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SUPREME COURT OF VIRGINIA

DEC 04 1981

IN THE
Supreme Court of Virginia
AT RICHMOND

RECORD NO. 810319

BOARD OF SUPERVISORS OF STAFFORD COUNTY,

Appellant

v.

SAFECO INSURANCE COMPANY OF AMERICA,

Appellee

EXHIBIT VOLUME

William H. Harris
HARRIS & HARRIS
809 William Street
Fredericksburg, Virginia 22401

Counsel for Appellant

William M. Sokol
R. Scott Pugh
918 Princess Ann Street
Fredericksburg, Va. 22401

Counsel for Appellee

EXHIBIT
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PLAINTIFF'S EXHIBIT A (Rejected)

MOTION FOR JUDGMENT

PRINTERS NOTE:

The above mentioned exhibit may be found on
Appendix pages 1 thru 5.

PLAINTIFF'S EXHIBIT B (Rejected)

ANSWER AND GROUNDS OF DEFENSE OF SAFECO INSURANCE CO.
OF AMERICA

PRINTERS NOTE:

The above mentioned exhibit may be found on
Appendix pages 6 thru 15.

PLAINTIFF'S EXHIBIT C (Rejected)

11/21/80 [Signature]

VIRGINIA:

IN THE CIRCUIT COURT OF THE COUNTY OF STAFFORD

BOARD OF SUPERVISORS OF STAFFORD COUNTY
STAFFORD, VIRGINIA 22554,

Plaintiff

AT LAW
No. 307-77

vs.

SAFECO INSURANCE COMPANY OF AMERICA
SAFECO PLAZA
SEATTLE, WASHINGTON 98185

Defendant

ANSWER AND GROUNDS OF DEFENSE
OF SAFECO INSURANCE COMPANY OF AMERICA

TO: THE HONORABLE JUDGES OF THE CIRCUIT COURT OF STAFFORD
COUNTY, VIRGINIA

Comes now defendant Safeco Insurance Company of
America, by its counsel, and for its answer and grounds of
defense to the Motion for Judgment filed herein by the
Board of Supervisors of Stafford County alleges as follows:

FIRST DEFENSE

1. In response to the numbered paragraphs of the Motion for
Judgment herein, this Defendant admits the allegations of
paragraphs 1 through 4,

admits

the allegations of paragraph 6,

admits the allegations of

COUNT IV

20. Plaintiff re-alleges paragraphs 1, 2 and 3 as though set forth again in full.
21. On or about October 2, 1973, Crows Nest, as Principal, by its authorized agent, for a valuable consideration, executed a Bond in favor of Plaintiff. A copy of said Bond is attached as Exhibit "D".

BOARD OF SUPERVISORS OF
STAFFORD COUNTY, VIRGINIA

BY: William H. Harris
Of Counsel

William H. Harris
County Attorney
Stafford County
809 William Street
Fredericksburg, Virginia
22401

of Plaintiff. A copy of said Bond is attached as Exhibit "A".

6. Safeco intended for Plaintiff to rely upon said Bond.

9. Plaintiff has demanded performance from Safeco.

12. Plaintiff re-alleges paragraphs 1, 2 and 3 as though set forth again in full.

COUNT II

13. On or about October 2, 1973, Crows Nest, as principal, by its authorized agent, for a valuable consideration, executed a Bond in favor of Plaintiff. A copy of said Bond is attached as Exhibit "B".

COUNT III

16. Plaintiff re-alleges paragraphs 1, 2 and 3 as though set forth again in full.

17. On or about October 2, 1973, Crows Nest, as Principal, by its authorized agent, and Safeco, as Surety and by its authorized agent, for a valuable consideration, executed a Bond in favor of Plaintiff. A copy of said Bond is attached as Exhibit "C".

PLAINTIFF'S EXHIBIT D (Rejected)

Rejected
11/30/80
[Signature]

VIRGINIA:

IN THE CIRCUIT COURT OF THE COUNTY OF STAFFORD

BOARD OF SUPERVISORS OF STAFFORD COUNTY
STAFFORD, VIRGINIA 22554,

Plaintiff

vs.

AT LAW
NO. _____

SAFECO INSURANCE COMPANY OF AMERICA
SAFECO PLAZA
SEATTLE, WASHINGTON 98185

SERVE: Edward R. Parker
5511 Staples Mill Road
Richmond, Virginia 23228

Defendant

MOTION FOR JUDGMENT

TO: THE HONORABLE JUDGES OF THE CIRCUIT COURT OF STAFFORD
COUNTY, VIRGINIA

The Board of Supervisors of Stafford, Virginia, by its
counsel, hereby moves for judgment against Defendant, Safeco
Insurance Company of America and as grounds therefore states:

1. Plaintiff is the duly constituted Board of Supervisors of
Stafford County Virginia, with principal offices at
Stafford, Virginia.
- 2.. Defendant, Safeco Insurance Company of America (hereinafter
Safeco) is a corporation organized under the laws of the
State of Washington, with principal offices in Seattle,
Washington.

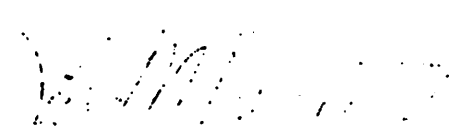
COUNT I

3. This is an action on bond in favor of Plaintiff posted by Crows Nest Harbour, a Virginia partnership (hereinafter Crows Nest) as Principal, and Safeco, as Surety.
4. On or about October 2, 1973, Crows Nest as Principal, by its authorized agent, and Safeco as Surety and by its authorized agent, for a valuable consideration, executed a Bond in favor

WHEREFORE, having fully answered, Defendant Safeco Insurance Company of America prays as follows:

- (1) That it be dismissed, with its costs herein expended; and
- (2) For such other relief as this Court may deem appropriate.

SAFECO INSURANCE COMPANY OF AMERICA



By Counsel

James V. Dolan, Esq.
Jeffrey P. Moran, Esq.
STEPTOE & JOHNSON
1250 Connecticut Avenue, N.W.
Washington, D.C. 20036

John Bryson, Esq.
P.O. Box 396
133 Park Street, N.W.
Vienna, Virginia 22180

Counsel for Safeco Insurance Company of
America

FOURTEENTH DEFENSE

15. Defendant admits the allegation of paragraph number 13 of the Motion for Judgment herein.
16. By way of answer and grounds of defense to paragraph 14 of the Motion for Judgment herein, Defendant re-alleges paragraphs 1 through 14 of this Answer and Grounds of Defense as if set forth again in full.

FIFTEENTH DEFENSE

18. Defendant admits the allegations of paragraphs 16 and 17 of the Motion for Judgment herein.
19. By way of answer to paragraph 18 of the Motion for Judgment herein, Defendant re-alleges paragraphs 1 through 14 of this Answer and Grounds of Defense as if set forth again in full.

SIXTEENTH DEFENSE

21. Defendant admits the allegations of paragraphs 20 and 21 of the Motion for Judgment herein.
22. By way of answer and grounds of defense to paragraph 22 of the Motion for Judgment herein, Defendant re-alleges paragraphs 1 through 14 of this Answer and Grounds of Defense as if set forth again in full.

FIFTH DEFENSE

The full penal sum of the bonds, moreover, would not pay for the costs of all improvements to which such sum must be devoted.

paragraphs 9,

and admits the allegations of paragraph 12.



SAFECO INSURANCE COMPANIES

22
π 1

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRE INSURANCE COMPANY OF AMERICA
MARINE INSURANCE COMPANY OF AMERICA

BOND NO. 2219522

COUNTY OF STAFFORD, VIRGINIA

SUBDIVISION BOND

KNOW ALL MEN BY THESE PRESENTS: That we, the undersigned, CROWS NEST HARBOUR, a Virginia partnership, as Principal, and _____

SAFECO INSURANCE COMPANY OF AMERICA

_____ as surety, are held and firmly bound unto Stafford County, Virginia, in the sum of ONE HUNDRED NINETY TWO THOUSAND TWO HUNDRED FORTY EIGHT DOLLARS AND NO/100----- (\$ 192,248.00) Dollars for the payment of which well and truly to be made, we hereby jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns.

The condition of the above obligation is such that whereas, the said CROWS NEST HARBOUR has presented to the Board of Supervisors of Stafford County, Virginia, for recordation a plat of subdivision in Aquia Magisterial District, Stafford County, Virginia, made by G.W. Clifford & Associates dated March, 1972 designated Section "C"

_____ Crows Nest Harbour Subdivision; and whereas, a condition of the approval and recordation of said plat is construction of the streets and water and sewer lines therein in accordance with the specifications shown on said plat, and whereas, CROWS NEST HARBOUR has undertaken to complete said water and

sewer lines and streets in a workmanlike manner in accordance with said specification within 24 months from the date hereof.

NOW, THEREFORE, if the said Principal shall well and faithfully do and perform the things agreed by it to be done, as hereinabove stipulated, then this obligation shall be void, otherwise, the same shall remain in full force and effect; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall in no event exceed the penal amount of this obligation as herein stated.

The said Surety for value received hereby stipulates and agrees that no change, extension of time, alteration or addition to the work to be performed shall in any wise affect the obligation of this bond and it does hereby waive notice of any such change, extension of time, alteration or addition.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed this 2nd day of October, 1973.

PRINCIPAL:

CROWS NEST HARBOUR
(a Virginia partnership)
RESEARCH HOMES, INC.

By [Signature]

FVM CORPORATION

ATTEST:

[Signature]

By [Signature]

President

SURETY:

ATTEST:

[Signature]

SAFECO INSURANCE COMPANY OF AMERICA

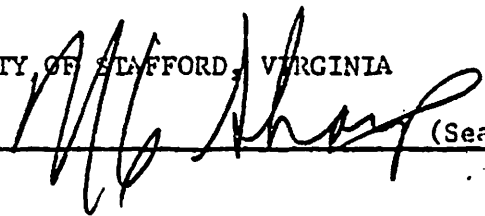
By [Signature]

Attorney-in-Fact

COUNTY:

COUNTY OF STAFFORD, VIRGINIA

By



(Seal)

Approved as to form
Thomas E. Gooley
County Attorney

AFFIDAVIT AND ACKNOWLEDGEMENT OF SURETY

STATE OF VIRGINIA,

 COUNTY of FAIRFAX to-wit:

I, June Z. Yates a notary public in and for the
 County aforesaid, in the State aforesaid, do
certify that ROBERT W. HUDSON personally appeared before me in my
 office aforesaid and made oath that he is
Attorney-in-Fact of the SAFECO INSURANCE COMPANY OF AMERICA

that he is duly authorized to execute the foregoing bond by virtue of a certain power of attorney of said company, date 12-11-72, and recorded in the Clerk's Office of the County of Fairfax, in Deed Book No. 3759, page 724, that said power of attorney has not been revoked; that the said company has complied with all the requirements of law regulating the admission of such companies to transact business in the State of Virginia; that the said company holds the certificate of the Commissioner of Insurance authorizing it to do business of the State of Virginia; that it has a paid-up cash capital of not less than \$250,000; that the paid-up capital, plus the surplus and undivided profits of said company, is over \$40,000,000.00, that the penalty of the foregoing bond is not in excess of ten percentum of said sum; that the said company is not by said bond incurring in the aggregate, on behalf or on account of the principal named in said bond, a liability for an amount larger than one-tenth of its paid-up capital, plus its surplus and undivided profits; that the said company is solvent and fully able to meet promptly all its obligations, and the said Robert W. Hudson, thereupon, in the name and on behalf of the said company, acknowledged the foregoing writing as its act and deed.

My term of office expires December 29, 19 74.

Given under my hand this 11th day of October, 19 73.

June Z. Yates
Notary Public



SAFECO INSURANCE COMPANIES

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SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA
HOME OFFICE: 147 BROADWAY, NEW YORK, N.Y. 10038

BOND NO. 2219519

COUNTY OF STAFFORD, VIRGINIA

SUBDIVISION BOND

KNOW ALL MEN BY THESE PRESENTS: That we, the undersigned, CROWS NEST HARBOUR, a Virginia partnership, as Principal, and _____

SAFECO INSURANCE COMPANY OF AMERICA

_____ as surety, are held and firmly bound unto Stafford County, Virginia, in the sum of THREE HUNDRED ELEVEN THOUSAND TWO HUNDRED FIFTY FOUR DOLLARS AND NO/100----- (\$ 311,254.00) Dollars

for the payment of which well and truly to be made, we hereby jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns.

The condition of the above obligation is such that whereas, the said CROWS NEST HARBOUR has presented to the Board of Supervisors of Stafford County, Virginia, for recordation a plat of subdivision in Aquia Magisterial District, Stafford County, Virginia, made by G. W. Clifford & Associates dated September, 1971 designated Section "B"

_____ Crows Nest Harbour Subdivision; and whereas, a condition of the approval and recordation of said plat is construction of the streets and water and sewer lines therein in accordance with the specifications shown on said plat, and whereas, CROWS NEST HARBOUR has undertaken to complete said water and sewer lines and streets in a workmanlike manner in accordance with said

specification within 24 months from the date hereof.

NOW, THEREFORE, if the said Principal shall well and faithfully do and perform the things agreed by it to be done, as hereinabove stipulated, then this obligation shall be void, otherwise, the same shall remain in full force and effect; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall in no event exceed the penal amount of this obligation as herein stated.

The said Surety for value received hereby stipulates and agrees that no change, extension of time, alteration or addition to the work to be performed shall in any wise affect the obligation of this bond and it does hereby waive notice of any such change, extension of time, alteration or addition.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed this 2nd day of October, 1973.

PRINCIPAL:

GROSS NEST HARBOUR
(a Virginia corporation)
RESEARCH MOVES, INC.

By [Signature]

FVM CORPORATION

By [Signature]

ATTEST:

[Signature]

SURETY:

ATTEST:

[Signature]

SAFECO INSURANCE COMPANY OF AMERICA

By [Signature]

Attorney-in-Fact

COUNTY:

COUNTY OF STAFFORD VIRGINIA

By

(Seal)

Approved as to form:
Thomas E. Gosley Jr.
County Attorney

AFFIDAVIT AND ACKNOWLEDGEMENT OF SURETY

STATE OF VIRGINIA,

COUNTY of FAIRFAX to-wit:

I, June Z. Yates a notary public in and for the
County aforesaid, in the State aforesaid, do
 certify that ROBERT W. HUDSON personally appeared before me in my
office aforesaid and made oath that he is
Attorney-in-Fact of the SAFECO INSURANCE COMPANY OF AMERICA

that he is duly authorized to execute the foregoing bond by virtue of a certain
 power of attorney of said company, date 12-11-72, and recorded in the
 Clerk's Office of the County of Fairfax, in
 Deed Book No. 3759, page 724, that said power of attorney has not
 been revoked; that the said company has complied with all the requirements of
 law regulating the admission of such companies to transact business in the State
 of Virginia; that the said company holds the certificate of the Commissioner of
 Insurance authorizing it to do business of the State of Virginia; that it has a
 paid-up cash capital of not less than \$250,000; that the paid-up capital, plus
 the surplus and undivided profits of said company, is over \$40,000,000.00,
 that the penalty of the foregoing bond is not in excess of ten percentum of said
 sum; that the said company is not by said bond incurring in the aggregate, on
 behalf or on account of the principal named in said bond, a liability for an
 amount larger than one-tenth of its paid-up capital, plus its surplus and
 undivided profits; that the said company is solvent and fully able to meet promptly
 all its obligations, and the said Robert W. Hudson, thereupon,
 in the name and on behalf of the said company, acknowledged the foregoing writing
 as its act and deed.

My term of office expires December 29, 19 74.

Given under my hand this 11th day of October, 19 73.

June Z. Yates
 Notary Public



SAFECO INSURANCE COMPANIES

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SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INVESTMENT COMPANY OF AMERICA
FIDELITY NATIONAL INSURANCE COMPANY OF AMERICA
SAFECO INSURANCE COMPANY OF AMERICA

BOND NO. 2219520

COUNTY OF STAFFORD, VIRGINIA

SUBDIVISION BOND

KNOW ALL MEN BY THESE PRESENTS: That we, the undersigned, CROWS NEST HARBOUR, a Virginia partnership, as Principal, and _____

SAFECO INSURANCE COMPANY OF AMERICA

_____ as surety, are held and firmly bound unto Stafford County, Virginia, in the sum of FOUR HUNDRED TEN THOUSAND NINE HUNDRED FORTY NINE DOLLARS AND NO/100----- (\$ 410,949.00) Dollars for the payment of which well and truly to be made, we hereby jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns.

The condition of the above obligation is such that whereas, the said CROWS NEST HARBOUR has presented to the Board of Supervisors of Stafford County, Virginia, for recordation a plat of subdivision in Aquia Magisterial District, Stafford County, Virginia, made by G. W. Clifford & Associates dated September, 1971 designated Section "A"

_____ Crows Nest Harbour Subdivision; and whereas, a condition of the approval and recordation of said plat is construction of the streets and water and sewer lines therein in accordance with the specifications shown on said plat, and whereas, CROWS NEST HARBOUR has undertaken to complete said water and

sewer lines and streets in a workmanlike manner in accordance with said specification within 24 months from the date hereof.

NOW, THEREFORE, if the said Principal shall well and faithfully do and perform the things agreed by it to be done, as hereinabove stipulated, then this obligation shall be void, otherwise, the same shall remain in full force and effect; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall in no event exceed the penal amount of this obligation as herein stated.

The said Surety for value received hereby stipulates and agrees that no change, extension of time, alteration or addition to the work to be performed shall in any wise affect the obligation of this bond and it does hereby waive notice of any such change, extension of time, alteration or addition.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed this 2nd day of October, 1973.

PRINCIPAL:

GROSS NEST HARBOUR
(a Virginia partnership)
RESEARCH HOMES, INC.

By *Sam Vandevender*
FVM CORPORATION *Vice President*

By *Richard Ford*
President

ATTEST:

Lawrence H. Hauck

SURETY:

ATTEST:

Edith G. [Signature]

SAFECO INSURANCE COMPANY OF AMERICA

By *[Signature]*
Attorney-in-Fact

COUNTY:

COUNTY OF STAFFORD, VIRGINIA

By

(Seal)

Approved as to form:
Thomas E. Gresham
County Attorney

AFFIDAVIT AND ACKNOWLEDGEMENT OF SURETY

STATE OF VIRGINIA,

 COUNTY of FAIRFAX to-wit:

I, June Z. Yates a notary public in and for the
 County aforesaid, in the State aforesaid, do
certify that ROBERT W. HUDSON personally appeared before me in my
 office aforesaid and made oath that he is
Attorney-in-Fact of the SAFECO INSURANCE COMPANY OF AMERICA

that he is duly authorized to execute the foregoing bond by virtue of a certain power of attorney of said company, date 12-11-72, and recorded in the Clerk's Office of the County of Fairfax, in Deed Book No. 3759, page 724, that said power of attorney has not been revoked; that the said company has complied with all the requirements of law regulating the admission of such companies to transact business in the State of Virginia; that the said company holds the certificate of the Commissioner of Insurance authorizing it to do business of the State of Virginia; that it has a paid-up cash capital of not less than \$250,000; that the paid-up capital, plus the surplus and undivided profits of said company, is over \$40,000,000.00, that the penalty of the foregoing bond is not in excess of ten percentum of said sum; that the said company is not by said bond incurring in the aggregate, on behalf or on account of the principal named in said bond, a liability for an amount larger than one-tenth of its paid-up capital, plus its surplus and undivided profits; that the said company is solvent and fully able to meet promptly all its obligations, and the said Robert W. Hudson, thereupon, in the name and on behalf of the said company, acknowledged the foregoing writing as its act and deed.

My term of office expires December 29, 19 74.

Given under my hand this 11th day of October, 19 73.

June Z. Yates
Notary Public



SAFECO INSURANCE COMPANIES

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA
A MEMBER OF THE SAFECO GROUP

BOND NO. 2219521

COUNTY OF STAFFORD, VIRGINIA

SUBDIVISION BOND

KNOW ALL MEN BY THESE PRESENTS: That we, the undersigned, CROWS NEST HARBOUR, a Virginia partnership, as Principal, and _____
SAFECO INSURANCE COMPANY OF AMERICA

_____ as surety, are held and firmly bound unto Stafford County, Virginia, in the sum of THREE HUNDRED SEVENTY THREE THOUSAND FORTY ONE DOLLARS AND NO/100----- (\$373,041.00) Dollars for the payment of which well and truly to be made, we hereby jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns.

The condition of the above obligation is such that whereas, the said CROWS NEST HARBOUR has presented to the Board of Supervisors of Stafford County, Virginia, for recordation a plat of subdivision in Aquia Magisterial District, Stafford County, Virginia, made by Urban Engineering & Associates dated september, 1972, designated Section "D"

_____ Grows Nest Harbour Subdivision; and whereas, a condition of the approval and recordation of said plat is construction of the streets and water and sewer lines therein in accordance with the specifications shown on said plat, and whereas, CROWS NEST HARBOUR has undertaken to complete said water and

sewer lines and streets in a workmanlike manner in accordance with said specification within 24 months from the date hereof.

NOW, THEREFORE, if the said Principal shall well and faithfully do and perform the things agreed by it to be done, as hereinabove stipulated, then this obligation shall be void, otherwise, the same shall remain in full force and effect; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall in no event exceed the penal amount of this obligation as herein stated.

The said Surety for value received hereby stipulates and agrees that no change, extension of time, alteration or addition to the work to be performed shall in any wise affect the obligation of this bond and it does hereby waive notice of any such change, extension of time, alteration or addition.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed this 2nd day of October, 1973.

PRINCIPAL:

CROWS NEST HARBOUR
(a Virginia partnership)
RESEARCH HOMES, INC.

By [Signature]

FVM CORPORATION

By [Signature]
President

ATTEST:

[Signature]

SURETY:

ATTEST:

[Signature]

SAFECO INSURANCE COMPANY OF AMERICA

By [Signature]
Attorney-in-Fact

COUNTY:

COUNTY OF STAFFORD, VIRGINIA

By

(Seal)

Approved as to form:
Thomas E. Gaskin
County Attorney

AFFIDAVIT AND ACKNOWLEDGEMENT OF SURETY

STATE OF VIRGINIA,

 COUNTY of FAIRFAX to-wit:

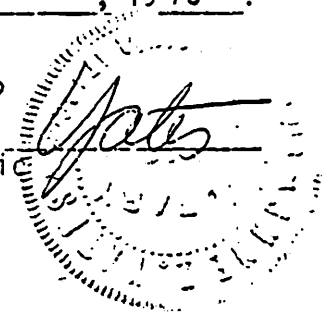
I, June Z. Yates a notary public in and for the
 County aforesaid, in the State aforesaid, do
certify that ROBERT W. HUDSON personally appeared before me in my
 office aforesaid and made oath that he is
Attorney-in-Fact of the SAFECO INSURANCE COMPANY OF AMERICA

that he is duly authorized to execute the foregoing bond by virtue of a certain power of attorney of said company, date 12-11-72, and recorded in the Clerk's Office of the County of Fairfax, in Deed Book No. 3759, page 724, that said power of attorney has not been revoked; that the said company has complied with all the requirements of law regulating the admission of such companies to transact business in the State of Virginia; that the said company holds the certificate of the Commissioner of Insurance authorizing it to do business of the State of Virginia; that it has a paid-up cash capital of not less than \$250,000; that the paid-up capital, plus the surplus and undivided profits of said company, is over \$40,000,000.00, that the penalty of the foregoing bond is not in excess of ten percentum of said sum; that the said company is not by said bond incurring in the aggregate, on behalf or on account of the principal named in said bond, a liability for an amount larger than one-tenth of its paid-up capital, plus its surplus and undivided profits; that the said company is solvent and fully able to meet promptly all its obligations, and the said Robert W. Hudson, thereupon, in the name and on behalf of the said company, acknowledged the foregoing writing as its act and deed.

My term of office expires December 29, 19 74.

Given under my hand this 11th day of October, 19 73.

June Z. Yates
Notary Public



115

JUN 24 1976

WILLIAM H. HARRIS
ATTORNEY AT LAW
FREDERICKSBURG, VIRGINIA 22401

AREA CODE
(703) 371-4841

910 PRINCESS ANNE STREET

June 21, 1976

SAFECO INSURANCE COMPANY OF AMERICA
Claims Department
Home Office
4842 Brooklyn Avenue
Seattle, Washington 98105

RE: Bond Nos: 2219510 - \$311,254.00
2219520 - \$410,949.00
2219521 - \$373,041.00
2219522 - \$192,248.00

Gentlemen:

1,287,492.00

This is to advise you that the subdivision bonds referred to above are being called by Stafford County, Virginia, in that the roads and water and sewer lines in Sections A, B, C and D of Crows' Nest Harbour, Stafford County, Virginia, have not been completed. Please contact my office as soon as possible so that the County can receive its money, or advise us as to what contractor you will employ to complete the work covered by the aforesaid bonds.

Yours very truly,

William H. Harris

William H. Harris
County Attorney
County of Stafford

Will: cm

cc: N. C. Sharp, County Administrator

THE
CODE OF THE COUNTY
OF
STAFFORD, VIRGINIA

The General Ordinances of the County

PUBLISHED BY ORDER OF THE BOARD OF SUPERVISORS

MICHELLE CITY PUBLICATIONS COMPANY
CHARLOTTESVILLE, VIRGINIA
1971

Preface

This volume constitutes the first revision and codification of the general ordinances of Stafford County, Virginia. It contains such of the ordinances of a general and permanent nature passed on or before June 11, 1969, as were found desirable for retention, except those expressly saved from repeal by the Adopting Ordinance.

The ordinances were codified, edited and indexed by the Editorial Staff of Michie City Publications Company under the supervision of Chas. W. Sublett, Stephen C. Willard and Daniel T. Sargeant.

The publishers wish to express their appreciation for the cooperation of all the county officials and employees during the preparation of this publication. Particular acknowledgment is due Mr. E. C. Carver, Executive Secretary, for his assistance during the progress of the work.

A feature to which the attention of the user is directed is the arrangement of the chapters in alphabetical order. Attention is also directed to the analysis preceding each chapter which, in many instances, will serve as an index within itself. The general index, carried at the end of the Code, has been carefully prepared and should serve as an accurate medium for locating the individual sections of law within the Code. In the footnotes appearing throughout the Code will be found references to the applicable and related provisions of the state law. These notes also contain cross references to other and related provisions in the County Code. By reference to the historical citations, appearing at the end of each section, the user will be able to ascertain the ordinance from which the present section has been derived.

It is a recognized fact that if any Code is to accomplish its intended purpose it must be kept up to date by means of an adequate supplemental service. Accordingly, the publishers point out the advisability and necessity of keeping this Code current.

IV STAFFORD COUNTY CODE

The new County Code is presented to the officials and citizens of Stafford County, Virginia, in the belief that it will merit their approval:

MICHIE CITY PUBLICATIONS COMPANY
CHARLOTTESVILLE, VIRGINIA

§ 21-4 REFUSE AND CONDITION OF PREMISES § 21-4

Sec. 21-4. On property of another without consent of owner of property.⁵

It shall be unlawful for any person to dump, throw, place or otherwise deposit on the property of another, without the written consent of the owner of such property, any trash, garbage, ashes or waste material, organic or inorganic.

For the purposes of this section, the following words and phrases shall have the meanings respectively ascribed to them by this section:

Garbage. "Garbage" includes kitchen and table refuse, offal and every accumulation of animal and vegetable matter which with the preparation, decay, dealing in or storage of meats, fruits, vegetables and other provisions for human subsistence.

Trash. "Trash" includes papers, rags, containers of paper, cardboard, glass, crockery, wood or tin, yard or house sweepings and all other household wastes, building and manufacturing wastes. (5-1-47.)

DIVISION 2. COUNTY DUMP.

Editor's note.—This division is reserved for future legislation.

CHAPTER 22.

SUBDIVISIONS.¹

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- § 22-2. Purposes.
- § 22-3. Definitions.
- § 22-4. Administration of chapter.
- § 22-5. Advertising standards.
- § 22-6. Exceptions and variances.

5. For state law as to unauthorized deposit of trash, garbage, etc., upon land of another, see Code of Va., § 18.1-178.

As to property damage generally, see §§ 19-20, 19-21 of this Code.

1. For state law as to land subdivision and development, see Code of Va., §§ 15.1-435 to 15.1-485.

As to planning commission, see ch. 20 of this Code. As to zoning, see ch. 23.

STAFFORD COUNTY CODE

- § 22-7. Relationship of chapter to private contracts.
- § 22-8. Applicability of chapter.
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Article I. In General.

Sec. 22-1. Short title.

This chapter shall be known and may be cited as the "Subdivision Regulations of Stafford County, Virginia". (9-11-68, § 1-1.)

Sec. 22-2. Purposes.

The purpose of this chapter is to establish certain subdivision standards and procedures for the county, and such

of its environs as come under the jurisdiction of the governing body as provided for by the Code of Virginia, as amended.

These are part of a long range plan to guide and facilitate the orderly, beneficial growth of the community, and to promote the public health, safety, convenience, comfort, prosperity and general welfare. More specifically, the purposes of these standards and procedures are to provide a guide for the change that occurs when lands and acreage become urban in character as a result of development for residential, business or industrial purposes; to provide assurance that the purchasers of lots are buying a commodity that is suitable for development and use; and to make possible the provision of public services in a safe, adequate and efficient manner. Subdivided land sooner or later becomes a public responsibility in that roads and streets must be maintained and numerous public services customary to urban areas must be provided. This chapter assists the community in meeting these responsibilities. (9-11-68, § 1-1.)

Sec. 22-3. Definitions.

For the purposes of this chapter, the following words and phrases shall have the meanings respectively ascribed to them by this section:

Agent. The representative of the governing body who has been appointed to serve as the agent of the board (or council) in approving the subdivision plats.

Alley. A permanent service way providing a secondary means of access to abutting properties.

Building setback. The minimum distance which a building is set back from the front lot line or front boundary line.

Commission. The planning commission of the county.

Cul-de-sac. A street with only one outlet and having an appropriate turn-around for a safe and convenient reverse traffic movement.

Developer. An owner of property being subdivided, whether or not represented by an agent.

Easement. A grant by a property owner of the use of land for one or more specific purposes.

Engineer. An engineer licensed by the state.

Governing body. The board of supervisors of the county.

Health official. The health director or sanitarian of the county.

Highway engineer. The resident engineer employed by the state department of highways.

Jurisdiction. The area or territory subject to the legislative control of the governing body.

Lot. A numbered and recorded portion of a subdivision intended for transfer of ownership or for building development for a single building and its accessory building.

Lot, corner. A lot abutting upon two or more streets at their intersection; the shortest side fronting upon a street shall be considered the front of the lot, and the longest side fronting upon a street shall be considered the side of the lot.

Lot, depth of. The mean horizontal distance between the front and rear lot lines.

Lot, double frontage. An interior lot having frontage on two streets.

Lot, interior. A lot other than a corner lot.

Lot of record. A lot which has been recorded in the office of the clerk of the circuit court of the county.

Lot, width of. The mean horizontal distance between the side lot lines.

Plat. Includes the terms: Map, plan, plot, replat or replot; a map or plan of a tract or parcel of land which is to be, or which has been subdivided. When used as a verb "plat" is synonymous with "subdivide".

Property. Any tract, lot, parcel or several of the same collected together for the purpose of subdividing.

Street. The principal means of access to abutting properties.

Street or alley, public use of. The unrestricted use of a specified area or right of way for ingress and egress to two or more abutting properties.

Street, major. A heavily traveled thoroughfare or highway that carries a large volume of through traffic, or anticipated traffic exceeding five hundred vehicles per day.

Street, other. A street that is used primarily as a means of public access to the abutting properties with anticipated traffic of less than five hundred vehicles per day.

Street, service drive. A public right of way generally parallel and contiguous to a major highway, primarily designed to promote safety by eliminating promiscuous ingress and egress to the right of way by providing safe and orderly points of access to the highway.

Street width. The total width of the strip of land dedicated or reserved for public travel, including roadway, curbs, gutters, sidewalks and planting strips.

Subdivide. The process of dealing with land so as to establish a subdivision.

Subdivider. The person who holds legal title to land and subdivides it.

* *Subdivision.* A division, subdivision or resubdivision of a lot, tract or parcel of land within any one year period of time into three or more lots, tracts or parcels for the purpose of transfer of ownership or building development. The word shall not include the division of land into sites of more than one acre, the average width of which is not less than one hundred fifty feet when such subdivision (1) does not require the use of private roads or the opening of any new street; (2) does not obstruct or is not likely to obstruct natural drainage; or does not affect adversely the execution or development of any plat or subdivision heretofore approved by the agent. Industrial, commercial and apartment property and tracts shall be developed within the framework of this definition and chapter even when one or more lots, tracts or parcels of land are involved.

Surveyor. Certified land surveyor as licensed by the state.

Town houses. (Row houses) One of a series of not less than three or more than seven attached dwelling units under a common roof separated from one another by vertical party walls without opening from base to roof.

For the purposes of this chapter, certain words and terms used herein shall be interpreted or defined as follows: The word "lot" includes the word "parcel"; the word "shall" is mandatory and not directory; the word "approve" shall be considered to be followed by the words "or disapproved"; any reference to this chapter or the ordinance from which it derives includes all ordinances amending or supplementing the same; all distances and area refer to measurement in a horizontal plane. (9-11-68, § 2.)

Sec. 22-4. Administration of chapter.

The agent appointed by the governing body is hereby delegated to administer this chapter. In so acting, the agent shall be considered the agent of the governing body and approval or disapproval by the agent shall constitute approval or disapproval as though it were given by the governing body. The agent shall also consult with the planning commission and the governing body on matters contained in this chapter.

The agent shall perform his duties as regards subdivisions and subdividing in accordance with this chapter and the Virginia Land Subdivision Act.

In the performance of his duties the agent may call for opinions or decisions, either verbal or written, from other departments in considering details of any submitted plat. This authority by the agent shall have particular reference to the state highway resident engineer, the county health supervisor or sanitarian, and the county designated engineer.

In addition to the regulations contained in this chapter for the platting of subdivisions, the agent may, from time to time, establish any reasonable additional administrative procedures deemed necessary for the proper administration of this chapter. (9-11-68, § 3.)

Sec. 22-5. Advertising standards.

A subdivider, when advertising a subdivided tract of land for sale, shall be specific as to the following items:

- (a) Whether officially approved water and sewage facilities are available or not;
- (b) The amount of officially approved water available to

2. As to advertising generally, see ch. 3 of this Code.

each lot purchaser in terms of gallons per day. (9-11-68, § 7-1.)

Sec. 22-6. Exceptions and variances.

Where the subdivider can show that a provision of the standards set forth in this chapter would cause unnecessary hardship if strictly adhered to, and where, because of topographical or other conditions peculiar to the site, in the opinion of the agent a departure may be made without destroying the intent of such provisions, the agent may authorize an exception. Any exception thus authorized is to be stated in writing in the report of the agent with the reasoning on which the departure was justified set forth. No such variance may be granted which is opposed in writing by the county or highway engineer or health official. (9-11-68, § 8-1.)

Sec. 22-7. Relationship of chapter to private contracts.

This chapter bears no relation to any private easement, covenant, agreement or restriction, nor is the responsibility of enforcing such private easement, covenant, agreement or restriction implied herein to any public official. When this chapter calls for more restrictive standards than are required by private contract the provisions of this chapter shall control. (9-11-68, § 4-5.)

Sec. 22-8. Applicability of chapter.

The provisions of this chapter shall apply to all subdivisions submitted for approval after September 11, 1968. (9-11-68, § 6-8.)

Sec. 22-9. Compliance with chapter.

No person shall subdivide any tract of land that is located within the county as defined in the Virginia Land Subdivision Act except in conformity with the provisions of this chapter. (9-11-68, § 4-4.)

Sec. 22-10. Amendment of chapter.

This chapter may be amended in whole or in part by the governing body; provided, that any such amendment shall

either originate with hearing having been held, notice of the time and place of the hearing shall have been given at least once a week for two weeks, and the last notice at least five days prior to the hearing. (9-11-68, § 8-5.)

Sec. 22-11. Violations and penalties.

Any owner or proprietor of any tract of land who subdivides that tract of land and who violates any of the provisions of this chapter shall be guilty of a misdemeanor, punishable by a fine of not less than ten dollars nor more than two hundred fifty dollars, and each day after the first during which such violation shall continue shall constitute a separate violation. (9-11-68, § 8-2.)

Article II. Plats and Platting.

DIVISION 1. GENERALLY.

Sec. 22-12. Required.

Any owner or developer of any tract of land within the county who subdivides the same shall cause a final plat of such subdivision, with reference to known or permanent monuments, to be made and recorded in the office of the clerk of the circuit court. No such final plat of subdivision shall be recorded until it shall have been submitted, approved and certified by the agent in accordance with the regulations set forth in this chapter. No lot shall be sold in any such subdivision before the final plat shall have been recorded. (9-11-68, § 4-1.)

Sec. 22-13. Preparation and certification.

Every final plat shall be prepared by a surveyor or engineer duly licensed by the state, who shall endorse upon each final plat a certificate signed by him setting forth the source of the title of the land subdivided, and the place of record of the last instrument in the chain of title. When the final plat is of land acquired from more than one source of title, the outlines of the several tracts shall be indicated upon such final plat, within an inset block, or by means of a dotted boundary line upon the final plat. (9-11-68, § 4-2.)

Sec. 22-14. Owner's statement.

Every final plat, or the deed of dedication to which the final plat is attached, shall contain in addition to the surveyor's or engineer's certificate a statement to the effect that "the above and foregoing subdivision of (here insert correct description of the land subdivided) as appears in this plat is with the free consent and in accordance with the desire of the undersigned owners, proprietors and trustees, if any, "which shall be signed by the owners, proprietors and trustees, if any, and shall be duly acknowledged before some officer authorized to take acknowledgments of deeds, and when thus executed and approved as herein specified shall be filed and recorded in the office of the clerk of the circuit court, and indexed under the names of the land owners signing such statement and under the name of the subdivision. (9-11-68, § 4-3.)

Sec. 22-15. Changes.

No change, erasure or revision shall be made on any preliminary plat, nor on accompanying data sheets after approval of the agent has been endorsed in writing on the plat or sheets, unless authorization for such changes has been granted in writing by the agent. (9-11-68, § 4-6.)

Sec. 22-16. Zoning.³

When the intended use of all or part of any platted area, as indicated by the preliminary plat and as shown on that plat, would put the land in a more restrictive category than that which now exists, such shall be considered a petition for the rezoning of the platted area to the higher classification. (9-11-68, § 4-7.)

Sec. 22-17. Fees.

There shall be a charge for the examination and approval or disapproval of every plat reviewed by the agent. At the time of filing the preliminary plat, the subdivider shall deposit with the agent checks payable to the treasurer in the amount as set forth by a schedule of fees which shall be established

3. As to zoning generally, see ch. 28 of this Code.

or changed, from time to time, by resolution of the board of supervisors, to be collected by the agent. (9-11-68, § 4-8.)

Sec. 22-18. Appeal upon disapproval.

In the event a plat for a subdivision is disapproved by the agent, the subdivider may appeal to the governing body which has final authority in the approval or disapproval of such final plats. (9-11-68, § 4-1.)

DIVISION 2. APPROVAL PROCEDURES.

Sec. 22-19. Application, etc., generally.

Whenever any subdivision of land is proposed, and before any permit for the erection of a structure shall be granted, the subdivider or his agent shall apply in writing to the agent for the approval of the subdivision plat and submit three copies of the preliminary plat including the lot, street and utilities layout. No lot shall be sold until a final plat for the subdivision shall have been approved and recorded in the manner prescribed by this division. (9-11-68, § 6-1.)

Sec. 22-20. Preliminary sketch.

The subdivider may, if he so chooses, submit to the agent a preliminary sketch of the proposed subdivision prior to his preparing engineered preliminary and final plats. The purpose of such preliminary sketch is to permit the agent to advise the subdivider whether his plans in general are in accordance with the requirements of this chapter. The commission, upon submission of any such preliminary sketch, shall study it, and advise the subdivider wherein it appears that changes would be necessary. The agent may mark the preliminary sketch indicating necessary changes and any such marked sketch shall be returned to the commission with the preliminary plat. The preliminary sketch shall be as follows:

It shall be drawn on white paper, or on a print of a topographic map of the property. It shall be drawn to a scale of one hundred feet to the inch. It shall show the name, location and dimensions of all streets entering the property, adjacent to the property or terminating at the boundary of the property to be subdivided. It shall show the location of all proposed uses

of the land to be subdivided and shall include the approximate dimensions. (9-11-68, § 6-2.)

Sec. 22-21. Preliminary plat generally—Number of copies and contents.

The subdivider shall present to the commission three prints of a preliminary layout at a scale of one hundred feet to the inch as a preliminary plat. The preliminary plat shall include the following information:

(a) Name of subdivision, owner, subdivider, surveyor or engineer, date of drawing, number of sheets, north point and scale. If true north is used, method of determination shall be shown.

(b) Location of proposed subdivision by an inset map at a scale of not less than two inches equal one mile showing adjoining roads, their names and numbers, towns, subdivisions and other landmarks.

(c) The boundary survey or existing survey of record; provided, that such survey shows a closure with an accuracy of not less than one in twenty-five hundreds; total acreage, acreage of subdivided area, number and approximate area and frontage of all building sites, existing buildings within the boundaries of the tract, names of owners and their property lines within the boundaries of the tract and adjoining such boundaries.

(d) All existing, platted and proposed streets, their names, numbers, and widths; existing utility or other easements, public areas and parking spaces; culverts, drains and water courses, their names and other pertinent data.

(e) All parcels of land to be dedicated for public use and the conditions of such dedication.

(f) Topography at intervals satisfactory to the highway engineer.

(g) Elevations of existing and proposed ground surface at all street intersections and at points of major grade change along the center line of streets together with proposed grade lines connection therewith.

(h) Proposed connections with existing sanitary sewers and existing water supply or alternate means of sewage disposal and water supply.

(i) Provisions for collecting and discharging surface drainage and preliminary designs of any structure that may be required. (9-11-68, § 6-3.)

Sec. 22-22. Same—Procedure for approval; additional data and performance bond.

The agent or his appointed representative shall discuss the preliminary plat with the subdivider in order to determine whether or not his preliminary plat generally conforms to the requirements of this chapter and chapter 28. The subdivider shall then be advised in writing within ninety days, which may be by formal letter or by legible markings on his copy of the preliminary plat, concerning any additional data that may be required, the character and extent of public improvements that will have to be made, and an estimate of the cost of construction or improvements and the amount of the performance bond which will be required as a prerequisite to approval of the final subdivision plat. Such bond shall provide for completion of all work covered thereby within a time to be determined by the agent, which time may be extended by the agent upon written application by the subdivider, with the approval of the county board of supervisors. (In determining the cost of required improvements and the amount of the performance bond the agent may consult with a duly licensed engineer who shall prepare this data for the agent, or preferably may require a bona fide estimate of the cost of improvements to be furnished by the subdivider.) (9-11-68, § 6-4.)

Sec. 22-23. Same—Effect of approval.

Approval by the agent of the preliminary plat does not constitute a guarantee of approval of the final plat. (9-11-68, § 6-5.)

Sec. 22-24. Same—Duration of approval.

The subdivider shall have not more than six months after receiving official notification concerning the preliminary plat to file with the agent a final subdivision plat in accordance with this chapter. Failure so to do shall make preliminary approval null and void. The agent may, on written request by

the subdivider, grant an extension of this time limit. (9-11-68, § 6-6.)

Sec. 22-25. Final plat—Form and contents.

The subdivision plats submitted for final approval by the governing body and subsequent recording shall be clearly and legibly drawn in ink upon tracing cloth at a scale of one hundred feet to the inch on sheets having a size of seventeen inches by twenty inches. In addition to the requirements of the preliminary plat the final plat shall include the following:

(a) A blank oblong space three inches by five inches shall be reserved for the use of the approving authority.

(b) Certificates signed by the surveyor or engineer setting forth the source of title of the owners of the land subdivided and the place of record of the last instrument in the chain of title.

(c) A statement to the effect that the subdivision as it appears on this plat is with the free consent and in accordance with the desires of the owners, proprietors and trustees, if any, which shall be signed by the owners, proprietors and trustees, if any, and shall be duly acknowledged before some officer authorized to take acknowledgements of deeds.

(d) When the subdivision consists of land acquired from more than one source of title the outlines of the various tracts shall be indicated by dash-lines, and identification of the respective tracts shall be placed on the plat.

(e) The accurate location and dimensions by bearings and distances with all curve data on all lots and street lines and center line of streets, boundaries of all proposed or existing easements, parks, school sites or other public areas, the number and area of all building sites, all existing public and private streets, their names, numbers and widths, existing utilities, and those to be provided, such as sanitary sewers, storm drains, water mains, manholes and underground conduits including their size and type, water courses and their names, names of owners, and their property lines, both within the boundary of the subdivision and adjoining such boundaries.

(f) Distances and bearings shall balance and close with an accuracy of not less than one in ten thousand.

(g) The data of all curves along the street frontages shall be shown in detail at the curve or in a curve data table containing the following: Delta, radius, arc, tangent, chord and chord bearings. (9-11-68, § 6-7.)

Sec. 22-26. Same—Conditions of approval, approval and recording.

The final plat shall not be approved until the subdivider has complied with the general requirements and minimum standards of design in accordance with this chapter, and has made satisfactory arrangements for performance bond, cash or cash bond to cover the cost of necessary improvements (in lieu of construction), to the satisfaction of the agent. Approval of final plats, based upon previously approved preliminary plats, shall be approved for the board of supervisors by the county executive secretary and by the chairman, or acting chairman, of the board of supervisors within ninety days, except under abnormal circumstances, from the receipt thereof, and such action shall be evidenced thereon by their signatures. Final plats shall also bear the signatures of the highway engineer and county health department director or their agents and all corrections noted on such final plats shall have been satisfactorily adjusted. The subdivider shall record such plat within one year after final approval; otherwise the agent shall mark the plat "void" and return same to the subdivider. (9-11-68, § 6-8.)

Article III. General Requirements and Regulations.

DIVISION 1. GENERALLY.

Sec. 22-27. Mutual responsibility for development.

There is a mutual responsibility between the subdivider and the county to divide land so as to improve the general use pattern of the land being subdivided. (9-11-68, § 5-1.)

Sec. 22-28. Suitability of land—Generally.

The agent shall not approve the subdivision of land if, from adequate investigations conducted by all public agencies concerned, it has been determined that in the best interest of the

public the site is not suitable for platting and development purposes of the kind proposed. (9-11-68, § 5-2.)

Sec. 22-29. Same—Land subject to flooding, etc.—Generally.

Land subject to flooding and land deemed to be topographically unsuitable shall not be platted for residential occupancy, nor for such other uses as may increase danger of health, life or property, or aggravate erosion or flood hazard. Such land within the subdivision shall be set aside on the plat for such uses as shall not be endangered by periodic or occasional inundation or shall not produce conditions contrary to public welfare. (9-11-68, § 5-3.)

Sec. 22-30. Same—Same—Building site.

To insure that residents will have sufficient land upon which to build a house which is flood free, the agent may require the subdivider to provide elevation and flood profiles sufficient to demonstrate the land to be completely free of the danger of flood waters. (9-11-68, § 5-4.)

Sec. 22-31. Improvements generally.

All required improvements shall be installed by the subdivider at his cost. In cases where specifications have been established either by the state department of highways for streets, curbs, etc., or by the provisions of this Code or other local ordinances and codes, such specifications shall be followed. The subdivider's performance bond shall not be released until construction has been inspected and approved by the appropriate engineer. All improvements shall be in accordance with the requirements set forth in this article. (9-11-68, § 5-5.)

Sec. 22-32. Lot size.

The minimum lot size in any area shall be in accordance with the provisions of chapter 28; except, that where public sewer systems are not available such minimum lot sizes may be increased by the agent in accordance with the recommendations of the health director which shall be submitted to the agent in writing, either by notations on the plat or by letter.

The health director may be guided by appropriate tests in determining the area required for the sanitary and safe disposal of septic tank effluent. (9-11-68, § 5-5.)

Sec. 22-33. Flood control, drainage, etc.

The subdivider shall provide all necessary information needed to determine what improvements are necessary to properly develop the subject property, including contour intervals, drainage plans and flood control devices.

The subdivider shall also provide plans for all such improvements together with a properly qualified certified engineer's or surveyor's statement that such improvements, when properly installed, will be adequate to serve the area of the subdivision and the contributing drainage area in accordance with requirements, design standards and specifications for drainage improvements for the county, as approved by the engineer of the agent, the highway department engineer, and the health department shall also approve or disapprove the plans. The subdivider shall also provide any other information required. (9-11-68, § 5-5.)

Sec. 22-34. Easements.

The agent may require that easements for drainage through adjoining property be provided by the subdivider. Easements of not less than ten feet in width shall be provided for water, sewer, power lines and other utilities in the subdivision when required by the agent. (9-11-68, § 5-5.)

Sec. 22-35. Water facilities generally.

Where public water is available the service shall be extended to all lots within a subdivision, including fire hydrants, by the subdivider, in accordance with the design standards and specifications for water construction and improvements in the county, to meet the approval of the engineer of the agent. Every subdivision containing three or more lots to which the county or a sanitary district cannot or will not supply water shall be provided, by the subdivider, with a complete central

1. As to water supply, etc., generally, see ch. 26 of this Code.

water supply and distribution system to serve every lot containing less than twenty thousand square feet. (9-11-68, § 5-5.)

Sec. 22-36. Sewage facilities generally.⁵

Where public sewerage facilities are available the service shall be extended to all lots within a subdivision and septic tanks will not be permitted. Every subdivision shall be provided, by the subdivider, with a satisfactory and sanitary means of sewage collection and disposal in accordance with the design standards and specifications for sewage construction and improvements in the county to meet the approval of the engineer of the agent; provided, that the (average prevailing) lot size is less than twenty thousand square feet. In case of a subdivision in which the size of lots are twenty thousand square feet or more, in area, an individual sewage disposal system for each lot may be provided by the subdivider, in accordance with the regulations of all applicable governmental agencies.

All improvements within the subdivisions shall be dedicated to the county so as to insure property functioning after development has all been completed. (9-11-68, § 5-5.)

Sec. 22-37. Private water and sewer facilities.⁶

Nothing in this chapter shall prevent the installation of privately owned water or sewerage facilities in areas where public water or sewerage facilities are not available; provided, however, that such installations shall meet all the requirements of the state water control board, the state health department and any other state or local regulation having authority over such installations. (9-11-68, § 5-5.)

Sec. 22-38. Fire hydrants.⁷

The installation of adequate fire hydrants in a subdivision at locations approved by the agent may be required; provided, that public water is available. The agent shall consult with

5. As to sewers and sewage disposal generally, see ch. 26 of this Code.

6. As to water supply, sewers and sewage disposal generally, see ch. 26 of this Code.

7. As to fire protection generally, see ch. 13 of this Code.

the proper authority before approving such locations. (9-11-68, § 5-5.)

Sec. 22-39. Performance bond generally.

Before any subdivision plat will be finally approved by the agent the subdivider shall, in lieu of construction, furnish a performance bond in an amount calculated by the agent to secure the required improvements in a workmanlike manner, and in accordance with specifications and construction schedules established or approved by the appropriate engineer, which bond shall be payable to and held by the governing body. (9-11-68, § 5-6.)

Sec. 22-40. Inspection and supervision of improvements during construction.

(a) Inspections during the installation of the physical improvements in and for a subdivision shall be made by the agent or his designated representative to insure conformity with the approved plans and specifications.

(b) The subdivider shall notify the agent in writing three days prior to the beginning and completion of the construction of all physical improvements in connection with the subdivision.

(c) The subdivider shall provide adequate supervision on the project site during the installation of all required improvements and have a responsible superintendent or foreman together with one set of approved plans and profiles available at the project site at all times when work is being performed. (9-11-68, § 5-7.)

Sec. 22-41. Development of part of tract.

Whenever part of a tract is proposed for platting and it is intended to subdivide additional parts in the future, a sketch plan for the entire tract shall be submitted with the preliminary plat. This sketch is merely for informational purposes and is not binding on the subdivider or the governing body. However, no improvements will be carried out within the confines of such tract until the agent has been notified and approval given. (9-11-68, § 5-8.)

Sec. 22-42. Reservation of land for public purposes.

The agent may require subdividers of residential subdivisions to set aside land for parks, playgrounds, schools, libraries, municipal buildings and similar public and semipublic uses, subject to the following regulations:

(a) Subdividers shall be required to dedicate land for parks or playgrounds not exceeding ten percent of the area of the subdivision where such subdivision equals or exceeds twenty-five acres. Such land required shall be for the common welfare and benefit of the subdivision and be dedicated without reimbursement by the governing body.

Exceptions to this subsection may be granted when the subdivision adjoins open and public properties such as school playground areas or public parks existing for the use of county residents at large. Where land is required in excess of this amount, the reimbursement by the governing body shall be based on a proportionate share of the: (1) Fair market value of the land immediately prior to subdivision, which shall be considered a cost item; (2) cost of improvements, including interest on investments; (3) development costs; (4) plus not more than ten percent profit on the total of such cost.

(b) Lands dedicated under subsection (a) above shall be established in a manner conforming with current laws of common ownership by the individual subdivision lot owners. Such dedicated lands may be established by deed, homeowners association or other legal means if the county will not accept the land. In any event, the subdivider will be responsible for proposing an acceptable plan to the governing body for such plans.

(c) Subdividers shall not be required to reserve land for public purposes other than streets, drainage, parks and playgrounds, except on a reimbursement basis. They shall be reimbursed by the jurisdiction or agency requiring the land. They shall not be required to hold the land longer than eighteen months following the recording of the plat for such purchases. If the land is not purchased within such eighteen months, it may be sold as lots for the same purposes for which the subdivision was platted. To facilitate such possible eventual sale of reserved land as separate lots, the subdivider shall show, on his final plat, by dotted lines and dotted numbers, the area and dimensions of lots to be created within the boundaries

of any such reserved land, and may sell such lots, after the expiration date of the reservation, by lot number, without filing an amended plat.

(d) The agent shall make certain that lands so reserved are divisible in the same manner as the remainder of the subdivision so that the subdivider will not be required to reserve an unusable portion of his subdivision.

(e) Nothing herein shall be construed to mean that land may be set aside for commercial purposes in a residential district, without the land so required for commercial use being zoned appropriately in accordance with the provisions of chapter 28. (9-11-63, § 5-32.)

Sec. 22-43. Provisions specifically applicable to town house subdivisions.

The following provisions shall apply specifically to town house subdivisions and shall be supplementary to all other provisions of this chapter where no conflict exists between this section and section 22-42. Where such conflict exists this section shall be the controlling regulation.

(a) Each town house shall have a paved sidewalk of at least three feet in width running from the street or parking area to the front and rear of each lot.

(b) Any building or structure erected or altered shall comply with the provisions of this chapter, other provisions of this Code and all other ordinances of the county, and any applicable laws of the state.

(c) Any work or development on the site, including but not limited to the following, shall comply with the provisions of this chapter, other provisions of this Code and all other county ordinances and any applicable laws of the state: The grading of land, the installation of utilities, the construction of curbs, gutters and sidewalks, the construction of drains and sewers, the construction of off-street parking and the construction or erection of any improvements on the site.

(d) Any building or structure shall be reasonably accessible to fire, police, emergency and service vehicles.

(e) Streets, sidewalks and alleys shall, insofar as reasonably practicable, provide access and good traffic circulation to

adjacent lands, existing streets, alleys and sidewalks and proposed or planned streets, alleys and sidewalks.

(f) Adequate, approved water mains and fire hydrants shall be provided in accessible places when it is reasonably practicable to do so and there are not adequate fire hydrants nearby.

(g) Adequate provision shall be made to control the slippage, shifting, erosion, accretion and subsidence of soil.

(h) Adequate provision shall be made to control the slipping and shifting of buildings and structures.

(i) Adequate provision shall be made to protect other lands, structures, persons and property.

(j) The preliminary site plan shall show the general location, dimension, size, and height of the following when existing:

- (1) Sidewalks, streets, alleys, easements and utilities.
- (2) Buildings and structures.
- (3) Public sewer systems.
- (4) Slopes, terraces and retaining walls.
- (5) Driveways, entrances, exits, parking areas and sidewalks.
- (6) Water mains and fire hydrants.
- (7) Trees and shrubs.
- (8) Recreation areas.
- (9) Natural and artificial watercourses.
- (10) Limits of flood planes.

(k) The preliminary site plan shall show the general location, dimensions, size, height and type of materials of the following, when proposed:

- (1) Sidewalks, streets, alleys, easements and utilities.
- (2) Buildings and structures.
- (3) Public sewer systems.
- (4) Slopes, terraces and retaining walls.
- (5) Driveways, entrances, exits, parking areas and sidewalks.
- (6) Water mains and fire hydrants.
- (7) Trees and shrubs.
- (8) Recreation areas.
- (9) Distances between buildings.
- (10) Estimates of the following:
 - a. Number of dwelling units.

- b. Number of parking spaces.
- c. Number of loading spaces.
- d. Square feet of floor space.

(1) Upon completion of all construction, the owner or developer shall cause to be made and presented to the board of supervisors a plat indicating the accurate position of all utilities and structures and the center line of all rights of way as to location and elevation. Also, dedication to county of all improvements therein, such as utilities, roads, etc. (9-11-68, § 5-33.)

DIVISION 2. LOTS.

Sec. 22-44. Shape.

The lot arrangement, design, and shape shall be such that lots in subdivisions will provide satisfactory and desirable sites for buildings, and be properly related to topography and conform to requirements of this chapter. Lots shall not contain peculiarly shaped elongations solely to provide necessary square footage of area which would be unusable for normal purposes. (9-11-68, § 5-9.)

Sec. 22-45. Location.

Each lot in a subdivision shall abut on a street dedicated by the subdivision plat, or on an existing publicly dedicated street, or on a street which has become public by right of use. If the existing streets are not fifty feet in width, the subdivider shall make provisions in the deeds to the lots for all buildings to be constructed so as to permit the widening by dedication of such roads or streets to a width of fifty feet. (9-11-68, § 5-10.)

Sec. 22-46. Corner lots.

Corner lots in subdivisions shall have extra width sufficient for maintenance of any required building lines on both streets as determined by the agent. (9-11-68, § 5-11.)

Sec. 22-47. Side lines.

Side lines of lots in subdivisions shall be approximately at right angles or radial to the street line. (9-11-68, § 5-12.)

Sec. 22-48. Remnants.

All remnants of lots below minimum size left over after the subdividing of a tract shall be added to adjacent lots, or otherwise disposed of, rather than allowed to remain as unusable parcels. (9-11-68, § 5-13.)

Sec. 22-49. Lots intended for business or industrial use.

Lots in subdivisions intended for business or industrial use shall be designed specifically for such purposes with adequate space set aside for off-street parking and delivery facilities. (9-11-68, § 5-18.)

Sec. 22-50. Lots in separate ownership.

Where the land covered by a subdivision includes two or more parcels in separate ownership, and lot arrangement is such that a property ownership line divides one or more lots, the land in each lot so divided shall be transferred by deed to single ownership, simultaneously with the recording of the final plat. Such deed shall be deposited with the clerk of the circuit court and held with the final plat until the subdivider is ready to record same, and they both shall then be recorded together. (9-11-68, § 5-14.)

DIVISION 3. BLOCKS.**Sec. 22-51. Length.**

The maximum length of blocks in subdivisions shall be twelve hundred feet, and the minimum length of blocks upon which lots have frontage shall be five hundred feet. Exceptions to this requirement may be granted in apartment, cluster and town house tract developments. (9-11-68, § 5-15.)

Sec. 22-52. Width.

Blocks in subdivisions shall be wide enough to allow two tiers of lots of minimum depth, except where fronting on major streets, unless prevented by topographical conditions or size of the property, in which case the agent may approve a single tier of lots of minimum depth. (9-11-68, § 5-16.)

Sec. 22-53. Orientation.

Where a proposed subdivision will adjoin a major road, the agent may require that the great dimension of the block shall front or back upon such major thoroughfare to avoid unnecessary ingress or egress. (9-11-68, § 5-17.)

DIVISION 4. STREETS.**Sec. 22-54. Alignment and layout.**

The arrangement of streets in new subdivisions shall make provisions for the continuation of existing streets in adjoining areas. The street arrangement shall be such as to cause no unnecessary hardship to owners of adjoining property when they plat their own land and seek to provide for convenient access to it. Where, in the opinion of the agent, it is desirable to provide for street access to adjoining property, proposed streets shall be extended by dedication to the boundary line of such property. Half streets along the boundary of land proposed for subdivision may not be permitted. Wherever possible, streets should intersect at right angles. In all hillside areas streets running with contours shall be required to intersect at angles of not less than sixty degrees, unless approved by the highway engineer. (9-11-68, § 5-19.)

Sec. 22-55. Service drives.

Whenever a proposed subdivision contains or is adjacent to a limited access highway, provision shall be made for a service drive or marginal street approximately parallel to such right of way at a distance suitable for an appropriate use of the land between such highway and the proposed subdivision. Such distances shall be determined with due consideration of the minimum distance required for ingress and egress to the main thoroughfare. The right of way of any major highway or street projected across any railroad, limited access highway or expressway shall be of adequate width to provide for the cuts or fills required for any future separation of grades. (9-11-68, § 5-20.)

Sec. 22-56. Approach angle.

Major streets in a subdivision shall approach major or

minor streets at an angle of not less than eighty degrees, unless the agent, upon recommendation of the highway engineer, shall approve a lesser angle of approach for reasons of contour, terrain or matching of existing patterns. (9-11-68, § 5-21.)

Sec. 22-57. Minimum width.

The minimum width of proposed streets in subdivisions, measured from lot line to lot line, shall be as shown on the major street plan:

- (a) *Major streets.* Not less than eighty feet;
- (b) *Minor streets.* Not less than fifty feet;
- (c) *Local service drives*, or other minor streets which cannot be extended in the future. Not less than fifty feet;
- (d) *Alleys, if permitted.* Not less than twenty feet nor more than twenty-eight feet. (9-11-68, § 5-22.)

Sec. 22-58. Construction requirements.

In cases where the state department of highways specifications are lacking or are less restrictive than the requirements of this chapter, this chapter shall prevail.

(a) The roadway shall be graded to thirty feet exclusive of side ditches.

(b) Base for pavement shall be at least twenty-four feet in width and six inches in depth and be of stone, gravel or other satisfactory material approved by the state department of highways.

(c) Pavement width shall be a minimum of twenty-two feet constructed of material passing state department of highways specifications. The pavement will consist of a bituminous oil primer treatment and final seal treatment with rates of application to be in accordance with the state department of highways specifications.

(d) The grades of streets submitted on subdivision plats shall be approved by the highway engineer prior to final action by the agent; wherever feasible, street grades shall not exceed ten percent. (9-11-68, § 5-23.)

Sec. 22-59. Cul-de-sacs.

Minor terminal streets (cul-de-sacs) in subdivisions, designed to have one end permanently closed, shall be no longer than four hundred feet to the beginning of the turnaround. Each cul-de-sac shall be terminated by a turnaround of not less than one hundred feet in diameter. (9-11-68, § 5-24.)

Sec. 22-60. Alleys.

Alleys should be avoided in subdivisions wherever possible. Dead-end alleys, if unavoidable, shall be provided with adequate turnaround facilities as determined by the agent. (9-11-68, § 5-25.)

Sec. 22-61. Private streets and reserve strips.

There shall be no private streets platted in any subdivision which do not meet state department of highways requirements. Every subdivided property shall be served from a publicly dedicated street. There shall be no reserve strips controlling access to streets. (9-11-68, § 5-26.)

Sec. 22-62. Street names.

Proposed streets in subdivisions, which are obviously in alignment with other already existing and named streets, shall bear the names of the existing streets. It shall be the responsibility of the developer to ensure that in no case shall the names of proposed streets duplicate existing street names irrespective of the use of the suffix street, avenue, boulevard, drive, way, place, lane or court. Street names shall be indicated on the preliminary and final plats. Names of existing streets shall not be changed except by approval of the governing body. (9-11-68, § 5-27.)

Sec. 22-63. Identification signs.

Street identification signs of a design in accordance with highway requirements and approved by the agent shall be installed at all intersections in subdivisions. (9-11-68, § 5-28.)

DIVISION 5. MONUMENTS.

Sec. 22-64. Visibility; inspection and approval.

Upon completion of subdivision streets, sewers and other improvements, the subdivider shall make certain that all monuments required by the agent are clearly visible for inspection and use. Such monuments shall be inspected and approved by the agent before any improvements are accepted by the governing body. (9-11-63, § 5-29.)

Sec. 22-65. Location, size, etc.—Concrete monuments.

Concrete monuments four inches in diameter or square, three feet long, with a flat top, shall be set at all points where street lines intersect and at the exterior boundary corners of the subdivision. The top of the monument shall have an indented cross to identify properly the location and shall be set at least three inches above finished grade. (9-11-63, § 5-30.)

Sec. 22-66. Same—Iron pipes.

All other lot corners in subdivisions shall be marked with iron pipe not less than three-fourths inch in diameter and twenty-four inches long and driven so as to be flush with the finished grade. When rock is encountered, a hole shall be drilled four inches deep in the rock, into which shall be cemented a steel rod one-half inch in diameter, the top of which shall be flush with the finished grade line. (9-11-63, § 5-31.)

Article IV. Miscellaneous Provisions.

Sec. 22-67. Form of certificates.

The certificates required by this chapter shall be substantially in the following form:

(a) *Owner's consent and dedication.*

Know all men by these presents, that the subdivision of land as shown on this plat, containing _____ acres, more or less, and designated as _____ Subdivision, situated in the _____ District in the County of Stafford, Virginia, is with the free consent and in accor-

dance with the desires of the undersigned owners thereof; that all streets and easements shown on said plat are hereby dedicated to the public use, and that all lots within the subdivision are subject to certain restrictions, reservations, stipulations and covenants as contained in a writing executed by the undersigned, under date of _____, 19____, and recorded in the Clerk's Office of Stafford County, in Deed Book_____, Page_____. The said_____acres of land hereby subdivided having been conveyed to _____

by _____ by _____ by deed dated _____, 19____, and recorded in the Clerk's Office of the Circuit Court of Stafford County, Virginia, in Deed Book_____, Page_____.

Given under our hands this _____ day of _____, 19_____.

_____(SEAL)
_____(SEAL)
_____(SEAL)
_____(SEAL)

(b) *Surveyor's certificate**

*The foregoing plat is not approved until all signatures have been obtained.

I hereby certify that to the best of my knowledge and belief, all of the requirements of the board of supervisors, Code and ordinances of the County of Stafford, Virginia, regarding the platting of subdivisions within the county have been complied with.

Given under my hand this _____ day of _____, 19_____.

State Certified Engineer
(Or Land Surveyor)

(c) *Certificate of approval.*

This subdivision known as _____ Sub-division is approved by the undersigned in accordance with

existing subdivision regulations and may be committed to record.

_____ (Date)	(Signed) _____ Highway Engineer
	(Signed) _____ Health Officer
	(Signed) _____ Chairman or Agent, Board of Supervisors, Stafford County, Virginia.

(9-11-68, appx. B.)

Sec. 22-68. State classified system of roadways.

