

12. VILLAGE CENTER PLANS/ URBAN DEVELOPMENT AREAS

VILLAGE CENTERS

There are three planned growth areas, or village centers, established in Culpeper County not including the Town of Culpeper. Each of the three planned village centers is unique. Each village center 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 utilized 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 development and sets forth a number of issues such as school and traffic impacts, which must be considered part of any development proposal.

URBAN DEVELOPMENT AREAS

Urban Development Areas (UDAs) are required to be designated in the Comprehensive Plan of each locality which has met certain growth thresholds. The requirements for UDAs are found in Section 15.2-2223.1 of the Code of Virginia. Areas designated should be appropriate for higher density commercial and residential development based upon proximity to transportation facilities, water and sewer availability or proximity to a town or city. UDAs should be large enough to accommodate 10-20 years of projected growth based upon densities of four (4) dwelling units per acre for residential development and a floor area ratio of 0.4 for commercial development. The calculations below establish the minimum area required for UDA designations in Culpeper County to accommodate projected development for the ten-year period from 2010 – 2020.

Urban Development Area requirements were adopted by the State as part of a legislative package that included transportation initiatives. It can be inferred that the intent of the state legislature was to require localities to concentrate growth in compact areas in order to avoid costly construction and maintenance of roads and other infrastructure to serve development in outlying areas. It should be noted that the state mandate for designation of UDAs does not extend to zoning. UDAs must be designated in the Comprehensive Plan, which shall act as a guideline, but zoning decisions remain at the discretion of the Culpeper County Board of Supervisors.

Residential Calculations

Utilizing projections from the Weldon Cooper Center for Public Service of the University of Virginia (Culpeper County staff projections were utilized to establish County-only projections, excluding Town population):

2020 Population	42,280
2010 Population	<u>- 33,652</u>
	8,628

8,628 persons / 2.68 persons per household = 3,220 households

Utilizing 2.68 persons per household and a projected population increase of 8,628 over the next ten years, Culpeper County must accommodate 3,220 new dwellings in UDAs. At a minimum density of 4 units per acre, there is a need for **805** acres to be designated.

Commercial / Industrial Calculations

Utilizing staff projections originally prepared for the Culpeper County Transportation Impact Fee Study:

2020 Commercial / Industrial square footage	3,379,486
2010 Commercial / Industrial square footage	<u>-2,739,950</u>
	639,536

Floor Area Ratio (FAR) of 0.4 = 17,424 sq. ft. per acre
639,536 sq. ft. / 17,424 sq. ft. per acre = 36.7 acres

Based upon the calculations above, **36.7** acres of commercial / industrial development at an FAR of 0.4 would accommodate projected commercial growth for the next ten years.

UDAs will be established in this chapter based upon the calculations above. Portions of each designated village, with the exception of Stevensburg, will be identified as UDAs. The primary location for UDAs will be within and adjacent to the Town of Culpeper corporate limits. The Town serves as the population and business center of the County, and as such, it is the most appropriate location for UDAs.

The following Urban Development Areas are hereby established:

- UDA 1 – Clevenger’s Village
- UDA 2 – Brandy Station
- UDA 3 – Nalle’s Mill Road
- UDA 4 – Route 299
- Town of Culpeper UDAs

CONCEPTS FOR VILLAGE CENTERS AND URBAN DEVELOPMENT AREAS

- 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
- Conformance with 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 centers and UDAs.

Village centers ideally should have the ingredients which historically gave rise to small towns. They are located at a fork between 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 wide range of housing types, shops, and civic buildings arranged on small-scaled, pedestrian-friendly streets and squares. Village Centers in Culpeper County should provide an alternative to strip mall and suburban sprawl forms of development.

General Notes

- Village centers will concentrate new small-scale commercial and residential development into a pedestrian friendly, mixed-use neighborhood. The character of this development will follow the patterns of the best aspects of Piedmont towns and consist of a close-knit pattern of varying sized lots, mixed-uses, interconnected streets and neighborhoods that promote walkways and bike paths.
- These guidelines promote the integration of appropriately scaled businesses and residences to increase convenience, minimize out-commuting, and facilitate pedestrian activities within the village.
- By allowing compact, well-defined village scale development, village centers can reduce the pressure to develop surrounding ecologically sensitive, economically viable, and historically valuable rural and agricultural areas, without discouraging new residential and commercial growth in the region. In addition, village scale development accommodates diverse types of housing.

- Village design should specifically provide a definitive area of open space or buffer to set it apart from surrounding uses. This is especially important in agricultural areas and should be required of development in those areas.
- Village centers are supported as an alternative to suburban sprawl style development, with large lots and single uses, which consume open space, drive up the costs of housing and municipal services, and require that all local trips be made by car. Compact development with mixed-use buildings will increase the vitality of village centers.

Variety of Uses

- Mixed use development should be required in village centers. Compatible uses may be located in adjacent or nearby buildings. Also, a single building may contain more than one type of activity. Residential dwellings or offices over commercial businesses can increase the vitality of the village center. Combined and adjacent uses should be compatible in terms of size, traffic generated and hours of use.
- A mixed variety of uses in close proximity is traditional in Piedmont towns and provides residents with stores and services available near their homes. By contrast, a single use commercial district encourages large-scale strip development with car-only access and large parking lots. Buildings designed to accommodate a variety of uses are more adaptable and can have a longer useful life.
- Residences over stores contribute to a lively village center and increase the safety and the appeal of evening use. Parking lots can service more than one business if the schedules of use do not overlap, thus reducing overall parking loads. A mix of single-family and multi-family houses increases affordability within a neighborhood and supports a variety of family structures.

Public Open Space

- A new community benefits from accessible facilities and shared public parks. Parks provide a focus for new neighborhoods and can serve to unite new and older communities.
- Public open space should come in several different forms: major open space, neighborhood parks, recreational greens, community greens, plazas, etc. Public open spaces should be visible and accessible from public streets. Unusable or residual green space, private lots and parcels, and roadways, etc., do not qualify as public open space.
- Major open space is defined as 10 acres or more of land left in a natural or uncultivated state. This land should be made accessible with walking paths within walking distance of the majority of homes. Active farm land is also a community asset and should be protected.
- Neighborhood parks may include small open greens, with paths, seating, ornamental gardens, or a tot lot playground and should be provided for every 30, or fewer houses.

- Recreational greens or playing fields - baseball diamonds, soccer fields, tennis courts or other play spaces - should be provided for each 100 houses.
- Village areas which include primarily commercial and business uses should incorporate public open space in the form of a community green or landscaped plaza.

Street Widths

- The paved portion of streets should be village scale, narrower than prevailing standards. New streets within the village should be designed for relatively slow speeds. Corner radii should be shorter as an additional traffic calming technique.
- Street widths and profiles should be different in the Village Center, on residential streets, in flat areas and on sloped terrain.
- Streets designed for slower moving traffic are safer and encourage walking and the use of the street as shared space. 'Bump-outs' and other traffic calming designs are encouraged. Wide streets encourage higher speed travel endangering pedestrians and cyclists and should be avoided.

Street Trees

- Streets in the village should be lined with abundant and quality trees. Existing trees should be preserved and incorporated in standard planning objectives.
- On commercial streets, indigenous species with broad canopies should be planted to create a continuous canopy. Street trees provide summer shade and reduce heat build up from asphalt. They create pleasant walking spaces for pedestrians.
- Street trees should be planted at regular intervals of no more than 30 feet. Existing mature trees should be preserved to serve as street trees or to shade public plazas or parks.

Parking Lots in Village Centers

- Parking lots should be located to the rear of buildings or, if that is not possible, to the side with the lot screened from the street by a fence, low wall, or hedge.
- The paved area of a site should be no more than necessary to efficiently accommodate the required numbers of parking spaces. Peak demand use should be accommodated with additional unpaved areas.
- Large parking lots should include one tree for every eight spaces. An area of at least eight feet should remain unpaved and un-compacted around each tree to allow it to maximize its health and longevity.
- Clearly delineated pedestrian pathways should be provided for crossing parking lots.

