

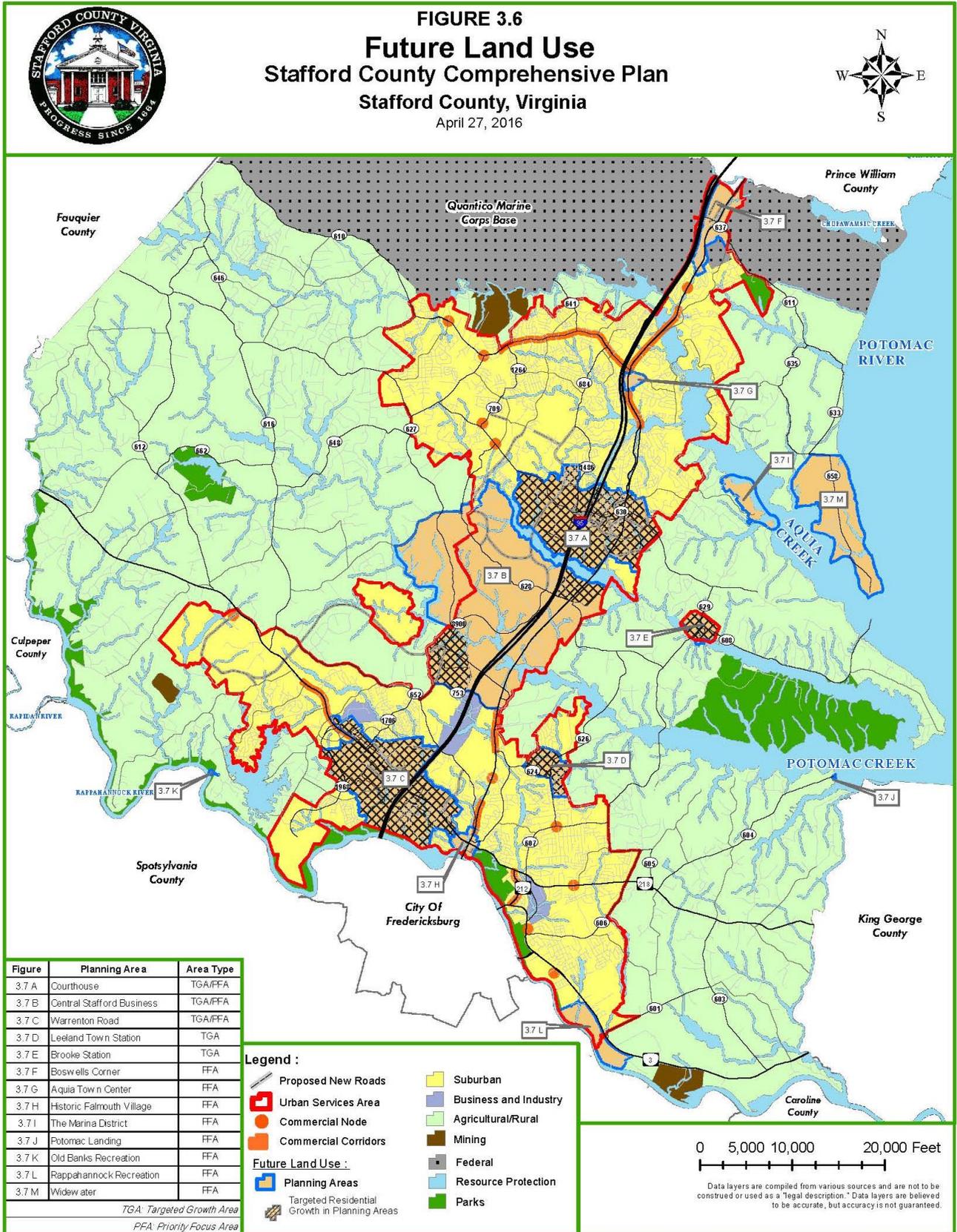
3.6 Future Land Use Recommendations

The recommended future use of land in the County is designated in Figure 3.6, the Future Land Use Map. The type of development that is recommended in each land use designation, as depicted in the map, is described in detail in this section.

Urban Services Area

Urban Services Areas (USAs) are areas designated within the County where more compact development patterns are recommended. Provision of government and community services and facilities will be focused 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:

- Planning Areas,
- Suburban Areas,
- Business and Industry Areas, and
- Redevelopment Areas.



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Planning Areas

Planning Areas highlight the locations where a significant amount of new development and redevelopment (both commercial and residential) is expected to occur. This is where much of the County’s infrastructure and other public facility planning should be focused. The terminology identifying these planning efforts include: Targeted Growth Areas (TGAs); and Economic Development Priority Focus Areas (PFAs). PFAs include Redevelopment Areas (RDAs). Several TGAs and PFAs (including RDAs) overlap or coincide with each other.

Planning Area Layers:

Targeted Growth Areas (TGAs): TGAs emphasize where approximately 50 percent of the County’s future residential growth is recommended. A mix of commercial land uses are supported in these locations.

Economic Development Priority Focus Areas (PFAs): PFAs, including RDAs, emphasize where business development is encouraged, as identified in the Economic Development Strategic Plan.

The following lists the Planning Area place names and the planning layer(s) that apply to that place.

	<u>TGA</u>	<u>PFA</u>	<u>RDA</u>
Courthouse	X	X	X
Central Stafford Business Area	X	X	
Warrenton Road	X	X	X
Leeland Station	X		
Brooke Station	X		
Boswell’s Corner		X	X
Aquia Town Center		X	
The Marina District		X	
Potomac Landing		X	
Historic Falmouth Village		X	X
Rappahannock Recreation		X	
Old Banks Recreation		X	
Widewater State Park		X	

The Plan describes these Planning Areas in further detail, the elements that make up each Planning Area, and land use recommendations and concept plans.

The next sections describe the TGAs and RDAs in more detail, prior to the description of each Planning Area.

Targeted Growth Areas

Targeted Growth Areas (TGAs) are areas of the County where a potential concentrated urban or higher density suburban development pattern 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. The land use recommendations in the TGAs are consistent with Section 15.2-2223.1 of the Code of Virginia pertaining to Urban Development Areas.

Areas with a 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. Town centers may include a mix of retail commercial enterprises on the first floor with residential or office 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 suburban form of development should provide the same benefits as an urban development, but will have an appearance and form similar to the established suburban communities.

Residential Density Requirements

A goal of the TGAs is to accommodate 50 percent of the projected population growth over the next 20 years between 2016 and 2036. This requires the creation of one or more TGAs within the Comprehensive Plan that provide for the construction of approximately 10,420 new residential units. This should support half of the projected 58,143 person population growth and 20,840 dwelling units over the 20 year planning horizon. This estimate is derived by County staff estimates of future growth trends based on the most recent population estimates and past building permit trends. The total population growth projected between 2016 and 2036 was derived by multiplying the number of dwelling units by the average persons per household of 2.79 (staff estimate of future household size).

The Plan recommends that 9,820 dwelling units be distributed across the five (5) designated TGAs. Each TGA describes the desired number and types of dwelling units. The Plan recommends a maximum dwelling unit figure by unit-type or the maximum commercial square footage for an individual TGA.

Target densities for development within the TGAs 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 TGAs 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

A variety of single-family detached units are supported in these areas. To achieve these higher densities, smaller lot sizes than typically found are encouraged, particularly when located in mixed-use areas and in close proximity to multi-modal transportation.

Locations

In order to 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 six (6) TGAs within the comprehensive plan. TGAs provide for concentrated areas of development rather than distributing future development across the Urban Services Area and Agricultural/Rural areas. The TGAs have been located to minimize encroachment concerns with Marine Corps Base Quantico and the Stafford Regional Airport.

TABLE 3.3 TGA Development Summary

Targeted Growth Area		Residential (dwelling units)				Commercial (total square feet)
		Single Family	Townhouse	Multi-family	Total	
1	Courthouse	1,500	750	1,500	3,750	5,000,000
2	Central Stafford	550	200	1,000	1,750	12,075,000
3	Warrenton Road	1,000	800	1,500	3,300	4,750,000
4	Leeland Station	240	180	360	780	123,660
5	Brooke Station	240	-	-	240	40,000
	Total	3,530	1,930	4,360	9,820	21,988,660

Two of the TGAs (Courthouse and Warrenton Road) correspond with portions of existing Stafford Redevelopment Areas encompassing 7,050 dwelling units. These TGAs 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 TGAs (Leeland Town Station and Brooke Station), encompassing 1,020 of the required dwelling units, are located at existing rail stations. In order to reduce the impact of those who commute but choose not to take rail, the Comprehensive Plan provides for the construction of 3,200 new commuter parking spaces at three new locations and one existing location serving the TGAs.

Transfer of Development Rights

Furthermore, up to an estimated 1,490 dwelling units could be made possible by the transfer of development rights from properties outside the TGAs as part of the TDR Program. For residential purposes, 1 residential development right in the sending area is equivalent to 1 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.

Public Infrastructure and Services

The TGAs should include transportation, recreational, public safety, and educational amenities. For example, smaller yards and open spaces 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 575 acres of new public park space in or around the TGAs. It also provides for the creation of an additional large recreational facility similar in size and amenities to Embrey Mill Park.

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 575 acres within the limits of the TGAs designated on the Land Use Map. At the same time, the recommended Park land should be within reasonable proximity of the population within each TGA. The following is a list of criteria for the suitable location of parks in relation to each TGA. 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 TGA, be within a 5 to 10 minute walk, or $\frac{1}{4}$ to $\frac{1}{2}$ mile of the residents within the TGA, and include safe pedestrian and bicycle access.
- Community Parks should be located within 2 miles of the TGA they are intended to serve.
- District Parks shall be located within 15 to 20 minutes driving time of the TGA 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 identifies future need for for the construction of three (3) new elementary schools, two (2) new middle schools, and one (1) new High School, which may include a 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 to meet the increased public safety demands of the planned TGAs as well as a new Stafford Parkway, the extension of Mine Road, and other road upgrades to mitigate the local transportation impacts. These facilities should be sited within or in close proximity to the TGAs.

The above infrastructure improvements are essential components of the more concentrated suburban and traditional neighborhood design recommended in the TGAs and would be required components for approval of rezoning changes within the planned TGAs. Without the upgrades, approval should not be given for rezoning changes because the impact of the development would not be sufficiently mitigated. The infrastructure needs of the TGAs, Suburban and Rural areas relate to Chapter 5 with the Public Facilities Plan and corresponding methodology to calculate anticipated infrastructure needs in Appendix B.

Small Area Plans

To establish the desired land use pattern in each TGA, Small Area Land Use Plans should be developed and adopted as part of the Comprehensive Plan. A Small Area Plan was created for a portion of the Courthouse Area. That Plan provides a finer level of detail, identifying how the recommended land uses and density should be distributed throughout the Courthouse Area in an urban, traditional neighborhood design. The Plan includes a recommended street network.

Site Design

Use of buffering, screening and extensive building setbacks should be limited except when bordering the edge of a TGA. 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 common 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 could also be designated as receiving areas in the County's transfer of development rights program.

Form-Based Codes

Should an urban, traditional neighborhood design be desired in a given area, the use of Form-based Code may be desired 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 TGAs that are proposed and or contained within this Comprehensive Plan.

Phasing of TGAs

Existing conditions vary among the TGAs, including proximity to developed areas and existing infrastructure and services. Phasing of development in the TGAs is recommended to avoid leapfrogging of vacant land and to best optimize infrastructure investment. Phasing is recommended based on near-term, mid-term, and long-term development needs. The following time horizons are established for the phases. Due to the uncertainty of future development trends, the time horizons overlap.

Near-term: 2016 - 2026

Mid-term: 2021 - 2031

Long-term: 2026 - 2036

Due to size and existing condition considerations, multiple phases are recommended in several of the TGAs. Although development, and associated infrastructure improvements, in TGAs are recommended to occur under this phasing plan, it does not preclude projects from occurring outside of the recommended phasing should it forward the goals of the Comprehensive Plan.

Targeted Growth Area	Development Phase		
	Near-term	Mid-term	Long-term
Courthouse			
(Undeveloped)	X		
(Redevelopment)		X	
Central Stafford Business Area			
(North of Ramoth Church Rd)		X	
(South of Ramoth Church Rd)	X		
Warrenton Road			
(Undeveloped)	X		
(Redevelopment)		X	X
Leeland Station			
(South of CSX Rail Line)	X		
(North of CSX Rail Line)		X	
Brooke Station			X

Near-term TGAs:

- 1) Courthouse (Undeveloped land). The number one area where growth should be targeted given the planned improvements to Courthouse Road and interstate interchange reconstruction, close proximity to the interstate express lanes, and proximity to the hospital, and other public facilities. The near-term potential for development of vacant property is greatest in this area as new development projects are being planned. This area includes the developing Embrey Mill subdivision near the Interchange. To the west along Courthouse Road are other active development projects. The proximity to active development and proximity to public facilities makes the northern portion of this TGA the logical next step for growth extending south from the Garrisonville Road corridor.
- 2) Warrenton Road (Undeveloped Land). Seen as an area where growth should be focused to support the businesses along the corridor. The potential for near-term development on vacant parcels is high. The development that has recently occurred in this corridor has followed the highway commercial development pattern.
- 3) Central Stafford Business Area (South of Ramoth Church Road). This area includes land in close proximity to the airport, currently has limited utility infrastructure and is largely undeveloped. It is a logical area to target future commercial growth given its proximity and access to the airport and interstate.
- 4) Leeland Station (South of the CSX Rail Line). This area includes the actively developing Leeland Station community. It is envisioned that the active development of Leeland Station will continue until buildout of all the land to the south of the CSX rail line.

Mid-term TGAs:

- 1) Courthouse (Redevelopment). The area, primarily focused on the intersection of Courthouse Road with Jefferson Davis Highway, includes properties with older, underutilized, and some historic structures. The assembling of parcels for redevelopment may take additional time. Near-term development of vacant parcels may spur the redevelopment of underutilized property.
- 2) Central Stafford Business Area (North of Ramoth Church Road). This area currently has limited utility infrastructure, lacks needed road infrastructure and public facilities. It is a logical area to target future growth given the proximity to Interstate 95 and location along the planned extension of Mine Road, providing a north-south transportation link.
- 3) Warrenton Road (Redevelopment). The area consists of a mix of highway commercial and industrial uses that do not fit in with the long term vision of the Redevelopment Area plans. Widespread redevelopment of the area will take significant time and effort to achieve. It is suggested that the development phase will extend through the mid- and long-term time horizons.
- 4) Leeland Station (North of CSX Rail Line). This area has some limitations on near-term potential for larger new development given the site characteristics and constraints. Its location on the fringe of the USA may limit its potential for mixed use development. There are several individually owned properties to the north of the CSX rail line and the Leeland Station development. The assembly of these parcels for development may take additional time.

Long-term TGAs:

- 1) Warrenton Road (Redevelopment). The area consists of a mix of highway commercial and industrial uses that do not fit in with the long term vision of the Redevelopment Area plans. Widespread redevelopment of the area will take significant time and effort to achieve. It is suggested that the development phase will extend through the mid- and long-term time horizons.
- 2) Brooke Station. This area is outside the Urban Services Area, does not have water or sewer, and has other road/infrastructure limitations. Its strength is the presence of the Brooke Station VRE stop. Despite the limitations and challenges, there may be long term potential to develop a small community in the vicinity of the VRE Station.

Fiscal Balance

The TGAs recommend a fiscally balanced amount of commercial and residential development. To mitigate any increased tax burdens on current residents, it is recommended that each TGA develop over time in a balanced and phased manner, with adequate commercial development to offset the demands on community facilities and infrastructure that residential development brings. This can be accomplished by ensuring appropriate phasing of larger mixed use projects and tracking the amount and type of growth in each TGA on a regular basis.

Airport Impacts

Two of the TGAs (Courthouse and Central Stafford Business Area) are in the vicinity of the flight patterns for to the Stafford Regional Airport and its aircraft operations. An Airport Compatible Land Use Plan has been developed which recommends appropriate land uses and development standards in relation to different air traffic pattern areas. To ensure the safety of people and property on the ground and aircraft flying overhead, and the long term viability of the Airport, any development proposals in these TGAs should be in conformance with the recommendations of the Airport Compatible Land Use Plan.

Specific TGA Locations

The following pages describe the five (5) designated TGAs.

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 projects. 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 coincide with Targeted Growth Areas (TGAs), 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 TGAs. In TGAs, the specific recommendations regarding density, use, and form of development shall take precedence over such recommendations in the Redevelopment Area special area plans.

Courthouse Planning Area

Includes:

- Targeted Growth Area
- Economic Development Priority Focus Area – Redevelopment Area

Situated in a central location in the County, the Courthouse Planning Area consists of approximately 2,580 acres. The area is located along Courthouse Road, and bisected by Interstate 95. On the east side of the Interstate, the area incorporates the Historic Courthouse and extends south of the Stafford Hospital Center, along Jefferson Davis Highway. The area extends west along Courthouse Road to Colonial Forge High School, incorporating land that includes portions of Austin Ridge and Embrey Mill to the north and south to Accokeek Creek.

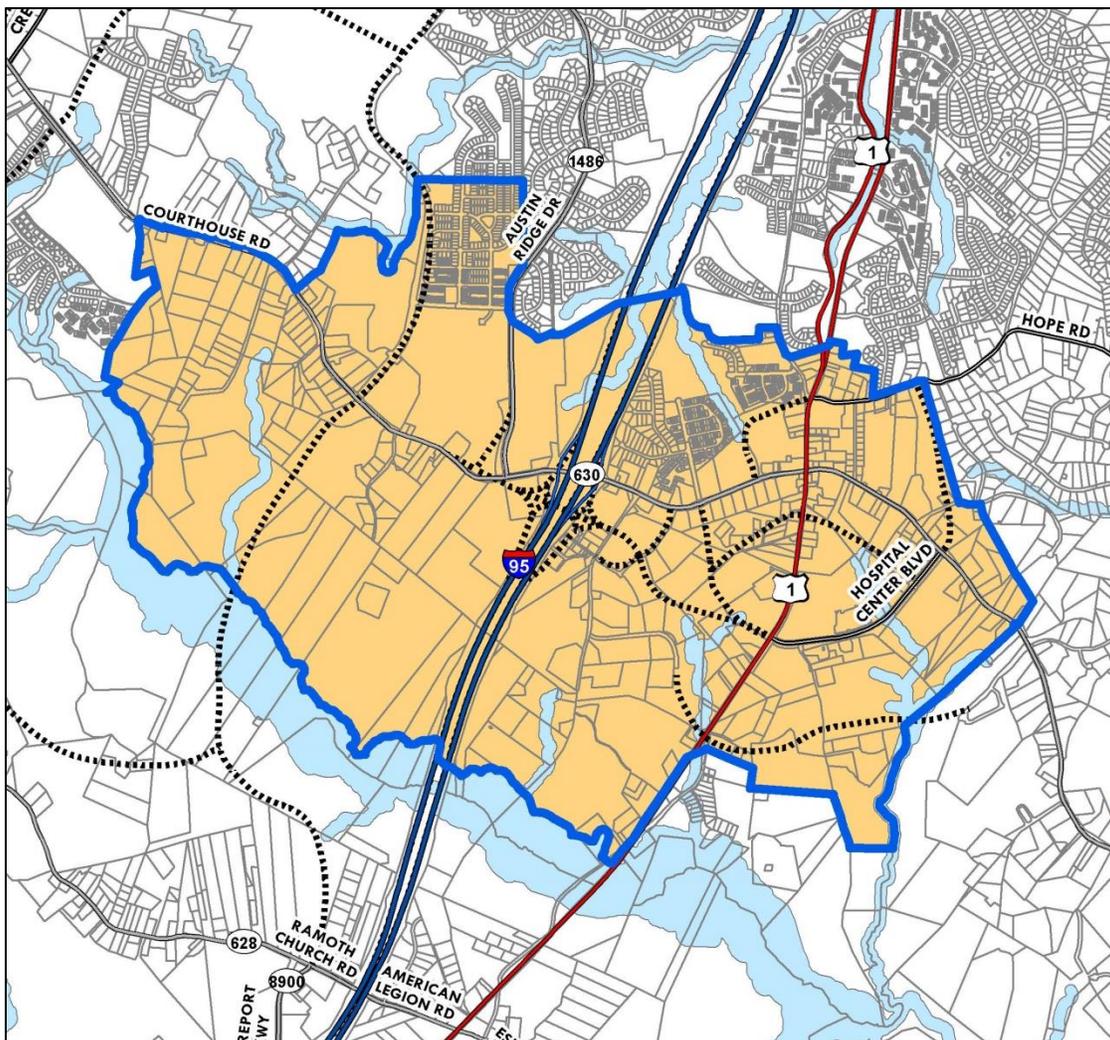
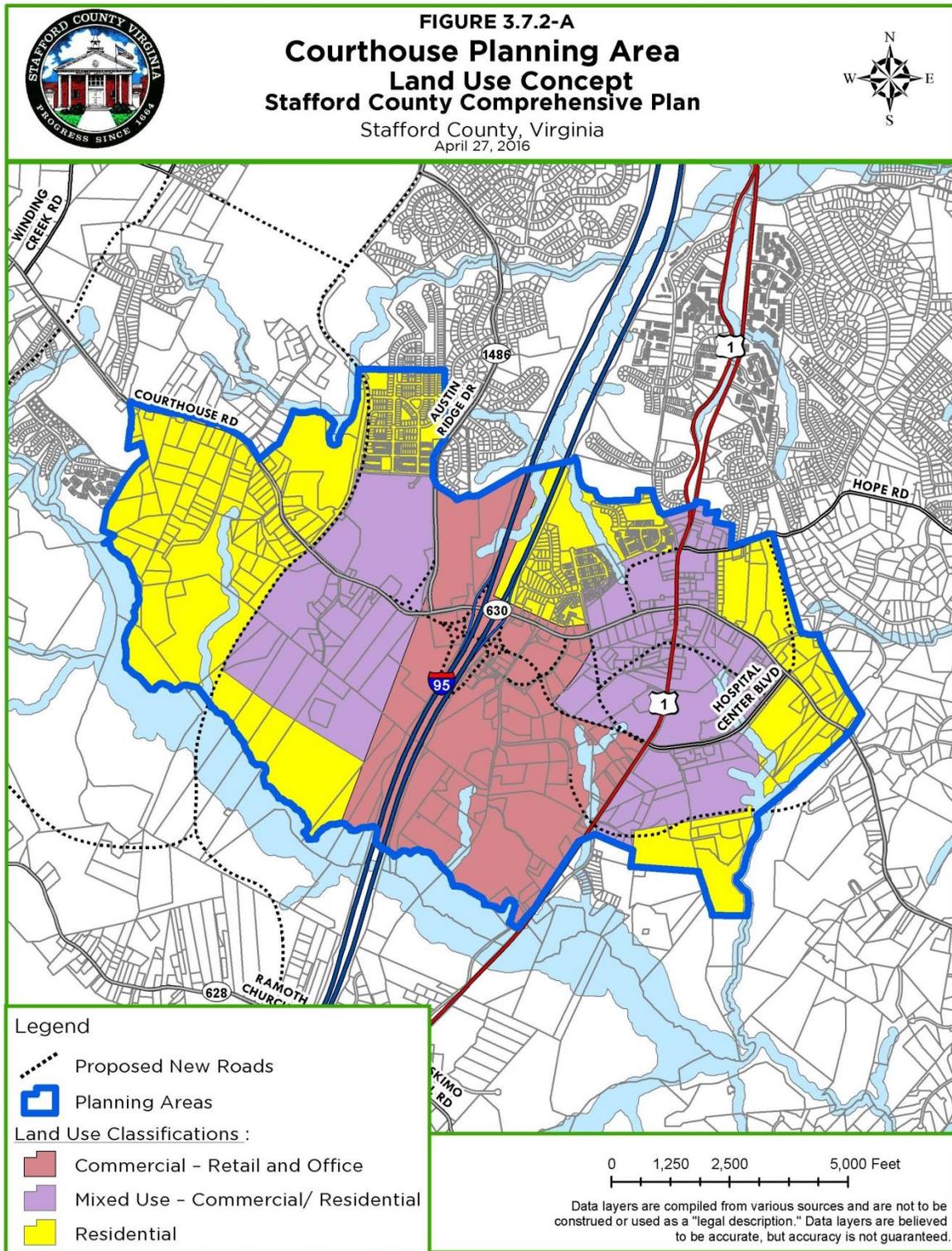


Figure 3.7.1-A: Courthouse Planning Area

In total, the Planning Area is recommended to include 3,750 residential dwelling units, including 1,500 multi-family, 750 townhouse, and 1,500 single-family units, and 5,000,000 square feet of commercial development.

