

**CHAPTER 3**  
**DEVELOPMENT DISTRICTS**

## **Introduction**

### **Planning Districts**

The 1980, 1987, ~~and~~ 1994 and 2002 Comprehensive Plans proposed the concept of settlement areas in Spotsylvania County. This Plan continues the concept of settlement districts, but has revised them by analyzing existing land use, transportation, environmental features, the economy, and consideration of the goals derived from the ~~Comprehensive Plan Community Meetings~~ District Working Group Sector Plans.

The planning districts provide Spotsylvania County with an overall community development management policy which can maximize the use of existing public facility investments, including roads, utilities, and educational facilities and provide a means of cost effective expansion for future community needs. At the same time, the strategy will provide for accommodating the continued community development activity while creating a mechanism to maintain the rural way of life. These districts as outlined below are delineated on the Planning Districts Map.

### **Primary Settlement District**

This district is the area of the county where most of the county's residential, commercial, office and industrial development has occurred over the past ~~twenty-five~~ thirty (25 ~~30~~) years and will continue to occur through the planning period. This plan reaffirms the concept of a primary settlement district, adequately served by public facilities, as the appropriate place for the highest use development of the land. This denser development allows for the most efficient provision of public services and, coupled with appropriate controls, will limit scattered, land consumptive development in other areas.

### **Jackson Gateway Development District**

This area of the county, just south of the Primary Settlement District along the Route 1 corridor and is proposed to be a new location for ~~commercial~~, office and industrial development with some supporting commercial development. Often referred to as a "sleeping giant", the Interstate 95 interchange at Thornburg has the potential to be the next employment center within Spotsylvania County.

### **Rural Development District**

This district is presently made up of largely rural and large lot residential development. Some additional residential development would be allowed while maintaining the rural look and character of the land. Minimal public services would be provided. The rural character can be preserved by allowing concentrated development on a small portion of a site through cluster development.

### **Agricultural/Forestal District**

The purpose of this district is to maintain and conserve the rural character of farm and forest lands in the County. Land uses which conflict with farming and forestry activities will be minimized. No public services or infrastructure should be provided which might encourage residential or other nonagricultural development.

### **Lake Anna District**

This district has been designated in order to ensure that development which occurs around Lake Anna is in keeping with the natural character and beauty of the area. This district allows for the development of a village at the southern end of Route 208 before the bridge across the lake.

### **Courthouse District**

The purpose of this district is to preserve the heritage of the Spotsylvania Courthouse area and to ensure that the development that occurs does not in any way detract from the character and history of the district. Development is allowed and indeed encouraged within its bounds, but should have a particular sensitivity to the history of the district.

### **~~Corridors and Special Planning Areas~~**

~~Corridor Plans and Special Planning Area Plans are recommended to revitalize and enhance the existing development patterns that have occurred in these areas within Spotsylvania County.~~

### **Urban Development Areas (UDAs)**

~~The growth areas surrounding Fredericksburg and the 1-95 corridor to Thornburg~~ The proposed Urban Development Areas (UDAs) within the Primary Development Boundary are expected to absorb the majority of the County's population growth during the next 20 years. The availability of public water and sewer and the planned development and improvement of major roads in this area will minimize the most significant constraints to development. The County will strive to make sure that the projected growth causes minimal traffic impact and that substantial amounts of open space and parkland are preserved. The southern and western two-thirds of the County will absorb some growth over the next 20 years, but due to locational and environmental constraints, will remain essentially rural in character and function. Most growth will be directed to the existing growth areas where public infrastructure is available. Southern and western Spotsylvania are viewed as agricultural and open space resource areas to be conserved, where development is encouraged at low overall densities and preferably in the traditional clustered patterns of villages and hamlets.

## **Primary Settlement District**

### **Vision**

The Primary Settlement District shall be developed as a series of mixed-use communities where residents can live, work, play and shop.

### **Boundary Description**

The Primary Settlement District is located within the north-eastern portion of the County and is generally bounded by the City of Fredericksburg to the north; Lick Run just north of Route 3 to the west and continuing south along Smith Station Road (Route 628) to its intersection with Massaponax Church Road (Route 608); east along Massaponax Church Road (Route 608) generally following the boundary of the Massaponax Creek Watershed to the Rappahannock River.

### **Existing Land Use**

The Primary Settlement District is located in the area surrounding the City of Fredericksburg where the vast majority of development has occurred over the past ~~25~~ 30 years. This area contains nearly all of the County's commercial, office and industrial development, as well as the majority of residential subdivisions served by public water and sewer.

The existing road pattern consists primarily of two-lane roads radiating out from the City of Fredericksburg. These roads follow ridges providing connections across watersheds where stream and river crossings were easiest. The road pattern has changed little since the Civil War. As subdivisions have been developed along these roads, they typically have only a single access entrance. A lack of any internal road system forces all trips onto the traditional road system, even when they are for short distances or between points within the same neighborhood.

### **Cultural and Historic Resource Policies: Primary Settlement District**

1. Historic features and buildings ~~shall~~ should be preserved and impacts mitigated as part of new development proposals.
2. Identify and define approaches and viewsheds associated with the Fredericksburg National Military Park at Salem Church and along Lansdowne Road. Use methods such as purchase of development rights, easements and buffers to preserve and protect these resources.
3. Require that development proposals adjacent to the Fredericksburg National Military Park follow guidelines identified in the Memorandum of Understanding between the National Park Service, the Army Corps of Engineers and Spotsylvania County.
4. Continue the redevelopment of the Virginia Central Railway bed as a multi-use trail, recognizing its historic significance to the County.
5. Encourage the expansion of the Farmers' Market to serve the community.

### **Environmental Resource Policies: Primary Settlement District**

1. New residential development within the Primary Settlement District ~~is required to~~ should preserve 30% of the project area as open space. No more than 50% of this required open space ~~will~~ should be within the following sensitive environmental areas: wetlands, steep slopes and/or floodplains.

2. Prepare watershed based plans for the Primary Settlement District.
3. Enhance and protect the water quality of the Rappahannock River for tourism and public access opportunities through:
  - a. on-site environmental assessment studies;
  - b. Chesapeake Bay tributary strategies; and
  - c. refinements to the delineation of Resource Protection Areas.

### **Land Use Policies: Primary Settlement District**

As envisioned in the 1980, 1987, ~~and~~ 1994 and 2002 Comprehensive Plans, the Primary Settlement District will be the area of the county where most of the residential, commercial, office and industrial development will occur. This Plan reaffirms the concept of a Primary Settlement District, adequately served by public facilities, as the appropriate location for the highest use development of the land. This denser development allows for the most efficient provision of public services and, coupled with appropriate controls, with limit scattered, land consumptive development in other areas. All of the watersheds within this District are served by water and sewer and the roads, while in need of improvement in some instances, are generally better than in the rest of the county.