Signage

- Directional, informational and safety signs should be designed, grouped and organized so as to be recognizable, legible, and uncluttered in appearance.
- Business signs should be designed to create and enhance a unique architectural character of the village to project a 'sense of place'. Business signs should be attached to buildings, porches, or fencing. Awning signs are encouraged. Free standing signs are discouraged.
- A variety of business and commercial signs can contribute to a vital and interesting streetscape and the unique character of the village theme.
- A cluster of different and competing signs in a single location creates confusion and can distract from the display of merchandise.

Trademark Buildings

- Trademark buildings are strongly discouraged in village centers. Buildings with forms that constitute an advertising icon are designed to look the same everywhere in the country and they detract from a cohesive and distinctive identity for the village. Rather, buildings housing national chain retailers should be constructed with appropriate materials such as brick, rock, or stone, and designed in an environmentally friendly manner. Iconographic imagery should be limited to signage and should conform to signage guidelines.
- Small, separated and setback buildings surrounded by parking lots are incompatible with the village spatial character and functionality that these guidelines are intended to encourage. In particular, retail space should be focused on the curbside streetscape.

Variety of Lot Sizes

- Variations in lot sizes and frontage dimensions are encouraged for detached dwellings. Frontages for detached houses should be narrow, to encourage pedestrian use of sidewalks and alternative modes of transportation.
- Rear alleys are recommended to provide service lots as narrow as 50 feet.
- The typical street in a Piedmont town has a variety of lot sizes. This allows diversity of dwelling sizes and a range of prices. Small frontage dimensions preserve the aesthetics, walkability and spatial character of the streets. The smaller lots make it possible for inhabitants to live in the center of town to make it a livable, vital, and viable area.
- A variety of lot sizes encourages a diversity of housing types and sizes allowing for a variety of income ranges.

Connected Street Pattern

- Rectilinear grid pattern streets are typical of historic Piedmont towns. Straight streets provide the shortest and most direct routes to visible destinations, as well as alternates. Grid pattern streets should be designed to encourage pedestrian activity within a neighborhood.
- Conversely, curvilinear, cul-de-sac roadway networks promote indirect routes with multiple negative consequences: increased travel distances, gasoline consumption, air pollution, difficult storm water management, and possible destination confusion for emergency response. They also discourage pedestrian and bicycle activities. Curvilinear street systems also tend to load the same principal roads, increasing traffic and the width of those roads.
- New streets should be interconnected in clear, direct and understandable patterns with streets joining at right angles to the maximum extent possible. Dead-end streets that end in a cul-de-sac are strongly discouraged. Winding streets with cul-de-sacs should be appropriate only in response to severe topographical or wetland conditions.
- Where new development borders on open land, expected for future development, rights-of-way should be reserved for those future street connections.
- Multiple routes through a neighborhood also increase access for emergency vehicles without need to create wider faster streets.

On-Street Parking

- Parallel parking should be provided on both sides of major streets, with a parking lane provided on each side.
- On secondary streets diagonal head-in parking can be provided to increase the number of available spaces.
- Adjacent on-street parking may count toward meeting nonresidential parking requirements.
- The parking lane should stop a minimum of 20 feet before an intersection and the sidewalk should widen to reduce the street crossing distance.
- On-street parking should not interrupt the continuity of the sidewalk.
- Cars parked along the street benefit the area by reducing traffic speed and reducing the need for parking lots. On-street parking also encourages pedestrian use of streets and retail areas by dispersing parking and creating a safety buffer between the sidewalk and the street.

Street Section

- Streets within the village center should be no wider than necessary to accommodate private, service, and emergency vehicles and on-street parking. Design criteria should feature low speed operation of all vehicles.
- Major arterial roadways, particularly along shopping areas, should provide two 11-foot driving lanes with 8-foot parking lanes for each driving lane. Side streets and minor roadways may include parallel or diagonal head-in parking along the driving lanes.
- Rights-of-way should include on-street parking along each driving lane, either parallel or diagonal head-in, sidewalks and planting areas, and bike lanes where appropriate.
- Roadway design for slower traffic encourages pedestrian use and the use of the roadway as shared space.

Alleys and Parking Lots

- Parking areas should be linked by alleys or direct off-street connections.
- Alleys may serve as back streets or service routes in the village center.
- Alleys enhance access to parking areas situated behind retail and mixed-use structures.
- Alleys ease congestion by allowing service vehicles to perform their tasks off the main flow pattern and increase on-street parking by reducing driveway curb cuts. Parking areas served by alleys also allows smaller frontages, a more continuous street edge, and pass-by displays and marketing opportunities.

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 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. Phasing requirements are particularly relevant to mitigate the impact on the school district's overall program.

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 relies heavily on volunteer fire and rescue personnel. As the population of the County grows it will become increasingly necessary to have paid 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. Satellite stations for law enforcement and other County services may be appropriate and should be required for larger village centers where necessary.

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.

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.

Fiscal Impacts

Every significant development proposal must 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. All plans should be reviewed by the County to determine degree of validity; compatibility with other fiscal planning; and the links between the village, commercial development, and population migration resulting from new jobs.

Environmental Impacts

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

VILLAGE CENTER PLANS

The following village center plans are intended to be utilized 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.

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 decade. The demand for residential development in this area which is commutable to Northern Virginia is exemplified by South Wales, which to date is the largest single-family development 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, will 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.

The Clevenger's Corner Village Center also includes significant properties in the southwest quadrant of the intersection of Routes 211 and 229 and north of Route 211. Based upon the availability of public water and sewer, a portion of the village center has been designated as an Urban Development Area. In this UDA, mixed commercial and residential uses are anticipated. (SEE MAP 12.1)

General Guidelines / Proposed Land Use Plan

- **Total Service Area -- Approximately 1,900 Acres**
 1. Maximum Sewage Treatment Capacity: 900,000 gpd
 2. Maximum Water Usage: 600,000 gpd
 3. The UDA portion of this village center contains approximately 38 acres

- **Access:**

Clevenger's Corner is focused at the intersection of two primary roads, Route 229 and Route 211. This area has been addressed in the Transportation Chapter (Chapter 8) of this Plan. 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 the area should be within the water and sewer service area.
- 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. The cost of signals should be the responsibility of the developer(s).
- Route 211 should be bordered by a significant treed buffer to minimize the visual impact of development and 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. 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 trail, 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 9 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:**

