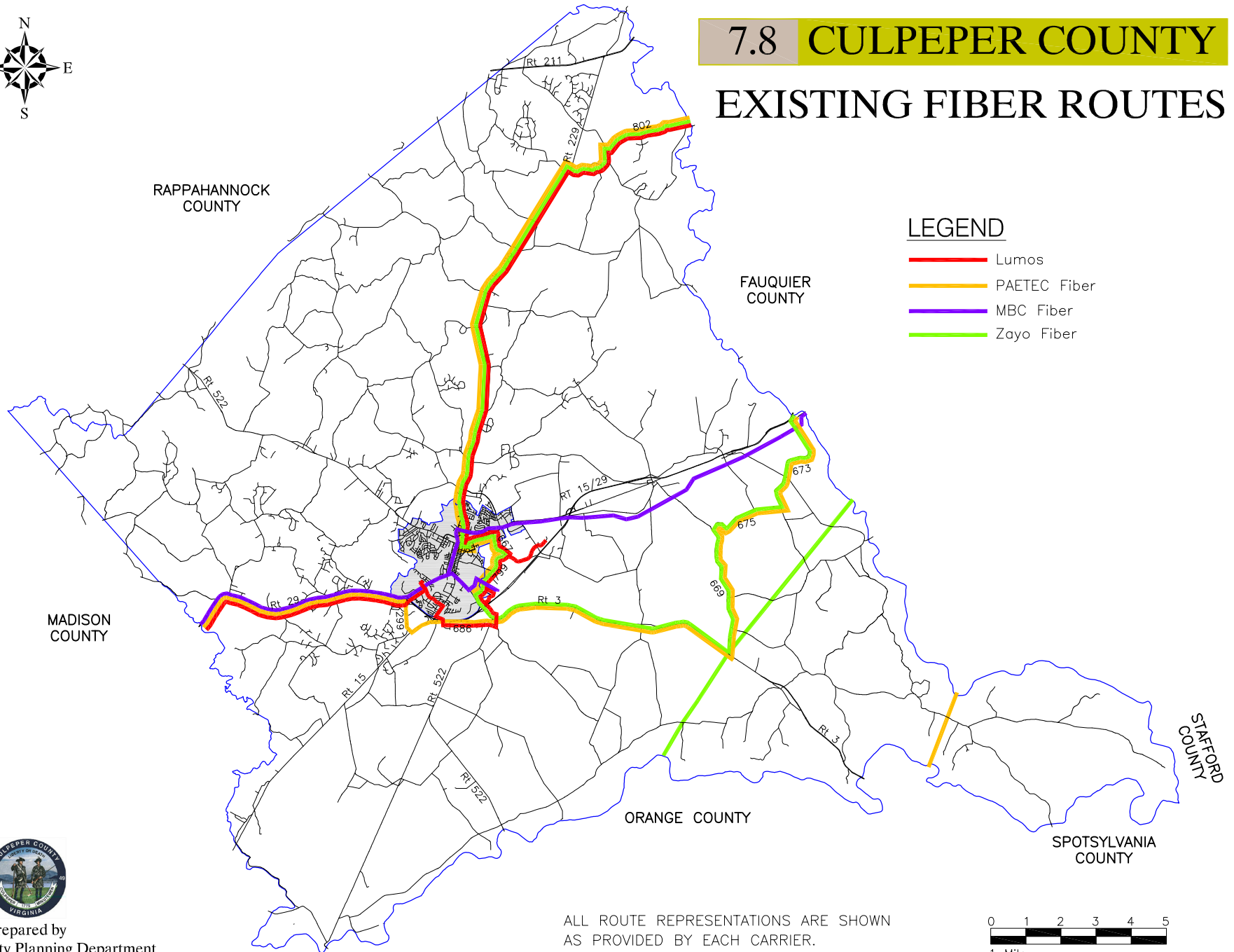
SOURCE: CENTER OF INNOVATIVE TECHNOLOGY &
VIRGINIA INFORMATION TECHNOLOGIES AGENCY.





7.8 CULPEPER COUNTY

EXISTING FIBER ROUTES



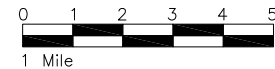
LEGEND

- Lumos
- PAETEC Fiber
- MBC Fiber
- Zayo Fiber



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ALL ROUTE REPRESENTATIONS ARE SHOWN
AS PROVIDED BY EACH CARRIER.



PUBLIC SERVICES & UTILITIES GOALS AND OBJECTIVES

Public Services- Utilities, Sanitary Sewer and Water Facilities

GOAL: MAINTAIN AND IMPLEMENT A LONG RANGE COUNTY-WIDE UTILITY PLAN FOR WATER AND SEWER THAT SUPPORTS AND COMPLEMENTS THE COUNTY’S LONG RANGE PLANS FOR COMMUNITY DEVELOPMENT.

OBJECTIVES:

- 1. Provide sewer and water services to appropriate County areas to serve projected growth. Areas to be considered are: the Town of Culpeper environs and the Village Centers of Clevenger's Corner and Elkwood/Brandy Station.
- 2. Identify areas where centralized sewerage systems are warranted and review opportunities and alternatives for sewage disposal. Identify areas of existing failing septic systems and related concerns, and provide solutions to sewage disposal issues.
- 3. Evaluate water sources, including groundwater, surface impoundments and streams, with respect to suitability for public water supply.
- 4. Maintain preliminary engineering studies which address distribution and/or collection systems for each of the village centers. Studies should include size and routing of lines, facility locations including pumping stations and/or gravity sewers as required, and cost estimates for the alternatives for each village center.

Solid Waste

GOALS: PROVIDE EFFICIENT MANAGEMENT OF SOLID WASTE AND PROTECT THE HEALTH, SAFETY, AND WELFARE OF THE CITIZENS OF CULPEPER COUNTY BY PLANNING FOR FUTURE SOLID WASTE MANAGEMENT.

OBJECTIVES:

- 1. Categorize incoming waste in order to make informed decisions on how to spend limited funds to meet local, regional, and State goals and maximize the impact of those funds.

ONLINE RESOURCES

[Culpeper County Environmental Services](#)

[Culpeper County Master Water and Sewer Plan](#)

[Culpeper County Reservoir Study](#)

[Town of Culpeper Environmental Services](#)

[Town of Culpeper Public Works Department](#)

[Office of Drinking Water](#)

[Office of Telework Promotion and Broadband Assistance](#)

[National 911](#)

[FirstNet](#)

[2016 Culpeper Broadband Plan](#)

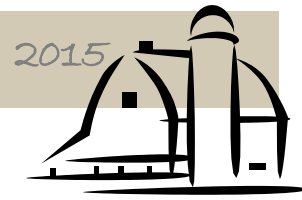
2. Aggressively pursue State and Federal funding for solid waste related activities.
3. Establish and maintain recycling programs for all principal recyclable materials. Continue and increase participation in County, Town and privately sponsored recycling programs through better accessibility and increased public awareness.
4. Identify additional methods to dispose of solid waste. Maintain and expand the solid waste transfer station as necessary to accommodate an increasing population; and provide additional locations for citizens to dispose of solid waste.

CELLULAR WIRELESS AND INTERNET

GOALS: PROVIDE WIRELESS COMMUNICATION SERVICE TO COUNTY RESIDENTS AND BUSINESSES WHILE MINIMIZING NEGATIVE IMPACTS OF THE LOCATION AND APPEARANCE OF THESE FACILITIES.

OBJECTIVES:

1. Consider forming a regional or local broadband authority in order to collaborate initiatives.
2. Encourage public private partnerships between incumbent and emerging providers and the County.
3. Develop an administrative approval process for permitting wooden utility poles that extend above the existing tree cover.
4. Evaluate available co-location opportunities before permitting new wireless communications towers.
5. Ensure that telecommunication providers implement reasonably available technology that may reduce the number and/ or height of towers.
6. Expedite the permitting of wireless communication towers that have minimal visual impacts and meet all regulatory standards.
7. Encourage future providers to propose a plan for their “build out” coverage grid for the entire County.
8. Consider zoning ordinance amendments that would ensure adequate service to major subdivisions.
9. Pursue grant funding opportunities to expand internet service within the County.
10. Explore innovative strategies which will assist in achieving adequate broadband service available for every citizen of Culpeper County.



8. HOUSING

INTRODUCTION

The following chapter was derived primarily from “A Housing Needs and Market Analysis for Culpeper County, Virginia” prepared for the Greater Piedmont Area Association of Realtors in April, 2015 by the George Mason University Center for Regional Analysis. This report was funded through the National Association of Realtors 2014 Housing Opportunity Program Grant.

The report is divided into four sections, as follows:

1. Profile of Existing Households and Housing Stock
2. Housing Market Overview
3. Future Housing Forecasts
4. Summary of Future Housing Needs

The Chapter will show that projected housing needs in Culpeper County over the next 25 years will continue to include out-commuters and a significant senior population in addition to more traditional families working in our area. The projected new housing units needed between 2015 and 2040 is approximately 400 units per year on average, or a total of 10,100 units.

“Communities must plan for a variety of uses and income levels. Why do we care about housing as high-tech employers? If teachers, firefighters, police officers, retail or restaurant workers can't live here, then we're going to fail.”
– Carl Guardino, President and CEO of the Silicon Valley Leadership Group

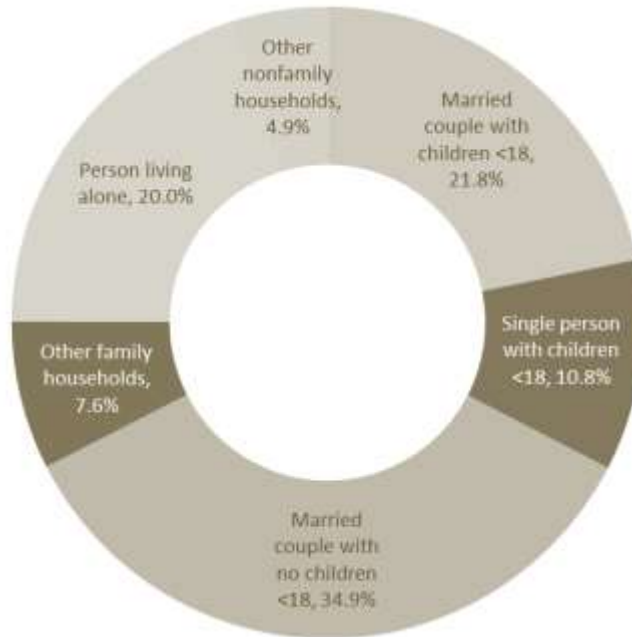
EXISTING HOUSEHOLDS AND HOUSING STOCK

This section presents the most complete set of available data on Culpeper County’s current households and housing stock. All data are averages for the years 2011–2013, which represents the most recent release for Culpeper County by the U.S. Bureau of the Census’ American Community Survey (ACS). This dataset is used as the current baseline for this profile. Though the data are three-year averages, this report refers to the most current information as being from 2013.

Household Type

As of 2013 there were an estimated 16,343 households in Culpeper County, with an average household size of 2.82 persons. Married couples with at least one child under the age of 18 only account for 21.8 percent of households in Culpeper County. Households headed by a single person with a child under 18 at home represent another 10.8 percent of all households. Thus, just 32.6 percent of households in Culpeper County have children under the age of 18. The median age in Culpeper is reflective of its modest share of households with children. The County’s current median age is 39.1, compared with 37.4 for the U.S. and 37.6 for Virginia.

Figure 1: Culpeper County Households by Type



Source: American Community Survey, 3-year averages, 2011-2013

The most prevalent household type in Culpeper County is actually married couples with no children in the home under 18 (i.e., empty nesters); these households account for 34.9 percent of all households in the County. Individuals living alone also represent a significant share of the County’s households, at 20.0 percent. Other family households (7.6 percent) and other nonfamily households (4.9 percent) account for the remaining households.

Tenure, Income and Age of Householder

Most households in Culpeper County own the units that they occupy; as of 2013, 73 percent of the County’s households were homeowners and 27 percent were renters. The average household size did not vary much by tenure type: owner households averaged 2.82 persons compared with 2.80 persons for renter households. There were great differences in income by housing tenure, though. The median income for owner households was \$73,641, which was 71 percent above the median income for renter households of \$43,048.

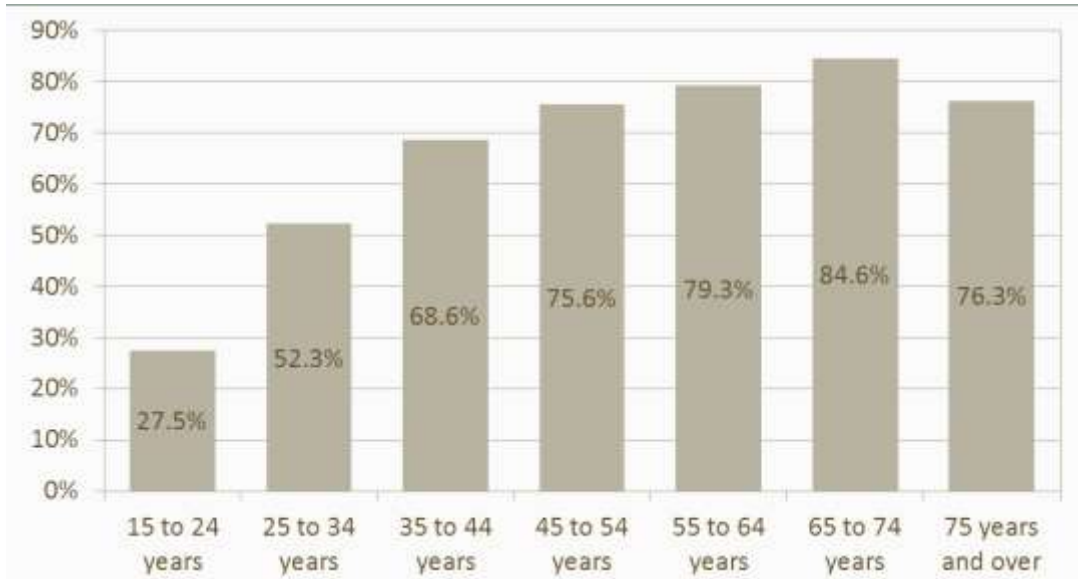
Figure 2: Culpeper County Households by Tenure and Income



Source: American Community Survey, 3-year averages, 2011-2013

Among homeowner households in Culpeper County 33.0 percent had annual incomes in excess of \$100,000, compared with just 7.9 percent of renter households. By contrast, 72.1 percent of renter households in Culpeper earned below \$50,000 per year, compared with just 29.3 percent of homeowner households. Interestingly the shares were similar for middle income households earning between \$50,000 and \$74,999 per year: 21.7 percent for homeowners and 20.4 percent for renters.

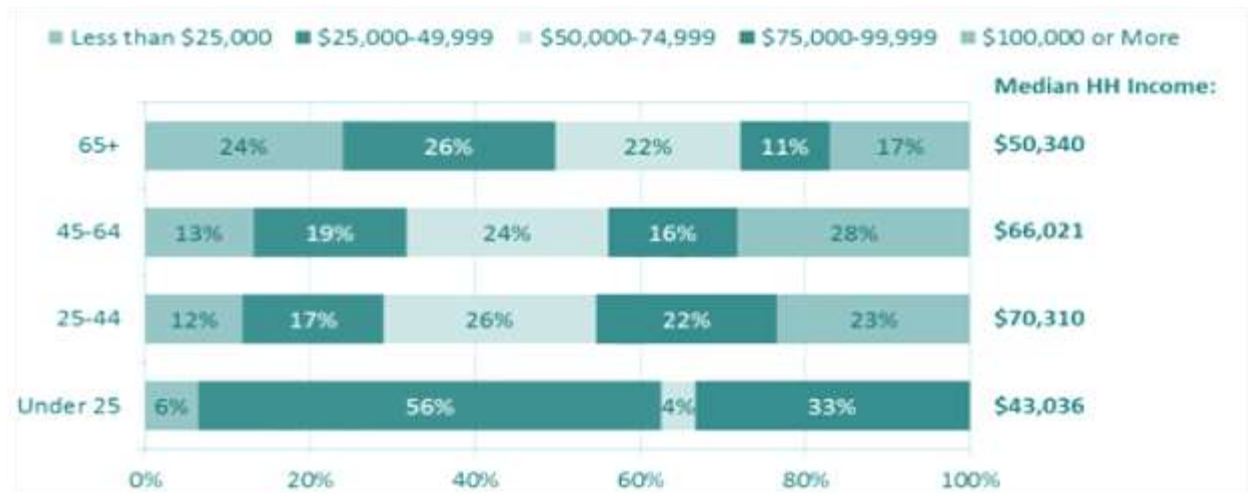
Figure 3: Homeowner Share by Age of Householder



Source: American Community Survey, 3-year averages, 2011-2013

The likelihood that a household in Culpeper County will own its home generally increases with the age of the householder. The homeowner rate among the County’s youngest householders (age 15-24) is just 27.5 percent. This rate increases steadily by age group, reaching 84.6 percent for householders in the age 65-74 range. The homeownership rate begins to decrease after the age of 75, though: the rate among householders age 75 or older is 76.3 percent and the rate among those 85 or older is 65.1 percent.

Figure 4: Household Income by Age of Householder



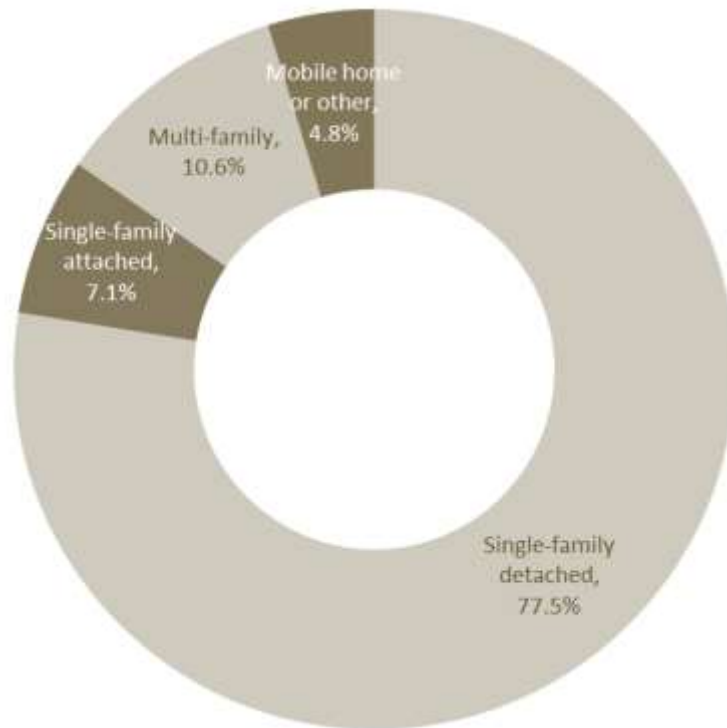
Source: American Community Survey, 3-year averages, 2011-2013

Household incomes do not track exactly with the age of householders. The highest median household income is actually found among householders in the age 25-44 range, whose median level is \$70,310. Householders age 45-64 have a slightly lower median (\$66,021), but the highest share of households with incomes in excess of \$100,000. Based on these figures, the County’s top earning younger households may not earn as much as older households, but younger households are less likely to have low- to moderate-income levels than are older households.

Existing Housing Stock

As of 2013 there were 17,803 housing units in Culpeper County, of which 1,460 (8.2 percent) were not occupied. An estimated 518 of these units were either being offered for rent or sale, already rented or sold but not occupied, or in use for seasonal or recreational purposes. The remaining 942 units were deemed vacant, meaning that 5.3 percent of Culpeper’s housing units are currently vacant.

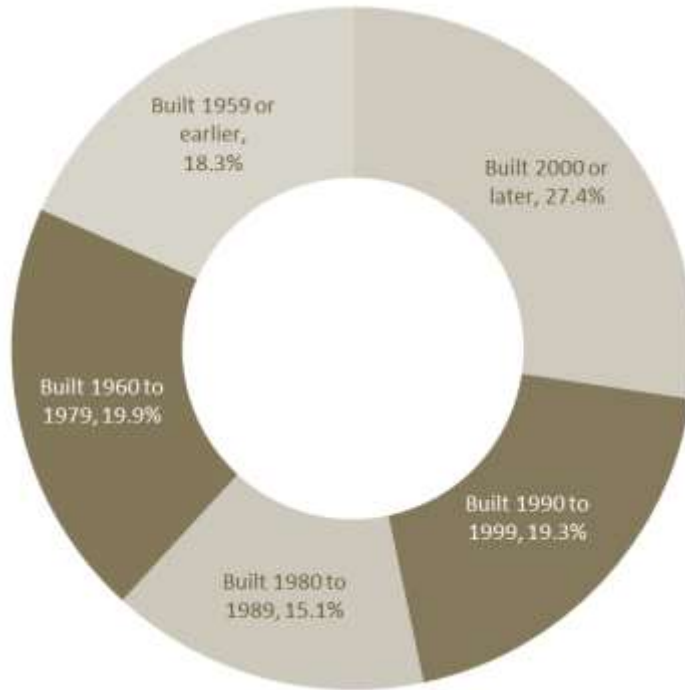
Figure 5: Existing Housing Stock in Culpeper County by Unit Type



Source: American Community Survey, 3-year averages, 2011-2013

The vast majority (77.5 percent) of existing housing units in Culpeper County is comprised of single-family detached units. Single-family attached units represent 7.1 percent of units, and multi-family units represent 10.6 percent of the housing stock. Mobile homes and related housing types (e.g., boats, RVs, vans) accounted for the remaining 4.8 percent of housing units.

Figure 6: Year Structure Built, Housing Units in Culpeper County



Source: American Community Survey, 3-year averages, 2011-2013

Culpeper County has a varied housing stock in terms of its age. A total of 4,871 of the existing units as of 2013 were built in 2000 or later. These newer units represent 27.4 percent of the County’s total housing stock. There are another 8,541 existing units that were built between 1960 and 1999, accounting for 54.3 percent of the total housing stock. The County’s stock also includes an estimated 3,262 units that were built prior to 1960 (18.3 percent of the stock). The median year built for all housing units in Culpeper County is 1988, so the median unit was about 25 years old as of 2013.

The pace of new housing development in Culpeper County has varied greatly by year over the past 15 years. In total, there were 7,770 permits for new housing units issued in the County between 2000 and 2014, an average of 518 per year. More than half of these permits (4,129, or 53 percent) were issued in just the three years between 2004 and 2006; the average number of permits in these years was 1,376. During the seven year period between 2008 and 2014, however, there were just 956 permits issued in the County, an average of 137 per year. The number of permits has risen steadily in recent years, though, increasing from 57 in 2009 to 215 in 2014.

Nearly all of the new housing permits issued in Culpeper County since 2000 have been for single-family units, as 7,444 of the 7,770 permits (96 percent) were in 1-unit structures. There were 221 permits issued for units in structures with five or more units, and just 105 for units in structures with 2-4 units.

Table 1: Housing Permits by Year in Culpeper County, 2000-2014

Year	1 unit	2 units	3-4 units	5+ units	Total
2000	301	2	3	28	334
2001	422	8	0	0	430
2002	432	4	0	10	446
2003	707	10	8	24	749
2004	1,236	16	40	136	1,428
2005	1,482	8	0	12	1,502
2006	1,184	0	4	11	1,199
2007	726	0	0	0	726
2008	113	0	0	0	113
2009	57	0	0	0	57
2010	93	0	0	0	93
2011	137	2	0	0	139
2012	147	0	0	0	147
2013	192	0	0	0	192
2014	215	0	0	0	215
Total	7,444	50	55	221	7,770
<i>Annual Average</i>	<i>496</i>	<i>3</i>	<i>4</i>	<i>15</i>	<i>518</i>

Source: Census Building Permits Survey, Estimates With Imputation

Summary: Households and Housing Stock

Culpeper County has a diverse inventory of households and housing units. Less than one-third of the County's households have children under 18 living in them, and just 22 percent of households are comprised of two married adults with minor children. More than half of the County's households are either married couples with no minor children or adults living alone.

About 73 percent of Culpeper's households own their homes, and homeowners in the County typically have far higher incomes than do renters. Homeownership rates in Culpeper generally track with age, though the rate of homeownership declines among those aged 75 or older. The highest median household income level in the County is actually among those headed by a person in the 25-44 age range.

About 78 percent of Culpeper's existing housing stock is comprised of single-family detached homes. The County has a good balance between older and newer housing, but has experienced an uneven pace of development over the past 15 years. Since the three-year boom of new housing permit activity between 2004 and 2006 there have been comparatively few housing permits issued in the County.

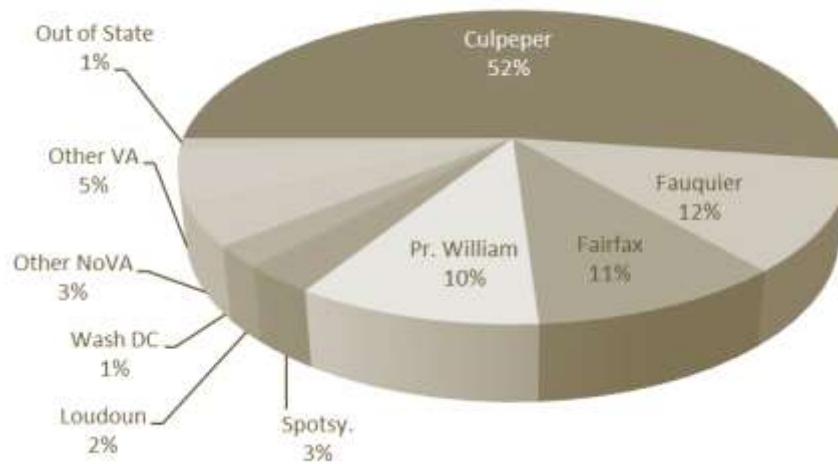
HOUSING MARKET OVERVIEW

Culpeper County’s Three Housing Markets

The housing market in any area is dictated by the location of jobs where its residents can work. Culpeper County’s housing market is influenced equally by the County’s own employment base and by its location on the edge of the Washington, DC metropolitan area. The most recent complete dataset available on commuting patterns is 2006-2010 five-year average data from the American Community Survey¹.

Among the estimated 21,600 employed residents of Culpeper County covered in this dataset, 52 percent were employed within the County and another 42 percent commuted to work in Northern Virginia² or Washington, DC. The remaining six percent of employed residents of Culpeper County either worked elsewhere in Virginia or were employed outside the region entirely.

Figure 7: Place of Work of Culpeper County Residents, 2006-2010 Averages



Source: American Community Survey, 5-year averages, 2006-2010

The leading commuting destinations for Culpeper residents who work outside the County are all in the US29/I-66 corridor: Fauquier, Fairfax, and Prince William Counties. Each of these counties is the place of work for more than 10 percent of Culpeper’s workforce. In total, more than 6,800 Culpeper County residents commute to these three jurisdictions alone, representing 33 percent of the County’s resident workforce. No other jurisdiction accounts for more than three percent of Culpeper commuters.

¹ The ACS dataset contains 2006-2010 five-year average figures on county-to-county worker flow. This information differs somewhat from commuting data reported by the Census’ Longitudinal Employer-Household Dynamics (LEHD) program, which is assembled from a variety of different sources.

² Northern Virginia refers to the portion of the Washington-Arlington-Alexandria Metropolitan Statistical Area (MSA) located in Virginia. As of this period this included 9 counties (Arlington, Clarke, Fairfax, Fauquier, Loudoun, Prince William, Spotsylvania, Stafford, and Warren) and 6 independent cities (Alexandria, Fairfax, Falls Church, Fredericksburg, Manassas, and Manassas Park). Culpeper and Rappahannock Counties were not added to the Washington MSA until 2013.

In more recent years, the share of Culpeper residents that commutes outside the County's boundaries has remained steady. The 2011-2013 three-year average data from the ACS reports that 52 percent of Culpeper's resident labor force works in the county and 48 percent out-commutes. This dataset did not report the actual cities or counties where Culpeper residents worked.

The appeal of Culpeper County as a place to live is different to those employed locally than it is to those who commute to jobs in other parts of Northern Virginia. This difference is clearly illustrated by the large gap in wages paid by jobs in Culpeper County as opposed to wages paid by jobs elsewhere in Northern Virginia. As of the third quarter of 2014 the U.S. Bureau of Labor Statistics (BLS) reported the average annual wage for all jobs located in Culpeper County as \$38,012. BLS reported the average wage for all jobs in the Northern Virginia region³ for the same quarter as \$63,180. The appeal of high paying jobs is particularly strong for those working in Fairfax County, where the average wage is \$76,596. Wages in Fauquier (\$41,600) and Prince William (\$39,988) are comparable to Culpeper, though. These figures point the diversity of Culpeper's appeal: while proximity to work is important for those employed in or near Culpeper, those employed in Fairfax choose to live in Culpeper for its lower housing costs.

There are clearly two distinct housing markets among working residents of Culpeper County: 1) a lower-cost market for those who work nearby; and 2) a higher-cost market for those who are willing to commute to jobs located closer to Washington, DC. There is also a third generator of housing demand in Culpeper: seniors and retirees. At present an estimated 13.0 percent of the County's residents are aged 65 or older, compared with 10.7 percent for the Washington metro area. The County's senior population is relatively mobile, as 6.1 percent of residents age 65+, as of 2013, had moved into the County in the preceding 12 months.

The American Community Survey conducted by the United States Census Bureau provides Social, Economic, Housing, and Demographic Data for Culpeper County.

Quick Link: [Culpeper County American Community Survey](#)

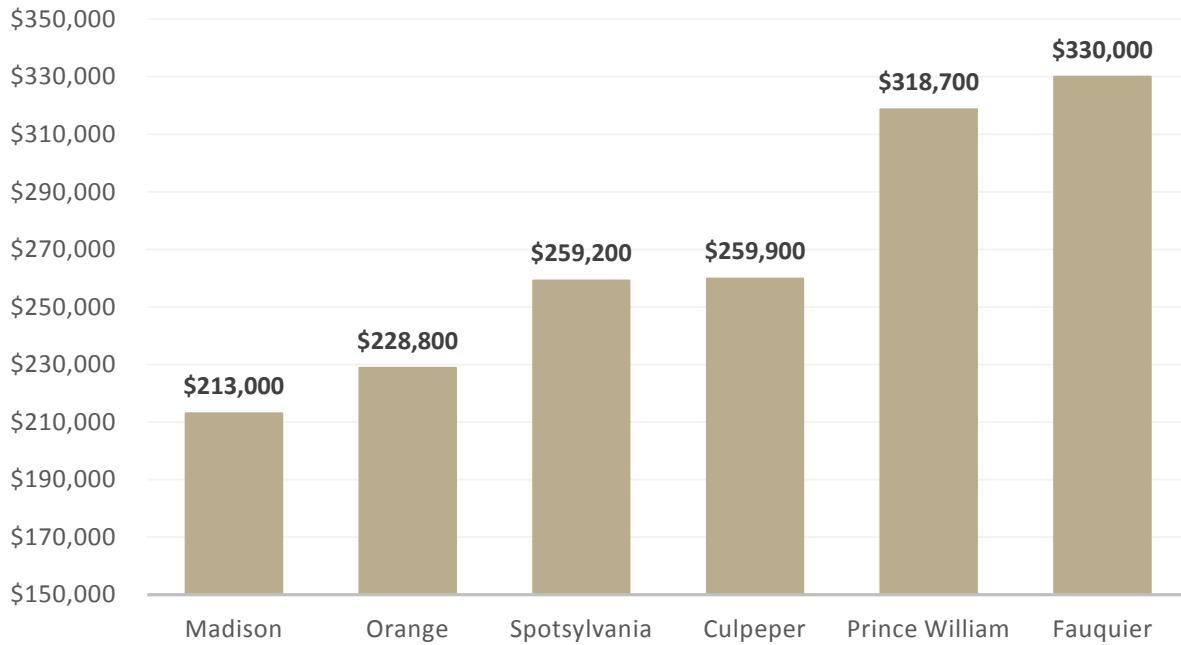
³ Includes all 17 jurisdictions in Virginia that are part of the Washington-Arlington-Alexandria Metropolitan Statistical Area (MSA).

For-Sale Housing Market Performance

Data on the for-sale housing market in Culpeper County were obtained from Metropolitan Regional Information Systems, Inc. (MRIS), RealEstate Business Intelligence, Inc. (RBI), and the Greater Piedmont Area Association of Realtors (GPAAR). The following information comes from those sources.

During the calendar year 2014 there were 495 residential properties sold in Culpeper County. The vast majority of these (462 sales, 93 percent) was of single-family detached homes. The remaining 33 sales were of single-family attached (townhouse) units. The median sale price for all residential sales in Culpeper County during 2014 was \$259,900. The median single-family detached sale was slightly higher, at \$265,000, and the median townhouse sale was \$179,900.

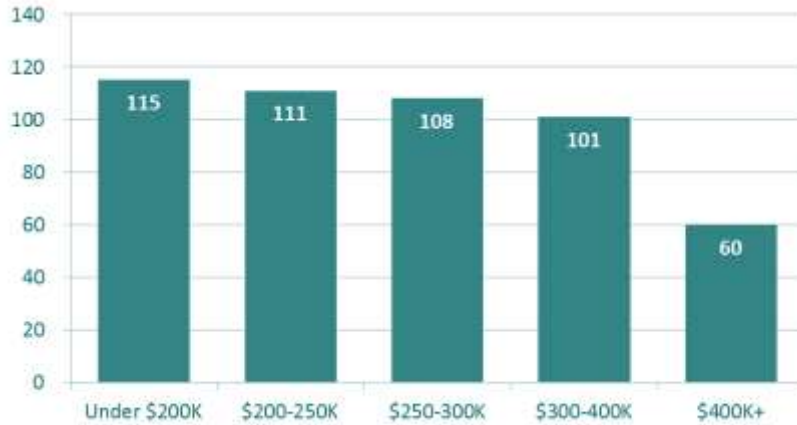
Figure 8: Median Home Sale Prices, 2014



Source: Metropolitan Regional Information Systems, Inc. (MRIS)

The 2014 median home sale price in Culpeper County was 23 percent below Prince William County and 27 percent below Fauquier County’s median home sale price. The 2014 median home sale price in Culpeper County was 18 percent above Madison County’s median of \$213,000, 12 percent above Orange County’s median of \$228,800 and .27 percent above Spotsylvania County’s Median of \$259,200.

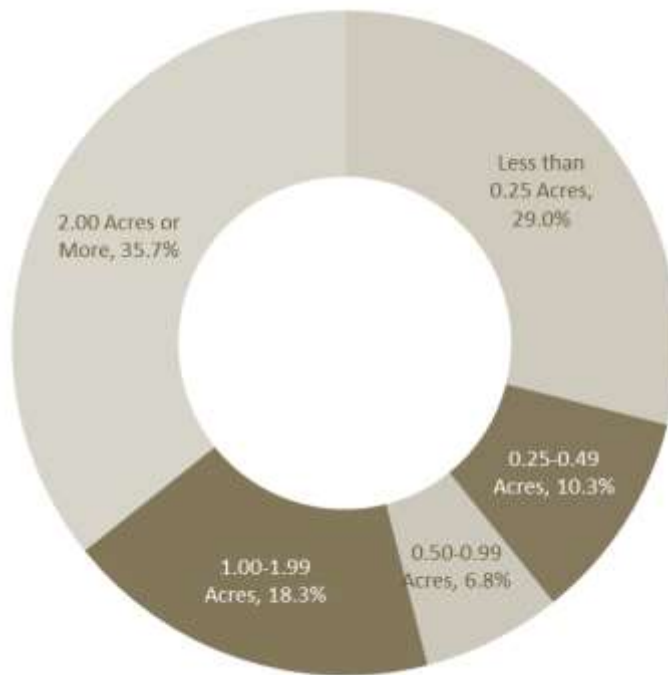
Figure 9: Units Sold in Culpeper County by Price Range, 2014



Source: Metropolitan Regional Information Systems, Inc. (MRIS)

The distribution of sales by price in Culpeper during 2014 was fairly even, with between 101 and 115 sales in each of the price categories below \$400,000. There were also 60 units sold for more than \$400,000. The age of housing only had an effect on the lowest priced units in the County: among units that sold for less than \$200,000, the median year built was 1987. However, the median year built for units in all other price categories was between 2001 and 2004.

Figure 10: Units Sold in Culpeper County by Lot Size, 2014



Source: Metropolitan Regional Information Systems, Inc. (MRIS)

In contrast to closer-in areas of Northern Virginia, Culpeper County remains a predominantly large-lot market. Among all homes sold in 2014, 54.0 percent were on lots of 1.00 acres or larger and 35.7 were on lots of at least 2.00 acres. Just 29.0 percent of sales were of small-lot homes on less than 0.25 acres.

Figure 11: Annual Change in Median Sale Price in Culpeper County, 2000-2014



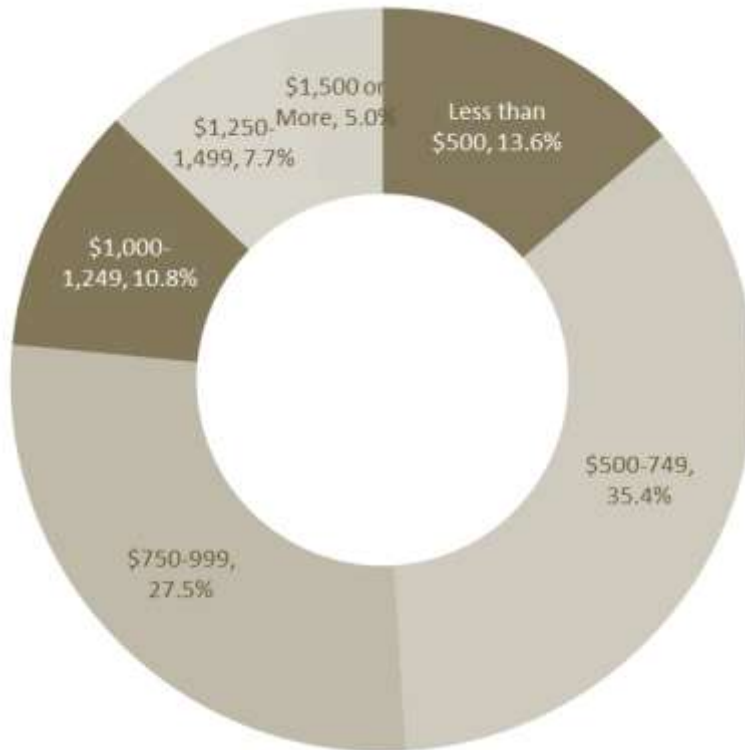
Source: RealEstate Business Intelligence, Inc. (RBI)

Median prices in Culpeper County have shown strong but steady increases over the past three years. From 2012 to 2014 the median price increase was between 10 and 15 percent each year. This is in contrast to the housing “bubble” years of the preceding decade, when unsustainable growth rates in excess of 20 percent were followed by sharp declines. In spite of the recent price increases, the 2014 median sale price in Culpeper County was still almost 25 percent below the 2006 peak of \$342,000.

Rental Housing Market

There are no commercial market reports available on Culpeper’s rental housing market, so data from the American Community Survey are used here. There are currently 4,478 renter occupied households in the County, with a rental vacancy rate of just 1.5 percent. The median rent for all renter households in the County over the 2011-2013 period was \$768.

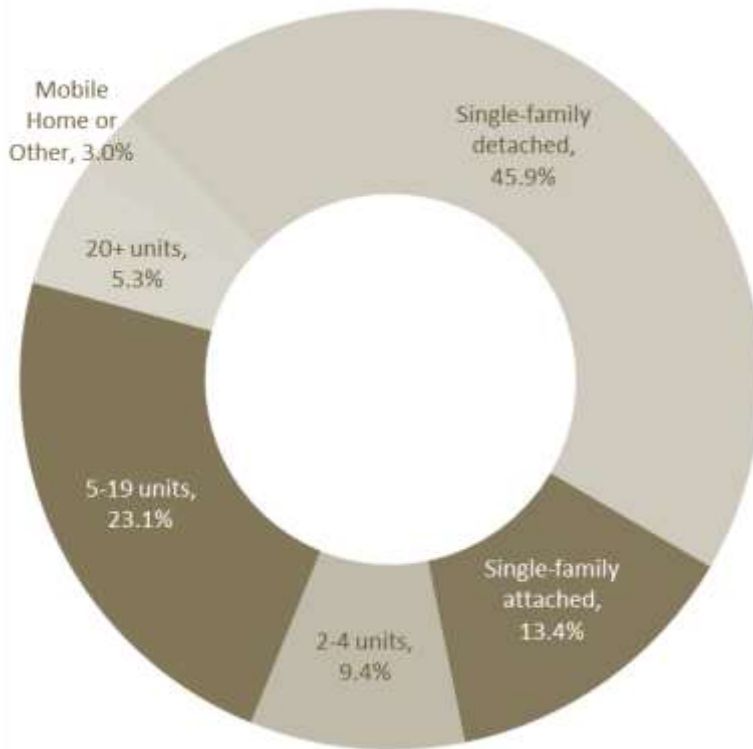
Figure 12: Contract Rent for Units in Culpeper County, 2011-2013 Averages



Source: American Community Survey, 3-year averages, 2011-2013

The majority of the rental units in Culpeper County (62.9 percent) rented in the range of \$500-999 per month. Less than 14 percent of the County’s units were rented at a rate below \$500 per month, and just 5.0 percent rented for more than \$1,500 per month. There were no units reported to be rented for more than \$2,000 per month.

Figure 13: Rental Housing Stock by Units in Structure, 2011-2013 Averages



Source: American Community Survey, 3-year averages, 2011-2013

More than 59 percent of the renter households in Culpeper County live in single-family units; most of these (45.9 percent) occupy single-family detached units. Most of the County’s renters who occupy multifamily units live in buildings with 5-19 units. Just 5.3 percent of renters live in multifamily buildings of 20 or more units.

Summary: Housing Market Overview

Culpeper County’s housing market is comprised of three very different groups: 1) local area workers; 2) commuters to Northern Virginia; and 3) seniors and retirees. Each of these groups has different needs and wants in regard to housing. While for-sale housing in Culpeper County is considerably less expensive than in closer-in areas of Northern Virginia, the County’s market remains active at all price points. Culpeper’s for-sale housing market is dominated by sales of single-family detached units on larger lots of 1.00 acres or more. The County’s median sale price has shown strong and steady appreciation over the past three years, and does not appear to be as susceptible to a housing “bubble” as it was a decade ago.

The rental housing market in Culpeper County is generally a lower-cost market, and most of the existing rental stock is contained in single-family units. Most of the County’s multifamily units are in buildings with 5-19 units; there are very few multi-family units in larger buildings with 20 or more units.

FUTURE HOUSING FORECASTS

Introduction and Methodology

This section presents forecasts of future housing demand in Culpeper County. These forecasts originate from a 2015 baseline and go out 25 years to 2040. For each five-year period during this time frame, forecasted housing demand is presented for rental and for-sale units by price range.

This set of forecasts is primarily employment driven and is based on employment forecasts prepared by IHS Economics, a leading national economic forecasting firm. Employment forecasts by major employment sector and five-year period to 2040 were assembled for Culpeper County and surrounding jurisdictions and these forecasts were then translated to future housing demand by applying the following assumptions:

- The commuting patterns of Culpeper residents will remain the same over time, so the shares of the resident workforce that commutes to each jurisdiction will remain constant to 2040—52 percent of residents will work in Culpeper, 12 percent in Fauquier, 11 percent in Fairfax, etc.;
- Real median earnings (not adjusted for inflation) for each jurisdiction and major employment sector will remain constant to 2040;
- The current ratio between employed residents and households in Culpeper County of 1.59 will increase steadily over time, and reach 1.68 by 2040. This takes into consideration the expected effects of the coupling/marriage of Millennials over the next two decades;
- The share of households that have at least one employed person will remain constant over time at about 83 percent; and
- The average household size will decrease steadily from its current level of 2.82 to 2.70 in 2040—this will be driven by lower fertility rates for married couples and by the continued in-migration of seniors (see below).

In addition to the employment-driven forecasts, additional demand is forecasted for the retiree market. Several assumptions are made regarding this market:

- Households are headed by a person aged 65 or older;
- No employed adults live in these households;
- The 65+ population's share of the in-migration rate will remain equal to its share from the 2011-2013 ACS data (7.8 percent of new in-migrants are aged 65+); and
- The share of owners and renters among the 65+ population will remain the same as it is now.

These forecasts of housing demand for rental and for-sale housing were then segmented by price point by making the following assumptions:

- The shares of homeowners and renters by income range will remain constant to 2040. For example, among households earning between \$50,000 and 74,999 per year, 74 percent own their homes and 26 percent are renters—these shares will continue to 2040;
- For households with more than one income, the second income in the household will be, on average, 60 percent as much as the first income;
- The maximum monthly housing payment that a household can afford is equal to 30 percent of its gross income;
- The monthly cost for a mortgage (principal, interest, taxes, and insurance, or PITI) or rent is equal to 75 percent of the total monthly housing costs to a household—the remainder is for utilities and related expenses;
- The mortgage (principal and interest only) represents about 80 percent of the total PITI for a typical homeowner;
- The average down payment amount for a household purchasing a home is 10 percent; and
- The average mortgage loan will be taken out with a 4.0 percent annual interest rate and a term of 30 years; and
- Households headed by a person aged 65+ will have more cash and/or equity on hand than other households, so they will be able to purchase or rent a more expensive home relative to income.

Using these assumptions housing demand was segmented into the following price ranges (all prices are in constant 2014 dollars):

Guide to Housing Price Ranges

For-Sale Housing (Sale Price)

- Under \$200,000
- \$200,000-\$249,999
- \$250,000-\$299,999
- \$300,000-\$399,999
- \$400,000 or More

Rental Housing (Monthly Rent)

- Under \$1,000
- \$1,000-\$1,249
- \$1,250-\$1,499
- \$1,500-\$1,999
- \$2,000 or More

Resident Employment Forecasts by Major Sector

The employment forecasts for the region by IHS Economics project a net increase of 745,000 jobs added in all of the areas where Culpeper residents commute to jobs between 2015 and 2040. This includes a net gain of about 14,000 jobs in Culpeper County, and 731,000 jobs in all other surrounding areas. Assuming that Culpeper County's commuting patterns remain the same over time, this would translate to an increase of about 14,800 additional jobs for residents of Culpeper County (See Table 2).

Table 2: Net New Jobs by Sector for Culpeper Residents

2015-2040, by Five-Year Period	2015-20	2020-25	2025-30	2030-35	2035-40	Totals
Construction, Nat. Res. & Mining	778	180	297	174	298	1,727
Manufacturing	0	0	0	0	0	0
Wholesale Trade	198	7	70	50	25	351
Retail Trade	90	29	17	31	22	189
Transportation, Warehousing, & Util.	35	8	70	63	77	254
Information	152	76	59	46	48	381
Financial Activities	9	132	120	110	120	490
Professional & Business Svcs	494	534	694	670	795	3,187
Educational & Health Svcs	987	1,107	1,230	1,063	1,397	5,784
Leisure & Hospitality	406	166	269	326	374	1,540
Other Services	243	14	75	118	173	624
Government	29	71	107	23	45	274
Net Job Growth per Period	3,420	2,326	3,009	2,672	3,374	14,802
Average per Year	684	465	602	534	675	592

Source: IHS Economics and GMU Center for Regional Analysis

Table 3: Forecasted Employment Growth and Median Wage by Employment Sector

Sector	Employment Change, 2015-2040		Median Wage, 2013	
	Net Change	Growth	DC/No. VA	Other VA
Construction, Nat. Res. & Mining	1,727	11.7%	\$67,463	\$48,732
Manufacturing	0	0.0%	\$75,605	\$54,401
Wholesale Trade	351	2.4%	\$90,591	\$71,846
Retail Trade	189	1.3%	\$30,655	\$26,512
Transportation, Warehousing, & Util.	254	1.7%	\$50,470	\$47,221
Information	381	2.6%	\$108,570	\$86,161
Financial Activities	490	3.3%	\$91,937	\$71,945
Professional & Business Svcs	3,187	21.5%	\$94,047	\$79,797
Educational & Health Svcs	5,784	39.1%	\$51,315	\$44,948
Leisure & Hospitality	1,540	10.4%	\$24,097	\$18,072
Other Services	624	4.2%	\$60,241	\$38,690
Government	274	1.9%	\$98,072	\$53,001
Net Job Growth per Period	14,802	100.0%		

Source: IHS Economics, Bureau of Labor Statistics, and GMU Center for Regional Analysis

Future job growth for Culpeper residents will be concentrated in a few employment sectors. The top four sectors—Professional & Business Services, Educational & Health Services, Construction, and Leisure & Hospitality—are expected to account for 83 percent of all job growth to 2040. Professional & Business Services, the top sector in terms of forecasted job growth, is also among the highest paying: the median wage for such jobs in the Washington/Northern Virginia area is in excess of \$94,000 and the median wage in other parts of Virginia is nearly \$80,000. The other sectors that will account for future employment growth are not generally high-paying, particularly Leisure & Hospitality, which has the lowest wages of any sector.

Total Housing Demand Forecasts

Table 4 displays forecasts for housing demand in Culpeper County by source and whether it is for ownership or rental housing.

Table 4: Housing Demand Forecasts in Culpeper County

2015-2040, by Five-Year Period	2015-20	2020-25	2025-30	2030-35	2035-40	Totals
Demand from Employed Residents						
Owner Occupied Housing	1,632	1,141	1,465	1,286	1,623	7,146
Rental Housing	520	322	428	395	500	2,163
<i>Subtotal</i>	<i>2,151</i>	<i>1,463</i>	<i>1,893</i>	<i>1,681</i>	<i>2,122</i>	<i>9,309</i>
Demand from Senior Population						
Owner Occupied Housing	148	100	130	115	146	640
Rental Housing	34	23	30	27	34	149
<i>Subtotal</i>	<i>182</i>	<i>124</i>	<i>160</i>	<i>142</i>	<i>180</i>	<i>789</i>
Total Demand						
Owner Occupied Housing	1,779	1,242	1,595	1,401	1,768	7,786
Rental Housing	554	345	458	422	534	2,312
Total Demand	2,333	1,587	2,053	1,823	2,302	10,098
<i>Demand per Year</i>	<i>467</i>	<i>317</i>	<i>411</i>	<i>365</i>	<i>460</i>	<i>404</i>

Source: GMU Center for Regional Analysis

In total there will be demand for 10,098 new housing units in Culpeper County between 2015 and 2040, an average of 404 new units per year. This would represent an increase of about 57 percent above the existing housing stock of 17,803 units. About 9,300 units will be needed to house working individuals and families—this represents 92 percent of future demand. About 800 units will be needed to house seniors/retirees over the next 25 years.

An estimated 7,786 units (77 percent) of new housing in Culpeper will need to be for homeowners, compared with 2,312 units for renters. This breakdown does not necessarily correlate directly with housing units types, as some owner units could be townhouses or condominiums, and some rental units could be single-family detached units.

The amount of demand is expected to fluctuate throughout the 25-year period, as employment growth will be uneven over time. The next five years, from 2015 to 2020, are actually expected to have the greatest housing need, with an average of 467 units per year needed to meet demand. Growth is then expected to be significantly slower from 2020 to 2025, but will resume in the following years.

Housing Demand Forecasts by Price Point

Table 5 displays forecasts for owner and rental housing demand in Culpeper County by price point.