In keeping with the designation as the Primary Settlement District, land that is not yet appropriately zoned should be encouraged to be rezoned for greater development if the land owner so chooses. With rezoning, plans should be made to ensure adequate public facilities, especially water/sewer, to accommodate the expected growth. Focusing new residential growth in the Primary Settlement District can help relieve pressures on other areas of the county arising from scattered residential development.

Incentives for redevelopment and infill development within the Primary Settlement District should be strongly encouraged, particularly along major transportation corridors. The County should play an active role in facilitating projects that improve the District's quality of development and provide both housing and employment options. It is important that the infrastructure available within the Primary Settlement District is utilized to the best extent possible in order to concentrate growth and development within this district in order to preserve rural Spotsylvania.

- ~~1. New residential development should range from a density of .5 – 3 dwelling units per acre.~~
  - ~~a. Downzone/rezone the Primary Settlement District to limit by-right subdivisions to 0.5 – 3.0 units per acre.~~
  - ~~b. Residential development proposals other than those by-right must have a residential to commercial/office/industrial ratio of 70:30 or greater in order to be considered for approval.~~
- ~~2. Rezone appropriate land within the Primary Settlement District for nonresidential uses.~~
- ~~3. Identify appropriate areas within the Primary Settlement District as Technology Zones and Business Development Districts.~~
- ~~4. Pursue the construction of the Spotsylvania Parkway and prepare a corridor plan for future land uses along its length.~~
5. Promote Traditional Neighborhood Development (TND) Centers that exceed 40 acres and include a mix of uses that complement and support each other, such as commercial, employment-related, institutional, civic and residential. A walkable, pedestrian friendly environment should tie in the mix of uses together. This should

be a realization of the District's goal of a community where a resident can live, work, shop and play.

6. Explore the possibility of a Transit-Oriented Development (TOD) with a Virginia Rail Express (VRE) station to reduce the dependency on the automobile.
7. Residential subdivisions should provide inter- and intra-development pedestrian paths to link adjoining subdivisions and form a cohesive residential area.
8. Residential infill development should maintain the neighborhood character established by the existing subdivisions.
9. Incorporate lighting concepts and strategies for increasing dark sky compliance of development.
10. Concentrate higher density residential development within mixed use activity centers, as outlined within the Future Land Use Element.

### **Economic Development Policies: Primary Settlement District**

- ~~1. Develop an area plan for the terminus of the Outer Connector on Route 3.~~
- ~~2. Revise as necessary and implement the Economic Development Strategic Plan and revise as necessary.~~
- ~~3. Facilitate the start-up and growth of technology businesses through creation of Technology Zones within the Primary Settlement District.~~
- ~~4. Designate specific areas of the Primary Settlement District as Business Development Districts (BDDs).~~
5. Enhance and promote the existing industrial parks within the Primary Settlement District and mitigate conflicts with nearby residential areas.
6. Develop an I-95 Highway Corridor Overlay to control viewsheds and promote targeted industries.

### **Transportation Policies: Primary Settlement District**

1. Street patterns for new development with the Primary Settlement District will follow an interconnected network to reduce congestion and provide routing alternatives for local traffic.
2. New development ~~will be required to~~ should provide interparcel connections to adjoining properties where appropriate.
3. Be proactive in pursuit of funding/construction of roadway improvements for those projects identified in the Transportation Element of the Comprehensive Plan for those projects within the Primary Settlement District through such means as:
  - a. right-of way dedication
  - b. proffers purchase
  - c. Primary, Interstate and Secondary Six Year Programs
  - d. Revenue Sharing
  - e. ~~creation of Transportation Improvement Districts~~
  - f. general obligation bonds
- ~~4. Implement the recommendations identified in the Interchange/GD Study for Interstate 95.~~
5. Investigate the cost effectiveness and feasibility of having Virginia Railway Express stations within the County and identify suitable locations.
6. Investigate the cost effectiveness and feasibility of expanding Fredericksburg Regional Transit System routes into the County.

7. Plan for non-motorized (bikeways/multi-use paths/sidewalks) transportation facilities and services as identified in the Trailways Plan contained in Transportation Element of the Comprehensive Plan.
8. ~~No private roadway construction will not be allowed unless under clearly defined standards.~~
9. All new development ~~will~~ should be required to mitigate impacts to the transportation system both in the immediate vicinity of the site and in the surrounding area.
10. All new roadways should have sidewalks, pedestrian crosswalks and/or trails.
11. Sidewalks and paths between commercial and office buildings and through parking lots should be required to provide opportunities for pedestrian use. These sidewalks and paths should form direct linkages with FRED bus routes.
12. The County should encourage new development, which redirects traffic patterns to alleviate congestion. Direct access to existing roads by individual uses or lots should be discouraged. Interparcel access should occur for commercial developments to reduce traffic on primary roadways.

### **Public Facilities Policies: Primary Settlement District**

1. ~~Implement the Public Facilities Element of the Comprehensive Plan.~~
  - a. ~~1 Elementary School~~
  - b. ~~1 Middle School~~
  - c. ~~1 High School~~
  - d. ~~1 Community Park - Current Needs~~
  - e. ~~2 Community Parks - Short Term Needs~~
  - f. ~~4 Community Parks - Long Term Needs~~
  - g. ~~1 District Park~~
  - h. ~~2 Fire/Rescue Stations~~
  - i. ~~1 Rescue Station at Fire Company #6~~
  - j. ~~6,000 sq.ft.addition to Salem Church Library~~
  - k. ~~New 22,000 sq. ft. Library~~
  - l. ~~1 Solid Waste Collection Site~~
2. Periodically Update the proffer guidelines annually based on the most current data available.
3. Co-locate public facilities whenever appropriate to achieve convenience and economies of scale.
4. Locate facilities on sites that have adequate acreage for short-term needs, but can also accommodate expansion.
5. Ensure that public facilities are properly screened and buffered in order to mitigate impacts to adjoining properties.
6. Program the establishment of public facilities through the County's Capital Improvements Program (CIP).
7. Encourage the use of underground utility facilities.

### **Housing**

1. Encourage the increase in supply of quality housing for low- and moderate-income families and individuals by promoting incentives whereby equivalent quality/scope/scale 'starter' homes earn a higher density in exchange.

## **Jackson Gateway Development District**

### **Vision**

The Jackson Gateway shall be provided with adequate infrastructure as to be the primary location for new office, and industrial ~~and commercial~~ development within Spotsylvania County.

### **Boundary Description**

The Jackson Gateway Development District is located south of the Primary Settlement District and generally bounded by Massaponax Church Road (Route 608) at its intersection with Smith Station Road (Route 628), the Matta River, and Interstate 95.