This area has 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:**

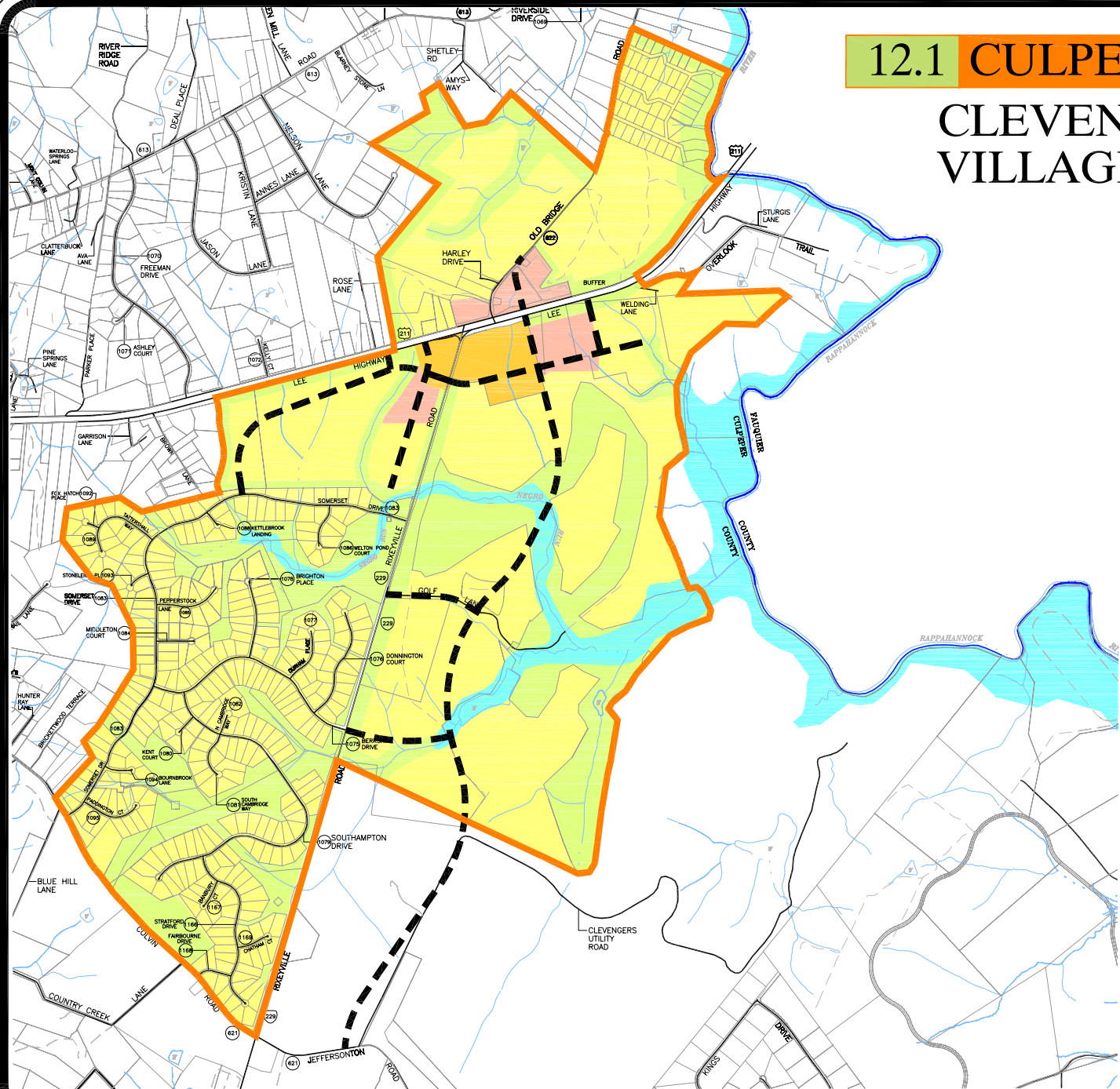
A regional public sewage treatment facility is in place to serve Clevenger’s Corner.
- **Mixed Use:**

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 including an Urban Development Area component, 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.

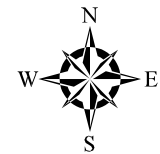
12.1 CULPEPER COUNTY 2010-2030

CLEVENGER'S CORNER VILLAGE CENTER PLAN

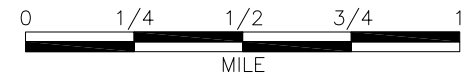


LEGEND

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



Prepared by
Culpeper County Planning Department



BRANDY STATION / ELKWOOD

Brandy Station / Elkwood covers a significant area along Route 15 / 29 north, east of the Town of Culpeper. The location of the Airport and the Culpeper Industrial Airpark, the availability of water and sewer service, 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 a regional treatment facility to be located on

Mountain Run to the south of Brandy Station. 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 upon 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, and the largest of the County's four UDAs is designated in a portion of the village center. Brandy Station / Elkwood is also bisected by the railroad and could serve as an attractive location for a future rail station. (SEE MAP 12.2)

General Guidelines / Proposed Land Use Plan

- **Total Service Area -- Approximately 2,618 Acres**
 1. Initial water and sewer service can easily be provided by the Culpeper Industrial Airpark treatment plant. Groundwater development will be necessary.
 2. Future sewer service can be provided from the planned regional Mountain Run treatment plant.
 3. The UDA portion of this village center contains approximately 491 acres.
- **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 Brandy Station / Elkwood area is addressed in the Transportation Chapter (Chapter 8) of this Plan. Future plans could include a commuter rail station and a grade-separated access point onto Route 15/29.

- **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 of the most significant historic resources in the County which should be respected and preserved. This issue is addressed in Chapter 9 of this Plan.

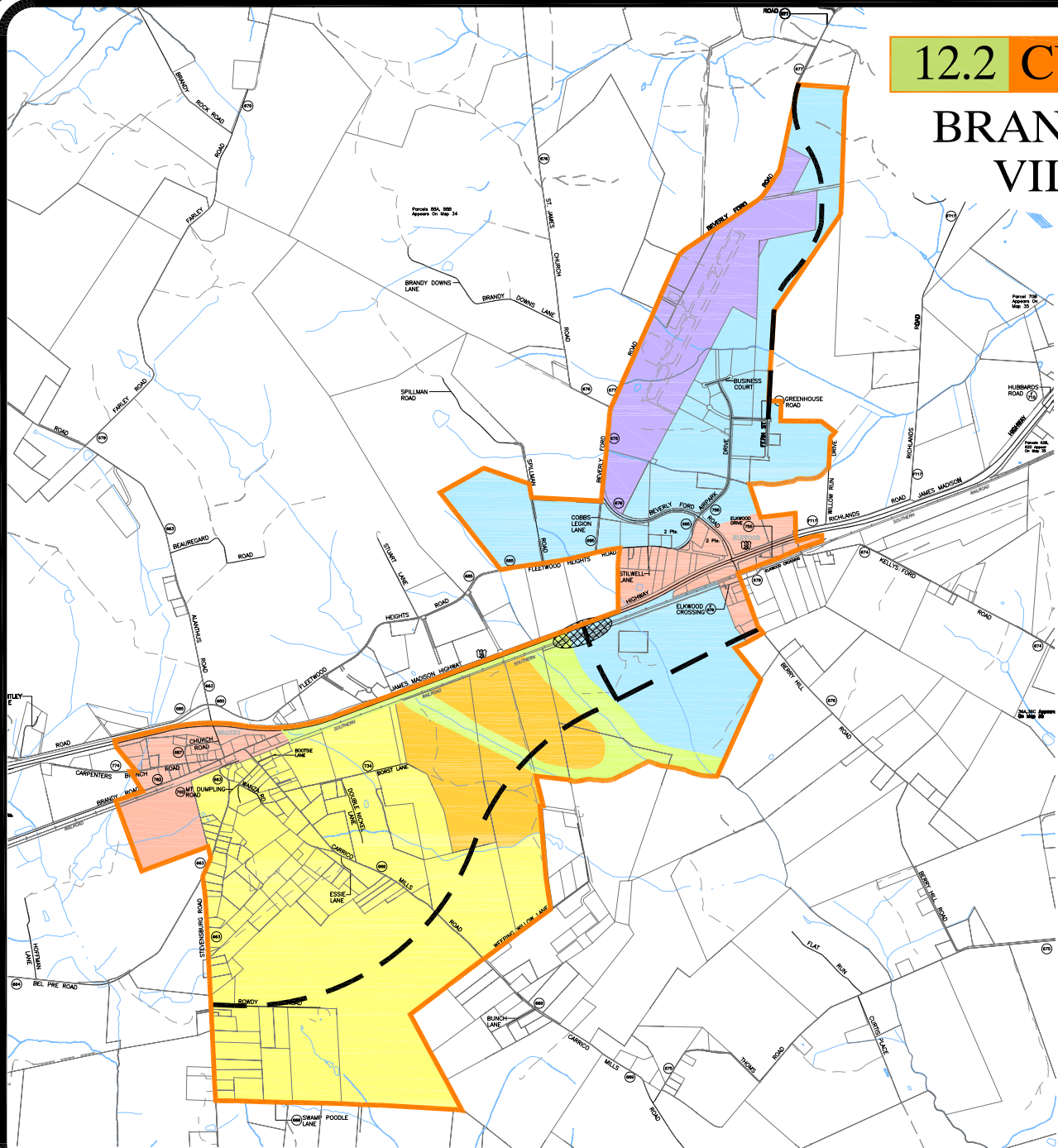


- **Water and Sewer**
It is anticipated that water and sewer service for the Brandy Station / Elkwood village center will be provided by publicly-owned facilities. An existing plant serving the Airport/Airpark area will most likely be replaced by a new regional plant on Mountain Run with a capacity of up to two million gallons per day.