Table 5: Housing Demand in Culpeper County by Price Point, 2015-2040

	2015-20	2020-25	2025-30	2030-35	2035-40	Totals	Share
Owner Occupied Housing							
Under \$200K	332	106	165	210	257	1,070	10.6%
\$200-250K	762	595	733	603	810	3,503	34.7%
\$250-300K	135	49	102	51	87	423	4.2%
\$300-400K	153	132	189	152	164	790	7.8%
\$400K+	398	360	406	386	449	2,000	19.8%
<i>Subtotal</i>	<i>1,779</i>	<i>1,242</i>	<i>1,595</i>	<i>1,401</i>	<i>1,768</i>	<i>7,786</i>	<i>77.1%</i>
Rental Housing							
Under \$1,000	195	65	101	131	153	645	6.4%
\$1,000-1,249	238	197	241	195	270	1,141	11.3%
\$1,250-1,499	29	13	29	20	20	109	1.1%
\$1,500-1,999	38	19	26	20	24	127	1.3%
\$2,000+	55	51	61	56	67	290	2.9%
<i>Subtotal</i>	<i>554</i>	<i>345</i>	<i>458</i>	<i>422</i>	<i>534</i>	<i>2,312</i>	<i>22.9%</i>
Total Demand	2,333	1,587	2,053	1,823	2,302	10,098	100.0%

Source: GMU Center for Regional Analysis

There will be significant amounts of demand for housing in Culpeper County at multiple price points, though demand will be most concentrated at the lower and upper ends of the price scale. The largest amount of demand (4,573 units, 45.3 percent of total) will be for owner occupied units priced below \$250,000. There will also be significant demand for high-end owner occupied housing priced above \$400,000: 2,000 units, or 19.8 percent of demand.

Most demand for rental units in Culpeper will be for units with rents below \$1,250 per month. About 77 percent of rental demand will fall in this price range. There will be some demand for luxury rental housing priced above \$2,000 though.

SUMMARY OF FUTURE HOUSING NEEDS

The character of the housing needed in Culpeper County over the next 25 years will reflect the diverse and evolving makeup of the families and individual residents who do—and will—make their homes in the County. The current population of Culpeper County is already mismatched with its housing stock: while 78 percent of existing units are single-family detached homes, just 22 percent of households are “traditional” families of two married adults with children living at home. The housing that will be added in the County to 2040 will need to address this growing mismatch.

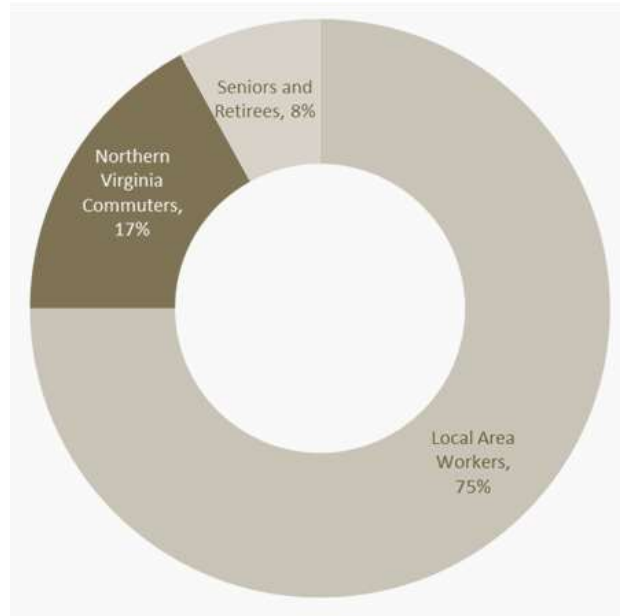
The future housing market in Culpeper County will need to respond to the distinct needs of three different types of households:

1. **Local area workers:** These households typically have annual incomes of no more than \$60,000 and their occupants live in Culpeper because they have jobs in the local area. Most of these households will only be able to afford for-sale housing units priced below \$250,000 or rental units with lease rates below \$1,250 per month. This segment is the most likely to be willing to live in smaller-lot homes, townhomes, multi-family units, or other “nontraditional” housing types. *This segment represents about 75 percent of future demand.*

2. **Northern Virginia commuters:** These households have at least one worker who is employed in the US-29/I-66 corridor, and typically have annual incomes in the range of \$100,000. These households will be seeking newer homes on lots of at least 0.25 acres, and will choose Culpeper if they cannot afford such homes in locations closer to their jobs. With homes in Culpeper that meet this description currently available for as little as \$300,000, *this segment represents about 17 percent of future demand.*

3. **Seniors and retirees:** Culpeper County is, and will remain, a moderately priced market with small town charm located in reasonably close proximity to the Washington, DC region. These factors have already helped make the County an attractive destination for older adults and, with the Baby Boomer generation now reaching retirement age, Culpeper will become even more attractive to this market. The types of housing that appeal to seniors and retirees will vary depending on where future homebuyers live now. Those who already live nearby will mostly be looking to trade down their older units for newer, smaller units priced below \$250,000. Those who are selling more expensive homes in more urban locations will likely come to Culpeper seeking homes priced at \$300,000 or more. *This segment represents about 8 percent of future demand.*

Figure 14: Sources of Future Housing Demand in Culpeper County

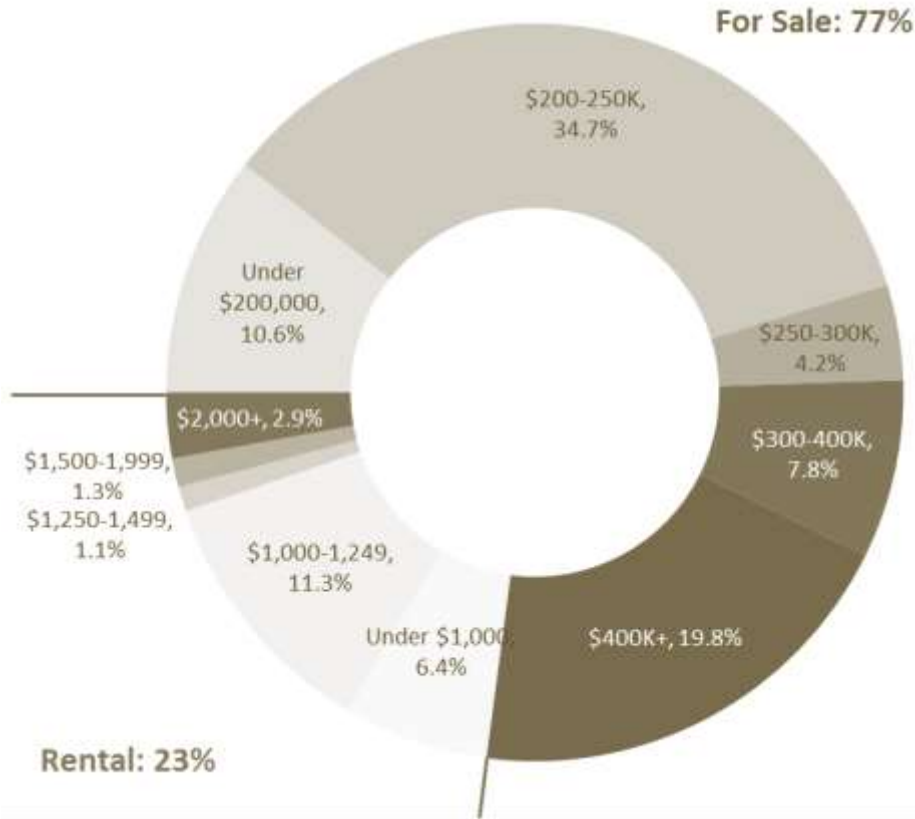


Forecasts for future growth in these market segments will drive demand for an average of 404 new housing units each year between 2015 and 2040, or a total of about 10,100 units over the next 25 years. This would represent a 57 percent increase in the County’s overall housing stock from its current base of about 17,800. Although this pace of housing growth is greater than the trend of the past few years, it is actually well below the 15-year trend: between 2000 and 2014 the average number of permits for new housing units in Culpeper County was 518.

Figure 15 displays future demand for housing in Culpeper County by tenure (for-sale vs. rental) and price point. These forecasts are predicated on expectations of household profile, future income levels, and housing type preferences for the three segments that comprise the County’s housing market.

Figure 15: Sources of Future Housing Demand in Culpeper County, 2015-2040

All Figures in Current (2014) Dollars



Source: GMU Center for Regional Analysis

More than three-quarters of future demand for housing in Culpeper County will originate from those seeking for-sale housing. The majority of for-sale demand will be for units priced below \$250,000 (in 2015 dollars), with the largest market segment being for units in the \$200,000-250,000 range (34.7 percent of total housing demand). There will also be significant demand for high-end, for-sale housing priced above \$400,000; this accounts for 19.8 percent of total future demand. There will only be a modest amount of demand for mid-range housing priced between \$250,000 and \$400,000.

The future market for rental housing in Culpeper County will be more geared towards lower cost housing. More than three-quarters of the demand for rental housing will be for units with rents below \$1,250 per month, and the dominant market segment will be the \$1,000-1,249 range. There will be a modest amount of demand (2.9 percent of all units) for luxury rentals in excess of \$2,000 and very little demand for units priced in the \$1,250-1,999 range.

These forecasts point to a future housing market in Culpeper County that continues to shift towards having two distinct levels. One level will be for moderately-priced units selling for less than \$250,000 or renting for less than \$1,250, that serve individuals and families who earn their livings in or around Culpeper. The other will be for a high-end housing market with homes priced above \$400,000 that appeal to who are willing to commute to Northern Virginia and affluent retirees. There will be less demand for housing serving either the mid-range housing market (\$250,000-399,999) or the high-end rental market (above \$1,250).

ONLINE RESOURCES

[American Community Survey Housing Profile](#)

[US Census Building Permit Data](#)

[GMU Center for Regional Analysis](#)

[US Bureau of Labor Statistics](#)

[Greater Piedmont Area Association of Realtors](#)

[RBI Market Statistics \(must create account\)](#)

[Culpeper Affordable Housing Needs Assessment \(2013\)](#)

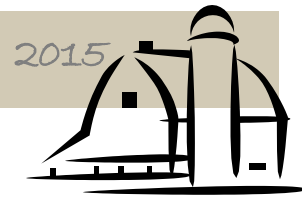
HOUSING GOALS AND OBJECTIVES

General

GOAL: PROVIDE A RANGE OF HOUSING OPPORTUNITIES TO MEET THE NEEDS OF COUNTY RESIDENTS

OBJECTIVES:

1. Maintain and enforce minimum property standards for all new construction; develop programs to improve salvageable substandard housing and to demolish vacant, substandard dwellings that cannot be cost-effectively repaired.
2. Enforce requirements for buffer zones, landscaping standards, and other design standards for new residential developments in order to protect and improve the character and property values of existing residential areas.
3. Encourage public and private programs to provide housing opportunities for special populations including elderly persons and disabled individuals. Insure that the public safety demands from senior housing developments are mitigated through proffers and/or use permit conditions.
4. Insure that plans are in place for housing displaced families and homeless persons.
5. Identify distressed neighborhoods within the County and seek Federal and State funds to improve roads, sanitation facilities, and housing.
6. Recognize the value of affordable housing and encourage private sector development of low and moderate priced dwelling units.
7. Encourage housing in quantities which are consistent with the intent expressed in this Plan.



9. TRANSPORTATION

INTRODUCTION

The automobile is the dominant form of transportation for Culpeper County’s citizens. VDOT statistics show that in 2014, Culpeper County had 75.13 miles of primary roadways, all paved, and 489.66 miles of secondary roadways, including 127.92 miles of gravel roads. As this road network has developed, it now provides access to virtually any property within the County. In addition to the extensive rural road network, the citizens of Culpeper County have access to the County’s airport (commercial and private aircraft) and to a rail line that serves commercial interests and Amtrak customers in the County.

Culpeper County has made a tremendous investment in its transportation infrastructure, primarily in the road system. This chapter provides guidelines for improving the County-wide transportation network so that it will continue to meet the changing needs of Culpeper’s citizens and businesses. At the same time, this chapter recognizes the power that transportation decisions have to shape the growth of a community, and it attempts to relate the impacts of transportation investments to the overall development goals of the County.

TRANSPORTATION PLAN VISION:

Create a County-wide multi-modal transportation plan that fosters the movement of people and goods in an efficient manner and effectively promotes economic development while maintaining a predominantly rural development pattern.

Transportation Decision-Makers

The transportation network in Culpeper County develops primarily based upon the actions of three entities: Culpeper County, the Town of Culpeper and the Virginia Department of Transportation (VDOT). The Culpeper County Board of Supervisors, working with VDOT, makes decisions about where new roads will be located and what improvements will be made to existing roads in the County. Culpeper County relies on VDOT to ensure that roads scheduled for perpetual maintenance meet State design guidelines and that construction practices on these roads meet State requirements. VDOT is responsible for the maintenance of all public roads in Culpeper County.

The Town of Culpeper is an integral component of the overall road network in the County. It is completely surrounded by the County, and it is the central point where all of the primary roads in the County converge. While the unincorporated County is affected to a certain extent by transportation decisions made by the Town, any changes and improvements made to the County roadway system can have significant impacts on the Town. Therefore, transportation decisions should be coordinated between the County and the Town.

“There is no such thing as a Democratic or Republican road, bridge, port, airfield or rail system.” – Anthony Foxx, United States Secretary of Transportation

An additional factor affecting Culpeper County's transportation network is proposed transportation improvements in the central and northern Virginia region. Large regional projects can have impacts on Culpeper County even if the final route for such a project does not lie within County boundaries. By increasing access on a regional level, these projects can make it more attractive for people to live in Culpeper while working elsewhere. Culpeper County needs to be aware of such regional transportation projects to plan adequately for the effects.

TRANSPORTATION NEEDS ASSESSMENT

Roadway Classifications

The Virginia Department of Transportation functionally classifies and defines roads in Virginia by their character of service as follows:

Urban Principal Arterial

- Serves corridor movements of substantial statewide or interstate travel
- Serves all urban areas of 50,000 and over population and a majority of those over 25,000
- Collectively, provide an integrated network without stub connections

Urban Minor Arterial

- Link cities and large towns (and other traffic generators, such as major resorts)
- Spaced at intervals so that all developed areas of the state are within a reasonable distance of an arterial highway
- Provide service to corridors with trip lengths and travel density greater than those served by rural collectors or local systems
- Design should be expected to provide for relatively high overall speeds, with minimum interference to through movement

Urban Major Collector

- Provide service to county seats not on an arterial system, to larger towns not directly served by higher systems
- Link the above to nearby larger towns or routes of higher classification
- Serve the more important intra-county travel corridors

The Virginia Department of Transportation provides the most up to date, Culpeper County specific Transportation data available.

[Culpeper District VDOT Office](#)

Quick Link: [Virginia Department of Transportation](#)

Urban Minor Collector

- Spaced at intervals, consistent with population density
- Collect traffic from local roads and bring all developed areas within a reasonable travel time to a collector road
- Provide service to smaller communities
- Link local traffic generators with their rural hinterland

Urban Local

- Serves primarily to provide direct access to adjacent land
- Provide service to travel over relatively short distances as compared to collectors or other higher systems
- All facilities not on one of the higher systems

The Federal Aid System (FAS) uses a different road classification system to identify roads: interstate, primary, urban, secondary and non-federal aid. VDOT uses the FAS classifications for purposes of road funding and classifying the roads in Culpeper County as either primary or secondary roads.

There are no interstate highways in Culpeper. However, four interstates are within a short traveling distance of the County. Interstate 95, thirty miles east of Culpeper, serves the north-south Atlantic Coast corridor. Thirty miles to the west is Interstate 81 that serves the corridor along the Appalachian Mountain chain. Interstate 64, thirty miles south of Culpeper, and Interstate 66, twenty miles north of Culpeper, both connect Interstate 95 with Interstate 81.

Route 29 is one of three four-lane primary highways serving Culpeper County (the other two being Route 211 and Route 3). Although Route 29 is not classified as an interstate highway by either Federal or State transportation agencies, Route 29 does serve in such a capacity for travelers and shippers. Route 29 is also one of three major North-South Highways serving Culpeper County and the Commonwealth of Virginia (the other two being Interstates 81 and 95). When first constructed, Route 29 was not designated as limited access and over time access, capacity, and safety issues have arisen. Ongoing and past studies have recommended various strategies for alleviating these issues, without much success. Portions of Route 29 in Culpeper County are designated as limited access. Culpeper County welcomes this designation and seeks to preserve Route 29 as a high capacity roadway.

The Culpeper County Functional Roadway Classification Map provides a visual representation of the roadway network and the hierarchy of roads in the County (Map 9.1).

Travel Patterns

When looking at a map of Culpeper County's road network, it is immediately apparent that the Town is the focal point of the system. The Town of Culpeper was established as the regional government center and grew into the regional market town. The original roads and trails providing access to the Town have evolved into the arterial roadway system serving intra-county travel. Since the Town is still the County government seat and the County's commercial and industrial activity center, this road layout is still

practical. However, it creates a bottleneck as traffic from five of the County’s arterial roads converges on Main Street in Culpeper.

While most County residents still focus their activities on the Town of Culpeper, a growing number of residents live in the County but work and shop in other communities. This is particularly true of the northern portion of Culpeper County, where many residents commute to northern Virginia to work. According to the 2012 Census, approximately 53.3% of the County’s labor force works outside Culpeper County.

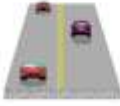





Level of Service (LOS) / Capacity Analysis

The Virginia Department of Transportation provides annual updates of traffic counts for roadways in the County. These are reported in terms of average daily traffic (ADT), an estimate of how many vehicles use the specified roadway segment on an average day. Traffic counts are one of the primary tools used to plan for future transportation system improvements.

An important indicator of road capacity is the level of service (LOS) at which a road performs with a given amount of traffic. Currently, VDOT places significant emphasis on Level of Service. According to the Virginia Statewide Highway Plan, the minimum design standard for arterial roads in a rural area is LOS "C". The minimum design standard for a collector road in a rural area is "C" or "D" depending on whether the terrain is level or rolling. LOS "C" is defined as having stable traffic flow with traffic speeds of at least 45 mph. LOS "D" is defined as having unstable traffic flow and speeds of at least 40 mph. Existing and projected LOS for Culpeper County’s Principal and Minor Arterial roads as well as a number of Secondary roads are shown in Table 9.1. The County’s Principal Arterial Roads, Routes 15, 29 and 211, currently operate with an acceptable LOS. VDOT traffic projections indicate that most of these roadways will decline one full level of service in the foreseeable future.

Culpeper County’s Minor Arterial Roads are also carrying significant volumes of traffic. All the County’s Minor Arterials (Routes 3, 15, 229 and 522) are experiencing a LOS D on some segments as of 2015. Future projections indicate deterioration of LOS on all segments. The bold print “D’s” in Table 9.1 indicate the extent of this issue.

LEVELS OF SERVICE
for Two-Lane Highways

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
A		55+	Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed. No delays
B		50	Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability. No delays
C		45	Stable traffic flow, but less freedom to select speed, change lanes or pass. Minimal delays
D		40	Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult. Minimal delays
E		35	Unstable traffic flow. Speeds change quickly and maneuverability is low. Significant delays
F			Heavily congested traffic. Demand exceeds capacity and speeds vary greatly. Considerable delays

Source: 2000 HCM, Exhibit 20-2, LOS Criteria for Two-Lane Highways in Class 1

Table 9.1

LEVEL OF SERVICE/CAPACITY ANALYSIS									
Principal Arterials									
Route	Facility name	Segment From	Segment To	(mi.)	2015	2025	2030	2035	2040
15	RTES 15/29	RTES 15/29BUS	RTE 663	2.65	B	B	C	C	C
15	RTES 15/29	ROUTE 663	RTE 15 BUS	4.31	B	C	C	C	D
15	RTES 15/29	ROUTE 15 BUS	FAUQUIER CL	0.24	B	C	C	C	D
15	RTES 15/29 BYPASS	RTE 15 BUS	RTES 3/522	1.82	B	B	B	C	C
15	RTES 15/29 BYPASS	RTES 3/522	RTES 15/29 BUS	3.71	B	B	B	C	C
29	SEMINOLE TRAIL	MADISON CL	RTE 643	4.39	A	B	B	B	B
29	JAMES MONROE	RTE 643	RTE 299	1.84	B	B	B	C	C
29	MADISON RD	RTE 29/29 BYP	CULPEPER SCL	0.28	B	B	B	C	C
29	JAMES MONROE	RTE 29 BUS SOUTH	RTE 15 BUS	0.99	B	B	B	B	C
211	LEE HIGHWAY	RAPPAHANNO CK CL	RTE 229	2.95	A	A	A	A	A
211	LEE HIGHWAY	RTE 229	FAUQUIER CL	0.95	B	B	B	C	C
Minor Arterials									
Route	Facility name	Segment From	Segment To	(mi.)	2015	2025	2030	2035	2040
3	GERMANNA HWY	CULPEPER ECL	RTE 15/29 BYP	0.34	A	B	B	B	B
3	GERMANNA HWY	ROUTE 29	ROUTE 522	0.32	A	B	B	B	B
3	GERMANNA HWY	ROUTE 522	.63 EAST RTE 522	0.63	A	A	A	A	A
3	GERMANNA HWY	.63 MI EAST RTE 522	RTE 663	4.00	D	D	D	D	D
3	GERMANNA HWY	RTE 663	RTE 647 EAST	4.63	C	C	D	D	D
3	GERMANNA HWY	RTE 647 EAST	2.49 MI WEST ORANGE	1.03	A	A	A	A	A
3	GERMANNA HWY	2.49 MI WEST ORANGE	ORANGE CL	2.49	A	A	A	A	A
15	MADISON HWY	MADISON CL	RTE 649	5.1	C	C	D	D	D
15	MADISON HWY	ROUTE 649	ROUTE 299	2.75	C	D	D	D	D
15	MADISON HWY	ROUTE 299	ROUTE 686	0.36	C	D	D	D	D

15	MADISON HWY	RTE 686	RTE 15 BUS	0.15	A	A	A	A	A
15	RTES 15/29 BUS	RTE 15/29 BYP	FAUQUIER CL	0.56	B	B	B	B	B
15	RTES 15/29 BUS	CULPEPER NCL	RTE 15/29 BYPASS	2.07	D	D	D	D	D
15	RTES 15/29 BUS	RTE 15 BYPASS	CULPEPER SCL	0.07	A	A	A	A	A
229	MAIN STREET	CULPEPER NCL	RTE 694	0.3	D	D	D	D	E
229	MAIN STREET	RTE 694	RTE 631	3.69	C	C	D	D	D
229	RIXEYVILLE RD	RTE 631	RTE 640 NORTH	2.14	C	D	D	D	E
229	RIXEYVILLE RD	RTE 640 NORTH	RTE 802	4.1	C	D	D	D	D
229	RIXEYVILLE RD	RTE 802	RTE 211	3.5	C	D	D	D	E
299	MADISON RD	RTE 15	RTE 29	0.79	A	A	A	A	A
522	ZACHARY TAYLOR	ORANGE CL	RTE 617 SOUTH	4.16	C	C	C	C	D
522	ZACHARY TAYLOR	RTE 617 SOUTH	RTE 3	3.12	A	A	A	A	A
522	SPERRYVILLE PIKE	CULPEPER WCL	RTE 634	5.05	C	D	D	D	D
522	SPERRYVILLE PIKE	RTE 634	RAPPAHANNOK CL	3.22	C	D	D	D	D

Secondary Roads with Identified LOS Deficiencies

Route	Facility name	Segment From	Segment To	(mi.)	2015	2025	2030	2035	2040
610	MADDENS TAVERN	RTE 647	RTE 620 SOUTH	1.02	A	A	B	B	B
615	RAPIDAN RD	ORANGE CL	RTE 647	0.97	A	B	B	B	B
621	LAKOTA RD	RTE 625	RTE 229	3.86	A	A	B	B	B
634	GRIFFINSBURG RD	RTE 716	RTE 522	2.01	A	A	A	B	B
637	SHANKTOWN RD	RTE 644	RTE 634	0.8	A	A	A	A	A
640	DOCS RD	RTE 627	RTE 628 SOUTH	1.7	B	B	B	B	B
640	MONUMENTAL	0.71 MI EAST RTE 628	RTE 229 NORTH	1.79	B	B	B	B	B
644	REVA RD	RTE 633	RTE 637	2.85	B	C	C	C	C
647	REVERCOMB RD	RTE 3	RTE 610	0.9	A	A	B	B	B
663	BATNA RD	RTE 3	RTE 15	4.46	A	B	B	B	B
663	ALANTHUS RD	RTE 15	RTE 685	0.08	B	C	C	C	C

663	ALANTHUS RD	RTE 685	RTE 625	3.44	B	B	B	B	B
666	BRAGGS CORNER RD	RTE 15 EAST	RTE 29	1.02	B	B	C	C	C
669	CARRICO MILLS RD	RTE 3	RTE 672	1.6	B	C	C	C	C
669	CARRICO MILLS RD	RTE 672	RTE 675	2.1	B	C	C	C	C
669	CARRICO MILLS RD	RTE 675	RTE 762	2.28	B	C	C	C	C
685	CHESTNUT FORK RD	RTE 729	RTE 229	1.25	B	B	B	B	B
700	MT DUMPLING RD	RTE 663	RTE 669	0.16	B	B	B	B	B
729	EGGBORNSVILLE RD	RTE 229	RTE 638 WEST	2.39	C	C	C	D	D
802	SPRINGS RD	RTE 229	RTE 621 NORTH	1.57	A	A	A	A	A

OTHER TRANSPORTATION

Air

The Culpeper Regional Airport (T.I. Martin Field) is located on Rt. 677, Beverly Ford Road in Brandy Station. Built in 1966 on a 274-acre parcel, the airport was dedicated as a general aviation facility to serve not only recreation but also corporate aircraft activity. The airport is listed in the Virginia Air Transportation System Plan and is designated as a “Regional Airport Facility,” hence recognizing the airport’s potential to serve both regional and local general aviation needs and to provide a role in regional aviation services. The airport offers a complete range of aviation services including aircraft fueling, maintenance, and flight school. The County owns 105 “T” hangars and 2 corporate hangars which house the current 130 based aircraft. The airport plans to build an additional 26 nested T-hangars and six, 60x60 corporate hangars in 2015. Other airfield amenities include: a full parallel taxiway, a 25,000 sq. ft. ramp with 69 tie-down spaces. In 2004, the runway was extended from 4,000 ft. to 5,000 ft. providing the ability to attract larger corporate traffic. A Localizer approach became available in 2005, additional parking was added in 2008 and a renovated terminal building is scheduled for completion in early 2015.

The Culpeper Regional Airport serves the County of Culpeper by several specific means. The airport is first and foremost an engine for economic development. In 1984, the County separated 106 acres of airport property as the Culpeper County Industrial Air Park to capitalize on the availability of the airport infrastructure. The County subdivided the land into 14 industrial sites, (some with potential access to the runway), installed access roads using the State Industrial Access Program and developed water and sewer facilities using industrial revenue bonds. Located adjacent to the Industrial Airpark, the airport provides access to a viable Foreign Trade Zone. The proximity to a limited access highway and rail service makes Culpeper a small inter-modal port, geographically centered on the airport.



Secondly, as business expansion continues to move west and south from the Washington D.C. area, a marked increase in corporate aviation traffic is becoming apparent. With the 9-11 attack on America

and the advent of the Washington DC Air Defense Zone, commonly referred to as SFRA or Special Flight Rules Area, the airport location has become even more desirable to pilots seeking a base outside this restricted zone. The additional security, cost and time consuming requirements at the larger hub airports have made smaller regional aircraft travel much more palatable to the business sector. The paradigm of air travel has begun to shift. The runway and ramp improvements have increased the number of corporate aircraft using the airport facilities. A full service maintenance shop and competitive fuel prices enhance the airport's appeal to modern corporate aircraft.

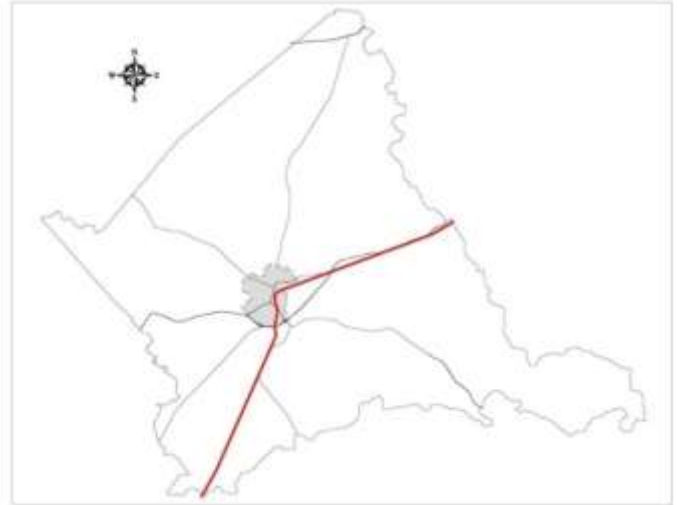
Thirdly, recreational aviation is well served at the Culpeper Regional Airport. The installation of a 24-hour self-fueling tank would potentially afford this group more freedom and will generate additional revenue. Recreational aviators with aircraft based in Culpeper bring in tax revenue and fuel sales dollars, as well as maintenance and hangar fees.

Current trends indicate that general aviation is on the rise. Culpeper Regional Airport is second in the General Aviation sector in the State of Virginia for aircraft traffic with approximately 67,000 annual operations. Culpeper Regional Airport seeks to become the finest airport of its size in Virginia.

Rail

Culpeper's sole rail line is a two-track right-of-way which traverses the County from Rapidan in the southwest; through Mitchells and Winston to the Town of Culpeper; and then east along Route 29 through Brandy Station and Elkwood to the eastern County border. Owned by the Norfolk-Southern Railway, the line connects with Charlottesville to the south and with Manassas, Alexandria and Washington, D.C. to the north, providing freight and passenger service. The right-of-way also provides utility easements for communication lines and other services taking advantage of this continuous line to access different communities.

As of 2015, twelve freight trains travel through the County daily providing industrial service to County and other businesses. Local demand generates approximately 25 cars per week in freight activity. Existing sidings in Culpeper include Rapidan Station, Buena Quarry, Cedar Mountain Stone Quarry, Winston Station, ITT Teves (Route 686), Cargill/Keller (Route 29 Bypass), Old Dominion (Route 667), Farmers Co-op (Route 29 Business), County Farm Service (Route 666), Culpeper Wood Preservers (Route 666), Brandy Station, Elkwood; and in the Town of Culpeper, Culpeper Station, Bingham-Taylor, and TYCO Electronics (formerly the Rochester Corporation). It is expected that rail will continue to play an important role in the economic development of the County. Expansion of the Panama Canal is expected to be completed in 2015 and is projected to increase freight traffic at the Port of Virginia. This may lead to additional demands on rail infrastructure in Culpeper County. An increase in freight traffic is not likely to have an adverse effect on current passenger rail service.



Amtrak, the National Railroad Passenger Corporation, operates three routes that stop in Culpeper. Daily round-trip service from Lynchburg to Washington D.C. is available on the Northeast Regional route with a stop in Culpeper. Virginia's Commonwealth Transportation Board (CTB) recently included full funding for a second daily train along this route as part of its adopted FY 2015-2020 Six-Year Improvement Program. In addition to the daily Northeast Regional Service, Culpeper County has supported, and continues to support, an effort to provide passenger rail service from Bristol, VA to Washington, D.C. The Cardinal Route runs from New York to Chicago via Washington, D.C., Cincinnati and Indianapolis three times per week with stops in Culpeper. Likewise, the Crescent Route runs from New York to New Orleans via Washington, D.C. and Atlanta daily.

Commuter rail service, operated by Virginia Railway Express (VRE), now connects both Manassas and Fredericksburg with Washington. This service currently sees very limited ridership by Culpeper citizens. VRE's 2040 System Plan does not include expansion into Culpeper County. Consideration by the County must include careful study of all impacts, including fiscal. Clear benefits to the community must be identified and the concept must ultimately be supported by the community. Potential stops in Culpeper County include Brandy Station, downtown Culpeper and Winston. Such service would suggest high density development around stations coupled with strict limits on development in rural and agricultural areas.

Public Transportation

Public transportation in Culpeper County is limited to the services provided by the Virginia Regional Transit (VRT). Currently, two buses provide service within the Town limits. Both buses have fixed routes and stops. The County currently provides one bus to run from locations outside Town limits to destinations in Town and to employment destinations. Additional buses are desired for the future.

The Foothills Area Mobility System (FAMS), a program of the Rappahannock-Rapidan Regional Commission provides mobility services. FAMS is a partnership of transportation and human services organizations, and other stakeholders working to plan, coordinate and expand transportation options for identified populations, including disabled, low-income and aging segments of the population. Current FAMS activities include establishing a regional one-call travel center, supporting local and regional volunteer transportation programs, initiating a pilot bus service between Culpeper and Charlottesville, and designing processes for collecting data on unmet transportation needs.

Commute Alternatives

The Rappahannock-Rapidan Planning Regional Commission (RRRC) operates a Rideshare program that matches commuters with carpools and vanpools. Commuters contact the program and are matched based on their destinations. In support of this program, there are three (and a potential fourth) commuter park and ride lots in the County, where carpoolers can leave their cars for the day. These lots are: (1) Clevenger's Corner with spaces for 40 cars located at the intersection of Routes 211 and 229, (2) Alanthus Road with spaces for 40 cars located at the intersection of Route 29 and Route 663, (3) Rabbit Run with spaces for 17 cars located at the intersection of Route 3 and Rabbit Run. As the park and ride lot located at the intersection of Route 15/29 and Alanthus Road is being fully utilized, expansion or a new park and ride lot in this vicinity is needed. The lot at Routes 229 and 211 is also near capacity and requires relocation/expansion. This project is currently proffered and may be realized through future development. As demand increases along the Route 3 corridor, the County envisions a park and ride lot along the southern end of Route 3, possibly in conjunction with the proposed commercial development near the intersection of Route 3 and Yellowbottom Road (Route 620). In addition, RRRC has contracted with a private bus service to provide commuter bus service between Culpeper, Warrenton and Northern Virginia. Other commuting services provided by the Commission are Vanpool Assistance: temporary financial support for vanpools having trouble filling all their seats and the Guaranteed Ride Home Program, which provides rides when unexpected emergencies arise. As other commuter opportunities become economically feasible, Culpeper County will pursue their implementation.

PLANNING GUIDELINES

Transportation-Land Use Link

Culpeper County's transportation network provides a framework on which the community is built. While the transportation system is designed to support the County's goals of efficiently moving goods and people, it also should support long-range development goals. Past investments in the road network have resulted in certain patterns of development. Future road improvements should be carefully designed to promote the development patterns envisioned throughout this Comprehensive Plan.

The location and improvement of roads can be used to help direct growth to certain areas. Road improvements should be planned that will support the planned growth of the County. Areas designated for commercial and industrial development should be provided with transportation access in advance of demand. Major thoroughfares which are improved or newly constructed may impact projected land use in the vicinity of such facilities.

The Virginia Department of Transportation has several programs to assist managing the Transportation-Land Use Link. Its first program was the Chapter 527 Review, which is discussed below in the Traffic Impact Studies section. The second program to be brought online is an updated version of the Secondary Street Acceptance guidelines. The third program utilized in the management of the transportation-land use link is Access Management. Access Management can be defined as the process of managing access to land development, while simultaneously preserving the flow of traffic on the surrounding public road system. Initially, developments impacting primary roads were reviewed using the Access Management Guidelines adopted in 2008. In Culpeper County the primary arterials impacted by these regulations are: Route 29, Route 15/29, Route 211, Route 522, Route 15 and Route 3. In 2009, all development impacting secondary roads became subject to access management. In 2013, standards for primary and secondary roads were combined.

Traffic Impact Analysis

A traffic impact analysis (TIA) is used to assess the impact a proposed land development may have on the transportation system. It determines if the capacity and level of service of adjacent roadways is adequate to serve the development, and evaluates the potential impacts of the development on local and regional road networks.

The need for a traffic impact study should be determined by Culpeper County, in consultation with VDOT, on a case-by-case basis. In general, all applications for rezonings, major subdivisions, special use permits, and site plans should be reviewed to determine the need for a traffic impact study. VDOT has guidelines that determine when a TIA is required for rezonings and comprehensive plan revisions. The County may also require a TIA based on its requirements.

The landowner or developer is responsible for preparing a traffic impact study. Applicants should work with Culpeper County and VDOT in determining the extent of the study area and the specific issues to be addressed.

Statewide Transportation Plan (VTRANS)

VTrans is the long-range, statewide multimodal policy plan that lays out overarching Vision and Goals for transportation in the Commonwealth. It identifies transportation investment priorities and provides direction to transportation agencies on strategies and programs to be incorporated into their plans and programs. Virginia's transportation system is a complex network of highways, sidewalks, trails, rail corridors, transit systems, information systems, airports and runways, shipping ports and docks, intermodal connectors, and even a space port. This variety is the essence of a "multimodal" transportation system. The multimodal transportation system serves residents, businesses, tourists and other visitors, all of whom have different needs and desires. Virginia's transportation providers are facing ever-increasing challenges to address growing demands for facilities and services with limited public funds. Consequently, it is more important than ever to identify the most critical needs and cost-effective means to operate, maintain and improve the Commonwealth's transportation systems. This chapter of the Comprehensive Plan is specifically intended to be consistent with VTRANS.

Corridors of Statewide Significance

There are transportation corridors throughout Virginia that represent the multimodal connections to the Commonwealth's major activity centers. These corridors help people and goods move between regions in Virginia and to areas outside Virginia. The corridors are transportation facilities that must be protected to ensure appropriate levels of mobility to allow for long distance travel. Route 29 is one of these established corridors. As such, it will remain a priority of Culpeper County to enhance statewide mobility and maintain system performance for the Route 29 corridor.

Scenic Roads

Culpeper County currently has several roads designated as official Virginia Byways: Route 15/29, Route 15/29 Business, Route 15, Route 522 / Sperryville Pike, Route 802, and a portion of Route 615. Culpeper County's citizens are proud of the natural beauty that the area has to offer, and it should be highlighted for travelers to the County. The Scenic Road Program provides travelers with views of unique scenic natural and historic areas; encourages tourism and patronage of local businesses. It is an important additional consideration when planning transportation improvements. Map 9.2 shows existing Virginia Byways and potential scenic roads.

A scenic road designation is intended to highlight certain roads or road segments that should receive additional attention during the design of road improvements to preserve their scenic qualities. It also is intended to highlight certain roads that may merit special improvements to increase the quality of the road or provide travelers with the opportunity to view the County's scenic resources. Such improvements may include roadside stops and/or historic markers.

The designation of a County scenic road should not prevent VDOT from exercising its duties to improve and maintain roads in Culpeper County. When planning improvements for County scenic roads the County should work with VDOT to preserve, protect and enhance to the extent practical the aesthetic, environmental and cultural resources in the road corridor. Roadway improvements on these roads should be designed to reflect the character of the area. Trees should be preserved along the sides of roads when they do not pose a safety hazard. Special guidelines for signs could be developed.

The Journey Through Hallowed Ground

The Journey Through Hallowed Ground follows US Route 15 and Virginia Routes 20, 231, 22 and 53 from Gettysburg, PA to Monticello in Charlottesville, VA. The Journey is the primary touring route through an area which is rich in American history, featuring many presidential homes, Civil War battlefields, and unparalleled scenic landscapes. As the Journey has been developed, the route through Culpeper County has been designated as not only a State Scenic Byway, but also a National Heritage Area. The route was named a National Scenic Highway. The route in Culpeper County runs from the Fauquier County line following Route 15/29, takes Route 15/29 Business through the Town of Culpeper, and then follows Route 15 South to the Madison County line (Map 9.2).

Road Improvement Programs

The Virginia Department of Transportation identifies 75.13 miles of primary roadways in Culpeper County, including Routes 3, 15, 29, 211, 229, 299, and 522. Improvements to these primary roads are controlled by the Virginia Department of Transportation (VDOT) through the Six-Year Improvement Program (SYIP). This program is revised annually and approved by the Commonwealth Transportation Board. County officials, Planning District Commissions (PDC), and Metropolitan Planning Organizations (MPO's) are given an opportunity to request that projects be added to the program annually. Projects are included in the program based generally on need and available funding. Beginning with the 2017-2022 SYIP, all requested projects will be evaluated and ranked.

Culpeper County currently has several projects in the Six-Year Improvement Program which are at least partially funded:

- Construction of two parallel lanes on 15/29 Business from Route 666 to Inlet. Some preliminary engineering has been completed, however this project has no funding for either right-of-way acquisition or construction.
- The construction of a grade separated interchange on Route 15/29 at Route 666. This became fully funded in 2014.
- Completion of the four-laning of Route 3. The final segment of Route 3 to be four-laned in Culpeper County, from just west of Stevensburg to Lignum is fully funded.
- Signalization of the intersection of Route 29 at Route 718. This project includes modification of the vertical alignment of the northbound lanes on Route 29. It is fully funded and scheduled to begin in 2017.

Secondary Road Improvement Program

The Virginia Department of Transportation identifies 484.68 miles of secondary roadways in Culpeper County. Improvements to the secondary road system are accomplished through a number of public and private resources. The principal mechanism is the Six-Year Secondary Road Improvement Program jointly administered by Culpeper County and VDOT. Projects are proposed by County staff, citizens and VDOT. Projects are evaluated, prioritized and approved by the Board of Supervisors. The update and review process occurs annually. The list generally identifies 3 to 6 local and collector roads and bridges scheduled for improvement.

Projects included in the Secondary Road Improvement Program are subject to VDOT funding constraints. Generally, Culpeper County allocates the majority of funding to paving projects. Bridge replacement or renovation project utilizing FAS (Federal Aid Secondary) funds also must be included.

Funding Road Improvements

The main sources of funds for roadway construction and improvement in Culpeper County are VDOT's Primary and Secondary Road Improvements Programs. Other public road funding programs include Industrial Access funds, Recreational Access Funds and Revenue Sharing funds.

VDOT also administers the Transportation Alternatives Program (TAP) grant program. This program is intended to finance activities which go beyond the normal elements of a transportation improvement project. Such projects as bike or walking paths, or the rehabilitation of historic transportation related buildings can be funded through this program. Funds are allocated through a competitive application process. These funds are provided through the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Culpeper County received authority in 1989 to accept off-site transportation improvements or proffers as part of conditional zonings. These proffers are typically received from the developer and incorporated into the approval of rezoning. Proffers should be used in the future to accomplish needed road improvements which result from proposed development.

VDOT administers a "Revenue Sharing Program" which provides additional funding for use by a county, city, or town to construct, reconstruct, or improve the highway systems within that jurisdiction. Locality funds are matched with state funds. Culpeper County has in the past, and continues to fully utilize this funding mechanism to improve its transportation network.

Road Maintenance – All public roads within Culpeper County are maintained by the Virginia Department of Transportation. Continued funding issues have forced the VDOT to minimize not only its construction program, but also how and when it performs maintenance.

TRANSPORTATION GOALS AND OBJECTIVES

General

GOAL: PLAN AND DEVELOP A SAFE, EFFICIENT, AND ACCESSIBLE TRANSPORTATION NETWORK TO MEET CURRENT AND FUTURE NEEDS OF RESIDENTS, BUSINESSES AND VISITORS.

OBJECTIVES:

1. Ensure that future developments include necessary transportation improvements funded by the developer, including adequate infrastructure for additional traffic and for connectivity to intersections.
2. Encourage the completion of beneficial links in the arterial road system.
3. Define the functional order of roads within the system and protect the system's integrity to maximize traffic flow.
4. Discourage residential and commercial strip development along primary roadways.
5. Maximize pedestrian and vehicular accessibility to commercial, recreational, and other public areas.
6. Encourage use of the railroad by industries and passengers.
7. Design road improvements to a scale that is appropriate for the intended land uses to be served.
8. Design road improvements to be aesthetically pleasing and to fit within the context of the surrounding land use.

GOAL: PARTICIPATE IN THE DEVELOPMENT AND IMPLEMENTATION OF A REGIONAL TRANSPORTATION SYSTEM, WHICH USES BUSES, RAILWAY, RIDESHARING, PUBLIC HIGHWAYS, AIRPORTS, AND TRANSIT FACILITIES.

OBJECTIVES:

1. Actively support and participate in the regional planning activities sponsored by Virginia Department of Transportation (VDOT).
2. Actively support and participate in the regional planning activities sponsored by the Rappahanock-Rapidan Regional Commission.
3. Encourage the preservation of the Route 29 Corridor as a high-speed, traffic flow facility within Culpeper County.
4. Encourage funding for railways, buses, transit facilities, ridesharing programs, and commuter parking areas, as well as increased funding for public highways and airports.

Rail

GOAL: ENCOURAGE EXPANDED USE OF RAIL FOR THE ECONOMIC DEVELOPMENT OF THE COUNTY.

OBJECTIVES:

1. Consider the priority of rail access as one of the key factors to promote economic development in the County.
2. Take full advantage of rail access funds that are provided by the Commonwealth.
3. Consider studies necessary to determine the advisability of extending commuter rail into the County.

Airport

GOALS: PROMOTE AND PRESERVE A SAFE AND EFFICIENT AIRPORT THAT WILL PLAY A VITAL ROLE IN THE LOCAL, STATE, AND NATIONAL SYSTEM.

CREATE AND PRESERVE A BALANCE BETWEEN CORPORATE, COMMERCIAL, AND RECREATIONAL AVIATION ACTIVITIES.

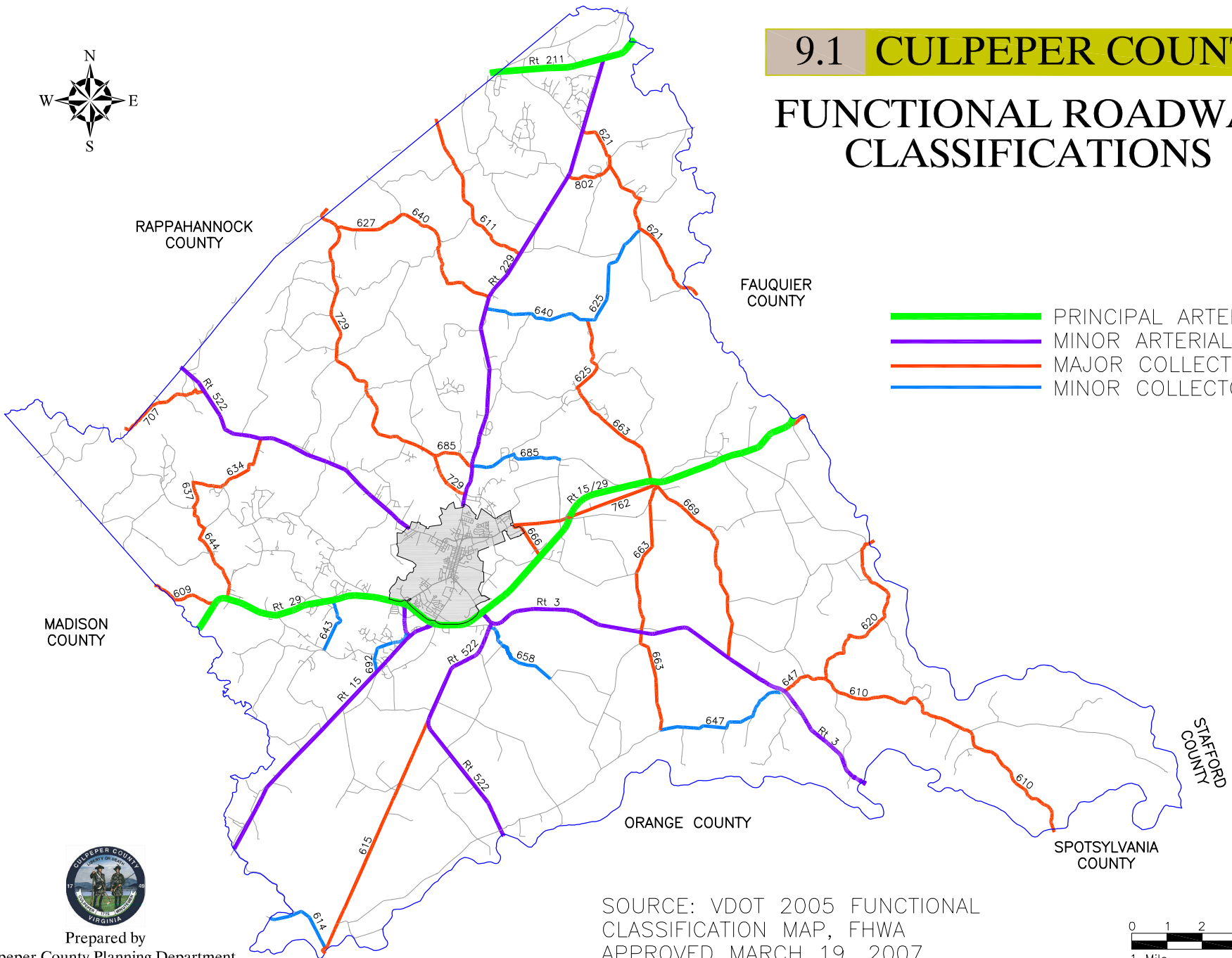
OBJECTIVES:

1. Maximize the use of existing Airport facilities.
2. Improve revenues for Airport operations such that it continues to be a self-supporting facility.
3. Manage land use around the Airport to encourage primarily business and economic development and discourage residential development.
4. Expand additional terminal area facilities in a coordinated manner, making maximum use of areas currently serving general aviation users. With expansion, enhance operational safety of the facility.
5. Connect airport facilities to County water and sewer services.
6. Minimize impacts, where reasonable, to historic areas on and near the airport.
8. Obtain aviation easements or obtain land fee simple to preclude conflict with expansion, safety, and FAA clearance requirements.
9. Explore and encourage business and commercial aviation use of the Airport.