This area is experiencing growth pressures from the Primary Settlement District. The County anticipates that this land will be developed as an economic development corridor with ~~commercial~~, office and industrial development in a campus like setting located along Route 1 and Route 606, as opposed to any strictly residential development. The ~~Village proposed~~ Traditional Neighborhood Development (TND) at Thornburg has the potential to realize the County's vision of a community linked by collector roads and served by a Village Commercial Center. Services should be provided only when appropriate to facilitate development which complies with the County's design objectives, and then only with significant participation by the developer towards funding the costs of new public facilities. Care should be taken to construct facilities such as roads as well as water and sewer lines with sufficient capacity to handle anticipated future development.

### **Existing Land Use**

Small farms and woodlands are the predominant land uses within this District. The small creeks and rivers limit the size of agricultural fields and the soils, while generally good, could be more productive. Farming is the historical land use, but has been declining since the ~~Second~~ World War.

Other land uses are located along the major roadways within the District, principally Jefferson Davis Highway (Route 1). This road was constructed as the major north-south artery for the east coast in the 1930's. Roadside development immediately followed and took the form of local serving commercial enterprises and those that serve the traveling public, such as motels and restaurants. Housing was constructed for local residents. Land behind this roadside development remained in agricultural use or woodlands. This first wave of development prospered, eventually forming a continuous pattern of development along much of Route 1.

Interstate 95 was constructed and opened in the early 1960's and runs parallel to Route 1 less than a mile to the east. Traffic volumes on Route 1 immediately dropped to levels that would no longer support the businesses located along it. Businesses slowly faded away during the early to mid 1960s. The residue left was a string of decaying and in some instances, abandoned buildings. They range from old country stores, to motels and restaurants.

Development around key intersections began with the completion of Interstate 95 as the strip development along Route 1 faded. Small groups of houses, stores and shops sprang up in the Massaponax area and at Thornburg. These two areas gradually expanded. Massaponax grew because it had been a crossroads since colonial times; Thornburg because of the interchange with Interstate 95.

Construction costs during the 1970's forced many small businesses wishing to locate along Route 1 into the closed highway-commercial restaurants, hotels and stores. Congestion on I-95 in the form of interstate trucking caused local traffic to begin using Route 1 again. These two events brought the realization that Route 1 was still an excellent road - designed with four lanes for heavy traffic volumes and now under-used. The net result has been a resurgence in this corridor for commercial and industrial activities.

Housing has grown sporadically from an occasional house along Route 1 to small subdivisions, usually on a single road off Route 1 or another older secondary road. It is gradually supplanting agricultural land uses.

Regional and interstate firms are beginning to cluster around key intersections. These firms prefer locating along Route 1 backing-up against the interstate. They make use of Route 1 as an industrial access road and enjoy the exposure along Route 1 and Interstate 95. The proximity of an industrial site within easy access to the east coast's principal highway has provided the impetus for ever increasing commercial and industrial development. The Route 1 corridor will see the past dominance of travel-related "tourist" commercial activities replaced by ~~commercial~~ office and industrial development.

#### **Cultural and Historic Resource Policies: Jackson Gateway Development District**

Historic sites are cultural resources, which remind us about our past and help define a community's character. The fundamental goal of all preservation programs is to protect properties that contribute to the understanding of our history and culture.

1. Continue to identify and record historic properties. This comprehensive inventory of resources should be updated and amended as time passes or as new information surfaces.
2. Provide a clear statement in all staff reports concerning historic resources.

#### **Land Use Policies: Jackson Gateway Development District**

- ~~1. The County, in conjunction with an advisory committee of residents and businesses, will complete a detailed area management plan and future land use map for the Jackson Gateway Development District in preparation for its transition from a rural area to a thriving business corridor~~
2. No new solely residential rezonings ~~shall~~ should be considered in the Jackson Gateway Development District.
3. Discourage strip commercial and 'big box' development along the Route 1 corridor and promote office and industrial centers in a campus like setting that are linked by pedestrian and bicycle paths and access roads.
4. Encourage a consistent look along the Route 1 corridor that includes greenscape and limited access points. This could be accomplished through design guidelines.
5. Development in the Jackson Gateway should proceed outwards from Route 1. Development that occurs by leapfrogging parcels should be strongly discouraged.
6. Incorporate lighting concepts and strategies for increasing dark sky compliance of development.

## **Economic Development Policies: Jackson Gateway Development District**

1. Industrial development may locate in planned industrial parks, available industrially zoned land or land that may be rezoned for desired economic development prospects.
2. ~~Commercial~~ Industrial and office development should be encouraged to locate in the Jackson Gateway Development.
3. Commercial development should only be encouraged to support existing office and industrial development. The commercial development should not precede the office and industrial development.
4. Neighborhood Centers should be located to provide services to existing neighborhoods.
5. Promote the establishment of high-speed broadband internet access throughout the Jackson Gateway.
6. Design and establish gateway signage and landscaping geared towards attracting new businesses and customers to the Jackson Gateway.

## **Transportation Policies: Jackson Gateway Development District**

1. Development in the Jackson Gateway Development District ~~shall~~ should accommodate planned interstate, primary and secondary roadway improvements, such as at the Thornburg Interchange, Route 1 and Route 606, and other transportation improvements identified in the Transportation Element of this Plan or as needed.
2. ~~The County proposes a new scale of local roadway known as a "boulevard", designed to create direct links among existing neighborhoods, businesses and public facilities, such as schools, parks, libraries, health care facilities, and major arterial collector roads.~~
3. The County ~~will follow~~ should established design guidelines, which strike a balance between road width and building height and setbacks, and access. Street patterns for new development should follow an interconnected network pattern to reduce congestion on existing roads by providing routing alternatives for local traffic. New development should provide interparcel access unless it promotes "cut-through" traffic and would not connect two primary roads (e.g. arterials or collector roads) unless the connector ~~is a "boulevard".~~ is of a suitable capacity.
4. The County ~~will~~ should encourage new development, which redirects traffic patterns to alleviate congestion. Direct access to existing roads by individual uses or lots ~~will~~ should be discouraged. Interparcel access should occur ~~will be required~~. Cul-de-sacs ~~will~~ should be discouraged except to avoid environmentally sensitive areas or to minimize conflicts with existing development.
5. Setbacks from collectors and arterials should be sufficient to accommodate the ultimate planned right-of-way width.
6. New development ~~will~~ should mitigate the impact of associated traffic demands on existing ~~adjacent~~ roadways.
7. The County should encourage the development of service roads and inter parcel connectors behind developments that front Route 1.
8. The County should discourage additional traffic lights on Route 1 by exploring all other alternatives before adding traffic lights or cross overs.
9. A new Interstate 95 interchange should be developed between Massoponax and Thornburg.