Studies performed as part of the Master Water and Sewer Plan indicates 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. As was the case with Clevenger's Corner, an urban development area component has been included. Although considered a very long-term concept, the location of a commuter rail station would demand that high density residential development occur in close proximity.

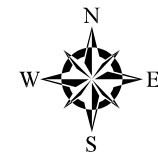
12.2 CULPEPER COUNTY 2010-2030

BRANDY STATION/ELKWOOD VILLAGE CENTER PLAN



LEGEND

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



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STEVENSBURG

Stevensburg is located directly along Route 3 approximately five miles east of the Town of Culpeper. Stevensburg is identified as a village center for several reasons. It is convenient to Fredericksburg and to Interstate 95, which are directly connected to Stevensburg via Route 3. The location of the future Mountain Run sewage treatment plant provides the potential for public water and sewer utilities for the village. Due to the large land area encompassed by the Stevensburg Magisterial District, a neighborhood school in this village would shorten the bus ride



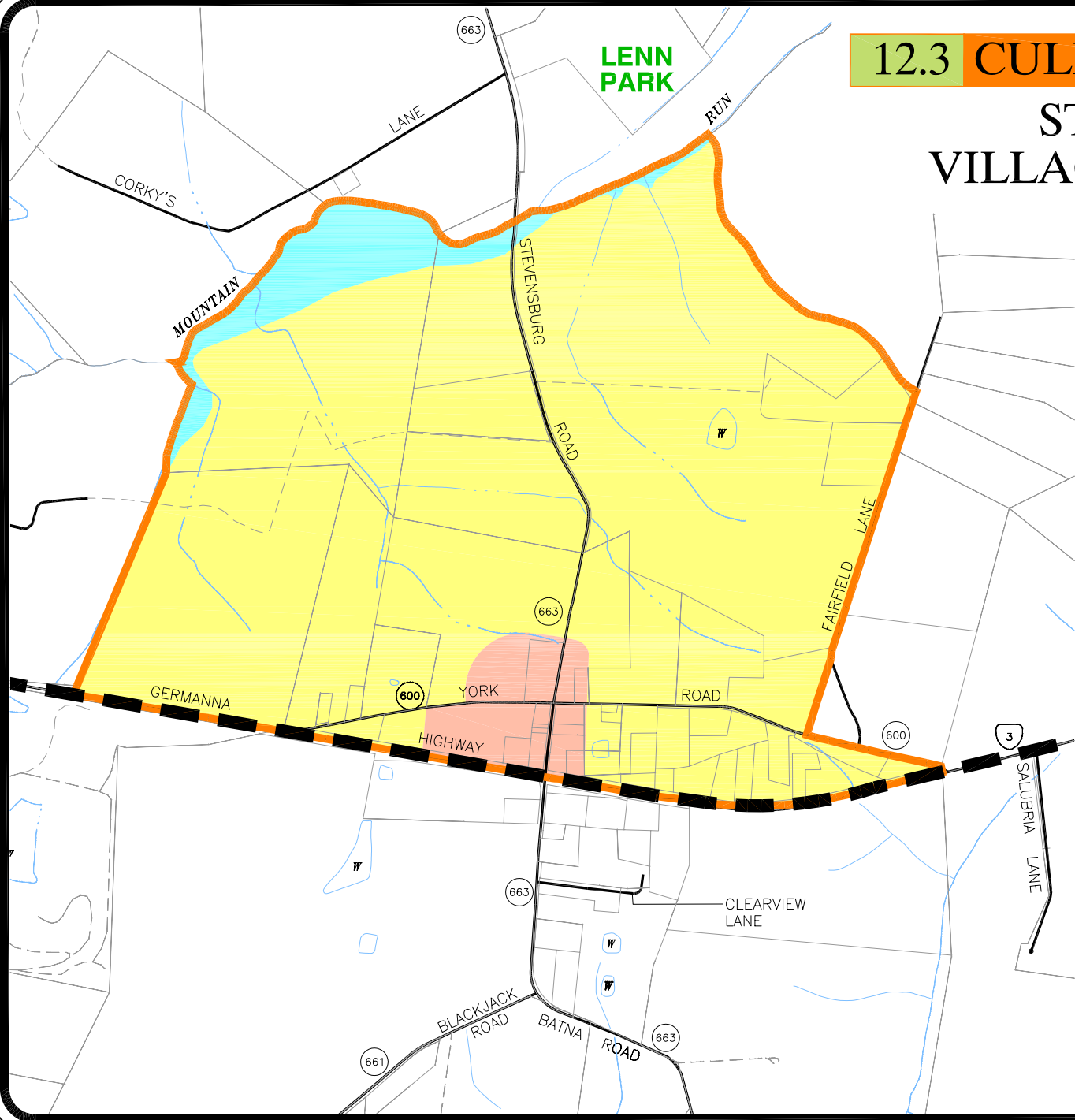
for children living in the southeastern portion of Culpeper County. Stevensburg, as currently planned, would be the smallest of the village centers identified in this chapter. In keeping with the desired scale of Stevensburg, no urban development area component is proposed. (SEE MAP 12.3)

General Guidelines / Proposed Land Use Plan

- **Total Service Area -- Approximately 520 Acres**
- **Access:**
Stevensburg is defined by Route 3 at its intersection with Route 663. Route 3 is planned for four laning in the future. A bypass around the heart of Stevensburg which was previously planned would significantly impact the development pattern within the village center and should be reconsidered. Instead, widening of the existing alignment is recommended as indicated on the village plan. Right-of-way for future widening should be preserved.
- **Soils:**
The Stevensburg area has a significant amount of prime agricultural soils. It is for this reason that the size of the village center should be limited to the extent possible.
- **Water and Sewer:**
A sewage treatment facility will be needed to serve the Stevensburg Village Center. As indicated above, the regional facility on Mountain Run should serve this village center. Water for the village center should be supplied by a publicly owned groundwater well system with elevated storage as necessary.
- **Density/Population:**
Stevensburg is not envisioned as a growth area of the magnitude of Clevenger's Corner or Brandy Station / Elkwood. It is anticipated however that development along Route 3 in Spotsylvania County will continue to migrate toward Culpeper. Stevensburg may also be an appropriate location for an elementary school to serve students throughout the southeastern portion of Culpeper County.

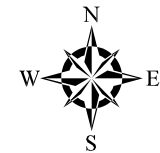
12.3 CULPEPER COUNTY 2010-2030

STEVENSBURG VILLAGE CENTER PLAN

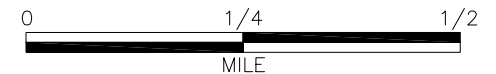


LEGEND

- COMMERCIAL/OFFICE/EMPLOYMENT
- RESIDENTIAL
- APPROX. LOCATION 100 YEAR FLOODPLAIN
- PROPOSED WIDENING TO 4-LANES
- POTENTIAL SERVICE AREA BOUNDARY



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UDA #1 – CLEVENGER’S CORNER

The Clevenger’s Corner UDA is located in the southeast and southwest quadrants of the intersection of Route 229 and Route 211. These sites have access to existing public utilities and are planned as mixed use developments encompassing many new urban concepts. Commercial and higher density residential development should be focused as close to the intersection as possible, with lower densities and open space along the southern borders of the property. The UDA established as part of the Clevenger’s Corner village center is compact, and is expected to be primarily commercial development, with a residential component. This UDA contains approximately 38 acres. (SEE MAP 12.4)