Land Use Concept

Figure 3.7.2-A provides a generalized land use concept plan to guide the future development of the Courthouse Planning Area.



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The development areas can be further defined by three subareas: (1) East - Downtown; (2) Embrey Mill, and; (3) Southwest. Each sub-area will include a town center or one or more commercial centers to serve the new residents in this area of the County.

East - Downtown

This area east of Interstate 95 includes the area around the historic Courthouse area. It is identified as an Economic Development Priority Focus Area, more specifically as a Redevelopment Area, and the *Courthouse Small Area Plan* provides a more detailed land use concept plan for this area. Development in the Courthouse Planning Area would be centered around several commercial nodes, including a New Downtown, east of Interstate 95. The following describes the *Courthouse Redevelopment Area Plan* and *Courthouse Small Area Plan*.

COURTHOUSE REDEVELOPMENT AREA PLAN

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 developable 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 to both the northern and southern portions of Stafford County via Interstate 95 (I-95).

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 2015 Economic Development Strategic Action Plan identifies the Courthouse Area as a Priority Focus Areas because of its location, and current and future anchors. The area has four 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 future Stafford Campus of Germanna Community College at the south end of the district. 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, hotels 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."

COURTHOUSE SMALL AREA PLAN

A Small Area Plan has established the recommended land use pattern for a majority of the area. The Plan identifies three commercial nodes: Historic Courthouse Village (adjacent to the

Courthouse); New Downtown (between the Courthouse and Hospital); and South Courthouse Commons (south of the Hospital). These nodes will include a mix of commercial and retail uses at their core, surrounded by residential uses. The Small Area Plan establishes the desired roadway network in the Courthouse Area, designed to provide a hierarchical system of interconnected streets and recognizes 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, an additional 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.

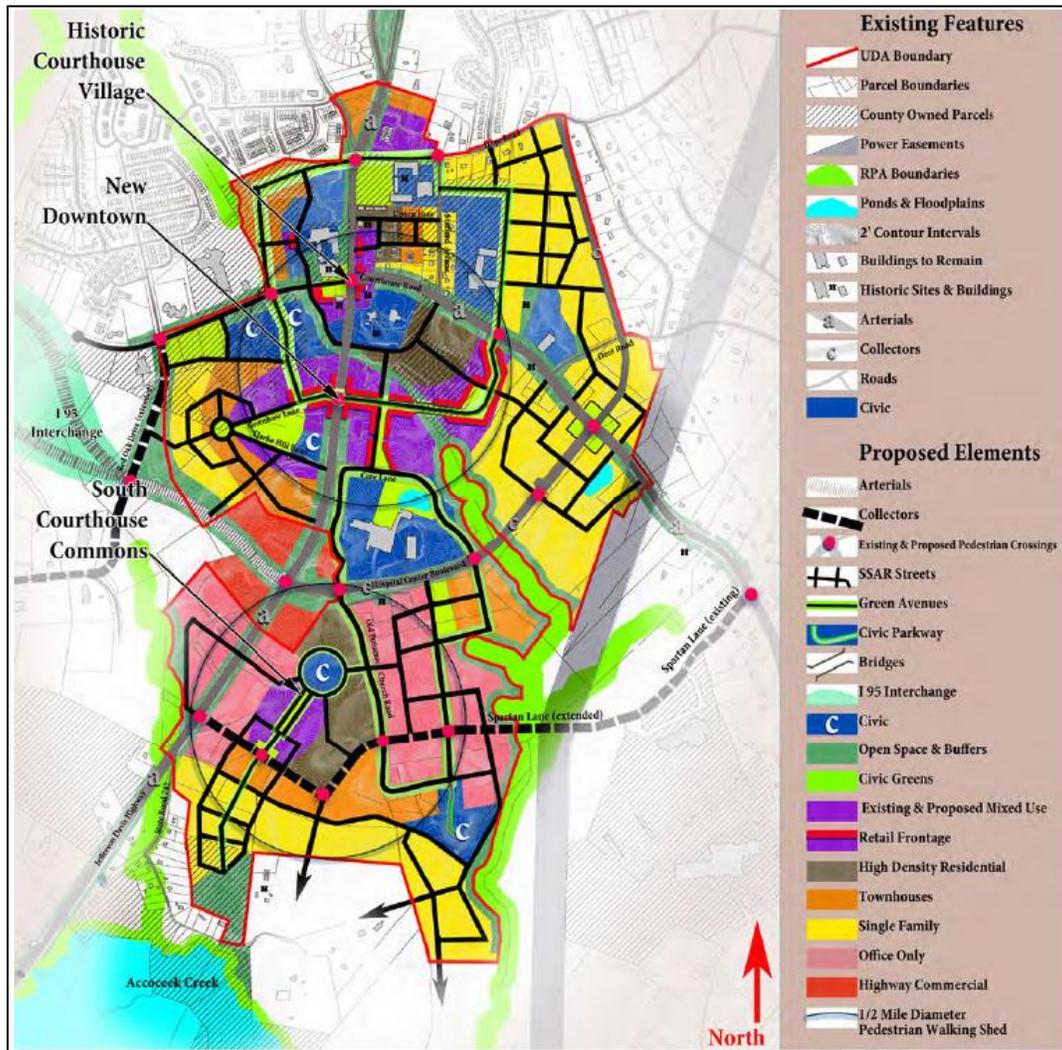


Figure 3.7.3-A: Land Use Plan from the Courthouse Small Area Plan

Embrey Mill

This area incorporates the southern portion of the approved Embrey Mill Subdivision. The center of this area of the TGA 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 commercial space and condominiums on 80 acres. A residential neighborhood located to the north of the town center and east of Mine Road is currently being developed with a mix of townhouses and single-family homes. To the west of Mine Road, is the Embrey Mill Park

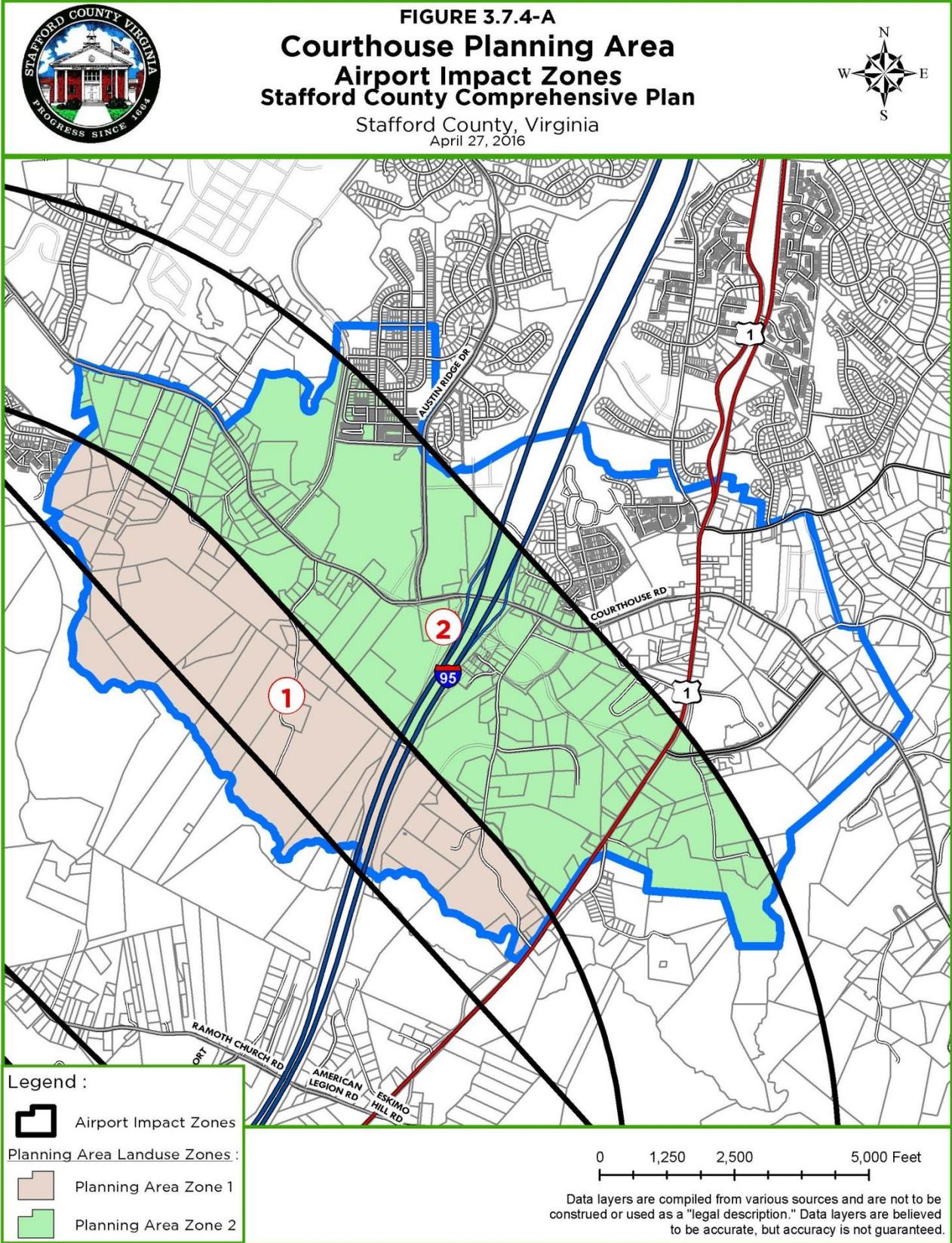
with rectangular athletic fields and an indoor swimming complex that will serve the needs of the new residents in this area and serve as an asset to the entire County and region.

Southwest Quadrant

This area west of Interstate 95 and south of Courthouse Road would include either: a town center, which should be modeled using the principles of new urbanism with buildings three to four stories in height, or one or more commercial centers serving nearby residential uses; and stand-alone commercial areas with a mix of retail, office and industrial uses. Town centers should consist of a mix of commercial and residential uses.

Airport Impact Area

The Courthouse Planning Area is within a portion of the Airport Impact Area. The area is influenced by anticipated air traffic patterns on the north side of the airport. There are different influences from aircraft operations, thus varying degrees of land use compatibility across this area. The Area is divided into two sub-areas that correspond with different Airport Overlay Zones. The following is a map of these sub-areas with a listing of uses that may require additional review. In this location, there are no uses, otherwise permitted in the district, considered not compatible.



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AREA 1

This zone is within the Horizontal zone, influenced by aircraft traffic patterns where planes may be circling the airport.

Uses requiring **Additional Review**:

All uses otherwise recommended in the Planning Area require additional review. These uses should be measured against the Additional Review Standards provided in Appendix H.

- Assembly (schools, place of worship, daycare)
- Hospitals
- Vertical Infrastructure (Electric Transmission, Water Towers, Telecommunication Towers)
- Single-family Residential - Small lot (<1 acre) & *Townhomes***
- Multi-family Residential (Three or more units per building)**
- Group Living (Nursing homes, group homes)
- Transient Lodging
- Mid/High-rise Office (4+ stories)
- Amusement (Stadiums, amusement parks, fairgrounds)

*** Residential uses are discouraged, but individual projects may be considered appropriate if it is determined that it satisfactorily addresses the Additional Review factors highlighted in Table 2 of the Airport Compatible Land Use Study.*

AREA 2

These areas are within the outer conical zone. Most uses otherwise recommended in this district are considered compatible with airport operations, with the exception of Vertical Infrastructure. These uses require additional review and should be measured against the Additional Review Standards provided in Appendix H.

Design

Architectural standards (i.e., building height, mass, materials, amenities, and signage), minimum and maximum setback requirements, environmentally friendly materials, and other design features should be incorporated into any development, consistent with the Neighborhood Design Standards Plan. The RDA Plan supports a mix of uses following the concepts of a traditional neighborhood design.

Public Facilities

Getting the residents of the Courthouse Area 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 will require the provision of adequate transportation facilities (beyond the internal community road network).

VDOT is in the process of reconstructing the Courthouse Road I-95 interchange with Courthouse Road being realigned to the east of the Interstate to Hospital Center Boulevard. This improvement will coincide with the first phase of the widening of Courthouse Road from two to four lanes west to Winding Creek Road and Ramoth Church Road.

In order to avoid burdening any single interchange, Mine Road extended from Courthouse Road through the Southwest sub-area and beyond to Ramoth Church Road will need to be built in order to distribute the traffic volume between the Courthouse Road and Centerport Parkway

interchanges. As part of the Courthouse Road interchange reconstruction, the existing park-and-ride lot is planned to be relocated to the east side of the interstate. An additional transit facility including a 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 amount of new residential density planned, the provision of adequate parks and recreational facilities is necessary. This will require that developers provide park property suitable for passive and active recreational activities, plazas and congregational spaces, as well as cultural activity, consistent with the recommendations of the RDA Plan — not encumbered by restrictive easements and capable of supporting athletic fields and a network of trails. Dedication of open space to support these activities will be required. 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 TGA, they should conform to the location criteria provided in the introduction of the TGA 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, new schools will need to be constructed. A proffered elementary and middle school site is located within the Embrey Mill Subdivision.

The public facility needs are not limited to the items previously listed. The proposed residential development in the Courthouse Planning Area, would have an estimated 10,267 residents, creating the need for the below listed public facilities. These facilities should be provided for within the TGA or in areas outside the TGA within close proximity and within the Urban Services Area.

Parks and Recreation	205 acres
Fire and Rescue	0.78 stations
Public Schools	
Elementary Schools	0.94 schools
Middle Schools	0.40 schools
High Schools	0.34 schools
Libraries	0.14 libraries

The data tables that serve as a basis for these public facility needs are provided in Appendix B of this document.

As previously mentioned in the TGA 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 the Courthouse Area properties.

Consistent with this goal, a proposed zoning change 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: 3,750

Projected New Commercial Sq. Footage: 5,000,000

Minimum Facility needs within the limits of the TGA (accounting for a portion of the total facility needs identified to serve the TGA):

Upgraded road network, as shown in Figure 4.3

Additional park and ride lot with a bus stop shelter

Passive and active recreational uses, plazas, and civic spaces

Central Stafford Business Area

Includes:

- Economic Development Priority Focus Area
- Targeted Growth Area

Located in the geographic center of the County, Central Stafford Business Area includes 6,742 acres. It extends from Accokeek Creek, south to the vicinity of the Centerport interchange and Enon Road, along Interstate 95 and Jefferson Davis Highway, within the USA. The area surrounds the Stafford Regional Airport and extends to the west, outside of the USA, to include areas underneath the aircraft traffic patterns.

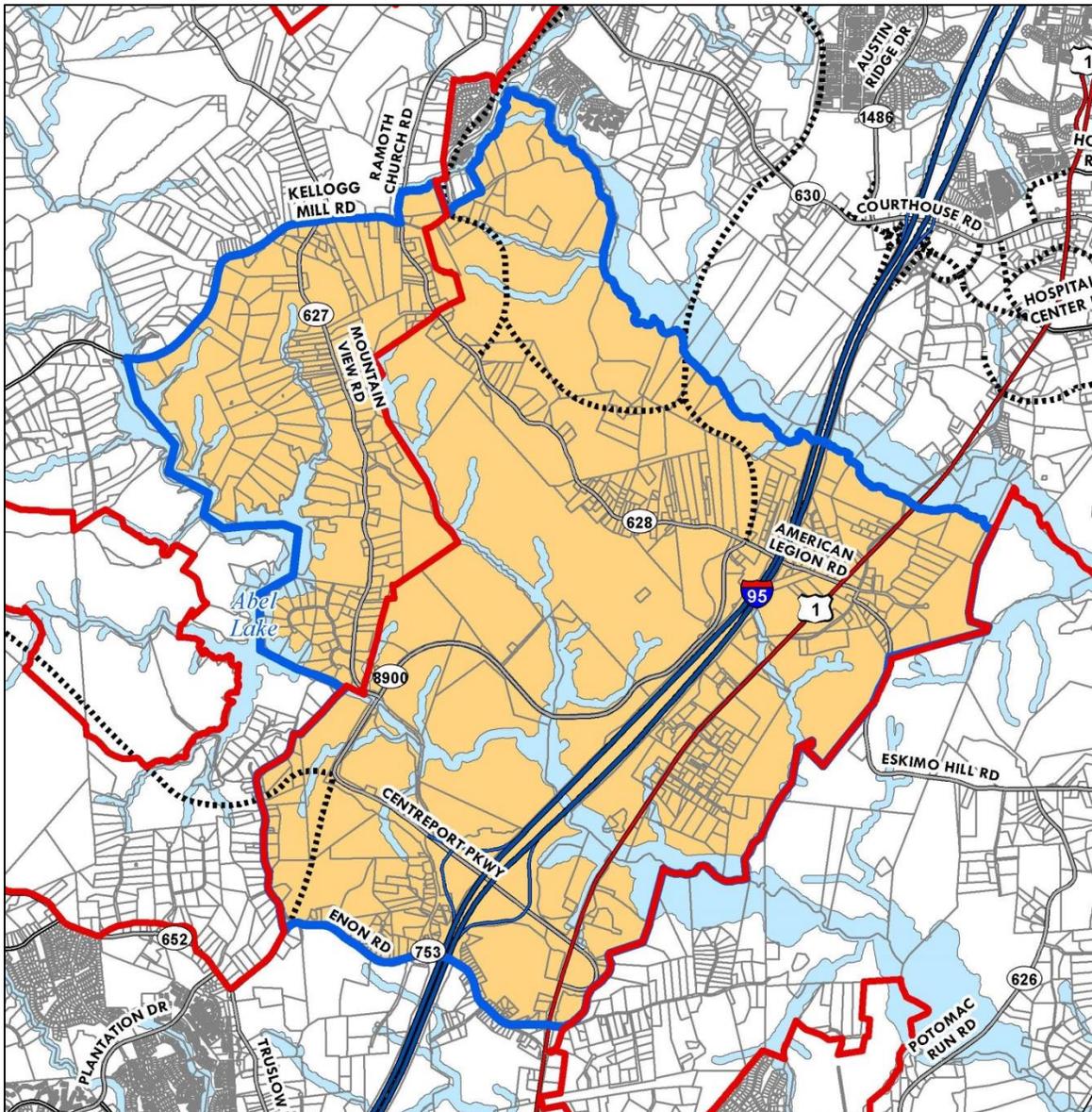


Figure 3.7.1-B: Central Stafford Business Area

Due to the proximity to the Stafford Regional Airport and major transportation corridors, the area is intended to serve as an employment center in the County, where business and industrial uses are recommended. In total, the Planning Area is recommended to include 12,075,000 square feet of commercial development.

The area also includes two mixed use areas where residential dwelling units could be supported. In total, the Planning Area is recommended to include 1,750 dwelling units, including 1,000 multi-family, 200 townhouse, and 550 single-family units.

Southern Mixed Use Area: The southern area includes 1,000 dwelling units. In this area, development rights exist for 600 multi-family units along Centerport Parkway. An additional 400 units (100 multi-family, 50 townhouse, and 250 single-family units) are recommended between Centerport Parkway and Enon Road.

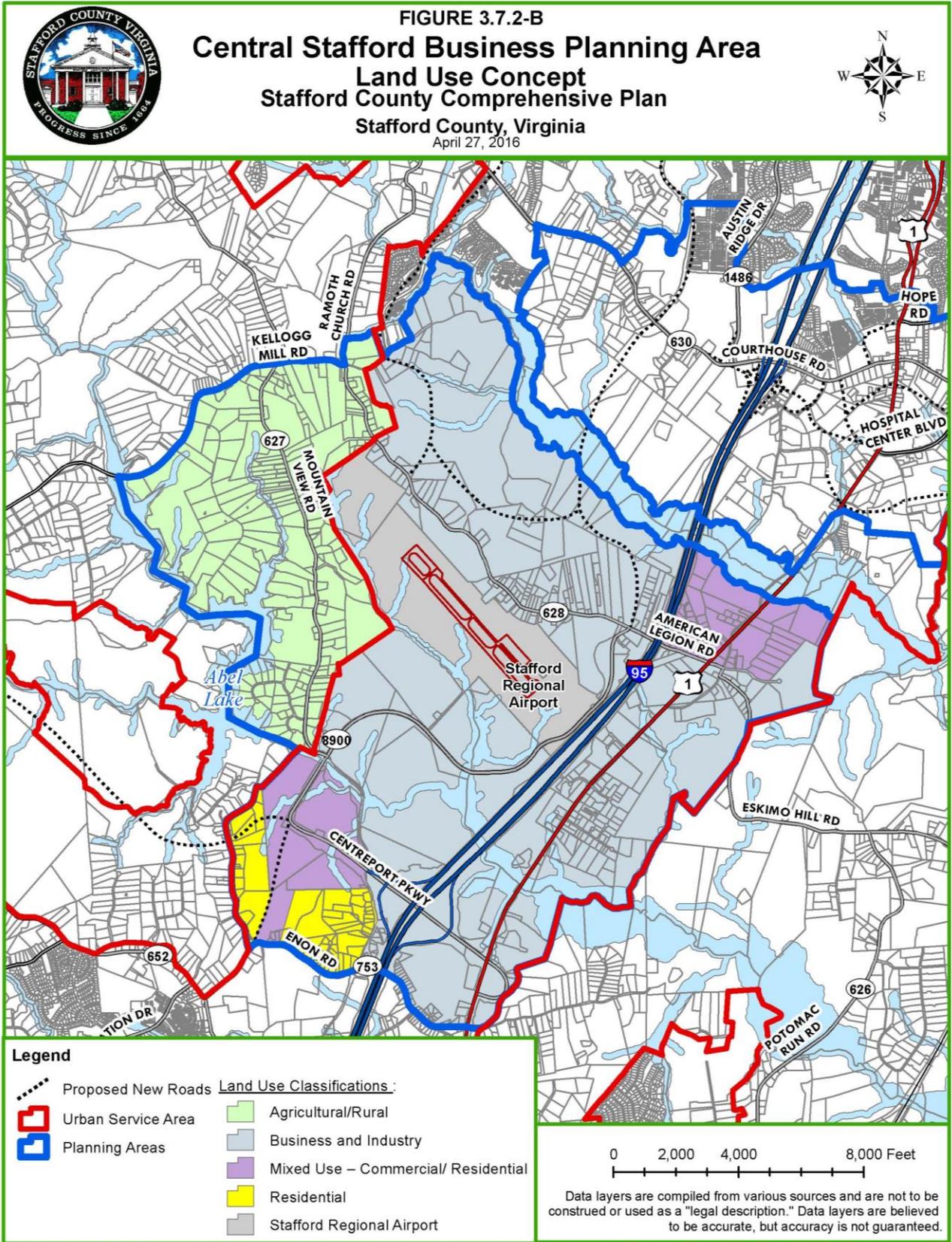
Northern Mixed Use Area: The remaining 750 units (300 multi-family, 150 townhouse, and 300 single-family units) are recommended along Jefferson Davis Highway, north of American Legion Road and Eskimo Hill Road.