9.1 CULPEPER COUNTY

FUNCTIONAL ROADWAY CLASSIFICATIONS

-  PRINCIPAL ARTERIAL
-  MINOR ARTERIAL
-  MAJOR COLLECTOR
-  MINOR COLLECTOR



RAPPAHANNOCK COUNTY

FAUQUIER COUNTY

MADISON COUNTY

ORANGE COUNTY

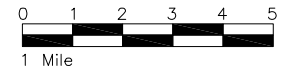
STAFFORD COUNTY

SPOTSYLVANIA COUNTY



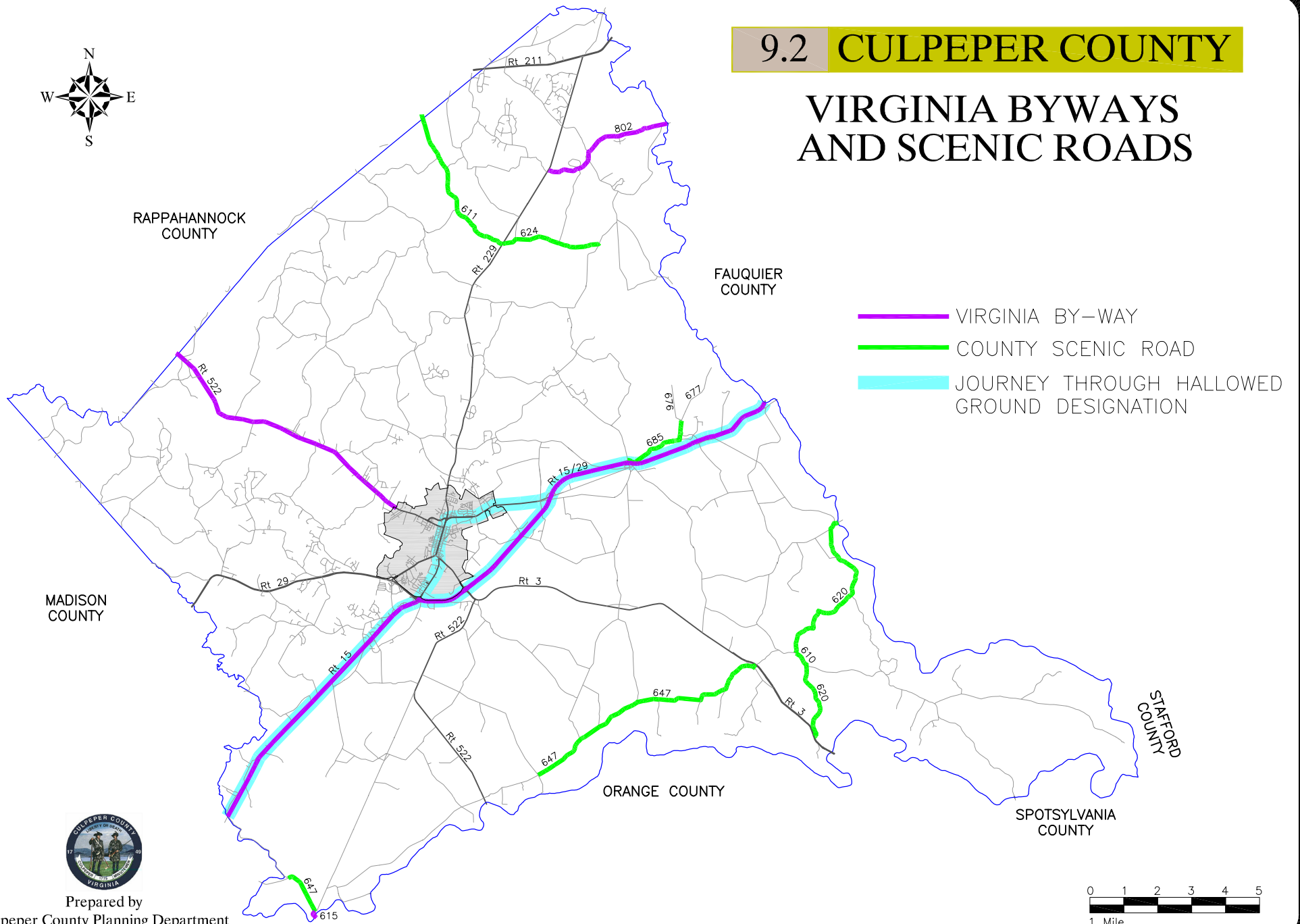
Prepared by
Culpeper County Planning Department

SOURCE: VDOT 2005 FUNCTIONAL CLASSIFICATION MAP, FHWA
APPROVED MARCH 19, 2007



9.2 CULPEPER COUNTY

VIRGINIA BYWAYS AND SCENIC ROADS



THE TRANSPORTATION PLAN

Arterial Plans

The network of arterials serving Culpeper County is the backbone of the transportation system and should be subject to a long range plan. These arterial plans should be based on projected increases in demand and should ensure that each arterial will continue to provide the mobility required by this classification of roads. In general, access to all of these roads should be limited to the extent practical; and improvements should focus on preserving mobility and increasing safety.

Route 3: Route 3 provides the main connection between Culpeper and Fredericksburg, where motorists can access Interstate 95. This road passes primarily through farmland but also through the Stevensburg Village Center. Almost the entire length of Route 3 has been expanded from two lanes to four lanes. The final segment of Route 3 to be four-laned in Culpeper County, from just west of Stevensburg to Lignum, is a high County priority and is nearing commencement. When completed, this work should increase safety on Route 3 as well as provide needed additional capacity well into the future.

Route 522: Route 522 consists of a segment running southeast of Town and a segment running west of Town. VDOT projects that Route 522 will continue to have acceptable levels of service. This road should be considered for inclusion on the County's Primary Road Priority List for spot improvement projects such as installing left and right turn lanes to increase safety and capacity.

Route 229: Prior improvements on this road have addressed the existing capacity deficiencies and safety problems on the segment from the Town to just south of Catalpa. Since funding will continue to be an issue, spot improvement projects such as installing left and right turn lanes should be considered to increase safety and capacity. Two areas which should be analyzed for additional improvements include the intersections of Route 229 with Route 685 and also with Route 211.

Route 15: No improvements are currently planned for Route 15. Orange County has requested that VDOT consider widening this road to four lanes. Such an improvement coupled with additional development in Orange County may necessitate widening the segment in Culpeper County as well.

Route 211: This is a major east-west route, but only four miles of it lie within Culpeper County. Planning for this roadway should focus on the development of the Clevenger's Corner area, which is located at the intersection of Route 229 and Route 211. Currently, the 229 / 211 intersection is signalized, and this area is expected to become increasingly congested. This area will require substantial improvements in conjunction with any future development. Based on approved development projects, there are transportation proffers in place which will, once constructed, improve the Route 229/211 intersection. An area plan for Clevenger's Corner is included in this chapter.

Route 29: Route 29 is the main roadway through Culpeper County, providing intra-county and regional access. The County's policy is to preserve this road to the extent practical as a limited access roadway. An area plan for the southwestern half of Route 29 is presented in this chapter. The remaining portion of Route 29 is already a limited access facility. To increase capacity and improve safety on Route 29, grade separated interchanges are planned for its intersections with Route 1250 (Granite Boulevard) and Route 666 (Braggs Corner Road/Green Corners Road). Construction of the latter is currently funded and is a top priority transportation construction project.

Route 15/29 Business: Route 15/29 Business is the primary access route to the Town and County's business and industrial centers. The segment to the east of Town runs through one of the three primary areas targeted by the County for future commercial/ industrial development. This road bears the dual responsibility of providing access while at the same time accommodating significant volumes of through traffic. Ultimately, the County's transportation plan calls for the four-laning of Route 15/29 from Route 666 to Inlet. An area plan for Route 15/29 Business from the Town limits to Inlet is presented in this chapter.

Area Plans

Route 29 South Corridor (Map 9.3)

Route 29 is the primary road linking Culpeper County to the northern and central Virginia regions. This road is a Corridor of Statewide Significance in Virginia and has experienced significant overall traffic volume increase over the last two decades. The plan developed for this corridor emphasizes two objectives. First, this road should primarily serve to move traffic, so access should be limited in order to promote mobility. Second, safety is an issue on this road, particularly at intersections on this segment, from the Town of Culpeper to the Madison County line.

Culpeper County has always recognized the need to control access to this roadway. The portion of Route 29 from just south of the Route 29 Business/Route 299 interchange to the Fauquier County line is already a limited access highway. It is Culpeper County's current intention to maintain mobility on this road by controlling access to the greatest extent possible.

In response to the issues of safety, mobility and capacity, an area plan for the Route 29 South Corridor has been prepared. Highlights of this plan include:

- Review of the road geometrics in the vicinity of Route 718.
- Creation of an Access Management Plan from Route 299 (the southern end of limited access right-of-way) south to the Culpeper/Madison County line.
- The construction of a future interchange at the intersection with Granite Boulevard (Route 1250).
- Construction of collector roads to serve the areas of the County which are zoned for commercial and medium density residential development.
- Construction of Field Stone Boulevard from its current location within the Three Flags Development to its intersection with Route 29 at Granite Boulevard. The Route 29 intersection could be constructed as either an at-grade intersection or as a grade-separated interchange.
- Construction of a portion of the Western Outer Loop beginning at the intersection of Granite Boulevard (Route 1250) and Mountain Run Lake Road (Route 718) to an intersection with Gibson Mill Road (Route 641).
- Closure of existing crossovers where access to an interchange can be provided.

Route 15/29 Business to Inlet (Map 9.4)

This area is strategically located for industrial and commercial development due to its proximity to the Town of Culpeper, the availability of water and sewer service, and its access to major roads. If this area is to develop to the extent envisioned in the Comprehensive Plan (see Chapter 11, Future Land Use), the transportation network serving it must provide internal access and accommodate the expected increases in traffic, including the heavy vehicles associated with commercial/industrial uses.

The Route 15/29 Business area plan anticipates the transportation needs of this area. While 15/29 Business provides access to this area, it is also a gateway to the Town of Culpeper, and should be developed as such. This plan represents a vision of future area access and circulation and may not be built in its entirety for many years. Major elements include:

- A road parallel to Route 15/29 business. This road could be constructed to act as a service road to provide some local traffic relief for Route 15/29 Business.
- Construction of a diamond interchange at the intersection of 15/29 Bypass and Route 666 will provide both a safer travel route for students and faculty of Eastern View High School, and added capacity and safer traveling conditions for drivers on Route 15/29 Bypass. The construction of this interchange is Culpeper County's top priority transportation construction project.
- Extension of Ira Hoffman Lane to the south over the railroad tracks to an intersection with Nalles Mill Road (route 687) at Keyser Road (Route 799).
- Various other road connections to encourage interconnectivity.

Town Vicinity Improvements: Loop Road (Map 9.5)

One long-range project that Culpeper County will implement in phases is a system of roads creating a loop around the Town of Culpeper. Main Street is one of the most congested road segments in the County, which occurs as a result of the convergence of all the County's minor arterials. The loop road concept will provide through traffic with a convenient and efficient way to bypass the Town.

The first phases of this planned loop are complete. Route 694, Ira Hoffman Lane, has been extended to connect Route 15/29 Business with Route 229. This road is currently four lanes from 15/29 Business to Northridge Boulevard and two lanes from Northridge Boulevard to Route 229. No schedule has been set for four-laning this latter section of Ira Hoffman Lane.

Future road construction plans call for Route 694 to be extended south of 15/29 Business and connect with Route 799, Keyser Road. McDevitt Drive has been extended north from Route 3 to connect with Route 699, East Chandler Street, and Route 799, Keyser Road. When Ira Hoffman Lane (Route 694) is extended to intersect with Keyser Road (Route 799) at its intersection with Nalles Mill Road (Route 667), the eastern half of the loop around Culpeper will be complete.

To the west, Route 729 has been realigned to connect with Route 229 across from Route 694, creating a signalized 4-way intersection. The next segment will extend from Route 729 to Route 522 west. This segment is known as the Western Outer Loop Road. The connection from Route 729 to Route 522 is detailed on Map 9.6. The final connection, from Route 522 south to Route 29, is the most extensive. The Plan calls for a connection utilizing a small portion of the existing Route 641, and a new alignment to connect with Route 29 at the location of a proposed diamond interchange. A small segment between Route 29 and Route 718, known as Granite Boulevard, has already been constructed. It is a two-lane road on a four-lane right-of-way.

Lovers Lane Area (Map 9.7)

The Lovers Lane Area Plan focuses on the area south of Lovers Lane (Route 686), between Route 522 and the railroad. There is already right-of-way in place to realign Route 686 (Lovers Lane) in order to tie it into Route 522, routing industrial traffic away from a residential area. This plan also addresses a residentially zoned area between Route 15 and Route 720 (Cedar Run Church Road). This area has commercial potential as well. If developed, it may offer an opportunity to extend Route 686 (Lovers Lane) and eliminate its current connection to Route 15, which is not ideal.

Clevenger's Corner Area Plan (Map 9.8)

The Clevenger's Corner area, which is focused on the intersection of Routes 211 and 229, is designated by the Comprehensive Plan as a Village Center. As such, it is planned for a mix of residential, commercial and light industrial growth. A large rezoning of the southeast quadrant of the Route 211/Route 229 intersection was approved in 2005 and existing residential and commercial zoning is in place for the southwest quadrant of the intersection, both of which could dramatically increase the amount of traffic on area roads. The goal of this plan is to preserve high mobility on Route 211 while providing access to the surrounding properties. The major elements of this plan are:

- The realignment of Route 622 to intersect with Route 211 across from a future road which would serve new development.
- Providing an internal road system from Route 211 to Route 621 to allow future residences to access future commercial uses without travelling on Route 229. A commuter parking area has been established and will need to be relocated and expanded.
- The intersection of Routes 211/229 may require dual left-turn lanes to accommodate an acceptable Level of Service.

Airport Layout Plan

Specific improvements at the Culpeper Regional Airport are detailed in the County's adopted Airport Master Plan Update, finalized in March 2011, which is hereby incorporated into the Comprehensive Plan by reference. The Airport Master Plan was updated through a cooperative effort by the County, the County's airport engineers (Campbell and Paris Engineers), the Virginia Department of Aviation (DOAV) and the Federal Aviation Administration (FAA). The objectives of the improvement projects identified in the Master Plan are:

- Maximize the safety and utility of the airfield for the aircraft currently operating at the airport.
- Maximize the economic benefit of the airport to the County of Culpeper.

The 2011 Airport Master Plan Update includes a detailed Airport Layout Plan (ALP) map which is replicated at the end of this chapter. The entire scope of the ALP was subject to an environmental assessment. The Culpeper Regional Airport 2014 Environmental Assessment was subject to intense reviews by numerous agencies and received a finding of No Significant Impact (FONSI) from the Federal Aviation Administration on May 27, 2014. Future Airport projects include:

- ***Beverly's Ford Road Relocation:*** State Secondary Route 677 (Beverly's Ford Road) presents an obstruction to the airport on the north end. As a safety measure required by the FAA, the road is planned to be replaced in part by an alternate route on the east side of the airport which will also facilitate future development on the east side of the airfield.
- ***New Terminal Facility:*** The Master Plan finds the current terminal to be inadequate and recommends that it be replaced. A Terminal Area Layout Plan has been prepared, the future terminal site has been graded, the parking area has been installed, and a preliminary building design is complete.
- ***Hangar Development:*** A new hangar development expected to be completed in 2015 will include 32 new hangars: two buildings containing 13 T-hangars each and one building containing six executive hangars. This project will generate significant revenue to improve the airport's potential as a self-supporting enterprise without any subsidy from County taxpayers.
- ***Other Projects:*** Other projects at the airport, such as the installation of a localizer, placement of supplemental windcones, and the installation of an automated weather system, have been implemented as needed. Similar projects will arise in the future and will be considered on a case-by-case basis.

Area Plan Maps

The maps that follow display a variety of long-range planning efforts which would ultimately serve Culpeper's projected transportation needs well into the future. With the exception of the Airport Development Plan which is subject to strict national standards, it is unlikely that all of the proposed plans will be realized exactly as shown. The plans contain concepts which may be altered as a result of engineering or other constraints. Additionally, funding of proposed improvements will act as the most obvious constraint.

The plans should be used as a guide. Projects may be prioritized and implemented as they become feasible. Consideration of development proposals should always take into account the conceptual plans in this chapter, and should be required to implement them to the extent possible, preserving rights-of-way at a minimum. These plans should also be flexible enough to permit alternative solutions to meet the County's transportation needs, unexpected needs, and changing priorities.

An overall Transportation Plan Map which reflects a 'big picture' outlook on future transportation needs has been prepared and follows the Area Plan Maps.

ONLINE RESOURCES

[Virginia Department of Transportation](#)

[Rappahannock-Rapidan Regional Planning District](#)

[The Journey Through Hallowed Ground Official Site](#)

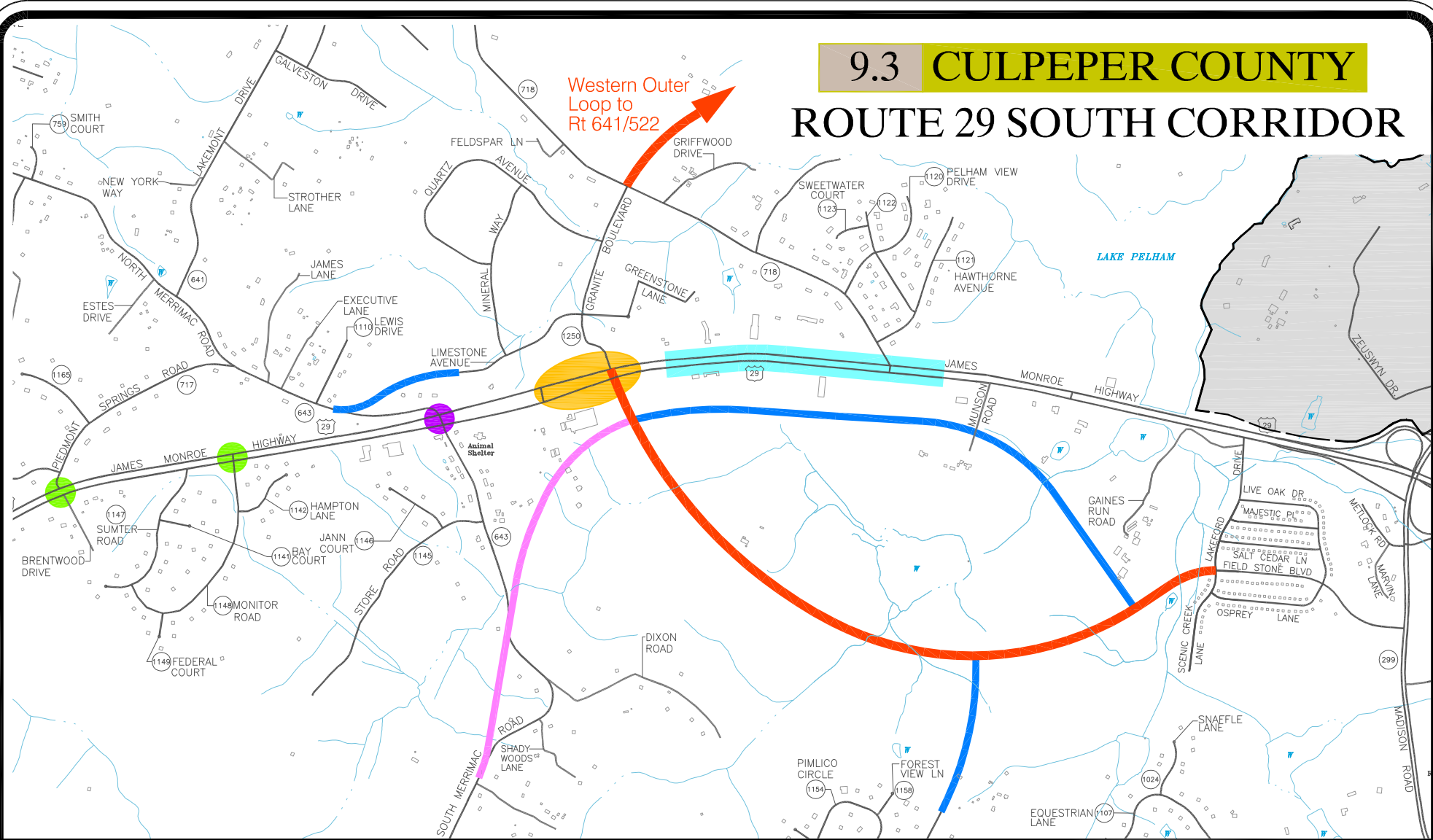
[Virginia Regional Transit](#)

[Norfolk Southern Railroad](#)

[Culpeper Airport](#)

9.3 CULPEPER COUNTY ROUTE 29 SOUTH CORRIDOR

Western Outer Loop to Rt 641/522

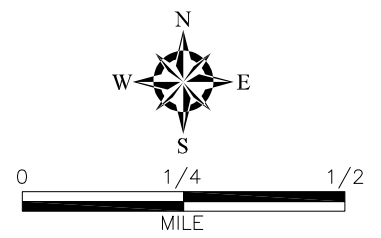


LEGEND

- FUTURE INTERCHANGE
- REVIEW AND UPGRADE ROAD GEOMETRICS
- SAFETY IMPROVEMENTS
- MAJOR COLLECTOR
- ELIMINATE ACCESS
- MINOR COLLECTOR
- RE-ALIGN ROAD

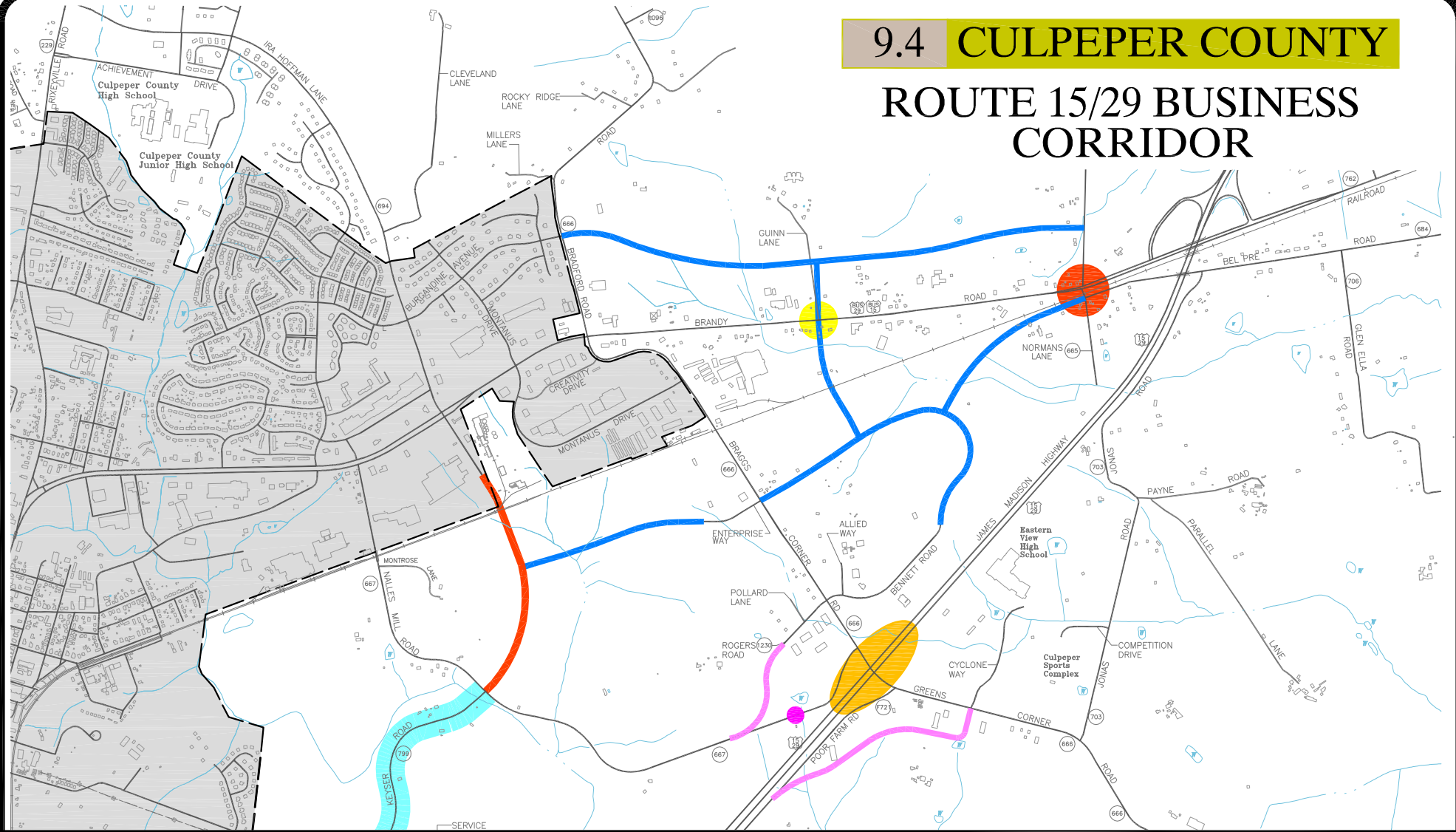


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Culpeper County Planning Department











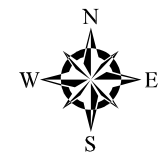
9.4 CULPEPER COUNTY

ROUTE 15/29 BUSINESS CORRIDOR







LEGEND

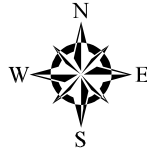
- | | | | |
|---|-----------------------------|---|------------------------------------|
|  | FUTURE INTERCHANGE |  | MAJOR COLLECTOR |
|  | INTERSECTION STUDY REQUIRED |  | MINOR COLLECTOR |
|  | POTENTIAL SIGNALIZATION |  | RE-ALIGN ROAD |
|  | CUL-DE-SAC ROAD |  | REVIEW AND UPGRADE ROAD GEOMETRICS |



Prepared by
Culpeper County Planning Department

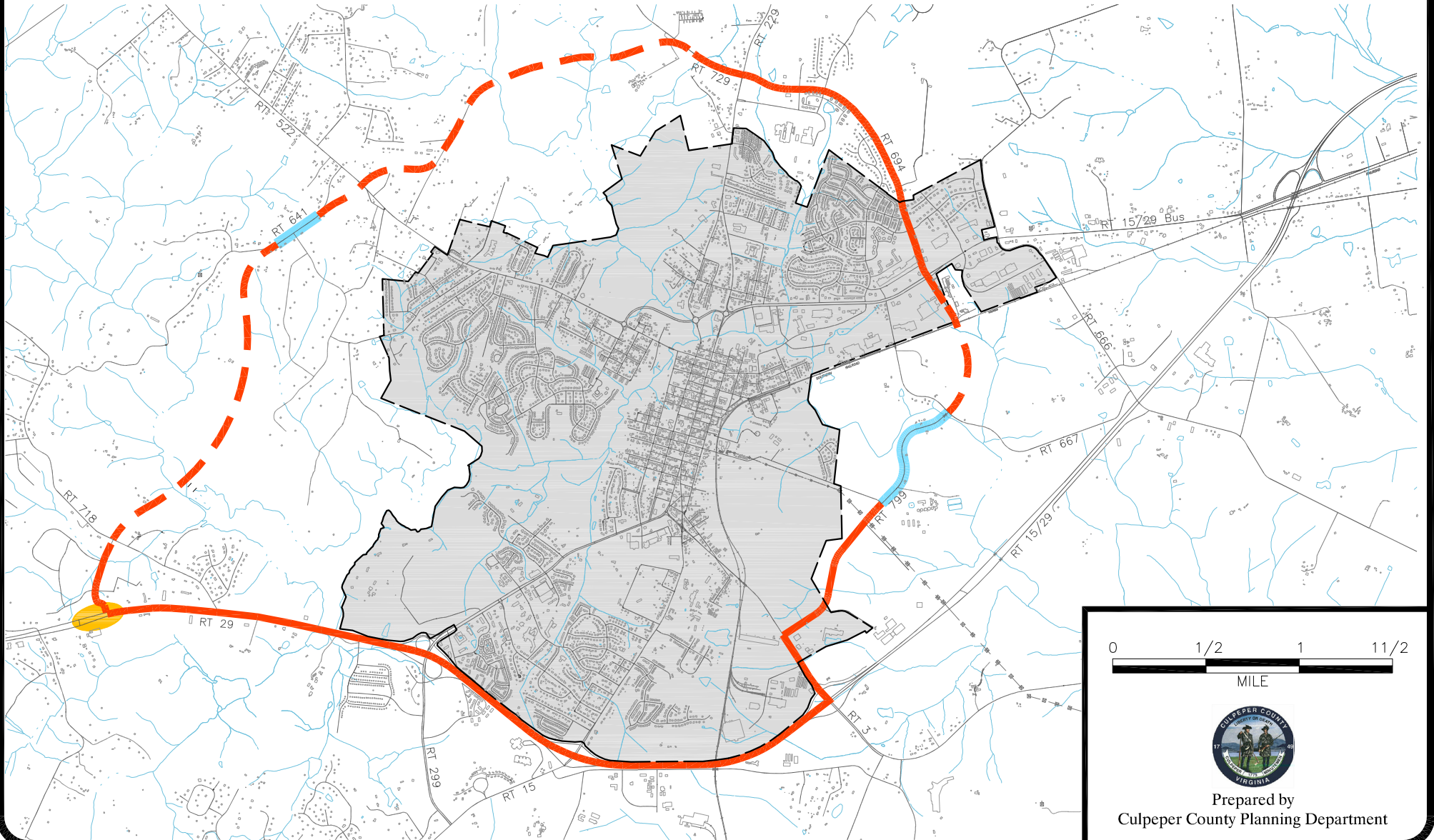
LEGEND

-  LOOP ROAD (NEW CONSTRUCTION OR UPGRADE)
-  LOOP ROAD (EXISTING SEGMENTS)
-  FUTURE INTERCHANGE
-  REVIEW AND UPGRADE ROAD GEOMETRICS



9.5 CULPEPER COUNTY

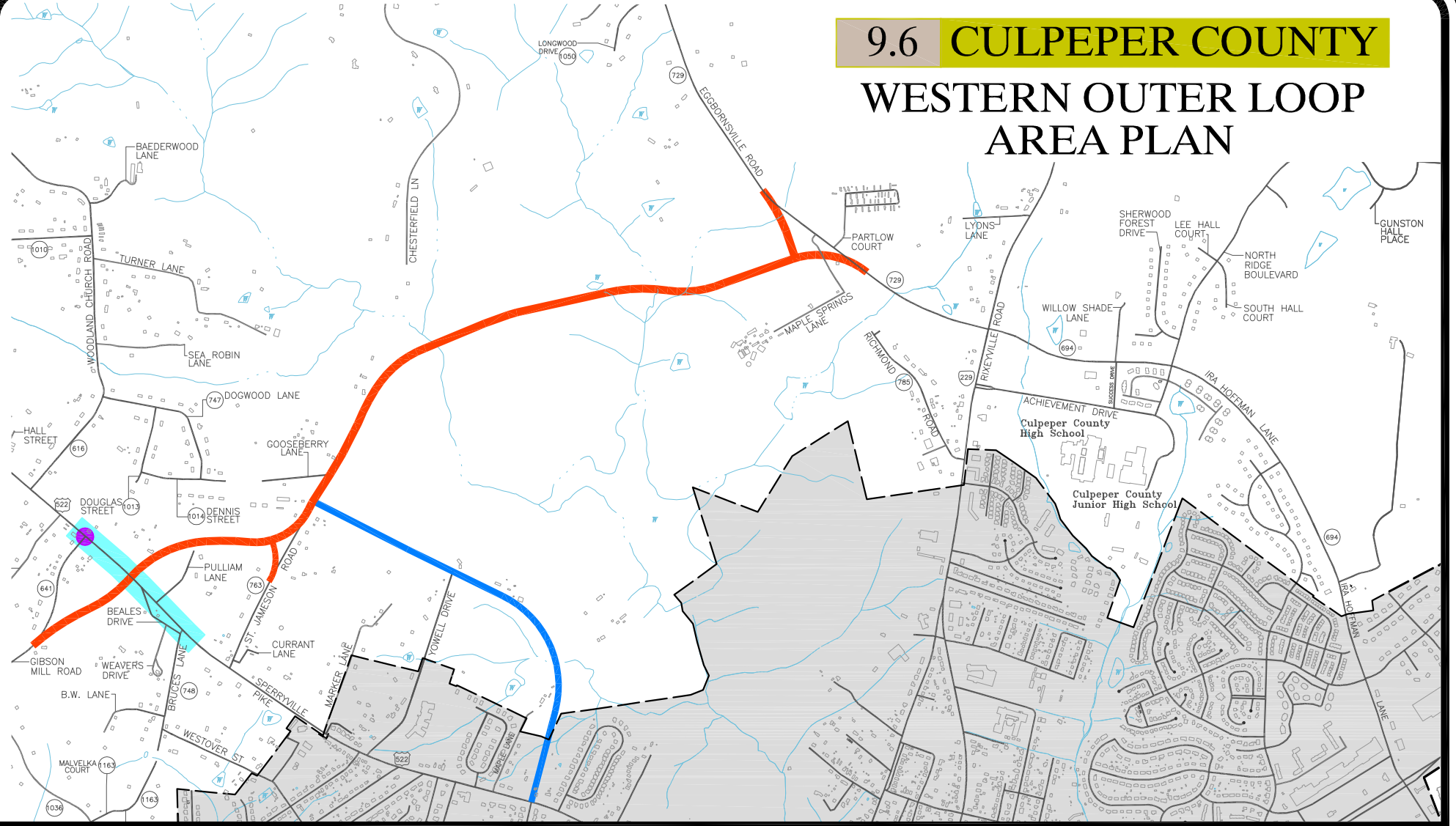
TOWN VICINITY IMPROVEMENTS TOWN/COUNTY LOOP ROAD



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Culpeper County Planning Department

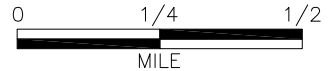
9.6 CULPEPER COUNTY

WESTERN OUTER LOOP AREA PLAN



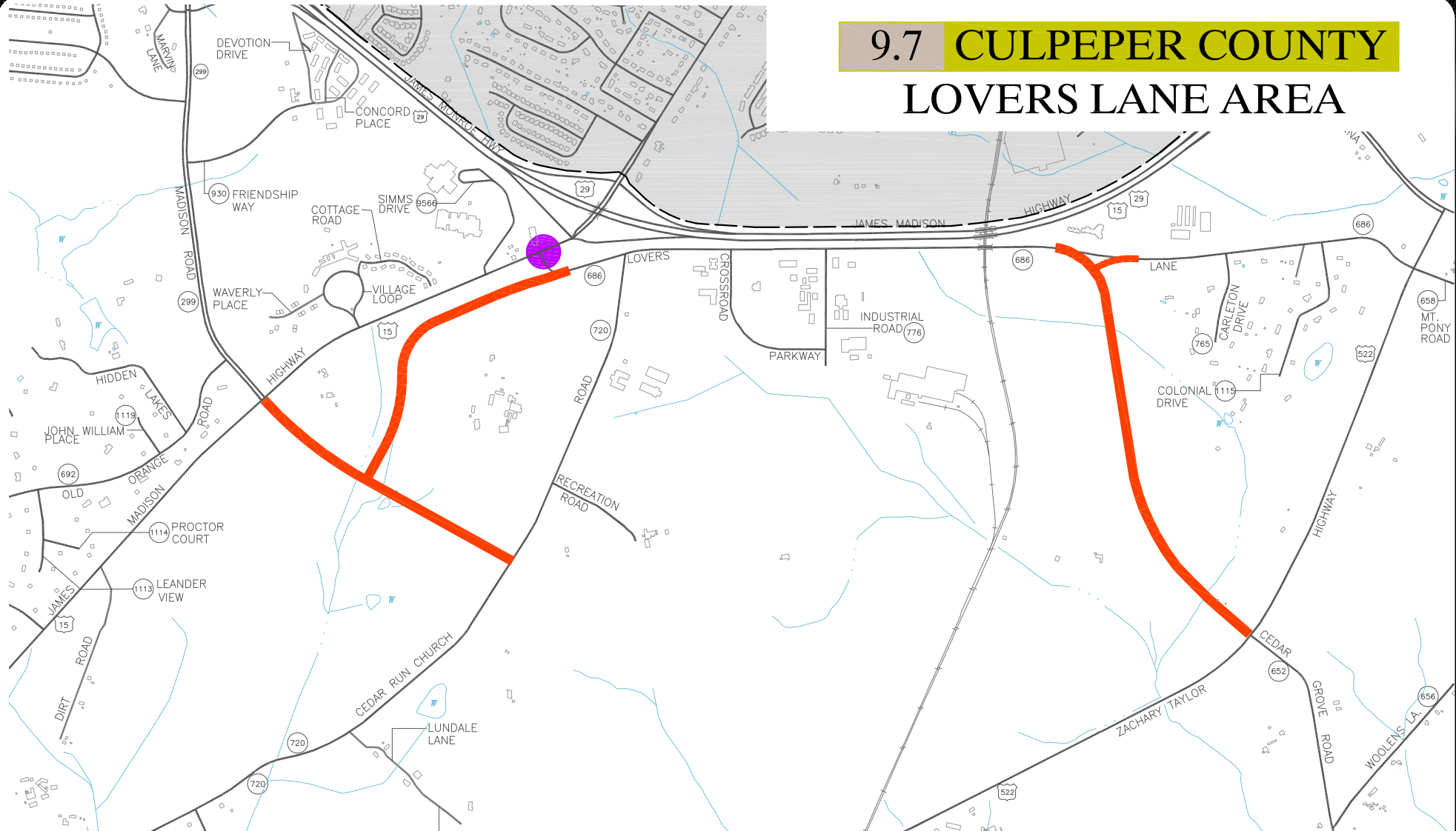
LEGEND

-  REVIEW SIGHT DISTANCE & ROAD/LANE GEOMETRICS
-  MAJOR COLLECTOR
-  MINOR COLLECTOR
-  ELIMINATE ACCESS





Prepared by
Culpeper County Planning Department

9.7 CULPEPER COUNTY LOVERS LANE AREA



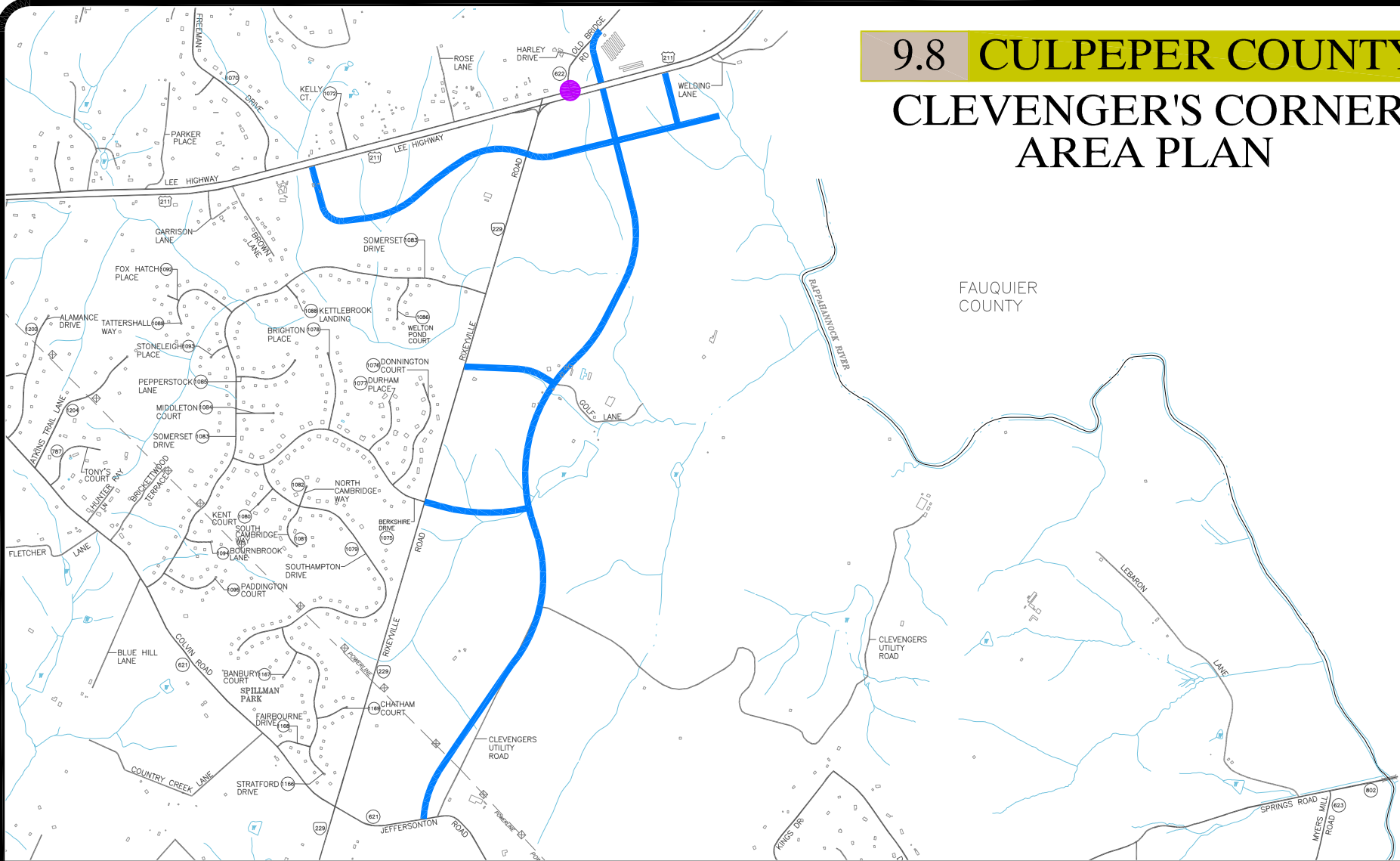
LEGEND

-  MAJOR COLLECTOR
-  ELIMINATE ACCESS



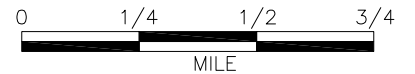
Prepared by
Culpeper County Planning Department

9.8 CULPEPER COUNTY CLEVINGER'S CORNER AREA PLAN

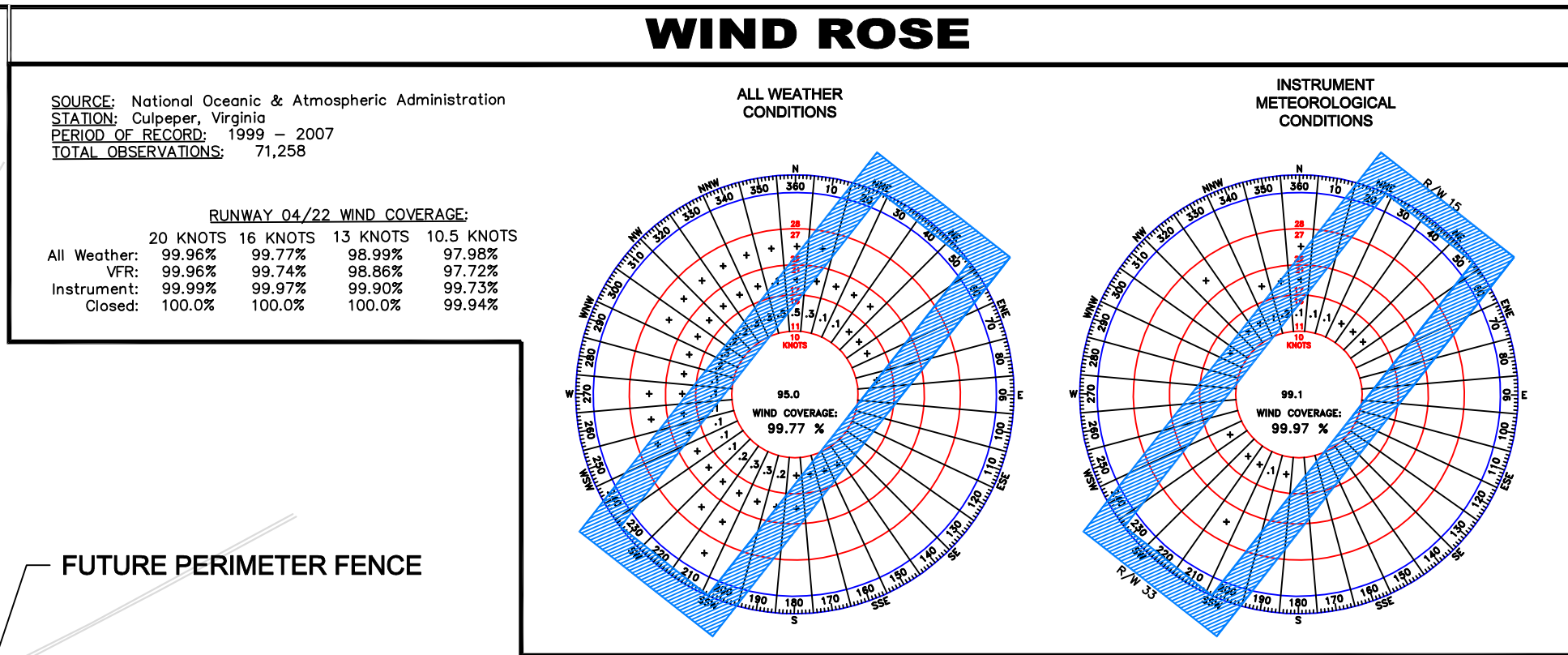
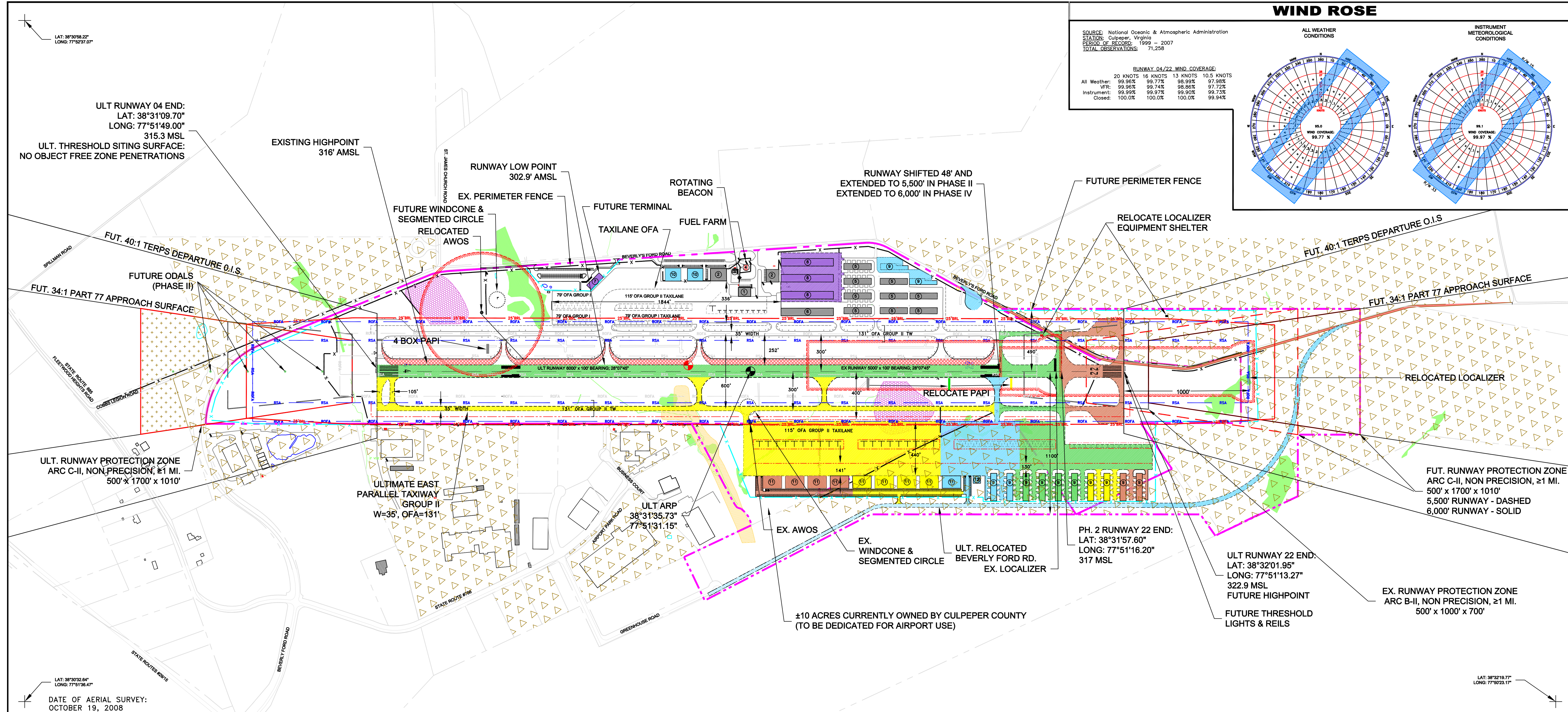


LEGEND

- MINOR COLLECTOR
- ELIMINATE ACCESS



Prepared by
Culpeper County Planning Department



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 Suite 2
 4215 Loretta Center Dr.
 Chantilly, Va. 20151 (703) 802-0093

DESIGNED BY: DEM
 DRAWN BY: A.J.L.
 CHECKED BY: GTP
 APPROVED BY: GTP

DATE: SEPT. 2010
 SCALE: AS SHOWN
 C&P JOB #: 0007-17
 FILE NAME: SHEET2_3_4

AIRPORT DATA TABLE

	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT	38°31'31.71"N 77°51'34.67"W	38°31'35.73"N 77°51'31.15"W
MEAN DAILY MAX TEMPERATURE	88.0°F	SAME
WIND COVERAGE (All Weather)	98.99%	SAME
AIRPORT MAGNETIC VARIATION AND DATE	10°-8' W 2009	SAME
AIRPORT REFERENCE CODE	B-II	C-II
NPIAS SERVICE LEVEL	GA	SAME
STATE SERVICE ROLE	GA REGIONAL	SAME
TAXIWAY LIGHTING	M.I.T.L.	SAME
EST. AIRPORT ELEVATION	316' MSL	322.9' MSL
AIRPORT NAVAIDS	ROTATING BEACON, AWOS, COMPASS CALIBRATION PAD, LOCALIZER, PAPI, SEGMENTED CIRCLE, WINDCONES, RUNWAY LIGHTS, REILS	
HOLDING POSITIONS	LOCATED 250' RUNWAY CL, 35' WIDE	

RUNWAY DATA TABLE

	EXISTING		ULTIMATE	
	RUNWAY 04	RUNWAY 22	RUNWAY 04	RUNWAY 22
LATITUDE	38°31'09.94" N	38°31'53.48" N	38°31'09.70" N	38°32'01.95" N
LONGITUDE	77°51'49.56" W	77°51'19.77" W	77°51'49.00" W	77°51'13.27" W
RUNWAY ELEVATION	315.3' MSL	314.5' MSL	315.3' MSL	322.9' MSL
TOUCHDOWN ZONE ELEVATION	316	315	316	322.9
APPROACH VIS. MINIMUMS	> 1.0 MI	> 1.0 MI	SAME	SAME
FAR PART 77 CAT.	NON-PRECISION	NON-PRECISION	SAME	SAME
APPROACH SLOPE	34:1	34:1	SAME	SAME
RUNWAY LENGTH / WIDTH	5,000' x 100'		6,000' x 100'	
PAVEMENT TYPE	BITUMINOUS CONCRETE		SAME	
PAVEMENT DESIGN STRENGTH	40,000 LBS (DW)		91,000 LBS (DW)	
RUNWAY LIGHTING	M.I.R.L.		SAME	
MARKING	NON-PRECISION	NON-PRECISION	SAME	SAME
PERCENT EFFECTIVE GRADIENT	0.0002%		0.0012%	
VISUAL APPROACH AIDS	BOTH RUNWAYS: PAPI-4, REIL, WINDCONE, ROTATING BEACON		RW 04: ODALS BOTH: SAME	
INSTRUMENT APPROACH AIDS	BOTH: GPS RW 04: LOC FALCON 500/90		SAME GULFSTREAM 350	
CRITICAL AIRCRAFT STAGE LENGTH	2,000 NAUTICAL MILES		SAME	
RUNWAY SAFETY AREA DIMENSIONS	5,600' x 150'		8,000' x 500'	
OBJECT FREE AREA DIMENSIONS	5,600' x 500'		8,000' x 800'	
OBSTACLE FREE ZONE DIMENSIONS	5,400' x 400'		6,400' x 400'	
OBSTACLE FREE ZONE PENETRATIONS	NONE		NONE	
EFFECTIVE RUNWAY LENGTH	5,000'		6,000'	
RUNWAY HIGH/LOW POINTS	H: 316' MSL, L: 302.9' MSL		H: 322.9' MSL, L: 302.9' MSL	
MAXIMUM GRADE WITHIN RUNWAY LENGTH	2.65%		0.8%	
DISPLACED THRESHOLD	NONE		NONE	

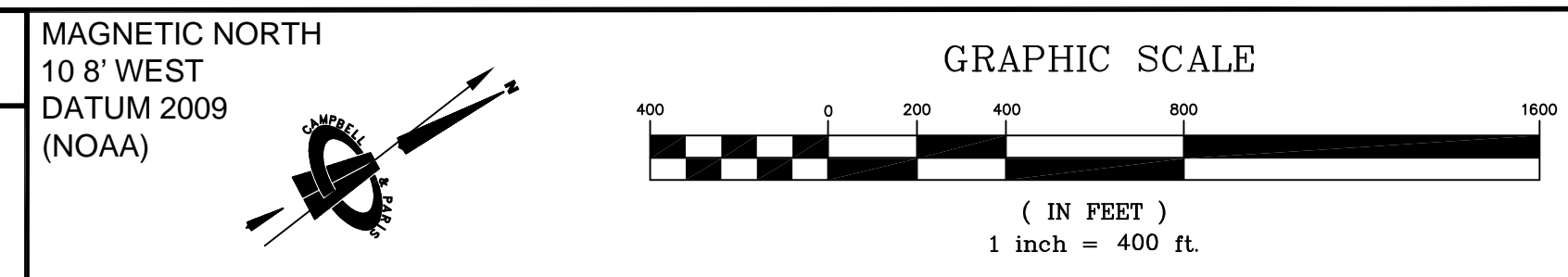
APPROVAL

CULPEPER COUNTY

VIRGINIA DEPARTMENT OF AVIATION

FEDERAL AVIATION ADMINISTRATION

APPROVAL SUBJECT TO COMMENTS AND RECOMMENDATIONS IN LETTER DATED.



