

Germanna-Wilderness Area Plan Town Hall Meeting



LOCUST GROVE MIDDLE SCHOOL
JUNE 29, 2017
6:30 P.M. - 8:30 P.M.



Welcome and Introductions:

Supervisor
Jim White

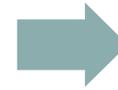
Vision

- May 9, 2013
- *“A Place to Live, Work, and Play with a higher standard of design and development which is a self-contained, complete community that is appealing to current and prospective residents...”*



Germanna-Wilderness Area Plan

- Adopted July 14, 2015
- Goals
- Land Uses



Implementation Tasks

- Economic Development Programs
- Historic and Cultural Assets
- Transportation Systems
- Planning and Zoning Approaches
- Water and Waste Water Systems

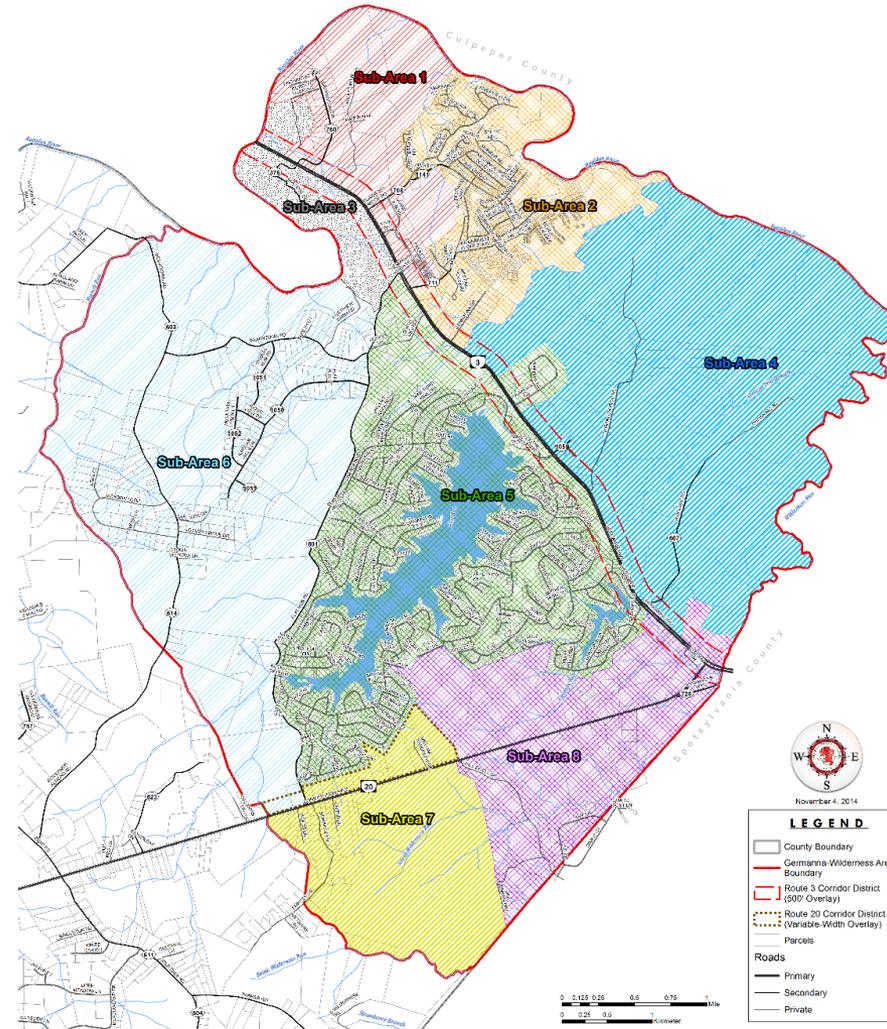
Implementation Tasks



- **Economic Development Programs:**
 - Attract businesses that expand choices and job opportunities
- **Historic and Cultural Assets:**
 - Preserve and utilize historic and natural resources
- **Transportation Systems:**
 - Ways to interconnect with auto, bike, cart, walk
- **Planning and Zoning Approaches:**
 - New approaches specifically for GWAP
- **Water and Waste Water Systems:**
 - Assessing capacity needs and sources

Germanna-Wilderness Area Plan

Economic Development



Existing Conditions

1. Retail
2. Restaurants
3. Medical Office
4. Services
5. Professional Services
6. Golf Courses
7. Number of Vacant C-2 parcels (+/- 50 acres)

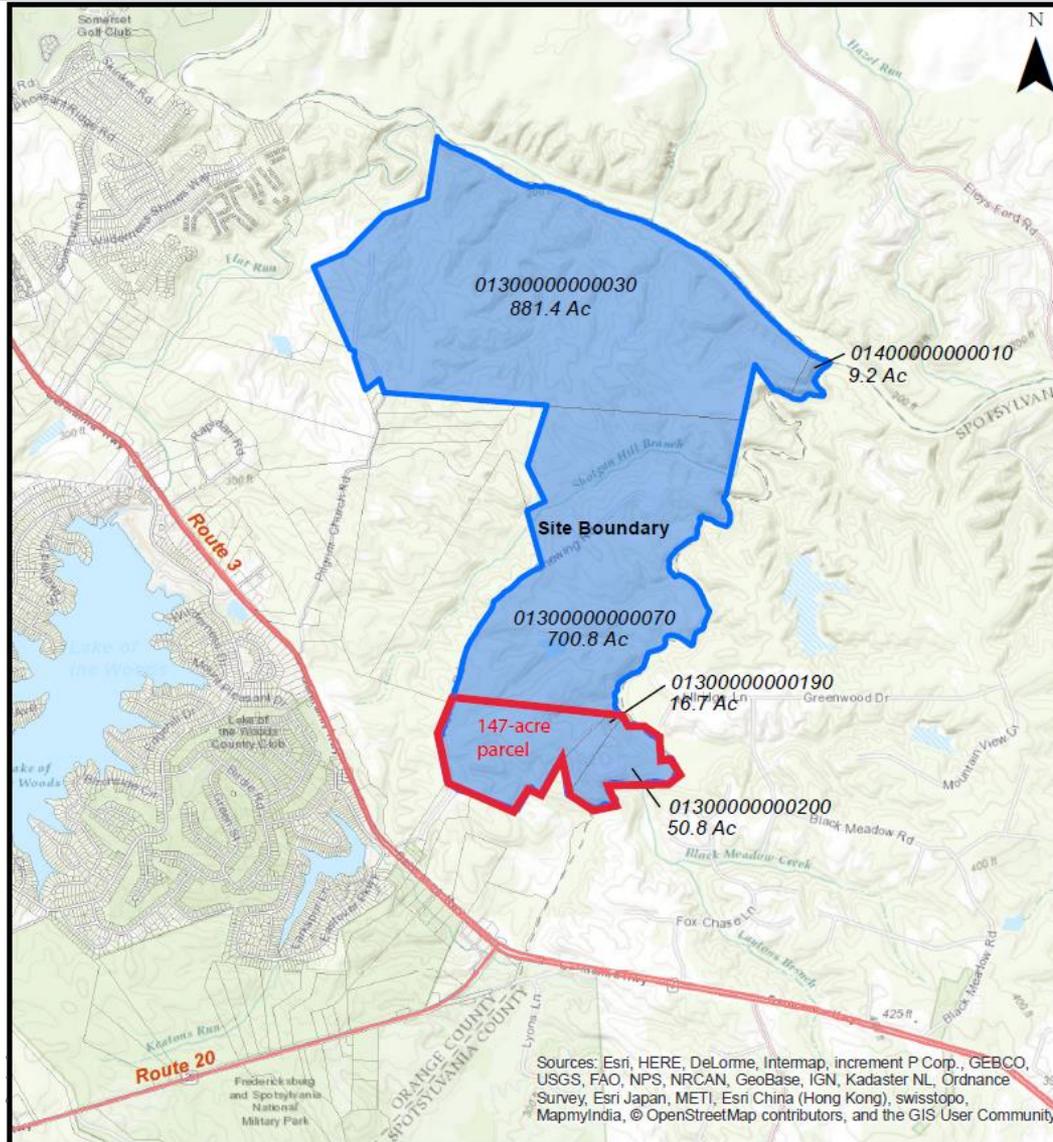
Future Conditions

1. Development Along Route 3 Corridor District
2. Town Center and Mixed Use Development
3. Retail
4. Medical
5. Professional Services
6. Historical & Entertainment Attractions
7. Education / Germanna Community College
8. Thriving Corporate Campus – High Wage Jobs
9. Incentive Grant Program
10. Economic Development Brand

Activity Since July 14, 2015

1. Strategic Plan – *March 15, 2016*
2. County Incentive Policy – *June 14, 2016*
3. Retail Growth
4. Numerous Meetings with Prospects
5. Start Up Community
 1. Common Ground Coworking Space – *May 31, 2017*
6. King Site / VBRSP Grant – *November 1, 2016*
7. New Website – *August 9, 2016*

King Site – VBRSP Grant



THINK ORANGE VA

ORANGE COUNTY VA ECONOMIC DEVELOPMENT

THINK ORANGE VA
ORANGE COUNTY VA ECONOMIC DEVELOPMENT

HOME

WHY ORANGE?

