



The Town of Culpeper
Strategic Vision Plan
2020

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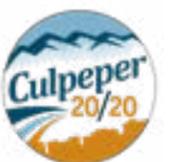
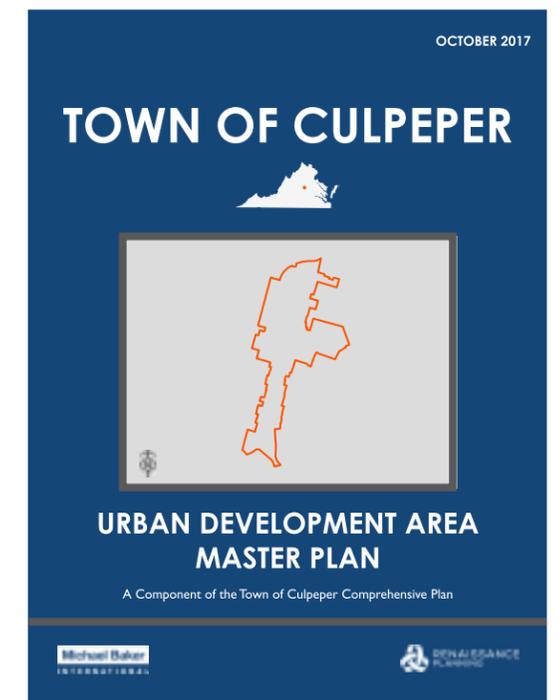
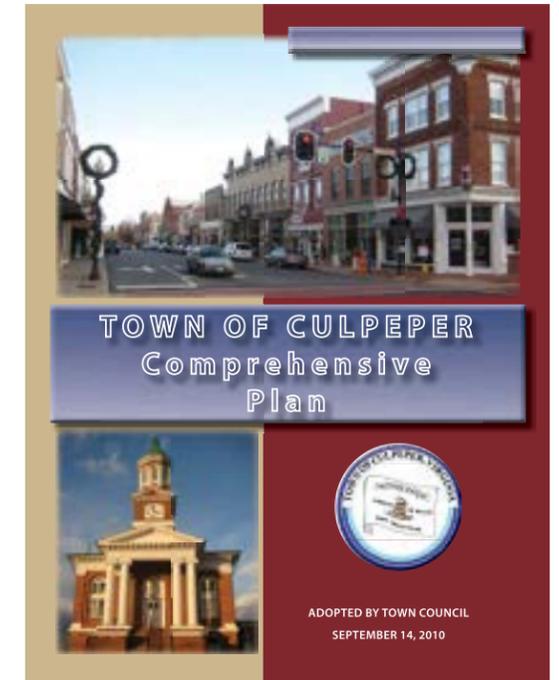
Background:

The historic Town of Culpeper was established in 1759. In the past 20 years, the Town has experienced significant growth. According to the most recent publications from the American Community Survey, the Town's estimated population in 2017 was 18,413 with an estimated annual growth rate from 2016-2017 of 4.83%. The Town has adopted a variety of smart growth principles that are identified in the Community Design Plan and Comprehensive Plan as a tool to manage the expected continued increases in population.

The 2016 Comprehensive Plan establishes long range goals and objectives for the Town, providing a framework to manage long term growth while also preserving the rich history of the community. The Comprehensive Plan represents the collective desires of the citizens, businesses, professional staff, and officials of the Town and serves as the written expectation for the future of the community. The plan serves as a guide to assist the staff, public, and elected and appointed officials in decisions related to development, redevelopment, growth, and provisions of public services.

In 2017, the Town completed the Urban Development Area Master Plan for downtown Culpeper. The Plan established six focus areas that are supported by a set of goals, policies, and recommendations for public/private development opportunities that are envisioned as catalysts for new development. The focus areas prioritize the Town's infrastructure investments and identify a short, medium, and long range implementation strategy.

The Culpeper 2020 plan examines specific focus areas at a detailed level to provide an implementation strategy that will assist the town and members of the community to reach the longer term vision identified in the Comprehensive Plan. Culpeper 2020 also identifies, locates, and visualizes catalyst projects of various sizes throughout the Town to promote and sustain economic growth.



Goals and Objectives:

In 2010, the Town of Culpeper worked with Clarion Associates, a planning consultant, throughout an 18 month period of public input to develop the following goals and objectives for the community. These goals and objectives were established as the basis for the Comprehensive Plan. The Culpeper 2020 plan will reinforce these goals and objectives to ensure that the tasks to be completed within each of the six focus areas support one or more of the identified goals for the community.

Goal #1:



Community Character

- Preserve and enhance existing neighborhoods
- Protect historic areas and landmark integrity
- Create context sensitive infill and redevelopment
- Improve aesthetic design guidelines and regulations
- Enhance key gateways and corridors

Goal #2:



Economic Viability

- Promote and support downtown commercial viability through development and redevelopment
- Encourage Town-wide commercial redevelopment
- Encourage quality residential and commercial growth
- Market positive assets of the Town
- Balance land uses and promote mixed-use land development
- Capitalize on the Town's location and situation in the regional market
- Seek regional coordination



Goal #3:



Public Health, Safety and Welfare

- Create and sustain pedestrian-friendly neighborhoods and business districts
- Provide quality parks
- Protect natural resources including air and water quality
- Coordinate and participate in regional efforts to promote public health

Goal #4:



Transportation and Public Services

- Create "complete streets" that encourage walking and biking by including travel lanes, bike lanes, tree lawns, and sidewalks. Explore multi-modal transportation options
- Encourage connectivity in new and existing developments
- Identify and implement congestion management techniques in key areas including Main Street
- Seek and support opportunities for regional coordination of mass transit options including but not limited to rail
- Implement access management practices

Needs Assessment

Town staff performed an initial needs assessment throughout the Town, reaching out to a variety of stakeholders, potential employers, and community groups to identify additional amenities, infrastructure, and policies that will assist the Town in reaching the long term goals established in the Comprehensive Plan. Additionally, public input gathered during the formulation of the Community Design Plan and Comprehensive Plan also reinforced these needs.

Many of the needs identified emphasize increased access to public parks and greenspace in residential neighborhoods. The Virginia Outdoor Plan has identified access to trails as a number one priority within our region. The Town's Comprehensive Plan identified a need for a greater distribution of neighborhood parks and an interconnected greenway trail network. A primary focus of the Culpeper 2020 plan aims to increase connectivity throughout the Town with the construction of multi-use paths, sidewalks, and a greater distribution of neighborhood parks.

The Community Design Plan identified a need for public plazas and outdoor seating throughout the downtown. Discussions with members of Culpeper Renaissance Inc. and also with local business owners reinforced the need for public outdoor spaces in downtown Culpeper. Promoting the live/work environment within the downtown through the development of additional mixed-use multi-family housing options will help to increase economic activity after hours and further justify the need for additional public plazas and green space downtown.

As the Town's population continues to grow, it will be important to consider the needs of the baby boomer generation as well as future needs of millennials. As many baby boomers downsize later in life, studies have shown a desire to live in mixed use walkable downtowns or town center style developments. Likewise, millennials and young professionals have shown a preference for denser living environments with an emphasis on walkability and alternative transportation options.

The Novant Health/UVA Culpeper Hospital expressed a desire for upscale apartment housing options within the Town to provide options for staff that may be with the hospital for several year terms. This type of housing would also be attractive to potential staff with the growing tech industry throughout the region.

Several large tracts of undeveloped land have been targeted as growth areas within the Town. Discussions with several of these property owners revealed a desire for the town to adopt land use polices that would assist in the marketability of their properties for a large scale planned unit development.

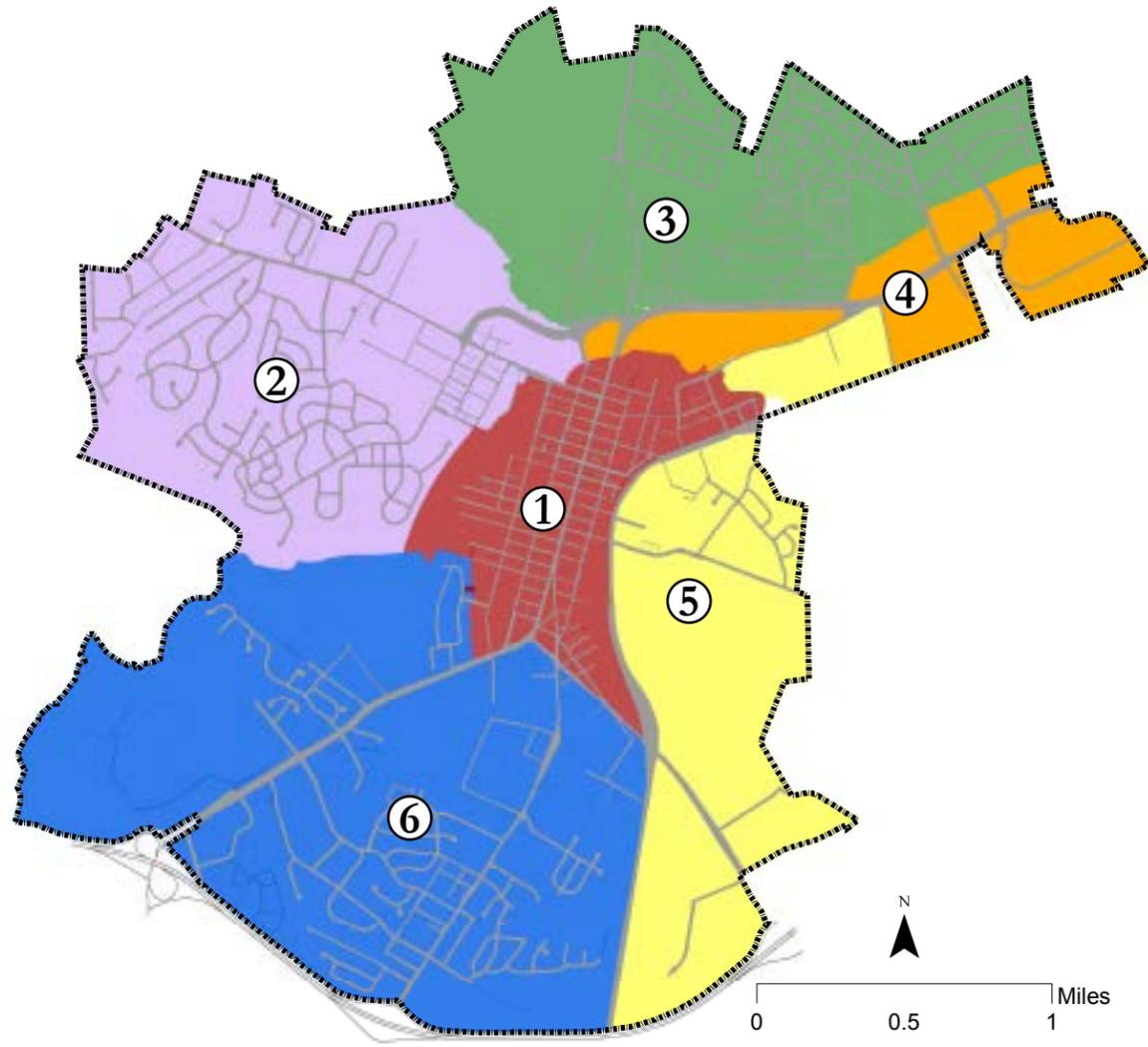


Example image of a multi-use greenway trail in Portland, Oregon.



Example of a mixed-use development with retail on the ground floor and upscale apartments on the 3 floors above.

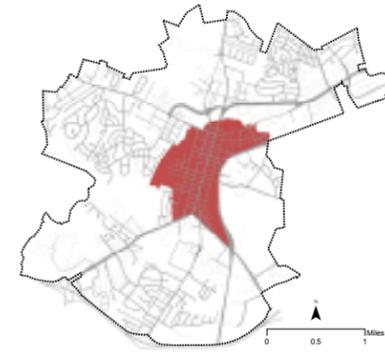




The Culpeper 2020 plan will examine the 6 focus areas that have been identified on the map above. These areas were expanded from the areas identified in the Town's Comprehensive Plan based on common land use designations, neighborhood characteristics, and potential synergies between the existing and potential developments. Each focus area will be studied at closer detail in order to capitalize on the unique opportunities within each location and to meet the needs of the local neighborhood.

- Focus Areas:
1. Historic Downtown
 2. Route 522 West
 3. Northside Neighborhood
 4. James Madison Highway Corridor
 5. Technology and Professional Gateway
 6. Health and Wellness District

Focus Areas



HISTORIC DOWNTOWN

Existing Conditions

Culpeper's historic downtown is a popular destination for visitors from the metropolitan Washington DC area and surrounding regions throughout Virginia. In 2011, Davis Street was recognized as a Great Street by the American Planning Association. The following year, Main Street was awarded the Great American Main Street award. The downtown contains a variety of land uses including residential housing, commercial properties, offices, and restaurants.