NONSTD. CONDITIONS

RUNWAY END ID	NON STANDARD CONDITION	ACTION
RW 4	-----	-----
RW 22	-----	-----

NOTES

NO OBJECT FREE ZONE PENETRATIONS

BUILDING TABLE

NO.	DESCRIPTION/USE
1	EX. TERMINAL / FBO
2	EX. CORPORATE HANGAR
3	CIVIL AIR PATROL
4	EX. FUEL FARM
5	EX. T-HANGARS (10-UNIT)
6	EX. T-HANGARS (13-UNIT)
7	FUT. TERMINAL BUILDING (To Be Completed 2011)
8	FUT. T-HANGARS (To Be Completed 2011)
9	FUT. T-HANGARS (10-UNIT)
10	FUT. HANGARS (12,500 SF)
11	FUT. HANGARS (15,000 SF)
12	FUT. 60' x 60' JET POD (3,600 SF)

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS, AND EXTERIOR FINISHES OF STRUCTURES. FAA'S CONCERNS ARE OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS AND ADVERSE EFFECT OF CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENTS WHICH WOULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.

MODIFICATIONS OF STANDARDS

LEGEND

DESCRIPTION	EXISTING	FUTURE
RUNWAY SAFETY AREA	RSB	RSB
RUNWAY OBJECT FREE AREA	ROFA	ROFA
RUNWAY PROTECTION ZONE	RPZ	RPZ
TAXIWAY/TAXILANE OFA	TOFA	TOFA
BUILDING RESTRICTION LINE	NOT SHOWN	25' R/L
SPOT ELEVATIONS	x 170	SAME
AIRPORT REFERENCE POINT	⊙	⊙
AIRPORT PROPERTY LINE	---	---
FENCELINE	x	x
ROADWAYS	---	SEE PHASE
2' CONTOURS	---	SAME
LAND TO BE ACQUIRED	---	---
HOLD LINES	NOT SHOWN	---
ON AIRPORT BUILDINGS	---	SEE PHASE
ARCHAEOLOGICAL SITES	---	SAME
FLOODPLAIN	---	SAME
WETLANDS	---	SAME
AVIATION EASEMENTS	---	---

PHASING

PHASE	SYMBOL
UNDER CONSTRUCTION	⊞
I (0-5 YEARS)	⊞
II (6-10 YEARS)	⊞
III (11-20 YEARS)	⊞
IV (20+ YEARS)	⊞
TO BE DEMOLISHED	⊞

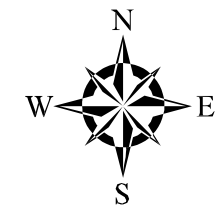
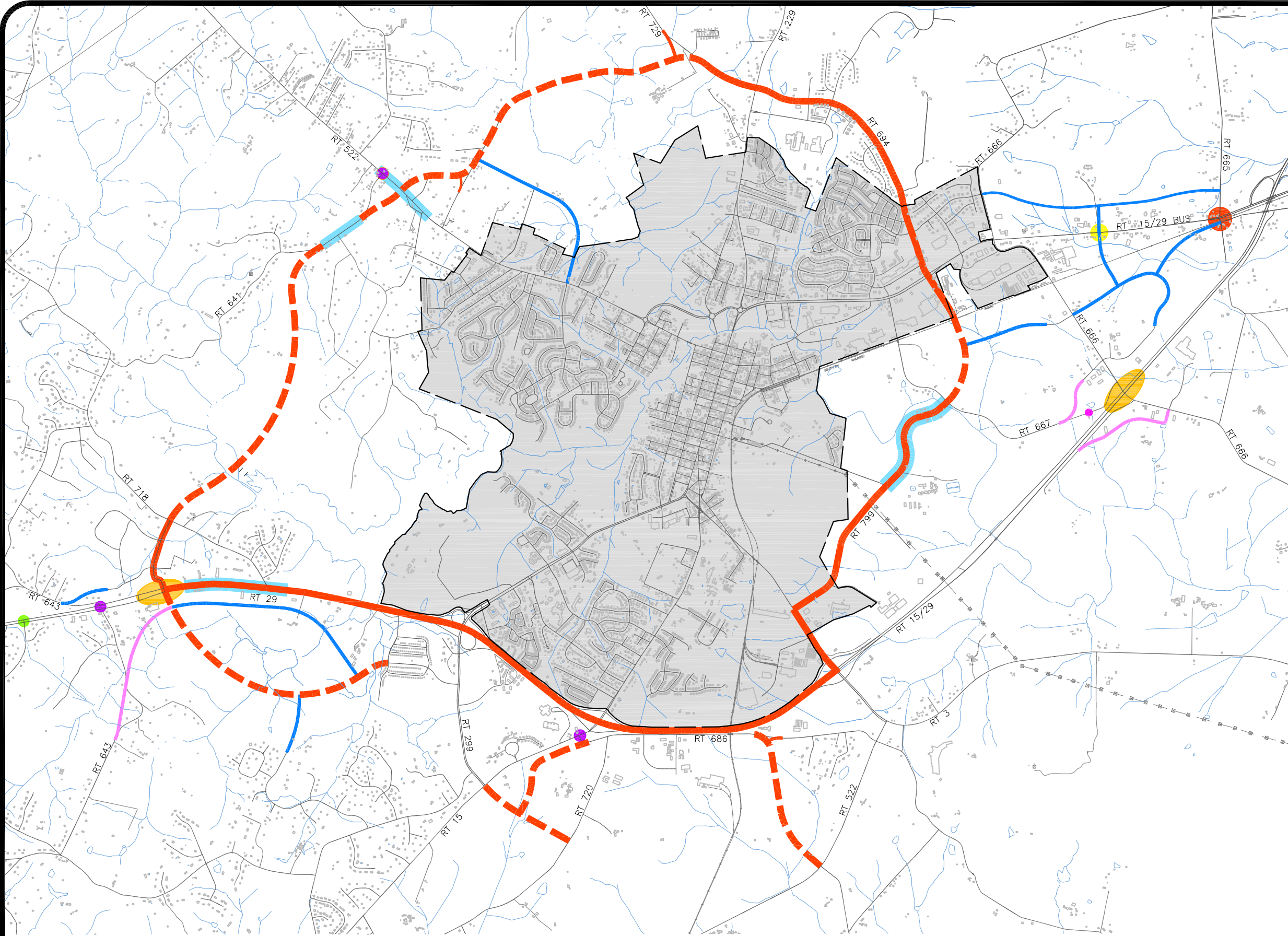
NO.	DATE	REVISIONS
1		
2		
3		
4		
5		
6		

CULPEPER REGIONAL AIRPORT
 CULPEPER, VIRGINIA

2010 MASTER PLAN UPDATE

AIRPORT LAYOUT PLAN

A.I.P. PROJECT NO. 3-51-0010-018
 SHEET NO. 3 OF 9



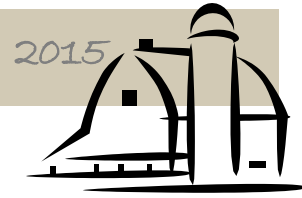
LEGEND

- REVIEW & UPGRADE ROAD GEOMETRICS
- MAJOR COLLECTOR
- MINOR COLLECTOR
- REALIGN ROAD
- LOOP ROAD (EX. SEGMENTS)
- FUTURE INTERCHANGE
- INTERSECTION STUDY REQUIRED
- POTENTIAL SIGNALIZATION
- ELIMINATE ACCESS
- SAFETY IMPROVEMENTS
- CUL-DE-SAC ROAD

TRANSPORTATION PLAN CULPEPER COUNTY, VIRGINIA



Prepared by
Culpeper County Planning Department



10. HISTORIC RESOURCES

INTRODUCTION

Overview

The County of Culpeper has a rich and diverse history, which has been well documented by numerous sources (see resource list at the end of the Introduction). Various sites have provided archaeological evidence of prehistoric settlement in the Culpeper County area. Specific information on these sites is on file with the Virginia Department of Historic Resources located in Richmond. In addition to these archaeological sites, preserved dinosaur tracks were found at the Culpeper Stone Quarry located in the Stevensburg area of the County. These prints, which date back 215 million years, are relatively rare and are currently on display at both the Museum of Culpeper History and the Smithsonian Museum in Washington, D.C.

The Sioux Indians were found to have settled in the area of present day Culpeper County by Captain John Smith. Captain Smith mapped the area in 1608, locating four Sioux Villages along and between the Rappahannock and the Rapidan Rivers. Captain Smith also met three other Indian tribes in the area, one of which, the Ontponeas, gave their name to Mount Pony. Some believe that the Ontponeas are responsible for the carvings inscribed in rock overhangs near Mount Pony's 791-foot high summit.

In 1649, King Charles II granted 5.28 million acres of land to seven proprietors. One of these grants, 629,120 acres known as the Northern Neck Proprietary, contained what was to become Culpeper County. In 1735, Thomas, Sixth Lord Fairfax, became the first owner of the Northern Neck Proprietary to set foot on his property. In 1749, the Virginia General Assembly created Culpeper County. The name Culpeper, surname of Lord Fairfax's mother, was chosen because Fairfax County already existed.

At the beginning of the Revolutionary War, Culpeper County was still on the nation's frontier, considered backwoods by the residents of urban eastern Virginia. Culpeper's famed Minute Men were first formed in 1775. During the Revolutionary War, the Minute Men fought in several battles, including the Battle of Great Bridge, the first Revolutionary battle on Virginia soil.

Culpeper County continued to grow during the period following the Revolutionary War. Towns, among them Jeffersonston and Stevensburg, were created by the Virginia General Assembly. The County seat was officially known as Fairfax, but was commonly called Culpeper Court House. Tobacco, which had been the primary agricultural crop and which also served as the primary medium of exchange, was slowly replaced in the fields by corn and wheat.

At the outbreak of the Civil War, Culpeper's citizens were solidly behind the cause of the South. Intense battles were fought in and around Culpeper. As the tide of the war shifted back and forth across Virginia, several areas in Culpeper were occupied in force alternately by both the Northern and Southern armies. Major battles of note which occurred in the County were the Battle of Brandy Station and the Battle of Cedar Mountain.

Reconstruction after the war progressed rapidly in Culpeper. Immediately after the war the County was described as a scene of utter desolation, but by 1867 the *Richmond Dispatch* reported that "the land

now smiles with its pristine verdure and beauty”. History has left its unique stamp on the physical development of Culpeper County. The County’s agricultural roots are apparent from the current landscape and development patterns. The development of transportation networks, first rivers, then wagon trails, railroads, and finally highways, influenced where and how growth occurred in the County.

Though many of Culpeper’s rural areas and landscapes have managed to survive largely intact, increasing pressures in recent decades from population growth, new development, and economic fluctuations have begun impacting many of the area’s cultural heritage resources. Signs of pervasive deterioration and neglect were noted in many of the areas of historic interest recently surveyed. The loss of this built heritage, in turn, impacts public memory and erodes the long-standing historic identities of many of Culpeper’s communities.

Historic Inventory

In January of 2008, Dovetail Cultural Resource Group began a multi-phase reconnaissance-level investigation of architectural and archaeological resources located within 23 previously specified Areas of Historic Interest (AOHI) in Culpeper County, Virginia known as the Cultural Resource Survey of Culpeper County. The established 23 AOHI relied heavily on The Historic-Site Survey and Archaeological Reconnaissance of Culpeper County, Virginia, (hereafter Historic-Site Survey) by Eugene M. Scheel prepared for the County of Culpeper, November, 1992 - April, 1994. This 1994 survey consists of two parts: a set of United States Geological Survey Map Quadrangles on which all of the sites are located; and a separate write-up for each site. This document, as well as the 2008 Cultural Resource Survey are hereby incorporated into the Comprehensive Plan by reference, and shall be used to support the policies set forth in this chapter.

The 2008 Cultural Resource Survey was completed at the request of the Culpeper County Department of Planning in satisfaction of requirements outlined in the Virginia Department of Historic Resources (DHR) cost-share survey program contract. The multi-phase survey comprised a Phase I level investigation of all historic architectural properties over 50 years in age and a general evaluation of each area’s potential archaeological value. Following the fieldwork, a comprehensive Data Sharing System packet was completed for each surveyed resource, including an architectural description, statement of significance, location maps, and sets of both black & white and color digital photographs. In addition, three of the areas of interest deemed potentially eligible for listing as historic districts on the National Register of Historic Places (NRHP) were subjected to more in-depth investigations and documented in a Preliminary Information Form (PIF) to be submitted to the DHR for its review. The 23 surveyed AOHI included: Brandy Station, Cedar Mountain Battlefield, Cunningham Farm, Fleetwood Hill, Griffinsburg, Hansborough Ridge, Hansborough Ridge Encampment, Hazel River, Jeffersonton, Jonas Run, Kelly’s Ford, LaGrange, Lignum, Mitchell’s, Mount Pony, Mountain Run, Raccoon Ford, Rapidan, Richard’s Ford, St. James Church, and Stevensburg. Two other areas, Beverly’s Ford and the Rappahannock River Fortifications, were also among the original list of twenty-three AOHI, but were not studied further.

In total, Dovetail completed surveys of 274 new and previously-recorded historic properties in 21 of the 23 targeted areas of historic interest. The resultant pool of surveyed resources spans the entire spectrum of Culpeper County's cultural development, dating from early prehistoric periods through the current millennium. The distribution of individually recorded sites is consistent with the pattern seen in many other areas of the state: a scattering of pre-Civil War era buildings intermixed with a preponderance of buildings dating to both the post-bellum period and the years between the two World Wars.

In addition to these comprehensive studies, the National Register of Historic Places, the National Historic Landmark Program, Virginia's Landmarks Register and the work of local historians provide information on the significant historic places and archaeological sites located throughout the County.

References include, but are not limited to, the following books:

- Culpeper: A Virginia County's History Through 1920 by Eugene M. Scheel, published by the Culpeper Historical Society, Inc., Culpeper, Virginia, 1982.
- An 18th Century Perspective: Culpeper County, Virginia compiled and edited by Mary Stevens Jones, published by the Culpeper Historical Society, Inc., Culpeper, Virginia, 1976.
- Historic Culpeper prepared and published by the Culpeper Historical Society, Inc., Culpeper, Virginia, 1974.
- We Were Always Free by T. O. Madden, Jr. and Ann L. Miller, published by Norton, 1992.
- Genealogical and Historical Notes on Culpeper County, Virginia compiled by Raleigh Travers Green, originally published in 1900, republished in 1971 by Regional Publishing Company.
- Seasons of War by Daniel E. Sutherland, published by The Free Press, 1995.
- Culpeper: A 20th Century History by Donnie Johnson, published by Maple Leaf Press, 2004.

"It has been said that, at it's best, preservation engages the past in a conversation with the present over a mutual concern for the future."
– William Murtagh, first keeper of the National Register of Historic Places

Preservation

The question of why to preserve historically significant features is integral to community, national and social values. The question of how to protect them are policy decisions. Two important interests of the County are:

1. The preservation of areas of historic interest and open space contributing to the County's legacy;
2. Managing development to insure that historic resources are protected and, if possible, enhanced.

Preservation of sites as open space requires consideration of land purchase and maintenance, as well as property rights. Allowing development while attempting to preserve historic resources requires careful study and planning. It is recommended that steps be taken to protect our significant resources. In many situations, neither total preservation forever nor complete openness for development is either practical or realistic. It is more effective for preservation groups, communities, and private individuals to unite in crafting solutions that take into account the unique aspects of each situation.

The Comprehensive Plan is not a regulatory document. It exists to set forth policies and guidelines to provide a framework in making land use decisions. The policies included in this chapter can be implemented through the development process. The policies are set forth such that a framework will be in place to foster strong historic preservation efforts. The policies stress measures which will not only allow the County to be proactive preserving historic sites, but also which will allow development proposals to become catalysts for major projects. Development and preservation may seem to be in direct conflict; but they often can co-exist, and even reinforce each other. In fact, through trade-offs, clustering, and advanced marketing in conjunction with the County, development can gain exposure from nearby historic sites; and benefit them by creating awareness, study, and public access.

POLICIES

General Policies for Historic Preservation

The primary purpose of this chapter is to encourage and facilitate the identification and protection of the County's significant historic resources. Its secondary intent is to enhance awareness of the history of the County and the importance of preserving properties which are significantly linked with that history. To further this purpose, the following policies are established:

- In making land use decisions, consider identification of Culpeper County's significant historical, archaeological, architectural, and other cultural resources for the benefit of the County's citizens and visitors. This is to be accomplished through surveys and studies, maintenance of the Cultural Resource Survey, The Historic-Site Survey and Archaeological Reconnaissance of Culpeper County, Virginia, and nominations of significant resources to the Virginia Landmark and National Registers. The resources identified under this policy specifically include sites that are significant to the County's and the nation's various cultural communities.
- In making land use decisions, consider the protection of cultural resources that are important in documenting the prehistory or history of the County. This is the broadest of the policies included in this chapter. This policy may be accomplished through any of the following strategies, or any

combination thereof:

- Require applicants for rezonings and special use permits to refer to and conduct surveys of historic resources.
- Encourage the use of preservation easements.
- Encourage maintenance and protection of historic properties.
- Utilize conditional zoning procedures which promote preservation.

- Enhance the awareness of Culpeper County's history and the importance of the County as it relates to the Commonwealth of Virginia and the United States. This policy may be accomplished through public awareness efforts, including broad dissemination of the Cultural Resource Survey, The Historic-Site Survey, and the creation of brochures, slogans, and other promotions to increase tourism and to promote the protection of sites.

Action Strategies

While the policies outlined above are general in nature, and could be applied county-wide to sites identified in the Cultural Resource Survey and The Historic-Site Survey, the strategies which follow are more specific, and the sites to which they apply are identified in this chapter.

- Consider mitigation measures for all new development within the Areas of Historic Interest.
 - Recognize the Brandy Station and Cedar Mountain Battlefield areas as delineated in this chapter.
 - Require a Conceptual Development Plan to be submitted for all rezoning, special use permits, and site plan applications which are in close proximity to historic sites.
 - Where warranted by authoritative survey and DHR criteria, require applicants to submit Phase I archaeological surveys as part of the rezoning and special use permit submission package. If necessary, require additional surveys as outlined in the Phase I report. Use these studies in the formulation of the Conceptual Development Plan.
 - Encourage the retention of existing trees and vegetation. Employ significant vegetative buffering along roadways.
 - Encourage the use of clustering and large open spaces for developments which are in close proximity to historic areas and sites.
 - Encourage development proposals to include interpretive features such as historic markers, public access, and trail systems.

- Encourage development that is located, situated, and buffered so as to maintain a high degree of the existing physical and visual integrity while still recognizing the appropriate development.
- Where construction is approved, encourage compatibility with historic buildings located in historically significant villages, convenience centers, cultural centers, and crossroads.
- Apply mitigation measures to all new development which is in close proximity to sites listed on the Virginia or National Registers, or sites identified in the Cultural Resource Survey and The Historic-Site Survey as potential National Register Sites. Additionally, seek to enhance these sites.
 - Where construction is approved, encourage compatibility with any historic building located in close proximity.
 - Require that National Register and potential National Register buildings are preserved on adequately sized lots.

BRANDY STATION AND CEDAR MOUNTAIN BATTLEFIELDS

The Brandy Station Battlefield

The Battle of Brandy Station took place on June 9th, 1863. 20,500 troops were involved in the conflict, in which there were 1,400 casualties and missing. In terms of the number of troops involved, the battle ranks 72nd among all Civil War engagements; and in terms of casualties, it ranks 91st. Brandy Station was the largest cavalry battle of the war, and military historians cite it as the largest cavalry engagement in the Western Hemisphere. Strategically, it is considered the opening battle of the Gettysburg Campaign.

While the battle encompassed a large area, it can be divided into three sectors:

- 1) Kelly's Ford (Kelly's Ford area of historic interest).
- 2) Stevensburg (Stevensburg, Mountain Run and Hansbrough's Ridge areas of historic interest).
- 3) Brandy Station (Brandy Station, Fleetwood Hill, St. James Church, Cunningham Farm, and Beverly's Ford areas of historic interest).

Further details about the battle can be found in the Cultural Resource Survey and The Historic-Site Survey. The areas of historic interest, and the components of those areas, are described briefly and mapped in this chapter. The areas of St. James Church and Fleetwood Hill are primarily west of Beverly's Ford Road. Development endeavors and efforts to improve the Culpeper Regional Airport to the east of Beverly's Ford Road will not necessarily adversely impact the historic areas, and should not be impeded by the policies of this Chapter. The Airport Layout Plan has already undergone a complete Federal environmental review and a Finding of No Significant Impact (FONSI) has been issued by The Federal Aviation Administration. The County will abide by all requirements of the FONSI.

The Cedar Mountain Battlefield

The Battle of Cedar Mountain took place on August 9th, 1862. Also known as the Battle of Slaughter's Mountain or Cedar Run, the battle involved approximately 28,000 active troops, 20,000 of them Confederate, under command of Major General Thomas J. 'Stonewall' Jackson. Opposing this force was Major General John Pope's Army of Virginia, in its first action. The five-hour fight was intense, with Union casualties at thirty percent of the troops engaged: 2,400 killed, wounded, and missing. The Confederates lost six percent of their force totaling approximately 1,300. The importance of the battle is debated, but it has been described as a crucial preliminary battle in the Second Manassas campaign.

Further details about the battle can be found in the [Cultural Resource Survey](#) and [The Historic-Site Survey](#). This area of historic interest, unlike Brandy Station, is defined as a single, contiguous area.

CORE AND STUDY AREAS FOR CIVIL WAR BATTLEFIELDS

Under the Civil War Battlefield Preservation Act of 2002, the American Battlefield Protection Program has designated "core areas" and surrounding "study areas" for multiple battlefields in Culpeper County. These areas are extensive, and encompass areas much larger than the Areas of Historic Interest contained in this chapter. These core and study areas should be taken into account, however they cannot reasonably be considered for complete protection from development.

AREAS OF HISTORIC INTEREST

The Historic-Site Survey identifies individual buildings, building sites, archaeological sites, and other historically significant places throughout the County. In some instances, a ‘place’ may consist of more than one parcel of land. These may be villages, battlefields, areas that may contain a high concentration of individual sites, or areas of similar characteristics. These areas have been identified as Areas of Historic Interest (AOHI). Twenty-three designated areas were delineated in the 1999 Comprehensive Plan (map 10.1). Twenty-one of these areas were resurveyed in 2008 by Dovetail Cultural Resource Group under the direction of the County and DHR. Their report, the Cultural Resource Survey is incorporated in the area summaries as follows.

Brandy Station, Area of Historic Interest (Map 10.1-1):

The Brandy Station area of community interest includes most of the older structures in the village of Brandy Station and is outlined on the area map. Most of the area identified is south of Route 15/29 and the Southern Railroad corridor. There are many late 19th and early 20th century structures, with the newer structures generally in keeping with the older. Any new construction should be encouraged to maintain that motif. The structures of local significance include Graffiti House, Blue Haven, Bailey’s Store, Stone-Compton House, Brandy Baptist Church, Christ Church Rectory, Christ Episcopal Church, Brandy Station Post Office, Fleetwood Methodist Church, Humphries House, and Stevens Masonic Lodge. A more intensive historic-site survey or archaeological reconnaissance is probably not needed when considering development in this area, although excavation should be performed with caution.



Graffiti House, Photo by Dovetail Cultural Resources Group

Cedar Mountain Battlefield, Area of Historic Interest (Map 10.1-2):

The area delineated encompasses the main area of fighting, the area of five early 20th century memorials to the battle, and the area of the majority of fifty-five small markers.

The Historic-Site Survey delineates two additional boundaries. One is that of the U.S. Park Service (1987) and the other is that of the Virginia Historic Landmarks commission (1988). “An Assessment of the Cedar Mountain Battlefield in Culpeper County” indicates the basis for the area shown and details the battle.

Cunningham Farm, Area of Historic Interest (Map 10.1-3):

The Cunningham Farm AOHI encompasses a 571-acre tract located north of Route 15/29 in north-central Culpeper County. Most of the land consists of open, agricultural fields that are recorded as part of the Brandy Station Battlefield. A small gravel parking area with interpretive signage is located within the southern section of this AOHI to cater to Brandy Station battlefield tourists. Only two resources were recorded within this AOHI, but both properties provide useful insights into the distinct agricultural history of this area.

Fleetwood Hill, Area of Historic Interest (Map 10.1-4):

The Fleetwood Hill AOHI, located in central Culpeper County between Brandy Station and Elkwood, is the second-largest AOHI at 1,370 acres. Like most of this part of Culpeper County, the Fleetwood Hill area is primarily still used for agricultural purposes, and most of the land is under cultivation. The oldest resource is Farley. Located near the intersection of Routes 663 and 679, Farley was constructed in 1801 and has been fully restored. The modern home was removed by the Civil War Trust to restore the battle era viewscape.



Farley, Photo by Dovetail Cultural Resources Group

Griffinsburg, Area of Historic Interest (Map 10.1-5):

This is the 'newest' of Culpeper County's historic areas and many of the buildings date from the 1920's, with the oldest structure being Yates Inn, ca. 1906. The remaining buildings are associated with persons of note.

Hansbrough's Ridge and Hansbrough's Ridge Winter Encampment Area of Historic Interest (Map 10.1-6):

Controversy exists regarding the location of both the main Union and Confederate positions in this area. It is this area, however, where the heaviest fighting in the Stevensburg sector of the Battle of Brandy Station occurred, fought June 9, 1863. All sources agree that the heaviest fighting took place north of present Routes 3 and west of present Route 739.

The designated area of historic interest includes the Winter encampment of the Army of the Potomac, 1863-1864. From November 26, 1863 to May 4, 1864, the Ridge lodged the 2nd Corps of the Army of the Potomac and the 20th Regiment of the Massachusetts Volunteer Infantry. More than 10,000 men

resided here in a military city on the crest and slopes of what they called “Piney Ridge”. The site contains shallow depressions where the soldiers built huts, and many fallen chimney bases which retain the original fireboxes and hearths.

This site is designated on the Virginia Department of Historic Resources Inventory and is a potential National Register Site. There has been, however, a great deal of disruption and relic hunting in this area.

Salubria, a cavalry brigade headquarters and the oldest brick home in the County (built by one of Culpeper’s most famous Episcopal ministers), is also incorporated here. This area is bisected by a primary road, Route 3, which is planned for widening to four lanes. The area of historic interest focuses on Salubria to the south and the winter encampment to the north, neither of which will be adversely impacted by the road development.

Hazel River, Area of Historic Interest (Map 10.1-7):

The Hazel River-Ryland Chapel area of historic interest extends from the crossroads of old Ryland Chapel east to Hurt’s Ford on the Hazel River. This area is scenic as well as historic. At the center, Ryland Chapel Road follows the ridge, and along its 2 miles are nine homes dating from the mid-to-late 19th century. The most important is North Cliff, built in 1847, which is a potential National Register Site. In addition to North Cliff, the homes of interest include Rock Springs, Spring Hill, Clover Hill, Edgewood, Haught Place, Homeland, and Coons Place. A very large number of interesting outbuildings accompany these homes. At least three of the outbuildings are log corn houses. It is recommended that future development in this area proceed with extreme care, especially regarding the building setbacks, since most of these homes are set a good distance from the road. The Hazel River itself provides a significant resource contributing to the value of this area.

Jeffersonton, Area of Historic Interest (Map 10.1-8):

The Village of Jeffersonton has roots in two towns: Jefferson Town, the southern part, and Wealsborough, the northern part of the village. By the late 1820s, Jeffersonton (as the U.S. Post Office called it) had eclipsed Stevensburg as Culpeper’s leading town, owing to the intersection of two regional roads and the opening of Jeffersonton Academy. Significant structures in the Jeffersonton area of historic interest include the Jeffersonton Baptist Church, dated 1848 and a potential National Historic Site, the Jeffersonton Methodist Church, dated 1907, and many historic residences. Also of significance are the areas around the Baptist Church where a Civil War skirmish occurred, the Jeffersonton Academy archaeological site, and structural reminders of the 1730 Little Fork German Settlement.

Jeffersonton School, Photo by Dovetail Cultural Resources Group



Mountain Run and Jonas Run Area of Historic Interest (Map 10.1-9):

This area includes the final Confederate and Union positions of the significant Stevensburg sector during the June 9, 1863, Battle of Brandy Station. The Confederates were positioned north of the Run, and the Union forces south of the run centered at Thomas Norman's grist mill located just off the old Carolina Road (present Route 663). Casualties in this area were slight but significant: Colonel Matthew Calbraith Butler was severely wounded, and Jeb Stuart's chief scout, Will Farley, was killed. Farley was buried in Culpeper's Fairview Cemetery until returned to his South Carolina family in 2002. The Confederates held their line at Mountain Run, preventing a major northern force from joining the Fleetwood Hill action that was ongoing near Brandy Station at the same time. Colonel Butler later became a South Carolina Senator and Major General of Volunteers during the Spanish-American War of 1898. Any controls on this district should allow for a reasonable widening of Route 663, Stevensburg Road.

Kelly's Ford, Area of Historic Interest (Map 10.1-10):

This area encompasses the first Union and Confederate positions of the March 17, 1863, Battle of Kelly's Ford -the area of heaviest fighting. This area also includes all of the November 7, 1863, action at the Ford which, resulted in more than 300 casualties; the archaeological sites of the village of Kellysville, the largest manufacturing complex in prewar Culpeper County (grain and lumber mills, barrel and shoe factories, slaughterhouse, butter, etc.); the village of Wheatleyville; and related mill dams, races, fords, and bridges. It is notable that much of this area and a significant area along the Rappahannock River to the north has been placed in permanent historic conservation easements.

LaGrange, Area of Historic Interest (Map 10.1-11):

Significant structures in the LaGrange area of historic interest include the LaGrange Post Office, a second LaGrange Post Office, Luther Brown House, Brown's Shop, and the Herbert Brown House. These buildings all date from the turn of the 20th century.

Lignum, Area of Historic Interest (Map 10.1-12):

Lignum, Latin for wood, started with the establishment of Absalom Graves Willis' steam powered sawmill which produced and assembled hardwood barrels after the Civil War. Village growth added numerous residences, stores, shops, and the first rural accredited high school in Culpeper. Historic structures located in the Lignum area of historic interest include the Lael Baptist Church, J. A. Brown's Store, Willis' Store, Hopewell Methodist Church, and several residences. Two archaeological sites also have been identified.

Mitchells, Area of Historic Interest (Map 10.1-13):

This area began as Mitchell's Station, a stop on the Orange and Alexandria Railroad in 1854. It includes the Mitchell's Presbyterian Church, Mitchell's School, Foxleigh Farm, Mitchell's Store, Bethel Baptist Church, and the Carpenters Seed Cleaning Plant. Boundaries of this area enclose the listed structures in addition to an extra 300 feet around them. Three houses included in this area date from post -1950, but are in character with the older structures.



Mitchell's Presbyterian Church,
Photo by Dovetail Cultural Resources Group

Mount Pony, Area of Historic Interest (Map 10.1-14):

This area has an extensive agricultural history. The intent is to conserve a particularly beautiful viewshed of original farmland in proximity to the Town of Culpeper. The western boundary is 300 feet west of the old Georgetown-to-Nalles Mill Road. The northern boundary is generally Mountain Run. The southern boundaries encompass Mount Pony.

Most of this area was part of Charles Carter's early 18th century 36,000 acre Mount Pony Tract. Within a distance of three miles along Route 3, there are several homes of historic interest. This area also includes the Georgetown-to-Nalles Mill Road trace, the Mount Pony Church marker, and the rock drawing atop Mount Pony. The height of this prominence above the Piedmont plain served for centuries as a communications point.

Raccoon Ford, Area of Historic Interest (Map 10.1-15):

Raccoon Ford began with John Alcocke's mill about 1815, the Post, (probably a store and blacksmith shop) 1825, and by 1834, contained eight significant homes, the mill complex extending to both sides of the Rapidan, a shoe and boot factory, tailor, wagon-maker, and carriage-maker. After its near destruction during the Civil War, Gustavus Brown Wallace Nalles rebuilt the village; and sold lots through the 1880's to restore its vitality. Photographs of the village show three stores standing before 1913. Severe floods in 1937 and 1942 washed away the mill and the bridge, respectively, with the last store burning in 1949 and the post office closing in 1951.

Rapidan, Area of Historic Interest (Map 10.1-16):

Previously known as Waugh's Ford, this area was renamed Rapidan when the railroad came through in the mid-1850s. The extended area includes land in both Culpeper and Orange Counties, and was designated the Rapidan Historic District in 1915 by the Virginia Department of Historic Resources. Area boundaries enclose all significant structures with an additional 300-foot buffer. The river was named 'Rapid Anne' for the last Stuart monarch, for whom Germanna was named in the year she died; and the need for a chain-drawn ferry to negotiate the swift current.



Rapidan Passenger Depot,
Photo by Dovetail Cultural Resources Group

Richard's Ford-Hassininga, Area of Historic Interest (Map 10.1-17):

This area includes the American Indian village of Hassininga, and the general area near Richard's Ford and Ferry, including the locks, dams, and associated structures of Powell's Canal of the Rappahannock Navigation enterprise. The area is one of the most important, nearly pristine regions of the County, with sites dating from prehistoric times through the mid-19th century. Most, if not all of this area, is owned by the City of Fredericksburg and is protected by a Virginia Outdoors Foundation conservation easement.

St. James Church, Area of Historic Interest (Map 10.1-18):

The St. James Church AOHI, located in central Culpeper County, includes 120 acres. Most of the land is in open, agricultural fields that are recorded as part of the Brandy Station Battlefield. A small area of the Culpeper Regional Airport is within the AOHI. All of the historic resources within the area are archaeological sites or architectural ruins.

The St. James Episcopal Church site includes the ruins of both the ca. 1840 church and its associated cemetery. The church was destroyed during the Battle of Brandy Station, and the cemetery was left in ruin. Archaeological excavations of the church site were conducted in 1992 by a team from the Smithsonian, led by Dr. Douglas Owsley. Artifacts from the church component consisted primarily of architectural items, while the cemetery artifacts included coffin hardware, burial clothing, and accessories. Today, the area is protected, and contains a parking lot, interpretive trails, and wooden signage denoting the remains of the original church and the location of the cemetery. Several interpretive signs recounting the history of the church and the battle are located just off the parking area.

Stevensburg, Area of Historic Interest (Map 10.1-19):

This area contains the remains of the old village of Stevensburg, Culpeper County’s first village of prominence. While there are only two homes in the village which retain their 19th century look, there are many structures which date from the late 19th and early 20th centuries. The newer homes are in scale with the older homes. This area also includes the Stevensburg Baptist Church and its cemetery. New buildings in this area should blend in with the old, especially with respect to scale. The widening of Route 3 has been long anticipated and will not be hampered by the historic nature of the area.

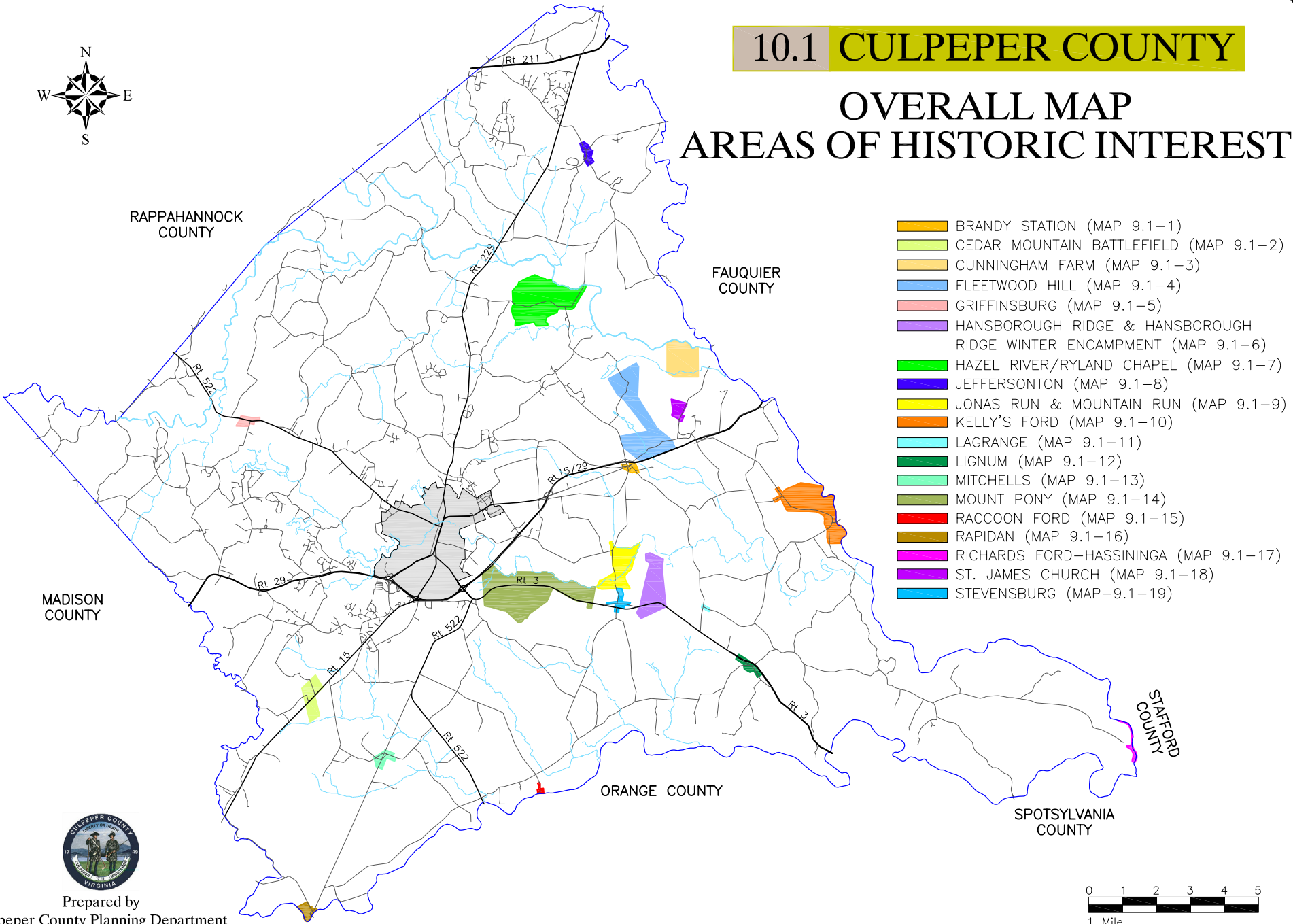
HISTORIC VILLAGE AND CULTURAL CENTERS

The areas of historic interest listed below focus on certain County crossroads which became noted village or cultural centers. These areas generally centered on general stores, post offices or other commercial sites. They are historically significant in the context of the socio-economic development of the County. They have been previously described within this chapter.

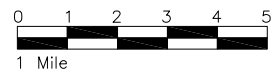
- | | |
|-----------------------|--------------------|
| Brandy Station | Lignum |
| Griffinsburg | Mitchells |
| Jeffersonton | Rapidan |
| LaGrange | Stevensburg |

10.1 CULPEPER COUNTY

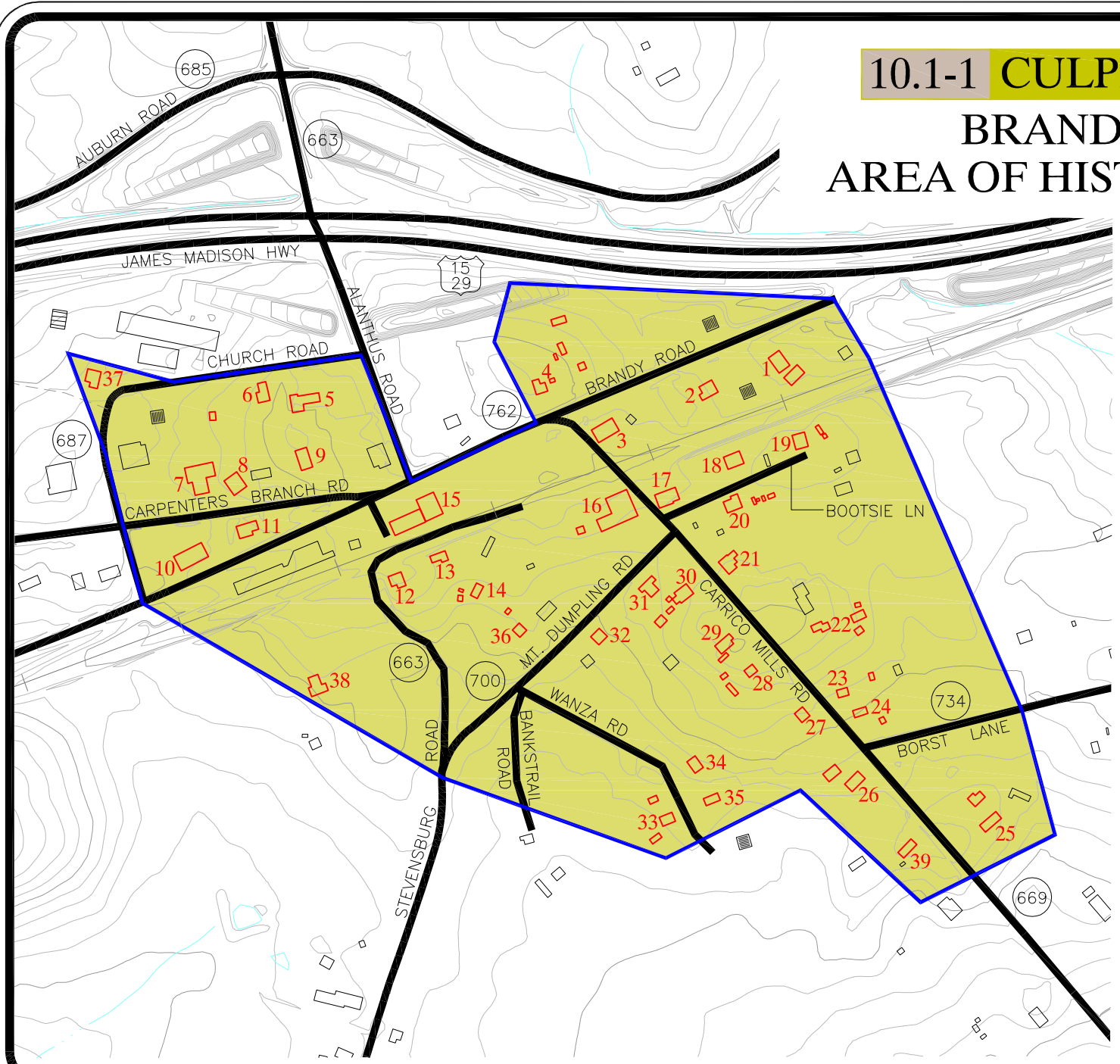
OVERALL MAP AREAS OF HISTORIC INTEREST



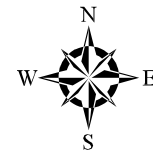
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10.1-1 CULPEPER COUNTY BRANDY STATION AREA OF HISTORIC INTEREST



REFER TO THE BRANDY STATION AREA OF HISTORIC INTEREST INVENTORY CHART



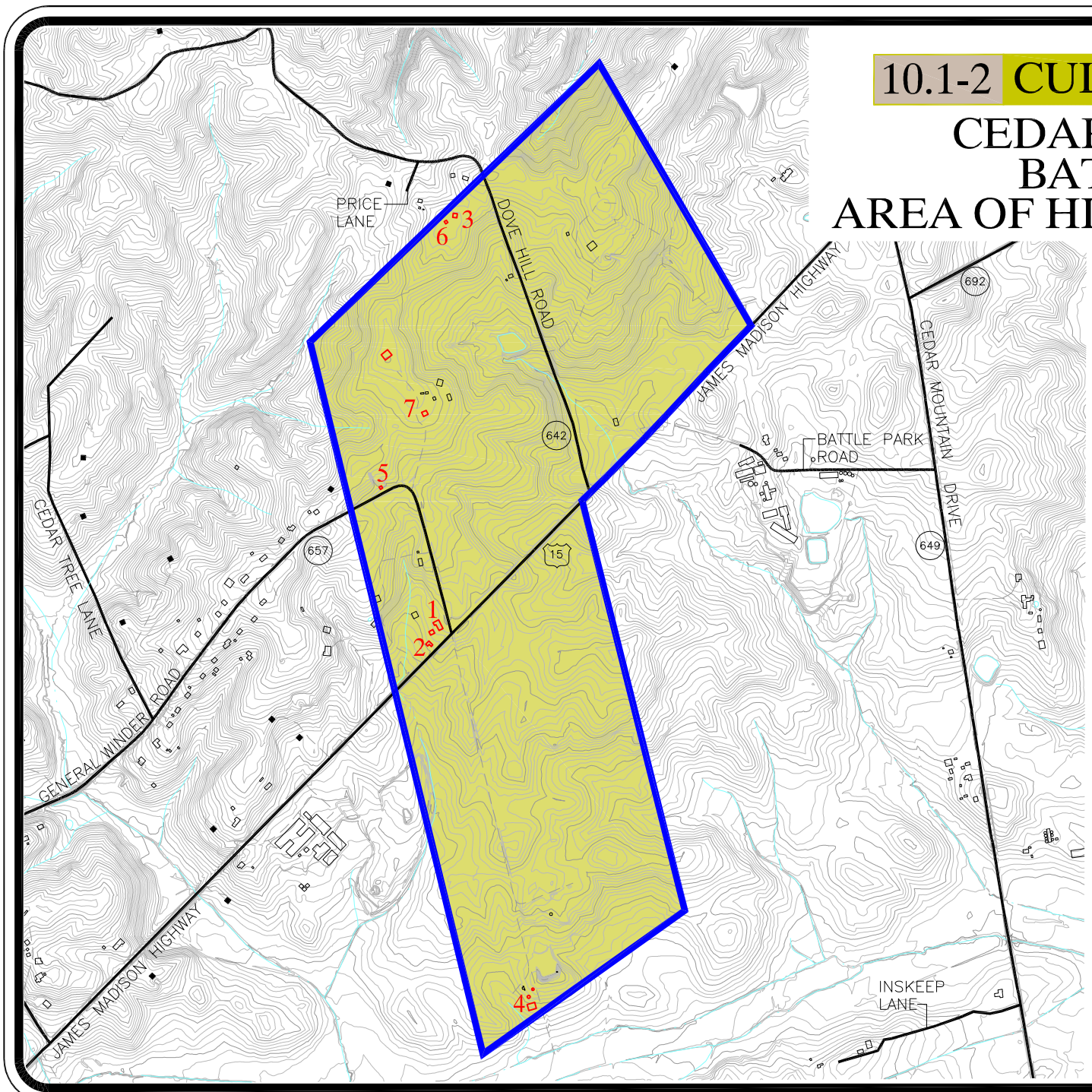
Prepared by
Culpeper County Planning Department



BRANDY STATION AREA OF HISTORIC INTEREST INVENTORY CHART		
NUMBER	RESOURCE NAME	DATE
1	Fleetwood Church	1890
2	Graffiti House	1858
3	Highway Safety Supply	1940
4	House, 19465 Brandy Road	1890
5	Brandy Episcopal Church	1948
6	House, 19668 Church Road	1880
7	Brandy Baptist Church	1890
8	House, 19351 Carpenter's Branch Road	1910
9	House, 19373 Carpenter's Branch Road	1910
10	Steve's Car Store	1940
11	House, 19350 Carpenter's Branch Road	1900
12	House, 14671 Stevensburg Road	1890
13	House, 14647 Stevensburg Road	1920
14	George Stone House	1850
15	Warehouse, 19424 Brandy Road	Post-1850
16	Bailey's Store	1880
17	Masonic Lodge #169	1884
18	House, 19489 Bootsie Lane	1910
19	Myers House	1900
20	House, 19484 Bootsie Lane	1880
21	Loysen House	1890
22	Houses, 14685 & 14689 Carrico Mills Road	1900
23	House, 14699 Carrico Mills Road	1920
24	House, 14707 Carrico Mills Road	1900
25	House, 14739 Carrico Mills Road	1920
26	House, 14720 Carrico Mills Road	1920
27	House, 14694 Carrico Mills Road	1929
28	House, 14676 Carrico Mills Road	1939
29	House, 14666 Carrico Mills Road	1890
30	House, 14646 Carrico Mills Road	1880
31	House, 19726 Mt. Dumpling Road	1880
32	House, 19706 Mt. Dumpling Road	1850
33	House, 14720 Wanza Road	1930
34	House, 14713 Wanza Road	1870
35	House, 14727 Wanza Road	1920
36	House, Mt. Dumpling Road	1909
37	House, 19627 Church Road	1939
38	House, 14686 Stevensburg Road	1929
39	House, 14746 Carrico Mills Road	1929

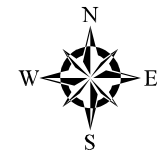
10.1-2 CULPEPER COUNTY

CEDAR MOUNTAIN BATTLEFIELD AREA OF HISTORIC INTEREST

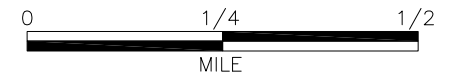


LEGEND

- 1 House, 9623 James Madison Hwy
- 2 Store, 9607 James Madison Hwy
- 3 House, 21620 Dove Hill Road
- 4 Crittenden House Ruins
- 5 Daughters of the Confederacy Monument
- 6 House, 21725 Dove Hill Road
- 7 House, 9517 General Winder Road