The state department of highways has a classified system of roadways incorporating the terms "primary" highways and "secondary or feeder" roads. The primary system is shown in the table below:

<i>Road classification</i>	<i>Number of lanes</i>	<i>Right of way width</i>
Class I Divided	4	160
Class I Undivided	2	110
Class II Divided	4	160
Class II Undivided	2	110
Class III Undivided	2	80
Class IV Undivided	2	59*

*Plus easement for slopes

Class I highways are heavily traveled thoroughfares that carry a large portion of through traffic composed mainly of trucks.

Class II highways carry a large portion of through traffic vehicles, mainly passenger cars.

Class III highways carry a mixture (truck and passenger cars) of through and local traffic.

Class IV highways carry a lesser volume of through and local traffic than Class III routes.

Secondary and feeder roads are considered in three categories on the basis of annual average daily traffic volume. Pertinent data on these roads follow:

SECTION "A"

No of Lots = 100
Area of Lots = 242.5404 Acres

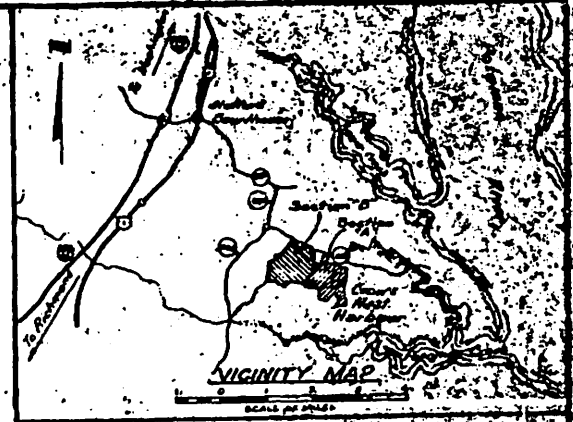
SECTION "B"

No of Lots = 100
Area of Lots = 227.7053 Acres

Area of Tr.
Sections A & B = 470.2457 Acres
Total Area = 680.7671 Acres

BOUNDARY SURVEY

The boundary of Crow's Nest Harbour was taken from Plat of Survey by Urban Engineering & Associates dated May 1975 containing a total area of 6557.05156 Acres Section "A" and Section "B" of proposed Crow's Nest Harbour are tied to this boundary by field traverses



CERTIFICATE OF APPROVAL

This subdivision known as Crow's Nest Harbour is approved by the undersigned as conforming with existing subdivision regulations and may be recorded in record

[Signature]
Virginia Dept of Highways

[Signature]
See Note 11.6

State Board of Health

CERTIFICATION

I hereby certify, that to the best of my knowledge and belief, all of the requirements of the Board of Health and Ordinances of the County of Stafford, Virginia, relating to the platting of subdivisions within the County have been complied with.

Given under my hand this 12th day of May, 1975

[Signature]
C. B. Lulap, Clerk

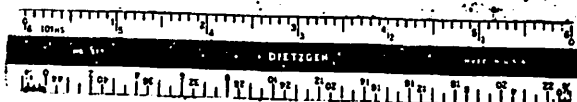
OWNER'S CONSENT AND DEDICATION

Know all men by these presents, that the subdivision of land as shown on this plat, containing 680.7671 acres, and designated as Crow's Nest Harbour Section "A" and Section "B", situated in the 1st and 2nd Districts in the County of Stafford, Virginia, is with the free consent and in accordance with the desires of the undersigned owners thereof, that all streets shown on said plat are hereby dedicated to the public use and that all lots within the subdivision are subject to certain restrictions, reservations, stipulations and covenants as contained in the writing executed by the undersigned, under date of June 1, 1971, and recorded in the Clerk's Office of Stafford County, in Deed Book 312, Page 252. The said 680.7671 acres of land hereby subdivided, being a portion of the total tract, having been conveyed to Crow's Nest Harbour by deed dated Feb. 20, 1971, and recorded in the Clerk's Office of the Circuit Court of Stafford County, Virginia, in Deed Book 312, Page 181. Deed Book 312 Page 89.

Given under our hands this _____ day of _____, 1975.

[Signature]
Coke L. Gage

Coke L. Gage, General Partner
Crow's Nest Harbour a limited Partnership



Notes:

1. Minimum lot area - 2.41
2. Minimum lot frontage - 160 ft
3. Water supply to be by central water system as required by the County of Stafford.
4. Sanitation disposal by central sewer systems (treatment as required by State Board of Health)
5. All roads to be designed for public use and to meet requirements of Virginia Dept of Highways
6. This plat is being approved by the Health Dept. with the understanding that this project will be served by public water and public sewer which have been approved by the Dept of Sanitary Engineering - via State Health Dept.

PLAT BOOK 5, PAGES 274-289

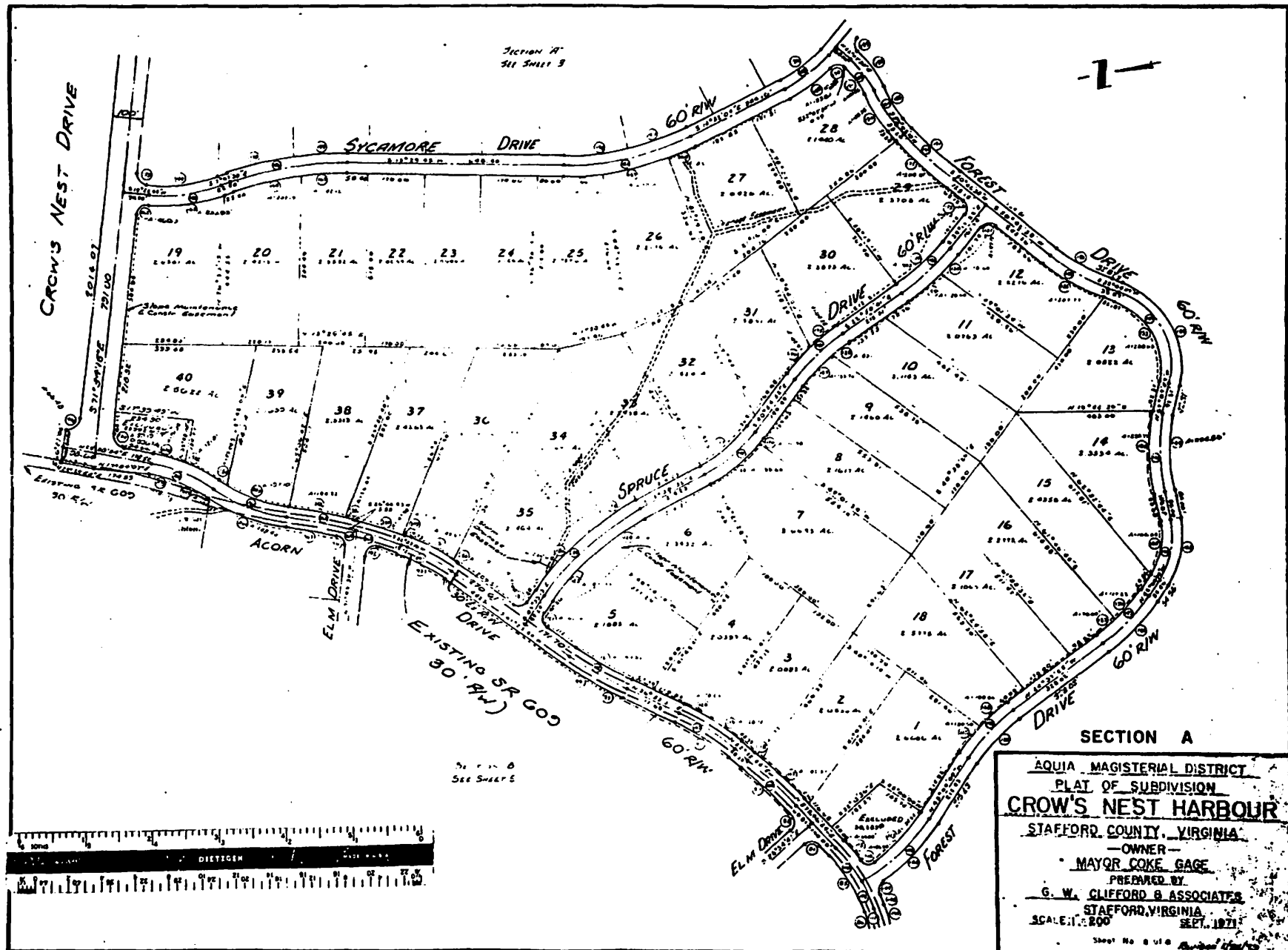
Crow's Nest Harbour

to October 19, 1973

Sections A thru D, Crow's Nest Harbour

PLAT BOOK 5 PAGE 275

69



Revised Per VDH Request

Changed Intersection of
Crow's Nest & Acorn
& Elm Drives

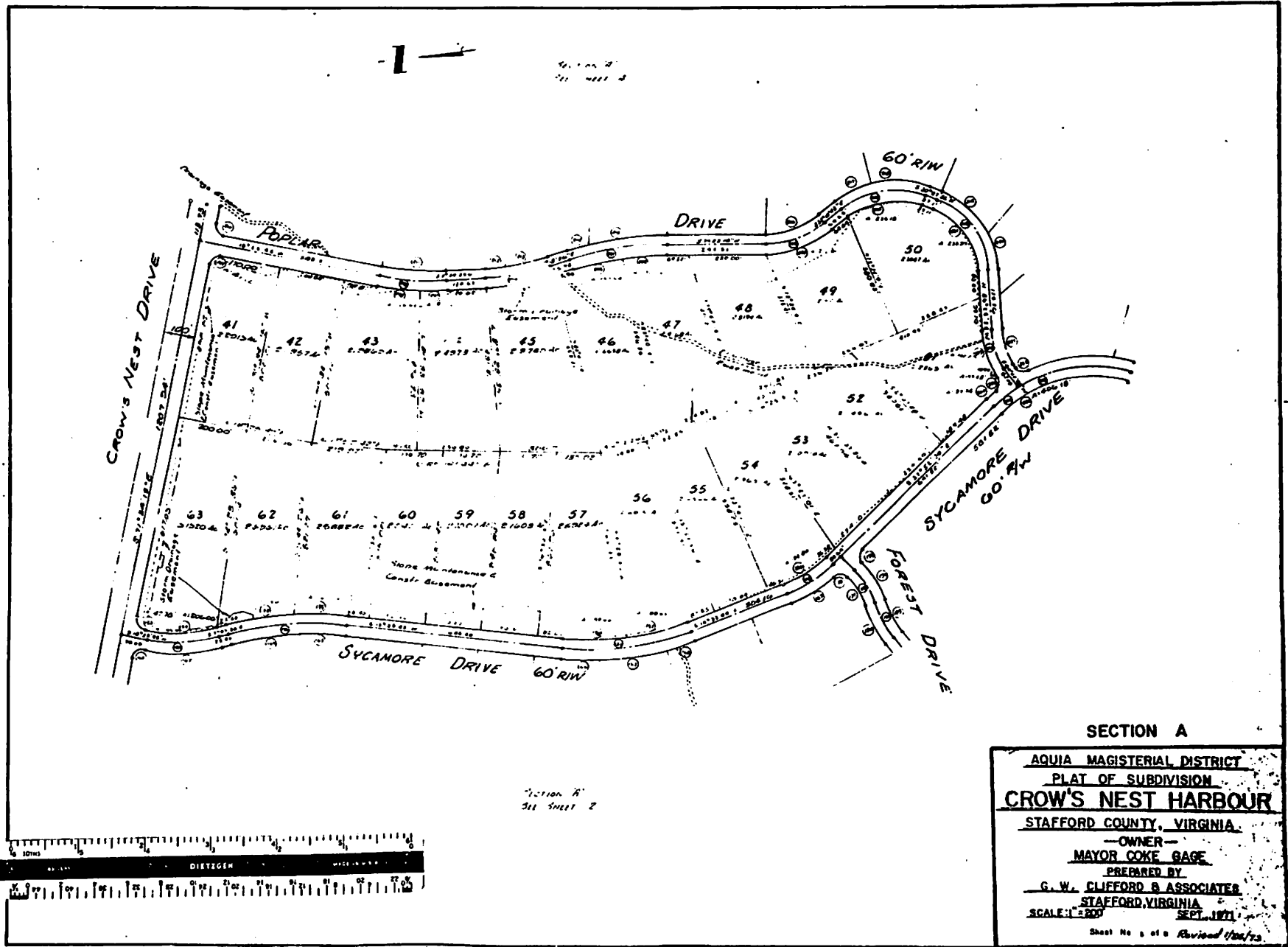
Added Easements Per
Urban Engineering

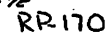
LOT ACRES Final 1-8-72

RR170

A copy of this plat is to be filed
by the Clerk of the Circuit Court
in the Office of the Clerk of the
Circuit Court.

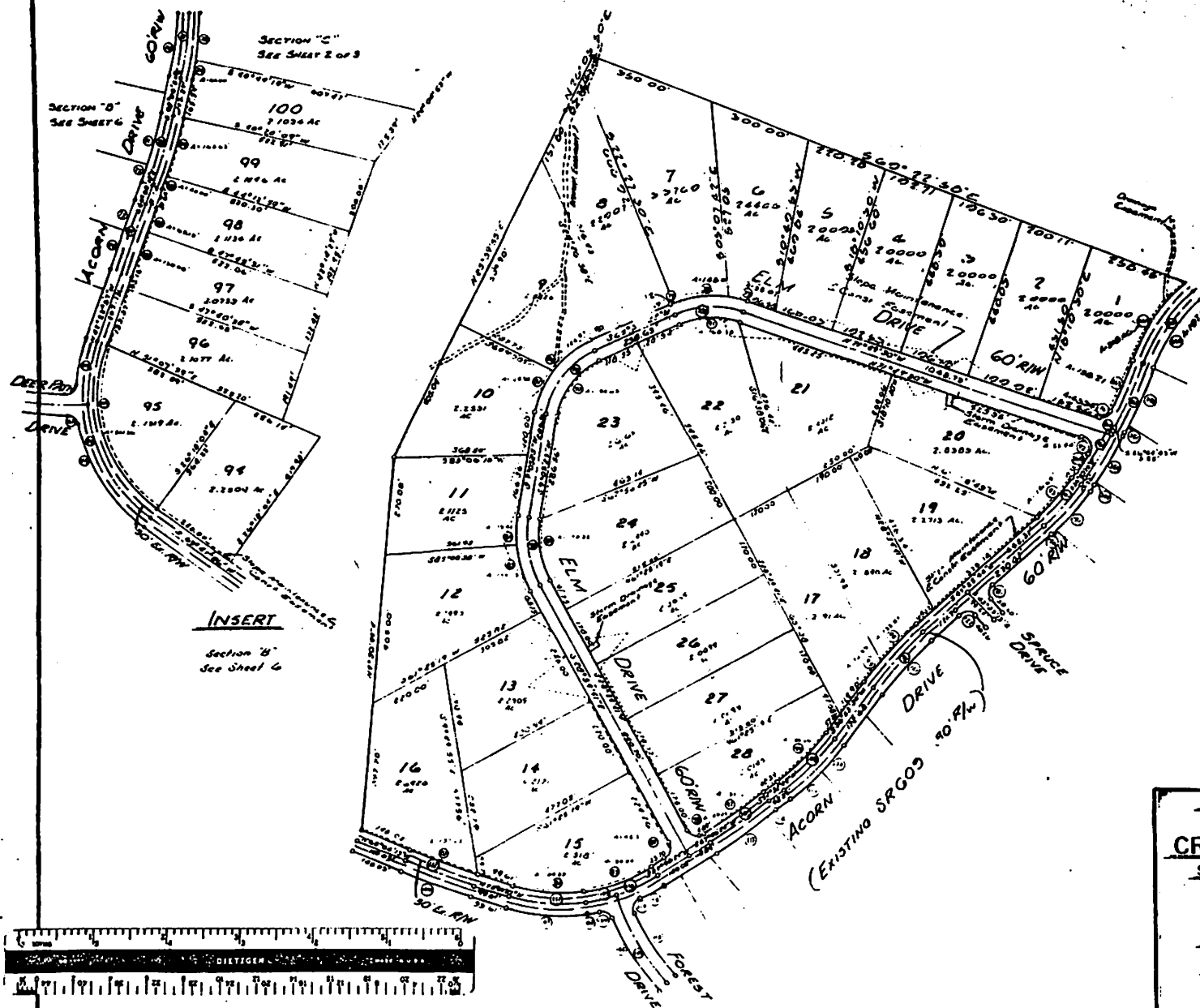
PLAT BOOK 5 PAGE 1276





A copy letter William J. Knight, Clerk
Hqs. Naval A. School signed
B.C.

PLAT BOOK 5 PAGE 21718



SECTION B

AQUIA MAGISTERIAL DISTRICT
 PLAT OF SUBDIVISION
CROW'S NEST HARBOUR
 STAFFORD COUNTY, VIRGINIA
 —OWNER—
 MAYOR COKE GAGE
 PREPARED BY
 G. W. CLIFFORD & ASSOCIATES
 STAFFORD, VIRGINIA
 SCALE: 1"=200' SEPT. 1971
 "Sheet No. 3 of 6"

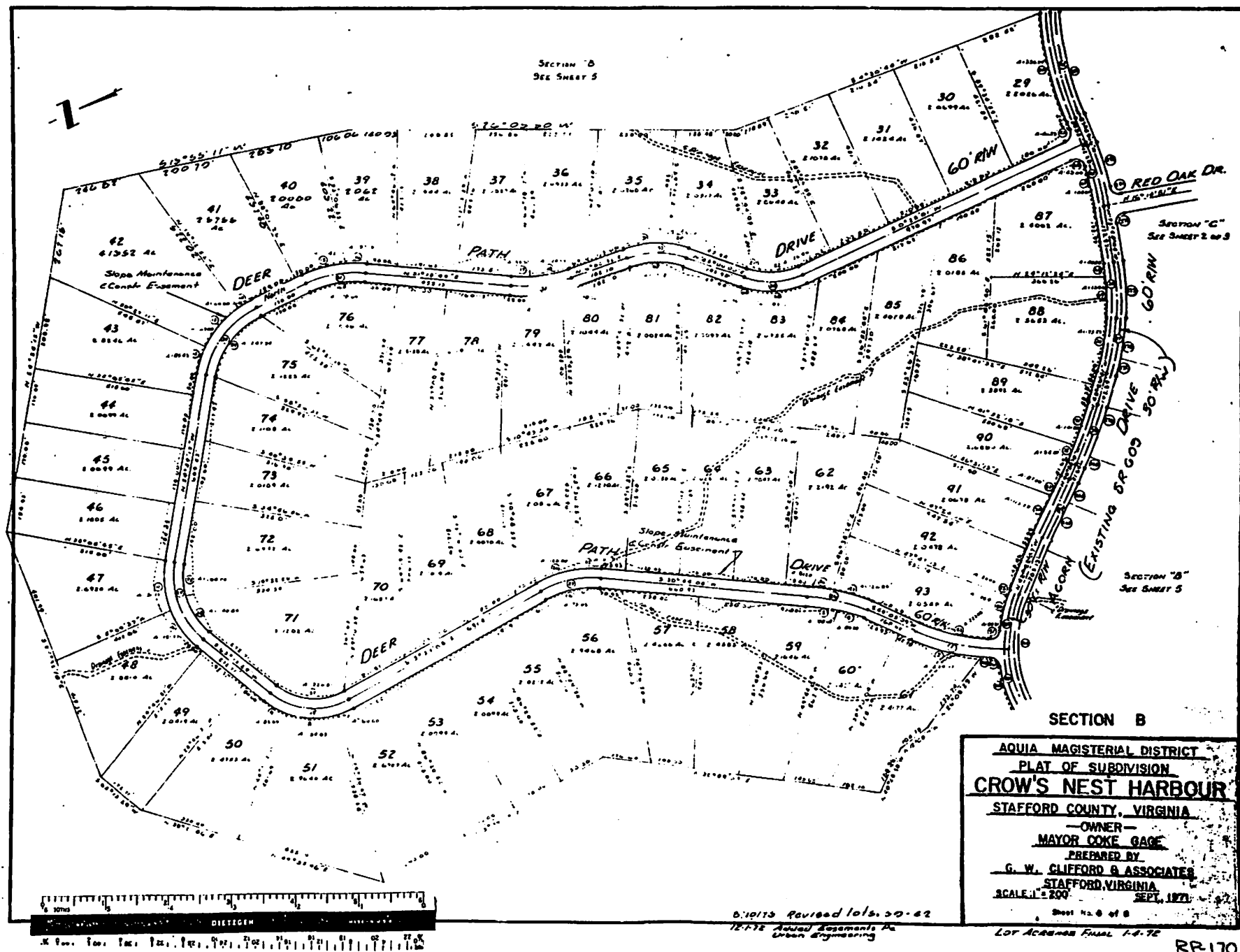
11/24/75 Revised Per VDH Request

01/10/75 Revised 01/10/75

12/17/75 Added Easements Per Urban Engineering LST Agreement Final 1-8-76 RR-170

PLAT BOOK 5 PAGE 2 | 7 | 91

64



A copy of this plat is being furnished to the
Aquatic Club of Stafford County, Virginia
by the Aquia Magisterial District.

RR170

PLAT BOOK 5 PAGE 281

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CURVE DATA						CURVE DATA															
No.	Δ	RAD	ARC	TAN	CH.	CH. BEARING	No.	Δ	RAD	ARC	TAN	CH.	CH. BEARING								
253	8°24'42"	103.85	204.04	102.11	103.86	S 73°16'28"W															
254	5°20'51"	642.80	600.00	30.21	53.26	S 77°44'32"W															
255	11°33'31"	642.80	636.63	68.07	123.47	S 06°11'44"W															
256	16°54'23"	672.80	134.55	100.00	137.83	S 03°31'18"W															
257	16°54'23"	702.80	207.40	104.46	206.65	S 03°31'18"W															
258	23°29'50"	471.35	210.04	106.79	208.31	N 76°16'31"W															
259	23°29'50"	441.35	196.63	100.00	195.07	N 76°16'31"W															
260	23°29'50"	411.35	183.34	93.21	181.83	N 76°16'31"W															
261	05°53'23"	30.00	44.97	27.92	40.88	N 19°34'51"W															
262	34°06'37"	30.00	49.28	31.23	43.91	S 70°25'09"W															
263	2°56'17"	783.56	37.11	18.61	37.20	S 41°02'06"E															
264	2°42'11"	1360.68	73.63	36.82	73.62	S 47°05'45"E															
265	30°13'00"	40.00	66.40	43.02	52.00	S 23°57'41"E															
266	73°54'50"	388.64	501.36	282.40	467.11	S 73°20'33"E															
267	0°55'13"	4032.19	130.06	65.03	130.06	S 41°55'19"E															
268	0°23'24"	4032.19	68.18	34.53	68.18	S 41°13'00"E															
269	1°18'07"	1540.68	40.00	20.00	40.00	S 41°42'22"E															
270	6°00'26"	1640.68	163.63	81.83	163.66	S 45°26'58"E															
271	4°20'42"	731.21	60.00	30.01	58.99	S 50°37'11"E															
272	28°12'57"	731.21	124.26	63.43	125.03	S 60°22'25"W															
273	11°43'55"	311.75	186.63	33.67	186.34	S 67°53'11"E															
274	30°00'00"	30.00	47.12	30.00	42.43	S 28°45'03"E															
280	15°32'22"	564.46	267.80	134.76	264.95	S 80°03'03"E															
281	06°00'12"	30.00	45.03	27.38	40.32	N 53°14'57"E															
282	10°14'13"	830.83	148.84	74.43	148.27	S 82°52'06"E															
284	23°31'11"	418.64	171.85	87.15	170.64	N 54°08'32"W															
285	50°23'36"	418.64	368.25	136.35	356.40	S 08°53'54"W															
286	0°12'34"	1405.21	5.14	2.57	5.14	N 32°35'01"E															
280	6°02'02"	1405.21	147.88	74.06	147.92	N 29°45'44"E															
281	0°53'21"	1471.65	26.04	13.02	26.04	N 26°18'02"E															
282	6°03'23"	1471.65	177.55	88.74	177.27	N 22°49'59"E															
283	24°01'50"	470.00	107.10	100.00	105.65	N 51°46'45"E															
284	24°01'50"	470.00	107.10	100.00	105.65	N 51°46'45"E															
285	13°04'55"	230.00	117.01	60.77	120.75	N 40°01'05"E															
286	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
287	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
288	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
289	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
290	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
291	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
292	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
293	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
294	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
295	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
296	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
297	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
298	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
299	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
300	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
301	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
302	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
303	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
304	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
305	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
306	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
307	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
308	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
309	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
310	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
311	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
312	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
313	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
314	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
315	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
316	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
317	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
318	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
319	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
320	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
321	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
322	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
323	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
324	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
325	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
326	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
327	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
328	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
329	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
330	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
331	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
332	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
333	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															
334	23°00'37"	500.00	200.00	101.77	133.40	N 55°00'15"E															

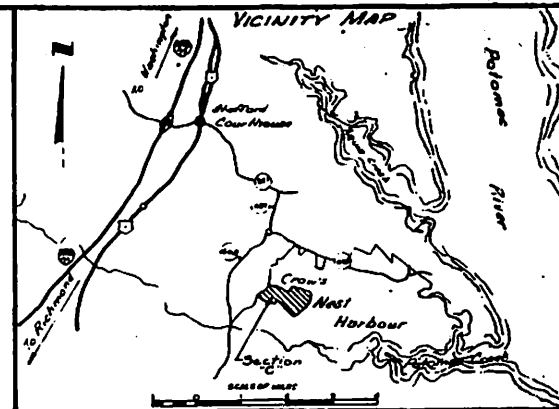
PLAT BOOK 5 PAGE 21812

BOUNDARY SURVEY

The boundary of Crow's Nest Harbour was taken from Plat of Survey by Libron Engineering & Associates dated May 1973 containing a total area of 6562.55 b6 Acres Section A and Section B of process 100-1-151-1-10000 are located in this boundary by the traverses.

SECTION C

Number of 2 Acre Lots: 43
Area of lots: 8604.5 Acres
Area of River: 11 0362 Acres
Commercial Acres
Area: = 5 5062 Acres
Total Area = 116 2263 Acres



CERTIFICATE OF APPROVAL

This subdivision known as Crow's Nest Harbour is approved by the undersigned in accordance with existing subdivision regulations and may be committed to record.

Attest: 1-26-73
Virginia Dept of Highways
John M. Pate, 2-12-73
Planning Commission Chairman

OWNER'S CONSENT AND DEDICATION

Know all men by these presents, that the subdivision of land as shown on this plat, containing 116 2263 acres, and designated as Crow's Nest Harbour Section C, situated in the Aquia Magisterial District in the County of Stafford Virginia is with the free consent and in accordance with the desires of the undersigned owners insofar as all streets and all on said plat are hereby dedicated to the public use and that all lots within the subdivision are subject to certain restrictions, reservations, stipulations and covenants as contained in a writing executed by the undersigned, under date of 12-26-71, 1971 and recorded in the Clerk's Office of Stafford County, in Deed Book 317, Page 121. The said 116 2263 acres of land and hereby subdivided, being a portion of the total tract, having been conveyed to Crow's Nest Harbour by deed dated 1-26-73, and recorded in the Clerk's Office of the Circuit Court of Stafford County Virginia, in Deed Book 317, Page 121.

Given under our hands this _____ day of _____ 1973.

NOTES:

1. Minimum lot size - 2 Acre
2. Minimum lot frontage - 160 ft
3. Water supply to be by central water system as required by the County of Stafford
4. Sanitation disposal by central sewer systems & treatment as required by State Board of Health
5. All roads to be designed for public use and to meet requirements of Virginia Dept. of Highways
6. This plat is being approved by the Health Dept. with the understanding that this project will be served by public water and public sewer which has been approved by the Dept. of Sanitary Engineering - Va State Health Dept.

CERTIFICATION

I hereby certify that to the best of my knowledge and belief, all of the requirements of the Board of Supervisors and Ordinances of the County of Stafford Virginia, regarding the platting of Subdivisions within the County have been complied with.

Given under my hand this 23 day of January 1973.

A. D. Lippert, C.E.S. #1043

SECTION C

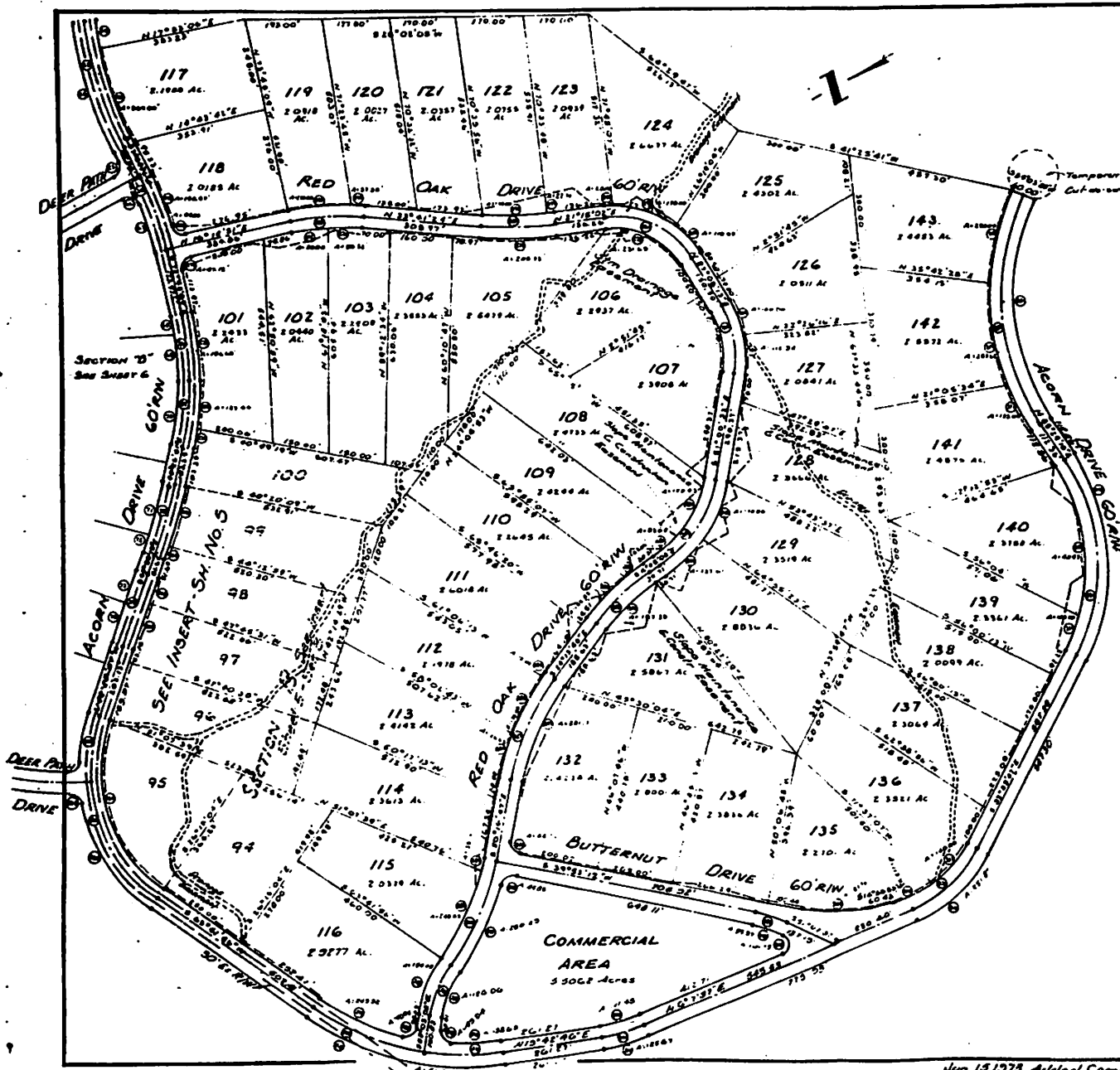
AQUA MAGISTERIAL DISTRICT
PLAT OF SUBDIVISION
CROW'S NEST HARBOUR
STAFFORD COUNTY, VIRGINIA
OWNER
MAYOR LONE GAGE
PREPARED BY
G. W. STAFFORD & ASSOCIATES
STAFFORD, VIRGINIA
March 1973

Coke L. Gage, General Partner
Crow's Nest Harbor, a limited Partnership

Revised boundary Noted by
Amended Area Computations 8/23/72

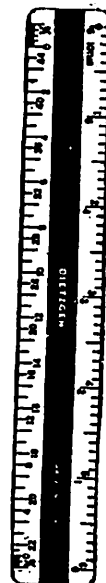
PLAT BOOK 5 PAGE 2 | 8 | 3

68



AQUA MAGISTERAL DISTRICT
 PLAT OF SUBDIVISION
CROW'S NEST HARBOUR
 STAFFORD COUNTY, VIRGINIA
 —OWNER—
 MAYOR COKE GAGE
 PREPARED BY
 G. W. CLIFFORD & ASSOCIATES
 STAFFORD, VIRGINIA
 SCALE: 1" = 100' March 1977
 Sheet No. 2 of 3

SECTION C



Added bearing on lot 125 8/10/77
 Remove Easement lots 141-150 8/29/77
 Add Easements Per Urban Engineering
 Jun 15, 1978 Added Commercial
 Area & Changed Butternut Drive to
 Acorn Drive
 RP-170

A copy of this plat is being filed with the
 Reg. Clerk of the County of Stafford
 Va. on 8/10/77

PLAT BOOK 5 PAGE 121814

CURVE DATA					CURVE DATA					CURVE DATA					CURVE DATA					
No	Δ	RAD	ARC	TAN	CN	CN BEARING	No	Δ	RAD	ARC	TAN	CN	CN BEARING	No	Δ	RAD	ARC	TAN	CN	CN BEARING
266	75°51'30"	2896.4	28.36	184.8	423.9	S 79°20'39"E	267	11°14'25"	4517.9	0.371	45.00	0.351	S 45°30'25"W							
267	0°55'15"	384.8	0.96	65.0	0.00	S 41°53'19"E	268	40°07'57"	3700.0	0.690	100.43	116.13	S 15°56'01"E							
268	0°59'51"	382.9	0.99	64.9	0.00	S 41°13'00"E	269	60°31'00"	514.2	1.06	200.00	200.00	S 64°15'19"E							
269	1°08'07"	344.0	1.00	60.0	0.00	S 41°42'22"E	270	58°54'19"	324.0	1.02	180.00	180.00	S 58°54'19"E							
270	8°00'26"	280.4	1.40	119.9	185.5	S 45°56'30"E	271	58°54'19"	324.0	1.02	180.00	180.00	S 58°54'19"E							
271	4°00'46"	731.2	0.00	32.0	59.99	S 50°37'11"E	272	58°54'19"	324.0	1.02	180.00	180.00	S 58°54'19"E							
272	9°13'46"	731.2	1.64	119.9	127.9	S 57°24'12"E	273	58°54'19"	324.0	1.02	180.00	180.00	S 58°54'19"E							
273	11°43'55"	111.76	1.86	99.67	184.3	S 67°53'11"E	274	58°54'19"	324.0	1.02	180.00	180.00	S 58°54'19"E							
274	30°00'00"	30.00	1.10	30.00	42.43	S 69°55'09"E	275	60°31'00"	514.2	1.06	200.00	200.00	S 64°15'19"E							
275	6°17'31"	671.85	0.00	45.08	88.92	S 50°19'37"W	276	1°02'40"	946.66	0.04	31.19	68.21	N 70°08'34"W							
276	9°09'08"	671.85	0.36	49.77	98.71	S 59°04'33"W	277	40°01'25"	533.00	0.69	131.36	242.00	N 13°36'01"W							
277	12°36'57"	97.21	2.03	83.87	205.0	S 67°58'13"W	278	11°10'31"	117.0	0.59	42.03	85.25	S 44°45'57"W							
278	65°53'14"	10.49	2.34	180.38	219.13	S 54°11'39"W	279	05°35'40"	300.0	0.09	44.00	40.70	S 2°56'42"E							
279	1°51'18"	231.51	0.03	18.23	165.36	N 11°56'09"W	280	10°26'32"	736.94	0.36	126.36	245.00	S 30°02'20"E							
280	37°50'54"	346.6	1.75	184.9	300.5	N 55°05'05"W	281	78°59'50"	30.00	1.19	34.20	88.00	N 6°25'31"E							
281	15°04'30"	345.4	0.50	117.6	82.60	N 11°37'23"W	282	43°27'55"	340.24	0.69	178.30	332.00	N 05°56'48"E							
282	6°05'51"	339.04	0.00	31.46	63.03	N 17°07'51"W	283	41°10'40"	250.0	0.73	115.5	47.7	S 30°47'W							
283	1°08'07"	384.8	0.99	64.9	0.00	N 17°12'10"W	284	13°33'00"	470.00	1.14	145.55	111	S 12°E							
284	100°49'	62.38	1.00	60.0	12.00	N 14°44'04"W	285	13°35'00"	500.00	1.03	150.56	166.1	S 12°W							
285	10°07'59"	62.38	1.00	60.0	12.00	N 14°44'04"W	286	13°35'00"	500.00	1.03	150.56	166.1	S 12°W							
286	10°40'19"	62.38	1.00	60.0	12.00	N 14°44'04"W	287	13°35'00"	500.00	1.03	150.56	166.1	S 12°W							
287	2°51'54"	126.34	0.00	17.00	35.00	N 48°47'50"W	288	17°14'04"	700.00	0.30	100.00	200.00	S 20°15'40"W							
288	31°00'45"	576.34	0.00	17.00	35.00	N 48°47'50"W	289	43°53'00"	700.00	0.69	200.00	200.00	N 41°42'12"E							
289	55°21'44"	30.00	1.30	31.30	44.31	S 5°21'46"E	290	26°45'06"	200.0	0.46	66.45	325.07	S 30°25'W							
290	10°36'56"	946.66	0.00	17.00	35.00	S 60°05'05"E	291	27°22'20"	270.00	0.47	116.45	246.47	S 33°00'40"W							
291	84°00'16"	200.00	0.00	45.08	88.92	N 59°14'57"E	292	26°45'04"	200.00	0.46	66.45	325.07	S 30°25'W							
292	10°14'16"	946.66	0.00	17.00	35.00	S 60°05'05"E	293	26°45'04"	200.00	0.46	66.45	325.07	S 30°25'W							
293	10°14'16"	946.66	0.00	17.00	35.00	S 60°05'05"E	294	26°45'04"	200.00	0.46	66.45	325.07	S 30°25'W							
294	30°59'59"	126.34	0.00	17.00	35.00	S 60°05'05"E	295	26°45'04"	200.00	0.46	66.45	325.07	S 30°25'W							
295	10°58'27"	80.27	1.00	60.0	12.00	N 14°44'04"W	296	42°25'57"	16.49	1.00	10.00	10.00	S 25°26'30"E							
296	42°25'57"	16.49	1.00	10.00	10.00	S 25°26'30"E	297	1°17'55"	87.57	0.03	18.23	165.36	N 11°56'09"W							
297	1°17'55"	87.57	0.03	18.23	165.36	N 11°56'09"W	298	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W							
298	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W	299	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E							
299	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E	300	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E							
300	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E	301	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W							
301	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W	302	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E							
302	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E	303	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E							
303	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E	304	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W							
304	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W	305	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E							
305	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E	306	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E							
306	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E	307	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W							
307	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W	308	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E							
308	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E	309	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E							
309	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E	310	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W							
310	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W	311	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E							
311	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E	312	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E							
312	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E	313	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W							
313	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W	314	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E							
314	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E	315	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E							
315	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E	316	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W							
316	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W	317	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E							
317	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E	318	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E							
318	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E	319	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W							
319	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W	320	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E							
320	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E	321	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E							
321	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E	322	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W							
322	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W	323	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E							
323	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E	324	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E							
324	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E	325	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W							
325	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W	326	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E							
326	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E	327	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E							
327	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E	328	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W							
328	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W	329	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E							
329	41°15'14"	16.49	1.00	10.00	10.00	S 25°26'30"E	330	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E							
330	19°39'18"	16.49	1.00	10.00	10.00	S 25°26'30"E	331	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W							
331	57°15'05"	26.48	1.00	60.0	12.00	N 14°44'04"W	332</													

[illegible]

Parcels A,B,C,D, & E are hereby set aside as open spaces and recreation, utility & conservation easements dedicated to the homeowners association

972-0684-155-15

CROW'S NEST HARBOUR

A 66 3/4-500

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3. Pickens and
R. W. - 30' - 2500'

NOTES:

- 6 This plan is being approved by the Health Dept. with the understanding that this project will be served by public water and public sewer which has been approved by the Dept. of Sanitary Engineering - Va. AREA COMPUTATIONS SECTION

AREA COMPUTATIONS

900 545	7	717 545 AC
999 534	8	71 1336 AC
5. 7005	8	371 233 AC
167 694	8	38595 AC
111 5	8	05000 AC
111 5	8	01007 AC
111 5	8	02230 AC
111 5	8	25 00000 AC
13.514.59C	8	810 7524 AC

SECTION "D"

CERTIFICATE OF APPROVAL

This subdivision known as Crow's Nest Harbour is approved by the undersigned in accordance with existing subdivision regulations and may be committed to record.

A. Myerli 1-26-79
1-2 to Dept of Highways

See Note No. 6

Chairman of Joint Board
of Supervisors, Stafford County
Virginia

John M. Porter 2-12-13
Gaming Commission Chairman

CERTIFICATION

reason being that to the best of my knowledge and belief, all of the requirements of the Board of Supervisors and Ordinances of the County of Stafford, Virginia, requiring the plotting of subdivisions within the County have been complied with.

Given under my hand this 15th day of May 1973

J. Edgar Sears, Jr.
J. Edgar Sears, Jr.
Certified Land Surveyor •

Certified Land Surveyor • 0116

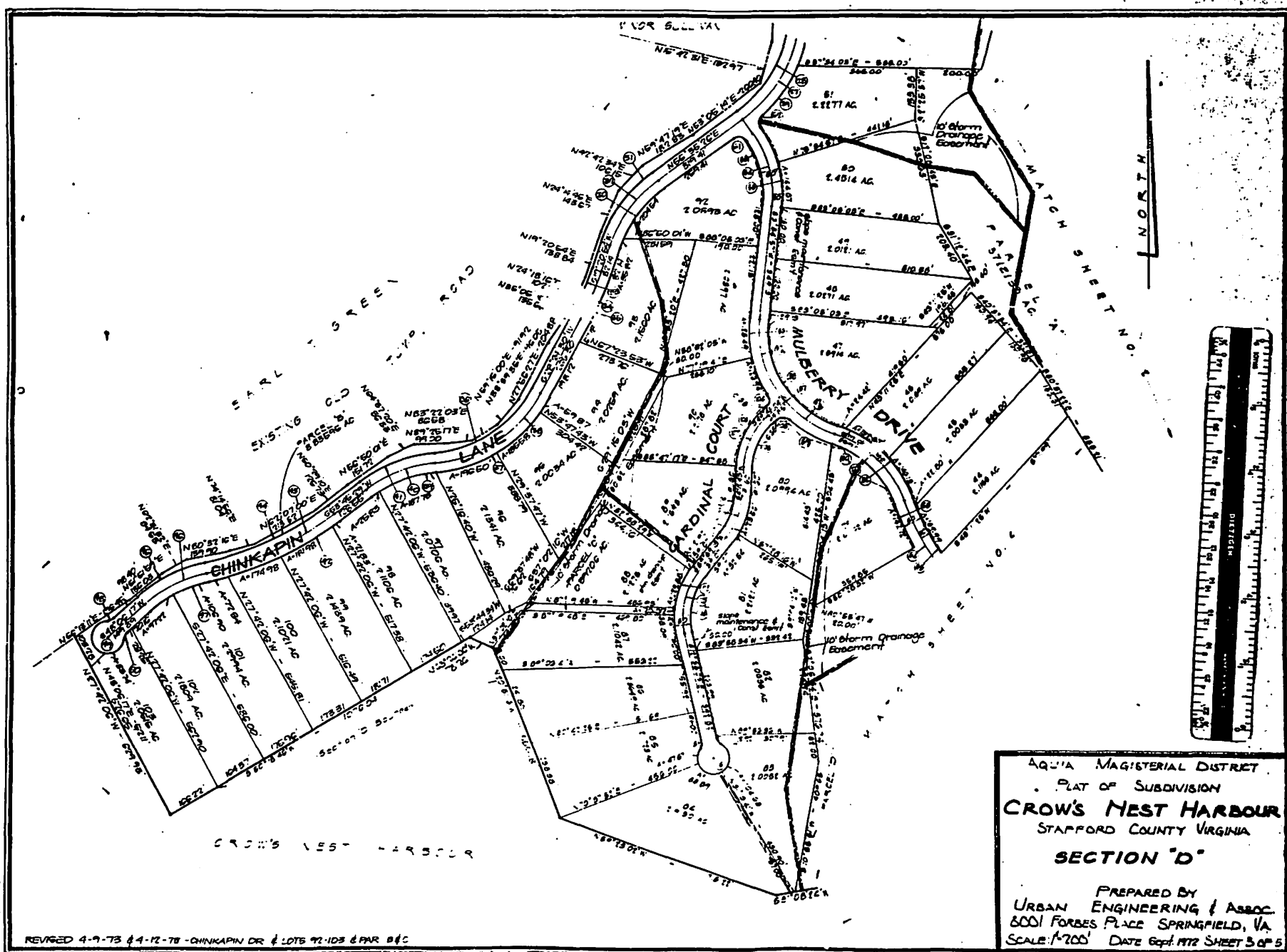
AQUA MAGISTERIAL DISTRICT
PLAN OF SUBDIVISION
CROW'S NEST HARBOUR
SECTION "D"
Stafford County Virginia

PREPARED BY
URBAN ENGINEERING & ASSOC.
5001 FORBES PLACE SPRINGFIELD, VA.
SCALE: 1"=200' DATE: SEPT 1972 SHEET 1 OF 5

21
A copy with William T. Wright, Clerk
for William D. Woodbridge
S.C.

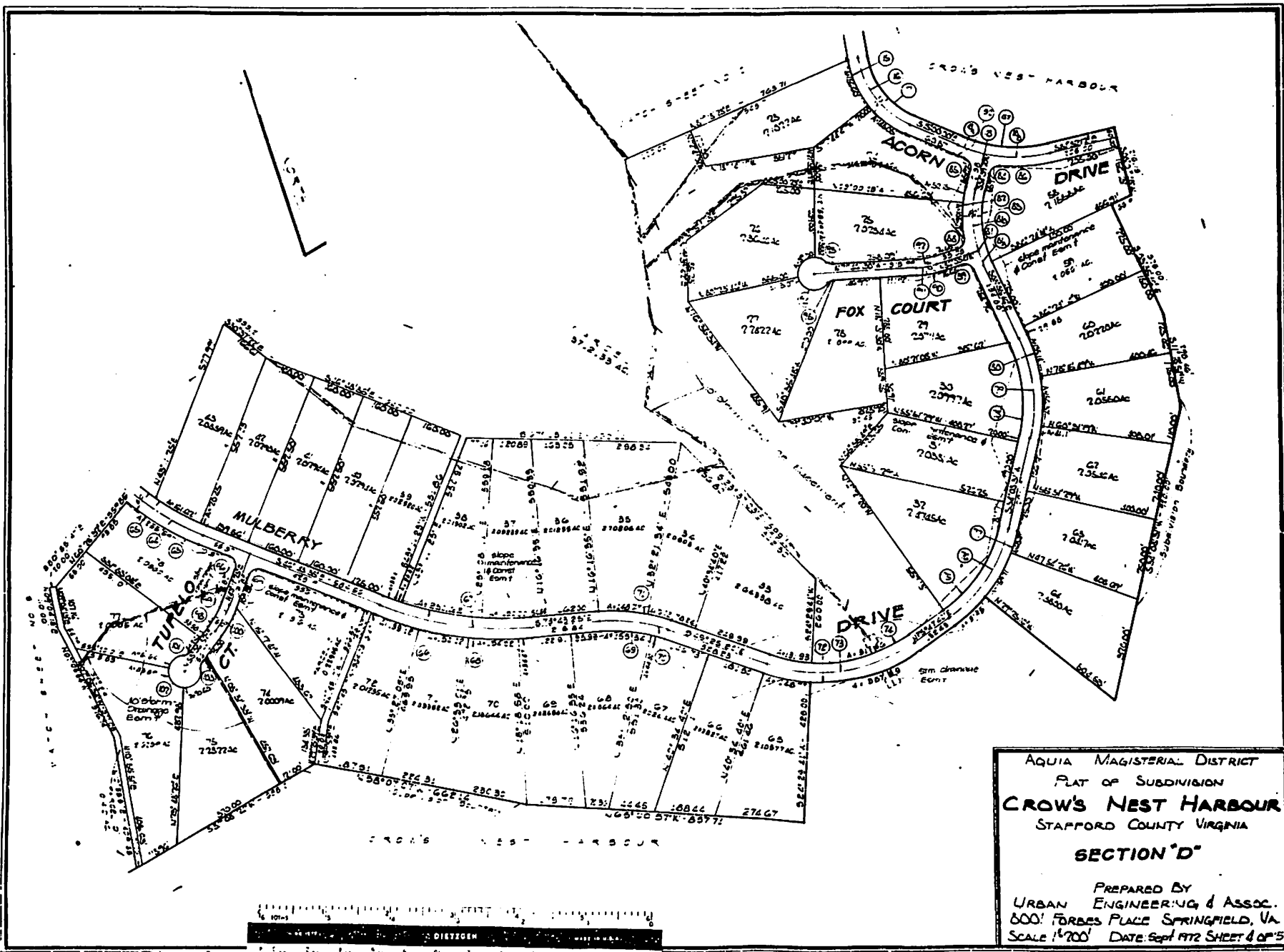


272



A copy of this plat is to be filed in the office of the Clerk of the Circuit Court of Stafford County, Virginia, for the purpose of recording the same.

PLAT BOOK 5 PAGE 21818



73
 A copy of the plat is being furnished to the
 by: *Urban Engineering & Assoc.*
 S.C.

PLAT BOOK 5 PAGE 289

74

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STATE OF VIRGINIA,
COUNTY OF STAFFORD, TOWNSHIP OF
IN THE OFFICE OF THE CLERK OF THE CIRCUIT COURT FOR THE
COUNTY OF STAFFORD, VA. THE DAY OF October, 1973
THE FOREGOING Plat WAS PRESENTED AND
WITH THE CERTIFICATE ANNEXED, ADMITTED TO RECORD AT 11:35
A.M. AND INDEXED, AFTER PAYMENT OF \$ TAX IMPROVED
BY SEC. 58-21 (B).

[Signature]
CLERK

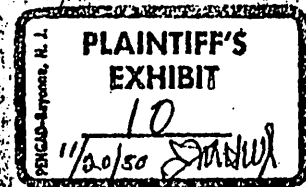
REVISED 4-9-73

AQUA MAGISTERIAL DISTRICT
PLAT OF SUBDIVISION
CROW'S NEST HARBOUR
STAFFORD COUNTY VIRGINIA

SECTION "D"

PREPARED BY
URBAN ENGINEERING & ASSOC.
8001 FORBES PLACE SPRINGFIELD, VA.
SCALE 1"=200' DATE 7-7-77 SHEET 5 OF 5

11 Sept. 1977
By: *[Signature]*
Clerk



VIRGINIA DEPARTMENT
OF HIGHWAYS

ROAD DESIGNS
AND
STANDARDS

1972

LOCATION & DESIGN DIVISION

PLAINTIFF'S EXHIBIT 11 - Master Sanitary Sewer Plan

PLAINTIFF'S EXHIBIT 12 - Master Plan

PLAINTIFF'S EXHIBIT 13 - Detailed Road Plans

PRINTERS NOTE:

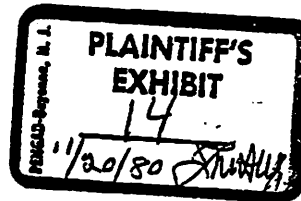
The above mentioned exhibits can not be reasonably reproduced. A copy of said exhibits may be found filed with the record in the Clerk's office, Supreme Court of Virginia.

**VIRGINIA DEPARTMENT OF HIGHWAYS
AND TRANSPORTATION**

**P. O. BOX 808
FREDERICKSBURG, VIRGINIA 22401**

**A. MYRUSKI, RESIDENT ENGINEER
CLYDE S. HAMRICK, PERMIT & SUB. INSP.**

**PHONE
373-2600, EXT. 256**



**SUBDIVISION REGULATIONS
DEPT. OF HIGHWAYS & TRANSPORTATION
FREDERICKSBURG RESIDENCY**

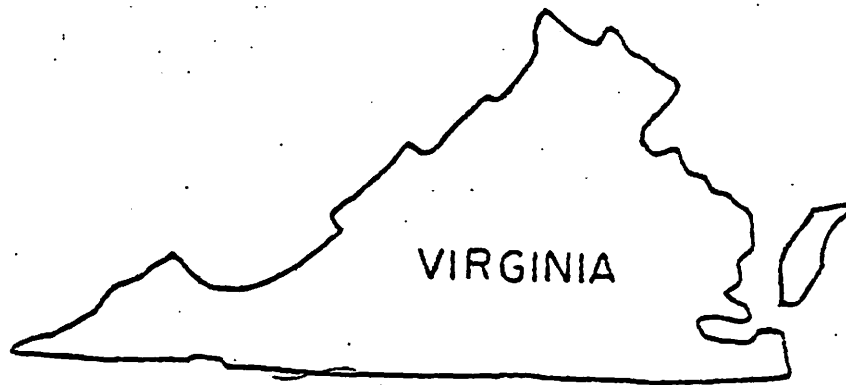
* * *

1246

DRAINAGE MANUAL



PREPARED BY
LOCATION AND DESIGN DIVISION
HYDRAULIC SECTION



ADOPTED 1967
VIRGINIA DEPARTMENT OF HIGHWAYS

RECOMMENDED
FOR APPROVAL

P. B. Morrison
LOCATION & DESIGN ENGINEER

RECOMMENDED
FOR APPROVAL

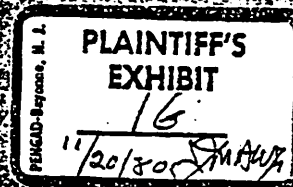
A. H. Zuckerman
DIRECTOR OF ENGINEERING

APPROVED

J. S. [Signature]
CHIEF ENGINEER

* * *

STANDARDS AND SPECIFICATIONS
FOR
STORM DRAINAGE SYSTEMS
IN STAFFORD COUNTY



STAFFORD COUNTY, VIRGINIA

* * *

11 17

CROWS NEST HARBOUR

PROJECTED COST DATA

NOVEMBER 19, 1980

	A	B	C	D	TOTAL
10/3/75					
Roads	\$ 618,200	\$329,700	\$194,700	\$489,800	\$1,632,400
W & S	<u>620,500</u>	<u>189,800</u>	<u>93,200</u>	<u>280,600</u>	<u>1,184,100</u>
TOTAL	\$ 1,238,700	\$519,500	\$287,900	\$770,400	\$2,816,500
7/1/76					
Roads	\$ 634,021	\$338,128	\$199,671	\$502,312	\$1,674,132
W & S	<u>617,703</u>	<u>194,661</u>	<u>95,571</u>	<u>287,798</u>	<u>1,195,733</u>
TOTAL	\$ 1,251,724	\$532,789	\$295,242	\$790,110	\$2,869,865
10/30/80					
Roads	\$ 927,300	\$494,500	\$292,000	\$734,700	\$2,448,500
W & S	<u>930,700</u>	<u>284,700</u>	<u>139,800</u>	<u>420,900</u>	<u>1,776,100</u>
TOTAL	\$ 1,858,000	\$779,200	\$431,800	\$1,155,600	\$4,224,600



January 12, 1973

Mr. John M. Porter, Chairman
County Planning Commission
Route 5, Box 396
Falmouth, Virginia 22401

Dear John:

Thank you for your letter of January 3, 1973 regarding the status of previously approved sections of Crow's Nest Harbour.

The following sections have been approved to date:

1. Final plat for Sections A through D, approved by Board of Supervisors on December 8, 1971 (not signed by subdivision agent).
2. Final plat for revised lots in Sections C & D, approved by Board of Supervisors on March 16, 1972 (not signed by subdivision agent).
3. Final plat for portion of Section E, approved by Board of Supervisors on April 20, 1972 (not signed by subdivision agent).
4. Final plat for the remainder of Section E, approved by Board of Supervisors on September 21, 1972 (not signed by subdivision agent).

As you will note from the above information, these plats have not been signed by the subdivision agent, and they have not been presented to this office for approval. I am enclosing a copy of a letter from Mr. William G. O'Brien to Crow's Nest Harbour regarding the approval of Sections A through D. We have also contacted the County Attorney regarding the one years' duration of final approval, and it is his opinion that final approval is not given until signed by the subdivision agent.

U O P
1st HST
Recorded

Mr. John M. Porter

-2-

January 12, 1973

I have advised the officials of Crow's Nest Harbour that necessary bonding will be required prior to signature of the subdivision agent.

Very truly yours,

D. K. Cook

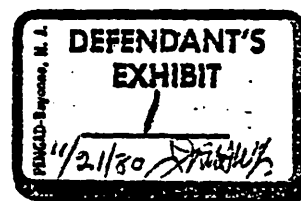
- Encl: 1. Copy of letter dated Jan. 10, 1973.
2. Listing of subdivisions approved by the Board of Supervisors for the years 1969, 1971 and 1972. I will have a later report regarding which plats have been finally approved and signed by the subdivision agent in the not too distant future.

P. S. In the event you have any questions regarding additional information please let me know.

DKC

DKC/ab

October 18, 1972



Mr. Richard Johnson
Administrative Supervisor
Virginia State Department of Health
435 Hunter Street
Fredericksburg, Virginia 22401

Dear Mr. Johnson:

Reference is made to our discussion as to the approval of the initial Sections of Crows Nest Harbour prior to January 1, 1972.

It is my understanding that several Sections were approved and signed by the previous Board Chairman or subdivision agent without satisfactory arrangements being made to provide a bond to cover the construction of roads, public utilities and other improvements (in lieu of construction). In light of this fact, we are requesting that the Health Department withhold signing these plats until they have been cleared for approval by this office.

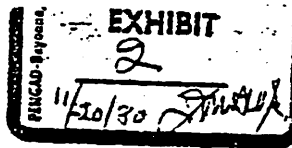
We will sincerely appreciate your cooperation in this respect in order that the County may be assured that planned improvements will be made prior to recordation and sale of lots.

Very truly yours,

D. K. Cook

CC: Mr. S. Alexander, Clerk of Circuit Court

DKC/ab



EXH. 6

COUNTY OF STAFFORD

STAFFORD, VIRGINIA 22554
659-4121

November 28, 1972

BOARD OF SUPERVISORS
ALVIN Y. BURGESS
M. ALBERT F. ...
GEORGE W. ...
LINDSEY A. ...
WINSTON L. ...
SYLVANUS ...



D. K. COOK

COUNTY ADMINISTRATOR

Mr. Jack Burlbaugh
Research Homes, Inc.
7777 Leesburg Pike
Falls Church, Virginia 22043

Re: Crow's Nest Harbour

Dear Mr. Burlbaugh:

The final plats for the following sections of Crow's Nest Harbour were approved by the Board of Supervisors on the dates indicated.

- | | | |
|----------------|---|-------------------|
| 1. - Section A | - | October 13, 1971 |
| 2. - Section B | - | October 13, 1971 |
| 3. - Section C | - | November 10, 1971 |
| 4. - Section D | - | December 8, 1971 |

In addition, revised final plats for Sections C and D were approved on March 16, 1972.

Approval for bonding, from the State Health Department, and from the State Highway Department for these sections is pending at this time.

Very truly yours,

William G. O'Brien
Administrative Assistant

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ROCK HILL District.

Col. Fleetwood stated that the request for rezoning was requested to be withdrawn by Mr. Jerry Cox, Mr. Graves' attorney, however, the Planners had advertised this for public hearing and after holding the public hearing this was withdrawn.

EXHIBIT A

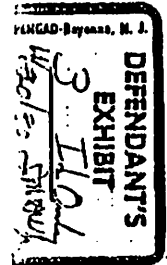
Mr. Heflin stated he had received telephone call from Mr. Cox, also asking this to be withdrawn.

Motion made by Mr. Heflin, seconded by Mr. Knight, carried, recommending withdrawal of this request.

RAPPAHANNOCK DEFENSE COMMITTEE: Mr. George Newman, representing this committee, appeared before the Board and presented petition of approximately 800 signatures of persons opposing the Salem Dam project, stating this is result of a public opinion poll taken at the Fair last month.

Mr. Newman invited the Board to attend the Rappahannock Defense committee seminar to be held in Portsmouth.

CROWS NEST HARBOUR SUBDIVISION: Mr. Vandevender appeared before the Board at this time, making presentation on Crows Nest Harbour Subdivision plat for approval of 200 two-acre lots, and explained his organizational background to the Board. This land did not perk according to the Health Department, he said, and they would have to go water and sewer anyway, so instead of having 5 acre lots as previously planned, decided to have 2 acre lots instead. Mr. Vandevender told the Board there would be recreational areas, golf courses, convention hall, and all lots would have access to the beach. All this will be taken a step at a



1 CEN.
N. C. SHARP
COUNTY ADMINISTRATOR

time, but all this is going to happen, he added. Mr. Vandevender stated 106 lots have already been sold out of the 400 lots (plat was developed only for 200 lots) and Mr. Vandevender stated there is financial backing for this. These will be fine residential homes. A factory will be moved to this site and the homes will be built in this factory at the site. Mr. Clifford of Martin-Clifford is involved in figuring costs involved for water and sewer. All local and county requirements will be met in developing this project.

Mr. Vandevender stated this land would sell at 10.4 cents per foot - compare that with Aquia Harbour at \$1.00 per foot, the people who buy lots will have potential return of 300% on their investment.

Mr. Vandevender invited anyone desiring to attend their meeting, these being held every Thursday evening at 8:00 P.M. at the Holiday Inn at Tyson's Corner, lasting about 1/2 hour's time.

Mr. Vandevender stated school sites would be donated when selected by the School Board, and stated there would be a landfill provided for residents of this subdivision in reply to Mrs. Parrish's question. Mr. Vandevender stated they are applying for rezoning for 2,766 acres to R-1, and other zoning would be required, however, they did not want industrial complexes and did not know whether they would be feasible in a residential development like this.

Motion made by Mr. Knight, seconded by Mr. Heflin, carried, to approve this final plat for 200 lots, 2 acres each.

Mrs. Parrish asked if this approval included the landfill operation, and Col. Fleetwood replied that the Planners would look into this, but everyone heard Mr. Vandevender say the landfill would be provided.

PROCEEDINGS: Public hearing opened and

REC-574-28

... be permitted on 10.4 acres of land that is zoned M-2, Industrial, General, identified as part of parcel 26, Stafford County Zoning Map 54, owned by Littlefield Land Corporation.

This is not an exemption of the requirements to obtain a building permit.

EXHIBIT B

FINAL PLAT, SECTION "C", CROW'S NEST HARBOUR SUBDIVISION: Col. Fleetwood stated the Planners had reviewed this plat (Section C) and recommend approval by the Board. It is felt that this company should contribute something towards schools and they are going to donate 200 acres of usable land for school site, they have agreed to a lower figure with the school board, but the lower figure is not acceptable to the Planning Commission, and the Planners are going to negotiate with them.

Mr. Ackerman stated this should be penned down in contract form and there will be no problem regarding school site. Col. Fleetwood stated the Planners intend to do this if the School Board will select the property, and the planners are talking about usable land, not something like swamp land.

After further discussion, motion made by Mr. Heflin, seconded by Mr. Knight, carried, to approve Section C Plat for Crow's Nest Harbour Subdivision.

Mr. Young stated regarding the subdivision ordinance, he would like this to carry his comments. Col. Fleetwood stated the Planners are anxious to get this passed, even if requires the changing of the definition of "subdivision" back to the old definition-the Planners will recommend this if this is required to get it passed, and on curbs and gutters and adequate drainage-the Planners feel this is all necessary, he added.

SCHOOLS: Mr. Wright, Superintendent, appeared briefly before the Board and presented schools appropriations for the coming month.

Mr. Wright stated the School Board had had meeting the previous evening and he presented letter as result of this meeting requesting certain information be furnished the School Board for

I CERTIFY THIS IS A TRUE COPY
N. C. SHARP
COUNTY ADMINISTRATOR

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development- this is desired to generate interest from the first portion of the development.

Col. Fleetwood stated this development was included in the report he had given sometime ago that there were 18,000 single family units planned and already rezoned. This would be served by the Aquia Sanitary District. Mr. Knight stated this developer was among those initially requesting cut-ins. After further discussion, motion made by Mr. Knight, seconded by Mr. Embrey, carried, to approve this plat.

2. CROWS NEST HARBOUR: Final Plat for Section D: Col. Fleetwood stated there are 150 lots planned for this section, completing plan of up to 400 lots. Mr. Vandevender asked if his corporation was tied to the 95 acres or was negotiations to continue on this - Mr. Knight stated motion made to the effect that he is tied to the 95 acres for school sites. Col. Fleetwood stated this makes this pretty rough on the people on the Planning Commission, including himself, when these things are over-ruled in Board meetings, and he felt this did not make sense. Again, he wished to emphasize that this developer alone would generate minimum of 20,000 population and will need more than 95 acres for schools. Mr. Knight said he had stated before, 95 acres as out right gift to the county from these people is adequate, and as far as negotiating for later on, it is up to the planners - it was passed and motion made to the effect that 95 acres for school site is required.

Mrs. Parrish pointed out that this 95 acres is considerably less than some of the developers have been giving - some have given as much as 10% of their land. Mr. Knight stated you can't expect developers to give away their property and no way of getting more than is requested from them. Col. Fleetwood stated the developers do not lose too much money, and has the price of this donated land included in the sale of his lots, and he will add on certain amount to cover any additional acreage, so he is not really losing.

After further discussion, motion made by Mr. Knight, seconded by Mr. Embrey, carried, to approve Section D.

EXHIII

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8/19/71

-I CERTIFY THIS IS A TRUE COPY-
A. M. Shaper, Recorder

2. Article 9-4 Uses not provided for:

This article was unanimously approved for adoption by the Planners.

EXHIBIT D

Motion made by Mr. Silver, seconded by Mr. Fagan, carried unanimously, to adopt this amendment and change this number to 28-80, and all the other item numbers to conform with county code book.

3. Article 9-4-1 was discussed. Motion made by Mr. Silver, seconded by Mr. Fritter, carried unanimously to adopt this amendment and resolution as drafted by Col. Fleetwood, relating to fees, was adopted unanimously upon motion by Mr. Silver, seconded by Mr. Fagan. (\$35.00 fee for rezoning application)

Amendment to Article 12, 12-1-4 for advertising every request for rezoning of land, was adopted upon motion by Mr. Fagan, seconded by Mr. Silver, carried by vote of 5 in favor and 1 abstaining - Mr. Embrey.

Resolution for the above amendment was adopted upon motion by Mr. Fagan, seconded by Mr. Fritter, and carried by vote of 5 in favor and 1 abstaining: Mr. Dandy .

BLAIR MILL VILLAGE APARTMENTS - FINAL PLAT: Motion made by Mr. Silver, seconded by Mrs. Parrish, unanimously carried, to table this plat until the question concerning developments outside the Sanitary Districts be resolved.

REVISED SECTIONS C AND D, FINAL PLAT FOR CROWS NEST HARBOUR: Motion made by Mr. Fagan, seconded by Mr. Embrey, unanimously carried, to approve these plats.