Culpeper Renaissance, Inc. (CRI), a valuable asset to the historic downtown, focuses on the economic vitality of downtown, improving the physical environment; promotes the districts assets to residents, visitors, and investors; and focuses on building collaboration among a broad range of public and private sector groups and organizations. Many of CRI's events, like the 3rd Thursday Summer Concert Series and the Gnarly Hops and Barley Fest, bring hundreds of people into the downtown. CRI also provides an avenue to receive input from local business owners in the downtown regarding future needs and issues. The local business

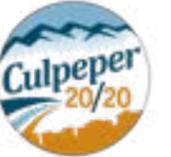


owners throughout the downtown play a key role in the economic viability of the historic downtown.

Culpeper County's administration offices and the Town of Culpeper's administration offices are located in the historic downtown. As the need for additional government services increases with population growth, additional space will be needed for both Town and County administration. The recently completed Culpeper Economic Development Center provides joint space for economic development, meeting rooms, and additional offices.

The Town contains only a small number of large undeveloped land parcels, and as that supply is reduced, potential developers express an increased interest into redevelopment and infill opportunities within the downtown. Several mixed use developments have been completed in recent years incorporating ground floor retail and office space with residential apartments

Focus Area - Historic Downtown



on upper floors. This development pattern promotes the live/work environment that exists on Davis Street and exemplifies traditional neighborhood design characteristics that are encouraged with the Town's Comprehensive Plan.

A recently adopted Downtown Apartment Incentive Tap Fee Policy encourages the development of multi-family housing within the approved downtown boundary. The Town's recent ordinance amendments establish an increased density allowance for residential apartments in order to accommodate typical urban style mixed use residential developments. The increased density and tap policy changes will also encourage the conversion of existing vacant spaces on the upper floors of historic structures in the downtown to be converted into apartments. Since the policy was adopted in July of 2018, zoning permits have been issued for 17 new apartments on the second floors of Davis Street and Main Street buildings.

Downtown business owners and CRI have also expressed a need for public plazas, greenspace, and outdoor seating in the downtown. There are several town owned parcels at the corner of Davis Street and Commerce Street that would provide an opportunity to meet the need for outdoor seating space in a plaza and/or greenspace.

As infill development continues in the downtown area, parking will become a high priority. A 2012 inventory study revealed that there currently is adequate parking for downtown visitors and residents; however eventually a structured parking deck will be needed to maximize space and efficiency. The Town owns two large surface parking lots that could potentially provide a location for future structured parking.



Focus Area - Downtown

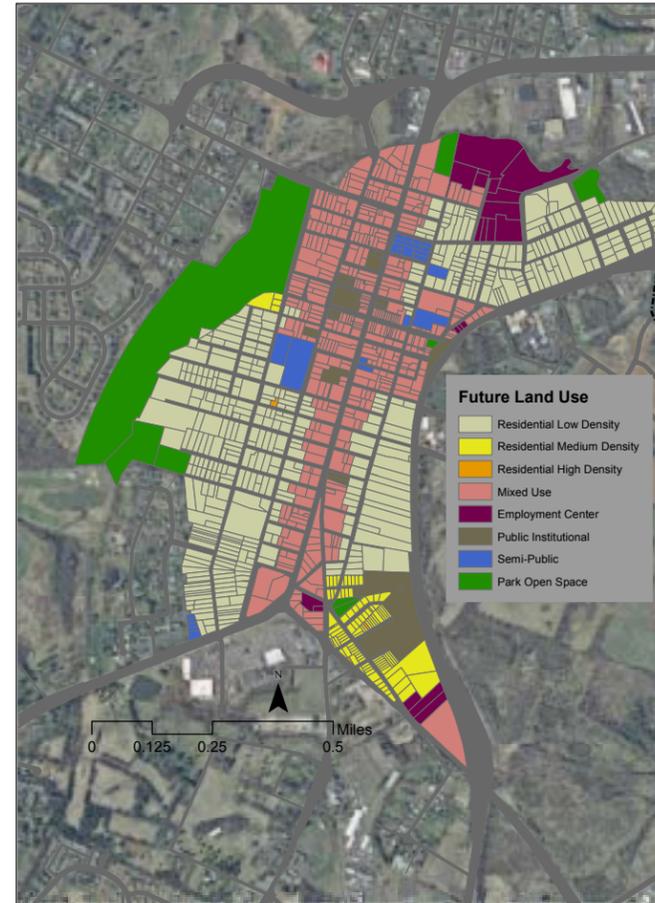
Opportunities

In 2017, the Town adopted the Urban Development Area Master Plan establishing a long range vision for much of downtown Culpeper. An Urban Development Area (UDA) is an area defined within a localities comprehensive plan that promotes higher densities through adaptive re-use of existing structures and infill development by utilizing existing transportation and utility infrastructure to maximize fiscal efficiency. UDA's incorporate traditional neighborhood design guidelines such as mixed uses, interconnectivity, and access to a variety of transportation options.

The UDA Master Plan identified six focus areas that could serve as catalyst projects and/or have the highest potential for redevelopment. Two of the focus areas identify opportunities for public/private partnerships for mixed use infill developments that could incorporate structured parking, commercial retail spaces, and residential units above. The plan provides guidance through short, medium, and long range implementation steps while also identifying potential funding sources to complete the various projects.

The UDA Master plan identified the locations and developed concepts for several large scale public projects. These projects could be achieved through public/private partnerships with potential developers. Another potential funding mechanism would rely on Tax Incremental Financing (TIF), a tool commonly used by municipal governments to fund public infrastructure projects by utilizing revenues from increased property taxes within a specified boundary.

The former water treatment plant and electric plant buildings at the end of Spring Street have been converted into apartments. The Town owned parcel located directly behind these buildings now includes a trailhead with parking lot and a foot bridge connecting to the adjacent trail system. The Town should also consider creating a wetland/nature park surrounding the trailhead.



Strategic Goals

- Implement the recommendations from the Urban Development Area Master Plan.
- Evaluate the benefits of establishing a Tax Incremental Financing Zone (TIF) through a consultant led market and TIF analysis.
- Provide high quality infrastructure to meet the needs of existing business, particularly broadband internet access.
- Complete preliminary engineering for the transportation improvements identified in the Urban Development Area Master Plan and submit for state/ federal funding opportunities.
- Monitor the success of the Downtown Apartment Incentive Tap Fee Policy.
- Create a nature park at the end of Spring Street, surrounding the new trailhead.

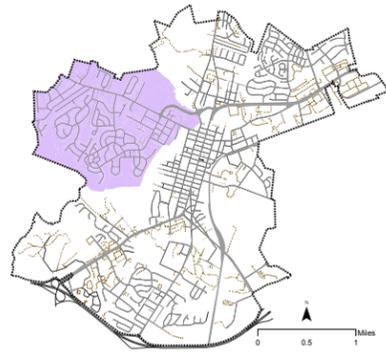


These conceptual images of a potential mixed use development and a parking deck are taken from the UDA Master Plan for the downtown. The concepts were from one of 6 focus areas within the plan that explored potential development scenarios. This focus area was determined to be the best fit for a public parking garage and could benefit from a public private partnership to develop the frontage parcel at the corner of Main Street and Spencer Street.

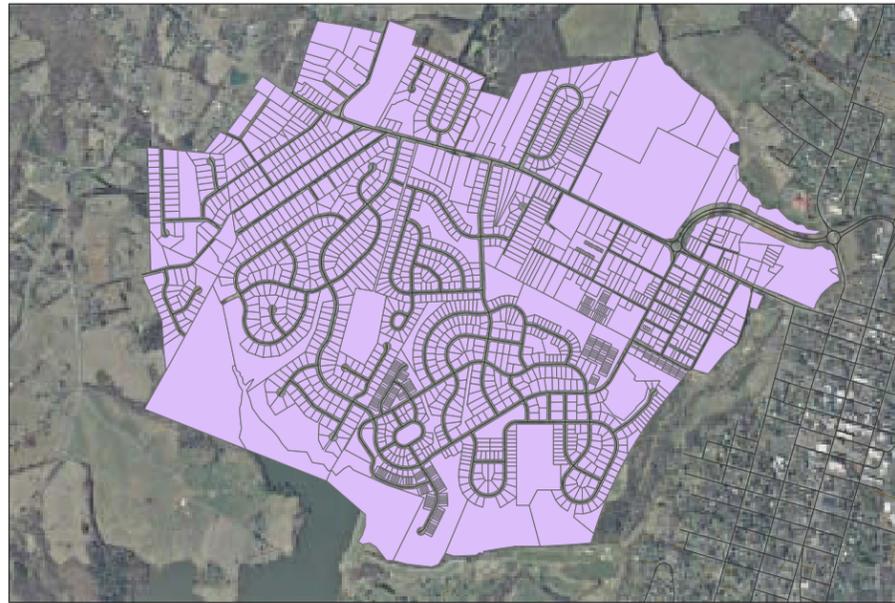


Focus Area - Downtown





Route 522 West



Existing Conditions

The area identified as Route 522 West contains primarily residential neighborhoods with limited commercial properties along the Route 522 West corridor. Several large scale single family residential developments include: Lakeview, Pelham’s Reach, Redwood Lakes, and Cardinal View subdivisions. Many of these developments were delayed during the housing recession but have now been completed or are under construction within their final phases. These recent developments along the corridor have incorporated sidewalks along their road frontage; however, there are a number of missing sidewalk segments that the Town will need to complete in order to provide a continuous route for pedestrians.

The Lake Pelham Connector Trail was recently completed and provides a multi-use path between Yowell Meadow Park and Lake Pelham with several connections into the Lakeview Subdivision.

Renovations have been completed to the Lake Pelham Dam. Construction has also been completed for a new public boat ramp and parking area. The project incorporates a labyrinth weir system in place of the former vegetated spillway and will free up the 4-5 acre

area previously used for the spillway. This area could be converted to public park uses.

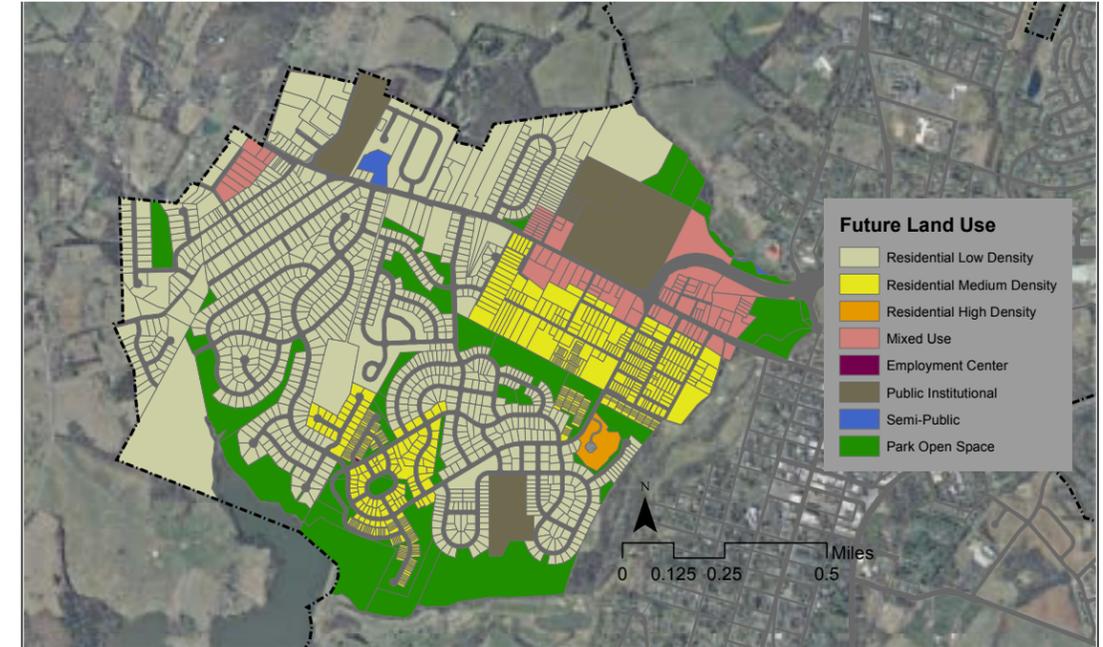
The recently completed Colonel Jameson Boulevard improved traffic congestion along the Route 522 West corridor and incorporated a 10’ multi-use path along the north side of the roadway.

Several properties with frontage along the eastern portions of Route 522 West have been identified for mixed use and or commercial land uses in the Comprehensive Plan. These areas have also been targeted as business investment areas with incentives to attract commercial investments into the existing properties.

Opportunities

The Town is administrating a Highway Safety Improvement Plan (HSIP) grant to design and construct improvements along the route 522 corridor. These improvements include sidewalks, pedestrian crosswalks, raised medians, lighting, bike lanes, and a mini-roundabout.

The Town’s future land use map identifies mixed-use development along the Route 522 West corridor



from Aspen Street to the downtown. Several of these properties are vacant or deteriorating, providing an opportunity for redevelopment as future commercial uses. The Town’s Business Investment Zone program identifies these properties as areas in need of private investment and offers tax incentives based on eligible criteria.