10. Sidewalks and paths between commercial and office buildings and through parking lots should be required to provide opportunities for pedestrian use. These sidewalks and paths should form direct linkages with FRED bus routes.
11. The potential for a planted median with consistent landscaping along Route 1 should be explored as that road is widened.
12. Promote campus style office development over traditional strip commercial development for the reasons outlined below.

<u><b>Traditional Strip Commercial/Office</b></u>	<u><b>Campus Style Commercial/Office</b></u>
<ul style="list-style-type: none"> <li>• <u>Multiple entrances creating numerous traffic conflict areas</u></li> <li>• <u>Striped middle turn lane to accommodate multiple unaligned entrances and exits</u></li> <li>• <u>Multiple street lights/delays</u></li> <li>• <u>Sea of asphalt parking</u></li> <li>• <u>Limited landscaping, trees and resulting shade</u></li> <li>• <u>Limited or no pedestrian access</u></li> <li>• <u>Uses separated as well as no unified architecture</u></li> <li>• <u>Minimal interparcel connections</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Minimal entrances and conflict points</u></li> <li>• <u>Landscaped median strip with few stoplights and crossovers allowing for free flowing traffic</u></li> <li>• <u>Extensive berms, landscaping and trails along major transportation routes</u></li> <li>• <u>Pedestrian network along roadways and between complexes</u></li> <li>• <u>Maximized interparcel connections</u></li> <li>• <u>Mixed uses provide on-site services</u></li> <li>• <u>Minimal parking visible from the major transportation routes</u></li> </ul>

**Public Facilities Policies: Jackson Gateway Development District**

1. The County will provide services to this area, with the help of the developer, or in the case of desired economic development prospects, by the County in accordance with policies contained in the Public Facilities Element and the Water/Sewer Master Plan.
2. The extension of services to new development in the Jackson Gateway Development District may be permitted in the following cases:
  - a. The proposed development adjoins existing, serviced development and does not propose to "leapfrog" over undeveloped land.
  - b. The developer/applicant pays the cost of public water and sewer service and road improvements needed as a result of the development and contributes its pro rata share towards ~~minimizing~~ mitigating the public cost.
  - c. A safety or health need arises within an existing community.
  - d. The proposed development represents a major economic development opportunity that is compatible with the County's policies and Economic Development Strategic Plan.
3. The County should explore the possibility of developing walking/biking trails adjacent to the Matta, Po and Ni Rivers. These could be greenways within the existing 100 foot RPA set asides.

## Rural Development District

### Vision

The Rural Development District is intended to maintain the existing rural and historic character of this portion of the county and protect water quality while accommodating additional residential large lot and cluster developments.

### Boundary Description

The Rural Development District is about 78 square miles located in the northwest corner of the county. Bisected by Route 3, it is bounded on the north by the Rappahannock and Rapidan Rivers, and on the west by Orange County. The eastern boundary of the district begins at Andora Drive on Route 3, and north of Route 3 extends east to the Fredericksburg City limits. South of Route 3, the district follows the water and sewer service boundary along Gordon and Smith Station Roads. The southern boundary follows the Ni River, then goes around the Courthouse ~~Development District Special Planning Area~~, and then follows Brock Road. The boundary then heads west to the Orange County line, incorporating all of the Wilderness and Chancellorsville National Parks and Fawn Lake.

### Existing Land Use

The district is currently made up of farmland and medium to large-lot residential development interspersed between national battlefield parks, drinking water reservoirs, and the Rappahannock River. ~~Minimal transportation and public safety services are provided.~~ The district is, however, bisected by Route 3 the county's largest east-west primary road. Route 3 provides easy access for the residents of this area to shopping and I-95. ~~There are currently about 5,900 residential subdivision lots in the district with an average lot size of 1.9 acres.~~

### Cultural and Historic Resource Policies: Rural Development District

1. Maintain an up to date inventory of historic and cultural resources within the district.
2. Use methods such as purchase of development rights, easements, and buffers to preserve and protect scenic approaches, buffers, and viewsheds around the Civil War battlefields and historic resources.
3. ~~Create~~ Explore the creation of additional Historic Districts.
4. Scenic approaches and buffers to preserve viewsheds around the Civil War battlefields and other historic sites ~~shall~~ should be secured.
  - a. Identify/define approaches and viewsheds to/from Civil War battlefields.
  - b. Use methods such as purchase of development rights, easements, overlays, and buffers to preserve those resources.
5. Protect and develop the Virginia Central Railway as a multi-use trail connecting the City of Fredericksburg, the Primary Settlement Area, the Chancellorsville and Wilderness National Parks, and ultimately the Town of Orange. This could serve as a central spine to a series of walking/biking trails to take advantage of the District's woodland/farmland scenery.
6. ~~Require~~ Encourage creative design techniques for development proximate to significant historic and cultural resources to minimize development impacts.
7. Signage should be limited to a height of six feet in order to preserve viewsheds and the rural character of the District.

## Environmental Resource Policies: Rural Development District

This district contains all of the County's current public drinking water supplies; the Ni River Reservoir, Mott's Run Reservoir, and the Rappahannock River. Preservation of these resources is both a public facilities and an environmental need.

1. Maintain the quality of the county's drinking water.
2. Review the boundaries and requirements of the river and reservoir protection overlay districts to ensure the preservation of a high quality water supply.
3. Identify aquifer and groundwater recharge areas and adopt a groundwater recharge overlay district or other protection measure.
4. Continue to implement the provisions of the Chesapeake Bay Preservation Ordinance.
5. Continue to implement the provision of the stormwater management ordinance.
6. Continue to implement the floodplain ordinance.
7. Continue to work with the Corps of Engineers to identify and protect important wetlands during development.
8. Protect plants and animals included on the State's list of Natural Heritage Resources.

## Land Use Policies: Rural Development District

- ~~1. The County will complete a detailed area management plan and future land use map for the District to identify areas to be preserved and opportunities for development.~~
- ~~2. New residential development shall not exceed one unit per three acres.~~
  - ~~a. Downzone/rezone property so new by-right development does not exceed one unit per three acres.~~
  - ~~b. There is no reason to rezone land to a density in excess of one unit per three acres.~~
3. Clustering of residential development will be encouraged to protect historic resources, environmental resources, and the view from a road or parkland. Cluster development should preserve at least 50 percent of the parent parcel as open space.
- ~~4. Small, defined commercial nodes have been identified at the intersection of Orange Plank Road and Route 3, the intersection of Brock Road and Route 3, and the intersection of Catharpin Road and Brock Road. No public water or sewer will be provided to these intersections.~~
5. Develop and encourage design standards for all new development/redevelopment which complement the natural and man-made features and rural character of the District.
6. Discourage the linear spread of commercial development along Route 3 beyond the Harrison Crossing commercial development.
7. Incorporate lighting concepts and strategies for increasing dark sky compliance of development.

