

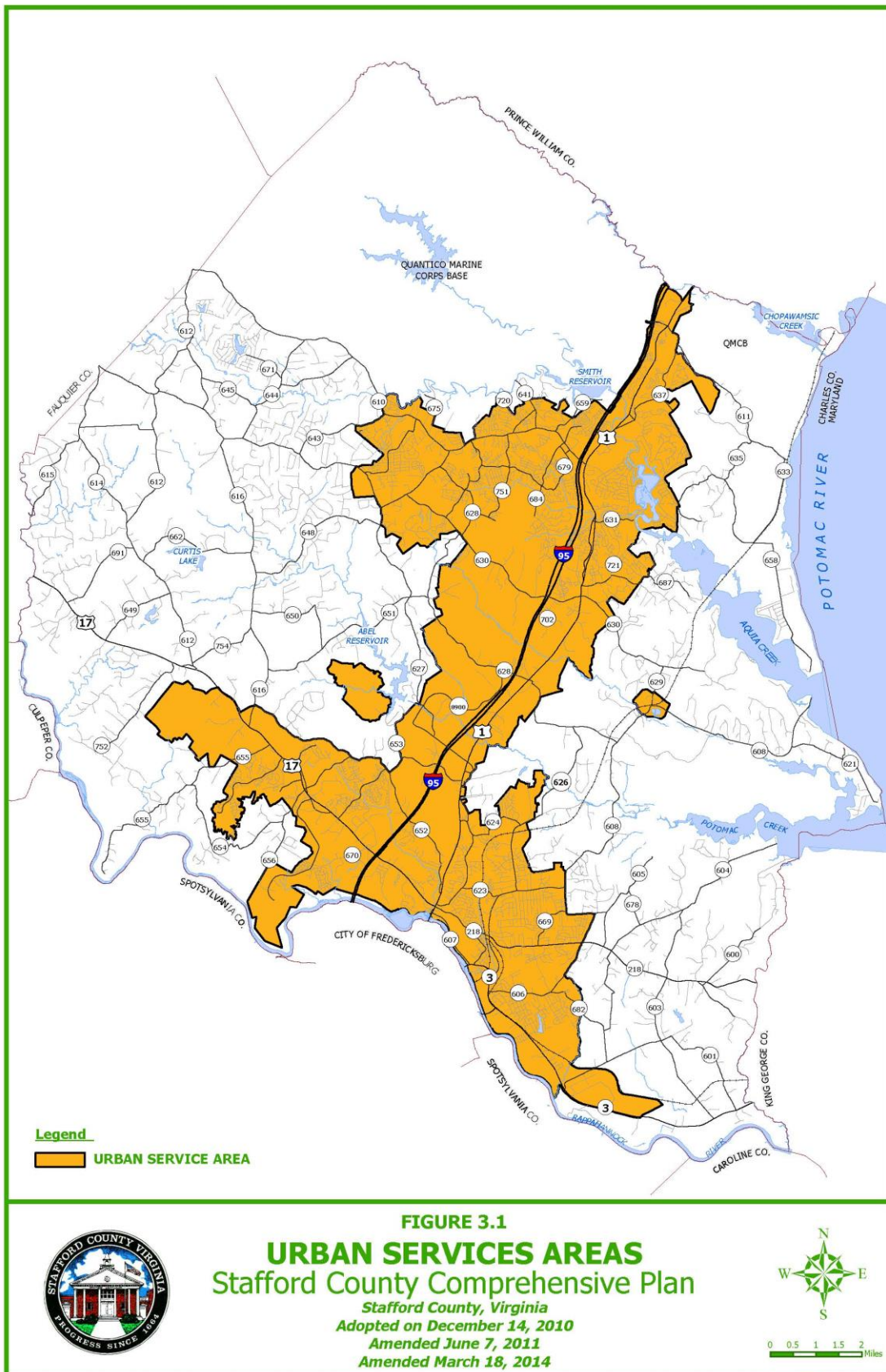
## 3.0 The Land Use Plan

### 3.1 Overview

The Land Use Plan for Stafford County is a key element of the Comprehensive Plan, guiding the physical form of the County by directing the location, type, and intensity of land uses. The Plan has been developed after taking into account factors such as existing development patterns and conditions, the potential for existing land use regulations to accommodate projected growth, and opportunities and constraints.

The key points of the Plan are:

- The Land Uses within the Urban Services Area (USA) have been generalized as Urban, Suburban, and Business and Industry.
- The USA boundary has been designated to promote infill development to access public water and sewer in the established suburban and industrial areas. The majority of future residential and commercial development is being recommended along the I-95 and U.S. Route 1 corridors.
- Establishes seven (7) Urban Development Areas located in the vicinity of primary road networks, transportation hubs, and along the rail corridor to maximize the use of public transportation.
- The USA boundary eliminates for the most part bifurcated parcels, which were partially in and partially out of the USA.
- Establishes four Redevelopment Areas.
- Business and Industrial land uses are encouraged around established and developing business areas.
- Lot sizes in agricultural and rural areas outside of the USA shall be at least three (3) acres in size.



## **3.2 Basis for the Plan**

The Land Use Plan has been developed on the premise that the development potential available under existing zoning is adequate to accommodate 20 years of projected population growth. Because existing residential zoned lands are adequate to meet projected population growth, the Plan recommends future land use designations follow existing zoning district development criteria and with the exception of the Urban Development Area and Business Land Use, does not recommend increasing land use intensity.

## **3.3 Key Features of the Plan**

### **3.3.1. GROWTH MANAGEMENT AND URBAN SERVICES AREA**

The Plan recognizes the need to direct growth into the Urban Services Area and discourage growth in the agricultural areas. This is accomplished, in part, by establishing the location of public water and sewer facilities. The location of the Urban Services Area generally dictates what land areas may be served by public water and sewer lines.

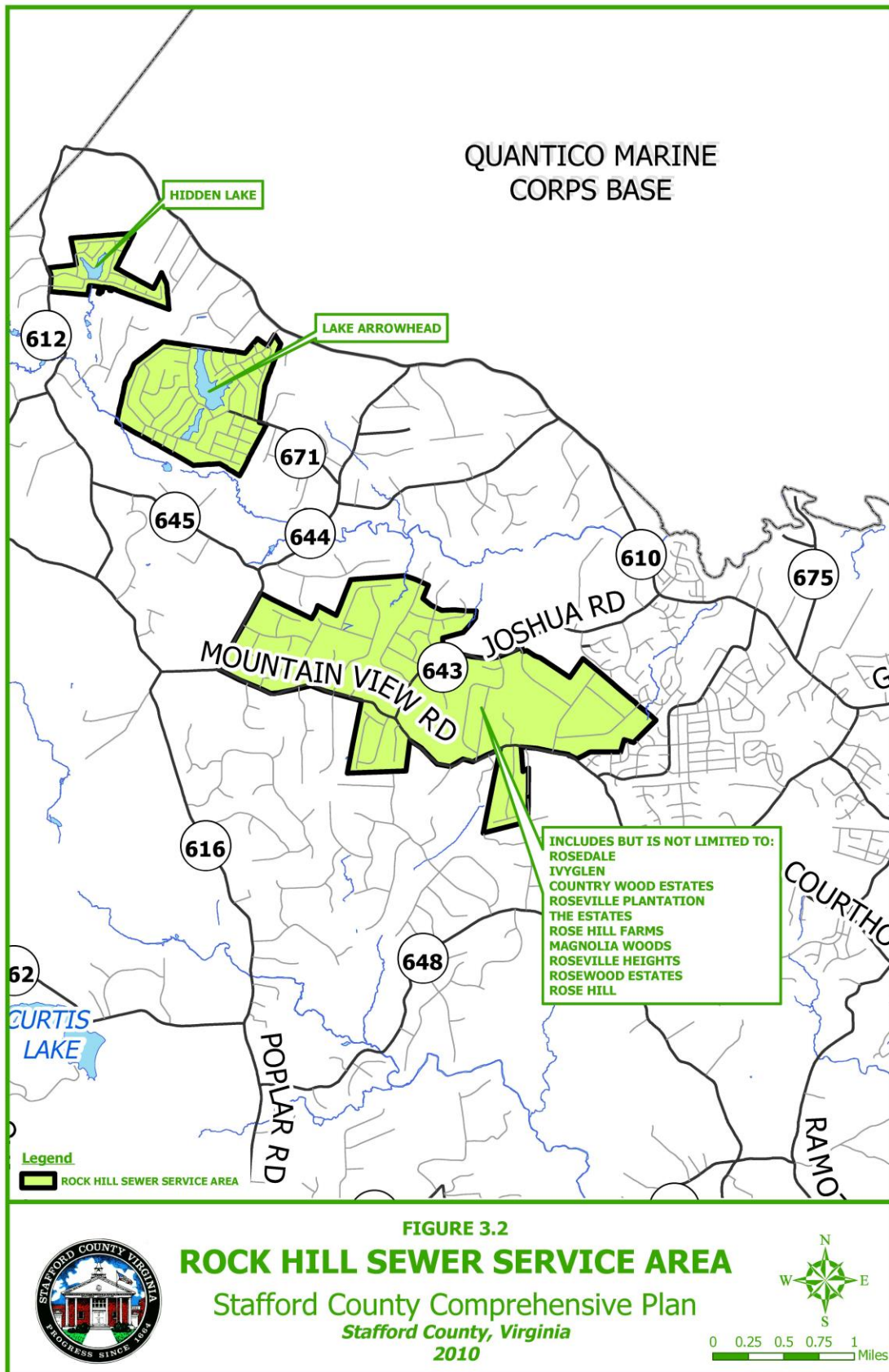
Within the Urban Services Area, newly constructed houses and buildings will be required to connect to the public water supply and the public sewer system.

In several situations, existing or previously approved water and sewer lines may be located outside of the designated Urban Services Area. In these situations, the lines will be maintained in these locations, but new extensions and private connections to the lines will not be approved. Exceptions for private connections may be made when the property to be served abuts a street, alley, or right-of-way in which there is located an existing public sewer or water line, and the building drain (in the case of sewer) or the building (in the case of water) is located within 300 feet of the public sewer or water supply.

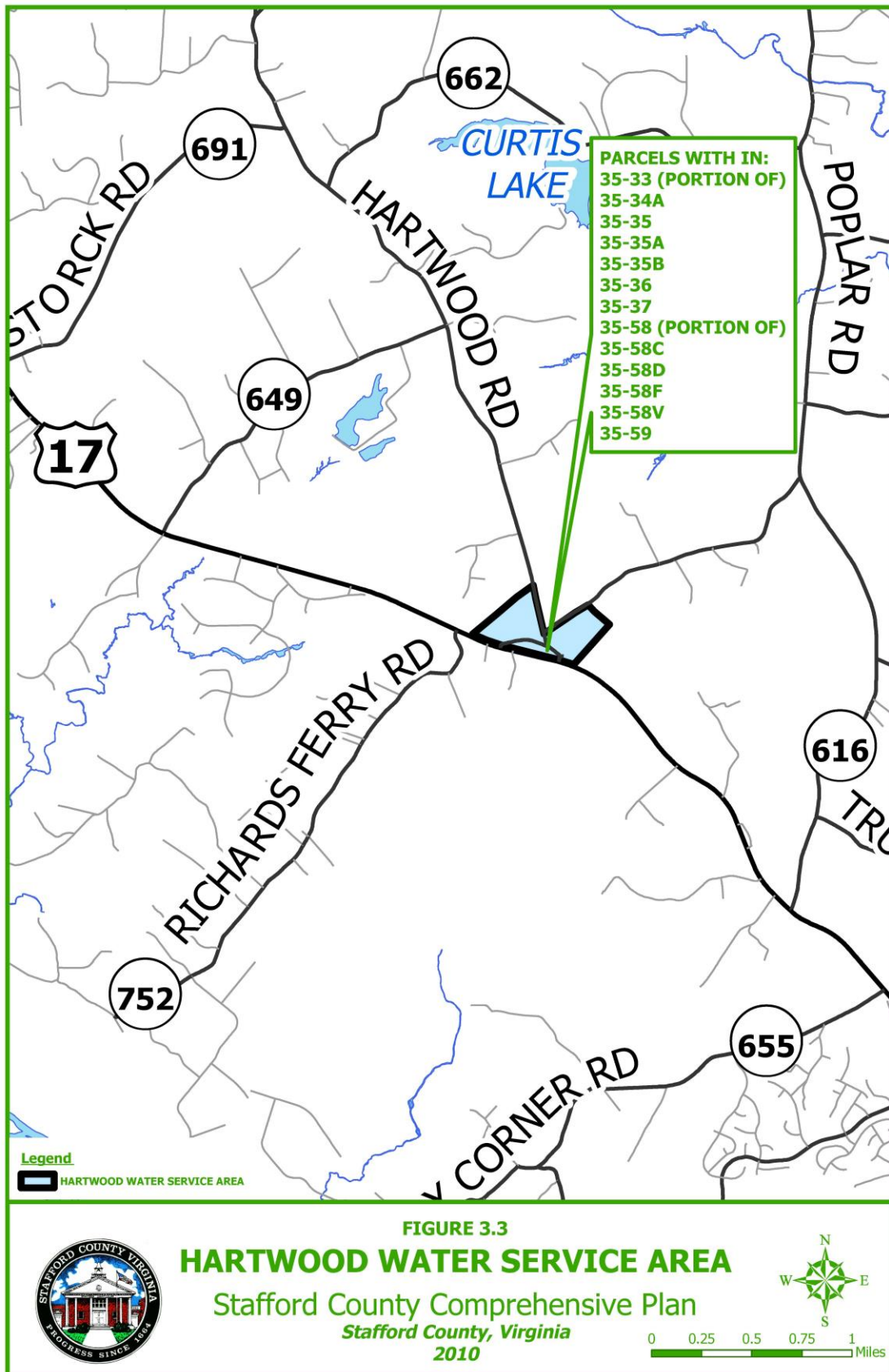
### **LIMITED WATER AND SEWER UTILITY AREAS**

Rock Hill Sewer Service Area – this area includes several rural residential communities in the northwest corner of the County. The area, identified in Figure 3.2, is primarily built out and is characteristic of older rural residential neighborhoods with 1 to 3 acre lots that utilize private wells and septic drainfields. Drainfield failures have occurred on several properties in this area. The purpose of this service area is to provide future sewer service to the existing residents and protect public health. The area includes, but is not limited to, the following subdivisions: Hidden Lake, Lake Arrowhead, Country Wood Estates, The Estates, Ivyglen, Rosedale, Roseville Plantation, Rose Hill Farm, Roseville Heights, and Rosewood Estates. The area is not intended for future higher intensity development.

Hartwood Water Service Area – this area is in the vicinity of the intersection of Warrenton Road and Hartwood Road, and includes Hartwood Elementary School and Hartwood Volunteer Fire Department. These facilities utilize well water. A future need is anticipated for water service upgrades in this area, specifically to Hartwood Elementary School. It is the intent of this area to be served by a future connection to the public waterline network. It is not the intent of this plan to promote higher intensity land uses in this service area. The geographic extent of this area is identified in Figure 3.3.







### 3.3.2. URBAN DEVELOPMENT AREAS

The Plan establishes Urban Development Areas in the County in accordance with a recently adopted state code provision that requires high growth localities, including Stafford, to designate Urban Development Areas that meet specified criteria. The exact location, number and development parameters for these areas are shown on the future Land Use Map (Figure 3.6) and are further described in Section 3.5 of this chapter.