PROPERTY

SUPPORT

LIVING HERE

NEWS

CONTACT



THINK ORANGE VA

**We have the land.
We have the people.
The only thing missing is YOU.**

LOCATE YOUR BUSINESS HERE

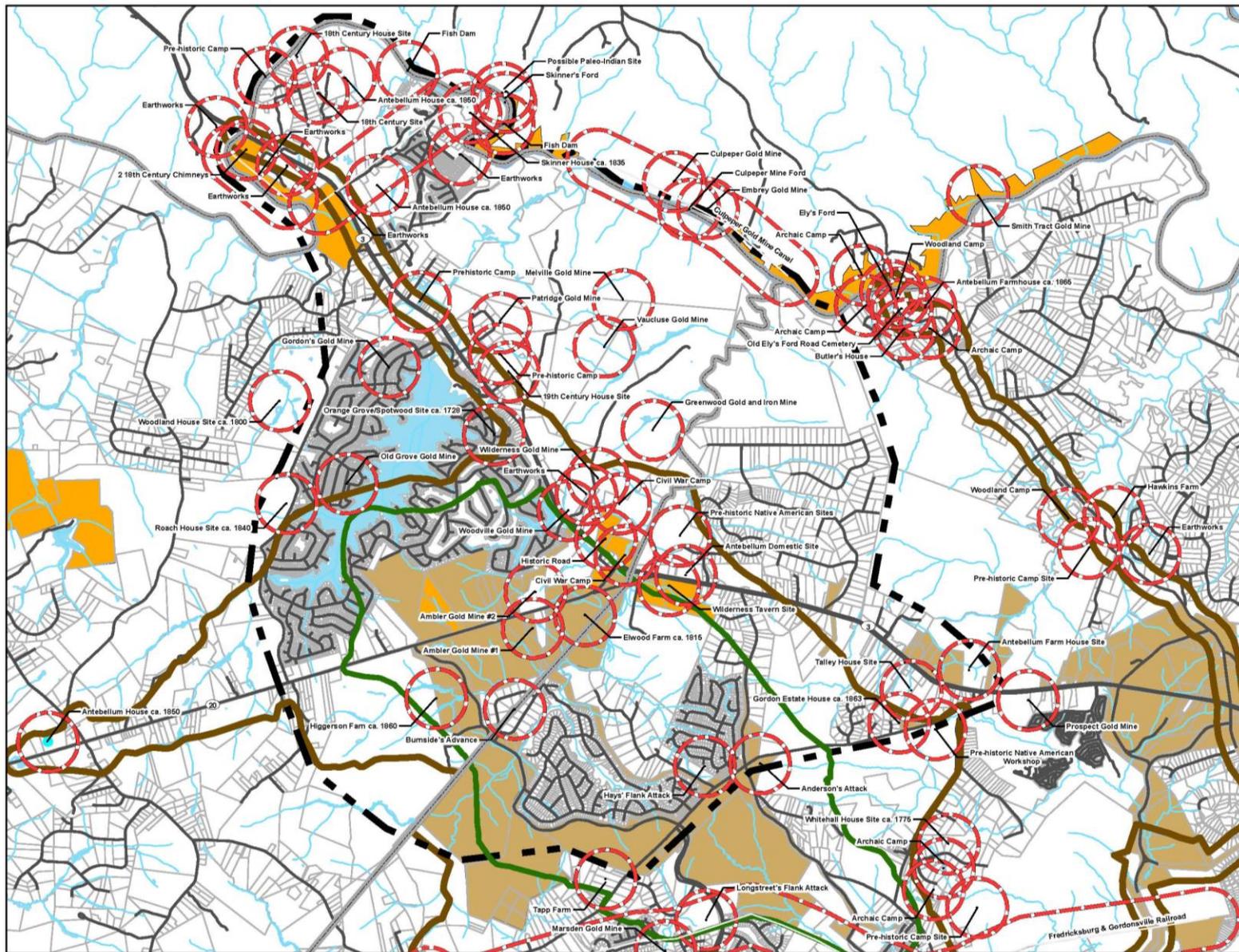


Historic and Cultural Assets Inventory:

R. Bryan David
County Administrator

Wilderness Battlefield Gateway Study

April 2012



- Cultural Sites
- Project Boundary
- Wilderness NPS Landholdings
- Other Protected Properties
- ABPP Core Area Boundary
- ABPP Study Area Boundary
- Parcels
- Water Bodies
- Hydrology
- Roads
- County Boundary



0 1,500 3,000 6,000 Feet

GIS data courtesy of PEC, CWT, Spotsylvania County, Orange County and the NPS

Project No. GA 2255-09-003

The American Battlefield Protection Program (ABPP) is a program of the National Park Service. This material is based upon work assisted by a grant from the Department of the Interior, National Park Service. Any opinions, findings, and conclusions or recommendations expressed in this material are those of the author(s) and do not necessarily reflect the views of the Department of the Interior.

Cultural Resource Inventory

GWAP Recommendation



TASKS TO REFINE AND IMPLEMENT POLICIES

⊗ Develop, implement, and manage a Historical, Cultural Assets, and Opportunities Plan.

- In the adopted Germanna-Wilderness Area Plan, a recommendation was included to develop and implement a Historic and Cultural Assets Inventory.
 - Desire to understand what historic and/or cultural assets were located within the boundaries of the GWAP.

Development Process



- The County engaged with Zann Nelson, Owner of History Quest
 - Tasked with developing an “inventory matrix” of the various assets located in the Germanna-Wilderness area boundaries
 - ✦ Phase 1: Prepare the Matrix
 - ✦ Phase 2: Populate the Matrix
 - ✦ Phase 3: Analyze and Present the Findings
 - Work was completed in Fall 2016
 - Findings were compiled into an inventory matrix, where each asset was identified and described
 - ✦ Formatted to be used in the future for land use decisions

Results of Work



GWAP Subarea	VDHR Site #	Other Site ID	Map	Category	Description	Period
#1 Spotswood	44OR0023		Click	Archaeology	No Data	Woodland
#1 Spotswood	44OR0172		Click	Archaeology	Domestic	Prehistoric
#1 Spotswood	44OR0134		Click	Archaeology	Temporary Camp	Prehistoric
#1 Spotswood	44OR0177		Click	Archaeology	Temporary Camp	Prehistoric
#1 Spotswood	44OR0178		Click	Archaeology	Other	Unknown
#1 Spotswood	44OR0181		Click	Archaeology	Domestic	Prehistoric/Unknown
#1 Spotswood	44OR0182		Click	Archaeology	No Data	Other
#1 Spotswood	44OR0183		Click	Archaeology	No Data	Other
#1 Spotswood	44OR0184		Click	Archaeology	No Data	Other
#1 Spotswood	44OR0353	068-5015	Click	Archaeology	Somerset Ridge Earthworks	Civil War
#1 Spotswood	068-0136		Click	Architecture	House - Chesterville	Pre Civil War
#1 Spotswood	068-0576		Click	Architecture	House	Pre Civil War
#1 Spotswood	068-5015	44OR0353	Click	Architecture	Somerset Ridge Earthworks	Civil War
#1 Spotswood	088-5180		Click	Battlefield	Along Route 3	Civil War
#1 Spotswood	088-5183		Click	Battlefield	Along Route 3	Civil War
#2 Manahoac	44OR0135		Click	Archaeology	Along Route 3	Woodland
#2 Manahoac	44OR0294		Click	Archaeology	Artillery Emplacements	Civil War
#2 Manahoac	068-0574		Click	Architecture	Historic House	Pre Civil War/C. 1835
#2 Manahoac	068-0661		Click	Architecture	House	No Data
#3 Germanna	44OR0003	068-0043	Click	Archaeology	Camp - Encahanted Castle	Woodland/Colonial
#3 Germanna	44OR0017		Click	Archaeology	Earthworks	Civil War
#3 Germanna	44OR0136		Click	Archaeology	Mill Site (Gristmill)	1700-99; 1800-99
#3 Germanna	44OR0137	068-0044	Click	Archaeology	No Data	No Data
#3 Germanna	44OR0138		Click	Archaeology	Earthworks (CSA)	Civil War
#3 Germanna	44OR0155		Click	Archaeology	Burial Mound (Possible)	Woodland/Colonial
#3 Germanna	44OR0159		Click	Archaeology	Co. Courthouse Jail (Possible)	1700-1799
#3 Germanna	44OR0160		Click	Archaeology	No Data	Woodland

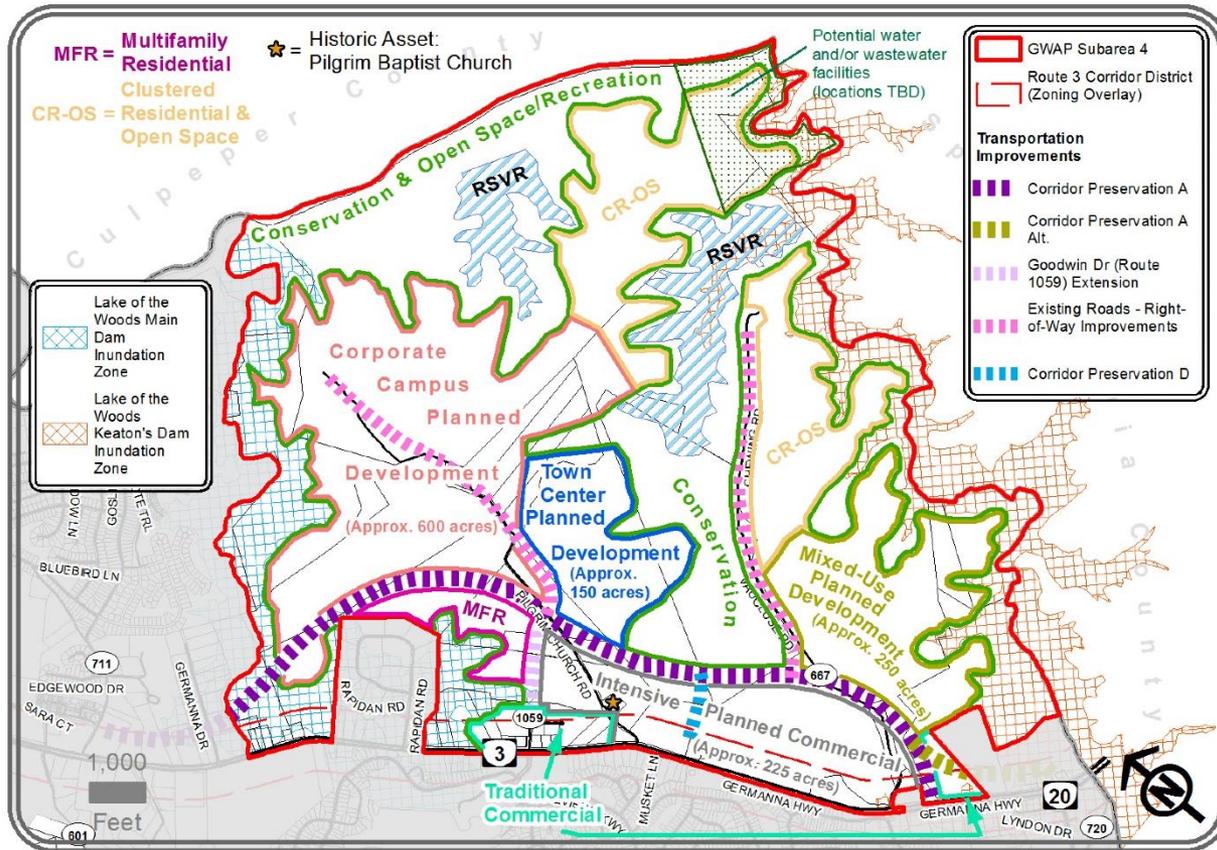


Small Area Transportation Planning



Small Area Planning Transportation Element

EPRPC



Creating a detailed plan for a road network that:

- Works in harmony with the development vision
- Provides for choice of travel modes
- Is safe and efficient
- Enhances the quality of the development

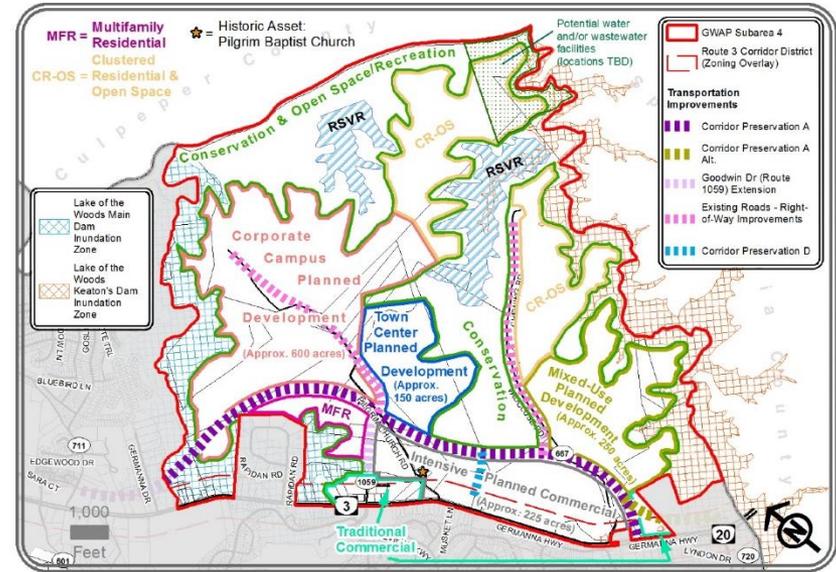
Sub-area 4 from Germanna-Wilderness Plan (Wilderness Run)



Work to Date

EPRPC

- Focusing on Area 4 currently, but ultimately expanding to other sub-areas
- Working with steering committee to:
 - Identify guiding principles for the transportation network
 - Begin to identify strategies to create a well connected, multimodal environment in concert with the new development
 - Identify locations for connections to Route 3
 - Think through the major planning consideration and needs relative to the future transportation network.



Major Planning Considerations

- Traffic volumes on Route 3 will increase.
- How can traffic safety and throughput be managed effectively?
- How can “local trips” be separated from regional “through trips”?
- How can all modes of travel be accommodated safely and efficiently?



Preserving Safety and Maximizing Throughput on Route 3.

Access Management

- Limit direct driveway access to major arterials (especially Route 3)
- Utilize parallel access roads/backage roads to provide rear access to properties adjacent to major corridors



Direct Driveway Access



Indirect Driveway Access





Separating local trips from the regional / through traffic on Route 3.



Low Connectivity



High Connectivity

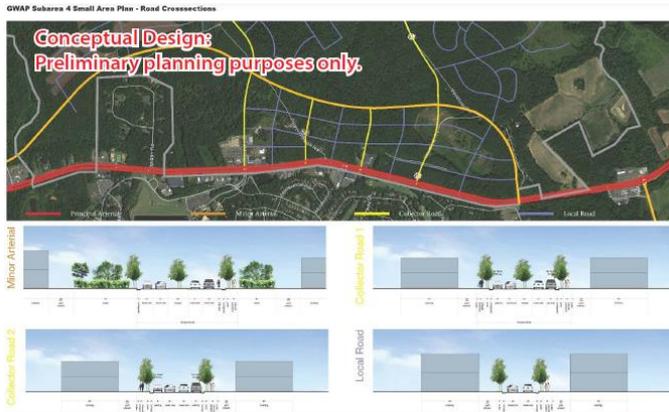
Internal Connectivity

- Create high connectivity of local roads to provide multiple routes between destinations
- Allow local trips to be completed on local roads without the need to use arterial highways





How do we accommodate all modes of travel, and give people a choice in travel modes?



Multimodal Street Design

- Design streets to safely accommodate vehicles, bicyclists, and pedestrians
- Allow users to complete short and medium-distance trips without using a vehicle and adding to road traffic



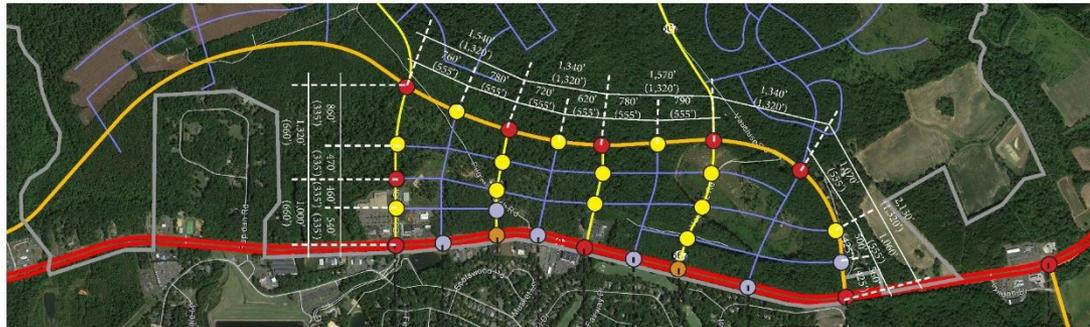
A Complete Street is safe, comfortable & convenient for travel by automobile, foot, bicycle, & transit regardless of age or ability



Plan Outcomes

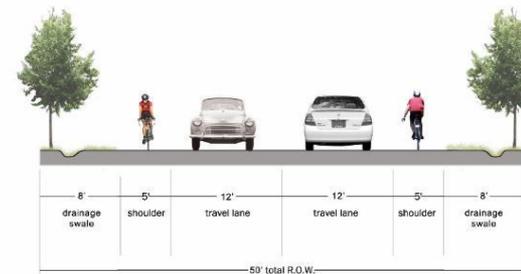
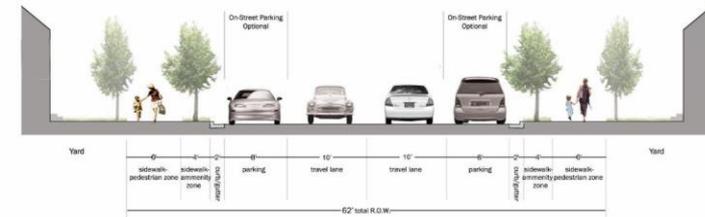
EPRPC

- Identify approximate future connection points to Route 3
- Assemble transportation design guidelines for future roads (complete streets)
- Identify approximate road locations and right-of-way needs
- Create a plan for a road network plan that meets the development vision



650' (495')	730' (495')	570' (495')	750' (495')	690' (495')	650' (495')	1,020' (495')	1,440' (495')
1,380' (1,320')	1,320' (1,320')	1,340' (1,320')	2,460' (1,320')	2,700' (2,640')	3,800' (2,640')	2,900' (2,640')	

- Signalized Intersection
- Unsignalized Intersection / Directional Median
- Full Access
- Partial Access
- Principal Arterial
- Minor Arterial
- Collector Road
- Local Road





Next Steps

EPRPC

- **Coordinate with the VDOT Route 3 Corridor Plan Effort** (wrapping up in February 2018)
- **Continue the discussion** about character and mobility needs within the planning area
- Identify new connection points to Route 3, **and formalize recommendations for the new road network** internal to the development area



Route 3 Arterial Management Plan



Purpose of Corridor Management Program – VDOT

To ensure the safety and preserve the capacity of the Commonwealth's arterial highway network without wide scale road widenings while accommodating economic development.

- Result in a safer arterial street system
- Preserve corridor capacity and efficiency
- Maintain Commonwealth's mobility and thus economic competitiveness
- Lower long-term infrastructure capital and maintenance costs





Purpose of Study – Orange Co.

Orange Co.