### **Economic Development Policies: Rural Development District**

1. Work on a plan to protect and ~~develop~~ enhance the Chancellorsville, Wilderness and Spotsylvania Courthouse battlefields as tourist attractions.
2. Promote the Rappahannock River as an eco-tourism attraction.
3. Work on a plan to develop historic mine sites as tourist attractions.
4. Develop the Virginia Central Railway Trail as an eco-historic trail in conjunction with the National Park Service, City of Fredericksburg, Orange County, and the Town of Orange.
5. Foster the preservation of rural/agricultural/forestal land for its intrinsic economic benefits.

### **Transportation Policies: Rural Development District**

- ~~1. Rural roads will be improved only to eliminate safety problems or to meet a regional system need. Three regional needs have already been identified:~~
  - ~~a. improvement of portions of Route 3,~~
  - ~~b. construction of the Outer Connector (a limited access road extending from Route 3 north to Route 17 in Stafford County), and~~
  - ~~c. construction of the Spotsylvania Parkway (a controlled access road extending from Route 3 south to Route 17 Bypass).~~
2. Road paving will proceed through the Rural Addition program. (see page 104).
3. ~~Construct a multi-use trail on the Virginia Central Railway right-of-way.~~
4. Construct multi-use paths with road improvement projects for Route 3, ~~the northwest quadrant of the outer connector,~~ River Road (Bragg Road to Motts Run Reservoir), Old Plank Road, and Catharpin Road (Old Plank Road to Ni River Reservoir).
5. Seek extension of FRED bus service along the Route 3 corridor.
6. Explore the ~~D~~development of an access management plan for the Route 3 corridor that includes interconnected roadways, limited cross-overs, and shared access points/driveways.

### **Public Facilities Policies: Rural Development District**

There are no water or sewer facilities located in the district except for the "Fawn Lake Line", which are public water and sewer lines that generally follow the Virginia Central Railway. The sewer line only allows hookups for residential development that can gravity feed to the line. Non-residential development can hook into the line with a privately owned and maintained pump station.

1. Development in the District will be served primarily by on-site wells and septic systems.
2. Continue to control pump-over of residential sewerage between watersheds.
3. ~~New public facilities in the Rural Development District shall be limited to those serving a need particular to the rural community. Such public facilities are identified in the public facilities element of the plan and are listed below:~~
  - ~~a. 2 Elementary schools~~
  - ~~b. 1 Middle school~~
  - ~~c. 1 High school~~
  - ~~d. Community park (short term)~~
  - ~~e. Community park (long term) District park~~
  - ~~f. Fire and rescue service along Brock Road.~~

~~g. Library (priority 4)~~

~~h. Solid waste collection site~~

4. Explore the development of walking/biking trails adjacent to the Matta, Po and Ni Rivers.
5. Explore the establishment of parkland set asides and walking/hiking trails adjacent to the Rappahannock River.
6. ~~Explore the establishment of~~ Establish public recreation facilities on the Hunting Run Reservoir.

## **Agricultural/Forestal District**

### **Vision**

The Agricultural/Forestal District is intended to maintain and conserve the rural character of the farm and forest lands in the county. New development ~~will~~ should be limited to that which complements, enhances and supports existing farming and forestry operations and other existing rural uses. Low density residential development ~~will~~ should be allowed only when adequately screened and separated from active farming uses.

### **Boundary Description**

The Agricultural/Forestal Development District is generally identified as the land within the Po River watershed, the Matta River watershed, and the North Anna River watershed north of Routes 653 and 601.

### **Existing Land Use**

Rural land uses are primarily farm or forest, with some scattered residential and crossroad commercial developments. Much of this area remains open or forested providing valued scenic and natural amenities to both county residents and visitors.

### **Cultural and Historic Resource Policies: Agricultural/Forestal District**

1. Maintain an up to date inventory of County historic and cultural resources.
2. Work with local non-profit history and historic preservation groups to educate citizens about the importance and benefits of preserving the County's rich heritage.
3. Use methods such as purchase of development rights, easements, and buffers to preserve and protect those resources.
4. Create a system of walking/biking trails to take advantage of existing views and woodland/farmland scenery.
5. Develop a driving/walking/biking tour of the battlefields and historic churches located within the District.
6. Signage should be limited to a height of six feet in order to preserve viewsheds and the rural character of the District.
7. Explore options for the creation of a community garden within the District.

### **Environmental Policies: Agricultural/Forestal District**

1. Investigate the feasibility of granting bonus densities to property owners who agree to maintain at least 50 farmable acres or similar set asides of forest land under permanent open space and agricultural or forestal easements.
2. Protect groundwater supplies.
  - a. Institute a program by which the location, quantity and conditions of groundwater can be ascertained to protect the quality and quantity of the resource.
  - b. Map failed septic areas. Test wells in failed septic areas.
  - c. Perform DRASTIC studies to evaluate pollution potential and use the results to establish groundwater protection zones (D- Depth of Water Table; R- Recharge of the aquifer; A- Aquifer media; S- Soil media; T- Topography; I- Impact of the vadose zone; and C- Conductivity).

- d. Establish wellhead protection areas for public wells.
- e. Locate large-scale underground commercial storage tanks. Monitor nearby wells.
- 3. Identify and preserve prime agricultural and forest land and make greater utilization of Agricultural/Forestal Districts.
- 4. Encourage farmers to create buffer zones between agricultural fields and protected water resources.

**Land Use Policies: Agricultural/Forestal District**

- 1. The County will support a "right to farm" policy whereby it will protect farmers through land use and zoning regulations that limit development that could interfere with agricultural or forestry operations.
- 2. Use value taxation ("land use") and other existing agricultural programs such as agricultural and forestal districts will be retained to assist in maintaining the viability of farming and silviculture.
- 3. ~~Don't~~ Do not approve rezonings or special use permits for land uses incompatible with adjacent agricultural and silvicultural uses unless they are for property in an identified development district and are compatible with that district's goals.
- 4. ~~New residential subdivision development shall not exceed one unit per ten acres.~~
  - a. ~~Downzone/rezone property so new by-right subdivision development does not exceed one unit per ten acres.~~
  - b. ~~There is no reason to rezone land to a residential density in excess of one unit per ten acres.~~
- 5. ~~Voluntary development alternatives such as the Village, Rural Hamlet, residential cluster and large lot development are encouraged as alternatives to subdivisions.~~
- 6. Clustering of residential development will be encouraged to protect historic and environmental resources, as well as the view from the road and should preserve 50 percent of the parent parcel as open space.
- 7. ~~Neighborhood centers, in the form of commercial/office development and serving the local community, are encouraged to locate at the following intersections:~~
  - a. ~~Route 1 at Route 603~~
  - b. ~~Route 208 at Route 601, Route 602, Route 606, Route 738, and Lakewood Motel~~
  - c. ~~Route 601 at Route 608, Route 612, Route 622, and Route 655~~
  - d. ~~Route 605 at Route 647~~
  - e. ~~Route 606 at Route 650~~
  - f. ~~Route 608 at Route 612 and Route 648~~
  - g. ~~Route 612 at Route 613 and Route 624~~
  - h. ~~Route 622 at Route 738~~
  - i. ~~Route 738 at Route 657 and Route 658~~
- 8. Develop and encourage design standards for all new development/redevelopment which complement the natural and man-made features and rural character of the District.
- 9. Promote the preservation and development of progressive, alternative, and environmentally compatible agriculture, forestry and related industries as important economic components of the District.
- 10. Explore the possibility of a future renewable energy source and/or recycling facility at or near the existing Livingston landfill.
- 11. Incorporate lighting concepts and strategies for increasing dark sky compliance of development.