### 3.3.3 REDEVELOPMENT AREAS

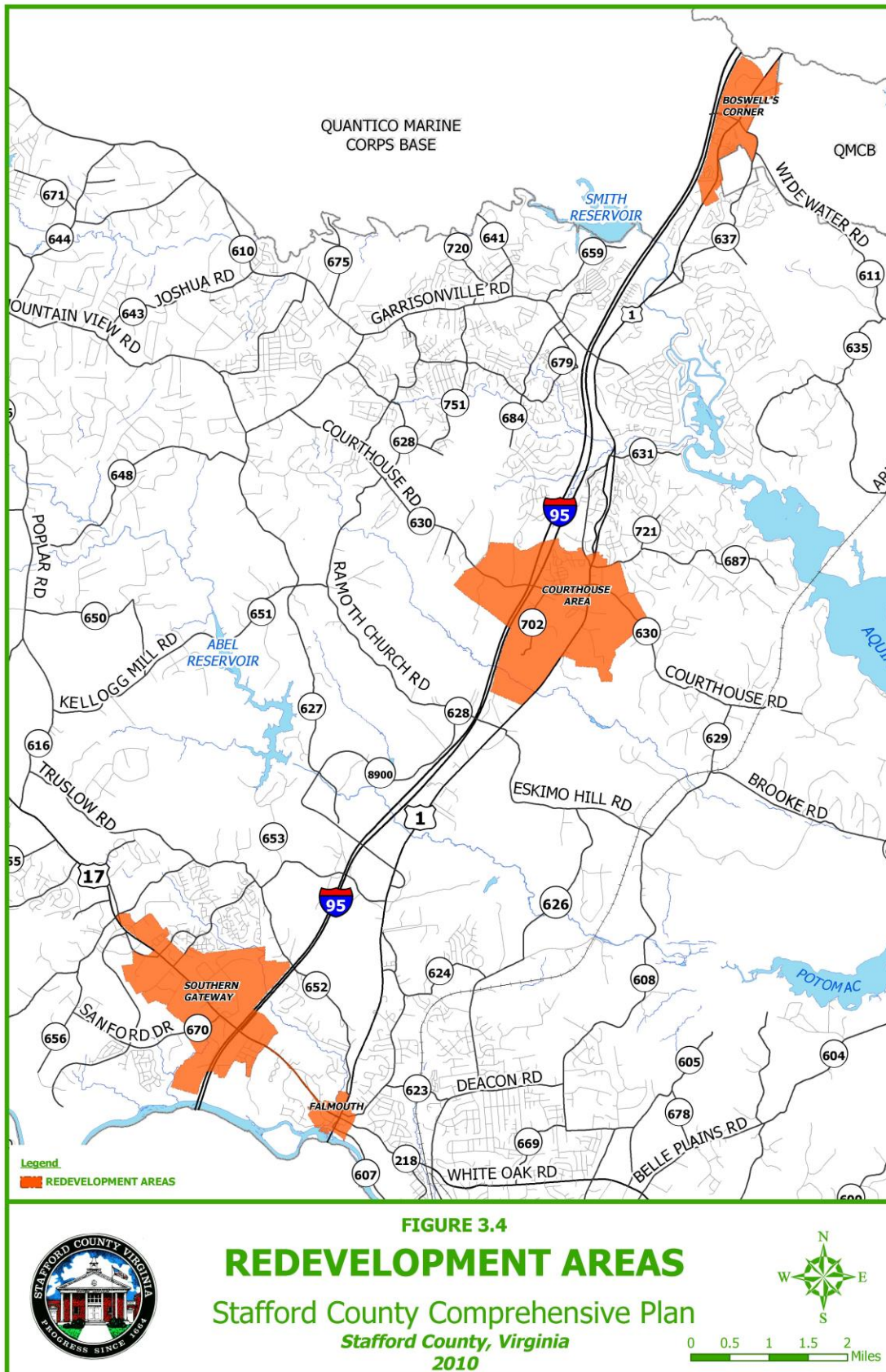
The Plan identifies the locations of four Redevelopment Areas. These are areas that the County has identified in its 2006 Economic Development Strategic Plan as prime locations for redevelopment. These areas include Boswell's Corner, the Courthouse Area, Falmouth, and Southern Gateway, along Warrenton Road, west of Interstate 95.

Redevelopment efforts were initiated in the Fall of 2006. Public workshops have been conducted and plans were developed by a consultant retained by the County to conduct the work. These efforts have produced Redevelopment Area Master Plans for each location, providing detailed assessments and analysis of the areas and detailed action plans. These areas will be incorporated as elements of the Comprehensive Plan. These area plans, once adopted, will provide the basis for evaluating land use proposals. Summaries of these Plans are included in Chapter 3.5 of this document. Until such time, any land use proposals should be consistent with the Comprehensive Plan.



Stafford Courthouse Redevelopment Area  
Courtesy of Cunningham + Quill Architects







### 3.4 Military Facility Impacts

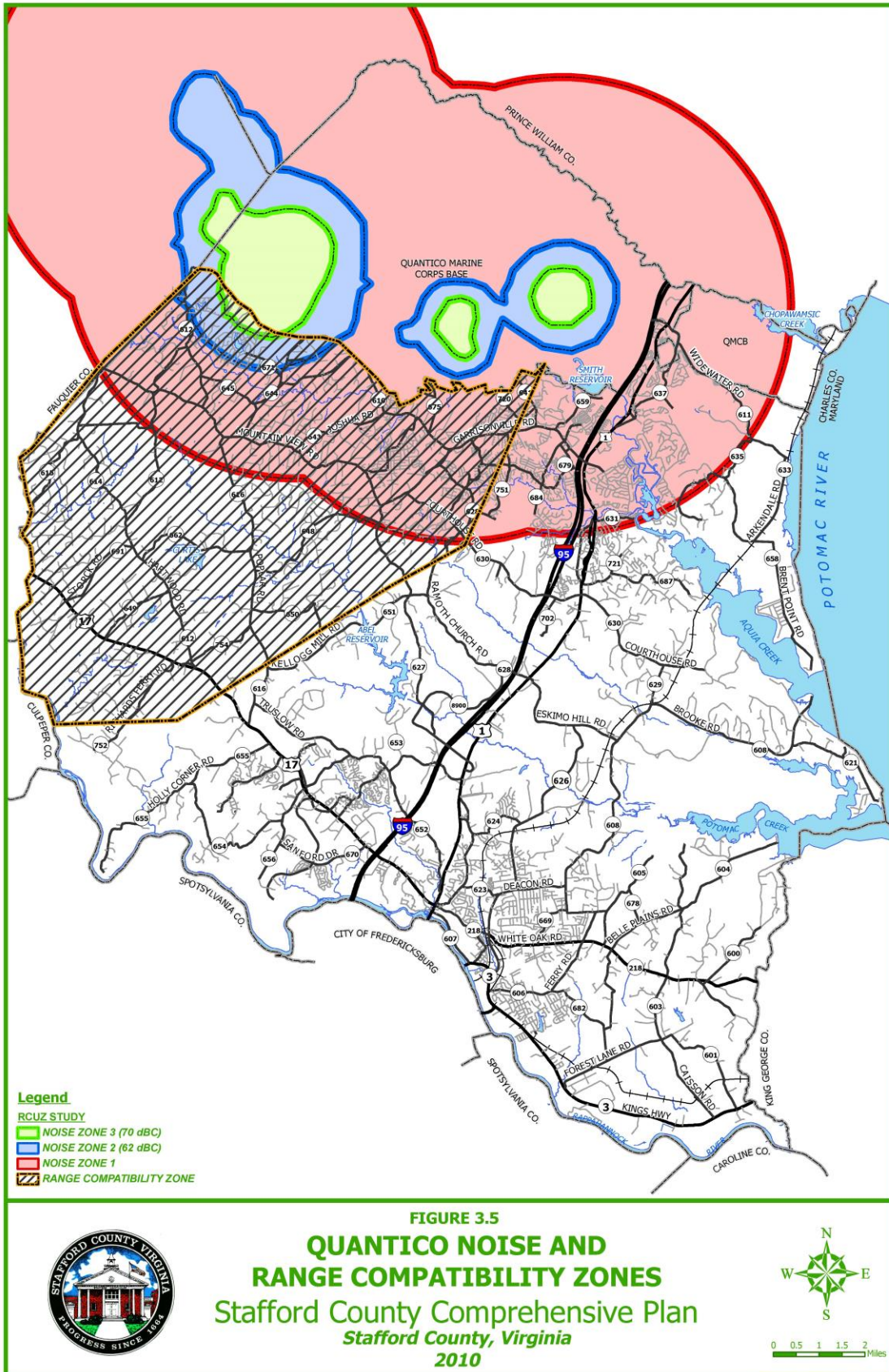
Quantico Marine Corps Base encompasses 33,000 acres (19%) of land area within the boundaries of Stafford County. This section of the Plan identifies areas in the County outside of the Base that may be impacted by military activities. Military activities on Quantico include realistic air and ground combat exercises and explosive ordnance demolition training. This training occurs on ranges located to the west of Interstate 95 near the Garrisonville Road corridor. Aircraft maneuvers that occur as part of this training extend off base into airspace over the Rock Hill and Hartwood Areas of the County. Noise impacts associated with both the ordnance demolition and aircraft extend well into the North Stafford, Hartwood, and Widewater areas of the County.

#### Range Compatibility Use Zone (RCUZ) Study

When the ranges were first established in the 1940's, the adjacent land was sparsely populated. Growth in this area has made the Garrisonville Road corridor the most heavily populated area in the County. Growth that has occurred around Quantico has the potential of compromising on-base operations. To protect the public health, safety, and welfare and safeguard mission capability of on-base activities, a Range Compatibility Use Zone (RCUZ) Study was developed. One of the objectives of the study is to encourage compatible land development near training range operations. The RCUZ Study identifies Range Safety Zones (RSZ's) and Noise Zones associated with the demolition training areas. In addition, the study provides land use compatibility tables for the RSZ's and Noise Zones. Figure 3.5 identifies the location of these areas in the County. Table 3.1 identifies suggested land use compatibility in noise zones and Table 3.2 identifies land use compatibility in RSZ's. These tables were modified for format and to reflect the areas applicable to land outside of the Base in Stafford County.

Range Compatibility Zones (RCZ) correspond with restricted airspace areas where aircraft maneuvers occur. RCZ III encompasses the northwestern part of the County outside of the Base.

Noise Zones are classified into 3 categories; Noise Zone 1 is an area of minimal impact where noise levels are less than 62 dB. The moderate and severe impact zones 2 and 3 include primarily rural residential subdivisions, including portions of Hidden Lake, Lake Arrowhead, Green Acres and Equestrian Estates. The area within a 5 mile radius of the munitions ranges are identified as they may experience high levels of peak event (short duration) noise and vibration under certain conditions.



**Table 3.1 Suggested Land Use Compatibility in Noise Zones (Source: Range Compatibility Use Zone Study for Marine Corps Base Quantico)**

LAND USE	Noise Zone 1 (5-mile radius)	Noise Zone 2		Noise Zone 3
	Heavy Weapons < 62 dB C	Heavy Weapons 62-66 dB C	Heavy Weapons 67-70 dB C	Heavy Weapons < 62 dB C
	Aircraft/Small Arms < 65 dB A	Aircraft/Small Arms 65-69 dB A	Aircraft/Small Arms 70-74 dB A	Aircraft/Small Arms < 65 dB A
Water Recreational Activities, Riding Stables, Golf Courses and Athletic Fields, Cemeteries, Outdoor Spectator Sports.		1	1	1
Wildlife Refuges, Group Camps, Hunting and Fishing Clubs, Parks.		1	1	
Educational Services (Schools) and Hospitals.		1	1	
Residential—Single Family, Multiple Family, Residential Hotels, Motels, Retirement Homes, Intermediate Care Facilities, and Nursing Homes.		1	1	
Mobile Homes.				
Auditoriums, Concert Halls, Indoor Areas, Churches.		1	1	
Office Buildings—Business, Education, Professional and Personal Services.		1	1	
Commercial/Retail, Shopping Centers, Restaurants, and Movie Theaters.			1	1
Commercial/Wholesale, Industrial, Manufacturing			1	1
Agriculture (except residences and livestock), Extractive Industry, Forestry, Utilities and Public Rights-of-Way		1	1	1
Outdoor Amphitheaters.	1			

	Compatible
	Compatible with Conditions
	Incompatible

**Notes:**

1. This table is for general illustrative purposes only. Please refer to *OPNAVINST 11010.36B*, 2002, Table 2 for detailed footnotes, specific situations, and actual use in analysis of potential compatibility in the Appendix.

Source: Adapted from U.S. Department of the Navy *OPNAVINST 11010.36B*, 2002.

**Table 3.2 Suggested Land Use Compatibility in Air-to-Ground Range Safety Zones (Source: Range Compatibility Use Zone Study for Marine Corps Base Quantico)**

Land Use	Range Safety Zones		
	A*	B*	C
Residential—Single Family, Duplex, Mobile Homes			1
Residential — Multiple Family			1
Transient Lodging			1
School Classrooms, Libraries, Churches			1
Hospitals, Nursing Homes			1
Auditoriums, Concert Halls			1
Office Buildings — Personal Business, Professional			
Commercial, Retail, Manufacturing, Utilities			
Playgrounds, Neighborhood Parks			1
Golf Courses, Riding Stables, Water Recreation		1	
Outdoor Spectator Sports			1
Industrial, Warehouse, Supplies			
Marine Craft Transportation		1	
Agriculture, Mining, Fishing		1	
Recreational, Wilderness Area		1	1

**\* - Zones A and B do not apply to land outside the limits of the Base.**

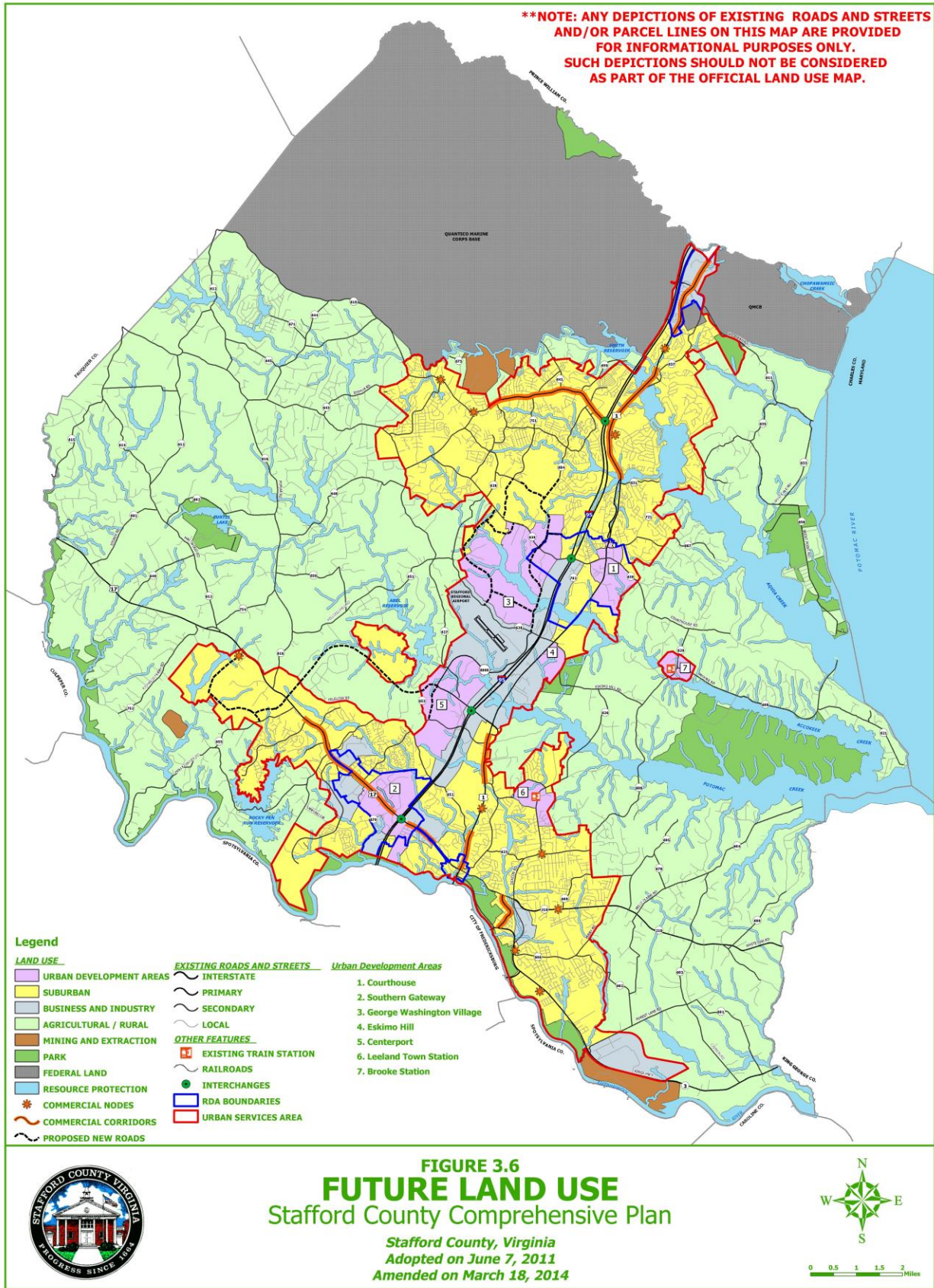
	Compatible
	Compatible with Conditions
	Incompatible

**Notes:**

1. This table is for general illustrative purposes only. Please refer to *OPNAVINST 3550.1*, 1998, Table 1, for detailed footnotes, specific situations, and actual use in analysis of potential compatibility included in the Appendix.