Proximity to other Community Attributes

The area is located between the 2 main residential concentrations in the County. Additional residential development is planned in these areas, in close proximity to Central Stafford. This will provide the opportunity for employees to reside in close proximity and reduce commute times. The adjacent Courthouse Area includes existing and planned community resources that will benefit this area. Resources include the Stafford Hospital Center, County Courthouse and Government Center, and a planned Germanna Community College Campus. Germanna Community College can provide technical training for the business complex. This area is also planned for mixed use development, with commercial retail.

Land Use Concept

Figure 3.7.2-B illustrates the land use concept plan for the area. The recommended land use areas are described below. Additional recommendations regarding land use compatibility with the airport are described in more detail in the Stafford Regional Airport section.



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Business and Industry

The area is recommended to serve as one of the employment centers in the County, as a location that could accommodate a wide range of commercial activities, serving small business entities to larger corporations. Uses include, but are not limited to, research and technology, data centers, general office, industrial related warehousing and manufacturing, airport related operations, hotels and conference space, and complementary retail uses. The area may develop in commercial neighborhoods, each serving different purposes. Several large land bays are within the district that may allow for the development of large scale campus style office parks and light industrial parks.

Mixed Use

The two mixed use areas with residential potential, identified in the north and the south, is located in close proximity to existing population centers and services for residents. Development of these areas should be modeled using the principles of new urbanism with buildings three to four stories in height, or one or more commercial centers serving nearby residential uses; and stand-alone commercial areas with a mix of retail, office and industrial uses. Town centers should consist of a mix of commercial and residential uses.

Residential

Residential areas are recommended on the perimeter of the southern targeted growth area, that are located in the proximity of Centerport Parkway and south to Enon Road. Primarily single-family detached residential unit types are recommended in these areas, along with complimentary recreation and community uses.

Agricultural/Rural (Outside of the USA)

This area is located along Mountain View Road and Kellogg Mill Road, outside of the USA. The area consists of primarily large lot residential uses and vacant properties. This area is included in the district as it is identified as being located under the traffic patterns for the airport. While there are no near term plans for expansion of the USA, commercial development would be a potentially more compatible use. Generally residential uses are considered an incompatible use with airport operations, due to noise and safety concerns. The level of incompatibility is of a lesser degree with large-lot rural residential. These recommendations do not prohibit any current or future rural residential use as allowed by-right. Rather it highlights the potential land use conflicts. Figure 3.7B-3 identifies the Planning Area in relation to the aircraft flight patterns.

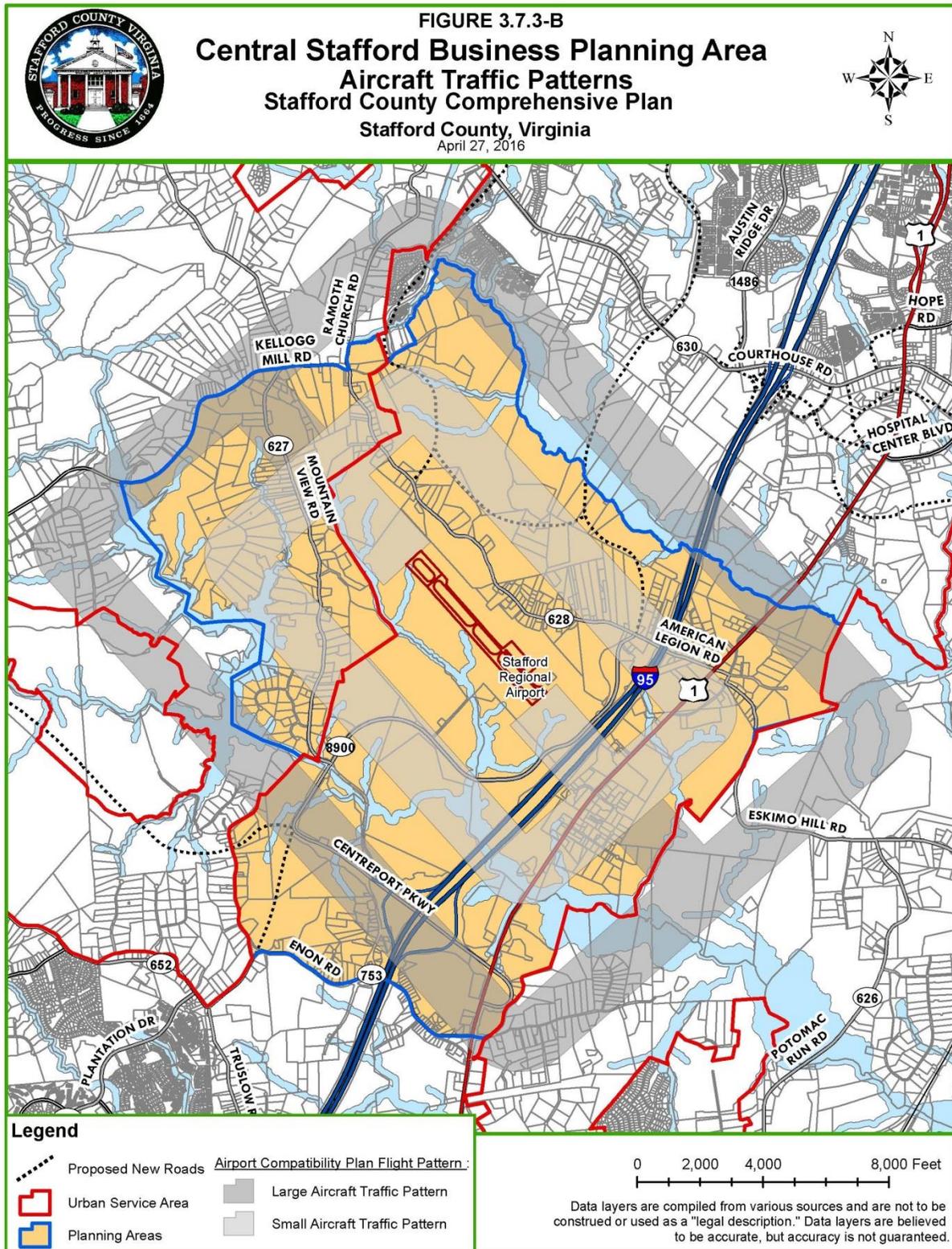
Stafford Regional Airport & Airport Compatible Land Use

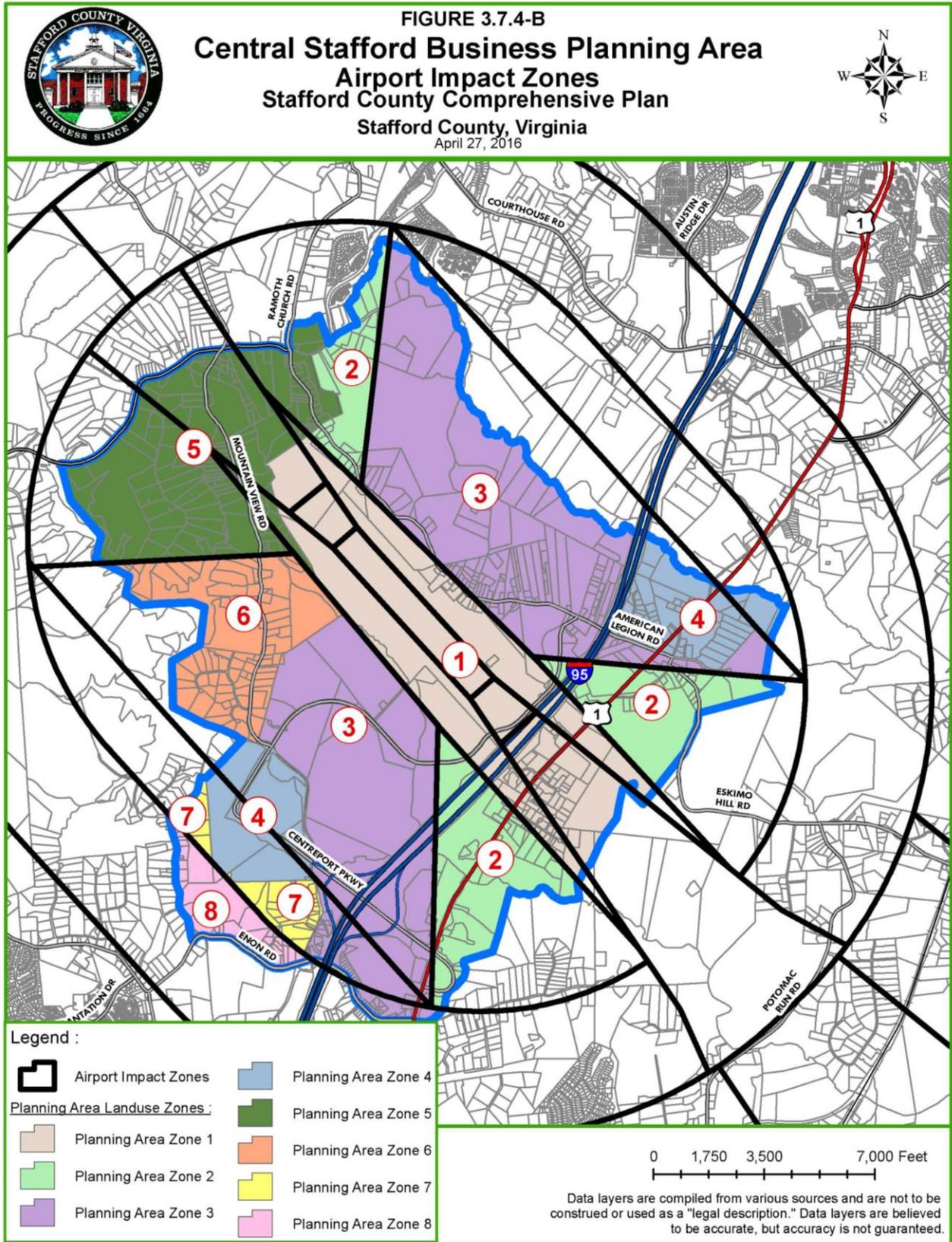
Improvements are planned for the Stafford Regional Airport that will expand its range of use. The business and industry uses in this area are for the most part compatible with the operations associated with the Stafford Regional Airport with some exceptions. While commercial development is generally acceptable and consistent with airport operations, there are some considerations that should be made for compatible commercial development adjacent to an airport.

Airport Impact Area

The Central Stafford Business Area is entirely within the Airport Impact Area. The Area is affected by anticipated air traffic patterns, including approaching, departing, and circling planes on all sides of the airport. There are different influences from aircraft operations, thus varying degrees of land use compatibility across this area. The Area is divided into two sub-areas that

correspond with different Airport Overlay Zones. Figure 3.7.4-B is a map of these sub-areas with a listing of uses that are considered not compatible and uses that may require additional review.





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AREA 1

This sub-area includes the airport property and properties located under the close-in eastern and western approaches to Stafford Regional Airport and Transitional zone along the sides of the runway. This area includes a Runway Protection Zone, the final approach area closest to each end of the runway. Most land uses are considered incompatible in this area due to low flying aircraft on final approach to the runway and nearby noise impacts.

In the remaining area the following land use standards apply:

Uses Not Compatible:

The following uses otherwise recommended in the district are not considered compatible with aircraft operations in this area.

- Mid to high rise office uses (4+ stories)
- Heavy Industrial Uses (Landfill, Heavy Manufacturing, bulk fuel storage, mining, uses that emit smoke or create sun glare)
- Vertical Infrastructure (Electric Transmission, Water Towers, Telecommunication Towers)
- Most community uses, except for police or fire and rescue stations.
- Transient Lodging (west side of Interstate 95)
- Amusement (Stadiums, amusement parks, fairgrounds)

Uses requiring Additional Review:

The following uses otherwise recommended in the district require additional review. These uses should be measured against the Additional Review Standards provided in Appendix H.

- Light Industrial Uses (manufacturing, storage, warehouse)
- Low Rise Office Uses (1-3 stories)
- General Retail and Service (shopping centers and stores, restaurants, convenience, vehicle fueling)
- Automobile related (sales lot, repair, storage) (West side of Interstate 95) ** Use Compatible on East side of Interstate 95)
- Police or Fire and Rescue stations
- Transient Lodging (East side of Interstate 95)

AREA 2

This sub-area includes properties located under turning zones for aircraft circling Stafford Regional Airport. The following land use standards apply:

Uses Not Compatible:

- Assembly (schools, place of worship, daycare)
- Hospitals
- Mid to high rise office uses (4+ stories)
- Amusement (Stadiums, amusement parks, fairgrounds)
- Aboveground storage tanks of fuel and flammable materials (except residential uses)

Uses requiring Additional Review:

These uses should be measured against the Additional Review Standards provided in Appendix H.

- Community uses.
- Low Rise Office Uses (1-3 stories)

- General Retail and Service (shopping centers and stores, restaurants, convenience, vehicle fueling)
- Transient Lodging
- Vertical Infrastructure (Electric Transmission, Water Towers, Telecommunication Towers)
- Heavy Industrial
- Passive Recreation
- Active Recreation

AREA 3

This zone is the Business and Industry Area within the Horizontal zone, influenced by aircraft traffic patterns where planes may be circling the airport. The following land use standards apply:

Uses Not Compatible:

- Aboveground storage tanks of fuel and flammable materials (except residential uses)

Uses requiring Additional Review:

All uses otherwise recommended in the Planning Area require additional review. These uses should be measured against the Additional Review Standards provided in Appendix H.

- Assembly (schools, place of worship, daycare)
- Hospitals
- Vertical Infrastructure (Electric Transmission, Water Towers, Telecommunication Towers)
- Transient Lodging
- Low Rise Office (1-3 stories)
- Mid/High-rise Office (4+ stories)
- Heavy Industrial
- Passive Recreation
- Active Recreation
- Amusement (Stadiums, amusement parks, fairgrounds)

AREA 4

This sub-area includes properties located under the flight patterns of aircraft circling Stafford Regional Airport. The following land use standards apply:

Uses requiring Additional Review:

These uses should be measured against the Additional Review Standards provided in Appendix H.

- Assembly (schools, place of worship, daycare)
- Hospitals
- Vertical Infrastructure (Electric Transmission, Water Towers, Telecommunication Towers)
- Single-family Residential - Small lot (<1 acre) & *Townhomes***
- Multi-family Residential (Three or more units per building)**
- Group Living (Nursing homes, group homes)
- Transient Lodging
- General Retail and Service

- Mid/High-rise Office (4+ stories)
- Passive Recreation
- Active Recreation
- Amusement (Stadiums, amusement parks, fairgrounds)

*** Residential uses are discouraged, but individual projects may be considered appropriate if it is determined that it satisfactorily addresses the Additional Review factors highlighted in Table 2 of the Airport Compatible Land Use Study.*

AREA 5

This sub-area, located in Agricultural/Rural Land Use areas, includes properties located under the western approach and turning zones for aircraft circling Stafford Regional Airport. The following land use standards apply:

Uses Not Compatible:

- Assembly (schools, place of worship, daycare)
- Vertical Infrastructure (within the approach zone)
- Mid/High-rise Office (4+ stories)
- Heavy Industrial
- Amusement (Stadiums, amusement parks, fairgrounds)
- Processing (Lumber Mill, grain elevators, and silos) (within the approach zone)
- Aboveground storage tanks of fuel and flammable materials (except residential uses)

Uses requiring Additional Review:

These uses should be measured against the Additional Review Standards provided in Appendix H.

- Community uses.
- Single-family - Rural
- Low Rise Office (1-3 stories)
- General Retail and Service
- Light Industrial
- Passive Recreation
- Active Recreation
- Grazing, crops

AREA 6

This sub-area, located in Agricultural/Rural Land Use areas, includes properties located under the flight patterns of aircraft circling Stafford Regional Airport. The following land use standards apply:

Uses Not Compatible:

- Aboveground storage tanks of fuel and flammable materials (except residential uses)

Uses requiring Additional Review:

These uses should be measured against the Additional Review Standards provided in Appendix H.

- Assembly (schools, place of worship, daycare)
- Community uses.

- Vertical Infrastructure (Electric Transmission, Water Towers, Telecommunication Towers)
- Single-family - Rural
- General Retail and Service
- Light Industrial
- Heavy Industrial
- Passive Recreation
- Active Recreation
- Grazing, crops
- Processing (Lumber Mill, grain elevators, and silos)

AREA 7

This sub-area includes properties located under the flight patterns of aircraft circling Stafford Regional Airport. The following land use standards apply:

Uses requiring Additional Review:

These uses should be measured against the Additional Review Standards provided in Appendix H.

- Assembly (schools, place of worship, daycare)
- Vertical Infrastructure (Electric Transmission, Water Towers, Telecommunication Towers)
- Single-family Residential - Small lot (<1 acre) & *Townhomes***
- Multi-family Residential (Three or more units per building)**
- Group Living (Nursing homes, group homes)
- Passive Recreation
- Active Recreation

*** Residential uses are discouraged, but individual projects may be considered appropriate if it is determined that it satisfactorily addresses the Additional Review factors highlighted in Table 2 of the Airport Compatible Land Use Study.*

AREA 8

These areas are within the outer conical zone. Most uses otherwise recommended in this district are considered compatible with airport operations, with the exception of Vertical Infrastructure. These uses require additional review and should be measured against the Additional Review Standards provided in Appendix H.

Building and Site Design

This area is highly visible to residents and visitors traveling through the area. To ensure a high quality business park, uses fronting on primary road corridors, including Interstate 95, Jefferson Davis Highway, and Centerport Parkway should design structures in accordance with the Architectural Guidelines, in the Neighborhood Design Standards Plan element of the Comprehensive Plan. Enhanced building design is recommended, including all building facades fronting on and facing Interstate 95. To minimize visual clutter, signage should be coordinated with the primary building design. Efforts should be taken to screen loading docks and storage areas from view of the primary corridors.

Public Facilities

The recommended amount of commercial and residential development in this area could have a significant impact on the road network. The following improvements will be needed to provide adequate transportation facilities:

- Widening of Centerport Parkway (from 2 lanes to 4 lanes)
- Extension of Mine Road (from Courthouse Road to Ramoth Church Road and Centerport Parkway to Enon Road)
- Widening of Jefferson Davis Highway (from 4 lanes to 6 lanes)
- New Stafford Parkway extending to Warrenton Road.
- Park and ride facility at Centerport Parkway Interchange

To determine the full impacts and needs, a transportation modelling exercise should evaluate the total transportation needs, such as the number and location of additional travel lanes.

The development of new dwelling units will by their nature increase the demand on Stafford County schools, parks, libraries, and fire and rescue services. The proposed residential development in the Courthouse Area would have an estimated 4,598 residents, creating the need for the following public facilities. These facilities should be provided for within the TGA or in areas outside the TGA within close proximity and within the Urban Services Area.

Parks and Recreation	91.96 acres
Fire and Rescue	0.35 stations
Public Schools	
Elementary Schools	0.41 schools
Middle Schools	0.16 schools
High Schools	0.14 schools
Libraries	0.06 libraries

The data tables that serve as a basis for these public facility needs are provided in Appendix B of this document.

Consistent with this goal, a proposed zoning change 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.

Development Incentives

To promote and accelerate development of the Business Area, the County should consider implementing the following incentives:

- Construct sewer and water utility and road capital improvements.
- Accelerate development approvals.
- Provide tax incentives.
- Designate the area as a TDR receiving area whereby residential development rights may be converted to commercial floor area, consistent with the desired land use in the area.
- Forgive existing proffer requirements for qualifying businesses.

Warrenton Road Planning Area

Includes:

- Economic Development Priority Focus Area
- Targeted Growth Area

Situated along Warrenton Road (US-17), on the east side and west side of Interstate 95, the Warrenton Road Planning Area consists of approximately 2,587 acres. To the west, the area extends to International Parkway and includes portions of land along Celebrate Virginia Parkway. To the east of Interstate 95, the Planning area extends to Washington Drive and the Falmouth Village Planning Area. This aging commercial corridor has the potential for redevelopment.

