

# Urban Development Areas Stafford County, Virginia

November 15, 2010



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# Stafford UDA Implementation Principles

- Provide sufficient capacity to meet 10 years growth
- Balance legal requirement with fiscal realities
- Minimize impact of UDAs on transportation network
  - Distribute density across major transportation nodes
  - Locate 1/3 of density at existing and new rail stations
- Ensure UDAs meet community standards for education, parks, and other public facilities
- Minimize impact on MCB Quantico mission



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## Legislative Mandate

--14,661 DU

--10,000,000 sq ft

## City of Fredericksburg

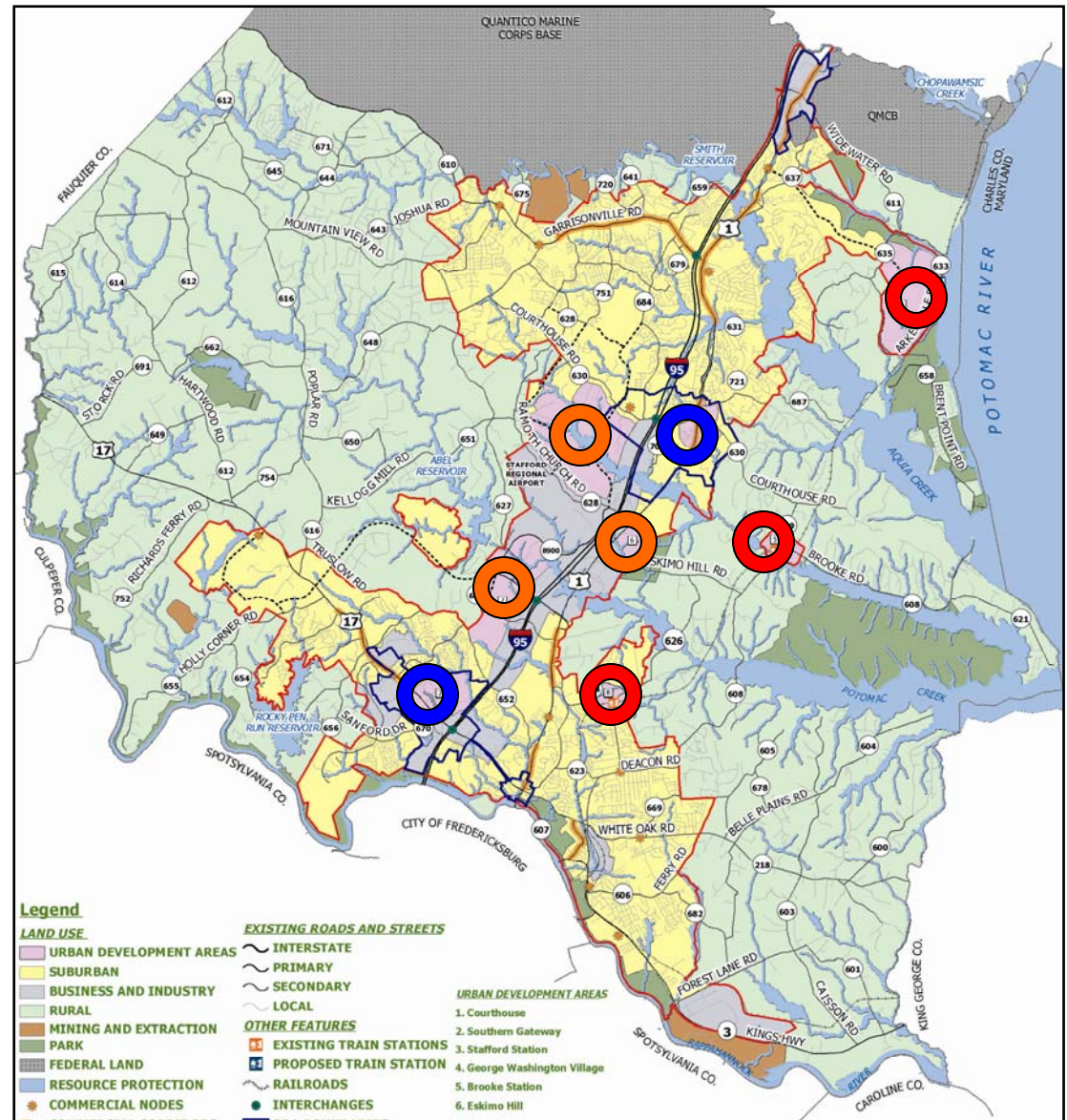
-- Approx 7,000 DU

## Translates to 8 UDAs

--3 Rail 

--2 Redevelopment 

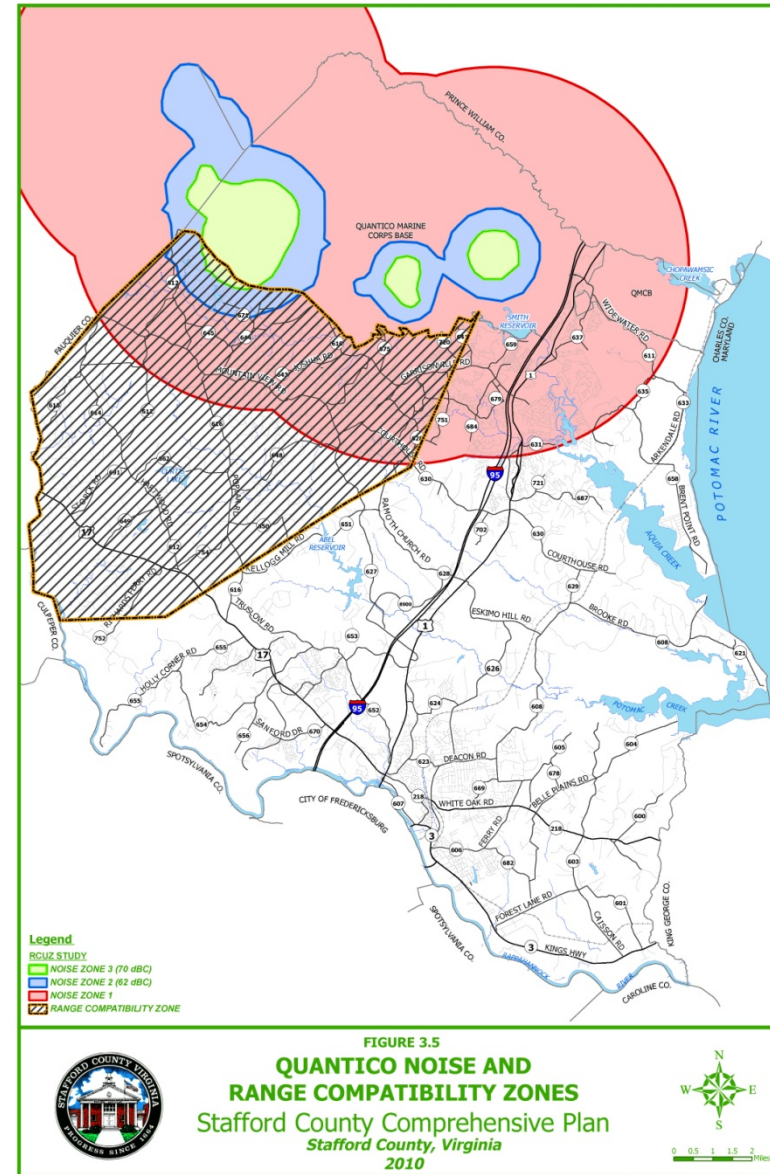
--3 Interchange/Central 



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# MCB Quantico Considerations

- Limit residential development in 5 mile radius
- Limit residential development to 1 DU per 10 acres in overfly zone