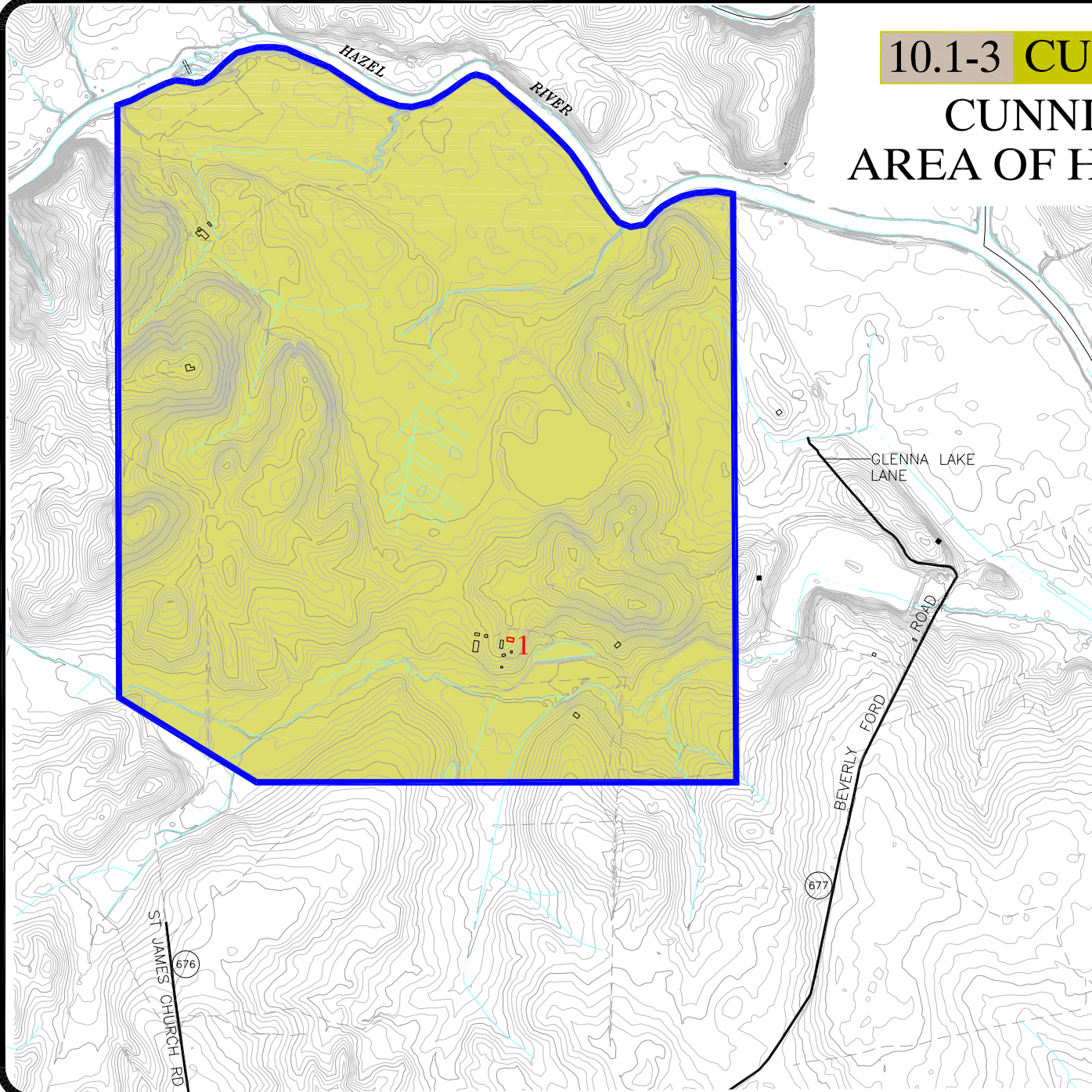


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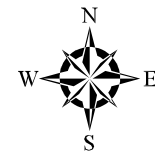
10.1-3 CULPEPER COUNTY

CUNNINGHAM FARM
AREA OF HISTORIC INTEREST

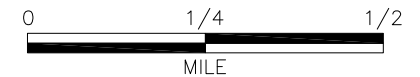


LEGEND

- 1 Cunningham Overseer's House

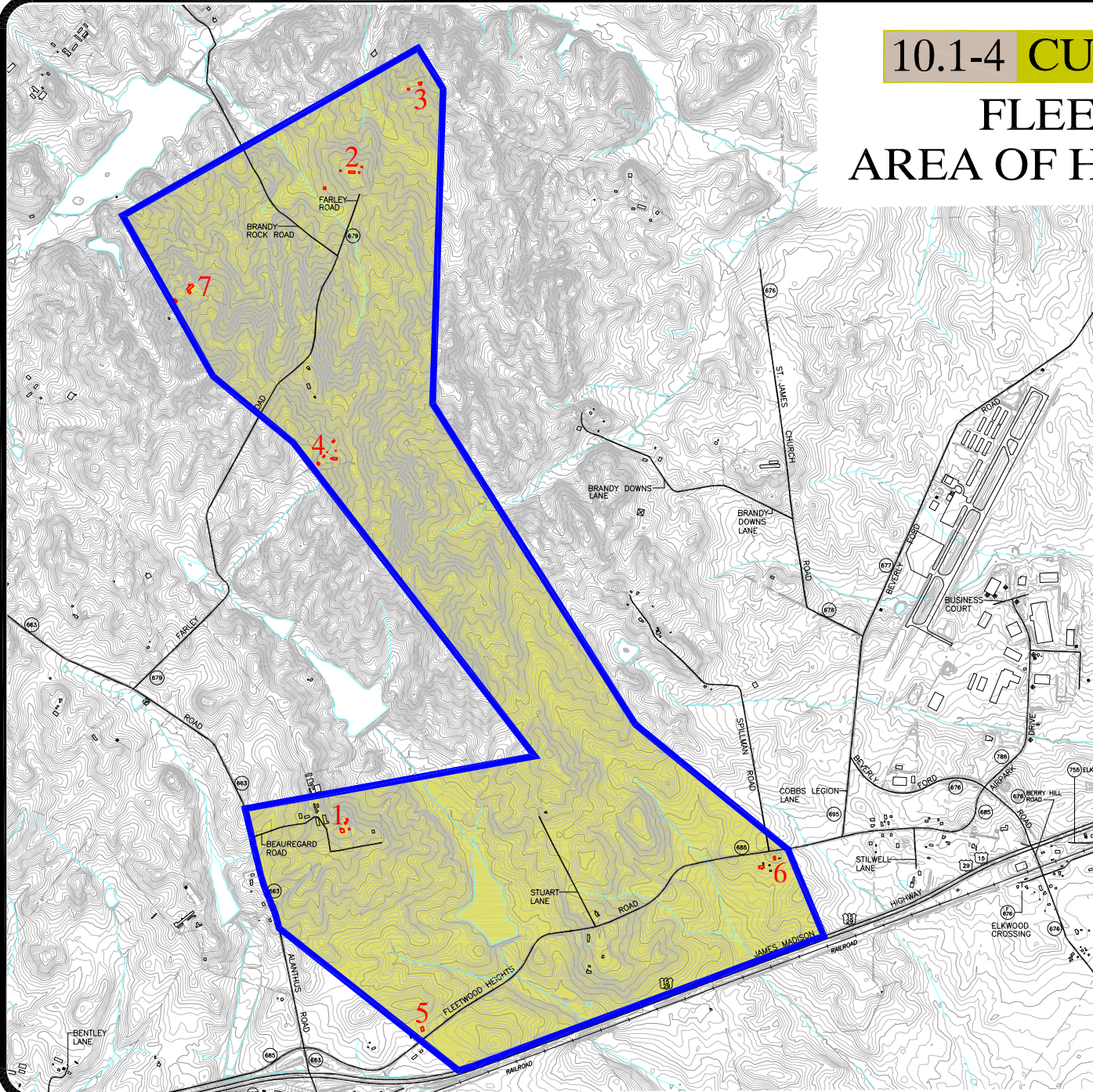


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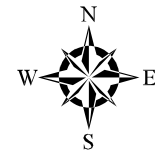
10.1-4 CULPEPER COUNTY

FLEETWOOD HILL AREA OF HISTORIC INTEREST



LEGEND

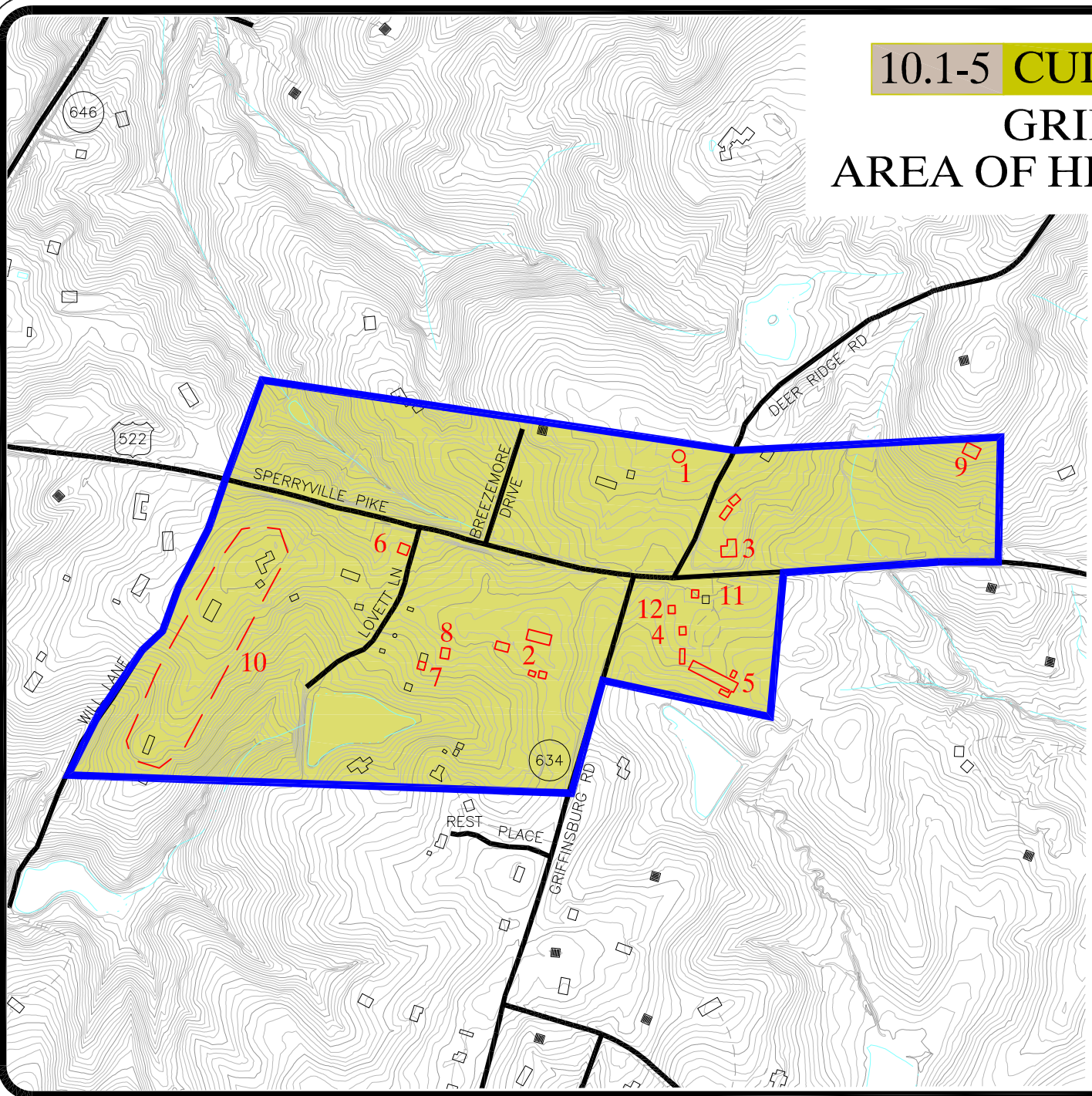
- 1 Beaugard
- 2 Farley
- 3 Monument Hill Farm
- 4 Beaugard Tenant House
- 5 Brandy High School Auditorium
- 6 House, 21064 Fleetwood Heights Rd
- 7 Brandy Rock Farm



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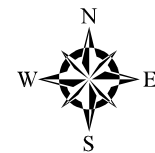


10.1-5 CULPEPER COUNTY
GRIFFINSBURG
AREA OF HISTORIC INTEREST



LEGEND

- 1 Yates Family Cemetary
- 2 Soldier's Rest
- 3 Yates Inn
- 4 House, 8058 Sperryville Pike
- 5 Windmore
- 6 House, 7472 Sperryville Pike
- 7 House, 13179 Lovett Lane
- 8 House, 13173 Lovett Lane
- 9 Beattie Place
- 10 Sterile Acres
- 11 Yates Store
- 12 House, 8048 Sperryville Pike



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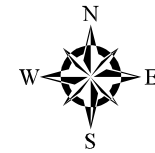


10.1-6 CULPEPER COUNTY

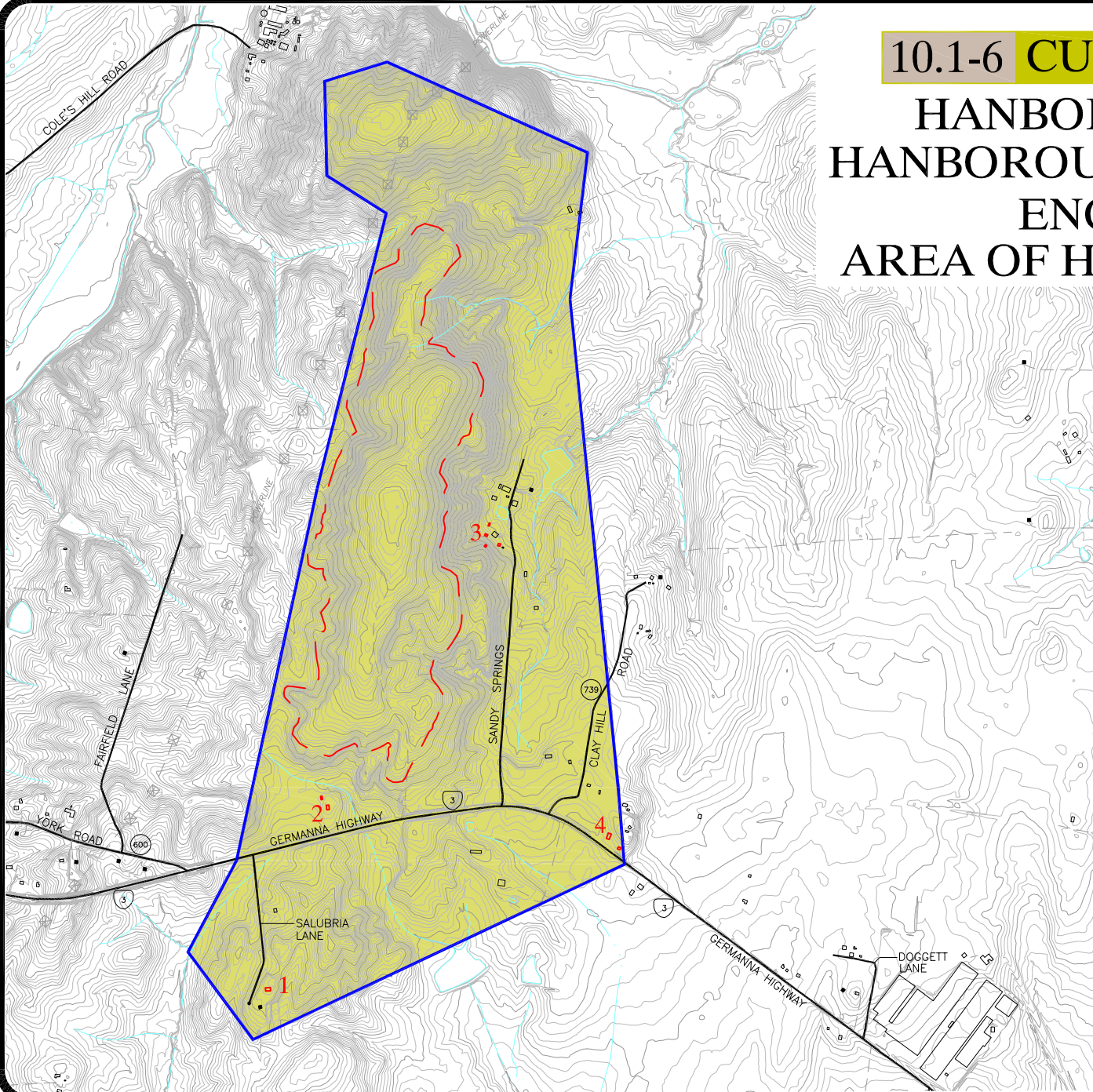
HANBOROUGH RIDGE & HANBOROUGH RIDGE WINTER ENCAMPMENT AREA OF HISTORIC INTEREST

LEGEND

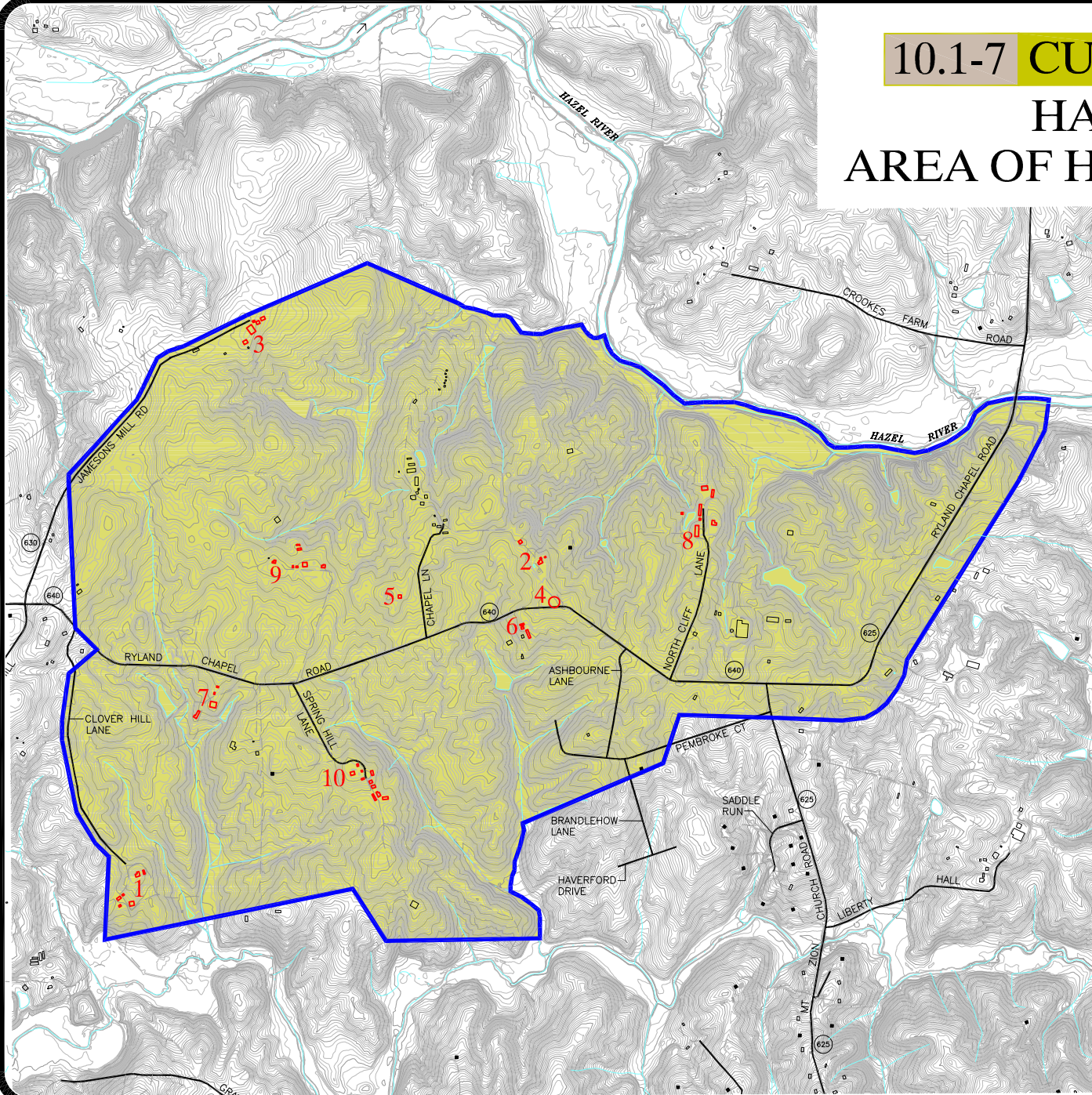
- 1 Salubria
- 2 House, 20193 Germanna Highway
- 3 Sandy Springs Farm
- 4 House, 20485 Germanna Highway
- Winter Encampment, 1863-1864



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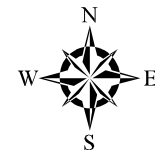


10.1-7 CULPEPER COUNTY HAZEL RIVER AREA OF HISTORIC INTEREST



LEGEND

- 1 Clover Hill
- 2 Coons Place
- 3 Edgewood
- 4 Haught Cemetary
- 5 Haught Place
- 6 Homeland
- 7 Madeira Barns
- 8 North Cliff
- 9 Rock Springs
- 10 Spring Hill



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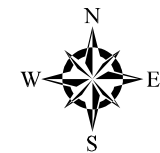


10.1-8 CULPEPER COUNTY

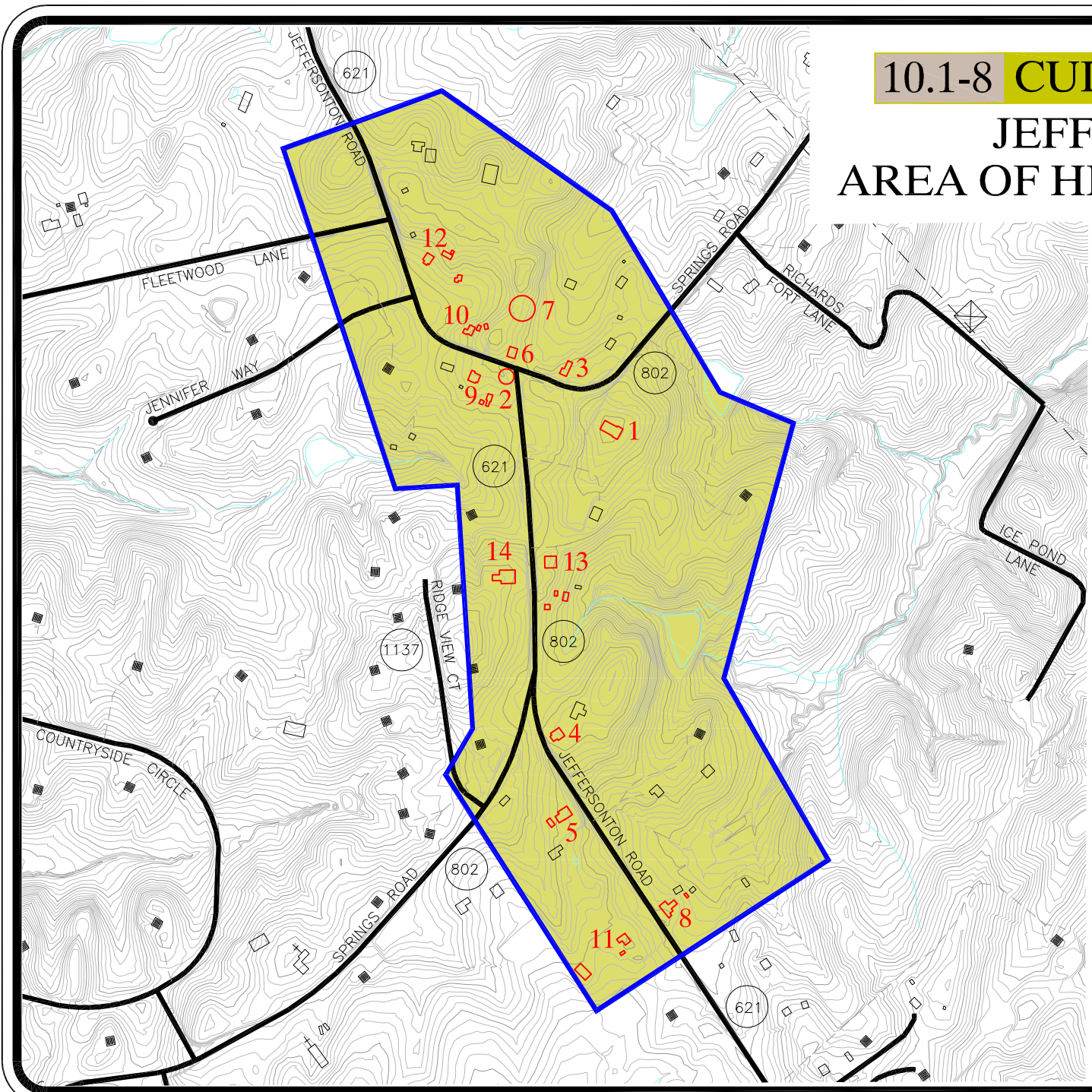
JEFFERSONTON AREA OF HISTORIC INTEREST

LEGEND

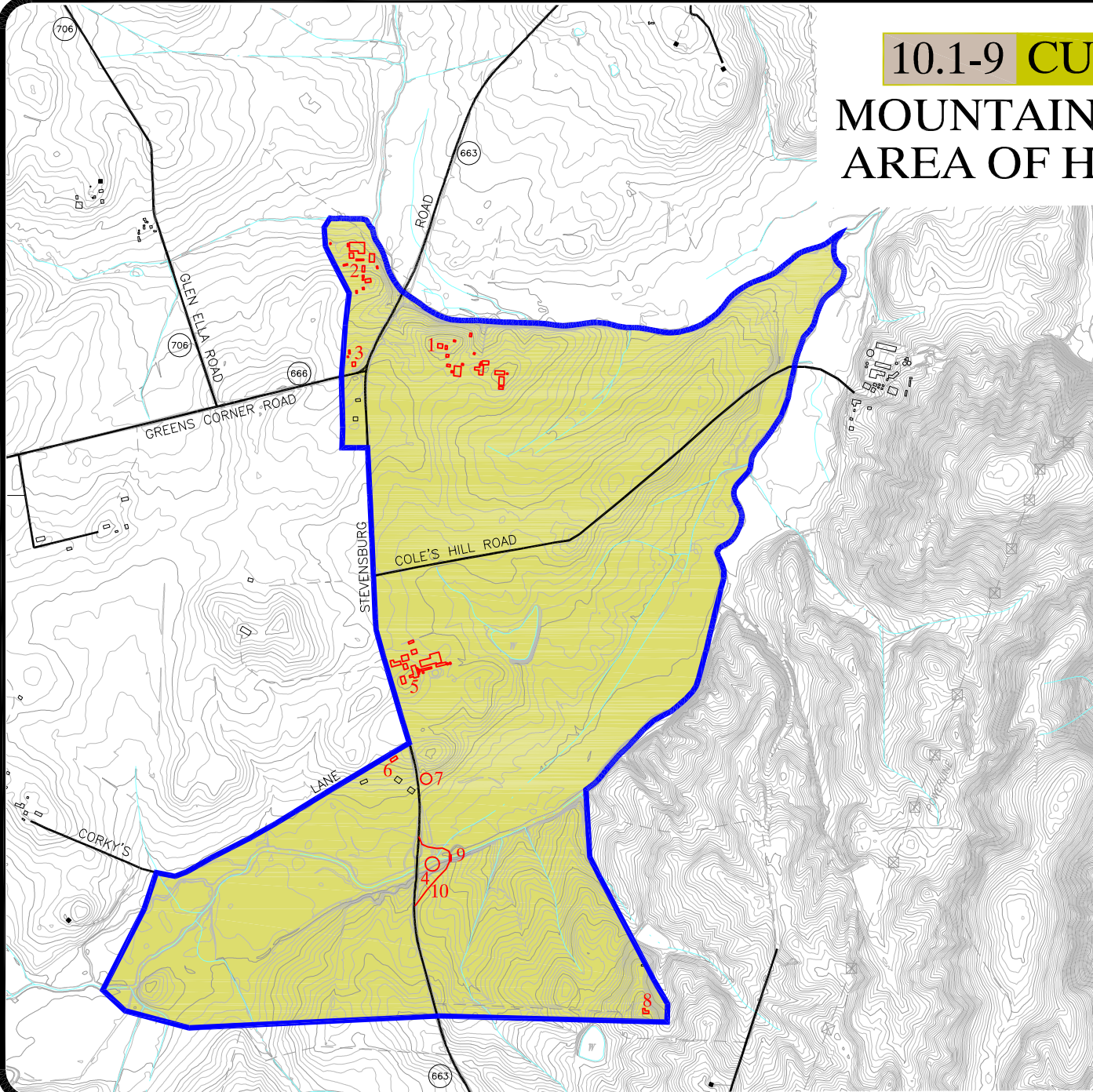
- 1 Jefferstontion Baptist Church & Cemetary
- 2 Jeffersontion Store/ Clement's Store
- 3 House, 18485 Springs Road
- 4 Jeffersontion Methodist Church
- 5 House, 5114 Jeffersontion Road
- 6 Fishback Place
- 7 Jeffersontion Academy Site
- 8 Wollam Gardens
- 9 Crossroads
- 10 The Glebe
- 11 House, 5170 Jeffersontion Road
- 12 House, 4615 Jeffersontion Road
- 13 House, 5011 Jeffersontion Road
- 14 Jeffersontion School



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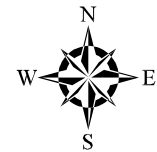


10.1-9 CULPEPER COUNTY MOUNTAIN RUN & JONAS RUN AREA OF HISTORIC INTEREST



LEGEND

- 1 Western View (Griffith Place)
- 2 Bloomsberry
- 3 Jenkins House
- 4 Norman's Mill Ruins
- 5 Sunny Brook Farm
- 6 House, 19206 Corky's Lane
- 7 Civil War Monument
- 8 Fairfield
- 9 Norman's Mill Ford
- 10 Old Carolina Road Segment



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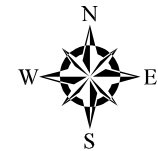
10.1-10 CULPEPER COUNTY

KELLY'S FORD AREA OF HISTORIC INTEREST

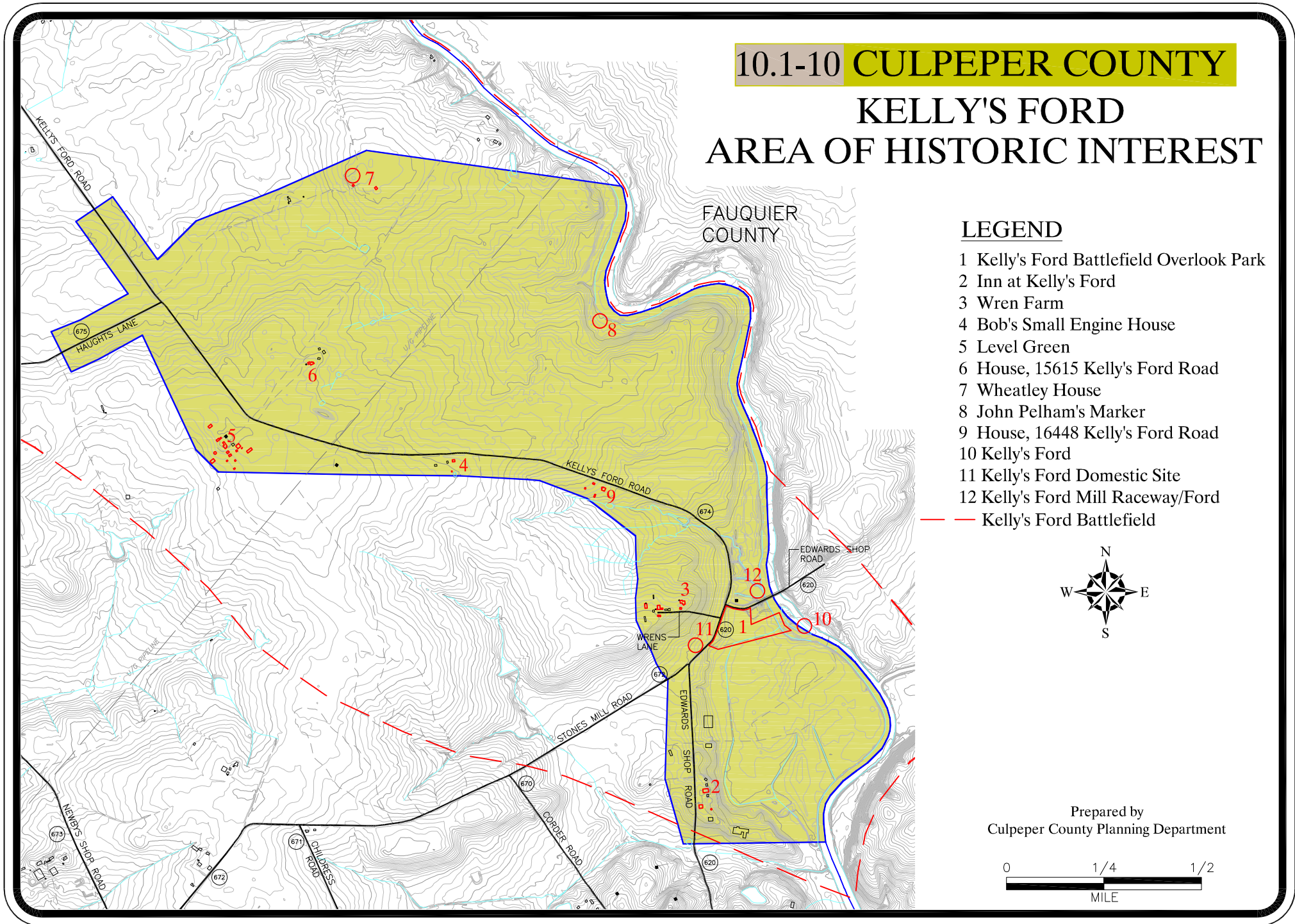
LEGEND

- 1 Kelly's Ford Battlefield Overlook Park
- 2 Inn at Kelly's Ford
- 3 Wren Farm
- 4 Bob's Small Engine House
- 5 Level Green
- 6 House, 15615 Kelly's Ford Road
- 7 Wheatley House
- 8 John Pelham's Marker
- 9 House, 16448 Kelly's Ford Road
- 10 Kelly's Ford
- 11 Kelly's Ford Domestic Site
- 12 Kelly's Ford Mill Raceway/Ford

— Kelly's Ford Battlefield

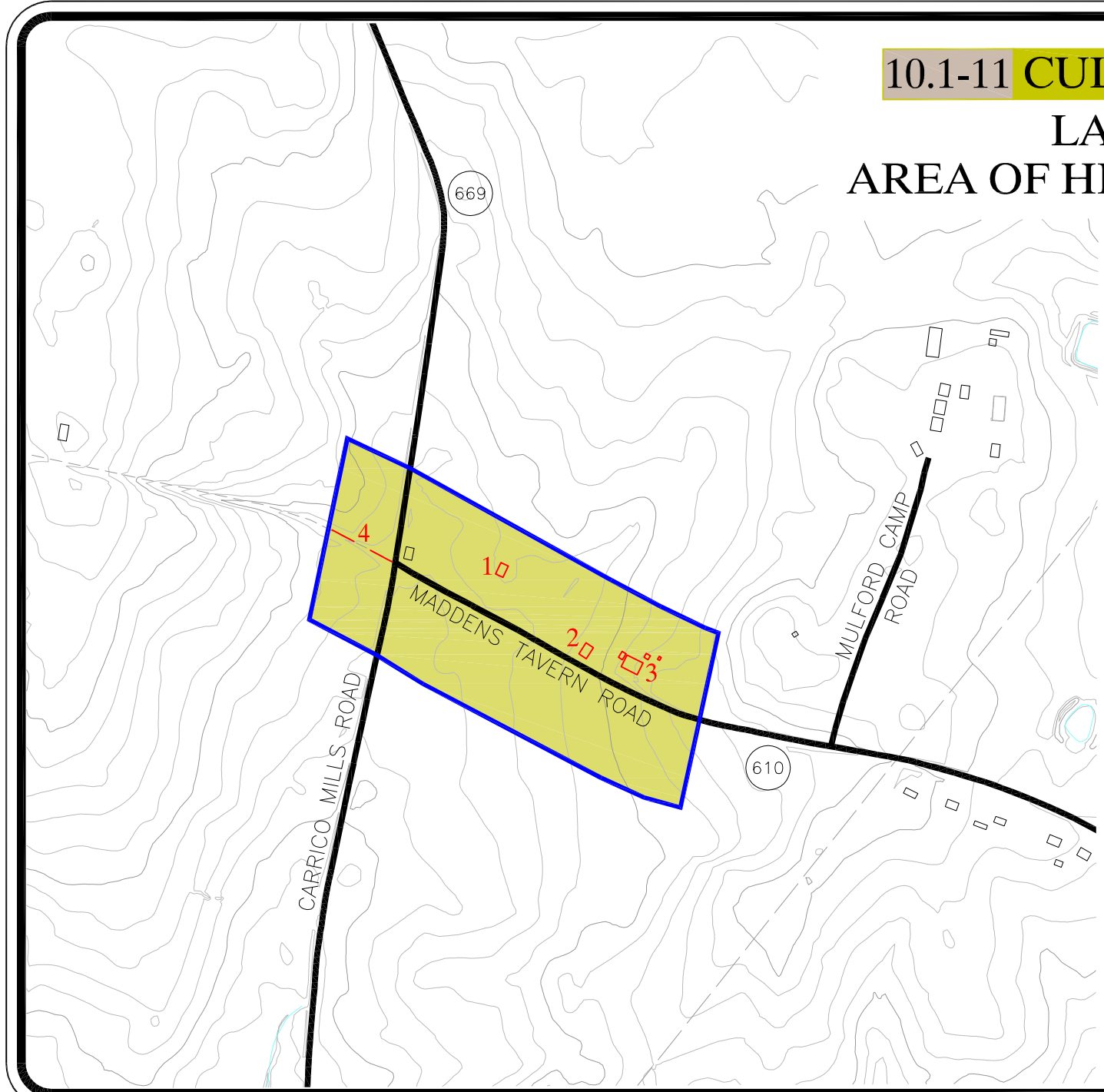


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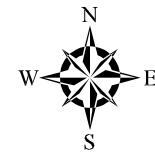
10.1-11 CULPEPER COUNTY

LAGRANGE AREA OF HISTORIC INTEREST



LEGEND

- 1 Luther Brown House
- 2 Brown's Shop & 2nd LaGrange Post Office
- 3 Herbert Brown House
- 4 Kirtley (Historic) Road Segment



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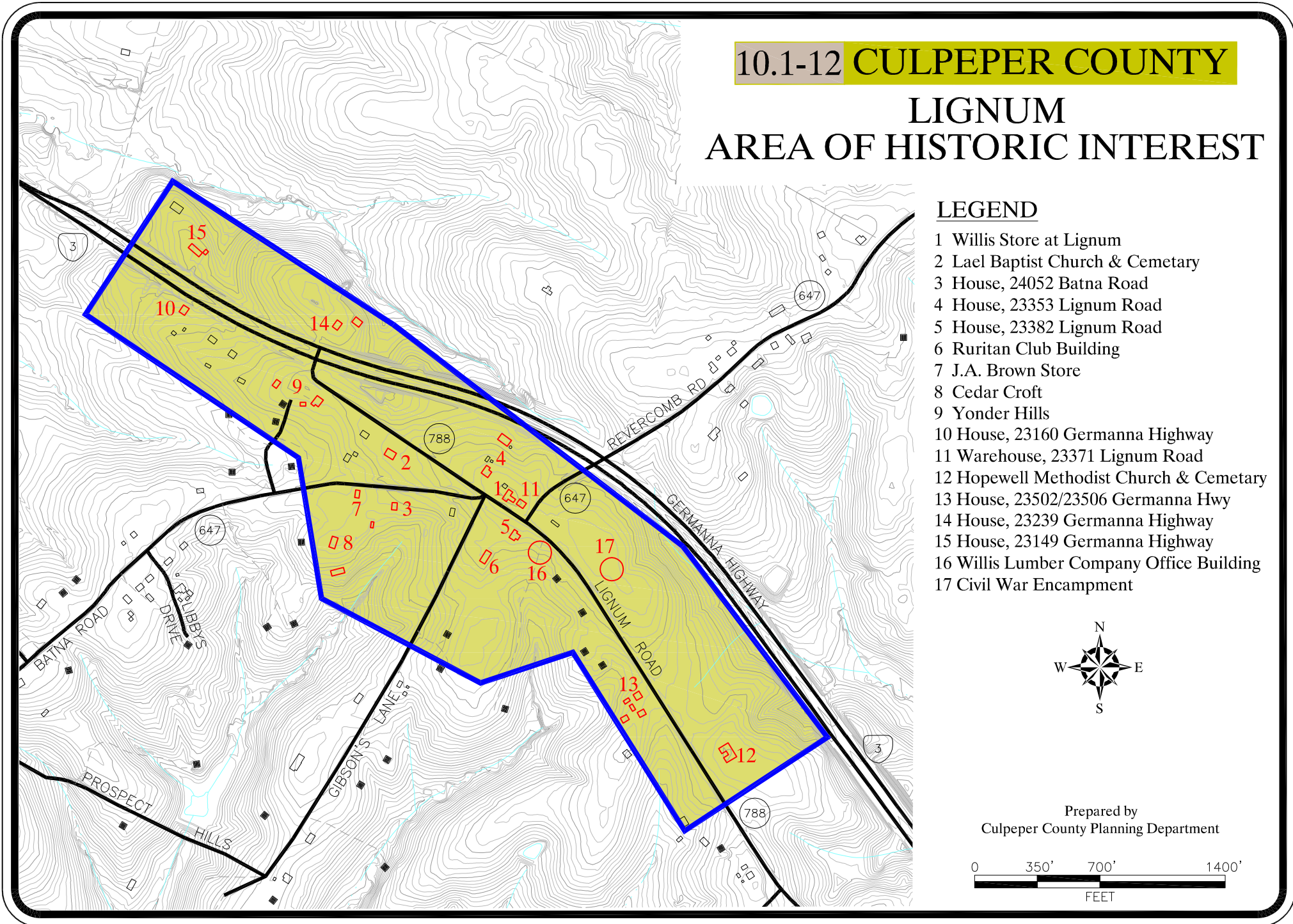
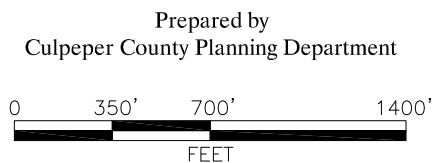
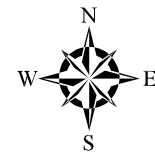


10.1-12 CULPEPER COUNTY

LIGNUM AREA OF HISTORIC INTEREST

LEGEND

- 1 Willis Store at Lignum
- 2 Lael Baptist Church & Cemetary
- 3 House, 24052 Batna Road
- 4 House, 23353 Lignum Road
- 5 House, 23382 Lignum Road
- 6 Ruritan Club Building
- 7 J.A. Brown Store
- 8 Cedar Croft
- 9 Yonder Hills
- 10 House, 23160 Germanna Highway
- 11 Warehouse, 23371 Lignum Road
- 12 Hopewell Methodist Church & Cemetary
- 13 House, 23502/23506 Germanna Hwy
- 14 House, 23239 Germanna Highway
- 15 House, 23149 Germanna Highway
- 16 Willis Lumber Company Office Building
- 17 Civil War Encampment

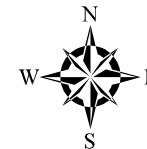


10.1-13 CULPEPER COUNTY

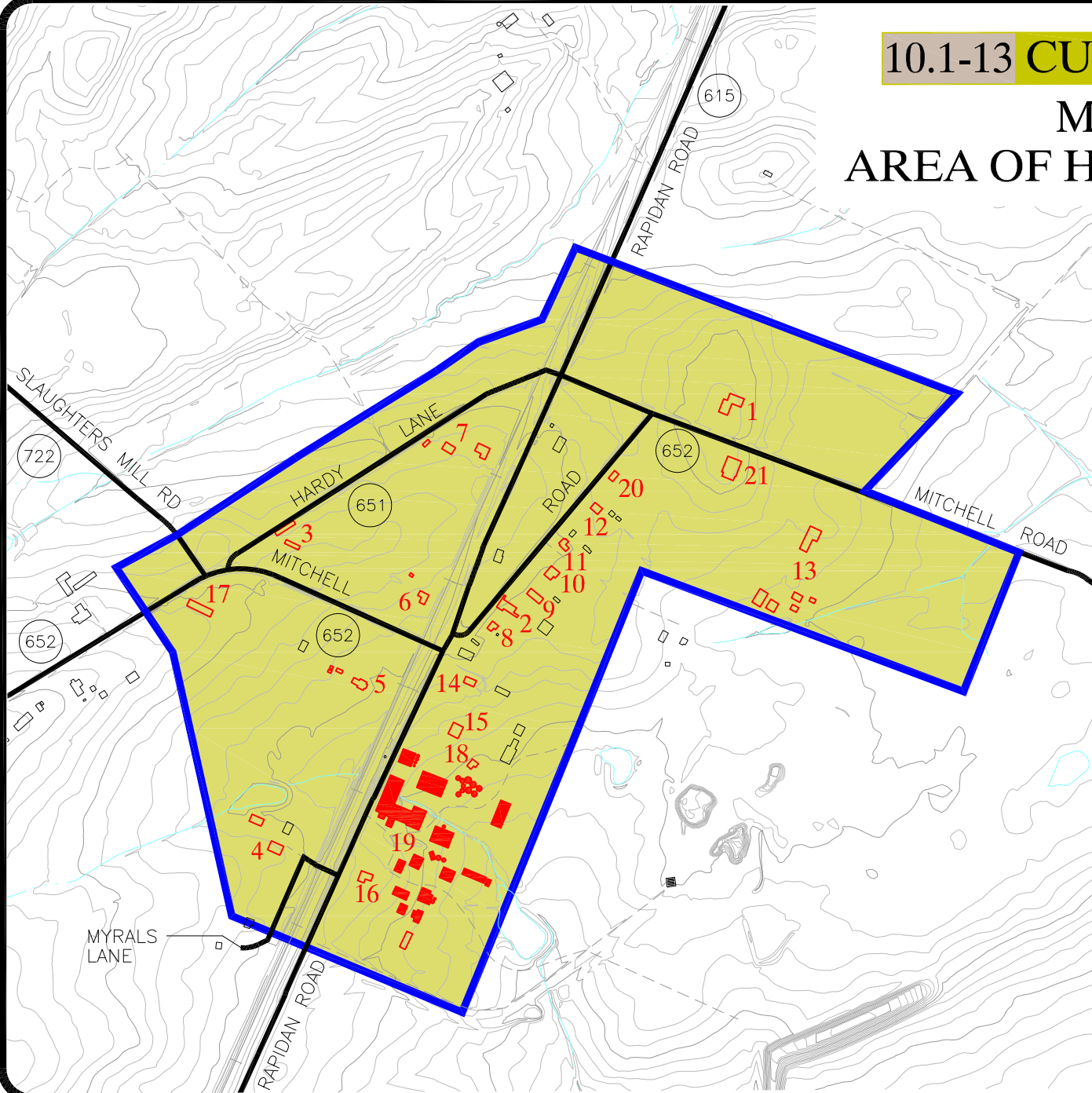
MITCHELLS AREA OF HISTORIC INTEREST

LEGEND

- 1 Mitchells Presbyterian Church & Cemetary
- 2 Mitchells Store
- 3 Outbuildings, Hardy Lane
- 4 Back-Archers Farm
- 5 House, 12058 Mitchell Road
- 6 House, 12064 Mitchell Road
- 7 House, 12076 Hardy Lane
- 8 House, 12100 Mitchell Road
- 9 House, 12122 Mitchell Road
- 10 House, 12130 Mitchell Road
- 11 House, 12142 Mitchell Road
- 12 House, 12162 Mitchell Road
- 13 Foxleigh Farm
- 14 House, 23473 Rapidan Road
- 15 House, 23489 Rapidan Road
- 16 House, 24011 Rapidan Road
- 17 Bethel Baptist Church & Cemetary
- 18 House, East of 23489 Rapidan Road
- 19 Carpenter Seed Cleaning Plant
- 20 House, Mitchell Road
- 21 Mitchells School



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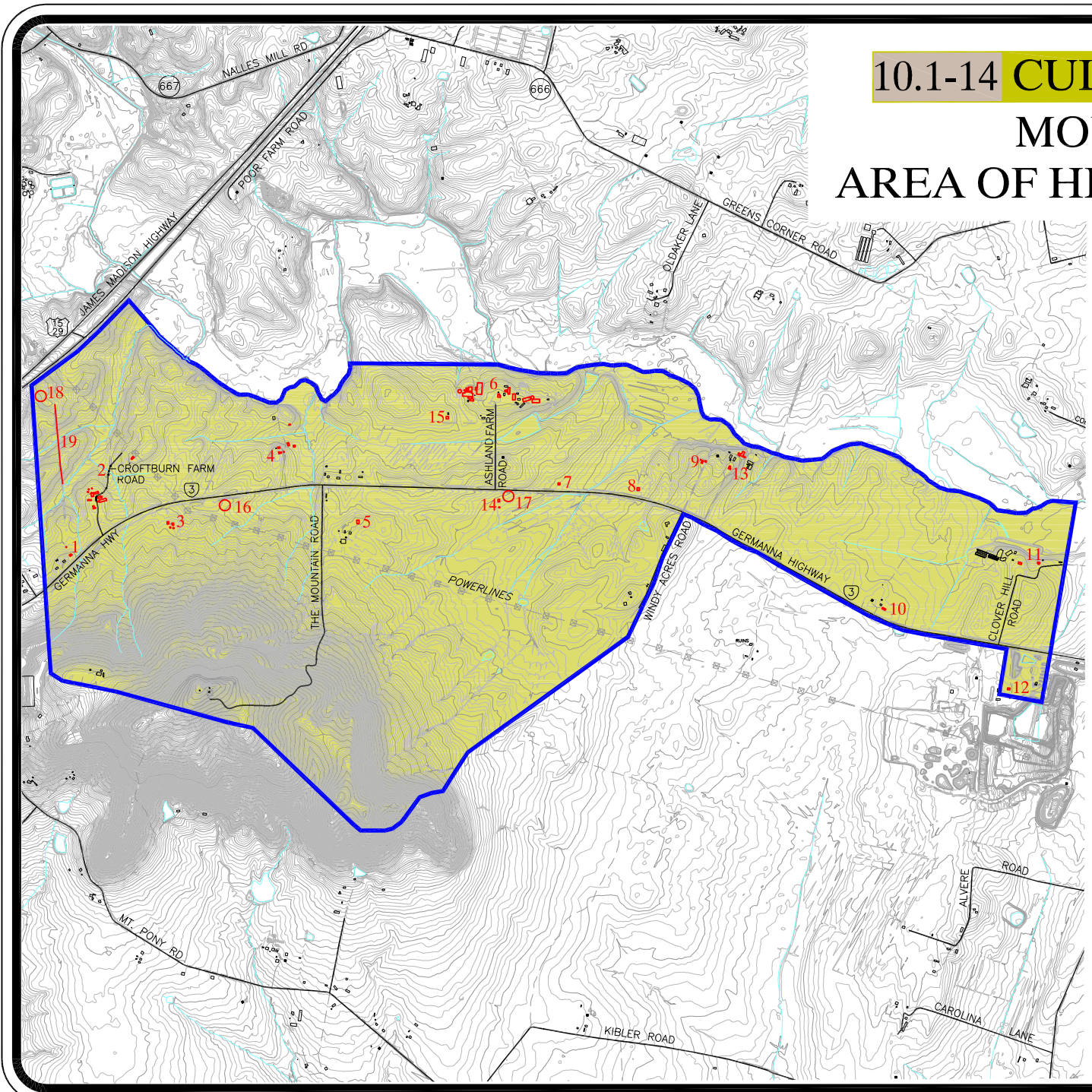
10.1-14 CULPEPER COUNTY MOUNT PONY AREA OF HISTORIC INTEREST