Source: Adapted from U.S. Department of the Navy *OPNAVINST 3550.1*. 1998.





## 3.5 Land Use Designations

### **Urban Services Area**

Urban Services Areas (USAs) are areas designated within the County where more compact development patterns are recommended. Government and community services and facilities will be concentrated in these areas. Such services will include public sewer and water utilities, location of schools and other public and community buildings as well as provision of transit services. Improvements to the utility system, road networks, pedestrian accommodations, street lights and community facilities may be required to support the land development in these areas. The area will be comprised of the following land use designations:

- Urban Development Areas,
- Suburban Areas,
- Business and Industry Areas, and
- Redevelopment Areas.

### **Urban Development Areas**

Urban Development Areas are areas of the County where an urban scale of development is most appropriate. These areas will support a more intense, pedestrian and transit oriented form of development, located in close proximity to primary road networks, transportation hubs, and along the rail corridor. Urban areas are intended to meet the requirements of Section 15.2-2223.1 of the Code of Virginia pertaining to Urban Development Areas. This more urban form of development will allow residents to work, live, shop and play within a relatively small area without fully relying on the automobile. Focus should be on the form of development, incorporating principles of traditional neighborhood design, including, but not limited to, (i) pedestrian-friendly road design, (ii) interconnection of new local streets with existing local streets and roads, (iii) connectivity of road and pedestrian networks, (iv) preservation of natural areas, (v) and mixed-use neighborhoods. Various types of dwellings, community uses and business activities may locate within the same block or within a single building. Dwelling unit densities are targeted at four (4) dwelling units per acre for single family detached units, six (6) dwelling units per acre for townhouse units, and twelve (12) dwelling units per acre for apartment, condominium, or cooperative units and commercial densities should be at a minimum floor area ratio (FAR) of 0.4 for each UDA. It is the intent of this Plan that the minimum density specified also serves as the maximum. Use of buffering, screening and extensive building setbacks should be limited. Buildings should not exceed six stories in height. Development in these areas should accommodate the need for affordable housing. Both on-street and off-street parking will be anticipated. In the most densely developed areas, structured parking should be encouraged. Parking structures should be sited and include architectural features to complement surrounding buildings. Development around primary

transportation hubs should accommodate commuter parking while respecting the more urban form of development. Future developments should include open commons areas or public spaces for residents and/or employees to enjoy leisure time activities. Streets and buildings should be designed to encourage physical and visual interaction at the street level. Street lighting and sidewalks are essential elements to ensure vibrant communities. These areas would also be designated as receiving areas if the County adopts a transfer of development rights program.

### Basis for Urban Development Areas

House Bill 3202, passed by the Virginia General Assembly in 2007, mandated that certain high growth communities create Urban Development Areas (UDAs) within their Comprehensive Plan sufficient to meet projected residential and commercial growth in the locality for an ensuing period of at least ten but not more than twenty years.

In 2010, the General Assembly, through House Bill 1071, amended the UDA provisions, found in Section 15.2-2223.1 of the State Code, to require that any locality with growth rates of at least 5% and populations between 20,000 and 130,000 shall create the UDAs with residential densities of 12.0 condominiums or apartments, 6.0 townhouses, or 4.0 single family homes per acre and commercial densities of 0.4 FAR. Stafford County, with its growth rate exceeding 10% and population of 124,166 (July 1, 2009 U.S. Census Bureau estimate), falls into this category. For communities with a population of 130,000 or more, higher density requirements apply. In Stafford's case that requires the creation of one or more UDAs within the Comprehensive Plan that provide for the construction of approximately 14,661 new residential units, equivalent to 10 years of projected growth. This estimate is derived from the Virginia Employment Commission by determining the amount of population growth projected between 2010 and 2030 and dividing that number by the average persons per household of 2.79.

In 2012, the General Assembly, through House Bill 869 and Senate Bill 274, further amended the UDA provisions, found in Section 15.2-2223.1 of the State Code, to allow UDAs to be an optional element of a locality's Comprehensive Plan. If UDAs are included in a locality's Comprehensive Plan, they are no longer required to accommodate ten to twenty years of projected residential and commercial growth, nor shall development be required to meet certain minimum densities. The previously stated growth projections and required densities are now optional.

While the UDA statute is intended to encourage smart development, reduce the environmental impact of sprawl, and reduce the cost of and impact upon Virginia's Transportation infrastructure, it did not incorporate elements that would encourage such growth along rail and other sources of public transportation. Failure to do so could result in all UDAs being built along existing interstate nodes, encouraging more vehicles on Virginia's congested interstate corridors, including I-95.



### Public Infrastructure and Services

Another important factor that was referenced in the state legislation is that these communities should incorporate principles of traditional neighborhood design (TND) in urban development areas, which may include but need not be limited to (i) pedestrian-friendly road design, (ii) interconnection of new local streets with existing local streets and roads, (iii) connectivity of road and pedestrian networks, (iv) preservation of natural areas, (v) and mixed-use neighborhoods, including mixed housing types, *with affordable housing to meet the projected family income distributions of future residential growth*. In the case of Stafford County, these UDAs do not just limit the TND elements to those specifically called for in (i) thru (v) but also include transportation, recreational, public safety, and educational amenities. For example, the lack of yards and open space within the required dense developments makes the provision of parks and other recreational facilities essential for a healthy lifestyle for the residents. Therefore the Comprehensive Plan provides for the creation of 950 acres of new public park space in or around the UDAs. It also provides for the creation of two large recreational facilities similar in size and amenities to the Freedom Aquatic and Fitness Center in Prince William County.

The types of Parks developed will provide different uses, they may be active or passive in nature. It is not the intent of this Plan to require all of the 950 acres within the limits of the UDAs designated on the Land Use Map. At the same time, the recommended Park land should be within reasonable proximity of the population within each UDA. The following is a list of criteria for the suitable location of parks in relation to each UDA. The types of parks are further described in the Development Control Policy Guidelines for Parks and Recreation Land Requirements.

- Neighborhood Parks/Civic Uses – should be located within the limits of the UDA, be within a 5 to 10 minute walk, or ¼ to ½ mile of the residents within the UDA, and include safe pedestrian and bicycle access.
- Community Parks should be located within 2 miles of the UDA they are intended to serve.
- District Parks shall be located within 15 to 20 minutes driving time of the UDA they are intended to serve.

The requirement for educational facilities will also be driven by such dense development. Traditionally, such facilities are located within the residential areas of the communities. The Comprehensive Plan provides for the construction of three (3) new elementary schools, two (2) new middle schools, and one (1) new Center for Technical Education. It also provides for the upgrade to one (1) existing fire and rescue facility and construction of four (4) new fire and rescue facilities and a new animal control facility to meet the increased public safety demands of the planned UDAs as well as a new Stafford Parkway, the extension of Mine Road, and other road upgrades to mitigate the local transportation impacts. Furthermore, the UDAs will follow the New Urbanism approach where town centers will include a mix of



commercial enterprises on the first floor with condominium units located on the second and higher level floors as a preferred development pattern in order to ensure that residents have the ability to shop and work within walking distance of where they live.

The above infrastructure improvements are essential components of the traditional neighborhood design requirement of the UDAs and would be required components for approval of rezonings within the planned UDAs. Without the upgrades, approval should not be given for rezonings because the impact of the development would not be sufficiently mitigated by the developer.

### Locations

In order to meet the state mandate for the creation of UDAs, encourage smart growth, and reduce the impact of unintended and negative impacts upon I-95 and commute times for Stafford residents, Stafford County has included seven (7) UDAs (or urban villages) within the comprehensive plan at residential and commercial densities that meet the state legislation.

Two of the UDAs (Courthouse and Southern Gateway) are the central portions of existing Stafford Redevelopment Areas encompassing 2,532 dwelling units (1/2 of the planned units within the RDAs should be developed in substantial conformance with the requirements of State Code Section 15.2-2223.1). The UDAs should follow the same model as that which is envisioned within the redevelopment plans with specific standards and features to enhance quality of life and reduce environmental impacts.

Two of the UDAs (Leeland Town Station and Brooke Station), encompassing 1,870 of the required dwelling units, are located at existing rail stations. The Eskimo Hill UDA, consisting of 879 units, is located nearby with required road and VRE lot upgrades to facilitate access. In order to reduce the impact of those who commute north but choose not take rail, the Comprehensive Plan provides for the construction of 3,400 new commuter parking spaces at three new locations and one existing location serving the UDAs, which together with VRE lot upgrades provides an additional 3,900 commuter parking spaces.

Furthermore, up to an estimated 1,490 units could be made possible by the transfer of development rights from properties outside the UDAs if a TDR program is adopted. For residential purposes, 1 residential development right in the sending area is equivalent to one residential development right in the receiving area. For non-residential purposes, 1 residential development right in the sending area is equivalent to the right to construct 3,000 square feet of commercial space in the receiving area.

### Form-Based Codes

The use of Form-based Code will be necessary as Stafford County continues its evolution. For the purposes of this 20 year view, Form Based Code will be defined by the following:

*Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in Form-based codes, presented in both diagrams and words, are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development rather than only distinctions in land-use types. This is in contrast to conventional zoning's focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, traffic LOS) to the neglect of an integrated built form. Not to be confused with design guidelines or general statements of policy, Form-based codes are regulatory, not advisory.*

Form-based codes are drafted to achieve a community vision based on time-tested forms of urbanism. Ultimately, a Form-based code is a tool; the quality of development outcomes is dependent on the quality and objectives of the community plan that a code implements. The County may and could use Form Based Codes to achieve the desired outcomes for RDAs and the UDAs that are proposed and or contained within this Comprehensive Plan.

### Residential Density Requirements

The Plan is targeting 10 years of projected residential growth into the UDAs by recommending a total of 14,661 dwelling units across the seven (7) designated UDAs. Each UDA describes the desired number and types of dwelling units. The total number of dwelling units recommended meets the minimum number required in the State's UDA legislation. It is the intent of this Plan that the minimum densities for each residential unit type and for commercial uses shall also serve as maximum densities for those residential unit types and commercial uses. It is also the intent of this Plan that the number of dwelling units by unit type and the amount of commercial square footage recommended for each individual UDA shall serve as the maximum number of that type of dwelling unit and the maximum amount of commercial square footage for that UDA. Thus, once the maximum dwelling unit figure by unit-type or the maximum commercial square footage has been reached for an individual UDA, this Plan does not recommend any additional units of that type or commercial square footage for that UDA. As a result, this Plan recommends that the maximum number of units and commercial square footage planned for any particular UDA should not be exceeded.

Target densities for development within the UDAs include 12.0 condominiums or apartments, 6.0 townhouses, or 4.0 single family homes per acre where residential development occurs and a minimum density of 0.4 FAR where

commercial development occurs. To provide flexibility and allow for variations in individual projects, zoning district standards created for UDAs should incorporate the following density ranges:

- 3 to 6 dwelling units per acre for single-family detached homes,
- 5 to 8 dwelling units per acre for townhomes,
- 11 to 14 dwelling units per acre for condominiums or apartments, and
- 0.4 to 1.0 floor area ratio for commercial development

Specific UDA Locations

The following pages describe the seven (7) designated UDAs. These include 14,661 dwelling units and approximately 21,000,000 square feet of commercial building area.

**TABLE 3.3 UDA Development Summary**

	UDA	Residential Dwelling Units				Commercial (Total square footage)
		Multi-Family	Townhouse	Single Family	Total	
1	<b>Courthouse Area</b>	656	150	580	1,386	2,727,310
2	<b>Southern Gateway</b>	1,638	938	0	2,576	2,670,456
3	<b>George Washington Village</b>	1,080	450	2,650	4,180	11,434,400
4	<b>Eskimo Hill</b>	319	160	400	879	588,000
5	<b>Centerport</b>	750	300	2,720	3,770	1,878,400
6	<b>Leeland Town Station</b>	750	50	200	1,000	1,500,000
7	<b>Brooke Station</b>	120	300	450	870	174,240
	<b>Total Units</b>	4,994	2,188	6,600	14,661	20,972,806

**UDA 1: Courthouse**

Situated in a central location in the County, the Courthouse UDA consists of approximately 551 acres. This UDA is located within the Courthouse Redevelopment Area, which encompasses 1,900 acres and is planned for a mix of uses following the concepts of a traditional neighborhood design with 1,446 dwelling units (1,313 more than exist today) and 1,327,310 square feet of commercial buildings. Although the overall density of the larger redevelopment area is planned for 0.76 units per acre, the central UDA portion of the RDA, including the core development area located around the intersection of Jefferson Davis Highway and Courthouse Road, including the County Government Center, would have residential and commercial densities that are in substantial conformance with the UDA requirements for Urban Areas.

The UDA is planned to include 2,727,310 square feet of commercial development and 1,386 residential dwelling units. The core area of the UDA would contain 656 future apartment or condominium dwelling units (50% of the planned RDA dwelling units) and 1,327,310 square feet of commercial development. The UDA also extends to the south of the Stafford Hospital Center, east of Jefferson Davis Highway to Courthouse Road. This location, further away from the core, would contain an additional 1,400,000 square feet of commercial development and 730 dwelling units, including 150 townhomes and 580 single family homes.

The roadway network in the Courthouse Area should be designed and developed to provide a hierarchical system of interconnected streets and recognize the dual purpose and functionality of Jefferson Davis Highway. A comprehensive access management plan should be developed to mitigate the impact of new development. Furthermore, a 400-space park and ride lot with a bus stop shelter will need to be completed to offset increased vehicle volumes on Interstate 95 during peak commute periods.

It is recommended that this UDA include passive and active recreational uses, plazas and congregational spaces, as well as cultural activity, consistent with the RDA recommendations. Dedication of open space to support these activities will be required.

As previously mentioned in the UDA summary section entitled "Public Infrastructure and Services", these new infrastructure requirements are the result of the new development, its density and location, and therefore will be the responsibility of the developer or developers of Courthouse UDA.

Consistent with this goal, a proposed rezoning should offset the impacts of the new development – both on existing public infrastructure and on future public infrastructure needs. Impacts may be offset by voluntary proffers of such things as cash contributions, land dedication for a public facility, or construction of a public facility, as appropriate. Proffers may also include restrictions on the intensity and type of development. In the case of uses



requiring a conditional use permit or special exception, the approving body may impose conditions to offset the impacts of the new development.