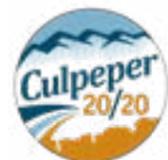
The future land use plan also identifies medium density redevelopment adjacent to the mixed use parcels, primarily in the Third Street area. Several town-home developments currently exist within this designation and additional medium density development would further support the proposed mixed use commercial corridor. The medium density residential development would be appropriate given the close proximity to Yowell Meadow Park and the downtown core. As one travels westward on Route 522 West away from the downtown, the future land use densities are reduced to low density residential, providing a gradual transition toward the rural character outside of the Town limits.

Yowell Meadow Park has secondary access from a substandard Gardner Street located off of Route 522. The access road could be connected to Fourth Street and converted to one way. There are also opportunities

to improve and expand the existing parking along the Gardner Street access road.

Strategic Goals

- Complete the engineering design and proceed with construction of the HSIP funded improvements around the Route 522 West corridor for increased connectivity through alternative transportation methods.
- Promote the business incentive areas along the Route 522 West corridor to encourage the redevelopment of existing properties into future commercial uses that could support the nearby residential subdivisions.
- Plan and develop a neighborhood park in place of the former spillway at the Lake Pelham dam.
- Proceed with plans for improvements to the Gardner Street Yowell Meadow Park entrance and parking area.





Northside Neighborhood

Existing Conditions

The area identified as the Northside Neighborhood contains primarily residential land uses with some commercial properties located along the Route 229 and James Madison Highway corridors.

Recent developments include The Meadows of Culpeper, Kings Manor, and Madison Grove residential subdivisions. The Willow Shade Office and Retail Center was constructed in 2007 and contains over 25,000 sq. ft. of usable building space. Much of the retail center space is currently vacant.

There are several public and private schools located within this focus area, as well as the Culpeper County School Board Administration building.

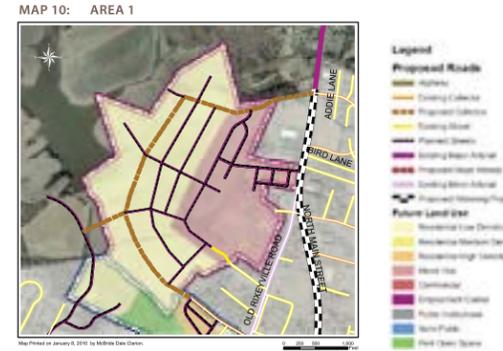
The Route 229 corridor was recently widened and improved by VDOT. The project also provided a 10' multi-use path along the eastern side of the roadway. Additional multi-use trail connections in this area have been identified in the Town's greenway network plan.

Opportunities

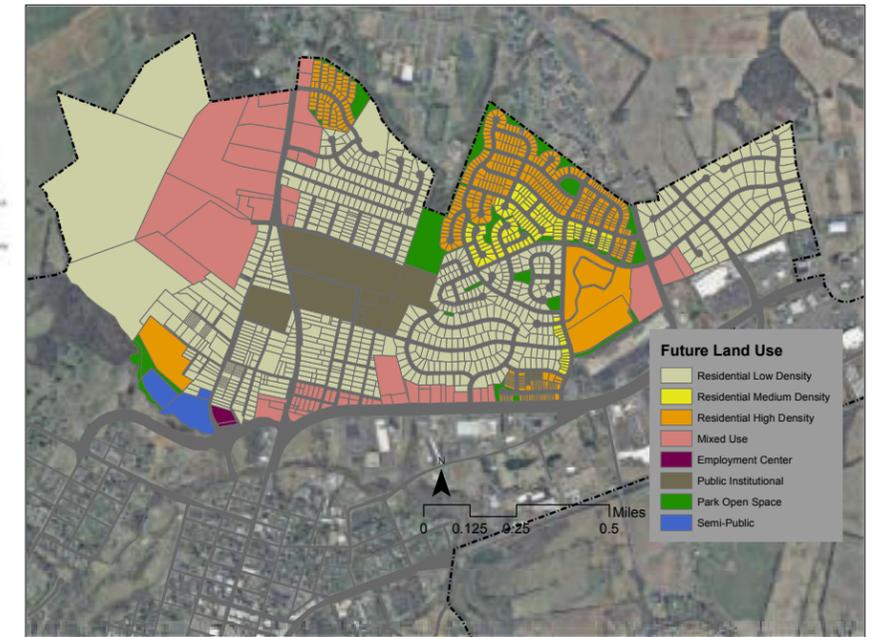
The Route 229 widening project's multi-use trail provides opportunities for expanding the Town's trail network. Balds Run and Hidens Branch are two tributary streams associated with Mountain Run that could provide additional trail connections into existing and future residential developments.

An approved site plan exists for a 27 acre parcel of land located east of the Route 229 corridor formerly referred to as Ashglow. Several adjacent large parcels of land are also undeveloped, creating one of the largest areas of undeveloped land on this side of Town. This location should be explored for a large scale mixed use development. This area has been identified in the Town's Comprehensive Plan as a Growth Area.

The Town's future land use map correlates to the existing developments in the focus area with the exception of the large undeveloped parcels to the northeast. The undeveloped land calls for mixed use development adjacent to Route 229, transitioning to low density residential west toward the Town limits. The growth area diagram illustrates potential road



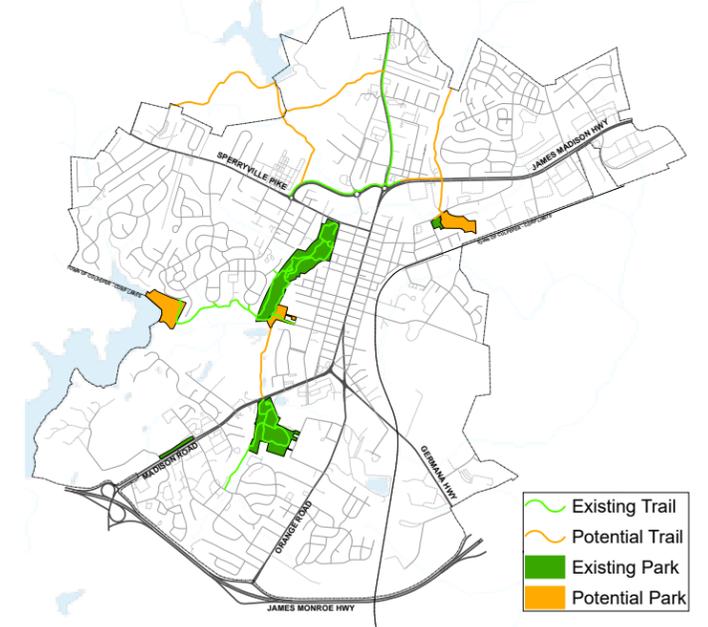
This map from the Comprehensive Plan identifies a growth area for future development located in the northwest portion of this focus area. The growth area calls for a Traditional Neighborhood Development (TND) with decreasing densities toward the town boundary.



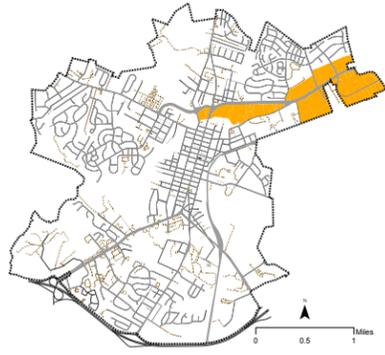
networks for these parcels that would accommodate a large planned unit development

Strategic Goals

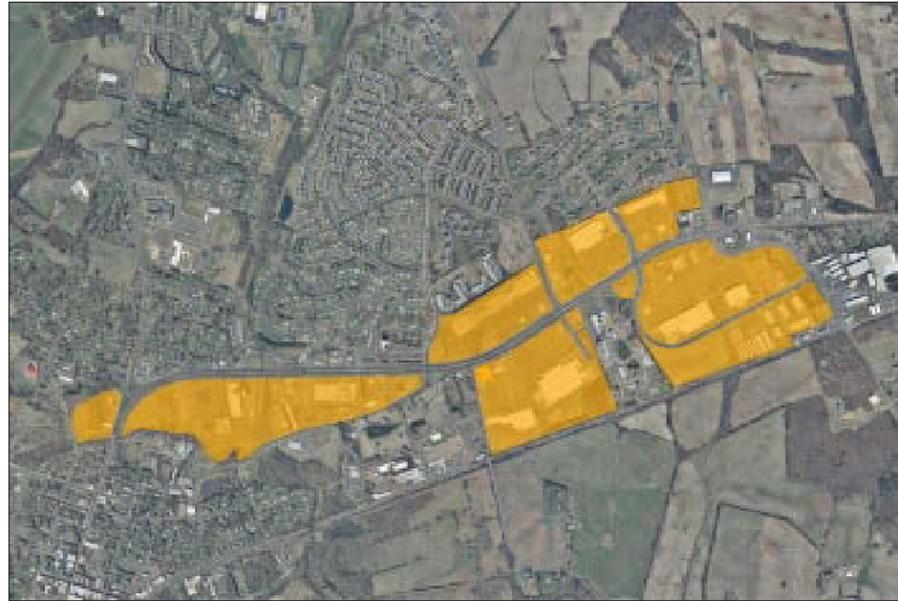
- Promote alternative transportation opportunities, utilizing the multi-use trails constructed along the Route 229 corridor and Colonel Jameson Boulevard
- Promote the development of the 183 acre growth area identified in the Town's Comprehensive Plan. This area should be developed as a large scale planned unit development as shown on the growth area diagram
- Encourage re-investment into vacant commercial shopping centers to attract new tenants, specifically at the Willow Shade shopping center.



This map shows the existing and potential trails and parks in the Town of Culpeper. The potential trails shown will go to serve as important connections in order to have a continuous trails network.



James Madison Highway Corridor



Existing Conditions

The James Madison Highway Corridor contains several commercial shopping centers anchored with major retailers including Walmart, Lowe's, Target, and Kohl's. The northern end of this corridor contains the most recent developments with the Centre at Culpeper and the Culpeper Colonnade. In the eastern portion of this commercial corridor, the Culpeper Town Square and Dominion Square Shopping Center both have a high number of vacancies and would benefit from private investment for renovations.

Several large vacant parcels have rear frontage along the existing rail road lines behind the Culpeper Colonnade shopping center.

A section of the roadway along Ira Hoffman Lane lacks existing sidewalk between Rocky Knoll and James Madison Highway. Existing sidewalk connections are at either end of this section of roadway.

Opportunities

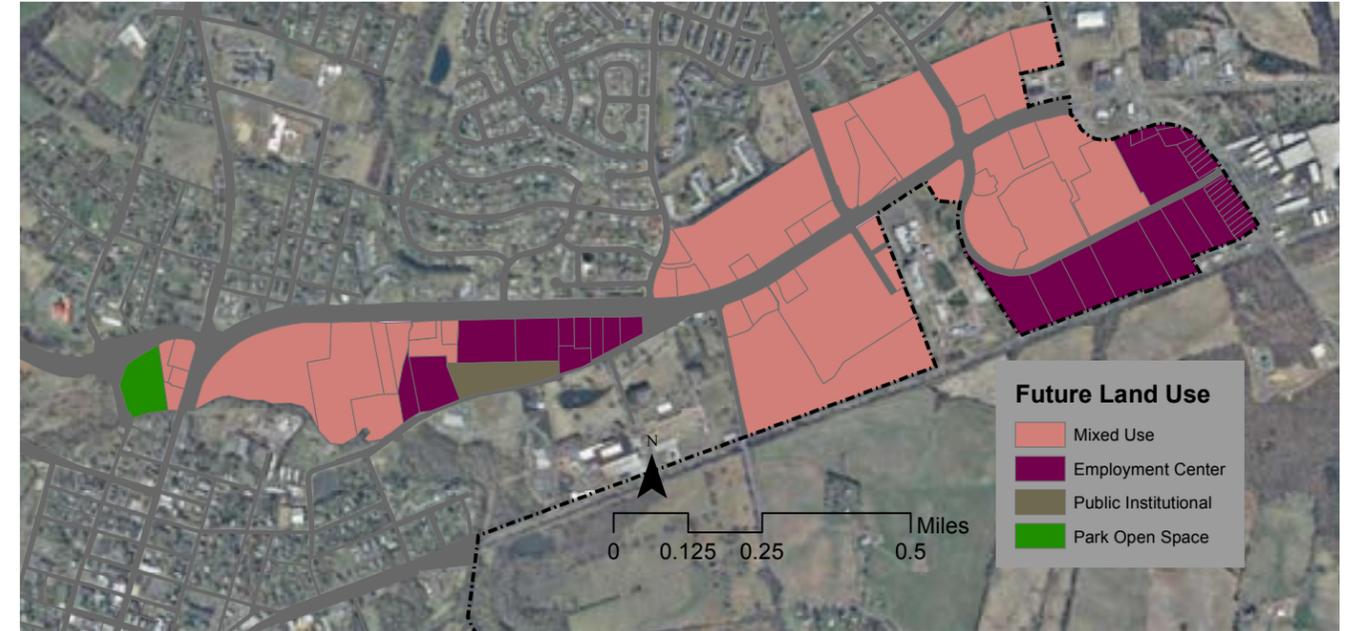
Pedestrian access along the roadway could be improved with the construction of a sidewalk along the northern side of James Madison Highway. A pedestrian connection is also needed along a stretch of Ira Hoffman Lane to connect the residential areas to the commercial centers.