POTOMAC SUBDIVISION: FINAL PLAT FOR SECTION I: Motion made by Mr. Fagan, seconded by Mr. Embrey, unanimously carried, to approve this plat.

INGLESIDE SUBDIVISION, SECTION 3: Motion made by Mr. Fagan, seconded by Mr. Silver, to table this plat until problems outside Sanitary Districts are

Minute Book
8

page
384

March 10, 1977

I CERTIFY THIS IS A TRUE AND CORRECT COPY
M. C. Sharp (Chairman)



**STAFFORD COUNTY
COMPREHENSIVE
DEVELOPMENT PLAN**

STAFFORD COUNTY
COMPREHENSIVE DEVELOPMENT PLAN

Prepared for the
Stafford County Board of Supervisors
by the
County Planning Commission

Adopted July 17, 1975

BOARD OF SUPERVISORS

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M. Alfred Fagan - Vice-Chairman	Winifred L. Parrish
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William S. Hoovler	

* Chaired the Comprehensive Plan Committee

The preparation of this report was financially aided through a federal grant from the Department of Housing and Urban Development, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

The STAFFORD COUNTY COMPREHENSIVE DEVELOPMENT PLAN was prepared by the County Planning Commission, the County Planning Office, and the consulting firm of Baldwin and Gregg, Ltd.

STAFFORD COUNTY

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BALDWIN AND GREGG, LTD.

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ACKNOWLEDGEMENTS

The following agencies and organizations deserve thanks and appreciation for their cooperation and assistance in preparation of this document:

Central Rappahannock Regional Library
Daniel A. Robinson and Associates
Gilbert W. Clifford and Associates
Historic Falmouth Towne and Stafford County, Inc.
Tayloe Murphy Institute of the University of Virginia
Rappahannock Area Development Commission
United States Geological Survey
United States Soil Conservation Service
Virginia Board of Education
Virginia Department of Highways and Transportation
Virginia Division of Mineral Resources
Virginia Division of State Planning and Community Affairs
Virginia Employment Commission

Special thanks and gratitude are due to the various County department heads and staff members who contributed information, time, and goodwill in making this effort possible.

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INTRODUCTION



INTRODUCTION

HISTORY

Although planning in some form had undoubtedly been taking place in Stafford County for many years, it was only within the last 15 years that planning as an activity was recognized and treated in a formal sense. The County's first formal involvement in the areas of planning and regulation of development began in 1962 when the Board of Supervisors created the Planning Commission and adopted a subdivision ordinance. Two years later the County adopted its first zoning ordinance and established a Board of Zoning Appeals. In those early years, the Planning Commission reviewed development proposals and rezoning requests and made recommendations for action to the Board of Supervisors; doing so without the aid of a professional staff.

In 1968 the County adopted its first formal building code. It was at that same time that the first staff was hired to administer and enforce the development regulations. This first staff position was given the title of Building Inspector, but the Inspector also enforced the regulations of the zoning ordinance.

In 1973 there were major staff additions and the County's administrative organization was restructured to create a Department of Planning, Zoning and Building. This department provides advice and assistance to the Planning Commission and Board of Supervisors and is responsible for administration and enforcement of development regulations.

Because of the increasing rate of growth, the Planning Commission recognized in the early 1970's the need for coordinated action. The Commission began work on a comprehensive plan to provide a framework for decision making. Early work on a plan for Stafford was done by the Commission with the assistance of the staff from the Rappahannock Area Development Commission (RADCO). The end result of these early efforts was a basic philosophy of future growth and development in the County and several policies for guiding that growth. These policies formed the basis for the second phase of the Commission's program which was the formulation and adoption of a detailed comprehensive plan. This document represents the fruit of these efforts. It also represents the County's commitment to rational decision making and controlled growth within the overall framework of the County's goals.

RATIONALE FOR PLANNING

Being located within commuting distance of major employment centers in Northern Virginia has resulted in an increase in pressures for housing in Stafford County in recent years. Local programs related to industrial and economic development have compounded these pressures. In the absence of proper guidance and controls, such pressures can result in inefficient, costly and environmentally damaging patterns of development. A comprehensive plan which outlines the policies and programs of the County relative to the

timing, location and intensity of development is necessary to insure that growth can be managed in a logical and efficient manner.

The County, through its legislative and administrative actions, must plan for accommodating growth in areas of the County which are best suited for development and to discourage large-scale development in the rest of the County. This plan provides a framework for specific actions directed towards implementation of the goals, objectives and policies developed by the County Planning Commission during 1973-74. Three overall goals for growth and development were formulated as follows:

1. To create a high-quality living environment which provides for the health, safety, and welfare of all residents of the County.
2. To protect the economic stability of the County by providing for a balanced economic base and ensuring that future developments generate a positive cost/benefit situation for the County.
3. To grow in an orderly and controlled fashion, with intensive urban development being clustered or concentrated in certain defined strategic areas, thus maximizing the utilization of existing facilities, avoiding the needless consumption of excessive amounts of land, and preserving and protecting valuable agricultural acreage.

27 additional statements relative to specific resources and activities are included in the appendix.

After adoption of a comprehensive plan, other actions must follow in order for community goals to be realized. Among these are revision of zoning texts and district boundaries, institution of administrative policies and procedures, construction of community facilities, and continuous monitoring of ongoing programs. The adoption of this plan represents the first major step in the process of ensuring a high-quality living environment in Stafford County.

METHODOLOGY

The planning activities associated with this effort are directed towards definition and modification of the recommendations contained in THE NEXT CHALLENGE - Creating Contemporary Communities, an area-wide land use plan prepared by the Rappahannock Area Development Commission. In order to supplement the base data contained in that report, a detailed analysis has been made of the physical and socio-economic characteristics of the County. This analysis encompasses a review of soils capability, geology, topography, drainage basins and existing development patterns. Projections were made relative to the growth of population, economic resources and other data. These projections represent the growth demands for Stafford County during the planning period and the resources which will be available to provide the necessary services and facilities. Next, the existing facilities in the County were evaluated to determine where future growth could be accommodated within areas already served by infrastructure facilities such as sewer, water and roads. In a series of work sessions the County Planning Commission, Planning Staff and the consultants mapped out growth area boundaries. Land

use within these growth areas was determined on a judgmental basis taking into account the character of existing and committed development, access capabilities and the need for commercial and other services in various areas.

The concept of neighborhoods was used to establish units of planning. A neighborhood was defined as a reasonably compact area which, when combined with adjacent rural areas, would yield sufficient population to justify an elementary school and convenience commercial facilities. Natural and man-made barriers serve to separate and define the physical boundaries of neighborhoods. Conceptually speaking, a neighborhood should include an approximate population of 5,000 persons, proportionately distributed among the various age groups.

After delineating neighborhoods, an effort was made to inventory the existing neighborhood scale facilities and provide for any deficiencies. Community facilities were then analyzed on a county-wide scale and a system of priorities was established for capital improvements. These improvements represent the County's responsibility for allocating projected resources to accommodate the existing and future service needs of its citizens.

In the area of transportation facilities planning conclusions have been made based on the best data available. Estimates of future needs have been made based on existing traffic volumes and the assumed impact of future growth. The State Department of Highways and Transportation is presently conducting a study of needs and will finalize a major thoroughfare plan in the near future. When this study is finally approved the transportation element of the County's comprehensive plan can be revised and updated.

The time frame chosen for this report is basically a five-year period from January, 1975 to January, 1980. Long-range projections have been made for population, and economic factors in order to lend perspective to the overall growth picture and some elements such as transportation and growth limits have been examined in the long term as well as the five-year planning period where timing of various actions was not definable in precise terms.

PHYSICAL FEATURES

PHYSICAL FEATURES

GEOLOGY

Stafford County is divided geologically into two major zones: west of I-95, the ancient crystalline igneous and metamorphic rocks of the Piedmont Plateau, and in the east the more recent, generally unconsolidated sedimentary deposits of the Coastal Plain resulting in part from erosion of the Piedmont hinterlands. These geological divisions may be clearly seen in Map 2.

Piedmont crystalline rocks constitute the hard basement strata which underlie the surface soils in the agriculturally-oriented lands of the County's western half. These strata are generally unreliable aquifers for any sizeable discharge but make good foundation material, as is the case, for instance, with the granite basement along Route 17 through Hartwood. Varied igneous and metamorphic formations constitute the areas west of Aquia Interchange of I-95; depth to bedrock may vary considerably along, for instance, Route 610, 643, and 648.

Sedimentary beds of the Coastal Plain fall within two categories: the Potomac Group of the Cretaceous Era resulting from stream and river, or fluvial, erosion and deposition of sediments from the hinterlands, and the more recent, Tertiary, marine formations found with few exceptions south of Aquia Creek. These later formations, resulting from alternating encroachment and retreat of the ancient sea, have been laid down in wide, wedge-like layers as beds of marine sands, silts and clays on top of the earlier deposits from fluvial erosion. These deposits, in turn, lie upon the ancient crystalline basement strata sloping down toward the east and extending out as the continental shelf.

The earlier Potomac Group, resulting from erosional deposits of ancient streams, is associated geographically with the Widewater Aquia Creek, Austin Run, Accokeek Creek, Potomac Creek, Claiborne Run, and Lower Falls Run watersheds. The Potomac Group beds contain sandstone, cobbles, gravels and sands and in places may provide large ground water supplies to local wells. Along the lower reaches of these watersheds, however, more fine-grained deposits, generally clays, are found. Due to their clayey nature, these outcropping beds may impose severe limitations on human uses, especially when associated with wet conditions.

The later marine deposits known, in order of decreasing age, as the Aquia, Mattaponi, Nanjemoy, and Calvert Formations, in that order generally display a texture range from greensand to silt and clay. The Aquia Formation is largest in extent - generally covering the area east of the Richmond, Fredericksburg, and Potomac Railroad south of Aquia Creek. On top of it are perched terraces of Nanjemoy and, in turn, Calvert deposits; both generally associated with limitations on urban uses due to their clay content.

SURFACE TOPOGRAPHY

Major watersheds or drainage basins, not considering Chopawamsic Creek in the Quantico area, are five in number as seen in Map 3. In spatial orientation

they resemble a hand with thumb on top and four fingers extending to the southeast. The thumb, smallest and most independent, rests just below Quantico and represents the Widewater area draining directly into the Potomac River. This area is characterized by rough, steep terrain set back from coastal flats and by severely limited road access.

Of the four finger basins pointing to and ultimately joining the Potomac, the first and fourth are the larger and constitute the two areas of densest human settlement. Of these, Aquia Creek basin below the Quantico Marine Reservation in the north serves as the cradle of a rapidly expanding urbanized population, including most of Route 1 north from Stafford Courthouse as well as outlying territory such as Aquia Harbour and Garrisonville areas.

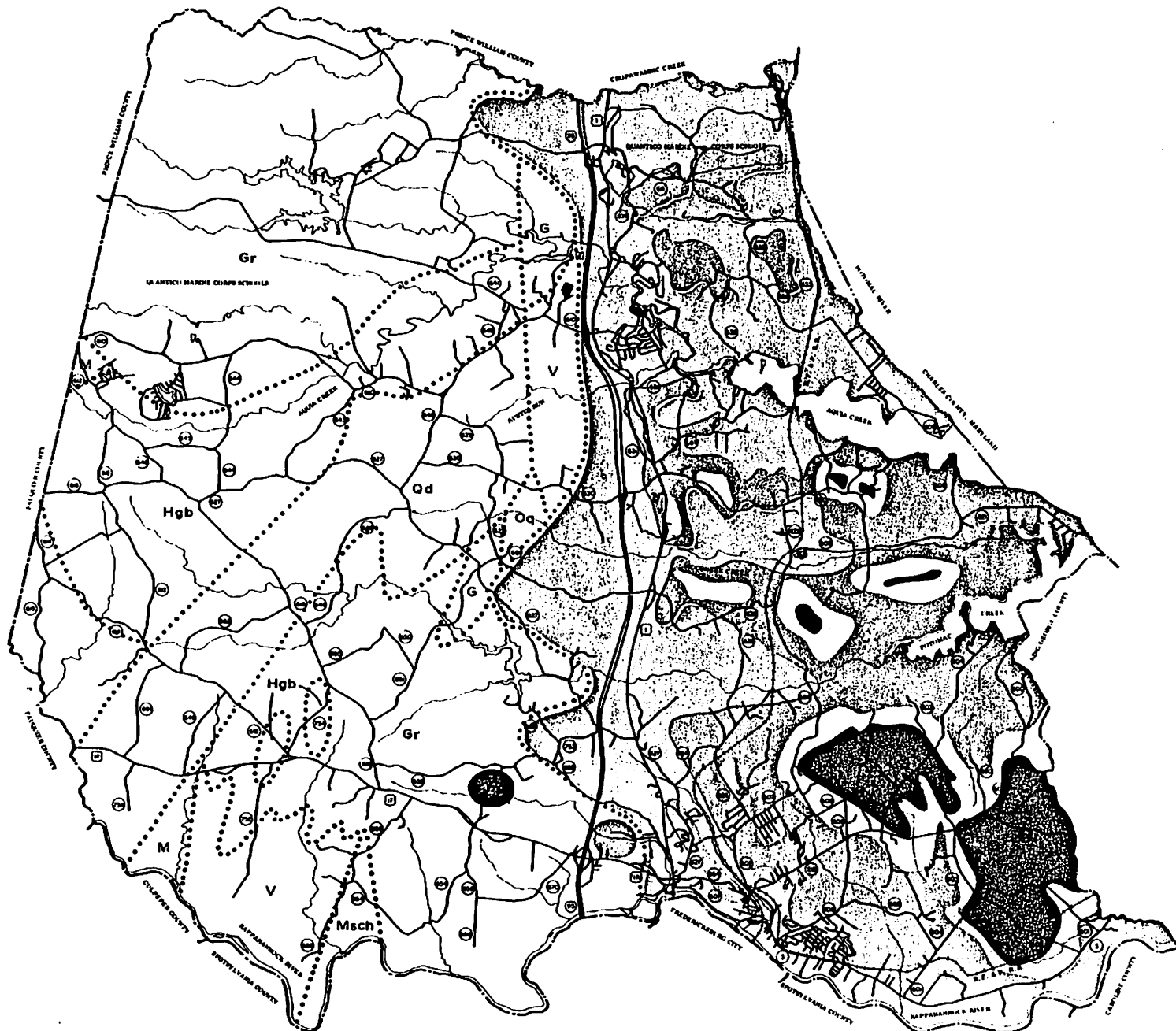
To the far south the Rappahannock River basin, with its scenic steep cliffs west of the fall line at Laucks Island, drains a long strip of rolling terrain consistently three to four miles wide - the established focus of intensive urban and agricultural activity even before the appearance of I-95. As will become evident, this basin is more favored both in soils and in mildness of its slopes, particularly as compared with the eastern half of the Aquia Creek basin.

Between these two large and populous finger-basins in the north and south, the smaller, relatively undisturbed woodlands of the Accokeek and Potomac Creek basins provide pleasant relief. Both exhibit rough, severe slopes east of Route 1 and for that reason are scantily served by roads in that area. To the west of I-95 the terrain is more rolling on ridge-tops but still precipitous in falling to stream bottoms. Clearly the severity of topographic features and, in the east, the water barriers at creek mouths have constrained development of these two basins except along major thoroughfares.

SOILS

The basic constraints of any given soil area on urbanized development are: (1) susceptibility to erosion, (2) instability as foundation material, (3) drainage limitations, and, as a value judgment, (4) competing alternative nonurbanized usage potential. These four in turn are subject to more definable conditions: the first being a function primarily of slope, vegetative cover, and soil composition; the second, of bedrock conditions, compressibility, shear strength, and shrink-swell capacity; the third, of percolation capacity, topography, and proximity to surface water and ground water discharge; the fourth, of unique habitat potential (such as fertility), ecological fragility, legal jurisdiction, and economic demand. Soils, in short, constitute a valuable resource which, like any other, requires analysis of assets and limitations. The first three factors have been considered, for the most part, in the basic research of the recent Soil Survey by the U.S. Soil Conservation Service.

Analysis of the Soil Survey for urban development, focussed around suitability of soils for building and street foundation material, is summarized graphically in Map 4. As shown, these two conditions of foundation engineering coincide favorably primarily in the western half of the County - few limitations exist in large areas there for either streets or buildings with



0 6,000 12,000 18,000
GRAPHIC SCALE

GEOLOGY

PIEDMONT CRYSTALLINE ROCKS

Gr	GRANITE
Hgb	HORNBLende GABBRO
Qd	QUARTZ DIORITE
M	METAMORPHOSED SEDIMENTARY ROCKS
Msch	SCHIST
V	METAMORPHOSED VOLCANIC AND SEDIMENTARY ROCKS
Oq	QUANTICO SLATE
G	GREENSTONE VOLCANICS

COASTAL PLAIN SEDIMENTARY DEPOSITS

FLUVIAL : CRETACEOUS

POTOMAC GROUP (sandstone, gravel and clay)

MARINE : TERTIARY

	AQUIA FORMATION - PALEOCENE SERIES (greensand, fossiliferous)
	NANJEMOY FORMATION - EOCENE SERIES (sand, clay and shells)
	CALVERT FORMATION - MIOCENE (clay and silty clay, diatomaceous)

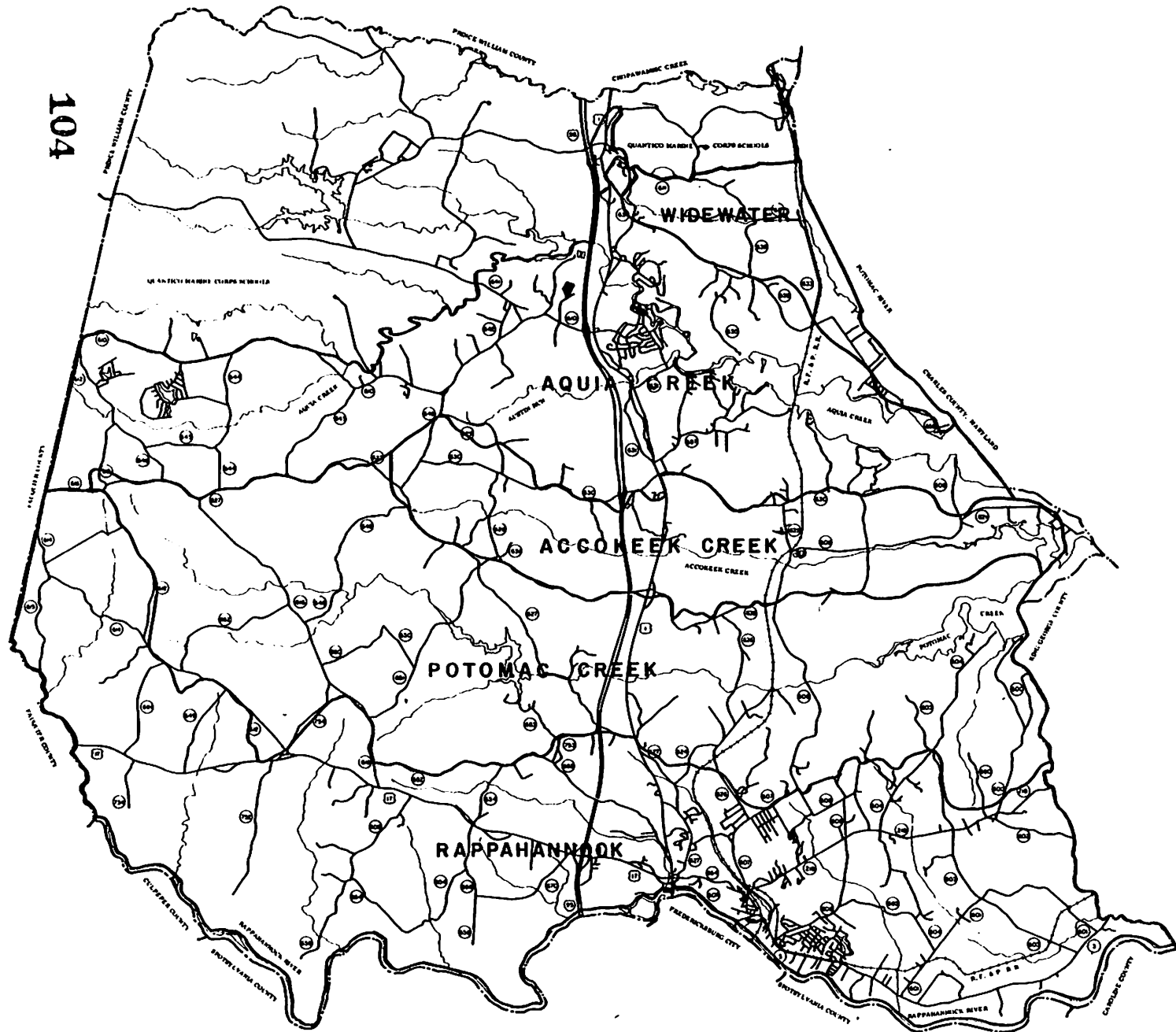
NOTE: Geologic boundaries are approximate.

SOURCE: "GEOLOGIC MAP OF VIRGINIA", Virginia Division of Mineral Resources, 1963.

GEOLOGIC STUDIES, COASTAL PLAIN OF VIRGINIA (Bulletin 63, Parts I and 2), Virginia Division of Mineral Resources, 1973

MAP 2 STAFFORD COUNTY COMPREHENSIVE DEVELOPMENT PLAN

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WATERSHED AREAS




MAP 3
STAFFORD COUNTY
**COMPREHENSIVE
DEVELOPMENT PLAN**

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0 6,000 12,000 18,000
GRAPHIC SCALE

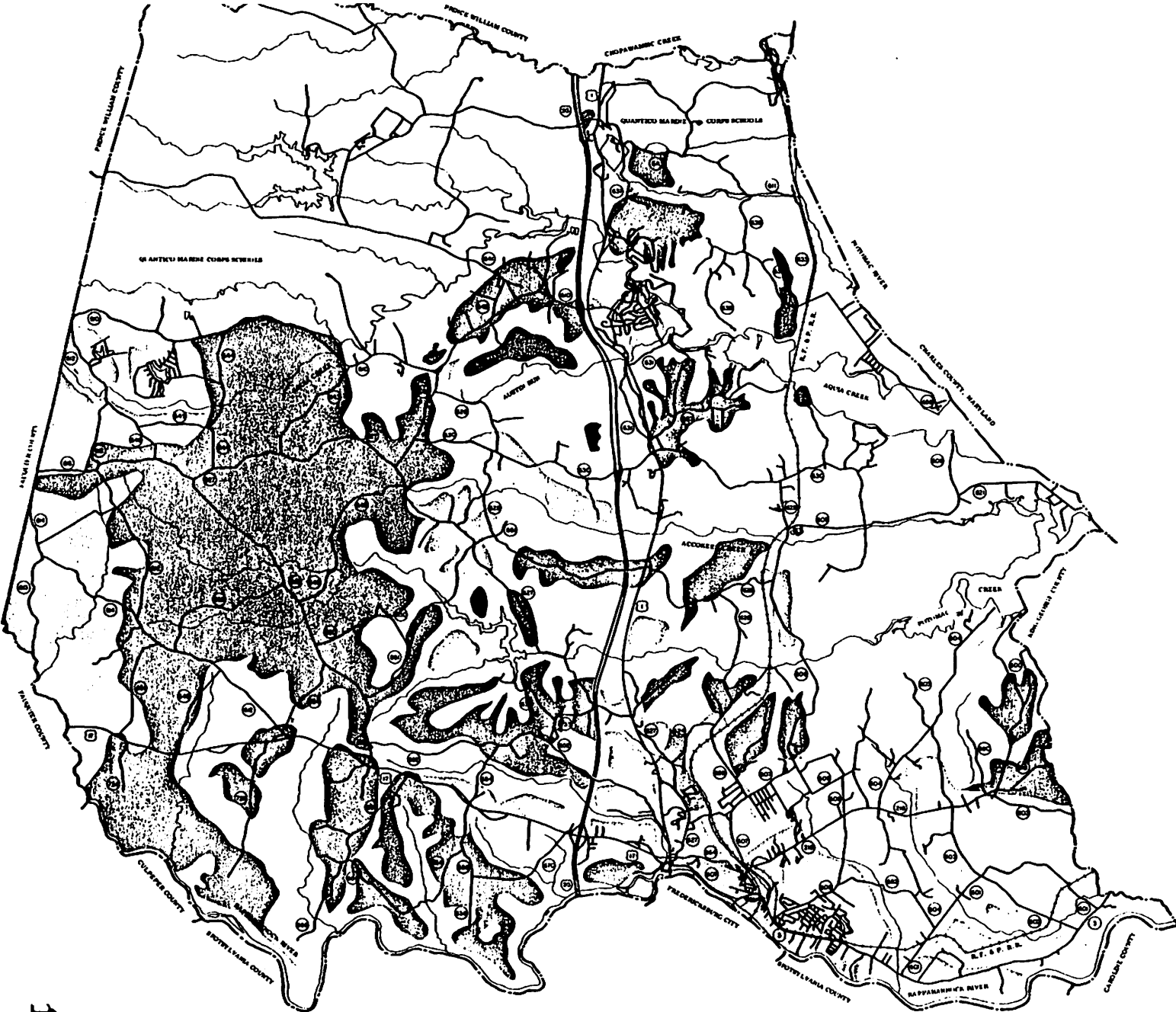
URBAN DEVELOPMENT SOILS SUITABILITY

-  SUITABLE WITH FEW LIMITATIONS
-  SUITABLE WITH LIMITATIONS
-  UNSUITABLE - SEVERE LIMITATIONS

SOURCE: SOIL SURVEY, STAFFORD AND KING GEORGE
COUNTIES, VIRGINIA by Dan Isgrig and Adolph
Strobel, Jr., United States Department of Agri-
culture, 1974.

MAP 4
STAFFORD COUNTY
**COMPREHENSIVE
DEVELOPMENT PLAN**

BALDWIN AND GREGG, LTD.
FAIRFAX, VIRGINIA



basements except in the extreme west and around Berea, where limitations on street foundations occur. Small areas around Garrisonville, Aquia, Stafford Courthouse to Route 687, and several sites near the Rappahannock east of I-95 are likewise conducive to urban development with few limitations.

However, many areas, predominately in the Coastal Plain, where fragile sedimentary formations have eroded away to leave long, narrow and steep ridge spines, are wholly unsuitable for urbanization. The ridges may in themselves be suitable with some limitations, in many cases with respect to subgrade material for streets. While these limitations may be overcome at greater than normal cost with adequate engineering and construction measures, they are sufficiently severe to warrant extreme caution. The picture that emerges is that, out of common sense, urban development in the Aquia Creek and Rappahannock River basins has already occurred on much of the better suited soils; whereas the two intervening basins with unsuitable terrain and soils - Accokeek and Potomac Creek watersheds - for the most part have been wisely avoided.

Soil conditions placing limitations on urban uses such as steep slope, erodibility, and wetness also apply to suitability for agricultural cultivation. For this reason the general pattern of soils suitable for agriculture shown in Map 5 somewhat resembles the mapping of soils for urban development. With the exception of alluvial soils, soils suitable for urban development or cultivation generally are also suitable for septic tank percolation fields.

Other factors not germane to construction, however, operate to restrict further the suitability of soils for agriculture. Most soils in the County are too strongly acid, too low in natural fertility and in content of organic matter, and too easily subject to erosion to be considered optimum for plant growth under intensive cultivation. Further, the clay content in many cases is sufficient to create a wet-pan, severely restricting permeability and thus aeration of the soil.

In short, two conclusions are evident: (1) beyond a general correspondence between soils suitable for urban development as opposed to agricultural cultivation, specific areas may be suitable for one and not the other; and (2) taking the County as a whole, prime agricultural soils are less available than soils easily adaptable to urban development. Illustrating the first point, Widewater and the peninsula southeast of Arkendale (i.e. Route 658) are quite suitable for judicious cultivation but not for urban development. Such is also the case along Route 218 east of Brookfield in the southeast. As examples of rare, prime agricultural land, worthy of preservation, one can cite the well drained soils in medium to fine-textured alluvium along the Rappahannock east of Route 601 as well as the White Oak Community Chapel area (Route 218 and 603) and a few other areas scattered around the County.

VEGETATION, EROSION AND FLOOD-PRONE AREAS

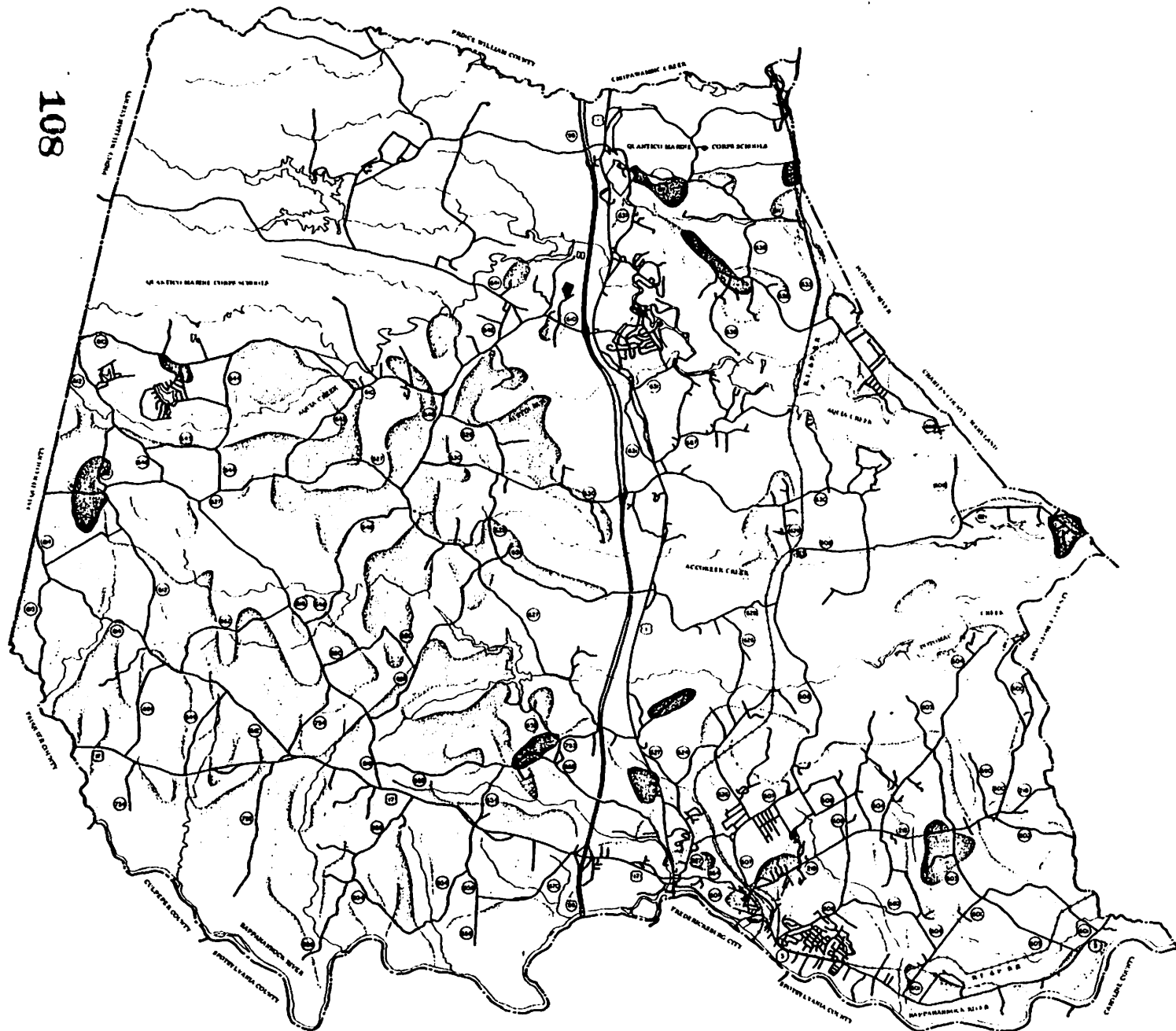
About two-thirds of the total land area in the County including Quantico Marine Corps Schools is wooded, generally a mixed growth of hardwoods with some Virginia and loblolly pine. This woodland character exercises a stabilizing effect on both natural soil and flooding from storm runoff. Generally, exposure of soils to tillage noticeably increases sediment loss

and stream pollution. Without rigorous conservation practices, urban development can easily double or triple both soil loss and downstream flood discharge as compared with natural or agricultural conditions.




The existing urbanized character of the Rappahannock River basin and to a lesser extent of the Aquia Creek basin already produces undesirable erosion and flood problems. Enforcement of the 1974 Erosion and Sediment Control Ordinance together with selective land use and open space preservation envisioned in this plan will substantially check these problems from becoming immediately more serious. Nevertheless, the high erodibility of soils and the rapid urbanization of new areas will inevitably lead to higher levels of erosion and storm runoff. It is more an issue of control than of prevention.

Flood-prone areas, to some extent objectively known from Storm Agnes in 1972, are still only partially determined with any degree of accuracy. Nevertheless, flood-prone areas have been reasonably determined and incorporated in the assumptions of this plan based on the following guidelines: (1) 100-year storm stages were determined by the U.S. Army Corps of Engineers and others for certain critical areas, notably the Rappahannock and some of its tributaries; (2) otherwise, a minimum six-foot rise to flood conditions was assumed for a 100-year storm; (3) in addition, marshlands and topographic or structural constrictions were considered as factors; (4) a nine-foot tide-water flood elevation was assumed as peak condition.

On this basis, severely flood-prone areas include at least the following: the Rappahannock River and certain of its tributaries east of I-95; Potomac Creek; Accokeek Creek; Aquia Creek below the reservoir; Austin Run running east of I-95 into Aquia Creek; and Brent Marsh along the Potomac River east of Arkendale. Especially in the urbanized Rappahannock basin, flood problems are heightened by rapid runoff and constricting structural conditions. Flooding in low-lying Austin Run and Aquia Creek is a naturally-recurring phenomenon which is apt to be aggravated by increasing urbanization of upstream tributaries. In most cases, then, further building within flood plains would be subject to high risk and should be discouraged. Steps should be taken through zoning regulations and land acquisition to preserve flood plain areas for use as open space and/or parkland.



AGRICULTURAL SOILS CAPABILITY

-  SUITABLE FOR INTENSIVE CULTIVATION WITH FEW LIMITATIONS
-  SUITABLE FOR CULTIVATION WITH CAREFUL CONSERVATION PRACTICES
-  GENERALLY UNSUITABLE FOR CULTIVATION

SOURCE: SOIL SURVEY, STAFFORD AND KING GEORGE COUNTIES, VIRGINIA by Dan Isgrig and Adolph Strobel, Jr., United States Department of Agriculture, 1974.

MAP 5 STAFFORD COUNTY COMPREHENSIVE DEVELOPMENT PLAN

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FAIRFAX, VIRGINIA

LAND USE

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LAND USE

EXISTING PATTERNS OF DEVELOPMENT

Viewing the County as a whole, land use patterns in 1974 depicted in Map 6 break down into five main categories; (1) urbanized concentrations of streets and residences - generally single-family structures; (2) supporting nearby commercial and institutional services; (3) assorted industrial tracts including sand and gravel pits; (4) sizeable agricultural tracts or open space areas; and (5) a dominant background of mixed hardwood forest with some pines. Residential, commercial, and industrial activities are located for the most part in the southeast and northeast; whereas agricultural lands are concentrated in the extreme southeast to the east of Little Falls Run and also from the I-95 Falmouth Interchange far out to the west central areas of the County.

In the south, most residential activity has taken place to the east of I-95 with fairly large subdivisions as far east as Little Falls Run. The general pattern has been scattering or leap-frogging along existing highways, so that large tracts of vacant woodlands or fields intersperse clusters of residential development.

To the north, this pattern is even more discernible along the linear growth corridors of Routes 1 and 610 in the northeast. The largest single-family project in the County, Aquia Harbour east of the I-95 Aquia Interchange, offers an exception to the rule.

In the Aquia, Accokeek, and Potomac Creek watersheds in the east central area, vast tracts of inaccessible or difficult terrain remain largely undeveloped. Water-oriented residences cluster along Widewater Beach (Route 658) and Marlboro Point (Route 621). The extensive Crow's Nest Harbour subdivision on the peninsula between Accokeek and Potomac Creeks remains largely undeveloped and unsettled.

In the west-central area, along Route 610 just below the Quantico Marine reservation, single-family residential development strings out from Garrisonville on Routes 641 and 642 westward to Shelton's Shop at Route 648. It merges there with several small subdivisions in the vicinity of Garrisonville Estates east of Route 643. From there to the Lake Arrowhead and Hidden Lake subdivisions (off Routes 644 and 612, respectively), very little is found except woodlands. Wooded areas to the south are studded with large farm tracts of cleared land, particularly along Routes 616, 614, and 17.

Commercial activity historically scattered along the Route 1 corridor has gravitated largely to Aquia north of Aquia Creek, Stafford Courthouse, and Falmouth at the junction with Route 17. Several mobile home outlets and residential parks, along with motel and general automobile services, are found along Route 1 north. General commercial together with professional services cluster near the Stafford Courthouse. A few scattered establishments are found proceeding on Route 1 toward the southern end of the County in anticipation of a sizable residential service cluster near Falmouth.

On both sides of I-95 along Route 17 fairly recent automobile-oriented services have arisen to match increased commuting and trucking trends. The City of Fredericksburg, having thus far captured a substantial share of household demand in suburban Stafford County, explains the absence of a large shopping center in the County's southern portion. Small neighborhood commercial establishments along Routes 664 and 218 east of Route 1 serve adjacent residential areas. Route 3 links Stafford's southeastern suburbs with Fredericksburg, which supplies many goods and services to residences east of Chatham Heights where local business establishments are few.

Institutional or governmental land uses include, naturally, those of the county seat at Stafford Courthouse, public schools, parks, and churches as well as facilities for water supply, sewage treatment and trash disposal services. While covered in a later chapter, community facilities of most significance to existing land use patterns are public schools, a focus for neighborhood residential activity.

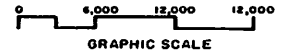
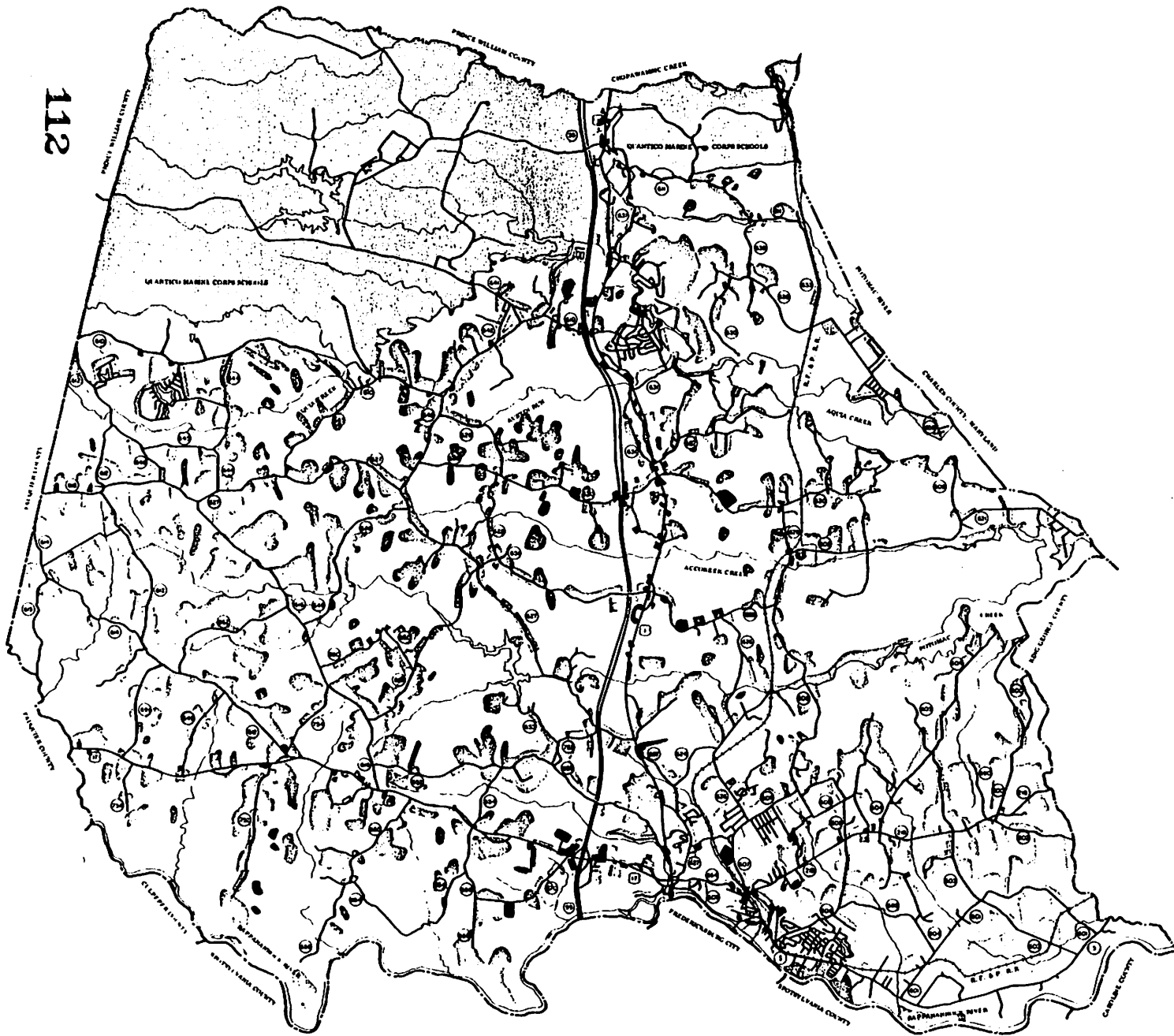
In the western half of the County, the Hartwood Elementary School on Route 754 at Route 17 serves the widespread rural populations of the western half of the County, primarily along Routes 17 and 616.

The Route 1 corridor in the south serves as the central axis for three schools: Falmouth Elementary on Route 627, the nearby Old Senior High on Route 1 itself, and Gayle Junior High on Route 17. At present, residential patterns are so scattered and low in density that these schools serve large regions beyond their immediate neighborhoods. By contrast to some degree, the Grafton Village Elementary and Ferry Farm Elementary Schools serve neighborhoods more intimately linked to their respective thoroughfares, Routes 607 and 606.







In the north, the Moncure Elementary School on Route 610 west of the Interchange is the focus of a wide-spread bussing program which underscores the scattered character of residential development along Routes 1, 637 and 610. Similarly, Stafford Elementary on Route 630 and Stafford Junior High on Route 687 serve a wide area of the County, including rural settlements.

The County's predominantly residential character, major highway access with I-95 and Route 1, and Industrial rail haul capabilities with the Richmond, Fredericksburg, and Potomac line invite industrial expansion. At present, the few industrial tracts in the south and along Route 1 are in large measure sand and gravel "mining" operations related to the local housing industry. The newly-designed Falls Run Industrial Park off Route 17 west of I-95 and parcels on the R.F. and P. line constitute the beginnings of increased industrial land use.

Trucking and storage facilities, in large measure associated with nearby military personnel, are found at the extreme north of Route 1. These industrial sites together with general contracting, construction-related industries off Route 1 in the far north orient toward a continuing market and may be expected to expand.



EXISTING LAND USE - 1974

-  WOODLAND
-  AGRICULTURAL OR OPEN AREA
-  RESIDENTIAL
-  GOVERNMENTAL OR INSTITUTIONAL
-  COMMERCIAL
-  INDUSTRIAL

MAP 6 STAFFORD COUNTY COMPREHENSIVE DEVELOPMENT PLAN

BALDWIN AND GREGG, LTD.
FAIRFAX, VIRGINIA

Agriculture and woodlands figure quite largely in the make-up of the total use of land, though they contribute little, as discussed in a later chapter, to the County's total economic output. With the exception of timber-cutting, little actual farming takes place. Many large parcels are held as farmland, however, and cleared tracts abound in the outskirts of the southern urbanized suburbs. Farmland concentrations are highest on the ridge roads to the west of I-95, especially in the upper reaches of Potomac Creek.

A summary of county-wide land uses in 1974 is provided in the following table. Note the relatively large proportion of undeveloped agricultural and woodland areas. The federal Quantico Marine Corps Reservation, in excess of 30,000 acres mostly in woodland, is included in these calculations as government land.

TABLE I
EXISTING LAND USE - 1974

	<u>Acres</u> (approx.)	<u>% of Total</u>
Low-Med. Density Residential	6,500	3.8
High Density Residential	350	0.2
Commercial	900	0.5
Industrial	750	0.4
*Governmental, Institutional	30,500	17.6
Agricultural	29,500	17.1
Open Space, Woodland	<u>104,500</u>	<u>60.4</u>
TOTAL (incl. Quantico)	173,000	100.0%

*Public or semi-public --- mostly Quantico Marine Corps Reservation

Source: Stafford County Planning Office

Excluding the Quantico Marine Corps Reservation in the north as beyond Stafford County jurisdiction, five sub-areas of the County may be distinguished as in Map 7. Determined by the Rappahannock Area Development Commission (RADCO), these areas display characteristic physical features and development patterns measurable over time. Area I (N.E.) in the northeast is bounded by the Potomac River, its tributary the Potomac Creek, Route 1 to the west, the Marine Corps Reservation at Midway Island, Route 611 and Tank Creek. It contains difficult terrain, as discussed, in the vicinity of Brooke and generally is amenable to development only along ridge roads. Its

two growth centers have been the Stafford Courthouse area and the Route 1 corridor to the north.

Area II (N.W.) covers the northwestern region west of Route 1 exclusive of Marine Corps lands. It encompasses a strip off Route 1, to the far north, and is bordered west of I-95 by Aquia Creek and Route 610 as far as Fauquier county, and by Route 616 and the Potomac Creek to the south as far as Route 1. Landforms are most developable along Route 610 west of the I-95 Interchange. Understandably, this area has experienced rapid growth in recent years, particularly around Garrisonville.

Swinging counterclockwise, Area III (S.W.) in the southwest is bounded by the Rappahannock River at the South and Route 1 at its eastern edge. Route 17, its main artery running east and west from the Interstate, serves very recent industrial, commercial, and residential tracts as well as traditionally agricultural areas in the Hartwood vicinity.

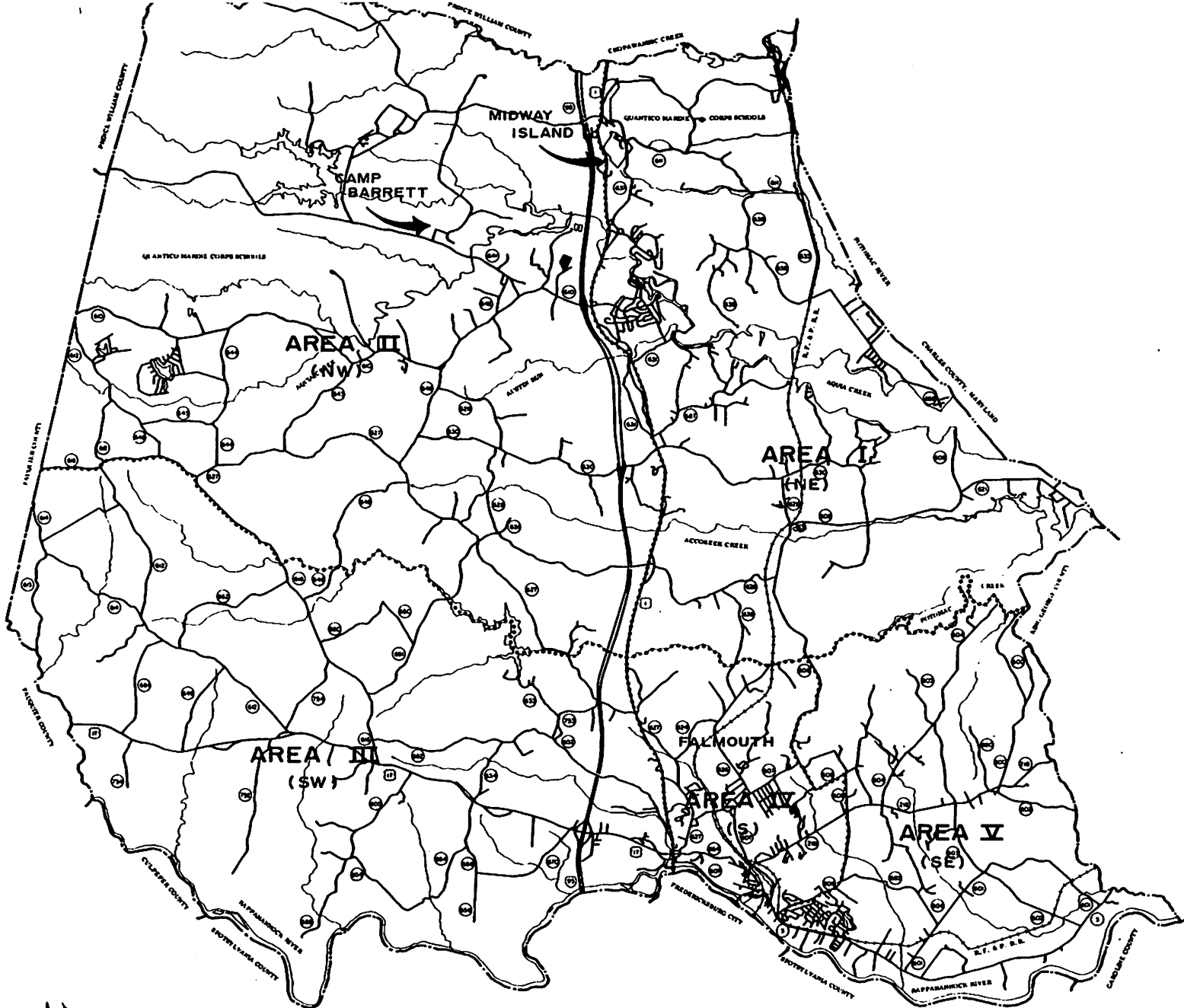
The Falmouth urbanized area, Area IV (Falmouth) extending east of Route 1 as far as Route 608 and 606, has been the traditional growth region of the County as a suburban extension of Fredericksburg. Containing the County's largest concentration of population, it is characterized by variably steep but sometimes quite suitable terrain except as it enters the steep-sloping Potomac Creek watershed in its northern area.

East of Area IV, the variable but often quite fertile and moderate slopes of the lower Rappahannock watershed made up two-thirds of Area V (S.E.) in the extreme southeast. This is the fringe of suburban development, oriented in transportation access by Route 3 more to Fredericksburg than to Falmouth and its major growth corridors, Routes 1 and 17. Urbanized development in Area V has been widely scattered in small, low-density subdivisions or in semi-rural settlements stringing along existing ridge roads.

DEVELOPMENT TRENDS

Development trends in the five Areas defined above are indicated by recent activity in residential rezoning, subdivision platting, and residential construction. These activities during the early 1970's highlight the increasing urbanization of all five Areas of the County. Figure 1 relates these parameters in representative years of the early 1970's.

The year 1972 was one of the high confidence in housing. Requests to rezone to residential categories shot up from about 320 acres in that year to roughly 985 in 1973 of which 830 were for R-2 or R-2 mixed with other uses; the total for 1974 however, slumped to less than 300 of which over 250 were R-2. The leading Areas over the 1972-74 period were Area III (S.W.) with two large-scale rezonings to mixed R-2 activity near Stafford and more than 90 acres in mobile home parks, especially along Route 1 north. Area II, the Garrisonville Route 610 uplands, was third highest with a preponderance of multi-family rezoning - more than 100 acres. Area IV, the historic growth area of Route 1 in the south, saw considerably less residential rezoning and Area V, (S.E.) only one significant parcel.

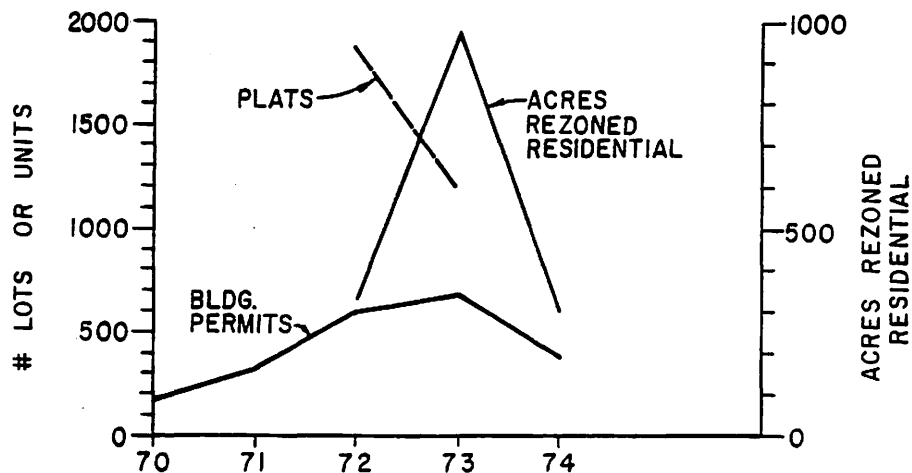


RADCO AREA DELINEATION

MAP 7
STAFFORD COUNTY
**COMPREHENSIVE
DEVELOPMENT PLAN**

BALDWIN AND GREGG, LTD.
FAIRFAX, VIRGINIA

Figure 1
**BUILDING PERMITS, PLATS AND
 RESIDENTIAL REZONING, 1970-74**



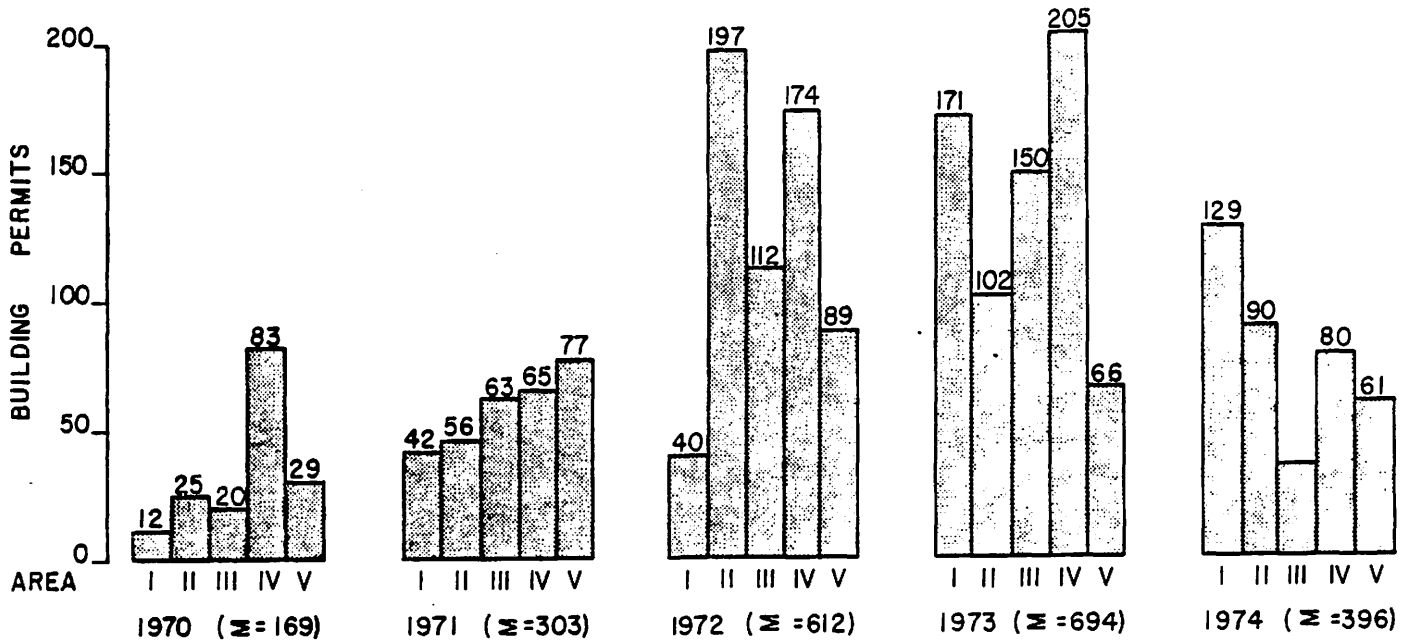
SOURCE: STAFFORD COUNTY PLANNING OFFICE

Platted lots and multi-family dwelling units for the representative years of 1972-73 showed a marked decline from the 1972 high of 1,875 lots or units to 1,204 the next year. During these years Area IV (Falmouth) with 600 units exceeded by about 100, areas I (N.E.) and II (N.W.). Fringe Areas III (S.W.) and V (S.E.) were roughly comparable with the latter holding the edge.

As shown in Figures 1 and 2 construction activity measured by residential building permits increased steadily until it peaked out in 1973 with 694 before falling off sharply to 396 in 1974. As with platting, residential construction to the east of Falmouth (Area IV) led over the 1970-74 period, though it was exceeded in the last year by Areas I (N.E.) and II (N.W.) in that order. Single-family construction in all cases exceeded multi-family for the five years as a whole but the margin has become increasingly slim in Areas III (S.W.) and IV (Falmouth).

Figure 2

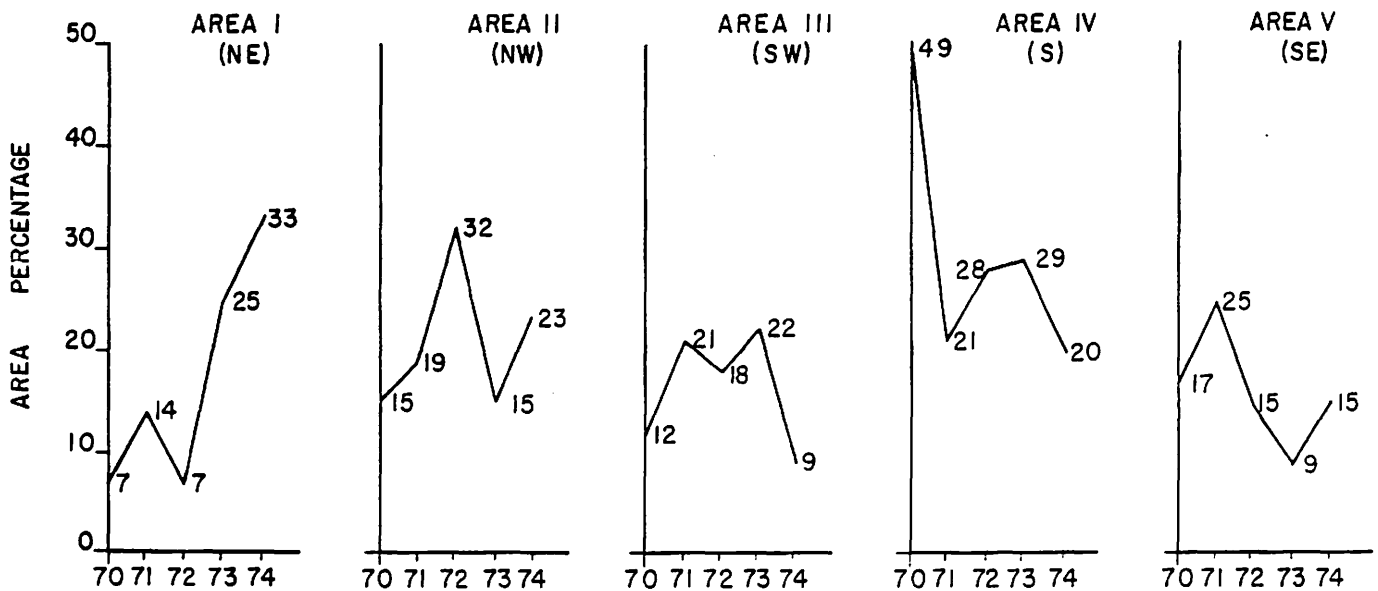
STAFFORD COUNTY YEARLY BUILDING PERMITS BY AREA



SOURCE: STAFFORD COUNTY PLANNING OFFICE

Figure 3

STAFFORD COUNTY AREA TRENDS AS A PERCENTAGE OF TOTAL YEARLY BUILDING PERMITS



SOURCE: STAFFORD COUNTY PLANNING OFFICE

The general trend, in short, has been that the historic Falmouth and surrounding urbanized areas have led in actual building activity but in recent years rezoning and platting activity has tended to increase more in outlying fringe areas and especially in the vicinity of Stafford and Garrisonville. The Route 17 corridor, especially west of I-95, has shown considerable lag between rezoning, platting and actual construction. With the Falls Run Industrial Park and new sewer interceptor serving that upper watershed, Area III (S.W.) should be expected to outpace all other growth in the near future. Area trends by percentage share of total yearly permits in Figure 3 indicate also that Areas I (N.E.) and II (N.W.) could capture an increasing fraction of total growth. Area IV (Falmouth) might even out with a large but steady portion and Area V (S.E.) may gradually diminish in its share.

POPULATION

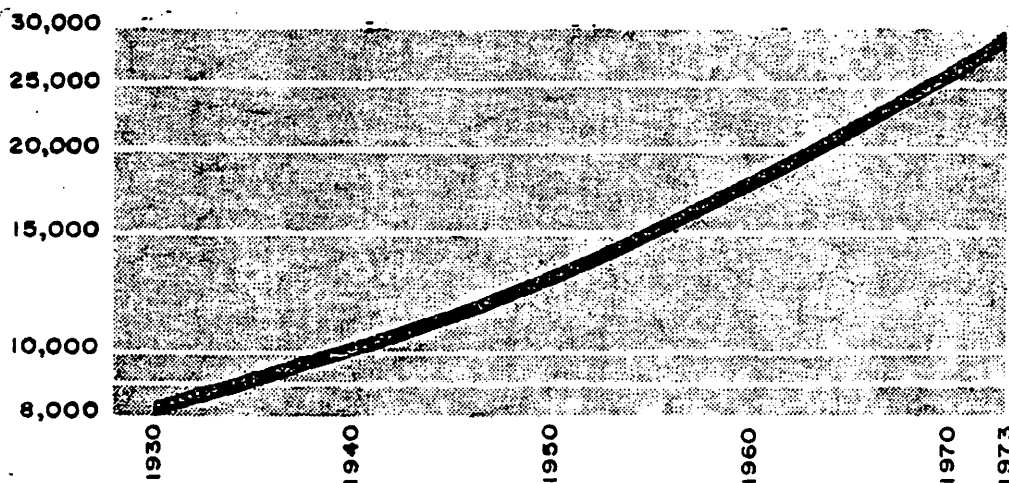
POPULATION

GROWTH TRENDS

Population growth in Stafford County during the past 15 years has been dramatic. During the 30 year period from 1930 - 1960 the population in Stafford County doubled from 8,050 to 16,876. Population growth since 1960 has been so great that in 1975 the population has doubled again to approximately 32,500 people. What before took 30 years to accomplish has now been done in 15 years; and the population is expected to continue its sharp increase during the next 15 years to roughly 61,500 people. The yearly influx of new residents to Stafford County has risen from an addition of around 150 people per year between 1930 and 1940 to around 1,800 people per year during the 1970's.

Figure 4

STAFFORD COUNTY HISTORICAL POPULATION GROWTH



SOURCE: TAYLOR MURPHY INSTITUTE OF THE UNIVERSITY OF VIRGINIA.

The growth in population is changing the lifestyle of the County's residents from a predominately rural society to a predominately urban society. Stafford County is becoming a suburban center for two expanding urban areas, Fredericksburg and Northern Virginia. Suburban pressures for development were responsible for the population growth of the 1960's. Areas surrounding Fredericksburg across the Rappahannock River accounted for most of this population growth. While urban development and resultant population growth are still occurring at a rapid rate in this area of South Stafford, much of the growth during the 1970's is expected to occur in that part of the County north of Stafford Courthouse.

This new growth area is due to the expanding Northern Virginia region. During the 1950's Washington's growth spread through Arlington and Alexandria; during the the 1960's through Fairfax and Prince William; and during the 1970's this growth is expected to spillover into Stafford and Loudoun Counties. The construction of Interstate 95 through Stafford County in the 1960's has made this suburban expansion possible. With it, travel times to the District are less than one hour. The development and diversification of trade, services and industry in the existing suburbs of Fairfax and Prince William Counties along with the Quantico Marine Base have also aided growth in Stafford County. North Stafford is now becoming an exurban part of Northern Virginia.

Currently, an estimated 500 new families are moving into the County each year. This growth has made Stafford County one of the fastest growing areas in the State. The Regional Population Growth comparison in Figure 5 indicates that Stafford is growing at a faster rate than either Fredericksburg or Spotsylvania County, the two other "growth" areas in the Rappahannock Area Planning District. Stafford's growth rate closely parallels that of Loudoun County, although it lags behind in the total number of people. The influence of the Northern Virginia area and the effects of population spillover are clearly evident. If growth pressures from the Northern Virginia area were

TABLE 2
REGIONAL POPULATION CHANGE

TABLE 2

	Stafford County	Loudoun County	Spotsylvania County	Prince William County	Fairfax County
1950					
Total Population Change	11,902	21,145	11,478	22,616	90,169
Total	24.7		15.9		
Net Migration					
Natural Increase					
1960					
Total Population Change	16,876	24,549	13,819	50,164	261,400
Total	41.8	16.1	20.4	121.8	189.9
Net Migration	22.5	2.4	3.1	95.5	
Natural Increase	19.3	13.7	17.3	26.4	
1970					
Total Population Change	24,587	37,150	16,424	111,102	455,021
Total	45.7	51.3	18.9	121.5	74.1
Net Migration	22.6	36.5	5.5	82.5	
Natural Increase	23.1	14.8	13.4	39.3	
1980					
Total Population Change	42,541	66,000	20,500	182,000	636,000
Total	73.0	77.7	24.8	63.8	39.8
Net Migration	57.0				
Natural Increase	16.0				
1990					
Total Population Change	61,449	113,500	25,000	245,000	848,000
Total	44.4	72.0	22.0	34.6	33.3
Net Migration	31.8				
Natural Increase	12.6				

absent, Stafford's growth pattern would more closely resemble that of Fredericksburg and Spotsylvania County. Regional components of change are shown in Table 2. These figures show more clearly the relationships between Stafford County and Loudoun County with respect to population increases.

Loudoun County is roughly five to seven years ahead of Stafford County in the total population. Thus, many of the problems and solutions experienced by Loudoun could apply to Stafford in five to seven years. In a sense, Stafford may be in a unique position to profit from the successes and mistakes of Loudoun County.