UDA #2 – BRANDY STATION

The Brandy Station UDA is envisioned to be served by the future Mountain Run regional sewage treatment facility. Groundwater resources will have to be developed to provide for an adequate and reliable water supply. The potential for commuter rail at this location supports the notion that high density residential development would be appropriate. This UDA is located at Brandy Station, where more residential development is appropriate. Areas to the east, from Brandy Station toward Elkwood, should be commercial and industrial with an emphasis on protecting the Culpeper Regional Airport from any residential encroachment. This UDA contains approximately 228 acres. (SEE MAP 12.5)

UDA #3 – NALLE’S MILL ROAD

The Nalle’s Mill Road UDA is adjacent to the Town corporate limits. The site has access to public utilities and is in close proximity to existing commercial development. The property adjoins residential development in Town, but also borders a railroad. Some property included in this UDA is zoned for light industrial development. In light of the factors noted above, the site is best suited for mixed use development, including office, retail and residential components. Commercial / office uses could serve as a buffer between the railroad and residential uses. This UDA contains approximately 81 acres. (SEE MAP 12.6)

UDA #4 – ROUTE 299

The Route 299 UDA is adjacent to the Town corporate limits and has access to public utilities. The designated UDA includes a multi-family portion of a potential development known as “Lakeridge”. There is also opportunity for some commercial development in this UDA. This UDA contains approximately 50 acres. (SEE MAP 12.7)

TOWN OF CULPEPER UDAs

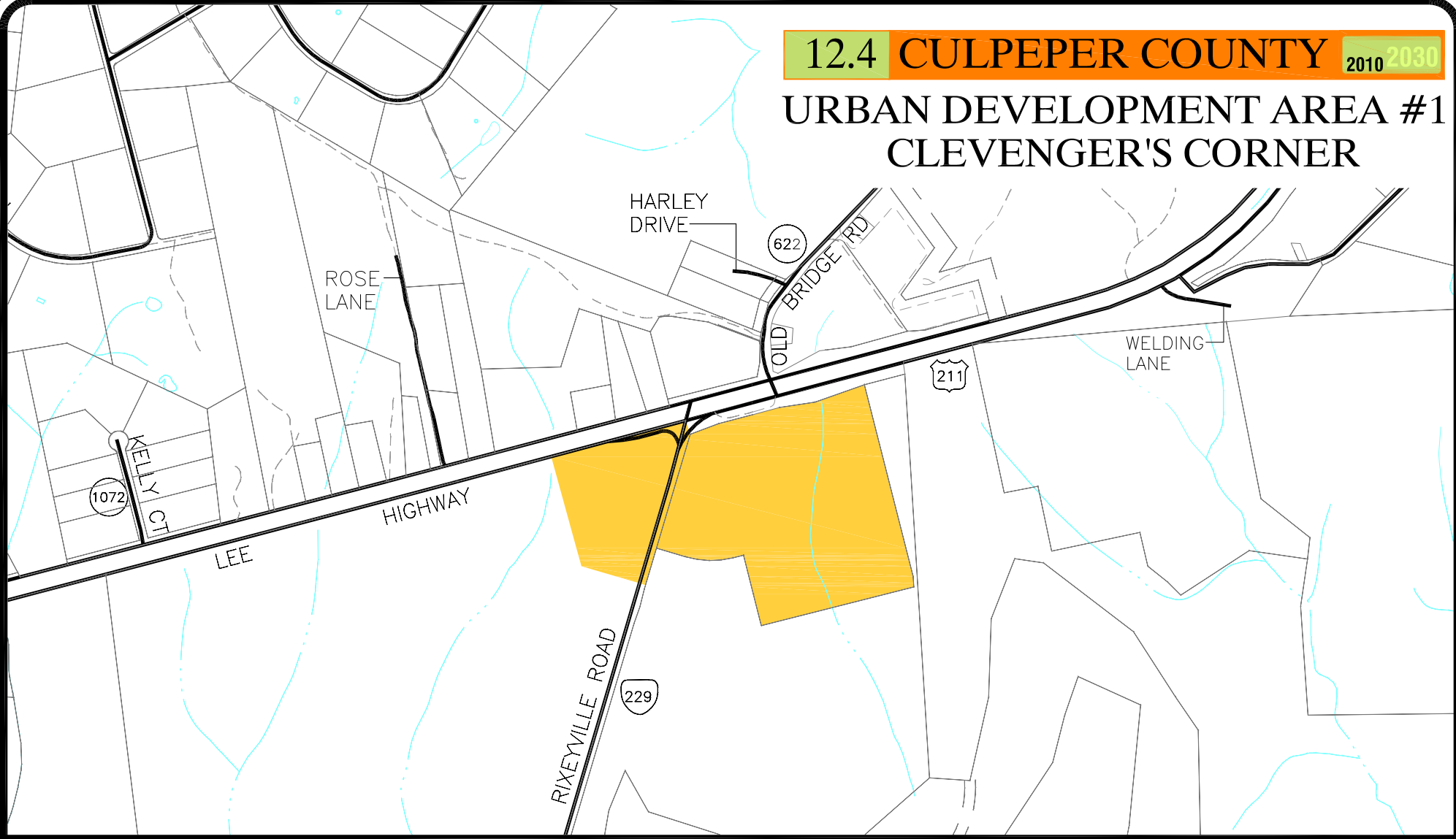
The Code of Virginia, Section 15.2-2223.1 F states that “any county that amends its comprehensive plan pursuant to this section may designate one or more urban development areas in any incorporated town within such county, if the governing body of the town has also amended its comprehensive plan to designate the same areas as urban development areas with at least the same density designated by the County”. Culpeper County has elected to designate four distinct UDAs that are located within the Town of Culpeper corporate limits. These areas are mapped on the following pages and they match certain growth areas identified in the adopted 2010 Town of Culpeper Comprehensive Plan. The Town Comprehensive Plan specifically recognizes the County’s intent to designate UDAs within the Town of Culpeper, and the areas designated have been endorsed by Town officials. The densities and new urban concepts for these areas are intended to be consistent with the details found in the Town Comprehensive Plan. The Town UDAs contain 417 acres in total for the three growth areas outside of the downtown core. The downtown core area is of course largely developed, however there are many opportunities for redevelopment. The downtown core area contains approximately 149 acres.

SUMMARY

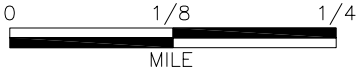
As established by the UDA calculations in this chapter, the growth which could be accommodated within the UDA’s is sufficient to absorb a projected ten years worth of development. In reality there will be development in other areas of the community, but one of the principal goals of the County should be to direct growth to the village centers and UDA’s which have been set forth in this chapter, in accordance with the proposed concepts.