- Design safety into long term roadway development
- Allow Orange Co. to determine land use densities based on desired roadway network
- Maintain corridors' economic development potential
- Aid in the land development process by defining County/VDOT expectations
- Assist with the funding of roadway projects and reduce future spending by limiting the need to retrofit improvements

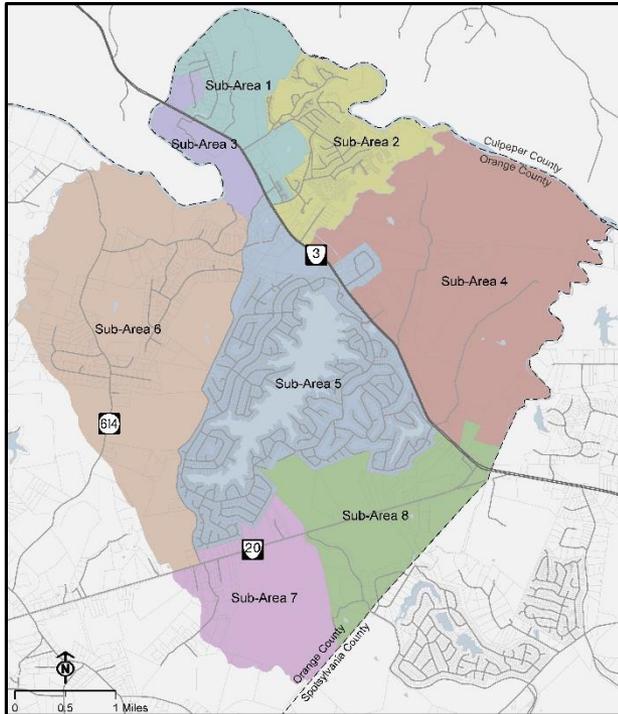
Land Owners

- Blueprint for developers, adherence to an adopted plan reduces transportation related issues
- Maintain size of market area (based on travel time to businesses)
- Assist land owners in realizing maximum densities permitted in Comprehensive/Master Plans
- Support a corridor's economic development potential by having an adopted roadway plan





Study Scope



Goal of Study:

Get adopted into Orange County Long Range Plan to ensure a safe and efficient roadway network

Existing Conditions

- Review Existing Studies and Documents
- Review Existing Land Use
- Field Review of Existing Infrastructure
- Inventory Existing Access Points
- Analyze Crash History
- Analyze Current Traffic Operations

2040 Future Conditions

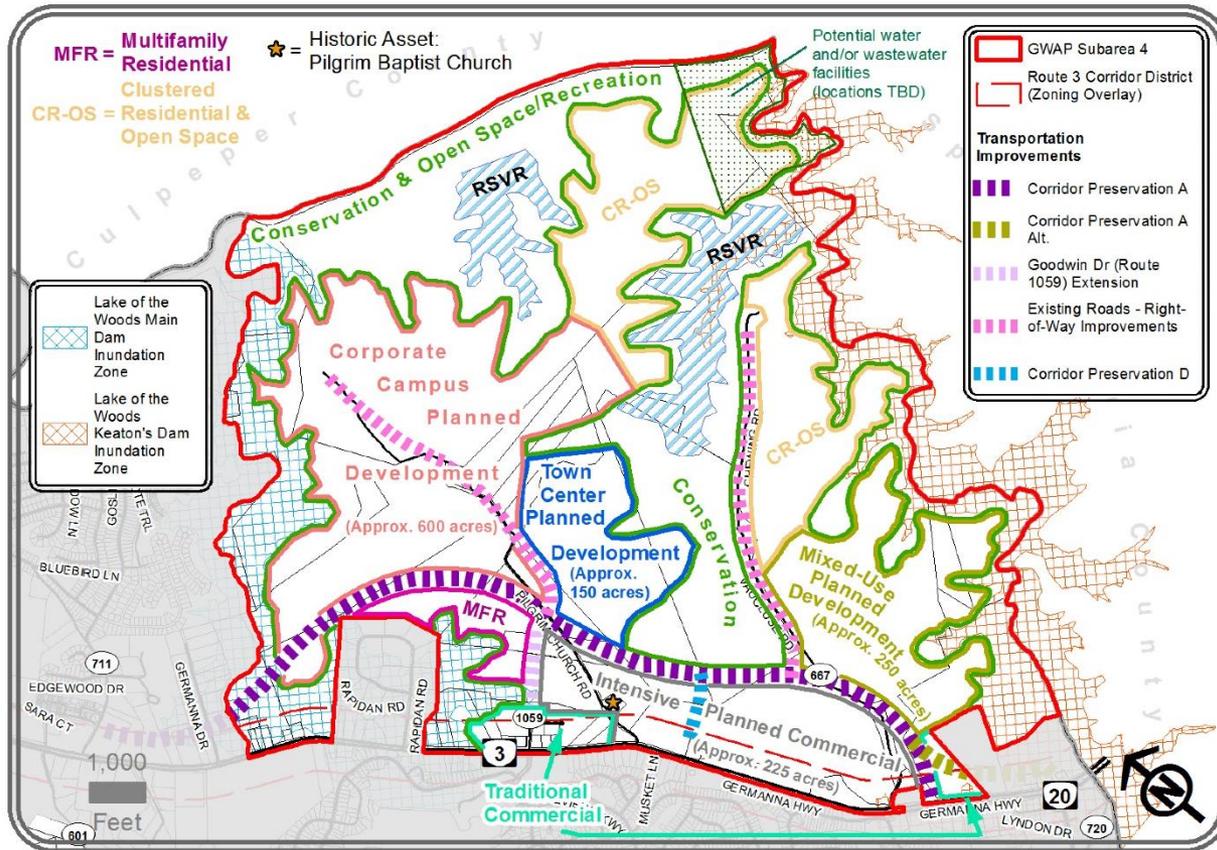
- Determine Future Land Use in All Sub Areas
- Generate Future Traffic Volumes
- Evaluate Minimally Managed Conditions
- Document Deficiencies

Recommendations

- Toolbox of Recommendations
- Route 3 Corridor Recommendations
- Develop Opinion of Costs
- Conclusion and Next Steps



Study Scope – Future Land Use



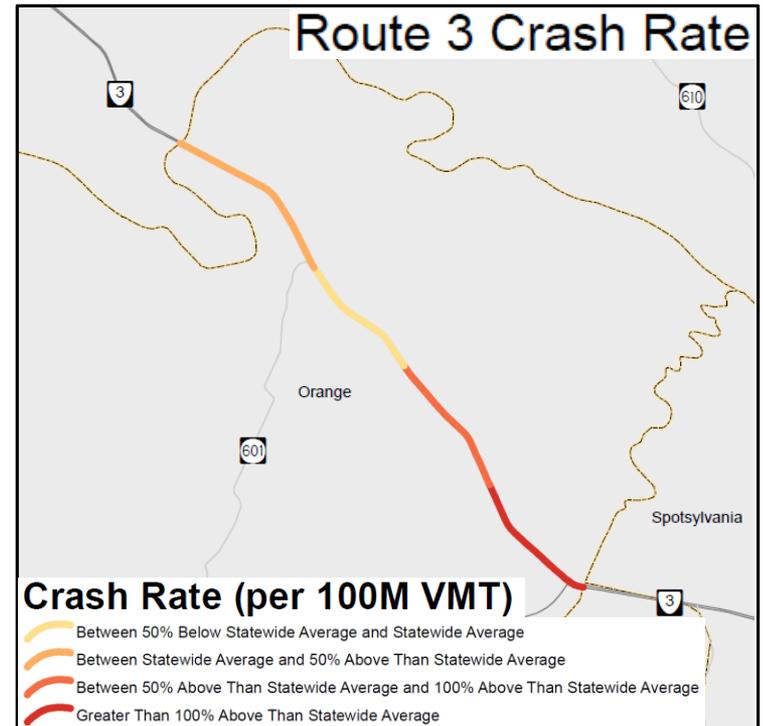
How many vehicles on Route 3 as a result of development?

Sub-area 4 from Germanna-Wilderness Plan (Wilderness Run)



Work to Date

- Draft Zoning Language
- Field Visit and Operational Review
- Traffic Counts
- Existing Conditions Analysis (on-going)
- Review of Existing Crash Data
- Review of Future Land Use
- Trip Generation for Future Land Use (on-going)





Next Steps

- Finalize Existing Conditions Review and Analyses
- Evaluate Future Conditions
- Develop Recommendations
- Finalize Report





Upcoming Input Opportunities

- Stakeholder Interviews
 - Select Stakeholders Identified by County
- Two Public Meetings
 - Open For Everyone
 - First Meeting to Discuss Objectives and Existing Conditions and Gain Public Consensus. (Oct. – Nov. '17)
 - Second Meeting to Present Recommended Plan for Route 3. (Dec. '17 – Jan. '18)





Project Schedule

Task	2017									2018		
	April	May	June	July	August	September	October	November	December	January	February	March
Data Collection	█											
2017 Existing Conditions Analysis		█	★									
Future Land Use and Zoning				█								
Traffic Forecasting / Projections					█	★						
Future Conditions Analysis							▲					
Develop Alternatives & Recommendations								█	▲			
Draft Report Preparation										█	█	



Stakeholder Meeting



Public Meeting

GERMANNA-WILDERNESS AREA PLAN

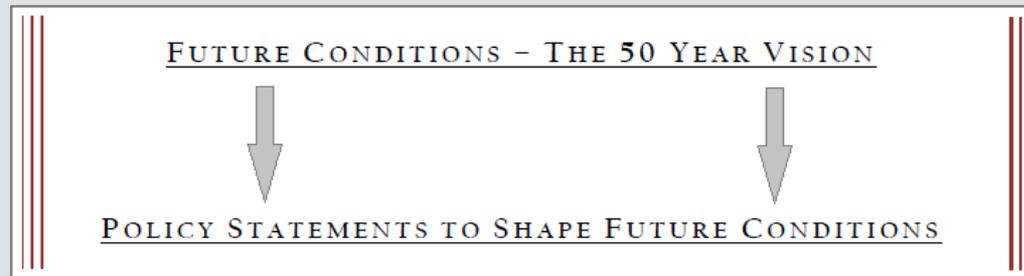
Innovative approaches to planning and zoning to create
*“A place to live, work, and play with a higher standard of
design and development...”*

6/29/17



GWAP Goals Related to Planning and Zoning:

- “Establish flexible zoning techniques, such as planned unit development (PUD) zoning districts, to accommodate mixed residential and commercial activities.”
- “Promote inter-connectivity of roads, sidewalks, and paths between existing and future development within this subarea and adjacent subareas.”
- “Access management policies will be utilized along Germanna Highway (Route 3) to increase safety and travel efficiency and to ensure its viability as an integral transportation corridor for the area.”
- “Coordinate future development with the provision of adequate public facilities and services, and plan for the impacts and necessity of reserving and/or acquiring property for these facilities within this subarea.”