12. Encourage landowners to manage and maintain their woodland for multiple uses such as timber and firewood production, wildlife habitat, recreation, and scenic quality.

#### **Economic Development Policies: Agricultural/Forestal District**

1. The County will make every effort to maximize the economic benefit of its farming and forestry resources recognizing that conserving and enhancing the rural setting and character of the County are a critical part of this strategy.
2. The County should encourage the development of a limited number of tourist related services within the Agricultural/Forestal District. These uses should be compatible with the existing development and include bed and breakfast type inns, farmers' markets and resorts.

#### **Transportation Policies: Agricultural/Forestal District**

1. Rural roads will be improved to eliminate safety problems and not solely to increase their capacity.
2. Road paving will be a priority on roads where community support for the project is illustrated by dedication of at least 80% of needed right-of-way or to resolve an existing safety problem.
3. The number of ~~curbcuts~~ access points to rural roads ~~should~~ will be reduced.
4. Up-grade Route 601 and Route 612 to create a circular transportation route around Lake Anna to provide adequate lanes for towed boats and bicycles. Ensure roads provide safe Virginia Power evacuation routes.
5. Limit future road improvements to those that correct hazards, enhance the movement of agricultural machinery as well as easing traffic congestion.

#### **Public Facilities Policies: Agricultural/Forestal District**

1. Development in this area will be served by on-site wells and septic systems.
2. ~~Rural villages and hamlets satisfying the design criteria outlined in this Plan may be served by communal systems approved by the appropriate authorities.~~
3. Don't extend public infrastructure (particularly water and sewer) into productive agricultural and silvicultural lands.
4. ~~New facilities should be limited to those serving a need particular to the rural community. Such public facilities are identified in the public facilities element of the plan and are listed below:~~
  - ~~a. 1 Elementary School~~
  - ~~b. 2 Community Parks~~
  - ~~c. 1 District Park~~
  - ~~d. 2 Fire/Rescue Stations~~
  - ~~e. 1/5,000 square foot library~~
  - ~~f. 2 Solid Waste Convenience Sites~~
5. Establish Explore the possibility of a district park located adjacent to the Matta River with a pool, playgrounds, picnic shelters, playing fields, walking biking trails, etc.
6. Explore the possibility of an equestrian park within the District.
7. Develop walking/biking trails adjacent to the Matta, Po and Ni Rivers.

## Lake Anna District

### Vision

~~Lake Anna is a valuable natural, recreational, economic, and civic resource. Development that occurs within the district will maintain the natural character and beauty of the area. The Lake Anna Village Center, though more urban in character, will reflect the unique environmental and economic conditions that apply to the area.~~

Lake Anna is a valuable natural, economic, recreational and scenic asset to Spotsylvania County. Development that occurs within the District will maintain the natural and rural character as well as the scenic beauty of the area. The Village Center area will provide a planned development area in which to concentrate local shopping and services and potential tourist related uses such as hotels, inns and restaurants. Densities will be maintained at a level that can be supported by on-site well and septic systems. Cluster development will be encouraged to preserve and protect green space without growing overall net density.

### Boundary Description

~~The Lake Anna District encompasses the entire Lake Anna shoreline within Spotsylvania County.~~

The Lake Anna District is wholly within the Spotsylvania County portion of the Lake Anna Watershed and located within the southern portion of the Livingston and Berkeley Voting Districts and is bordered by Orange and Louisa Counties to the West and South. It is defined as the area bordering the Lake and extending to the following roadways: from the northwest at the Orange/Spotsylvania County line to the southeast: Orange Springs Rd. to Belmont Rd. to Jones Powell Rd. to Lawyers Rd. to Courthouse Rd. to Lewiston Rd. and finally to Arritt Rd.

### Existing Land Use

~~Lake Anna, a 13,000-acre manmade lake, is one of Spotsylvania County's most valuable recreational resources. Water skiing, boating and swimming attracts thousands of visitors to its shores. Anglers can take advantage of the more than 33 species of fish found in its annually stocked waters. Lake Anna State Park with its 2,058 acres is a focal point of Lake Anna.~~

Lake Anna is a valuable natural, economic, recreational and scenic asset to Spotsylvania County. The Lake itself is seventeen miles long and 1.5 miles wide covering approximately 13,000 acres with more than 200 miles of shoreline. Water skiing, boating, fishing and swimming attracts thousands of visitors to its shores. More than 33 species of fish can be found in its annually stocked waters. The recently enlarged Lake Anna State Park is a focal point for activity along with marinas and vacation homes. Resort uses are concentrated around Lake Anna with marinas, vacation homes, and the State Park. Due to the rate of development and estimates of future residential and commercial development, the potential for a significant increase in both seasonal and full-time population is very high.

### Cultural and Historic Resource Policies: Lake Anna District

1. Seek designation of Route 208 as State Scenic Highway.

## Environmental Policies: Lake Anna District

It is essential that the value of Lake Anna as an economic, recreational, and visual asset be protected and enhanced in all respects.