12.4 CULPEPER COUNTY 2010 2030

URBAN DEVELOPMENT AREA #1
CLEVINGER'S CORNER

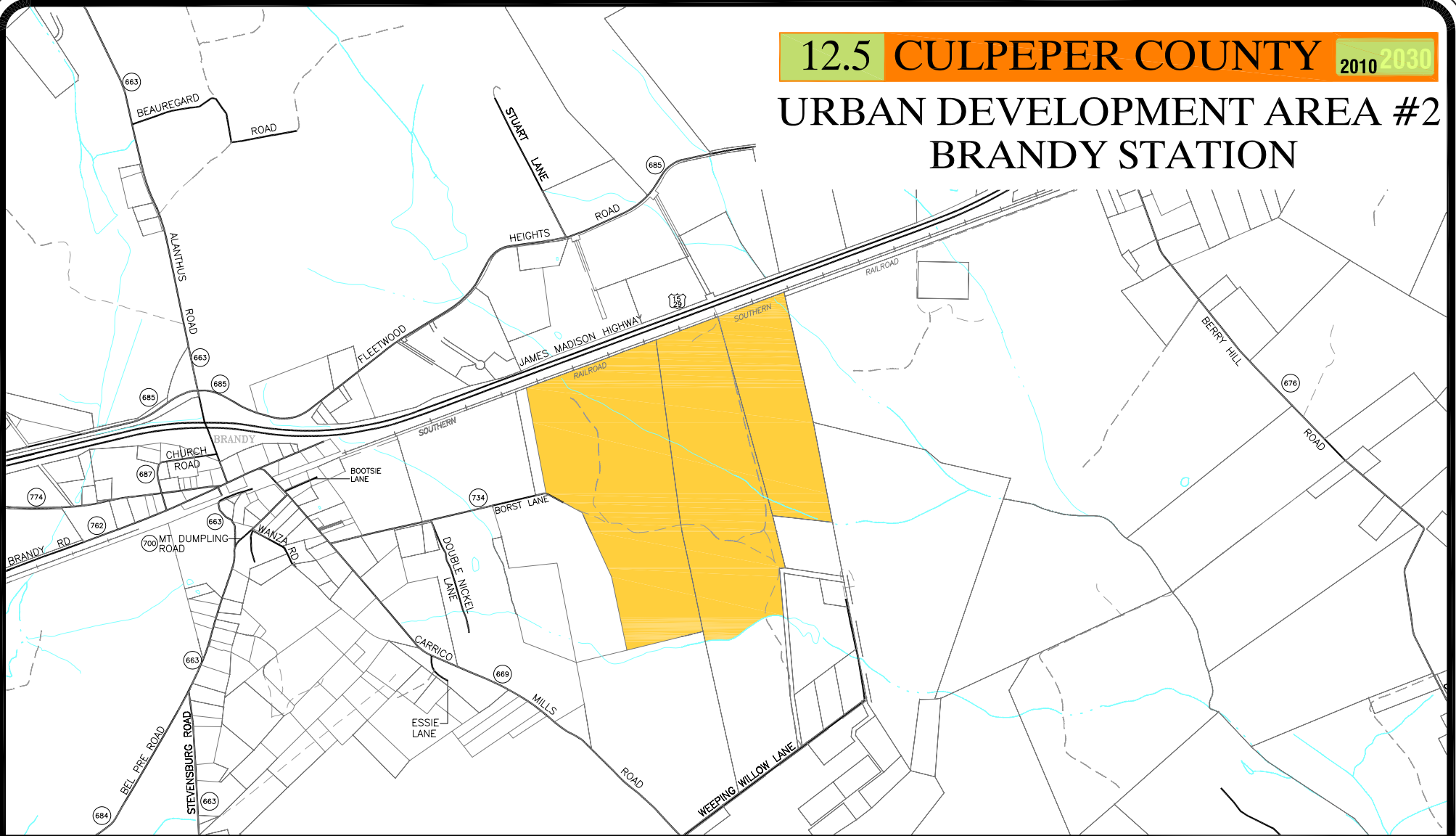


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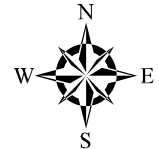


12.5 CULPEPER COUNTY 2010 2030

URBAN DEVELOPMENT AREA #2
BRANDY STATION

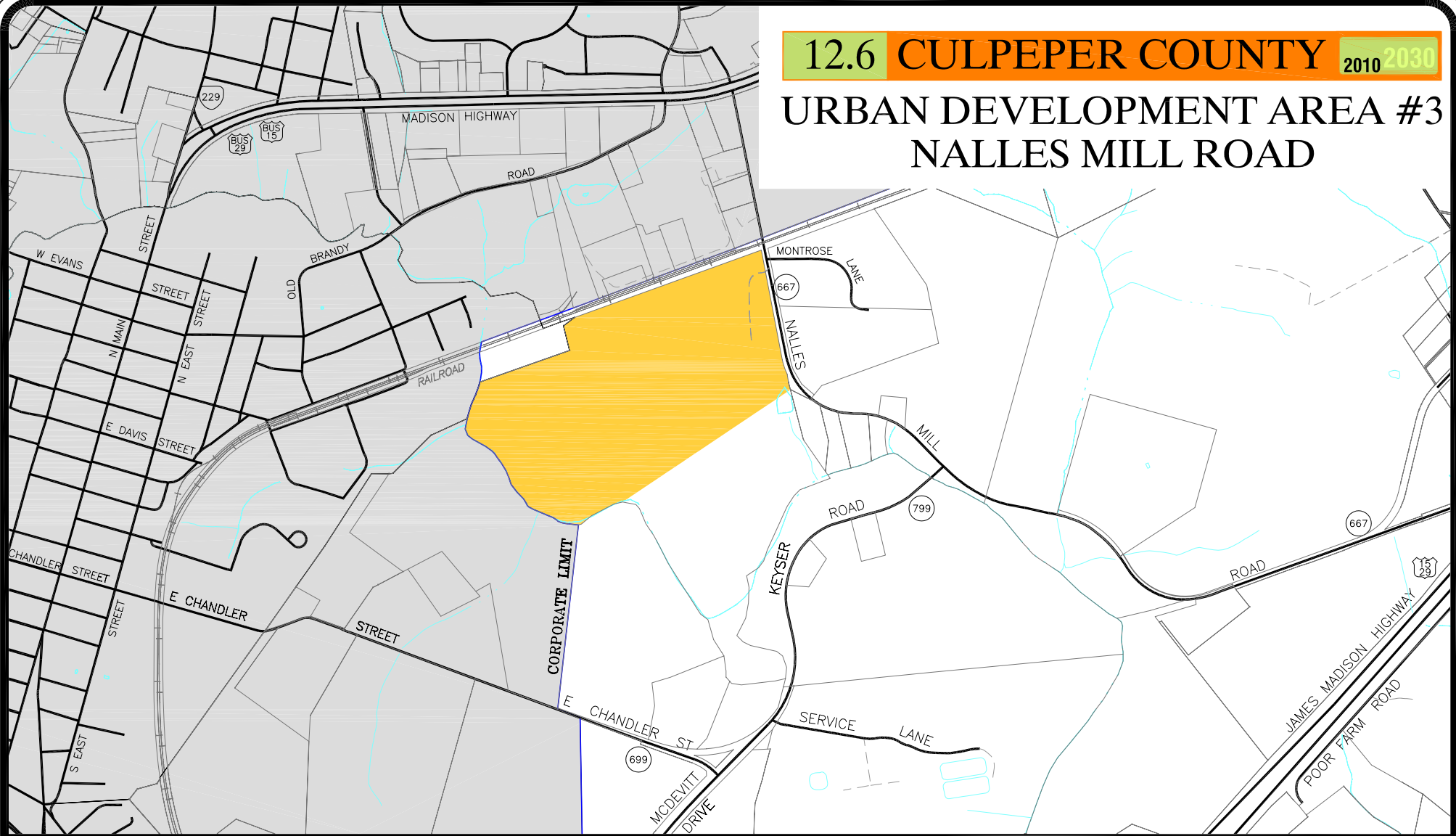


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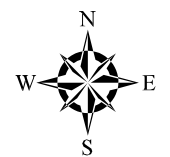