The Town has received a Transportation Alternatives grant to design and construct sidewalk along the recently completed North Main Street roundabout.

Streetscape improvements along the James Madison Highway median would improve the aesthetics of the commercial corridor.

The future land use map for this focus area identifies mixed-use and/or employment centers land uses, providing opportunities for a variety of development types.

The business incentive zone program identifies the Culpeper Town Square and Dominion Square Shopping Center as commercial centers in need of re-



investment. The Town should market the incentive opportunities to potential tenants.

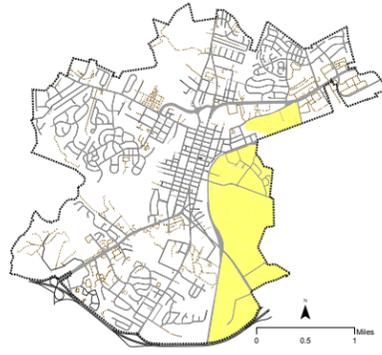
Strategic Goals

- Explore sidewalk options and potential funding sources for the northern side of James Madison Highway and the west side of Ira Hoffman Lane.
- Develop landscape plans for the median of James Madison Highway and allocate funding with the Capital Improvements Plan for installation.
- Promote the business investment zone program to encourage re-investment into vacant commercial shopping centers to attract new tenants.



This graphic illustrates the proposed sidewalk for the N. Main Street sidewalk project that has been funded with the Transportation Alternatives program.





Technology & Professional Gateway

Existing Conditions

This focus area contains the largest number of undeveloped parcels within the Town and also contains several existing businesses with potential for collaboration and expansion.

The southeast corner of this focus area contains the SWIFT facility with Verizon Cloud and Germanna Community College, located just outside of the Town's limits. The existing infrastructure serving the Verizon Cloud and SWIFT data based technology facilities could potentially be utilized by additional technology based industries. Culpeper is also uniquely positioned outside of the Washington DC blast zone, which could be appealing for future government based facilities.

Germanna Community College recently constructed the Daniel Technology Center on their Culpeper campus, with additional plans for expansion in future years. There are significant opportunities for collaboration between the curriculum offered at the college and technology based industries in the surrounding vicinity.

Culpeper County Public Schools has a goal of opening a new Career and Technical Education School located



adjacent to the Germanna Community College in August 2020. The new school will provide enrollment opportunities for 10-12 graders who seek to focus on specialized training and workplace readiness skills.

On the northern side of this focus area, TE Connectivity is another large technology based manufacturing facility with approved plans for significant expansion.

The Towns at Mountain Brooke and Mountain Brook Estates are 2 approved residential developments along East Chandler Street. Mountain Brook Estates is currently completing their final phase of single family homes, while the Towns at Mountain Brook is an approved plan that is yet to start construction.

There are a number of greenfield sites in this transitional zone between retail and technology that could be developed for a variety of future uses. This focus area also contains facilities operated by Merchants Grocery, Merillat, and several other industrial based companies. Currently, the Association of Social Work Boards new facility is being constructed outside of the Town limits on E Chandler Street. This modern facility has the potential to attract peers to the area.

The McDevitt Road and Route 3 intersection is graded at a service level F. As growth continues in the area both in Town and County properties, the intersection will need improvements.

Opportunities

This focus area contains several greenfield sites that could provide opportunities to collaborate with the existing technology based businesses and Germanna Community College through the development of professional technology based offices or a research campus. The existing infrastructure could also attract additional technology based employment centers.

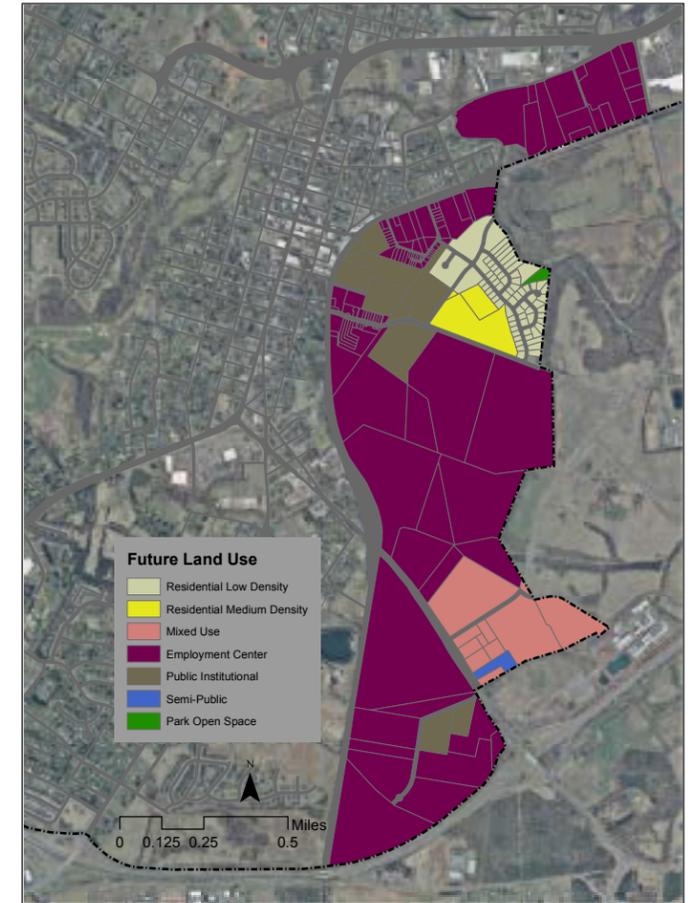
This focus area also contains a significant availability of potable water and wastewater capacity as well as the potential for wastewater re-use, providing an ideal location for a large utility customer.

The future land use map for this sector identifies the majority of large undeveloped parcels as future employment centers. This designation reinforces the opportunities for large scale development of additional technology based industries and/or potential research park in conjunction with Germanna Community College.

Culpeper County has designated the area just outside of the Town limits as a Technology Zone, offering incentives targeted toward technology based businesses and employment. The combined Town and County Economic Development Department will explore opportunities for collaboration to attract potential employers in this area.

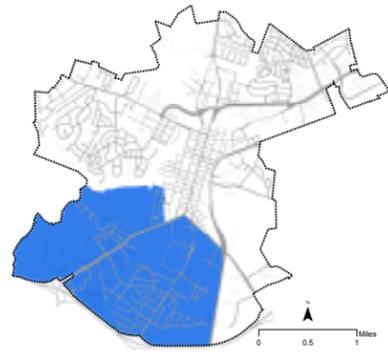
A smart scale application has been submitted as a potential solution to fund the construction of a roundabout at the McDevitt Road and Route 3 intersection.

Any future development will impact the County roads resulting in a need for additional improvements on McDevitt Drive, E Chandler St, Keyser Road, and Nalles Mill Road.



Strategic Goals

- Support existing businesses with expansion efforts and new development projects
- Develop incentive packages to target and attract businesses in the STEM (Science, Technology, Engineering, and Manufacturing) sector
- Market strong workforce access by leveraging existing educational/training programs through Germanna and federal programs such as the Department of Defense Skill Bridge initiative
- Monitor the Smart Scale application for state funding to construct a roundabout at the McDevitt and Route 3 intersection.
- Support economic development efforts at the identified properties, which includes potential rezoning and an expansion of the technology zone.



Health and Wellness District



Existing Conditions

This focus area contains a mix of residential developments, commercial shopping centers, professional offices, the Powell Wellness Center, and the UVA Culpeper Regional Hospital.

Rockwater Park is a 33 acre parcel that the Town acquired in 2016. The first phase of development was completed in the Spring of 2018 when the park officially opened with a ribbon cutting ceremony. The second phase of development was completed by the summer of 2019.

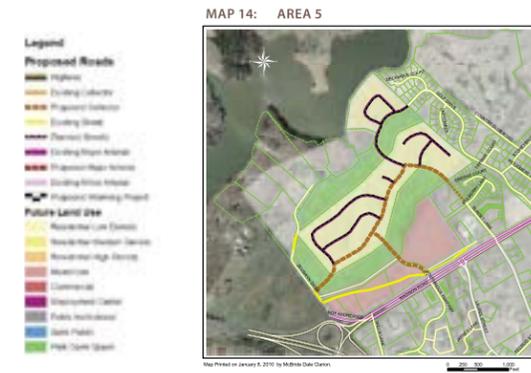
Several adjacent land parcels at the southwest corner of Town provide opportunities for a large scale planned unit development with high visibility off of the Route 29 corridor.

Opportunities

The Town received a Transportation Alternatives grant from the state to construct a section of sidewalk and intersection improvements at Sunset Lane. The project will meet a critical infrastructure need along the Madison Road corridor.

Additionally, Rockwater Park, the Town's newest park, is positioned well to allow multi-use trail connections to a variety of community destinations, neighborhoods, and other park sites.

The future land use map encourages mixed-use development along the southern portion of Madison Road that would be supported by the surrounding residential developments and professional staff. The undeveloped property at the southwest corner of the Town has been identified in the Comprehensive Plan as a future growth area. This large area of undeveloped property provides a unique opportunity for a large scale planned unit development. This property could provide space for future expansion of the Novant Health UVA Culpeper Hospital or a variety of other uses including professional medical offices and upscale apartments with high visibility off of Route 29.



This map from the Comprehensive Plan identifies a growth area for future development located in the southwest portion of this focus area. The growth area calls for a mixed-use development compatible with the hospital. The development is encouraged to include a mix of medical or research facilities, office, hospitality and conference facilities, long term care facilities, and senior care with an active residential component in the northern portion of the site.



Strategic Goals

- Implement the Rockwater Park master plan, providing high quality recreational amenities for Town residents and visitors.
- Plan and design potential trail connections to destinations throughout the focus area, providing alternative transportation and outdoor recreation opportunities.
- Promote the development of the 180 acre growth area identified in the Town's Comprehensive Plan. This area should be developed as a large scale planned unit development as shown on the growth area diagram.
- Continue to explore opportunities that would increase public access to Lake Pelham and promote outdoor recreation through Lake Pelham Adventures.
- Complete the engineering design and construction of the sidewalk and intersection improvements along Madison Rd.



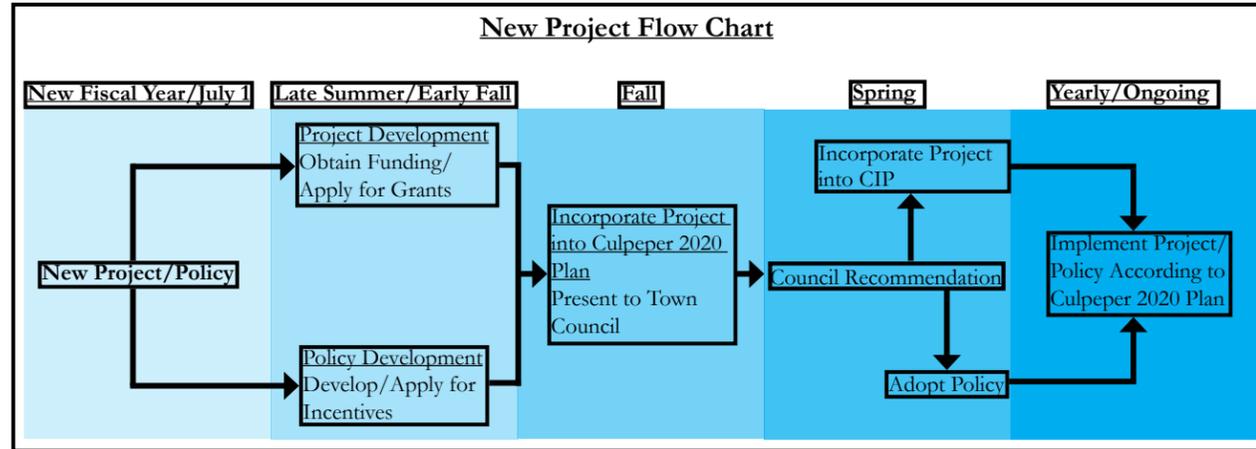
Rockwater Park & Potential Connection Trails



Implementation Summary

The intent of the Culpeper 2020 plan is to identify specific policies and projects that will assist the Town in accomplishing the community goals identified in the Comprehensive Plan. The Comprehensive Plan establishes a 20 year vision for the Town; whereas, the Culpeper 2020 plan will provide the short term steps needed to reach the long range vision. This plan should

be viewed as a living document that is re-evaluated annually and updated with new project and/or policy sheets for the upcoming fiscal year. The chart below outlines the recommended process for developing new projects, updating the Culpeper 2020 plan, and implementing those projects.