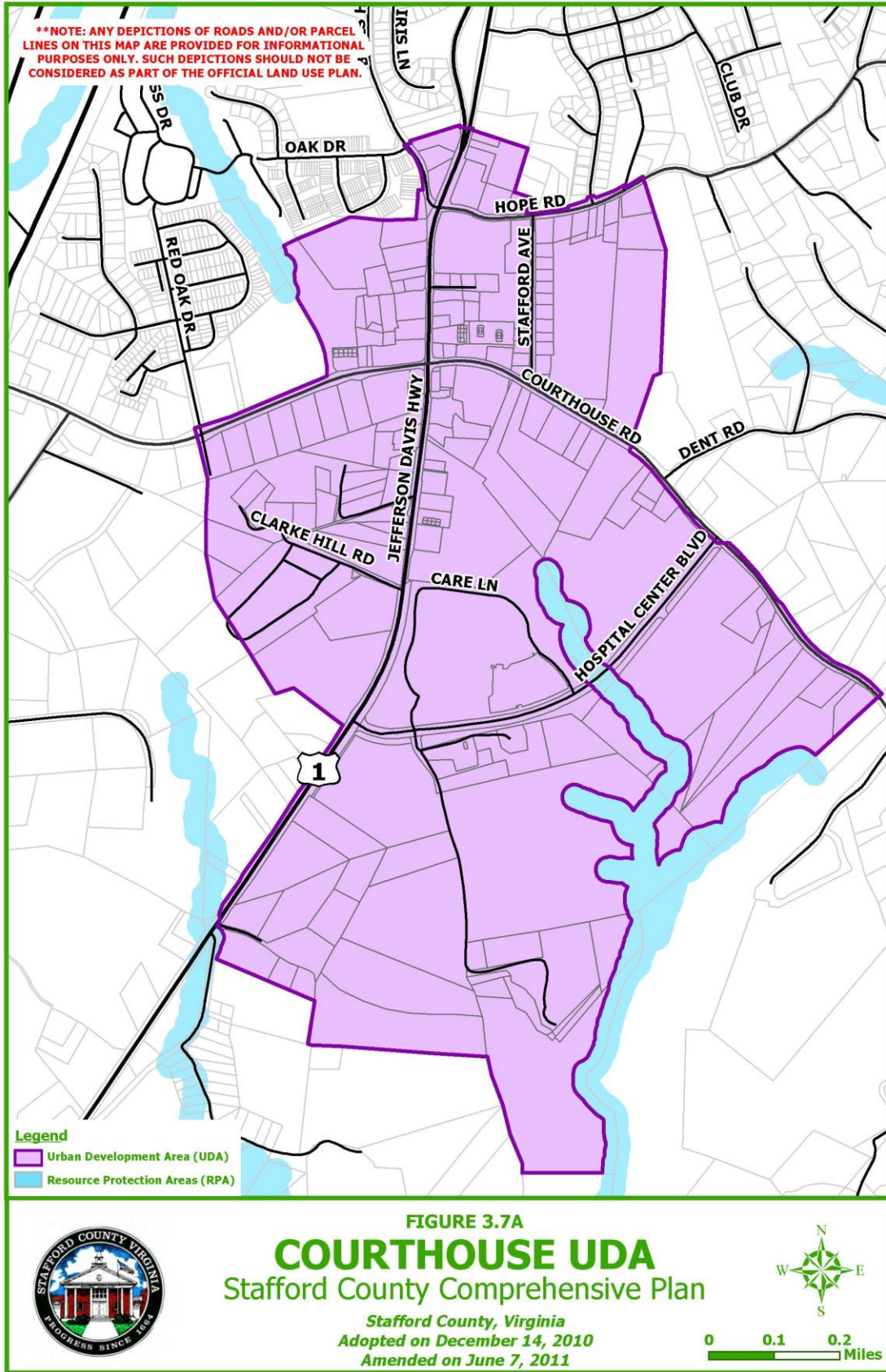
For more information on the Courthouse RDA and its various elements, see the Courthouse Area Redevelopment Plan.

### Summary

Projected New Dwelling Units:	1,386
Projected New Commercial Sq. Footage:	2,727,310

#### Facility needs:

- Upgraded road network, as shown in Figure 4.3
- 400 space park and ride lot with a bus stop shelter
- Passive and active recreational uses, plazas, and civic spaces



## **UDA 2: Southern Gateway**

Situated along Warrenton Road (US-17), on the east side and west side of Interstate 95, the Southern Gateway UDA consists of approximately 864 acres. This UDA is identified as a portion of the Southern Gateway Redevelopment Area, which encompasses 1,268 acres, and is planned for a mix of uses following the concepts of a traditional neighborhood design with 3,674 dwelling units (3,654 more than exist today) and 2,670,456 square feet of commercial buildings. Although the overall density of the larger redevelopment area is planned for 4.5 units per acre, not all are single family homes and therefore would not meet the density requirements. However, to the west of Interstate 95, the central portion of the RDA including the core development area located on the north and south sides of Warrenton Road, from the Interstate to England Run, would have residential and commercial densities that are in substantial conformance with the UDA requirements for Urban Areas. This portion of the UDA would contain 2,576 dwelling units, including 938 condominiums and 938 townhomes. To the east of Interstate 95, the UDA incorporates a site known as Rappahannock Landing, which is planned to include 700 multi-family dwelling units. Other land on the south side of Warrenton Road east to Old Forge Drive is included in the UDA, providing the opportunity for redevelopment of an aging commercial corridor. In total, 2,576 dwelling units are recommended in this UDA.

Getting the residents of Southern Gateway to and from work and other destinations without creating an undue hardship on them and other residents of Stafford County and the Commonwealth of Virginia, the provision of adequate transportation facilities (beyond the internal community road network) will be necessary. The roadway network in Southern Gateway should be designed and developed to provide a hierarchical system of interconnected streets and recognize the dual purpose and functionality of Warrenton Road (Route 17). A comprehensive access management plan should be developed to mitigate the impact of new development. Furthermore, upgrades to the existing transit facility on Warrenton Road may be necessary to offset increased vehicle volumes on I-95 during peak commute periods, including adding 200 parking spaces to the existing park and ride facility.

It is recommended that this UDA include passive and active recreational uses, plazas and congregational spaces, as well as cultural activity, consistent with the RDA recommendations. Dedication of open space to support these activities will be required.

The development of so many new dwelling units will by their nature increase the demand on Stafford County schools. In order to offset the capital cost of that demand, an elementary school will have to be constructed within this UDA.

As previously mentioned in the UDA summary section entitled "Public Infrastructure and Services," these new infrastructure requirements are the

result of the new development, its density and location, and therefore will be the responsibility of the developer or developers of Southern Gateway UDA.

Consistent with this goal, a proposed rezoning should offset the impacts of the new development – both on existing public infrastructure and on future public infrastructure needs. Impacts may be offset by voluntary proffers of such things as cash contributions, land dedication for a public facility, or construction of a public facility, as appropriate. Proffers may also include restrictions on the intensity and type of development. In the case of uses requiring a conditional use permit or special exception, the approving body may impose conditions to offset the impacts of the new development.

For more information on the Southern Gateway RDA and its various elements, see the Southern Gateway Redevelopment Area Plan.

Summary

Projected New Dwelling Units:	2,576
Projected New Commercial Sq. Footage:	2,670,456

Facility needs:

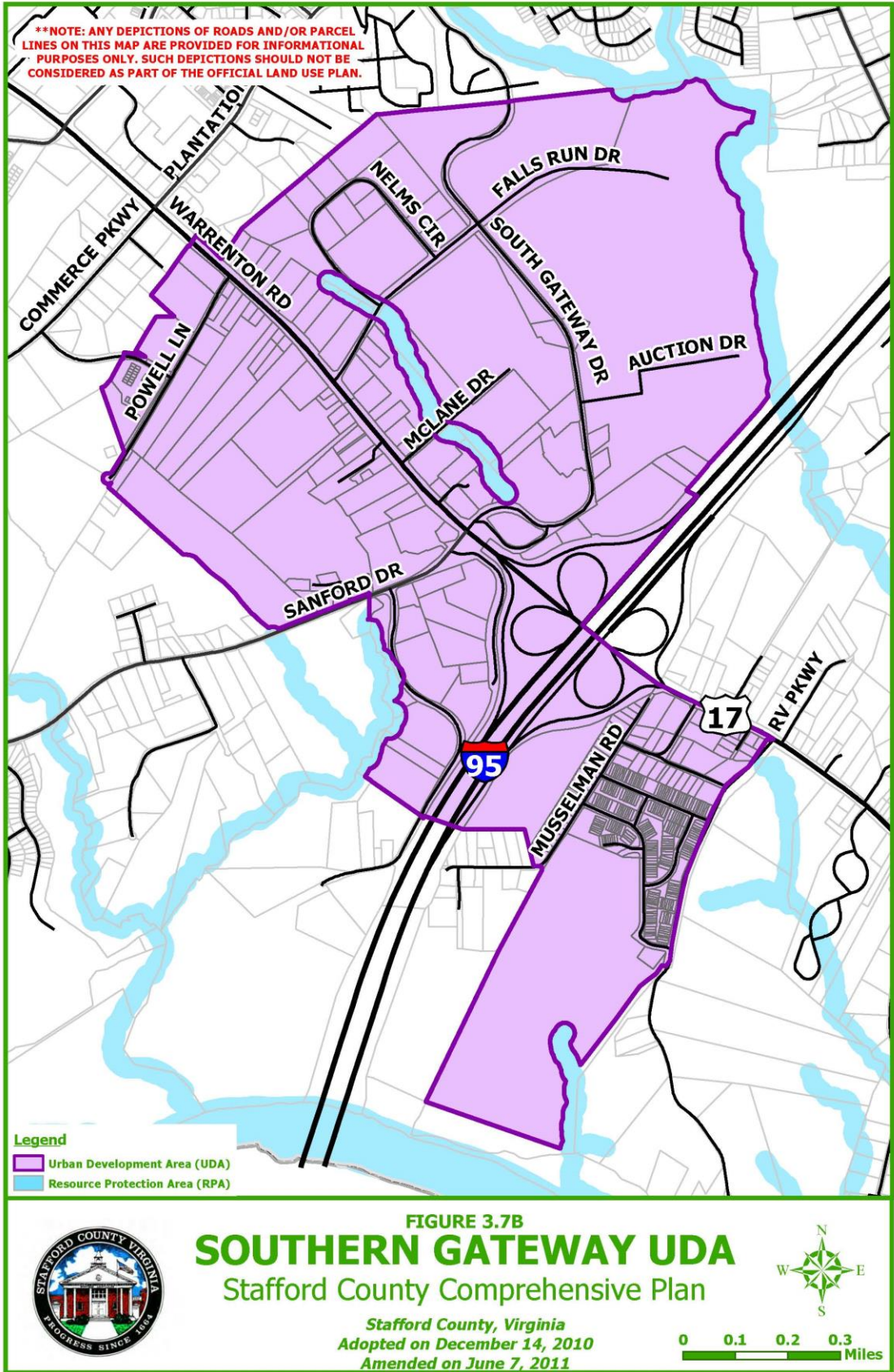
- Upgrades to Warrenton Road (Route 17) and other roads as shown in Figure 4.3

- Add 200 parking spaces to existing park and ride facility

- 1 elementary school

- Passive and active recreational uses, plazas, and civic spaces





**UDA 3: George Washington Village**

Clustered around two town centers, George Washington Village will be a mixed-use community consisting of approximately 4,180 dwelling units and 11,434,400 square feet of commercial retail and office space in order to meet the density requirements for Urban Areas. The boundaries of this UDA are ¼ mile to the west of Interstate 95, land that includes the southern half of the planned Embrey Mill subdivision and the south side of Courthouse Road, 500 feet to the north of Ramoth Church Road, and Colonial Forge development to the west. George Washington Village encompasses approximately 1,878 acres.

Development in George Washington Village would be centered around three nodes: a town center on the north side of Courthouse Road (GW Village North – Embrey Mill); a town center on the south side of Courthouse Road (GW Village South), and; a business campus south of Accokeek Creek (GW Village Business Campus). These three areas are described below.

**GW Village North – Embrey Mill**

This area incorporates the southern portion of the approved Embrey Mill Subdivision. The center of this area of the UDA would include a town center, which should be modeled using the principles of new urbanism. It should include buildings three to four stories in height consisting of a mix of approximately 1,100,000 square feet of commercial space and 330 condominiums on 80 acres. A residential neighborhood should be located to the north of the town center and east of Mine Road with a mix of 150 townhouses and 250 single-family homes. To the west of Mine Road, would be several public facilities to serve the needs of the new residents in this area.

**GW Village South**

The center of this area of the UDA would include a town center, which should be modeled using the principles of new urbanism with buildings three to four stories in height consisting of a mix of approximately 1,622,400 square feet of commercial space and 750 condominiums on 100 acres, and surrounded by 300 townhouses on 50 acres. Adjacent to the town center would be 1 or more single family home neighborhoods on up to 600 acres with approximately 2,400 single family homes.

**GW Village Business Campus**

500 acre business campus oriented toward Stafford Regional Airport with another 8,712,000 square feet of commercial office space. Architectural standards (i.e., building height, mass, materials, amenities, and signage), minimum and maximum setback requirements, environmentally friendly materials, and other design features will be incorporated in the village.

Getting the residents of George Washington Village to and from work and other destinations without creating an undue hardship on them and other residents of Stafford County and the Commonwealth of Virginia, the provision of adequate transportation facilities (beyond the internal community road network) will be necessary. In order to avoid burdening any single

interchange, Mine Road extended from Courthouse Road to Ramoth Church Road will need to be built in order to distribute the traffic volume between the Courthouse Road and Centerport Parkway interchanges. Furthermore, a transit facility including a 1,400-space park and ride lot with bus stop shelter, as well as a commuter van pool and bus transit station will need to be completed to reduce increased vehicle volumes on I-95 during peak commute periods.

Because of the residential density required for Urban Development Areas, and the lack of nearby recreational facilities, the provision of adequate parks and recreational facilities is necessary. This will require that the developer or developers of George Washington Village provide approximately 250 acres of suitable park property (suitable for passive and active recreational— not encumbered by restrictive easements and capable of supporting at least 50 athletic fields and a network of trails—activities) and construct a recreational facility with a variety of indoor amenities such as gymnastics, aerobics, a 50 meter swimming pool and/or other activities. It is not the intent to require the construction of 50 athletic fields. Rather, the intent is parkland should meet the characteristics of having gradual terrain with limited sensitive resources and allow for flexible design and location of park facilities. Although the parks are not required to be located entirely within the UDA, they shall conform with the location criteria provided in the introduction of the UDA section of the Plan.

The development of so many new dwelling units will by their nature increase the demand on Stafford County schools. In order to offset the capital cost of that demand, a new elementary school and a new middle school will have to be constructed. The middle school is a proffered site within the Embrey Mill Subdivision. These new dwelling units, as well as the commercial development, will also increase the need for public safety assets and therefore two (2) new fire and rescue stations (one station on a proffered site in the Embrey Mill Subdivision) will have to be constructed.

As previously mentioned in the UDA summary section entitled “Public Infrastructure and Services,” these new infrastructure requirements are the result of the new development, its density and location, and therefore will be the responsibility of the developer or developers of George Washington Village UDA.

Consistent with this goal, a proposed rezoning should offset the impacts of the new development – both on existing public infrastructure and on future public infrastructure needs. Impacts may be offset by voluntary proffers of such things as cash contributions, land dedication for a public facility, or construction of a public facility, as appropriate. Proffers may also include restrictions on the intensity and type of development. In the case of uses requiring a conditional use permit or special exception, the approving body may impose conditions to offset the impacts of the new development.