1. Maintain densities at a level that can be served by on-site well and septic systems.
2. Require well casings to bedrock.
3. Evaluate all land use activities in terms of the effect on water quality and quantity.
4. Continue to determine the sources of fecal contamination and implement appropriate reduction strategies that respect the value of agricultural practices already in place.
5. ~~Institute~~ Continue a water quality-monitoring program for the Lake to determine the presence of heavy metals, nutrients and pollutants.
6. Institute on-going monitoring of tributaries to detect nutrients and pollutants, with emphasis on impaired streams.
7. ~~Set aside land for recreational use.~~
8. Set standards for subdivisions requiring the establishment of adequate lake access, including boat launching and docking facilities and sanitary facilities as well as areas for swimming and picnicking.
9. Encourage cluster development to preserve and protect green space without increasing overall net density.
10. Create a network of open spaces around Lake Anna to preserve the natural beauty if the area.
11. Encourage development to connect open space and provide trails between subdivisions.
12. Encourage lake shore ~~Provide access to the lake shore~~ for subdivision residents in all subdivisions that border the lake.
13. Maintain all environmentally sensitive lands as open space, including major and minor floodplains, steep slopes exceeding ~~25%~~ 15% grade, and wetlands with adjacent margins to control run-off, erosion and pollution. This is not intended to apply to whole parcels, but rather simply to the environmentally sensitive lands.
14. Continue to ~~Provide~~ additional public access points to Lake Anna. The access points should be developed only after soil stability has been determined and an appropriate method has been designed to minimize erosion and its subsequent sedimentation impact.
15. ~~Any proposed new wastewater treatment system must be consistent with the Spotsylvania County Master Water and Sewer Plan. Discourage private wastewater treatment plants.~~
16. Recommend Spotsylvania County work with the American Farmland Trust, Virginia Farm Bureau and Virginia Association of Soil and Water Conservation Districts to develop a Land Conservation Plan to conserve farms and forests. Explore ways to utilize tax incentives for conservation easements, the purchase of development rights, transfer of development rights and outright land purchases to encourage the conservation of farms in and around Lake Anna.

## Land Use Policies: Lake Anna District

1. ~~Residential development should range from 0.1 - 1 unit per acre with the average density not to exceed one unit per two acres (0.5 d.u.a.).~~

2. The land uses should respect and preserve the natural beauty and scenic character of the area.
3. Preserve view corridors from land out to the water, and from water toward the shore.
4. Develop a village center to provide local shopping and services and potential tourist related uses-such as hotels, inns and restaurants. ~~Allow public water and sewer services only within the boundaries of the village center.~~
5. Create Lake Anna development standards for: view corridors, edge conservation and design guidelines for ancillary structures (docks and boat houses).
6. Continue existing and create new Agricultural/Forestral districts, which preserve and maintain buffers.

#### **Economic Development Policies: Lake Anna District**

1. Encourage economic development opportunities for tourism and resort type uses in District.
2. ~~Study the possibility of a conference center at Lake Anna.~~
3. Promote Lake Anna State Park as both a tourist attraction and as a recreational facility for County residents and visitors.
4. Promote tourism and resort type development in the village center and in other suitable locations around Lake Anna.

#### **Transportation Policies: Lake Anna District**

The density and pattern of proposed development around Lake Anna should not result in the need for significant transportation improvements. The widening of certain state roads to handle additional traffic and intersection improvements is all that is anticipated at the present time.

1. Upgrade Routes 601, 208, 612, 719 and U.S. 522 to accommodate bicycles, pedestrians and vehicles towing boats. Design roads to be used as evacuation routes and improve roadway width margins to allow emergency vehicles to operate safely.
2. Road improvements will pay particular attention to minimizing storm water runoff and pollution risk to the Lake.
3. Ensure that Virginia Power evacuation routes will provide easy access to evacuation sites.
4. Develop plans to deal with potentially catastrophic situations related to gas and petroleum transmission lines and/or upstream dam breaks.

#### **Public Facilities Policies: Lake Anna District**

As the population around Lake Anna grows, the need for additional public and private services will increase. To promote the self-sufficiency of the Lake Anna Village Center area, the County supports the development of ~~local utilities and~~ public facilities such as schools, post office, fire station, sheriff patrol station, community halls, etc. in the Village. Wherever possible, the County should develop new facilities within the area designated for the Lake Anna ~~Resort~~ Village Center.

1. Ensure adequate emergency response capabilities through the provision of a fire/rescue station.
2. Provide a sheriff patrol station (minimum 10,000 square feet).
3. Provide a library facility (minimum 5,000 square feet).

4. Provide a community park.
5. Consolidate solid waste facilities.
6. Support state park improvements that are developed with adequate citizen participation in the decision making process.
7. Create recreational facilities at Lake Anna for fishing, boating, walking and biking.

## **Courthouse Development District**

### **Vision**

Spotsylvania Courthouse is an attractive, harmonious community that embodies the best of rural and small town life where one feels continuity with the past.

### **Boundary Description**

The Courthouse Development District is generally bounded by the Spotsylvania Battlefield to the north; Block House Road (Route 648) to the west; Snow Hill subdivision to the south; and Saguns Landing subdivision to the east.

### **Existing Land Use**

The Courthouse Area is divided into three planning districts, where more detailed objectives apply. The district boundaries are based upon the citizens' vision for the area as well as the "entry points" to the Courthouse.

### **Historic Village Planning Area**

The Historic Village Planning Area consists of the core of the Courthouse Area. It is currently characterized by a mixture of uses, including residential, commercial, office and institutional. The development pattern is compact and focuses on the crossroads formed by the intersection of Routes 208 and 613. The existing Spotsylvania Courthouse Historic District, which is on the National Register of Historic Places, includes many of the historic buildings found in the Courthouse Area.

### **Village Transition Planning Area**

The Village Transition Planning Area presently contains several conventional, single-family subdivisions as well as large acreage of forest and fields. The district will accommodate most of the residential growth anticipated to occur in the Courthouse Area.

### **Rural Planning Area**

The Rural Planning Area is currently rural, with a mixture of forests, wetlands, working farms and fields. Detached houses in a variety of styles abut the main roads in places, giving the area a more settled appearance than its low density would suggest. Beyond the roads are many large, sparsely developed parcels. Some large-lot subdivisions do exist and typically have long, dead-end roads and back-up to undeveloped land. All development is served by private wells and septic systems. The main economic development activities are agriculture and timber production.

### **Cultural and Historic Resource Policies: Courthouse Development District**

1. Expand the existing Courthouse Historic District where appropriate.
2. Identify and document historic, archaeological, and battlefield features prior to any alteration of terrain or landscape within the Planning Area.
3. Preserve significant historic sites, structures, and landscapes in the community.
4. Promote the preservation of cultural and historic sites, structures, and landscapes.

5. Increase the level of community awareness of and involvement in historic preservation.
6. ~~Educate the community on the significance of the Spotsylvania Courthouse Battlefield and Related Lands.~~
7. Promote creative design techniques for development proposals adjacent to the Battlefield or on Related Lands.
8. Encourage a National Park Service presence in the Courthouse Historic District.