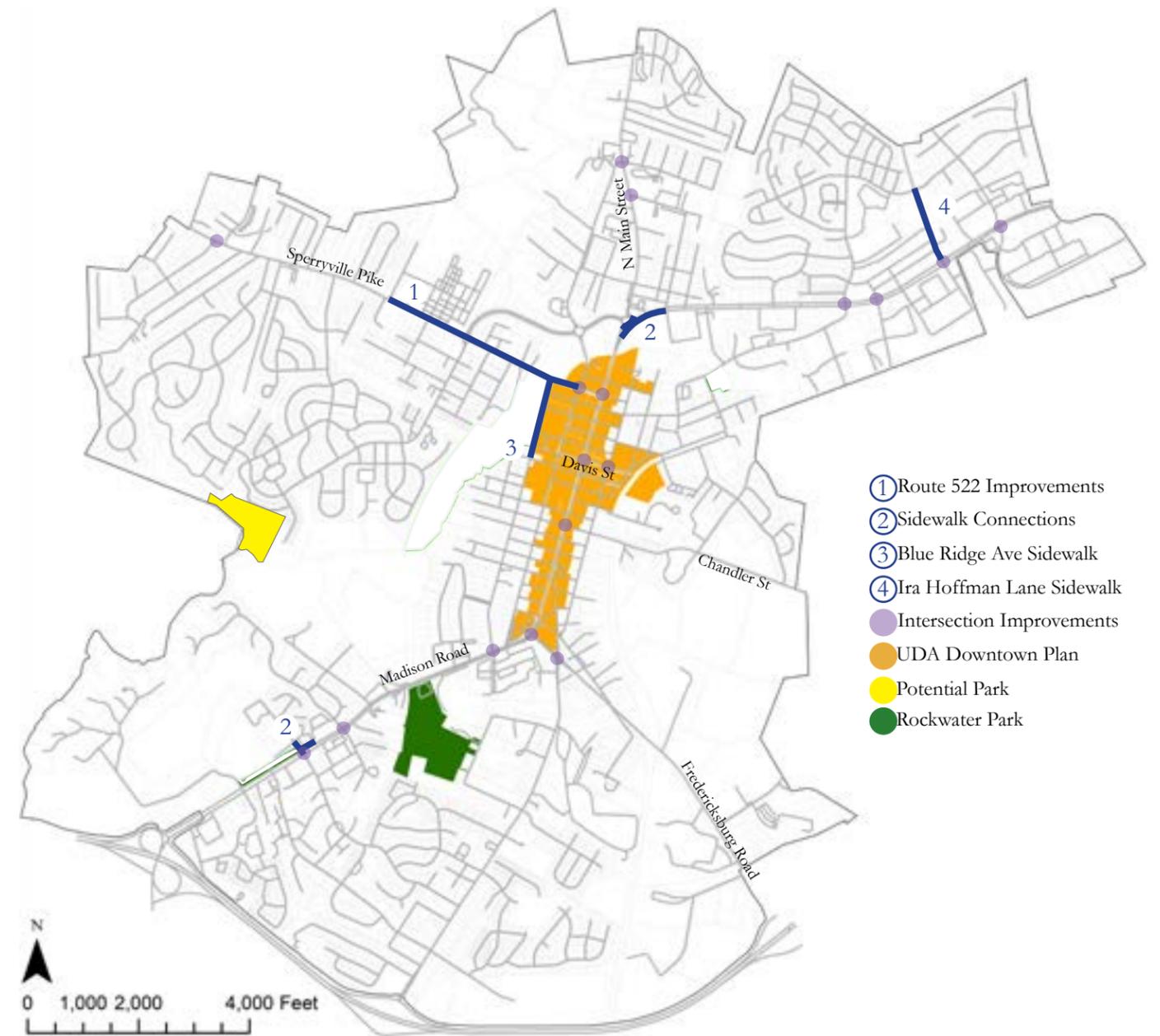
Each focus area was examined in this plan to produce an inventory of the existing conditions, identify potential opportunities, and to provide a list of strategic goals specific to that focus area. Nine specific projects have been identified that are recommended for the 2020 and 2021 fiscal years. A detailed overview examining each of the nine projects is provided on the following project sheets. Most of the projects that have been identified will require several years to complete. Several of these projects may already be underway while others should be started during the current fiscal year.

At the end of this implementation section, a list of long range projects has been provided. The Town should set a goal to complete the long range projects within five years from the adoption of this plan. The long range projects as well as any additional projects that are incorporated into this plan during future revisions should be re-evaluated annually to assign a priority level based on community need and the availability of funding or staff that will be necessary to complete each project.

2020-2021 Fiscal-Year Projects

- Proceed with construction of the Route 522 West pedestrian improvements.
- Proceed with construction of the N. Main Street roundabout and Sunset Lane sidewalk projects.
- Continue to implement Rockwater Park master plan
- Follow the implementation steps outlined in the UDA Master Plan for Downtown Culpeper by issuing an RFP for the Commerce Street Redevelopment
- Complete phase 1 of the Blue Ridge Ave sidewalk improvements and seek funding for phase 2.
- Should TAP funding be awarded, proceed with engineering and design for the sidewalk along Ira Hoffman Lane and connecting sidewalks to Yowell Elementary School on 522.
- Submit VDOT Smart Scale applications for intersections at Orange Rd, Ira Hoffman and Montanus Dr.
- Develop a master plan for the future park at Lake Pelham Dam.
- Secure funding for low water bridge at Yowell Meadow Park

Implementation



The map highlights the major projects and policies that will become the primary focus for town staff as outlined in this plan.

Implementation



Project background

In recent years, pedestrian safety has become a growing concern along Route 522 West due to increased traffic and lack of infrastructure. Two pedestrian deaths have occurred along this corridor, one in October 2013 and another in October 2014. Additionally, there have been 53 collisions along Route 522 West within the Town from January 2012 to April 2015. Traffic speeds are a concern along with adequate pedestrian and bicycle infrastructure. There are no sidewalks on either side of the roadway between the roundabout at Colonel Jameson Boulevard and North Aspen Street. Furthermore, there is growing pressure for additional pedestrian infrastructure along this stretch of Route 522 West because of the recent and continuing residential growth in the neighborhoods surrounding the corridor. Many residents of these neighborhoods use Route 522 West to get to and from downtown, as well as to and from Yowell Meadow Park. The Town's Comprehensive Plan and the Sidewalks, Bikeways, and Trails Master Plan both call for additional pedestrian and bicycle infrastructure along Route 522 West.

Project Summary

This project proposes to convert four existing travel lanes into two travel lanes, one turning lane/ landscaped median, and bike path from the bridge on Sperryville Pike in between North Blue Ridge Avenue and Gardner Street to the roundabout on the south side of Colonel Jameson Boulevard. A mini-roundabout is proposed at the intersection of Sperryville Pike and Blue Ridge Avenue in order to improve left-hand turning movements and calm traffic.

The project also proposes to extend a 5' sidewalk connection from the existing multi-use trail along Colonel Jameson Boulevard to the existing sidewalk in front of the Riverdale subdivision along the northern side of the Route 522 West roadway. This segment will include the construction of curb and gutter on this side of the roadway to improve drainage. This project will primarily use existing right-of-way for the improvements and will only require limited additional right-of-way acquisition on two parcels.



Project Timeline

Engineering design for the project was completed in the winter of 2020. Construction is scheduled to begin in early Spring of 2020 with an estimated completion timeline of 9 months.

Project Funding

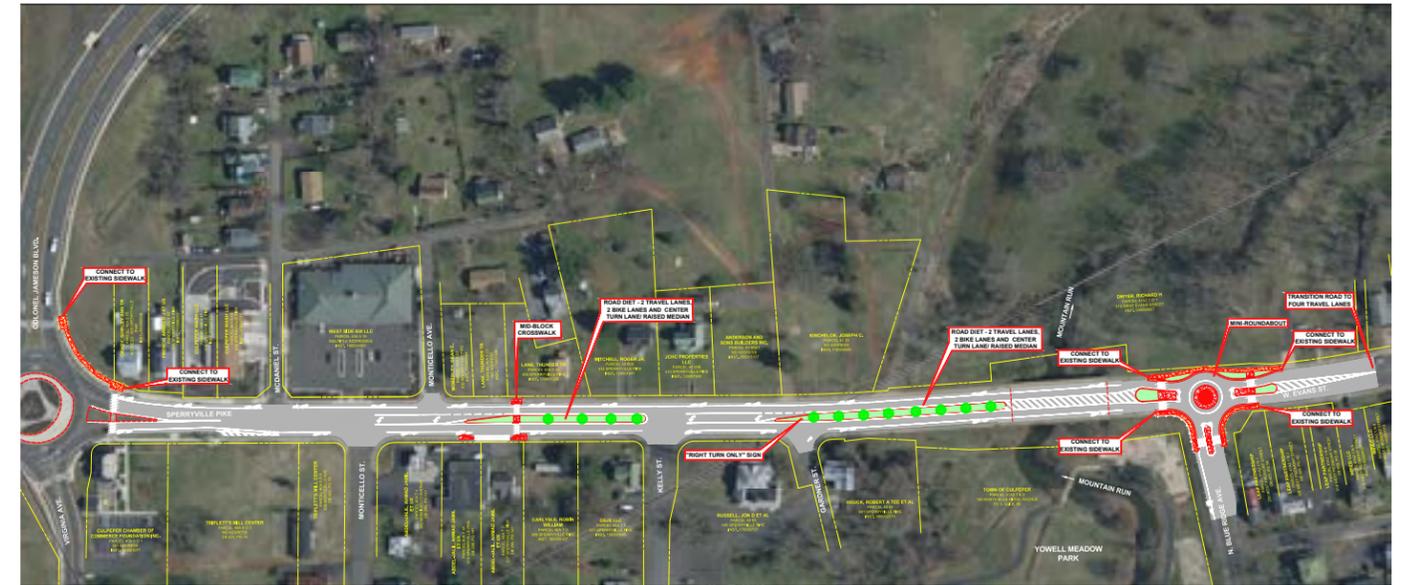
This project is 100% funded with state and federal dollars through the Highway Safety Improvement Program (HSIP).

Route 522 Improvements



Northwest Section of 522 Improvements

Improvements include 5' sidewalk installations along the northern section of roadway with connection to the existing multi-use path.



Southeast Section of 522 Improvements

Improvements include installation of a 5' sidewalk connecting to existing sidewalk, mid-block cross walks, a road diet that includes two travel lanes, two bike lanes, a center turn lane, a raised median, and a mini-roundabout at Blue Ridge Avenue.



Project background

In FY2017, staff began updating the Town's Sidewalk, Bikeways, and Trails Master Plan. As part of this process, staff identified priority sidewalk construction projects for the next five years with the targeted goal of implementing two projects per year. Funding for the following two projects has been awarded through the VDOT Transportation Alternative Program (TAP). The TAP is specifically geared for pedestrian oriented projects, especially sidewalks and trails. TAP grants will fund projects up to 80 percent through Federal and State dollars with the remaining 20 percent being the locality's responsibility.

Project Summary

1. North Main Street to James Madison Highway Sidewalk Connection

The project proposes to install sidewalk to accommodate a high level of pedestrian traffic along North Main Street at the recently constructed roundabout heading north towards James Madison Highway. At this time, pedestrians walk along the widened road shoulder without any form of protection from vehicular traffic within the roadway. This project proposes to construct a 5' wide sidewalk from the north side of the North Main Street bridge to existing sidewalk on the south side of James Madison Highway. The existing conditions along the bypass roadway from North Main Street to James Madison Highway include a wide shoulder without curb, gutter, or storm water infrastructure. In order to manage water along the roadway, a typical curb and gutter system is being proposed that will be integrated into the Town's storm water conveyance system. Pedestrian crosswalks and pedestrian refuge islands have also been proposed and will be integrated into the adjacent roundabout to allow a safe crossing for pedestrians across North Main Street and James Madison Highway.

2. Sunset Lane to Madison Road Sidewalk Connection

There is a high level of pedestrian activity along Sunset Lane between Kestner Wayside Park as well as the Culpeper Health and Rehabilitation Facility toward the existing sidewalk located in front of the Powell Wellness Center off Madison Road. The existing sidewalk in front

of the Culpeper Health and Rehabilitation Facility is in need of significant repair. The project proposes to replace sidewalk in front of the Culpeper Health and Rehabilitation Center, construct a crosswalk across the Sunset Lane intersection, and to construct sidewalk from the intersection to the existing sidewalk along Madison Road. This sidewalk extension will allow pedestrians coming from Sunset Lane to access the public bus stop on Madison Road and safely cross Madison Road.

Project Timeline

Engineering has been completed; construction will be completed in the fall of 2020.