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Summary

Projected New Dwelling Units: 4,180  
Projected New Commercial Sq. Footage: 11,434,400

## Facility needs:

Extension of Mine Road from Embrey Mill across Courthouse Road to Ramoth Church Road as shown in Figure 4.3

1,400 space park and ride lot with bus stop shelter

Commuter van pool and bus transit station

250 acres of parkland (passive and active)

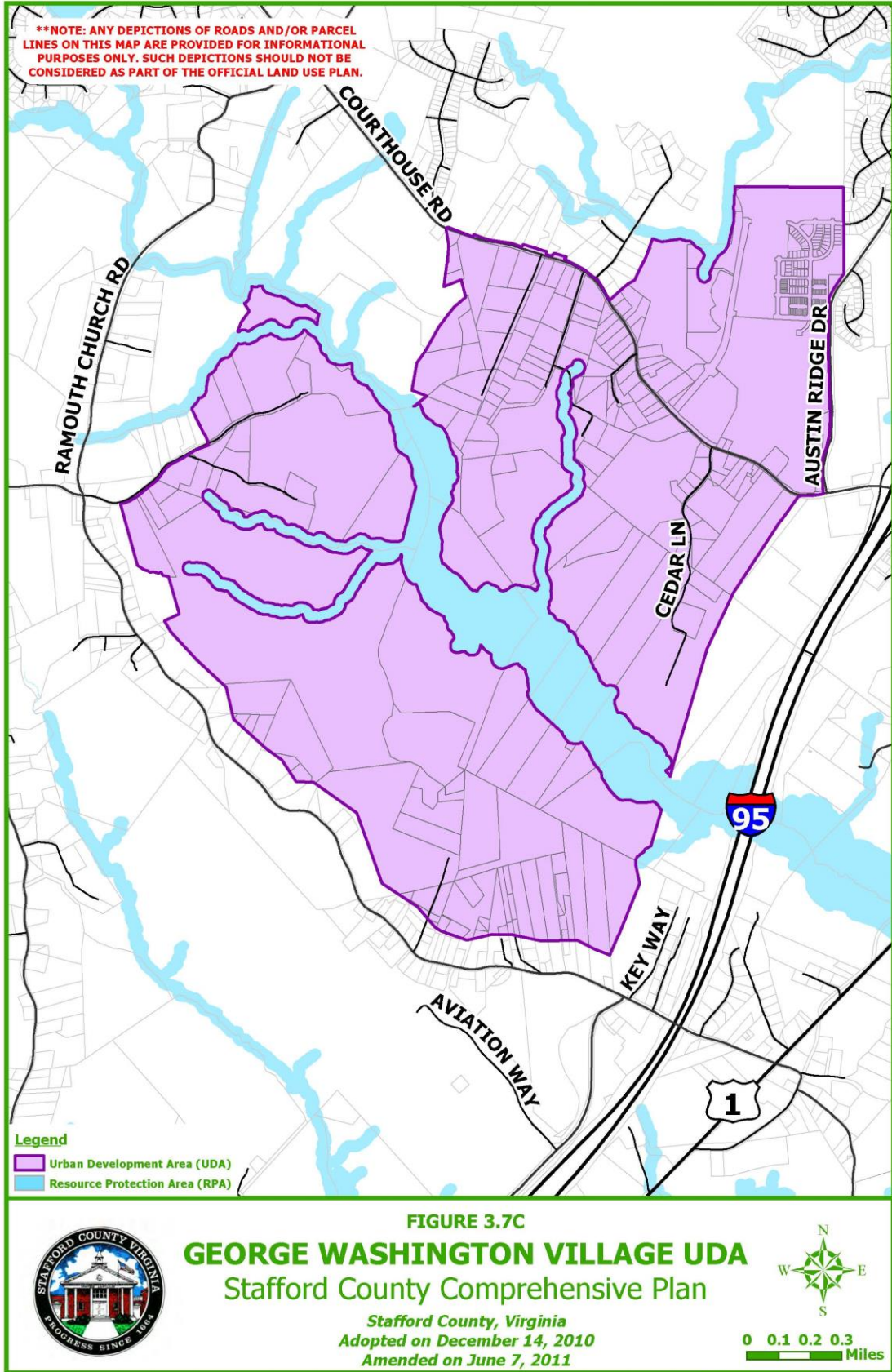
Recreational facility with indoor amenities

1 elementary school

1 middle school

2 fire and rescue stations





**UDA 4: Eskimo Hill**

Clustered around a 50 acre town center, Eskimo Hill will be a 200 acre mixed-use community consisting of approximately 879 dwelling units and 588,000 square feet of commercial retail and office space in order to meet the density requirements for Urban Areas. This UDA is located to the east of Jefferson Davis Highway, 200 feet to the west of an existing Dominion Virginia power line easement, and on the south side of Eskimo Hill Road.

The town center itself would be modeled using the principles of new urbanism with buildings three to four stories in height consisting of a mix of approximately 588,000 square feet of commercial space and 319 condos, and surrounded by 160 townhouses on 27 acres. Adjacent to the town center would be 400 single family homes on up to 100 acres. Architectural standards (i.e., building height, mass, materials, amenities, and signage), minimum and maximum setback requirements, environmentally friendly materials, and other design features will be incorporated in the village.

Getting the residents of Eskimo Hill to and from work and other destinations without creating an undue hardship on them and other residents of Stafford County and the Commonwealth of Virginia, the provision of adequate transportation facilities (beyond the internal community road network) will be necessary. There will be a need for an additional 500 spaces at Brooke VRE station. Furthermore, Eskimo Hill Road from Route 1 to Brooke Road will need to be improved to facilitate use of the Brooke VRE.

Because of the residential density required for Urban Development Areas, and the lack of nearby recreational facilities, the provision of adequate parks and recreational facilities is necessary. This will require that the developer, or developers, of Eskimo Hill provide approximately 250 acres of suitable park property (suitable for passive and active recreational—not encumbered by restrictive easements and capable of supporting at least 50 athletic fields and a network of trails—activities) with at least 15 completed athletic fields. It is not the intent to require the construction of 50 athletic fields. Rather, the intent is parkland should meet the characteristics of having gradual terrain with limited sensitive resources and allow for flexible design and location of park facilities. Although the parks are not required to be located entirely within the UDA, they shall conform with the location criteria provided in the introduction of the UDA section of the Plan.

These new dwelling units, as well as the commercial development, will also increase the need for public safety assets and therefore a new animal control facility will have to be constructed.

As previously mentioned in the UDA summary section entitled “Public Infrastructure and Services,” these new infrastructure requirements are the result of the new development, its density and location, and therefore will be the responsibility of the developer or developers of Eskimo Hill UDA.

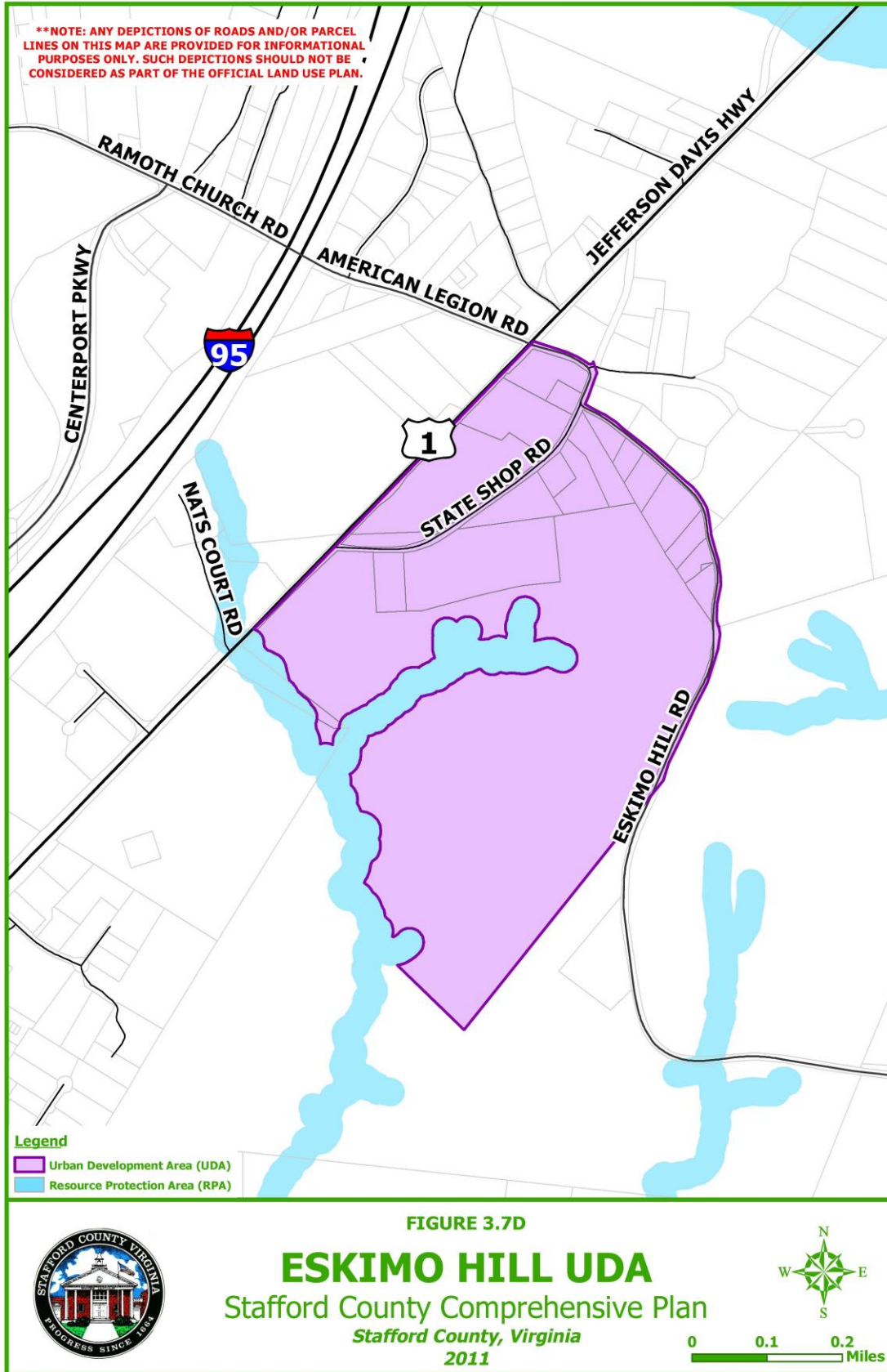
Consistent with this goal, a proposed rezoning should offset the impacts of the new development – both on existing public infrastructure and on future public infrastructure needs. Impacts may be offset by voluntary proffers of such things as cash contributions, land dedication for a public facility, or construction of a public facility, as appropriate. Proffers may also include restrictions on the intensity and type of development. In the case of uses requiring a conditional use permit or special exception, the approving body may impose conditions to offset the impacts of the new development.

Summary

Projected New Dwelling Units: 879  
Projected New Commercial Sq. Footage: 588,000

Facility needs:

- 500 parking spaces at Brooke VRE station
- Improvements to Eskimo Hill Road from Route 1 to Brooke Road
- 250 acres of parkland (passive and active) with 15 finished athletic fields
- One new animal control facility





### **UDA 5: Centerport**

Clustered around a town center, Centerport will be a mixed use community consisting of approximately 3,770 dwelling units and 1,878,400 square feet of commercial retail and office space in order to meet the density requirements for Urban Development Areas. The boundaries of the UDA include Centerport Parkway to the north, Moorewood Drive, Hulls Chapel Road, and Enon Road to the west; Truslow Road to the south, and; Wyatt Lane and a line ¼ mile to the west of Interstate 95, as depicted on the accompanying map. The area includes 1,118 acres.

The town center itself would be modeled using the principles of new urbanism with buildings 3 to 4 stories in height consisting of a mix of approximately 1,878,400 square feet of commercial space and 750 condos on 107 acres, and surrounded by 300 townhouses on 50 acres. Adjacent to the town center would be 1 or more single family home neighborhoods on up to 687 acres with approximately 2,750 single family homes. Architectural standards (i.e., building height, mass, materials, amenities, and signage), minimum and maximum setback requirements, environmentally friendly materials, and other design features will be incorporated in the village.

Getting the residents of Centerport to and from work and other destinations without creating an undue hardship on them and other residents of Stafford County and the Commonwealth of Virginia, the provision of adequate transportation facilities (beyond the internal community road network) will be necessary. In order to avoid burdening any single interchange, a 4 lane divided road from Centerport Parkway to Warrenton Road (Route 17) will need to be built in order to distribute the traffic volume. Furthermore, a transit facility including a 1,400-space park and ride lot with bus stop shelter, as well as a commuter van pool and bus transit station will need to be completed to offset increased vehicle volumes on I-95 during peak commute periods.

Because of the residential density required for Urban Areas, and the lack of nearby recreational facilities, the provision of adequate parks and recreational facilities is necessary. This will require that the developer, or developers, of Centerport provide approximately 250 acres of suitable park property (suitable for passive and active recreational—not encumbered by restrictive easements and capable of supporting at least 50 athletic fields and a network of trails—activities), at least 20 finished athletic fields, and construct a recreational facility with a variety of indoor amenities such as gymnastics, aerobics, a 50 meter swimming pool, and/or other activities. The recreational facility should be located at the southern end of the UDA, on or in the vicinity of the Musselman-Jones Park site. It is not the intent to require the construction of 50 athletic fields. Rather, the intent is parkland should meet the characteristics of having gradual terrain with limited sensitive resources and allow for flexible design and location of park facilities. Although the parks are not required to be located entirely within the UDA, they shall conform with the location criteria provided in the introduction of the UDA section of the Plan.

The development of so many new dwelling units will by their nature increase demands on Stafford County schools. In order to offset the capital cost of those demands, an elementary school, a middle school, and a center for technical education will have to be constructed. These new dwelling units, as well as the commercial development, will also increase the need for public safety assets and therefore, a new fire and rescue station will have to be constructed.

As previously mentioned in the UDA summary section entitled "Public Infrastructure and Services", these new infrastructure requirements are the result of the new development, its density and location, and therefore will be the responsibility of the developer or developers of Centerport UDA.

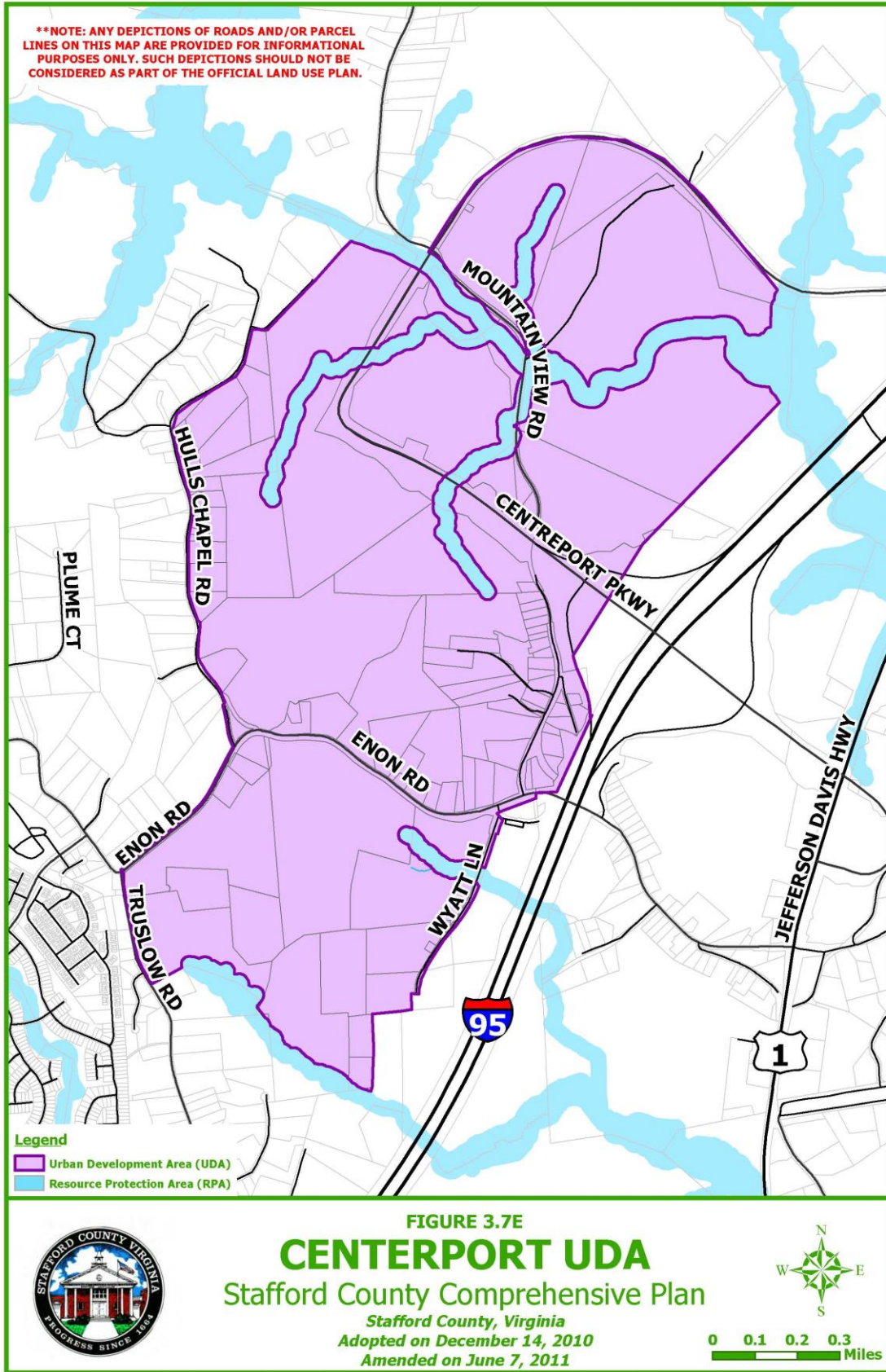
Consistent with this goal, a proposed rezoning should offset the impacts of the new development – both on existing public infrastructure and on future public infrastructure needs. Impacts may be offset by voluntary proffers of such things as cash contributions, land dedication for a public facility, or construction of a public facility, as appropriate. Proffers may also include restrictions on the intensity and type of development. In the case of uses requiring a conditional use permit or special exception, the approving body may impose conditions to offset the impacts of the new development.