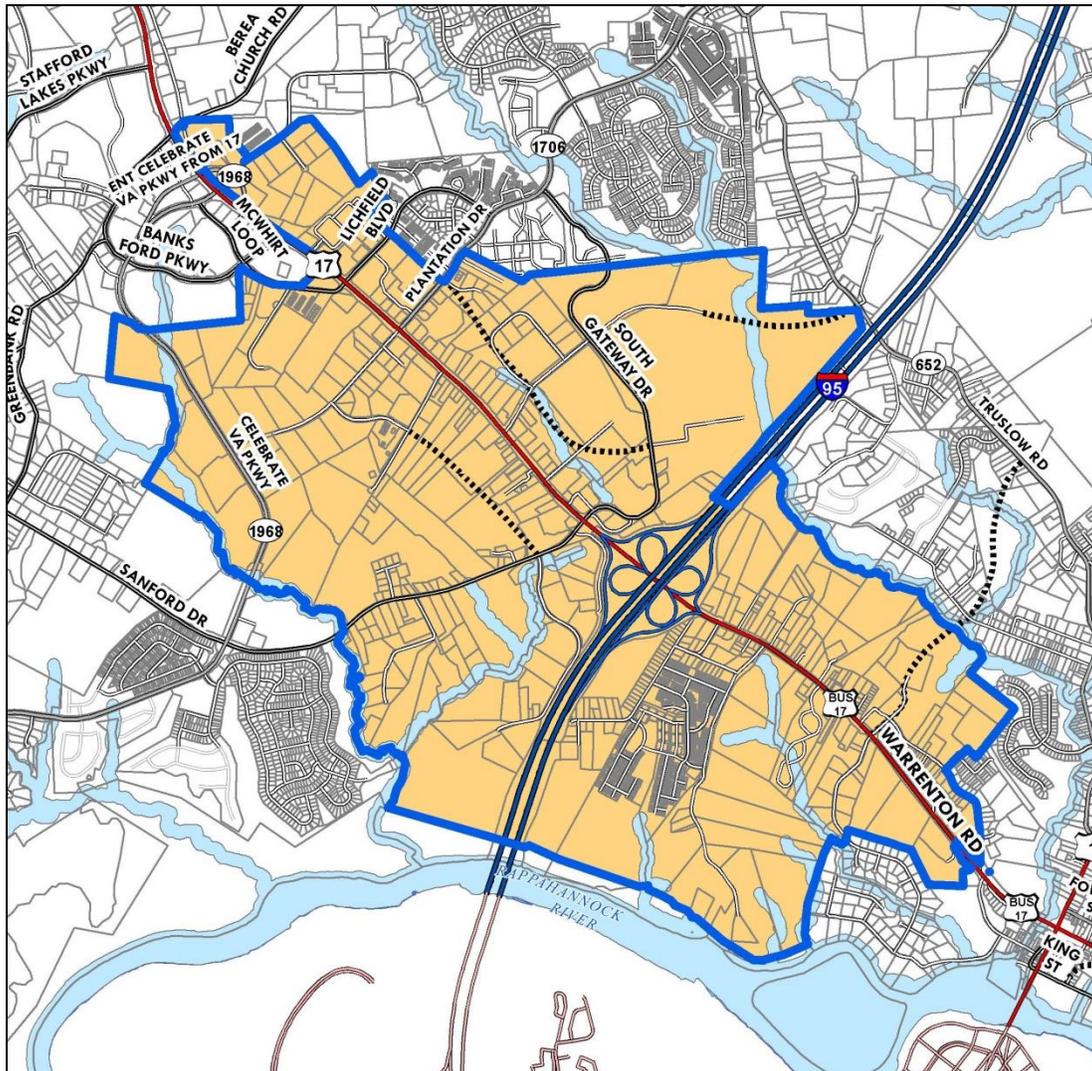
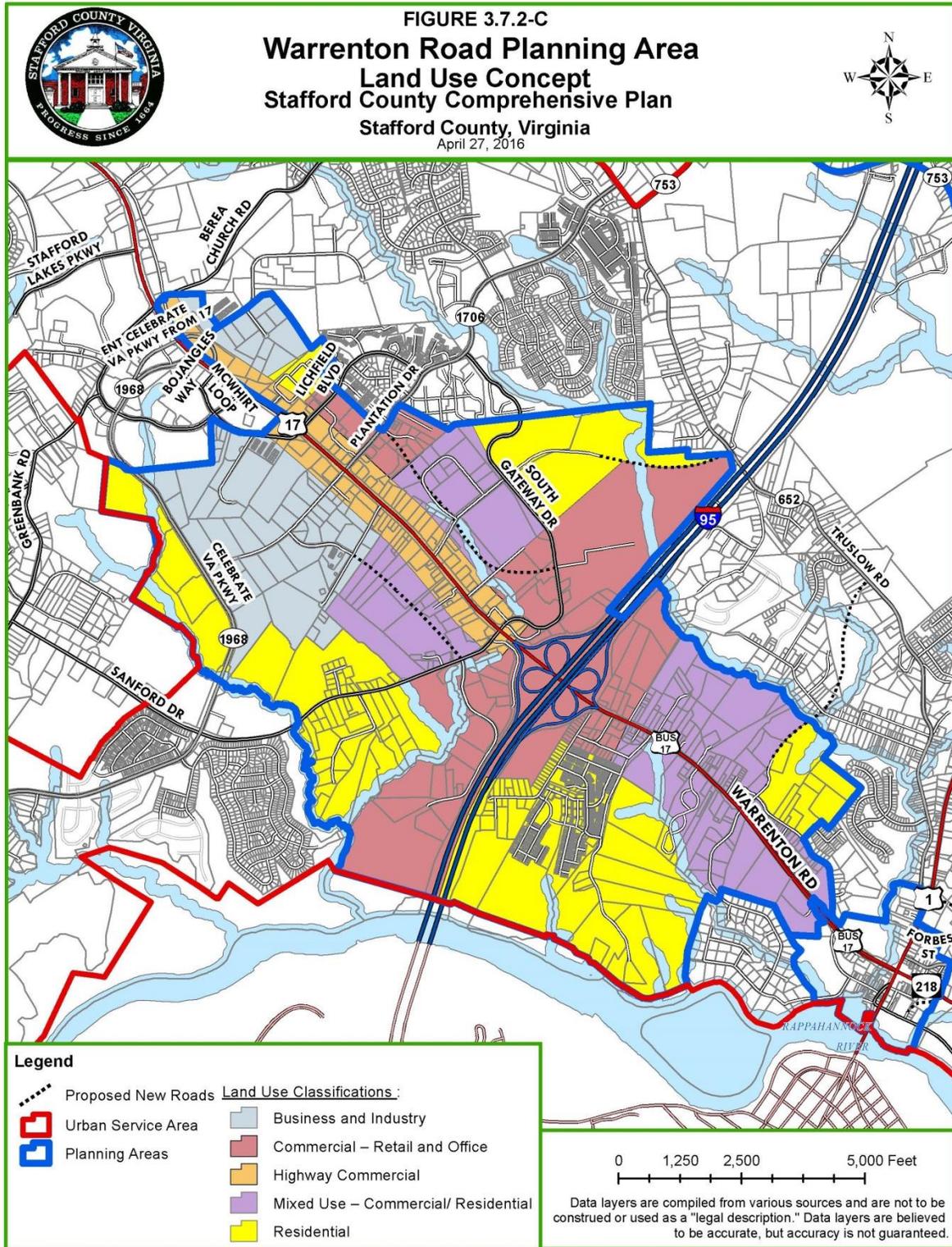


Figure 3.7.1-C: Warrenton Road Planning Area

In total, the Planning Area is recommended to include 3,300 residential dwelling units, including 1,500 multi-family, 800 townhouse, and 1,000 single-family units, and 4,750,000 square feet of commercial development.

Land Use Concept

Figure 3.7.2-C provides a generalized land use concept plan to guide the future development of the Courthouse Planning Area.



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Priority Focus Area

The area is identified as an Economic Development Priority Focus Area as a Redevelopment Area. In 2011, the Southern Gateway Redevelopment Area (RDA) Plan was adopted as an element of the Comprehensive Plan. The RDA Plan focused on a portion of the Warrenton Road Corridor. The following summarizes the Southern Gateway RDA.

SOUTHERN GATEWAY REDEVELOPMENT AREA

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 developable 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.

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 also 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.

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

Design

Architectural standards (i.e., building height, mass, materials, amenities, and signage), minimum and maximum setback requirements, environmentally friendly materials, and other design features should be incorporated into any development, consistent with the Neighborhood

Design Standards Plan. The RDA Plan supports a mix of uses following the concepts of a traditional neighborhood design.

Public Facilities

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 will require the provision of adequate transportation facilities (beyond the internal community road network).

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 parking spaces to the existing park and ride facility.

It is recommended that this TGA 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, new schools will need to be constructed within this TGA.

The public facility needs are not limited to the items previously listed. The proposed residential development in the Warrenton Road Planning Area would have an estimated 8,917 residents, creating the need for the following public facilities. These facilities should be provided for within the TGA or in areas outside the TGA within close proximity and within the Urban Services Area.

Parks and Recreation	178 acres
Fire and Rescue	0.67 stations
Public Schools	
Elementary Schools	0.82 schools
Middle Schools	0.33 schools
High Schools	0.28 schools
Libraries	0.12 libraries

The data tables that serve as a basis for these public facility needs are provided in Appendix B of this document.

As previously mentioned in the TGA 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 Warrenton Road Area properties.

Consistent with this goal, a proposed zoning change 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: 3,300

Projected New Commercial Sq. Footage: 4,750,000

Minimum Facility needs within the limits of the TGA (accounting for a portion of the total facility needs identified to serve the TGA):

- 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

Leeland Town Station Planning Area

Includes:

- Targeted Growth Area

Leeland Town Station offers the unique advantage of allowing higher density development adjacent to 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.

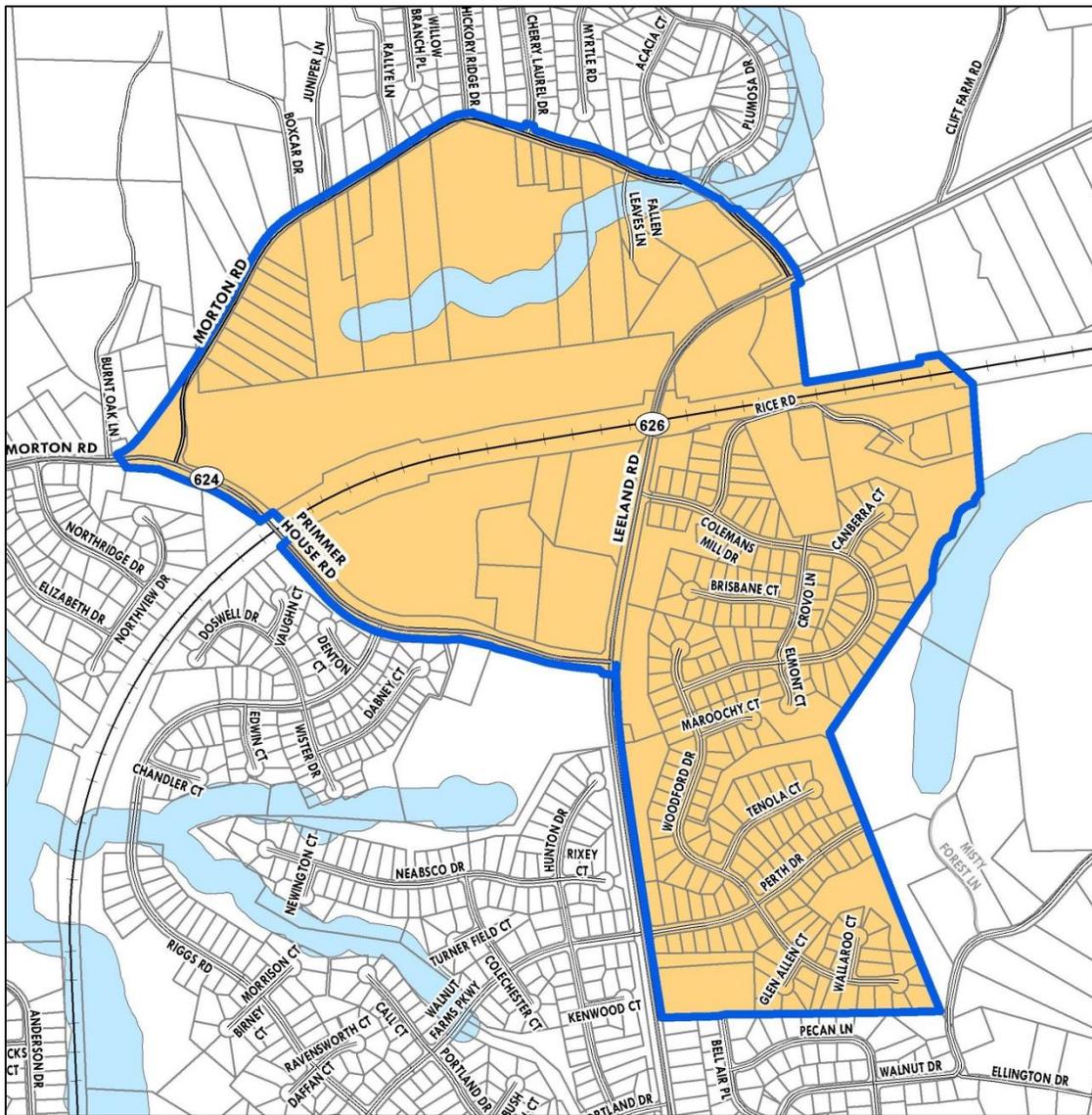
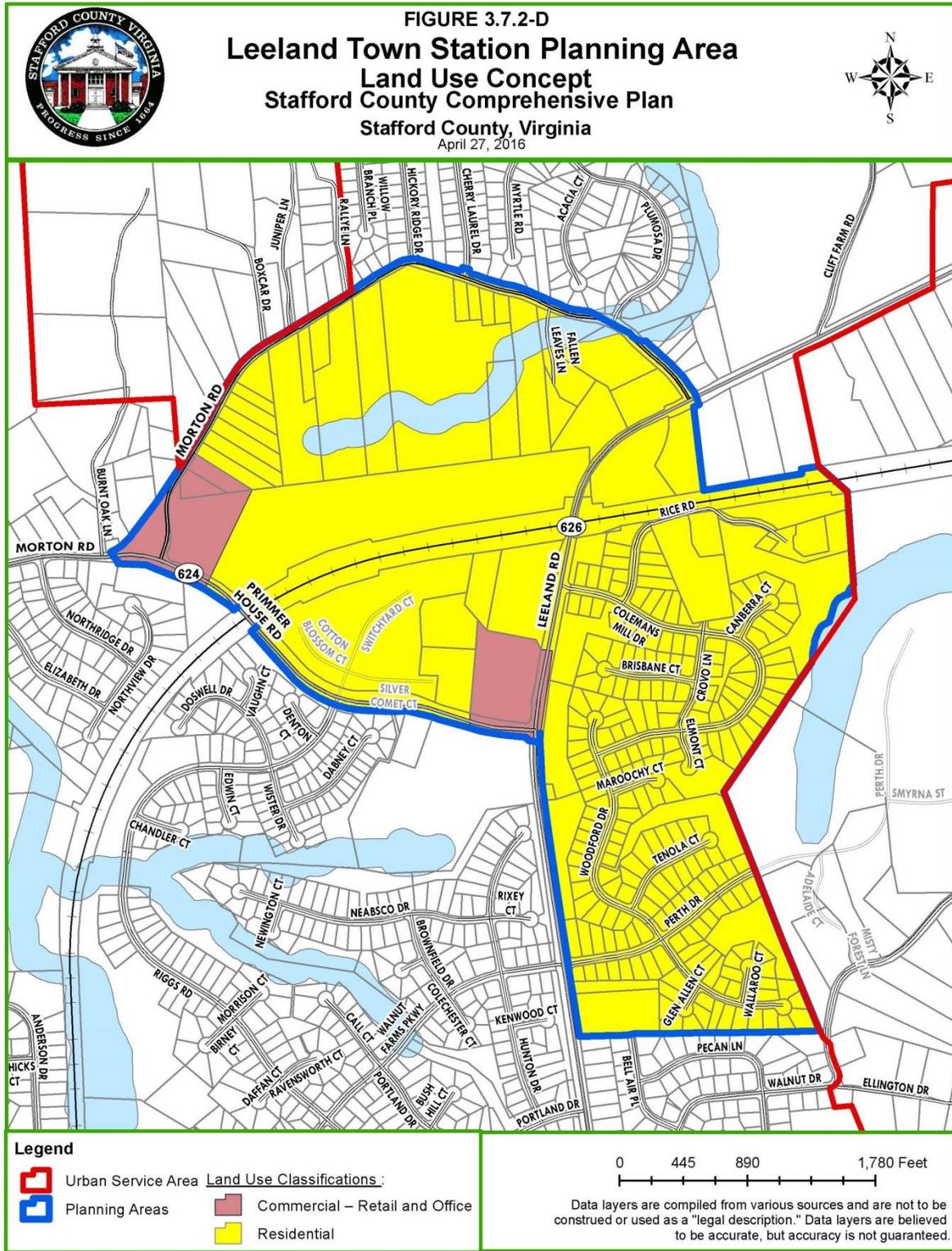


Figure 3.7.1-D: Leeland Town Station Planning Area

Land Use Concept

Figure 3.7.2-D provides a generalized land use concept plan to guide the future development of the Courthouse Planning Area.



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In total, the Planning Area is recommended to include 780 residential dwelling units, including 360 multi-family, 180 townhouse, and 240 single-family units, and 123,660 square feet of commercial development. Leeland Town Station will include build-out of the remaining single-family dwellings and commercial space in the Leeland Station development to the south and along the CSX rail line. To the north of the Leeland Station development is the opportunity for higher density residential development near the existing rail station, and consisting of a mix of condos and townhomes.

Design

Architectural standards (i.e., building height, mass, materials, amenities, and signage), minimum and maximum setback requirements, environmentally friendly materials, and other design features should be incorporated into any development, consistent with the Neighborhood Design Standards Plan.

Public Facilities

Because of the residential density recommended in this TGA, 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 42 acres of suitable developed park property within or in the vicinity of the Planning Area (suitable for passive and active recreational—not encumbered by restrictive easements and capable of supporting athletic fields and a network of trails). 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 TGA, they shall conform to the location criteria provided in the introduction of the TGA 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 need to be constructed. Furthermore, the secondary road network serving Leeland Town Station will require improvements to mitigate the impact of 780 new dwelling units. To promote alternative modes of transportation, a bus stop shelter will be needed at the existing Virginia Railway Express station.

The public facility needs are not limited to the items previously listed. The proposed residential development in the Leeland Station TGA, would have an estimated 2,104 residents, creating the need for the following public facilities. These facilities should be provided for within the TGA or in areas outside the TGA within close proximity and within the Urban Services Area.

Parks and Recreation	42 acres
Fire and Rescue	0.16 stations
Public Schools	
Elementary Schools	0.19 schools
Middle Schools	0.08 schools
High Schools	0.07 schools
Libraries	0.03 libraries

The data tables that serve as a basis for these public facility needs are provided in Appendix B of this document.

As previously mentioned in the TGA 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.

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: 780

Projected New Commercial Sq. Footage: 123,660

Minimum Facility needs within the limits of the TGA (accounting for a portion of the total facility needs identified to serve the TGA):

42 acres of parkland (passive and active)

1 fire and rescue station

Improvements to secondary road network

1 bus stop shelter

Brooke Station Planning Area

Includes:

- Targeted Growth Area

Brooke Station offers the unique advantage of allowing higher-density residential development at a commuter rail station which will reduce the increased burden on an already congested Interstate 95 during peak rush hour periods. The area is centered on the Brooke Virginia Railway Express train station, along Brooke Road and Andrew Chapel Road.

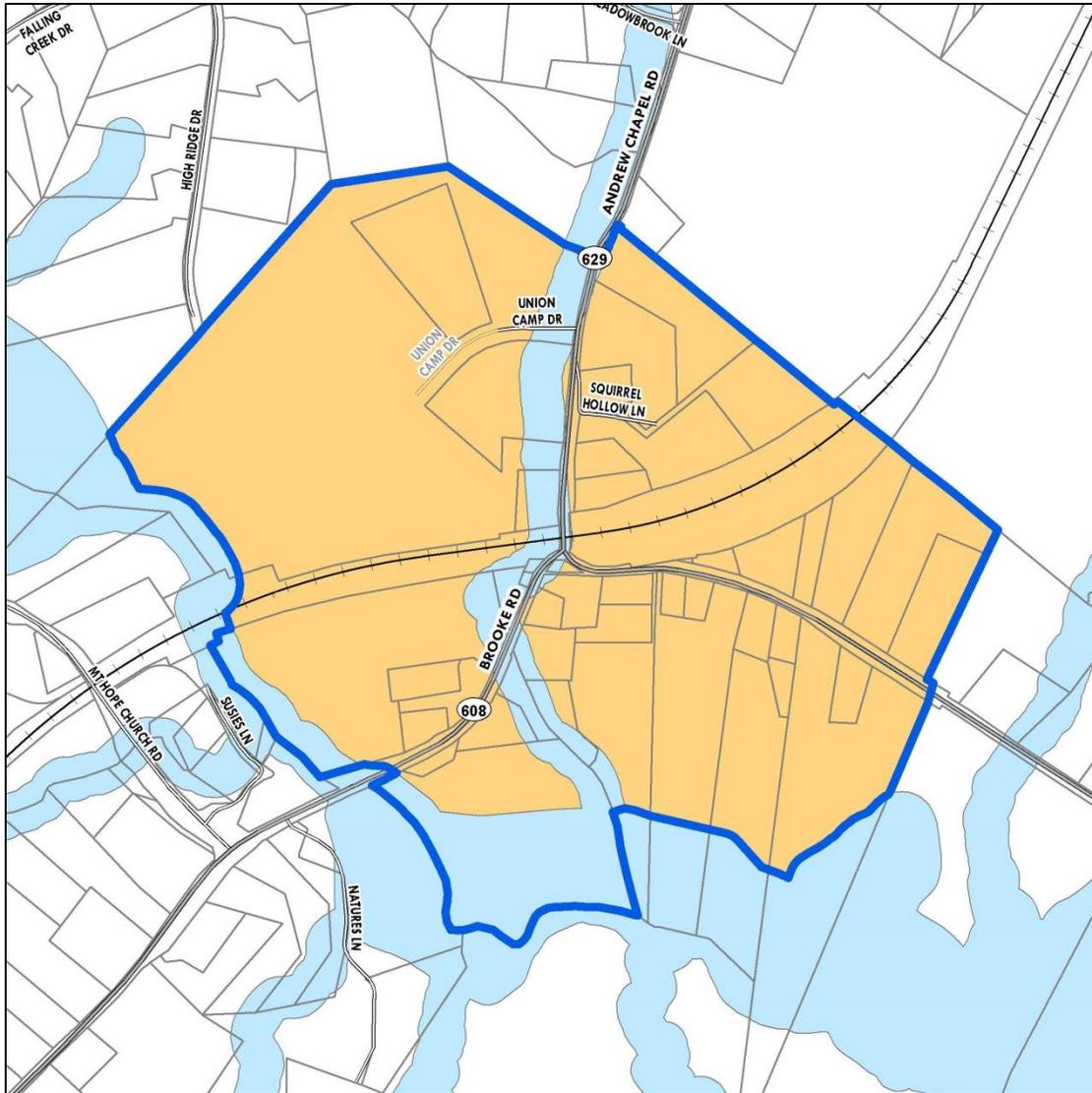
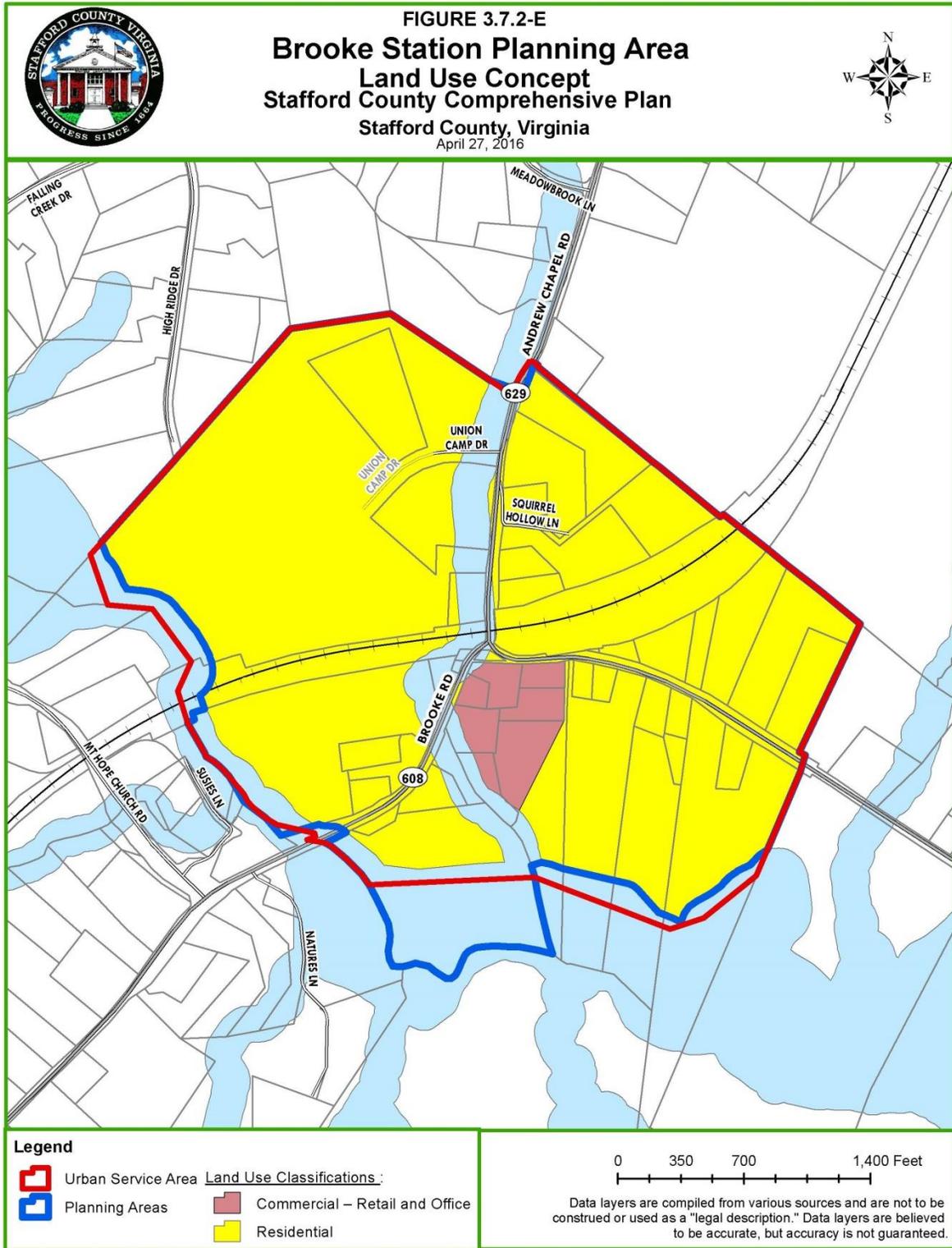


Figure 3.7.1-E: Brooke Station Planning Area

Brooke Station would include 240 single-family dwelling units and 40,000 square feet of commercial development on approximately 184 acres.