12.6 CULPEPER COUNTY 2010 2030

**URBAN DEVELOPMENT AREA #3
NALLES MILL ROAD**

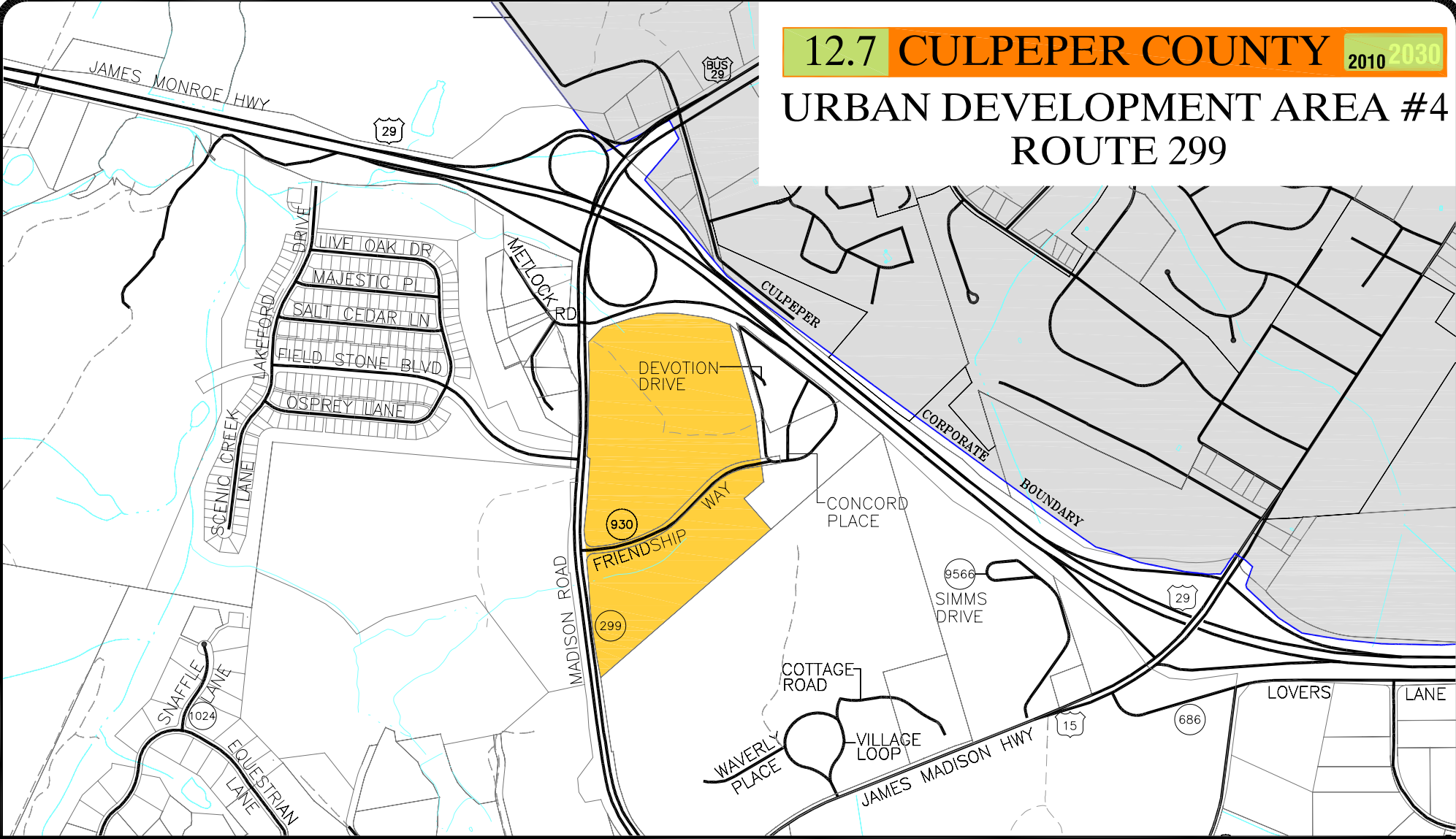


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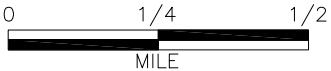


12.7 CULPEPER COUNTY 2010 2030

**URBAN DEVELOPMENT AREA #4
ROUTE 299**

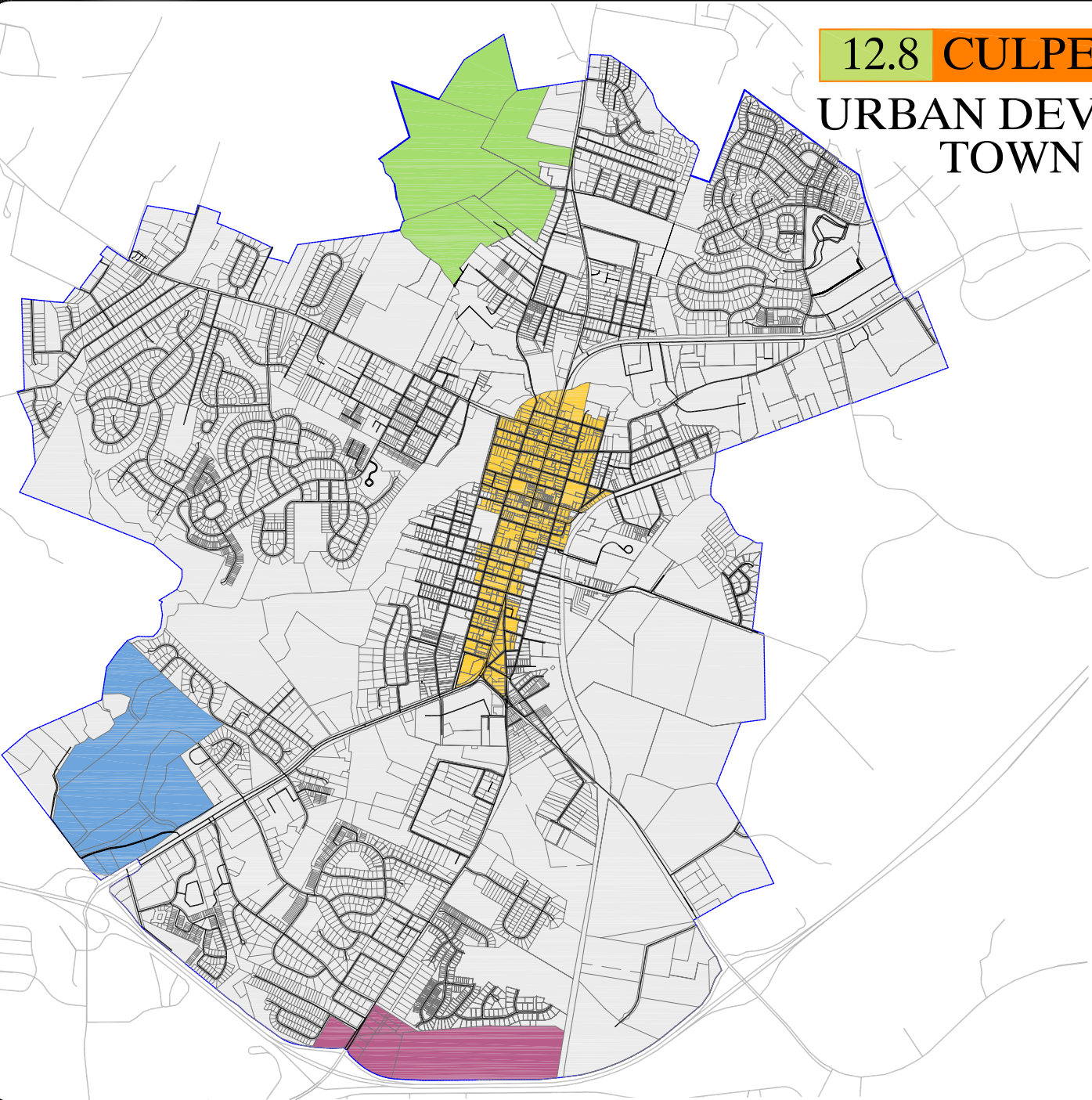


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12.8 CULPEPER COUNTY 2010 2030