#### Summary

Projected New Dwelling Units:	3,770
Projected New Commercial Sq. Footage:	1,878,400

#### Facility needs:

- 4 lane divided road from Centerport Parkway to Warrenton Road (Route 17) as shown in Figure 4.3
- 1,400 space park and ride lot with bus stop shelter
- Commuter van pool and bus transit station
- 250 acres of parkland (passive and active) with 20 finished athletic fields
- 1 elementary school
- 1 middle school
- 1 center for technical education
- 1 fire and rescue station



**UDA 6: Leeland Town Station**

Leeland Town Station offers the unique advantage of allowing higher density development as required for Urban Areas on a commuter rail station which will reduce the increased burden on an already congested I-95 during peak rush hour periods. Centered on the Leeland Road Virginia Railway Express train station and bordered by Morton Road to the north and Primmer House Road and the undeveloped portions of the Leeland Station development to the south, Leeland Town Station is well suited to meet the purpose of a walkable, transit oriented development. The area includes 317 acres.

Leeland Town Station will be a mixed use community at the heart of the existing Leeland Station development, adjacent to the existing rail station, and consisting of a mix of 750 condos and 50 townhomes with 1,500,000 square feet of commercial space in buildings that are 3 to 4 stories in height in order to meet the requirements for Urban Development Areas. South of the core area and east of the existing Leeland Station development, would be a single-family neighborhood with 200 dwellings located on 50 acres. Architectural standards (i.e., building height, mass, materials, amenities, and signage), minimum and maximum setback requirements, environmentally friendly materials, and other design features will be incorporated in the village.

Because of the residential density required for Urban Development Areas, and the lack of nearby recreational facilities, the provision of adequate parks and recreational facilities is necessary. This will require that the developer, or developers, of Leeland Town Station provide approximately 200 acres of suitable developed park property (suitable for passive and active recreational—not encumbered by restrictive easements and capable of supporting at least 50 athletic fields and a network of trails—activities) and construct an indoor recreation facility with at least two multi-use fields and the ability to support one or more recreation sports leagues providing storage and office space. It is not the intent to require the construction of 50 athletic fields. Rather, the intent is parkland should meet the characteristics of having gradual terrain with limited sensitive resources and allow for flexible design and location of park facilities. Although the locations of the parks are not required to be located entirely within the UDA, they shall conform to the location criteria provided in the introduction of the UDA section of the Plan.

These new dwelling units, as well as the commercial development, will also increase the need for public safety assets and therefore a new fire and rescue station will have to be constructed. Furthermore, the secondary road network serving Leeland Town Station will require improvements to mitigate the impact of 1,000 new dwelling units. To promote alternative modes of transportation, a bus stop shelter will be needed at the existing Virginia Railway Express station.

As previously mentioned in the UDA summary section entitled “Public Infrastructure and Services”, these new infrastructure requirements are the



result of the new development, its density and location, and therefore will be the responsibility of the developer or developers of Leeland Town Station UDA.

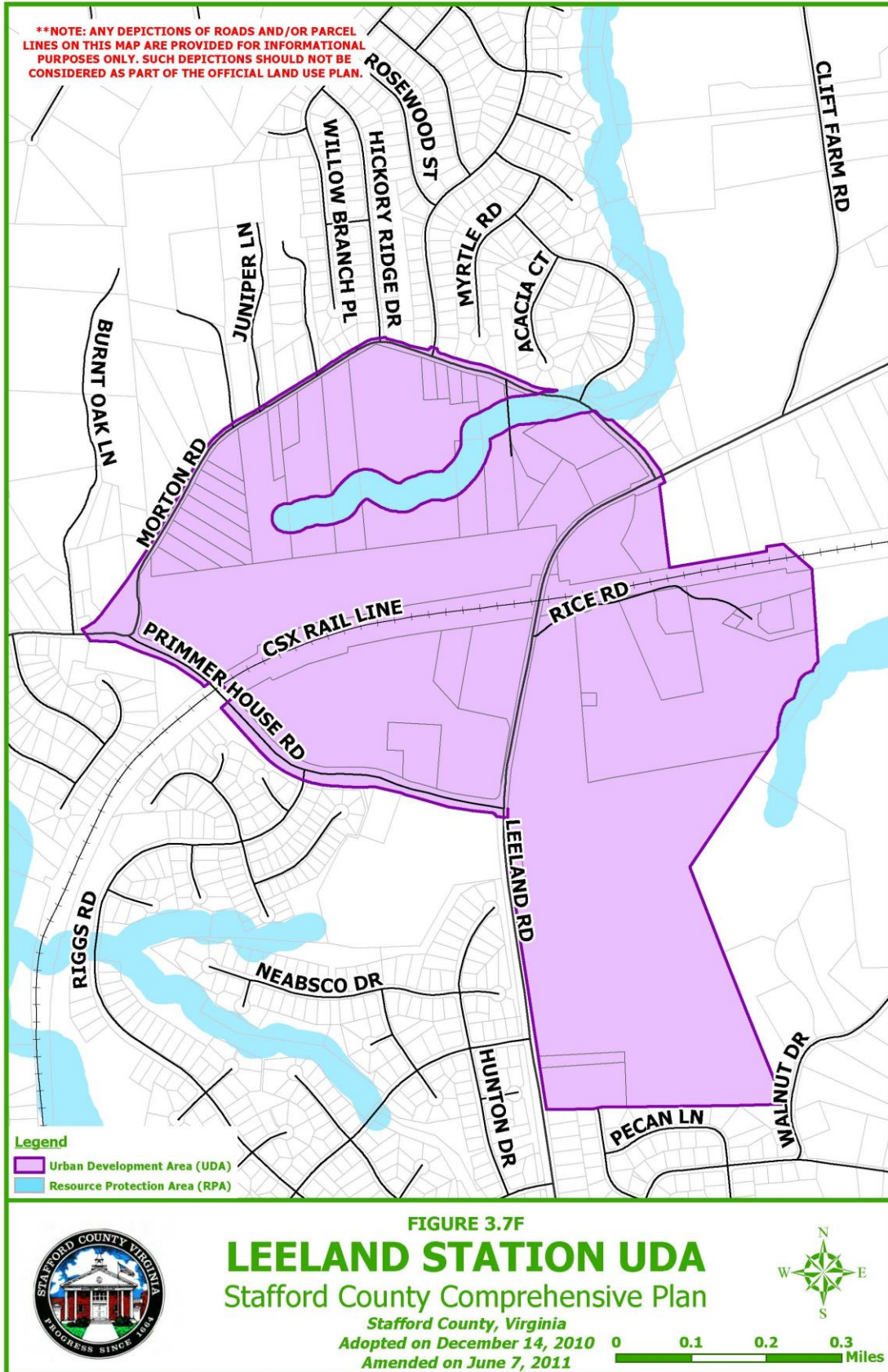
Consistent with this goal, a proposed rezoning should offset the impacts of the new development – both on existing public infrastructure and on future public infrastructure needs. Impacts may be offset by voluntary proffers of such things as cash contributions, land dedication for a public facility, or construction of a public facility, as appropriate. Proffers may also include restrictions on the intensity and type of development. In the case of uses requiring a conditional use permit or special exception, the approving body may impose conditions to offset the impacts of the new development.

Summary:

Projected New Dwelling Units: 1,000  
Projected New Commercial Sq. Footage: 1,500,000

Facility needs:

200 acres of parkland (passive and active)  
Indoor recreation facility  
1 fire and rescue station  
Improvements to secondary road network  
1 bus stop shelter



**UDA 7: Brooke Station**

Brooke Station offers the unique advantage of allowing higher-density development as required for Urban Areas on a commuter rail station which will reduce the increased burden on an already congested Interstate 95 during peak rush hour periods. Centered on the Brooke Virginia Railway Express train station, Brooke Station is well suited to meet the purpose of a walkable, transit-oriented development. Brooke Station would include 870 dwelling units and commercial development on approximately 184 acres.

Adjacent to the existing rail station, Brooke Station will include a mixed-use village using the principles of new urbanism. It should include buildings three to four stories in height consisting of a mix of approximately 174,240 square feet of commercial space and 120 condominiums on 10 acres, and surrounded by 300 townhomes and 450 single-family dwelling units. Architectural standards (i.e., building height, mass, materials, amenities, and signage), minimum and maximum setback requirements, environmentally-friendly materials, and other design features will be incorporated in the village.

Because of the residential density required for Urban Development Areas, the provision of adequate parks and recreational facilities is necessary. This will require that the developer, or developers, of Brooke Station provide approximately one acre of parkland adjacent to nearby Crow's Nest State Park for every four residential units constructed. These new dwelling units, as well as the commercial development, will also increase the need for public safety assets and therefore, the existing Brooke fire and rescue station will have to be upgraded.

Furthermore, improvements on Brooke Road between Eskimo Hill Road and Brooke Station will be necessary. To promote alternative modes of transportation, a bus stop shelter will be needed at the existing Brooke Virginia Railway Express train station.

As previously mentioned in the UDA summary section entitled "Public Infrastructure and Services," these new infrastructure requirements are the result of the new development, its density and location, and therefore will be the responsibility of the developer or developers of Brooke Station UDA.

Consistent with this goal, a proposed rezoning should offset the impacts of the new development – both on existing public infrastructure and on future public infrastructure needs. Impacts may be offset by voluntary proffers of such things as cash contributions, land dedication for a public facility, or construction of a public facility, as appropriate. Proffers may also include restrictions on the intensity and type of development. In the case of uses requiring a conditional use permit or special exception, the approving body may impose conditions to offset the impacts of the new development.

The Board of Supervisors may desire to adopt a transfer of development rights program. Upon adoption of a transfer of development rights program, residential development associated with this UDA shall, if possible, be tied to the retiring of development rights for properties east of the CSX railroad tracks, with the southern boundary being the Potomac Creek and the northern boundary being Aquia Creek.

Summary

Projected New Dwelling Units: 870

Projected New Commercial Sq. Footage: 174,240

Facility needs:

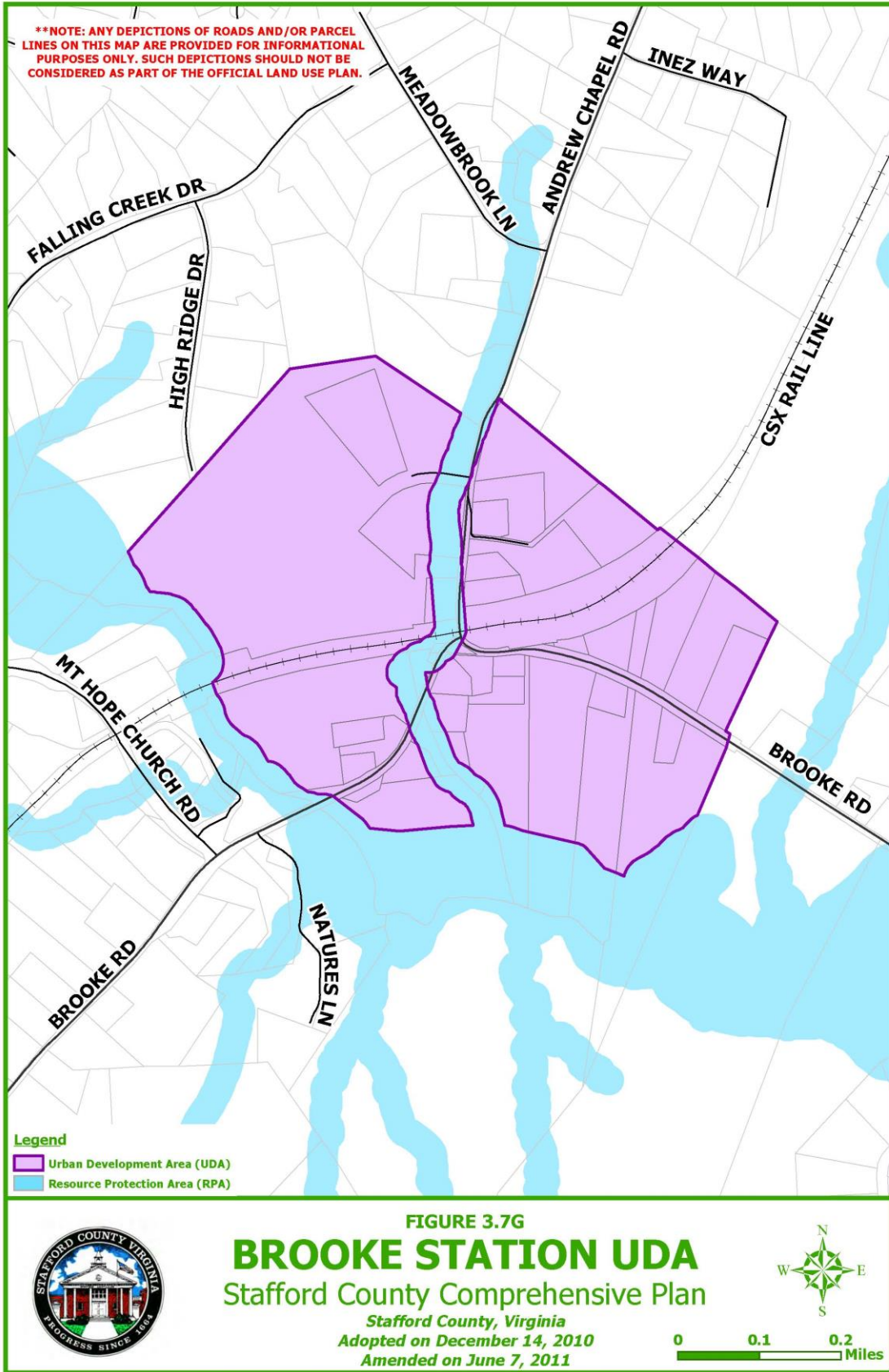
1 acre of parkland for every 4 residential units

Improvements to Brooke Road between Eskimo Hill Road and Brooke Station

Upgrade to existing fire and rescue station

1 bus stop shelter





### **Suburban Areas**

Suburban Areas of the County are areas where suburban scale of development is most appropriate. Suburban scale of development is considered single family detached dwelling units, typically on ¼ to ½ acre lots, which may include community amenities and are buffered from any adjacent commercial development. These areas are intended to serve as infill development in the proximity of the established communities in the northern and southern areas of the County and in close proximity to major existing or planned transportation networks. Focus should be on the form of development and its relationship with existing communities. Such areas will be primarily residential in nature but will be complimented by neighborhood and community oriented activity centers, places of worship, parks and play areas, and retail and business activities. Development densities should not exceed three (3) dwelling units per acre for residential development and a floor area ratio (FAR) of 0.4 for non-residential development. New dwelling unit types should be limited to single family detached homes. Townhomes and apartments are permitted where land is already zoned for these types of dwelling units. All structures should be low rise in nature and not exceed three stories in design. Site lay-out and building design shall be oriented to compliment, be in scale with and minimize undesirable affects to existing neighborhoods and communities. Preservation of unique or sensitive environmental features should be incorporated into development design. Parking areas should be primarily off-street. Sidewalks and pedestrian trails should be located within neighborhoods and provide access between residential and non-residential uses. Commercial development should be oriented along arterial transportation corridors or at nodes where arterial and collector roads intersect.

More detailed design parameters are provided regarding residential, commercial and industrial uses within the Suburban land use designations.