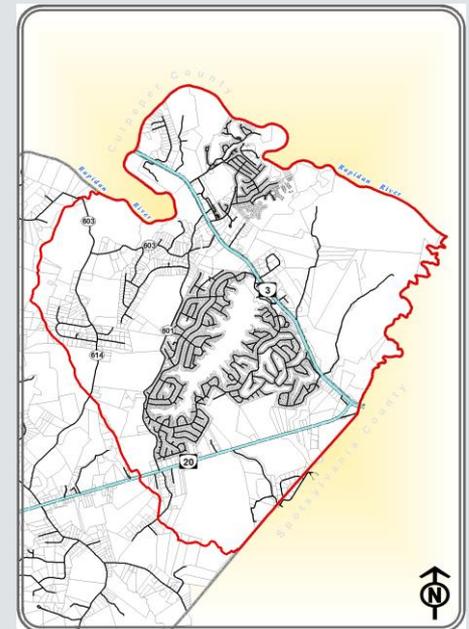


GWAP Goals (continued):

- “Focus on promoting planned development throughout the subareas.”
- “Promote flexible, mixed-use development compatible with existing development.”
- “Phase future development with the availability of adequate public facilities and services.”
- “Coordinate all new development along Flat Run Road (Route 601) with right-of-way and road improvements.”
- “Preserve designated future transportation corridors.”

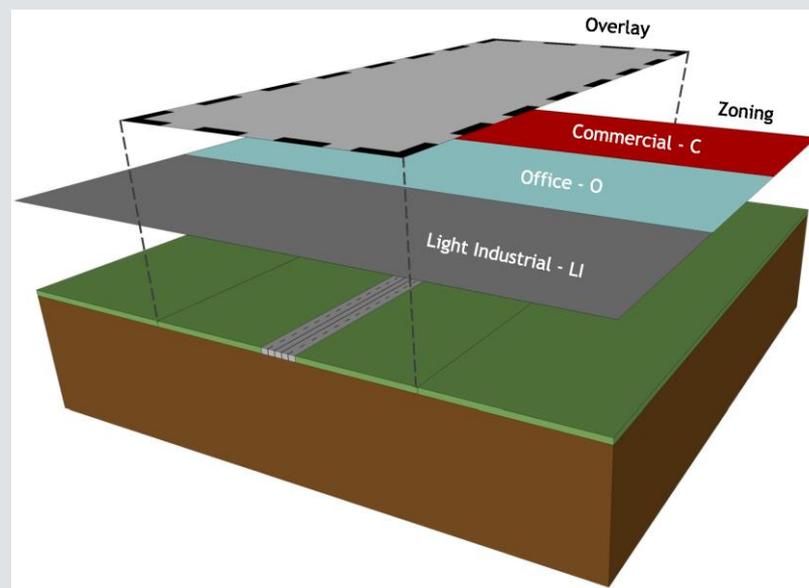
Coordinating these goals across 14,600 acres requires new zoning tools.

- A zoning “overlay” is the best tool for coordinating planning efforts within a defined geographic area such as the Germanna-Wilderness Area, and for protecting Route 3 as a true arterial corridor.
- New flexible, planned zoning districts allow the developer to determine site design rather than via a detailed list of zoning requirements.
- Focused area master plans for transportation and utilities coordinate the provision of adequate public facilities with land use decisions, all to ensure orderly development.



The Germanna-Wilderness Area Overlay District

- “Covers” the entire Germanna-Wilderness Area
- Provides special provisions for new development along Route 3
- Coordinates development with the Transportation Master Plan, Utilities Master Plan, and the Route 3 Access Management Plan
- Requires buffering from waterways and waterbodies
- Does not prohibit, but highly discourages, utilization of existing zoning (e.g. C-2).



New Planned Zoning Districts:

- Planned Development Mixed-Use: allows for integration of residential and nonresidential land uses to provide unified, pedestrian-oriented site design.
- Planned Development Business: allows for coordinated, multi-unit, multi-use commercial development.
- Traditional Neighborhood Development: allows for a compact, efficient, and classic residential development pattern with some integrated commercial uses.

GWAP Area Master Plans:

- Transportation Master Plan: Ensures transportation in the area is efficient and serves the needs of all business and all residents.
- Utilities Master Plan: Ensures development occurs with adequate utilities and where utilities are supported and available.

Considerations:

- These approaches are needed to fulfill the goals of the GWAP.
- Flexibility is key, with the developer able to determine permitted uses, architectural design, site design, the road network, and other elements within broad guidelines.
- Development approval is not regulated by the zoning district, but rather by an approved overall development plan. Once approved via the rezoning process, this plan, rather than a specific zoning district, governs the development.
- The overlay provides coordination of goals, while the planned zoning districts encourage master planning and flexibility. Utilization of existing zoning is still possible, but highly discouraged.
- The Route 3 corridor and the development along it are given special considerations within the zoning overlay because it is an integral and vitally-important transportation corridor.

Rationale:

- Traditional “Euclidian” zoning districts do not encourage coordinated site design or flexibility. Planned zoning districts do.
- Expected land uses are generalized by the GWAP. The developer determines how best to conform to the expectations to produce quality development.
- Broad site design guidelines are established to meet goals. The developer determines specifics based on his/her own capabilities and realization of market demand.
- Upon development plan approval, flexible implementation of the plan is allowed and minor modifications are possible without additional approvals. This is not possible with traditional zoning.
- An overarching goal is to avoid what has happened to Route 3 in Spotsylvania County, so the zoning overlay has special considerations to the nature of development along Route 3.

The Role of the Public in Development Review and Approval



- Zoning map amendments (i.e. “rezonings”) and approval of new development follow the typical process, which includes public hearings...
- But, since the approval is ultimately for a generalized plan of development, the review materials consist of highly-visual plans, renderings, and graphics
- The public gets more to “see” more as part of the process, which is intended to encourage more engagement and input
- The GWAP future land use maps are detailed, giving certainty and clarity to the question of “what goes where?”