LEGEND

- 1 Croftburn Farm Cottage
- 2 Croftburn Farm/Sprinkle-Bushong House
- 3 Henry Hall Place
- 4 William Massey House
- 5 Signal Hill
- 6 Ashland Farm
- 7 Ashland Farm Tenant House
- 8 McClung House
- 9 House, 17237 Germanna Highway
- 10 Clover Hill Tenant House
- 11 Clover Hill
- 12 Gorie Carpenter Place
- 13 Weaver Farm
- 14 House, 16422 Germanna Highway
- 15 Ashland Farm Tenant House
- 16 Domestic Site, Route 3
- 17 Domestic Site, Route 3
- 18 Domestic Site, Croftburn Farm
- 19 Road Trace

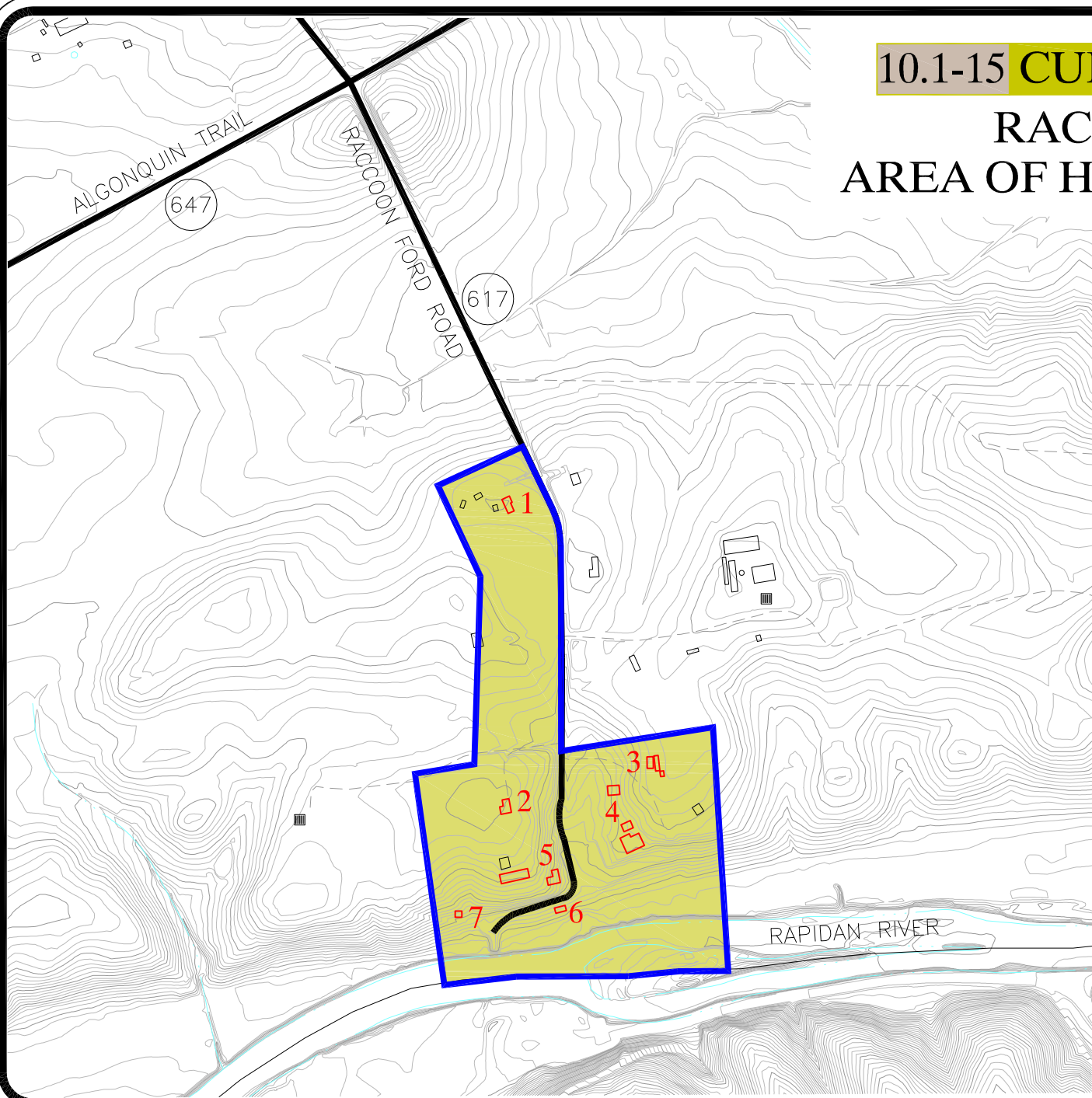


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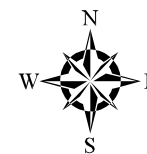
10.1-15 CULPEPER COUNTY

RACCOON FORD
AREA OF HISTORIC INTEREST

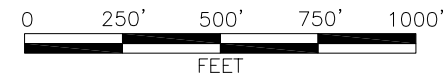


LEGEND

- 1 House, 17074 Raccoon Ford Road
- 2 House, 17166 Raccoon Ford Road
- 3 House, 17169 Raccoon Ford Road
- 4 Nalle-Rhoades House
- 5 House, 17212 Raccoon Ford Road
- 6 House, 17219 Raccoon Ford Road
- 7 House, The River's Edge



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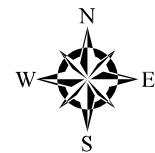
10.1-16 CULPEPER COUNTY

RAPIDAN
AREA OF HISTORIC INTEREST

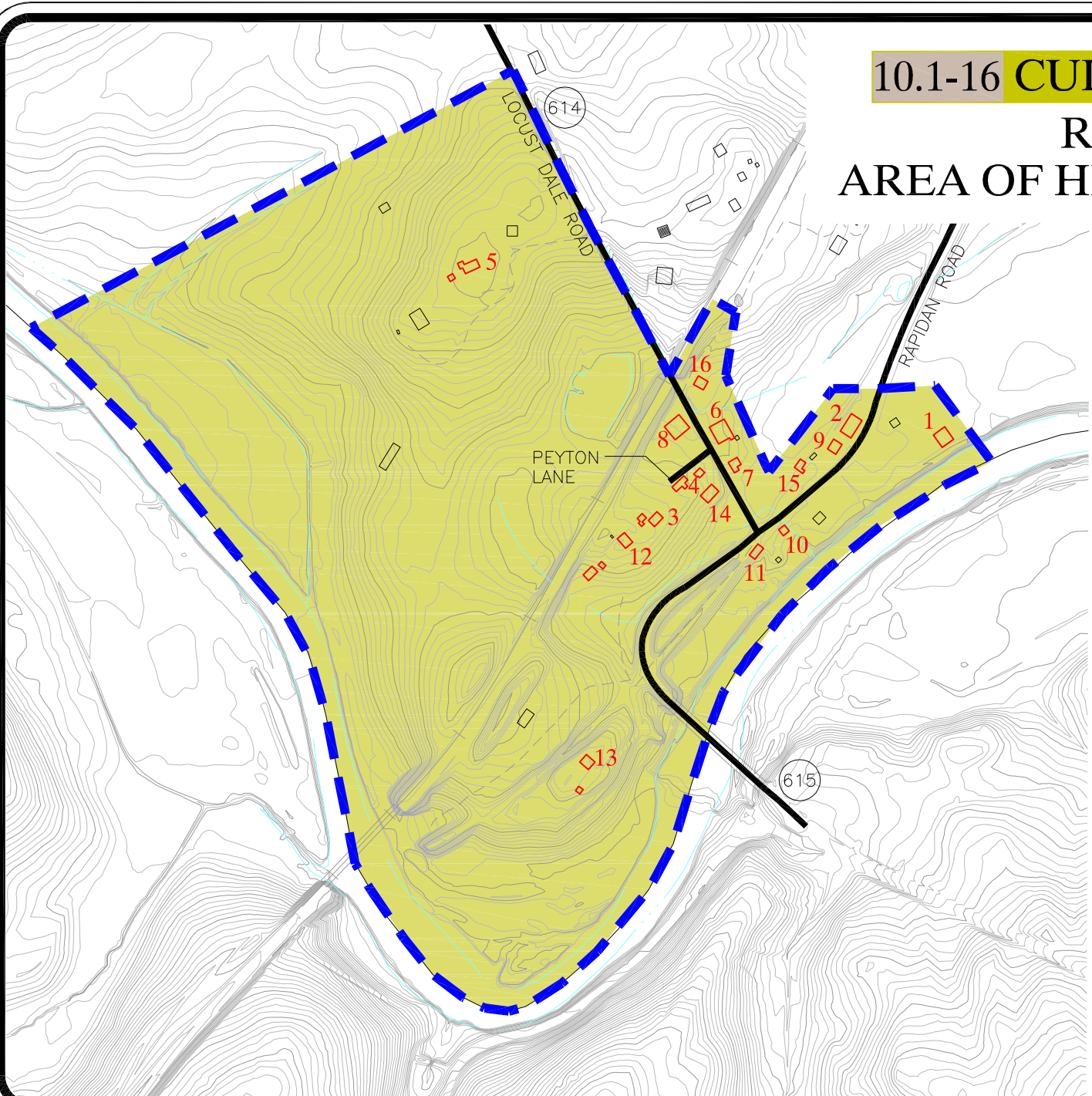
LEGEND

- 1 Emmanuels Episcopal Church
- 2 Rapidan Freight Depot
- 3 House, 9468 Peyton Lane
- 4 House, 9480 Peyton Lane
- 5 House, 9706 Locust Dale Road
- 6 House, 9787 Locust Dale Road
- 7 House, 9797 Locust Dale Road
- 8 Store, 9778 Locust Dale Road
- 9 House, 28282 Rapidan Road
- 10 House, 28315 Rapidan Road
- 11 House, 28325 Rapidan Road
- 12 House, 28388 Rapidan Road
- 13 House, 28400 Rapidan Road
- 14 Lower Rapidan Baptist Church
- 15 Rapidan Passenger Station
- 16 Rapidan Post Office

— Rapidan Historic District

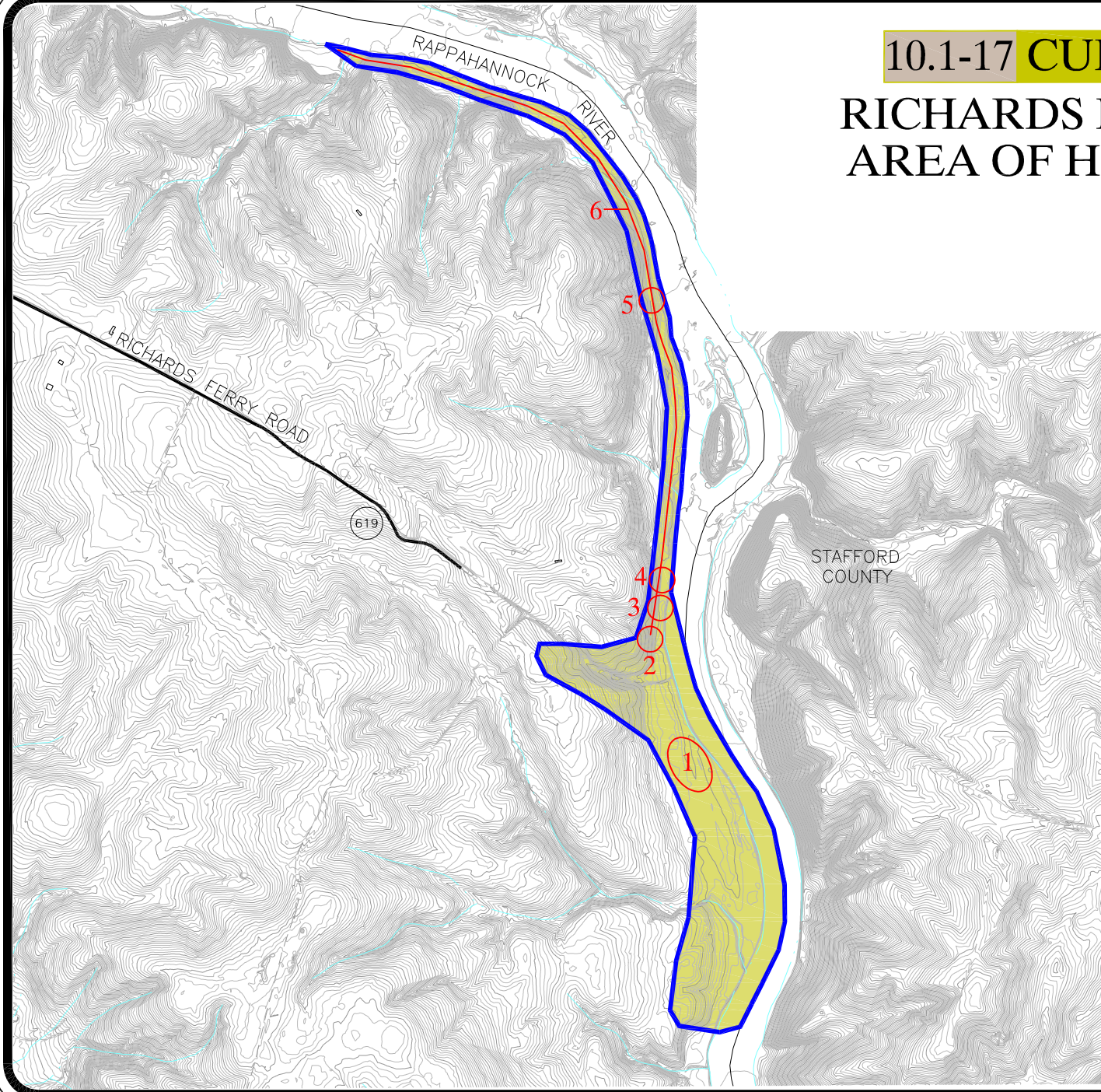


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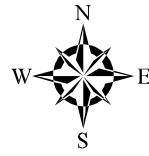
10.1-17 CULPEPER COUNTY

RICHARDS FORD-HASSINGA AREA OF HISTORIC INTEREST



LEGEND

- 1 Hassinga (aka: Richards Ford Site)
- 2 Lock 10 (Powell's Canal)
- 3 Lock 11 (Powell's Canal)
- 4 Lock 12 (Powell's Canal)
- 5 Upriver Lock (Powell's Canal)
- 6 Powell's Canal/Rappahannock Ridge (Stone Wall Section Related to Powell's Canal)

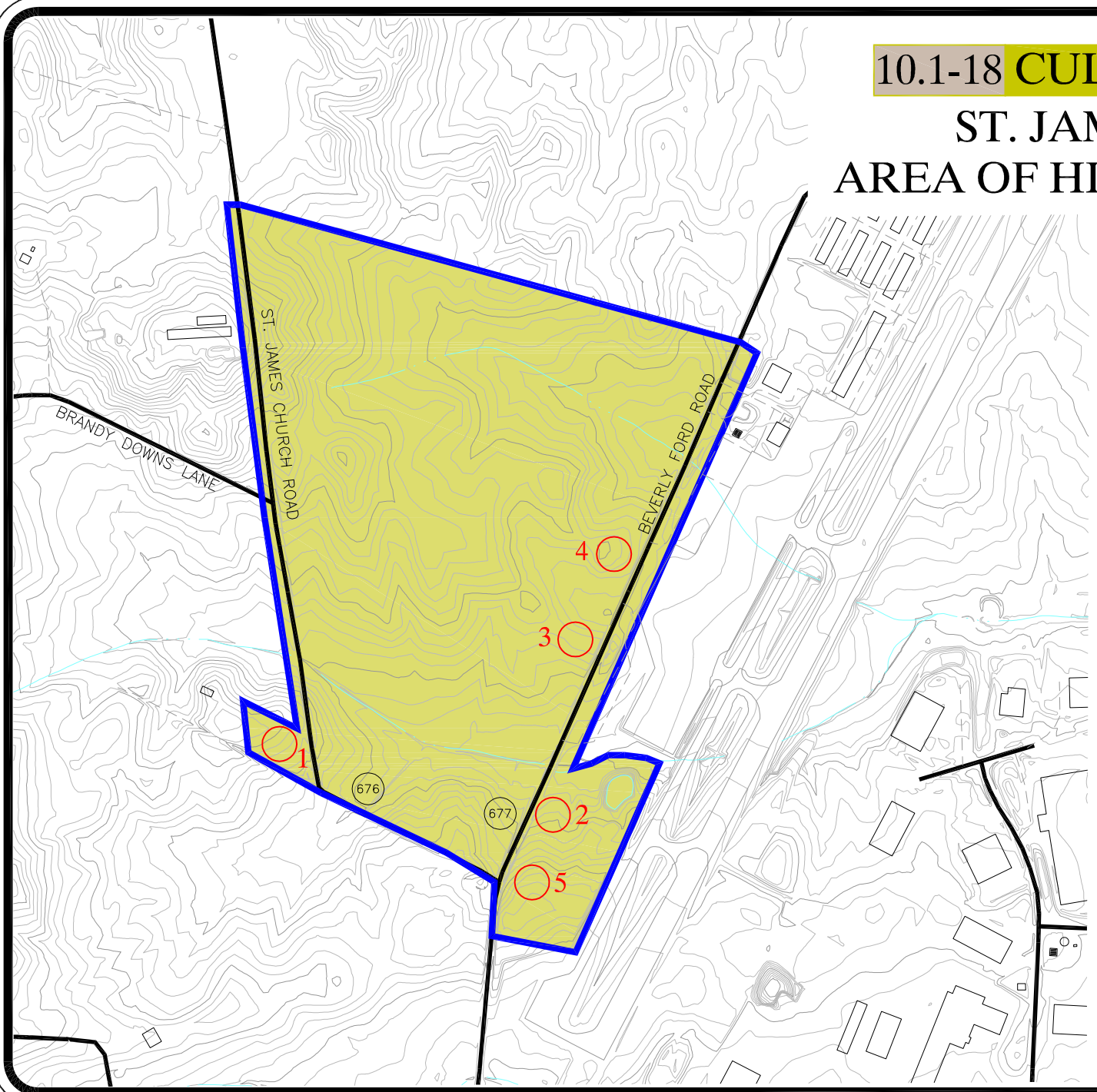


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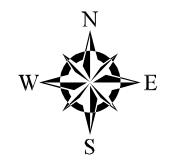
10.1-18 CULPEPER COUNTY

ST. JAMES CHURCH AREA OF HISTORIC INTEREST



LEGEND

- 1 Saint James Episcopal Church & Cemetary/Trenches
- 2 Historic Site
- 3 Historic Site
- 4 Prehistoric Site
- 5 Historic Site

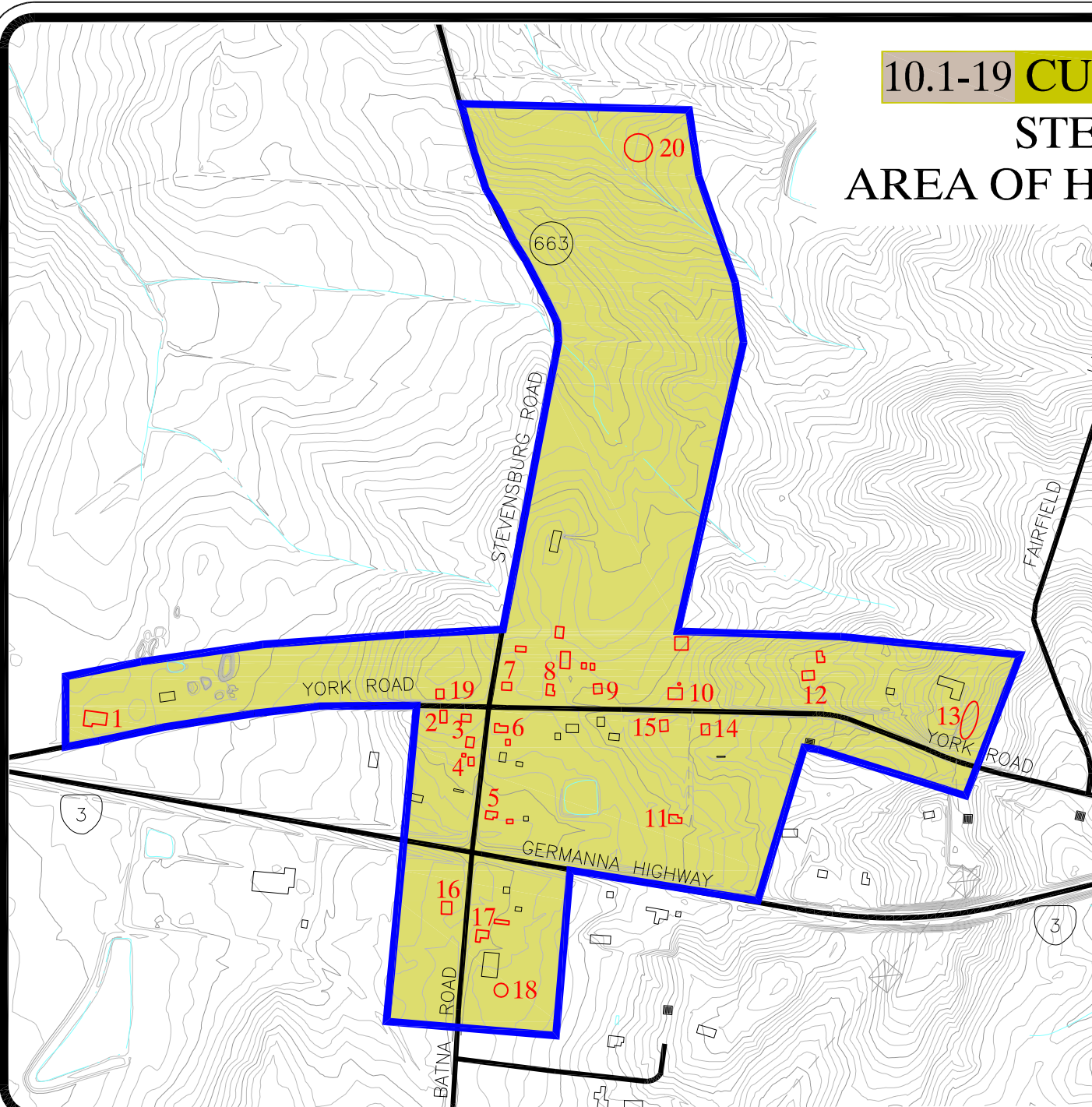


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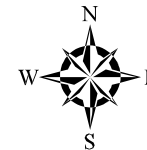
10.1-19 CULPEPER COUNTY

STEVENSBURG AREA OF HISTORIC INTEREST



LEGEND

- 1 St. Stevens Baptist Church
- 2 Zimmerman's Tavern
- 3 House, 19222 York Road
- 4 House, 19020 Stevensburg Road
- 5 House, 19041 Stevensburg Road
- 6 House, 19007 Stevensburg Road
- 7 House, 19235 Stevensburg Road
- 8 I-House, York Road
- 9 House, 19273 York Road
- 10 Barns, York Road
- 11 House, 19032 York Road
- 12 House, 19357 York Road
- 13 Stevensburg Baptist Church Cemetary
- 14 House, 19318 York Road
- 15 House, 19298 York Road
- 16 House, 19076 Batna Road
- 17 Hitt Tenant House
- 18 Stevensburg Methodist Church Cemetary
- 19 House Ruins, North of 19214 York Rd
- 20 Dwelling (Site)



Prepared by
Culpeper County Planning Department



The National Register of Historic Places

Created by the National Preservation Act of 1966, the National Register of Historic Places is a national list of buildings, sites, districts, structures, and objects which prominently define the nation's history and development. It is designed to create a permanent record of the nation's historic resources. The principal purpose of National Register designation is to focus attention on and increase public awareness of the nation's physical heritage.

There are two programs designed to recognize significant resources and to encourage their continued preservation: the National Register of Historic Places and the Virginia Landmarks Register.

The National Register of Historic Places, managed by the National Park Service, is the official list of structures, sites, objects, and districts that embody the historical and cultural foundations of the nation. The National Register of Historic Places already includes more than 2,000 properties in Virginia. The Virginia Landmarks Register, also established in 1966 and managed by the Department of Historic Resources, is the state's list of properties important to Virginia's history. The same criteria are used to evaluate resources for inclusion in each register.

Several properties in the County have been listed on the National Register. There are also a number of additional sites which have a strong potential to be listed. Designation of a property on the National Register requires the consent of the owner. However, National Register designation does not restrict the property owner's use of the property in any way. The owner may alter or demolish buildings, or subdivide land, as long as no federal funds are involved in the project.

The following maps and tables list and locate each of these sites. Potential sites include primarily standing structures. Many canals, dams, fish traps, and other sites located along the Rappahannock and Rapidan Rivers have not been listed, but can be found in the Cultural Resource Survey and the Historic-Sites Inventory.

CULPEPER COUNTY NATIONAL HISTORIC DISTRICTS

Culpeper Historic District East Street
Rapidan Historic District (see Rapidan Area of Historic Interest (Map 10.1-16))

CULPEPER COUNTY NATIONAL REGISTER SITES

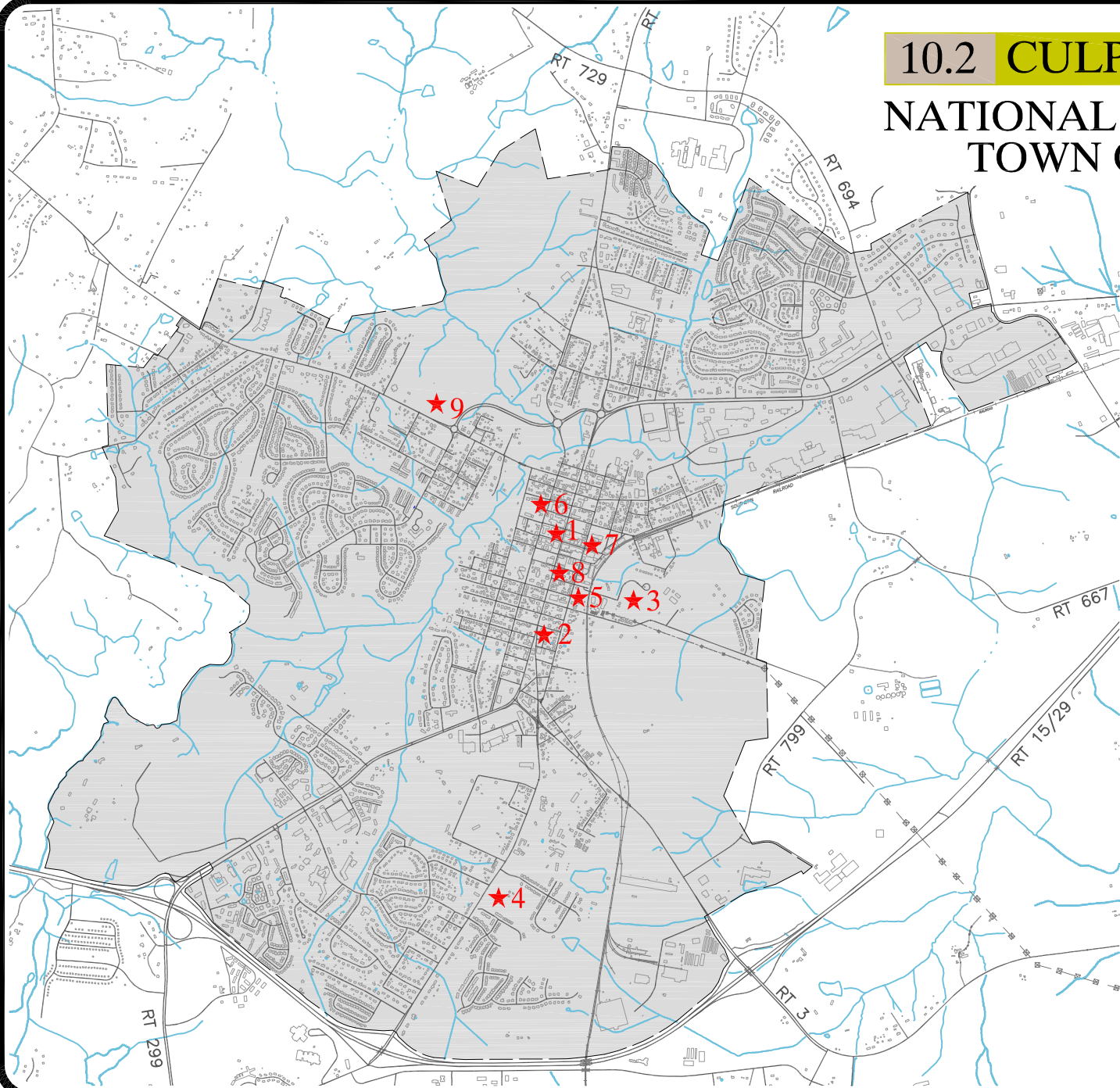
STUCTURES-TOWN OF CULPEPER (Map 10.2)	STRUCTURES-CULPEPER COUNTY (Map 10.3)
A.P. Hill Building	Croftburn Farm
Burgandine House	Eckington School
Culpeper National Cemetery	Elmwood
Greenwood	Farley
Hill Mansion	Graffiti House
Slaughter-Hill House	Clifton
Saint Stephen’s Episcopal Church	Auburn Farm
Pitts Theatre	Greenville
Fairview Cemetery	Hansborough Ridge
	Little Fork Episcopal Church
	Locust Grove
	Madden’s Tavern
	Maple Springs
	Mitchell’s Presbyterian Church
	Salubria
	Signal Hill / Mount Castle
	Elmwood Farm and Browning Store

POTENTIAL NATIONAL REGISTER SITES STRUCTURES (Map 10.4)

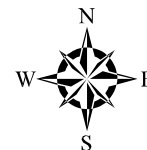
Afton	Mount Pleasant
Annandale	Mountain View
Beauregard	NorthCliff
Berry Hill	Presq’ Isle
Brookside	Rose Hill Farm
Clover Hill	Somerville
Horse Shoe	Stuart Field
Jeffersonton Baptist Church	Wheatdale
LaGrange	

10.2 CULPEPER COUNTY

NATIONAL REGISTER SITES TOWN OF CULPEPER

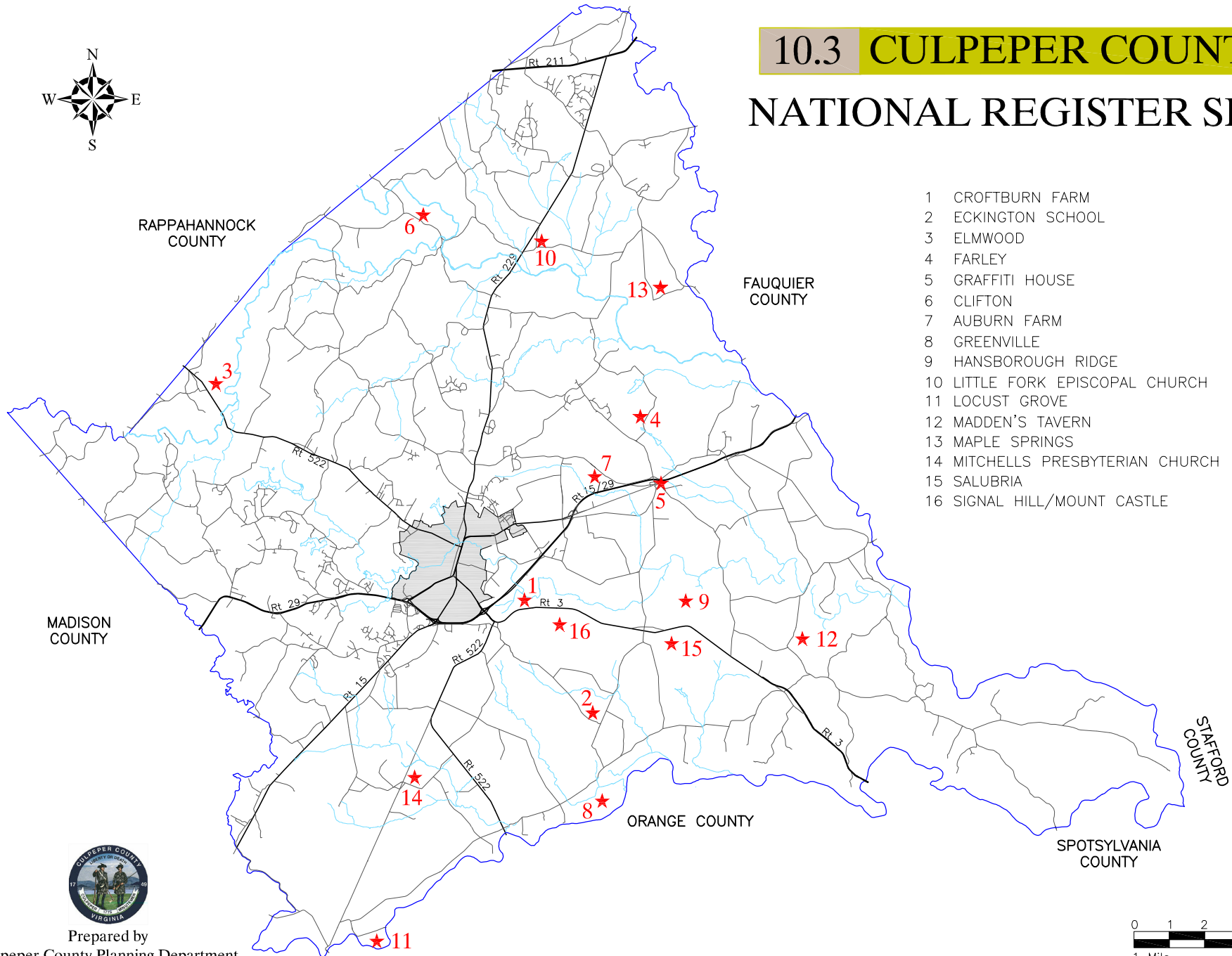


- 1 A.P. HILL BUILDING
- 2 BURGANDINE HOUSE
- 3 CULPEPER NATIONAL CEMETARY
- 4 GREENWOOD
- 5 HILL MANSION
- 6 SLAUGHTER-HILL HOUSE
- 7 SAINT STEPHENS EPISCOPAL CHURCH
- 8 PITTS THEATRE
- 9 FAIRVIEW CEMETARY



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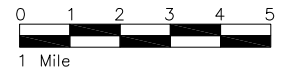
10.3 CULPEPER COUNTY NATIONAL REGISTER SITES



- 1 CROFTBURN FARM
- 2 ECKINGTON SCHOOL
- 3 ELMWOOD
- 4 FARLEY
- 5 GRAFFITI HOUSE
- 6 CLIFTON
- 7 AUBURN FARM
- 8 GREENVILLE
- 9 HANSBOROUGH RIDGE
- 10 LITTLE FORK EPISCOPAL CHURCH
- 11 LOCUST GROVE
- 12 MADDEN'S TAVERN
- 13 MAPLE SPRINGS
- 14 MITCHELLS PRESBYTERIAN CHURCH
- 15 SALUBRIA
- 16 SIGNAL HILL/MOUNT CASTLE



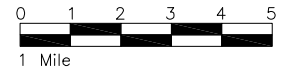
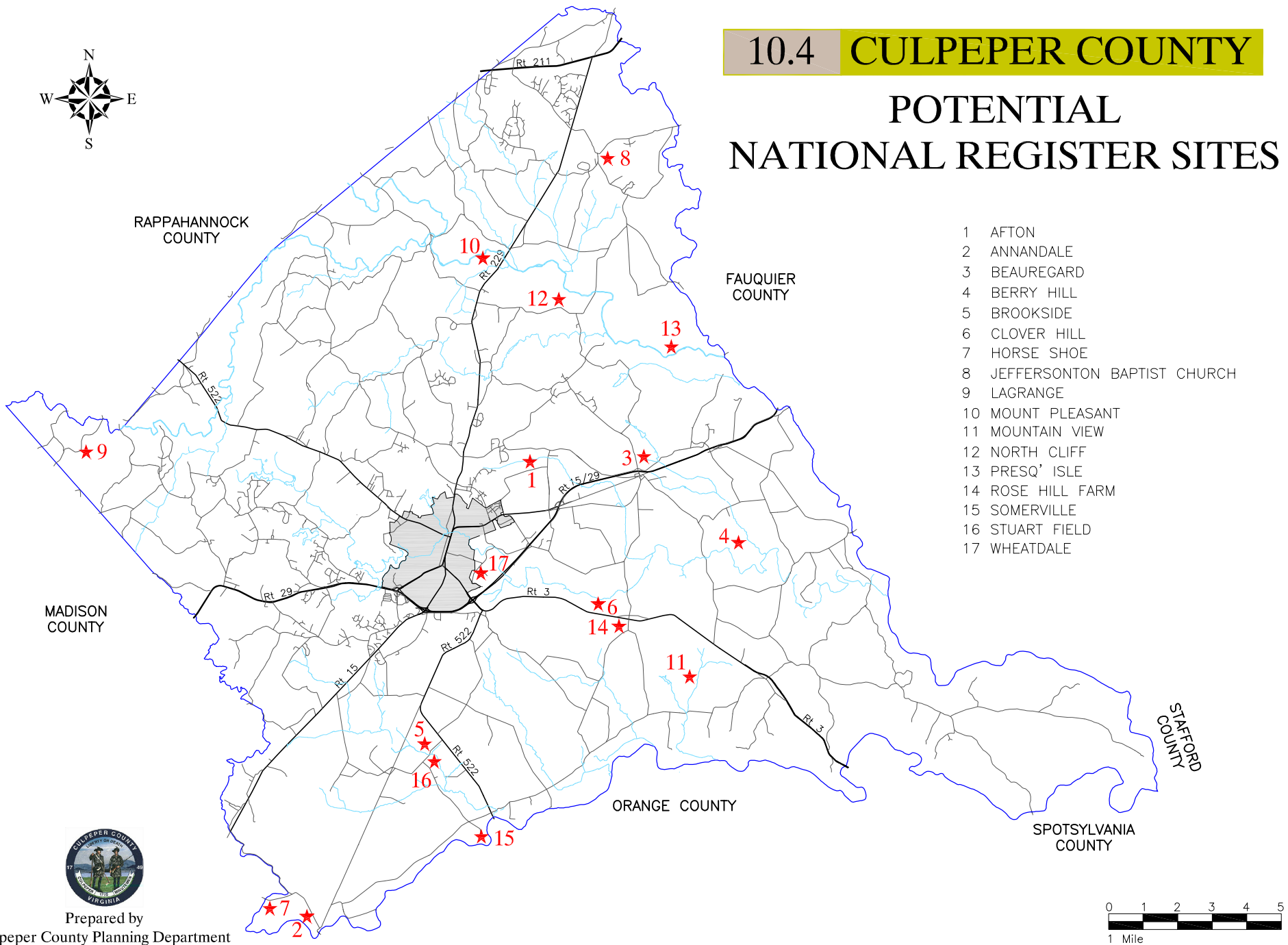
Prepared by
Culpeper County Planning Department



10.4 CULPEPER COUNTY

POTENTIAL NATIONAL REGISTER SITES

- 1 AFTON
- 2 ANNANDALE
- 3 BEAUREGARD
- 4 BERRY HILL
- 5 BROOKSIDE
- 6 CLOVER HILL
- 7 HORSE SHOE
- 8 JEFFERSONTON BAPTIST CHURCH
- 9 LAGRANGE
- 10 MOUNT PLEASANT
- 11 MOUNTAIN VIEW
- 12 NORTH CLIFF
- 13 PRESQ' ISLE
- 14 ROSE HILL FARM
- 15 SOMERVILLE
- 16 STUART FIELD
- 17 WHEATDALE



HISTORIC RESOURCES GOALS AND OBJECTIVES

General

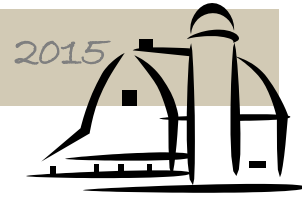
GOAL: IDENTIFY, PRESERVE AND PROTECT SIGNIFICANT HISTORIC RESOURCES OF CULPEPER COUNTY.

OBJECTIVES:

1. Preserve and enhance significant historical places and buildings in the County. Use the Culpeper County Historical Sites Inventory to identify historic resources.
2. Provide design incentives and land use management tools for development in these identified historic resource areas.
3. Consider regulations and incentives which encourage the rehabilitation and maintenance of historical structures.
4. Support the nomination of historic buildings and specific sites to the Virginia Landmarks Register of Historic Places and National Historic Register of Historic Landmarks, as is reasonable and otherwise in accordance with the goals and Objectives of this Comprehensive Plan.
5. Promote tourism in association with the County's historic buildings and sites.

More information on Culpeper specific historic resources can be found using the following links: [Museum of Culpeper History](#)

Quick Links: [Virginia Department of Historic Resources](#)
[National Register of Historic Resources](#)



11. EXISTING LAND USE

Culpeper County's current pattern of land use is the result of its history and location. At its inception, the County was agrarian in nature, with small rural communities developing at the crossroads. The Town of Culpeper, located at the approximate geographic center of the County, became the County Seat in 1759, and is the only incorporated town in the County. The Town of Culpeper continues to function as the business, commercial, service and cultural center for the County of Culpeper.

In more recent years, Culpeper County has become an extension of the Northern Virginia/Washington, D.C. economy. The rural nature of the County is being encroached upon as more families seek rural areas in which to live and more affordable housing. The widening of Interstate 66 and other road improvements have accelerated immigration to the County, which in turn has influenced the rural versus urban setting and the demand for services.

The total land area within the boundaries of Culpeper County is approximately 381 square miles or 243,840 acres. The Town of Culpeper encompasses approximately 7.3 square miles or 4,661 acres. The existing land uses in the County are distributed among the categories of land use identified in this chapter (see Map 11.1). Note that although a parcel of land may have a particular land use designation, its zoning may not match because the use existed prior to the zoning ordinance, or subsequent amendments to the zoning ordinance have taken precedence. Such uses are generally considered legal, non-conforming (grandfathered) uses. Other examples would include commercial use, via special use permit, on an agriculturally zoned parcel of land.

AGRICULTURAL / FORESTAL

Agricultural and forestal land uses comprised approximately 59.7 percent of the total land area in Culpeper County in 2015. This is a decrease of approximately 1.1 percent since 2009. There are 2,831 parcels in the land use tax program as of early-2015.

Table 11.1

LAND USE TAXATION			
	Acres	Percent of Land Use	Percent of County
Agricultural Use	85,780.11	58.9	35.2
Forestal Use	59,703.30	40.3	24.5
Total Acres in Land Use	145,657.41	100	59.7

RESIDENTIAL

Residential land use comprises a growing percentage of the total land area in Culpeper County. Table 11.2 below indicates the total acreage of parcels with dwellings. The acreage in this table includes some overlap with the acreage in Table 11.1, as many parcels with dwellings are large agricultural or forestal parcels.

Table 11.2

Acreage With Dwellings	
Zone	Acreage
A-1	73,375
RA	30,341
RR	116
R-1	9,984
R-2	285
R-3	202
R-4	15
Total	114,318

COMMERCIAL

Commercial land use has historically been a small component of overall land use in the County. The commercial base for Culpeper County lies almost entirely within the Town Corporate Limits, which has separate zoning classifications. This is rapidly changing, however. Major retailers and high-tech industries have located in Culpeper over the last five years, and more such development is planned which will continue to impact the figures shown in Table 11.3 below. It is important to note that the figures below do not reflect the significant amount of retail development which has occurred within industrial zoning districts.

Table 11.3

Commercial Acreage With Improvements	
Zone	Acreage
CC	1
CS	140
VC	3
PBD	6
Total	150

INDUSTRIAL

Industrial land uses in the County consist of light manufacturing, warehouses and warehouse distribution centers, trucking facilities, quarries and other similar facilities. Recent industrial growth in Culpeper County has increasingly included high tech uses such as the Terremark data center. Table 11.4 below provides industrial acreage with improvements. It should be noted that a significant portion of the acreage in Table 11.4 is actually commercial use lying within industrial zones.

Table 11.4

Industrial Acreage With Improvements	
Zone	Acreage
H I	330
L I	340
Total	673

INSTITUTIONAL

Institutional land uses consist of publicly owned property such as the Warrenton Training Center, the National Audio-Visual Conservation Center, Coffeewood Correctional Facility, and the local public schools and government offices. Other institutional uses include the Virginia Baptist Home, approximately 100 churches, and cemeteries located throughout the County, and the Culpeper Regional Airport.

PARCEL DATA

Table 11.5 summarizes the acreage and number of parcels in each of four major categories: (1) County-wide, (2) Agricultural, (3) Rural Area, and (4) Residential. Each category not only indicates the total number of parcels, but also the number of parcels in each of several size ranges. The agricultural, rural area and residential categories refer to formal zoning districts. This data is current as of January 2015.

The Culpeper County Planning Department maintains extensive information for each parcel located within the county. Layers of data are available for public use on the County GIS website.

Quick Link: [Culpeper County Online GIS](#)

Table 11.5

County Wide Parcel Data 2015						
Acreage	# of Parcels	%	Parcels w/ Dwellings	%	Vacant Parcels & Parcels w/ Misc. Structures	%
0-4.99 Acres	9,443	59	6,819	42	2,624	16
5-9.99 Acres	2,033	13	1,302	8	721	4
10-24.99 Acres	2,638	16	1,400	9	1,238	8
25-99.99 Acres	1,503	9	598	3	905	6
100 Acres+	507	3	224	2	283	2
Totals	16,124	100	10,343	64	5,771	36
Agricultural (A-1)						
Acreage	# of Parcels	%	Parcels w/ Dwellings	%	Vacant Parcels & Parcels w/ Misc. Structures	%
0-4.99 Acres	2,091	34	1,574	26	517	10
5-9.99 Acres	1,179	19	819	13	360	6
10-24.99 Acres	1,444	23	752	12	692	10
25-99.99 Acres	1001	17	413	7	588	10
100 Acres+	376	6	184	3	192	3
Totals	6,091	100	3,742	61	2,349	39
% of County Total Parcels		37.8		23.2		14.6
Rural Area (RA)						
Acreage	# of Parcels	%	Parcels w/ Dwellings	%	Vacant Parcels & Parcels w/ Misc. Structures	%
0-4.99 Acres	3,130	62	2,599	51	531	10
5-9.99 Acres	539	10	346	7	193	4
10-24.99 Acres	944	18	573	11	371	7
25-99.99 Acres	387	8	185	4	202	4
100 Acres+	94	2	48	1	46	1
Totals	5,094	100	3,751	74	1,342	26
% of County Total Parcels		31.6		23.3		8.3
Residential (R-1)						
Acreage	# of Parcels	%	Parcels w/ Dwellings	%	Vacant Parcels & Parcels w/ Misc. Structures	%
0-4.99 Acres	3,357	88.3	2,635	68.5	722	18.9
5-9.99 Acres	236	6.1	154	4	82	2.1
10-24.99 Acres	184	4.2	114	2.8	70	1.8
25-99.99 Acres	62	1.2	26	0.5	36	1.0
100 Acres+	8	0.2	4	0.2	4	0.2
Totals	3,847	100	2,933	76	914	24
% of County Total Parcels		23.9		18.2		5.7

EXISTING ZONING

Development in the County of Culpeper is regulated by its Zoning Ordinance and the official zoning map. The map identifies the location of various zoning districts which are regulated through the text of the Zoning Ordinance. The Zoning Ordinance is Appendix A of the Culpeper County Code and sets forth use limitations, bulk regulations such as setbacks and minimum lot size, and the procedures and permits for land development. There are currently fifteen different zoning districts in Culpeper County: two agricultural, six residential (including RMH), three commercial, two industrial and the Planned Unit Development District (PUD) and Planned Business District (PBD) for mixed use development. Table 11.6 lists the existing zoning districts, along with the acreage currently zoned for that district and the percentage that district encompasses within the County. The Residential Mobile Home District (RMH) is not included in the Table due to the minimal amounts of land zoned as such.

The use of these zoning districts is a key component for implementation of the Future Land Use Plan (Chapter 12) and the Village Center concept (Chapter 13). The Zoning Ordinance provides specific criteria for each of these districts. The Planned Unit Development District (PUD), a key component for Village Center implementation, was adopted on December 3, 1991. This district supports the Village Center concept and is intended to accommodate the development of large tracts of land and to provide incentives for design and flexibility for the creation of a more desirable, coordinated living environment than would be possible under the strict application of traditional zoning.

The process of establishing zoning classifications for Culpeper County is an ongoing process. The first Zoning Ordinance was adopted by the Board of Supervisors on December 5, 1967. Because zoning is an ongoing process, the use of a parcel and its existing zoning may not always match. If the use was established prior to the Zoning Ordinance, it is classified as a legal nonconforming use and may continue until such time as the owner wishes to alter or change the building or the property on which the use is located. Land zoned prior to an amendment to the Zoning Ordinance which alters that zone may also be considered a legal, non-conforming use.

Major amendments to the Zoning districts occurred in 1991 and in 2011.