#### **RESIDENTIAL**

The Plan recommends that new residential development in Suburban Areas should be limited to single family detached housing types. Single Family detached units may be developed at a maximum density of three (3) units per acre. On land that has previously been rezoned or approved for a more urban form of residential development, single family attached units (townhomes) may be developed at a density of three and a half (3.5) to seven (7) units per acre and apartment/condominiums may be developed at a density of seven (7) to fifteen (15) units per acre.

If the land has not been previously rezoned or developed, single family attached units (townhomes) and apartment/condominiums may be developed as infill development if:

- 1) It is located on land where 60 percent or more of the linear footage of the property perimeter physically abuts property that has been or is currently approved for the same type of dwelling unit (e.g. townhomes

- next to townhomes, and condominiums next to condominiums) or a higher density dwelling unit type (e.g. proposed townhomes next to existing or planned condominiums);
- 2) The density and design of the units would be compatible with the current pattern of development of adjacent parcels; and
  - 3) The infill development appropriately mitigates visual impacts from existing or planned lower density dwelling unit types or other incompatible uses through buffering or site design.

Residential development should be designed and located with consideration given to the local road network. Single Family detached housing developments generally have access to collector streets. Residential developments should be designed to provide adequate and safe traffic flow and emergency service access. Interconnecting local streets should be planned between residential subdivisions.

Buffering should be required along major arterial and collector roads to limit road noise in residential areas. Residential development should be appropriately buffered and set back from commercial and industrial uses. In Planned Development districts, site specific evaluations can determine if buffers and setbacks can be reduced.

Residential developments should be designed to provide an aesthetically pleasing community with open space areas and in proximity to public parks and schools. Infill lot development which makes use of existing public infrastructure investments should be encouraged.

The use of innovative development techniques (clustering, zero lot lines and planned unit developments) are encouraged to allow for development with minimal impact on sensitive natural resources (steep slopes, poor soils, floodplains, and drainage ways). Developments are encouraged to preserve twenty-five (25) to fifty (50) percent of the site for a combination of natural and usable open space.

### Staffordshire:

An approved residential project known as Staffordshire is identified in a Suburban Land Use area west of Abel Reservoir, separated from the larger Suburban areas. This project was approved with proffers that limited the site to a maximum of 336 dwelling units. It is the purpose of this Plan to maintain the existing limitation on the number of dwelling units.

### COMMERCIAL RETAIL AND OFFICE

Development of commercial areas should be conducted in a manner to minimize noise, social, transportation and visual impacts on established residential neighborhoods. The Plan identifies commercial corridors and nodes within Suburban and Urban Areas where commercial development has occurred or is envisioned. Residential development within commercial corridors or nodes should not be allowed. It is not intended for commercial

development to be limited only to the commercial corridors and nodes designated on the map.

Commercial activities should be located where there are adequate transportation facilities to accommodate the use. Infill development and the reuse of vacant commercial sites is encouraged. Development along commercial corridors should incorporate limited points of road access or shared access points to limit the number of turning movements, thereby placing fewer restrictions on traffic flow and reducing the potential for vehicle conflicts. Development of less intensive service-oriented suburban commercial uses are encouraged near major residential developments along major collector roadways with secondary access to other collector streets.

Commercial uses adjacent to residential uses should be designed such that the commercial use is integrated into and accessible to the community and designed so as to be unobtrusive to and compatible with the community. Provisions for shared parking to minimize impervious cover should be considered. Adequate parking for both residential and non-residential should be ensured.

Development of commercial and office areas should include mitigation of potential environmental impacts through preservation of significant features and natural vegetation, as well as site design and layout to incorporate open spaces and green areas.

The following design criteria should apply to commercial development along arterial and major collector roadways (including, but not limited to, Jefferson Davis Highway, Garrisonville Road, Warrenton Road, and Kings Highway) to minimize the potential for vehicle conflicts:

- *Shared access for site entrances should be provided along the corridor highways;*
- *Building setbacks and design should be consistent to the greatest extent practical;*
- *Inter-parcel access between commercial uses should be provided;*
- *Adequate street buffers should be provided;*
- *Sidewalks should be provided along all street fronts;*
- *Adequate lighting should be provided. Fixtures within parking lots should be cutoff style. Street and sidewalk lighting should be designed to complement the nearby community character. Lighting should be directed away from abutting properties and the corridor highway;*
- *Monument signage should be of a coordinated color and design with principal structures with limitations on the height and size;*
- *The use of carnival style flags, banners, balloons and other devices that may be seen as a distraction to vehicular travel should not be allowed.*

Vehicle sales are highway-oriented businesses and should be limited to major arterials, at or near major intersections. In the Suburban Area designation,



new and used vehicle sales, including automobiles and boats, should be limited to the area along Jefferson Davis Highway near the intersection with Ramoth Church Road; and near the intersection with Garrisonville Road.

The following design criteria should apply to neighborhood serving commercial development in Suburban Areas adjacent to existing or approved single family detached or attached development.

- *Structures should be low rise and situated such that they are integrated with the surrounding community;*
- *Maximum floor area ratio should not exceed 0.35 and open space ratio should be at least 0.4;*
- *Sidewalks should be provided along all street fronts;*
- *Adequate lighting should be provided. Fixtures should be cutoff style and not exceed twenty feet in height. Lighting should be directed away from abutting properties;*
- *All loading areas abutting residential uses should be screened with opaque fencing and natural vegetation. Where natural vegetation is insufficient, a variety of evergreen and deciduous landscaping may be substituted;*
- *Inter-parcel access between commercial uses should be provided;*
- *Pedestrian trails should be extended off-site to access secondary streets and other trail systems;*
- *Architectural design should be compatible with the neighborhood character and architectures. Massing, texture and materials should be similar to those predominantly used by nearby residences. Front facades should consist at least partly of brick or equally suitable materials. All facades immediately visible from any public street or nearby residence should have architectural treatment of brick, textured masonry or siding;*
- *Maximum building height should be 35 feet;*
- *All parking areas should be landscaped;*
- *Structures should be located in such a way as to maximize pedestrian accessibility.*

Recommended uses in Commercial nodes adjacent to residential development should be low to medium intensity. Any high intensity uses should require a conditional use permit to protect against potential negative impacts. The use of drive-thru windows should be limited. Single use sites should be discouraged. Recommended uses include the following:

- *Bakery*
- *Bank and lending institution*
- *Barber/beauty shop*
- *Convenience center*
- *Dance studio*
- *Drug store*
- *Dry cleaner/laundry*

- Florist
- Gift/antique shop
- Low intensity commercial retail
- Medical and dental clinics and Offices
- Medium intensity commercial retail
- Place of worship
- Professional office
- Restaurant
- Retail food store
- Tailor shop

The Plan encourages the location of office uses in commercial nodes and corridors, and as a transition between more intense commercial uses and residential uses. Office developments should be located along or in close proximity to major collector or minor arterial roadways with secondary access to other collector streets. Office developments may be free-standing structures or office parks. The following design criteria apply to office development:

- Office development should be in scale with adjacent residential development. Where there is no existing residential development adjacent to office uses, the development of the structures should be in a manner to be in scale with the planned development pattern;
- Sidewalks should be provided along all street fronts and tie into existing pedestrian facilities;
- Adequate lighting should be provided for parking lots and on-site pedestrian walkways. Fixtures should not exceed twenty feet in height. Lighting should be directed away from residential properties;
- All loading areas and refuse disposal sites should be screened from view of any public street or residence;
- Mechanical or telecommunications equipment should be screened from view of any public street or residence;
- Architectural design should be compatible with the neighborhood character and architecture. Architectural treatment such as brick, stone, stucco, split face block, wood or glass should be encouraged, while materials such as unadorned cinder block, corrugated or sheet metal should be discouraged.
- Vegetated, pervious green space, should be incorporated into overall design, as well as amenities including plazas or other gathering spaces for employees

### INDUSTRIAL

Areas designated for clean, non-nuisance industrial uses which are not water intensive and are located near railroad lines and/or major highways. Preferable industrial development in Suburban Areas provides goods and services to nearby businesses and residences, including warehousing, wholesaling, manufacturing, processing operations, mixed-use commercial/industrial development, and flex office space.

The following design criteria should apply to industrial development in Suburban Areas.

- Industrial development should be adequately screened and set back from nearby residential uses to minimize visual and noise impacts.
- *Maximum floor area ratio should not exceed 0.35 and open space ratio should be at least 0.20;*
- *All loading areas abutting residential uses should be screened with opaque fencing and natural vegetation. Where natural vegetation is insufficient, a variety of evergreen and deciduous landscaping may be substituted;*
- *Maximum building height should be 40 feet;*
- *All parking areas should be landscaped;*
- *Adequate lighting should be provided. Fixtures should be cutoff style and not exceed twenty feet in height. Lighting should be directed away from abutting properties;*

### **Business and Industry Areas**

Areas of the county where large scale business and industry activities are encouraged. These areas are to be the primary economic engines for the County. Such businesses and industries would primarily serve markets that stretch beyond the County borders. Activities will typically include retail, wholesale, corporate and professional offices, research and development, entertainment, manufacturing, distribution and transportation. Special consideration shall be given when locating heavy industrial uses in these areas. Buildings would typically be large in nature with extensive setbacks, parking and lot coverage requirements. They should be located in proximity to major transportation facilities. Residential activities in the area should be discouraged. Where such areas abut existing residential communities, berms, buffers, noise attenuation measures and additional setbacks may be necessary to minimize community conflicts.

It is noted that new and used vehicle sales, including automobiles and boats, shall also be considered in Business and Industry areas along major arterials, where compatible uses exist. This includes areas along Jefferson Davis Highway between Ramoth Church Road and Potomac Creek.

### **Agricultural/Rural Areas**

Areas where farming, forestry and low density residential activities are encouraged. Single family detached dwelling units may be developed at a maximum density of one (1) unit per three (3) acres. Such areas are located beyond the limits of the Urban Service Area and would have limited community services. Agricultural service establishments and community service retail establishments may be located at significant crossroads. As a means to support agriculture and the existing rural character, these areas will be designated as sending areas in a future transfer of development rights (TDR) program. They are also the focal point for the County's purchase of development rights (PDR) programs.

In order to help preserve the rural character, the following design criteria for development are recommended for the Agricultural/Rural area:

- useable open space shall be preserved for agricultural or conservation purposes
- areas containing steep slopes greater than 35%, Resource Protection Areas, and floodplains should be excluded from the developable area
- a building setback of 100 feet should be maintained from the perimeter boundary where located adjacent to existing agricultural uses
- a building setback of 100 feet to be maintained along existing state-maintained roads to help retain the scenic quality of rural county roads
- wildlife migration corridors to be maintained where identified. Connectivity of open space areas shall be considered to enhance wildlife movement
- large stands of trees shall be maintained to the greatest extent possible on forested tracts of land
- the preservation of cultural resources to be considered in accordance with the Cultural Resources Management Plan
- cluster subdivisions should be encouraged where permitted
- Low Impact Development (LID) practices should be encouraged for stormwater management

### **Mining and Extraction**

This designation identifies the location where mining and extraction activities are actively occurring or planned through previously approved expansions to existing operations or new operations. These areas correspond with the M-2, Heavy Industrial zoning designation. Associated processing uses may occur in this area, including asphalt and sand and gravel manufacturing. These uses shall be well buffered from residential uses so as to minimize noise and visual impacts.

### **Parks**

Areas identified for parks and recreation that may attract visitors from the County, region and state. These parks are comprised of expansive land holdings that are owned and or managed by local government and state agencies. They may have limited or focused recreational activities. Extensive areas would be devoted to passive recreation and conservation. These areas do not reflect all parkland in the County, such as neighborhood scale parks located in Suburban and Urban Areas.

### **Redevelopment Areas**

Redevelopment Areas are selected areas within the Urban Service Area where the County desires to concentrate its efforts to change the existing development pattern. These areas are typically underutilized or underdeveloped. The primary focus is for economic revitalization through the development of mixed use developments. Commercial activities will be given special attention while limited residential uses are encouraged to keep the



areas vibrant during non-working hours. Redevelopment Areas may be both suburban and/or urban in scale. The use of form-based codes, as described in this chapter, may assist in achieving the desired form of development. Four Redevelopment Areas have been designated, including Boswells Corner, Courthouse Area, Southern Gateway, and Falmouth. A summary of the location, characteristics and vision for these areas are described below.

On the Land Use Map, the Redevelopment Areas overlay Urban Development Areas (UDAs), Suburban areas, Business and Industry areas, Park, and Commercial Corridors and Commercial Nodes. The special area plans associated with these Redevelopment Areas include specific recommendations regarding the form of development. In locations where the special area plans include more specific recommendations, those recommendations shall take precedence over the underlying land use designations, with the exception of UDAs. In UDAs, the specific recommendations regarding density, use, and form of development shall take precedence over such recommendations in the Redevelopment Area special area plans.

### *BOSWELL'S CORNER*

Boswell's Corner is largely defined by Interstate 95 (I-95) to the west, the Marine Corps Base Quantico to the north and east, and Telegraph Road to the east. Jefferson Davis Highway (US-1) runs north-south through the middle of the area. This redevelopment area generally consists of roughly 354 Parcels that contain approximately 575 acres of land area. The total land area, including streets and roads is about 601 acres, representing  $\pm 0.3\%$  of Stafford County's area.

Boswell's Corner is named for a crossroads of the same name, and in many ways, the area represents a crossroads of the different groups that live in this area of Stafford County. The biggest driver for the area is Marine Corps Base Quantico and those who serve the government operations. However, there are also several housing developments in the area that will also potentially serve as demand generators for service retail.

Boswell's Corner's location in the northern part of Stafford County and proximate to Marine Corps Base Quantico and Interstate 95 (I-95) make the area attractive for redevelopment, especially with the anticipated growth at Quantico as a result of the Base Realignment and Closure (BRAC) actions.

Currently, development in the area is limited to a few service and automotive retail locations intermixed with industrial and residential. However, several buildings in the Silver Companies Quantico Corporate Center have been completed in the northern section of the area, with the other components under construction.

Boswell's Corner was targeted for redevelopment by Stafford County upon the presentation of Stafford County's Economic Development Plan of 2006, which states that this area exists as future economic development site due to

location, road access, and the Quantico Marine Corps Base, which is expected to see significant gain in employment through the BRAC process. Boswell's Corner "stands as the gateway to Stafford County from the north. Development of high quality office space and supporting retail would announce that Stafford County is an area for economic progress and not solely a bedroom community."

#### COURTHOUSE AREA

The heart of the Courthouse Area is generally defined as the crossroads of Jefferson Davis Highway (US-1) and Courthouse Road. This redevelopment area generally consists of roughly 840 parcels that contain approximately 1,743 acres of land area. The total land area, including streets and roads, is about 1,900 acres, representing  $\pm 1.1\%$  of Stafford County's area.

Because of its position at the heart of Stafford County and location that serves as the County Government Center, the Courthouse Area is poised to play a key role as a Town Center for Stafford County. The conceptual drawings created for Stafford County by Cunningham + Quill Architects illustrated a traditional town center-style development in this redevelopment area. At the crossroads of Jefferson Davis Highway and Courthouse Road, the area is also accessible via an exit off Interstate 95 (I-95), making it accessible to both the northern and southern portions of Stafford County.

Currently the Courthouse Area is developed with a few businesses intermixed with residential communities. Most notably, the area houses Stafford County government and judicial offices proximate to the Jefferson Davis Highway and Courthouse Road intersection, along with a number of public schools east of the intersection, as well as the Courts, School Board and Hospital Center.

Stafford County's 2006 Economic Development Plan determined that "The Courthouse Area stands as an opportunity site" because of its location, current and future anchors. The area has three development resources planned that could transform the district: a new medical campus at the new Stafford Hospital Center, a new Interstate 95 (I-95) interchange, and a new potential Circuit & General District Court-J&DR Court complex. The area has long been talked about as a future location for a tourist visitor center, open-air market, and town square. Businesses, such as restaurants and supporting convenience retail, will be desired by employees and visitors, and the area could add to the diversity of Stafford County with health services, recreational activities and an active, pedestrian town center. The Plan recommended "to develop additional streets around the Courthouse Area to create a grid street pattern, establish the intersection of Courthouse Road and Jefferson Davis Highway as the center of Stafford County, and ensure the Courthouse Area and other mixed-use developments are pedestrian-friendly."