Germanna-Wilderness Area Water and Sewer Service

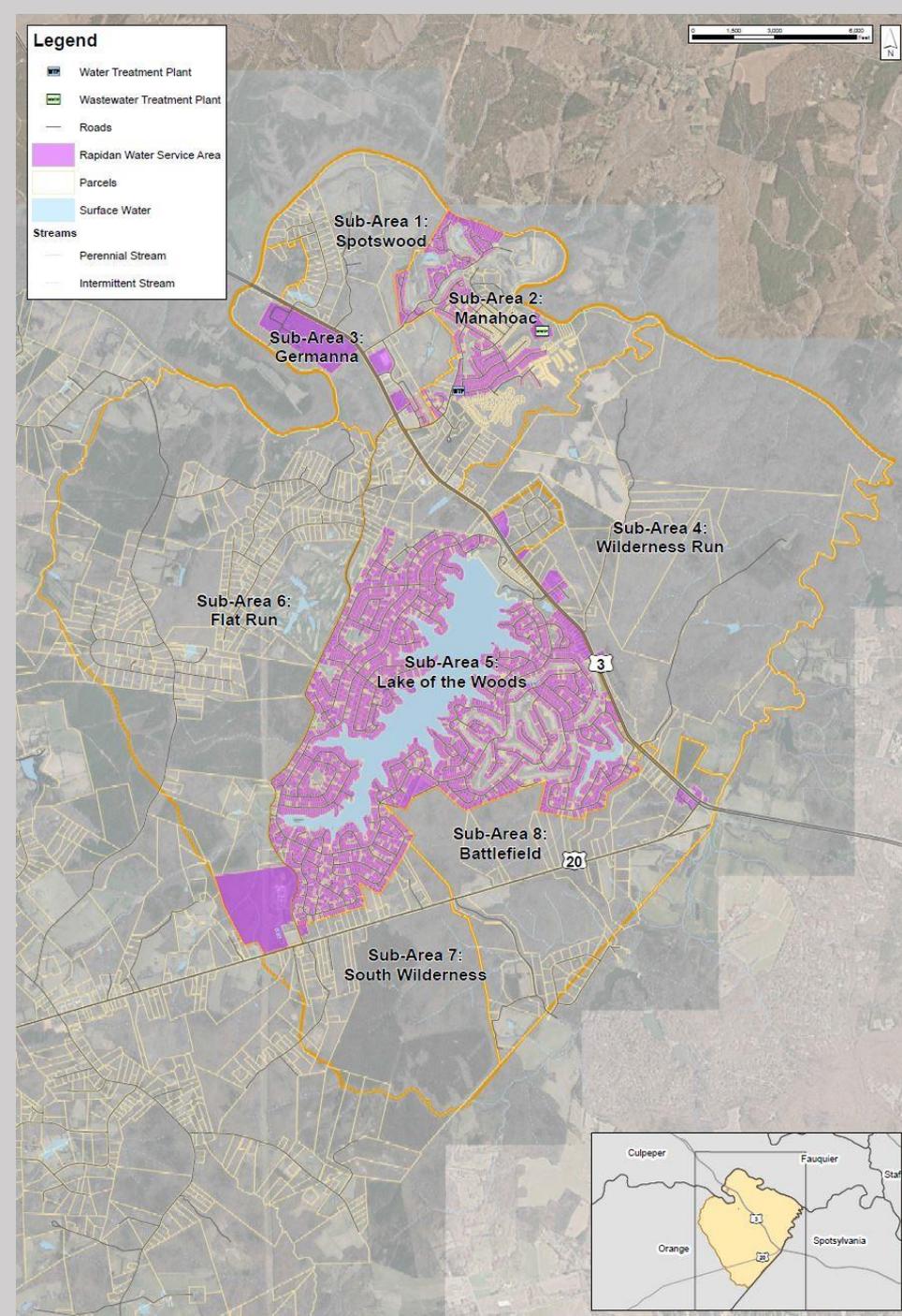


Public Meeting

June 29, 2017

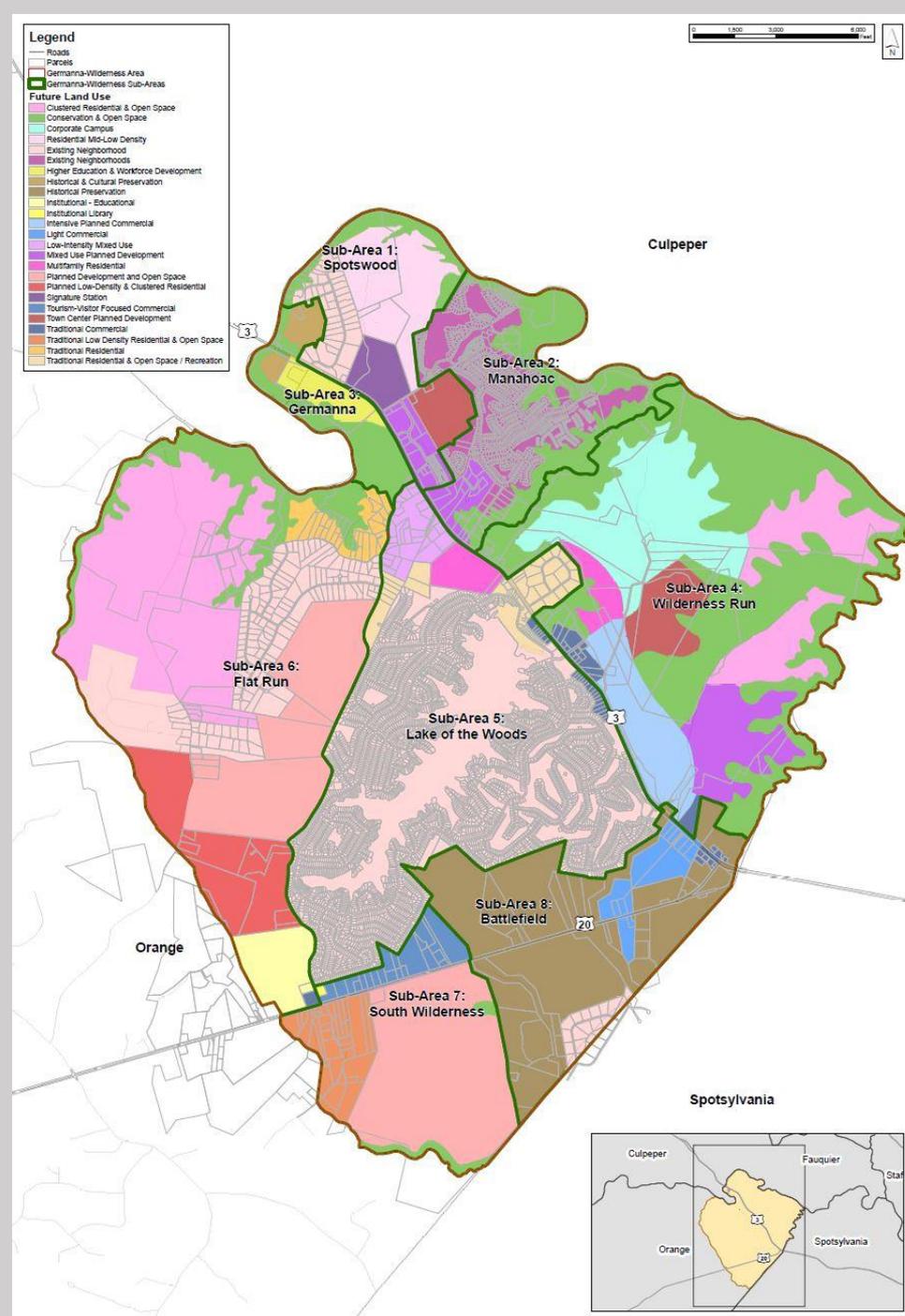
Key Questions

- How much water and sewer treatment capacity is needed to serve the Germanna Wilderness Planning Area?
- How much capacity is available at the facilities owned by the Rapidan Service Authority?
- What improvements will be needed to serve the Germanna Wilderness Planning Area?
- When will the improvements be needed?



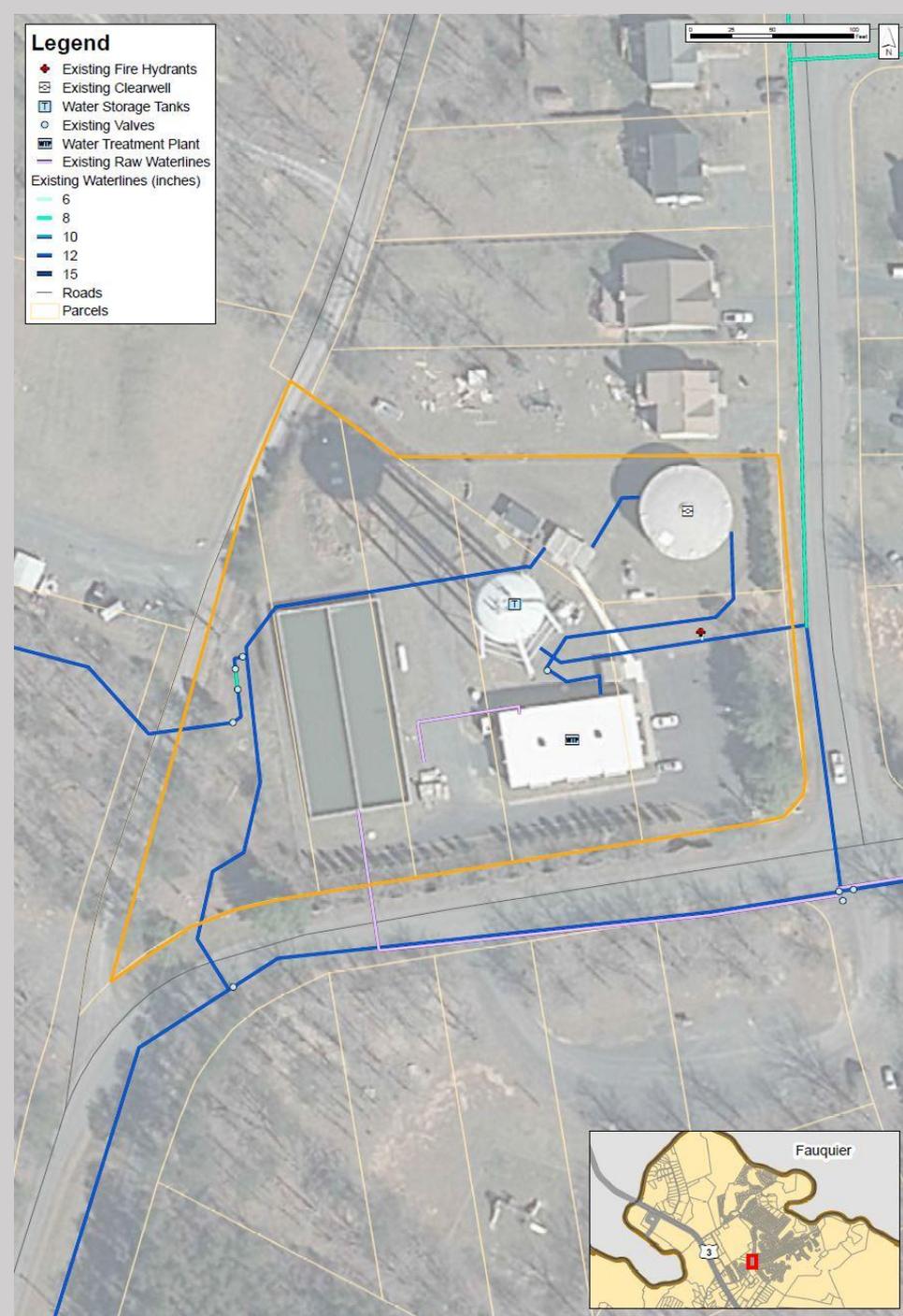
Projected Demands

- Evaluated future water demands based on GWA land use designations
- Assumed water demands (gallons per day) for various residential densities and non-residential uses
- Modeled three growth scenarios
 - Low growth (1.5%)
 - Medium growth (2.5%)
 - High growth (4.0%)
- High Growth Build-Out Demand (2065+)
 - Average Day: 6.9 MGD
 - Maximum Day: 10.3 MGD