Land Use Concept

Figure 3.7.2-E provides a generalized land use concept plan to guide the future development of the Brooke Station Area.



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Design

Architectural standards (i.e., building height, mass, materials, amenities, and signage), minimum and maximum setback requirements, environmentally friendly materials, and other design features should be incorporated into any development, consistent with the Neighborhood Design Standards Plan.

Transfer of Development Rights

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 TGA 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.

Public Facilities

Because of the residential density recommended in this location, 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.

The public facility needs are not limited to the items previously listed. The proposed residential development in Brooke Station would have an estimated 720 residents, creating the need for the following public facilities. These facilities should be provided for within the TGA or in areas outside the TGA within close proximity and within the Urban Services Area.

Parks and Recreation	14.4 acres
Fire and Rescue	0.05 stations
Public Schools	
Elementary Schools	0.07 schools
Middle Schools	0.03 schools
High Schools	0.03 schools
Libraries	0.01 libraries

The data tables that serve as a basis for these public facility needs are provided in Appendix B of this document.

As previously mentioned in the TGA 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.

Consistent with this goal, a proposed zoning change 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: 240

Projected New Commercial Sq. Footage: 40,000

Minimum Facility needs within the limits of the TGA (accounting for a portion of the total facility needs identified to serve the TGA):

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

OTHER PLANNING AREAS

The remaining Planning Areas have been identified as Priority Focus Areas in the Economic Development Strategic Action Plan. The following highlights these areas, describes the importance of the Area, includes recommended Land Use Concept Plans, but does not quantify recommended development buildout.

Boswell's Corner Planning Area

Includes:

- Economic Development Priority Focus Area – Redevelopment Area

This Planning Area represents the location of the Boswell's Corner Redevelopment Plan, which was adopted in 2011. Boswell's Corner is largely defined by Interstate 95 (I-95) to the west, the Marine Corps Base Quantico to the west, 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 491 acres of land area.

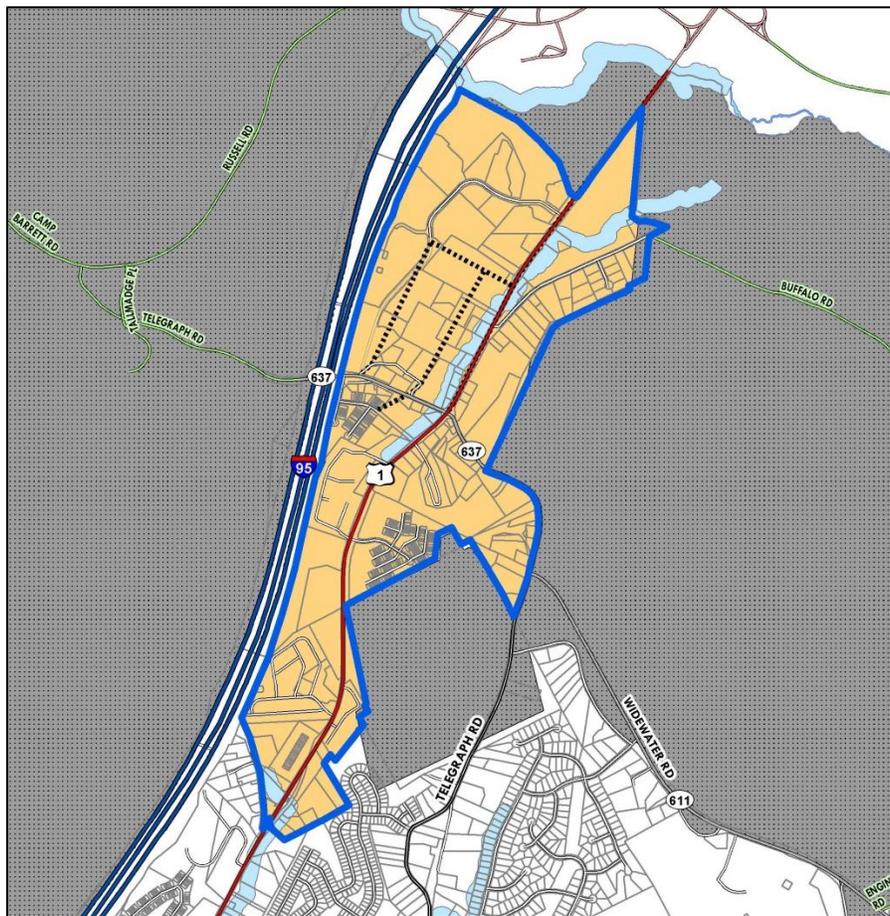


Figure 3.7.1-F: Boswells Corner Planning Area

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.

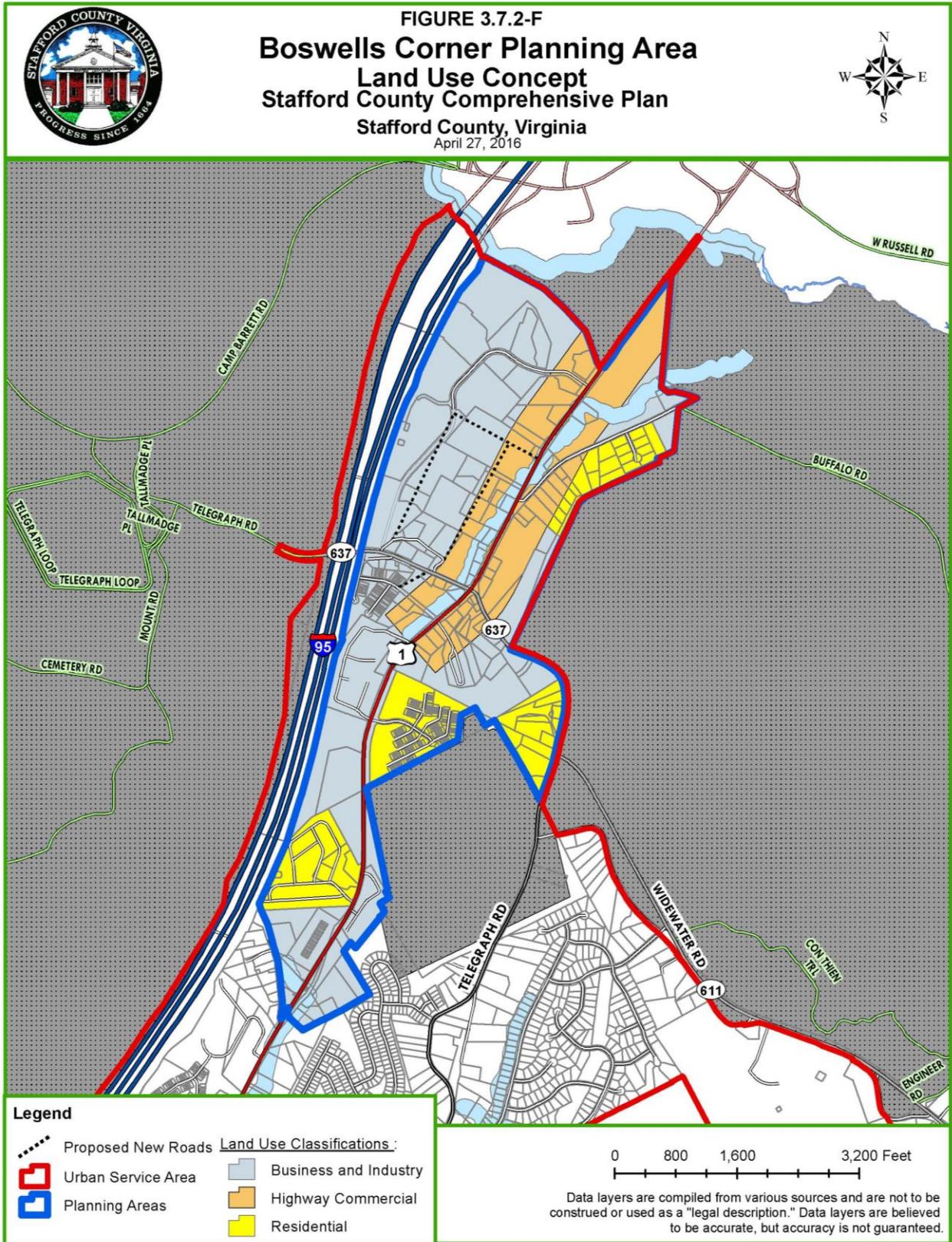
Currently, development in the area is limited to a few service and automotive retail locations intermixed with industrial and residential. However, several buildings in the Silver Companies Quantico Corporate Center have been completed in the northern section of the area, with the other components under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

Land Use Concept

Figure 3.7.2-F provides a generalized land use concept plan to guide the future development of the Boswell's Corner Planning Area.

The area is recommended as a primarily Business and Industry future Land Use. Highway Commercial is recommended along Jefferson Davis Highway from the boundary with Prince William County to a point south of Telegraph Road. There are 744 existing dwelling units in the area. As recommended upon approval of the Redevelopment Plan, no additional dwelling units, above the current number of units is recommended.



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Aquia Town Center Planning Area

Includes:

- Economic Development Priority Focus Area

This Planning Area represents the Aquia Town Center private redevelopment project. Aquia Town Center consists of 75 acres and is located along Jefferson Davis Highway, on the east side of Interstate 95 (I-95) at the Garrisonville Road/Aquia exit. The site is located adjacent to the entrance into Aquia Harbour.

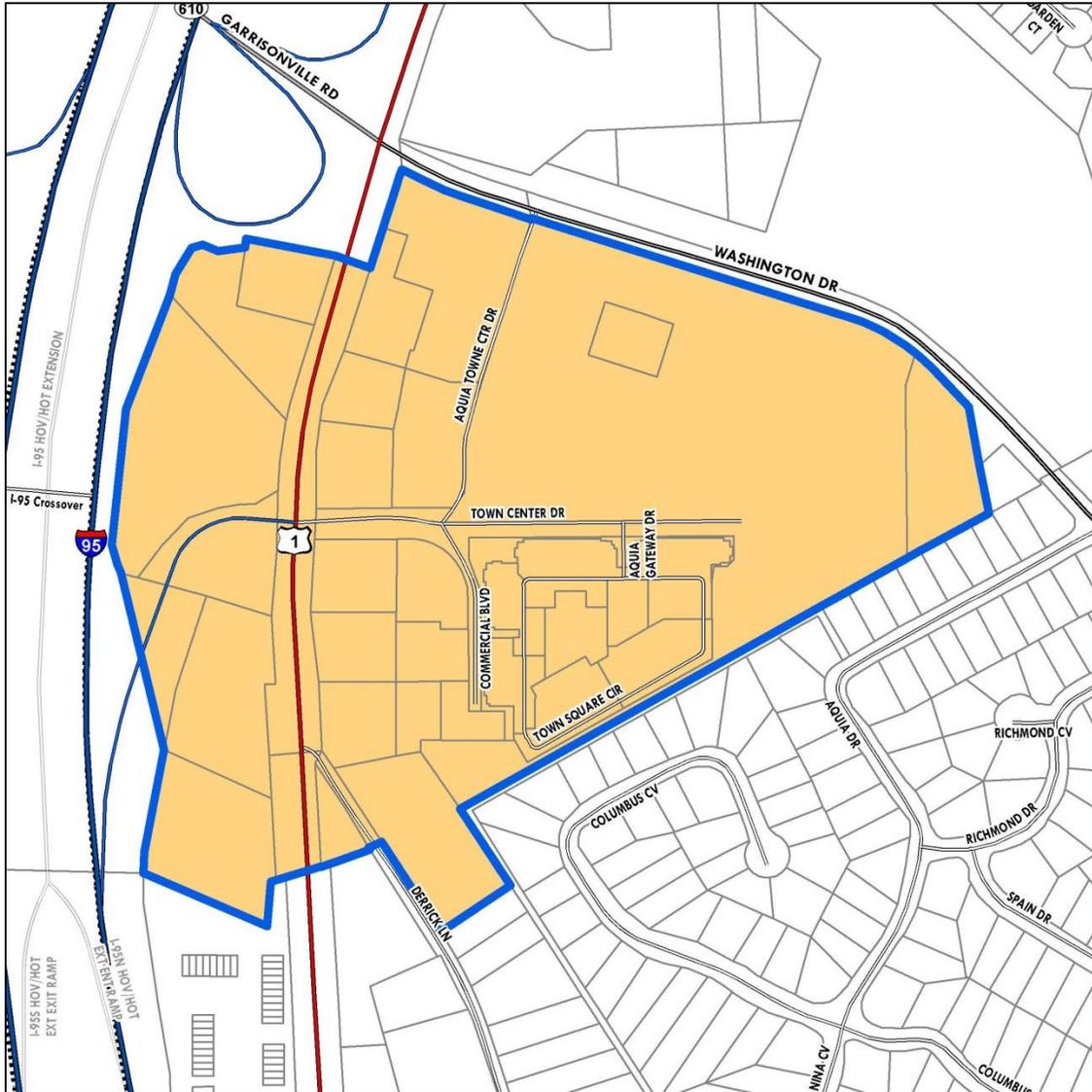
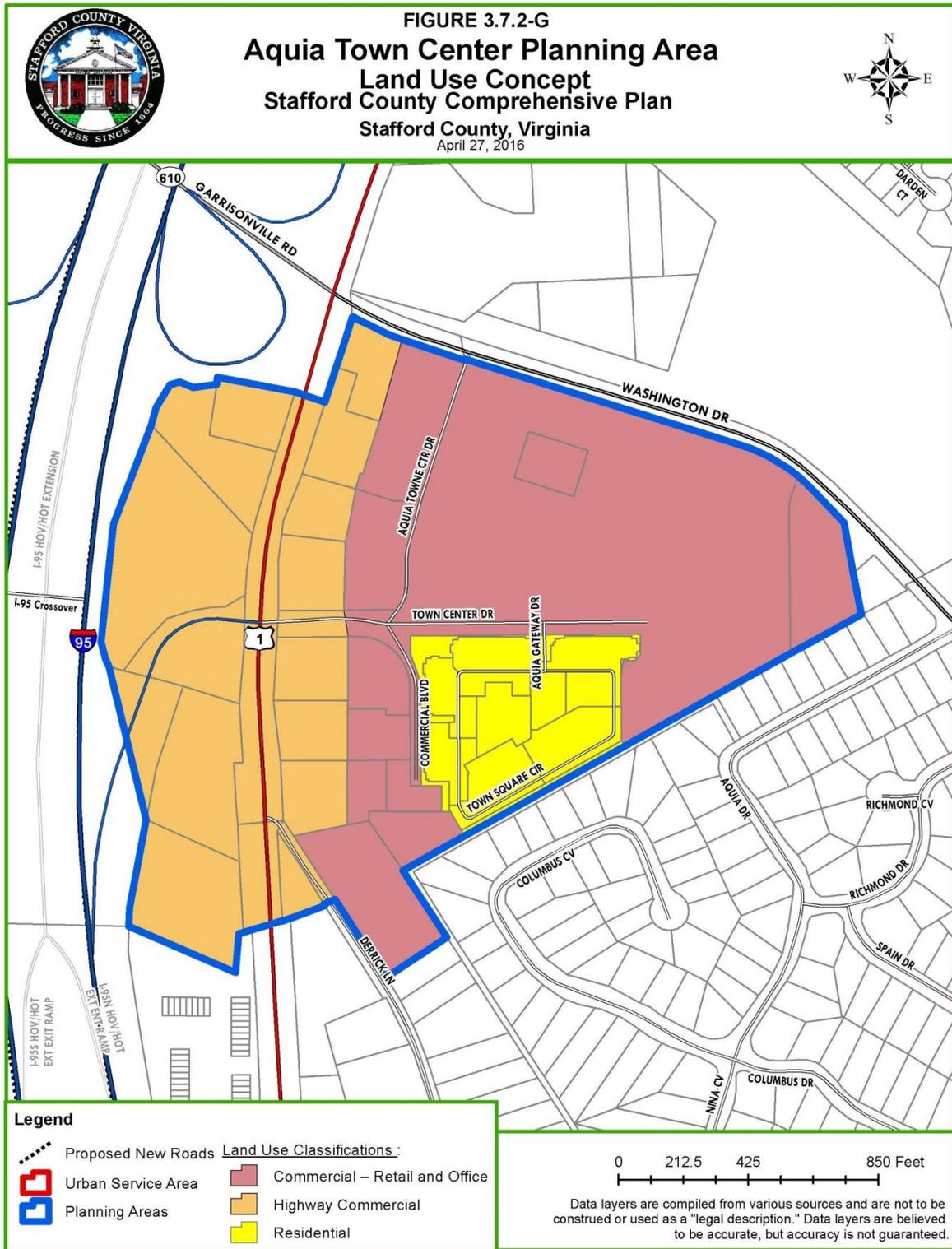


Figure 3.7.1-G: Aquia Town Center Planning Area

Land Use Concept

Figure 3.7.2-G provides a generalized land use concept plan to guide the future development of the Aquia Town Center Planning Area.



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The area includes an actively redeveloping shopping center site envisioned to include a mix of uses. A Class-A office building is existing and apartments are near completion. Commercial retail uses are envisioned in the remainder of the site. Properties fronting on Jefferson Davis Highway include existing Highway Commercial uses. These uses are recommended to continue.

Falmouth Village Planning Area

Includes:

- Economic Development Priority Focus Area

This Planning Area represents the location of the Falmouth Village Redevelopment Plan, which was adopted in 2011. 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 Avenue to the east and Melcher Drive to the west. This redevelopment area generally consists of roughly 200 parcels within approximately 146 acres of land area.

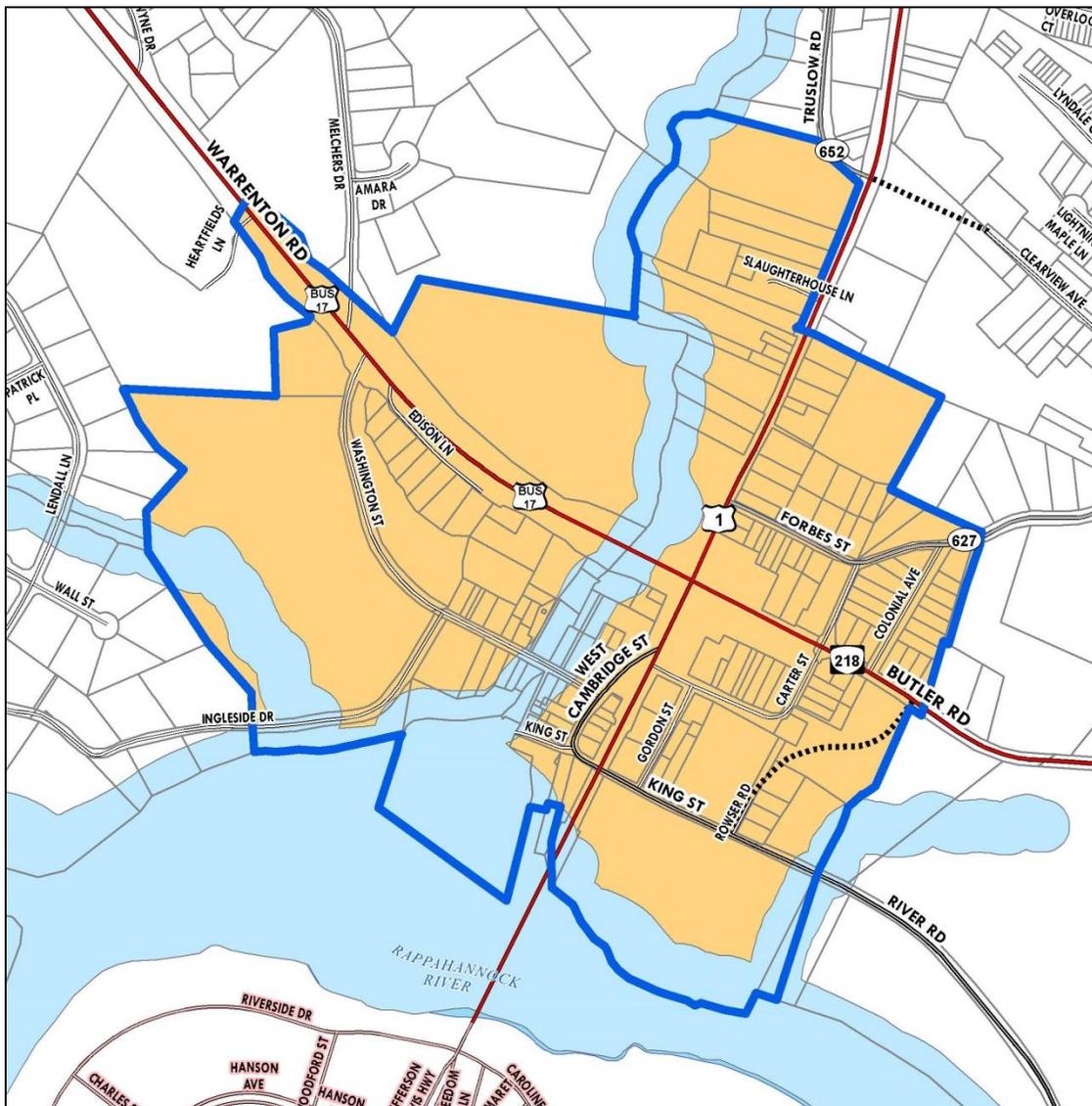


Figure 3.7.1-H: Falmouth Village Planning Area

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.