#### **Environmental Resource Policies: Courthouse Development District**

1. ~~Require~~ Encourage public open space as new development occurs.
2. Develop an open space plan that preserves natural areas and provides a network of natural areas, public parks, and open spaces to enhance the identity of the community.
3. Establish standards for the development of existing and future public parks, natural areas, and open spaces.
4. ~~Encourage compact development that preserves trees open spaces, and scenic views.~~
5. Identify and preserve prime agricultural and forest land in the Planning Area.
6. Encourage the continuation of farming operations within the Planning Area.
7. Use conservation easements and other incentives to encourage the preservation and protection of environmentally sensitive areas.
8. Protect scenic viewsheds and historic settings from unsightly intrusions.
9. Use natural and historic features to enhance and define rural settlement patterns.
10. Preserve trees, open spaces, and scenic views by encouraging clustered or compact development.
11. Continue the Land Use Taxation Program and establish other incentives to preserve open space.
12. Develop an open space plan that preserves natural areas and provides a network of natural areas, public parks, and open spaces to enhance the identity of the community.
13. ~~Establish standards for the development of existing and future public parks, natural areas, and open spaces.~~

#### **Land Use Policies: Courthouse Development District**

1. Develop the Historic Village Planning Area as the Village Center of the Courthouse Special Planning District and promote it as the County Seat of Spotsylvania.
2. Encourage neighborhood-serving commercial land uses in appropriate locations within the community.
3. Allow compatible infill development in appropriate locations.
4. Recognize that agricultural activities are present in the Courthouse Area and encourage their continuation, where appropriate.
5. Encourage the ~~development~~ expansion of a the Farmers' Market to serve the community.
6. Minimize conflicts between agricultural and residential land uses.
7. Balance the need for preservation of open space with the need for residential development by providing incentives for cluster subdivisions.
8. Allow land uses and home occupations that are compatible with the rural environment.

9. Link neighborhoods with a network of roadways, sidewalks, paths, and trails.
10. Encourage mixed development of residential units, commercial and office buildings in the Historic Village Planning Area.
11. Encourage low-density, residential development ~~in the Rural District~~ that is clustered to preserve open space on the periphery of the District to transition to the Rural and Agricultural/Forestal Districts.

#### **Economic Development and Tourism Policies: Courthouse Development District**

1. Develop a unique image which will define the Village Center.
2. Use landscape, site, and architectural design elements to promote an image unique to the Village Center.
3. Encourage commercial facilities that serve local needs.
4. Encourage tourism-related small businesses and activities that complement the scenic and historic qualities of the area.
5. Create a pedestrian-friendly environment in commercial areas by incorporating a variety of parking types, including on street parking or rear parking lots, as well as service alleys, paths, sidewalks, consistent street setbacks, streetscaping, and landscaping.
6. Provide adequate and accessible parking facilities to serve the Village Center.
7. ~~Investigate the feasibility of constructing a Tourism and Visitors Center for the County and Spotsylvania Courthouse Battlefield.~~
8. Promote the Lee vs Grant 1864 Campaign driving tour and all other historic or scenic tours.
9. Seek designation of Courthouse Road, (Rt. 208 - from Smith Station to Snell), Brock Road, (Rt. 613), and Massaponax Church Road (Rt. 608) as State Scenic Highways or Byways.
10. ~~Encourage landowners to manage and maintain their woodland for multiple uses such as timber and firewood production, wildlife habitat, recreation, and scenic quality.~~
11. Promote the county's rural and agricultural heritage through a museum or interpretive displays.

#### **Transportation Policies: Courthouse Development District**

1. Design an orderly street network in the Courthouse Area that links neighborhoods, commercial areas, and community facilities so that there are alternative routes to every destination.
2. Design pedestrian friendly commercial streets and relatively narrow residential streets that encourage community interaction.
3. Provide service alleys, on street parking, and parking lots located to the rear of businesses as an alternative to loading areas and large parking lots in front of businesses.
4. ~~Minimize the number of access points on the Courthouse Bypass to enhance traffic flow and discourage strip development.~~
5. Discourage strip development along the Courthouse Bypass.
6. Continue to implement the sidewalk plan.
7. Discourage the development of isolated cul-de-sac neighborhoods.
8. ~~Investigate public transportation alternatives to link the Courthouse area to existing and proposed transit systems in the City of Fredericksburg.~~

9. Ensure that each neighborhood has multiple access points.
- ~~10. Develop county standards that allow limited construction of private rural roads as a cost incentive for the development of cluster subdivisions.~~
11. Limit future road improvements to those that correct hazards, and enhance the movement of agricultural machinery as well as easing traffic congestion.
12. Encourage improvements to Route 208 and Route 613 that enhance the road's scenic quality.
13. Incorporate pathways, walkways and trails, to enhance pedestrian safety and link areas of the community.

### **Public Facilities Policies: Courthouse Development District**

1. ~~Define~~ Maintain a water and sewer service district boundary to accommodate residential and commercial growth in the community to prevent sprawl and to maintain a defined village edge.
- ~~2. Supply additional services and public infrastructure, including but not limited to natural gas, cable television, streetlights, and sidewalks to meet the needs of the community.~~
3. Locate all utility services in a convenient and inconspicuous manner.
4. ~~Develop a~~ Implement the long-range master plan for a the County Administration Campus ~~to be included in the Public Facilities element of the Comprehensive Plan.~~
5. Provide public schools in convenient locations that serve the community in accordance with the Public Facilities Element of the Comprehensive Plan.
6. ~~Develop a plan for the location of~~ Ensure adequate emergency services to serve the community.
- ~~7. Develop curbside waste disposal, recycling, and litter control programs within the Courthouse area.~~
8. Provide a community building and other public gathering places in convenient locations within the Courthouse Area.
9. Promote the use of alternative septic systems that allow flexibility, including off-lot and shared drainfields in non-service areas.
10. Explore possibilities for the location of a civic/cultural center within the Courthouse area.

### **Community Design**

1. Design a Traditional Neighborhood Design (TND) community that is limited in size so that a majority of the population is within ~~a five minute~~ walking distance of the Village Center.
2. Locate public and civic buildings around public squares and open spaces or at the termination of street vistas to serve as landmarks in the community.
3. Develop landscape, site, and architectural design elements that respect the historic character of Spotsylvania Courthouse.
4. Lay out blocks that can be easily walked around.
5. Design pedestrian-friendly street intersections with crosswalks and small curb radii.
6. Create a pedestrian-friendly environment in residential areas by incorporating service alleys, paths, sidewalks, consistent street setbacks, streetscaping, and landscaping.

7. Plan attractive open spaces and streetscapes including a village green and pocket parks. Design parks, plazas, squares, avenues, and boulevards with landscaping to develop a harmonious community character.
8. Develop a theme or image that defines the community as a "place."
9. Create neighborhoods consisting of a mix of various housing types and densities.
10. Link neighborhoods with a network of roadways, sidewalks, paths, and trails.
11. Encourage compatible mixed development of residential units, commercial and office buildings.
12. Encourage shared driveways and parking areas. Promote common parking areas or garages that are located to the rear or interior of the residential developments.
13. Prohibit strip development along Routes 208, 608, 613, and 648.
14. Encourage the use of vernacular architecture for new buildings.
15. Promote development that preserves the viewshed.
16. Preserve existing tree buffers along main roads.
17. Encourage the placement of buildings in traditional layouts such as hamlets and farm clusters.