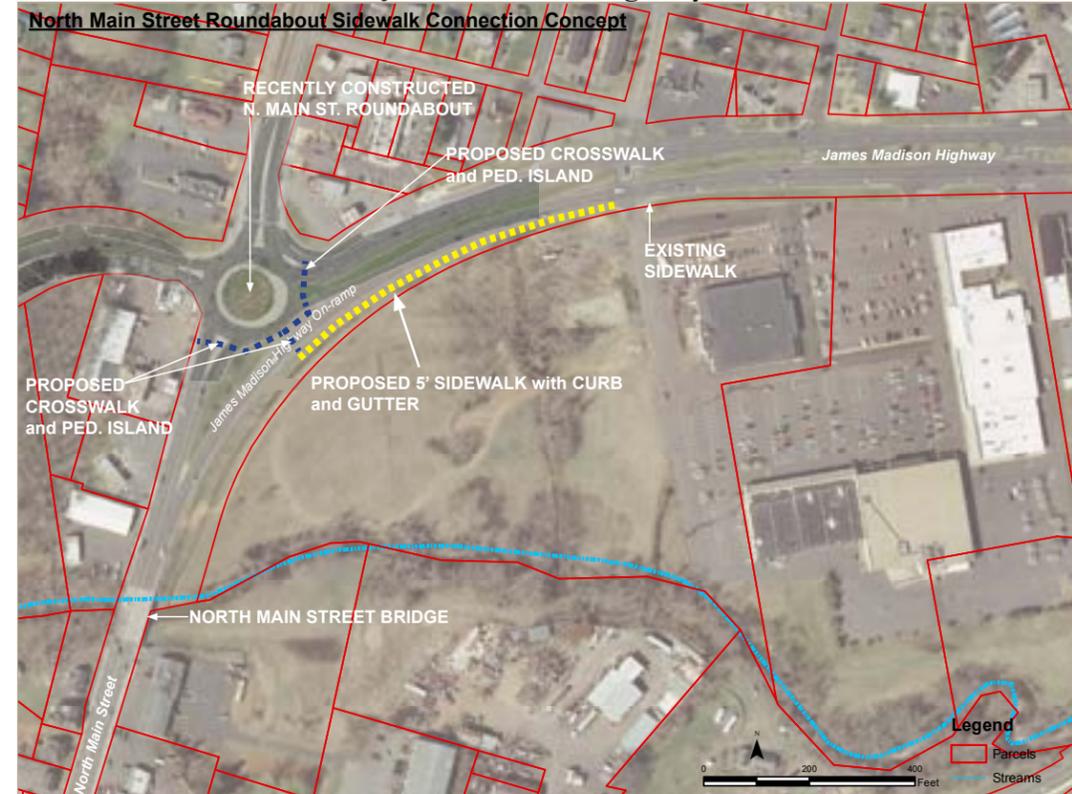
Project Funding

TAP grants are an 80/20 funding split with the majority of funding coming from Federal and State dollars.

North Main Street to James Madison Highway Sidewalk Connection project has initial cost estimates at approximately \$600,000 with \$480,000 funded through Federal and State dollars and \$120,000 paid for by the Town.

Sunset Lane to Madison Road Sidewalk Connection project has initial cost estimates at approximately \$120,000 with \$96,000 funded through Federal and State dollars and \$24,000 paid for by the Town.

North Main Street to James Madison Highway Sidewalk Connection



Sunset Lane to Madison Road Sidewalk Connection



Project background

In 2015, the Town acquired the 33 acre parcel at 421 Madison Road, referred to as the Waugh property. In May 2016, Town Council adopted the name Rockwater Park for the future recreation facility. A Town water well site is also located on the property. The unique topography and bedrock throughout the site make the property difficult for any large scale development, but ideal for a future public park. The south side of Town lacks access to neighborhood parks and Rockwater Park provides an opportunity to create a large scale park for the surrounding residents.

Project Summary

In FY 2016, town staff worked with the Parks and Recreation Commission to develop a master plan for the 33 acres. The master plan takes the challenging terrain into consideration to lay out a variety of program elements.

The town’s water well treatment facility was completed in FY2018 and includes a public restroom building with parking that can be used by water utility workers as well as park visitors. As of fall 2018, the Park included almost one mile of paved, walking trails and a large pavilion near the parking lot. Phase two, was completed in summer of 2019, including a large splash pad with above ground and in ground spray features, a ninja warrior style obstacle course, a 40-yard dash, a bouldering rock, and an 18-hole disc golf course. Future phases include constructing additional pavilions, a new playground area and a second parking area off of Blue Ridge Avenue Extended. The Master Plan for the Park also identifies several locations for public art or special community projects.

A multi-use trail connection is now complete, linking the Park to Sunset Lane, near Farmington Elementary School. This trail connection also serves as an access road along an existing Town sanitary sewer line.

Project Timeline & Funding

- The children’s playground and second parking area at Rockwater Park are currently under design with

construction scheduled for FY 2021.

Existing Features

- ① Parking
- ② Bathrooms
- ③ Pavilion
- ④ Multi-use path

Proposed Features

- ⑤ Pavilion
- ⑥ Splash pad
- ⑦ Climbing Boulder
- ⑧ Fitcore course & 40 yard dash
- ⑨ Playground
- * Public Art Locations

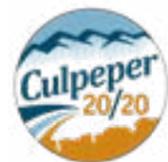
Rockwater Park Master Plan



Town of Culpeper
September 2018



Concept layout for new children’s playground equipment at Rockwater Park



Project background

In Fall 2016, the Town was awarded an Urban Development Area (UDA) planning assistance grant through the Virginia Office of Inter-modal Planning and Investment. The grant of \$65,000 provided consultant assistance to develop master plan for downtown Culpeper incorporating UDA principles.

A consultant team and Town planning staff worked with a steering committee of downtown stakeholders throughout a 12 month period to develop the plan. It was officially adopted in November of 2017.

The plan identified 6 focus areas that could provide catalyst developments within the downtown. A preferred development scenario was created for each focus areas that addressed specific elements including the potential building types, commercial space, residential units, parking, transportation improvements, and public improvements.

The plan encouraged the redevelopment of town owned parcels at the end of E. Davis Street across from the Depot property. In recent years, there have been several concepts developed that would include a public plaza, pavilion, and potentially a mixed-use building. The Town now owns all of the parcels along the eastern side of the block stretching between Davis Street and Culpeper Street and along Commerce Street.

Project Summary

The current concept that was developed by Town staff would include the construction of a new mixed use building and public plaza off of Davis Street.

The public plaza could serve as outdoor seating for downtown visitors and a location for future downtown events. The proximity to the farmers market could create additional synergies and options for expansion to facilitate craft vendors.

The conceptual building incorporates ground floor parking, a shared indoor market space at the Davis Street level, 3 floors of multi-family apartments, and a rooftop

restaurant with outdoor seating to capture views of Culpeper and the Shenandoah mountains.

Additional project elements include renovations to the existing plaza and greenspace adjacent to the Depot. If Waters Place, East Culpeper Street and portions of Commerce Street were converted to one way, there would be potential to increase the project footprint as well as add new sidewalk with on street parking along East Culpeper Street. These improvements would provide connectivity to the existing infrastructure and businesses in the surrounding area.

Project Timeline & Funding

The Town should advertise a request for proposals from qualified development firms to explore options for a public private partnership to develop the project. The percentage of private investment vs. public investment would be dependent upon the proposals received.



Conceptual Perspective Rendering - Mixed-Use Development
COMMERCE STREET REDEVELOPMENT



Conceptual Site Plan
COMMERCE STREET REDEVELOPMENT



Project background

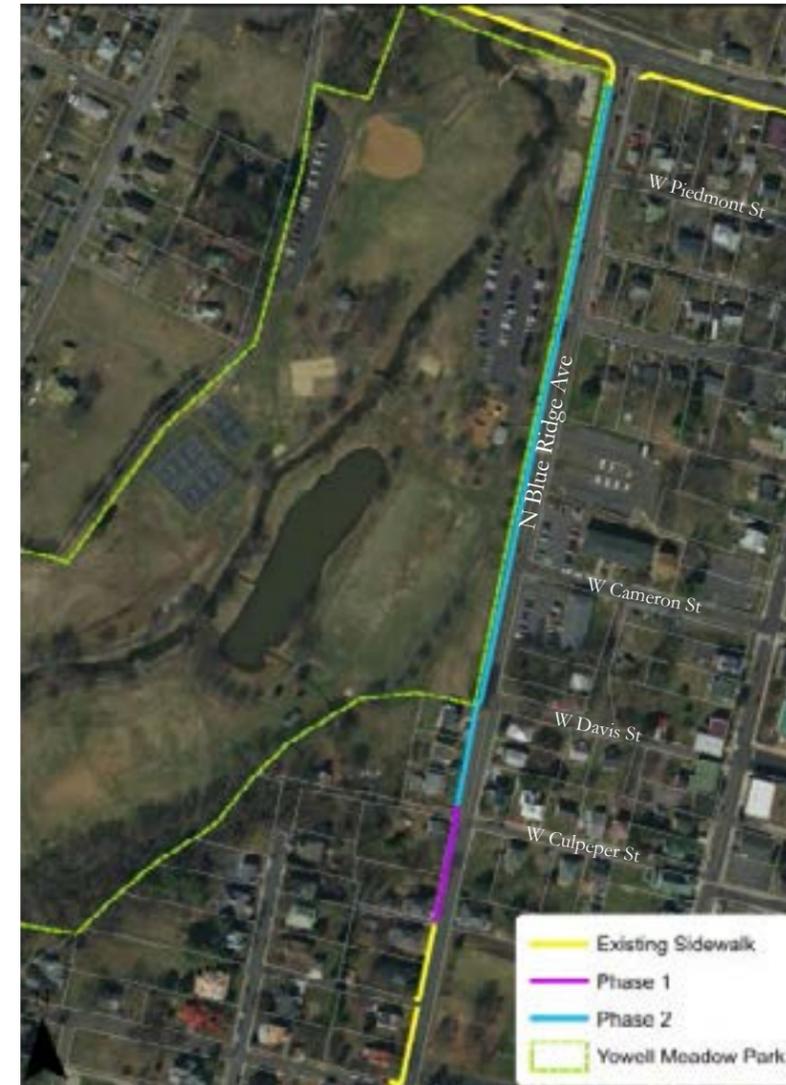
North Blue Ridge Avenue is an important connection to Sperryville Pike and Yowell Meadow Park. The Annual Average Daily Traffic count for N Blue Ridge Ave prepared by VDOT indicates that 4,600 vehicles travel the road daily with high pedestrian traffic as well. Much of the road has adequate sidewalk and pedestrian infrastructure, but from approximately W Culpeper Street to Sperryville Pike, there are no sidewalks. Many people use N Blue Ridge as a walking route into Yowell Meadow Park, including the children at the Child Development Center, which is located in the Culpeper Baptist Church. Additionally, there is a bus stop on the Culpeper Trolley at the entrance to Yowell Meadow Park that has no sidewalk connections. The new segment of sidewalk will provide a continuous pedestrian route with connection to Sperryville Pike and Yowell Meadow Park.

The existing culvert is in need of maintenance and repair. The existing handrail at the culvert should also be brought up to current standards. New outlet protection would divert the energy of water at the outlet of the culvert to prevent future erosion of the channel.

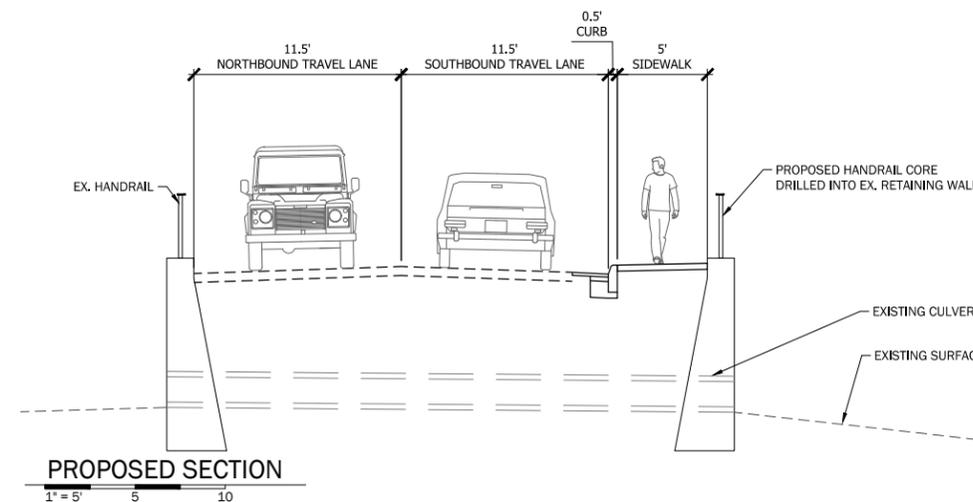
Project Summary

The project is divided into two phases. Phase 1 involves constructing sidewalk from W Culpeper Street to the existing sidewalk off of W Locust Street on the western edge of North Blue Ridge Avenue. This phase of the project will provide a safe pedestrian route at the most narrow point of the road, which also poses the most significant pedestrian dangers. During construction, repair will also be made to the existing retaining wall, the handrail will be replaced, and new outlet protection will be provided for the existing culvert. This project requires no additional right-of-way.