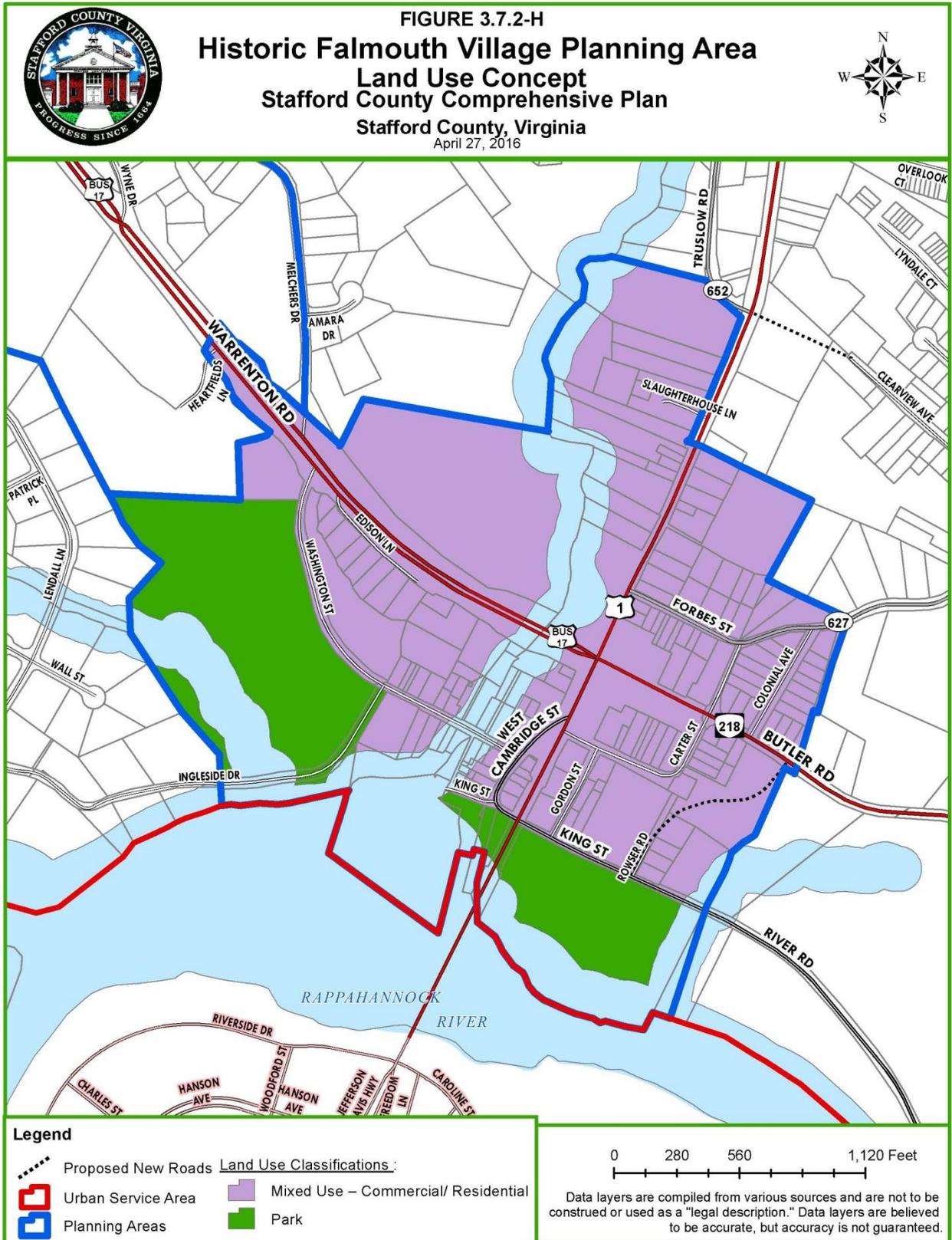
Falmouth Village contains some of the most historic sites in Stafford County. The redevelopment area is currently developed with a mix of commercial uses intermixed with residential communities.

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.

Land Use Concept

Figure 3.7.2-H provides a generalized land use concept plan to guide the future development of the Boswell's Corner Planning Area.

The area is recommended for primarily Mixed Use future Land Use. More detailed land use concept plans may be considered for sections of the Planning Area on a case by case basis. Park land use is designated on the Historic Port of Falmouth Park and the Belmont Estate.



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WATERFRONT PLANNING AREAS – Priority Focus Areas

These Planning Areas have been identified as Priority Focus Areas in the Economic Development Strategic Plan as opportunity areas due to their proximity to the Potomac River and its tributaries and the Rappahannock River. These areas are identified as potential locations where the County can promote access to the County's water resources through appropriate commercial development. The County has not been able to tap into its' waterfront amenities because a significant amount of waterfront land is in conservation districts or privately owned. A challenge is that many of the waterfront sites are underserved by road and utility infrastructure. The Economic Development Plan identifies that these areas should be considered for attractive, high-end restaurants, niche retail, marinas or other complementary uses such as eco-tourism businesses.

The areas identified include private marina areas, state and local parks (existing and planned) and other public access points. The following highlights the location, describes the importance of the Area, includes recommended Land Use Concept Plans, but does not quantify recommended development buildout.

- The Marina District
- Potomac Landing
- Old Banks Recreation
- Rappahannock Recreation
- Widewater

The Marina District Planning Area

Includes:

- Economic Development Priority Focus Area

This Planning Area represents the area along Aquia Creek that includes several private marinas. These are located off of Willow Landing Road, Hope Road, and Aquia Creek Road.

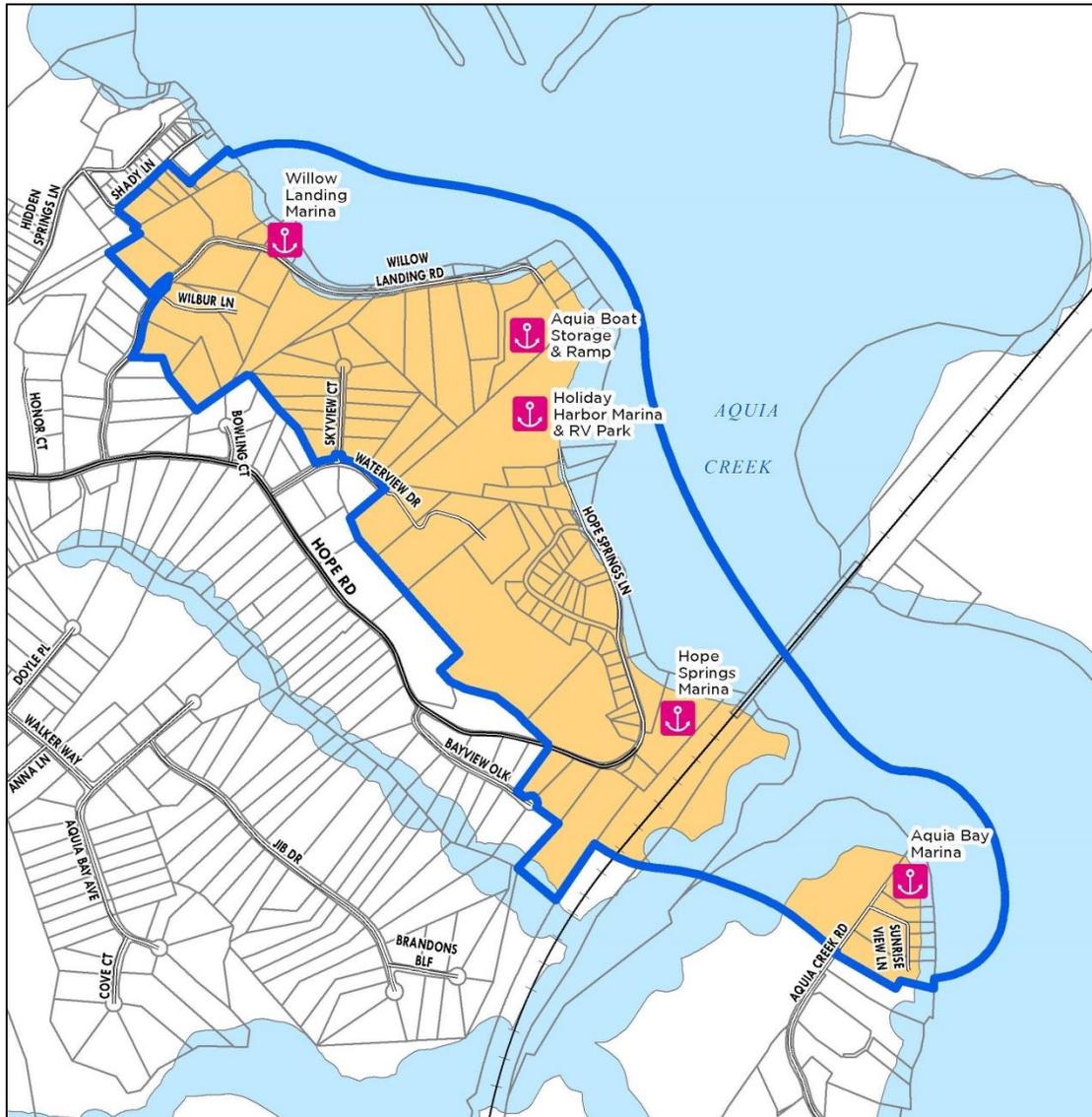
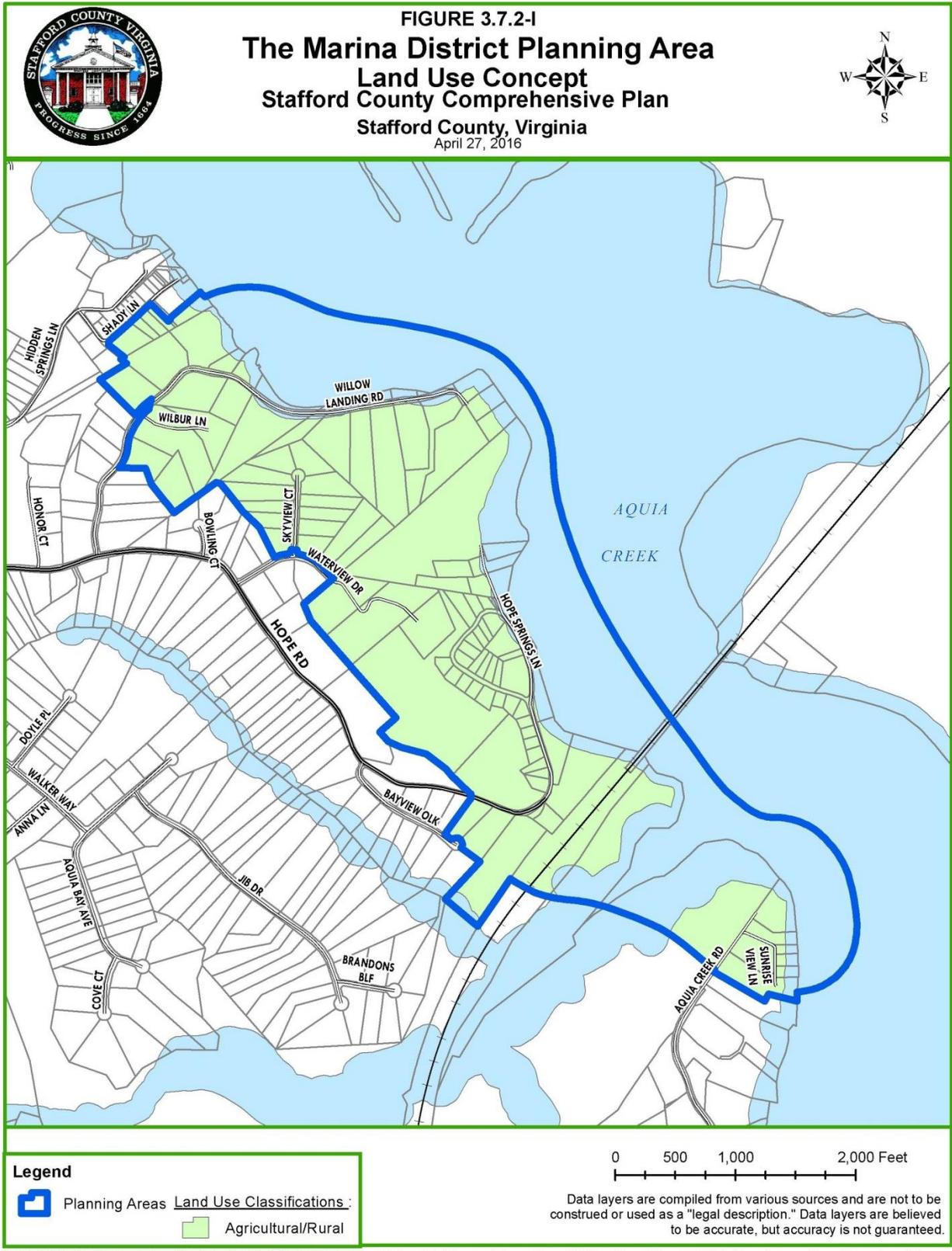


Figure 3.7.1-I: Marina District Planning Area

Land Use Concept

Figure 3.7.2-I provides a generalized land use concept plan to guide the future development of the Marina District Planning Area. Land surrounding these marinas are recommended for Agricultural/Rural Future Land Use, consistent with the recommended land uses outside of this Planning Area.



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Potomac Landing Planning Area

Includes:

- Economic Development Priority Focus Area

This Planning Area represents the area along Potomac Creek that includes a private boat club, at the end of Belle Plains Road.



Figure 3.7.1-J: Potomac Landing Planning Area

Land Use Concept

Figure 3.7.2-J provides a generalized land use concept plan to guide the future development of the Marina District Planning Area. Land surrounding these marinas are recommended for Agricultural/Rural Future Land Use, consistent with the recommended land uses outside of this Planning Area.



Old Banks Recreation Planning Area

Includes:

- Economic Development Priority Focus Area

This Planning Area represents a potential public access point along the Rappahannock River at the location of the water intake station for the Lake Mooney Reservoir. This is located via an access easement off of Old Banks Drive.

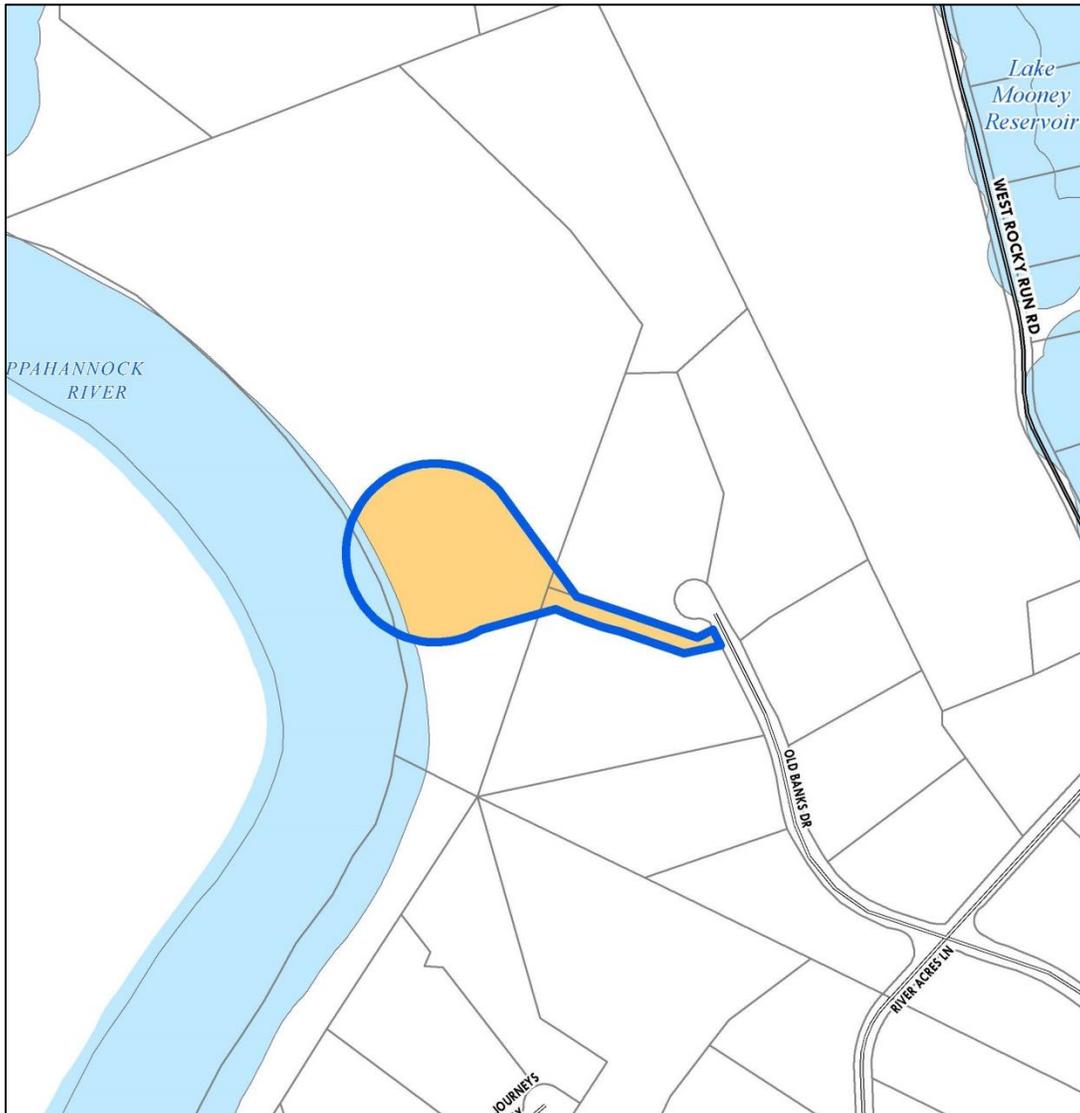
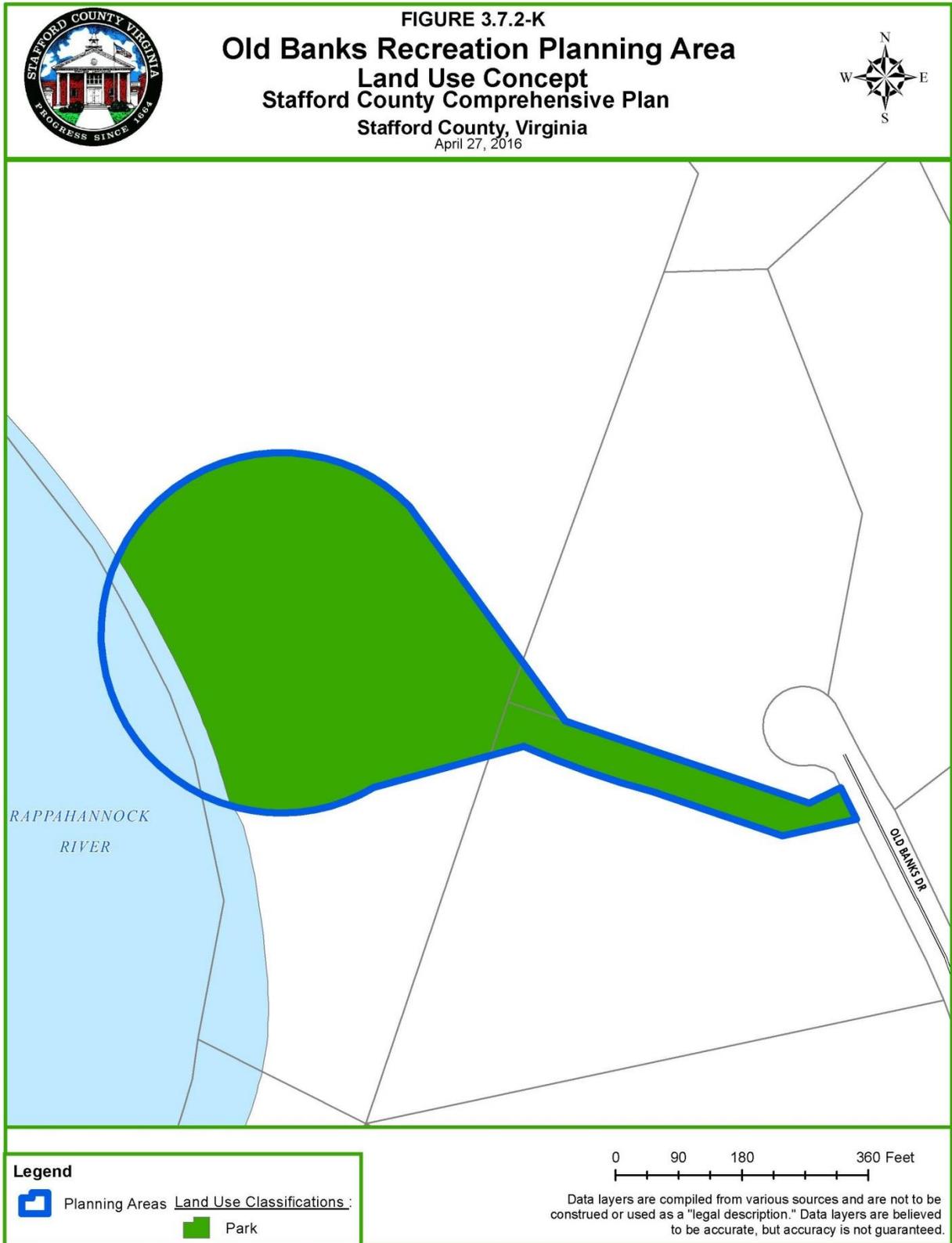


Figure 3.7.1-K: Old Banks Recreation Planning Area

Land Use Concept

Figure 3.7.2-K provides a generalized land use concept plan to guide the future development of the Old Banks Recreation Planning Area. The site is recommended for Park Future Land Use.