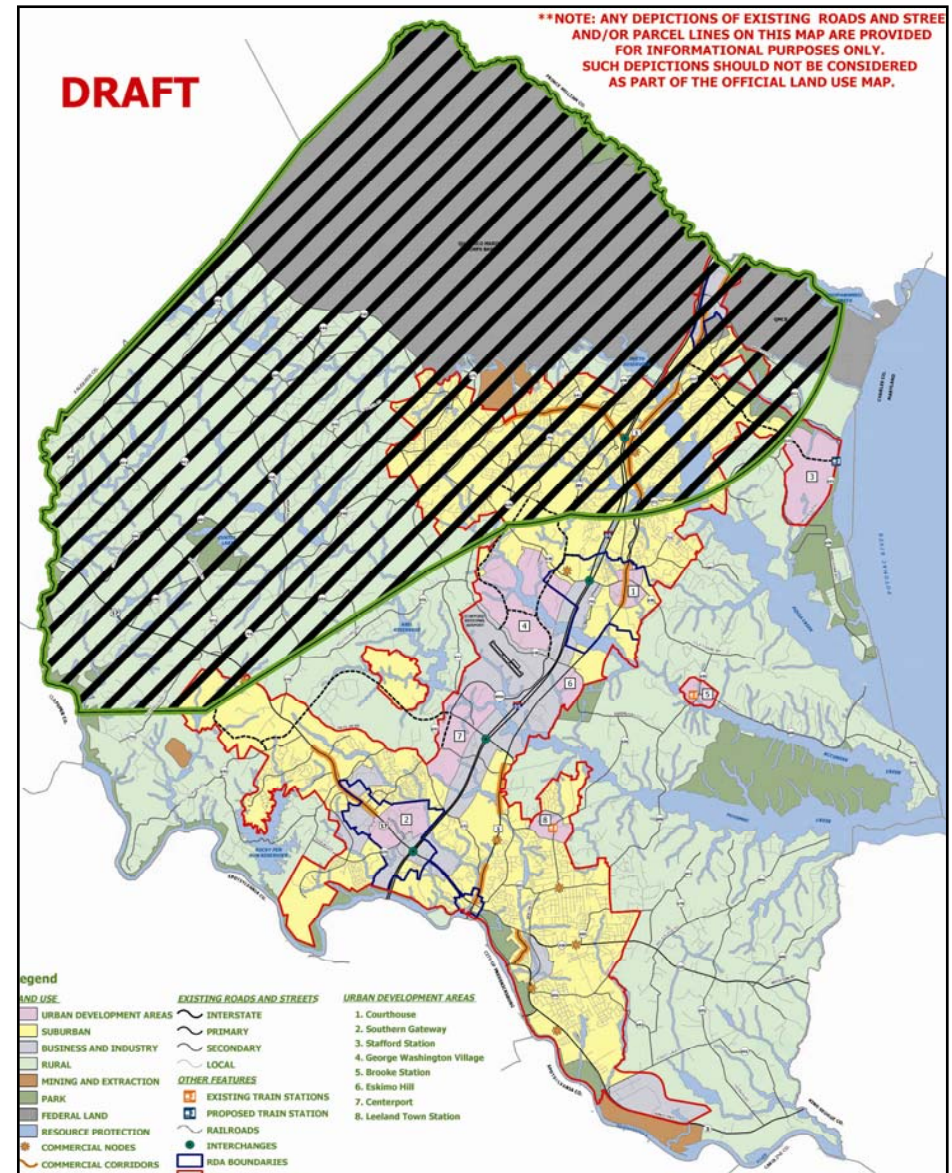


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# MCB Quantico Impacts on UDAs

--51% of Stafford  
incompatible for UDAs



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# Economic Analysis

- Conducted by Dr. Stephen Fuller
- Residential development does NOT pay for itself
  - Single Family Detached -\$429 per year
  - Single Family Attached -\$1,368 per year
  - Multi-family -\$484 - \$891 per year
- Commercial development essential to offset cost of residential
  - Office +\$282 per job
  - Retail +\$1,781 per job
  - Industrial/Other +\$411 per job
- Stafford UDAs balance residential and commercial growth to achieve fiscal neutrality