URBAN DEVELOPMENT AREAS TOWN OF CULPEPER



LEGEND

AS FOUND IN TOWN OF CULPEPER
COMPREHENSIVE PLAN, CHAPTER 3-
LAND USE & GROWTH AREAS

-  DOWNTOWN CORE
-  AREA 1 – MAP 12.8A
-  AREA 5 – MAP 12.8B
-  AREA 6 – MAP 12.8C

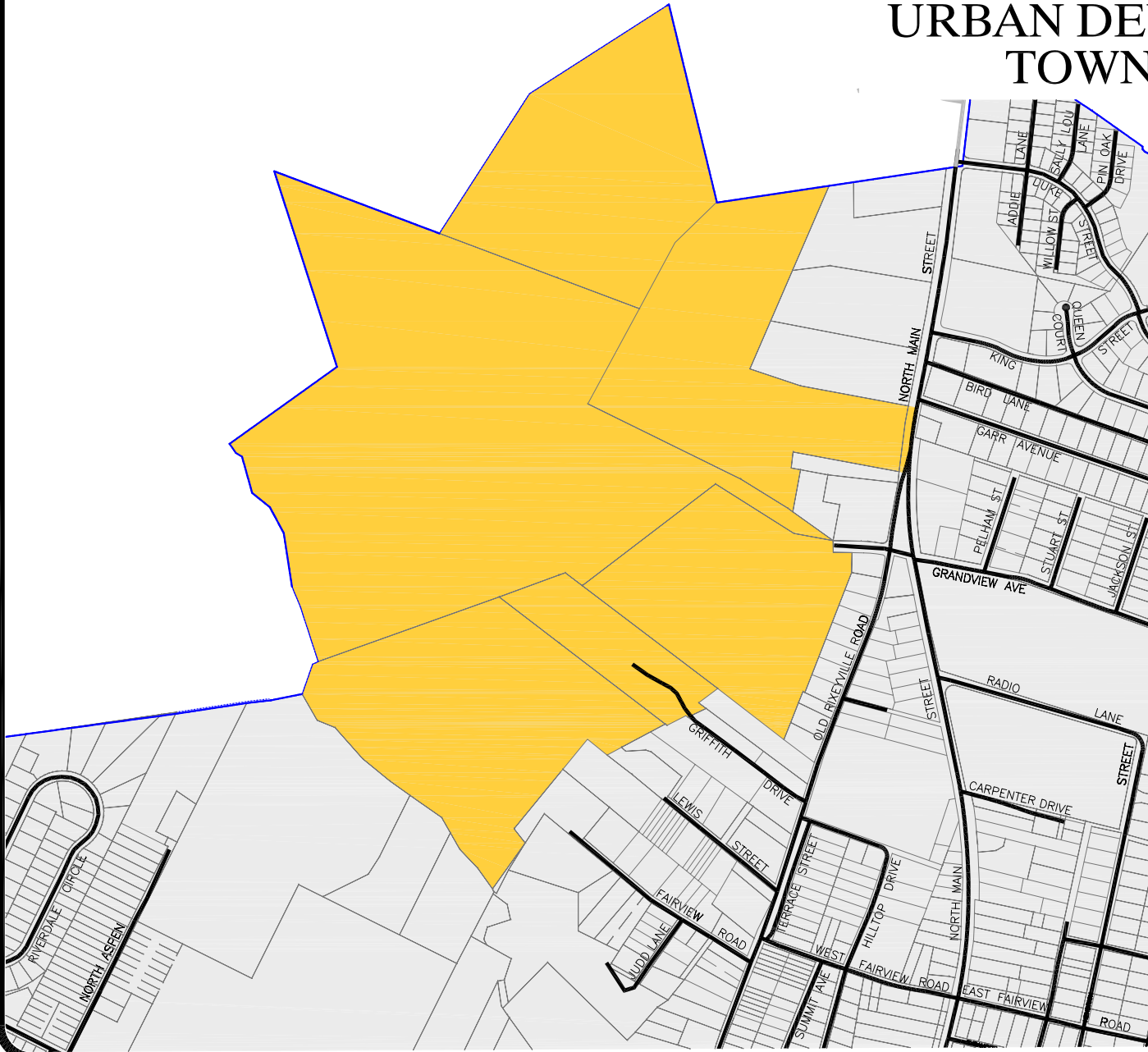


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12.8A CULPEPER COUNTY 2010 2030

URBAN DEVELOPMENT AREA
TOWN OF CULPEPER

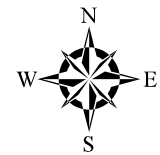
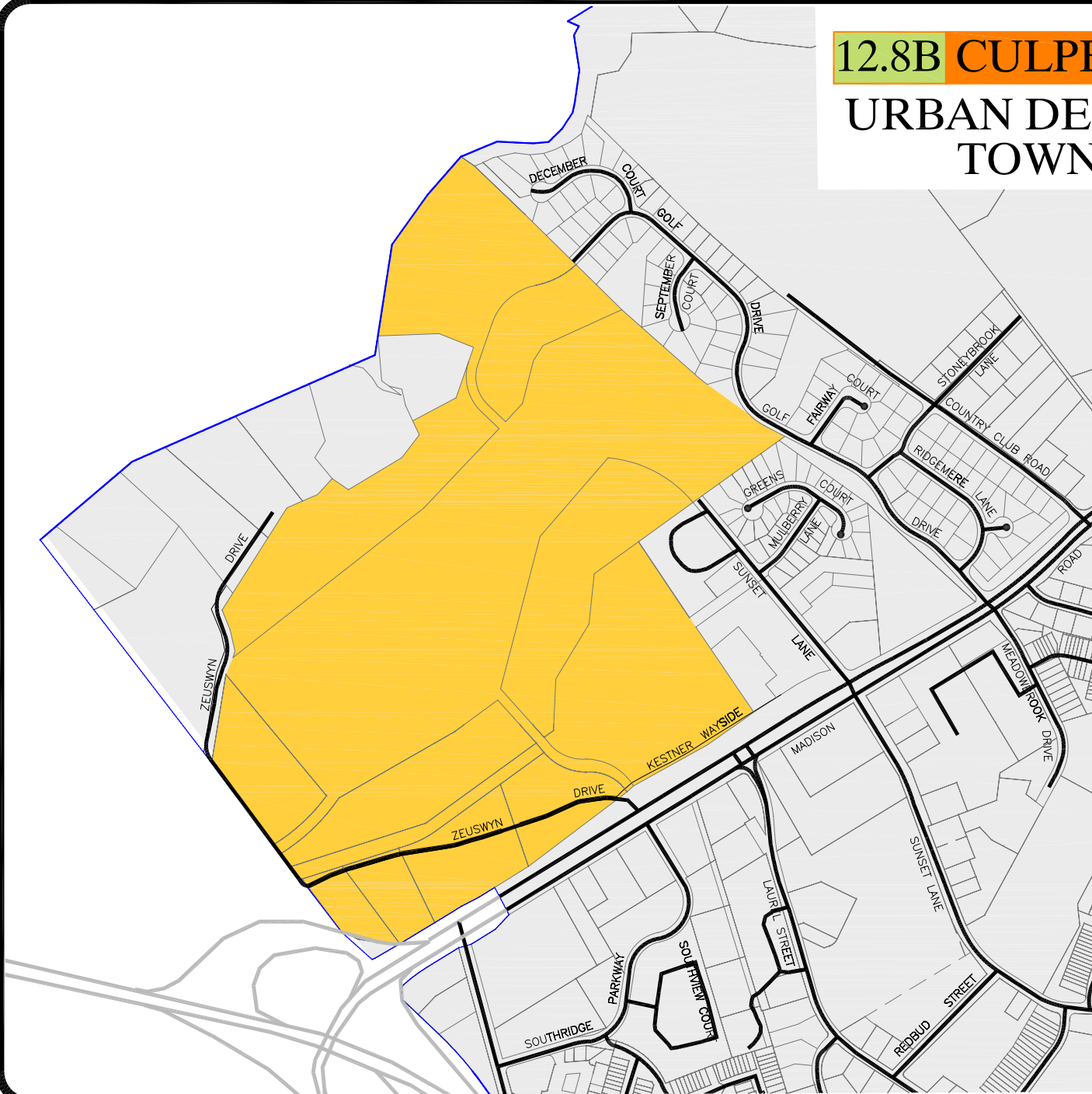


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12.8B CULPEPER COUNTY 2010 2030

**URBAN DEVELOPMENT AREA
TOWN OF CULPEPER**

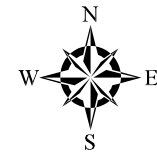


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12.8C CULPEPER COUNTY 2010 2030

**URBAN DEVELOPMENT AREA
TOWN OF CULPEPER**



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