ONLINE RESOURCES

[Culpeper County Planning & Zoning Department](#)

[Culpeper County Code](#)

“I think having land and not ruining it is the most beautiful art that anybody could ever want to own.” - Andy Warhol, American Artist

Table 11.6

Zoning District Acreage			
Agricultural District	Acreage	% of Total	% of County
A-1	163,190	75.3	66.9
RA	53,453	24.7	21.9
Total	216,643		88.8
Residential District	Acreage	% of Total	% of County
R-1	12,745	87.9	5.2
R-2	1,187	8.3	0.4
R-3	371	2.5	0.1
R-4	45	0.3	0.1
RR	146	1.0	0.1
Total	14,494		5.9
Planned Dev. District	Acreage	% of Total	% of County
PUD	2,606	99.5	1.07
PBD	13	0.5	0.004
Total	2,619		1.074
Commercial District	Acreage	% of Total	% of County
CC	3	0.6	0.001
CS	484	89.1	0.197
VC	56	10.3	0.025
Total	543		0.223
Manufacturing District	Acreage	% of Total	% of County
LI	1502	61.2	0.6
HI	953	38.8	0.4
Total	2,455		1.0
Other	Acreage	% of Total	% of County
Town	4,661.00		1.9
R-O-W & Misc.	2,425.00		1.0
GRAND TOTAL	243,840		100%

11.1 CULPEPER COUNTY

EXISTING LAND USE



RAPPAHANNOCK COUNTY

FAUQUIER COUNTY

MADISON COUNTY

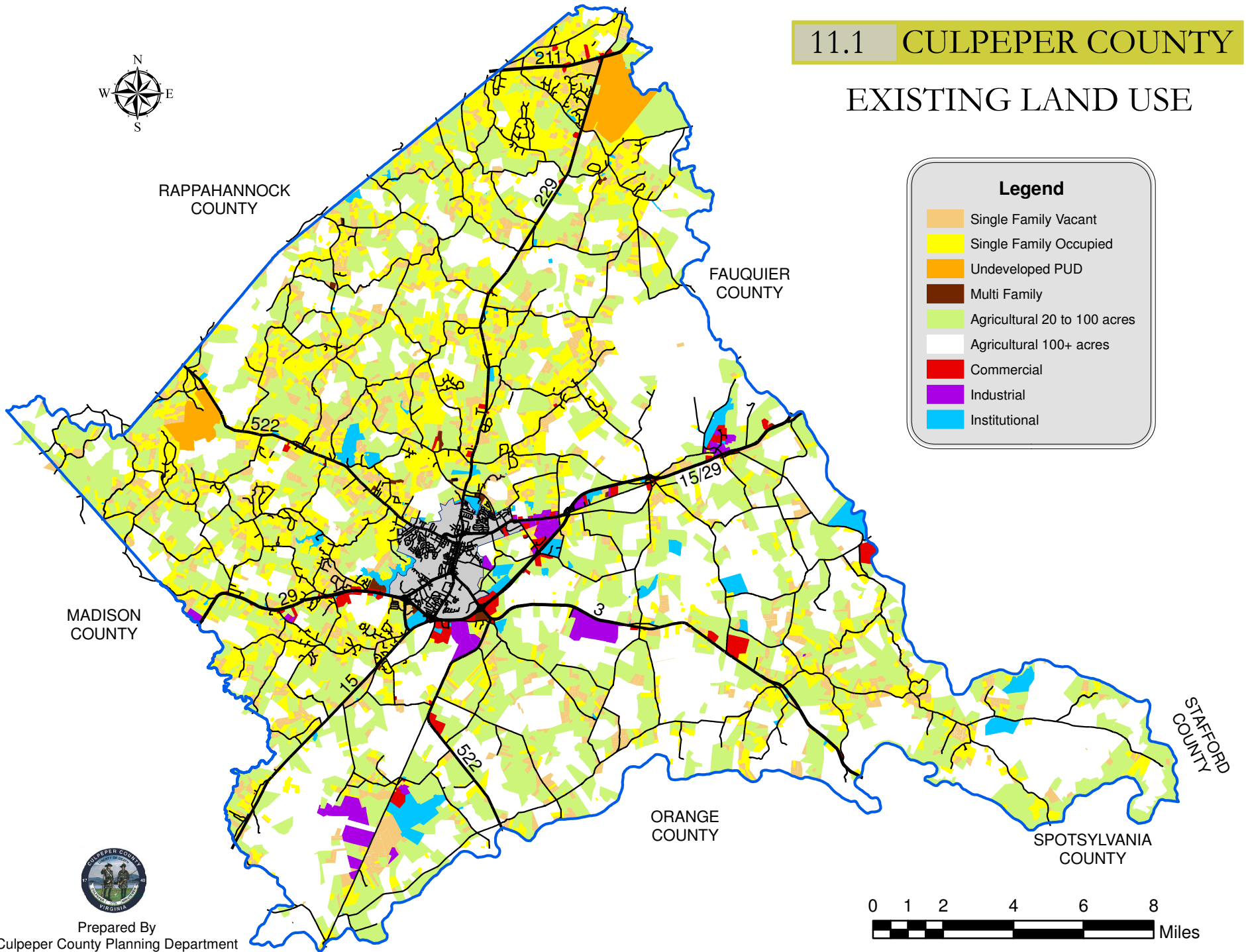
ORANGE COUNTY

SPOTSYLVANIA COUNTY

STAFFORD COUNTY

Legend

- Single Family Vacant
- Single Family Occupied
- Undeveloped PUD
- Multi Family
- Agricultural 20 to 100 acres
- Agricultural 100+ acres
- Commercial
- Industrial
- Institutional



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Culpeper County Planning Department



11.2 CULPEPER COUNTY

EXISTING ZONING



RAPPAHANNOCK COUNTY

FAUQUIER COUNTY

MADISON COUNTY

ORANGE COUNTY

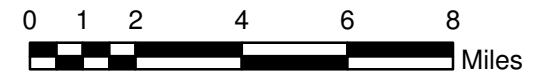
SPOTSYLVANIA COUNTY

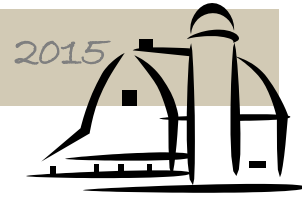
STAFFORD COUNTY

Legend	
ZONING	
	A1-Agricultural
	RA-Rural Area
	RR-Rural Residential
	R1-Residential
	R2-Residential
	R3-Residential
	R4-Residential
	PUD-Planned Unit Development
	CS-Commercial Services
	CC-Convenience Center
	VC-Village Center
	PBD-Planned Business District
	LI-Light Industrial
	HI-Heavy Industrial
	WATER



Prepared By
Culpeper County Planning Department





12. FUTURE LAND USE

INTRODUCTION

The Future Land Use Plan reflects the limits of the land and in Culpeper County the needs of the community, both currently and into the future. While the analysis targets the next 20 years, to the year 2035, the overall plan expresses a desire to conserve our land by planning for future growth well beyond then. The Future Land Use Plan identifies those areas planned for future growth and the anticipated land use associated with such growth. It also identifies those areas which we wish to protect from growth, such as floodplains and agricultural and forestal lands. Companion documents and other chapters in this Plan directly relate to the Future Land Use Plan, and their corresponding maps detail specific functional areas identified in the Comprehensive Plan. These areas include such items as public facilities, transportation, schools and recreation: issues which must be addressed, implemented and coordinated with development.

The Future Land Use Map does not stand alone and is not, by itself, the future plan for the County. Rather, the map, text, goals and objectives, data and several companion documents incorporated into this Plan by reference are all part of the future land use plan for Culpeper County. These collectively represent the Comprehensive Plan and the context and interpretation for its use in guiding future land use decisions. The Comprehensive Plan not only identifies where growth generally should occur in the County, but also the appropriate timing, extent and intensity. Significant conditions that limit each area are also identified.

The identification of potential growth areas in the Future Land Use Plan is neither an assurance of community acceptance nor a commitment to development by the County. Many factors identified throughout the Comprehensive Plan affect the need or appropriateness of any particular proposed development and these must be taken into account along with the Future Land Use Map. As the term *comprehensive* implies, the factors impacting land use are not viewed in isolation. Many factors are taken into consideration including the function of the intended area; the current character of the surrounding area and the compatibility of the proposed use; the scale of the proposal in relation to the area in which it is proposed; the timing and its relationship to both infrastructure development and the orderly succession of uses in each area; and the restrictions imposed by environmental or historical resource protection (e.g., wetlands, historic site interpretation, etc.).

The land use concept incorporated into the Comprehensive Plan recognizes the historical communities and economic centers of the County; and where feasible, consolidates proposed growth in and around those centers. This enables the protection of major agricultural and forestal lands as well as environmentally sensitive areas of the County which tend to follow the major water channels such as the Hazel River and Mountain Run. It also facilitates the concentration and maximization of infrastructure and related services necessary to support growth, thereby avoiding strip development along arterial highways.

Village centers identified in this Plan coincide with significant development factors in the vicinity of their location in the County. Lesser development, primarily rural transitional or large lot residential and limited commercial, have been concentrated around other historic centers which serve as focal points. These centers have been designated as either convenience or cultural centers, based upon their size and

intended future use. The majority of development, both commercial and residential, will be focused in and around the Town of Culpeper corporate limits. The Town is viewed as the primary village center for Culpeper County.

VILLAGE CENTERS

A village center is intended to be the primary focus for rural residential development and commercial services. These include low and medium density residential land uses and neighborhood retail, general business, and offices which are conducive to rural community development. The village center is intended to serve the needs of the population residing within at least a five-mile radius. The village centers designated in the Culpeper County Comprehensive Plan are:

- Brandy Station / Elkwood
- Clevenger's Corner
- Town of Culpeper

Each village center has its own unique characteristics and function within the County of Culpeper. The purpose of these centers is not merely to consolidate rural development, but also to function as the rural neighborhoods that represent the vitality and cohesiveness of rural life. The centers are intended to create an identity for each County area, and by concentrating residential growth in these places, the surrounding agricultural areas are planned to remain as such. These centers are also intended to provide for the different needs of County residents by providing opportunities for housing, services, jobs, recreation, etc. The scope and type of development at each village center will vary significantly depending on many conditions. Each village center is individually addressed in Chapter 13 of this Plan.

Brandy Station/Elkwood

These two communities are envisioned to serve as a single Village Center with separate, yet complementary functions. Brandy Station is intended to act as the focus of residential and related activities such as retail and personal services, while Elkwood is to be the focus of County commerce and related business services. The commerce center is focused both north and south of Route 29 at Elkwood in the vicinity of the Culpeper Regional Airport and the Culpeper Industrial Airpark. Areas of planned development south of Route 29 face an access challenge due to the location of the railroad running parallel to Route 15/29. The residential center is primarily focused south of Route 29 at Brandy Station, and potentially just east of Brandy Station, thereby building on the historic base of that community. The two communities are separated by an area composed of historic Fleetwood Hill north of Route 29 and the floodplain areas of Flat Run south of Route 29. A greenway, or open space corridor should be preserved through that area. Significant factors which support development include Route 29, access to Northern Virginia, the airport and airpark infrastructure, planned expansion of water and sewer service, the rail line with potential for a commuter rail station and/or industrial applications and the existing historic community. Limiting factors include soil conditions, groundwater availability, protection of historic resources and access challenges. The Master Water and Sewer Plan addresses the plans for public utilities in the area. The abundance of historic resources requires careful siting and development review to protect identified historic features. Environmental restrictions will limit eventual development

of the area south of Route 29. All development must be closely staged with area infrastructure improvements, without which significant development cannot occur.

Clevenger's Corner

This center reflects the influence of Route 211, a four-lane arterial, and its access to Northern Virginia via Warrenton. Factors which support development include the availability of water and sewer, arterial access as well as market access to Fauquier and Rappahannock Counties, natural resources including the Rappahannock River and its tributaries, the existing residential community, including South Wales, and an adequate supply of land suitable for development. The village center is focused primarily south of Route 211, however there is planned commercial and residential development to the north as well. Buffering along Route 211 to enhance the visual quality of the entrance corridor is essential, with primary access and visibility of commercial development limited to Route 229.

Town of Culpeper

The Town of Culpeper is the County seat and the center of commerce for Culpeper County. Dating back to 1749, the Town has a central historic downtown core surrounded by newer areas of residential, commercial and industrial growth. The Town maintains its own utilities and roads and is served by a police department, trash pick-up service is also provided inside the Town boundaries. The Town is governed by a Town Council and taxes paid by Town residents provide for these additional services. In 2012 the Town and County reached a Voluntary Settlement Agreement On Water and Sewer and Boundary Line Adjustment. The Agreement provides for periodic Town boundary expansion in return for providing water and sewer service in the Town environs. The Town of Culpeper 2013 Comprehensive Plan is hereby incorporated as a reference for future development within the Town.

The Commonwealth of Virginia mandates the Town of Culpeper prepare and adopt a comprehensive plan for the physical development of the land within its jurisdiction under SECTION 15.2-2223 OF THE CODE OF VIRGINIA.

Quick Link: [Town of Culpeper 2013 Comprehensive Plan](#)

CONVENIENCE CENTERS

A convenience center is intended to provide opportunities for limited local convenience services to serve rural residents and supplement neighborhood and community areas. It is intended that these services be concentrated at crossroads rather than spread out along highways or isolated as home occupations. These crossroad locations tend to reinforce past farm patterns, and in turn, can be a focal point for future community activities. Most of the convenience centers identified are also the locations of rural post offices in the County. While many of the designated convenience centers are supported by nearby residential development, significant new residential components are not anticipated.

The convenience center designations in Culpeper County are:

- Boston
- Reva
- Richardsville
- Rixeyville
- Catalpa
- Stevensburg
- Germanna

Boston

Boston is located at the intersection of Routes 522 and 707. It is the site of a general store and post office. Boston has experienced some residential growth and is unique due to the location of the property known as Longlea and the Communications of America (CCA) property just to the south of Boston. CCA is a commercial mailing facility. Longlea is a conference center facility surrounded by approximately 800 acres of rolling hills and mountain views. Although Boston was formerly a village center, and the Longlea property is zoned as a planned unit development (PUD) which could accommodate expanded commercial facilities and substantial residential development, large scale development of the property is limited by infrastructure requirements and is no longer encouraged.

Reva

Reva, for the purposes of this Plan, is located at the intersection of Route 29 and Route 633 where a heavy volume of traffic flows through the County. The intersection lies close to the Madison County line. This location serves as a convenience center based on the post office and store currently existing there. The historic and true location of Reva is at the crossroads of Routes 644 and 637, and this location could be utilized once again at some point in the future. The Reva Park Market and Reva Post Office located on

Route 29 at Route 633 has become commonly referred to as Reva by many, and the location on a primary road most likely will insure that it remains the most viable location.

Richardsville

Richardsville's location is fairly remote. However, it is the former location of a general store and post office and there is a substantial amount of residential zoning currently in place. There is a Richardsville Volunteer Fire Department and existing recreational opportunities such as canoeing and camping. Anticipated residential development in the area could support the re-establishment of neighborhood commercial services.

Rixeyville

Rixeyville is located at the intersection of Routes 640 and 229 and consists of a country store, a post office and a church. This center serves the surrounding low density residential and rural transitional areas.

Catalpa

Catalpa is located at the signalized intersection of Routes 685 and 229. Although no post office exists at this location, there is a commercially zoned country store on one corner, office use on one corner and commercial service zoning on another. There is also approximately 40 acres of County owned land for future institutional use. Additionally, there is potential for public water and sewer service from the nearby North Ridge residential project. While a significant amount of development around Catalpa is not directly encouraged, the development of the County-owned site and the extension of water and sewer service would inevitably drive demand for further development around this intersection. Widening of Route 229 through the intersection would be a necessary improvement if such development were to occur.

Stevensburg

Stevensburg is a rural convenience center with access to Route 3. It serves as a rural neighborhood center for the surrounding farm community. Its geographic center is along Route 600, just off Route 3, with services along Route 3. The area does not currently have access to sewer and water services. Significant historic resources in the area include Salubria to the southeast and the site of a Civil War Winter Encampment on Hansborough's Ridge to the northeast. These historic resources and existing development constraints have resulted in this convenience center designation as opposed to the former village center designation. Stevensburg is defined by a country store, a post office and other commercial service uses.

Germanna

Germanna is located at the southeast extent of the County. For the purposes of this plan, it is defined by the intersection of Routes 3 and 620. There is an existing country store, an auto repair business and an undeveloped commercial property of some significance. A short distance away, in neighboring Orange County, is the location of Germanna community college and substantial residential and commercial growth.

CULTURAL CENTERS

A cultural center designation identifies an area with historical significance that may already contain churches, post offices, community centers and some commercial development. These centers are intended to remain as they currently exist, with existing commercial services. Those areas designated as cultural centers are:

- Griffinsburg
- Jeffersonton
- Lignum
- Rapidan
- Winston
- Mitchells

Griffinsburg

Some rural residential development has taken place in the area of Griffinsburg. Several small businesses have operated in existing structures located in the vicinity of the intersection of Routes 633 and 522. In addition to its rural neighborhood function, the potential of a regional cultural and arts facility exists. The area is also the location of several buildings with historic significance.

Jeffersonton

Jeffersonton is located at the intersection of Routes 802 and 621. The center consists of several historic churches, a post office and a community center, and a long-standing pattern of historic homes. The services located at Jeffersonton should not be expanded, and care should be taken to protect the character of this historic village which has potential for state recognition.

Lignum

Lignum is located southeast of Stevensburg on Route 3 at the intersection of Route 647. There are several historic churches and other historic buildings, a post office, and a community center located in Lignum. Route 3 bypassed Lignum as part of the four-laning of that road, and as a result, retail commercial services may not be feasible at this location.

Rapidan

Rapidan is located at the southernmost tip of Culpeper County on Route 615. Rapidan is on the National Historic Registry as an historic district because of the many historic homes and churches located there. There is also a fire and rescue facility at Rapidan to serve the surrounding agricultural area, and a post office.

Winston

Winston is located at the intersection of Routes 522 and 617. There is a general store at Winston, and an historic church. The area is primarily known as the location of Commonwealth Park, an equestrian center with excellent potential for a number of diversified recreational and cultural events.

Mitchells

Mitchells is located at the intersection of Routes 615 and 615/652 between Winston and Rapidan. There are three churches, the old Ruritan building, a country store which has not operated in many years, as well as industrial activity (Remington Mulch Company). South of Mitchells are several stone quarries. In addition, the Virginia Department of Corrections constructed Coffeewood, a 970 bed medium security correctional facility is located approximately 3/4 of a mile south of the Mitchells Community. This facility employs approximately 253 people. The Virginia Department of Corrections constructed a waste water treatment facility for Coffeewood with an excess capacity of 20,000 gallons per day for use off-site. This capacity provides sewer service to a number of homes in the Mitchells Community.

The location of village, convenience and cultural centers is depicted on Map 12.1

GREEN INFRASTRUCTURE PLAN

Green Infrastructure is defined as an interconnected network of waterways, wetlands, woodlands, and other natural areas; namely working farms, forests, and public parks that support native species, maintain ecological processes, and sustain air and water resources; thereby contributing positively to neighboring landscapes and to the health and quality of life for the human community as a whole.

As future development commences within the County of Culpeper, it is critical to find a balance between this growth and the existing natural and rural character of the County. In defining Green Infrastructure within the County of Culpeper, the groundwork is set forth for a strategic approach to land conservation. This approach is not intended to conflict with development; instead it should act as one of several guiding factors for new growth. The science of ecology informs us that the conservation of open space and natural habitat must not be undertaken in a piecemeal fashion or in isolation from planned development. The existing Green Infrastructure of Culpeper County is not delineated purely for the sake of conservation but as a tool in considering where new infrastructure should be built and where existing infrastructure should be redeveloped.

Green infrastructure, in contrast to human or built infrastructure, is already extant as a natural resource and need only be identified and protected to be realized. The concept of green infrastructure repositions open space protection from simply a community amenity to a necessity for the protection of natural resources. As one example, when forest land is lost, a certain amount of healthy and plentiful water is also lost. Studies have documented that the larger the forested area in a watershed, the lower the cost to treat drinking water. Preserving and expanding natural assets is thus also central to sound economic and health policies. The elements of a green infrastructure network need to be protected over the long term. This will require an ongoing community commitment and the incorporation of a defined Green Infrastructure within the long range planning efforts of the County of Culpeper.

With the aid of data obtained from the Virginia Department of Conservation and Recreation, Virginia Natural Landscape Assessment Program (VaNLA), Culpeper County has spatially identified multiple ecological cores and corridors. These ecological cores and corridors have been further augmented with in-house G.I.S. layers that are comprised of flood plains, public parks, and private land subject to permanent conservation easements. Together, these areas form an interconnected network of hubs or cores. Identifying, protecting, and restoring connections between preserves and other important ecological areas is a key concept for conservation and the practice of ecosystem management. A connected system of farmland, forests, and waterways helps to provide viable habitat for our native species, provides recreational opportunities for County citizens, and protects environmental health for all.

Article 8A of the Culpeper County Zoning Ordinance prescribes the Floodplain Overlay District, which serves as an important feature providing connectivity for various habitat cores within the Green Infrastructure Plan. In general, no structures may be built within the 100-year floodplain, and it is thereby a natural choice for greenway corridors. Other green infrastructure lands are proffered open space areas and private land with permanent deed restrictions that prohibit development under the Virginia Outdoors Foundation conservation program or similar programs. Also included are various public parks that provide necessary wildlife habitat in addition to outdoor recreation opportunities for citizens.

Once green infrastructure is lost within a community, it is expensive or often impossible to reconnect parcels or restore the ecological functions of the natural landscape; and some species do not survive the fragmentation. The loss of our natural assets to unguided growth goes beyond land use issues. It threatens possible future economic development of the County of Culpeper related to its rural character, heritage and rich natural landscape. Strategically linked green corridors maximize the various positive ecological effects of having viable environmental cores and enhance outdoor recreational opportunities to meet the needs of a growing population. The protection of undeveloped lands provides essential benefits to society at large; relatively cleaner air, cleaner water, and a sense of place reflected in the nature of open space.

Since landscape conservation is often linked to the integrity and enjoyment of historic or cultural sites, assets such as battlefields or historic homes can also be included in the assessment inventory.

A basic way to think about what constitutes a green infrastructure approach is how resources are or could be tied together (travel for plants and animals, hydrology, etc.), instead of considering a park, forest, or wetland as an individual site. Taking a green infrastructure approach requires identifying and understanding natural systems and protecting those systems before development begins, as well as seeking to restore connections and habitats in already-developed landscapes. Green infrastructure planning is not intended to prohibit development. Rather it helps guide construction to the most appropriate places while conserving vital forests, farms, wildlife habitats and water resources that are necessary for healthful lifestyles and strong economies.

The Green Infrastructure Plan is depicted on Map 12.2.

LAND USE CATEGORIES

Floodplain

The Future Land Use Plan depicts the 100-year floodplain in accordance with Federal Emergency Management Agency (FEMA) maps. County Code generally prohibits construction within the floodplain. In keeping with the Green Infrastructure Plan, floodplains are seen as a means of creating corridors which tie together large open space areas in the County. These help to provide for the movement of wildlife. Primarily, floodplains are designated for protection of the health, safety, and welfare of County citizens and for the protection of property.

Conservation / Parks / Open Space

A very important aspect of the Comprehensive Plan is the preservation of natural resources. Open spaces, forests and recreational areas are critical in supporting native species, maintaining ecological processes, and sustaining air and water resources, thereby contributing to the health and quality of life of the citizens of Culpeper County. These may be public or private lands existing in their natural condition, which may include natural resources, environmentally sensitive areas, geologic features and historic resources. Parks, conservation and historic easements and areas dedicated to open space are also included in this land use category. Many of the areas in this category are publicly owned lands or lands which have been voluntarily placed in permanent conservation easements.

Agricultural

The agricultural section of the land use map represents the areas in which residential, commercial and/or industrial uses are discouraged. The primary land uses in the agricultural and forestal areas are intended to be:

- Agricultural and Forestal operations of all types
- Accessory and complementary land uses for agriculture

Significant agricultural and forestal soils are located throughout the County with a predominant belt running northeast from the point where Route 15 enters the County just north of Brandy Station, to Lakota on the Rappahannock River. Many of these soils are also associated with major stream and river courses. Additional information regarding significant agricultural soils in the County can be found in Chapter 5. The agriculturally designated areas on the future land use plan also take into account the existing Agricultural and Forestal Districts.

Some residential development can occur by right in the agriculturally designated areas. This ability must be preserved: More intensive development requiring rezoning should only occur when the removal of this land will not have a negative impact on surrounding agricultural and forestal operations.

Rural

The rural sections of the Future Land Use Plan also represent areas which are inappropriate for high density residential development, high intensity commercial and/or industrial uses. Transitional uses of a commercial nature which are compatible with low density residential and agricultural land uses may be appropriate and should be considered case by case. The predominant uses in rural areas, in addition to agricultural uses are intended to be:

- Low-density residential development on marginal agricultural land, not to conflict with agricultural and forestal land use
- Limited commercial enterprises which are most appropriate in rural areas, such as country stores, or uses which require substantial amounts of land for adequate buffering

The rural area is intended to be a mix of agricultural use, which may include land in agricultural and forestal districts, and rural residential use. Rural areas adjacent to agricultural land uses and areas which have inadequate infrastructure should be limited as to residential development. Rural designations which are closer to village centers and which have access to adequate roads may be appropriate for low-density residential development, through a rezoning process. The purpose of this area is to provide a smooth progression from the more intense uses associated with a village center to those less intense uses such as agriculture. Rural areas are also identified in locations which are not adjacent to village centers, but which have been substantially developed and which do not include intense agricultural operations. These rural areas will most likely contain a mixture of other uses, both existing and future,

where such uses would serve to provide the desired progression, as well as the buffering of incompatible uses. The rural areas should be flexible so that this buffering can occur in the most efficient way. The RA (Rural Area) zoning district should be the predominant zone rather than RR (Rural Residential). The RR zone, which permits significant residential development, should only be utilized directly adjacent to village center areas or where it can be shown that there is compatibility with surrounding uses.

Water and sewer are generally provided by on-site wells and septic systems. The rural areas are not intended to be developed to full subdivision potential, but are to act as a buffer between agricultural use and more intense development. Any proposed residential development should take into account any existing agricultural and forestal districts (See Chapter 5).

Residential

Future residential development is planned to closely follow the Village Centers in order to concentrate housing where services, utilities and infrastructure either already exist or are planned to exist. This strengthens the neighborhood / village concept and reinforces public and private service investments in the community. Each village center, including the Town of Culpeper, is afforded a range of residential uses that generally decrease in density from the center out. These residential areas may then be buffered by a rural transition area. This provides for a progression of residential density from the core of the village center to areas in agricultural use.

The principal areas of residential concentration include several areas around the Town of Culpeper, Clevenger's Corner and Brandy Station. The area around the Town will be defined by establishing an 'urban services boundary' (Map 12.4). The urban services boundary is intended to create an edge beyond which utilities are not expected to extend. The Town urban services area and village areas such as Clevenger's Corner and Brandy Station are geographically spaced so as to independently capture different primary housing markets in the County.

In general, the areas along the Hazel River, Thornton River and Muddy Run are floodplains which are highly susceptible to erosion and consist of prime agricultural lands. Also, the Triassic Basin is an area of poor soil which is highly susceptible to groundwater recharge contamination from surface runoff. The use of these areas for residential development would compromise natural resources and/or cause the discontinuance of agricultural enterprises on prime farmlands and eco-tourism potential, and therefore, residential development should be limited in these areas.

The Future Land Use Plan (Map 12.3) contains two residential land use categories: Low and medium / high density development.

Residential – Low Density

Low density residential areas are intended to allow for a maximum of one dwelling unit per acre. Residential support services may also be located in these areas.

Residential – Medium / High Density

Medium / High Density residential designations will allow for residential support services and a maximum of 2 - 8 dwelling units per acre. This range of housing density provides for different housing opportunities. The higher densities can be mixed with retail and commercial services to form a transition between the business core and the surrounding residential. Public sewer and water will be required in most instances. This category, along with mixed use, is a good fit for the Urban Development Areas.

Commercial

Commercial facilities are at the heart of the village center concept, although commercial designations are not limited to village centers. These facilities bring together the economic and social functions of the surrounding neighborhoods and provide focus and an identity for the village centers. Offices are included among the uses envisioned in this category. Historically, the rural farm communities functioned in much the same manner; therefore, it is appropriate that commercial and office facilities continue to form the cultural tie within the County's village centers.

Commercial services are proposed in a hierarchy of types to serve the various sizes and locales in the County. The highest and most diverse services are in the Town of Culpeper, which is the most prominent place in the County and which has the greatest concentration of people. The Town's retail base serves a population larger than the County and it will continue to do so.

Village centers form the second level of commercial services. These are neighborhood areas that primarily serve the local residents, but also offer diverse services to the entire County. The commercial enterprises to be located in the village centers are likely to include grocery stores, restaurants, pharmacies, general merchandise, professional offices, banks and other community services. Commercial areas are intended to be concentrated in the village centers of the County to encourage the consolidation of retail and service development and to discourage strip development. Consideration should be given to providing service drives as the means of access along the County's primary roads.

The third level of commercial services are to be located in the convenience centers of Boston, Reva, Rixeyville, Catalpa, Stevensburg and Germanna. These areas provide a focal point for the consolidation of limited commercial/retail and social services at the crossroads for the convenience of the County's rural residents. This pattern exemplifies past rural development, and it is the intent of the County to maintain this historic trend into the future. Examples of services that would typically be located in an area with a convenience center designation would include a country store, gasoline sales, beauty and/or barber shop, post office and the sale of other related convenience goods.

Small commercial areas are currently located within the areas designated by the County as cultural centers. These include Jeffersonton, Griffinsburg, Lignum, Rapidan, Mitchells, Richardsville and Winston. The cultural centers are historical places within the County and are intended to remain as they currently exist, with at most an existing country store for local services.

Industrial

Those areas designated as industrial on the Future Land Use Plan are intended to provide for the reservation of suitable areas for either current or future employment centers. This designation does not generally allow residential uses. Future office uses, data centers, manufacturing, and a variety of employment generating uses could be accommodated.

Employment centers require good access, utilities, and other infrastructure. The Future Land Use Plan does not identify every employment opportunity; however, it does suggest major employment areas. Although every village center will have some employment opportunity, not every center is appropriate for County recognition as an industrial or commerce center serving as a County-wide or regional employment base.

The Brandy Station/Elkwood Village Center possesses a unique opportunity to capitalize on existing County infrastructure. The Elkwood area has been identified as a “commerce center” providing specialized employment opportunities in the County. The County's commitment to the Culpeper Regional Airport and the infrastructure in the adjacent industrial airpark has established a suitable atmosphere to attract airport related and other industries. The surrounding area can support office, light industry, wholesale/distribution and research and development activities that can take advantage of adjacent airport capabilities, access to Route 29 and proximity to Dulles Airport, Northern Virginia and the University of Virginia to the south. Ancillary uses include business and support services such as accommodations, restaurants, recreation, conference facilities, telecommunications, freight forwarding and other related services. Allied residential and retail uses can be located at or near Brandy Station. Industrial uses south of Route 29 present challenges due to soil structure and access restrictions presented by the at-grade railroad crossings. Commercial and office uses are designated at Elkwood, south of Route 29. Residential and mixed uses are proposed east of Brandy Station. Care must be taken to avoid compromising area historic resources.

There are two areas adjacent to the Town of Culpeper which have been identified for industrial development. The Lover's Lane area, inclusive of the property known as 'Wingspread,' lies along Route 686 between the Route 3 and Route 15 interchanges with Route 29. The area combines rail access, access to Route 29 and utility availability, to form an attractive area for a diverse mixture of industry and office use. The Wingspread area extends to the south, bounded by the railroad to the west and by Route 522 to the east. The established neighborhood (Carleton Drive and Colonial Drive) which is located at the east end of Lover's Lane should be well buffered from industrial development. The development closest to this neighborhood should be limited to research and development, and office use if possible.

The second area lies inside the Route 29 Bypass and northeast to Inlet. This area provides a similar mix of components necessary for industrial development. However, this area is not only a designated Technology Zone, it is an active technology zone with industries such as S.W.I.F.T. and Terremark currently in place. The construction of McDevitt Drive for access and the location of water and sewer, electric, and fiber optic utilities has positioned this area to become a major employment area for the County.

Mixed Use

The Mixed Use category of land use is designated within village centers and in the Urban Services Boundary. This designation anticipates a mixture of higher density residential uses and commercial / office use. These mixed uses often combine commercial and residential components within a single property, e.g. an apartment building with offices or stores.

FUTURE LAND USE PLAN

The following map (Map 12.3) is a general guideline for land use in Culpeper County. It should be utilized in conjunction with all aspects of this Plan. It is recognized that the designation of some areas is not consistent with either existing zoning or existing land use or both. As such, areas will not be used solely for the purposes that have been designated.

URBAN SERVICES BOUNDARY

The basis of the Culpeper County Comprehensive Plan is the village center concept, which suggests nodes of development in certain areas where services and infrastructure can be provided in a cost effective manner while agriculture, open space and a rural atmosphere are preserved in the majority of the County. The Town of Culpeper serves as the largest village center in the County. The services available in the Town and the Town environs, as well as the road network, clearly suggest that the most substantial development in the County should occur in and around the borders of the Town.

Based upon this premise, it is important to define the areas around the Town which are appropriate for development and to establish a boundary beyond which very urban development should not occur. Map 12.4 provides for an “Urban Services Boundary” which should be generally adhered to. The Urban Services Boundary is not meant to suggest that all urban land uses should be contained within the boundary. On the contrary, neighborhood commercial services in outlying areas are encouraged. The Urban Services Boundary is intended to provide an ‘edge’ to dense urban development similar to that found within the Town Corporate Limits.

ONLINE RESOURCES

[Virginia Natural Assessment Program](#)

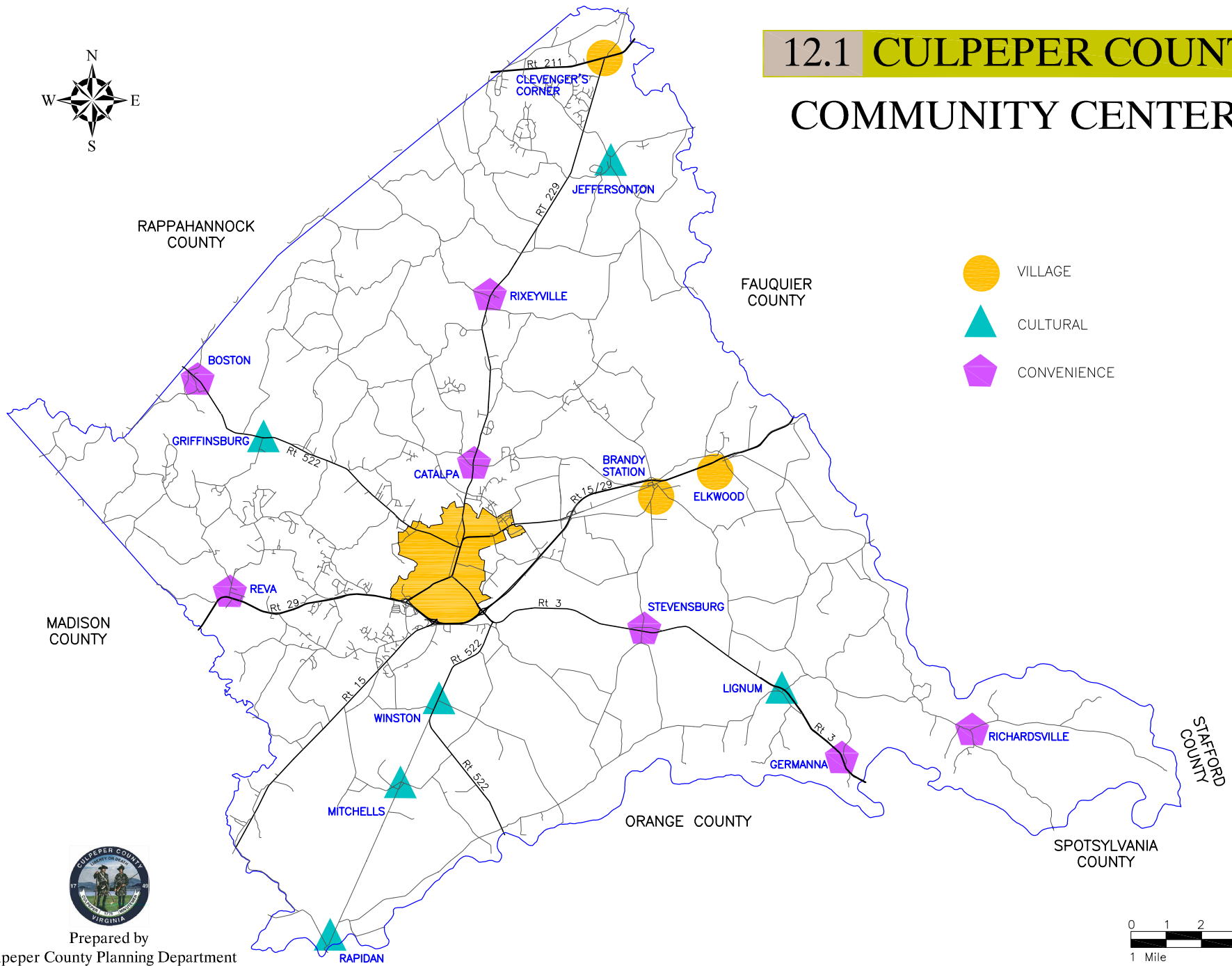
[Zoning Ordinance Article 8A Floodplain Overlay District](#)




[Town of Culpeper](#)

“Long-range planning does not deal with future decisions, but with the future of present decisions.” – Peter F. Drucker, author and educator

12.1 CULPEPER COUNTY

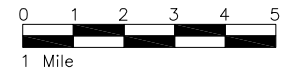
COMMUNITY CENTERS



-  VILLAGE
-  CULTURAL
-  CONVENIENCE



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12.2 CULPEPER COUNTY

GREEN INFRASTRUCTURE PLAN



RAPPAHANNOCK COUNTY

FAUQUIER COUNTY

MADISON COUNTY

ORANGE COUNTY

STAFFORD COUNTY

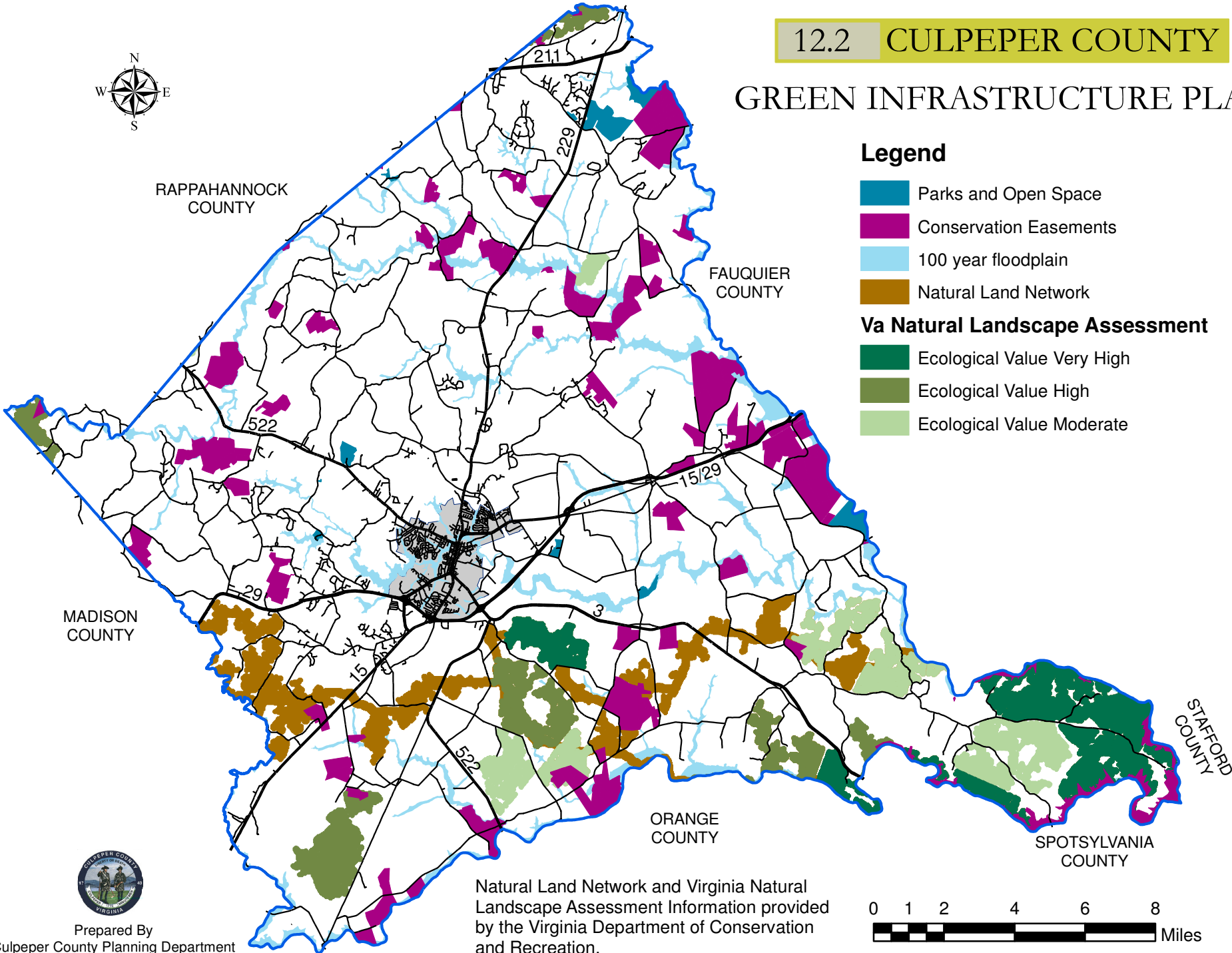
SPOTSYLVANIA COUNTY

Legend

- Parks and Open Space
- Conservation Easements
- 100 year floodplain
- Natural Land Network

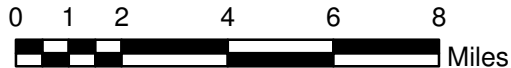
Va Natural Landscape Assessment

- Ecological Value Very High
- Ecological Value High
- Ecological Value Moderate



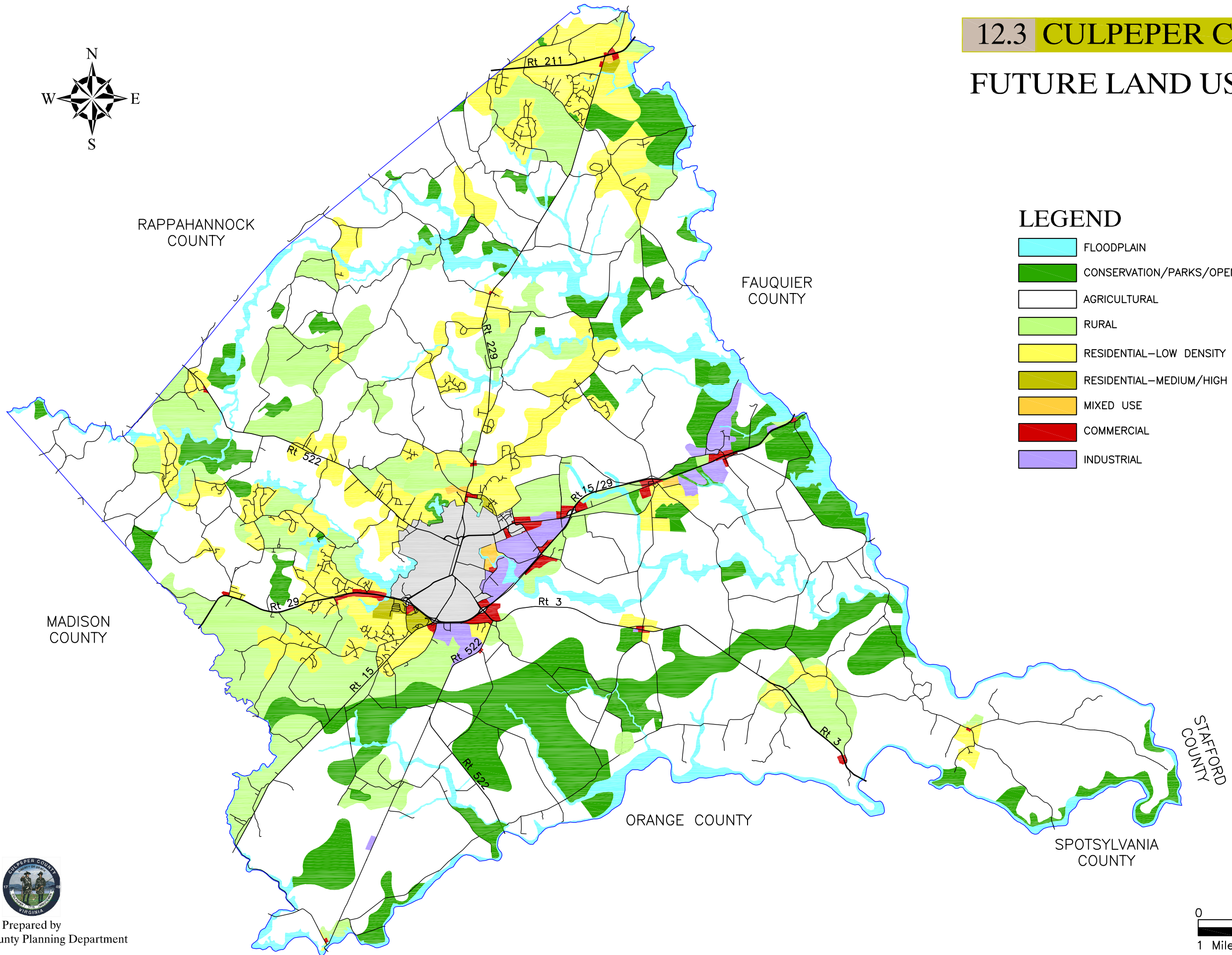
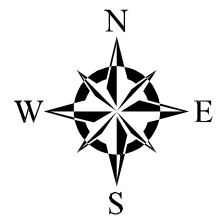
Prepared By
Culpeper County Planning Department

Natural Land Network and Virginia Natural Landscape Assessment Information provided by the Virginia Department of Conservation and Recreation.