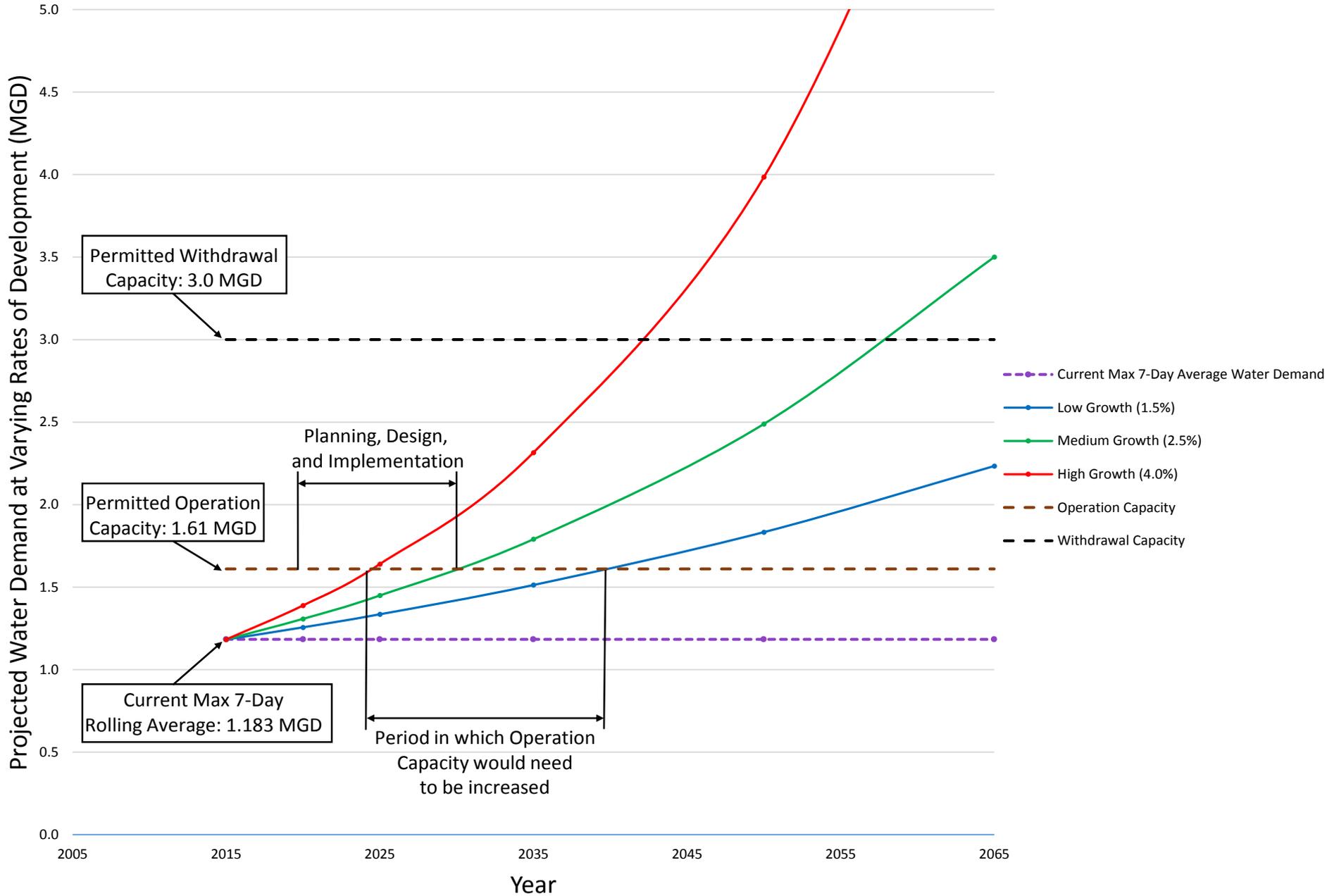


Existing RSA Water Facility and Projected Demands

- Max 7-Day Capacity of 1.61 MGD
- Current water needs:
 - Average 1.034 MGD
 - Max 7-Day 1.183 MGD
 - Available capacity for growth 0.427 MGD
- High Growth Build-Out Demand (2065+)
 - Average Day: 6.9 MGD
 - Maximum Day: 10.3 MGD
- Larger facility needs to be operational between 2025 and 2040

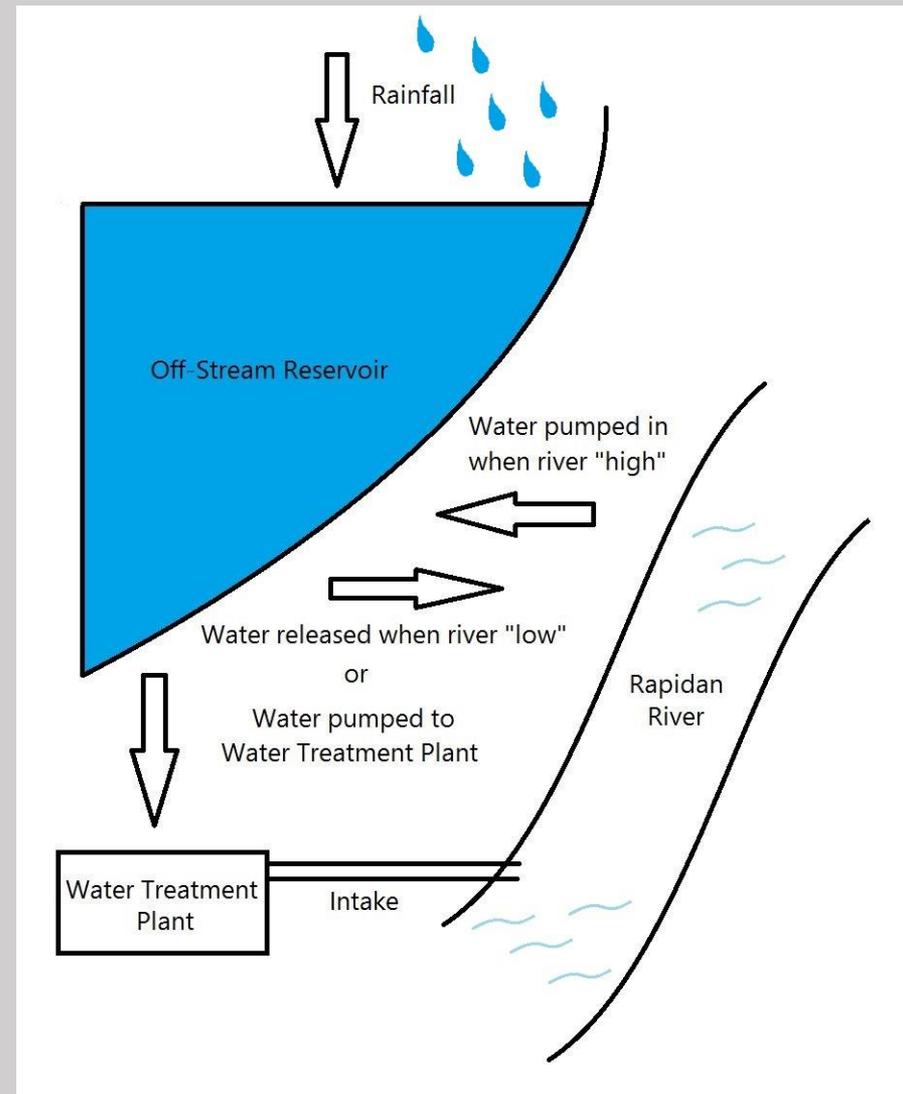


GWA Water Treatment Plant Capacities and Future Demand Projections

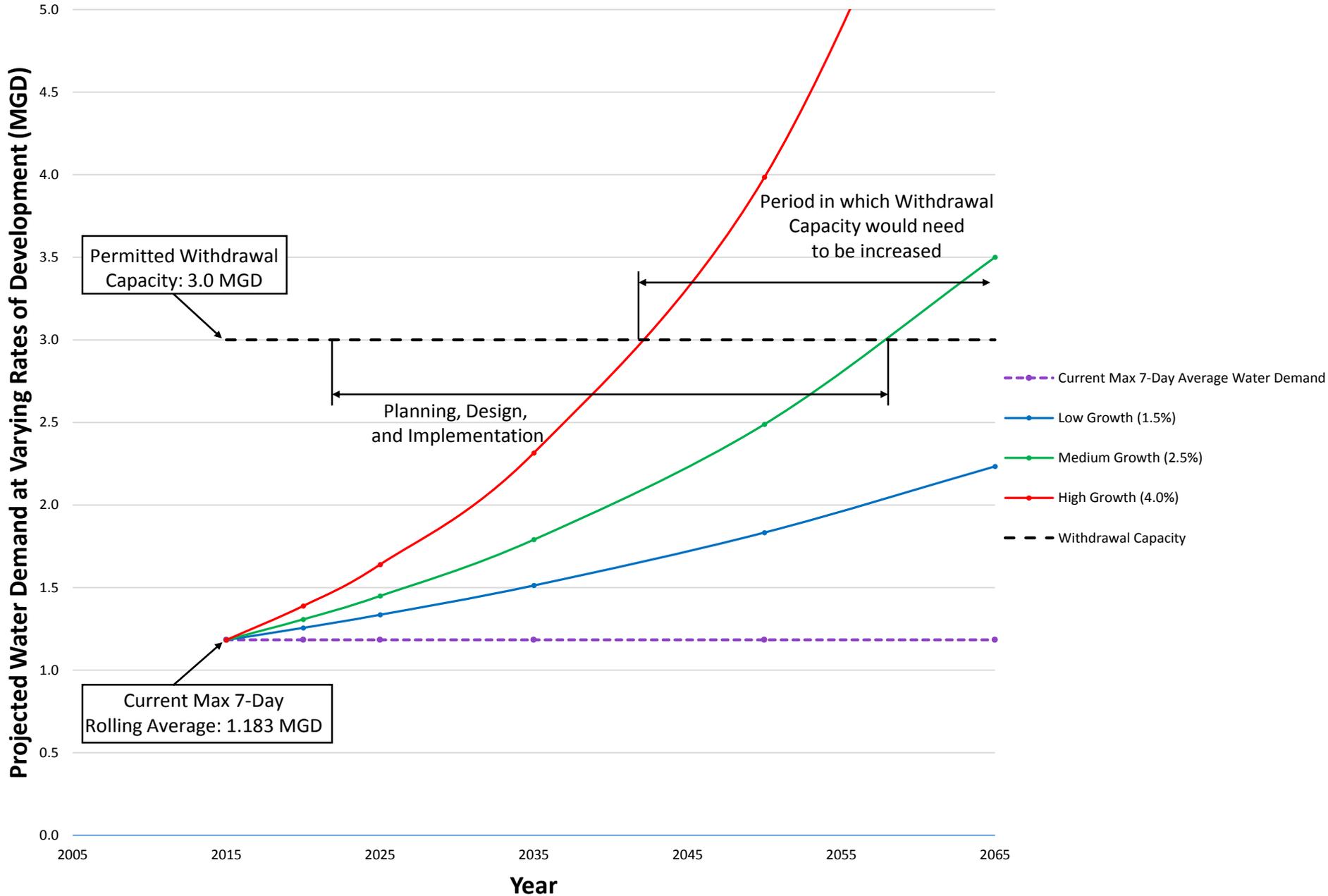


Water Source and Future Needs

- Permitted to withdraw up to 3.0 MGD from the Rapidan River
- Groundwater will not be sufficient to meet future needs
- Additional source could be needed as soon as 2040 (High Growth)
- “Off-stream” reservoir is recommended
- Planning, permitting and implementation for “off-stream” reservoir can take up to 20 years