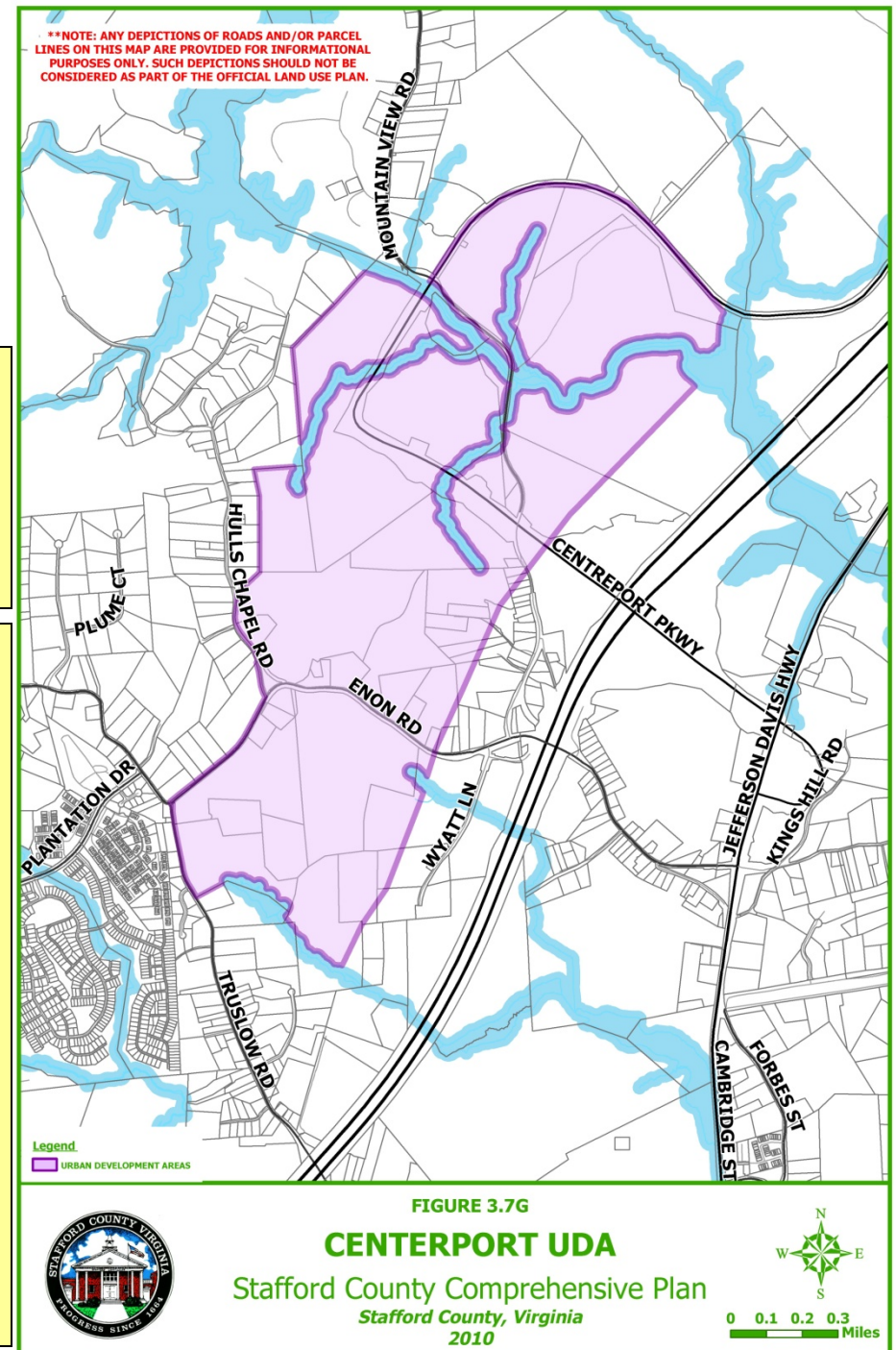


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# UDA #7

## ■ Centerport

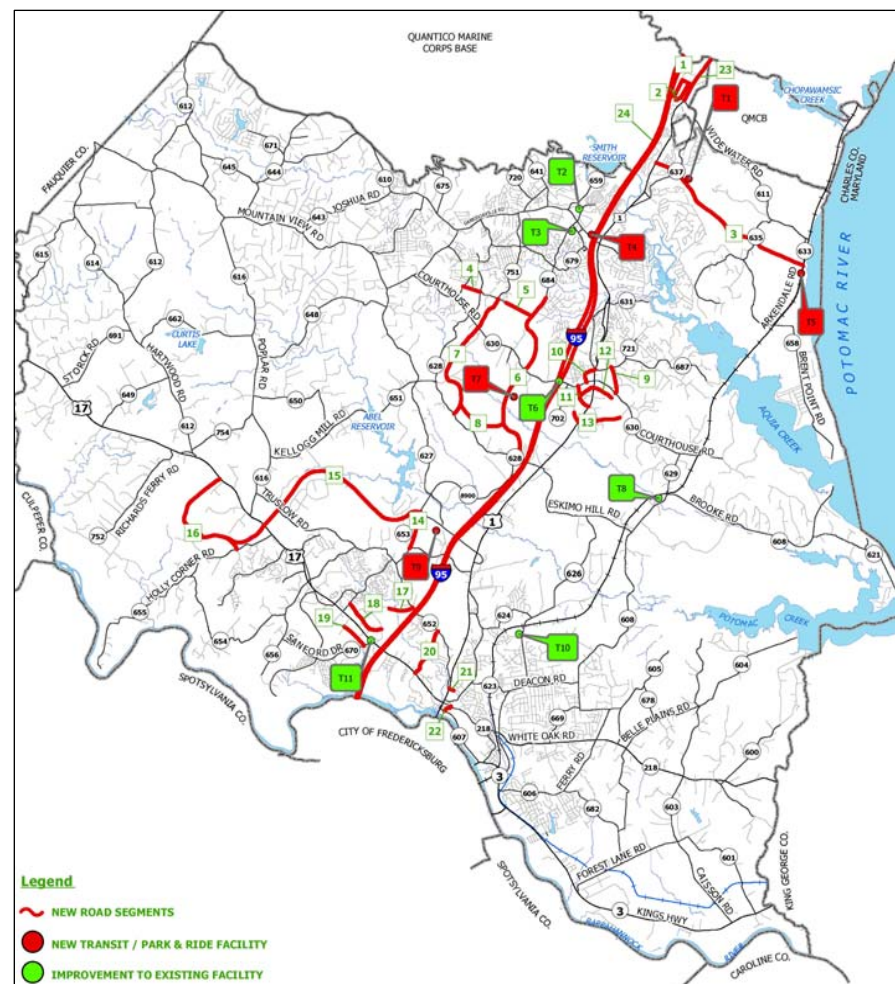
- 3,250 Residential Units
    - 750 MF, 300 TH, 2,200 SF
  - 1,622,400 sq ft Commercial
- 
- 4 lane divided road from Centerport Pkwy to Warrenton Rd
  - 1,000 space park and ride lot
  - Commuter van pool and bus transit station
  - 250 acres of parkland (passive and active) with 20 finished athletic fields
  - 1 middle school
  - 1 center for technical education





# Transportation Plan

- VDOT concerns regarding impact of larger UDAs on major transportation nodes
  - Distributes density across major transportation nodes to minimize impact
  - Identifies new/upgraded road segments to serve UDAs (to be funded by proffers)
  - Incorporates mix of units together with commercial and public facilities to minimize vehicle trips



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# Challenges/Requests

- Changing density requirements
  - Maintain 4 SFH per acre
- Prohibition of light industrial in UDAs
  - Allow light industrial (5 UDAs will become 1)
- Facility Requirements
  - Explicitly state that proffers will be an important element in funding UDA infrastructure requirements
- Inclusion of currently non-existent roads, wetlands, green space, rights of way, etc.... in definition of buildable acreage
  - All should be excluded from definition



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