TABLE 3
**STAFFORD COUNTY
HISTORICAL POPULATION INCREASES**

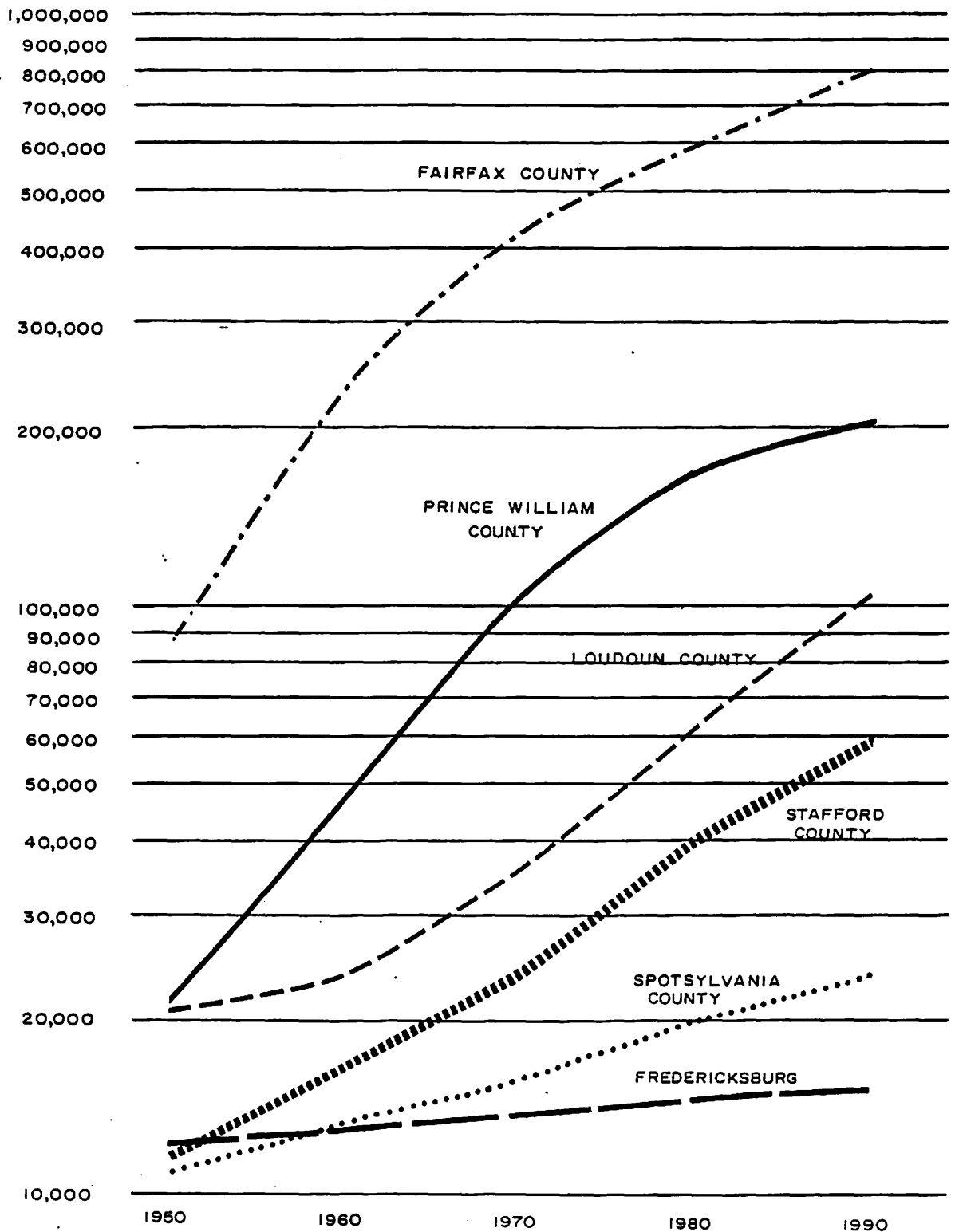
Year	Population	Yearly Increase	Average Yearly Percent Increase
1930	8,050	---	
1940	9,548	150	1.9
1950	11,902	235	2.5
1960	16,876	288	4.2
1965	20,435	712	4.2
1966	21,097	662	3.2
1967	21,879	782	3.7
1968	22,566	687	3.1
1969	23,256	690	3.1
1970	24,587	1,331	5.7
1971	25,492	905	3.7
1972	26,839	1,347	5.3
1973	29,206	2,367	8.8
1974	31,843	2,637	9.0

Source: Tayloe Murphy Institute of
The University of Virginia
and Baldwin and Gregg, Ltd.

Not only is Stafford County's population rising numerically, but also the rate of growth has been increasing. From 1930-1940 the average annual rate of growth was 1.9%; for the period 1940-1950, 2.5%; for the period from 1950-1960, 4.4%; for the period 1960-1970, 4.6% and for the period 1970-1980 it is expected to be 5.7%. Historical population increases are shown in Table 3 with yearly percent increases.

Figure 5

REGIONAL POPULATION GROWTH COMPARISON



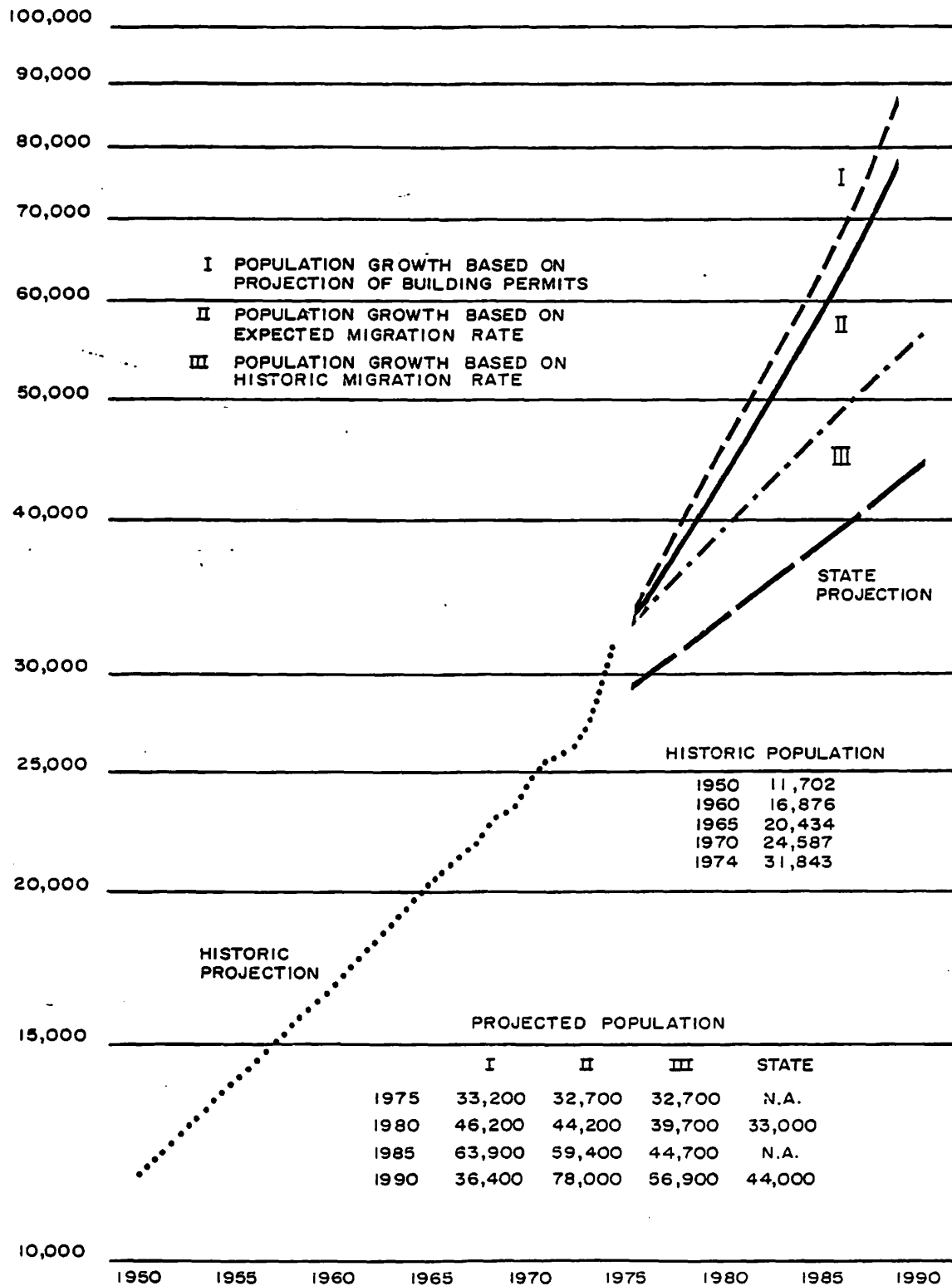
FAIRFAX CO	90,169	261,400	455,021	636,000	848,000
PRINCE WILLIAM CO.	22,616	50,164	111,102	182,000	215,000
LOUDOUN CO.	21,145	24,549	37,150	66,000	113,500
*STAFFORD CO.	11,902	16,876	24,587	42,541	61,449
SPOTSYLVANIA CO.	11,478	13,819	16,424	20,500	25,000
FREDERICKSBURG	12,548	13,639	14,450	15,200	16,000

* STAFFORD POPULATION BASED ON
EXPECTED PROJECTION IV

SOURCE: TAYLOR MURPHY INSTITUTE OF THE UNIVERSITY OF VIRGINIA
BALDWIN AND GREGG, LTD. PROJECTED

FIGURE 6

PRELIMINARY POPULATION PROJECTION



SOURCE: TAYLOE MURPHY INSTITUTE OF THE UNIVERSITY OF VIRGINIA, 1950-1974.
BALDWIN AND GREGG, LTD. PROJECTION, 1975 - 1990.

COUNTY-WIDE PROJECTIONS

The four projections of population made for this Comprehensive Plan are shown on Figure 6. The existing population was projected from historical data to 1990 using the existing known migration rate of Stafford County from 1960-1970. Then a second projection was made in similar fashion using the more recent but as yet unproven migration rate from 1968-1974. Both of these projections make use of a declining birth rate and a decrease in family size drawn from national data and both use the same general procedure of a cohort-survival method impacted by migration. A third projection was made based on building permits. A fourth or "expected" population projection was made based on the previous three and judgement factors regarding various facility limitations.

Migration rates can be found only through a study of symptomatic data such as school enrollments, tax returns and employment data and verified only by expensive research or by the decennial census. Because the recent migration rates varied so substantially from proven historic rates, doubt was cast on the accuracy of the recent rates. In order to prove or disprove these recent migration rates, a third population projection was made based on recent building permits. The housing market for Stafford County was examined to determine historical population generation per unit built. Analysis of housing data indicates that population generation for new housing units has always been less than the average population per household. Since the 1950-1970 period, population generation per increased unit in the housing supply has tended to remain relatively stable.

TABLE 4
**POPULATION GENERATION
OF NEW HOUSING UNITS**

Time Period	Net New Units	Population Generation	Average Population for all Households
1930-1940	311	3.9 People/Unit	4.5 People/Unit
1940-1950	985	3.4 " "	4.2 " "
1950-1960	1,443	3.2 " "	3.5 " "
1960-1970	2,156	3.3 " "	3.4 " "

Based on the data above, a population generation factor of 3.3 was set for the net new units added to the housing supply. Building permits were then examined for the period 1966-1974 and projected into the future to 1990. Through the use of the population factor previously developed, a population projection based on building permit increase was determined.

A comparison between the population projections from the higher migration rate and from building permits shows that if trends of the recent past continue, Stafford County could experience the population growth shown in the potential population growth projection II. However, the estimated population of 78,000 by 1990 could occur only under the most favorable economic circumstances. The population projection based on potential migration rates can be used as the upper limit of a range of population growth. Projection III, based on historic and proven migration rates, can be taken as the minimum population to be expected by Stafford County. A range of future population is thereby established.

TABLE 5

**POPULATION RANGE
BY PROJECTIONS**

	III Low Estimate (Historic)	Existing	II High Estimate (Potential)
1970		24,587	
1975		33,497	
1980	39,700		44,200
1985	44,700		59,400
1990	56,900		78,000

There are compelling reasons to believe that the high, or potential, population will not be met. The primary reason is that during the base time period chosen, the local and national economy were in one of the greatest expansionary phases in U.S. history. The building industry during the early 1970's was particularly active, enjoying the best years of its history. Over the long term the economy is more apt to have relatively stable increases such as those experienced during the late 1950's and early 1960's and not have the boom and bust economy of recent years. The recent downturn of the economy starting in 1974 does not show up in the base figures used for projection. If it did, the potential population projection would be lower. Potential population figures are essentially based on the continued and unrealistic expectation that there will not be significant future downturns in the economy.

While population spillover into Stafford County is expected to continue, that part of South Stafford County which acts as a suburb to Fredericksburg is expected to grow less rapidly. The slower growth rate of the

Stafford suburbs to Fredericksburg will result from many factors. Spotsylvania County will offer increasing competition for the Fredericksburg oriented population. The physical barrier of the Rappahannock River and the limited transportation crossing points to and from Fredericksburg will serve to inhibit growth. While much developable land remains in the Southern area of the County, the truly prime land capable of development at little cost is decreasing. This will further inhibit growth, especially if cheaper, more developable land of the same quality exists elsewhere.

The limited expansion of public utilities and service will further dampen growth in Stafford County. This will be particularly true in areas unsuited for private sewage disposal systems. Shortages of water resources, raw water processing facilities, and distribution lines could also act to inhibit growth.

All of the above mentioned factors could act to reduce growth in Stafford County irrespective of local and national economic conditions. The realization that at varying times in the future any combination of these factors will reduce or enhance growth leads to the conclusion that both projections are justified only as maximums and minimums for expected population growth. Using these projections as guides, a fourth population projection has been made based on expected building permits by individual sub-areas of Stafford County. The basic cohort-survival model from which both the recent and historic migration rate projections were made was then revised according to the new findings. Yearly population estimates were made based on the population generation factor for new housing to 1980 and projected to 1990. Results of this projection are graphically shown on Figure 7.

There are strong indications that the 1970's will be a realigning period for Stafford County. In the past, growth in the County was due to the expanding suburbs of Fredericksburg. By 1980, a greater share of the population growth will come in the northern half of the County. This will produce a shift in population distribution and introduce a bi-polar orientation. The County will have two distinct urban areas, separated by a strip of undeveloped land. The southern portion of the County will continue to have a local focus while the northern section will be oriented toward Northern Virginia and the Washington metropolitan area.

The development of an expected population projection leads to the construction of a final cohort-survival population projection based on the expected future population shown in Table 9. From this data source, information on the character of the future population can be drawn. A study of population pyramids based on the final cohort-survival model shows two characteristics common to any population of the late 1970's and 1980's: a significant decrease in the lower age groups and an increase in the upper age groups; otherwise population distributions by age groups are normal. If present birth rate trends continue, Stafford County should remain below zero population growth by natural increase through 1990, a condition reached in the early 1970's. Increases in life expectancy and the mini baby boom experienced

HISTORIC AND PROJECTED POPULATION

TABLE 6

HISTORIC POPULATION

1940	9,548	1965	20,434	1968	22,566
1950	11,702	1966	21,097	1969	23,256
1960	16,876	1967	21,879	1970	24,587

TABLE 7

PROJECTED POPULATION

	Minimum Growth Historic Migration Rate III	Expected Growth Based on Limitations IV	Potential Growth Potential Migration Rate II
1970	25,492	24,587	25,492
1971	26,839	25,492	26,839
1972	29,206	26,839	29,206
1973	31,843	29,206	31,843
1974	33,497	31,843	33,497
1975	32,700	33,497	32,700
1976		34,834	
1977		36,451	
1978		38,481	
1979		40,511	
1980	39,700	42,541	44,200
1981		44,571	
1982		46,297	
1983		48,191	
1984		50,085	
1985	44,700	51,979	59,400
1986		53,873	
1987		55,767	
1988		57,661	
1989		59,555	
1990	56,900	61,449	78,000

Note: 1940-1970 Data from Taylor Murphy Institute of the University of Virginia.
1970-1974 Data from net building permits.
1975-1990 Data projections based on expected building levels.

TABLE 8

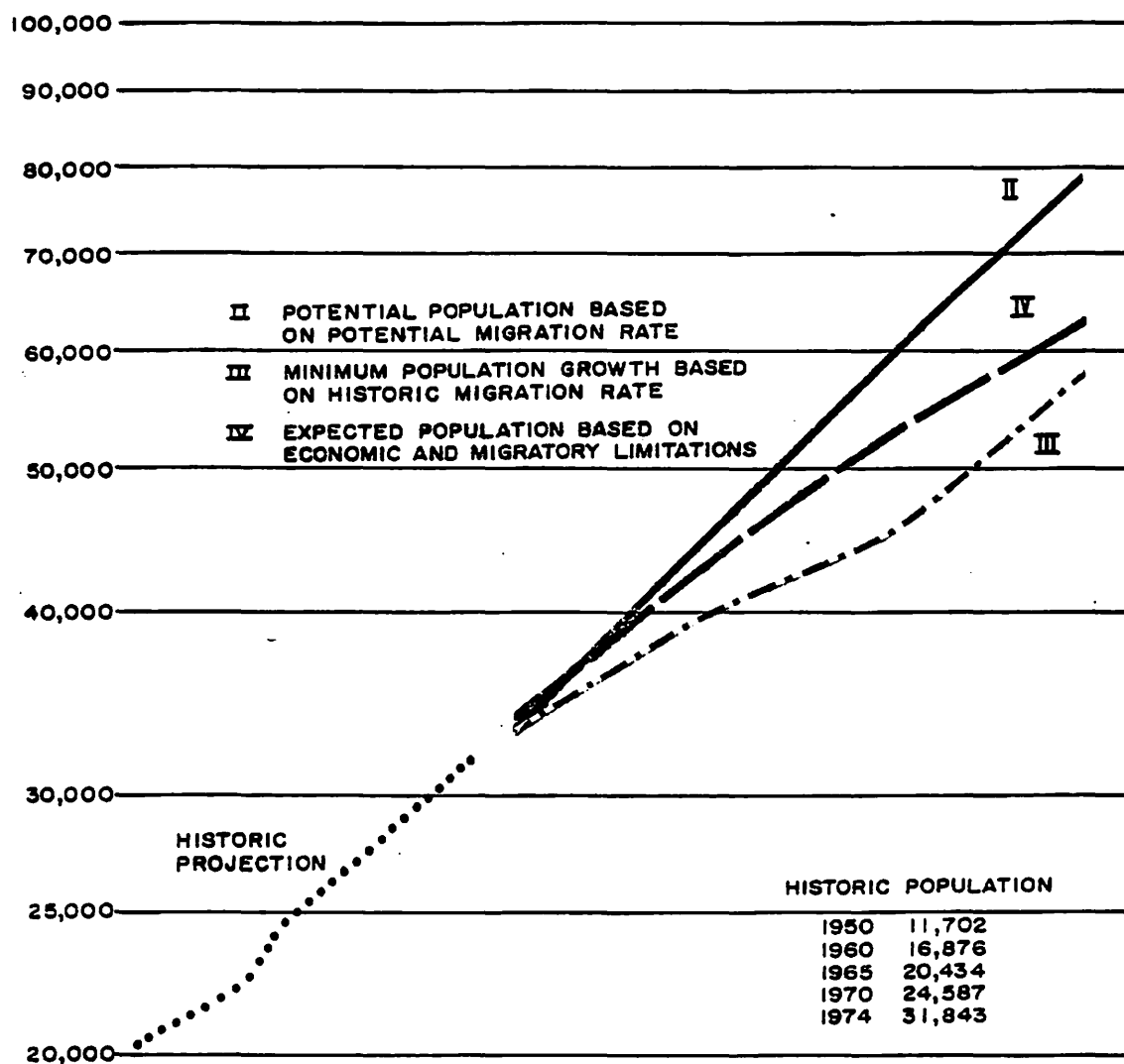
ANNUAL PERCENT INCREASE IN POPULATION

	Historic Rate	Expected Rate	Potential Rate
1950-1960	4.4%	----	----
1960-1970	4.6%	----	----
1970-1980	5.6%	5.7%	7.7%
1980-1990	4.3%	4.2%	7.7%

after World War I will more than double the number of people aged 65 and over in the late 1980's.

Figure 7

STAFFORD COUNTY EXPECTED POPULATION PROJECTION



PROJECTED POPULATION			
	III	IV	II
1975	32,700	33,497	32,700
1980	39,700	42,541	44,200
1985	44,700	51,980	59,400
1990	56,900	61,449	78,000

SOURCE: TAYLOE MURPHY INSTITUTE OF THE UNIVERSITY OF VIRGINIA, 1950-1974.
BALDWIN AND GREGG, LTD. PROJECTION, 1975-1990.

TABLE 9

STAFFORD COUNTY EXPECTED POPULATION BY AGE GROUP - TREND IV

Age Groups	Survival Rate	1970			1975			1980			1985			1990	
		Total Population	Per Cent	Natural Increase	Total Population	Per Cent	Natural Increase	Total Population	Per Cent	Natural Increase	Total Population	Per Cent	Natural Increase	Total Population	Per Cent
< 1	0.9802	504		536			699			818			976		
0-4	0.99958	2,359	9.6	2,680	3,328	9.9	3,495	4,067	9.6	4,090	4,623	8.9	4,880	5,388	8.8
5-9	0.9996	2,651	10.8	2,358	2,929	8.7	3,327	3,871	9.1	4,065	4,595	8.8	4,621	5,102	8.3
10-14	0.9996	2,521	10.3	2,650	3,291	9.8	2,928	3,407	8.0	3,869	4,373	8.4	4,593	5,071	8.3
15-19	0.9987	2,292	9.3	2,520	3,129	9.3	3,290	3,828	9.0	3,406	3,850	7.4	4,371	4,826	7.9
20-24	0.99704	3,040	12.4	2,289	2,843	8.5	3,125	3,636	8.5	3,823	4,321	8.3	3,845	4,245	6.9
25-29	0.99782	1,835	7.5	3,031	3,764	11.2	2,835	3,299	7.8	3,625	4,097	7.9	4,308	4,756	7.7
30-34	0.9962	1,567	6.4	1,831	2,252	6.7	3,756	4,371	10.3	3,292	3,721	7.2	4,088	4,513	7.3
35-39	0.9987	1,550	6.3	1,561	1,939	5.8	2,243	2,610	6.1	4,354	4,921	9.5	3,707	4,093	6.7
40-44	0.99367	1,423	5.8	1,548	1,923	5.7	1,936	2,253	5.3	2,607	2,947	5.7	4,915	5,426	8.8
45-49	0.99022	1,329	5.4	1,414	1,756	5.2	1,911	2,224	5.2	2,239	2,531	4.9	2,928	3,233	5.3
50-54	0.98694	1,072	4.4	1,316	1,635	4.9	1,739	2,024	4.8	2,202	2,489	4.8	2,506	2,767	4.5
55-59	0.98284	874	3.6	1,058	1,314	3.9	1,614	1,878	4.4	1,998	2,258	4.3	2,456	2,712	4.4
60-64	0.97163	705	2.9	859	1,067	3.2	1,291	1,502	3.5	1,846	2,087	4.0	2,219	2,450	4.0
65-69	0.95358	517	2.1	685	851	2.5	1,037	1,207	2.8	1,459	1,649	3.2	2,028	2,239	3.6
70-74	0.94162	374	1.6	493	613	1.8	811	944	2.2	1,151	1,301	2.5	1,572	1,736	2.8
75-79	0.92308	208	0.8	371	462	1.4	577	671	1.6	889	1,005	1.9	1,225	1,352	2.2
80-84	0.91367	139	0.6	192	238	0.7	426	496	1.2	619	700	1.3	928	1,025	1.7
85 >	0.84956	113	0.5	127	159	0.5	217	253	0.6	453	512	1.0	468	517	0.8
Total		24,589		26,983	33,493		36,558	42,542		45,987	51,980		55,658	61,451	
Net Migration Rate		11.3			24.14%			16.37%			13.03%			10.40%	
Fertility Rate*		116.88			93.4**			90***			83.5***			83.5***	
Median Age		24.1			26.6			26.3			30.2			31.5	

* Rate per 1,000 child bearing women aged 15-44

** 1973 rate

*** Estimated

School enrollment will increase at a rapid rate during the 1970's. It should be noted that this large block of students is a direct result of the significant in-migration of families during the late 1960's and early 1970's. These students are already in the County and probably in the school system. Future population increases should not present such a heavy burden to the school system as the tremendous drop in the birth rate previously noted takes hold. Only minor increases in student population are noted for the 1980-1990 period.

Table 10

PROJECTED SCHOOL AGE POPULATION

PROJECTED SCHOOL AGE POPULATION

	1965-66	1970-71	School Year 1975-76	1980-81	1985-86	1990-91
Total Population	20,434	24,587	34,834	44,571	53,873	63,343
Total Students	4,556	5,970	9,144	11,289	12,166	13,451
Percent of Population	22.3	24.3	26.3	25.3	22.6	21.2
Kindergarten Students	----	----	702	872	888	1,060
Percent of Population			2.0	2.0	1.6	1.7
Elementary Students (1-4)	1,952	2,294	2,808	3,487	3,552	4,262
Percent of Population	9.6	9.3	8.1	7.8	6.6	6.7
Middle Students (5-8)	1,610	2,171	3,070	3,348	3,922	3,909
Percent of Population	7.9	8.8	8.8	7.5	7.3	6.2
High School Students (9-12)	994	1,505	2,564	3,582	3,804	4,214
Percent of Population	4.9	6.1	7.4	8.0	7.1	6.7

Table 11

PROJECTED INCREASE IN SCHOOL AGE POPULATION

	1965-66	1970-71	School Year 1975-76	1980-81	1985-86	1990-91
Total Students Increase		1,414	3,174	2,145	877	1,285
Percent Increase		31.0	53.2	23.5	7.8	10.6
Kindergarten Increase	---	---	---	170	16	178
Percent Increase	---	---	---	24.2	1.8	20.0
Elementary Increase (1-4)	---	342	514	679	65	710
Percent Increase	---	17.5	22.4	24.2	1.9	20.0
Middle Increase (5-8)	---	561	399	278	574	(13)*
Percent Increase	---	34.8	41.4	9.1	17.1	(0.3)*
High School Increase (9-12)	---	511	1,059	1,018	222	410
Percent Increase	---	51.4	70.4	39.7	6.2	10.8

* () Decrease

DEMOGRAPHIC CHARACTER

The educational level of the population will continue to rise and the illiteracy rate will continue to drop. Both trends are in keeping with the changing character of the County as it progresses from a rural society to a suburban society. By 1980, over half of the people will have graduated from high school. An educational profile of in-migrants is expected to show higher educational levels than the existing population of the County. This fact leads to the conclusion that in-migrants will tend to have significantly higher income levels than those already living in the County. It is safe to assume that the vast majority of in-migrants will be middle class and above. It is also safe to assume that they will be almost totally white. This will continue the gradual decrease in the nonwhite population as a percent of the total population. Numerically, the nonwhite population will show a slight rise due primarily to natural increase. The demographic character of past and future populations is shown in Table 12.

As population grows, so will total employment. Speculation on future employment by job type should show a continuing rise in white-collar jobs. Skilled blue-collar workers are expected to drop in terms of the percent of total workers, yet increase numerically. Farm workers are expected to remain relatively stable.

The population of Stafford County has undergone significant increases and changes during the past 15 years. The traditional orientation towards the old regional core city of Fredericksburg is rapidly changing as the Northern Virginia region expands its exurban fringe to Stafford County. The traditional growth areas around Fredericksburg will continue to increase numerically, but an increasingly greater share of population growth will occur in the northern part of the County. The expected total population of the County will be roughly 61,500 by 1990. Most of this increase will come during the 1970-1980 time frame. This new population is expected to be suburban in character, predominately white, with higher income and educational levels. Most will be employed in white-collar jobs outside of the County. The next 15 years will see the transformation of Stafford County from rural to suburban.

TABLE 12

STAFFORD COUNTY DEMOGRAPHIC CHARACTER

	1940	1950	1960	1970	1980	1990
Total Population	9,548	11,902	16,876	24,587	42,541	61,449
Households	2,117	3,102	4,545	6,701	12,512	19,508
Housing Units	2,273	3,372	5,021	7,727	13,613	19,898
Pop./Household	4.51	3.82	3.68	3.44	3.40	3.15
Age Under 5	822 8.6*	1,633 13.7*	2,364 14.0*	2,359 9.6*	4,067 9.6*	5,388 8.8*
Age 5-18	2,721 28.5	2,905 24.4	4,482 26.6	6,987 28.4	10,340 24.3	14,034 22.8*
Age 19-64	5,382 56.4	5,704 47.9	7,954 47.1	13,576 55.2	24,385 57.3	35,158 57.2
Age 65 & Over	623 6.5	870 7.0	1,038 6.2	1,665 6.8	3,751 8.8	6,869 11.2
Median Age	23.6	24.8	24.9	24.1	26.3	31.5
Median School Completed	7.6 yrs.	7.5 yrs	9.9 yrs.	11.1 yrs	11.5 yrs	12.1 yrs
No School	8.3%	3.6%	2.4%	1.4%	1.0%	0.6%
% High School Graduates	12.1%	19.9%	32.1%	41.2%	51.2%	61.2%
White	83.9%	87.2%	88.3%	90.5%	92.7%	94.8%
Non-White	16.1%	12.8%	11.7%	9.5%	7.3%	5.2%

* Percent of total population

ECONOMIC ANALYSIS

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ECONOMIC ANALYSIS

ECONOMIC POTENTIAL

The economy of Stafford County is typical of Virginia counties which are undergoing the transformation from rural to suburban. The economic base of the County which in the past has been farming and lumbering is being supplanted by a mixed economy with a clear emphasis towards non-manufacturing employment. The past lack of a manufacturing base and the major absence of any strategic competitive advantage indicate that without positive action only limited manufacturing activity can be expected in the future. The economy of Stafford County will primarily depend on non-manufacturing categories of industry for employment opportunities and an economic base in the future.

The County has a few inherent advantages over surrounding areas which will aid in more rapid economic development, and can provide the impetus to project Stafford County into the lead for economic development within the RADCO area. Three assets are noted which can have major effects on economic expansion. The strategic location of the County along the major highway and rail transportation links for the east coast is a definite asset. The County's proximity to the Washington metropolitan area coupled with this strategic location could foster the development of storage and distribution related industries under the non-manufacturing category of wholesale trade. The recent location of distribution facilities for the Southland Corporation is an excellent example of this potential economic advantage. Stafford could also become a breakpoint in the north-south movement of goods for the Eastern Seaboard. The potential also exists for a regional manufacturing plant of a national corporation because of the excellent highway and rail connections. Should a manufacturing plant of this sort materialize, it would possibly be on a single shot basis because of the relative size of the available labor market.

The second asset is a rapidly increasing population. Without an expanding labor force few increases in local employment are possible. The local industries which will expand most as a result of population increases are construction, trade, government and services, all non-manufacturing sub-categories. Stafford County currently leads the RADCO region in contract construction employment, the first economic spinoff from population increases. Increases in local government employment resulting from population growth are now occurring as the second economic spinoff. Increases in trade and services have yet to make their full impact on employment within the County. As stated previously, Stafford County looks to the Triangle area of Prince William County and to the City of Fredericksburg for the majority of its trade and some of its services. Because it is the nature of these sub-categories of non-manufacturing employment to remain close to local population concentrations, large increases in trade and service employment are expected. Total population has now increased to the point where a major expansion of local trade and service activities is warranted. In the future, there is the potential for one or more large shopping centers.

The third asset of Stafford County is the willingness of its leaders to actively promote economic development. The creation of an Industrial Development Authority and the establishment of the Falls Run Industrial Park are the first outward signs of an increasing awareness of the need for local economic expansion. Without a conscious commitment to economic expansion by local leaders, few new employment opportunities will result. The attempt to attract the highway-related industries of tourism and distribution facilities is soundly founded on the natural assets of the County. Not only will new industries pay taxes and provide jobs, but also increases in employment will provide the economic base which the County badly needs.

EMPLOYMENT

The continuing increases in population indicate a rising labor pool from which local industry could draw. Unfortunately, the creation of new employment opportunities is lagging behind increases in population. This is resulting in a substantial out-migration of County residents to employment in other areas. The principal beneficiary of this out-migration in the

Table 13
**PLACE OF WORK FOR THE
WORK FORCE**

	1950		1960		1970	
Stafford County	1,671	49%	1,709	32.2%	3,378	42.3%
Fredericksburg Area	1,739	51%	1,784	33.7%	1,417	17.7%
Northern Virginia Area	-----	-----	1,800	34.0%	3,197	40.0%

*Agricultural Employment Subtracted. Source: Virginia Employment Commission

past has been Fredericksburg. In the future, Northern Virginia, principally Prince William County, will benefit. Local employment sufficiency, or a measure of how well the local economy is providing jobs for residents, can be found in Table 14. As expected, the majority of the local work force must travel outside of the County for work. The only classification where a majority of Stafford residents work in the County is in local services such as finance, real estate, and law; jobs which by necessity must be local.

TABLE 14
LOCAL- EMPLOYMENT SUFFICIENCY

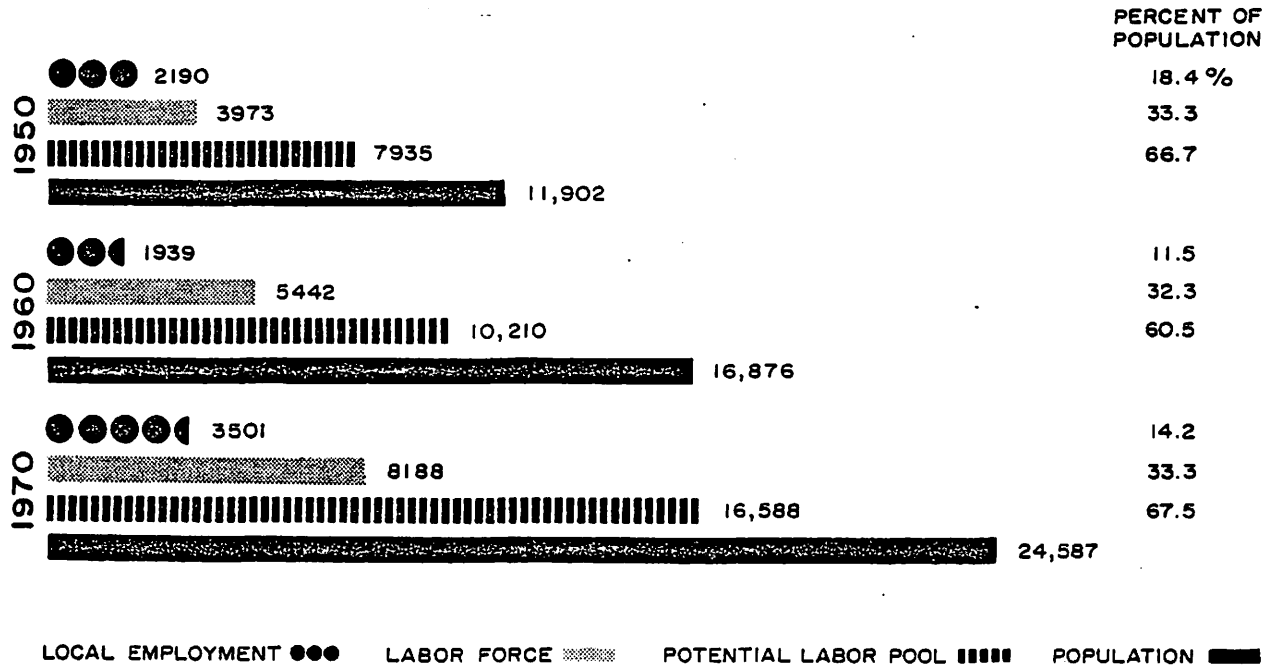
		1950	% of Total	1960	% of Total	1970	% of Total
Total Employment:	Work Force	3973		5542		8188	
	Locally Employed	<u>2190</u>	55.1	<u>1939</u>	35.0	<u>3501</u>	42.8
	Outmigration	1783	44.9	3603	65.0	4687	57.2
Manufacturing:	Work Force	1181		1350		1140	
	Locally Employed	<u>89</u>	7.5	<u>132</u>	9.8	<u>287</u>	25.2
	Outmigration	1092	92.5	1218	90.2	853	74.8
Non Manufacturing:	Work Force	2166		3620		6852	
	Locally Employed	<u>1031</u>	47.6	<u>590</u>	16.3	<u>1760</u>	25.7
	Outmigration	1135	52.4	3030	83.7	5092	74.3
Construction:	Work Force	449		496		1253	
	Locally Employed	<u>69</u>	15.4	<u>33</u>	6.7	<u>187</u>	14.9
	Outmigration	380	84.6	463	93.4	1066	85.1
Transportation & Public Utilities:	Work Force	172		264		369	
	Locally Employed	<u>0</u>	0	<u>0</u>	0	<u>16</u>	4.3
	Outmigration	172	100	264	100	353	95.7
Trade:	Work Force	532		920		1647	
	Locally Employed	<u>150</u>	28.2	<u>108</u>	11.7	<u>487</u>	29.6
	Outmigration	382	71.8	812	88.3	1160	70.4
Government:	Work Force	517		1092		1742	
	Locally Employed	<u>663</u>	100	<u>321</u>	29.4	<u>659</u>	37.8
	Outmigration	(146)*	0	771	70.6	1083	62.2
Agriculture:	Work Force	563		249		196	
	Locally Employed	<u>519</u>	92.2	<u>230</u>	92.4	<u>123</u>	62.8
	Outmigration	44	7.8	19	7.6	73	37.2
Service & Other:	Work Force	558		1076		1833	
	Locally Employed	<u>549</u>	98.4	<u>823</u>	76.5	<u>1522</u>	83.0
	Outmigration	9	1.6	253	23.5	311	17.0

* In-migration

Source: U.S. Census & Virginia Employment Commission

FIGURE 8

LABOR FORCE AND EMPLOYMENT



Source: Virginia Employment Commission
U.S. Census

The lack of employment opportunities in Stafford County is evident by an examination of the relationships between population, potential labor pool, the actual work force, and local jobs available. Increases in population are outstripping the ability of the local economy to supply jobs. During the 1950-1970 period, population increased 107%. Local employment increased only 106%. It should be noted that the potential labor pool is exaggerated. This group includes all of the population 16 years of age and over. With the subtraction of students and approximately 55% of the remaining female population, the potential labor pool would more closely approximate the work force.

A comparison between Stafford County and the rest of the RADCO region shows the lack of both a strong economic base and a strong competitive position in the region. In 1970, Stafford County accounted for 31.8% of the RADCO population, yet Stafford County accounted for only 14% of the region's total jobs. Similar figures for Fredericksburg point to the importance of that city as a regional employment center. Although Fredericksburg has only 18.7% of the RADCO region's population, that city accounted for 38.8% of the region's total employment.

Stafford County is continuing its transition from a rural farm economy to an urban service economy. In 1940, agriculture accounted for one out of every four jobs available. By 1970, agriculture accounted for one job in 28. Non-manufacturing employment has remained relatively stable; accounting for 47% of the local work force in 1950 and 50% of the work force in 1970.

Local employment in manufacturing has steadily increased since 1950; but it has not kept pace with increases in total employment. Manufacturing in the RADCO area has slightly decreased during this 1950-1970 time span. Thus, Stafford County has had greater success in attracting manufacturing employment than the RADCO area as a whole. Out-migration of County residents to manufacturing jobs elsewhere is significant, however. Stafford County is expected to continue to attract manufacturing employment and at a higher rate than the rest of the RADCO area. But these jobs will account for an increasingly smaller percentage of the total jobs created within the County.

TABLE 15

**LOCAL EMPLOYMENT IN STAFFORD COUNTY
AS A PERCENTAGE OF TOTAL RADCO REGION**

Year		Total Locally Employed	Manufacturing	Non-Manufacturing	Construction & Transportation & Public Utilities	Trade	Government	Agriculture	Service & Other	
	RADCO	18618	4843	8117	438	797	2134	3171	2834	3659
1950	Stafford Co.	2190	89	1031	69	0	150	663	519	549
	% of RADCO	11.8%	1.8%	12.8%	15.8%	0.0%	7.0%	21.0%	18.3%	15.0%
	RADCO	20518	4965	9522	371	652	2350	4204	1580	4984
1960	Stafford Co.	1939	132	590	33	0	108	321	230	823
	% of RADCO	9.5%	2.7%	6.2%	8.9%	0.0%	4.6%	7.6%	14/6%	16/5%
	RADCO	25159	4584	15275	650	841	3955	6576	1003	6747
1970	Stafford Co.	3501	287	1760	187	16	487	659	123	1522
	% of RADCO	14.0%	6.3%	11.5%	28.8%	2.0%	12.3%	10.0%	12.3%	22.6%

Source: Rappahannock Area Regional Development Commission

The composition of the work force residing in Stafford County has shown a continued growth in the non-manufacturing categories, and a decrease in the number and percent of local residents employed in manufacturing (see Table 16). Currently 64% of the local residents are engaged in wholesale retail trade, services and government. In 1950 only 38% of the local work force were employed in these categories. This is in keeping with the character of the in-migrants to the County in the recent past. Most have tended to be white-collar workers of average incomes and above. Local residents engaged in agriculture have continually decreased since 1940. While further decreases are possible, it is unlikely that significant further reductions will occur.

TABLE 16

COMPOSITION OF WORK FORCE RESIDING IN STAFFORD COUNTY

TABLE 16

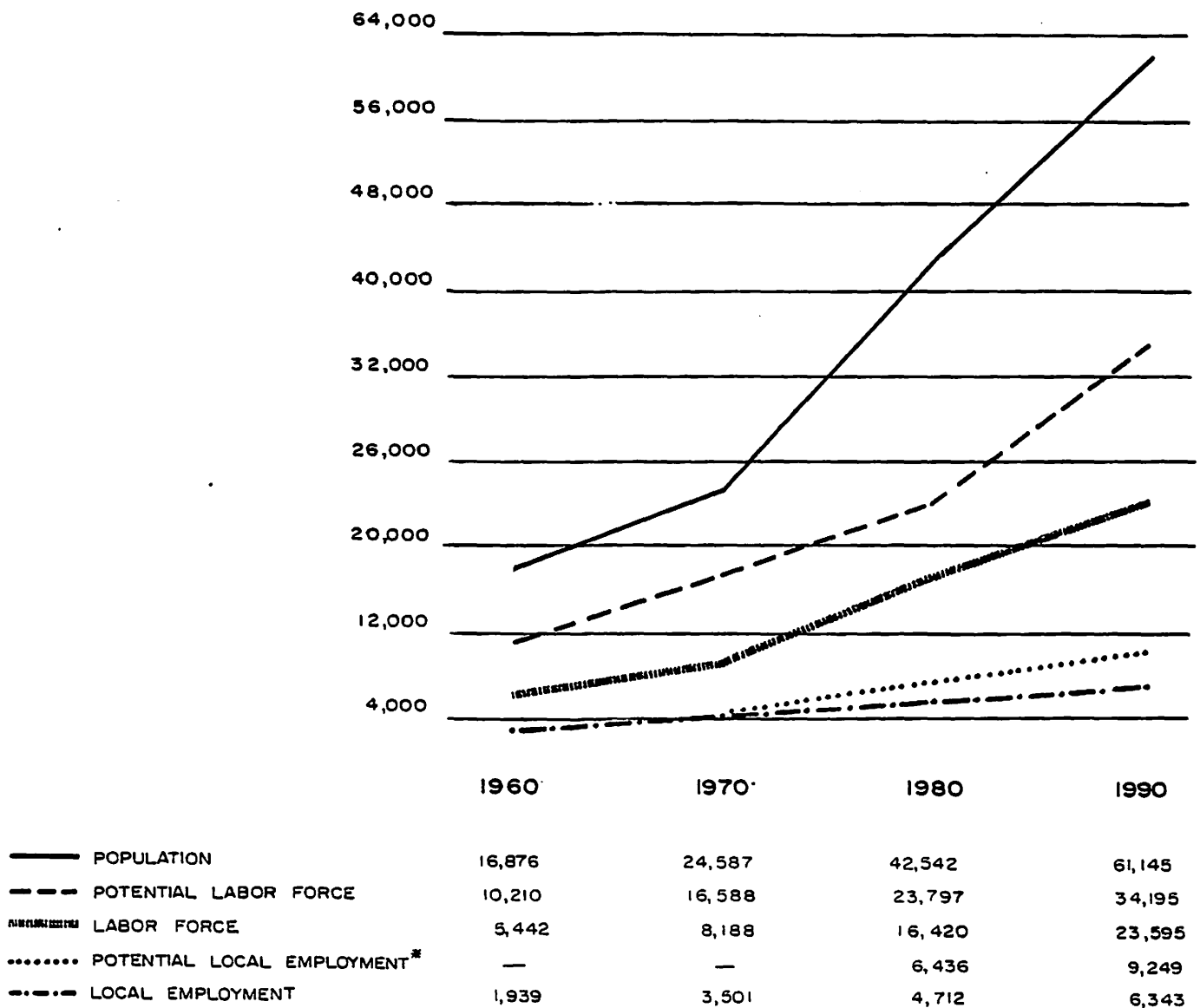
COMPOSITION OF THE WORK FORCE RESIDING IN STAFFORD

	1940		1950		1960		1970	
	Number	%	Number	%	Number	%	Number	%
Population	9,548	100.0	11,902	100.0	16,876	100.0	24,587	100.0
16 yrs. & over	6,662	69.8	7,935	66.7	10,210	60.5	16,588	67.5
Employment	3,592	37.6	3,973	33.4	5,442	32.3	8,188	33.3
% of 16 & over		53.9		50.1		53.3		49.4
Manufacturing	874	24.3	1,181	29.7	1,350	24.8	1,140	13.9
Non Manufacturing	1,886	52.5	2,166	54.5	3,620	66.5	6,852	83.7
Mining	3	*	1	*	21	0.4	8	0.1
Contract Construction	360	10.0	449	11.3	496	9.1	1,253	15.3
Transportation & P.U.	130	3.6	172	4.3	264	4.9	369	4.5
Wholesale & Retail Trade	266	7.4	532	13.4	920	16.9	1,647	20.1
Services	418	11.6	485	12.2	827	15.2	1,833	22.4
Government	709	19.7	517	13.0	1,092	21.1	1,742	21.3
Other Non Agricultural	84	2.3	73	1.8	249	4.6	----	----
Agricultural	748	20.8	563	14.2	223	4.1	196	2.4

The recent emphasis on natural assets and the progressive attitude within the County will be a definite aid in reversing the prior lack of economic development. It is unknown how successful aggressive leadership will be in securing future employment opportunities. Ultimately, this initiative will produce sizable, tangible results. For the immediate future it seems unlikely that Stafford County will reach economic job sufficiency for its local work force. Increased employment opportunities in wholesale-retail trade and distribution, and construction and local services will improve the situation and continue the beginnings of an economic base. Over the next ten years, Stafford County should show some gains in manufacturing employment but will continue to be an exporter of labor to surrounding areas.

Figure 9

PROJECTED LABOR COMPONENTS



* BASED ON AN AGGRESSIVE INDUSTRIAL DEVELOPMENT PROGRAM

SOURCE: VIRGINIA EMPLOYMENT COMMISSION
U.S. CENSUS
BALDWIN & GREGG, LTD.
PROJECTIONS

COUNTY-WIDE DEVELOPMENT STRATEGIES

GENERAL COUNTY DEVELOPMENT

The projected County-wide Development Plan, as shown on Map 8, embodies two distinctively different concepts. First, two specific urban growth areas are defined within which urban development should be contained over the next five years. Second, outside these areas development should be limited to low-density, single-family dwellings and a few limited industrial or commercial establishments, generally on the basis of existing patterns and commitments. Together, these two concepts allow the County to maximize its existing roads and utilities with minimum outlays for new improvements, simultaneously facilitating preservation of agricultural and critical environmental areas by removing them from severe growth pressures until deliberate change is warranted. In deciding among competing land uses, value judgments must be made regarding the importance of various activities to the social and economic well-being of the County and the region. Market forces play a strong role in the determination of development patterns, but such forces need to be tempered by overriding community needs such as the need for open space, protection of environmental fragile areas, preservation of prime agricultural land and stability of the economic base.

The conservation of the County's fiscal resources must also be taken into account. Consideration of this factor implies the maximum utilization of existing community-provided facilities prior to initiation of new construction and assumption of increased operations and maintenance costs. Where construction of new facilities is unavoidable, development patterns should be planned to use such facilities efficiently.

In some instances approvals have already been granted and construction has started on low density housing projects outside the urban growth areas. The County-wide plan recognizes the existence of these developments and acknowledges their right to continue, even though they may be contrary to the ideal development scenario. Other properties may possess zoning classifications which allow urban type development, but where no substantial actions towards actual construction have been taken, such zoning has not been automatically reflected as future land use.

Also depicted in the plan are certain areas classified as "rural residential". These are places where small communities have evolved over a period of years, primarily as a result of construction of individual homes rather than large scale subdivision activity. These rural communities are deemed capable of accommodating further growth of the same sort, including some small-scale commercial activities.

In addition to various sites inside the urban growth areas, the potential exists for industrial development in the Arkendale-Widewater area along the R.F. and P. Railroad which may become the future location of a power plant, freight center or other activities. Also, as recommended in the next chapter, a general aviation airport should be located in the County and the area surrounding the airport set aside for industrial and recreational use.

Major recreational facilities located outside the growth areas include Curtis Park near Hartwood, the recently acquired land adjacent to the northernmost tip of the Aquia Urban Growth Area and Aqua-Po Beach at the mouth of Aquia Creek.

The overall concept of development for Stafford County envisions the preservation of large areas for agriculture and open space. A large part of the western half of the County contains soils and topography conducive to agricultural production and this resource should be used wisely. It is also recommended that the Potomac Creek and Accokeek Creek basins be generally preserved in their natural state. Soils and topography in these basins are severely limiting, access is far too difficult and utilities are generally unavailable. By discouraging development within these basins open space is provided as needed counterpoint to intensive development to the north and south and options for the future use of land, water, mineral and timber resources are preserved.

The proposed Land Use Maps contained in this and following sections do not attempt to relate to individual property boundaries but only indicate general land uses within an area."

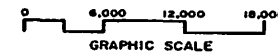
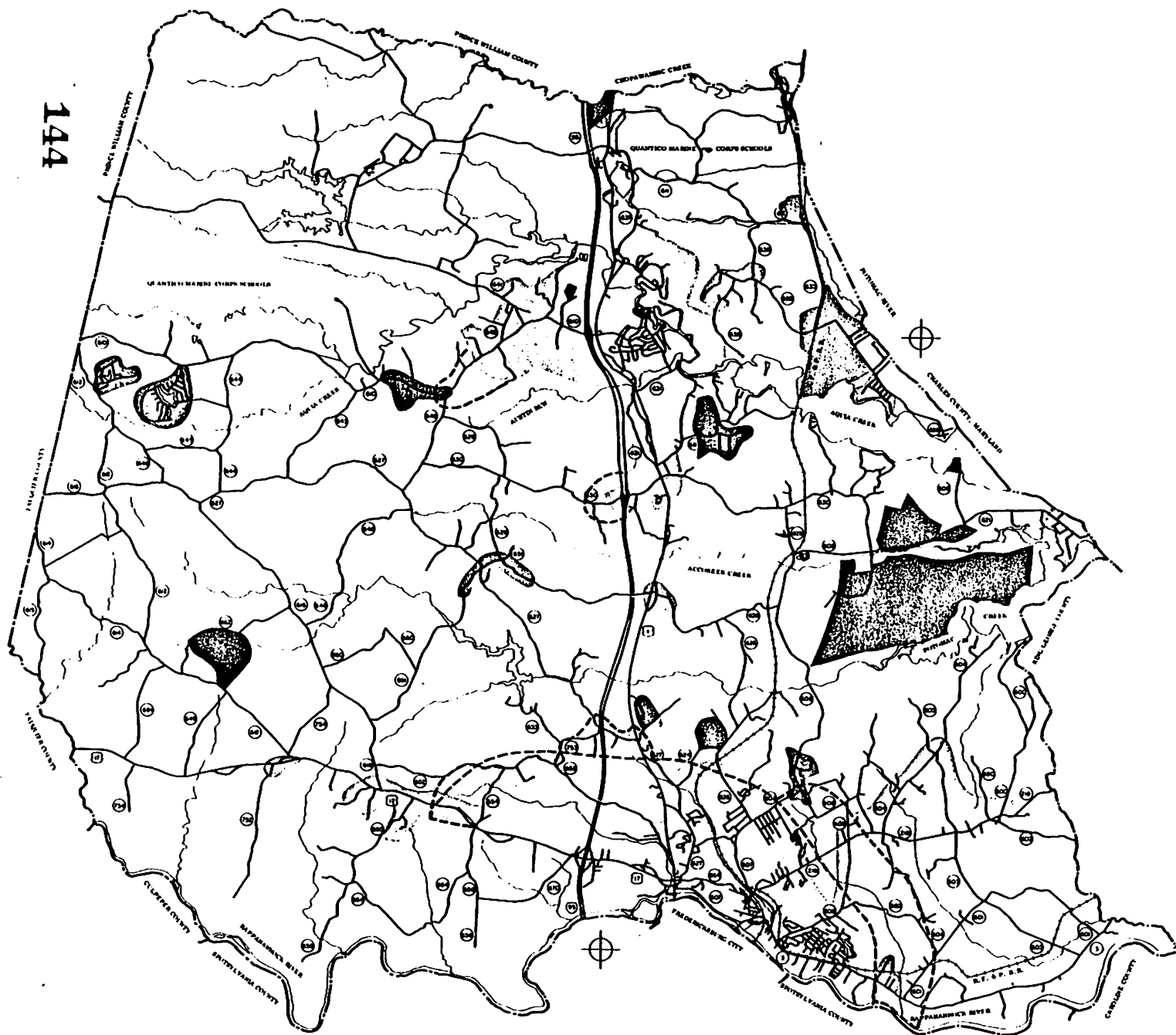
DESIGNATION OF GROWTH AREAS

Explicit definition of the limits and character of the two urban growth areas is based on large-scale mapping of urban suitable soils, slopes in excess of 15 per cent, drainage divides, flood plains, existing and planned utility systems, transportation networks and existing or committed development. Generally, growth area perimeters go no farther than watershed divides so as to minimize the use of sewage pumping stations. Also the extent of existing or immediately planned water and sewer lines proves generally to set the five-year growth limit, since so much developable land is easily served by these facilities.




The proposed South Stafford Urban Growth Area has been defined as shown on Map 9. This area's perimeter encompasses a total area of 9,420 acres which includes large tracts of developable land as well as urbanized areas. This area is an established and growing suburb to Fredericksburg and is beginning to develop its own employment and commercial centers.

The boundaries generally coincide with projected growth areas of the RADCO land use plan for the year 2000, except that they almost completely exclude the Little Falls Run watershed (up to Route 604 in the southeast), areas in the Potomac Creek watershed, and land north of Route 652 between I-95 and Route 1. West of I-95 the proposed five-year growth area includes part of the England Run watershed where sewerage has been committed and the Upper Falls Run watershed northwest to Routes 654 and 652 - slightly farther than the RADCO plan.





The boundaries also coincide for the most part with the extent of currently planned public sewer and water service. The areas serviceable by these expanded systems, as discussed later, comprise more than enough land for growth beyond 1980. Because of this land surplus, areas to the south of the recently-sewered new High School - south of Route 627 and west of Route 1 - are excluded from significant five-year growth. These areas are not required to meet demand and should be related to new highway additions feasible only at some time after 1980.



COUNTY-WIDE DEVELOPMENT PLAN

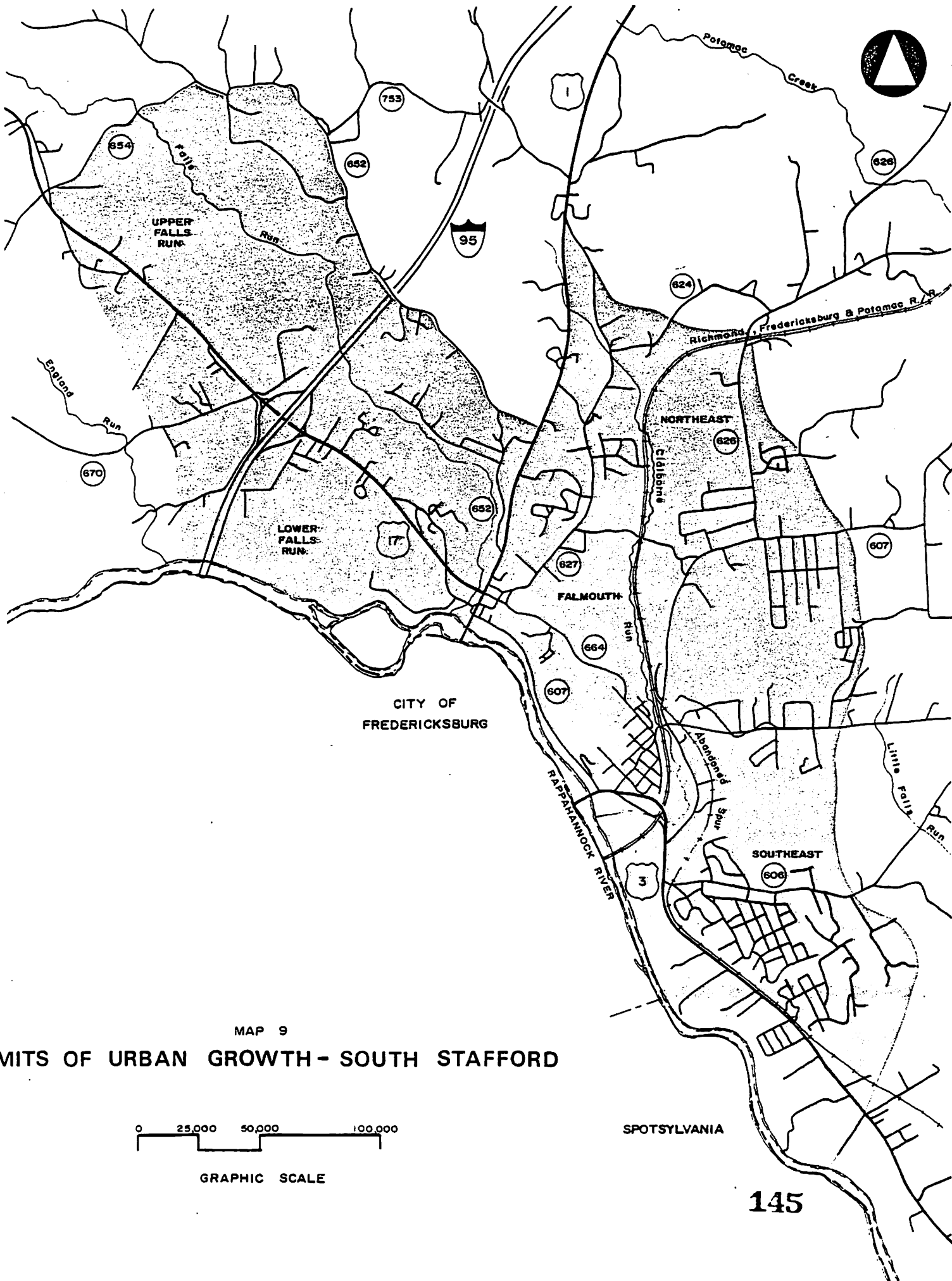
-  URBAN GROWTH AREA
-  15-20 YEAR URBAN GROWTH PERIMETER
-  CONTROLLED ACCESS HIGHWAY AFTER

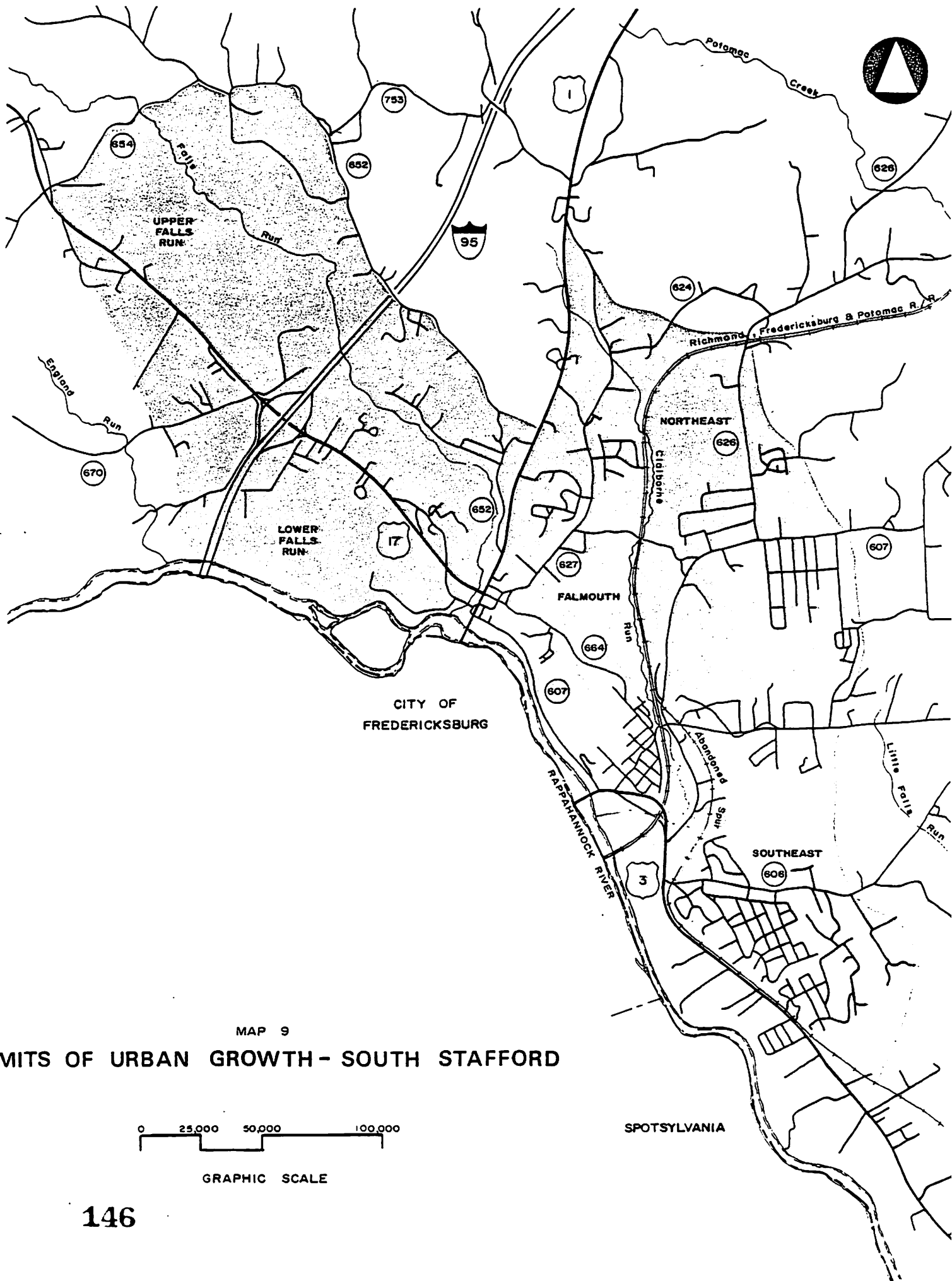
OUTLYING AREAS

-  INDUSTRIAL
-  LOW DENSITY RESIDENTIAL
-  RURAL RESIDENTIAL
-  PUBLIC PARK

MAP 8 STAFFORD COUNTY COMPREHENSIVE DEVELOPMENT PLAN

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East of Route 1 the Claiborne Run watershed is the primary determinant of the five-year growth area. West of Route 1 the growth area falls mainly in the Falls Run watershed. Reasonable exceptions are made to include major subdivision activity, or where expansion of the sewer system has been committed.

The northern Aquia Growth area is pictured in Map 10. In addition to existing commitments to expanding residential construction, the need for various new community facilities in the vicinity of Garrisonville weighs quite heavily among the criteria used to determine growth boundaries. With a total of about 8,164 acres, this northern Growth Area covers a somewhat smaller territory than its counterpart in the south.

The shape of the Aquia Urban Growth Area is elongated to encompass the Route 1 north corridor surrounded by Quantico Marine Corps lands. Except for that section, which flows toward the Chopawamsic Creek, and a few small areas south of Stafford Courthouse, this growth area is contained within the Aquia Creek watershed. It very closely resembles the shape and extent of growth in the RADCO plan but is restricted to only a small area west of the Stafford Interchange due to the difficult soils and lack of sewer in that area. The foci of growth center around Garrisonville, Stafford Courthouse, Aquia Harbour and the northern Route 1 corridor.

As discussed elsewhere, a proposed new wastewater treatment plant on Austin Run would encourage, upon its completion in 1977, rapid urban development within the Aquia Urban Growth Area. Serving the new plant would be not only much of the existing collection system, but a proposed new trunk line extending west under I-95 to the upper tributaries of Austin Run near Garrisonville. Growth limits in that area are largely defined by existing sewage collection systems and logical expansions thereof.

Similarly, existing commitments to sewerage in the Stafford, Austin Run, Aquia Harbour, and Route 1 residential areas determine almost entirely the growth area boundaries for these areas. Beyond the natural drainage divides, which make up the eastern and southern perimeter of the Aquia Urban Growth Area, lies difficult terrain generally inaccessible by gravity interceptor sewers to the proposed new treatment plant.

URBAN GROWTH AREA POPULATION

A fundamental element of growth strategy is the recommendation that, by a variety of means which are outlined in this chapter, 75 percent of the expected 9,000 plus population increase from January 1975 to 1980 be encouraged to locate within the Urban Growth Areas. This 75 percent figure * rezoning, platting, and residential construction which will meet a backlogged demand for new housing.

An explicit commitment by the County to implementation of the Comprehensive Plan will help realize the above growth strategy. On the assumption of such a commitment, the eventual growth scenario from 1975 to 1980 should materialize as shown in Table 17.

* is considered feasible ... (see original)

The salient features of the projections of Table 17 are:

1. Figures are generated by an assumption of an upturn in housing starts, beginning during 1975, and assumption of adequate water supply.
2. The Aquia Urban Growth Area will capture less than a third of expected growth over the next five years due to an effective sewer moratorium until completion of a new treatment plant in 1977. After that, growth should be rapid in that area.
3. South Stafford Urban Growth Area will capture an increased share of total County population - 38 per cent by 1980.
4. By far the fastest growing sub-area will be in the south, west of Route 1 - Area III*, about 500 persons per year.
5. The traditional growth area of Falmouth and east - Area IV* - will remain strong with about 415 persons per year on the average.

PUBLIC UTILITIES

Strategic use of public utilities for influencing location of expected growth also serves the concept of optimizing the utilities themselves. The present sanitary districts in the County are evolving to a state where intensive effort is required from both engineering and administrative standpoints to operate, improve, and continually monitor the system. The policy recommendations which follow are measures which are needed to accomodate the County-wide Development Plan. More explicit guidelines for water supply and wastewater management are then outlined, together with a general depiction of needed system improvements.