12.3 CULPEPER COUNTY

FUTURE LAND USE PLAN

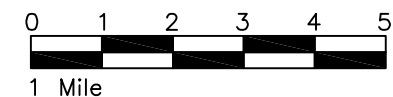


LEGEND

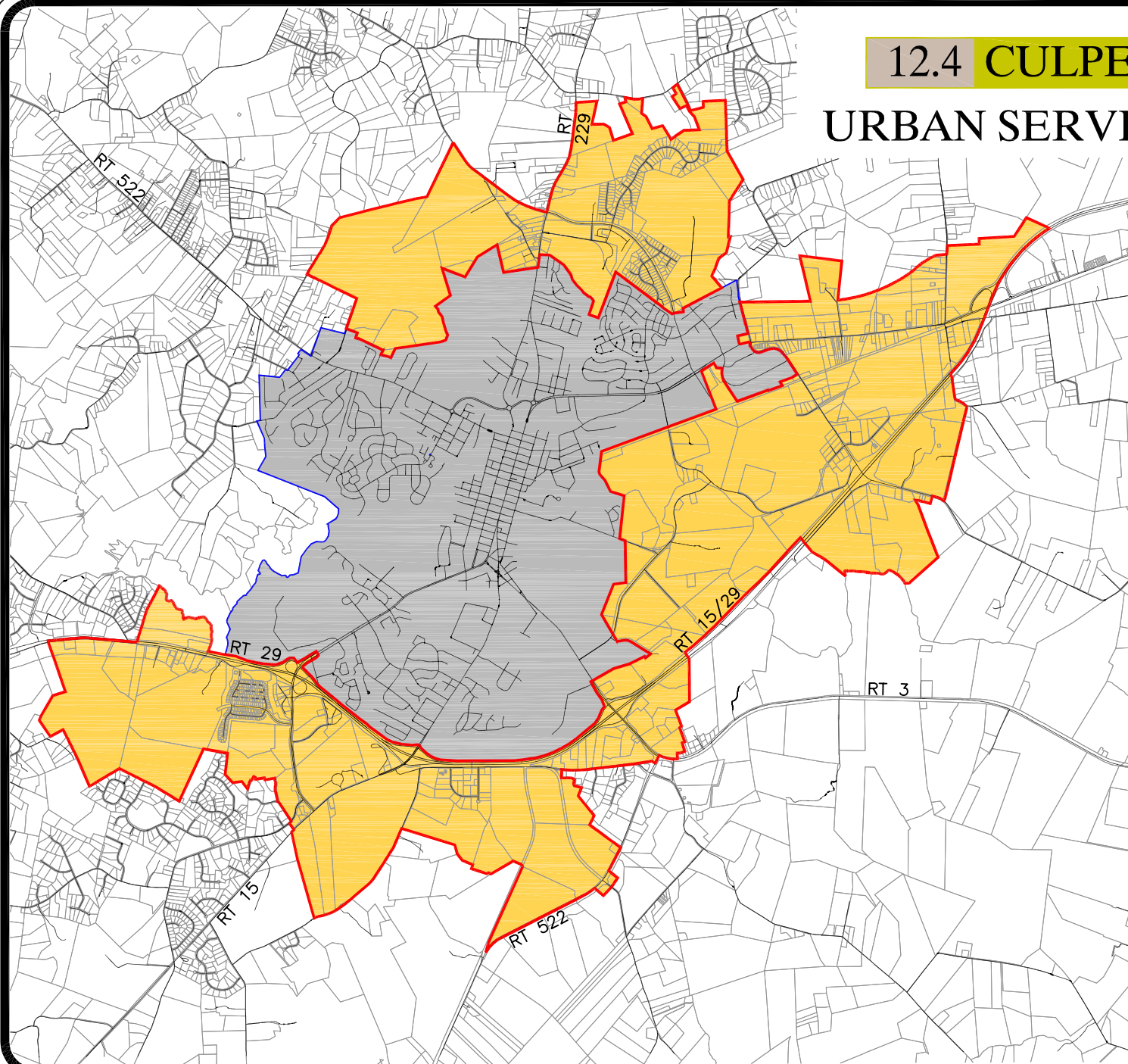
- FLOODPLAIN
- CONSERVATION/PARKS/OPEN SPACE
- AGRICULTURAL
- RURAL
- RESIDENTIAL-LOW DENSITY
- RESIDENTIAL-MEDIUM/HIGH DENSITY
- MIXED USE
- COMMERCIAL
- INDUSTRIAL



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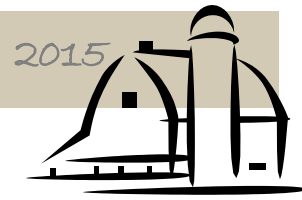


12.4 CULPEPER COUNTY URBAN SERVICES BOUNDARY



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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

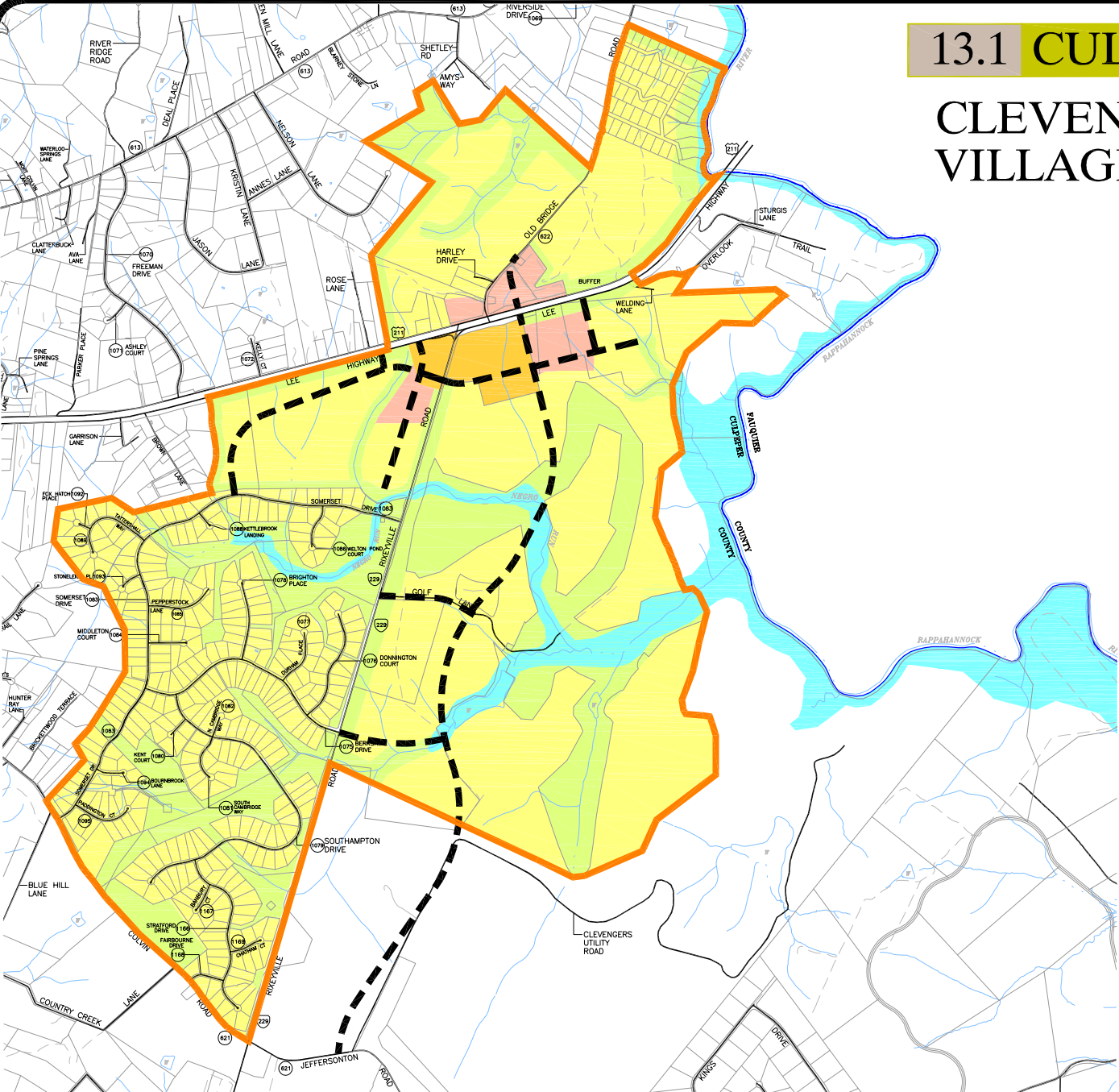
The Rixeyville convenience center currently contains a general store and a post office surrounded by a significant amount of existing residential zoning. Rixeyville is generally located at the intersection of Route 640 and primary Route 229. Route 640 west and Route 640 east are offset, which expands 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

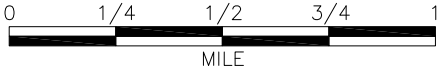


LEGEND

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

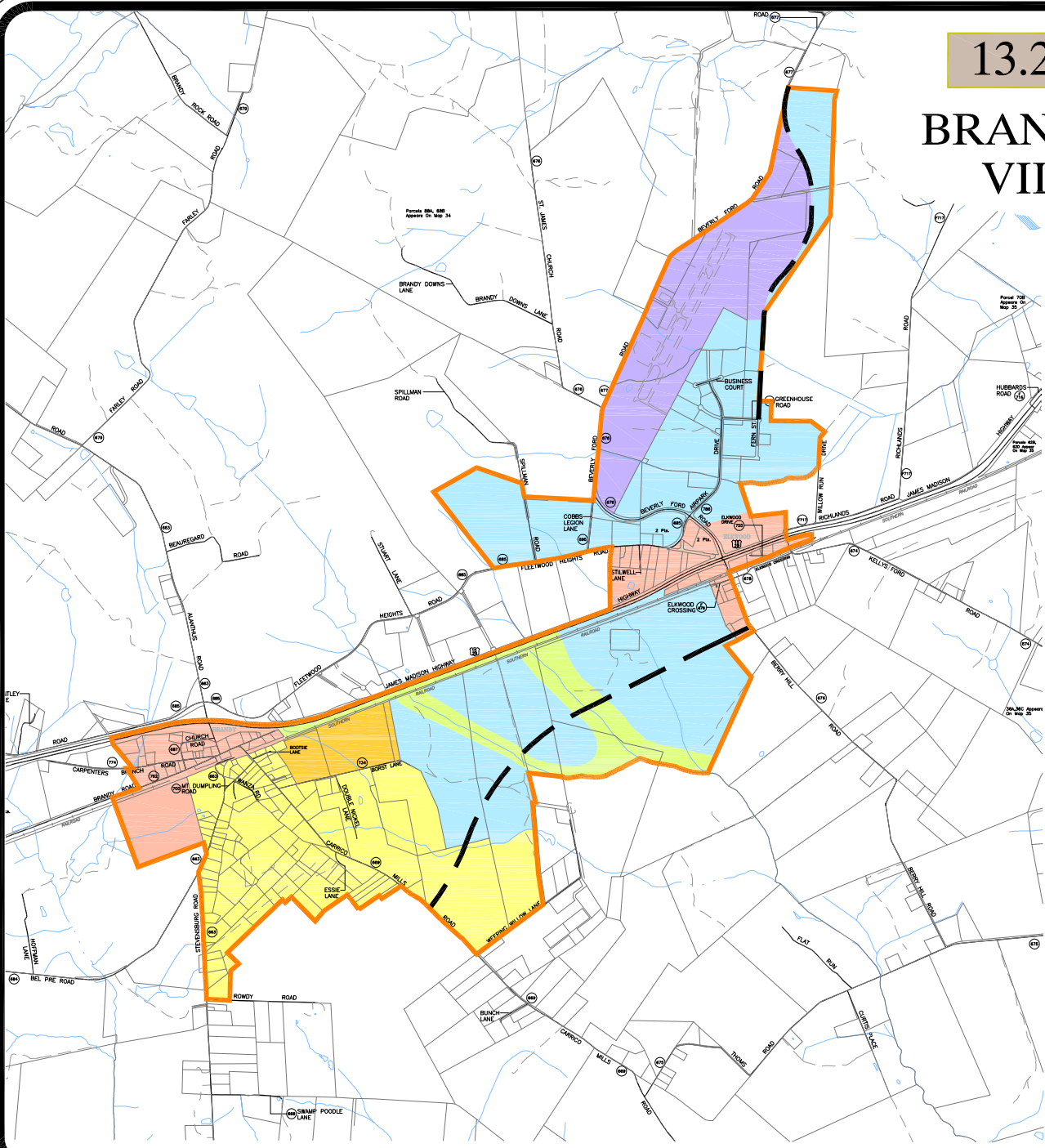


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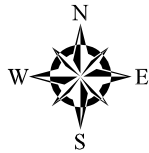
13.2 CULPEPER COUNTY

BRANDY STATION/ELKWOOD VILLAGE CENTER PLAN

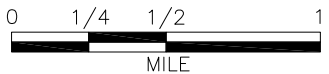


LEGEND

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









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13.3 CULPEPER COUNTY

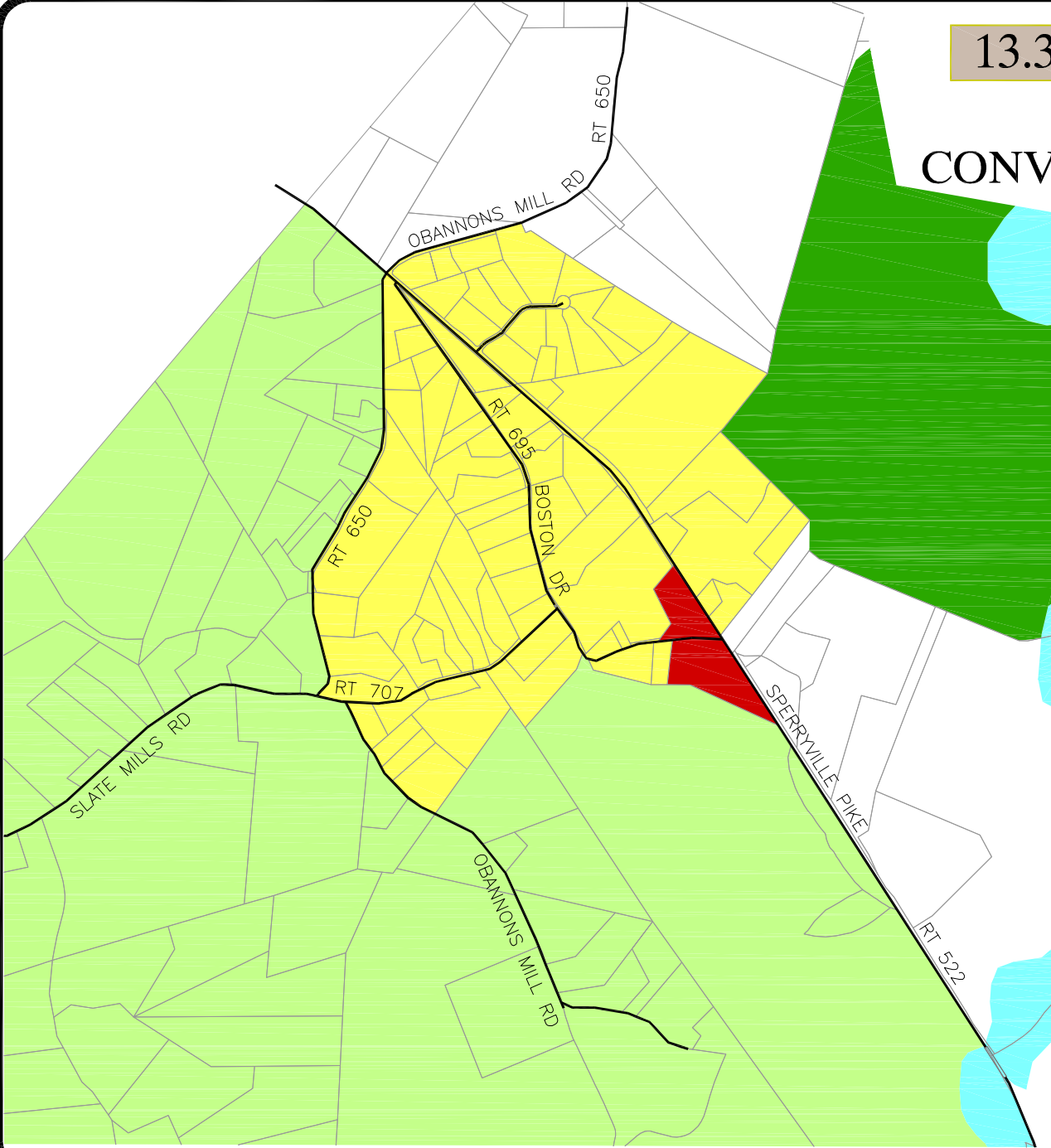
BOSTON CONVENIENCE CENTER PLAN

LEGEND

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






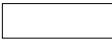




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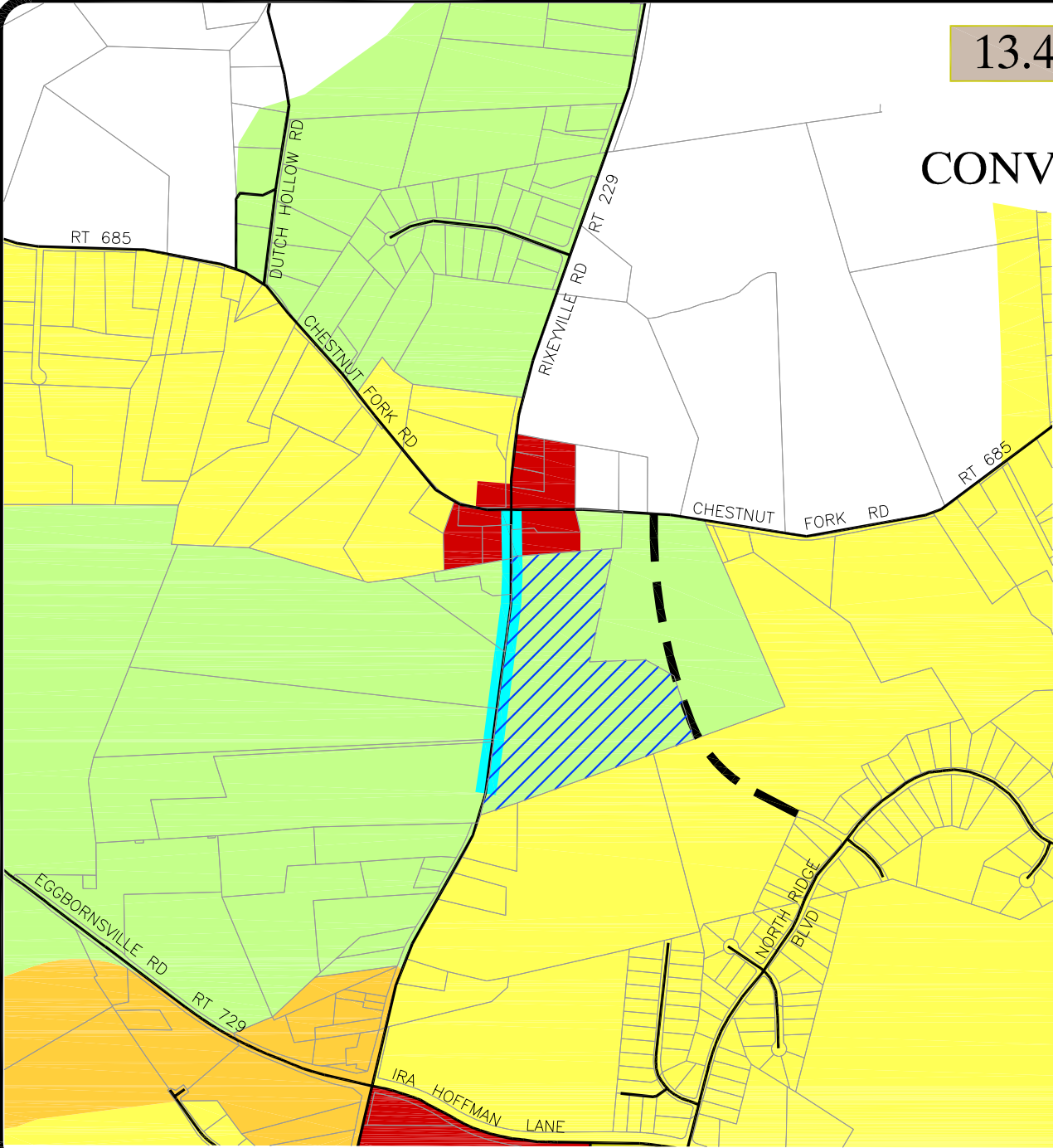


13.4 CULPEPER COUNTY

CATALPA CONVENIENCE CENTER PLAN

LEGEND

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







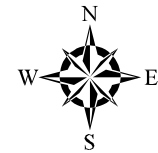
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13.5 CULPEPER COUNTY

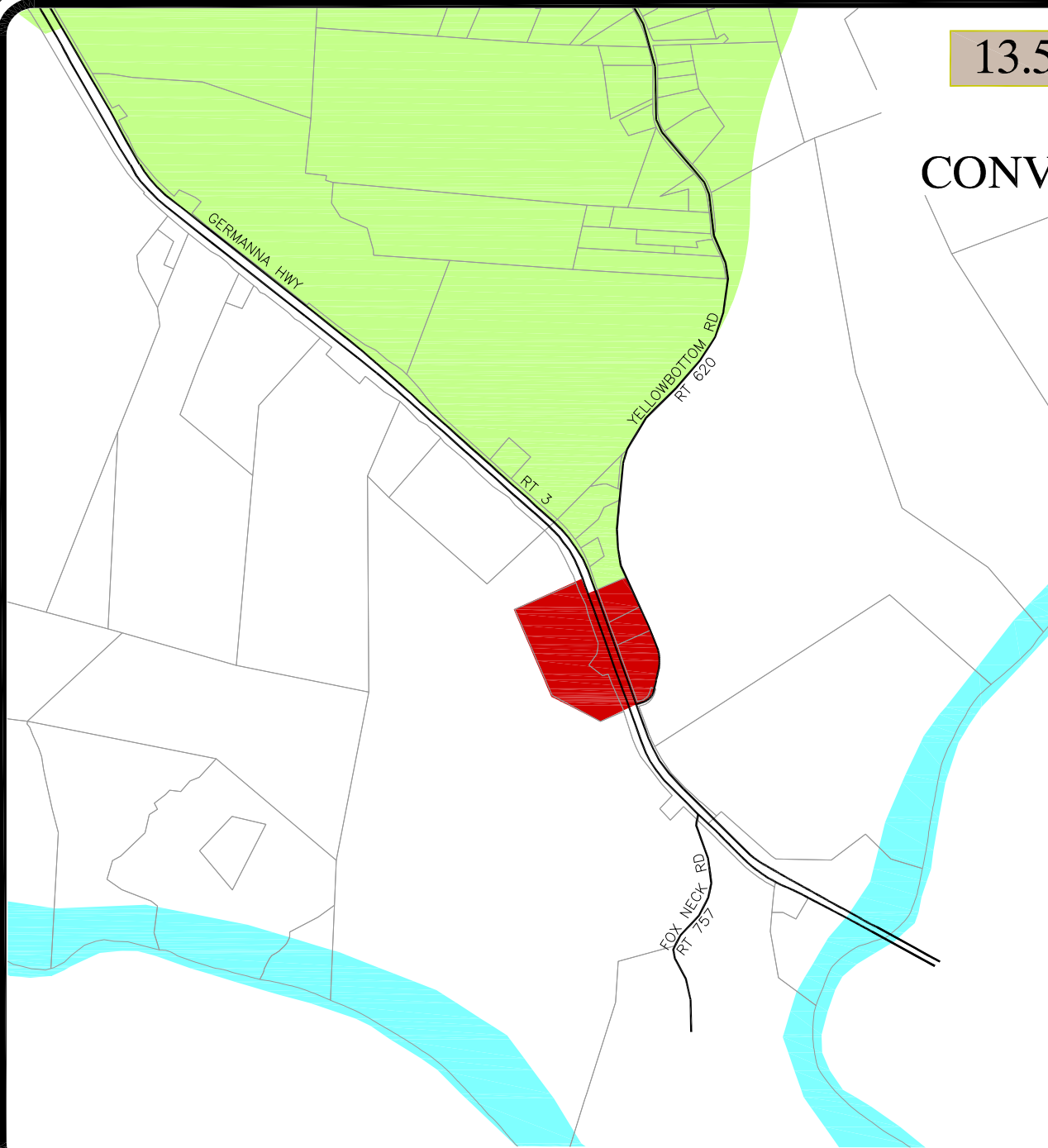
GERMANNA CONVENIENCE CENTER PLAN

LEGEND

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






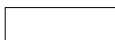
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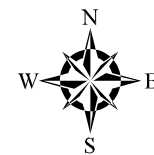


13.6 CULPEPER COUNTY

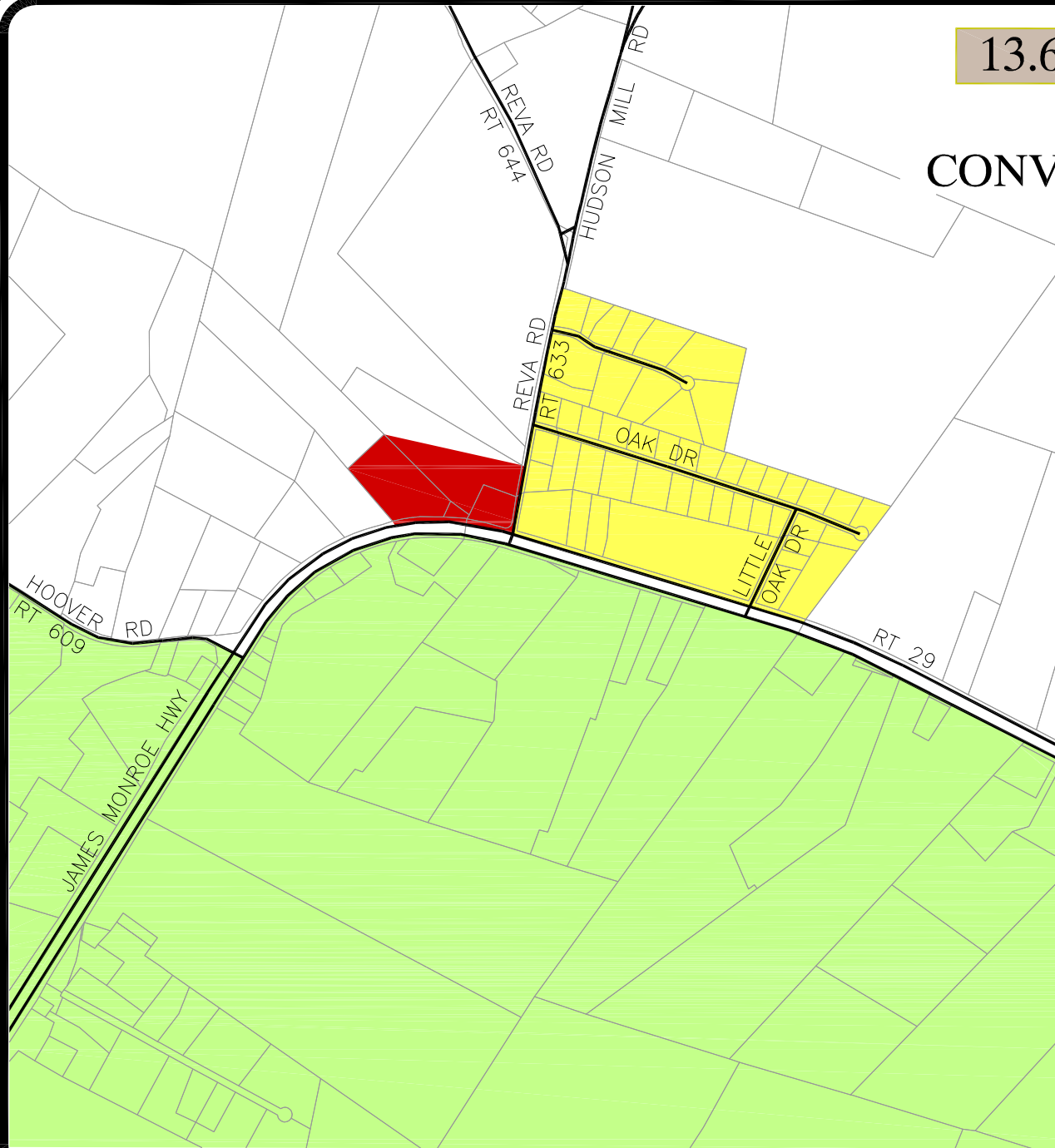
REVA CONVENIENCE CENTER PLAN

LEGEND

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







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13.7 CULPEPER COUNTY

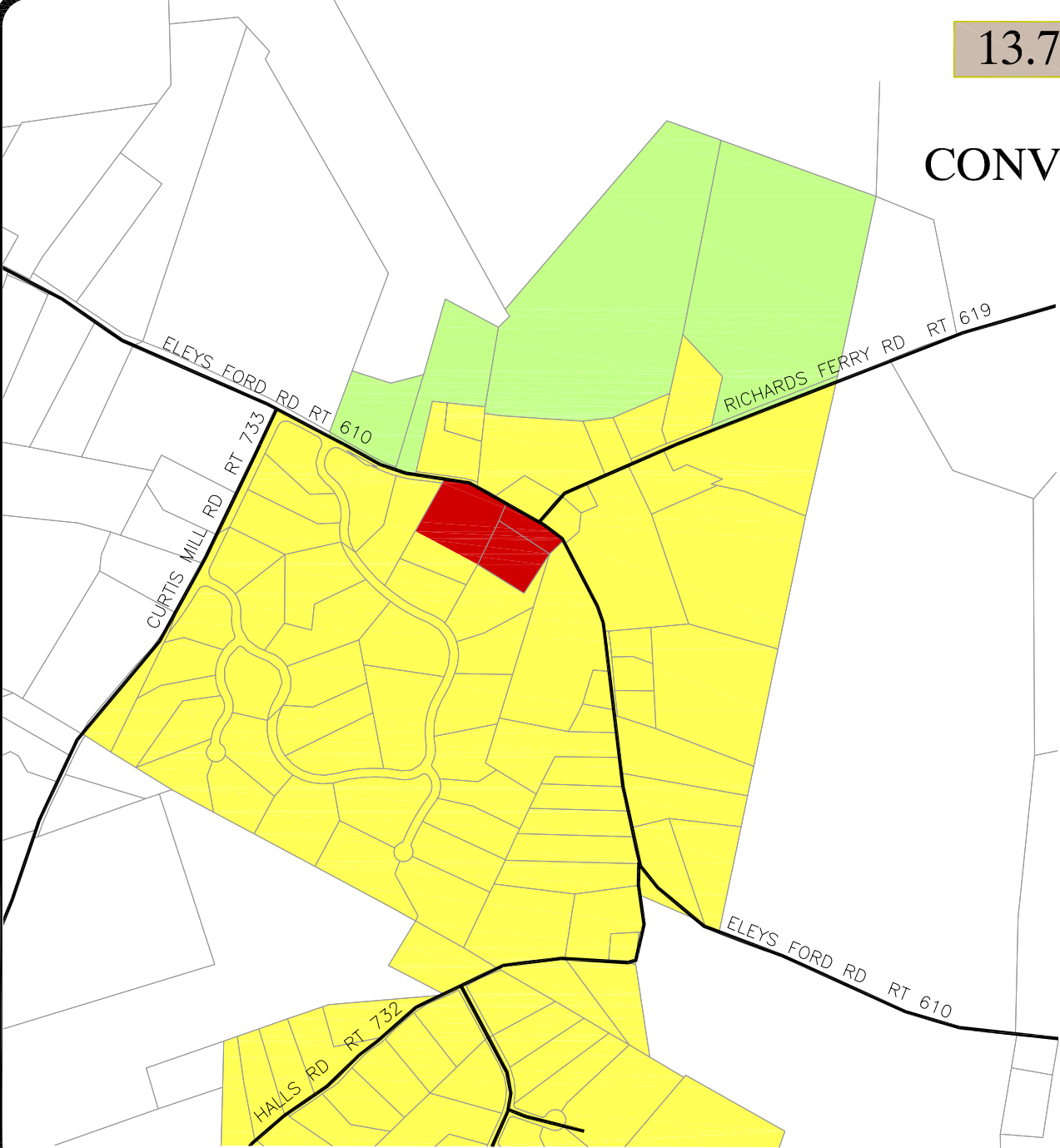
RICHARDSVILLE CONVENIENCE CENTER PLAN

LEGEND

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









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13.8 CULPEPER COUNTY

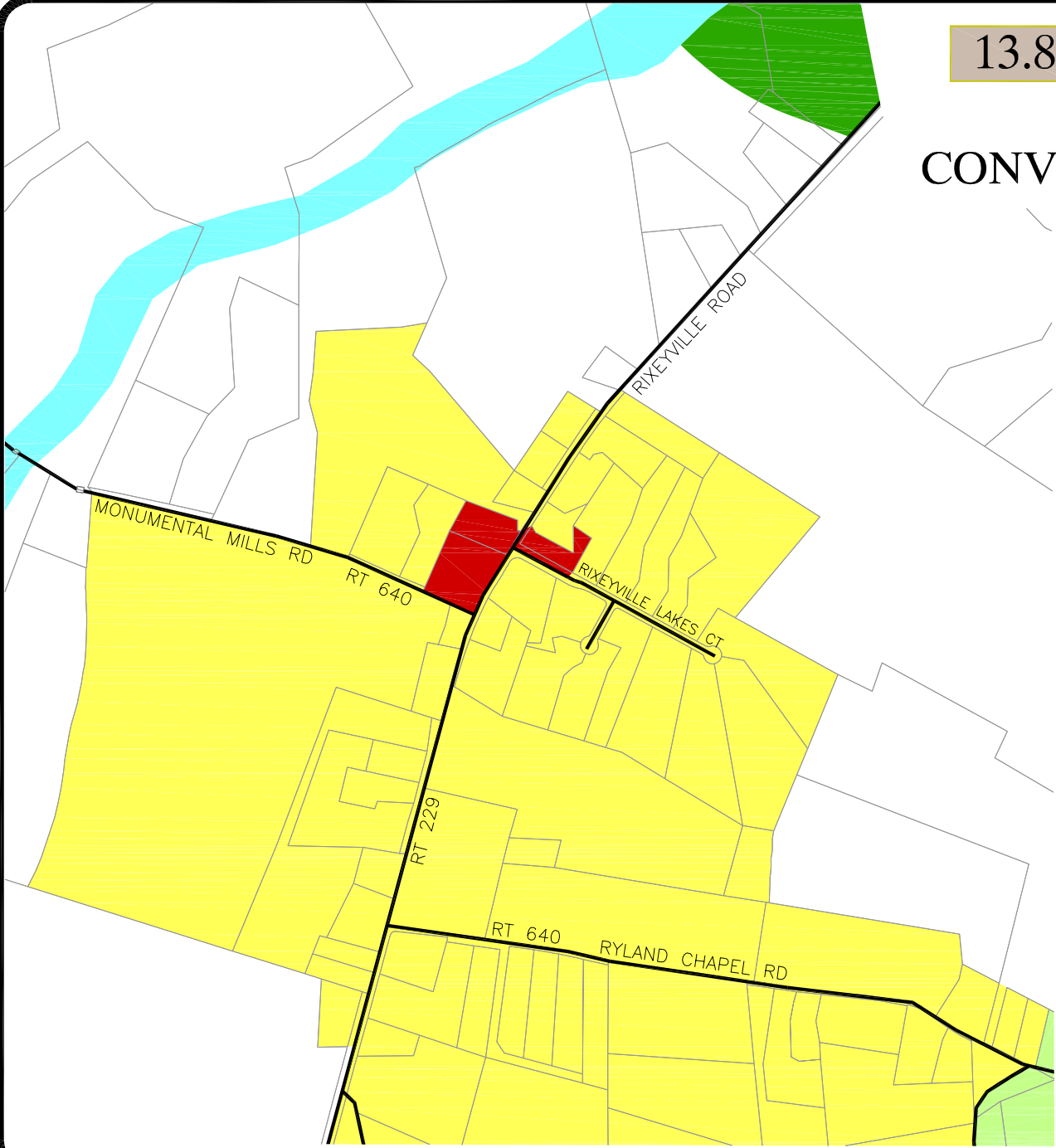
RIXEYVILLE CONVENIENCE CENTER PLAN

LEGEND

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





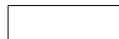




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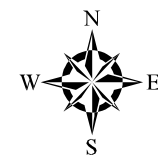


13.9 CULPEPER COUNTY

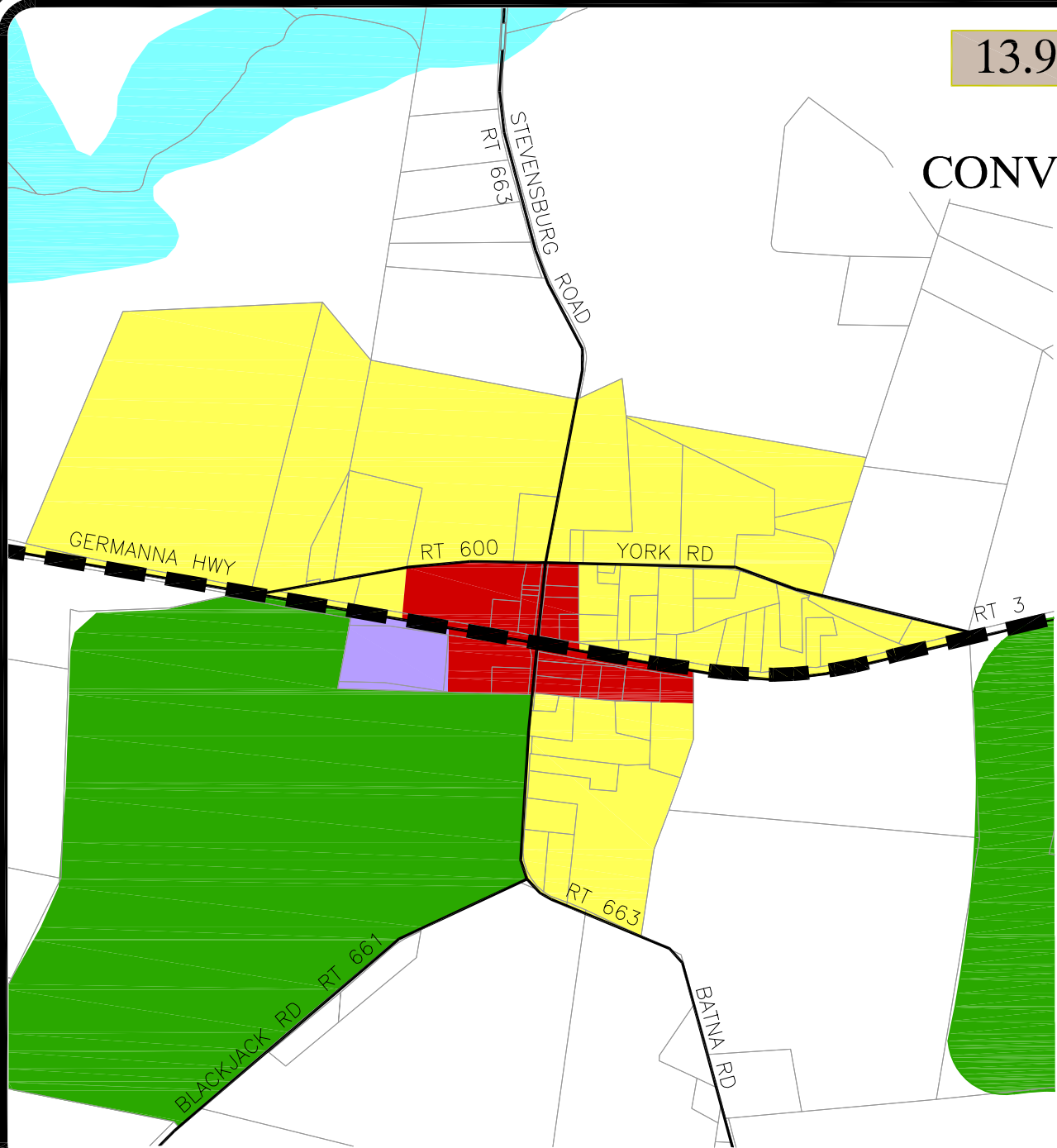
STEVENSBURG CONVENIENCE CENTER PLAN

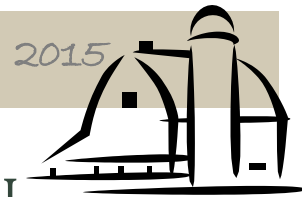
LEGEND

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



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14. CAPITAL IMPROVEMENTS PLAN

INTRODUCTION

The Capital Improvements Plan (CIP) is the primary mechanism for long-range planning and funding of various public facilities and improvements such as schools, roads, public sewer and water, and parks. Culpeper County prepares an annual capital budget as part of the annual update of the five-year Capital Improvements Plan.

The Code of Virginia authorizes the governing body (i.e., Board of Supervisors and at their direction, the Planning Commission) to “prepare and revise annually a capital improvements program based on the comprehensive plan of the county... for a period not to exceed the ensuing five years.” The Capital Improvements Plan process allows the County to forecast revenues and capital expenditures through the planning process rather than on an *ad hoc* or crisis basis. This facilitates a more rational approach which allows the County to correlate projects with financial capabilities and anticipated growth.

The following is an abbreviated summary of capital improvements for FY16 – FY20. The Capital Improvements Program budget is reviewed annually in order to respond to the fluctuating needs and fiscal changes within the County. The long-term budget, covering a five-year period does not commit the County to a particular expenditure in a particular year or over any specific time period.

AIRPORT

The Culpeper Regional Airport operates as an enterprise fund, and as such, airport capital projects are budgeted within the airport enterprise fund. For planning purposes, airport projects are still shown within the five-year Capital Improvements Plan. Funding constraints have delayed the construction of the new terminal facility however design of that facility is essentially complete. In the near term, the existing terminal building underwent an extensive renovation in 2015. The Airport Master Plan update, approved in 2014, will guide future development at the airport and is hereby incorporated into this Comprehensive Plan by reference.

The FY 16 – 20 Capital Improvements Plan contemplates construction of the new terminal, further hangar development, land acquisition and construction of a new road on the east side of the airport (Greenhouse Road extended).

BUILDINGS AND GROUNDS

The Capital Improvements Plan includes a number of projects related to maintenance, renovation and/or expansion of County Buildings. Space needs for County Administrative Offices and Courts are becoming critical. Although only in the early planning stages, the County must anticipate the need for a new court building in the foreseeable future. A number of courthouse maintenance items are also required.

EDUCATION

School infrastructure needs are the most substantial portion of the Capital Improvements Plan. There are numerous maintenance and upgrade projects requested throughout the school system shown in the Capital Improvements Plan. These include major renovations to two elementary schools. Planning for a new elementary/middle school campus is also incorporated.

INFORMATION TECHNOLOGIES

Information technology (IT) is critical at this time. In order to do business efficiently, and to provide the best possible service to Culpeper County citizens, technology must remain current. As such, the plan currently incorporated funds to completely upgrade the IT “backbone” infrastructure to insure that the County can continue to operate efficiently.

PARKS AND RECREATION

Parks and Recreation facilities are becoming a critical need as County population rises. The FY16 – 20 Capital Improvements Plan includes further development of facilities at the Culpeper Sports Complex and at Lenn Park.

PUBLIC SAFETY

Public Safety items in the FY16 – 20 Capital Improvements Plan include several very significant projects. The primary critical need is for the upgrade of the public safety radio system. Additionally, a new County phone system is required. A new tower at Laurel Valley or at an alternative suitable location to accommodate both public and private communications antennae is programmed as well. Finally, this section of the C.I.P. includes annual funding for capital needs of the Fire and Rescue Association.

PUBLIC WORKS – LANDFILL

Culpeper County closed its landfill in November 1998 and opened a solid waste transfer station at the same location. The FY16 – 20 Capital Improvements Plan does not anticipate any needed funding, however there is potential for ongoing environmental remediation required as a result of the old landfill.

PUBLIC WORKS – ROADS

Culpeper County addresses Revenue Sharing road projects within the Capital Improvements Plan. Projects in the Plan are supported by Chapter 9 of this Comprehensive Plan. The Revenue Sharing Program provides the County with up to \$10,000,000 per year in state funds which match County funds dollar for dollar. Current plans include the Western Outer Loop road connecting Route 729 and Route 522, and also numerous secondary road paving projects.

PUBLIC WORKS – WATER AND SANITARY SEWER

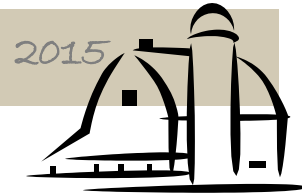
The Capital Improvements Plan includes proposed funding for a potential water line extension to serve existing homes in the vicinity of the former Laurel Valley landfill. The Virginia Department of Corrections plans to fund a water line from the Town environs to Coffeewood Correctional Center, and this effort is reflected in the C.I.P. The Culpeper County Master Water and Sewer Plan is hereby incorporated into this Comprehensive Plan by reference.

SUMMARY

The Capital Improvements Plan includes an array of County capital needs. The Plan is updated every year. The items of major expense and consequence which are either currently in the Plan or are anticipated to be added are as follows:

- New Airport Terminal Facility
- New County Courts
- New School Facilities
 - Future Schools and/or school sites
 - Renovation of Culpeper County Middle School
 - Renovation of Sycamore Park Elementary School
- Expansion of Existing Parks- Culpeper Community Complex and Lenn Park
- New Road Construction (based upon Transportation Plan)
- New Emergency Communications Radio System
- Fire and Rescue Association capital needs
- Water and Sewer facilities in accordance with the adopted Culpeper County Master Water and Sewer Plan
- Public Safety needs as they arise, including the potential need for a new jail.

The projects listed above are specifically supported by this Comprehensive Plan consistent with the scope and location shown either in this Plan or in companion documents which have been incorporated by reference.



15. IMPLEMENTATION

INTRODUCTION

The Culpeper County Comprehensive Plan focuses on maintaining the County's rural character, and protecting the environment and existing agricultural lands, while encouraging controlled growth within and around village centers and the Town; and encouraging growth through the promotion of industry. This Comprehensive Plan is to be used as a policy guide by the County and the community from which to base decisions in support of achieving the goals identified within the Plan. The Future Land Use Plan is general in nature and intended to provide the framework within which to structure future growth and development in the County. For the Comprehensive Plan to be effective, the goals and objectives found throughout the Plan as well as the Future Land Use Plan, must be implemented through a variety of tools that include County and State regulations, policies, and procedures. Land use decisions must be based on surrounding land uses, environmental and economic impacts and many other aspects in addition to considering this Comprehensive Plan.

The primary responsibility for implementing the Culpeper County Comprehensive Plan rests with the Board of Supervisors. The Board uses the Code of the County of Culpeper, Virginia, including the Zoning Ordinance and the Subdivision Ordinance; the consideration of proffers from rezoning applicants; the development of area-specific improvement plans such as the Lake Pelham Watershed Study; special studies such as the Water and Sewer Master Plan and the Capital Improvement Plan; and the County's budget to accomplish this ongoing task. In addition, the Board of Supervisors relies on various boards, commissions and review agencies to act as key components in the implementation process. These agencies include the Planning Commission, the Board of Zoning Appeals, the School Board, the Culpeper County Health Department, the Agricultural and Forestal Districts Advisory Committee, the Culpeper Fire and Rescue Association, the Culpeper Regional Airport Advisory Committee, the Culpeper Soil and Water Conservation District, the Virginia Department of Transportation, the Rappahannock-Rapidan Regional Commission (Planning District-9) and the Town of Culpeper. These boards, commissions, and review agencies obtain direction from various sections of this Plan, as well as similar documents directly related to their responsibilities.

LAND DEVELOPMENT REGULATIONS

Land development regulations, which include the Zoning Ordinance and the Official Zoning Map, the Subdivision Ordinance and other portions of the Culpeper County Code, are the most frequently used tools to facilitate implementation of the Comprehensive Plan. These ordinances regulate land use, density, placement, subdivision and construction in the County of Culpeper, excluding the area within the Town of Culpeper corporate limits.

A Subdivision Ordinance has been in effect since August 1960 in Culpeper County. It has gone through a number of major and minor revisions in order to implement changes to the Comprehensive Plan and the Zoning Ordinance which have occurred over time. The Subdivision Ordinance provides a means to assist in the implementation of the Comprehensive Plan via regulation of lots and related streets, public areas and the recordation of plats.

The Zoning Ordinance for Culpeper County was adopted in December 1967. The Zoning Ordinance is used to control land uses by allowing certain buildings and activities; phasing out nonconforming uses; and managing new development. Revisions and reviews are periodically undertaken to ensure that the Culpeper County Zoning Ordinance is adequate to achieve the goals and objectives of the Comprehensive Plan.

The implementation of the recommendations contained in this Plan will require periodic changes to the County's land development regulations. These regulations include, but are not limited to, the following:

- The Subdivision Ordinance (Appendix B, Culpeper County Code)
- The Zoning Ordinance (Appendix A, Culpeper County Code)
- Chapter 8, Culpeper County Code, Erosion & Sedimentation Control
- Chapter 10A, Culpeper County Code, Nuisances
- Chapter 14, Culpeper County Code, Sanitary Regulations

The Zoning Ordinance delineates various zoning districts, each of which is uniquely regulated. In addition to the various districts, there are a number of “overlay zones” or additional layers of regulation imposed in addition to the underlying zoning. These overlay districts include:

- Airport Safety Zone
- Watershed Management District
- Floodplain Overlay District
- Agricultural and Forestal Districts
- Entrance Corridor District

“A good idea is about ten percent and implementation and hard work, and luck is 90 percent.” – Guy Kawasaki, marketing executive

PROFFERS AND REZONING ACTIONS

A key feature of this Comprehensive Plan is the designation of land uses in the Future Land Use Plan (Chapter 13). In interpreting the Plan for future development requests, the land use designations shall be considered as a general guideline. Land-use decisions shall not be based solely on the County's Future Land Use Plan.

The Code of Virginia provides that a property owner may voluntarily proffer reasonable development conditions for the use or development of property in addition to the regulations contained in the Zoning Ordinance. Proffers can also include monetary contributions for public infrastructure and/or physical improvements to planned or existing public facilities which are impacted by the proposed development. Proffers should be welcomed with each rezoning proposal. Proffers should be utilized to assist the County in better implementing the Comprehensive Plan. Special conditions for public facilities may also be imposed on conditional use permit applications. Proffers and conditions associated with these applications should be considered to:

- Protect water quality through proper stormwater management control of urban runoff.
- Develop all property in an environmentally sensitive manner.
- Promote Best Management Practices (BMPs) and continue the existing flood hazard and watershed protection program.
- Provide a variety of housing types, including housing for low and moderate income citizens and the economically disadvantaged.
- Provide transportation improvements in conformance with the Comprehensive Plan and Capital Improvements Program.
- Provide alternative pedestrian systems such as sidewalks, bikeways and trail systems.
- Provide water and sewage facilities in conformance with the County's long-range plans and standards.
- Provide adequate community facilities that foster improved public safety and access to government such as police, fire and rescue, education and municipal facilities.
- Provide opportunities for greenways and passive and neighborhood recreational facilities.
- Preserve significant historic structures and/or areas in conformance with the Comprehensive Plan (Chapter 10).
- Provide mitigation efforts which insure adequate educational facilities for the County's citizens.

SPECIFIC STUDIES AND PLANS

The Comprehensive Plan is general in nature and often does not provide the level of detail necessary to bring about action. Often, a greater level of detail is necessary in order to implement the recommendations contained within this Plan. The following documents are hereby incorporated into the Comprehensive Plan by reference:

- *Parks and Recreation Master Plan.*
- *Comprehensive Plan for Fire and Rescue Services in Culpeper County, Virginia.*
- *Culpeper Regional Airport, Culpeper, Virginia: Airport Master Plan Study, inclusive of any updates or amendments.*
- *Lake Pelham Watershed Management Plan.*
- *Water and Sewer Master Plan.*
- *Emergency Operations Plan.*
- *Culpeper Town and County Water Supply Plan.*
- *Culpeper Solid Waste Management Plan.*
- *Capital Improvements Plan (as amended annually).*
- *Historic-Site Survey and Archaeological Reconnaissance .*
- *Town of Culpeper Comprehensive Plan, inclusive of any updates or amendments.*

ECONOMIC INCENTIVES

A key factor to the success of any County is its economic base. Some specific designations or programs that will assist Culpeper in its marketing efforts as well as infrastructure improvements are:

- Foreign Trade Zone (FTZ)
- Partnership for Economic Development and Job Training
- Technology Zones
- Governors Opportunity Fund
- Agricultural and Forestry Industries Development Fund

The following is a brief description of these designations and/or programs:

Foreign Trade Zone

A foreign-trade zone (FTZ), as designated by the U.S. Department of Commerce, is a site within the United States, in or near a U.S. Customs port of entry, where foreign and domestic merchandise is generally considered to be in international commerce. Foreign or domestic merchandise may enter this enclave without a formal Customs entry or the payment of Customs duties or government excise taxes. Merchandise entering a zone may be: stored, tested, sampled, relabeled, repackaged, displayed, repaired, manipulated, mixed, cleaned, assembled, manufactured, salvaged, destroyed or processed. This allows U.S. firms to have an equal basis for competition with foreign firms with respect to the ability to choose the most cost-competitive components for production from around the world. Culpeper County is one of only five FTZ grantees in Virginia. Several areas have been designated as a Foreign Trade Zone, including the Culpeper County Industrial Airpark.

The Foreign Trade Zone designation will assist Culpeper County by helping to retain industries already located within the County and by providing greater opportunities for those industries to expand their markets. The FTZ designation will also provide an incentive for new industries to locate in Culpeper County, thereby, increasing job opportunities and the local tax base.

Partnership for Economic Development and Job Training

Chapter 12, Article XIII of the Culpeper County Code, sets forth economic development incentives in the form of tax rebates. Existing and new businesses which invest at least \$500,000 in new capital improvements are eligible for reimbursement of taxes. The amount of reimbursement varies depending upon level of investment. Reimbursement for training expenses is also available.

Technology Zones

Technology zones are described and mapped in Chapter 3 of this Plan. The continuation and potential expansion of these zones is encouraged.

Governors Opportunity Fund

The Governor's Development Opportunity Fund (GOF) provides either grants or loans to localities to assist in the creation of new jobs and capital investment. GOF grants are made at the discretion of the Governor with the expectation that grants awarded to a locality or authority will result in a favorable decision for Virginia.

Agricultural and Forestry Industries Development Fund

The (AFID) Planning Grants give local governments the flexibility to undertake planning, study, or local initiatives they think best to grow and support value added agriculture and forestry-based businesses in their community and region.

COMMUNITY SUPPORT AND REGIONAL COOPERATION

Another key ingredient necessary to implement the Comprehensive Plan is the active involvement of the public. Elected officials and County Boards, Commissions, and Committees need and want this public input in order to make informed decisions which will benefit and reflect the wishes of the citizens of Culpeper.

Many programs operate largely by volunteerism, both in terms of staff and operational funds. The following is a brief list of the areas in which public support is strongly encouraged:

- Participation at public hearings
- Fire and Rescue Services, volunteers and funding
- Education: parents participating as aides through the PTA and other education activities
- Civic organizations: community projects
- Recreation organizations: cooperative programs.

The County must also seek cooperation with other public and private organizations in order to implement portions of the Plan. The most critical area of cooperation is between the Town of Culpeper and the County. The Plan specifically recommends joint cooperation with the Town of Culpeper in the following areas:

- Lake Pelham and Mountain Run Lake Watershed Management Plan
- Water and Sewer Master Plan
- Recreational Planning
- Transportation
- Schools
- Fire and Rescue
- Jail facilities/police protection/sheriff
- Health Facilities and services

In addition, the County must continue to actively participate in regional organizations aimed at improving the quality of life. The Plan specifically advocates working with the Rappahannock – Rapidan Regional Commission (PD-9), and the County supports a regional approach in the following areas:

- Transportation, including airport and rail
- Rivers as a resource
- Economic Development and tourism
- Public Safety

ONLINE RESOURCES

[Water and Sewer Master Plan](#)

[Emergency Operations Plan](#)

[Capital Improvement Plan](#)

[Town of Culpeper Comprehensive Plan](#)

CONCLUSION

The Comprehensive Plan is Culpeper County's official policy guide for current and future land-use decisions. This Plan should be considered long-range in nature and should provide a picture of how Culpeper County wishes to develop over the next 5 to 20 years. As a policy document, the Comprehensive Plan provides a means for the County's citizens and decision makers to determine the best methods or strategies for achieving the goals conceptualized in this Plan.

While some goals outlined in this plan have been carried over from the 2010 Comprehensive Plan, many others have been completed in the last 5 years. A list of completed goals is found below.

Code Revisions

- Zoning and Subdivision Ordinance – Substantial Revisions
- Sign Ordinance – Completely Re-written
- New Technology Zone added, others expanded
- Repealed the Stormwater Ordinance
- Repealed the Traffic Impact Fees

Building Projects

- Completed renovations to the Airport Terminal
- Completed renovations to Culpeper County High School
- Completed renovations to the Culpeper County Court House
- Completed construction of the Public Safety Communications Center
- Completed renovation of the Human Services Building
- Completed construction of the new Sheriff's Office
- Completed Culpeper County Library addition and upgrades
- Completed Lenn Park Pavilion, Amphitheater, and Playground*
- Completed Sports Complex Maintenance building, Soccer Football Concession stand, and Baseball Concession stand*
- Completed Soap box Derby Track*

*Private Funding was used

Partnerships

- Completed a Voluntary Settlement Agreement on Water and Sewer and Boundary Line Adjustment with the Town of Culpeper

Comprehensive Plan Revisions

- Repealed Urban Development Areas Concept