Phase 2 of the project extends the sidewalk to Sperryville Pike providing additional connection to Yowell Meadow Park.



The map to the left shows the phased improvements to pedestrian infrastructure on N Blue Ridge Avenue.



The image to the left is a proposed section of the sidewalk improvements on N Blue Ridge Ave.



Project background

The existing willow oak trees at the end of East Davis Street have exceeded their growth area and are uplifting the adjacent concrete sidewalk. These trees provide significant value to the historic downtown and the community has expressed a desire to preserve the trees if possible. In 2019, the Town consulted with an arborist specializing in urban street trees to assess the health of the trees and provide recommendations to improve their growing conditions. In order to prevent future conflict between the tree roots and sidewalk, it was recommended that the Town re-route the sidewalk farther from the trees and expand the mulch areas to encourage root growth away from the sidewalk.

Project Summary

This project has been broken into two phases in an effort to minimize the impact to businesses in the surrounding area.

Phase 1 will consist of relocating the sidewalk along the southern side of the roadway adjacent to the greenspace. This phase will consist of relocating the sidewalk away from the trees, relocating the love sculpture within a new brick planter that will also function as a seat wall, a new sidewalk and landscaping.

Phase 2 will consist of relocating the sidewalk along the northern side of the roadway. In order to accommodate the sidewalk, the parking lot will be reconfigured to better accommodate one way traffic, angled parking, and improved an entrance/exit

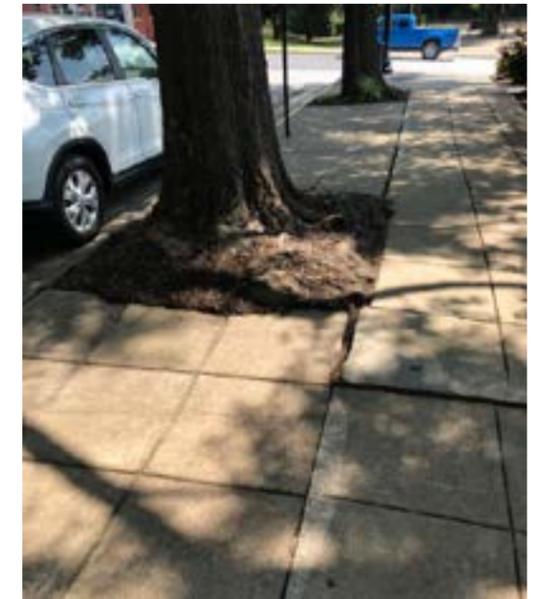
Project Timeline & Funding

- Phase 1 will take place during the early spring of 2020. The project will be funded jointly between CRI and the Town.
- Phase 2 will take place during the early spring of 2021. The project will be funded jointly between CRI and the Town.



The image to the left conveys potential sidewalk and parking lot renovations at the end of East Davis Street needed to create safe pedestrian access around the existing mature oak trees.

The image below shows the hazardous conditions created by the tree roots at the end of E Davis Street outgrowing their space.



Project background

The Town's sidewalk plan identifies major and minor projects to be submitted for grant funding every two year cycle through the Transportation Alternatives and/or Highway Safety programs. All of the projects within the Plan's implementation section are located in areas of critical need and would require minimal right of way acquisition to be completed. Two sidewalk projects were funded in the FY2017 year and will be completed by FY2020. If the proposed projects below are awarded, they will continue the long range goal to provide sidewalk connectivity throughout the Town in areas of need and promote alternative transportation options for local residents.

Ira Hoffman Lane Project Summary

This project proposes to construct a sidewalk connection along Ira Hoffman Lane between Rocky Knoll and James Madison Highway. The proposed sidewalk will provide a continuous connection from the existing multi-use path leading from the county to the commercial shopping centers along James Madison Highway. Preliminary analysis indicates that no additional right of way would be required to construct the sidewalk. There are several residential neighborhoods in the surrounding area that contain existing sidewalks and their residents would benefit from the sidewalk connection.

The project is located along Ira Hoffman Lane between Route Business Route 15 and Rocky Knoll / Bergandine Ave. Ira Hoffman lane is a 4-lane Major Collector with a posted speed of 45 MHP. Based on available GIS resources it appears that the right-of-way along this corridor has capacity to accommodate this pedestrian facility with one potential exception.

The retro-fit sidewalk location is proposed along the East margin of the roadway, which would be on the right-hand-side of each of the site photos shown below.

The roadway has existing curb and gutter along both sides of the road for the entire length of the project. Additionally, an existing stormwater conveyance network exists along the corridor. For the purposes of this study we

have assumed that this work will require the replacement of the curb and gutter adjacent to the proposed sidewalk.

No utility relocations and/or replacements are required as a part of this work.

Given the estimated disturbance limits of this project, Stormwater Management criteria will not be required as a part of the permitting compliance.

Project Timeline

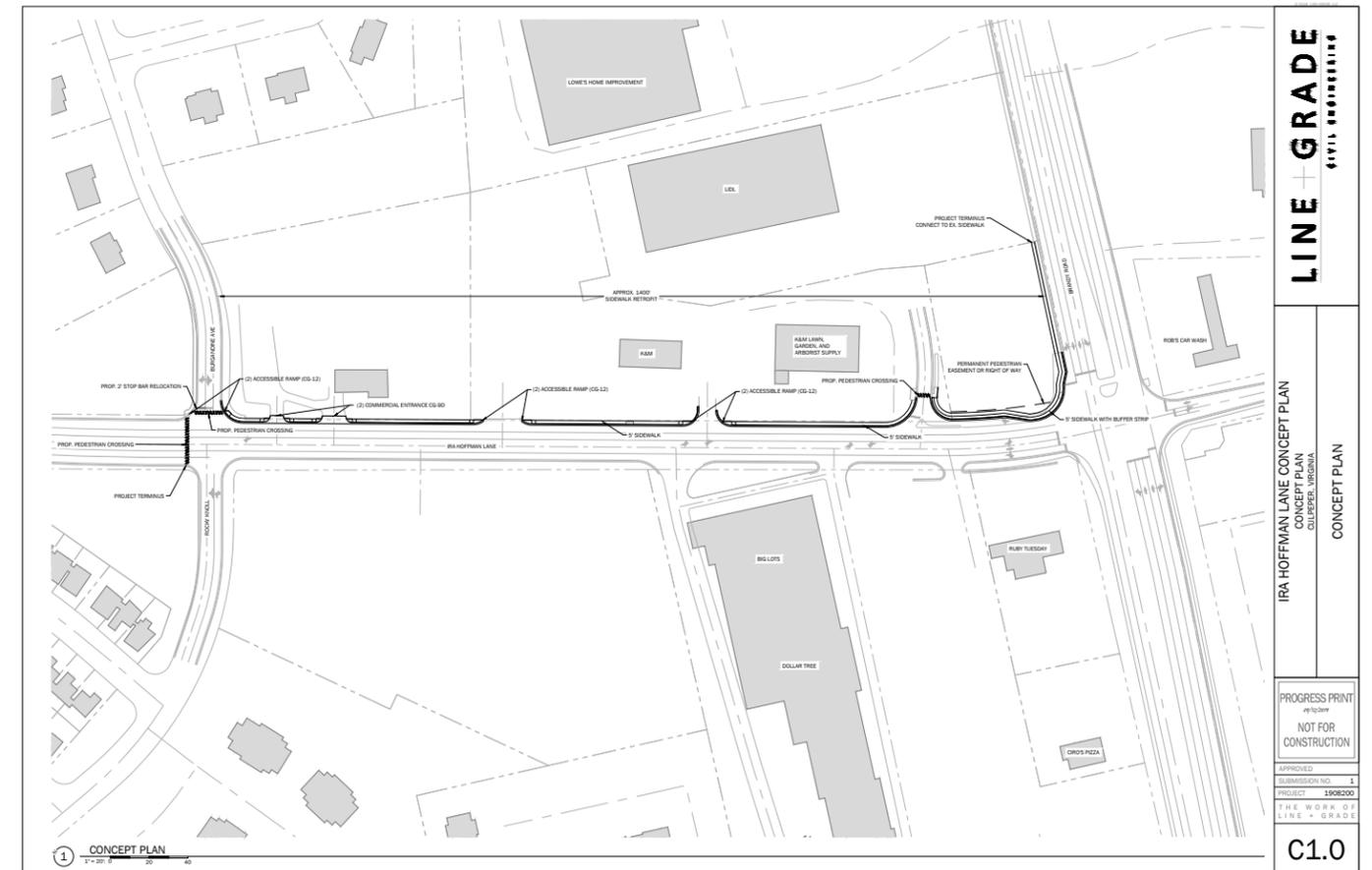
Grant applications submitted fall 2019. The Town is awaiting determination from VDOT.

Project Funding

If awarded, the project would receive 80% funding from the TAP program. The Town would contribute the remaining 20%.



The proposed sidewalk project to the left would provide a missing link between an existing multi-use path leading into Town from Culpeper County. There are several large scale residential developments that contain existing sidewalks leading to Ira Hoffman Lane. Constructing this proposed segment would provide continuous safe pedestrian access to the shopping centers along James Madison Highway.



Pre-liminary Design Ira Hoffman Sidewalk



FY2020-FY2021 Projects- Ira Hoffman Sidewalk



FY2020-FY2021 Projects- Ira Hoffman Sidewalk

Project background

The Sperryville Pedestrian Improvement/Road Diet projects design and engineering is nearly completed and the project is expected to be completed in late 2020 or early 2021. This project will provide pedestrian sidewalk connections along Sperryville Pike west to the Riverdale Subdivision. There are two remaining segments along Sperryville Pike to connect to Yowell Elementary School. By connecting the remaining sidewalk segments along 522, students will be able to walk and bike to school without safety barriers. The project proposes to install two sidewalk connections connecting the Riverdale subdivision to the Cardinal View subdivision and Yowell Elementary School. With completion of the Route 522 improvements and this project, there would be a continuous sidewalk from Yowell Elementary School to downtown.

522 Connections to Yowell Elementary School Project Summary

The purpose of this project is to create a much needed pedestrian connection along Sperryville Pike (Route 522) from the adjacent Route 522 Improvement project to Yowell Elementary School. This infill project will create safe pedestrian accommodations from several adjacent residential neighborhoods to the Yowell Elementary school and to the Town of Culpeper, including Yowell Meadow Park.

This project consists of 2 sections. Both sections are along the North side of Sperryville Pike. The first infill section starts adjacent to Lesco Boulevard (on South side of street) and connects to an existing sidewalk near Culpeper Free Methodist Church. The second section begins near Maple Lane and continues toward Colonel James Boulevard (to the East) and connects with an existing sidewalk near Riverdale Circle. Work within Section 1 is comprised of approximately 500 linear feet of concrete sidewalk (5' wide) which would be constructed along with curb and gutter. A verge will be introduced at varying widths to match the existing conditions on either end of the infill sidewalk.

The second section along the corridor will result in very similar improvements as the previously mentioned section

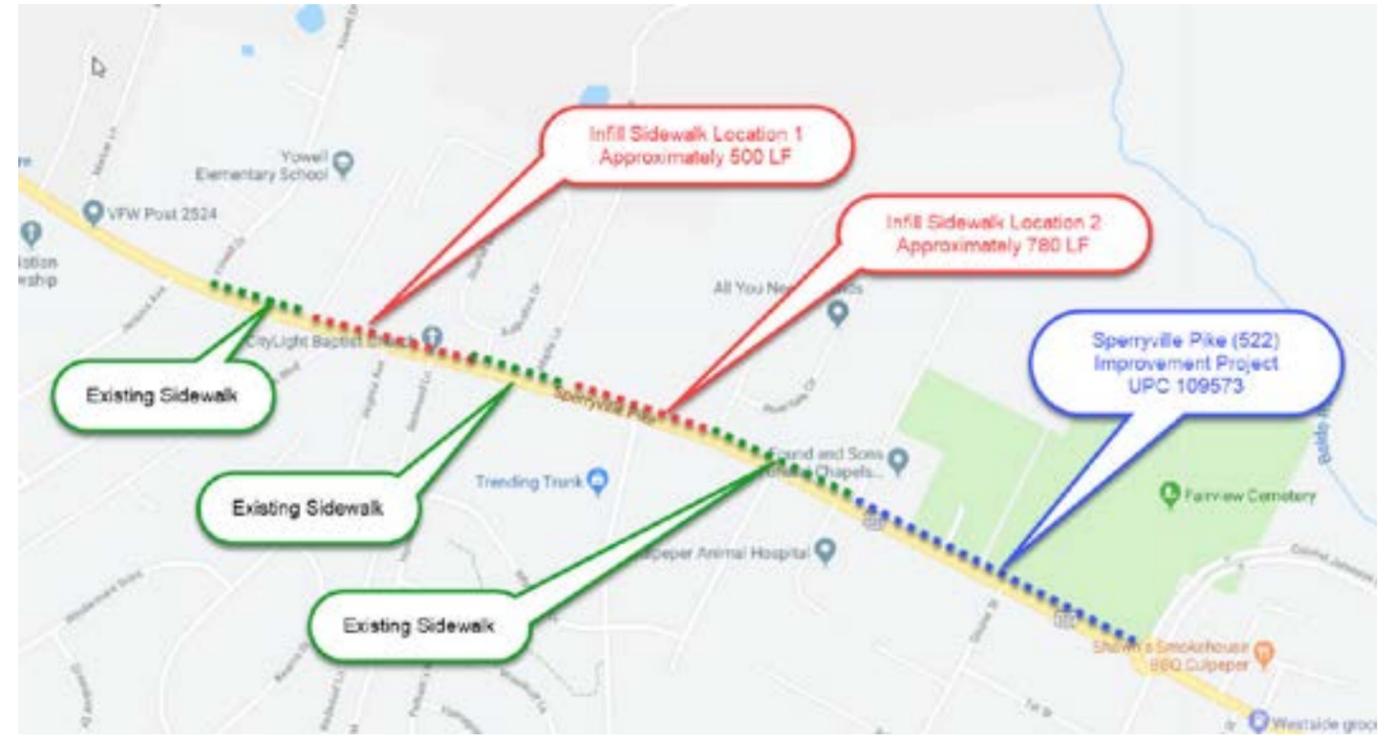
and will extend nearly 780 linear feet. New Sidewalk and Curb with a variable width buffer strip. That said, this portion of the sidewalk will need to navigate conflicts with several more utilities, including transformer pads and several above ground utility poles which appear in direct conflict with the preferred/potential alignment.