As general strategy for public water and sewer utilities, the following policies are recommended:

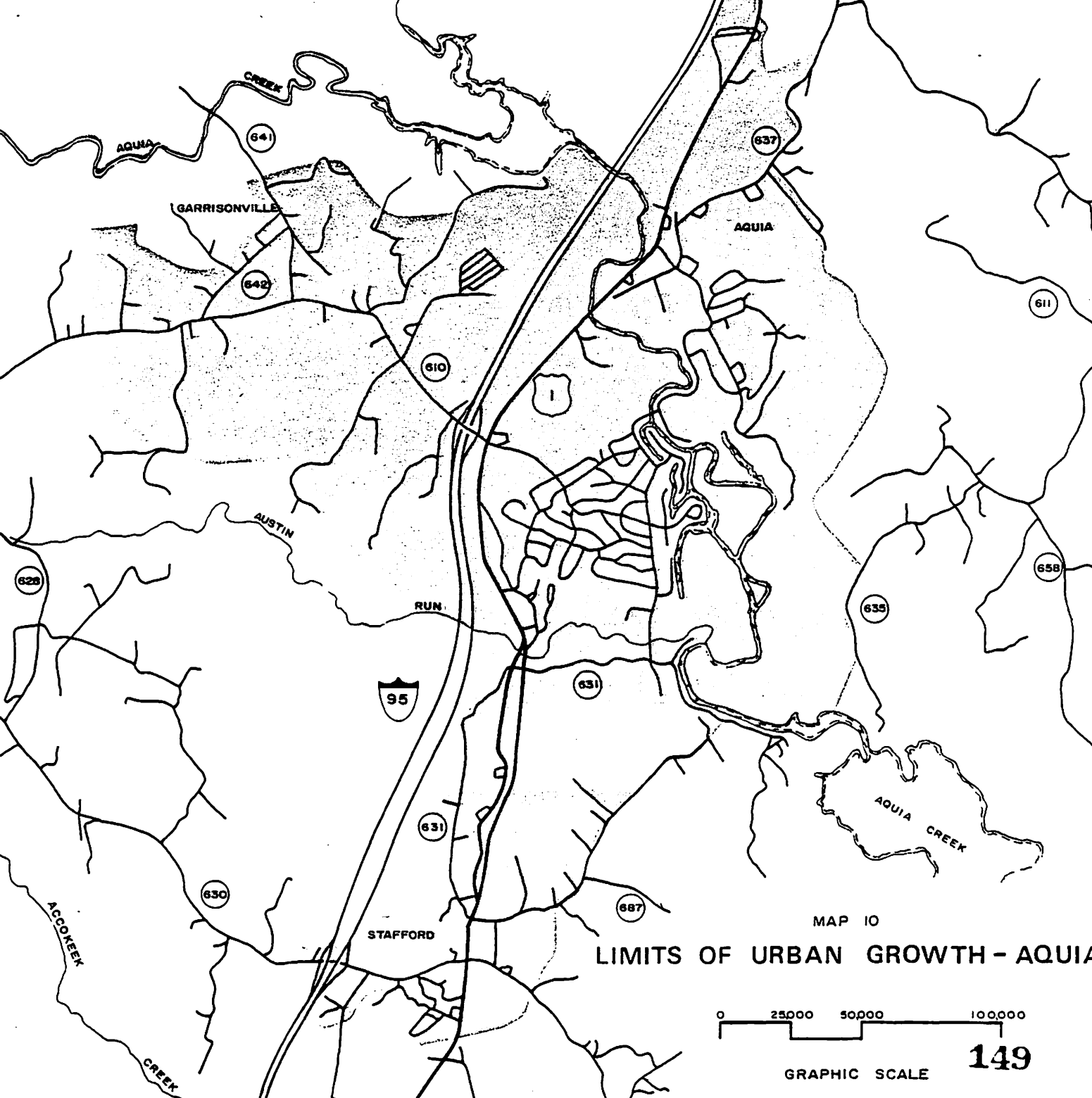
1. No commitment of public utilities should be extended outside the Urban Growth Areas, unless in the context of a systematic revision of the Comprehensive Plan.
2. All new development within growth areas should tie in to the public water and sewer systems.
3. Until adequate sewage treatment capacity is available in the Aquia Urban Growth Area, a general moratorium on new water and sewer connections should be applied there. Consequently, construction should be phased to harmonize with the expected completion of new interceptor and treatment facilities.
4. Immediate growth should be directed primarily to the South Stafford Urban Growth Area where public water and sewage treatment are now available.

CHOPAWANSIC
CREEK



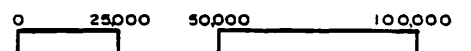
QUANTICO
MARINE CORPS
SCHOOLS

QUANTICO MARINE CORPS SCHOOLS



MAP 10

LIMITS OF URBAN GROWTH - AQUIA



GRAPHIC SCALE

TABLE 17
STAFFORD COUNTY
PROJECTED POPULATION GROWTH BY URBAN AREAS

<u>Area</u>	<u>Year Beginning</u>		<u>Five-Year Increase, 1975-1980</u>	
	<u>1975</u>	<u>1980</u>	<u>Net</u>	<u>Av. Ann. Rate</u>
STAFFORD COUNTY	33,497	42,541	9,044	4.9%
COMBINED URBAN GROWTH AREAS (UGA's)	<u>19,500</u>	<u>26,282</u>	<u>6,782</u>	<u>6.2%</u>
<u>Share</u> of County	58.2%	61.8%	75.0%	
SOUTH STAFFORD URBAN GROWTH AREA	<u>11,420</u>	<u>16,192</u>	<u>4,772</u>	<u>7.2%</u>
Components				
III* (W. of Rt. 1)	2,920	5,445	2,525	14.0%
IV* (E. of Rt. 1)	5,700	7,776	2,076	6.4%
V* (S. of Rt. 606)	2,800	2,971	171	1.2%
<u>Share</u> of Combined UGA's (2)	58.6%	61.6%	70.4%	
<u>Share</u> of County (1)	34.1%	38.1%	52.8%	
AQUIA URBAN GROWTH AREA	<u>8,080</u>	<u>10,090</u>	<u>2,010</u>	<u>4.5%</u>
Components				
I* (E. of Rt. 1)	4,180	5,230	1,050	4.6%
II* (W. of Rt. 1)	3,900	4,860	960	4.5%
<u>Share</u> of Combined UGA's (2)	41.4%	38.4%	29.6%	
<u>Share</u> of County	24.1%	23.7%	22.2%	

Approximate figures only. I, II*, III*, IV*, V* are sub-areas, respectively, of Areas I, II, III, IV, V within Stafford County defined by RADCO, described in the third chapter.

5. Extensions of water and sewer systems should be designed to meet demands implied by the above population analysis and made explicit in the remainder of this Plan.

6. Engineering improvements should be balanced by strong administrative efforts to optimize the financial status of the two sanitary districts. This may best be accomplished by hiring a qualified professional administrator to supervise the activities of both districts.

7. Sanitary district activities should be coordinated with planning activities to facilitate implementation of the Comprehensive Plan.

Specific guidelines relating to public water utilities emerge from analysis of projected water demand and supply. Based in part on the 1973 Five Year Financial Plans for Aquia and South Stafford Sanitary Districts by Robinson and Associates, and starting from estimates of water and sewage flows in 1974 derived from limited available data, graphic displays of supply and demand are projected for the 1975-1980 period in the following pages. Built into projected demand are these working assumptions:

1. Water consumption and discharge per dwelling unit is equivalent to 3.5 persons using 100 gallons per capita per day - which may well be high but safe for planning purposes.
2. 75 per cent of projected five-year growth to January, 1980 will locate in the two urban growth areas but initially and primarily in South Stafford.
3. 90 per cent of new growth area residents will tap on to public water and sewer systems.
4. Population on Quantico Marine Base will remain fairly stable and will continue to supply itself by its own water systems.

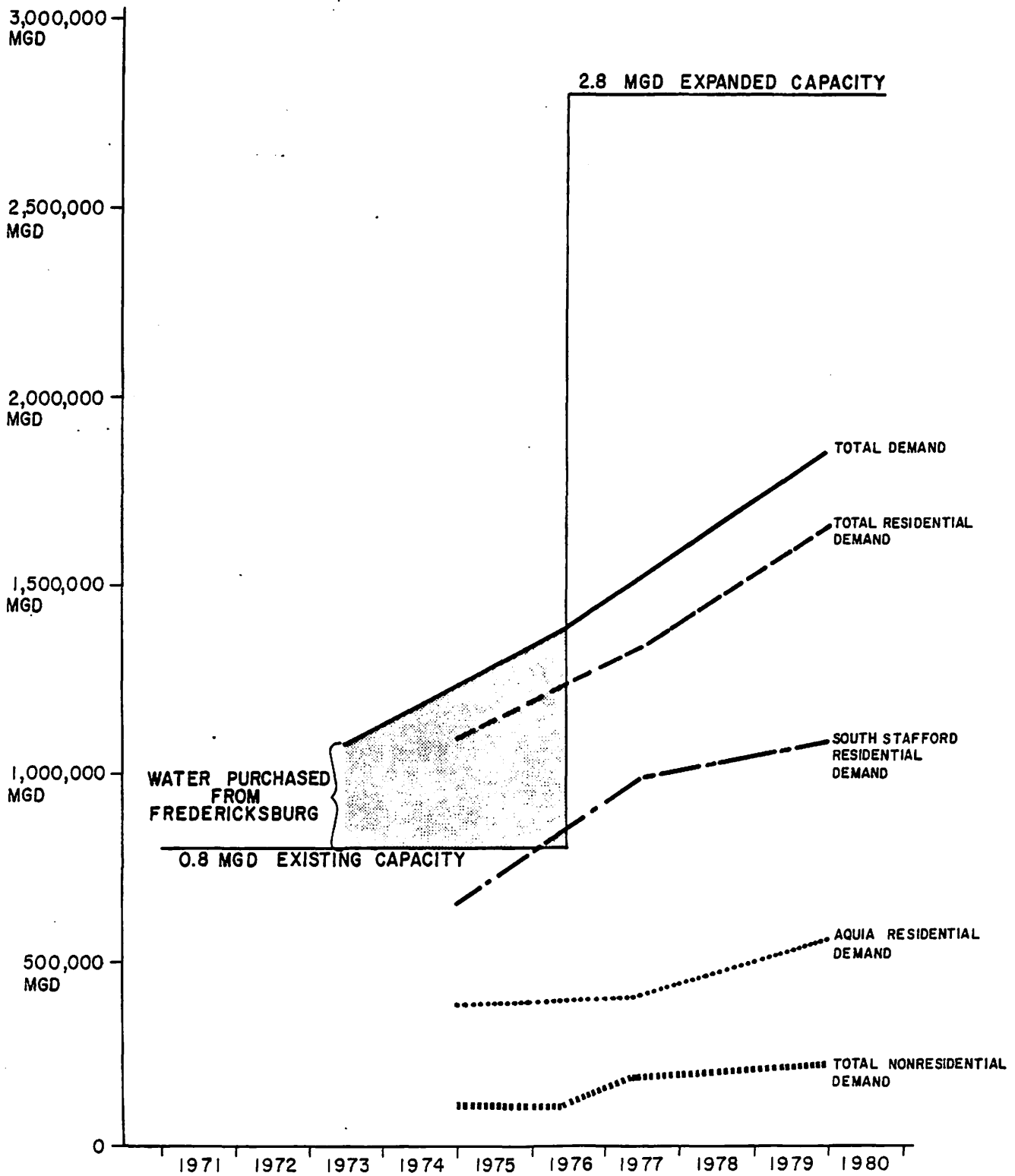
Projected water supply and demand, Figure 10, reflects the fact that public water for the two sanitary districts is in reality one interlinked hydraulic system. Its main source of supply is Aquia Reservoir which is capable of releasing more than 3 million gallons per day of raw water. Presently, the Aquia Water Treatment Plant works at capacity supplying 0.8 MGD, so that the balance of the County's needs must be supplied by the City of Fredericksburg. Since Fredericksburg sells water also to Spotsylvania County and the City's supply from Motts Run and the Rappahannock is limited, Stafford County should plan for immediate expansion to approximately 2.8 MGD total capacity at its Aquia Plant. This would provide adequate supply into the early 1980's, while longer term regional water supply arrangements are being worked out.

The need for speedy expansion of the Aquia plant is critical, in that by early 1976, Fredericksburg might be asked to supply over 0.5 MGD and the rate of increasing demand will accelerate, especially around 1977. Note on Figure 10 that a substantial portion of demand is made up of non-residential* projected demand reflects an anticipated increase in this category resulting from an upturn in the local economy.

* "other" uses, primarily ... (see original)

Figure 10

PROJECTED WATER SUPPLY AND DEMAND



SOURCE: STAFFORD COUNTY PLANNING OFFICE
BALDWIN AND GREGG, LTD. PROJECTIONS
ROBINSON AND ASSOC. PROJECTIONS

In summary, with the inclusion of non-residential water consumption, expected total water demand by 1980 may at the minimum reach the equivalent of 18,500 persons. Not included are 9,000 to 10,000 persons who by 1980 would be living within the two Urban Growth Areas but would not be supplied with public water. To the extent that some of these people should also be supplied, the timing of a regional water supply solution beyond the recommended 2.8 MGD Water Plant capacity becomes that much more critical.

Demand and capacity for public sewage treatment between 1975 and 1980 can best be presented by focusing on each growth area. Two separate sewerage systems exist, respectively, within the South Stafford and Aquia Growth Areas. Each area is analyzed graphically under the same procedures and assumptions as in the preceding discussions of public water usage.

Figure 11 depicts projected sewage flows and treatment capacity for the South Stafford Growth Area. In this case Sanitary District data for sewer connections to mid-1974 indicate a higher actual sewage flow than would be expected from 1973-1978 projections based on the Robinson Five Year Financial Plans. Due to lack of actual flow data, however, one must approximate something in excess of 0.6 MGD as the 1974 normal flow of residential sewage. "Other" non-residential wastewater contributions are taken to be approximately as projected in the Robinson study, but are slightly increased to accommodate anticipated new commercial and industrial growth. Therefore total flow for estimated mid-1974 residential and "other", is, for planning purposes, to be normally no more than 0.6 MGD.

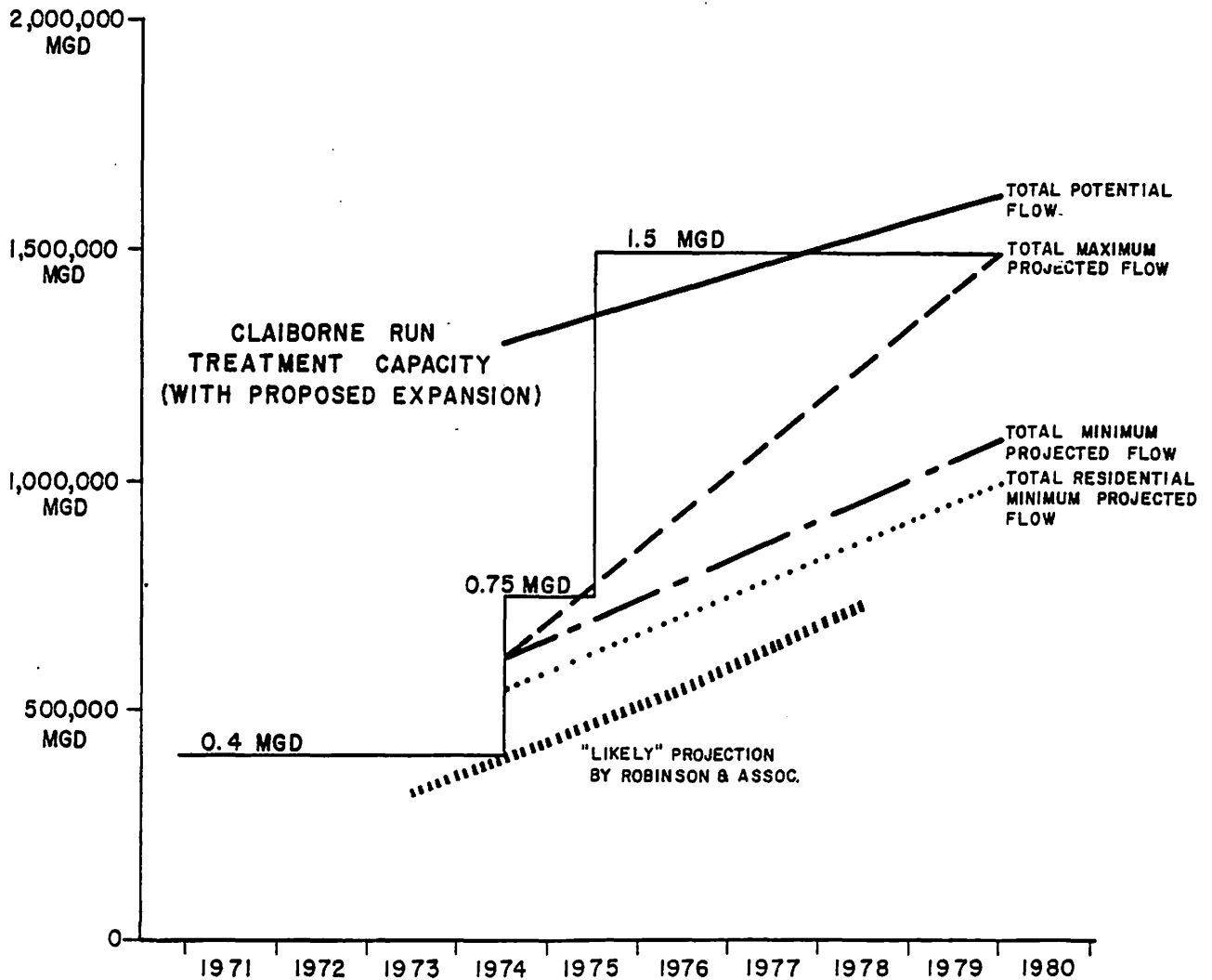
The existing sewage treatment plant on Claiborne Run just north of Route 3, expanded in late 1974 from 0.4 MGD to 0.75 MGD, has provisions for further expansion to bring the plant up to a capacity of 1.5 MGD - the maximum feasible for that location. Such expansion may be needed by 1976, if the local housing market surges ahead to create many new occupied homes in the spring of that year. Also, by that time many existing as well as new homes and facilities should have been connected with the recently constructed Claiborne Run and Falls Run sewer interceptors. Figure 11 makes the assumption that by 1980, about 4,300 persons will be added to a population of about 5,700, presently estimated to be contributing wastewater to the public system. Adding to this total of 10,000 persons, the equivalent of a thousand more for non-residential wastewater contributions, and assuming new public sewer for up to 70 per cent of the other half of the South Stafford population not currently discharging into public systems, the demand for treatment beginning in 1980 would approach capacity at 1.5 MGD.

In short, the 1.5 MGD capacity resulting from final expansion of the Claiborne Run treatment plant should be adequate for at least the five-year planning period. During this period, however, longer-range treatment arrangements should be developed and initiated.

Aquia Urban Growth Area's projected growth and sewage treatment capacity, mentioned previously as dependent on completion of a new Advanced Wastewater Treatment Plant on Austin Run east of Route 1, should be expected to reflect a moratorium effect for the AWTP's two-year construction schedule. Probably only about 2,000 new residents will locate in Aquia Urban Growth Area from 1975 to 1980 - mostly in the latter half of this period.

Figure 11

PROJECTED SEWAGE FLOWS AND TREATMENT CAPACITY - SOUTH STAFFORD

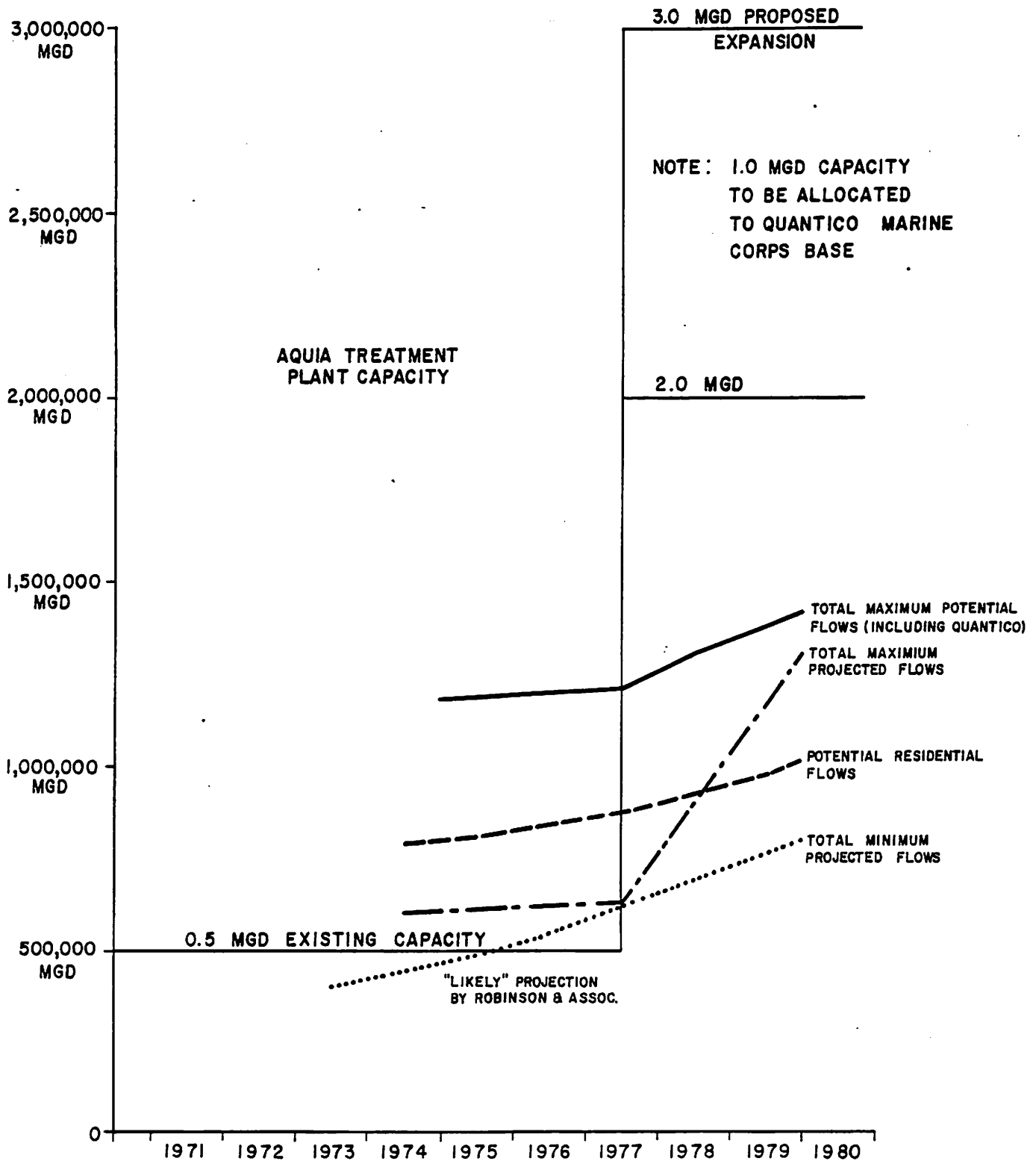


SOURCE: STAFFORD COUNTY PLANNING OFFICE
BALDWIN AND GREGG, LTD. PROJECTIONS
ROBINSON AND ASSOC. PROJECTIONS

* BASED ON POTENTIAL EQUIVALENT
POPULATION IN SOUTH STAFFORD
GROWTH AREA.

Figure 12

AQUIA



SOURCE: STAFFORD COUNTY PLANNING OFFICE
BALDWIN AND GREGG, LTD. PROJECTIONS
ROBINSON AND ASSOC. PROJECTIONS

As in South Stafford, Aquia Sanitary District data to mid-1974 indicate greater sewage flows than derived from the Robinson projections; approximately 0.6 MGD is safely estimated for mid-1974 flow as compared to the 0.45 MGD projected. The supposed capacity of the present treatment system is 0.5 MGD and has been deemed by some to be severely overtaxed. By 1980 a minimum population equivalent of 8,000 persons should be contributing wastewater, plus a 1,000 person equivalent for connecting Quantico's Midway Island and up to 4,000 persons already in the Area who might be induced to connect to the new system.

Thus, possibly 1.3 MGD or less than half of the intended capacity of the proposed AWTP would be utilized by 1980. It is recommended that further utilization be encouraged so that optimal financial support for the new facility and its sewerage collection systems can be rapidly achieved. Depending in part on Quantico's military population increases, if any, the proposed 3.0 MGD system could well serve a large increase in new residential contributions to the Aquia system throughout the 1980's.

ZONING STRATEGIES

The strength of expected growth pressure on the County over the next five years offers a challenge to its policymakers to shape the direction and quality of growth. In conjunction with the use of public utilities as a management tool, County-wide zoning policy should prove most powerful in shaping growth.

The role of zoning should be:

1. To provide explicit guidelines for location of various land uses in conformance with the County's Comprehensive Plan;
2. To ensure compatible and interrelated land uses within a given area;
3. To spell out population density ranges expected for given tracts of land;
4. To assist citizens in wise planning of private real estate objectives.

The principal role of zoning as a tool for implementation of the Comprehensive Plan calls for discipline in the zoning process. The policy of zoning decisions must be to encourage urban development within the two growth areas and to resist those rezoning pressures outside these areas which would run counter to the Comprehensive Plan. Firm adherence to this policy is absolutely essential to successful implementation of the plan.

To achieve all the potential benefits of the plan, a new county zoning ordinance including a detailed zoning map which more accurately reflects the concepts of the adopted Comprehensive Plan must be prepared. The ordinance would encompass the general policy inherent in the urban growth area concept and redefine density categories consistent with land use recommendations. The new ordinance should take advantage of more modern and sophisticated zoning techniques which are not employed in the current ordinance.

Revision of the ordinance and updating of the zoning map will require an intensive review process involving County citizens, with the intent of clarifying any zoning measures deemed necessary for implementation of the Comprehensive Plan. Mapping would have to be done in considerable detail to specify the intended use of all properties as affected by the plan. Ultimately, assessment for property taxes would also be affected as it would continue to be based on zoning category rather than an actual current use. Zoning, then, should for this reason also reflect a close relation between actual and intended use, a situation which frequently does not exist with the present zoning map.

TRANSPORTATION

TRANSPORTATION

EXISTING SYSTEM

The major transportation facility in Stafford County is Interstate Highway 95 which runs roughly north-south through the middle of the County. Presently I-95 consists of two lanes in each direction with a wide median. Interchanges are located at Route 17, Route 630 near the Courthouse and Route 610 at Aquia. It serves primarily as a through traffic facility, but also accommodates commuters and other traffic generated within the County. Presently, all the interchanges in the County are of the "diamond" type requiring 50 percent left turns on cross routes. Arterial highways include Route 17 in the southwest part of the County, Route 3 in the southeast, and Route 1 which parallels I-95. All three of these roads converge on the Fredericksburg area. Route 1 is the most heavily traveled of the three carrying from 10,000 to over 20,000 vehicles per day on various segments. Traffic on the other two arteries varies from 4,000 to 10,000 vehicles per day except immediately adjacent to Fredericksburg where traffic increases to over 20,000. Routes 17 and 1 consist of four lanes for their entire length within the County. Route 3 is four lanes from Fredericksburg to beyond Little Falls Run where it decreases to two lanes.

Several secondary roads in the County also carry high volumes of traffic to and from residential areas. These roads are indicated on Map 11 and include Routes 218, 607, 610, 623, 637 and 664.

The balance of the road system in the County is primarily of two types: residential streets in subdivisions and rural roads serving farms, homes and other scattered activities. Many rural roads also serve as thoroughfares for farm to market traffic. The basic function of both road types, however, is to provide access to individual abutting properties. Traffic on such roads is less than 2,000 vehicles per day with most in the range of 1 to 1,000.

Public transportation in the County is limited at present. Taxi service is available in the immediate vicinity of Fredericksburg and Greyhound buses stop in Fredericksburg, Stafford Courthouse and at Triangle just north of the County. Some commuter service is provided by Colonial Transit with buses running from various locations in Stafford to Springfield, Virginia and to the Dahlgren Naval Weapons Lab in King George County. Colonial Transit also has commuter buses from Fredericksburg to the Pentagon which stop to pick up and discharge passengers at several locations in the County. Passenger service is also provided by the Richmond, Fredericksburg and Potomac Railroad which stops in downtown Fredericksburg.

PROJECTED TRAFFIC

The Virginia Department of Highways and Transportation is presently performing a study which encompasses the City of Fredericksburg, Stafford County and Spotsylvania County. When completed, the study will show projected traffic through the year 1995 and will recommend a time-phased schedule of highway improvements. Unfortunately, the information to be generated by this

study is incomplete at the time of this report.

A previous thoroughfare plan for the Fredericksburg area was completed in 1969 by the Highway Department. In that study traffic projections through 1985 were made which included the South Stafford area and based on those projections certain improvements were recommended. Most significant among those recommendations were the construction of a new connector road between Route 17 and Route 3 and a relocation of Route 3 south of Fredericksburg with a new bridge across the Rappahannock River.

A review of the 1969 study reveals that in some cases the traffic projected for 1985 has already been exceeded by actual volumes. The following table is exemplary of the status of those projections:

TABLE 18

EXISTING VERSES PROJECTED DAILY TRAFFIC VOLUMES

Segment	1966 Count	1985 Projected	1973 Count
Rt. 3 (Rappahannock Bridge)	13,550	19,800	23,300
Rt. 3 (at Rt. 601)	3,400	10,800	8,300
Rt. 17 (I-95 to Rt. 1)	7,400	14,700	10,700
Rt. 218 (Rt. 3 to Rt. 607)	11,000	17,200	16,670
Rt. 607 (Rt. 623 to Rt. 215)	3,650	5,100	5,200
Rt. 627 (Rt. 664 to Rt. 623)	650	1,200	3,000
Rt. 664 (Rt. 218 to Rt. 1007)	4,800	12,500	9,000

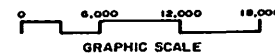
Source: Virginia Department of Highways & Transportation

Based on the above figures it would appear that most of the improvements recommended for completion by 1985 need to be moved forward in time.

Since specific new traffic projections are not available, the existing road system has been analyzed in terms of existing problems and the expected impact of future development. Recommendations for improving the system as indicated in this report must be regarded as preliminary until such time as the Highway Department study is completed.

Based on preliminary evaluation, the following traffic facilities will likely experience significant increases in traffic by 1980.

Route 17 - I-95 Interchange - Increased flow on both highways and industrial development of adjacent areas will intensify safety hazards in the area created by the conflict of secondary road intersections with the "diamond" interchange.



..... 2,000 - 5,000 VEHICLES PER DAY
 [|||||] 5,000 - 10,000 VEHICLES PER DAY
 [] OVER 10,000 VEHICLES PER DAY

BALDWIN AND GREGG, LTD.
FAIRFAX, VIRGINIA

Route 607 - Presently carrying from 2,000 to 5,000 vehicles per day, this facility should experience an increase in traffic of at least 50% by 1980.

Route 606 - Traffic should increase by 50%.

Route 610 - This roadway will serve as a major collector for the Aquia Growth Area and traffic can be expected to be almost doubled by 1980. The existing interchange configuration with I-95 presents a safety hazard during rush hours due to traffic backups and should be redesigned.

Route 623 - The strategic location of this road coupled with plans for more intensive development in the vicinity will result in a dramatic increase in traffic. The nature of the increase may well be from its present 1,200 vehicles per day to 3,000 to 4,000.

Route 624 - The development of a large industrial tract in the vicinity will increase traffic loading gradually, adding a somewhat higher percentage of trucks.

Route 626 - Like Route 624, this facility will experience an increase in traffic generated by industrial development. In addition, residential and other development will contribute to a traffic increase. Most of the traffic will occur between Routes 607 and 624, and a volume of 3,000 vehicles per day may be typical by 1980.

Route 627 - Because of its unique location this road will serve as a residential access street, collector and thoroughfare. At 3,000 vehicles per day, its volume already exceeds the 1985 projection. A revised evaluation would put 1980 traffic volume in the neighborhood of 4,000 to 5,000 vehicles per day.

Route 630 - This road interchanges with I-95 and serves the Courthouse area. Adjacent commercial and residential development will increase traffic volume on the segment between I-95 and Route 1 to at least 4,000 vehicles per day by 1980. An existing offset intersection at Route 1 presents a major hazard.

Routes 631 and 687 - While these roads do not carry heavy traffic loads, their offset intersections with Route 1 are hazardous. Future development will increase the number of turning movements and intensify the hazard.

Route 218 - The segment of this facility between Route 3 and Route 664 carries 17,000 vehicles per day at present and this figure can be expected to increase substantially. The R.F. and P. Railroad underpass restricts traffic flow, but here the traffic is much less. East of Route 607 traffic is not expected to exceed the roadway capacity by 1980.

Route 612 - This road will serve Curtis Park which is now being developed. The present narrow pavement and variable shoulders will not be adequate for future traffic generated by the park.

In addition to the above roads, it is expected that traffic will continue to increase on interstate and arterial highways more or less at the rates projected in the 1969 study.

At this point it is necessary to address the effects on traffic volumes of the current energy shortage. It is assumed that gasoline will continue to increase in price and at times may be in scarce supply. As a result, the traffic increases will be less than under "ordinary" circumstances; however, increases will occur due to expansion of population and economic activity. Another facet of the energy shortage is that the present decrease in gasoline consumption has resulted in a lower than estimated level of revenues from gasoline taxes which are used for highway construction. This reduction in available funds coupled with inflationary rises in highway construction costs has resulted in delay of the entire highway construction program. Because of this situation, expenditures for highway improvements will have to be allocated to only the highest priority projects.

TRANSIT OPTIONS

Alternatives to the automobile are somewhat limited for the next five years. Most mass transportation systems involve extensive efforts in planning to determine financial feasibility, equipment, routing and fare structure. Usually large initial capital outlays are required, often involving government subsidies. Even so, long - range possibilities do exist for implementing transit service and they should continue to be explored.

Perhaps the most promising possibility is for implementation of commuter bus service in the County. Routing should be between the growth areas and downtown Fredericksburg with stops at neighborhood centers and industrial developments. Another function of buses would be to transport commuters from the growth areas to employment centers in Northern Virginia. This bus system might terminate at a Metro station such as Washington National Airport, thereby linking with other transportation modes and systems.

Existing rail passenger service for the County's residents, which is available in Fredericksburg, probably cannot be feasibly expanded during the planning period. At some future time commuter stations may become feasible, most likely in the vicinity of a proposed industrial park on Leeland Road.

Use of the Potomac River for transportation of passengers and freight is an idea which may become feasible in the long-term future. Problems involved are the necessity for construction of navigation channels (dredging) and waterfront facilities and the lack of adequate transportation linkages. It is possible that a mode change facility might be developed for freight traffic in the vicinity of Arkendale utilizing the R.F. and P. rail line. The prospects for such a facility are not optimistic, however, because of the competitiveness of similar facilities at Norfolk and Baltimore.

The Rappahannock River, which once was the route of river traffic to Fredericksburg, is no longer competitive with highway and rail systems. There is no indication that this situation will change in the foreseeable future.

PROPOSED IMPROVEMENTS

In developing a plan for transportation facilities in the County, it is nec-

essary to anticipate needs for the long-term as well as for the immediate five-year planning period.

As development proceeds, reservations of right-of-way and construction of improvements must be incorporated in requirements under the subdivision and site plan ordinances. The location and timing of projected long-term improvements will also have a bearing on the type of facilities required in the immediate future. Each development proposal must be evaluated regarding its effects on the transportation network and provisions made for accommodating increased traffic through pavement widening, signalization, or new collector streets.

Within the next twenty years, development in the South Stafford area will put a heavy strain on the existing roadway network. The three bridges across the Rappahannock River already carry more than 75,000 vehicles daily. The three east-west crossings of the R. F. and P. Railroad in the vicinity of Fredericksburg (Routes 3, 218 and 623) accommodate a total of approximately 20,000 vehicles. Since these barriers are expensive and difficult to cross, they comprise major constraints to future highway system development.

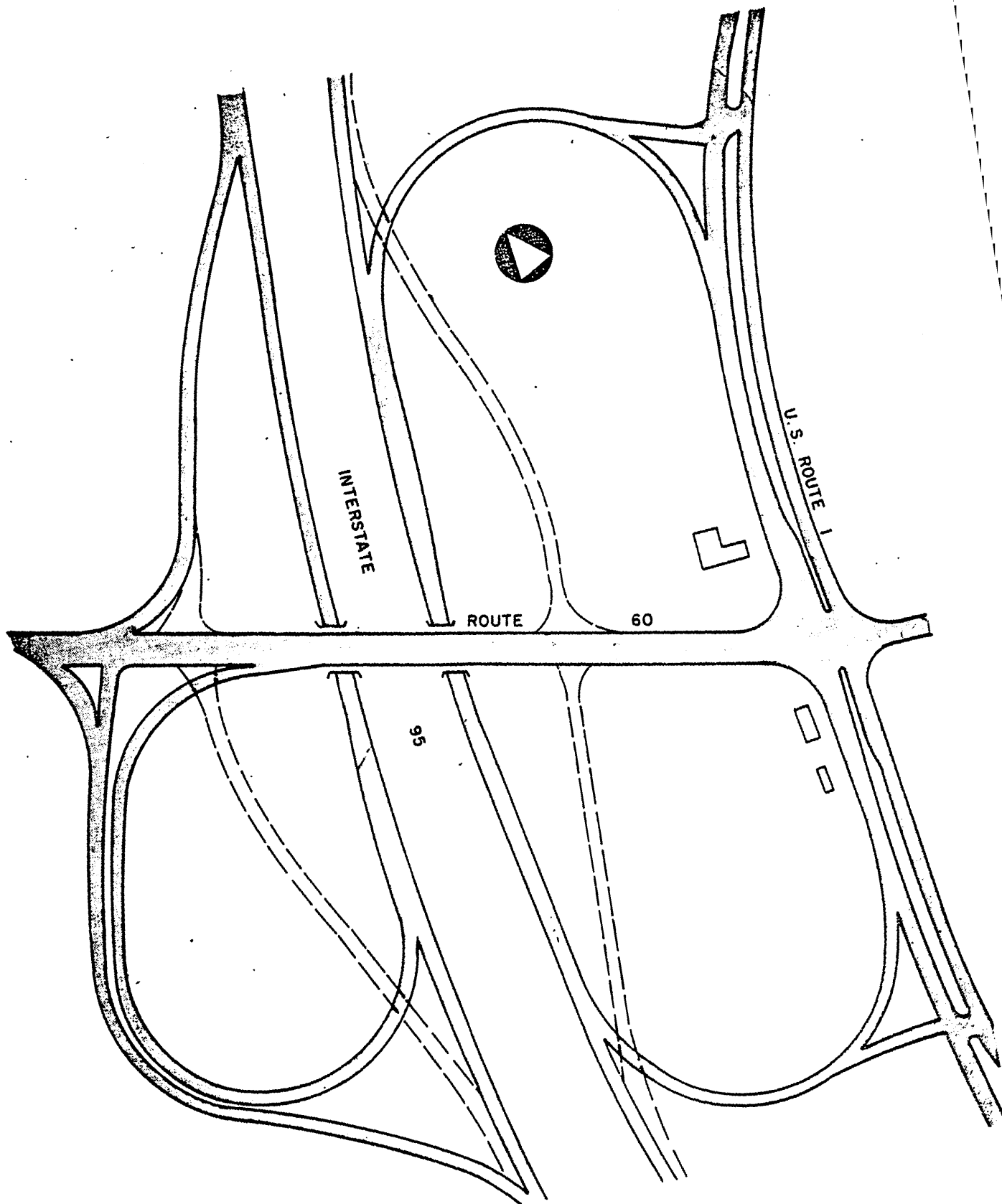
Map 12 shows the recommended major thoroughfare plan for the County through 1995. The most significant feature of the plan is for a Route 17 bypass located north and east of the South Stafford Growth Area. Starting just west of Berea, the new controlled access road is to swing north of an area undergoing industrial and residential development to a proposed new interchange with I-95. East of I-95, the new bypass would interchange with Route 1 and proceed eastward to the Leeland industrial site. From there it would intersect with Route 3 and eventually cross the Rappahannock River into Route 17 southeast of Fredericksburg.

The benefits of this proposed bypass would be several. It would divert heavy traffic loads, especially commuters and industrial traffic, from streets in residential areas. It would provide an alternate to the limited crossings of the R. F. and P. Railroad. And it would provide a safe, convenient facility for through traffic on Route 17.

Other longer range improvements include the upgrading of several roads, specifically: Routes 1, 607, 611, and 630. Route 610 from the Garrisonville area to Shelton's Shop should eventually be widened to four lanes. Also, the interchange of Route 610 with I-95 will have to be upgraded. Figure 13 is a suggested configuration for this interchange utilizing additional lanes on Route 1 as a part of the ramp system.

Several roadways in the long-term needs category can be provided by private means as a part of the land development process. These include the extension of a roadway through the Falls Run Industrial Park and a road connecting Route 218 with Route 606. Private development will also add miles of new residential streets to the existing public road network.

Highway improvements needed in the next five years are listed below and are divided into two priority categories. Priority One includes improvements that are most urgent and should be pursued immediately. Priority Two improvements are those that, while needed, can for various reasons be com-



SUGGESTED I-95 - ROUTE 610
INTERCHANGE CONFIGURATIONS



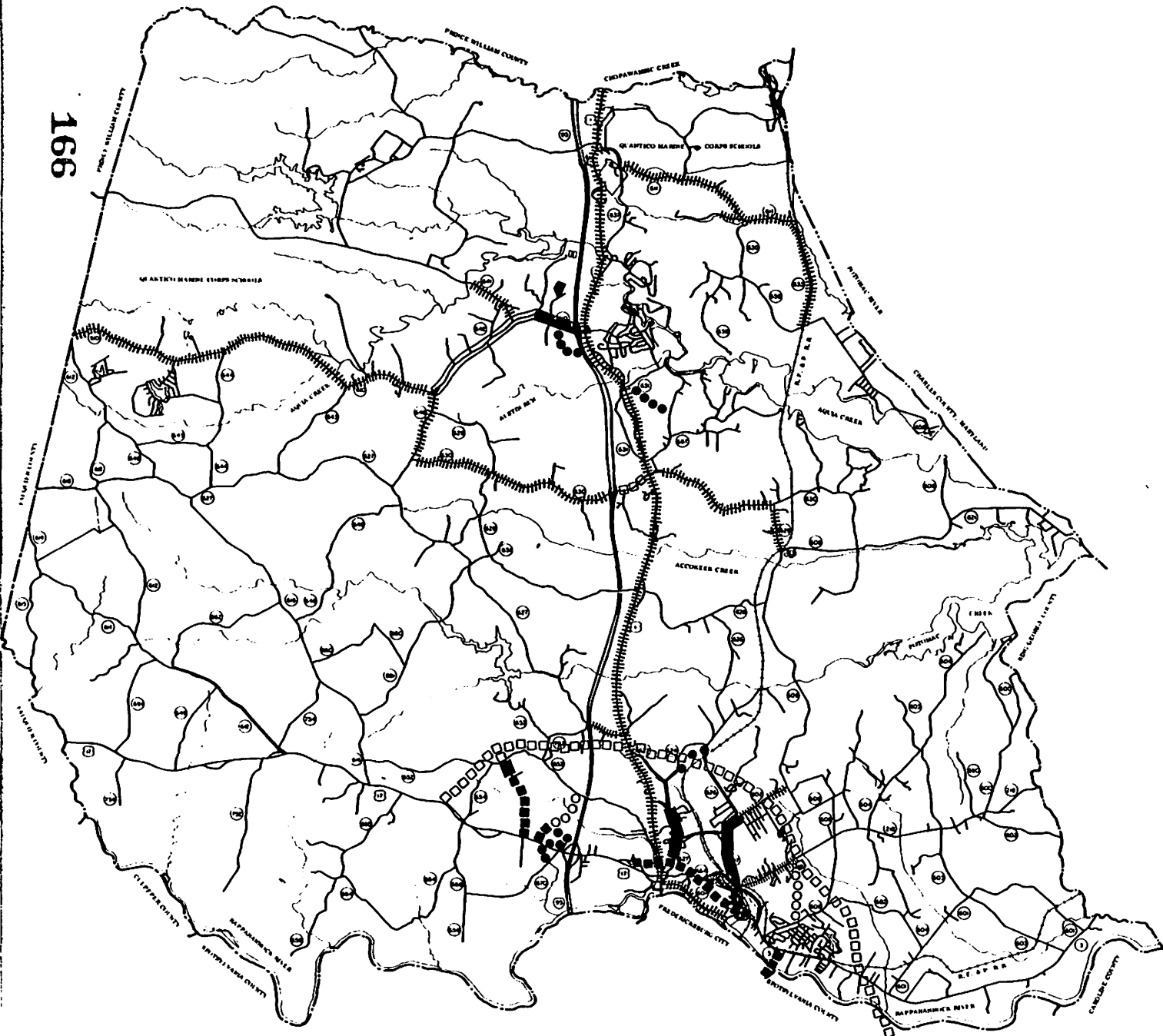
PROPOSED HIGHWAY IMPROVEMENTS

BY 1990

- WIDEN TO 4 LANES
- ■ ■ NEW 4 LANE ROADWAY
- ● ● NEW 2 LANE ROADWAY
- UPGRADE EXISTING ROAD

BY 1995

- WIDEN TO 4 LANES
- □ □ NEW 4 LANE ROADWAY
- ○ ○ NEW 2 LANE ROADWAY
- ||||| UPGRADE EXISTING ROAD



MAP 12

STAFFORD COUNTY

COMPREHENSIVE DEVELOPMENT PLAN

BALDWIN AND GREGG, LTD.
FAIRFAX, VIRGINIA

pleted in the five year program.

PRIORITY ONE

Route 607 - This facility should be widened to four lanes from Route 218 to Route 626. The segment from Route 218 to Route 3 should be resurfaced and improved to facilitate the expected increase in traffic flow.

Route 17 - I-95 Interchange - Sufficient area is available to add loop ramps to this interchange; this should be done as soon as possible. In conjunction therewith, Route 670 should be relocated to intersect with Route 17 further west of the interchange.

Route 630 - The present offset intersection at Route 1 should be corrected by relocating the portion of 630 on the east side of Route 1.

Route 627 - This important collector street should be widened to four lanes between Routes 623 and Route 1005. It serves a developing residential area and will be subject to a high rate of turning movement. From Route 1005 the roadway should remain two lanes but be generally upgraded. A new connection to Route 1 following a VEPCO easement just south of the proposed northern bypass interchange is needed to eliminate a hazardous intersection further north.

Route 218 - From the R. F. and P. underpass to Route 3 this facility should be upgraded to four lanes with curb and gutter and sidewalks. Since it presently carries nearly 17,000 vehicles daily, the expenditure of funds for this improvement is more than justified.

Route 610 - The section of this road from Route 1 to Route 659 should be widened to four lanes. Since development in the vicinity is expected to proceed rapidly when sewer capacity is available, traffic loading will likewise increase. At the same time, the development of a commercial complex just west of I-95 will result in a high volume of turning movements. The target date for construction should be 1977-78

PRIORITY TWO

Route 1005 - General improvements needed for this connector between Route 1 and Route 627.

Route 624 - Upgrading and relocation of a portion of this roadway north of the railroad is recommended to accommodate increased residential and industrial traffic. The relocated portion should be built by the developer of the Leeland Road industrial property.

Route 17 - Route 3 Connector - The 1969 Highway Department study recommended this facility in its third stage of improvements which would have placed its implementation in the period 1980-1985. However, traffic has increased faster than predicted and the need for this four-lane facility is now more urgent.

Route 612 - A general upgrading of this roadway will be required to accommodate Curtis Park traffic.

Route 676-627 Intersection - The Highway Department has proposed a new alignment of the Route 676-627 intersection with Route 1 which should be implemented for improved safety and convenience.

Route 3 East-West Connector- This facility, which includes a new crossing of the Rappahannock, was proposed in the 1969 Highway Department study. As previously pointed out, the existing bridges across the river already carry high traffic loads. As development proceeds the need for a new bridge will become more acute.

Other Roadway Improvements - As a part of the land development process other facilities will be constructed. Notable among these are a major collector street from Route 17 to Route 652, an extension of Route 669 to Ferry Farm Road, new industrial streets serving Falls Run Industrial Park, relocation of a portion of Route 624, relocation of Route 679 near Garrisonville and a new residential collector extending southeastward from Route 631 south of Austin Run. In addition, the need for other collector roads will become apparent during the course of further development. The County must continually monitor and evaluate the transportation network to insure that adequate facilities are provided. In the review of proposed roadway systems the following general principals should apply:

Where it has been established that wider rights-of-way will be required to upgrade existing thoroughfares, developers should be required to dedicate the additional land needed along their property frontage and construct the widened pavement section.

Where new roads are slated to be constructed, rights-of-way therefore should be dedicated. If these roads are primarily for local circulation, improvements should also be provided by the developer.

Frontage of residential units on streets projected to carry heavy traffic loads should be discouraged.

Residential streets should be laid out in a manner to discourage through traffic.

Turning lanes should be provided by developers at entrances to major subdivisions and commercial facilities.

Wherever possible facilities for pedestrians and bicycles should be provided, separated from vehicular traffic.

A study sponsored by the State of Virginia has indicated the potential for a general aviation airport in Stafford County. The County should initiate a master planning study for this airport including site selection studies. The potential for industrial development in the vicinity of the new airport should be a prime consideration.

The R. F. and P. Railroad which runs through the County offers unrealized

potential for freight service to support industrial activities. Land along the main rail line has accordingly been shown as suitable for industrial use. The Dahlgren Branch rail line, which is presently inactive, also can be used for freight service if sufficient development takes place to make such service economically feasible.

There exists a need for a second access road to serve the Widewater area of the County. A connection between Route 658 and Route 637 appears to be the most workable solution. This would provide not only an alternative Route but also a needed facility for the development of the Widewater Industrial Properties.

**SOUTH STAFFORD
URBAN GROWTH AREA**

SOUTH STAFFORD URBAN GROWTH AREA

LIMITING CONDITIONS

The South Stafford Urban Growth Area has the capacity to absorb significantly more population than it now supports. By 1980 an additional 5000 people will be accommodated on its 9420 acres. However, certain limiting conditions exist which must be recognized in determining land use patterns. Development potential is of course limited by the extent and capacity of public facilities such as roads and sewers, but such facilities can often be expanded. However, naturally occurring limitations such as flood plains, steep slopes, unsuitable soils, and other favorable geologic conditions often cannot or should not be changed.

Flood plains are a significant limitation in that they present economic and safety hazards and are frequently the location of fragile ecological systems which must be preserved. They are generally recognizable as low, flat areas adjacent to streams. To the extent that they have been delineated, significant flood prone areas are identified on Map 13. Generally flood plains should be preserved as open space or used for activities which encompass only minimal building construction and little capital investment.

Steep slopes are an indication of high potential erodibility, especially when vegetative cover is stripped as commonly happens with present modes of land development. Many soil types in the growth area are highly erodible with even mild slopes when exposed, but for planning purposes, 15 percent is assumed to be critical. Slopes steeper than 15 per cent are more difficult to build upon and may be unstable. For the most part steep slopes are suitable only as passive open space.

The drainage patterns of watersheds within the growth area fall toward the Rappahannock River, so that ridge lines generally run north-south as shown on Map 13. The multiplicity of numerous small drainage ways in this direction complicates the construction of roads or gravity sewer linking east and west. Four principal drainage areas exist: those draining immediately into the Rappahannock where the most extensive flood plain exists, Claiborne Run with numerous flood-prone areas due to constrictions from road culverts or the railroad bed, Falls Run with notable steep slopes, especially in its lower reach below I-95, and England Run which is generally too remote to be served extensively by the present gravity sewer system.

Another factor limiting the urbanization of land is the strength of competing demand for existing non-urbanized uses. Such a competing demand, for instance, might be for intensive agricultural cultivation in the Rappahannock bottomland near the Tylerton subdivision. Another type of competing demand is the overriding historical and cultural value of a particular parcel or structure which calls for its preservation. Such is the case with Ferry Farm, Washington's Boyhood Home on the Rappahannock and the Falmouth Preservation Area, both of which are designated as Virginia and National Historic Landmarks.

COMMUNITY STRUCTURE

The five-year plans for South Stafford are built on five interrelated neighborhoods in the urban growth area. Each neighborhood is built around the concept of distinctive community and geographic character. Neighborhood land use plans are geared to the following standards and criteria:

1. Geographic and community focus around an existing or proposed elementary school;
2. Well-defined geographic borders which to some extent restrict interaction with or inclusion of adjacent territory;
3. Strong transportation linkages within neighborhood boundaries;
4. At least one series or cluster of commercial facilities adequate to serve the domestic needs of neighborhood residents as another focus of community interaction.

Based on these criteria, five neighborhoods have been delineated as shown on Map 14.

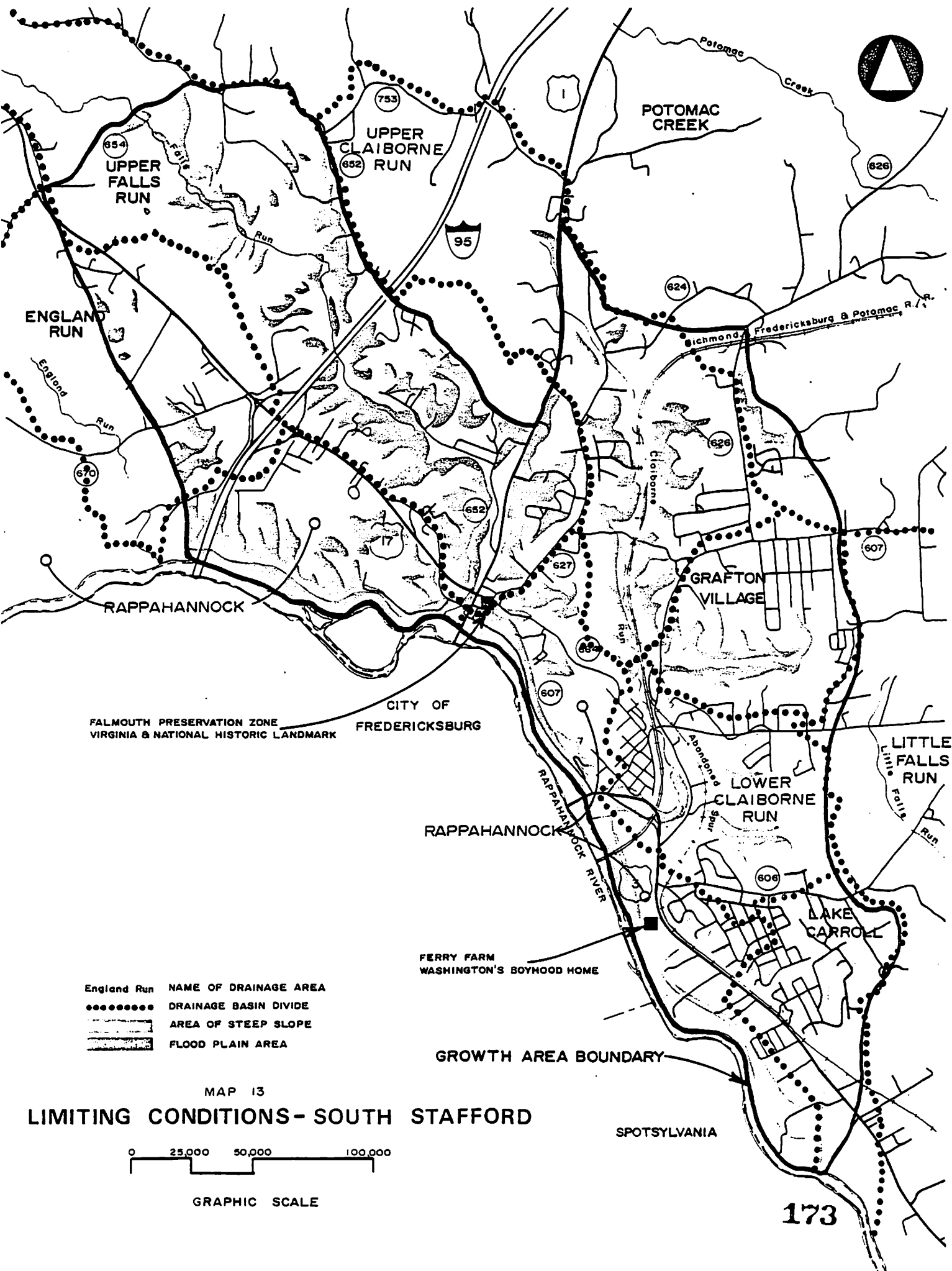
LAND USE PLANS BY NEIGHBORHOOD

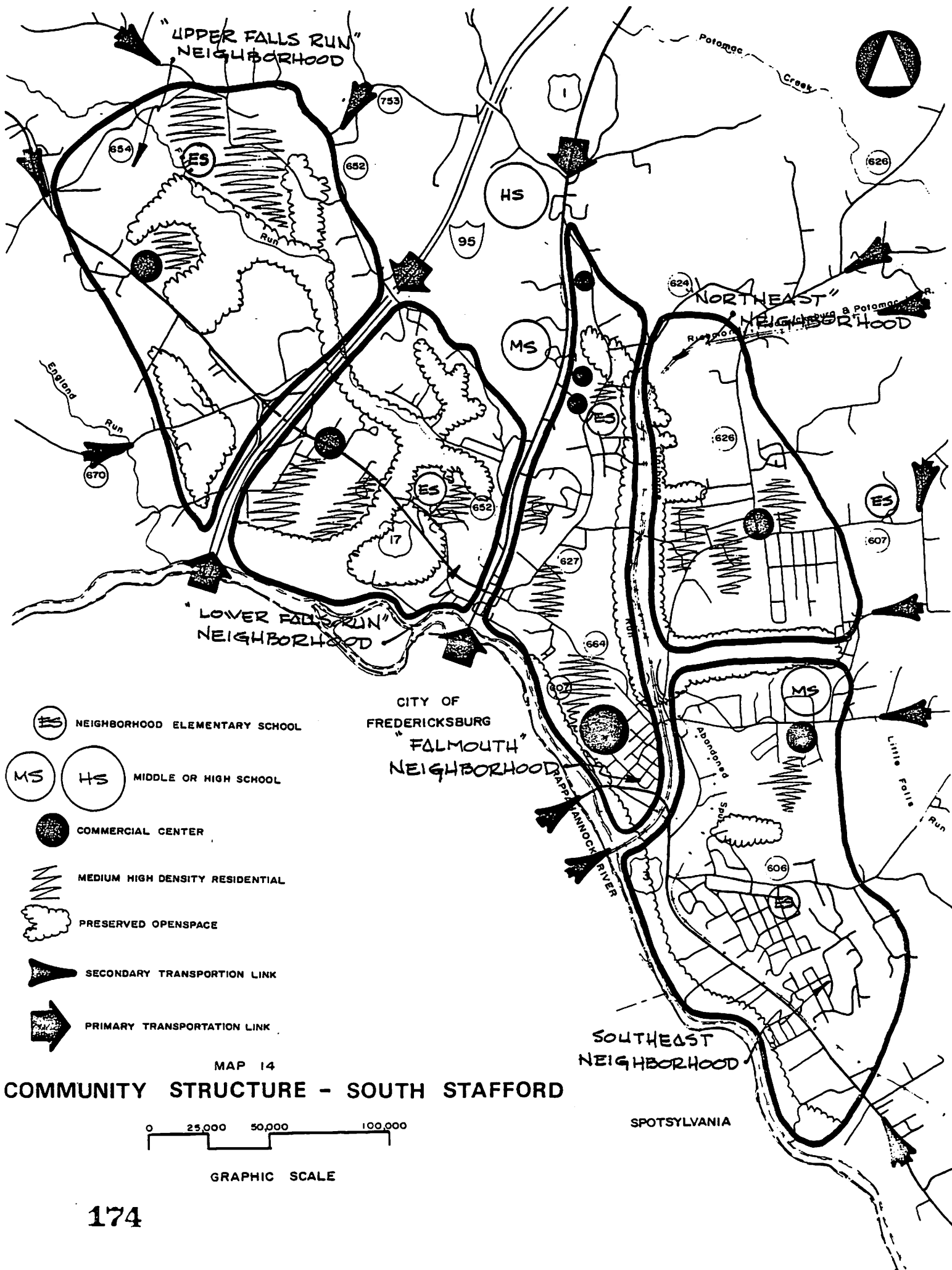
"Southeast" - Growth over the next five years in the "Southeast" neighborhood may conservatively be gauged as light to moderate. Prime developable lands include the central watershed located between Brookfield and Ferry Farm. Again, for want of utilities, areas east of Argyle Heights have not been densely settled and are not expected to be competitive in the short run with other recently sewered areas.

The land use plan for the "Southeast" on Map 15 generally preserves the varied character of this neighborhood. The present sanitary landfill of Fredericksburg abutting the abandoned rail spur will eventually be converted to industrial and open space uses when an alternative disposal site is secured. South of Route 3 along the Rappahannock bottomland areas classed as Agriculture may be mined for gravel or intensively cultivated.

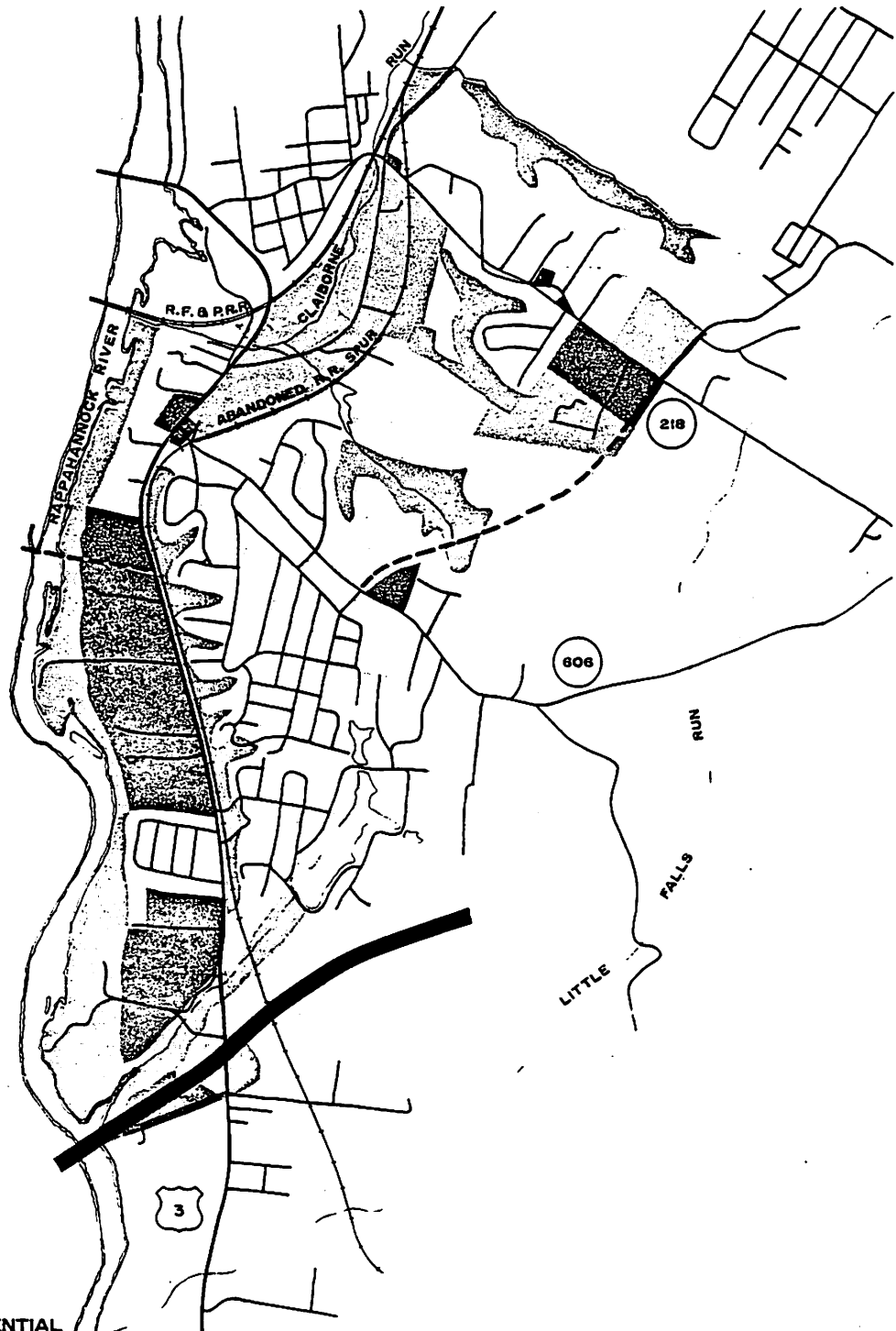
Several new commercial sites are planned: along Route 3 at the intersections of Route 606 and the proposed new Route 3 east-west connector; at the intersection of 606 with a proposed new neighborhood connector north of Ferry Farm Elementary School; and at the north intersection of the proposed connector with Route 218. Commercial facilities at these sites will serve both neighborhood and outlying population.

As the gateway to an expanding "rural residential" population to the east, the "Southeast" neighborhood will experience increasing traffic loads especially along Routes 3, 606 and 218. This trend will be stimulated when the state bypass between Stafford County's Route 3 and the Fredericksburg Interchange at I-95 is completed, involving a bridge south of Washington's Boyhood Home.





CITY OF
FREDERICKSBURG



LAND USE

LEGEND

LOW DENSITY RESIDENTIAL



MEDIUM DENSITY RESIDENTIAL



MEDIUM HIGH DENSITY RESIDENTIAL



COMMERCIAL



INDUSTRIAL



OPEN SPACE



AGRICULTURE

GOVERNMENT INSTITUTIONAL

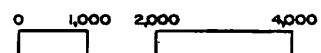
--- PROPOSED ROADS (BY 1980)



CONTROLLED ACCESS HIGHWAYS (AFTER 1980)

MAP 15

SOUTHEAST



GRAPHIC SCALE

Timing of plan implementation of the Southeast is largely dependent on market forces. Certainly, increased employment opportunities related to rail-oriented industrial expansion here and at Leeland Road would hasten the process. A new middle school to be constructed shortly after 1980 would be ideally located just north of Route 218's intersection with the bypass but could possibly be built on Route 606 opposite Ferry Farms Elementary. A distinct advantage of the first site is its proximity to the town and Country townhouses being built just south of Route 218 and to another medium density project proposed to be adjacent to the Brookfield school site. Another factor is Route 218's linkage with outlying areas and ultimately with the proposed controlled-access loop highway. The primary advantage, however, of the Brookfield site is that it is about equidistant between two residential neighborhoods, each generating local elementary school population.

"Northeast" - The innovative feature in the landscape of "Northeast" neighborhood will be a proposed industrial park on Leeland Road, Route 626. Most of the 386-acre tract has easy access to water and sewer and may be expected to be developed in connection with increased industrial use by the R.F. and P. track. The land use plan on Map 16 calls for considerable use of open space to the west and south of the industrial tract both to protect the flood plain and steep slope environments as well as to provide for the adjacent subdivisions. East of Route 626, industrial use of the parcel will extend only a short distance south of the railroad, so that Bel Air subdivision may be buffered by other low-density residential settlements later occupying existing orchards and forest.

The commercial hub of the "Northeast" will be a small shopping center at the intersection of Routes 626 and 607 north of Grafton Village. Between this commercial center and Bel Air is an area recommended for medium density. South of Highland Homes and diagonally across the intersection from the new commercial center is proposed another medium-density residential area. This would adjoin the large Woodlawn subdivision presently under construction to the south. The open space border south of the Woodlawn and Grafton Village subdivisions would not only serve recreational needs of nearby residents but would also allow pedestrian access to the proposed middle school at its eastern edge.

West of this open space area and abutting the R.F. and P. track and the powerline is an existing industrial facility. Industrial use is planned to expand eastward to Route 607 and to the north as far as the small stream midway between the power line and Harrell Road.

"Falmouth" - Also shown on Map 16 The "Falmouth" neighborhood has several dimensions of community focus which are enhanced by the land use plan. First, the Route 1 corridor provides arterial linkage for Stafford County - Fredericksburg area traffic and makes accessible certain public facilities serving the entire southern population. From north to south on Map 16, these facilities are the new high school just to the west of the intersection of Routes 1 and 627 (outside growth area - not shown), the new Middle School converted from the old Stafford High School, and St. Clair Brooks Memorial Park on the Pappahannock east of Falmouth.