GWA Permitted Withdrawal Capacity and Future Demand Projections



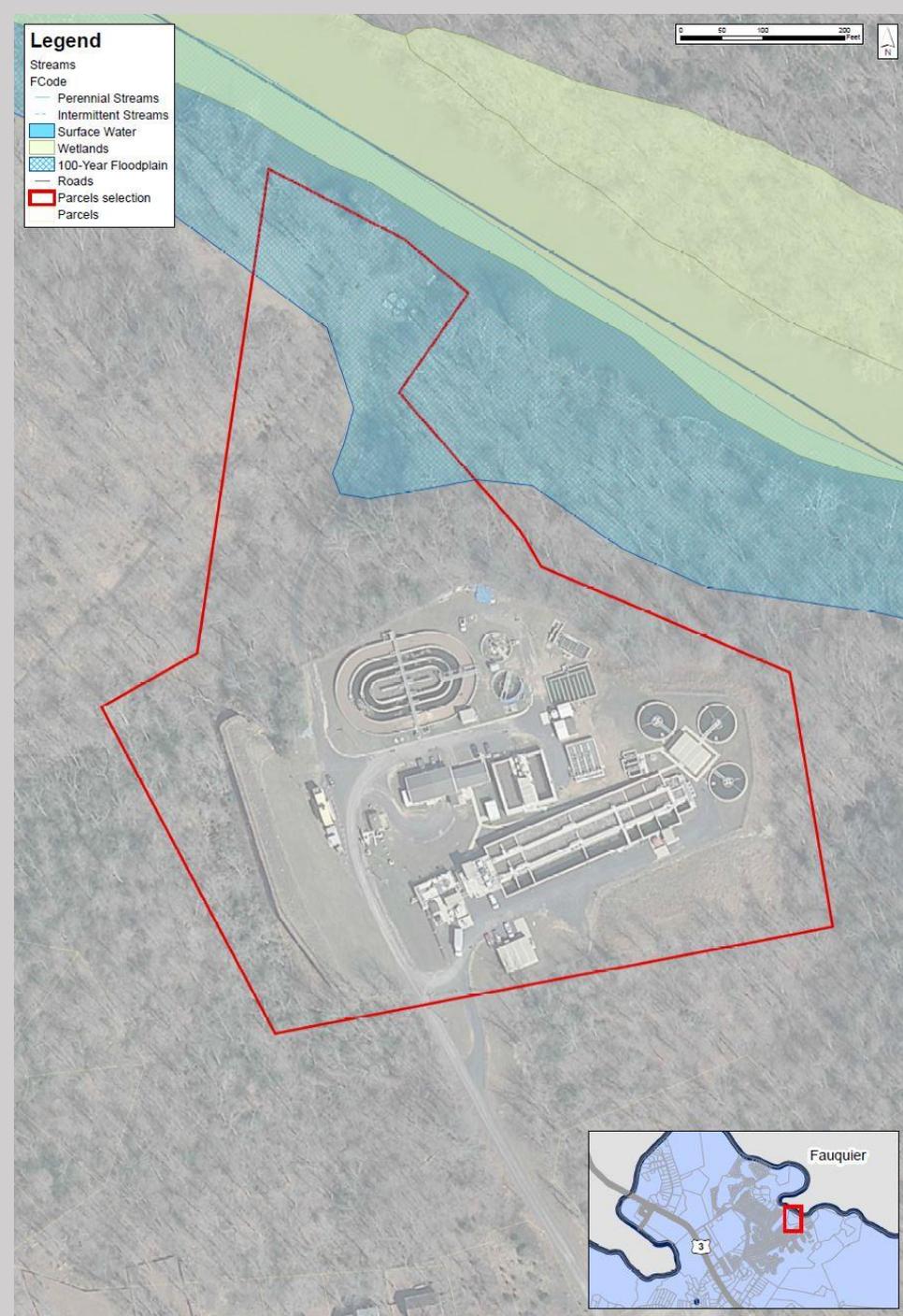
Other Water Infrastructure Planning

- Distribution system
 - 4 Elevated Storage Tanks
 - Pipe Sizes: 6-inch thru 16-inch
 - Raw Water Line: 10-inch and 16-inch
- Create schematic plans for water service to sub-areas
- Explore phased development - prioritize the Route 3 Corridor (Sub Areas 1-4)
- Evaluate cost
- Evaluate easement and land acquisition



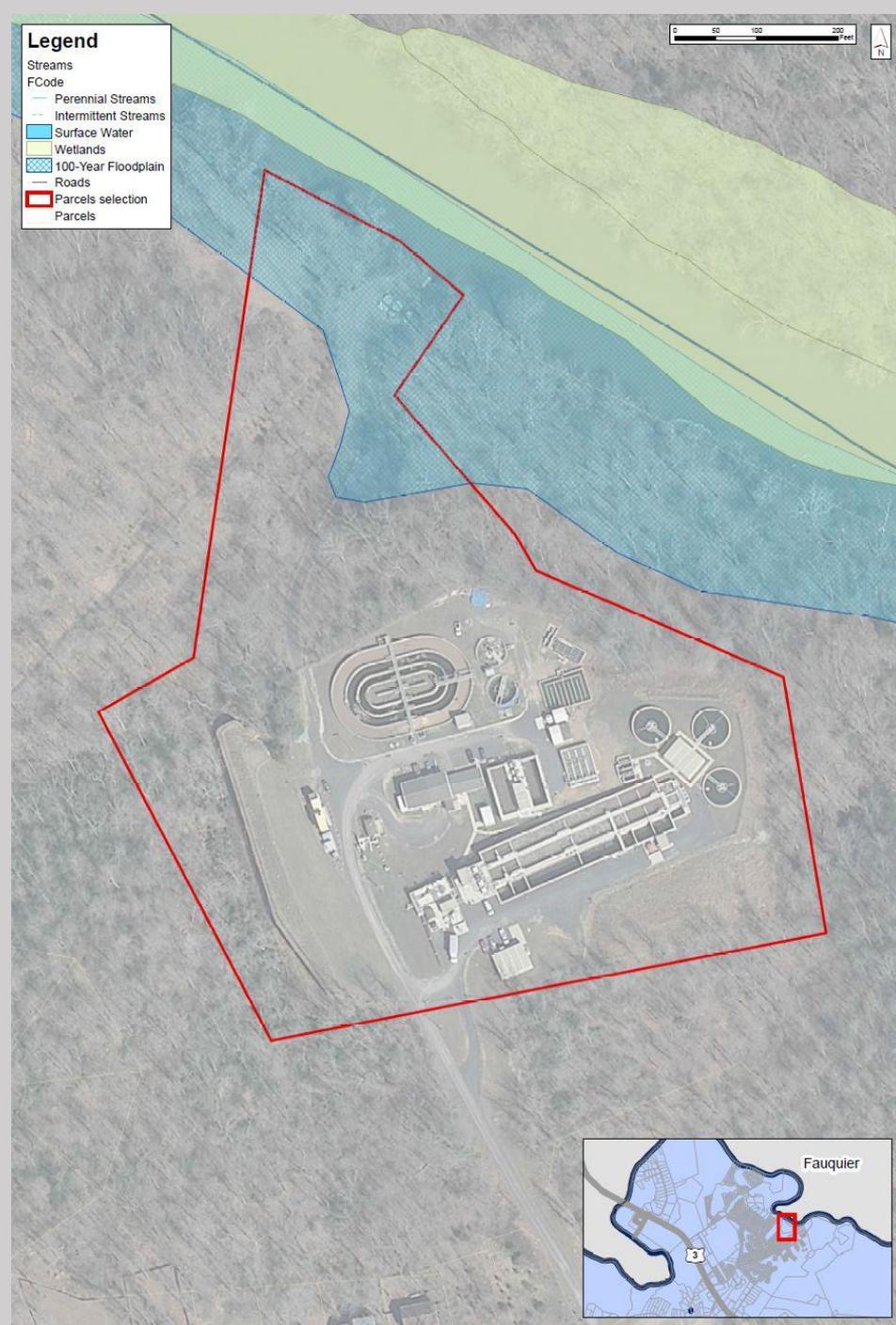
Wastewater Treatment

- RSA Wilderness WWTP permitted capacity is 2.0 MGD
- 50% of WWTP's capacity available for growth → 15-20 year planning horizon
- Short Term:
Maximize existing WWTP
- Long Term:
Expand existing WWTP or build new WWTP
- Chesapeake Bay Program



Wastewater Treatment – Future Capacity Needs

- Year 2030 – 2050: Expand existing Wilderness WWTP to 4.0 MGD capacity
- Year 2050 – 2065: New WWTP or expand Wilderness WWTP to total of 6.0 MGD capacity
- Year 2065+: Expand up to 8.0 MGD



Other Wastewater Infrastructure Planning

- Map and evaluate existing sanitary sewers and pump stations
- Plan for future sanitary sewer service to GWA Sub-Areas
- Phased Development – prioritize the Route 3 Corridor
- Evaluate cost
- Evaluate Easement and Land Acquisition Considerations





Questions and Answers:

Supervisor
Jim Crozier



Closing Remarks:

Vice Chairman
Lee Frame