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Rappahannock Recreation Planning Area

Includes:

- Economic Development Priority Focus Area

This Planning Area represents the location of existing County Parks along the Rappahannock River, including Duff McDuff Green Park and the Little Falls Run Boat Ramp. These parks are located on the south side of Kings Highway.

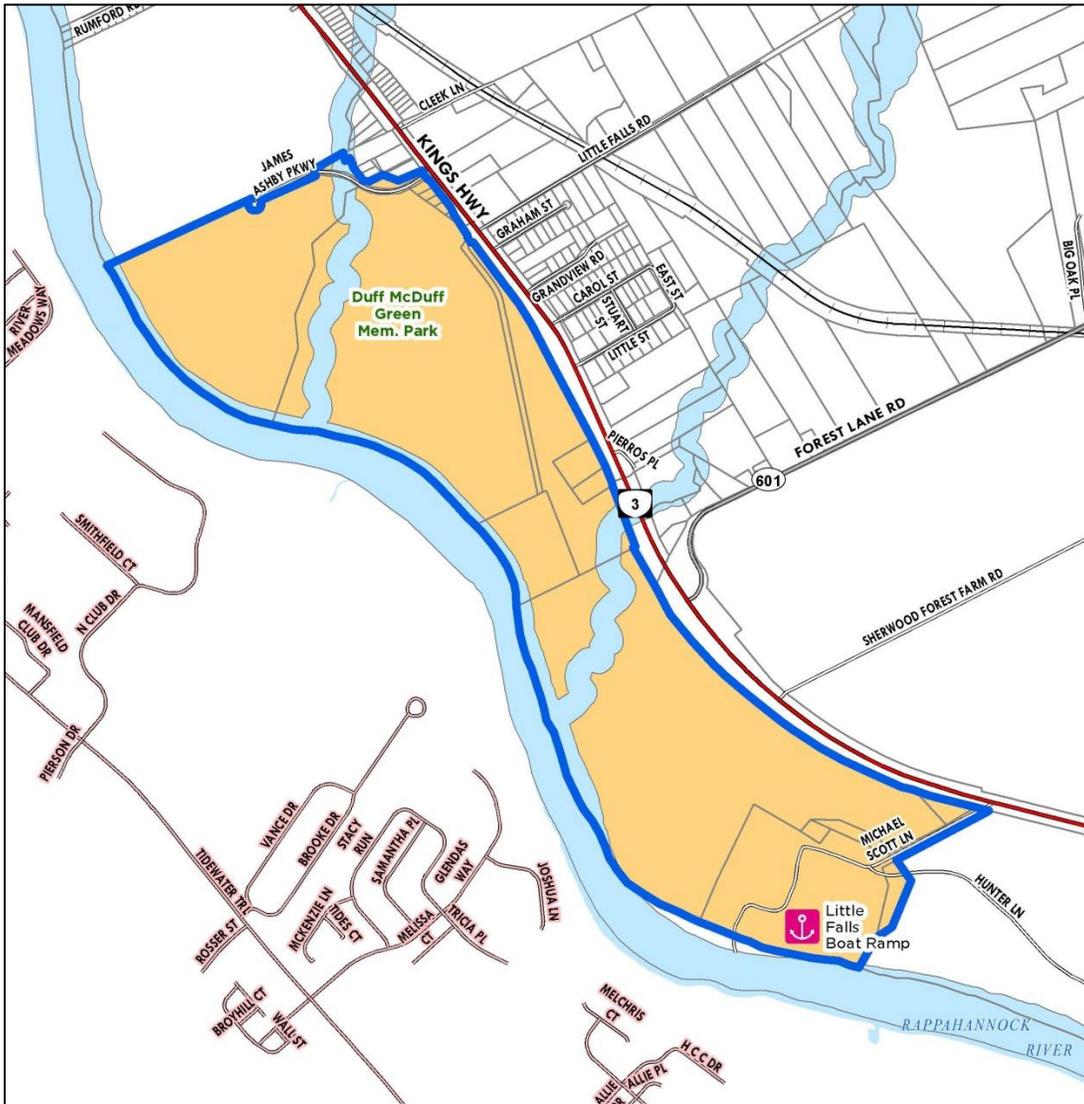
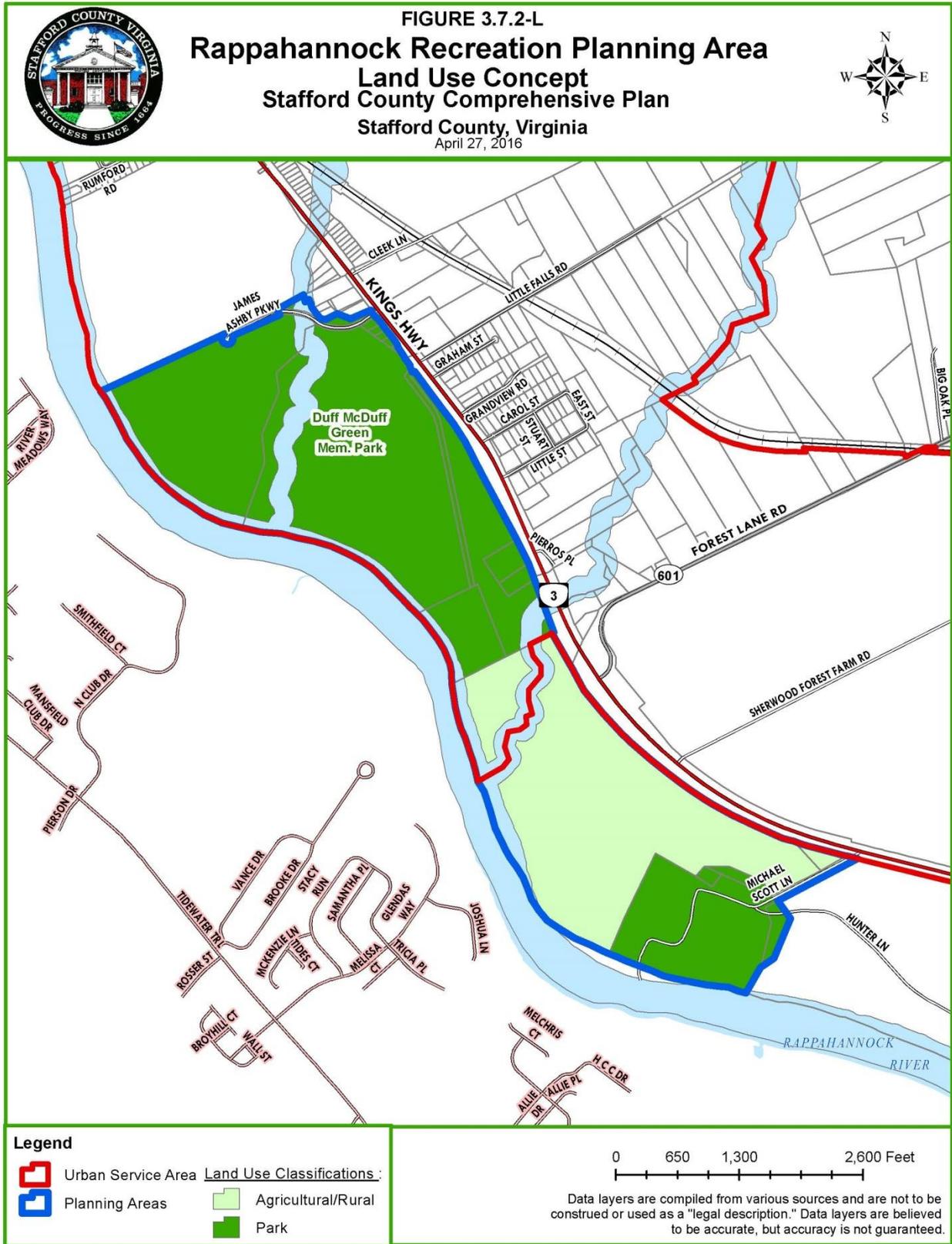


Figure 3.7.1-L: Rappahannock Recreation Planning Area

Land Use Concept

Figure 3.7.2-L provides a generalized land use concept plan to guide the future development of the Rappahannock Recreation Planning Area. The location of the County parks is designated for Park future land use. The adjacent private land is identified for Agricultural/Rural future land use, where known conservation easements exist over the land.



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Widewater Planning Area

Includes:

- Economic Development Priority Focus Area

This Planning Area represents the area of the Widewater peninsula, between the Potomac River and Aquia Creek, where the Widewater State Park is planned. This area is bisected by Brent Point Road.

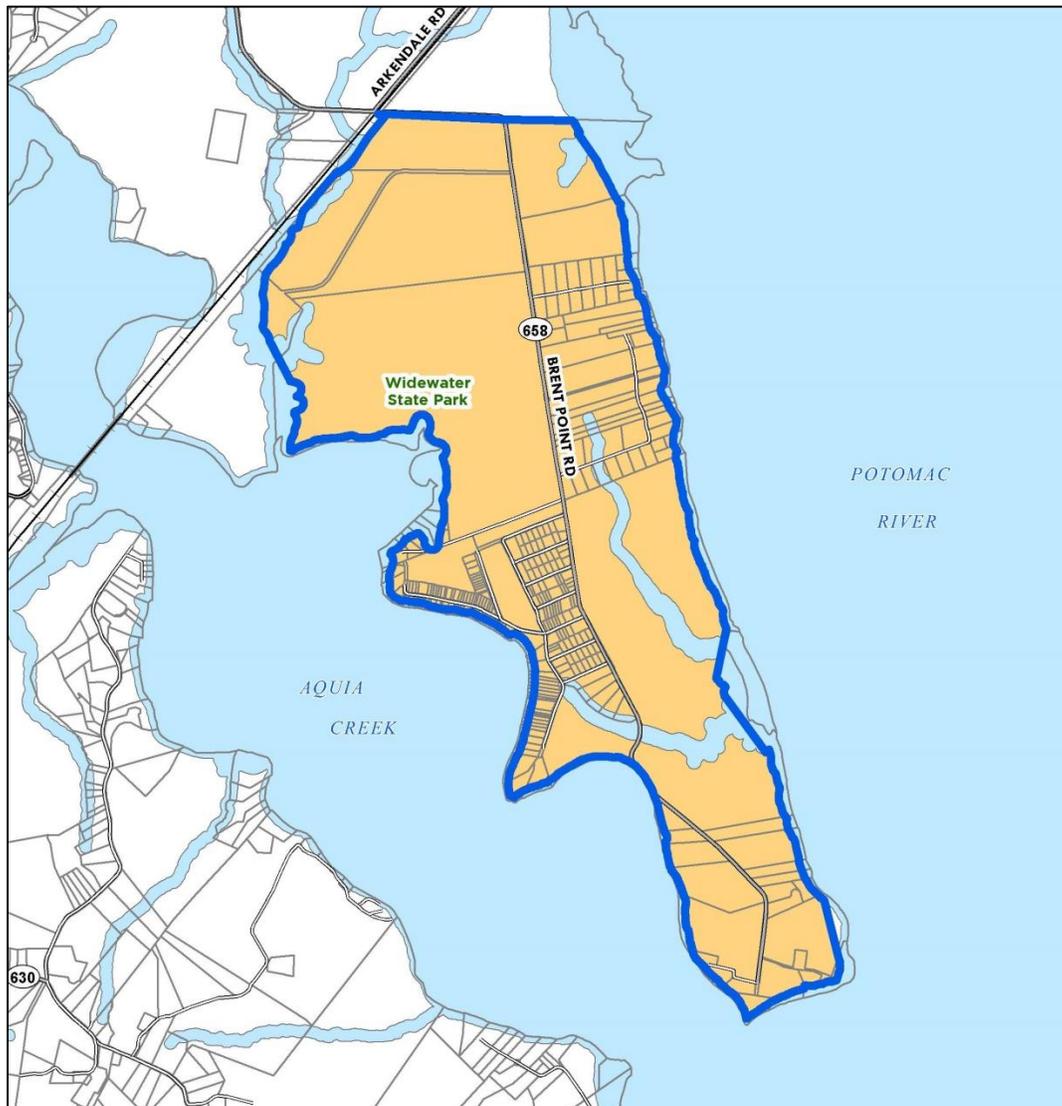
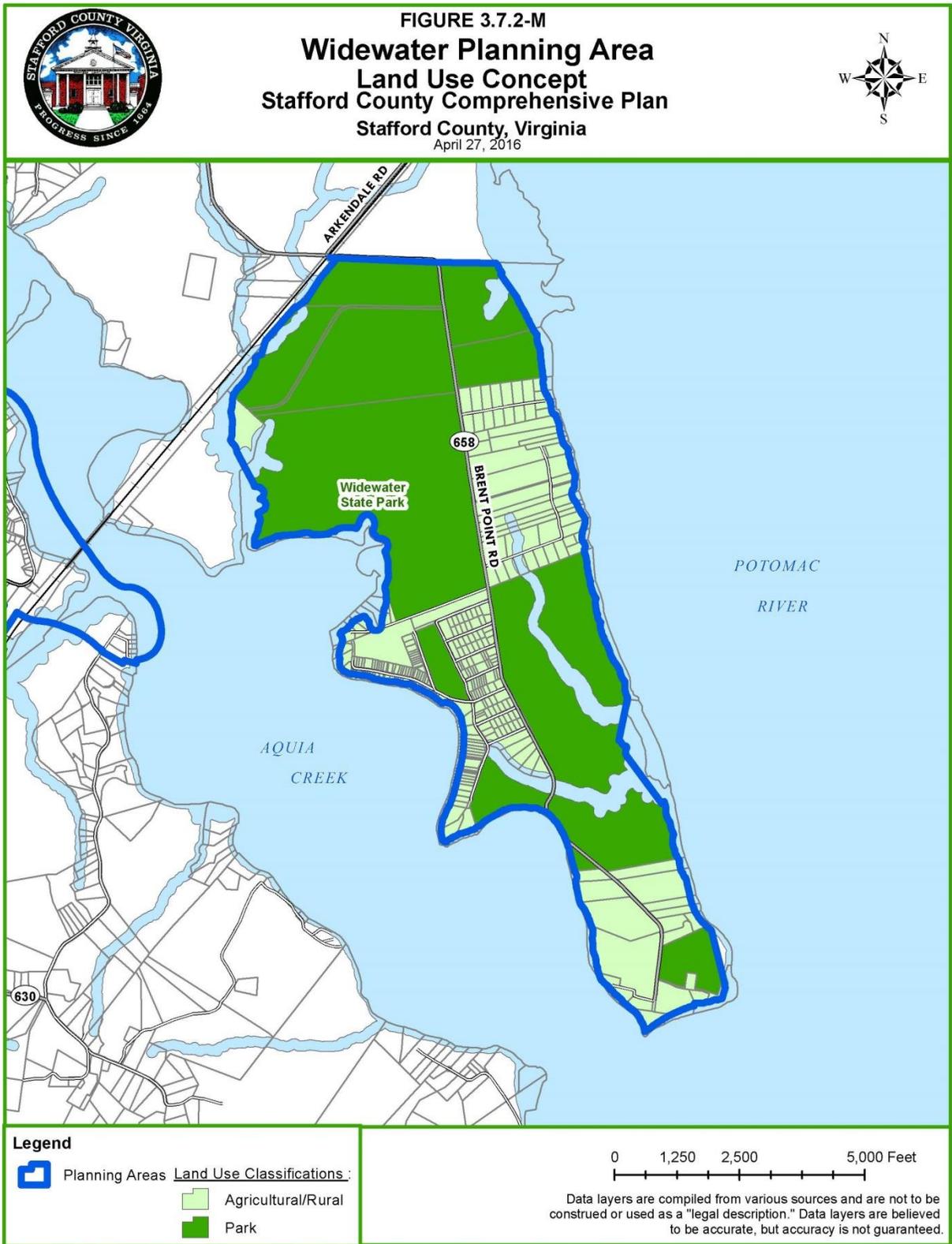


Figure 3.7.1-M: Widewater Planning Area

Land Use Concept

Figure 3.7.2-M provides a generalized land use concept plan to guide the future development of the Widewater Planning Area. The location of the proposed state park is designated for Park future land use. There are privately owned properties interspersed in this area, including the Widewater Beach community. The privately owned land is recommended for Agricultural/Rural future land use, consistent with the established development pattern.



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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. Lot sizes less than ¼ acre in size may be supported if located adjacent to higher density residential or 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 or under *Special Conditions for Townhomes and Multi-family Units* described in the following Residential section. Otherwise, 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 with the exception of projects that meet the *Special Conditions for Townhomes and Multi-family Units* provisions. 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.

Special Conditions for Townhomes and Multi-family Units

A goal of the Plan is to locate at least 80% of the future cumulative residential growth within the Urban Services Area, and outside of the Agriculture/Rural Area. The design and construction of infill development, including mixed-use projects, is encouraged to further this goal and reduce impacts on the environment and best utilize existing infrastructure. The use of reduced perimeter buffers and clustering will allow in-fill development to utilize higher densities without impacting adjoining properties. The opportunity for residents to live, work, and play within the same development reduces impact on regional highways, reduces sprawl, and increases each citizen's satisfaction with their community.

If the land has not been previously rezoned or developed, single-family attached units (townhomes) and apartment/condominiums may be developed under the following special situations:

- A. As infill development in the Suburban land use district 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.

- B. As mixed-use infill development on property within and adjacent to designated Commercial Corridors in the Suburban land use district 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 commercial, industrial, or residential development and is inside of the Urban Services Area;
 - 2) The development is located on a major County transportation corridor such as Garrisonville Road, Jefferson Davis Highway, or Warrenton Road;
 - 3) It is located within two (2) miles of any existing or planned ramp accessing Interstate 95;
 - 4) The development includes a mix of commercial and residential uses, with uses integrated into the same building(s) or as part of a unified project, and commercial uses of sufficient scope based on the entirety of the project;
 - 5) A phasing plan is proffered for the development that demonstrates that a significant portion of the non-residential uses will be built before all residential dwellings are constructed;
 - 6) Residential uses are designed to be integrated into existing or planned adjacent commercial uses, if practical, by providing vehicular and pedestrian connections;
 - 7) The infill development appropriately mitigates visual impacts from the perspective of existing or planned lower density dwelling unit types or other incompatible uses through buffering or site design; and
 - 8) When structures are proposed to exceed three stories, consideration is given to the need for mitigation of impacts to adjacent properties through enhanced buffering, landscaping, screening or other site design considerations. Mitigation may include wider transitional buffers, retention of existing trees, increased new tree plantings, or utilizing evergreen trees, berms, or fences.

- C. If a project does not meet these special situations dwelling units other than single-family detached may be allowed on a case by case basis, provided that they are compatible with the existing nearby development and do not exceed a density of 3.0 dwellings per acre.

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 only be allowed in accordance with the *Special Conditions for Townhomes and Multi-family Units* section of this chapter. 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. 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.

Infill development and the reuse of vacant commercial sites is encouraged along existing commercial corridors, including Jefferson Davis Highway, Garrisonville Road, Warrenton Road, and Kings Highway. Infill development in this case is defined as new construction or significant reconstruction of existing commercial sites, with the exception of historically significant structures.