Another major arterial improvement, a bypass around Falmouth required to link Route 17 with the eastern and southeastern areas via Route 3, is proposed by the Highway Department. Completion of this project within the next five years is strongly recommended and land use plans for the "Falmouth" neighborhood assume this will be done. This will facilitate area-wide commuting patterns, use of the central park facilities on the Rappahannock, and make feasible a needed area shopping center near Chatham Heights. With the extension of streets and public utilities, a large residential area of medium density can be opened up adjacent to the new commercial facilities. Route 664, as it approaches Route 218 west of the R. F. and P. track, will thus become a strong commercial center for much of the growth area east of Route 1.

Another addition to the Neighborhood is the planned Woodmont Retirement Center which is designed for 100-150 beds and 40 satellite cottages on the 30-acre site overlooking the Rappahannock between the King's Highway Bridge (Route 3) and the R. F. and P. Railroad.

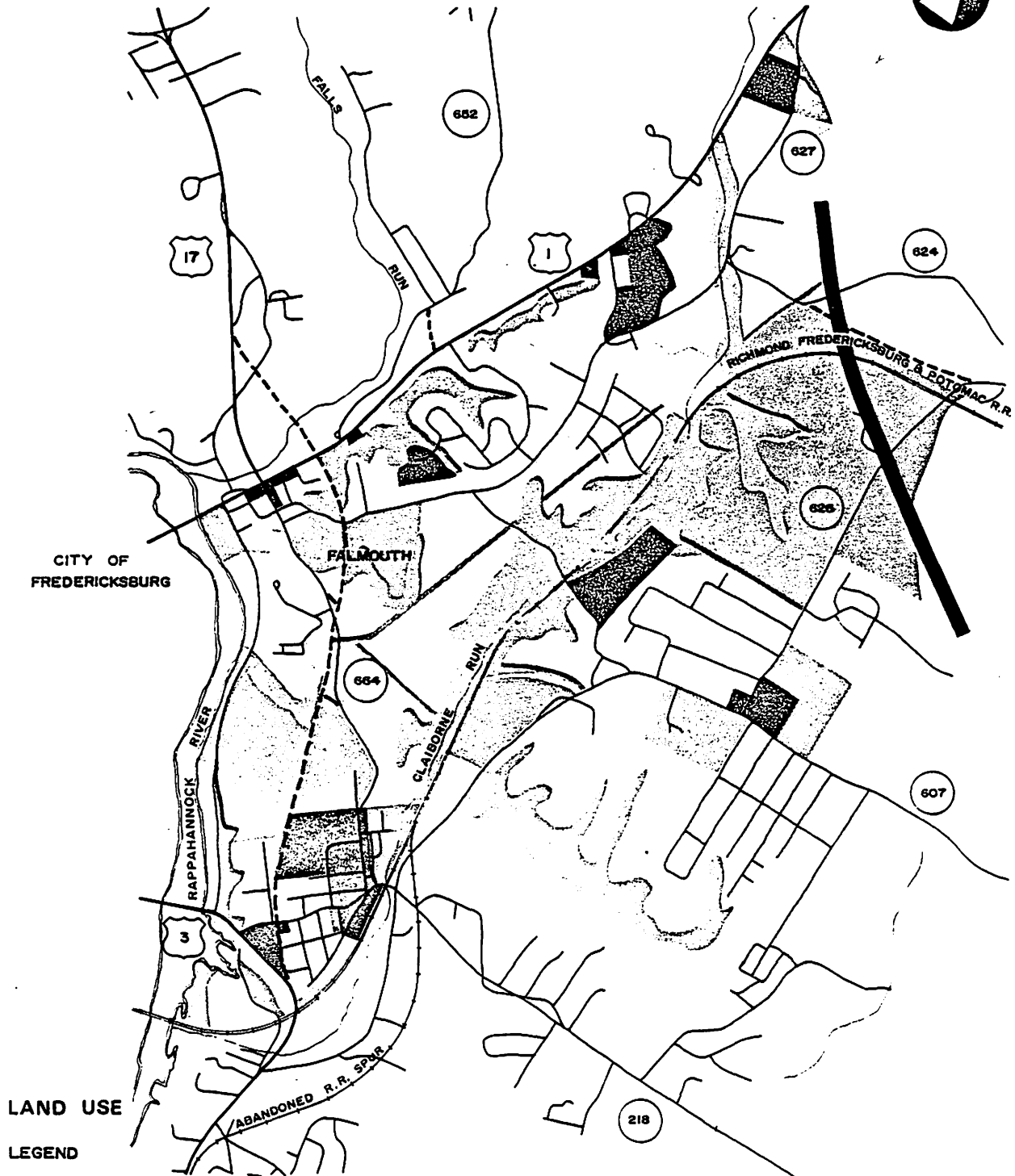
North of Route 664 an extensively wooded area will become low-density residential but should preserve as much of its wooded character as possible. Areas to the east of Route 627 will become residential in character, with medium-density development expected to abut the proposed Falmouth bypass.

Adjacent to Falmouth Elementary School is an area proposed for commercial facilities which will serve convenience needs. Also opposite the Middle School on Route 1, a highway-oriented commercial development is projected to serve the needs of surrounding residential areas. Further north is planned a small high-density project with adjacent commercial facilities. A new connection between Route 1 and 627 is to be located along a power line right-of-way which together with a proposed realignment of Route 624, will link Route 1 traffic with Leeland Road (Route 626).

"Lower Falls Run" - This neighborhood is characterized by extensive rough terrain along Falls Run and the Rappahannock. Intensive urban development is expected to occur on ridges and plateaus, primarily along Route 17 in continuation of present growth patterns as shown on Map 17. Steep slope areas draining into the Rappahannock and Falls Run are to be preserved in open space with continuing vegetative cover. As a recreational amenity for the neighborhood, the two open space areas are to be linked together by a connecting open space corridor across Route 17. With easements and improvements, this corridor will also serve as a pedestrian crossover for school children using facilities at the present Gayle Junior High site. As discussed later, Gayle should eventually be converted from a middle to an elementary school and serve as the community focus of the neighborhood.

Commercial areas on both sides of Route 17 directly east of the Interchange will be expanded in road frontage and in depth. These will serve not only the modestly growing neighborhood population but especially the increasing traffic from Route 17 west, Interstate 95 and Route 1.

The portion of the neighborhood north of Falls Run will remain low-density residential with provision for open space on steep slopes. Vehicular access



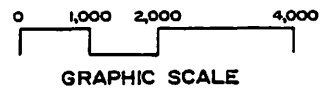
LAND USE
LEGEND

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MEDIUM HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- OPEN SPACE
- AGRICULTURE
- GOVERNMENT INSTITUTIONAL

- PROPOSED ROADS (BY 1980)
- CONTROLLED ACCESS HIGHWAYS (AFTER 1980)

MAP 16

NORTHEAST AND FALMOUTH





CITY OF
FREDERICKSBURG

LAND USE

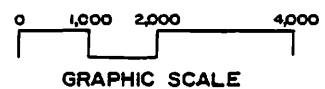
LEGEND

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MEDIUM HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- OPEN SPACE
- AGRICULTURE
- GOVERNMENT INSTITUTIONAL

--- PROPOSED ROAD (BY 1980)

MAP 17

UPPER AND LOWER FALLS RUN



to Route 652 which serves that section will be improved by a relocated connection at Route 1. Generally, areas north of 652 will not experience residential growth until served by public utilities, probably after 1980.

"Upper Falls Run" - Growth in this neighborhood as depicted in Map 17 is expected to exceed all others by a wide margin, receiving steadily at least several hundred a year, led by the 1500-unit project at Spring Knoll. Due to their proximity to Interstate 95, the Spring Knoll parcel and an even larger one north of Falls Run should capture much of the growth area's in-migrating population. A privately built road will link these two projects and provide a connection from Route 17 to Route 652, and ultimately to the proposed loop highway.

A large site has been reserved for a new school along the proposed connector road but will not be required within the five-year period. To the north of this site, a small convenience commercial area is appropriate. The large commercial shopping center slated for the existing farmhouse area at the entrance to the Spring Knoll project will provide needed community scale services.

Low-density development is planned south of Route 652 and to a limited extent where it exists on the south frontage of Route 17. Access improvements and additions to the I-95 Interchange will involve service loop roads on either side of Route 17 west of the Interchange. Abutting parcels will be transformed to commercial and industrial uses.

Further out, west along Route 17, agricultural and woodland acreage will main intact, so that growth pressures will not affect substantially the hamlet of Berea and outlying areas during the five-year period.

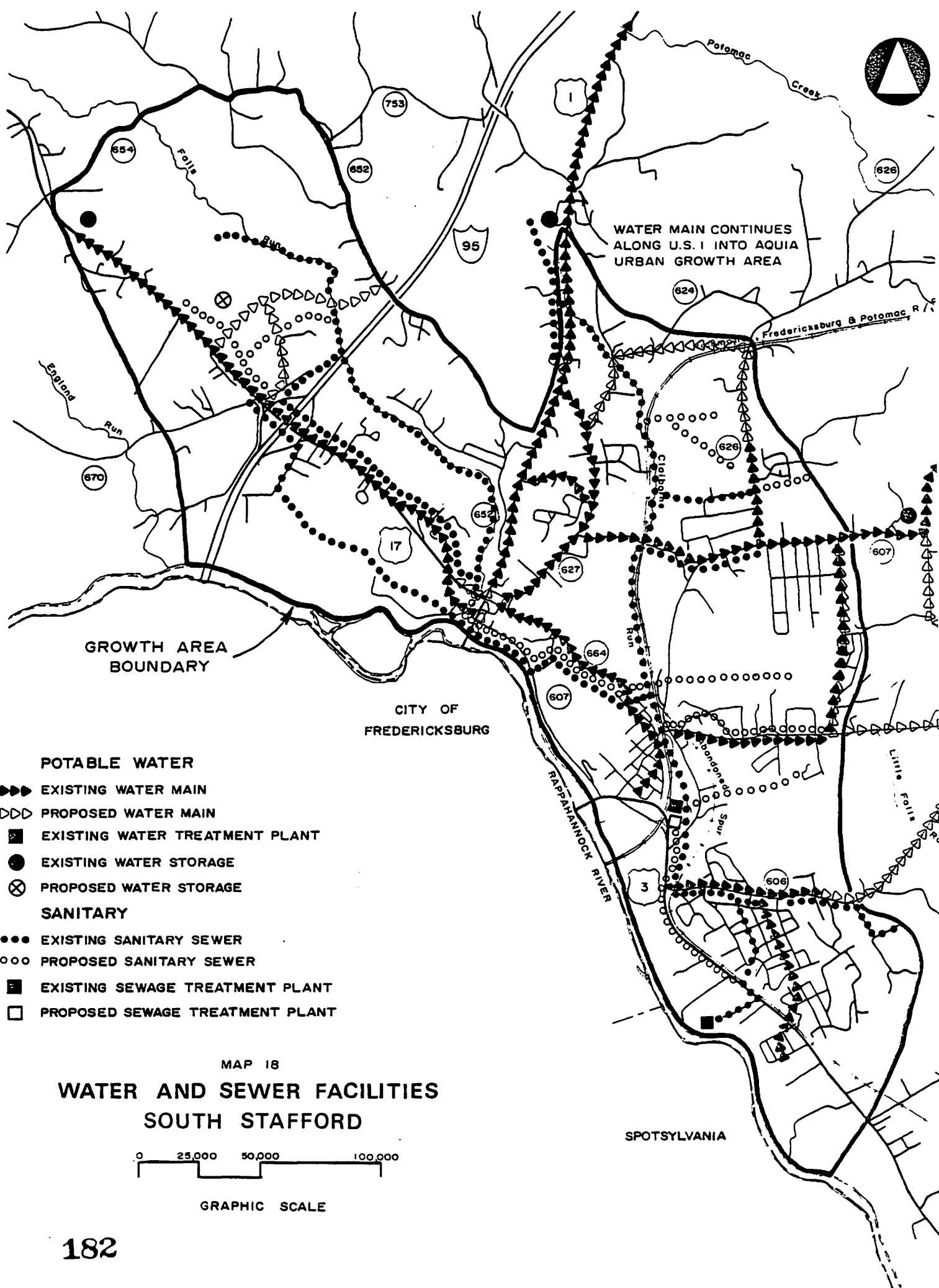
WATER AND SEWER IMPROVEMENTS

Under a revamped collection system, sewage flows within the South Stafford Urban Growth Area generally follow two drainage basins; the Claiborne Run Basin and the Falls Run Basin. A third smaller system consists of a pump station located on England Run south of Route 17 with a force main and gravity line to the new pump station at the mouth of Falls Run. The new Falls Run pump station will pump through a 16-inch force main over to Claiborne Run where it will flow to the expanded Claiborne Run sewage treatment plant. All the components of the above system are either completed or under construction currently.

In order to consolidate the system of scattered treatment plants, and to prevent further proliferation of small pump stations, several interceptors are required. These new interceptors include a gravity connection from the north side of Route 17 to the new Falls Run interceptor, gravity connections from the existing sewage treatment lagoons at the Old Stafford High School and at Mount Pleasant Estates, a new pump station behind the Bel Air subdivision which will pump to the Highland Homes collection system and then be carried by new interceptors to the Claiborne Run system, and a new 12-inch interceptor at Dahlgren Junction to collect sewage from new development and from the existing sewage treatment plant south of Grafton Village. Generally, these improvements should be adequate to accommodate expected development through the next five years.

- / Water distribution facilities in the growth area need to be reynamped in order to provide adequate pressure and flows in the Ferry Farms subdiyision and surrounding areas. Funding has been receiyed for a new loop water main which should satisfy this requirement. Any additional water line extensions or distribution systems should be constructed by indiyidual developers.

Map 18 shows existing and proposed water and sewer facilities within the South Stafford Urban Growth Area.



**AQUIA
URBAN GROWTH AREA
183**

AQUIA URBAN GROWTH AREA

LIMITING CONDITIONS

Population increase in the Aquia Urban Growth Area is expected to lag behind the immediate growth projected for the south, due to the expected two-year sewer moratorium pending completion of the Austin Run treatment plant. After 1977 the Aquia area may receive less than 1,000 persons per year but growth should continue strong well into the 1980's in the absence of limitations on public utilities. By 1980, then, population within the designated Aquia Urban Growth Area may increase from about 8,000 currently to more than 10,000.

The Area's carrying capacity, while less than South Stafford's (largely because of the extensive Austin Run and Aquia Creek floodplains), is presently under utilized. Population density in the Aquia Area's 8,164 acres, about one person per acre in 1975, may by 1980 barely exceed South Stafford's current 1.2 persons per acre.

As shown in Map 19 the large, sparsely settled Austin Run watershed has severe slope limitations for urban development except for certain areas east of Stafford Wayside and west of the I-95 Interchange. East of I-95 and north of Route 631, considerable floodplain borders Austin Run. Then the wide wetland and floodplain expanse of Aquia Creek runs north up through Aquia Harbour as far as I-95. East of the floodplain, in the vicinity of Aquia hamlet, considerable steep slopes place further limitations on intensive development.

COMMUNITY STRUCTURE

In the Five-Year Land Use Plans that follow, the Aquia Urban Growth Area is divided in three neighborhoods, "Stafford", "Aquia", and "Garrisonville". Designation on these neighborhoods in Map 20 follows from the same criteria applied to South Stafford. While Aquia's neighborhoods are evolving toward fulfillment of these criteria, the expected growth lag for the area may mean that some criteria will be only partially realized by 1980.

The distinctive linear shape of the Aquia Urban Growth Area, due to the I-95 and parallel Route 1 corridor, is distorted in the middle by the bulging Aquia Harbour and the Garrisonville-Route 610 developments. Each neighborhood will eventually serve more distant outlying populations with at least commercial and elementary school facilities.

Maximum use will be made of the Interstate interchanges in developing high-volume activity centers in each neighborhood except "Aquia". Due to spatial limitations east of the Aquia Interchange and the extreme length of the "Aquia" Neighborhood, it will have three evenly spaced commercial centers along south, central and north segments of Route 1. "Aquia" is also unique in that, geographically, it is dominated by Aquia Harbour with its own private community focus. Also, interaction between the east and west portions of the "Aquia" neighborhood is limited by only two crossings of the Aquia Creek and its large floodplain and wetlands.

Land use in the Aquia Urban Growth Area will be devoted primarily to residential development - more than half the total acreage being planned for single family dwellings in densities up to a maximum of 3 units per acre, and a small percentage of the acreage for higher density developments. Mobile home units in the area may constitute considerably less than one-quarter of all new residential units between 1975 and 1980, as mobile home parks approach saturation. Open space, encompassing floodplains and water bodies of Aquia Creek and Austin Run as well as rough terrain west of I-95, will make up more than one quarter of total acreage, providing potential for considerable recreational amenities. A breakdown of land use acreage is provided in the Appendix.

LAND USE PLANS BY NEIGHBORHOOD

"Stafford" - The southern portion of the Aquia Urban Growth Area, "Stafford" Neighborhood shown in Map 21, is bounded by the growth area's perimeters on all sides except on the north where Austin Run marks its boundary.

The Austin Run floodplain and areas surrounding the proposed treatment plant site should be preserved in open space, except platted lots in Aquia Harbour extending south of the dredged Austin Run into floodplain area. This wide band of preserved vegetation and open space will meet Stafford Wayside at Route 1 and in effect extend southward through that public park to Stafford.

Areas surrounding the I-95 Stafford Interchange, to be partly preserved in open space due to difficulties in terrain, will provide small convenience commercial and industrial sites. Also, a parcel is recommended for public purchase as a park-and-ride lot for car pools or bus transit to the D.C. area. A commercial shopping center will be located east of the interchange sandwiched between Route 630 and the expanded Stafford Oaks residential development, a minute's walk from the Courthouse. Further commercial development is planned for the realigned Intersection of Routes 1 and 630 and on the west side of Route 1 south of 630 as far as the existing mobile home park.

The "Stafford" neighborhood, then, will be residential in character, with central County government and commercial services located in the vicinity of Stafford Courthouse. Stafford Elementary and Middle Schools will serve the neighborhood and outlying areas and with the County government center will define the neighborhood focus.

In addition to expansion of Stafford Oaks apartments and townhouses, the plan includes further medium-density development east of Stafford Wayside up to its intersection with Route 631. Along 631 a sizable commercial center is recommended to serve northern areas of the neighborhood.

East of Route 1 is planned a new street connector between Routes 721 and 631 running through an area proposed for medium-density residential development.

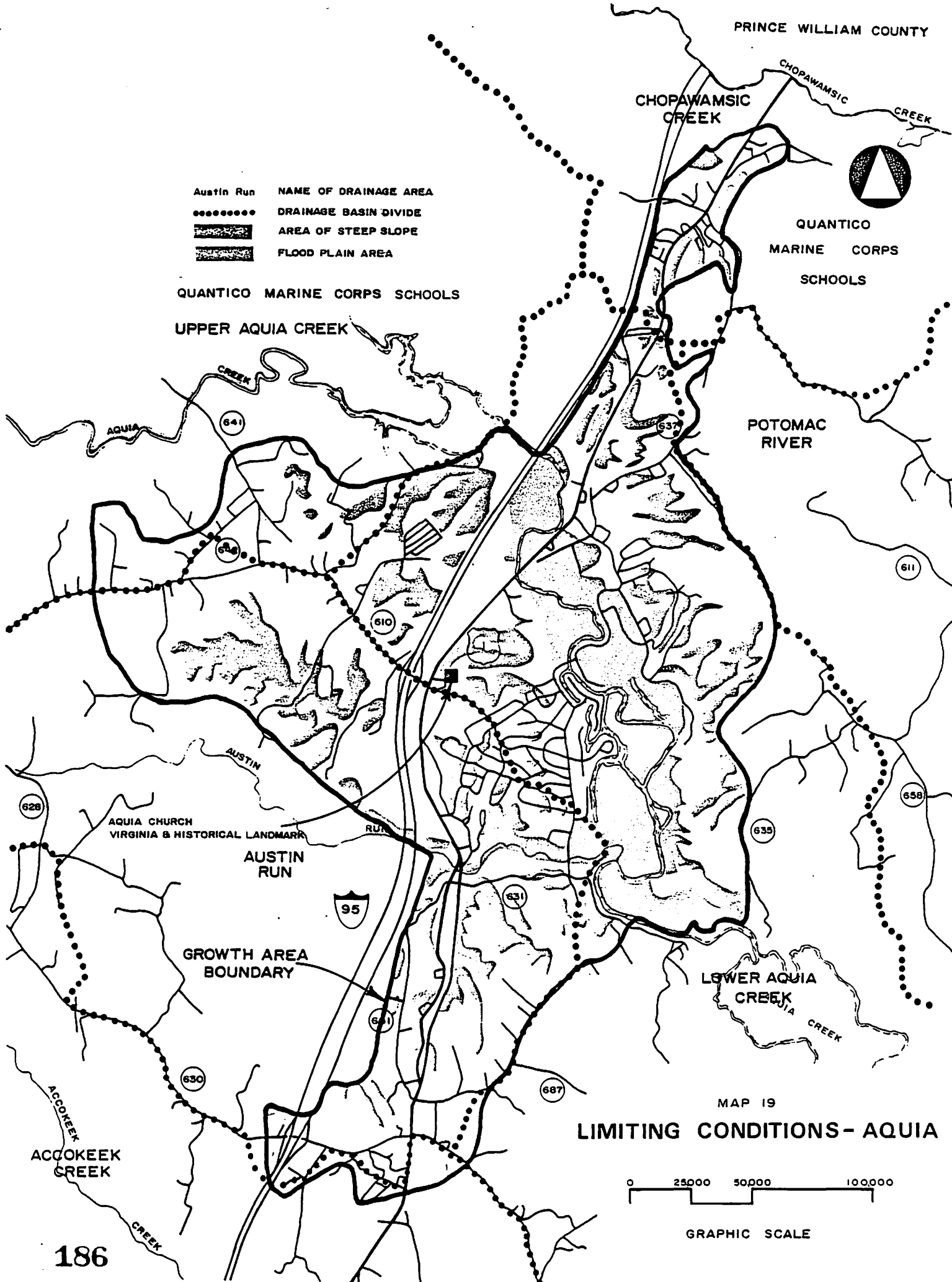
- Austin Run NAME OF DRAINAGE AREA
 DRAINAGE BASIN DIVIDE
 [Stippled Area] AREA OF STEEP SLOPE
 [Hatched Area] FLOOD PLAIN AREA



QUANTICO
MARINE CORPS
SCHOOLS

QUANTICO MARINE CORPS SCHOOLS

UPPER AQUIA CREEK











MAP 19

LIMITING CONDITIONS - AQUIA



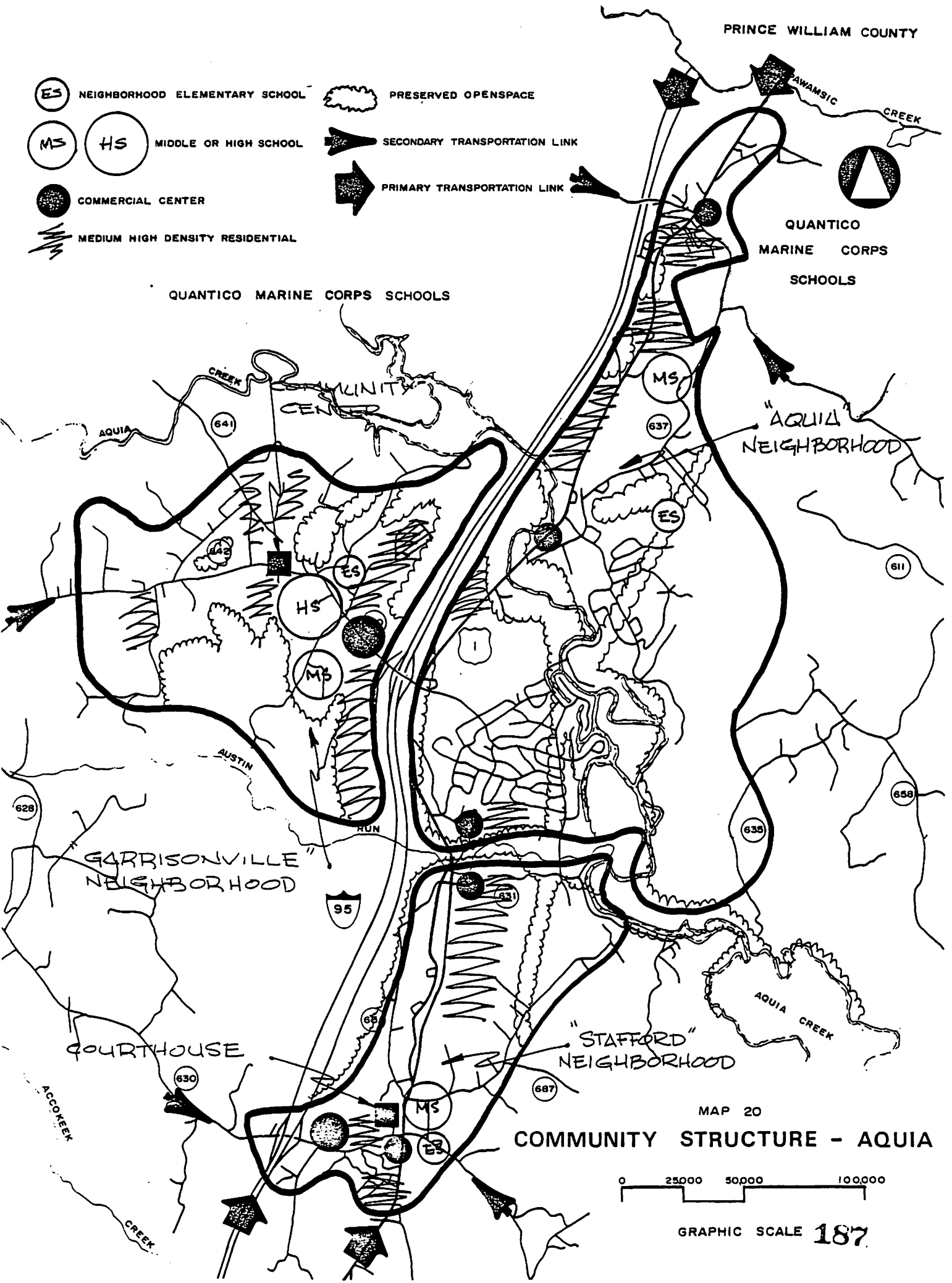
GRAPHIC SCALE

-  NEIGHBORHOOD ELEMENTARY SCHOOL
-   MIDDLE OR HIGH SCHOOL
-  COMMERCIAL CENTER
-  MEDIUM HIGH DENSITY RESIDENTIAL
-  PRESERVED OPENSOURCE
-  SECONDARY TRANSPORTATION LINK
-  PRIMARY TRANSPORTATION LINK



QUANTICO
MARINE CORPS
SCHOOLS

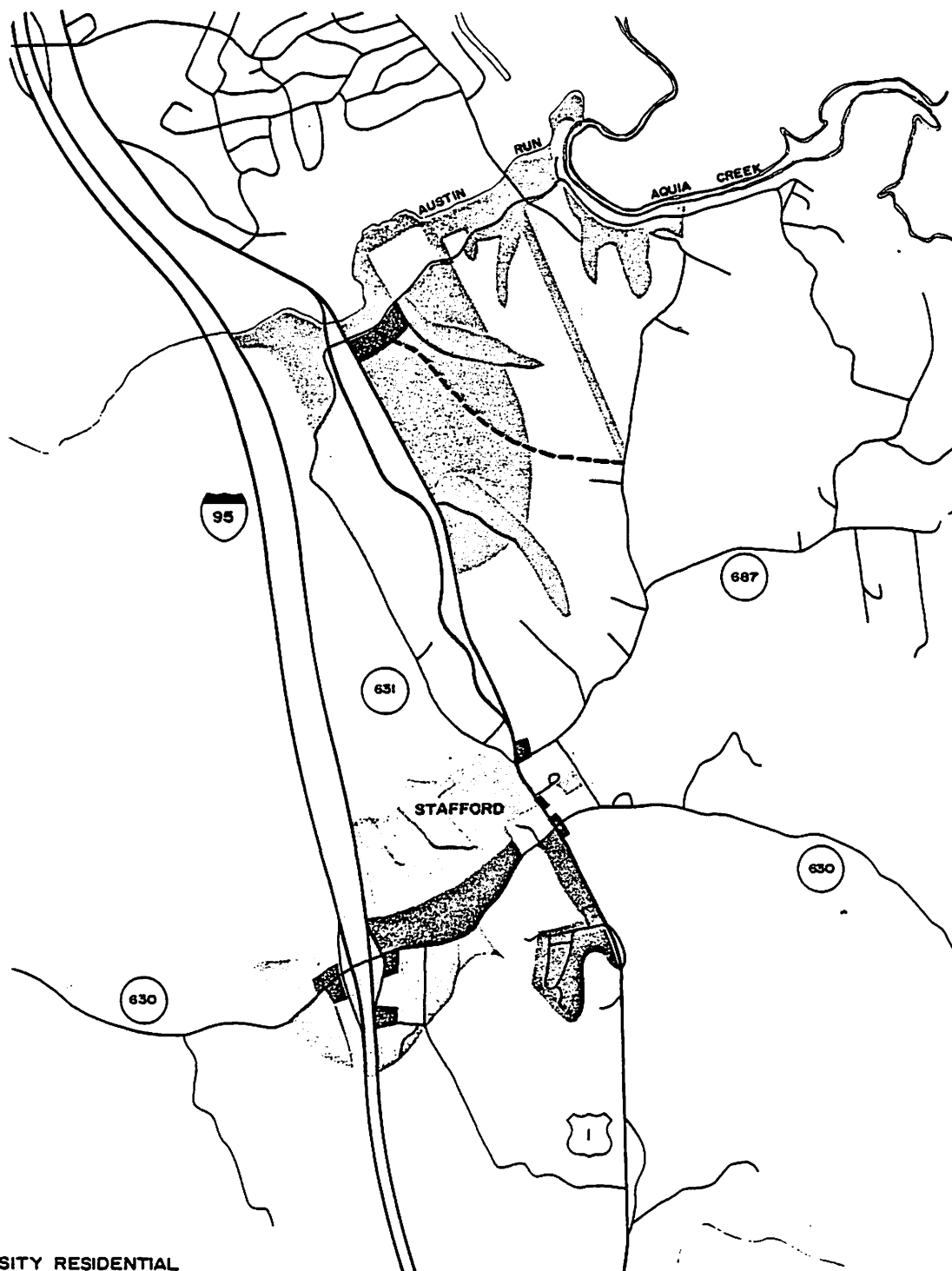
QUANTICO MARINE CORPS SCHOOLS



MAP 20
COMMUNITY STRUCTURE - AQUIA

0 25000 50000 100000

GRAPHIC SCALE 187



LAND USE

LEGEND

LOW DENSITY RESIDENTIAL



MEDIUM DENSITY RESIDENTIAL



MEDIUM HIGH DENSITY RESIDENTIAL



COMMERCIAL



INDUSTRIAL



OPEN SPACE



AGRICULTURE

188 GOVERNMENT INSTITUTIONAL

--- PROPOSED ROADS (BY 1980)

MAP 21

STAFFORD



GRAPHIC SCALE

"Aquia" - Its borders defined by the growth area perimeter to the north and east, by I-95 to the west and Austin Run to the south, "Aquia" Neighborhood is an aggregate of four distinct sub-areas. These are: the Route 1 and I-95 corridor between Austin Run and Aquia Creek, private residences along Routes 1 and 637 between Aquia Creek and Midway Island, more intensive residential and commercial establishments along Route 1 and its feeder roads roughly north from Midway Island, and the Aquia Harbour recreational-oriented subdivision.

Land use plans in Map 22 envision more intensive use of Route 1 as a residential and light industrial corridor with placement of commercial facilities generally in three locations along that corridor. Along Route 1 residential development of medium density (4-8 units per acre) would occur on either side of Aquia Creek floodplain which is to be preserved as open space. These two developments would also back against an open space buffer shielding them from the adjacent Interstate. Warehouse and trucking and other highway-related industry would expand in the extreme north along Route 1. New light industry would be encouraged in the south of the neighborhood on frontage west of Route 1 just north of Austin Run on either side of the present restaurant establishment. Retail shopping would be encouraged both at Route 1's intersection with 637 in the north and again at its intersection just north of Aquia Creek, as well as at a new commercial center at the extreme south where Stafford Wayside begins.

East of this recommended commercial facility, bordering the Austin Run floodplain, a small medium-density residential project is proposed. Behind this, Aquia Harbour reaches eastward to the Aquia Creek floodplain and marshland, which bisect the project. Areas east, west, and north of Aquia Harbour are proposed for further low-density development of up to 3 units per acre.

At the northern edge of Aquia Harbour an elementary school site has been acquired by the school board which will be utilized after 1980. Flanking this site to the north a steep-slope area is to be preserved as open space westward to Routes 637. Further to the north, just south of Midway Island between Routes 1 and 637, a potential middle school site is indicated within an area designated for low-density residential development. Due to its strategic location and the lack of other favorable sites, this site should be explored for possible acquisition. Together, these sites, when developed probably after 1980, would serve as the community focus for the growing "Aquia" neighborhood.

"Garrisonville" - The portion of Aquia Urban Growth Area west of I-95 shown in Map 23 is referred to as the "Garrisonville" Neighborhood. It includes areas surrounding the existing Garrisonville subdivision at the intersection of Routes 641 and 642 and extends westward on either side of Route 610 to less than a mile from Shelton's Shop. Significant growth in this neighborhood, dependent on both the proposed Austin Run treatment plant and major sewer improvements linked to that plant, is expected to occur after 1977.

At the I-95 Interchange, where open space is to be preserved on either side for eventual access improvements, large new commercial facilities are proposed fronting both sides of Route 610. In conjunction with the southern commercial area and a proposed large-scale, medium-density housing project behind it, a relocated road is proposed to route commercial and residential traffic behind the commercial zone. This will also facilitate traffic flow from Route 610 to

the busy interchange and improve service to the commercial area.

Northern frontage on Route 610 will similarly provide access to medium-density residential housing behind roadside commercial facilities. Further north the Staffordboro residential project is planned for medium-high density growth (8-12 units per acre). Convenience commercial facilities are to be located at the Staffordboro entrance and across Route 610.

Major changes along Route 610 are also reflected in three proposed community facilities intended to serve the wider County population. Opposite the Staffordboro entrance and buffered from direct contact with public roads is the recommended site of a much needed new middle school for the northern part of the County. Bounded on two sides by forested open space and conveniently situated for local and area-wide children, it may interact with and share certain facilities of the proposed new area high school to the northwest on Route 610 opposite Moncure Elementary School. Linking these facilities is to be a strip of open space crossing the residential area fronting either side of Route 684.

Opposite Moncure School fronting the north side of Route 610 at its intersection with 659 is proposed a community center which could serve both local and area needs for recreational facilities adjoining planned open space, medical outpatient services, and other human service programs. A needed new regional library branch should be included on this site and should be coordinated with needed high school library facilities.

Open space behind the proposed community center on Route 610 should be linked by a pedestrian lane which would cross 610 by following and expanding the existing telephone easement south past the proposed high school site. At Austin Run it joins a large forested area much of which should be safeguarded in an undeveloped state for at least the five-year period. Consideration of this open space as an unimproved recreational and educational amenity seems warranted in view of the steep slopes, ecology, and unspoiled beauty of Austin Run's upper reaches.

West of the proposed open space buffer strip crossing Route 610 is proposed medium-density residential development fronting both sides of the road. Beyond this to the west and to the north, lower-density residences are to be encouraged where new development will occur. Exceptions are a medium-density project already in the process of development southwest of Route 642's intersection with 610, and an apartment project east of Garrisonville off Route 641.

Inside the triangle formed by Routes 610, 641, and 642 open space is to be preserved as a recreational amenity. A needed water storage facility may be located here. The open tract west of Route 642, designated for low-density housing, could serve as an alternative school site, less desirable in location than being clustered opposite Moncure School.

WATER AND SEWER IMPROVEMENTS

Sewage within the Aquia Urban Growth Area presently flows to a lagoon treat-



QUANTICO MARINE CORPS SCHOOLS

MIDWAY ISLAND

611

QUANTICO
MARINE CORPS
SCHOOLS

637

PROPOSED
SCHOOL
SITE

1

AQUIA

95

AQUIA CREEK

635

610

LAND USE

LEGEND

LOW DENSITY RESIDENTIAL

MEDIUM DENSITY RESIDENTIAL

MEDIUM HIGH DENSITY RESIDENTIAL

COMMERCIAL

INDUSTRIAL

OPEN SPACE

AGRICULTURE

GOVERNMENT INSTITUTIONAL

AUSTIN RUN

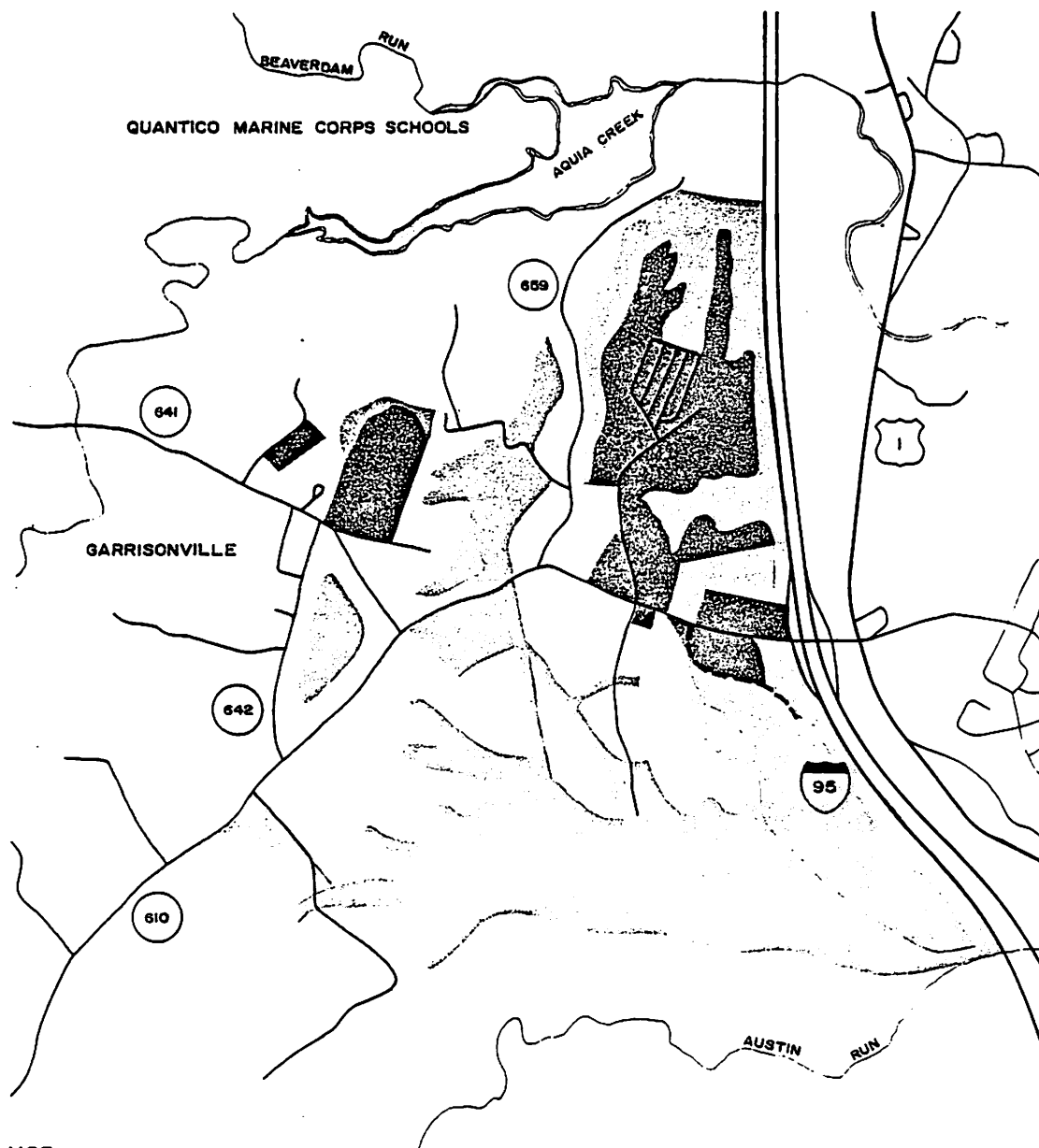
631

MAP 22

AQUIA

0 1,000 2,000 4,000

GRAPHIC SCALE



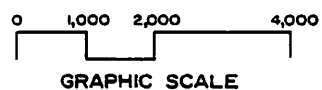
LAND USE

LEGEND

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MEDIUM HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- OPEN SPACE
- AGRICULTURE
- GOVERNMENT INSTITUTIONAL

--- ROADS PROPOSED (BY 1980)

MAP 23 GARRISONVILLE



ment system just downstream of the Aquia reservoir. A new advanced waste treatment plant is planned to be located on Austin Run just upstream from its confluence with Aquia Creek. As a part of this project, a pump station will be built at the existing plant to pump to the new plant via a force main along Aquia Creek.

The existing collection facilities in this growth area tend to be inadequately located for serving expanded development. West of Interstate 95, the collection system tends to follow the ridge line along 610 and other roads with various pump stations pumping from the lower end of development up to the collection system. In order to provide a more efficient and flexible system, a new gravity interceptor will be required. This interceptor should be constructed from the vicinity of the new waste treatment plant under Route 1 and Interstate 95 paralleling Austin Run, thence up along the stream bed to Route 610. A new force main from Camp Barrett will eventually be required to handle expected increased inflows from that installation. These new facilities, when complete, will provide the backbone of an easily expandable system west of I-95.

Sewage flows south of Austin Run will flow generally by gravity to a pump station adjacent to the treatment plant. A portion of this collection system should be built with private funds as development progresses.

Aside from a previously mentioned need to expand the Aquia Water Treatment Plant the major project necessary in the Aquia Urban Growth Area will be construction of a water storage tank in the Garrisonville area. A new water main will be required to provide water service to the new waste treatment plant on Austin Run. Additional water mains should generally be constructed by private developers to serve the needs of their own sites.

Water and sewer facilities for the Aquia Urban Growth Area are depicted graphically on Map 24.

CHOPAWANSIC CREEK

POTABLE WATER

SANITARY

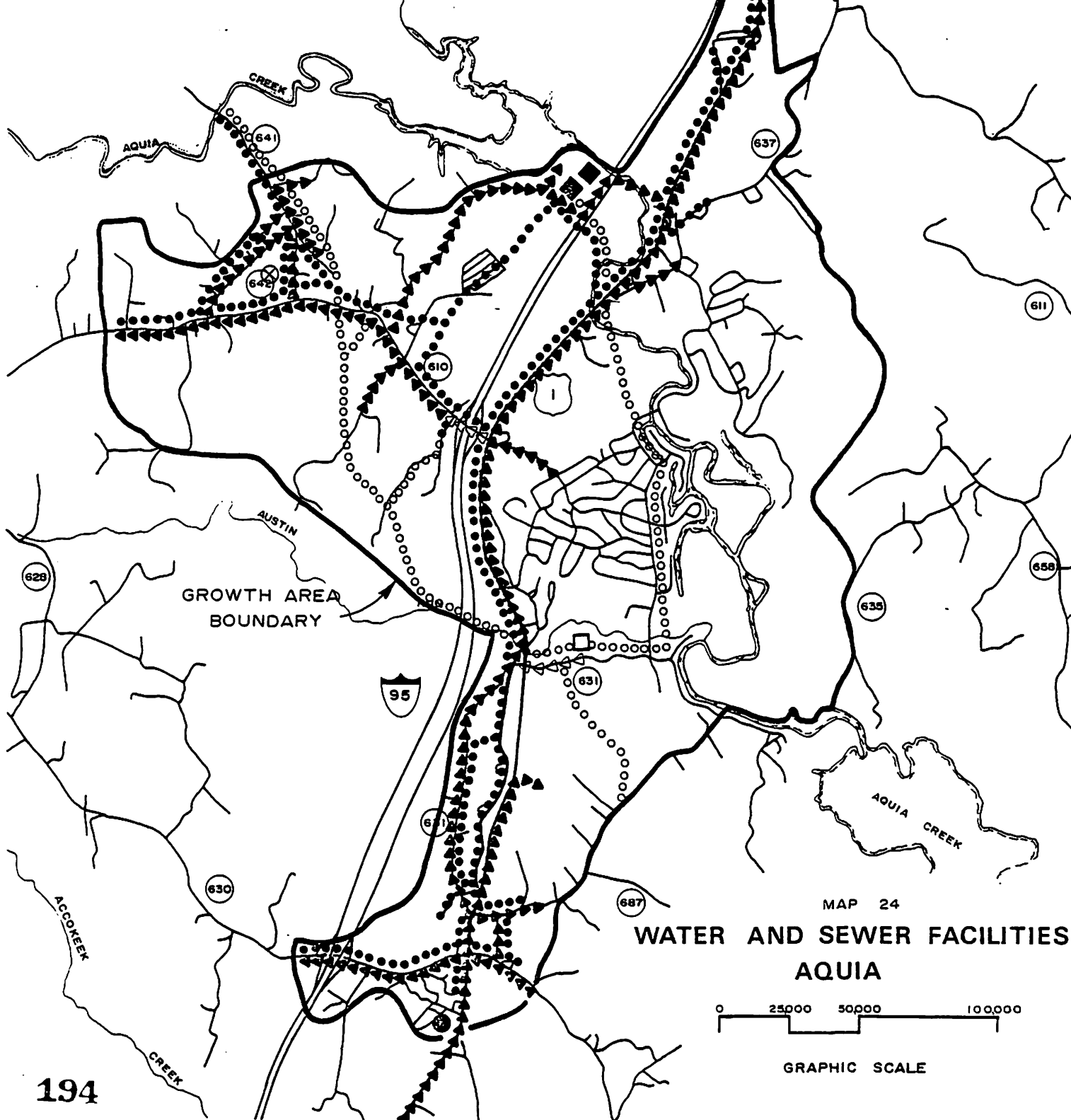
- ▶▶▶ EXISTING WATER MAIN
- >>> PROPOSED WATER MAIN
- EXISTING WATER TREATMENT PLANT
- EXISTING WATER STORAGE
- ⊗ PROPOSED WATER STORAGE

- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING SEWAGE TREATMENT PLANT
- PROPOSED SEWAGE TREATMENT PLANT



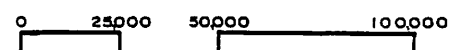
QUANTICO
MARINE CORPS
SCHOOLS

QUANTICO MARINE CORPS SCHOOLS



MAP 24

**WATER AND SEWER FACILITIES
AQUIA**



GRAPHIC SCALE

COMMUNITY FACILITIES

GENERAL CONDITIONS

As the County's population increases and its lifestyle becomes more urban in character, an increasing demand for public facilities and services will become manifest. Some of these, such as water supplies and schools, are indispensable. Other facilities, such as parks and libraries, are essential to the satisfaction of social needs. The remainder of this chapter is devoted to the delineation of recommended new physical facilities. Provision of such facilities does not represent the whole of the County's responsibilities for services since other programs related to health care, education and human resources are needed. The objective here is to anticipate only the needed facilities which will involve significant capital outlays.

Since service requirements tend to change over time, the community facilities plan should be continually monitored and amended as required to insure that public services are provided in a responsive manner.

FIRE PROTECTION

Map 25 shows the location of volunteer fire stations in the County and the standard four-mile first-call radius for each. These stations are equipped with various types of equipment and manned by volunteers. There are actually three independent fire companies with headquarters at Falmouth, Stafford and Widewater. Other locations are substations of the main companies.

At present a deficiency exists with respect to coverage of the northwest portion of the County. It is recommended that a new station be constructed on Route 610 west of Shelton's Shop. From this location, fire protection can be extended to areas in the northwestern part of the County and to a portion of the Aquia Urban Growth Area. Site acquisition should be initiated immediately for this important facility.

Organization and administrative procedures for the County's fire protection activities have been improved considerably in recent years. Present procedures include the establishment of a central dispatcher at the courthouse who receives all emergency calls and dispatches the appropriate equipment. A Chief Dispatcher and four full-time employees are required for this function. This operation forms the nucleus for what should ultimately become a part professional-part volunteer organization.

RESCUE SQUAD

The County Currently has a volunteer Rescue Squad which has 5 vehicles and is connected to the emergency central dispatch system. The Rescue Squad headquarters is located at the Courthouse and the squad serves all of the county north of Potomac Creek. The area south of Potomac Creek is served by the Fredericksburg Rescue Squad.

POLICE PROTECTION

Law enforcement and public safety are presently the responsibility of the County Sheriff. Headquarters and detention facilities are located at Stafford Courthouse, with a substation located in the Chatham Bank. As of the beginning of 1975 the County employed 18 deputies. Coverage of the County is provided by 19 patrol cars. The current jail facility was constructed with an ultimate capacity of 40 cells of which 10 have not been completed.

An analysis of law enforcement operations is beyond the scope of this report. However, as population and law enforcement work load increase it will become necessary to expand certain facilities to accommodate emergency needs. The most evident needs are for completion of the 10 remaining cells and for some additional office space at the current headquarters. After 1980 it may become advisable to expand the substation serving the South Stafford Growth Area. The Aquia Growth Area should continue to be adequately served by the existing facility, with the additions noted.

SCHOOLS

By far the most expensive type facilities required to accommodate increasing population are schools. Each new building requires a multi-million dollar capital investment and continuing costs for operation, maintenance and salaries. No one will argue, however, that good schools are not essential. Therefore, the need for expanded school plant inventory must be carefully analyzed to insure an optimum, efficient use of capital funds.

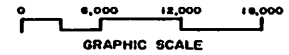
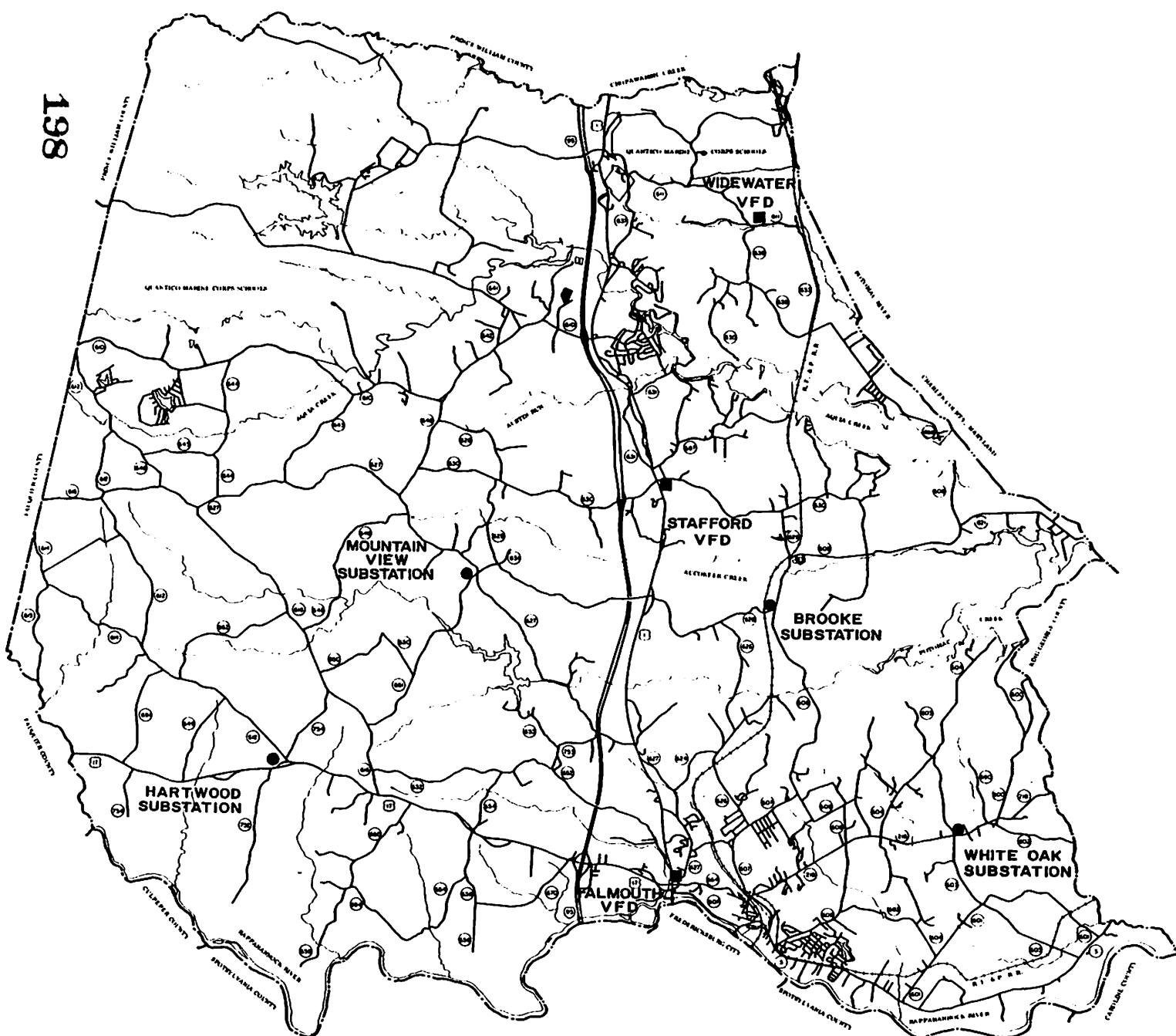
Starting in the Fall of 1975, the County will commence a system which groups students in elementary, middle and high schools based on the following grade levels:

Elementary:	Grades K-4
Middle:	Grades 5-8
High:	Grades 9-12

Some flexibility in this system is anticipated. For instance, if a middle school were over-enrolled and a nearby elementary school was operating far below capacity, Grade 5 could be transferred to the elementary school.

The capacities of existing schools including current expansion programs total 4570 for elementary schools, 2630 for middle schools and 2100 for the new high school. A breakdown of these figures is given in Table 19. Projected enrollments in the three categories (see chapter IV) for 1975-76 are 3510, 3070, and 2564 respectively.

From the projected school enrollments it appears that elementary classroom space will be adequate for the next five years. Middle schools, which have a present capacity of 2630 pupils, can expect an enrollment of approximately 3350 by 1980-81. High school enrollment for that year will be approximately 3580 as compared to an existing capacity of 2100 students. Therefore, it is recommended that both a middle school with capacity for 100 students and a high school with initial capacity for 1200 students be constructed. These schools should be located in the Aquia Urban Growth Area as shown on the land use plan. Site acquisition for these schools should commence immediately.

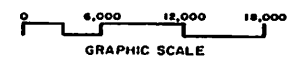
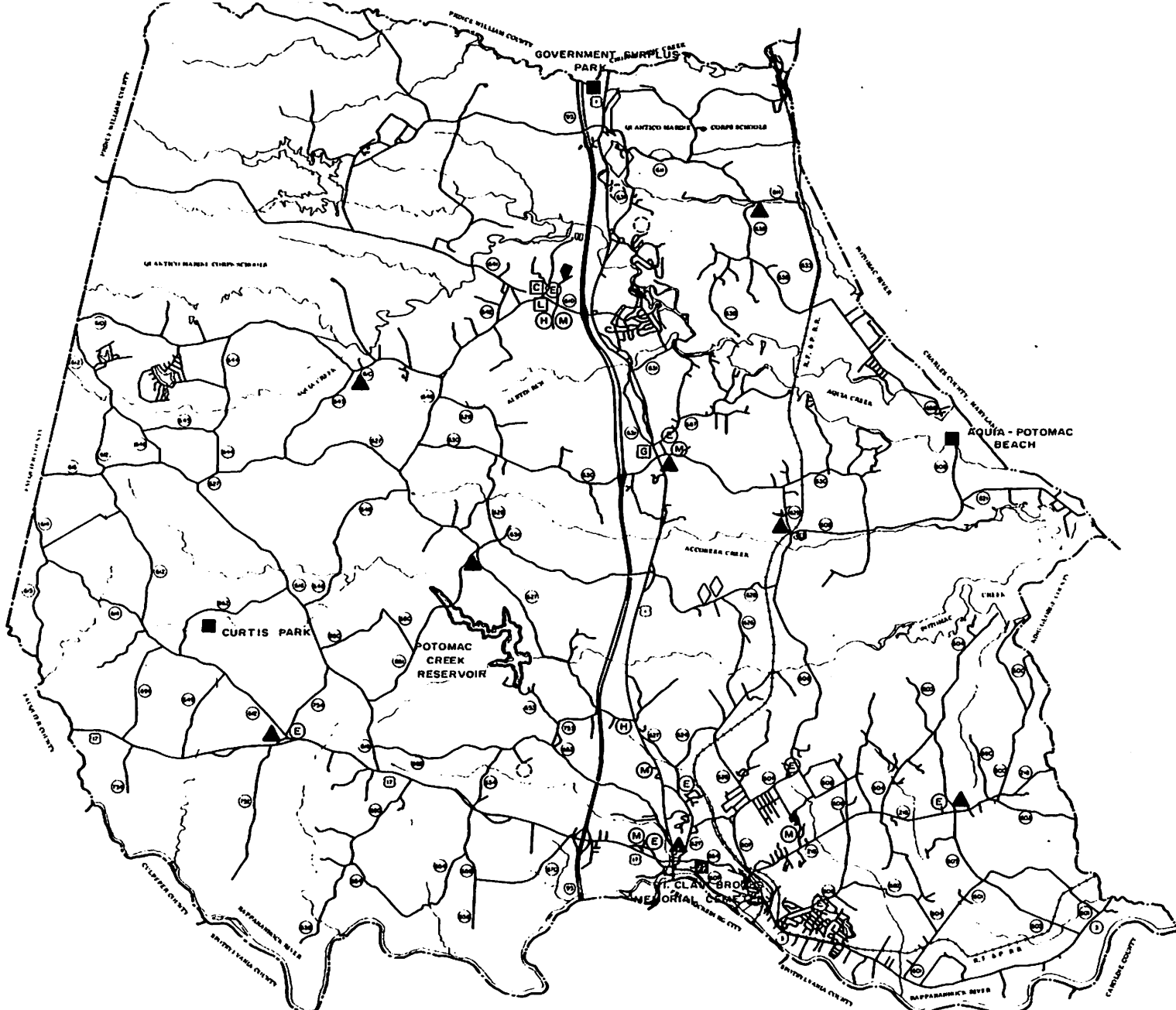


FIRE PROTECTION

- VOLUNTEER FIRE DEPTS.
- SUBSTATIONS

MAP 25
STAFFORD COUNTY
**COMPREHENSIVE
DEVELOPMENT PLAN**

BALDWIN AND GREGG, LTD.
FAIRFAX, VIRGINIA



COUNTY-WIDE COMMUNITY FACILITIES

EXISTING	PROPOSED	
(E)	(E)	SCHOOLS
(M)	(M)	ELEMENTARY (K-4)
(H)	(H)	MIDDLE (5-8)
(H)	(H)	HIGH (9-12)
(S)	(S)	SCHOOL SITES
(L)	(L)	LIBRARIES
(C)	(C)	COMMUNITY CENTER
(G)	(G)	GOVERNMENT CENTER
(F)	(F)	FIRE STATION
(D)	(D)	LANDFILLS (SOLID WASTE DISPOSAL)
(P)	(P)	MAJOR PARK FACILITIES

MAP 26 STAFFORD COUNTY COMPREHENSIVE DEVELOPMENT PLAN

BALDWIN AND GREGG, LTD.
FAIRFAX, VIRGINIA

Towards the end of the five-year period the present Gayle Middle School should be converted to an elementary school and a new middle school constructed in the eastern part of the South Stafford Urban Growth Area.

This will have the effect of creating a capacity for 5570 elementary pupils. If the new middle school is built to accommodate 1200 pupils, total middle school capacity will be increased to 2830. By retaining some Grade 5 pupils in the elementary schools, total enrollment needs can be met. Also, schools will be more appropriately located with respect to population distribution resulting in less expense for transportation.

TABLE 19

SCHOOL CAPACITIES 1975-1976

		ENROLLMENT CAPACITY
GRADES K-4	Ferry Farms Elementary	800
	Hartwood Elementary	610
	Falmouth Elementary	790
	Moncure Elementary	790
	Stafford Elementary	790
	Grafton Village Elementary	<u>790</u>
	TOTAL GRADES K-4	4,570
GRADES 5-8	Gayle Junior High	1,000
	Stafford Junior High	750
	Old Stafford High School	<u>880</u>
	TOTAL GRADES 5-8	2,630
GRADES 9-12	Stafford High School	<u>2,100</u>
	TOTAL GRADES 9-12	2,1000
TOTAL ENROLLMENT GRADES K-12		9,300

SOURCE: Stafford County School Board

LIBRARIES

Stafford County participates in the Central Rappahannock Regional Library which, outside of limited library facilities in the various schools, supplies all the library services to the County's population. The main library is located in Fredericksburg and its only branch is at Colonial Beach in West-

moreland County. The latter facility is too remote for use by Stafford County residents.

A report by the state library consultant in January of 1974 recommended that a branch library be established in the Garrisonville area in 1976-77. This recommendation should be followed through with the library facility being coordinated with the construction of new schools in the area. On a long-range basis an additional branch library may be required at Stafford Courthouse; however, the need for this facility will not arise until sometime after 1990.

Other services provided by the regional library include bookmobiles which currently circulate more than 20,000 volumes annually in the County, a story-telling van and books-by-mail. With the construction of the new Garrisonville branch bookmobile and van services can be curtailed somewhat but still should maintain an adequate level of service for remote areas of the County.

PARKS

Present major park facilities in the County include Curtis Park near Hartwood, St. Clair Brooks Memorial Park at Falmouth, Aqua-Po Beach at the mouth of Aquia Creek and land acquired from the Quantico Reservation between I-95 and Route 1 north of Boswell's Store. These lands, together with various smaller facilities and school playgrounds, serve the recreation needs of the County. When fully developed these facilities should fulfill the County's major recreation needs through the next five years and beyond. What will be needed to round out the recreation program are smaller neighborhood-oriented recreation spaces. These can best be provided as an integral part of subdivision development. Stream valleys which need to be preserved for floodplain and erosion control purposes can in many cases also fulfill recreational needs. It is recommended that developers be required to grant open space easements to the County for such areas and that they be used for picnic areas, bicycle and pedestrian trails, nature trails and playgrounds.

A strong park and recreation program being essential to the health and happiness of its citizens, the County should continue its efforts in this area. Some of the anticipated actions relative to this program include construction of picnic and camping facilities at Curtis Park, a golf course at Curtis Park, a boat-launching facility at Aquia Creek and improvement of the recently-acquired parkland between I-95 and Route 1 at Chopawamsic Creek.

SOLID WASTE

The County has an existing landfill project on Route 628 east of Route 626 which serves the entire County. Present plans are to expand this facility and operate it jointly with the City of Fredericksburg. This action should provide sufficient landfill capacity through and beyond 1980. It will also allow the current city landfill on Cool Springs Road to be converted to other uses more compatible with adjacent residential uses. Eventually other sites will be required and it is suggested that these be two in number located as conveniently as possible to the growth areas.

OTHER FACILITIES

The present government center for the County is located at Stafford Courthouse and includes court facilities, administrative offices, the sheriff's office and detention facilities. In the future additional space will be needed and land should be acquired immediately west of the existing complex. This will allow expansion of the sheriff's department which is severely cramped at present. Also, other county administrative functions which have been adequately provided for the recent addition will need even more space as population increases and expanded services are required.

Health care facilities in the County are almost nonexistent. The only existing facility is the local office of the State Department of Health which is located adjacent to the Courthouse. The nearest hospitals are located in Fredericksburg to the south and Woodbridge to the north. While population in the County is not sufficiently large to justify a hospital, an outpatient clinic would seem to be a viable facility. It is recommended that such a facility be established in the Garrisonville area in conjunction with a community center building. Services provided at the clinic might include examinations, counseling and referrals, immunization programs, therapy programs and limited treatment. In addition to housing the above clinic, the Garrisonville community center should also be the site of other programs related to recreation and human services. Examples of some of the programs that could be incorporated include swimming and lifesaving, teen center activities, adult education classes, instruction in hobbies and crafts, child day care, meeting rooms for civic organizations, and various other programs. The activities at such a center should be planned within the framework of area-wide programs and based on determination of community needs and desires.

At some time after 1980 a similar-type community center may be justified in the South Stafford area. Presently most of the area's needs are met by facilities and programs available in Fredericksburg and through area school programs.

**CAPITAL
IMPROVEMENTS**

CAPITAL IMPROVEMENTS

PROJECTED NEEDS

Over the next five years the County will need to expend major sums for the construction of facilities required to accommodate the physical and social needs of an expanding population. Several projects have been identified in the previous chapter relating to community facilities. Other needs, primarily recreational, have been developed in recent years by the professional staff of the County. A third category of needs, sanitary district improvements, will be funded from sanitary district monies and these are treated separately. A list of general and educational projects which will be needed by 1980 has been identified and is detailed in Table 20. A separate list of sanitary district projects appears in Table 21.

Table 20
CAPITAL PROJECT NEEDS

Project	Estimated Cost - 1975
School Bus Garage	200,000
Ferry Farms Elementary School Addition	1,000,000*
Hartwood Elementary School Addition	1,000,000*
New Middle School Site Acquisition	120,000
New Middle School Construction	2,875,000*
New High School Site Acquisition	225,000
New High School Site Construction	4,560,000
Middle School Site Acquisition (South)	200,000
Future School Site Acquisition (North)	200,000
Stafford Elementary Site Expansion	50,000
Courthouse Expansion Site Acquisition	105,000
Courthouse Expansion Construction	350,000
New Jail Cells	60,000
Curtis Park Phase II	150,000
Curtis Park Phase III	1,200,000
Government Surplus Park Improvements	150,000
Boat Launch-Aquid Reservoir	100,000
Library/Community Center	250,000
Airport Site Acquisition	1,000,000
Landfill Expansion	50,000

SOURCE: Stafford County Planning Staff and Baldwin and Gregg, Ltd.

* Denotes school construction items.

Table 20 contains all of the known needs for capital projects except for sanitary district items and a fire station to serve the northwestern portion of the County. Because of the independent nature of the fire departments, the County does not currently own any of the fire stations or equipment. However, the County must recognize its share of the responsibility to supply this necessary service to its residents. Therefore, it is recommended that a portion of the funds for this facility be provided by the County in the form of a supplemental appropriation to whichever fire department established the substation in that area.

TABLE 21

SANITARY DISTRICT CAPITAL PROJECT NEEDS

Project	Estimated Cost - 1975
SOUTH STAFFORD	
Falmouth Pump Station, Force Main and Interceptor	420,000
Miscellaneous Interceptors	200,000
Pump Station and Force Main to Regional Plant	950,000
Water Main (Grafton Village to Ferry Farms)	240,000
Water Storage Tank (Falls Run Industrial Park)	350,000
Miscellaneous Water Mains	<u>225,000</u>
TOTAL REQUIREMENTS	2,385,000
AQUIA	
AWT Plant	
Austin Run - Camp Barrett Interceptor	1,900,000
Water Plant Expansion	1,500,000
Water Storage Tank	350,000
Miscellaneous Water Mains	<u>210,000</u>
TOTAL REQUIREMENTS	3,960,000

The estimated costs contained in Tables 20 and 21 reflect the total cost for accomplishing each respective project. In many instances, portions of this total cost are provided through federal and/or state grants. The monies received from such sources are reflected in the projected County revenues (see Table 22). By display grants in this fashion, it is possible to deal with total project costs rather than just local share, but still consider the impact of outside revenue sources.