Project Timeline

Grant applications submitted fall 2019. The Town is awaiting determination from VDOT.

Project Funding

If awarded, the project would receive 80% funding from the TAP program. The Town would contribute the remaining 20%.



The proposed sidewalk project to the above would provide a continuous connection from Yowell Elementary School to downtown Culpeper. This connection could allow students in surrounding subdivisions to walk to school safely.



Preliminary Design Sperryville Pike Pedestrian Connections



Project background

Planning staff explored a sidewalk extension along Orange Road from Standpipe Road into downtown Culpeper after citizens requested improved pedestrian accommodations. VDOT recommended that the Town improve the Orange Road/Fredericksburg Road intersection prior to funding projects that would increase pedestrian traffic at the intersection. The project is a first step toward creating a more robust pedestrian network along the Orange Road Corridor. This corridor creates a natural link between the downtown urban center and the adjacent residential neighborhoods to the south, including Rockwater park. By extending the downtown corridor pedestrian network there is a natural extension to the vibrancy and economic opportunities associated with this larger more inclusive pedestrian network as well as the benefits of a safer, optimized intersection. In observance of the existing conditions one will note that the current pedestrian integration is entirely lacking, and any pedestrian looking to navigate the intersection does so at their own peril.

Project Summary

1. Orange Road Intersection:

The purpose of this project is to simplify the geometry of the intersection between Business Route 15 and State Route 522 (Orange Road and Fredericksburg Road) and thus allow an optimized intersection operation that includes clearly defined pedestrian accommodations and pedestrian crossing intervals. This intersection is a natural gateway for the downtown Culpeper district and the proposed improvements shall extend this corridor for pedestrian and other users of non-motorized transit while at the same time promoting economic development opportunities adjacent to the intersection.

This project area consists of improvements within the functional area of the intersection of Fredericksburg Road and Orange Road. The vehicular corridors intersect at a skewed angle, thus any attempt to retrofit the existing intersection with pedestrian accommodations would leave the situation no safer than is present, and likely much more confusing to pedestrians and drivers alike.

Given the existing geometry and accommodations, an intersection retrofit was explored. This exploration led to the consideration of simplifying the existing geometry to reduce conflict points and make pedestrian and vehicular interaction more predictable. The work within the project limits will include improvements along the margins of the road including new curb (and potentially gutter) as well as pedestrian facilities in the form of a sidewalk with a buffer space. Additionally, the functional area of the intersection will be redefined to create a logical and predictable interaction between pedestrians and vehicles. This work will include the relocation of mast arms and geometry adjustments to the horizontal geometry of the intersection. Under such an arrangement, pedestrian vehicle conflict points have been decreased, pedestrian crossing distance has been reduced, the interaction between vehicles and pedestrians is more predictable, and the integration of a pedestrian interval to the signal time would likely not degrade the Level of Service of the intersection.

2. James Madison Highway (Bus 15) & Ira Hoffman Rd (Rt 694) Intersection:

The intersection will be submitted as a Smart Scale application to potentially improve safety.

3. James Madison Highway (Bus 15) & Montanus Dr Intersection:

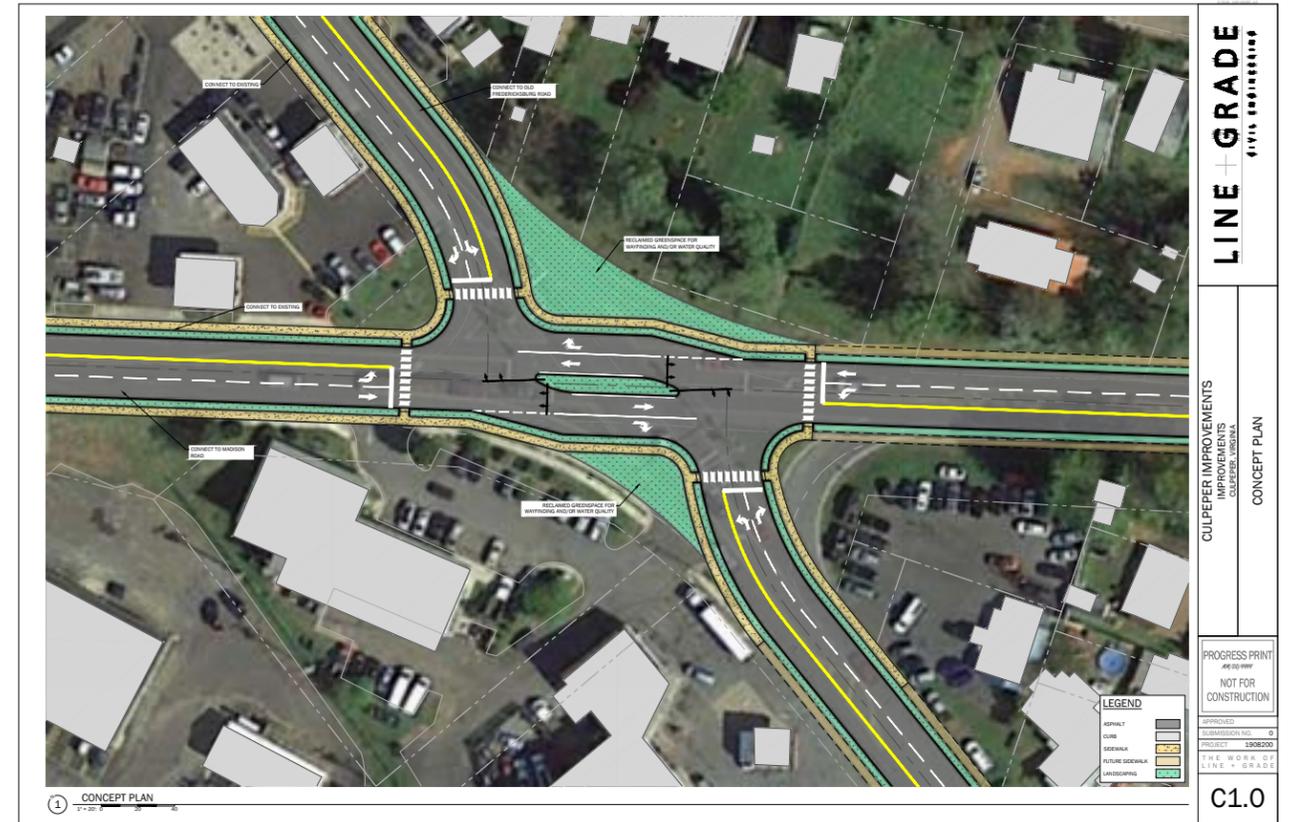
This intersection will also be submitted as a Smart Scale application to potentially improve safety.

Project Timeline

The following project applications will be submitted for Smart Scale funding in FY2021 and take anywhere between two to six years for project start. The timeline depends on how well the grant application scores.

Project Funding

VDOT Smart Scale Projects are 100 percent funded and managed by the state.



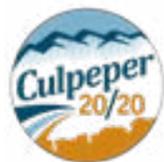
Concept plan of improved Orange Rd Intersection. Additional design configurations will be considered.



James Madison Hwy & Ira Hoffman Rd



James Madison Hwy & Montanus Dr



Project background

Lake Pelham’s major renovations to integrate a labyrinth spillway is now complete. The labyrinth spillway dam is a much more efficient dam and takes up much less space than the previous dam and spillway. This has opened up more functional Town owned property along Lake Pelham.

The Lake Pelham dam property will provide four to five acres of undeveloped land formerly used as the emergency spillway for potential park development. Existing access to the property is provided through the Lakeview subdivision. The property is surrounded by a high number of residential developments that include Lakeview, Redwood Lakes, and Pelhams Reach.

The dam modification project will deliver a roughly graded site that could accommodate a variety of uses. The Lake Pelham Connector Trail provides a multi-use trail between Yowell Meadow Park and the future park property at the lake with several access points along the Lakeview Subdivision.

Project Summary

The four to five acres of undeveloped property, formerly used as an emergency spillway, will provide additional land that could serve as a neighborhood park. Preliminary concepts incorporated a multi-use recreation field, jogging track, bathroom and pavilion structure, and a potential dog park. These ideas and concepts shall be vetted through the Town’s Parks and Recreation Commission in greater detail prior to allocating funding in future fiscal years. Ideas for this future park were incorporated into the Parks and Greenways Master Plan.

Project Timeline

Town planning staff should work with the Parks and Recreation Commission to develop a master plan for the property during FY2021 utilizing input from the Parks and Greenways Master Plan.

Project Funding

There will be no cost to the Town to develop a master plan for the property. Funding for implementing the master plans will be dependent upon the availability of funds during future fiscal years. Staff will explore funding options and to incorporate the project into the Town’s Capital Improvement Plan.



During the engineering design for the Lake Pelham dam modifications, this preliminary concept to the right was prepared to illustrate the potential park that could be developed on the former spillway site. This concept should be vetted through the Parks and Recreation Commission in greater detail and incorporated into the CIP.

Project background

The low water bridge of the walking path at the north end of Yowell Meadow Park is frequently subject to flooding. During rainy periods when Mountain Run water levels rise, the bridge is often rendered inaccessible. To address the problem, a replacement bridge with greater resistance to flooding is proposed for the site.

Project Summary

The Town proposes replacing the existing concrete low water bridge with a larger, 50' weathered steel bridge. The same type of bridge has recently been utilized for stream crossings at Rockwater Park and at the Spring Street Trailhead. The new bridge will connect to the trail pavement farther from the stream bank on either side. Additionally, the adjacent section stream bank will be reinforced with concrete and/or stone to prevent overflow and erosion in the vicinity of the stream crossing.

Project Timeline

Town planning staff has incorporated the project into the Parks and Greenways Master Plan. Town staff seeks to secure funding in FY2021 and complete construction by FY2022.

Project Funding

Cost estimates for the bridge plus construction are just over \$80,000. The project will be incorporated into the FY2021 capital budget.



Example of weathered steel bridge with bank reinforcement



Existing low water bridge at Yowell Park

Long Range Projects and Projects to be Completed in Future Years

These long range projects should be incorporated into the Town's annual work plan and implemented as funding becomes available. As new opportunities are identified in future years, they should be incorporated into the Culpeper 2020 plan utilizing the process that has been outlined on the "new project flowchart" earlier in this section.

The Town's Planning Commission should also coordinate future updates to the Comprehensive Plan with the Culpeper 2020 Plan. Projects that are incorporated into this plan should be consistent with the goals and objectives that are identified in the Comprehensive Plan.

- Promote the business investment areas along the Route 522 West corridor for the redevelopment of existing properties into future commercial uses that could support the adjacent residential subdivisions
- Promote the business investment areas located at the Culpeper Town Square and Dominion Square shopping centers to encourage re-investment into the commercial properties that would attract future tenants
- Develop a strategic plan for long range structured parking in the downtown utilizing the implementation strategies outlined in the UDA Master Plan
- Continue working with other localities in the region to develop a housing study that identifies opportunities and threats to housing in the region

Transportation Projects

- Identify key road, sidewalk, and multi-use trail projects to be implemented in an effort to promote interconnectivity throughout town and alternative forms of transportation.

Parks and Recreation Projects

- Explore options for a bike share program as the multi-use trail network is expanded.

Policy and Plan making Projects

- Develop incentive packages to attract businesses in the STEM (Science, Technology, Engineering, and Manufacturing) sector
- Market strong workforce access by leveraging existing educational/training programs through Germanna and Federal Programs such as the Department of Defense Skill Bridge initiative