#### SOUTHERN GATEWAY

Southern Gateway, located at the southwest part of Stafford County, is generally defined as the area along Warrenton Road (US-17) from Berea

Church Road to Interstate 95 (I-95) in the east to Celebrate Parkway in the west. This redevelopment area generally consists of roughly 309 Parcels that contain approximately 1,197 acres of land area. The total land area, including street and road right-of-way is about 1,268 acres, representing  $\pm 0.7\%$  of Stafford County's area.

The area is traversed by Warrenton Road, a major East-West connector for vehicular traffic, and acts as an important link for trucks between Interstate 95 (I-95) and Interstate 81 (I-81), carrying approximately 60,000 vehicles daily.

Currently, Southern Gateway is developed with a mix of low-density retail and commercial uses with several hotels located closer to Interstate 95 (I-95). Several office buildings are located along Riverside Parkway adjacent to Interstate 95 (I-95). The England Run residential community is located north of Warrenton Road along Plantation Drive and Lichfield Boulevard, although it is not a part of Southern Gateway. The Celebrate Virginia planned development currently under construction is located beyond the western end of the redevelopment area (but not a part of it) along McWhirt Loop and Celebrate Virginia Parkway.

Adjacent to the redevelopment area, Celebrate Virginia is a 2,400 acre project being designed as a retail and tourism hub, developed by the Silver Companies. In addition to the retail in the study area, it includes over 2 million square feet of retail, a Corporate Campus offering up to 3 million square feet of office space, the Cannon Ridge Golf Club, and an adult living community. Silver Companies' representatives informed the Planning Team that there were no immediate plans to construct speculative office space here.

The area surrounding Southern Gateway is emerging as an employment center, including the GEICO operations center and other office space. The area is also home to the University of Mary Washington's Graduate and Professional campus, servicing approximately 1,000 students.

Stafford County's Economic Development Plan of 2006 recommended to "Plan and Develop New Opportunity Sites at the new Interstate 95 (I-95) Interchange at Falmouth Village and Warrenton Road in line with Identified Clusters." Southern Gateway's position on Interstate 95 (I-95) makes it attractive for hotels. The availability of road access and ample services and employment may make this an attractive residential location. Additionally, Falmouth Village is relatively easy to reach from Interstate 95 (I-95) and from Warrenton Road, creating an added attraction.

### FALMOUTH VILLAGE

The heart of Falmouth Village, located at the southern portion of Stafford County, is generally defined as the crossroads of Warrenton Road (US-17) and Cambridge Street (US-1). The redevelopment area is generally bounded by Truslow Road to the north, the Rappahannock River to the south, Colonial

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Avenue to the east and Melcher Drive to the west. This redevelopment area generally consists of roughly 200 parcels that contain approximately 120 acres of land area. The total land area, including street and road right-of-way is about 138 acres, representing  $\pm 0.08\%$  of Stafford County's area. The southern boundary of this area is the Rappahannock River.

One of the earliest colonial settlements in the area, historic Falmouth Village presents a unique opportunity to preserve, enhance and develop a cultural attraction in Stafford County. This village setting adjacent to the Rappahannock River is already recognized as a National Register Historic District and contains some of the most significant historic sites in Stafford County.

Relatively easy to reach from Interstate 95 (I-95) and Warrenton Road, Falmouth Village is becoming a notable attraction for the County. Stafford's 2006 Economic Development Plan recommended to "*plan and develop new opportunity sites at the new Interstate interchange at Falmouth Village and Warrenton Road in line with identified clusters.*"

Falmouth Village contains some of the most historic sites in Stafford County. The redevelopment area is currently developed with a mix of commercial uses intermixed with residential communities.

Much needed access improvements were identified as vital to its potential to provide another center to foster economic opportunity that could add to Stafford County's strength. A Cultural Management Team was encouraged to outline an implementation plan to develop the Historic Port of Falmouth into a tourist attraction. The area was recently designated as an economic redevelopment site, and will be treated on par with other similar areas in the proposed redevelopment plans.

### **Special Uses**

The educational opportunities in the region are enhanced by higher education institutions and cultural and performing art venues. The continued expansion of these uses is encouraged. Although not specifically designated on the Land Use Map, general location criteria are provided. Within the Urban Services Area, the County supports the continued expansion of higher education facilities and performing art venues. These facilities should be in close proximity to major population centers and be sited and designed for minimal impact on the existing community and transportation networks.

The location of cultural venues such as museums may be less reliant on urban services, although the impact on transportation and the surrounding uses and landscape should be a major consideration.



### 3.6 Land Use Map Growth Projections

The section of the Plan includes an evaluation of the projected residential and commercial growth of the County under the draft Land Use Plan. The Growth projections look at the amount of growth that can be expected over the next 20 years.

#### Growth Projections

Growth projections have been applied to the Land Use Map to identify where the County desires growth to occur over the next 20 years. The projections anticipate the amount of future growth inside the Urban Services Area (USA) in suburban areas, urban areas, and business and industry areas, as well as outside the urban services area. Growth projections are based on state population projections and County commercial growth estimates. Determining how growth is divided across the County is based on the following facts and assumptions or goals:

- Utilizes Virginia Employment Commission (VEC) population projections to determine 29,737 future dwelling units countywide ( 218,772 people in 2030 minus 135,806 people in 2010, divided by 2.79 persons per dwelling)
- Future residential growth includes a goal to achieve 80 percent of future growth inside the USA
- Conversely, assumes 20 percent of the future residential growth will occur in Rural Areas outside of the Urban Services Area
- Plans for 10 years of future population growth, or 14,661 future dwelling units, within designated Urban Areas. This is based on VEC projections of 40,904 new residents over the next 10 year period divided by the County estimated 2.79 persons per dwelling unit.
- The following assumptions have been made for non-residential growth:
  - Countywide, at least 1 million square feet of non-residential growth per year is anticipated based on past growth (i.e., 10 million square feet over 10 years)
  - Projects 500,000 square feet of non-residential growth per year outside of urban areas in industrial, suburban and rural areas (half of the anticipated growth)
  - Projects that additional non-residential growth will occur in Urban Areas beyond past growth levels. Urban Areas will take a different form of development than previously seen in the County. Non-Residential development will likely be better integrated into the Urban Development Area fabric.

The amount of growth projected in Urban Areas is predicated on criteria mandated under Virginia Code Section 15.2-2223.1 regarding Urban Development Areas, which requires Stafford County designate pedestrian oriented urban areas adequate to accommodate 10 years of residential and commercial growth. Note that the non-residential growth exceeds the projected

10 million square feet. Urban Development Areas are a new form of development to Stafford that may have a higher ratio of commercial to residential land uses by the nature of its form.

The outcome of the growth projections can be found in Table 3.4. The table divides the growth projections among the areas designated on the future land use map. The County should track the location of future growth on a regular basis to evaluate how new development is conforming to these projections.

#### Projected Dwelling Unit Types

Provided below is an estimation of the dwelling units by type in each of the land use designations that support residential development. The unit totals correspond with the growth projections in Table 3.4. To clarify the chart, the Suburban category includes a range for each dwelling unit type, with a single total of 9,129 units projected. The particular mix of unit types will vary depending on market conditions. In the Suburban land use, there is a potential of up to 2,025 townhomes and 1,163 multi-family units on land that is already zoned or has prior development approvals. As a result, the breakout of unit types includes a range from the minimum to maximum potential number of units. For example, the number of future townhouses may range from 0 units to 2,025 units. A higher number of townhouses would result in a lower number of either single-family units and/or multi-family units. An assumption made in this chart is, regardless of the unit mix, the end result is to meet the goal of 9,129 dwelling units in Suburban areas. This density range is carried through to the total dwelling unit numbers. The Urban Development Area (UDA) dwelling unit mix reflects the recommendations within the individual UDAs.

<u>Dwelling Unit Type</u>	<u>UDA</u>	<u>Suburban</u>	<u>Rural</u>	<u>Total</u>
Single-Family	7,000	5,941-9,129	5,947	18,888-22,076
Townhouse	2,348	0-2,025	---	2,348-4,373
Multi-family	5,313	0-1,163	---	5,313-6,476
<b>Total</b>	<b>14,661</b>	<b>9,129</b>	<b>5,947</b>	<b>25,737</b>

**Table 3.4 Land Use Map Growth Projections**

**INSIDE THE URBAN SERVICES AREA**

**SUBURBAN**

Sub-Area	Net Acreage	Residential Units			Projected Non-Residential Square Footage(5)
		Existing	Projected(1)	Total	
North	14,413	19,726	3,517	23,243	2,000,000
South	14,480	12,907	5,276	18,183	2,500,000
Staffordshire	617	0	336	336	0
<b>Sub-Total</b>	<b>29,510</b>	<b>32,633</b>	<b>9,129</b>	<b>41,762</b>	<b>4,500,000</b>

**URBAN DEVELOPMENT AREAS (2)**

1 - Courthouse Area	551	159	1,386	1,545	2,727,310
2 - Southern Gateway	864	274	2,576	2,850	2,670,456
3 - George Washington Vill.	1,878	123	4,180	4,303	11,434,400
4 - Eskimo Hill	189	13	879	892	588,000
5 - Centerport	1,118	55	3,770	3,825	1,878,400
6 - Leeland Town Station	317	25	1,000	1,025	1,500,000
7 - Brooke Station	184	25	870	895	174,240
<b>Sub-Total</b>	<b>5,101</b>	<b>674</b>	<b>14,661</b>	<b>15,335</b>	<b>20,972,806</b>

**BUSINESS/INDUSTRY**

1 - Boswell's Corner	599	561		561	1,000,000
2 - Centerport/Airport	3,184	153		153	2,000,000
3 - Stafford Industrial Park	245	0		0	250,000
4 - Heritage Commerce Park	349	2		2	250,000
5 - Riverside	131	0		0	500,000
6 - Warrenton Road East	309	58		58	1,250,000
7 - Cool Spring Road	178	8		8	250,000
8 - Sherwood	732	2		2	750,000
<b>Sub-Total</b>	<b>5,728</b>	<b>784</b>		<b>784</b>	<b>6,250,000</b>

**OTHER**

Resource Protection Area	4,273	0		0	
Park	722	21		21	
<b>Total</b>	<b>4,995</b>	<b>21</b>		<b>21</b>	

**INSIDE THE URBAN SERVICES AREA TOTALS**

	Acreage	Residential Units			Projected Non-Residential Square Footage
		Existing	Projected(3)	Total	
<b>Total</b>	<b>45,334</b>	<b>34,112</b>	<b>23,790</b>	<b>57,902</b>	<b>31,722,806</b>

**Table 3.4 Land Use Map Growth Projections (Continued)**

<b>OUTSIDE THE URBAN SERVICES AREA</b>					
<b>AGRICULTURAL/RURAL AREA</b>					
Sub-Area	Net Acreage	Residential Units			Projected Non-Residential Square Footage
		Existing	Projected (4)	Total	
All Agricultural/Rural Areas	77,293	10,289	5,947	16,236	250,000
<b>Total</b>	<b>77,293</b>	<b>10,289</b>	<b>5,947</b>	<b>16,236</b>	<b>250,000</b>
<b>OTHER</b>					
Resource Protection Area	17,358	0		0	
Mining	1,178	5		5	
Park	5,967	17		17	
Federal Land	32,221				
<b>Total</b>	<b>56,724</b>	<b>22</b>		<b>22</b>	
<b>OUTSIDE THE URBAN SERVICES AREA TOTALS</b>					
	Acreage	Residential Units			Projected Non-Residential Square Footage
		Existing	Projected	Total	
<b>Total</b>	<b>134,017</b>	<b>10,311</b>	<b>5,947</b>	<b>16,258</b>	<b>250,000</b>
<b>COUNTYWIDE PROJECTIONS</b>					
	Acreage	Residential Units			Projected Non-Residential Square Footage
		Existing	Projected	Total	
Inside the USA	45,334	34,112	23,790	57,902	31,722,806
Outside the USA	134,017	10,311	5,947	16,258	250,000
<b>TOTAL</b>	<b>179,351</b>	<b>44,423</b>	<b>29,737</b>	<b>74,160</b>	<b>31,972,806</b>

\* Non-Residential = commercial retail, office, industrial, institutional, community, & government uses

(1) Assumes approximately 40 percent of future growth projected in the Northern Area, with the remaining 60 percent projected in the Southern Area. This estimation is based on the likelihood of development to occur in each area and the amount of land available to be developed.

The 336 units in Staffordshire reflect the maximum development potential as restricted by proffers.  
 (2) For background on the dwelling units in the Urban Development Areas, see individual Urban Development Area descriptions.

(3) Meets goal of focusing at least 80 percent of residential growth inside of the Urban Services Area.  
 (4) Meets goal to limit future residential growth outside of the Urban Services Area to no more than 20 percent of future dwelling units.

(5) Projected non-residential growth is divided among the Suburban and Business/Industry Sub areas by the likelihood of development to occur and the availability and amount of developable land.



### 3.7 Transfer of Development Rights

The Board of Supervisors adopted the Transfer of Development Rights Ordinance, O13-21, on February 19, 2013, establishing a Transfer of Development Rights (TDR) program in Stafford County. The Board of Supervisors then adopted Ordinance to amend Ordinance O13-21, further enabling the TDR program.

The purpose of the TDR program is to provide a mechanism by which a property owner can transfer residential density from sending areas to receiving areas and/or to a transferee without relation to any particular property through a voluntary process intended to permanently conserve agricultural and forestry uses of lands, reduce development densities on those and other lands, and preserve rural open spaces and natural and scenic resources. The TDR program is intended to complement and supplement County land use regulations, resource protection efforts, and open space acquisition programs. The TDR program is intended to encourage increased residential and commercial density in areas that can better accommodate this growth with less impact on public services and natural resources.

**Sending Areas** are defined as those areas from which development rights are authorized to be severed and transferred to a receiving area or transferee without relation to any particular property. Figure 3.8, Sending and Receiving Areas Map, shows the sending area, outlined in blue, which is land located east of the CSX rail line, north of Potomac Creek, and south of Aquia Creek. In order to qualify as a sending area, property shall be:

- (1) Designated for agricultural, rural, or park land use(s), in the Comprehensive Plan;
- (2) Located within areas designated as sending areas on the map entitled "Figure 3.8 Transfer of Development Rights Sending and Receiving Areas Map" in the Comprehensive Plan; and
- (3) Zoned A-1 (Agricultural) or A-2 (Rural Residential) on the Zoning Map and meet one of the following criteria:
  - (i) A separate parcel in existence on the effective date of the Transfer of Development Rights ordinance that is at least twenty (20) acres;
  - (ii) Contiguous parcels in existence on the effective date of the Transfer of Development Rights Ordinance comprising at least twenty (20) acres and are under the same ownership on the date of application; or

- (iii) A separate parcel in existence on the effective date of Transfer of Development Rights Ordinance that is at least two (2) acres and designated as Park on the Land Use Map in the Comprehensive Plan.

**Receiving Areas** are defined as areas authorized to receive development rights transferred from a sending area. Figure 3.8, Sending and Receiving Areas Map, shows the receiving area, outlined in red. In order to qualify as a receiving area, property shall be:

- (1) Located in one of the following zoning districts: A-1, Agricultural; R-1, Suburban Residential; PD-1, Planned Development -1, PD-2, Planned Development-2; PTND – Planned Traditional Neighborhood Development; UD, Urban Development; and B-3, Office;
- (2) Located within a receiving area on the Sending and Receiving Areas Map;
- (3) Located within the USA by the Comprehensive Plan;
- (4) Designated as part of a RDA by the Comprehensive Plan; and
- (5) Included in an assessment of the infrastructure in the receiving area that identifies the ability of the area to accept increases in density and the plans to provide necessary utility services within any designated receiving area.

Under the TDR program, the sending area could send up to an estimated 1,490 units and the receiving area could accommodate up to an estimated 2,240 future units. The success of the TDR program may alter the number of units built in the rural areas but it will not change the number of units in the overall Comprehensive Plan.

**Architectural Design** of structures constructed within the receiving area shall utilize materials, quality, appearance, and details pursuant to the Neighborhood Design Standards Plan element of the Comprehensive Plan.