A review of Table 20 reveals that the most expensive projects for the immediate future are construction of schools. As pointed out by Daniel A. Robinson and Associates in A Basis for Capital Outlay Programming in Stafford County, long-term borrowing will likely be necessary to finance school construction. Assuming that such is the case, the total amounts shown for school construction can be spread out over a number of years as debt service. This could result in a net increase in annual school debt service of \$200,000 starting in FY 76, \$325,000 more in FY 77 and an additional \$575,000 in FY 78.

Table 22 is a projection of the revenues which will be available to the County for each of the next five fiscal years, the expected amounts to be expended for operations, maintenance and debt service and the "left-over" amount which will be available for capital improvements.

TABLE 22

PROJECTED REVENUE EXPENSES AND AVAILABLE CAPITAL			
Fiscal Year	Projected Revenue	Projected* Expenses	Available Capital
76	12,049,000	8,833,800	3,215,200
77	13,797,800	10,004,100	3,793,700
78	15,662,100	11,246,700	4,415,400
79	17,641,600	12,562,100	5,079,500
80	19,738,900	13,949,900	<u>4,789,900</u>
	TOTAL AVAILABLE CAPITAL		22,293,700

* includes debt service and schools

SOURCE: Baldwin and Gregg, Ltd.

It should be noted that the projections in Table 22 are based on trends established in the period 1968 through 1974 which saw a rapid expansion of the local economy. If economic conditions are severely depressed for a lengthy period the projected revenues and available capital will likely be lower. A similar projection done by Robinson and Associates in 1974 differs

by a total of 2.5 million less available capital for the fiscal years 76 through 79, or about \$600,00 less per year. The actual dollars which will become available will depend on a variety of factors including levels of federal and state aid, increases in taxable values, tax rates, volume of sales taxes generated by new commercial activity and the success of the County's industrial development efforts.

Table 22 includes in projected expenses the debt service component of the County's budget. This is the general amount being repaid with interest on money borrowed for past capital improvements. The assumption is made that borrowing will continue in the future at more or less the same level. Such borrowing might be for purchase of equipment, renovation of facilities or purchase of supplies.

PROPOSED PROGRAM

The recommended program for capital improvement expenditures is shown in Table 23. Projects are in some cases spread over two or more years to avoid excessively high expenditures in a single year and to more accurately reflect cash needs during construction. Only one project, the new high school in the Garrisonville area, is recommended for financing by long-term borrowing. The costs shown for construction of this school represent additional debt service based on twenty-year financing at 7.25 percent. All other figures are preliminary estimates of total costs inflated at the rate of ten percent for each year after 1975 except where fixed price contracts are anticipated. Capital outlays for the sanitary districts have not been programmed at this time. Both water supply and sewage treatment are being studied from a regional standpoint to determine the best means of meeting area-wide needs. The conclusions of those efforts will significantly affect the water and sewer programs in Stafford County. Therefore it is recommended that the projects listed in Table 23 and elaborated upon elsewhere in this plan be used as an interim guide. Further details are contained in various reports prepared by the County's engineering consultant, Gilbert W. Clifford and Associates.

TABLE 23

PROPOSED CAPITAL IMPROVEMENTS

Project	Fiscal Year Cost (x000)				
	<u>'76</u>	<u>'77</u>	<u>'78</u>	<u>'79</u>	<u>'80</u>
School Bus Garage	220				
Ferry Farms Elem. School Addition	1,000				
Hartwood Elem. School Addition	1,000				
Garrisonville Middle School Site Acquisition	132				
Garrisonville Middle School Construction		1,750	1,925		
Garrisonville High School Site Acquisition		272			
Garrisonville High School Construction*			541	541	541
Stafford Elem. School Site Expansion				75	
South Stafford Middle School Site				160	
South Stafford Middle School Construction					2,000
Aquia Future School Site					176
Curtis Park Improvements Phase II & III	165	187	726	799	
Aquia Reservoir Boat Launch		121			
Government Surplus Park Improvements		182			250
Landfill Expansion Site Acquisition	25				
Courthouse Expansion Site Acquisition	35	35	35		
Courthouse Expansion Construction				439	
Sheriff's Department Jail Cells		73			
Library/Community Center Acquisition/Construction			200	220	
Airport Site Acquisition				1,640	
TOTALS	2,577	2,620	3,427	3,874	2,967

*Debt service based on construction cost of \$5,700,000

NOTE: All school construction costs estimated by Baldwin & Gregg, based on data supplied by the Virginia State Board of Education.

TOWARD 1980

GROWTH STRATEGY

The foregoing chapters of this document have endeavored to outline a framework of policies and activities which will result in a higher quality living environment, a healthier and more stable economic base and an efficient system of public services and facilities. It should serve as the basis for coordinated decision making by the County's governing body and administrative officials. By virtue of the fact that all those individuals and groups making decisions in the County share the same ultimate goals, a more cohesive and coordinated effort will result.

In the area of land use, the future decisions which must be made regarding zoning changes, plat approvals and site plan approvals must all be resolved within the concepts of urban growth centers and rural areas. The temptation to make exceptions will be strong but only rarely justified. Only by following the concept of a concentration of urban-type development in those areas best suited to accommodate it can the County preserve its rural and agricultural resources and minimize its capital investments. At the same time, the quality of urban services within the growth areas will be superior due to the inherent efficiencies of operating within smaller boundaries.

A cardinal ingredient in assuring the integrated growth of the County is provision of adequate public facilities and programs. One very critical factor is the quality of public education. Provision of new school facilities and programs, particularly in the Aquia-Garrisonville area, will require vigorous and immediate action. Educational, recreational and other amenities for the entire population must likewise receive strong emphasis in the form of clinical and library facilities, open space and community center activities. Added to this must be a growing sense of neighborhood identity within each locale, enhanced by emphasis on local school and commercial activities.

Not only must the County's leaders be concerned with the future within the County, they must also be aware of regional activities and changes. It is conceivable for instance, that within the near future, public utility needs such as water and sewer may be provided by a regional agency who will be able to operate much more efficiently on an area-wide basis. This concept is especially relevant to the situation confronting the County in the area of water supply. It has been pointed out on many occasions that the County's water resources are limited. With the prospect of an expanding population for the foreseeable future, it is only logical that the County look to an area-wide system for provision of needed water supplies. Stafford County should assert itself as a leader in the effort to solve water supply problems in the region.

Another public facility which lends itself to regional solutions is wastewater treatment and disposal. Steps have already been taken to create a regional sewer authority which will assume the responsibility for treatment

of waste generated by the City of Fredericksburg and Stafford and Spotsylvania Counties. Interim measures which are necessary within Stafford County to handle waste treatment until such time as the regional system becomes operational must be accomplished within the framework of future regional plans.

Continued population growth in the County will result in a greater need for transportation facilities. Such facilities involve not only highway improvements but also various types of transit and air and water transportation. Nor should transportation be viewed only as the movement of people for it also involves the movement of raw materials, manufactured goods and information. It therefore behooves the County to make wise and efficient use of all its available transportation systems and to provide other needed components when feasible. Two specific transportation modes which should be further developed in the County are air transportation in the form of a general aviation airport, and commuter transit in the form of bus service and possibly at some future time, rail service. Highways, of course, should not be neglected and every effort should be made to keep the street and road system up-to-date and of adequate proportions to handle increasing traffic safely and efficiently.

It is typical of vast growing suburban counties that in the early years of growth, the need for the population tends to outstrip the capabilities and operational procedures of county government. Often this is compensated for later on by proliferation of committees, agencies, departments and sub-sections who are too fragmented in responsibility to stay in touch with the common goals of the County. The County's leaders must acknowledge the fact that a growing population will require an increasing level of services administered by an increasing number of staff personnel. County government must be kept as simple and close to the people as possible but must also maintain an adequate level of competence in fields such as management, finance, planning, engineering, law and human services.

The challenge of the next five years must be met with imaginative programs. The conditions and assets within Stafford County today represent an opportunity for the citizens and government to control their destiny rather than being pushed into decisions by the rush of events. This Comprehensive Plan will provide a logical basis for making decisions which will meet the challenges and opportunities of the latter half of the '70's.

SUMMARY OF RECOMMENDATIONS

The essential elements of this plan serve to implement the general growth strategy outlined above in reference to land use, community facilities, water and sewer utilities, transportation and county administration. These elements are summarized as follows:

Land Use

1. 75 per cent of expected growth should be absorbed in the designated urban growth areas, the bulk of this in South Stafford.

- ✓
2. Outside these designated areas, development should be concentrated in the already-committed growth nodes shown on Map 8, with low densities of no more than three dwelling units per acre.
 3. "Rural residential" settlements of no more than one unit per acre density, while not generally restricted as to location, should be concentrated in the areas designated on Map 8.
 4. Preservation areas to be protected from deleterious effects of development should include, but not be limited to, wetland, flood-prone, or steep slope areas designated as open space, as well as water bodies, streams, designated agricultural land and historical sites. Protection should be assured by requiring in subdivision and site plan regulations that the developer set aside by easement or dedication areas deemed worthy of preservation.
 5. In addition, the County should assure adequate enforcement of both the Erosion and Sediment Control Ordinance and the Virginia Wetlands Act. Study should be initiated of additional avenues of protection, such as conservation and pedestrian easements and the transfer of development rights.
 6. Medium or high-density residential development should be permitted in designated areas which have adequate vehicular traffic capacity, proximity to neighborhood schools where feasible, and access to commercial service centers.
 7. Commercial activity should be concentrated in designated areas in the case of area-wide or community shopping centers, and to specific locations associated with residential concentrations in the case of convenience commercial facilities.
 8. Industrial activity should be encouraged, as planned, to capitalize on major transportation links afforded by I-95 interchanges, Route 1 north, and the R.F. and P. Railroad. Such industrial sites within the growth areas should receive high priority in obtaining full public utility service.

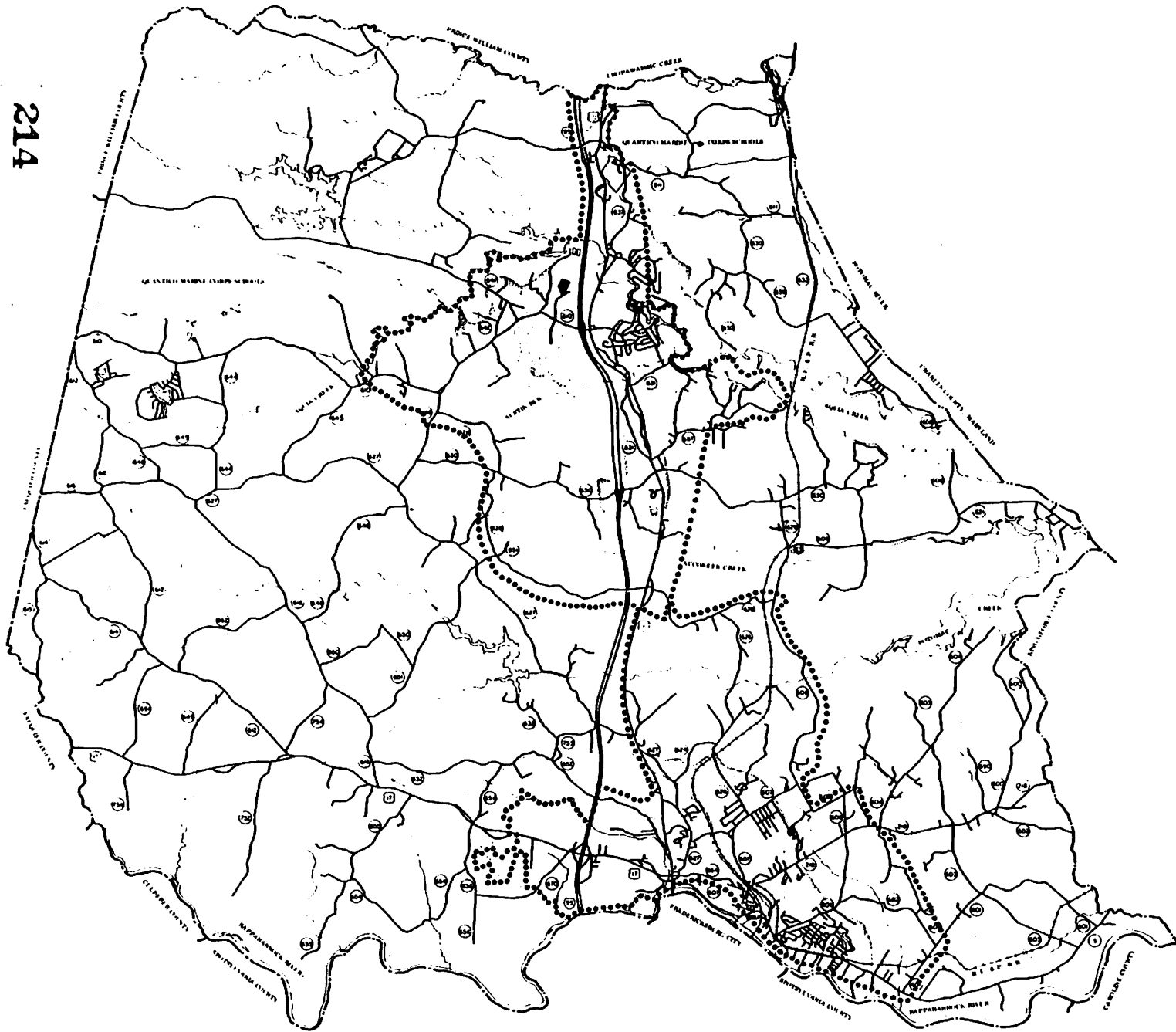
Community Facilities

1. Immediate steps should be taken to acquire middle school and high school sites in the Aquia Urban Growth Area and to initiate construction programs. Somewhat less critical is the need to secure various other school sites. Construction programs are needed immediately for the school bus garage and additions to Ferry Farms and Hartwood Elementary Schools.
2. A proposed library and community center in the Garrisonville neighborhood requires acquisition of the needed site through obtaining purchase options within the next two years.

3. Public park and other recreational facilities improvements should continue to receive capital allocations, with priority given to Curtis Park at the outset.
4. Expansion programs for the governmental center should be continued for the next several years.
5. Site acquisition for landfill expansion should be diligently pursued on a cooperative basis with the City of Fredericksburg.
6. An additional fire station facility in the Shelton's Shop area should be constructed as soon as feasible.
7. Following airport planning and site selection studies, site acquisition should be arranged and affected land use reevaluated. Suitable activities in the vicinity of the airport will include industry, recreation, agriculture and open space.

Public Utilities

1. Needed as soon as possible are design and construction of water and sewage treatment plants in the Aquia Sanitary District.
2. Water and sewer service should be extended only within the designated urban growth areas.
3. The two sanitary district boundaries should be expanded when needed to include these urban growth areas.
4. Construction planning for utilities extensions should attach high priority to anticipated higher-density service areas, so as to maximize flow and revenue per linear foot of service line.
5. Pumping stations should be minimized but used where cost effective over the long term as well as the short.
6. Physical components should be of sufficient capacity to accommodate growth at least until 1995, tempered by realistic appraisal of capital resources.
7. A professional administrator should head up the jointly-administered sanitary districts.
8. Accounting and financial planning for the two districts should be refined further as part of an upgraded management arrangement. Included should be a study of the possible merger of the two districts.
9. Solid waste should be included under the jurisdiction of the new management arrangement.
10. Continued coordination should be encouraged between planning, utilities management, and county administration.



0 6,000 12,000 18,000
GRAPHIC SCALE

SANITARY DISTRICTS AND GROWTH AREAS



GROWTH AREA



SANITARY DISTRICT BOUNDARY

MAP 27
STAFFORD COUNTY
**COMPREHENSIVE
DEVELOPMENT PLAN**

BALDWIN AND GREGG, LTD.
FAIRFAX, VIRGINIA

Transportation

1. Coordination with the Highway Department must be effected to insure the timely provision of new and upgraded roadway segments as outlined in this document and as further identified in the current transportation planning program.
2. Mass transportation alternatives must be explored and developed with primary emphasis on bus service.
3. A general aviation airport is needed in the County and should be actively supported.
4. Traffic generation characteristics of proposed developments must be evaluated during review of subdivisions and site plans. Required new roadways or upgrading of existing impacted facilities must be provided by developers.

Administration

1. The professional administrative staff of the County must be expanded to keep pace with increasing population and service needs. This expansion should include not only increased numbers of personnel but also new areas of expertise as required for ever more complex management responsibilities. There is an immediate need, for instance, for engineering capability to review proposed developments, aid the sanitary districts and coordinate construction programs.
2. All available methods to allocate the capital costs of growth in an equitable manner should be utilized. This will involve applying for federal grants for capital projects whenever applicable. Local actions are also needed such as providing for developer contributions to off-site drainage facilities. It is recommended that master drainage plans be prepared for the two growth areas as soon as possible and a system set up to operate the drainage improvements program.
3. A full-fledged, continuing capital improvements programming mechanism should be established. This will involve maintaining a detailed list of projects and priorities with supporting information. The list must also be periodically reviewed and updated.
4. The present structure of County government should be objectively evaluated to determine whether alternative structures can provide more efficient and responsive services.

APPENDIX

- I. Stafford County Planning Commission
Objectives and Policies, 1974
- II. Records of Public Utility Connections,
Stafford County, Fiscal Years 1971-1974
- III. Projected Land Use by Categories,
South Stafford and Aquia Urban Growth Areas

APPENDIX I.
STAFFORD COUNTY PLANNING COMMISSION
OBJECTIVES AND POLICIES, 1974

Public Utilities and Services and Community Facilities Policies

1. To combine school and park facilities in order to create year-round focal points for educational, recreational, and social activities.
2. To acquire school sites and park acreage in advance of development, thus assuring ample facilities at a reasonable cost.
3. To utilize water and sewer line extensions to structure urban growth and development in an orderly fashion, thus minimizing development costs in areas of transition from rural settlement to urban development.
4. To program proposed utility systems so that the various components of the systems have adequate capacity to accommodate expected future growth.
5. To locate community facilities so as to maximize service to residents and to avoid unnecessary overlapping of service areas.
6. To help meet the capital costs of new community facilities by assessing new developments on a pro rata basis.

Natural Resources Policies

1. To protect prime agricultural land in areas not essential for urban purposes.
2. To preserve and protect sites and buildings of historical significance.
3. To minimize the potential damage due to flooding by preventing encroachment by urban development into ecologically sensitive flood plains and wetland areas.
4. To minimize erosion by discouraging excessive and inappropriate development on steep slopes.
5. To ensure that development is compatible with the carrying capacity of the watershed.
6. To preserve and protect the natural shorelines and marsh areas from unnecessary development that would detract from the natural beauty or create environmental problems.

Industrial Development Policies

1. To encourage the establishment of industrial parks which are attractive and efficient to design and which are adequately served by necessary utilities and transportation systems.
2. To create a stable economic base by encouraging the development of diversified industries within the County.
3. To maintain a reserve of available industrial land which will allow the County to complete effectively for new industry.
4. To encourage industrial development in order to provide employment opportunities and to increase per capita incomes.

Transportation Goals

1. To develop an efficient and coordinated transportation system for safe, convenient travel and for economical movement of goods within the County.
2. To serve commercial and industrial activities by major thoroughfares which are capable of handling the large traffic volumes generated by these facilities.
3. To utilize the major railroad line in the County as a focus for industrial development.
4. To establish a system of primary highways which will provide both easy thru access and a connecting link between major residential, commercial, and industrial areas.

Residential Development Policies

1. To promote the design and construction of a wider range and variety of housing types and thus increase the housing choices and opportunities for citizens of all socio-economic levels.
2. To maintain and preserve those existing housing units which are sound, and to repair or replace the substandard housing units within the County.
3. To protect against undue density in residential development and avoid the congestion, health, and safety problems which result from overcrowding.
4. To discourage widely scattered residential development and to guide new development into a compact and compatible growth pattern in which urbanized areas can be adequately and efficiently served by transportation systems, community facilities, public utilities, and other urban amenities.

Commercial Development Policies

1. To provide adequate commercial facilities to serve the growing population of the County.
2. To encourage the planning and construction of group commercial developments at strategic locations in the transportation network in attractive, well-designed clusters.
3. To curtail sprawling, strip commercial development along major traffic arteries and the accompanying safety hazards.
4. To avoid inappropriate, unattractive, and unprofitable commercial developments through careful analysis of proposed new commercial developments.

APPENDIX II.

RECORDS OF PUBLIC UTILITY CONNECTIONS

STAFFORD COUNTY, VIRGINIA

FISCAL YEARS 1971 - 1974

SOUTH STAFFORD SANITARY DISTRICT

	Residential	Other (Itemized)	Total
WATER CONNECTIONS			
FY 1971	71	Stafford Pre-Cast Co Scott's Hardware Stafford Co. Dog Pound Swimming Pool Wash House to Swimming Pool Colonial Concrete	<u>(77)</u>
FY 1972	137	Sam Ship Dance Hall Servicetown Truck Stop Kaywood Motel - 20 Units Knights of Columbus Todd's Service Station	<u>(142)</u>
FY 1973	590	Southland 7-11 :3 Rappahannock Valley Lines (office) Falmouth Elec. (office) Southland Warehouse Industrial Quality Court Motel Restaurant (19 units & 99 seats) Town and Country Motel Holiday Inn Motel & Restaurant	<u>(599)</u>
FY 1974	265	Robert Duerden Auto Body Shop Dept. of Highways (office) National Bank of Fredericksburg Roma Restaurant	<u>(269)</u>
	<hr/> 1,063		

Source: Stafford Sanitary Districts
November 4, 1974

SOUTH STAFFORD SANITARY DISTRICT (Cont'd.)

	Residential	Other (Itemized)	Total
 SEWER CONNECTIONS			
FY 1971	96	Southland Corp. Spring Valley Swim Club, Wash House	<u>(98)</u>
FY 1972	184	Sam Ship Dance Hall Daywood Motel - 20 Units Todd's Service Station J.A. Nere - Service Station Radio Station Torrice Service Station Southland 7-11	<u>(191)</u>
FY 1973	328	Laundromat Rappahannock Valley Lines (office) Southland Corp. 7-11 Falmouth Elec. (office) Southland Warehouse Colony House Restaurant	<u>(334)</u>
FY 1974	807 (sic)	Robert Duerden - Auto Body Shop Days Inn Motel Restaurant Holiday Inn Motel Restaurant	<u>(810)</u>
	<u>1,415</u>		

AQUIA SANITARY DISTRICT

WATER CONNECTIONS

FY 1971	69	Aquia Corp. - Aquia Marine Hilldrup Transfer-Movers Wards Mobile Homes Southland Corp. 7-11 All America Sports Awards	<u>(74)</u>
FY 1972	144	Texaco Station Double B Restaurant	<u>(146)</u>

Source: Stafford Sanitary Districts
November 4, 1974

AQUIA SANITARY DISTRICT

	Residential	Other (Itemized)	Total
WATER CONNECTIONS (Cont'd.)			
FY 1973	422	Manassas Ice and Fuel Co. Stafford County Annex J.F. Pick Warehouse Aquia Bank and Trust Kentucky Fried Chicken	<u>(427)</u>
FY 1974	320	15 Campground Safari	<u>(337)</u>
	<u>955</u>	Southland Corp. 7-11 Aquia Harbour Clubhouse	
SEWER CONNECTIONS			
FY 1971	52	Hilldrup Transfer-Movers Hilldrup Transfer-Movers Quarries - Gas Stations Southland 7-11 American Sports Awards	<u>(57)</u>
FY 1972	254	Texaco Station Double B Restaurant Exxon Station	<u>(257)</u>
FY 1973	352	Vasques Hotel Southland 7-11 Stafford County Annex Pick Warehouse Curtis Grocery Store Aquia Bank & Trust Kentucky Fried Chicken	<u>(359)</u>
FY 1974	274	Aquia Harbour Clubhouse Southland Corp. 15 Campground Safari Graninger Realty (office) Motel and Restaurant	<u>(293)</u>

Source; Stafford Sanitary Districts
November 4, 1974

APPENDIX III

PROJECTED LAND USE BY CATEGORIES

SOUTH STAFFORD URBAN GROWTH AREA

<u>Projected Land Use</u>	<u>Acres</u>	<u>Share of Urban Growth Area</u>
Commercial	368	3.9%
Industrial	1,014	10.8%
Governmental, Institutional	329	3.1%
Low Density Residential	3,674	39.0%
Medium Density Residential	873	9.3%
Medium-High Density Residential	124	1.3%
Open Space	2,503	26.6%
Agricultural	536	5.7%
 TOTAL	 ----- 9,421	 ----- 100%

AQUIA URBAN GROWTH AREA

<u>Projected Land Use</u>	<u>Acres</u>	<u>Share of Urban Growth Area</u>
Commercial	260	3.2%
Industrial	138	1.7%
Governmental, Institutional	383	4.7%
Low Density Residential	4,093	50.1%
Medium Density Residential	705	8.6%
Medium-High Density Residential	298	3.7%
Open Space	2,287	28.0%
Agricultural	0	0%
 TOTAL	 ----- 8,164	 ----- 100%

ZONING ORDINANCE
STAFFORD COUNTY, VIRGINIA

Effective Date: 20 June 1978

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ARTICLE II - ESTABLISHMENT OF DISTRICTS

Section 28-3 Districts Established

The unincorporated area of the county is hereby divided into the following zones or districts:

A-1	Agricultural	B-1	Convenience Commercial
A-2	Rural Residential	B-2	General Commercial
R-1	Single Family Residential	M-1	Light Industrial
R-2	Medium Density Residential	M-2	Heavy Industrial
R-3	High Density Residential	PD-1	Planned Development
R-4	Mobile Home Park		

Land may also be classified in the following special districts:

Flood Hazard Areas
Historical Districts

Section 28-4 Official Zoning Maps

The location and boundaries of the districts established by the preceeding section are set forth and indicated on a set of maps entitled "Official Zoning Maps" which maps shall be a part of this chapter.

No changes of any nature shall be made in the Official Zoning Maps or matter shown thereon except in conformity with the procedures set forth in this ordinance. Any unauthorized change by any person or persons shall be considered a violation of this ordinance.

Regardless of the existence of purported copies of the Official Zoning Maps which may from time to time be made or published, the Official Zoning Maps which shall be located in the Planning and Zoning Office shall be the final authority as to current zoning status of land in the County.

Section 28-5 Determination of District Boundaries

Where uncertainty exists as to the boundaries of Districts as shown on the Officail Zoning Maps, the following rules shall apply:

1. Boundaries indicated as approximately following the center lines of streets, highways, or alleys shall be construed to follow such center lines;

2. Boundaries indicated as approximately following platted lot lines shall be construed as following such lot lines;

3. Boundaries indicated as approximately following County Boundaries shall be construed as following such County Boundaries;

4. Boundaries indicated as following railroad lines shall be construed to be midway between the main tracks;

5. Boundaries indicated as following shore lines shall be construed to follow such shore lines, and in the event of change in the shore line shall be construed as moving with the actual shore line; streams, rivers, canals, lakes, or other bodies of water shall be construed to follow such center lines;

6. Boundaries indicated as parallel to or extensions of features indicated in subsection 1 through 5 above shall be so construed. Distances not specifically indicated on the official zoning map shall be determined by the scale of the map;

7. Where physical or cultural features existing on the ground are at variance with those shown on the Official Zoning Map, or in other circumstances not covered by subsections 1 through 6 above, the Board of Zoning Appeals shall interpret the district boundaries.

Section 28-6 General Provisions

No building, structure, or land shall hereafter be used, changed in use, or occupied, and no building or structure or part thereof shall hereafter be erected, constructed, reconstructed, moved or structurally altered except in conformity with all of the regulations herein specified or the district in which it is located.

No yard or lot existing at the time of passage of this ordinance shall be reduced in dimension or area below the minimum requirements set forth herein. Yards or lots created after the effective date of this ordinance, shall meet at least the minimum requirements established by this ordinance.

ARTICLE III DISTRICT REGULATIONS

Section 28- 7 Schedule of District Regulations

District regulations for individual districts shall be as set forth in the Schedule of District Regulations, which shall be a part of this ordinance, and in Article IV of this ordinance entitled Supplementary District Regulations.

ZONE OR DISTRICT & PURPOSE & INTENT	USES PERMITTED BY RIGHT	USES PERMITTED BY SPECIAL USE PERMIT	USES PERMITTED BY SPECIAL EXCEPTION	MINIMUM LOT AREA FRONTAGE & MAXIMUM DENSITY	MINIMUM YARD REQUIREMENTS	MAXIMUM HEIGHT OF BUILDINGS
A-1 AGRICULTURAL This designation is intended for application in areas which are rural and/or have difficult terrain, to protect the character of such areas and to prevent premature urbanization where roads and other public facilities are scaled to meet rural needs only, where present public programs do not propose installations suitable for development at higher density.	1. Agriculture 2. Forestry 3. Dairying 4. Single Fm. Housing 5. Schools 6. Churches 7. Parks & Playgrounds 8. Lodges 9. Nurseries (plants and trees) & greenhouses 10. Cemeteries 11. Communication facilities 12. Wayside stands 13. Home occupations 14. Public Facilities 15. Keeping of livestock & fowl 16. Golf Courses 17. Recreation Facilities 18. Sawmills	1. Nursing homes, convalescent homes, and rest homes 2. Extraction of natural resources 3. Horseracing Facilities 4. Airports	1. Animal Hospitals and veterinary services 2. Kennels 3. Community Uses 4. Structures and uses required for operation of a public utility 5. Temporary Mobile Home - 1 year limit during construction of a permanent building 6. 7. Turkey Shoots	Minimum Lot Area: 3 acres Minimum Lot Width: 200' Maximum Density Per Gross Acre: 1 dwelling unit per 3 acres	Setback: Front Yard: 50' from street r-o-w or 75' from center of street (whichever is greater) Side Yard: 15' ea. Rear Yard: 35'	Dwelling - 35' Accessory Bldg. - 1 story Other Buildings 40'
A-2 RURAL RESIDENTIAL This district is intended for application in areas which are rural and/or have difficult terrain so that the character of such areas is protected and premature urbanization is prevented. However such districts may also include areas potentially suitable for development at higher densities but where location and timing of public utilities will not support such higher densities.	1. Agriculture 2. Forestry 3. Single F. Dwellings 4. Churches 5. Schools 6. Home occupations 7. Wayside stands 8. Plant and tree nurseries & greenhouses 9. Parks & Playgrounds 10. Public Facilities 11. Recreation Facilities 12. Golf Courses	1. Hospitals 2. Libraries 3. Nursing Homes	1. Keeping of livestock 2. Sawmills 3. Structures and uses required for operation of a public utility 4. Private clubs 5. Cemeteries 6. Community uses 7. Communication Facilities 8. Temporary Mobile Home - 1 year limit during construction of a permanent building	Minimum lot area: 1 acre Minimum Lot Width: 100' Maximum Density Per Gross Acre: 1 Dwelling Unit	Setback: Front Yard: 40' from street r-o-w or 65' from center of street (whichever is greater) Side Yard: 12' ea. Rear Yard: 35'	Dwelling - 35' Accessory Bldg. - 1 story Other Buildings 40'
R-1 SINGLE FAM. RESIDENTIAL This district is intended for low-density development of single family dwellings, located only where approved central water supply and sewerage is available, and in only close proximity to existing or future development of equivalent or higher densities.	1. Single Fm. Dwellings 2. Schools & Public 3. Churches 4. Parks & Playgrounds 5. Public Facilities	1. Recreation Facilities	1. Community Uses 2. Home Occupations 3. Schools, private 4. Churches	Minimum Lot Area: 12,000 sq. ft. Minimum Lot Width: 80' Maximum Density Per Gross Acre: 3 Dwelling Units	Setback: Front Yard: 40' from street r-o-w or 65' from center of street (whichever is greater) Side Yard: 12' ea. Rear Yard: 35'	Dwellings - 35' Accessory Bldgs. - 1 story Other Buildings 40'

ZONE OR DISTRICT & PURPOSE & INTENT	USES PERMITTED BY RIGHT	USES PERMITTED BY SPECIAL USE PERMIT	USES PERMITTED BY SPECIAL EXCEPTION	MINIMUM LOT AREA FRONTAGE & MAXIMUM DENSITY	MINIMUM YARD REQUIREMENTS	MAXIMUM HEIGHT OF BUILDINGS
R-2 MEDIUM DENS. RESIDENTIAL This district is intended for medium-density residential development with a mixture of single family and multi-family dwellings. Such districts are to be located only where approved central water supply and sewerage are available and where transportation systems are adequate. It is further intended that such districts be located in compliance with established development patterns and zoning policy and close proximity to other R zones.	1. Single Fm. Dwelling 2. Duplexes 3. Townhouses 4. Multi-Family Dwelling 5. Parks & Playgrounds 6. Recreation Fac. 7. Schools, Public 8. Churches 9. Community Uses 10. Public Facilities	1. Hospitals	1. Churches	Minimum Lot Area: SF-10,000sq.ft. Duplexes - 5,500sq.ft./ea. unit Townhouses - 1500 sq.ft./ea. unit Other uses - 12,000 sq.ft. Minimum Lot Width: SF - 80 feet Duplexes-45ft./ea. unit Townhouses - 20ft./ea. unit Other uses - 80 ft. Maximum Density: Per Gross Acre: 7 Dwelling Units	Setback: SF-40 feet Duplexes-40ft. Townhouses-15' from front lot line or 40' from street r-o-w Side Yards: SF-12' each Duplexes - 12' one yard Townhouses -15' end units Rear Yards: SF - 35' Duplexes -35' Townhouses-25' No multi-family structure shall be closer than 30' to any other structure.	Dwellings-35' Accessory Bldgs. - 1 story Other Bldgs. - 40'
R-3 HIGH DENS. RESIDENTIAL This district is intended for higher density development characterized by primarily multiple-family dwellings. It is further intended that application of this district be near the center or urban concentrations in locations that are served by major thoroughfares and public water and sewer systems. Such districts should be adjacent or in close proximity to other "R" districts.	1. Single Fm. Dwellings 2. Duplexes 3. Townhouses 4. Multi-Fm. Dwellings 5. Parks & Playgrounds 6. Recreation Facilities 7. Schools, Public 8. Community Uses 9. Community Uses 10. Public Facilities	1. Hospitals	1. Churches	Minimum Lot Area: SF-8,000sq.ft. Duplexes - 5,500-sq.ft./ea. unit Townhouses - 1,500 sq.ft./ea. unit Minimum Lot Width: SF - 65' Duplexes-45'/unit Townhouses-20'/unit Maximum Density Per Gross Acre: 15 Dwelling Units	Setback: All structures 40' from street r-o-w Townhouses - 15' from lot lines Side Yards: SF-12' ea. Duplexes-12' one yard Townhouses - 15' end units Rear Yards: SF-30' Duplexes - 30' Townhouses - 25' No multi-family structure shall be closer than 30' to any other structure	Single Fm.-35' Duplexes-35' Townhouses-35' Multi-fm.-45' Accessory Bldg. - 1 story Other Bldg. - 40'
R-4 MOBILE HOME PARK This zone is designed to accommodate on rental lots transportable single family dwelling units, registered and certified by the State of Virginia as mobile homes, in a high density, year round residential land use which is located where all necessary public facilities are available including central water and sewer systems and in close proximity to major roads capable of handling the higher traffic volumes.	1. Mobile Homes (including double wide mobile homes) 2. Community Uses 3. Recreation Fac.		1 Structures and uses required for operation of a public utility	Minimum Lot Area: 4,000sq.ft. for single wide mobile home lots 5,200sq.ft. for double wide mobile home lots Minimum Lot Width: 40' for single wide mobile home lots 50' for double wide mobile home lots Maximum Density Per Gross Acre: 7 Dwelling Units	Setback: 15' from front lot line and 35' from r-o-w of state maintained roads and park property lines. Side Yards: 5' each Rear Yard: 5 feet	Mobile Homes & Acc. Bldgs. - 1 story Other Structures 35'

ZONE OR DISTRICT & PURPOSE & INTENT	USES PERMITTED BY RIGHT	USES PERMITTED BY SPECIAL USE PERMIT	USES PERMITTED BY SPECIAL EXCEPTION	MINIMUM LOT AREA FRONTAGE & MAXIMUM DENSITY	MINIMUM YARD REQUIREMENTS	MAXIMUM HEIGHT OF BUILDINGS
B-1 CONVENIENCE COMMERCIAL This district is intended to provide for selected retail shopping and personal service uses to serve the needs of nearby residential areas. Such districts are intended for location at strategic sites in relation to population centers and transportation networks.	1. Banks & Savings & Loans 2. Barber & Beauty Shops 3. Drycleaner & Laundry 4. Clinics & Hospitals 5. Nurseries & Greenhouses 6. Drug Stores 7. Florist Shops 8. Gift Shops 9. Antique Shops 10. Office Buildings 11. Restaurants 12. Tailor Shops 13. Medical & Professional 14. Bakeries 15. Libraries 16. Public Facilities and Utilities	1. Broadcasting Stations 2. General Stores	1. Theaters 2. Filling Stations 3. Residence as an accessory use.	<u>Minimum Lot Area:</u> N/A <u>Minimum Lot Width:</u> N/A <u>Maximum Density Per Gross Acre:</u> N/A	<u>Setback:</u> <u>Front Yard:</u> 40' from street r-o-w OR 65' from center of street (whichever is greater) <u>Side Yards:</u> 10' each 15' where adjacent property is an R-Zone or A-Zone <u>Rear Yard:</u> 25'	Main Structure 40' Accessory Bldg. - 1 Story
B-2 GENERAL COMMERCIAL The purpose of this district is to provide sufficient space in appropriate locations for a variety of business, commercial, and service activities. Such districts are intended to be located at strategic locations along major highways and where there are adequate utilities to serve intense development.	1. All uses permitted in B-1 zones 2. Retail food stores 3. Clothing stores 4. Department stores 5. Bicycle & home appliance services 6. Hotels and motels 7. Funeral homes 8. Clubs and lodges 9. Lumber & building supply (with storage under cover) 10. Plumbing & electrical supply (with storage under cover) 11. Wholesaling 12. Bowling alleys 13. Skating rinks 14. Swimming pools 15. Printing, publishing & engraving 16. Shoe repair 17. Retail Stores 18. Machinery Sales & Service 19. Dance Hall 20. Billiard Parlors & Pool Rooms 21. Taverns 22. Light Warehousing	1. Travel trailer Park 2. Other Commercial uses similar to those permitted by Right. 3. Auto Sales & Service	1. Animal Hospitals 2. Residence - as an accessory use such as facilities for night watchmen	<u>Minimum Lot Area:</u> N/A <u>Minimum Lot Width:</u> N/A <u>Maximum Density Per Gross Acre:</u> N/A	<u>Setback:</u> 40' <u>Side Yards:</u> 10' each except where adjacent to A-2, R-1, or R-2 zones In such cases the minimum side yard shall be 15' <u>Rear Yard:</u> 25'	Main Structure 40' Accessory Bldg. - 1 Story

M-1

LIGHT INDUSTRIAL

The purpose of this district is to provide for certain types of business and industry, characterized by light manufacturing, fabricating, warehousing, and wholesale distribution which are relatively free from offense, and which with proper landscaping, will not detract from residential desirability of adjacent properties. It is intended that such districts be located with access to major thoroughfares or railroads.

1. Research, experimental or testing
2. Offices
3. Wholesale Businesses
4. Storage Warehouses
5. Printing & Publishing
6. Photographic Processing or Blueprinting
7. Contractor's Equipment Yard, or Rental of Equipment commonly used by Contractors
8. Cabinet, Furniture, & Upholstery Shops
9. Building Material Sales & Storage Yards
10. Animal Hospitals & Kennels
11. Bottling and Distribution Plants
12. Truck or Freight Terminals
13. Welding or machine shops (including the use of punch process not exceeding 50 tons rated capacity)
14. Railroad sidings
15. Sewage disposal or Water Treatment Facilities
16. Manufacture or Assembly of previous instruments; medical and dental equipment; drafting, optical, and musical instruments; clocks; toys; games; electrical or electronic apparatus
17. Manufacture, compounding, processing or packaging of bakery products, candy, cosmetics, dairy products, drugs, pharmaceuticals, soap, toiletries & food products
18. Manufacture of rugs, mattresses, millinery, clothing and fabrics & printing & finishing of textiles and fibers into fabric goods.
19. Manufacture of pottery and similar ceramic products using previously pulverized clay and kilns fired by electricity or gas.
20. Manufacture or assembly of boats, fire arms, electrical appliances, tools, dies, machinery, hardware and sheet metal products.
21. Automobile assembling, painting, upholstering, repairing, rebuilding, reconditioning, body & fender work, truck repairing or overhauling, tire retreading or battery manufacture.

1. Light Manufacturing uses similar to those permitted by right which do not create any more danger to health & safety in surrounding areas & which do not create any more offensive noise, vibration, smoke, dust, odors, heat, or glare than that which is associated with light industries of the type specifically permitted.
2. Airports
- 3.
4. Recycling Facilities

1. Dwelling for resident watchmen and caretakers employed on the premises.

Minimum Lot Area:

N/A

Minimum Lot Width:

N/A

Maximum Lot Coverage:

50% of lot area by any structure or group of structures

Setback:

40'

Side Yards:

15' each except adjoining any "R" or "A" district, in which case the minimum shall be 30'

Rear Yards:

15' except when adjoining any "R" or "A" Districts, in which case the minimum shall be 30'

Maximum Heights:

40'

<p>M-2 HEAVY INDUSTRIAL This district is intended to provide for a wide variety of heavy industrial type uses which may not be compatible with residential uses due to some potential nuisance or hazard. It is the purpose of this district to preserve land for industrial use and to exclude residential and neighborhood commercial uses. Use permits are required for most uses in this district to assure protection of the general public and of surrounding properties.</p>	<p>1. All uses permitted by right in M-1 zones.</p>	<p>1. Airports 2. Asphalt Manufacturing or Mixing 3. Crushed Stone Operations 4. Paper & Pulp Manufacturing 5. Ready Mix Concrete Operations 6. Sand & Gravel Operations 7. Manufacture of Stone & Shale Products, Brick, Tile & Concrete Products 8. Sanitary Landfills 9. Automobile Graveyards 10. Other Industrial type uses which comply with the performance standards for M-2 Zones 11. Recycling Facilities</p>	<p>1. Dwelling for resident Watchmen and Caretakers employed on the Premises</p>	<p><u>Minimum Lot Area:</u> N/A <u>Minimum Frontage:</u> N/A <u>Minimum Lot Coverage:</u> 70% of lot area by any structure or group of structures</p>	<p><u>Setback:</u> 40' <u>Side Yards:</u> 15' each, except adjoining any "R" or "A" district, in which case the minimum shall be 40' <u>Rear Yard:</u> 15' except when adjoining any "R" or "A" district, in which case the minimum shall be 40'</p>	<p><u>Maximum Height:</u> 40'</p>
<p>PD-1 PLANNED DEVELOPMENT The purpose of the Planned Development District is to permit large-scale developments which create a more desirable living environment than would have been possible under strict application of other sections of the ordinance, and to provide for the control and arrangement of uses within such developments. It is intended to encourage developments that: 1) provide a variety of housing types and environments, 2) contain an orderly relationship of uses, 3) preserve open space and natural vegetation for scenic and recreational use, 4) provide for efficient use of land, and 5) are in harmony with the surrounding development.</p>	<p>1. Any use permitted in R-3 zones. 2. Any use permitted in B-1 zones. 3. Retail Food Stores</p>			<p><u>Maximum Density:</u> 10 dwelling units per gross acre <u>Minimum Lot Width:</u> SF - 60' TH - 20' <u>Minimum Lot Area:</u> As per approved plans</p>	<p><u>Setback:</u> 35' from any street r-o-w <u>Yards:</u> None except that: 1) no single family dwelling, duplex or townhouse structure or any addition thereto shall be erected within a distance of less than 24' from any other dwelling. 2) No multi-family structure shall be erected within a distance of less than 50' from any other building. 3) Commercial structures shall not be located within a distance of less than 60' from any residential structure.</p>	<p><u>Maximum Height:</u> 35'</p>



Urban Engineering & Associates

WOOD FOREST PLACE

SPRINGFIELD, VIRGINIA 22151

703-321-9604

PARTNERS:

• J. EDGAR SEARS, JR., P.E., C.L.S., R.L.A.

• BARRY B. SMITH, P.E.

November 14, 1972

Mr. Keith Cook
County Administrator
Stafford County
Stafford, Virginia 22554

Dear Mr. Cook:

As per your request the following is our cost estimate in reference to our client, project Crows Nest Harbour. The roads, water and sewer for Sections A, B, C, and D are as follows:

Road Construction - all sections	\$ 689,200.00
Storm Sewer	<u>\$ 69,200.00</u>
Total Road including drainage	\$ 758,400.00
Sewer & Water Construction Cost	\$ 801,740.00
Secured Fee Commitments from others	- <u>\$ 262,648.00</u>
Total necessary Construction Funds	\$ 529,092.00
Total Road including Drainage	\$ 758,400.00
Total necessary Construction Funds	<u>\$ 529,092.00</u>
TOTAL CONSTRUCTION COST	= <u><u>\$1,287,492.00</u></u>

Very truly yours,

URBAN ENGINEERING & ASSOCIATES

J. Edgar Sears, Jr.
J. Edgar Sears, Jr.

JESjr:swm



(3)

#16 Δ's 7

Urban Engineering & Associates

8001 FORBES PLACE

SPRINGFIELD, VIRGINIA 22151

703-321-9684

PARTNERS:

- J. EDGAR SEARS, JR., P.E., C.L.S., R.L.A.
- BARRY B. SMITH, P.E.

April 24, 1973

Mr. H.P.C. Vandenburg
Crows Nest Harbour
7777 Leesburg Pike
Falls Church, Virginia 22043

RE: CROWS NEST HARBOUR
DEVELOPMENT

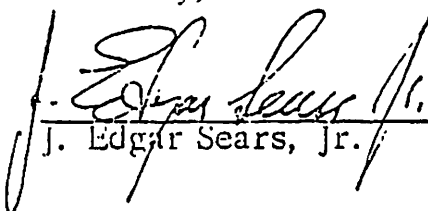
BONDING ESTIMATE for
Stafford County

Dear Mr. Vandenburg:

We would like to confirm our previous verbal statement that the preliminary development cost estimate for Sections A, B, C, and D would be approximately \$1, 200, 000.00.

If there are any further questions, please do not hesitate to call.

Sincerely,


J. Edgar Sears, Jr.

JES JR./maw



COUNTY OF STAFFORD

Stafford, Virginia 22084

630 2100

May 15, 1973

BOARD OF SUPERVISORS

ALVIN Y. HANDEY
Chairman

M. ALFRED LEEHAN
Vice Chairman

GEORGE W. FORD
Member

LEONARD A. FRIED
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WILLIAM L. PARRISH
Member

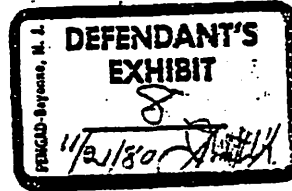
SILVESTER SILVER
Member



D. K. COOK

COUNTY ADMINISTRATOR

Mr. H. P. C. Vandenberg
Corporate Engineers
Research Homes, Inc.
7777 Leesburg Pike
Falls Church, Virginia 22043



EXH. 17

Dear Mr. Vandenberg:

Reference is made to a letter submitted to this office dated April 24, 1973 from Mr. J. Edgar Sears requesting approval of preliminary development cost estimates for Sections A, B, C and D of Crow's Nest Harbour in the amount of \$1,200,000.

Mr. S. M. Vandevender was advised by letter on January 10, 1973, as to what would be required prior to approval of final plats for these sections. We also have a letter on file from Mr. J. Edgar Sears dated November 14, 1972 estimating the total construction cost for these four sections to be \$1,287,492, and bonding or other approved surety will be required in that amount. I have also requested that you contact the County Engineer regarding approval of water and sewer plans as well as the feasibility of water being supplied by the Sanitary District to the project.

The total estimate as outlined in your letter of November 14, 1972 is acceptable to the County, provided that a certified statement to this effect is provided by your engineer.

It is suggested that you contact Mr. N. C. Sharp, the incoming County Administrator, regarding the bonding requirements, water and sewer approvals as well as other requirements of the County.

Very truly yours,

D. K. Cook

(5)

#18 A's 9



Urban Engineering & Associates

8001 FORBES PLACE

SPRINGFIELD, VIRGINIA 22151

703-321-9584

PARTNERS:

- J. EDGAR STARR, JR., P.E., C.E.S., D.L.A.
- BARRY B. SMITH, P.E.

May 18, 1973

Mr. N. C. Sharp
Stafford County Administrator
Stafford, Virginia

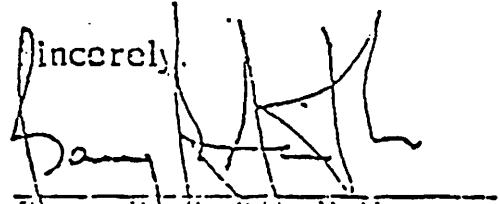
RE: CROWS NEST HARBOUR
DEVELOPMENT

BONDING ESTIMATE

To Whom it May Concern:

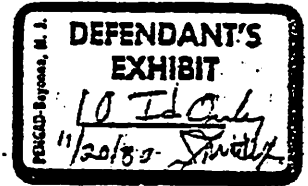
This is to certify that the construction of the roads, sewer and water in Sections A, B, C and D, from a preliminary development cost projection, of the above referred to subdivision are estimated to cost \$1,287,492.00.

If there are any further questions, please do not hesitate to contact us immediately.

Sincerely,

Barry B. Smith P.E.

BBS/mw





BE IT SO ORDAINED BY THE BOARD OF SUPERVISORS OF THE COUNTY OF STAFFORD, VIRGINIA THAT CHAPTER 22 OF THE STAFFORD COUNTY CODE TITLED "SUBDIVISIONS" BE DELETED AND REPLACED WITH THE FOLLOWING SUBDIVISION ORDINANCE:

Chapter 22

Section 1 - Purpose and Title

The purpose of this ordinance is to establish subdivision standards and procedures for the Stafford, Virginia, and such of its environs as may be under the jurisdiction of the governing body.

This Ordinance is to guide and facilitate the orderly, beneficial growth of the community by assuring the orderly subdivision of land and its development, and to promote the public health, safety, convenience, comfort, prosperity and general welfare.

The ordinance is known and may be cited as "Subdivision Ordinance of Stafford County, Virginia, 1973.

Section 2 - Definitions (Words and Terms)

For the purpose of this ordinance, terms used here shall be interpreted and defined as follows: Words used in the present tense shall include the future; words in the singular number include the plural, and the plural the singular unless the natural construction of the word indicates otherwise; the word "lot" includes the word "parcel"; the word "shall" is mandatory and not directory; the word "approve" shall be considered to be followed by the words "or disapprove". The word "current" shall mean the point in time at which a matter is under consideration and shall not mean the date of adoption of this ordinance. Any reference to this ordinance includes all ordinances amending or supplementing the same and the dates of their additions or deletions. All distances and areas refer to measurement in a horizontal plane.

- 2-1 Agent - The person or persons appointed to serve as the agent of the Board of Supervisors of Stafford County, Virginia.
- 2-2 Alley - A permanent service way providing a secondary means of vehicular access to abutting properties and not intended for general traffic circulation.
- 2-3 Architect - A person licensed to practice as such in the State of Virginia.
- 2-4 Building Line - The ^{minimum} distance ^{that} ^{may be located} a building from the front lot line or a boundary line.
- 2-5 Commission - The Planning Commission of Stafford County, Virginia.

- 2-6 Cul-de-sac - A street with only one outlet and having an appropriate turn around area for a safe and convenient reverse of traffic movement.
- 2-7 Developer - An owner of property being subdivided whether or not represented by an agent.
- 2-8 Easement - A grant by a property owner of the use of land for a specific purpose or purposes.
- 2-9 Engineer - A person licensed to practice as such in the State of Virginia.
- 2-10 Governing Body - The Board of Supervisors of Stafford County, Virginia.
- 2-11 Health Official - The Health Director of Stafford County or his designated agent.
- 2-12 Highway Engineer - The Resident Highway Engineer of Stafford County employed by the Virginia Department of Highways.
- 2-13 Improvements - All public utilities and facilities, including, but not limited to, streets, cul-de-sacs, storm and sanitary sewers, water lines, curb and gutter, required pursuant to the terms of this ordinance or the Zoning Ordinance of Stafford County, Virginia.
- 2-14 Jurisdiction - The area or territory subject to legislative control of the governing body.
- 2-15 Landscape Architect - A person registered to practice as such or a member of the American Society of Landscape Architects.
- 2-16 Lot - A numbered and recorded portion of a subdivision intended for transfer of ownership or for building development for a single building or accessory building.
- 2-17 Lot, Corner - A lot abutting upon two or more streets at their intersection. The shortest side fronting upon a street shall be considered the front of the lot and the longest side fronting upon a street shall be considered the side of the lot.
- 2-18 Lot, Depth of - The mean horizontal distance between the front and rear lot line.
- 2-19 Lot, Double Frontage - An interior lot having frontage on two streets.
- 2-20 Lot, Interior - A lot other than a corner lot with only one street frontage.

- 2-21 Lot of Record - A lot which has been recorded among the land records in the Office of the Clerk of the Circuit Court of Stafford County.
- 2-22 Lot, Width of - The ~~area~~ horizontal distance between the side lot lines *measured at the setback line*
- 2-23 Performance Bond - A bond with surety and/or cash deposit, approved by the governing body in an amount equal to the full cost of improvements required by these regulations and providing for completion of said improvements within a definite term.
- 2-24 Plat - A diagram or map, drawn to scale showing tracts, parcels, lots, subdivisions, land boundaries, legally recordable in the clerk's office; together with all data essential to the description and identification of the several elements shown thereon, and including one or more certificates indicating due approval. A plat differs from a plan in that it does not necessarily show additional cultural, drainage and relief features.
- 2-25 Planner - A person qualified to prepare development plans, either licensed as such, or meeting the standards of the American Institute of Planners.
- 2-26 Profiles and Specifications - Construction plans and specifications showing all necessary data for all public and private improvements to be installed under the terms of this ordinance.
- 2-27 Property - Any tract, lot, parcel or several of the same collected together for the purpose of subdividing.
- 2-28 Street - A strip of land, subject to vehicular and/or pedestrian traffic providing means of access to property; also designated as street, road, lane, drive, avenue, right-of-way, highway, boulevard, trail, court, place, terrace, etc.
- 2-29 Street (type) - Public A travelway, road or thoroughfare which affords principal means of access to abutting property, and encompassed by a right-of-way dedicated to public use and maintained by the State as a part of the State Primary or Secondary Road System.
- Private - A travel way, road or thoroughfare which affords principal means of access to abutting property, and encompassed by right-of-way dedicated to public use and maintained by a private corporation or adjacent landowners within the platted subdivision constructed to the standards and bonding requirements set forth in this ordinance.

Restricted - A travel way, road or thoroughfare which affords principal means of access to abutting property and encompassed by a right-of-way not dedicated to public use, maintained by a private corporation or adjacent landowners. Within the platted subdivision and subject to complete restrictive control by said private corporation or adjacent landowners. Such streets are subject to special review by the Planning Commission, as well as construction standards and bonding procedures set forth in this ordinance.

- 2-30 ^{Local} Street, Collector - A street that carries or is anticipated to carry a volume of through traffic ^{between 400 and 1000} ~~exceeding 400~~ vehicles per day, the right-of-way of which shall not be less than 50 feet nor more than 80 feet depending upon existing or anticipated traffic volume.
- 2-32 Street, Local - A street that carries or is anticipated to carry a volume of traffic less than 400 vehicles per day, the right-of-way of which shall not be less than 50 feet.
- 2-33 Street, Major Collector - A street that carries or is anticipated to carry a volume of traffic ^{between 1001 and 3000} ~~exceeding 1000~~ vehicles per day, the right-of-way of which shall not be less than 80 feet nor more than 110 feet.
- 2-34 Street, Primary - A street or highway anticipated to carry a volume of traffic exceeding 3000 vehicles per day, designed and maintained as a part of the Virginia Primary System. Right-of-way not less than 80 feet nor more than 160 feet.
- 2-35 Street, Arterial - A highway utilized primarily as a supplement to, and an extension of, the interstate highway system defined in the Virginia State Highway Commission Standards as an arterial highway. A minimum right-of-way of 100 feet is required and carrying capacity is in excess of ~~2500~~ ²⁵⁰⁰ vehicles per day.
- 2-36 Street, Interstate - A thoroughfare utilized to carry interstate traffic with a minimum right-of-way of 300 feet in rural areas ~~and carrying capacity in excess of 1,500 vehicles per hour~~ ^{hour}.
- 2-37 Street, Service Drive - A public or private right-of-way generally parallel with and contiguous to a major highway. Primarily designed to promote safety by eliminating pernicious ingress and egress to the major highway right-of-way by providing safe and orderly points of access to the major highway.

- 2-38 Street Width - The total width of the strip of land dedicated or reserved for public travel including roadway, curb and gutter, sidewalks, planting strips and, where necessary, utility easements.
- 2-39 Subdivide - The process of dividing land to establish a subdivision.
- 2-40 Subdivider - An individual, corporation, proprietor, trust, trustee, joint venture, partnership or other entity, owning any tract, lot, or parcel of land to be subdivided or a group of two or more persons or entities owning any tract, lot, or parcel of land to be subdivided who have given their power of attorney to one of their group or to another individual or entity to act on their behalf in planning, negotiating for, in representing or executing the legal requirements of the subdivision.
- 2-41 Subdivision - (1) The division, or resubdivision of a lot, tract or parcel of land into three or more parts, tracts, lots, or parcels of land for the purpose, whether immediate or future, of transfer of ownership; or (2) The improvement of one or more parcels of land for residential, commercial or industrial structures or groups of structures involving the division or allocation of land for the opening, widening, or extension of any street or streets; or (3) The division or allocation of land as open spaces for common use by owners, occupants or leaseholders or as easements for the extension and maintenance of public facilities or improvements.

Provided, however, that if all the land divided is in any residential use district and the parcels created shall conform to the zoning ordinance of Stafford County, the following shall not be defined as a subdivision:

- A. The sale and exchange of parcels between adjoining lot owners, where such sale or exchange does not create additional building sites;
- B. The division or partition of land into parcels of five (5) or more acres each not involving any new streets, easements or rights-of-way of access.
- C. The division of land for agricultural purposes.
- 2-42 Surveyor - A certified land surveyor as licensed by the State of Virginia.

* * *

Section 4 - Plat Preparation Procedures, General

I. Generally 4-1

4-1-1 Platting Required - No tract of land situated within Stafford County shall be subdivided unless the subdivider shall cause a plat of subdivision with reference to known or permanent monuments to be made, submitted and approved pursuant to the terms of this ordinance and recorded among the land records in the Office of the Clerk of the Circuit Court of Stafford County. No plat of subdivision shall be recorded unless or until the plat shall have been submitted to the governing body and approved and certified by the governing body or its authorized agent in accordance with the regulations set forth in this ordinance. No lot shall be sold in any subdivision before the plat shall have been recorded.

4-1-2 Plat Changes - No change or erasure or revision shall be made on any preliminary or final plat, nor on any accompanying data sheets after approval has been endorsed in writing on the plat or sheets unless authorization for such changes has been granted in writing by the approving body or its authorized agent.

C 4-1-3 Fees - There shall be a charge for the examination and approval or disapproval of every plat reviewed by the agent. At the time of filing the preliminary and final plats the subdivider shall pay the Treasurer of Stafford County, Virginia, \$50.00 per plat and \$2.00 additional for each lot shown on the plats.

4-1-4 Private Contracts - This ordinance bears no relation to any private easement, covenant, agreement, or restriction nor is the responsibility of enforcing a private easement, covenant, agreement, or restriction implied herein to any public official. When this ordinance calls for more restricted standards than are required by private contract the provision of this ordinance shall control.

4-1-5 Variations and Exceptions - ~~Whenever because of unequal size,~~

Motion made by Clayberg seconded by Hoovler to amend 4-1-5 as follows:
VOTE: 7-0-0

Variance, modification, or waiver granted by the Governing Body due to topographic or other unusual natural conditions shall not have the effect of nullifying the intent and purpose of these regulations or interfering with implementing the Comprehensive Plan of Stafford County.

4-1-6 Mutual Responsibility - There is a mutual responsibility between the County of Stafford and the subdivider to divide and develop land in an orderly manner in accordance with the intent of the comprehensive land use plan of Stafford County.

Furthermore, the subdivision of property shall result in lots which are suitable for their intended use. This shall be a condition of approval of any proposed subdivision.

4-2

II. Improvements: Costs and Bonding

4-2-1 Improvements - All required improvements shall be installed at the cost of the subdivider. Where cost sharing or reimbursement agreements between the County of Stafford and the subdivider are appropriate, the same shall be entered into by formal agreement prior to final plat approval and shall be subject to Virginia Highway Department inspection and acceptance. In cases where specifications have been established either by the Virginia Department of Highways for streets, etc., or by this ordinance such specifications shall be followed. The subdivider's performance bond shall not be released until construction has been inspected and accepted by appropriate engineer, or agent and the Virginia Department of Highways if applicable. All improvements shall be in accordance with the requirements set forth in this ordinance.

4-2-2 Bonding Requirements - (1) All improvements required by this ordinance shall be bonded before approval of final plat;

(2) The subdivider shall furnish to the County Board of Supervisors or their appointed agent a certified check or bond, with surety approved by the governing body, or its authorized agents sufficient to cover the costs of all the improvements as herein defined required to be installed by the subdivider as estimated by the governing body, County Executive or their appointed agent to guarantee the installation and completion of said improvements within such period of time as shall be specified in the bond.

(3) The subdivider shall furnish to the County Executive or his appointed agent evidence of the existence of agreement (or agreements) between the subdivider and a qualified contractor (or contractors) for the installation and completion of the said improvements, and the contractor (or contractors) performance bond satisfactory to the legal representative of the County in an amount to cover the cost of all the improvements required to be installed by the subdivider as estimated by the County Executive or his appointed agent, including anticipated completion dates.

The subdivider shall set a time, subject to the approval of the County Executive or his appointed agent, by which it is estimated the improvements shall be installed and completed. Unless an extension of that time is approved by the County Executive or his appointed agent and a new estimated date of completion established, the County Executive or his appointed agent shall take the necessary steps to proceed with the accomplishment and completion of the improvements, making use of the certified check or calling on the surety of the bond. No building permits shall be issued until final approval of the plat has been made, all inspections have been made, and all fees as required have been paid.

(4) Bond or Escrow for Private or Restricted Streets: Where such streets are permitted in subdivisions, the developer shall provide an escrow fund or a bond with surety, satisfactory to the Board of Supervisors, in an amount sufficient for and conditioned upon the construction and maintenance of such facilities, to be held until petition by majority of property owners or the corporation is made requesting the acceptance of such streets into the Virginia Department of Highways Secondary Road System for maintenance, and such application is accepted.

4-2-3 Certifications upon Completion of the Improvements - Upon the completion of the installation of all subdivisions improvements, the subdivider shall furnish to the County Planner a statement under oath that all construction conforms to the regulations and requirements of the ordinance and the plans as approved by the governing body. No buildings shall be occupied or used until the improvements have been inspected and approved by the appropriate officials.

III. Streams and Drainage

4-3-1 Floodplains and Drainage Courses - When any stream or substantial surface drainage course is located in the area being subdivided, provisions shall be made for an adequate easement along the stream or drainage course for the purpose of widening, deepening, relocating, improving, or protecting the streams or drainage course for drainage purposes. Such easements shall not be considered part of the required street width. Floodplain limits shall be established by current soil survey and engineering methods, and furnished the governing body or its agent by the subdivider. No plat of subdivision shall be approved without provision for adequate drainage. To insure development of lots containing sufficient land upon which to place structures without impeding natural drainage, the subdivider shall provide elevation and flood profiles as may be required.

4-3-2 Flood Control and Drainage Structures - The subdivider shall provide all information needed to determine what improvements are necessary to provide adequate drainage, including contour maps, drainage plans, and flood control devices. Contour intervals on submitted plans shall be not greater than five (5) feet and shall be at such lesser intervals as specified by the County Planner. The subdivider shall also provide plans for all such improvements together with the properly qualified, certified engineer's or land surveyor's statement that such improvements when properly installed will be adequate for proper development. The subdivider shall also provide any other information required by the governing body, the Highway Engineer, County Planner, or the agent for the governing body.

4-3-4 Erosion Control - Plans and specifications for temporary (during construction and permanent soil erosion and sedimentation controls shall be submitted with the plat as required by the Soil Erosion and Sediment Control Ordinance. Proper approval under said ordinance shall be a condition for approval pursuant to the requirements of this subdivision ordinance.

IV. Water and Sewer

- 4-4-1 Sanitary Sewer and Water - No subdivision shall be approved where individual water and septic tank systems are to be used until written approval has been secured from the Health Director. The director or his agent shall determine the suitability of soil for the use of septic tank systems with sub-surface disposal and shall not approve such subdivisions when satisfactory service is not reasonably anticipated. The director or his agent may require percolation tests or other methods of soil evaluation in determining the suitability of the soil for sub-surface disposal. Percolation tests and/or other soil evaluation shall be the responsibility of the developer. *The percolation tests shall be made and the lot pattern approved for drain fields by the Health Department prior to the submission of the final plat.*

Where the subdivision contains lots of one acre or above, the subdivider shall, in addition to soils test, provide:

- (1) documented proof that the soils and parent materials are such that waste disposal methods for the entire tract are satisfactory to the Health Director and that no well pollution can occur from proposed lot layout or;
- (2) ~~he must provide~~ a central water and central sanitary sewer system for the development. Such plans shall complement or supplement the existing or proposed County plans.

Subdivisions of lots averaging less than one acre in size shall be served by a central water and central sewer system.

Water and sewer service shall be provided by the Aquia Sanitation District or the South Stafford Sanitation District unless said District declines to provide service,

- 4-4-2 Septic Tank Installation - The Health Director shall require whenever necessary for the satisfactory installation of septic tanks that individual lots be graded and drained so as to insure effective removal of surface water from each lot. When the contour of the subdivision is such that the use of individual wells with individual septic tank systems will be endangered, the subdivision shall not be approved for the use of individual wells.
- 4-4-3 Public Water and Sewer - Where public water and/or sewer service is reasonably accessible, such service shall be extended to all lots within a subdivision by the developer.

- 4-4-4 Fire Protection - Where public water is available the installation of adequate fire hydrants by the developer in a subdivision at locations approved by the governing body or its agent shall be required as necessary to provide adequate fire protection.
- 4-4-5 Utility Easements - Adequate easements shall be required for drainage and utilities on any lot. Minimum easement width 10' feet.
- 4-4-6 The subdivider or developer shall pay a pro rata share of the cost of providing reasonable and necessary sewerage and drainage facilities located outside the property limits of the land owned or controlled by the developer but necessitated or required, at least in part, by the construction or improvement of his subdivision or development. The standards used to determine the share of total estimated cost of ultimate sewerage facilities required will be established by the Aquia Sanitary District or the South Stafford Sanitary District. Such share shall be limited to the proportion of such estimated cost which the increased sewage flow and/or increased volume and velocity of storm water runoff to be actually caused by his subdivision or development bears to total estimated volume and velocity of such sewage and/or runoff from the area which the facilities serve when such area is in its fully developed state.