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

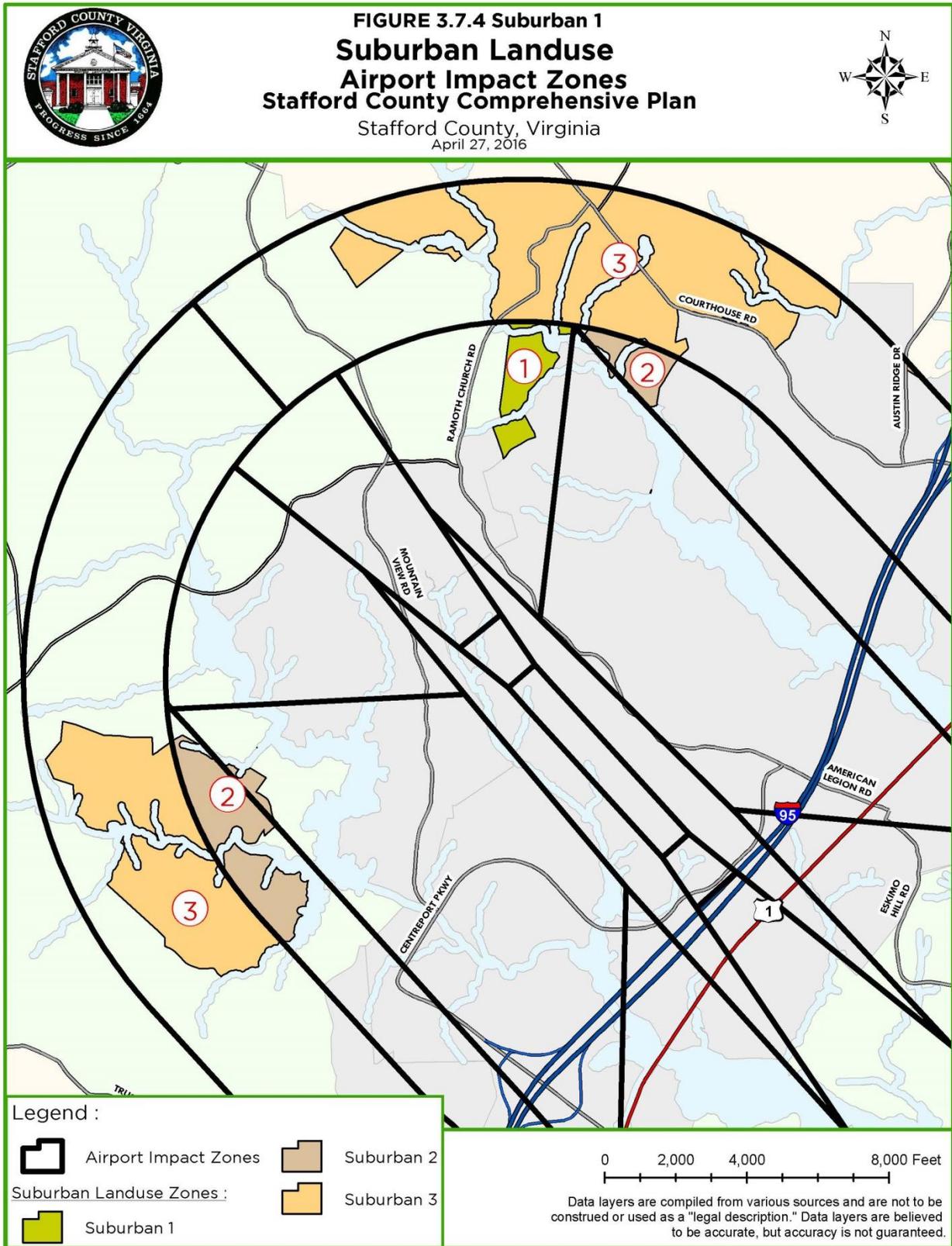
Areas designated for clean, non-nuisance industrial uses which are not water intensive and are located near railroad lines and/or major highways. Preferable industrial development in Suburban Areas provides goods and services to nearby businesses and residences, including warehousing, wholesaling, manufacturing,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

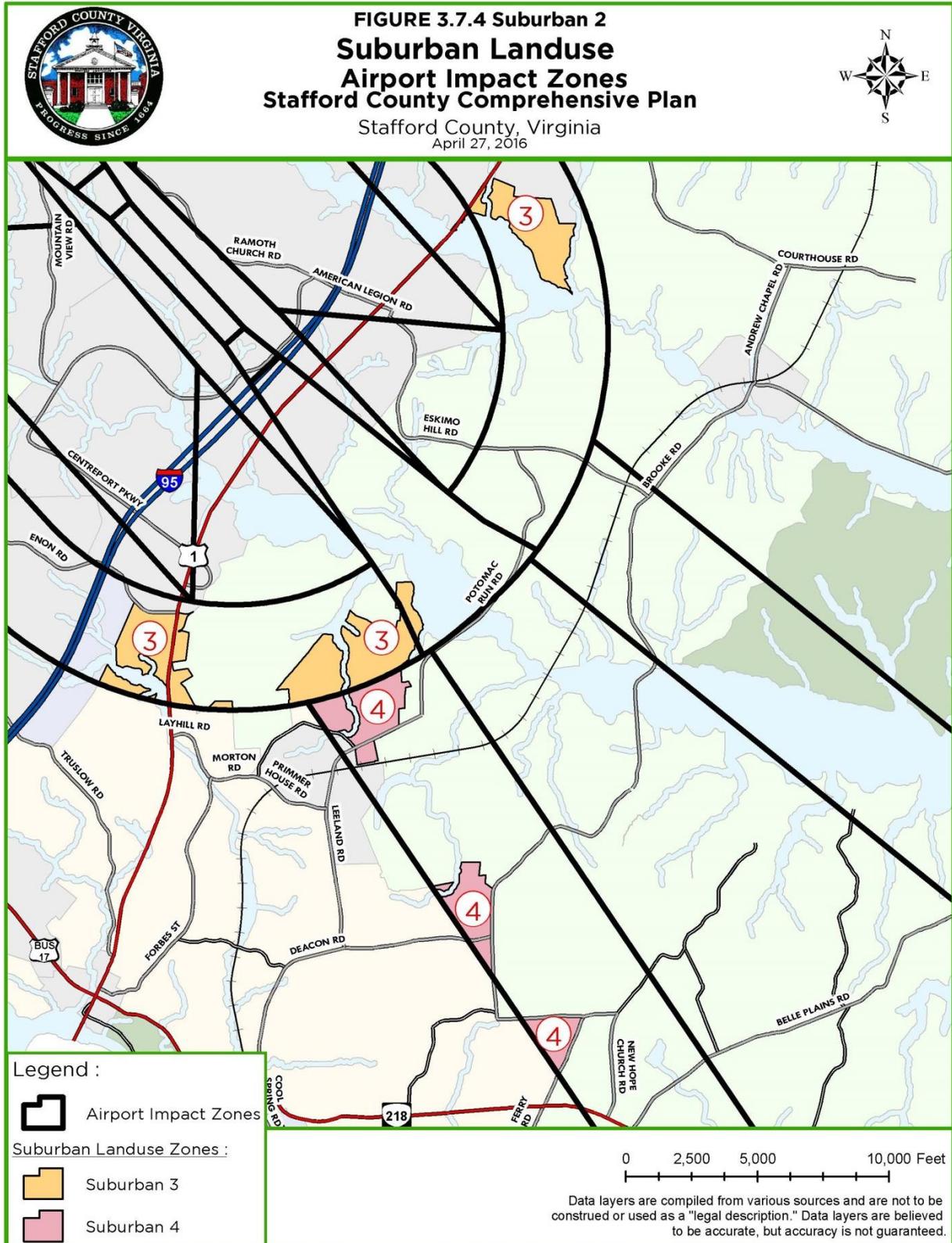
Airport Impact Areas

The Suburban Land Use Areas encroach into the Airport Impact Area in several locations. There are different influences from aircraft operations, thus varying degrees of land use compatibility across this area. The Area is divided into sub-areas that correspond with different Airport Overlay Zones. The following are maps of these sub-areas with a listing of uses, otherwise permitted in the district, but due to their proximity to the airport are considered "Not Compatible" and/or uses that may require "Additional Review".



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AREA 1

This sub-area includes properties located under turning zones for aircraft circling Stafford Regional Airport. The following land use standards apply:

Uses Not Compatible:

- Assembly (schools, place of worship, daycare)
- Single-family Residential - Small lot (<1 acre) & *Townhomes*
- Multi-family Residential (Three or more units per building)
- Group Living (Nursing homes, group homes)
- Mid to high rise office uses (4+ stories)

Uses requiring Additional Review:

These uses should be measured against the Additional Review Standards provided in Appendix H.

- Community uses.
- Low Rise Office Uses (1-3 stories)
- General Retail and Service (shopping centers and stores, restaurants, convenience, vehicle fueling)
- Transient Lodging
- Vertical Infrastructure (Electric Transmission, Water Towers, Telecommunication Towers)
- Passive Recreation
- Active Recreation

AREA 2

This sub-area includes properties located under the flight patterns of aircraft circling Stafford Regional Airport. The following land use standards apply:

Uses requiring Additional Review:

These uses should be measured against the Additional Review Standards provided in Appendix H.

- Assembly (schools, place of worship, daycare)
- Hospitals
- Vertical Infrastructure (Electric Transmission, Water Towers, Telecommunication Towers)
- Single-family Residential - Small lot (<1 acre) & *Townhomes***
- Multi-family Residential (Three or more units per building)**
- Group Living (Nursing homes, group homes)
- Transient Lodging
- Mid/High-rise Office (4+ stories)

*** Residential uses are discouraged, but individual projects may be considered appropriate if it is determined that it satisfactorily addresses the Additional Review factors highlighted in Table 2 of the Airport Compatible Land Use Study.*

AREAS 3 & 4

These areas are within the outer conical zone and Transitional Approach zone. Most uses otherwise recommended in this district are considered compatible with airport operations, with

the exception of Vertical Infrastructure. These uses require Additional Review and should be measured against the Additional Review Standards provided in Appendix H.

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

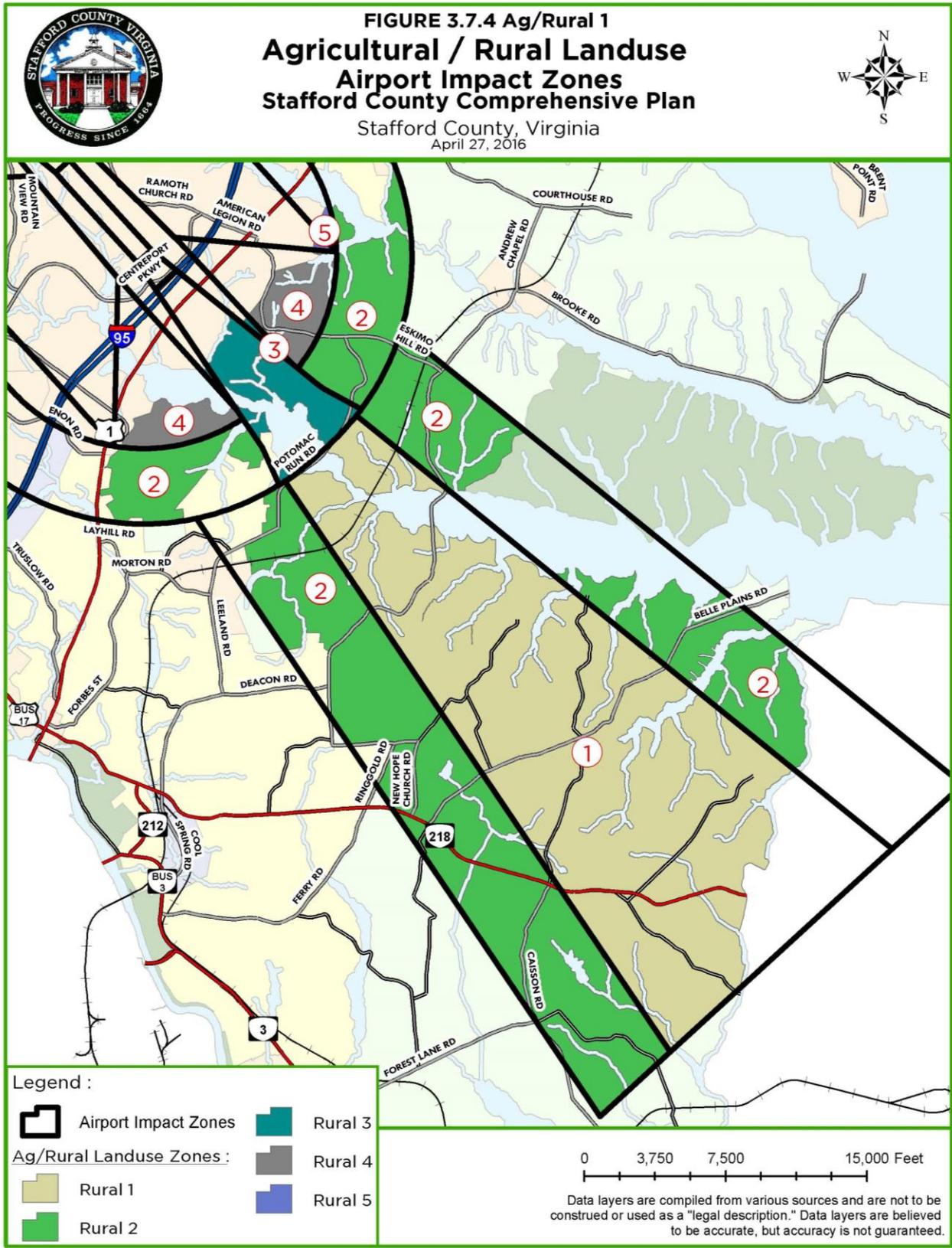
Areas of the county where farming, forestry and low density residential activities are encouraged. Single-family detached dwelling units may be developed at a maximum density of one (1) unit per three (3) acres. Such areas are located beyond the limits of the Urban Service Area and would have limited 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 25%, 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

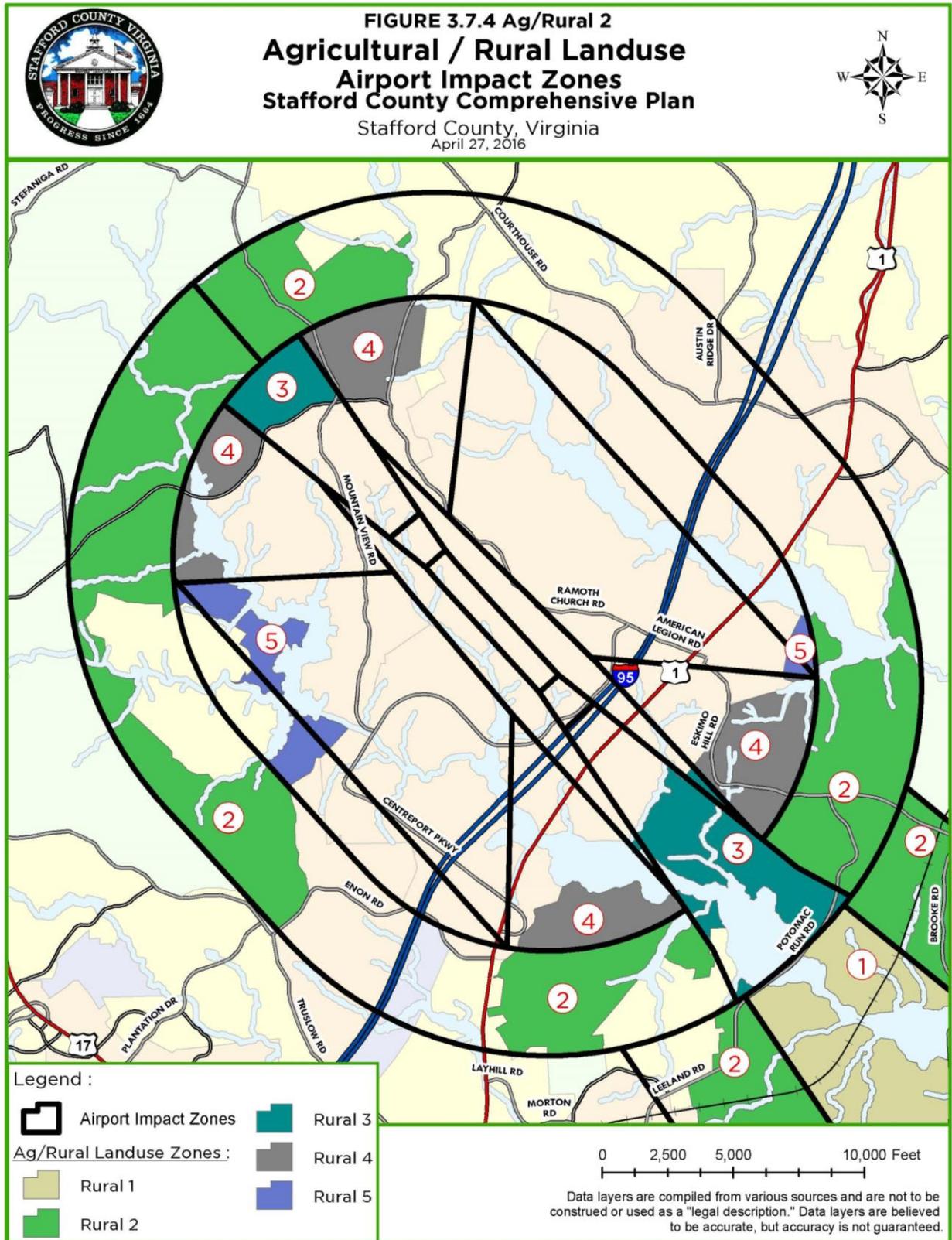
Airport Impact Areas

The Agricultural/Rural Land Use Areas overlap with the Airport Impact Area in several locations. There are different influences from aircraft operations, thus varying degrees of land use compatibility across this area. The Land Use District is divided into sub-areas that correspond with different Airport Overlay Zones. The following are maps of these sub-areas with a listing of uses, otherwise permitted in the district, but due to their proximity to the airport are considered to be “Not Compatible” and/or may require “Additional Review”.



NAD 1983 HARN StatePlane Virginia North FIPS 4501 Feet

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NAD 1983 HARN StatePlane Virginia North FIPS 4501 Feet

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ZONE 1

This sub-area includes the outer approach to the airport, beyond 14,000 feet from the runway, in the southeast corner of the County. The following land use standards apply:

Uses Not Compatible:

- Heavy Industrial, such as mining or uses that emit smoke
- Aboveground storage tanks of fuel and flammable materials (except residential uses)

Uses requiring Additional Review:**

These uses should be measured against the Additional Review Standards provided in Appendix H.

- Assembly (schools, place of worship, daycare)
- Community uses.
- Vertical Infrastructure (Electric Transmission, Water Towers, Telecommunication Towers)
- Single-Family - Rural
- Active Recreation
- Amusement (Fairgrounds)

** Given the size and extent of this zone, which extends east to King George County, uses may be deemed more compatible the farther away they are from the airport. Application of the additional review standards will be based on the location on a case by case basis and dependent on the site conditions and specific development proposal.

AREA 2

This area is within the outer Conical zone and Transitional Approach zone. Most uses otherwise recommended in this district are considered compatible with airport operations, with the exception of Vertical Infrastructure. These uses require Additional Review and should be measured against the Additional Review Standards provided in Appendix H.

AREA 3

This sub-area includes properties located under the mid-range approach to the runway, within 10,000 feet (west) and 14,000 feet (east) from the runway. The following land use standards apply:

Uses Not Compatible:

- Assembly (schools, place of worship, daycare)
- Vertical Infrastructure (Electric Transmission, Water Towers, Telecommunication Towers)
- Heavy Industrial, such as mining or uses that emit smoke
- Amusement (Fairgrounds)
- Processing (Lumber Mill, grain elevators, and silos)
- Aboveground storage tanks of fuel and flammable materials (except residential uses)

Uses requiring Additional Review:

These uses should be measured against the Additional Review Standards provided in Appendix H.

- Community uses.
- Single-Family – Rural

- General Retail and Service
- Light Industrial (storage)
- Passive Recreation
- Active Recreation
- Grazing, crops

AREA 4

This sub-area includes properties located under turning zones for aircraft circling Stafford Regional Airport. The following land use standards apply:

Uses Not Compatible:

- Assembly (schools, place of worship, daycare)
- Amusement (Fairgrounds)
- Aboveground storage tanks of fuel and flammable materials (except residential uses)

Uses requiring Additional Review:

These uses should be measured against the Additional Review Standards provided in Appendix H.

- Community uses.
- Vertical Infrastructure (Electric Transmission, Water Towers, Telecommunication Towers)
- Single-family - Rural
- General Retail and Service
- Heavy Industrial, such as mining or uses that emit smoke
- Passive Recreation
- Active Recreation
- Grazing, crops
- Processing (Lumber Mill, grain elevators, and silos)

AREA 5

This sub-area includes properties located under the flight patterns of aircraft circling Stafford Regional Airport. The following land use standards apply:

Uses Not Compatible:

- Aboveground storage tanks of fuel and flammable materials (except residential uses)

Uses requiring Additional Review:

These uses should be measured against the Additional Review Standards provided in Appendix H.

- Assembly (schools, place of worship, daycare)
- Community uses.
- Vertical Infrastructure (Electric Transmission, Water Towers, Telecommunication Towers)
- Single-family - Rural
- General Retail and Service
- Light Industrial (storage)
- Heavy Industrial, such as mining or uses that emit smoke
- Passive Recreation

- Active Recreation
- Grazing, crops
- Processing (Lumber Mill, grain elevators, and silos)

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.

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.

3.7 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, targeted growth areas (TGAs), and business and industry areas, as well as outside the urban services area. Growth projections are based on County projections and County commercial growth estimates. Determining how growth is divided across the County is based on the following facts and assumptions or goals:

- Assumes the addition of 20,540 future dwelling units countywide between years 2016 and 2036. This future growth estimate is derived by County staff based on the most recent population estimates and past building permit trends.
- Projects a total population growth of 57,306 additional residents between 2016 and 2036 (derived by multiplying the number of future dwelling units by the average persons per household of 2.79).
- 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 almost half of future population growth, or 9,820 future dwelling units, within designated TGAs.
- 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 TGAs in industrial, suburban and rural areas (half of the anticipated growth)
 - Projects that additional non-residential growth will occur in TGAs beyond past growth levels. Some TGAs will take a different form of development than previously seen in the County. Non-Residential development will likely be better integrated into the traditional neighborhood development fabric.

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 an estimated number for each dwelling unit type. The particular mix of unit types will vary depending on market conditions. An assumption made in this chart is, regardless of the unit mix, the end result is to meet the goal of

6,552 dwelling units in Suburban areas. The TGA dwelling unit mix reflects the recommendations within the individual TGAs.

<u>Dwelling Unit Type</u>	<u>TGA</u>	<u>Suburban</u>	<u>Rural</u>	<u>Total</u>
Single-Family	3,530	4,702	4,168	12,400
Townhouse	1,930	800	---	2,730
Multi-family	4,360	1,050	---	5,410
Total	9,820	6,552	4,168	20,540

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	13,567	18,674	2,501	21,175	1,500,000
South	13,774	13,355	3,715	17,070	2,000,000
Staffordshire	617	-	336	336	-
Sub-Total	27,958	32,029	6,552	38,581	3,500,000
PLANNING AREAS (2)					
Courthouse	2,580	1,255	3,750	5,005	5,000,000
Central Stafford	5,311	224	1,750	1,974	12,075,000
Warrenton Road	2,587	772	3,300	4,072	4,750,000
Leeland Town Station	328	151	780	931	123,660
Brooke Station	212	26	240	266	40,000
Boswells Corner	621	518	-	518	1,000,000
Aquia Town Center	75	2	-	2	-
Historic Falmouth Village	146	63	-	63	-
Sub-Total	11,860	3,011	9,820	12,831	22,988,660
BUSINESS/INDUSTRY					
Central Stafford Corridor	341	27	-	27	700,000
Stafford Industrial Park	165	-	-	-	250,000
Cool Spring Road	169	6	-	6	250,000
Sub-Total	675	33	-	33	1,200,000
OTHER					
Resource Protection Area	4,570	357	-	357	-
Park	532	7	-	7	-
Total	5,102	364	-	364	-
INSIDE THE URBAN SERVICES AREA TOTALS					
	Acreage	Residential Units			Projected Non-Residential Square Footage
		Existing	Projected (3)	Total	
Total	45,595	35,437	16,372	51,809	27,688,660

OUTSIDE THE URBAN SERVICES AREA					
AGRICULTURAL/RURAL AREA					
Sub-Area	Net Acreage	Residential Units			Projected Non-Residential Square Footage (5)
		Existing	Projected (1)	Total	
All Agricultural/Rural Areas	75,487	9,647	4,168	13,815	250,000
Total	75,487	9,647	4,168	13,815	250,000
PLANNING AREAS (2)					
Central Stafford	1,431	169	-	169	
The Marine District	337	38	-	38	
Potomac Landing	2	-	-		
Old Banks Recreation	5	-	-		
Rappahannock Recreation	373	1	-	1	
Widewater	1,453	103	-	103	
Sub-Total	3,601	311		311	
OTHER					
Resource Protection Area	17,855	99	-	99	
Mining	1,014	5	-	5	
Park	4,734	-	-	-	
Federal	32,221	-	-	-	
Total	55,824	104	-	104	
OUTSIDE THE URBAN SERVICES AREA TOTALS					
	Acreage	Residential Units			Residential Square Footage
		Existing	Projected (3)	Total	
Total	134,912	10,062	4,168	14,230	250,000
COUNTYWIDE PROJECTIONS					
	Acreage	Residential Units			Projected Non-Residential Square Footage
		Existing	Projected (3)	Total	
Inside the USA	45,595	35,437	16,372	51,809	27,688,660
Outside the USA	134,912	10,062	4,168	14,230	250,000
Total	180,507	45,499	20,540	66,039	27,938,660

3.8 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 O15-06 on February 17, 2015, 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; P-TND, 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 should utilize materials, quality, appearance, and details pursuant to the Neighborhood Design Standards Plan element of the Comprehensive Plan.