V. Lots

- 4-5-1 Sub-Standard Subdivisions - A subdivision recorded and/or developed prior to the adoption of, and not in conformity with, this ordinance may be resubdivided and re-developed in whole or in part of a portion thereof at the option of the owner of all the lots to be resubdivided, or at the option of the owner of any group of contiguous lots therein as the case may be but only under the following conditions: (1) the resubdivision shall result in improvement to the general area of lot layout and street connection; (2) and the re-subdivision shall be in full conformity with the provisions of this ordinance.
- 4-5-2 Lot Size - Lot sizes for residential lots shall conform to the zoning ordinance in effect in the County of Stafford at the time of the filing of the ^{preliminary} ~~final~~ plat. Reference is made to Chapter 28 of the Code of Stafford County. Lot sizes may be increased by the Planning Commission where health and sanitation reports so indicate a need, in order to protect the public.
- 4-5-3 Lots, Shape - The lot arrangement, design and shape shall be such that lots will provide satisfactory and desirable sites for buildings and shall recognize the natural contour of the terrain and topography and conform to requirements of this ordinance. Lots shall not contain peculiarly shaped elongations solely to provide necessary square footage of area which would be unusable for normal purposes. Setbacks for buildings shall be as specified in the Zoning Ordinance of Stafford County.
- 4-5-4 Location - All lots shall front on an existing or recorded public street or a street dedicated by the subdivision plat and maintained or designed and built to be maintained by the Virginia Department of Highways. The frontage on said street shall not be less than 80% of the required width of the building setback line unless development is pursuant to a cluster alternate. When a new subdivision abuts one side of an existing or platted road or street, the subdivider shall be required to dedicate at least half the right-of-way necessary to make such street comply with the minimum width fixed for the same by this ordinance.
- 4-5-5 Corner Lots - Corner lots shall have extra width sufficient for maintenance of any required building line on both streets as determined by the agent and as set forth in the Zoning Ordinance of Stafford County.
- 4-5-6 Side Lot Lines - Side lot lines shall be approximately at right angles or radial to the street line, except at cul-de-sac terminal points, unless an approved variance results in an improved lot layout.

- 4-5-7 Remnants or Outlots - All remnants of lots or outlots below the minimum size remaining after subdividing a tract must be added to adjacent lots rather than allowed to remain as unbuildable parcels.
- 4-5-8 Separate Ownership - When the land covered by a subdivision includes two or more parcels in separate ownership and the lot arrangement is such that a property ownership line divides one or more lots, the land in each lot so divided shall be transferred by deed to single ownership simultaneously with the recording of the final plat. Said deed is to be deposited with the Clerk of the Circuit Court of Stafford County and held with the final plat until the subdivider is ready to record same and they both shall then be recorded simultaneously.
- 4-5-9 Double frontage or reversed frontage lots should be avoided except where essential to provide separation of residential development from streets or to overcome disadvantage of topography.

VI. Blocks

- 4-6-1 Block Length - No residential blocks (established after the date of the adoption of this ordinance) shall be longer than 1200 feet. The greater dimensions of blocks adjoining a major street shall wherever practical be parallel to such major street.
- 4-6-2 Width - Blocks shall be wide enough to allow two tiers of lots of minimum depth fronting on major streets unless prevented by topographical conditions or size of the property in which case the governing body or its agent may approve a single tier of lots of minimum depth.
- 4-6-3 Block Orientation - Where a proposed subdivision will adjoin a major road or street, the governing body or its agent may require that the greater dimension of the block shall front or back upon such major thoroughfare to avoid unnecessary ingress or egress as the case may be.
- 4-6-4 Industrial or Business Subdivisions - Any lots or blocks designed for business or industrial purposes shall be designed specifically for such purposes with adequate space set aside for both off-street parking, off-street loading, and delivery facilities as required by the Zoning Ordinance of Stafford County.

VII. Comprehensive Plan and Public Dedications -

- 4-7-1 Parks, Schools, and Public Land - In subdividing property consideration should be given to suitable sites for parks, schools and other areas of public use as contained in the Comprehensive County Plan. Such plan regulations for parks, schools, or other public land should be indicated on the preliminary plat in order that it may be determined if, when, and in what manner such areas will be dedicated to, reserved for, or acquired by the appropriate governing body for that use. This regulation shall not be construed to preclude the dedication of property for public use not included in the Comprehensive County Plan provided such property is acceptable to the County for dedication and maintenance.
- 4-7-2 Right of Way Additions - Where an adopted comprehensive plan indicates a proposed right-of-way greater than that existing along the boundaries of a subdivision or lot such additional right-of-way shall be dedicated for public use when the plat is recorded.

VIII. Private Roadways

- 4-8-1 Private Access Easements. - Any subdivision involving the creation of a new private access easement shall be subject to approval by the Planning Commission in its discretion, but such approval shall be limited to the particular subdivision and the particular use of the access easement then presented. Approval of such subdivision and access easement shall not be construed to approve any further use of said easement or further subdivision of the land involved. Any such further subdivision of such land involving additional use of said easement will be considered as a subdivision involving a new access easement and will not be exempt from these regulations.
- 4-8-2 Restricted Streets - Restricted streets or continuation thereof shall only be permitted in such instances as the Planning Commission shall deem to be appropriate and not in conflict with the best interests and/or development of surrounding properties and the County of Stafford. (See Section 6 - Street Classifications and Section 22-4-#5 - Bonding Requirements, escrow-maintenance.)

Section 7 - Minimum Street Improvements Required

- 7-1 Design - All public, private service streets, drives, and accessways shall be designed as required for acceptance into the secondary highway system of the Virginia Department of Highways.
- 7-2 Standards - All construction within rights-of-way and easements to be dedicated to public use shall conform to construction specifications and standards of the County of Stafford and the Virginia Department of Highways in effect at the time of the filing of the final plat.
- 7-3 Bituminous Concrete - Where bituminous concrete is used it shall meet the requirements of the Virginia Department of Highways Types S-4 or S-5, in effect at the time of the filing of the final plat.
- 7-4 Surfaces - Where subdivider provides additional benefits and protection of a bituminous concrete wearing surface on streets in lieu of surface treatment as required, the minimum wearing surface shall be 1 1/2 inches in depth.
- 7-5 8%-10% Grades - Where the grade of any street exceeds 8%, a wearing surface of 2 inches of bituminous concrete may be required in lieu of surface treatment. Maximum grades shall not be in excess of 10%.
- 7-6 Drainage - An adequate drainage system for natural and storm water shall be provided for each subdivision street by means of culverts under streets, side, lead or outlet ditches, catch basins, curb inlets or any other devices including piping necessary.
- All structures shall conform to standards of Stafford County or the Virginia Department of Highways. Unless otherwise shown, all material and construction technique specifications shall be in accordance with the requirements of the Virginia Department of Highways in effect on the date plans and profiles are submitted. Pipe installed shall be reinforced concrete, corrugated metal, or vitrified clay, properly designed to accommodate the flow of water and insure structural stability of the system.
- 7-7 Surface Courses - In subdivisions where curb and gutter sections are required and used, a wearing course of 1 1/2 inches of asphalt plant mix may be added on recommendation of the agent, in accordance with the specification of the Virginia Department of Highways.
- 7-8 Graded Width - The roadway shall be graded to a minimum width of 37 feet exclusive of the side ditches, and such additional width as the right-of-way width and category of street may necessitate.

- 7-9 Pavement Width - Pavement widths shall be a minimum of 20 feet, plus at least one foot of stabilized shoulder along each pavement edge, or as specified in greater widths in accordance with the current County construction specifications and standards.
- 7-10 Grades - The grades of streets submitted on subdivision plats shall be approved by the Virginia Department Engineer prior to final action by the agent for the Stafford County Board of Supervisors and shall be in accordance with road designs and standards of the County of Stafford. Where the grade of any street exceeds 5% and on grades of less than 5% where soil conditions and the general topography make such necessary as determined by the governing body or its agent in conjunction with the engineer for the Virginia Department of Highways, paved roadside ditches of a design satisfactory to meet the standards set forth in this ordinance and the Virginia Department of Highway standards shall be required.
- 7-11 Street Names - Proposed streets which are obviously in alignment with other already existing main streets shall bear the names of the existing street. It shall be the developer's responsibility that in no case shall the names of proposed streets duplicate the existing street names irrespective of the use of the suffix street, avenue, boulevard, drive, way, place, lane or court. Street names shall be indicated on the preliminary and final plats and shall be approved by the governing body, or its agent. Names of the existing streets shall not be changed except by approval of the governing body.
- 7-12 Street Identification Signs - Street identification signs of a designed approved by the governing body or its agent shall be installed at all intersections.
- 7-13 Roadway Cuts - All roadway cuts made in paved streets shall be replaced in accordance with the construction standards of Stafford County, Virginia. The method shall be subject to modifications according to special conditions as approved by the governing body or its agent.
- 7-14 Permanent Monument Requirements - Permanent monuments shall be placed in the ground at all corners, and angle points in the outer lines of the subdivision, and at all points of angles and curvature in the right-of-way lines of all streets, and at all lot corners within the subdivision, and at designated points in the outer lines of the subdivision, and at a minimum of at least two points in each block. All required monuments shall be clearly visible. Such monuments shall be inspected and approved by the agent before any improvements are accepted by the governing body.

- 7-15 Monument Installation - Such monuments shall be stone or pre-cast concrete not less than four inches square or four inches in diameter, and at least thirty inches long. In all other locations such monuments shall be iron or steel pipe ^{or rod} not less than one-half inch nor more than one inch in diameter and at least twenty-four inches long. The top of all stone and concrete monuments shall be set not less than one inch nor more than four inches above the finished grade at their respective locations. When rock is encountered a hole shall be drilled four inches deep in the rock into which shall be cemented a steel rod one-half inch in diameter, the top of which shall be flush with the finished grade line.
- 7-16 Concrete - Sidewalks, curb and gutter where required shall be composed of Class A-3 concrete with a minimum of 4 inches depth and a width as shown in the typical section of the County construction specifications and standards.
- 7-17 Landscaping - All cut and fill slopes shall be landscaped, either seeded and stabilized, or sodded, with grass or plants suitable for such slopes as determined by the agent, on advice of the area Conservationist for Stafford County.

These required erosion control measures are under the review and approval procedures of the Soil and Erosion Sediment Control Ordinance.

Section 8 - Special Area Requirements for Use of Street Standards

- 8-1 Curb, Gutter and Sidewalks - All public streets, accessways, or service drives in subdivisions having lots containing less than 12,000 square feet in area, either conventional or cluster, shall be graded and paved in accordance with typical sections as currently provided in the Stafford County construction specifications and standards for various classifications of streets and shall have combination curb and gutter as shown in Standards 1-A, 2-A, 3-A and 4-A. Easements for sidewalk purposes of at least 4 feet on both sides of the roadway shall be provided. Where lots are less than 12,000 square feet or adjacent to developed areas having sidewalks, the developer shall install sidewalks on either one or both sides of the roadway, as decided by the agent.
- 8-2 Ditch Cross Sections - All public streets, accessways, or service drives in subdivisions having lots containing from 12,000 square feet to 5 acres shall be graded and paved in accordance with the typical section that is currently provided in the Stafford County construction specifications and standards for the various classifications of streets as designated. The standards are shown as type 1-B, 2-B, 3-B, 4-A and 4-B. Where curb and gutter is used in lieu of roadside ditches, roadways shall be constructed to standard typical sections for curb and gutter streets. Where any street grade exceeds 5% and on grades of less than 5% where soil conditions and the general topography makes such necessary as determined by the governing body or its agent on recommendation of the Virginia Department of Highways Resident Engineer for Stafford County, paved roadside ditches shall be installed and extended to the nearest roadway culvert or outfall ditch in accordance with the current County construction specifications and standards.

Section 9 - Preliminary Plats and Plans - Filing - Approval - Procedure

- 9-1 Preliminary Conference - Before the preparation of preliminary plan or plat a subdivider should confer with the County Planner, relative to the regulations contained in this ordinance, the Comprehensive County Plan, Zoning Ordinance and other applicable ordinances. The purpose of such a conference is to assure that the applicant is made fully aware of all the requirements and interpretations of the existing ordinances plus any amendments which are pending at the time of the plan or plan preparation.
- 9-2 Filing Requirements - A subdivider shall file four prints of a preliminary plat and plans prepared by the owner of the land or by a person qualified to do such work, including but not limited, to city planners, land planners, architects, landscape architects, certified professional engineers, and land surveyors. The preliminary plan and plats shall be filed in the Planning and Zoning Office at least 21 days prior to the meeting at which the plat is to be considered by the Commission. The plat shall be drawn on one or more numbered sheets at a scale of 100 feet to the inch. Where conditions warrant, as determined by the County Planner, preliminary plats at a scale of one inch to 200 feet may be accepted.
- 9-3 Written Notice -
- Written notice of the filing of a preliminary plat and plans and the hearing date shall be given at least ~~ten~~ (10) days before the hearing before the Commission to the owner or owners of at least five parcels in the immediate area, including three abutting property owners. Notice sent by registered or certified mail to the last known address of such owner as shown on the current real estate tax assessment book shall be deemed adequate compliance with the requirement. The provision of notice shall be the responsibility of the subdivider.
- 9-4 Agent's Recommendations - At the time of the hearing before the Commission, the agent shall present to the Commission his recommendations concerning the preliminary plat and plans including, but not limited to, compliance with the applicable ordinances.
- 9-5 Decision of the Commission - A decision on the preliminary plat and plans shall be rendered by the Commission within 90 days after the filing. The subdivider shall be advised as to the recommendations and decision of the Commission. Such notification may be by formal letter, and/or legible markings in red on the subdivider's copy of the preliminary plat showing the Commission's recommendations.

- 9-6 Limits of Approval - The approval of the preliminary plat and plans by the Commission does not guarantee approval of the final plat and plans, and does not constitute approval or acceptance of the subdivision by the governing body or authorization to proceed with construction or improvements within the subdivision.
- 9-7 Six Months Final Plat Time Limit - Subdividers shall have not more than six months after receiving official notification concerning the preliminary plat to file in the office of the Commission or its agent a final subdivision plat in accordance with this ordinance. Failure to do so shall render preliminary approval null and void. The governing body or its authorized agent may, on written request by the subdivider, grant an extension of this time limit.
- 9-8 Plans, Profiles and Specifications - Following official notification to the subdivider of the Commission's recommendations on the preliminary plat, four blue or black line prints of the plans and specifications for all required public or private improvements to be installed shall be prepared by a certified land surveyor (to the limit of his license) or licensed engineer and submitted to the County Planner for approval or disapproval by the governing body or its agent within 90 days from the submission date of such plans and specifications. If approved, one copy bearing certification of such approval shall be returned to the subdivider. If disapproved, 1 copy shall be returned to the subdivider, with the reason for disapproval in writing. In the event no action is taken in 90 days from the date of such submission, such plans and specifications shall be deemed approved. The requirements of this section shall be accomplished during the six months time limit for preliminary plats as set forth in Section 9-7 of this ordinance.
- 9-9 Preliminary Plat Content - The preliminary plat shall show the following:
- 9-9-1 The title under which the subdivision is proposed to be recorded and the name and addresses of the record owner and subdivider and holders of any easements affecting the property. The plat shall also show the name of the individual that prepared the plat; the date of drawing; number of streets; the north point; and scale. If true north is used, the method of determination must be shown.
- 9-9-2 A vicinity sketch map at a scale of 1 inch equals 2000 feet shall be included on the plat showing the relationship of the proposed subdivision to the adjoining property and the area within one mile showing all adjoining roads, their names and numbers, town boundaries and subdivisions, and other landmarks.

- 9-9-3 (C) A topographic map compiled by either accepted field or photogrammetric methods with a contour interval of not greater than five (5) feet showing all the area covered by the subdivision properly related to coast and geodetic survey data, and showing the boundary lines of the tract to be subdivided and the floodplain limits delineated where applicable.
- 9-9-4 (D) The location, width, and names of all existing or platted streets or buildings within or adjacent to the subdivision; easements; railroad rights-of-way; and land lot lines; total acreage in each use, both proposed and existing, including utilities and water courses.
- 9-9-5 (E) Location and dimensions of proposed streets, alleys, lots, building lines, and easements, including a boundary survey or existing survey of record accurate to one foot in 2500 feet relative to the true meridian.
- 9-9-6 (F) All parcels of land intended to be dedicated or reserved for public use or to be reserved in the deed for the common use of property owners in the subdivision.
- 9-9-7 (G) Areas shown in the Comprehensive County Plan as proposed sites for schools, parks, or other public uses, including floodplain, which are located wholly or in part within the land being subdivided.
- 9-9-8 (H) Preliminary sketch plans indicating the provisions for all utilities, including but not limited to, the proposed method of accomplishing drainage, water supply, and sewage disposal. Preliminary sketch plans for any bridges or culverts that may be required shall be submitted.
- 9-9-9 (I) When the subdivision consists of land acquired from more than one source of title, the outlines of the various tracts shall be indicated by dashed lines, and identification of the respective tracts shall be placed on the plat.
- 9-9-10 (J) The zoning classifications and proposed use for the area being subdivided.
- 9-9-11 (K) Sedimentation and erosion control plans and specifications as required by the Stafford County Soil Erosion and Sedimentation Control ordinance.
- 9-9-12 (L) The number and approximate dimensions of all lots.
- 9-9-13 (M) In the event a cluster alternate is used for the proposed subdivision, the subdivider shall furnish the appropriate covenants, restrictions and open space plans for consideration.

9-9-14 (N) Written and signed statements explaining how and when the subdivider proposes to provide and install all required sewers or other disposal of sanitary wastes, pavements, sidewalks and drainage structures.

9-9-15 (O) A statement signed by a certified engineer giving detailed estimates of the projected water and sewer needs of the entire development in gallons per day and:
- an analysis of the county lines onto which the development proposes to connect demonstrating the capacity of these lines to handle the increased flow.

Section 10 - Final Plat - Filing - Approval - Procedure

- 10-1 Filing Requirements - A subdivider shall file a line tracing, or other transparency of scale true material, and four (4) prints of the final plat, prepared by a land surveyor or certified professional engineer licensed by the State of Virginia to practice as such. The said engineer or surveyor shall affix upon each plat a signed certificate stating the source of the title of the owner of the land subdivided and the place of record of the last instrument in the chain of title. Any supporting data shall also be filed with the County Planner. Such plat shall be filed at least 25 days prior to the meeting at which the plat is to be considered.
- 10-2 Decision of the Commission - A decision on the final plat shall be rendered by the Commission within 45 days after the filing of the final plat.
- 10-3 Final Approval - The governing body retains unto itself the authority of final approval of final plats. ~~The Commission shall consider final plats and make recommendations to the governing body. The governing body shall indicate approval or disapproval of all subdivisions received for consideration as a final plat within 60 days from the date of filing of the final plat. Approval of the final plat by the governing body or its duly authorized agent shall be void unless the approved plat is recorded within 60 days after approval. All approved final plats shall be filed in the office of the Clerk of the Circuit Court of Stafford County. No such plat of any subdivision shall be recorded by the Clerk of said Court unless and until it shall have been submitted to the Commission and approved by the governing body or its agent.~~
- 10-4 Final Plat Approval Conditions - The final plat shall not be approved until the subdivider has complied with the requirements and standards of design in accordance with this ordinance and has provided a performance bond to cover the cost of necessary improvements, in lieu of construction, to the satisfaction of the governing body, or its agent if such authority has been so delegated. Approval of the final plat shall be shown by attaching a certificate showing the approval of the governing body. No final plat shall be approved unless it is pursuant to a preliminary plat which has received prior approval.
- 10-5 Contents - The plat shall be drawn to the scale of 100 feet to the inch and the sheet size for recording purposes shall not exceed 17 inches by 22 inches with a one inch border on all sides. If plat is reduced for recording purposes, the type size after reduction shall be no less than pica, as described in Section 11-4, Code of Virginia, 1950, as amended. The top of the sheet shall be approximately north. The plat shall be accompanied by certification from the Virginia Department of Highways Resident Engineer of Stafford County stating that the highway specification as to streets, grades and drainage have been met. In addition to the requirements of the preliminary plat and plans, the final plat shall include the following:

- 10-5-1 A. The name or number of the section if a part of a larger tract.
- 10-5-2 B. A statement that "the subdivision of the land described herein is with the free consent and in accordance with the desires of the undersigned owner, proprietors, and trustees." The statement shall be signed by such persons and duly acknowledged before some officer authorized to take acknowledgements of deeds.
- 10-5-3 C. The boundary lines of the area being subdivided shall be determined by an accurate field survey with bearings shown in degrees, minutes, and seconds to the nearest ten seconds and dimensions to be shown in feet to the nearest hundreds of a foot to the accuracy of one in ten thousand relative to the true meridian. Total acres in each proposed use, plus flood-plain delineation shall be shown.
- 10-5-4 D. Streets shall be named but shall not duplicate existing or platted street names unless the new street is a continuation of existing or platted street. All dimensions both linear and angular for locating lots, streets, alleys, public easements, and private easements; the linear dimensions shall be expressed in feet to the hundredths of a foot and all angular measurements shall be expressed by bearings or angles expressed to the nearest ten seconds. All curves shall be defined by their radius, central angle, tangent, distances, tangent bearing, and arc lengths. Such curve data shall be expressed by a curve table lettered on the face of the plat, each curve being tabulated and numbered to correspond with the respective numbered curve shown throughout the plat.
- 10-5-5 E. Lot numbers in numerical order and block identification.
- 10-5-6 F. Location of all minimum building setback lines, specified in this and the Zoning Ordinance of Stafford County.
- 10-5-7 G. Location and material of all permanent reference monuments. Monuments found or installed prior to plat recordation may be referenced if permanent and undisturbed.
- 10-5-8 H. A definite bearing and distance tie shown between not less than two permanent monuments on the exterior boundary of the subdivision, and further tie to existing street intersections where possible and reasonably convenient.
- 10-5-9 I. Date and north point.
- 10-5-10 J. Private or public restrictions and their period of existence. Should these restrictions be of such length as to make their lettering on the plat impractical but, not necessitating the preparation of a separate instrument, reference shall be made thereto on the plat.

10-5-11 K. Signature panel shall be provided for the agent of the governing body or the Chairman of the governing body as necessary.

10-5-12 L. Temporary cul-de-sacs where needed. When one or more temporary turn arounds are shown, the following shall be included on the plat:

The area on this plat designated as temporary turn around will be constructed and used as other streets in the subdivision until (street name) is/are extended to (street name) at which time the land in the temporary turn around area will be abandoned for street purposes and will revert to adjoining lot owners in accordance with specific provisions in their respective deeds.

10-5-13 M. Supporting data shall include previously approved plans for drainage, streets, including cross sections and profiles; water supply and sewage disposal including drainage courses and name; sedimentation and erosion control measures; existing sewers; water mains; culverts and other underground structures within the tract showing all pipe sizes, invert elevations and grades and computations as may be required by the governing body, or its agent.

10-5-14 N. Monuments set after recording of plat. No monuments other than the permanent control monuments required in Sec. 7-14 of this ordinance shall be required to be set before the recording of the plat or the conveyancing of lands by reference to plat if the land surveyor includes in his certification on such plat that any additional monuments required by this ordinance shall be set on or before a specified later date. The placement of any monument at any time after the recording of the plat shall be subject to the actual location of all monuments of record and their position shall be established both at law and in equity at prorated positions as determined from direct remeasurements between the established monuments of record rather than as precisely stated or shown on the recorded plat.

10-5-15 O. Final plats requiring more than one sheet shall be accompanied by a key sheet showing the entire development at a reasonable scale and indicating the manner in which the individual plat sheets fit together.

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RECEIVED OCT 23 1973



COUNTY OF STAFFORD

STAFFORD VIRGINIA 22554

659-2110

BOARD OF SUPERVISORS

ALVIN Y. BANDY
CHAIRMAN

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VICE CHAIRMAN

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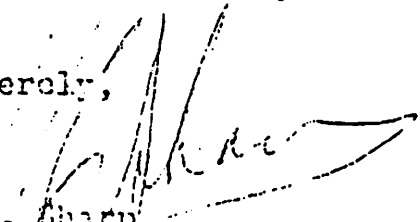
October 19, 1973

S. N. Vandevander,
Vice President
Research Homes, Inc.
1000 Locust Ave
Falls Church, Va. 22043

Dear Mr. Vandevander:

After careful review, the subdivision bonds submitted by Research Homes, Inc. for Section A, B, C, and D of Crows Nest Harbour were presented to the Board of Supervisors for their approval. On October 18, 1973 the Board of Supervisors expressed their approval of these bonds. Enclosed are signed and sealed copies of the bonds for your records.

Sincerely,


R. C. Sharp
County Administrator

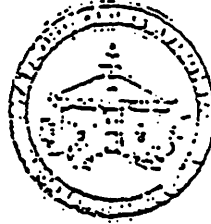
Encls:

Stafford County Board of Supervisors

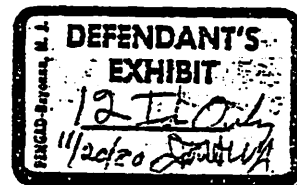
Stafford, Virginia

22554

W. HANSFORD ABEL, Chairman
 HAROLD T. KNIGHT, Vice-Chairman
 GEORGE W. SMOREY
 FITZHUGH W. HEFLIN
 JOHN B. YOUNG



Office of
 EXECUTIVE SECRETARY
 703-653-4121
 703-653-4122



November 12, 1971

Mr. Sherman M. Vandevender
 Research Homes
 7777 Leesburg Pike
 Falls Church, Virginia 22043

Dear Mr. Vandevender:

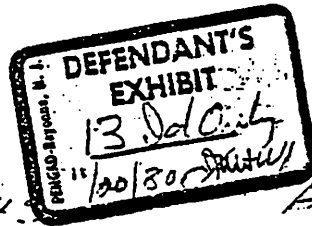
This is to confirm that the Stafford County Board of Supervisors are receptive to the proposal of connecting our water line to your project to supply your community with water. We have an adequate water supply which will accommodate your plans.

It is understood by the Board of Supervisors that your company will meet the expenses of the line and we can establish a partial recovery fee from these people wishing to tap into the line.

Best regards,

Sincerely yours,

W. Hansford Abel
 W. Hansford Abel
 Chairman



EXH. 32

M. C. SHA
COUNTY ADMINIS

Book 9 Page 4.

B/S meeting 1/7/74

VOTING IN FAVOR OF ORIGINAL MOTION: Parrish, Embrey, Silver and Bandy

VOTING NO TO ORIGINAL MOTION: Fagan and Fritter.

* * * * *

Mr. Torrice suggested public presentations portion of the meeting to be at the end of the agenda, but seemed more fair to have this at both beginning and end of the meetings he added. Mr. Bandy asked the Board to take this under consideration.

* * * * *

Mr. Gerald R. Sullivan ("Ducky" Sullivan), was present and introduced to the Board as the newly elected member of the Stafford County School Board.

* * * * *

Minutes of December 20th discussed at this time. Page 2 concerning Mr. Graham's gift of mattress and springs - this is shown to have been given to "Welfare Dept.", and to be corrected to show "Fire Department".

* * * * *

Mrs. Parrish questioned if somebody has been appointed as inspector for the Spring Valley townhouse project, and Mr. Sharp replied the plat has not been put to record as yet, and he hoped something will be done on this item this week.

* * * * *

#32

Δ 13 M. C. S. COUNTY ADMIN.

Book 9 Page 450

A/S meeting 1/7/74

Mr. Fagan stated concerning names being submitted to Judge for appointment of member to Board of Zoning Appeals, he has submitted his own nominee. He felt something should be done on the modular units in Spring Valley as Mr. Carver stated if nothing done with the units within 30 days from date of meeting by Mr. Register, Mr. Carver himself would take over and get things done. Mr. Sharp stated he recalled during Mr. Carver's presentation he advised the Board within 30 days after recording the plat if agreement had not been reached, those modular units would be removed and these 30 days are basically up. Mr. Fagan stated emphatically he wanted something done.

Administrator reported figures not finalized on costs of tape recorder and taping of Board's meetings. Mr. Embrey stated he did not know if this would be good thing or not, he preferred to have copies of minutes so he could look up things that were voted on at the meetings. Mr. Bandy stated he felt it would be easier on the recorder to have the tape to write up the minutes.

Book 9 Page 451

B/S meeting 1/7/74

Correction to December 20th minutes to include Mr. Silver's statement concerning 3 million gallon plant at Crows Nest Harbour. Mr. Silver stated that Crows Nest could take all the water Aquia has. We have got to expand the supply from Fredericksburg in South Stafford Sanitary District, total capacity will be 1.5 million gallons of water. He further stated, some of the Board members felt we would have enough water to stop using water from the City; using only about 400,000 gallons from Aquia. He has gotten 2 figures, not been able to get definite report regarding capacity of Aquia as well as the Potomac, had two reports and both wrong, and we have requested the 3rd one. It is about time the engineers could tell us the right figures, he stated, on our projects. We actually don't know how much water we have in this county, last figure was 4 million in Aquia and 2 million in the Potomac. We will have to put up 1 million dollars for a filtration plant at the Potomac. We have got to start thinking about where our future water supply is coming from. No way in the world can we begin to get enough water for our needs. When we begin furnishing water to Crows Nest Harbour, talking about population of 25-30,000 people. No way in the world can Stafford produce enough water for Crows Nest Harbour, got to start thinking of where this water supply to come from, have limited supply in Aquia and at Potomac. Motion made by Mrs. Parrish, seconded by Mr. Silver, unanimously carried, to accept minutes with corrections and input of members of Board.

* * * *

Mr. Fagan stated his dissatisfaction with having one member on the Planning Commission. If 1 member drops out, he can't be replaced Mr. Fagan said, and this is why he wants two members from Falmouth District on the Planning Commission, that will be replaced under any circumstances.

Mr. Fagan motioned that 2 members will be appointed to the Planning Commission to consist of 12 members, 2 from each district, along with one member of the Board of Supervisors as a member, and the member of the Board of Supervisors to be there as an advisor and not as a member voting - it is against the ordinances that a member of the Board can vote on any one thing twice, if Board member votes as member of Commission and comes back and votes again. Two members from each district and one member of Board of Supervisors and Planner to be there to represent County as a Planner. In the motion the members-at-large should be eliminated, Mr. Fagan stated, as he feels should have two members from each district without having members-at-large. Mr. Fagan stated his motion is, that we have two Planning Commission members from each district which consists of 6 districts, 12 members on this Planning Commission with the members from the Board of Supervisors as an advisor only and then this will make up the Planning Commission of Stafford County. Mr. Fagan asked for the decision of County Attorney concerning Board of Supervisors member on Planning Commission voting twice.

Mr. Embrey stated he wanted 2 representatives from each district, instead of having 3 at-large.

Mrs. Parrish stated the person appointed by the Supervisors to the Planning Commission above all else should be capable of doing his job and not appointed because of a political debt to pay. If have a good capable member appointed, it doesn't matter if have only 1 member - if have 2 or 12 not capable, you still don't have a Planning Commission. Got to have viable members, if don't, the Planning Commission is just bogged down. Presently, we do have some very good members and very interested ones, Mrs. Parrish said. Mr. Silver stated the larger the Commission, the more inefficiency, smaller the Commission, the more efficiency you have. We are after more efficiency.

Mr. Crosley read the portion of State Code concerning make-up of Planning Commission members. Mr. Fagan questioned legality of member of Supervisors on the Planning

FEDERAL REVENUE SHARING FUND:

For the purposes specified by the General Revenue Sharing Act to be expended only on order by the Board of Supervisors as follows-----\$ 166, 046.00

BE IT FURTHER RESOLVED that the Treasurer be, and he hereby is, authorized to transfer to the Virginia Public Assistance Fund and the School Fund from the General Fund from time to time as monies become available, sums as needed to meet the appropriations made to these funds for the period covered by this Appropriations Resolution.

* * *

Mr. Sharp stated he was ready to make recommendation that Aquia Harbour be approved subject to County Administrator's and County Attorney's reviewing this in the full context.

Mr. Ackerman, attorney for Aquia Harbour, stated the plats have been re-drawn and streets and lots shown as the same originally had - this been approved by the Planners and the developers anxious to get this on record.

Motion made by Mr. Embrey, seconded by Mr. Silver, unanimously carried, to approve this as recommended by the County Administrator.

* * *

* * *

Mrs. Parrish motioned, seconded by Mr. Fritter, unanimously carried, to have resolution send Deputy Beechler at the July 18th Board meeting, commending him on behalf of the Board of Supervisors.

* * *

Mr. Gerard Armitage's rezoning request carried forward to July 18th meeting at request of his attorney; Mr. Gordon Gay, Mr. Sharp stated.

* * *

Brief discussion concerning expenses of Administrator and Board members attending the NACO conference in Miami. Fla. on July 13th through 18th.

Crows Nest Harbour sewage discussed by County Administrator. Mr. Sharp stated he is not only opposed to what is being suggested by the developers, but if transfer the affluence from Crows Nest to Aquia Sanitary District you will have this overloaded. Mr. Sharp stated he felt serious complications involved. This is a large detached piece of zoning here before this Board took office and should stay that way. They should develop their own community and their own utilities and pay for this, he told the Board. This proposed development is about 9 miles from Stafford's population center, there are transportation problems, sewer problems and water problems, and he felt the people who are to live in this community and buy these lots should finance this.

Mr. Fagan felt the county would be the one left "holding the bag" in this situation. Mr. Sharp said he would say so, and he and County Attorney Crosley have spent months working out agreement with these people and this would almost wipe out this agreement. He further told the Board if it is going to look at this type arrangement, the "whole ball game" changes.

Mr. Silver stated they are talking about 25,000 people in this area, and talking about pumping all that sewage up hill, pumping station is worse way to go, we can just eliminate possibility of having pumping station - this does not make good sense.

Mrs. Parrish stated she could not see tying this up for Crows Nest when the rest of Stafford County is just developing.

Mr. Sharp stated the federal grant we are getting now will give some of the people who voted for this in 1964 or 1966, their sewage, and cautioned the Board against giving this away to Crows Nest. Mr. Fagan felt they were reaping the harvest, let them take care of this.

Mr. Sharp stated question has been raised in a very positive manner as to whether or not a consultant of the County should do private work that relates to persons doing business with the County - if the Board has strong feelings in this matter it should have policy position relating to this.

Mr. Crosley, County Attorney, stated in letter that - not from a legal conflict of interest standpoint, but from a power standpoint - that he advises the Board to adopt policy wherein any professional employed by the County would not also be employed by someone else in the County who is contracting with the County - which is the situation with Crows Nest Harbour. Mr. Crosley further told the Board, he had added in the letter his reasons - not from conflict of interest standpoint but from the standpoint of something going wrong in the future and this Board being subject to criticism.

Mrs. Parrish stated this should not only apply to Crows Nest but any developer this firm is doing engineering for, and she would like to state it very plainly.

Mr. Sharp told the Board what it really is getting at is professional policy position, be they lawyers, engineers, or whatever, they should be prohibited from having a direct or indirect contractual agreement on both sides of the fence.

Motion made by Mrs. Parrish, seconded by Mr. Silver, that the following be adopted by this Board:

RESOLUTION

BE IT RESOLVED by the Board of Supervisors of Stafford County that the following policy be enacted and adhered to for all transactions with the County and Sanitary Districts.

It shall be the policy that no professional, advisor or consultant shall be retained by the County or Sanitary Districts while such professional is under contract by a third entity who also, at the same time, has a contract with the County or Sanitary Districts.

The reason for this policy is to avoid the suggestions of impropriety or criticism.

VOTING YES: Parrish, Silver and Bandy VOTING NO: Fritter and Fagan (No vote recorded for Mr. Embrey who had left the meeting just prior to this item being brought to the table.) Chairman Bandy stated the resolution passed by vote of 3 to 2.

* * *

Motion made by Mr. Silver, seconded by Mrs. Parrish, unanimously carried, to authorize County Administrator work out contractual agreement with the Quantico Marine Corps Base for Stafford County to furnish kennel services at the dog pound for the Marine Corps. Mr. Sharp pointed out that Stafford County does not do any administrative work in this.

* * *

Mr. Fagan asked the County Attorney Crosley to check into loopholes in the Mobile Home

DISTRICT dated June 1, 1974:

WHEREAS, the Board of Supervisors acting for the SOUTH STAFFORD SANITARY DISTRICT believes that the execution of this aforesaid agreement would be beneficial and in the best interests of the South Stafford Sanitary District; NOW, THEREFORE, BE IT RESOLVED, That N. C. Sharp, County Administrator is authorized to execute this agreement between the RICHMOND, FREDERICKSBURG, AND POTOMAC RAILROAD COMPANY and the SOUTH STAFFORD SANITARY DISTRICT, dated June 1, 1974, for the South Stafford Sanitary District, and that N. C. Sharp, is authorized to accept the easements referred to on plats 304, 304-A, 304-B, 304-C, and 304-E, prepared by Gilbert W. Clifford and Associates, Inc.

* * * * *

PLANNING DISTRICT 16 AUDIT: Mr. Sharp, County Administrator, stated it is policy of Stafford County to call for balances from anyone who has received funds from taxpayers money, to call these balances to our attention. There 2 we have not received answers from and he had, therefore he asked for copy the Audit from Planning District 16 - they have surplus somewhere in neighborhood of about \$57,000, marked "surplus funds", with possibly a few thousand dollars of this being obligated. Mr. Sharp stated he would recommend that Board refer this matter to Finance Committee and members of RADCO and have them carefully review the audit report of RADCO, and if possible, some of the funds could be applied to our upcoming budget requirements. It is Board's policy to have audits, started with Health Department, and have started receiving our balances back.

Mr. Sharp suggested RADCO be treated like any other agency we do business with funds should be returned to County for reappropriating. Board was polled by the Chairman and concurred in doing this.

Chairman Bandy stated every member of this Board discussed doing this, Board members' position on this with every group and every committee a Board member is on, every project, will be looked at very closely. Also, the Board will take a closer look at the budget.

* * * *

CROWS NEST HARBOUR REPORT: Motion made by Mr. Metts, seconded by Mr. Embrey unanimously carried, to direct the County Administrator and County Attorney to intervene in this Developer filing for bankruptcy and place before the Court that Stafford County has bonds against the Crows Nest Project for the performance, these being in the neighborhood of about \$1,000,000 for performance and construction.

* * * *

MILITARY CEMETERY: Mr. Sharp stated he has been requested by the Civilian-Military Community Relations Council to have the following put in the Minutes: this is action taken by the Council that met at Aquia Harbour on December 10, 1975:

The Council unanimously supports the location of a National Cemetery on a 620-acre piece of property presently being considered for such use by the Veterans Administration of the United States and which is currently under the jurisdiction of U. S. Marine Corps Base, Quantico, Virginia.

* * * *

Advertisement of Ordinances: Motion made by Mr. Embrey, seconded by Mr. Metts, unanimously carried, to advertise the ordinance brought to the Board at their adjourned meeting of June 22nd:

Ordinance on the payment of Real Estate Taxes on a semi-annual basis; Ordinance to Increase License Tax on Motor Vehicles; and Ordinance to provide for assessment of new buildings substantially completed or fit for use, occupancy and enjoyment prior to November 1 of the year of completion.

Discussion concerning Crows Nest Harbour bond for roads, water and sewer lines, and Mr. Harris discussed correspondence he has had with the Insurance company handling this bond. No action taken. Mr. Sharp stated he felt the Board might have to retain some Virginia counsel.

VEPCO Letter re the Stafford-Ladysmith 500 KV Line: Mr. Sharp stated this is new line to go from Possem Point to Thornburg. A resident affected directly by this power line spoke at this time, stating among other things, that VEPCO possibly could put this line in on the Southern Railway right-of-way, and he had discussed this matter with Mr. Metts previously.

Mr. Embrey stated this causes problem with land-use and the people have to pay taxes on land where their right-of-way is, and can't use it. VEPCO does not pay the tax. Mr. Metts asked that the County Administrator look into this matter, see if perhaps the Board has more power in this matter.

SOIL CONSERVATION SERVICE: Mr. Tulloss, representative of SCS, appeared before the Board at this time, and channelization of Potomac Creek Watershed was discussed. Mr. Abel stated he wanted to know why this work was never done, he had worked on the easements himself and this was approved in Richmond. After lengthy discussion, motion made by Mr. Abel, seconded by Mr. Embrey, unanimously carried, to have the County Attorney look into why this work was not proposed and advise the Board.

Mr. Tulloss stated there was problem with the sediment from the County owned property on Route 628 going into Potomac Creek and asked what the County's plans were for this land. Mr. Tulloss stated he needed motion from the Board for the SCS people to go in with their plans.

Motion made by Mr. Nelms, seconded by Mr. Metts, unanimously carried, that this Board ask SCS to make plans for this property on Route 628. Mr. Bandy stated we might want to consider the part we had leveled off - which is about 1/2 and SCS might want to make further plans for this. County had plans for school bus shop in this area for about 5 to 6 acres. Mr. Nelms stated he would not like to see the school bus garage on this land, and asked that the SCS people bring plans and recommendations back to this Board. County Administrator to write letter to SCS on this motion.

* * *

APPROPRIATIONS - QUARTERLY APPROPRIATIONS: Discussion of having appropriations set up on quarterly basis, and Mr. Sharp told the Board the Finance Committee has not finalized this and he would recommend today the Board approve only the appropriations for July 1976.

Motion made by Mr. Metts, seconded by Mr. Fritter, unanimously carried, that the July appropriations be made and the remaining appropriations be submitted to the Finance Committee for recommendation back to the Board of Supervisors for consideration of quarterly appropriations.



DOUGLAS B. FUGATE, COMMISSIONER
 G. L. BAUGHMAN, LURAY, VA.
 W. RAMSDALL CHILTON, LANCASTER, VA.
 W. FRED OCKWORTH, NORFOLK, VA.
 EARL A. FITZPATRICK, ROANOKE, VA.
 THOMAS R. GLASS, LYNCHBURG, VA.
 RUFUS T. HAIRSTON, BRISTOL, VA.
 GEORGE C. LANDRITH, ALEXANDRIA, VA.
 ROBERT S. WEAVER, JR., VICTORIA, VA.

DEPARTMENT OF HIGHWAYS

~~XXXXXXXXXXXX~~

Fredericksburg, Virginia 22401

February 6, 1973

JOHN E. HARWOOD
 DEPUTY COMMISSIONER & CHIEF ENGINEER
 A. B. EURE, DIRECTOR OF ADMINISTRATION
 A. K. HUNSBERGER, DIRECTOR OF ENGINEERING
 J. V. CLARKE, DIRECTOR OF OPERATIONS
 W. S. G. BRITTON,
 DIRECTOR OF PROGRAMMING AND PLANNING

Please Reply To
 Department of Highways

A. MURPHY

RESIDENT ENGINEER

Crows Nest Harbour
 Stafford County

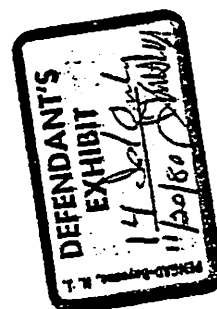
Mr. John M. Porter, Chairman
 Stafford County Planning Commission
 Stafford, Virginia 22554

Dear Mr. Porter:

With regard to the general road planning within the Crows Nest Harbour development, it is our opinion that, giving due consideration to the topographic condition that exists in this area, the road plans as submitted are fairly comprehensive and should provide adequate service to the residents.

Road designs for subdivisions are based upon the Department's Geometric Design Standards for Rural Secondary Roads as published in the Virginia Department of Highways 1972 Road Designs and Standards and the Stafford County Subdivision Ordinance. A copy of the pertinent Virginia Department of Highways Standards for basic criteria is attached. Adherence to these specifications and standards has provided our basis for acting equitably in road design matters. It has been found that the best safety feature of any highway is that it be constructed to carry the ultimate projected number of vehicles at the design speed. The developer has been informed that it may be necessary to install guard rail at needed locations.

The matter of ecological responsibility during construction is customarily governed by local codes. The Department does have comprehensive specifications for erosion and siltation control. These include such items as seeding slopes promptly, the installation of temporary down flumes, settling basins and siltation barriers. The Department does not enforce these requirements on developers where their construction does not interfere with our existing Virginia Department of Highways maintained facilities.



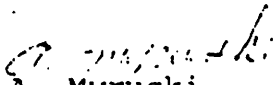
Mr. John M. Porter
February 6, 1973
Page No. 2

Experience has proved new development construction is creating some problems to adjoining property owners and, in fact, some highways. Consideration might be given to local controls for this problem.

The Department is in the process of attempting to determine the overall impact of the ultimate build out of Crows Nest Harbour. This information will be of value in planning future roadways and the financing of same. It appears that completion of this study is still several months in the future but, upon completion, the report should provide some much needed information.

I will be happy at any time to answer any other questions which might arise or elaborate on the information herein submitted.

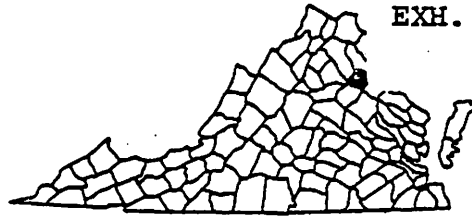
Very truly yours,


A. Myruski
Resident Engineer

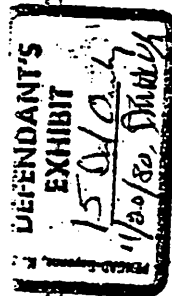
AM:lw
Attachment

COMMONWEALTH OF VIRGINIA

EXH. 33



INDEX TO COUNTY LOCATION



GENERAL HIGHWAY MAP

STAFFORD COUNTY

PREPARED BY

VIRGINIA DEPARTMENT OF HIGHWAYS
AND TRANSPORTATION
1221 EAST BROAD STREET
RICHMOND, VIRGINIA 23219

ROADS CORRECT TO JANUARY 1, 1975

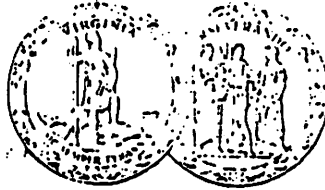
SCALE IN MILES



COMMONWEALTH OF VIRGINIA

EXH. 36

DOUGLAS B. FUGATE, COMMISSIONER
MORRILL M. COWE, RICHMOND, VA.
LE ROY EAKIN, JR., McLEAN, VA.
EARL A. FITZPATRICK, ROANOKE, VA.
THOMAS R. GLASS, LYNCHBURG, VA.
LEONARD R. HALL, BRISTOL, VA.
DOUGLAS G. JANNEY, FREDERICKSBURG, VA.
ROBERT S. LANDES, STAUNTON, VA.
WILLIAM T. ROOS, YORKTOWN, VA.



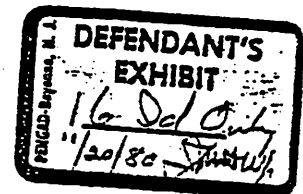
DEPARTMENT OF HIGHWAYS
1221 EAST BROAD STREET
RICHMOND, VA. 23219

Fredericksburg, Virginia 22401
June 13, 1973

JOHN F. HARRISON
DEPUTY COMMISSIONER & CHIEF ENGINEER
W. S. G. HARRISON
DIRECTOR OF ADMINISTRATION
A. K. HUNSBERGER, DIRECTOR OF ENGINEERING
H. GIMMON BLUMHORN
DIRECTOR OF PROGRAMMING AND PLANNING
J. M. WHAY, JR., DIRECTOR OF OPERATIONS

IN REPLY PLEASE REFER TO

Mr. N. C. Sharp
County Administrator
Stafford Court House
Stafford, Virginia 22554



Dear Mr. Sharp:

Attached please find several copies of an Access Study Report, pertinent to Crows Nest Harbour development.

It should be noted that the proposed access routes are corridor routes only. These should not be interpreted as being fixed alignment except at locations so designated in the study, i.e. the recently completed bridge over the R.F. & P. Railroad on Route 628.

As outlined in this report, it is possible that access could be provided on a stage-construction basis over a period of years, dependent upon the availability of funds, possible contributions from the developer, and the protection of future rights of way by County controls. The stage construction being based on development schedules of Crows Nest Harbour. Financing this access will have to be compared with other county needs within the Secondary System since only Secondary Highway Funds will be available for this work.

If suitable access is to become a reality in a reasonable amount of time it will take the cooperative efforts of all concerned, that being the developer, the Stafford County Board of Supervisors and the Department of Highways. It is suggested that this long range program can be worked out between these parties with each bearing certain responsibilities and these be covered by a signed agreement at such time as the details for same could be worked out.

In order that such arrangements may be forthcoming we stand ready at any time for a comprehensive discussion with and review by the County of this proposal and seek any guidance the County may offer.

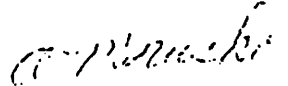
Mr. N. C. Sharp
Page 2
June 13, 1973

In considering the corridors as presented by the attached report the preservance of rights of way was of paramount concern. If, at such time that alignment for this access is determined the possibility of the County exercising controls to preserve the necessary rights of way would of course have a great bearing on the Department's ability to finance this project. This is a point for further consideration and discussion.

It should be noted that this study does not go into any projection of needs on the other Secondary roads in the area, which might become obsolete as a result of the traffic potential of this development as well as possible future developments in the area. Neither has a request been made to the Federal Highway Administration for approval of access points to Route 95. Such approval would be necessary prior to the confirming of any particular corridor.

We remain eager to persue this project.

Very truly yours,


A. Myruski
Resident Engineer

AM:spl

CC: Mr. C. A. Palmer
Mr. S. G. Spencer
Mr. George Smerigan

COMMONWEALTH OF VIRGINIA



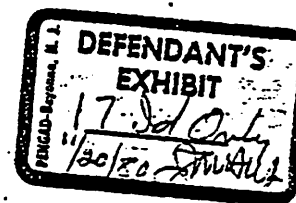
JOHN F. HANCOCK,
DEPUTY COMMISSIONER OF HIGHWAYS
A. B. SHAW, DIRECTOR OF ADMINISTRATION
A. K. MURKIN, DIRECTOR OF PLANNING
J. V. CLARK, DIRECTOR OF CONSTRUCTION
W. S. C. SMITH, DIRECTOR OF PROGRAMS

DEPARTMENT OF HIGHWAYS
RICHMOND, VIRGINIA
Fredericksburg, Virginia 22401
November 21, 1972

Please Reply To
Department of Highways

Crow's Nest Harbour
Stafford County

Mr. Jack C. Burlbaugh
Property Manager
Crow's Nest Harbour
7777 Leesburg Pike
Falls Church, Virginia 22043



Dear Mr. Burlbaugh:

This will confirm our telephone conversation on November 20, 1972 pertinent to the roads in Crow's Nest Harbour.

Please be advised that these roads will be eligible for acceptance into the secondary system provided they are designed, constructed and maintained according to the Virginia Department of Highways standards and specifications and suitable resolution by the County Board of Supervisors requesting acceptance of these roads will be forthcoming.

This in no way guarantees the acceptance of any particular road into the secondary system at the time it is requested; however, it will verify that these roads, if built according to the above, will be eligible.

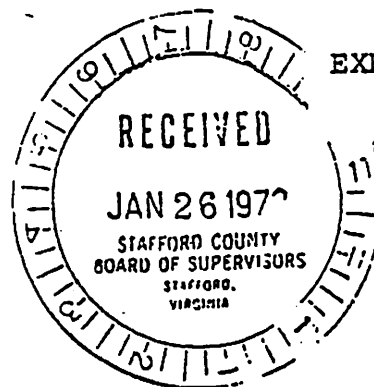
Very truly yours,

A. Nyguski
A. Nyguski
Resident Engineer

MW:lw
CC: Mr. D. K. Cook

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS

EXH. 41



XXXXXXXXXXXXXXXXXXXXX
Fredericksburg, Virginia 22401
January 23, 1973

Crows Nest Harbour - Sect. A, B, C &
Route 609 - Stafford County

Urban Engineering & Associates
8001 Forbes Place
Springfield, Virginia 22181

Attention: Mr. J. Edgar Sears, Jr.

Gentlemen:

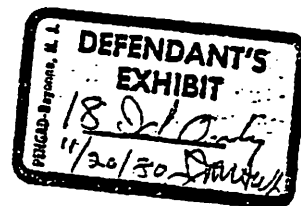
Reference is made to your transmittal slip dated December 28, 1972, by which you submitted two (2) sets of plan and profiles on Sections A, B, C & D of the above mentioned development, revised in accordance with many of the comments noted in our letter to you dated November 17, 1972.

Please be advised that we have again reviewed these plans and find that there still remains additional discrepancies that should be resolved prior to plan approval.

They are, in part, as follows:

1. In reviewing the typical section (50' right of way) for Crows Nest Drive and Evergreen Drive, we note that you have proposed 4' wide exterior shoulders. These shoulders should be increased to a 10' width.

2. We also note that the right of way line terminates between the shoulder and the ditch line in a cut section and 1' beyond the shoulder break in a fill section. Considering the above requested revision, these right of way lines will terminate within the shoulder of the roadway. This will be unacceptable. We recommend that this right of way be increased to a 100' minimum right of way accompanied with all slope easements as may be necessary.



Urban Engineering & Associates

Page 2

January 23, 1973

Reference is made to a meeting on January 19, 1973, between you, your Associate, Mr. C. S. Hamrick and myself. At that time, we directed your attention to some of the closing comments of our previous correspondence concerning a proposal from the developer to construct Route 609 between Crows Nest Drive and Route 608. We reiterate the importance of receiving some acceptable proposal from the developer prior to this office approving the plats for Sections A, B, C & D. We have heard no response from the developer concerning this matter, as of this date.

Please revise your plans in accordance with the above comments and return same to this office for our further review.

Very truly yours,

A. Myruski
Resident Engineer

CC: Mr. Sherman H. Vandavender
Mr. D. K. Cook

(I)
Ex 7 Δ's 19
January 10, 1973

Mr. S. M. Vandevender, President
Research Homes, Inc.
7777 Leesburg Pike
Falls Church, Virginia 22043

Re: Crow's Nest Harbour,
Sections A, B, C, D

Dear Mr. Vandevender:

It appears that some confusion has arisen concerning the approval of the final plats for the above referenced sections. I will attempt to clarify this situation.

I am enclosing a copy of Article II of the County Subdivision Ordinance regarding plats and platting of land, and your attention is also called to the remainder of the ordinance regarding subdivision requirements of the County. You will be required to furnish a performance bond or other approved surety to the County, in lieu of construction, regarding the public improvements, and a certified statement from your engineer as to the estimated cost of the public improvements. Bonding in that amount will be required prior to final approval. I am enclosing a sample subdivision bond that may be used in lieu of the performance bond. You should also contact Mr. Charles E. Smith, County Engineer, regarding approval of your water and sewer plans.

You may submit the plats for signature by the Subdivision Agent after you have obtained approvals and signatures from the Highway Engineer, Health Officer, and Chairman of the Planning Commission.

If I may be of further assistance, please let me know.

Very truly yours,

William G. O'Brien
Administrative Assistant

Encl:

CC: Mr. D. E. Cook, County Administrator
Mr. Charles E. Smith, County Engineer

WGO/ab



COUNTY OF STAFFORD

STAFFORD, VIRGINIA 22084
OFFICIALS

January 10, 1973

BOARD OF SUPERVISORS

ALVIN E. HAYES
CHAIRMAN

M. ALBERT LAGAN
VICE CHAIRMAN

GEORGE M. LINDA
MEMBER

LEONARD A. LUTHER
MEMBER

WILLIAM E. PARRISH
MEMBER

SYLVESTER SILVER
MEMBER

D. K. COOK
COUNTY ADMINISTRATOR

Mr. S. M. Vandevender, President,
Research Homes, Inc.,
7777 Leesburg Pike
Falls Church, Virginia 22043

Re: Crow's Nest Harbour,
Sections A, B, C, D

Dear Mr. Vandevender:

It appears that some confusion has arisen concerning the approval of the final plats for the above referenced sections. I will attempt to clarify this situation.

I am enclosing a copy of Article II of the County Subdivision Ordinance regarding plats and platting of land, and your attention is also called to the remainder of the ordinance regarding subdivision requirements of the County. You will be required to furnish a performance bond or other approved surety to the County, in lieu of construction, regarding the public improvements, and a certified statement from your engineer as to the estimated cost of the public improvements. Bonding in that amount will be required prior to final approval. I am enclosing a sample subdivision bond that may be used in lieu of the performance bond. You should also contact Mr. Charles E. Smith, County Engineer; regarding approval of your water and sewer plans.

You may submit the plats for signature by the Subdivision Agent after you have obtained approvals and signatures from the Highway Engineer, Health Officer, and Chairman of the Planning Commission.

If I may be of further assistance, please let me know.

Very truly yours,

William G. O'Brien
Administrative Assistant

Encl:

CC: Mr. D. K. Cook, County Administrator
Mr. Charles E. Smith, County Engineer

#48 

(B)
VIRGINIA:

IN THE CIRCUIT COURT OF THE COUNTY OF STAFFORD

DIVERSIFIED MORTGAGE INVESTORS, a
Massachusetts Business Trust,

Complainant

vs.

THE BOARD OF SUPERVISORS OF
STAFFORD COUNTY, VIRGINIA,

Defendant

SERVE:

Daniel M. Chichester
Commonwealth Attorney for
Stafford County

BILL OF COMPLAINT

To: The Honorable J. M. H. Willis, Jr.
Judge of Said Court

COMES NOW your complainant, by counsel, and respectfully represents
as follows:

COUNT ONE:

1. That by deed dated October 28, 1971 and recorded in Deed Book 216, Page 190 of the land records of Stafford County, St. Charles City, Inc., a Maryland Corporation conveyed to Crows Nest Harbour, a limited partnership, 4,725 acres in Stafford County hereinafter referred to as "Crows Nest Harbour".

2. That Crows Nest Harbour Limited Partnership applied to the Board of Supervisors of Stafford County, and obtained, for said property zoning in categories R-1, R-2, and C which permitted intense residential development including multi-family structures, and commercial development.

3. That the Crows Nest Harbour property is suited only for such development because it has large areas which are not suited for septic tank and drain field sewage disposal systems, but which could be used as common areas; and it has large areas near its extensive waterfrontage which can be economically developed only as high-density residential and commercial areas.

4. That in connection with the proposed development of Crows Nest Harbour the respondent, Stafford County, promised to provide central water to the property necessary for its development and for the zoning which the County provided.

5. That in reliance upon the county's promise to provide central water and in reliance upon the zoning for intense residential development and commercial development, your complainant took Crows Nest Harbour as security for loans made by it to Crows Nest Harbour Limited Partnership. Upon the default of Crows Nest Harbour Limited Partnership on such loans, your complainant has had to foreclose on Crows Nest Harbour and now holds title to this property.

6. There has been no change in the property itself, and the considerations for its appropriate zoning have not changed except that the County has breached its promise to bring central water to the property.

7. That the current Board of Supervisors of Stafford County has down zoned Crows Nest Harbour despite the opposition of your complainant at the public hearing of the planning commission and the public hearing of the Board of Supervisors. The only persons speaking in favor of the rezoning at the Board of Supervisors was George Smerigan, the planning and zoning administrator of Stafford County, who stated, inter alia, that the down zoning of Crows Nest Harbour was defensible on the theory that the property was suitable for development in the future but not presently developable because it lacked central water.

8. That the current Board of Supervisors in fact down zoned the Crows Nest Property on 20 June 1978 to a new zoning category "A-2", which essentially prohibits development more intense than single family detached dwellings on lots of not less than one acre.

9. That because the Crows Nest Harbour property cannot be economically developed under such zoning, it has been rendered practically worthless and the diminution in value is so great as to be tantamount to confiscation.

WHEREFORE, as the action of the Board of Supervisors is unreasonable and arbitrary and bears no reasonable or substantial relation to the public health, safety, morals or general welfare, your complainant prays that the action of the Board of Supervisors in down zoning Crows Nest Harbour be declared invalid, that enforcement of such down zoning be permanently enjoined, and that This Honorable Court declare that the zoning of such property be the same as it was before the invalid action of the Board of Supervisors.

COUNT TWO:

Paragraphs One through Nine of Count One are hereby adopted as if set forth in full.

WHEREFORE, as the action of the Board of Supervisors caused a great diminution in the value of Crows Nest Harbour so as to render it practically worthless with no countervailing public benefit, your complainant prays that the action of the Board of Supervisors be declared invalid, and enforcement of it be permanently enjoined, and that This Honorable Court declare that the zoning of Crows Nest Harbour be the same as it was before the invalid action of the Board.

COUNT THREE:

Paragraphs One through Nine of Count One are hereby adopted as if set forth fully herein.

WHEREFORE, as the Board of Supervisors is estopped to rely upon its own failure to provide central water as it had promised as a basis for down zoning Crows Nest Harbour, your complainant prays that the action of the Board of Supervisors be declared invalid, that it be permanently enjoined, and This Honorable Court declare that the zoning of Crows Nest Harbour be the same as it was before the invalid action of the Board.

COUNT FOUR:

Paragraphs One through Nine of Count One are hereby adopted as if set forth fully herein.

WHEREFORE, as your complainant has relied upon the prior zoning of Crows Nest Harbour in its own conduct, and no showing of public necessity or benefit has been made by any party for the down zoning of Crows Nest Harbour, your complainant prays that the action be declared invalid, that it be permanently enjoined, and This Honorable Court declare that the zoning of Crows Nest Harbour be the same as it was before the invalid action of the Board.

COUNT FIVE:

Paragraphs One through Nine of Count One are hereby adopted as if set forth fully herein.

WHEREFORE, as the action of the Board of Supervisors has rendered Crows Nest Harbour practically worthless and the confiscation is so great as to amount to a taking and impairment of the obligations of contracts under Article One, Section Eleven of the Constitution of Virginia, your complainant prays that it be awarded judgment against the respondent Board of Supervisors of Stafford County, Virginia in the sum of Five Million Dollars (\$5,000,000.00).

Respectfully submitted,

DIVERSIFIED MORTGAGE INVESTORS, a
Massachusetts Business Trust

By: 

Robert B. Goodall, counsel.

GOODALL AND JACOBY
P.O. Box 316
Stafford, Virginia 22554

FILE

CLERK'S OFFICE

JAN 25 1979

VIRGINIA:

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IN THE CIRCUIT COURT OF STAFFORD COUNTY, ILL.

DIVERSIFIED MORTGAGE INVESTORS, a
Massachusetts Business Trust,

Complainant

. VS .

THE BOARD OF SUPERVISORS OF
STAFFORD COUNTY, VIRGINIA,

Defendant

A N S W E R

COMES NOW your Defendant, The Board of Supervisors of Stafford County, Virginia, and for its Answer to the Bill of Complaint, set forth the following:

1. Your Defendants admit the allegations contained in paragraphs 1 and 8.
2. Your Defendants deny the allegations contained in paragraphs 3, 4 and 6.
3. With respect to the allegations contained in paragraph 7 of the Bill of Complaint your Defendants admit same, but state there are other reasons which justify the downzoning.
4. The allegations contained in paragraph 2 are admitted except that it denies any property was zoned C, but admits that part of the property was zoned B-1.
5. The Defendants are without knowledge as to the allegations contained in paragraphs 5 and 9 and neither admit or deny the allegations contained in these paragraphs and request the Court to require strict proof thereof. To the extent an Answer is required, Defendants deny said allegations.

6. Any allegations not expressly admitted, are denied.

7. Count II realleges all prior allegations; Defendant repeats its answers in paragraphs 1 through 6 in response to allegations contained in Count II of the Bill of Complaint.

8. Count III realleges all prior allegations; Defendant repeats its answers in paragraphs 1 through 6 in response to allegations contained in Count III of the Bill of Complaint.

9. Count IV realleges all prior allegations; Defendant repeats its answers in paragraphs 1 through 6 in response to allegations contained in Count IV of the Bill of Complaint.

10. The demurrer filed by Defendant was sustained as to Count V; no amended pleadings have been filed and thus no answer is filed. To the extent an answer is required all allegations of Count V are denied.

FIRST AFFIRMATIVE DEFENSE

As and for their first affirmative defense, your Defendants set forth the following:

11. That said rezoning was not arbitrary, unreasonable or confiscatory.

SECOND AFFIRMATIVE DEFENSE

As and for their second affirmative defense, your Defendants set forth the following:

12. That the present rezoning bears a reasonable or substantial relation to the public health, safety, moral or general welfare.

THIRD AFFIRMATIVE DEFENSE

As and for their third affirmative defense, your Defendant: set forth the following:

13. That Stafford County, has since 1971, (when Crows Nest Harbour property was initially zoned R-1, R-2 and B-1), adopted a comprehensive Plan on July 17, 1975.

14. That the 1971 zoning of R-1, R-2, and B-1, was not consistent with the comprehensive plan adopted July 17, 1975.

FOURTH AFFIRMATIVE DEFENSE

As and for their fourth affirmative defense, your Defendant set forth the following:

15. That Crows Nest Harbour partnership entered into an agreement to construct a sewerage treatment plant and subject to certain conditions give same to Stafford County.

16. That Crows Nest Harbour has filed bankruptcy.

~~17.~~ That the sewerage treatment plant will not be constructed and that Stafford County is not obligated to construct same.

~~18.~~ That at the present time, or in the immediate future, Stafford County has no plans to extend sewer service into the Crows Nest Harbour area.

19. Without central sewer it is not in the best interests of Stafford County to permit more intense zoning than A-2 of the Crows Nest Harbour property.

FIFTH AFFIRMATIVE DEFENSE

As and for their fifth affirmative defense, your Defendants set forth the following:

~~20.~~ That since the property was initially zoned in 1971, a traffic study was done which indicated the adverse impact the development would have on the roads serving the Crows Nest Harbour tract.

SIXTH AFFIRMATIVE DEFENSE

As and for their sixth affirmative defense, your Defendants set forth the following:

That the Crows Nest Harbour property was improperly zoned in 1971.

The considerations for appropriate zoning have changed since 1971.

SEVENTH AFFIRMATIVE DEFENSE

As and for their seventh affirmative defense, your Defendant set forth the following:

23. That the amount of diminution in value of Crows Nest Harbour, if any, is not to an extent as to amount to confiscation to render the property worthless, or to render the zoning invalid.

EIGHTH AFFIRMATIVE DEFENSE

As and for their eighth affirmative defense, your Defendants set forth the following:

24. That the Defendant never agreed to provide central water to Crows Nest Harbour, however Defendant did agree to sell water to Crows Nest Harbour providing Crows Nest Harbour would construct the necessary water mains and water distribution lines.

25. That Crows Nest Harbour never constructed said interceptor and distribution lines.

NINTH AFFIRMATIVE DEFENSE

As and for their ninth affirmative defense, your Defendants set forth the following:

26. That Complainant has no vested right in the 1971 zoning.

27. That Complainant has done nothing which would permit Complainant to have a vested right in the 1971 zoning.

28. That principle of vested rights applies only to special use permits or other permits and zoning ordinance is not a permit.

29. That zoning ordinances are always subject to amendment.

WHEREFORE, your Defendant prays that the Bill of Complaint be dismissed, and for such other and further relief as this Court deems meet and proper.

THE BOARD OF SUPERVISORS OF
STAFFORD COUNTY, VIRGINIA

By _____
Of Counsel

William H. Harris
Harris & Harris
809 William Street
Fredericksburg, Va. 22401

CERTIFICATE

I hereby certify that on this the 17 day of January, 1979, a copy of the foregoing was mailed, postage prepaid, to Robert B. Goodall, Esquire, Counsel for Plaintiffs, P.O. Box 316; Stafford, Virginia 22554.

